

Agenda

Planning Decisions Committee Meeting

6:30 pm, Tuesday 25 August 2026

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 Sharon Harrison — Deputy Mayor
- Cr Evangeline Aston
- Cr Edward Crossland
- Cr Andrew Davies
- Cr Kenneth Gomez
- Cr Meca Ho
- Cr Sarah McKenzie
- Cr Sophie Wade

Council staff:

- Mary Osman — General Manager City Sustainability and Strategy
- Narelle Jennings — Manager Development Services
- Lara Fiscalini — Senior Coordinator Statutory Planning
- John Theodosakis — Principal Planner
- Erryn Megennis — Principal Statutory Planner

Governance

- Patrick O'Gorman — Senior Governance Coordinator
- Milica Latu — Senior Administration and Project Officer
- Mel Nikou — Governance Officer

3. Declarations of Conflict of Interest

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

4. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Tuesday 28 July 2026 be confirmed.

5. Planning Committee Reports

Nil.

6. DTP Applications

6.1. – PPE26/0388 - 290 Park Street, Fitzroy North

Author	Corey Wooldridge – Senior Statutory Planner
Authoriser	General Manager City Sustainability and Strategy - Mary Osman

Executive Summary

Property	290 Park Street Fitzroy North
Ward	Nicholls
Application number	PPE26/0388 (Council Ref) PA2604344 (DTP Ref) This application has been lodged with the Minister for Planning. The Minister is the decision maker for this application.
Proposal	Demolition of the existing buildings and construction of a mixed-use, 7-storey building including the use of the land for dwellings (permit required for use) and food and drink premises.
Zoning & Overlay/s	• Commercial 1 Zone (C1Z) • Heritage Overlay – Schedule 327 (HO327) • Development Contributions Plan Overlay – Schedule 1 (DCPO1)
Strategic setting	• Incremental Change area • Nicholson Street Neighbourhood Activity Centre This application was made to the Minister for Planning under Clause 53.25 – Great Design Fast Track of the Yarra Planning Scheme.
Submissions	DTP notified Council about this application on 23 June 2026 under s52(1)(b) of the *Planning and Environment Act 1987* DTP have advised Council that at the time of finalising this report, they had received 13 objections.
Key reasons for recommendation	The overall height, massing and design of the development provides a design response that is inconsistent with the surrounding heritage streetscape and built form context.

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: - Building height reduced to a maximum of 6 storeys. - Reduction in street wall height to a maximum of 4 storeys. - Increased upper level setback to Nicholson Street and Park Street. - Various public realm improvements.
Contact Officer	Corey Wooldridge, Senior Statutory Planner

Officer Recommendation

That Council:

1. Note the officer report and the application material.
2. Delegate the Manager Development Services to write to the Department of Transport and Planning outlining Council's position that:
   (a) the proposal is not supported on the following grounds:
      (i) The height and massing of the development will result in an unacceptable heritage response and is inconsistent with the objectives and decision guidelines of the Heritage Overlay and Clause 15.03-1L of the Yarra Planning Scheme;
      (ii) The upper level setbacks of the development do not provide a recessive built form and are inconsistent with the objectives and decision guidelines of the Heritage Overlay and Clause 15.03-1L of the Yarra Planning Scheme;
      (iii) The articulation of the development does not adequately express the traditional subdivision pattern, architectural detailing or fenestration of the surrounding heritage streetscapes; and
      (iv) The development lacks an adequate public realm response;
   (b) The DTP are advised to obtain a peer review of the applicant's wind report and acoustic report; and
   (c) 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:

Development

1. Before the use and 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 Architecture Architecture, Plan no. A0.01-A0.03, A1.01-A1.09, A2.01, A3.01, A4.01-A4.09, A8.01-A8.15, A9.01-A9.09, A10.01-A10.04, A11.01 Rev A and dated 1 June 2026 but modified to show:
   (a) The overall building height reduced to a maximum of 6 storeys;
   (b) The 7-storey street wall reduced in height to a maximum of 4 storeys with no change to other street wall heights;
   (c) The upper level setbacks (behind street walls) to be a minimum of:
      (i) 6m to Nicholson Street; and
      (ii) 3m to Park Street;
   (d) The Nicholson Street facade revised to reflect the fine grain subdivision pattern of the heritage streetscape, via the introduction of additional articulation, an improved solid to void ratio and more varied materials/colours;
   (e) Integration of additional vertical greening to blank walls with a public interface;
   (f) Replacement of screening mesh (ME-1) on street facing balconies with vertical steel, glazed or solid balustrades, or a combination of these materials;
   (g) Ground floor, north-west corner redesigned to maintain existing splay and be free of encroachments, with the upper levels in this corner redesigned if necessary;
   (h) Deletion of the integrated seat adjacent to ground floor terrace (Nicholson Street) and replacement with enlarged planter;
   (i) Access gates to the publicly accessible stairways to be relocated closer to the respective street frontages;
   (j) Additional vertical greening, lighting and wall articulation along publicly accessible stairways;
   (k) The Park Street undercroft area redesigned to incorporate the following:
      (i) Additional windows and active frontages overlooking this space;
      (ii) Relocate the visitor bicycle parking spaces closer to the Park Street footpath and provide dimensions to ensure compliance with AS2890.3; and
      (iii) Create a more functional landscape outcome, including the potential for seating, appropriate vegetation and a continuous rain garden treatment;
   (l) Redesign the recessed entry to waste storage room from Park Street to align with the primary building line;
   (m) Additional details to clarify that the residential entry lobby is to be enclosed and fully glazed;
   (n) Provision for one new street tree within the southwestern footpath adjacent to the subject site of Nicholson Street, and location of all proposed street trees;

(o) Clause 58 plans to demonstrate full compliance with the Standard D18 (Clause 58.05-1 – Accessibility) and Standard D20 (Clause 58.05-3 – Private open space) of the Yarra Planning Scheme;

(p) Different surface treatments between the footpath and ground level setback areas;

(q) Bicycle parking allocation for residents and visitors to be specified;

(r) Provision of at least 3 electric bicycle charging stations within the resident bicycle storage area;

(s) At least 20% of the bicycle parking spaces to be horizontal hoops to accommodate a variety of bicycle types, along with a minimum of two bicycle parking spaces to be designed to accommodate larger bikes (i.e. cargo bicycles);

(t) Annotation on plans outlining the security arrangement for the bicycle storage area;

(u) Dimension the headroom clearance of the development vehicle entrance;

(v) Dimension the floor to ceiling height and stacker pit depth on the section drawing;

(w) A notation confirming that any redundant crossovers will be reinstated with footpath, kerb and channel; and

(x) Any changes in accordance with the Façade Strategy (Condition 5), Sustainability Management Plan (Condition 6), Acoustic Report (Condition 8), Public Realm Functional Layout Plan (Condition 12), Waste Management Plan (Condition 15), Landscape Plan (Condition 18) and Wind Report (Condition 24).

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

3. As part of the ongoing consultant team, Architecture Architecture 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. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

Façade strategy

5. Concurrent with the submission of 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. 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

6. Concurrent with the submission of plans under 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 (Rev. E) and dated 13 April 2026, but modified to include or show:
    (a) Correct number of resident and visitor bicycle spaces (consistent with architectural drawings) within the SMP;
    (b) Demonstrate that the terrace and planter areas achieve best practice in stormwater management;
    (c) Details as to how the concrete mixes to be used reduce embodied carbon to justify the claims made within the SMP;
    (d) A large capacity solar PV array;
    (e) That a 100% Green Power purchasing arrangement for any additional electricity needs for minimum of 10 years post-occupation is to be implemented;
    (f) The rainwater tank increased in volume to enable flushing of all toilets within the building;
    (g) The construction and demolition recycling targets increased to 90%; and
    (h) Consistency with the Condition 1 plans.
7. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic report

8. Concurrent with the submission of plans under Condition 1 plans, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Enfield Acoustics Pty Ltd and dated 8 April 2026, but modified to include (or show, or address):
    (a) Consistency with Condition 1 plans; and
    (b) A full assessment against Clause 53.06 – Live music entertainment venues of the Yarra Planning Scheme, with regards to the adjacent hotel at No. 800 Nicholson Street. The report must address how the dwellings will be designed and constructed to include acoustic attenuation measures that will reduce noise levels from the adjacent hotel to below the noise limits specified in the Environment Protection Regulations under the *Environment Protection Act 2017* and the incorporated Noise Protocol (Publication 1826, Environment Protection Authority, November 2020).
9. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

10. Before the buildings are occupied an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The acoustic report must assess the compliance of the residential use and, where necessary, make recommendations to limit the noise impacts in accordance with Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) or any other requirement to the satisfaction of the Responsible Authority, as may be amended from time to time.
11. 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.

Public realm functional layout plan

12. Concurrent with the submission of plans under 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) Layout plan indicating all existing and proposed features and surface levels;
    (b) Show all existing and proposed streetscape infrastructure including (but not limited to) light poles, drains and street signs;
    (c) Clearly dimensioned elements including pedestrian paths and parking bays;
    (d) All existing and proposed levels and surface grades;
    (e) Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements;
    (f) All existing and proposed drainage infrastructure including any existing or proposed drainage pits and trench grates;
    (g) Reconstruction of all footpaths adjacent to the property in accordance with Council standards and Department of Transport's requirements;
    (h) Different surface treatments between the footpath and ground level setback areas, with Ground floor paved thresholds within the site must be a high quality unit paving, slip resistant and not asphalt;
    (i) Any existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades;
    (j) Any proposed trees;
    (k) The existing kerb outstand on the Park Street interface increased in size to the east and the planting of additional trees in this location if possible;
    (l) Bench seat with back and arm rest to be integrated along the subject site Park Street frontage;

(m) All tactiles, handrails, ramps and landings to be accommodated within the subject site boundaries;

(n) Incorporate anti-skate measures into the design of relevant elements; and

(o) at the permit holder's cost to the satisfaction of the Responsible Authority.

13. 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 12) 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.

14. Before the buildings are occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition 13) must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.

Waste management plan

15. Concurrent with the submission of plans under 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 14 April 2026, but modified to include:

(a) Consistency with Condition 1 plans.

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

17. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Landscape plan

18. Concurrent with the submission of plans under 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 Openwork and dated 10 April 2026, but modified to include (or show):

(a) An additional tree (in footpath) in the southwestern section of Nicholson Street;

(b) Include all proposed street tree locations on plans;

(c) Remove the proposed planting at interface of undercroft and Railway Lane and replace it with paved surface treatment. The planting equivalent is to be relocated within the undercroft space;

(d) Redesign the undercroft area to simplify the design and provide a more functional landscape outcome, including a continuous raingarden treatment;

(e) Additional detail to demonstrate the operation, drainage collection, overflow management and maintenance of the raingarden;

(f) The tree located within the undercroft to be relocated to an area that is within this setback but open to the sky; and

(g) Consistency with Condition 1 plans.

19. 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

20. 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 street tree within the Park Street frontage:

(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.

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

22. Before the development commences, the permit holder must make a one-off contribution of $12,000 (inclusive of GST and subject to annual CPI increase) to the Responsible Authority to be used for new street tree plantings that are required as a result of the development.

23. Before the development commences, the permit holder must provide an Asset Protection Bond of $3,000 (ex GST) for the tree in Park Street adjacent the frontage of the development to the Responsible Authority. The security bond:

(a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;

(b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and

(c) in accordance with the requirements of this permit; or

(d) otherwise to the satisfaction of the Responsible Authority.

Wind report

24. Concurrent with the submission of plans under Condition 1 plans, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified wind engineer and 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 MEL Consultants and dated 1 June 2026, but modified to include (or show):

    (a) Consistency with Condition 1 plans; and

    (b) A Wind Tunnel Study to confirm all relevant criteria are met.

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

Green Travel Plan

26. Prior to the occupation of the building, 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 One Mile Grid and dated 16 April 2026, but modified to include or show:

    (a) a map outlining the location of bicycle parking and the most efficient route for accessing bicycle parking; and

    (b) Consistency with Condition 1 plans.

27. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Car parking

28. Before the use 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 allocation of car parking spaces;

    (b) policing arrangements and formal agreements;

    (c) Details of procedures undertaken in the instance of car stacker malfunctions;

    (d) 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

(e) details regarding the management of loading and unloading of goods and materials.

29. 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.

30. 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.

31. Before the building is 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.

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

Engineering conditions

33. Concurrent with the submission of Condition 1 plans or by such later date as approved in writing by the Responsible Authority, a 1 in 20 scale cross-sectional drawing of the laneway and garage must be submitted to the satisfaction of Council's Civil Engineering Department for approval. The drawing must show the following:

(a) the reduced level 2.0 metres inside the property;

(b) the levels on either edge of the laneway;

(c) the level at the centreline / invert of the laneway; and

(d) the 40-millimetre lip / bullnose along the edge of the internal concrete slab where it meets the laneway.

34. 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:

(a) address lighting along the frontage roads and the entrance to the approved building;

(b) to comply with the requirements of the Australian Standard AS1158.3.1; and

(c) to control light spillage in accordance with the requirements of AS 4282 – 2019, "*Control of the obtrusive effects of outdoor lighting*"; and 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.

Development and community infrastructure levy

37. 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.

38. 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.

Construction management plan

39. Before the use and 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

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.

General

40. 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.

41. 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.

42. 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.

43. 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 car park, pedestrian walkways, 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.

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

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

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

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

    (d) the presence of vermin,

    to the satisfaction of the Responsible Authority.

45. 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.

46. 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.

47. 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.

48. Within 2 months of the completion of the development, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

    (a) in accordance with any requirements or conditions imposed by Council;

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

    (c) to the satisfaction of the Responsible Authority.

49. Within 2 months of the completion of the development/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 standard footpath and kerb and channel:

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

    (b) to the satisfaction of the Responsible Authority.

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

51. Within 2 months of the completion of the development/Before the building/s is/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:

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

    (b) To the satisfaction of the Responsible Authority.

52. 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.

53. The rooftop communal open space must only be used between 7am and 10pm, seven days a week.

Permit expiry

54. 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 use is 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:

This site is subject to a Heritage Overlay. A planning permit may be required for any further external works.

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.

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 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.

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.

For the submission of plans pursuant to Condition 33, please submit these to info@yarracity.vic.gov.au marked attention to Engineering Services.

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.

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.

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. 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 No. 290 Park Street Fitzroy North.
2. The application was made to the Minister for Planning under Clause 53.25 - Great Design Fast Track of the Yarra Planning Scheme.



Figure 1: Aerial photograph identifying the site (Source: Nearmap, 25 April 2026)

3. In brief, the application proposes the development of the site for the demolition of the existing buildings and construction of a mixed-use, 7-storey building which includes the use of the land for accommodation (dwellings), a shop/café (retail premises) at ground floor and, one level of basement.
4. Of the 20 dwellings proposed, 5 are one bedroom, 11 are two bedrooms, 3 are three bedrooms and 1 is four bedrooms.
5. The site is located within a Commercial 1 Zone. The proposal includes a retail premises on the ground floor that does not require a permit for the use of the land.
6. As the dwellings have a frontage at ground floor greater than 2m, a permit is required for the use of the land for dwellings.



Figure 2: Artist impression (3D render) of the proposed development as viewed from Nicholson Street facing south-east (Source: Application material)



Figure 3: Artist impression (3D render) of the proposed development as viewed from Nicholson Street facing north-east (Source: Application material)

7. The attached **Council Officer Application Assessment Table (see attachment 4)** sets out a brief overview of the application, the relevant planning framework key aspects of proposal and internal and external consultation undertaken.

Advertising

Advertising

8. The application was notified to Council and surrounding properties. At the time of finalising this report, the DTP have advised Council that they had received 13 objections, raising the following key grounds:

(a) Excessive height of the development is inconsistent with the character of the neighbourhood;

(b) The development should provide for improved public realm upgrades, particularly new street trees;

(c) The development does not provide for diverse bicycle typologies, including cargo bikes;

(d) Improvements should be provided to the laneway, such as smoothing the bluestone (such as done by the development at 786-794 Nicholson Street);

(e) No visibility splays have been provided to the vehicle access point, which results in a dangerous situation leading to conflict points with pedestrians and vehicles;

(f) The cumulative impact of traffic resulting from another apartment development with access from the laneway;

(g) The heritage response of the development is inconsistent and out of character with the heritage precinct;

(h) Operational risks arising from the use of car stackers, such as breakdowns and trapped vehicles;

(i) Off-site amenity to both nearby residential dwellings and hotel;

(j) Acoustic treatment of apartments to address hotel operations;

(k) Noise and amenity impacts to nearby residents from waste facilities and collections;

(l) Location of ground floor apartment on Nicholson Street adjacent to the licensed footpath area of hotel;

(m) Opportunistic development under the Ministerial pathway; and

(n) Loss of on-street car parking on Park Street.

9. These matters are addressed in the application assessment table attached to this report.

Referrals

10. The application was referred to the following internal business units within Council, whose full advice is attached to this report:

Internal Business Unit	Comments
Heritage Advisor	**Not supported**. Changes required include: • Retention of contributory building on the site. • Reduction of the building height and street walls and increase to upper level setbacks. • Massing of built form redesigned to better reflect the prevailing scale of the heritage place. • Articulation of the building to be revised to emphasise the horizontal expression found within the heritage precinct. • Greater variation in external materials, colours and façade detailing to break down the scale of the built form.

	• External materials to be recessive and compliment the established material palette of the heritage place.
Development Engineering	**Supportive** of car parking provision and access arrangements, subject to: • Dimension the headroom of the vehicle entrance. • Dimension the floor to ceiling height and stacker pit on the section drawing. • Redesign the northwest corner of the ground floor to maintain the existing splay.
Waste Management	**Supportive** of waste management plan.
ESD	**Not supported.** Changes required include: • Update SMP, Blue Factor report, drawings and landscape plans to demonstrate best practice in stormwater management. • Recommend recycled materials are included in the concrete mixes to reduce the embodied carbon and justify the claims made in the SMP. • Recommend a large capacity solar PV array and 100% Green Power purchasing arrangement for any additional electricity needs for a minimum 10 years. • Recommend a larger rainwater tank to enable flushing of all toilets in the building. • Recommend increasing the construction and demolition recycling target to 90% in line with industry leaders.
Strategic Projects – Parks and Open Space (Public Realm and Landscaping)	**Public realm** Supported in principle subject to: • Redesign of the undercroft area adjacent to Park Street. • Further details of the residential entry. • Relocation of security gates on publicly accessible stairways. • Additional vertical greenery to blank walls. • Additional street tree to be located within Nicholson Street footpath. • Surface treatments to clearly delineate between public and private land. • Submission of a Public Realm functional layout plan. **Landscaping:** Supported subject to:

	• Relocation of garden bed adjacent to Railway Lane. • Relocate tree from under croft to an area open to sky.
Strategic Transport	**Supported,** subject to the following changes: • Plans updated to designate resident and visitor spaces. • Additional annotations and dimensions to plans to allow for electric bicycles, 20% horizontal parking and compliance with AS2890.3. • Amended Green Travel Plan to show map for access to bicycle spaces.

Officer Assessment

11. The attached **Council Officer Application Assessment Table (attachment 4)** sets out a high level assessment of the application against the key considerations in the planning scheme.
12. This assessment has led to the recommendation that the application should not be supported on key grounds.
13. 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

14. 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.
15. 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 PP E 260388 - 290 Park Street Fitzroy North - s 52 Notice
2. 6.1.2 PP E 260388 - 290 Park Street Fitzroy North - Application Form
3. 6.1.3 PP E 260388 - 290 Park Street Fitzroy North - Certificate of Title
4. 6.1.4 PPE26 0388 - 290 Park Street Fitzroy North - DTP assessment table
5. 6.1.5 PP E 260388 - 290 Park Street Fitzroy North - Land Survey
6. 6.1.6 PP E 260388 - 290 Park Street Fitzroy North - Plans
7. 6.1.7 PP E 260388 - 290 Park Street Fitzroy North - Landscape Plan
8. 6.1.8 PP E 260388 - 290 Park Street Fitzroy North - Draft Amended Ground Floor Plan - Bicycle Access
9. 6.1.9 PP E 260388 - 290 Park Street Fitzroy North - Planning Report RFI Update
10. 6.1.10 PP E 260388 - 290 Park Street Fitzroy North - Urban Design Report

11. 6.1.11 PP E 260388 - 290 Park Street Fitzroy North - Heritage Impact Statement
12. 6.1.12 PP E 260388 - 290 Park Street Fitzroy North - Transport Impact Assessment
13. 6.1.13 PP E 260388 - 290 Park Street Fitzroy North - Green Travel Plan
14. 6.1.14 PP E 260388 - 290 Park Street Fitzroy North - Sustainable Management Plan
15. 6.1.15 PP E 260388 - 290 Park Street Fitzroy North - Blue Factor Report
16. 6.1.16 PP E 260388 - 290 Park Street Fitzroy North - Waste Management Plan
17. 6.1.17 PP E 260388 - 290 Park Street Fitzroy North - Acoustic Report
18. 6.1.18 PP E 260388 - 290 Park Street Fitzroy North - Environmental Wind Assessment
19. 6.1.19 PP E 26 0388 - 290 Park Street Fitzroy North - Internal referral comments

Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.dtp.vic.gov.au

Ref: PA2604344

Yarra City Council
planningadmin@yarracity.vic.gov.au

To whom it may concern

NOTICE OF APPLICATION FOR PLANNING PERMITPA2604344
290 PARK STREET FITZROY NORTH VIC 3068

I refer to the above matter submitted to the Minister for Planning on 17/04/2026.

I am advising you of the application under section 52(1)(b) of the *Planning and Environment Act 1987*. 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 **8 July 2026** that is 14 days from date of this letter.

Please also find attached a copy of the application form, a set of plans and supporting documentation in the accompanying email link.

If you have any questions, please contact me on 03 7040 6002 or email terri.speirs@transport.vic.gov.au.

Yours sincerely,

Terri Speirs
Senior Planner, Development Assessment

23/06/2026

Encl.

- Form 2 – Notice of an Application for a Planning Permit

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2014. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to foi@transport.vic.gov.au or FOI Unit, Department of Transport and Planning, GPO Box 2392, Melbourne, Victoria 3001.

VICTORIA State Government

Planning and Environment Act Regulations 2015 (Form 2, section 52(1))

NOTICE OF AN APPLICATION FOR A PLANNING PERMIT

The land affected by the application is located at:	**290 PARK STREET FITZROY NORTH VIC 3068**
The application is for a permit to:	Demolish the existing buildings and construct a mixed-use, 7-storey building in a Heritage Overlay which includes the use of the land for accommodation (dwellings) with a ground level frontage greater than 2 metres and the waiver of a bicycle design requirement. *Note: This is a summary. Full details of the proposal are contained within the application documentation*
The applicant for the permit is:	**Antipodean Land Developments Pty Ltd c/- DHP Urban Consultants**
The application reference number is:	**PA2604344**
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**
34.01-1	Use the land for accommodation (dwellings) with a frontage at ground floor level exceeding 2 metres
34.01-4	Construct a building or construct or carry out works
43.01-1	Demolish or remove a building
43.01-1	Construct a building or construct or carry out works
52.34-2	Waive a requirement of Clause 52.34-6 (Design of bicycle spaces)

To view applications and supporting documents in person, please phone Terri Speirs on 03 7040 6002 or email terri.speirs@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:	**8 July 2026**

If you object, the responsible authority will tell you its decision.

Apply for a planning permit

Before you start

Department of Transport and Planning

Are you in the right place?

Only applications where the Minister for Planning is the responsible authority are to be lodged through this portal.

Check the schedule to Clause 72.01 of your local planning scheme to see which responsible authority issues planning permits for your location.

You will need these documents to submit this application:

- A full, current copy of title information for each individual parcel of land forming the subject site.
- A plan of existing conditions.
- Plans showing the layout and details of the proposal.
- Any information required by the planning scheme, requested by DTP or outlined in a DTP planning permit checklist.
- If required, a description of the likely effect of the proposal.
- If applicable, a current Metropolitan planning Levy certificate.

Fees will apply for this application - find out about fees for planning applications. You need to pay all fees or request a fee waiver before you submit. We accept Credit Card payments online and support EFT payments.

This application will automatically save as you enter information.

Contact details

Applicant details

Is the applicant a person or organisation?	Organisation
Organisation name	Antipodean Land Developments Pty Ltd
Business phone number	0405 219 644
Email	vali.valibhoy@gmail.com
Address type	Street address

Street address

Unit type	
Unit number	
Level number	
Site or building name	
Street number	106
Street name	Kerr Street
Suburb	Fitzroy
Postcode	3065
State	VIC

Owner details

The owner is the applicant	No
Is the owner a person or organisation?	Organisation
Organisation name	Mag Nation Pty Ltd
Business phone number	0405 219 644
Email	vali.valibhoy@gmail.com
Address type	Street address

Street address

Unit type	
Unit number	
Level number	
Site or building name	
Street number	106

Street name	Kerr Street
Suburb	Fitzroy
Postcode	3065
State	VIC

Preferred Contact

First name	Danny
Last name	Hahesy
Mobile	0418 300 413
Work phone	
Organisation	DHP Urban Consultants
Job title	Managing Principal Planner
Email	danny@dhp-urban.au
Address type	Street address

Street address

Unit type	
Unit number	Suite1
Level number	1
Site or building name	
Street number	55
Street name	Collins Street
Suburb	Melbourne
Postcode	3000

State VIC

Pre-application meeting details

Have you submitted a pre-application meeting request already for this site? Yes

Enter the pre-application number PPA-1296

Land details

Planning scheme Yarra

At least one location must be provided to submit this form. Options for defining locations are described below:

- **Auto-populate using land titles:** Street addresses are extracted from uploaded land titles (lot on plan and crown allotments are not supported by this feature).
- **Map interface:** Specify up to 300 properties and parcels using search, select and/or a GIS shapefile.
- **Manual entry:** Use this when other methods fail. Locations are accepted as entered and are not system validated.

Upload and scan land titles to automatically populate street addresses

1. **Upload documents**

2. **Scan uploaded documents**

- Detected street addresses will be added to the list below.
- You must check and confirm address details are correct.
- Documents are only scanned once. If additional documents are uploaded after a scan, only new documents will be scanned.
- Scanning of documents can take a few minutes to process. You will be unable to edit your application until this process has completed.

Scan results

Manual location details

It is strongly recommended that you use the map to search and select locations for land related to this request. Manually entering or editing locations could cause delays in your request processing if that location cannot be found.

Application details

Describe your proposal	Construction of a mixed Use 7 storey building containing 20 apartments, 57sqm ground floor retail tenancy (no. permit required for use) over single basement and 18 car spaces.
Is this application a combined S96A application (i.e. a combined amendment and planning permit application)?	No
What is the application trigger?	52.25
Please select the application category	Demolition Multi-dwelling
Enter the estimated cost of any development for which the permit is required	$11,300,000
Is there a metropolitan planning levy requirement?	Yes
Metropolitan planning levy application type	Current levy certificate
Metropolitan planning levy application reason	Development in Metropolitan Melbourne over the MPL threshold.
What is the current land use?	Vacant
Describe how the land is used and developed now	Two storey red brick building with bullnose verandah over the footpath, formerly containing shops and office space an an older grey rendered two storey contributory heritage building (former shop) with cantilevered verandah over the footpath.
Does this application look to change or extend the use of this land?	Yes
What is the proposed land use?	Residential / Accommodation Retail Premises
Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?	N/A (no such encumbrance applies)

Additional details

	Yes
Does this application involve the creation or removal of dwellings?	

Dwelling

Dwelling type	Apartments
Number of dwellings currently on site	0
Number of dwellings being demolished as part of application	0
Number of new dwellings being built	20
What is the Height (m) of building	24.7
Does the application involve native vegetation removal?	No
Does this application involve the creation or removal of lots?	No
Does the activity require preparation of a Cultural Heritage Management Plan (CHMP)?	No

Supporting documents

The following supporting documents must be submitted with this application, preferably in PDF or Word format

- A full, current copy of title information for each individual parcel of land forming the subject site.
- A plan of existing conditions.
- Plans showing the layout and details of the proposal.
- Any information required by the planning scheme, requested by DTP or outlined in a DTP planning permit checklist.
- If required, a description of the likely effect of the proposal (for example, traffic, noise, environmental impacts).
- If applicable, a current Metropolitan planning Levy certificate (a levy certificate expires 90 days after the day on which it is issued by the State Revenue Office and then cannot be used).

Supporting documents	14 - Acoustic - V1034-04-P Acoustic Report (r0).pdf 16 - Wind - 260407 PARK Wind TP Report.pdf 15 - ESD - 260413-GIW25025-290 Park Street, Fitzroy North-SMP-E.pdf 1 - Cover 290 Park St, Fitz Nth 170426.pdf 3 - MPL003035.pdf 7 - Land Survey.pdf 2 - Certificate of Title.pdf 5 - Arch Drawings - 260415 PARK TP final submission.pdf 6 - GDFT Design Principles Rpt 260414 PARK Townplanning Report.pdf 8 - Planning Report, 290 Park St, Fitzroy N 170426.pdf 9 - Landscape - OW325_Town Planning_03.pdf 10 - Transport - 260414 PARK TP Traffic.pdf 11 - Waste - 220156WMP003B-F.pdf 12 - Green Travel Plan - 260416 PARK TP.pdf 13 - Heritage - 290 Park St, Fitzroy North - Heritage Impact Statement.pdf

3D digital model

A 3D digital model will assist to clearly communicate your application's intentions and enhance the review process. We encourage and recommend submitting a 3D digital model as part of your application.

- **Mandatory** formats: **FBX**, **OBJ**, **3DM**; Optional supplementary formats: RVT, IFC
- Triangle count under five million per development.
- Unit scale in metric.
- The maximum file size is 250 MB.
- Please refer to the technical guidance for submission to check your model meets all specifications. We will request a re-submission of the 3D digital model if the specifications are not met.
- If you are unable to submit your 3D digital model, contact visualisation@transport.vic.gov.au for assistance.

3D digital model	4 - 3D Model - 260415-ParkSt_290_APP.ifc

Fees and payment

View planning and subdivision fees

Fee

Fee type	Applications for permits under section 47 of the Planning and Environment Act 1987 (regulation 9)
Class	14
Fee amount	$9,875.90
Fee description	To develop land (other than a class 8 or a permit to subdivide or consolidate land) if the estimated cost of development is more than $5,000,000 and not more than $15,000,000

The total amount is calculated as the highest fee plus 50% of the remainder of the fees.

Total amount to pay	$9,875.90
Payment method	EFT
BSB	033-875
Account and reference number	170128371
EFT confirmation	I confirm that the fee has been paid via EFT

Submit

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

Privacy statement

The Department of Transport and Planning (DTP) is committed to protecting personal information provided by you in accordance with the principles of the Victoria privacy laws. The information you provide will be used for the following purposes:

- correspond with you about your application
- if necessary, notify affected parties who may wish to inspect your proposal so that they can respond
- if necessary, forward your application to a referral authority.

Your contact details may be used by DTP or its contracted service providers under confidentiality agreements to survey you about your experience with DTP.

The information you provide may be made available to:

- any person who may wish to inspect your proposal until the process is concluded
- relevant officers in DTP, other Government agencies or Ministers directly involved in the planning process
- persons accessing information in accordance with the Public Records Act 1973 or the Freedom of Information Act 1982.

If all requested information is not received, DTP may be unable to process your request.

You may access the information you have provided to DTP by contacting Development assessment

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

VOLUME 10596 FOLIO 704 Security no : 124133863048Q
Produced 17/04/2026 09:42 AM

LAND DESCRIPTION

Lot 1 on Title Plan 021088C.
PARENT TITLE Volume 01526 Folio 159
Created by instrument X175686H 27/11/2000

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MAG NATION PTY LTD of 1 KERR STREET FITZROY VIC 3065
AW130418Y 05/10/2022

ENCUMBRANCES, CAVEATS AND NOTICES

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

DIAGRAM LOCATION

SEE TP021088C 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)

ADMINISTRATIVE NOTICES

NIL

eCT Control 23852P NINE DOTS LEGAL
Effective from 05/10/2022

DOCUMENT END

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TITLE PLAN		EDITION 1	TP21088C

Location of Land

Parish: Jika Jika
Township: -- (at North Fitzroy)
Section: 38
Crown Allotment: 1 (part)
Crown Portion: --

LTO Base Record: DCMB
Last Plan Reference: --
Title References: Vol. 1526 Fol. 159
Depth Limitation: nil

Notations

TOGETHER WITH a right of carriageway over the roads shown marked A-1 on the said map

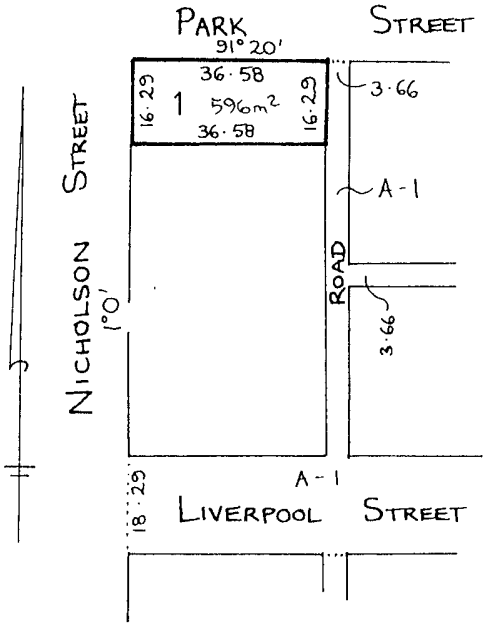
Easement Information

Easement Reference	Purpose / Authority	Width (Metres)	Origin	Land benefited / In favour of

THIS PLAN HAS BEEN PREPARED FOR LAND REGISTRY, LAND VICTORIA FOR TITLE DIAGRAM PURPOSES

Checked by .....

Date 7 / 8 / 01
Assistant Registrar of Titles



LENGTHS ARE IN METRES	SCALE	SHEET SIZE A3	FILE NO: X175686H
LAND VICTORIA 283 Queen Street Melbourne	Drawn By:	DEALING CODE:	Sheet 1 of 1

PPE26/0388 – 290 Park Street Fitzroy North - DTP Application assessment table

Overview	
Property	290 Park St Fitzroy North VIC 3068
Ward	Nicholls
DTP Ref & Status/ reason for referral	PA2604344 Application made under Clause 53.25 - Great Design Fast Track of the Yarra Planning Scheme (the Scheme)
Council Ref	PPE26/0388
Proposal	*Demolition of the existing buildings and construction of a mixed-use, 7-storey building including the use of the land for dwellings (permit required for use), cafe and the waiver of a bicycle design requirement.* The proposal is described in the application material. The plans under assessment are those prepared by Architecture Architecture, Revision A and dated 1 June 2026.
Site & Context	Described in application material.
Notable application history	There is currently an existing planning permit issued for the site (Council ref: PLN22/0915) which allows for: • *Demolition of existing buildings for the construction of a new four storey mixed use building containing dwellings and a cafe (food and drink premises - no permit required for use) and associated reduction in the statutory car parking requirement* The works associated with this planning permit have not commenced and plans have not been endorsed. The permit has since expired and required commencement on 8 May 2026. An extension of time can be requested to extend the life of this planning permit until 8 November 2026 pursuant to Condition 35 of the permit.
Planning Framework	

Zoning & Overlays	• C1Z – Commercial 1 Zone • TR2Z – Transport Zone 2 (Principal road network) (abuts the site to Nicholson Street) • HO327 – Heritage Overlay – Schedule 327 (North Fitzroy Heritage Precinct) • DCPO1 – Development Contributions Plan Overlay – Schedule 1
Statutory controls	• **Commercial 1 Zone:** o Pursuant to Clause 34.01-1, the use of the land as Accommodation is a Section 1 – Permit not required use subject to the following condition: ▪ Any frontage at ground floor level must not exceed 2 metres (other than a bed and breakfast and caretaker's house). As the frontage for the accommodation exceeds 2m, a permit is required for use of the land as Accommodation (dwellings). o Pursuant to Clause 34.01-1, the use of the land as a Retail premises (shop / cafe) is a Section 1 – Permit not required use. There is no associated condition to be met. As such, a permit is not required to use the land as a shop/café. o Pursuant to Clause 34.01-4, a permit is required to construct a building or construct or carry out works. An apartment development must meet the requirements of Clause 58. • **Transport Zone 2 (Principal road network)** o Pursuant to clause 36.04-2, a permit is required to: ▪ Construct a building or construct or carry out works for any use in Section 2 of Clause 36.04-1. • The buildings and works carried out are for the construction of an awning over the Nicholson Street footpath. o Pursuant to Clause 36.04-3, an application by a person other than a relevant transport manager on land shown on a planning scheme map as TRZ1 or TRZ2 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. This conditional consent has not been provided in the application materials provided to Council; however, DTP must be satisfied that this requirement has been met. • **Heritage Overlay – Schedule 327 (North Fitzroy Precinct):**

	○ Pursuant to Clause 43.01-1, a planning permit is required: ▪ To demolish a building. ▪ To construct a building or construct or carry out works. ○ *City of Yarra Database of Heritage Significant Areas* (City of Yarra, March 2024) notes that the site identified as 290 Park Street as being "contributory" and the site identified as 806-810 Nicholson Street as being "not contributory" to the HO327. It is noted that the title plan identifies the subject site as a single site, although there are two addresses provided.  *Figure 1: Area identified as 'not contributory' (blue) and contributory (red)* • **Development Contributions Plan Overlay – Schedule 1:** ○ The subject site is in Charge Area 2 (Fitzroy North). The development infrastructure levy is applicable to both commercial and residential development. A condition for the development infrastructure levy and community infrastructure contribution will be included in the conditions recommended to DTP. • **Clause 52.06 – Car Parking** ○ Pursuant to Clause 52.-6-3, a permit is required to: ▪ Reduce (including reduce to zero) the minimum number of car parking spaces required under clause 52.06-5 or in a schedule to the Parking Overlay. ▪ Provide more than the maximum parking requirement specified in clause 52.06-5 or in a schedule to the Parking Overlay. ○ The subject site is in Category 3 as outlined in the Car Parking Requirement Maps (CPR) parking area at Clause 52.06. Car parking requirements are summarised in the following table:

Use	Measure	Statutory rate		On-site provision	Complies?
Dwellings (20)	To each dwelling	0 – minimum 2 - maximum	0 – minimum 40 – maximum	18	Yes
Retail premises (Food and drink premises) (57sqm)	To each 100sqm net floor area	0 – minimum 2 - maximum	0 – minimum 1 – maximum	0	Yes
			Total	**41 maximum**	**18**	**Yes**

- The on-site parking provision complies with the Clause 52.06 requirements, and no planning permit is required.

- **Clause 52.34 – Bicycle Parking**
  - Pursuant to Clause 52.34-2, a planning permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.
  - Applying the statutory rate at Clause 52.34-5, the table below sets out the statutory bicycle parking requirement of the uses proposed:

Use	Employee / resident	Visitor / shopper / student	Statutory rate	On-site provision	Complies?
Dwellings (20)	In developments of four or more storeys, 1 to each 5 dwellings	In developments of four or more storeys, 1 to each 10 dwellings	4 spaces for residents 2 spaces for visitors	32 spaces for residents 6 spaces for visitors	Yes
Retail premises other than specified in this table (Café) (57sqm)	1 to each 300 sqm of leasable floor area	1 to each 500 sqm of leasable floor area	0 spaces for employees 0 spaces for visitors	0 spaces for employees 6 spaces for visitors (shared)	Yes
			Total	**4 spaces for residents**	**32 spaces for residents**	**Yes**

	2 spaces for visitors	**6 spaces for visitors**	

- There are 32 bicycle parking spaces proposed at basement level, accessed from the Park Street lobby. The applicant's traffic report confirms these spaces are to be shared between employees and residents.
- There are 6 bicycle hoops within the ground level setback fronting Park Street. These spaces are to be used for visitors of both the residential and café uses.
- As 5 or less bicycle spaces are required for employees, the shower and change room provisions of Table 2 and 3 at Clause 52.34-5 do not apply.
- Bicycle parking allocation has not been annotated on the plans.
- As the lift doors are only 900mm in width, the development does not achieve the 1.5m minimum required pursuant to design guidelines at Clause 52.34-6.
  - A planning permit is required to waive this requirement.

- **Clause 53.03 – Residential Reticulated Gas Service Connection**
  - Pursuant to Clause 53.03-2, a permit must not be granted for construction of a new dwelling or a new apartment development that is to be connected to a reticulated gas service. A permit granted for buildings and works in relation to an application to which this clause applies must include the following mandatory condition:
    - *"Any new dwelling or 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."*

- **Clause 53.06 – Live music entertainment venues**
  - Pursuant to Clause 53.06-1, this clause applies to an application required under any zone of this Scheme to use land for, or to construct a building or construct or carry out works associated with:
    - A noise sensitive residential use that is within 50 metres of a live music entertainment venue.
      The subject site is directly adjacent to a live music entertainment venue (Railway Hotel) at No. 800 Nicholson Street. As such, this is within 50m of the subject site.
  - A noise sensitive residential use must be designed and constructed to include acoustic attenuation measures that will reduce noise levels from any:

	▪ Indoor live music entertainment venue to below the noise limits specified in the Environment Protection Regulations under the *Environment Protection Act 2017* and the incorporated Noise Protocol (Publication 1826, Environment Protection Authority, November 2020) ▪ Outdoor live music entertainment venue to below 45dB(A), assessed as an Leq over 15 minutes. o A permit may be granted to reduce or waive these requirements if the responsible authority is satisfied that an alternative measure meets the purpose of this clause. • **Clause 53.18 – Stormwater Management in Urban Development** o Pursuant to Clause 53.18-3, an application to construct a building or construct or carry out works: ▪ Must meet all of the objectives of Clauses 53.18-5 and 53.18-6. ▪ Should meet all of the standards of Clauses 53.18-5 and 53.18-6. o An application must be accompanied by details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system. • **Clause 53.25 – Great Design Fast Track** o The application has been lodged under Clause 53.25 of the Scheme. Clause 53.25 allows the Responsible Authority to waive or vary any of the following in relation to an application for a proposed use or development: ▪ Minimum garden area requirement ▪ Any building height or setback requirement ▪ A condition opposite a use in Section 2 in a zone or schedule to a zone ▪ Any of the requirements of Clauses 45.09 (Parking Overlay), 52.06 (Car Parking) and Clause 52.34 (Bicycle Parking) o The application material does not include any additional information from DTP confirming the project is eligible for Clause 52.35. • **Clause 58 – Apartment Developments** o This clause applies to the construction of the apartments within the C1Z o A development must meet all of the objectives and should meet all of the standards.
Relevant planning policies	- Clause 2 - Municipal Planning Strategy, including: - 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; and - Clause 19 – Development infrastructure.
Other relevant documents	• *City of Yarra: Database of Heritage Significant Areas*, March 2024; • *Urban Design Guidelines for Victoria* (DELWP); • *Plan for Victoria* (State Government) 2025.
Planning Scheme Amendments	N/A
Internal & External consultation	
Consultation	DTP have notified adjoining property owners. At the time of writing this report, DTP have advised that thirteen submissions have been received raising the following key issues: – Excessive height of the development is inconsistent with the character of the neighbourhood. – The development should provide for improved public realm upgrades, particularly new street trees. – The development does not provide for diverse bicycle typologies, including cargo bikes. – Improvements should be provided to the laneway, such as smoothing the bluestone (such as done by the development at 786-794 Nicholson Street). – No visibility splays have been provided to the vehicle access point, which results in a dangerous situation leading to conflict points with pedestrians and vehicles. – The cumulative impact of traffic resulting from another apartment development with access from the laneway. – The heritage response of the development is inconsistent and out of character with the heritage precinct. – Operational risks arising from the use of car stackers, such as breakdowns and trapped vehicles. – Off-site amenity to both nearby residential dwellings and hotel. – Acoustic treatment of apartments to address hotel operations. – Noise and amenity impacts to nearby residents from waste facilities and collections. – Location of ground floor apartment on Nicholson Street adjacent to the licensed footpath area of hotel. – Opportunistic development under the Ministerial pathway.

	– Loss of on-street car parking on Park Street.
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 Advisor; • Development Engineering; • City Works - Waste Management; • ESD Officer; • Strategic Projects – Parks and Open Space; and • Strategic Transport.
External referrals	N/A
Other expertise required	DTP are recommended to obtain expert advice in relation to: • Acoustic impacts. An Acoustic Report has been submitted and should be peer reviewed as a condition of any permit issued, noting the proximity of the site to commercial uses, trams/traffic and the Railway Hotel (live music venue). • Wind Engineering – to review / verify the provided wind assessment.
Key considerations	**Generally complies?**
Strategic support	**Yes – Conditions required** The subject site is located within the C1Z. The C1Z includes a purpose *to provide for residential uses at densities complementary to the role and scale of the commercial centre*. The land is also identified as an Incremental Change area under Clause 16.01-1L (Location of Residential Development), with the objectives of this clause to encourage new housing development in neighbourhood activity centres, while maintaining the character of scale of established residential areas. The proximity of the site to public transport, the Nicholson Street Neighbourhood Activity Centre and other local amenities make it a suitable location to support a residential development, however given the incremental change expectation for the site, any future development should respects the fine-grain subdivision pattern, neighbourhood or streetscape character and identified heritage significance of the surrounding precinct. While development at an increased scale is strategically justified, the scale as proposed via this application is not considered to fully align with local housing policy. The scale of the

	development will be discussed in detail later within this report and based on recommended conditions to reduce the height of the proposal, the development would achieve a more appropriate response. The proposed Shop / Café has strong policy support, given it is a Section 1, permit not required use in the C1Z. Dwellings are also as-of-right uses in the C1Z, provided their ground level frontage does not exceed 2m (to ensure frontages retain a primarily commercial function). Whilst the proposed development does not meet this condition, the site's location, as described previously, is suitable to accommodate a higher density residential development. Further to this, the residential entrance is located along Park Street which has an otherwise residential interface on the adjoining sites. This ensures that the commercial frontage within Nicholson Steet will be maintained.
Land use	**Yes – Conditions Required** The shop/cafe is an as-of-right use and does not require a planning permit. The dwellings do require a planning permit under the C1Z. As discussed in the previous section of the report, there is strong policy support for both uses. To ensure the proposed dwellings are not unreasonably impacted by existing commercial activities in the surrounding area, and to ensure that the dwellings do not unreasonably impact the operations of existing businesses, officers have recommended a condition for the submitted acoustic report to be endorsed (noting that this has not been peer reviewed on behalf of Council). The report must demonstrate that the proposed dwellings achieve compliance with the relevant Clause 53.06 (Live music) requirements. As there are dwellings located within proximity to the Railway Hotel at No. 800 Nicholson Street (which is a live music venue as defined by Clause 53.06), the acoustic report will also be required to demonstrate the relevant noise limits are achieved from within the development. A post-completion acoustic report will also be recommended, to be reviewed and endorsed prior to the dwellings being occupied, to confirm compliance with the applicable noise limits. An assessment of noise impacts from the proposed shop/cafe is not required, given this is an as-of-right use. Any noise from the proposed dwellings would also be reasonable in this location, noting this is part and parcel of living in a built up, inner city neighbourhood. However, a communal roof terrace is proposed at Level 4. In the absence of an acoustic assessment within the submitted report, it is unclear whether there would be any unreasonable noise impacts from activities on the roof terrace to adjacent residential land to the east. Given the proximity of the site to other nearby dwellings, particularly dwellings in the NRZ, and the residential use requiring a permit, a condition is included in the recommendation restricting the use of the roof terrace to between 7am and 10pm, seven days a week. These hours are consistent with the day/evening periods defined by the Environment Protection Authority

	for music noise but provide a reasonable basis for the assessment of noise impacts from communal open space as well. The recommended hours for the use of the roof terrace are therefore outside the more sensitive nighttime period.
Built Form – Heritage and Building design	**No** The following assessment is informed by the objectives of Clause 15.03-1L, Council's heritage policy and a more localised reflection of the objectives and decision guidelines of the Heritage Overlay (Clause 43.01). ***Demolition*** The proposed demolition of the buildings on the site is supported by Council officers. The 1970s-1980s building identified as 806-810 Nicholson Street in the *City of Yarra, Database of Heritage Significant Areas, March 2024* is graded as 'not contributory' to the North Fitzroy Heritage Precinct. It is noted that this is not on a separate title and both addresses are on a single title for 290 Park Street. The breakdown of the built form into graded sections can be seen in Figures 1 and 2. The building at 290 Park Street is identified as 'contributory' to the North Fitzroy Heritage Precinct. Council's Heritage Advisor does not support the demolition of this building, stating that the building retains sufficient integrity and intactness to continue to make a positive contribution to the significance of the precinct. It is noted that no new evidence has been provided to demonstrate that the building is so structurally unsound or incapable of reasonable repair that its retention is impracticable, nor has it been demonstrated that demolition is justified on heritage grounds. However as noted previously, Council has issued a permit for the site (Council ref. PLN22/0915) which allowed for the full demolition of this building. This was based on evidence that was submitted for the previous application which demonstrated that the built form had been substantially altered and no longer had heritage value within the heritage streetscape.



Figure 2: View of the subject site with 'contributory' (yellow) and 'not contributory' (blue) built form identified

Comments from Council's Heritage Advisor with regards to the previous approval are as follows;

"With regard to the demolition of the contributory heritage place at 290 Park Street, the information provided in the report prepared by Trethowan provides new evidence to demonstrate that the building has been substantially altered and cannot be considered a well-preserved example of an inter-war building. The building also does not form part of a consistent commercial streetscape, with the adjacent commercial property being graded non-contributory and the heritage streetscape to the east being predominantly residential. In this context, the demolition of the subject building complies with the policy direction of Clause 22.02."

Notwithstanding the change in heritage policy from Clause 22.02 to Clause 15.03-1L since this time, the heritage considerations relevant to demolition remain essentially unchanged, and are constant with regard to Clause 43.01 and the key question of 'Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place'.

Heritage comments for the current proposal note;

	"The building appears to retain many original elements however its integrity has been diminished by a number of alterations, including the replacement of the original shopfronts, the installation of security grilles, repainting of the ground floor façade, and the apparent addition of the upper floor level." The proposed demolition continues to be acceptable on this basis and in the context of the present application for development. On balance, given the previous approval for demolition and the modifications to the building, the full demolition of all buildings within the site is supported. ***New development*** <u>Building height</u> The development will range in height from 4 to 7 storeys (plus service / roof area) with a maximum height of 26.9m (measured to the roof / services parapet). Clause 15.03-1L seeks for residential infill development to maintain a height that is relative to the surrounding context. The scale of surrounding built form varies between 1 and 2 storeys, with some contemporary buildings greater than 3 storeys, and a 6 storey building under construction at No. 786 Nicholson Street, approximately 100m to the south of the subject site. Council's Heritage Advisor does not support the overall building height and seeks for it to be reduced so that the building has regard for the scale and character of the surrounding area. As noted in the heritage advice: *The proposed development introduces a building height that is substantially greater than the prevailing scale of the surrounding contributory heritage buildings. This excessive increase in height is insufficiently moderated through the building's design, with only limited measures incorporated to reduce its visual prominence. As a consequence, the proposal fails to adequately respect the prevailing scale, form and character of the heritage precinct, and does not provide an appropriate contextual response to the significance of the heritage place.* In addition to policy at Clause 15.03-1L (heritage), policy at Clause 15.01-2L (Building design) seeks to ensure that the height of new buildings reflects the predominant low-rise character of an area, except in areas identified as supporting mid-rise development. While the Nicholson Street NAC is identified as supportive of mid-rise development, the policy also states that where no height requirements are specified, that the development should have regard to the physical and strategic context. Officers agree that while the site can support a level of mid-rise development in line with Clause 15.01-2L, a reduction in the overall building height of this proposal is required to ensure the development responds more appropriately to the

	surrounding heritage and strategic context. This would also require a redesign of the massing of the development, to reduce the visual dominance of the overall building form and provide a more respectful transition in scale to the adjoining contributory heritage buildings. The existing approval for the subject site (Council ref: PLN22/0915) allows for a maximum height of 4 storeys. The development approved under that design scheme maintained a 2-storey street wall, with an additional 2 storeys setback 5.9m to Nicholson Street and 2m to Park Street. The differences in the heights and massing are evident in Figure 4 below.  *Figure 3: 3D render of approved development (PLN22/0915) (left) and 3D render of proposed development (PPE26/0388) (right) as viewed from Nicholson Street looking north* Since this permit was issued, Planning Permit PLN23/0553 was issued at the direction of the Victorian Civil and Administrative Tribunal (VCAT) at 786-794 Nicholson Street, with this development currently under construction on the corner of Nicholson Street and Liverpool Street (Figure 4).



Figure 4: Construction of 6 storey building at 786-794 Nicholson Street

The approval on this site allows for the development of a six-storey apartment building, with the site having a similar context to the subject site, as follows;

- Located on a corner site fronting Nicholson Street within the same block.
- Located within the C1Z and affected by the HO327.
- Laneway to the east and single storey dwellings within NRZ1 to the east.

An image of the development as it addresses Nicholson Street is provided below.

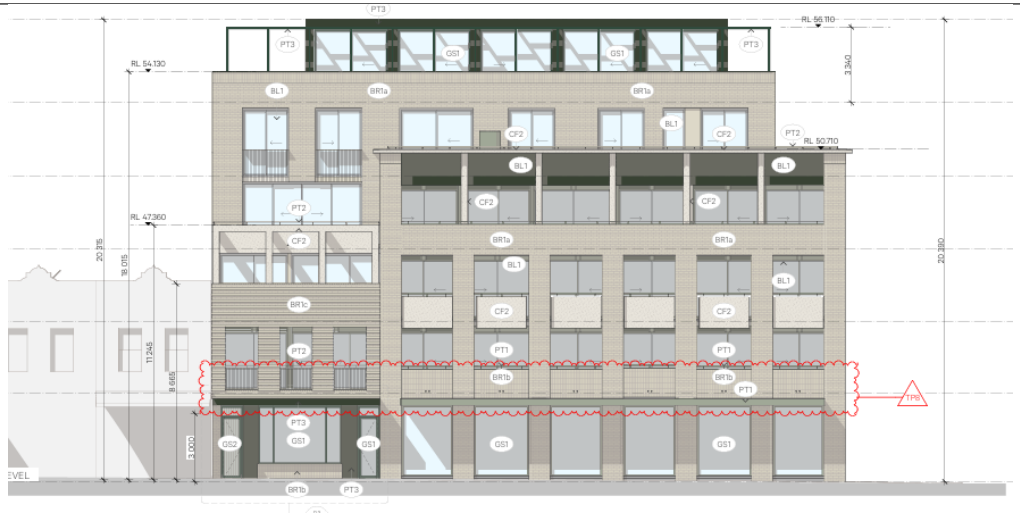


Figure 5: Nicholson Street facade at 786-794 Nicholson Street

In determining an appropriate height for this site, Members Bilston-McGillen and Nervegna noted in *OP Nicholson Pty Ltd v Yarra CC [2024]* VCAT 632 that:

> *[54] We acknowledge that the building will stand proud in its environment, and it will be highly visible to Nicholson and Liverpool Streets. The building will be taller than the immediately surrounding building form... We are persuaded ... that having regard to matters of heritage, the six storey scale is moderated by the inclusion of partial street setbacks at levels two and three and setbacks across the full width of both street frontages at levels four and five. We agree that the upper levels will be read as a recessed element.*

When compared with this approved development, it is considered reasonable to anticipate a similar scale being acceptable on the subject site. However, if built form higher than the already approved 4 storeys was to be considered, the current design would require a substantial redesign with regards to street wall heights, massing and articulation to respond appropriately to the heritage context. The overall height of 7 storeys is not supported; however, a maximum height of 6

	storeys could be entertained if combined with the proposed changes to street wall heights and upper level setbacks discussed in the sections below. The rear portion of the development, where it interfaces with the residential zone to the east, is currently proposed at a maximum height of 4 storeys. This height is considered acceptable. The transition in height to the east will be discussed in detail under the Street wall section below. <u>Street wall height</u> *Nicholson Street* The development will have a part 7 storey, part 2 storey (8.59m - 24.68m) street wall along Nicholson Street, with the 7 storey built form wrapping around the corner of Nicholson and Park Streets. The 2-storey street wall located at the southern edge of the site where it interfaces with 800 Nicholson Street (Railway Hotel) is considered acceptable, as it provides an appropriate response to the 2-storey heritage buildings along the principal heritage streetscape. However, the remaining sheer 7 storey street wall along the Nicholson Street frontage is not supported, with this design response failing to achieve a clearly legible podium and upper-level composition. The breakdown of the street walls can be seen in Figure 6 below.



Figure 6: 3D render of development with 2 storey (green), 7 storey (red) and 4 storey (blue) street walls highlighted

The height of the corner element is the highest section of the development and results in a visually prominent building which is substantially greater than the prevailing scale of the surrounding heritage buildings. Given its corner location and prominence opposite the Inner Circle Linear Park to the north, it is not unacceptable for the built form on this corner to be more intense. However, the lack of any upper level setback to this wall as it addresses both street interfaces is an unacceptable outcome, which does not successfully respond to the prevailing character of the heritage streetscape.

	The approved development at No. 786-794 Nicholson Street provides a part two-storey, part four-storey street wall along its Nicholson Street frontage, with an open pergola sitting above the two storey portion. The street wall heights are outlined below.  *Figure 7: Nicholson Street streetwall at No. 786-794 Nicholson Street* In their decision, Members Bilston-McGillen and Nervegna noted; *[60] The four storey street wall is a highly articulated form. There is a solid base of three levels with the fourth level reading as a lighter structure with a higher proportion of openings to solid form. This allows the four level street wall to sit more comfortably in an existing two storey streetscape. The four storey street wall also extends and wraps around the corner providing emphasis to the corner. We find this an appropriate form.*

	Given the similar context found on the subject site, a consistent outcome could be supported, with a four-storey corner wall considered appropriate. This outcome can be seen in Figure 8 below.  *Figure 8: Conditioned street wall (green) to Nicholson Street* While the decision for *OP Nicholson Pty Ltd v Yarra CC [2024]* VCAT 632 notes that the 4-storey street wall height is acceptable in part due to the "highly articulated form", it is not considered that this is the case for the Nicholson Street frontage for this development. Instead, the proposed façade is relatively sheer on its western face, with only small round windows providing any articulation to this design. The Park Street interface provides a more varied response, with inset balconies adding articulation and depth to this frontage. If a four storey street wall is to be supported, amendments to the Nicholson Street façade would also be required. Further discussion of this is found in the Architectural Quality section below.

	The proposed height of the remaining Nicholson Street frontage adjacent to the Railway Hotel should be maintained as 2 storeys, with this providing an appropriate transition between the remainder of the heritage streetscape and the higher corner built form. *Park Street* Along Park Street, the built form is separated into two distinct sections, with the built form at the western end 7 storeys high (26.59m), reducing to 4 storeys (15.84m) further to the east where it interfaces with Railway Lane. While the 7 storey element is not supported, the 4 storey street wall in this location is considered acceptable, with this section of podium providing a visually interesting and highly articulated design response. The built form is separated from the adjacent residential zone and heritage dwellings by a laneway; this provides a suitable buffer and allows for a transition in scale to the lower scale development to the east. This is a consistent outcome with that approved at No. 786-794 Nicholson Street, with the higher scale street wall transitioning to a single storey dwelling fronting Liverpool Street. In this decision, the Members note: *[52] The cottages and low-rise form of Liverpool Street will continue to read as a low-rise heritage streetscape. The built form directly north of the review site will continue to read as individual buildings (noting that 290 Park Street is to be redeveloped) and the western side of Nicholson Street will remain intact and not impacted by the height of this development.* *[64] We find the low-rise form of Liverpool Street will read as the residential form with the taller proposed building reading as part of the commercial built form of Nicholson Street.* Given the similar context, Council would be comfortable with a maximum 4 storey street wall along this entire frontage, as highlighted in Figure 9. These amendments will be included as recommended conditions.



Figure 9: Conditioned street wall (green) to Park Street

Building setbacks

Nicholson Street

Clause 15.03-1L encourages development to be set back to match the setback of the principal street frontage of adjoining heritage buildings. Historically, early development on Nicholson Street had zero metre front setbacks, consistent with a commercial shopping street.

The development provides for zero front setbacks to the corner site, reflecting the dominant street setbacks within Nicholson Street. However, while this outcome is acceptable for the podium element, development above the podium should be set back from the street. A consistent objective of the City of Yarra's heritage policy is that new developments within heritage precincts should be visually recessive, minimise their visibility from the public realm, and avoid dominating or competing with contributory heritage buildings. The sheer 7 storey street wall on the corner does not achieve this outcome.

The development provides for a 2-storey street wall immediately adjacent to the Railway Hotel to the south, with an additional 3 storeys above. These upper levels are setback 4.2m from the street wall. While inclusion of an upper level

	setback is positive, at 4.2m it is not considered adequate to respect the scale and massing of the heritage streetscape. The previous approval on the site (PLN22/0915) provided for a 5.9m upper level setback above the streetwall, with a 5m setback provided for the upper levels at the development at No. 786-794 Nicholson Street; these setbacks provide a clear distinction between the 'podium' and upper levels and allow the higher levels to be visually recessive when viewed from Nicholson Street. There are no upper level setbacks provided for the 7-storey portion of the building. This results in an overwhelming building that has a continuous full-height built form rather than a clearly articulated podium and upper level composition. Consequently, there is insufficient visual differentiation between the lower and upper levels, with the upper storeys remaining visually prominent within the streetscape. As such, the development does not adequately reduce the perceived scale of the building or ensure that the upper levels are recessive in appearance and therefore fails to appropriately respond to the prevailing heritage character and significance of the precinct. A setback of 6m for all upper levels addressing Nicholson Street is considered a more appropriate outcome and will be included as a recommended condition. *Park Street* As with the Nicholson Street façade, there are no setbacks provided for the 7 storey wall addressing Park Street. Council Officers have provided a sightline diagram (Figure 10) which demonstrates visibility of the upper levels if they were to be set back 3m from the Park Street façade. While it is acknowledged that the parkland immediately adjacent to the site would allow for more long range views to the upper levels, a setback from Park Street would assist in reducing the overall bulk and visual prominence of the development. The extent of visibility if a 3m setback is provided above the streetwall is suitably restricted, with only a small portion visible from the northern side of Park Street. This outcome would be consistent with Heritage advice, which recommended that the development be amended to reduce the visual prominence of the upper levels of the building, particularly when viewed from the street corner, through increased upper-level setbacks, reduced building height, revised building massing, or a combination of these measures.

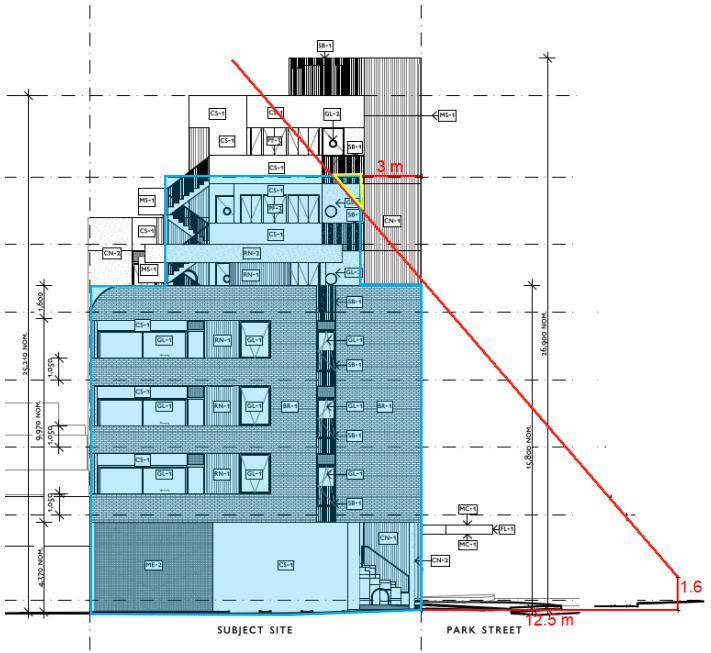


Figure 10: East elevation showing sightline from opposite side of Park Street to upper levels at 3m setback with protrusion outside sightline (yellow)

Based on this diagram, Council Officers recommend that any levels above the Park Street podium should be set back a minimum of 3m from this interface. A condition will recommend this change.

Architectural quality

	Clause 15.03-1L seeks for materials to be respectful of the heritage place. Further, new facades should be articulated by incorporating simple architectural detailing that does not compete with the more elaborate detailing of adjoining individually significant or contributory heritage buildings. The proposed development has been designed in a contemporary architectural expression that is clearly distinguishable from the historic fabric and is generally respectful of the heritage context. Despite this, the lack of articulation of the 7 storey component of the Nicholson Street elevation results in a sheer wall that does not adequately reflect the fine-grained rhythm and established scale of the heritage streetscape. This design outcome is not supported by policy at Clause 15.01-2L, which notes that development should be designed to discourage blank or unarticulated walls.  *Figure 11: Artistic impressions of the facades* The proposed façade adopts a strong vertical architectural expression. While this approach creates a refined contemporary composition, it is not derived from the prevailing rhythm and articulation of the Nicholson Street streetscape, which is characterised by a predominantly horizontal emphasis established through parapets, verandahs and continuous traditional shopfronts. As a result, the proposal introduces a visually prominent built form that does not adequately respond to the established character of the heritage precinct and competes with, rather than complements, the surrounding heritage streetscapes.

	The design of the Nicholson Street facade is not supported; while parts of the building provide a good degree of articulation which will express the building in the round, other parts of the development present to the public realm as large areas of blank walls in a single material, creating a monolith like structure. This façade in particular does not reference the adjacent heritage streetscape, with the proposed porthole windows providing a poor design response that does not assist in articulating the façade. The design of this fenestration fails to reflect traditional proportions found within nearby heritage built form. While the appearance and articulation of the building does not respond appropriately to the heritage context, the proposed material palette does demonstrate a degree of responsiveness to it. The use of warm buff and cream tones, face brick elements, muted green canopies and extensive landscaping are acceptable. However, the overall building will be noticeably lighter than much of the surrounding streetscape. The extensive use of one light-coloured material across most of the building enhances the height and solidity of the building. Greater variation in materials should be introduced to express the historic rhythm of individual buildings along Nicholson Street and provide a more articulated response. The materials proposed are of a high quality and are mostly respectful of the heritage characteristics of the surrounding area, albeit inappropriately executed (as discussed above). To ensure the materials remain of high quality, a condition will require the submission of a Façade Strategy. Recommended conditions will seek the following: • Revise the architectural articulation to Nicholson Street. • Introduce greater variation in external materials. • Ensure that materials are recessive while reflecting the heritage context and surrounding materials. **Summary** Overall, the proposed building height, inappropriate street wall height, lack of upper level setbacks and poor design response demonstrate the development's inconsistency with the objectives of the Heritage Overlay and local heritage policy at Clause 15.03-1L. The changes required to obtain an acceptable heritage response require a substantial re-design and for these reasons the proposal is not supported from a heritage perspective. This will be included in Council's submission as to why the application should not be approved. Conditions will include the following: • Maximum building height of 6 storeys. • Maximum street wall height of 4 storeys (where greater than 4 storeys currently).

	• Upper level setbacks above street wall of 6m to Nicholson Street and 3m to Park Street. • Further articulation to the Nicholson Street frontage. Whilst officers have included conditions that address the heritage concerns, these have only been included as Council is required to advise DTP of draft conditions through this referral process and to clarify the extent of built form that Council may consider as an acceptable outcome within this site.
Built Form – Public realm / Landscaping	**No - conditions required** *Nicholson Street* Nicholson Street will offer entries to one dwelling and a commercial tenancy at ground floor as well as a narrow stairway to access the residential carpark at first floor. Council's Strategic Projects – Parks and Open Space unit (SSPOS) reviewed the proposal from a public realm perspective, and make the following recommendations for amendments to the Nicholson Street response: • *Remove the integrated seating adjacent to the ground floor terrace and replace it with an expanded planter*. Low scale concrete seating is proposed directly adjacent to the entrance of the ground floor terrace/dwelling addressing Nicholson Street. Given its location immediately adjacent to the pedestrian footpath on Nicholson Street, the integrated seating will be perceived and utilised as public seating. This may result in pedestrians occupying the space for prolonged periods, potentially obstructing footpath movement and compromising accessibility. In addition, the amenity, privacy and security of residents using the adjacent private terrace of the dwelling could be adversely affected if the public can occupy the integrated seating for extended periods of time. Replacement of the integrated seating with expanded planting opportunities would provide a clearer delineation between public and private space, improve the landscape outcome and contribute positively to the streetscape. An expanded planter is considered a preferred public realm outcome for the footpath, and also a better outcome for the amenity of the residents occupying the ground floor apartment. This will be required by condition. • *Relocate the gate and landing closer to the Nicholson Street frontage to improve visibility and passive surveillance*.

	• *Introduce vertical greenery, ambient lighting and/or wall articulation along the stairway corridor to enhance visual interest and user amenity*. This recommendation relates to the stairway located between the dwelling and café. The location of the gate and landing at the upper end of the stairway, set back from the street alignment, creates a deep and partially concealed space with limited passive surveillance. This arrangement may result in an undesirable entrapment or anti-social behaviour risk and reduces the overall legibility of the entrance. Relocating the gate and landing closer to the Nicholson Street frontage would improve visibility, passive surveillance and crime prevention through environmental design (CPTED) outcomes while providing a clearer address to the public realm. The corridor-like form of the stairway would benefit from additional architectural and landscape treatment. Incorporating vertical greening, integrated lighting and wall articulation would improve visual interest, soften the built form and enhance the user experience. It will also assist in improving response in relation to CPTED outcomes as noted above. These recommendations will be required by condition. <u>Park Street</u> The main residential entry is located on the Park Street frontage, as well as an undercroft area with landscaping, visitor bicycle parking, a rain garden and services (fire booster cabinet). There is also a large stairway leading from Park Street to the first floor residential circulation area. Council's SSPOS make the following recommendations for amendments to the Park Street response: • *Integrate additional windows and active frontages overlooking the under-croft and setback spaces along Park Street to improve passive surveillance*. • *Reconfigure the eastern under-croft area to create a simpler and more functional landscape outcome, including a continuous rain garden treatment*. The proposed under-croft space fronting Park Street is not supported in its current configuration. Whilst the design demonstrates a degree of architectural consideration, the practical function and public benefit of the space are unclear. The space appears largely transitional in nature, with limited opportunities for occupation or passive surveillance. No seating or

	gathering opportunities are proposed to encourage activation, and only limited visual connection is provided from the residential lobby. The combination of the rain garden, tree planting and fire booster cabinet creates a fragmented arrangement that may ultimately function as a back-of-house environment rather than an active public realm interface as intended. Amendments to the layout of this space are recommended. • *Review the location of bicycle parking to ensure it benefits from increased passive surveillance and improved security outcomes*. Council officers do not agree that the visitor bicycle hoops are in an inappropriate location, with Council's Strategic Transport team raising no concern with their location. They are proposed in an area with adequate space and access from the public realm, as well as with sufficient view from the footpath, allowing for passive surveillance. Relocating them slightly closer to the Park Street boundary may however assist in increasing visibility. A condition will be added accordingly. • *Provide further detail demonstrating the operation, drainage collection, overflow management and maintenance requirements of the rain garden*. It remains unclear whether the proposed rain garden sizing, drainage connections and overflow arrangements have been verified as appropriate for the contributing catchment and existing stormwater infrastructure. Clarification is also required on how stormwater will be conveyed to the rain garden and whether the legal point of discharge can accommodate the proposed system. Given the rain garden's location adjacent to the public realm, concern remains that poor hydraulic performance, blockage or overflow events could result in ponding or discharge onto surrounding pedestrian areas. This will be addressed via a recommended condition. • *Relocate the proposed tree in natural ground to the area adjacent to the stairway that is open to the sky, within a suitably sized planted area*. The proposed tree planting within the eastern and western ends of the ground floor undercroft are supported in principle; however, the current location directly underneath the overhang from the floor above presents several concerns. The tree is

	unlikely to achieve optimal growth outcomes due to the overhead structure limiting access to sunlight, rainfall and open sky conditions. The landscaping proposed in this area should be reconsidered. • *Remove the recessed waste room setback and align the waste room egress door with the primary building line.* The waste room is proposed on the Park Street interface, adjacent to the residential entrance. The small, recessed space created between the building line and the access door is unlikely to contribute positively to the public realm and instead creates a residual space that may be perceived as unsafe. Such spaces can encourage loitering, concealment opportunities and anti-social behaviour, particularly where passive surveillance is limited. A consistent building line along the frontage would provide a stronger urban edge, improve sightlines and contribute to a safer and more legible streetscape outcome. This will be required by condition. • *Ensure the residential lobby is fully glazed to provide weather protection, visibility and improved resident amenity.* The proposed location of the lobby is supported and provides an appropriate address to Park Street. The submitted plans and elevations are not entirely clear in the treatment for this interface and appear to indicate steel balustrading only, with no clear indication that the lobby frontage will be fully glazed. If the lobby is not enclosed with glazing, the space may be exposed to wind, rain and other weather conditions, reducing comfort and amenity for residents and visitors. The resulting environment may also diminish perceptions of safety and residential quality. It is recommended that the lobby be fully glazed to provide weather protection, improved passive surveillance and a more secure and welcoming arrival experience. A recommended condition will be added accordingly. <u>Railway Lane</u> Railway Lane will provide vehicle access to the development. Given its back-of-house nature, Council's SSPOS Unit have proposed a number of recommendations outlined below. • *Remove the proposed planted area along the Railway Lane interface and replace it with a paved surface treatment.* • *Relocate the equivalent landscape area to other locations within the under-croft space where planting can be more successfully established and maintained.*

	The above matters will be included as conditions within Council's recommendation. <u>General public realm recommendations</u> • *Integrate additional vertical greening to blank walls with a public interface.* The artistic impressions submitted with the proposal depict a highly illustrative and idealised level of vegetative growth and façade greening. There is concern that the landscaping outcomes shown in the renders may not be fully achieved or maintained over time. Should the proposed vegetation not establish or be maintained as depicted, several blank wall sections visible from the public realm may become visually dominant. Blank building walls are also susceptible to vandalism, including graffiti and tagging, which can adversely affect streetscape presentation and increase maintenance requirements. To mitigate these risks, it is recommended that additional vertical greening measures be incorporated into the design, particularly along blank walls with a public interface, to soften building presentation and improve long-term visual amenity. • *Replace the proposed Screening Mesh ME-1 on street-facing balconies and terraces with vertical steel balustrades, solid balustrades, or a combination of both.* The proposed balcony and terrace screening treatment identified as "Screening Mesh ME-1" is described in the submitted material as a fine and visually transparent element. The mesh is found across all levels to the north facing section of the main (7 storey) building. Based on the submitted material it appears to be used as a balustrade to the balconies. Insufficient detail has been provided regarding its operation, appearance and long-term maintenance. The suggested condition above requires that it be replaced with a different finish and this is included as a condition in the recommendation. Concerns are raised regarding: - The extent to which the mesh functions as a compliant balustrade and whether occupants can retract or lean beyond the screening system; - The visual appearance of the material when viewed from the public realm; - The long-term management and maintenance of climbing or cascading vegetation intended to interact with the mesh; and

	- The potential for vegetation failure, overgrowth or deterioration entangled in the mesh, resulting in an untidy appearance and increased maintenance burden. Given the highly visible locations of these elements, it is recommended that the proposed screening mesh be replaced on publicly visible elevations with a more robust and conventional balustrade treatment, such as: - Vertical steel balustrading; - Solid balustrades; or - A combination of solid and transparent balustrade elements. This approach would provide a clearer architectural outcome, improve durability and reduce ongoing maintenance risks. Given the above concerns and extent of mesh across the development, this will be incorporated as a condition. • *Redesign the north-west corner of the building to ensure the existing corner splay at the intersection of Park Street and Nicholson Street remains unobstructed and free of encroachment.* Council notes that the existing corner splay at ground level is considered a Public Highway under common law and must remain unobstructed. The proposed curved building form at the northwest corner would partially encroach into the existing splay and is therefore not supported. The ground-level built form should be redesigned to ensure that the existing splay at the intersection of Park Street and Nicholson Street remains entirely clear of building encroachment. This was highlighted by the Engineering department as well and will be included as a condition. • *Extension of the existing kerb outstand* A kerb outstand is currently located adjacent to this splay in the northwest corner. The proposed ground floor layout presents an opportunity to enhance the public realm along the Park Street frontage by utilising the space created by the removal of the vehicle crossover on this interface. An expanded kerb outstand in this location would improve pedestrian amenity, accessibility and safety, whilst creating additional space for public realm improvements, including seating and potential landscaping. This will be included as a recommendation. <u>Footpaths, furniture and fixtures</u> Council's SSPOS unit recommend the following:

	• *All tactiles, handrails, ramps and landings to be accommodated within the subject site boundary and not protrude outside the subject site's title boundaries.* • *Bench seat with back and arm rest is recommended to be integrated along the subject site Park Street frontage.* • *Anti-skate measures must be incorporated into the design of relevant elements, ensuring they are discreetly integrated and do not contribute to material damage or increased maintenance requirements.* • *There must be clear paving delineation between public and private land, with the ground floor interface incorporating several small setback areas, thresholds and transitional spaces between the building and the adjoining public footpath.* • *Ground floor paved thresholds within the site must be a high quality unit paving and not asphalt.* • *Pavements must meet Council and all relevant Australian standards including for slip resistance.* • *Any works required to achieve compliance, including surface level modifications, must be undertaken wholly within the subject site. Existing external footpath levels must not be altered unless an improvement to compliance with adjoining footpaths is demonstrably achieved.* These will be addressed as conditions, with the provision of a detailed Public Realm Layout Plan required. It is noted that Council endorsed the Linear Parklands Masterplan on 11 November 2025, with the site directly adjacent to a portion of this parkland. The Masterplan establishes a 20-year vision for the former Inner Circle Railway corridor. The public realm improvements recommended above will assist in integrating the site with the upgrades proposed within this Masterplan. <u>Street trees</u> Council's SSPOS unit recommend the following: • *Integrate one additional tree (in footpath) in the southwestern section of Nicholson Street.* • *Council is requesting developer contribution for street tree planting and tree maintenance as outlined under item 4.2.* • *Proposed street tree locations are to be indicated on plans.* • *Possible opportunity has been identified to integrate four (4) new street trees along the subject site street frontage. The applicant is requested to contribute $12,000 including GST for this planting, to cover tree sourcing, planting and two year's establishment maintenance for four (4) trees.* These matters will be addressed through conditions.

Sustainable development	**No – conditions required** The development includes (and is not limited to) the following key ESD commitments: • Average NatHERS thermal rating of 8.0 Stars. • Cross ventilation to all dwellings. • All electric development. • All timbers to be FSC/PEFC accredited as sustainable. • Bike repair station provided. • 2 kW solar PV array. • Energy efficient heating/cooling, hot water and lighting. • Water efficient taps fixtures and fittings. • 32 bike parking spaces for 20 dwellings and 6 visitor bike parking spaces. • One EV charger provided and the capacity for EV chargers to all car parking spaces. • All steel in the construction of the building to be sourced from a responsible steel maker with ISO 14001 certification. • PVC in the building to be sourced from a supplier that meets GBCA guidelines and with ISO 14001 certification. • Vegetation to be approximately 32% of the site area, including planter boxes, a green wall and green roof area. • 2 x 4m^2 planter boxes for food production. • Various elements to minimise urban heat including solar reflectivity (SRI) of roof to be at least 60%, and the unshaded hardscaping a minimum of 40% SRI. The submitted Sustainability Management Plan was referred to Council's ESD Officer for review. They advised that the proposal does not meet Council's ESD standards, with the following changes required: • Update SMP, Blue Factor report, drawings and (likely) landscape plans to correctly manage the L4 terrace and planter areas ensuring best practice in stormwater management can be delivered. • Recommend recycled water, sand and aggregates are included in the concrete mixes to reduce the embodied carbon and justify the claims made in the SMP. • Recommend a large capacity solar PV array and 100% Green Power purchasing arrangement for any additional electricity needs for a minimum 10 years. • Recommend a larger rainwater tank to enable flushing of all toilets in the building. • Recommend increasing the construction and demolition recycling target to 90% in line with industry leaders.

	• There are 32 bike parking spaces for 20 dwellings and 6 visitor bike parking spaces clearly marked on the plans, but the SMP states there are 30 residential spaces and 5 visitor spaces. These details must be consistent. The above recommendations will be included as conditions.
Off-site amenity impacts	**No – conditions required –** <u>Visual Bulk</u> As previously stated, the excessive height and lack of upper level setbacks will result in a visually dominant form which will overwhelm the public realm. A reduced scale of building is required and for these reasons Council will be recommending a position of refusal. The conditions provided would result in a less visually intrusive building. <u>Overlooking</u> Whilst not strictly applicable to this development (given it will be assessed under Clause 58 which does not have a standalone overlooking provision), Clause 55 considers overlooking impacts within a 9m radius and 45-degree angle of a proposed window, balcony, terrace, etc. This benchmark is the most conservative overlooking benchmark in the Scheme and will be used to assess overlooking from the apartments. A review of the plans confirms there are no existing habitable room windows (HRWs) and secluded private open spaces (SPOS) within 9m (at 288 Park Street) of proposed HRWs and balconies within the development. As such there will be no unreasonable overlooking impacts. <u>Overshadowing and daylight access</u> Overshadowing of the public realm will occur, with the submitted plans detailing that there would be direct shadows cast on the opposite (western) footpath of Nicholson Street at 9am on 22 September. The plans detail that there would be no shadows cast from 10am onwards. This is consistent with Clause 15.01-2L, which seeks to prevent shadowing between 10am and 2pm on 22 September on the opposite footpath on streets orientated north-south in activity centres as defined in clause 11.03-1L. The proposed development will not result in additional overshadowing of secluded private open space. The setbacks of the development from adjoining properties will ensure adequate daylight is maintained. It is noted that there would be additional shadows cast on the open space to the rear of the Railway Hotel. This is not considered secluded private open space or public realm. The recommendation to reduce the overall height of the development would have a beneficial outcome on any shadow impacts. <u>Light spill</u>

	The proposed development will not result in unreasonable light spill. The proposed café is an as-of-right use and cannot be regulated through permit conditions. Whilst the dwellings require a permit, any light spill would be associated with residential activities, consistent with the surrounding residentially zoned land. A condition has been included in the recommendation to ensure that external lights are appropriately baffled to minimise light spill. Any light spill from within dwellings can be reasonably self-managed by dwelling occupants, who would typically use curtains/blinds at night. As discussed earlier in the report in relation to noise impacts, a condition will restrict the use of the communal roof terrace to between the hours of 7am and 10pm, seven days a week. This will also ensure that the roof terrace does not result in unreasonable light spill to nearby residential properties. <u>Wind Impacts</u> A desktop wind impact assessment has been submitted. This concludes that the development will achieve (with regard to the public realm): • Wind conditions in the ground level footpath areas and accessways would be expected to be within the walking comfort criterion; • The main entrances would be expected to be within the standing comfort criterion; • The wind conditions are expected to fulfil safety criterion. Officers agree with the Wind Engineer's recommendation for the criteria to be confirmed with a wind tunnel study, which has been included in the recommended conditions. Further, Council will recommend DTP undertake an independent peer review of the applicant's wind report to ensure the methodology and wind impacts have been undertaken and assessed correctly. Wind impacts to areas within the development will be considered under On-Site Amenity (below). <u>Noise impacts</u> An acoustic report has been submitted with the development application. Council will recommend that DTP undertake an independent peer review of the applicant's report to ensure the methodology and outcomes have been undertaken and assessed correctly.
On-site amenity & issues	**No – Conditions required** *Clause 58* A full Clause 58 assessment has not been undertaken as DTP will do this. However, it is noted that there may be issues in relation to:

	• Standard D18 (Accessibility) • Standard D20 (Private Open Space); • Concerns with Clause 58 Summary table containing conflicting information between the 'achieved' dimensions and the 'compliant dimensions' section. Conditions have been included requiring plans to demonstrate full compliance with the Clause 58 POS and internal amenity standards *Wind Impacts* The submitted desktop wind assessment concludes that areas of open space and private balconies within the development will achieve the following wind conditions: • Outdoor seating area at ground level will achieve sitting comfort criterion; • The terrace and balconies would achieve standing comfort criterion; • The roof terrace will achieve standing comfort criterion • Wind conditions will fulfil safety comfort criterion. The anticipated wind conditions should be confirmed via a wind tunnel study and a peer review of the reports. *Noise impacts* The subject site is directly adjacent to a live music entertainment venue (Railway Hotel) at No. 800 Nicholson Street. As such, this is within 50m of the subject site and Clause 53.06 – Live music entertainment venues applies. This clause notes that a noise sensitive residential use must be designed and constructed to include acoustic attenuation measures that will reduce noise levels from any indoor live music entertainment venue to below the noise limits specified in the Environment Protection Regulations under the *Environment Protection Act 2017* and the incorporated Noise Protocol (Publication 1826, Environment Protection Authority, November 2020). The Acoustic Report submitted with the application provides mitigation measures to manage noise sources from this venue. This report also reviewed potential noise impacts from nearby trams/traffic and the ground floor café to the residential uses above. Council recommends that DTP have this report peer reviewed, with all noise attenuation requirements to be incorporated into the development to ensure the necessary noise protocols are met.
Carparking & traffic	**Yes – conditions required** *Car parking and access*

	The development proposes 18 car parking spaces for the Dwellings and 0 spaces for the café. Car parking is located within car stacker pits, accessed from ground level from Railway Place. Notations on the plans indicate that provision for the installation of charging stations for all car parking spaces will be incorporated into the car stacker systems. The number of spaces does not exceed the maximum amount permitted by Clause 52.06 (40 for Dwellings and 1 for Shop / Food and drinks premises). There is no minimum car parking provision required for the Dwellings or Shop / Food and drinks premises. Council's Engineering Unit have reviewed the on-site parking and access arrangements and do not raise any concerns however have requested additional details to be included on the plans, including the following: • Dimension the headroom clearance of the development entrance. • Dimension the floor to ceiling height and stacker pit depth on the section drawing. The applicant must select the model type of the proposed car stacker and indicate the vehicle clearance heights. The above will be included as condition items to be addressed. *Traffic* Council's Engineering Unit has reviewed the traffic impact assessment prepared by the applicant and agree with the findings that the proposed development will not result in unreasonable traffic impacts, with 1 vehicle movement every 3 minutes and 9 seconds estimated during the AM and PM peak periods. The café at ground floor will need to utilise either the ground floor car park for loading through back-of-house or the signed loading zone within the Park Street frontage of the site. The loading zone to the front of the site would be the preferred option given it has been specifically set aside within the road network for this use. *Other matters* The existing corner splay at ground level (corner of Nicholson and Park Streets) is deemed to be a Public Highway under common law and must not be encroached upon by the new footprint of the building. The curved corner as proposed would partially occupy the existing splay, this is not supported by Council. The applicant must redesign the northwest corner at ground level (and levels above if necessary) to ensure it does not encroach on the splay. A condition to that effect will be included.

	Additionally, Council engineering requires the re-sheeting of the footpaths adjacent to the site frontages with associated submission of public realm plans and submission of a public lighting plan for endorsement by Council. These are standard conditions for a development of this size. The footpath will likely require re-sheeting once the development has been completed and given the existing awning has a number of poles within the footpath, works will need to be done regardless. Engineering have also provided a number of notes to be placed on any permit issued. These relate to Council infrastructure, stormwater discharge and parking signs/sensors. These are included in the recommendation.
Bicycle provision	**Yes – conditions required** Bicycle parking is proposed as follows: • 32 spaces shared between residents and employees; • 6 spaces for visitors of both the residential and café components. The residential bicycle parking requirement exceeds the minimum requirements of Clause 52.34 as well as the BESS rate of 1 space per dwelling. Council's Strategic Transport Unit is supportive of the resident/employee bicycle parking provision, subject to the following: • Designation of resident or employee bicycle parking on the plans. • Dimensions included in the plans for the visitor bicycle parking spaces to ensure they meet AS2890.3 • At least 3 electric bicycle charging points should be provided in the resident bicycle parking spaces adjacent to spaces suitable for electric bicycles to use. • At least 20% of the bicycle parking spaces should be included as horizontal hoop bicycle parking to make accommodating for heavier e-bikes which sometimes also have wider tyres more accessible. • Several bicycle parking spaces should be designed to accommodate larger bikes (i.e. cargo bicycles) • Annotation on the plans outlining the security arrangements into the bicycle storage area, with these to be located within a lockable compound. These recommendations have been included as conditions. The Strategic Transport unit also noted that the Green Travel Plan (GTP) did not adequately address all requirements and that a map outlining the location of the bicycle parking and most efficient route for accessing bicycle parking should be included. This recommendation will be included as a condition for an amended GTP.

	There are inconsistencies between the plans and SMP regarding the number of bicycle parking spaces provided on-site. A condition will require these numbers to be shown consistently between documentation and for the bicycle parking allocation to be clearly annotated on the plans.
Waste	**Yes** Waste will be stored and collected from the ground floor level for the dwellings and café. Collection will be undertaken by a private contractor. Council's Waste Management Unit has reviewed the Waste Management Plan and is supportive of this arrangement, with no further changes required.
Net community benefit	**No – Conditions required** Pursuant to Clause 71.02-3 Integrated Decision Making, outcomes should be balanced in favour of net community benefit. Overall, this application as currently proposed would not result in a Net Community Benefit. Key changes required include: • A reduction in the scale of development (reduced building height and form) • Public realm improvements • Full compliance with Clause 58 Standards for POS and Internal Amenity.
Matters raised in submissions	Matters raised in submissions have already been addressed, apart from: - Location of ground floor apartment: The location of the ground floor apartment adjacent to a licensed area could potentially reduce the amenity of the occupants, however the living area is setback 1.8-2m from the footpath. It is also noted that the apartments would need to be acoustically treated to reduce noise from the live music venue located next door. This would assist in improving internal amenity. Overall, the location is not deemed to be unacceptable. It would be up to the relevant buyer to determine whether this would be a concern, given the apartment is the agent of change in this instance. - Smoothing of the bluestone laneway: As there is no main pedestrian access to the site from the laneway and it is for vehicle access only, there is no requirement for the development to smooth the laneway. - Loss of on-street car parking. The development will result in the removal of an existing crossover. This will provide an increase to the area that can be set aside for on-street car parking. Therefore, there is a net increase in car parking provided. – Operational risks arising from the use of car stackers, such as breakdowns and trapped vehicles.

	A Car Park Management Plan has been included in the suite of recommended conditions. Information on what procedures will occur in the instance of car stacker malfunctions will be addressed via this document. – Opportunistic development under the Ministerial pathway. It is Council's understanding that all applications lodged via this pathway are fully assessed to ensure they comply with the necessary submission requirements.

Declaration

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.



PHOTO No.1



PHOTO No.2



PHOTO No.3



PHOTO No.4



PHOTO No.5



PHOTO No.6

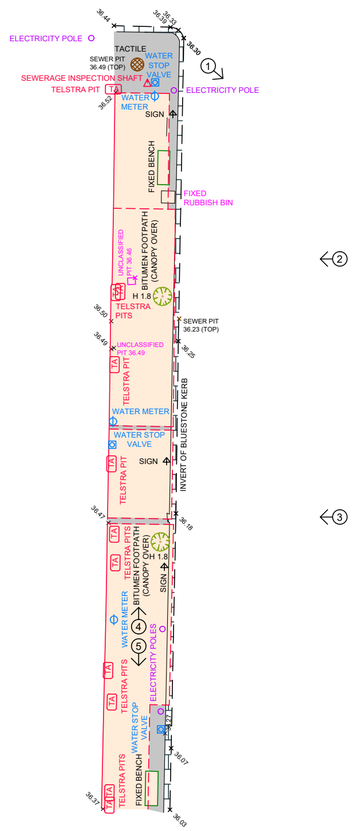


PHOTO No.7

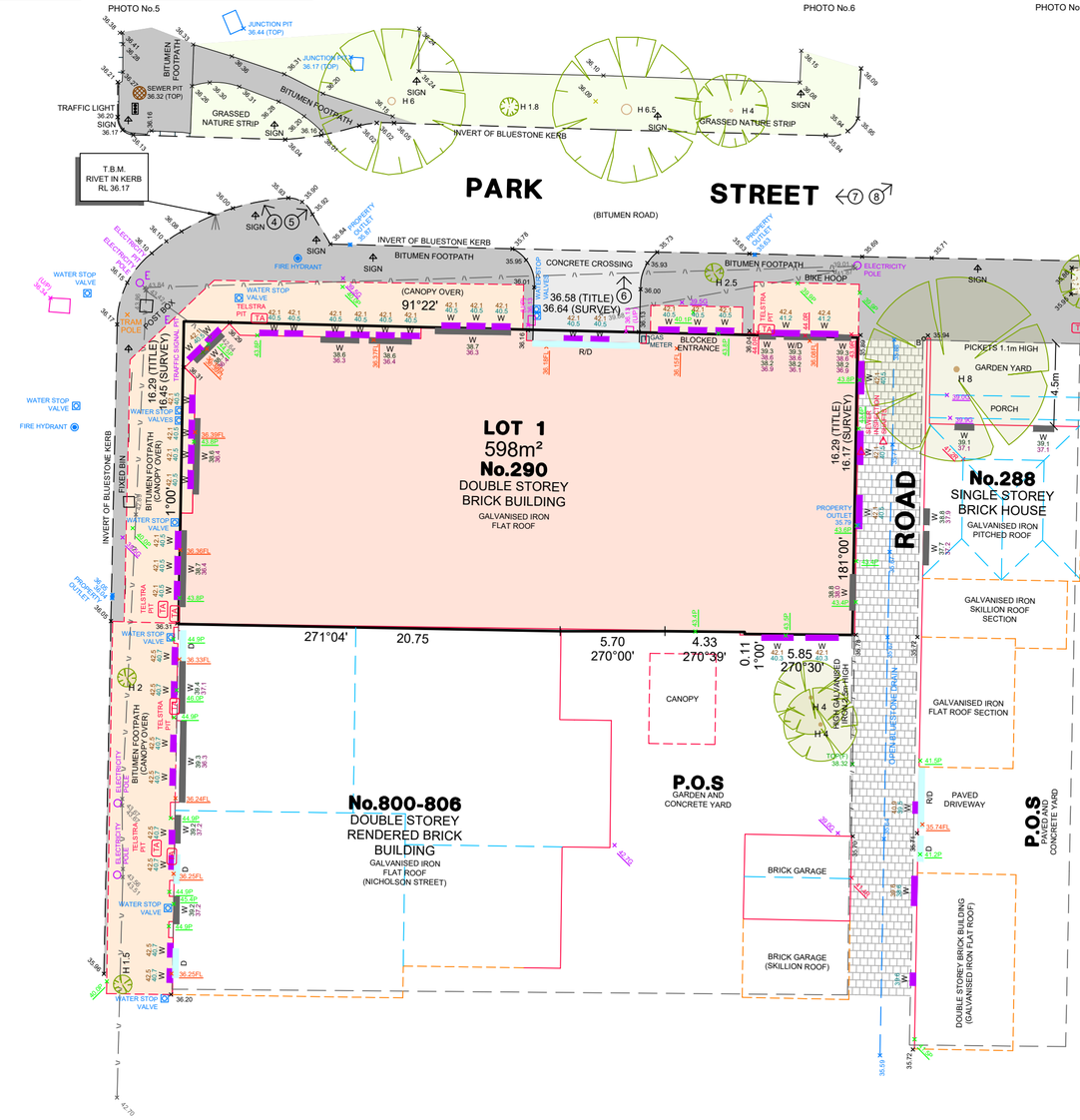


PHOTO No.8

SYMBOL	DESCRIPTION
H 5	T.B.M.
	TREE (TRUNK & SPREAD) DENOTES TREE APPROXIMATELY 5 METRES HIGH
	SIGN
E	ELECTRICITY POLE
E	ELECTRICITY PIT
TA	TELSTRA PIT
	GAS METER
	SEWERAGE INSPECTION SHAFT
	WATER STOP VALVE
	FIRE HYDRANT
W	WATER METER
O_B	ROUND BOLLARD
GROUND FLOOR, FIRST FLOOR, UNKNOWN FLOOR	HABITABLE WINDOW
GROUND FLOOR, FIRST FLOOR, UNKNOWN FLOOR	WINDOW (NON-HABITABLE)
DOOR	DOOR
4	DENOTES DIRECTION AND POSITION OF PHOTO FOUR
51.4 SILL HWW 52.1	SILL HEIGHT (GROUND FLOOR) HEAD HEIGHT (GROUND FLOOR)
54.1 SILL HWW 55.0	SILL HEIGHT (TOP FLOOR) HEAD HEIGHT (TOP FLOOR)
TOF(P) 40.27	TOP OF FENCE
36.25	ADJOINING PROPERTY LEVEL
36.37FL	FLOOR LEVEL (X REPRESENTS THE LOCATION FOR THE LEVEL SHOWN)
37.40P	PARAPETS
37.40R	RIDGELINES
37.08G	GUTTERING (LIP)
	ORANGE DASHED LINE WORK REPRESENTS DATA DERIVED FROM AERIAL PHOTOGRAPHY AND IS APPROXIMATE ONLY
	APPROXIMATE LOCATION OF RIDGELINES/GUTTERS (LIP) (HEIGHT SHOWN THUS $^{37.40}_{37.08}$ ARE TO LIP)
	APPROXIMATE LOCATION OF OVERHEAD SERVICE WIRES



NICHOLSON STREET



LAND SURVEYED:

COUNTY OF BOURKE, PARISH OF JIKA JIKA
PART OF CROWN ALLOTMENT 1, SECTION 38
LOT 1 ON TP21088C
VOL. 10596 FOL. 704

IMPORTANT NOTE:

- SEE JCA LAND CONSULTANTS "RECORD OF HAVING A RE-ESTABLISHMENT TITLE BOUNDARIES' (DWG No. 2927311G1D.dwg) FOR TITLE DETAILS AND RELATIONSHIP TO FENCING.

DATUM NOTES:

- LEVELS SHOWN THUS 36.93 ARE BASED ON AUSTRALIAN HEIGHT DATUM
- LEVEL DATUM BASED ON JIKA JIKA PM 738, RL. 37.26
- CONTOUR INTERVAL AT 0.2m

JCA Land Consultants certify that this plan is in all respects accurate and correctly represents the existing conditions on the 21/03/22

REV.	REVISION	DATE	APPD	CHECK
03	TRAM POLE	02/02/26	P.S.	
02	RE-ATTENDED SITE	29/09/25	K.M	T.S.M

Surveyors	L.TIDYMAN	/ A.Ro
Drawn	J.CROOKS	01/04/22
Checked	M.SCOTT	01/04/22

EXPLANATORY NOTES:

- DATA ON THIS PLAN MAY ONLY BE MANIPULATED WITH THE PERMISSION OF JCA LAND CONSULTANTS.
- ACCURACY OF DETAIL LOCATION ± 0.05
- ACCURACY OF REDUCED LEVELS ± 0.02
- THIS HARDCOPY PLAN IS A VERIFICATION PLOT OF COMPUTER FILE : DWG: 2927313F1D.dwg DATE: 02/02/26
- LOCATION OF ABUTTING BUILDINGS AND ENVIRONS IS INDICATIVE ONLY UNLESS OTHERWISE SHOWN.
- TREE SPREAD SHOWN ON THIS PLAN IS INDICATIVE ONLY.
- ONLY SIGNIFICANT TREES HAVE BEEN LOCATED AND SHOWN ON THIS PLAN.
- ALL VEGETATION SHOWN ON THIS PLAN IS TO BE VERIFIED BY AN ARBORIST.
- WINDOW DESCRIPTIONS ANNOTATED ON THIS PLAN ARE INDICATIVE ONLY AND SHOULD BE VERIFIED BY THE ARCHITECT, OWNER OR BUILDER PRIOR TO ANY DESIGN.
- ONLY VISIBLE SERVICES ARE SHOWN ON THIS PLAN.
- IT IS STRONGLY RECOMMENDED THAT A MELBOURNE ONE CALL SERVICE (DIAL BEFORE YOU DIG, FAX 1300 652 077) ENQUIRY BE MADE TO DETERMINE THE LOCATION OF ANY UNDERGROUND SERVICES WITHIN THE SITE.

N APPROX

Scale: 1:200@ A2

Client : FONTIC

Municipality : YARRA

PLAN OF FEATURE SURVEY

290 PARK STREET

FITZROY NORTH

DWG: 2927313F1D

Job No: 29273

Sheet: 1 OF 1

JCA LAND CONSULTANTS
The Subdivision Specialists
Suite 9, 303 Maroondah Highway, Ringwood VIC 3134
T: 03 9735 4888 E: jca@jcalc.com.au www.jcalc.com.au

290 Park Street,
Fitzroy North

Town Planning
Not for construction

REV.		DRAWING LIST
	A0.01	Coverpage
	A0.02	Demolition floor plan
	A0.03	Site plan
	A1.01	Basement floor plan
	A1.02	Ground floor plan
	A1.03	First floor plan
	A1.04	Second floor plan
	A1.05	Third floor plan
	A1.06	Fourth floor plan
	A1.07	Fifth floor plan
	A1.08	Sixth floor plan
	A1.09	Roof plan
	A2.01	Elevations
	A3.01	Sections
	A4.01	BADS compliance summary
	A4.02	Basement floor plan - BADS
	A4.03	Ground floor plan - BADS
	A4.04	First floor plan - BADS
	A4.05	Second floor plan - BADS
	A4.06	Third floor plan - BADS
	A4.07	Fourth floor plan - BADS
	A4.08	Fifth floor plan - BADS
	A4.09	Sixth floor plan - BADS
	A8.01	Shadow diagrams, 22 Sept
	A8.02	Shadow diagrams, 22 Sept
	A8.03	Shadow diagrams, 22 Sept
	A8.04	Shadow diagrams, 22 Sept
	A8.05	Shadow diagrams, 22 Sept
	A8.06	Shadow diagrams, 22 Sept
	A8.07	Shadow diagrams, 22 Sept
	A8.08	Shadow diagrams, 22 Sept
	A8.09	Shadow diagrams, 22 Sept
	A8.10	Shadow diagrams, 22 Sept
	A8.11	Shadow diagrams, 22 Sept
	A8.12	Shadow diagrams, 22 Sept
	A8.13	Shadow diagrams, 22 Sept
	A8.14	Shadow diagrams, 22 Sept
A	A8.15	Shadow diagrams, 21 June
	A9.01	Nicholson Street - Linear Park
	A9.02	Nicholson Street
	A9.03	Nicholson Street - Ground interface
	A9.04	Nicholson Street - Liverpool
	A9.05	Park Street
	A9.06	Park Street - Linear Park
	A9.07	Park Street Entry
	A9.08	Railway Lane
	A9.09	Courtyard
	A10.01	External materials
	A10.02	External materials
A	A10.03	Balcony planter
A	A10.04	Internal blinds
A	A11.01	Section - Vehicle Access Ramp

STRUCTURE

- DEMOLISH
- EXISTING BUILDING
- NEW WALL

FINISHES

AS-1	ASPHALT
BR-1	BRICKWORK
BR-2	BRICKWORK GLASS
BH-1	BRASS HANDRAIL
CN-1	CONCRETE - RAKED TEXTURE
CN-2	CONCRETE
CN-3	CONCRETE - REFER LANDSCAPE DWGS
CP-1	CONCRETE PAVING - REFER LANDSCAPE DWGS
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GL-1	GLASS, CLEAR
GL-2	GLASS, TRANSLUCENT
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ME-1	SCREENING MESH
ME-2	METAL, PERFORATED
MS-1	METAL PLATE
PE-1	PERGOLA STRUCTURE
PF-1	PAINT FINISH
PF-2	PAINT FINISH
PF-3	PAINT FINISH
RN-1	RENDERED FINISH - RAKED TEXTURE
RN-2	RENDERED FINISH
SB-1	STEEL BALUSTRADING
SS-1	STONE STEPPERS - REFER LANDSCAPE DWGS
TR-1	TRANSLUCENT ROOFING
WP-1	WATERPROOFING MEMBRANE

FIXTURES

CF	CEILING FAN
DW	DISHWASHER
OV	OVEN
RF	REFRIGERATOR
P	PANTRY
R	ROBE
TR	TROUGH
WM	WASHING MACHINE
BIKE - V	BIKE PARK - VISITOR
BIKE - C	BIKE PARK - COMMERCIAL
BIKE - R	BIKE PARK - RESIDENT
MB	MAIL BOXES
S	BUILT-IN SEAT
SKY	SKYLIGHT

SERVICES

AC	AIR CONDITIONER
B	BASEMENT FRESH /SPILL AIR
COMMS	COMMUNICATIONS RISER
D	DIESEL RISER
ELEC	ELECTRICAL RISER
EXH	ELECTRIC VEHICLE CHARGER
EV	EXHAUST
FPE	FIRE PUMP ROOM EXHAUST AIR
FPS	FIRE PUMP ROOM SUPPLY AIR
HYD	HYDRAULIC RISER
MSB	MAIN SWITCH BOARD
PV	PHOTOVOLTAIC PANELS
SCF	SERVICE CONNECTION FACILITY CPB
SCV	SPRINKLER CONTROL VALVE
WMR	WATER METER
W	WASTE RISER

SITE

A	B	BOLLARD
	BIN	RUBBISH BIN
	BIKE	BIKE HOOP
	E	ELECTRICAL PIT
	EP	ELECTRICAL POLE
	EX-	EXISTING
	FH	FIRE HYDRANT
	GM	GAS METER
	JP	JP DRAIN
	PIT	PIT
	POST	POST BOX
	SI	SEWER INSPECTION SHAFT
A	SIGN	SIGN POST
	TA	TELSTRA PIT
	WSV	WATER SPRINKLER VALVE
	TP	TRAM POLE

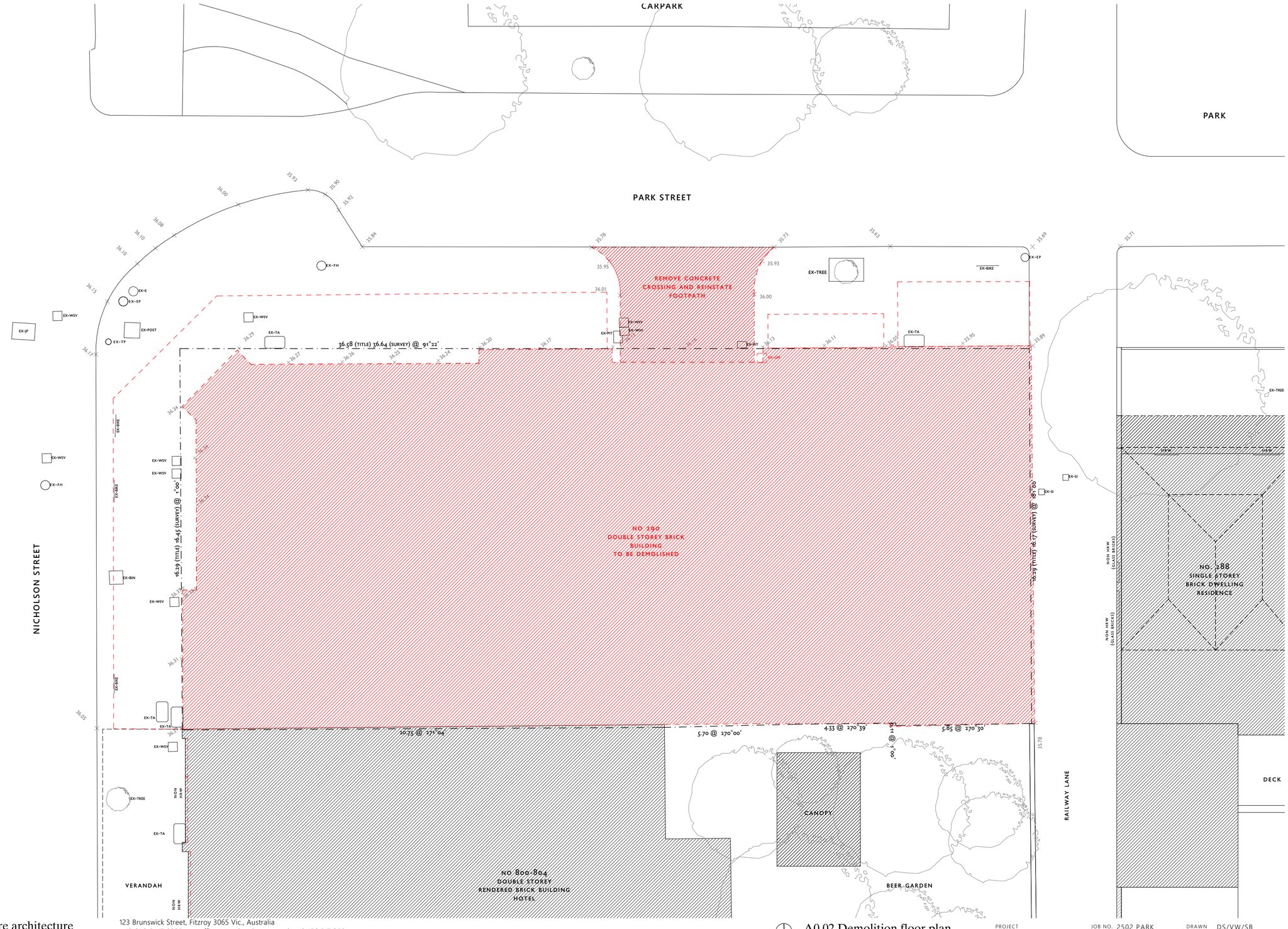


Architecture architecture

123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A0.01 Coverpage
Not for construction

PROJECT	290 Park Street Fitzroy North 3068	JOB NO.	2502 PARK
PHASE	Town Planning	DRAWN	DS/VW/SB
SCALE	NA	DATE	01.06.26
		REVISION	A



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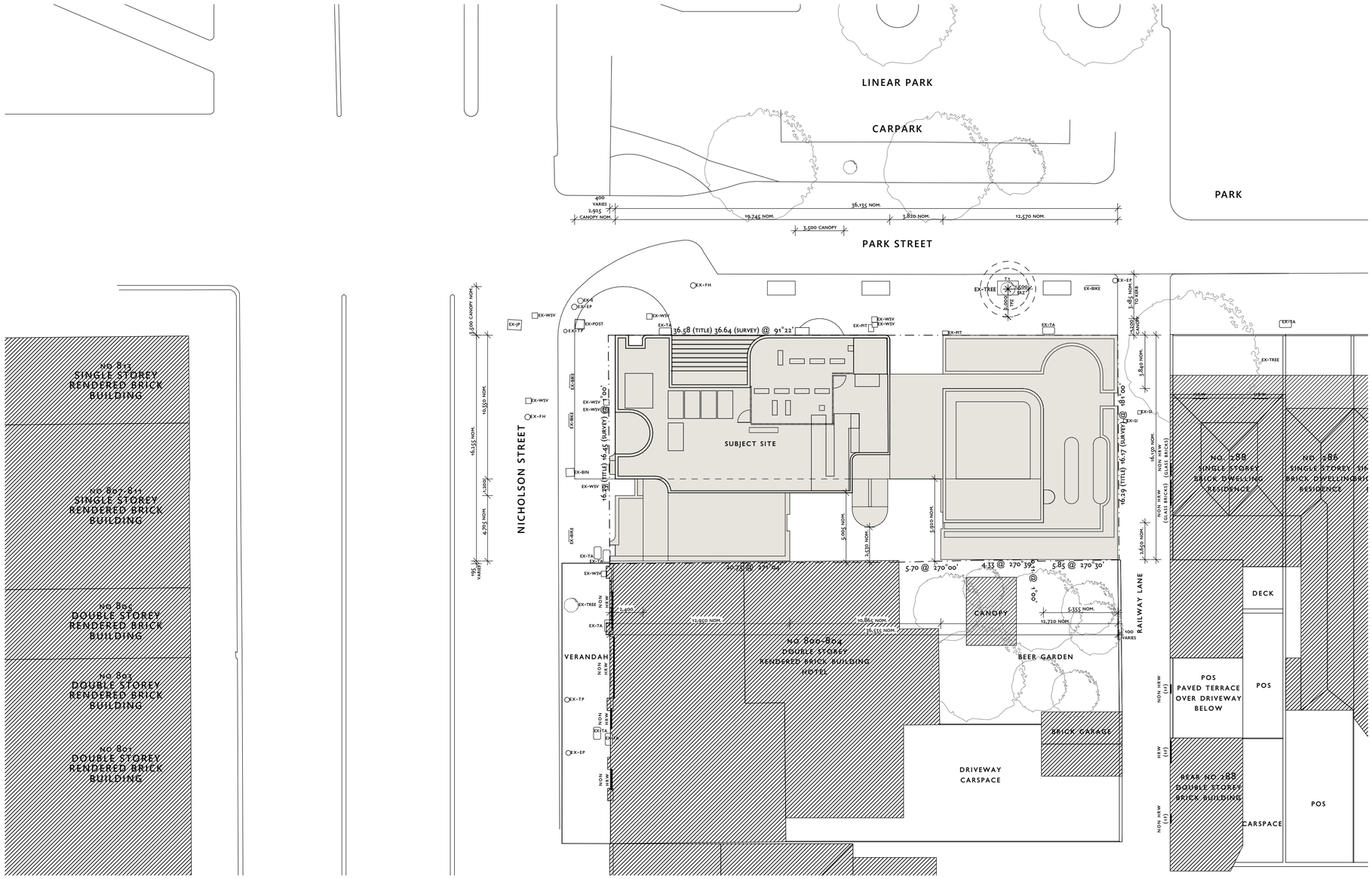
A0.02 Demolition floor plan
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



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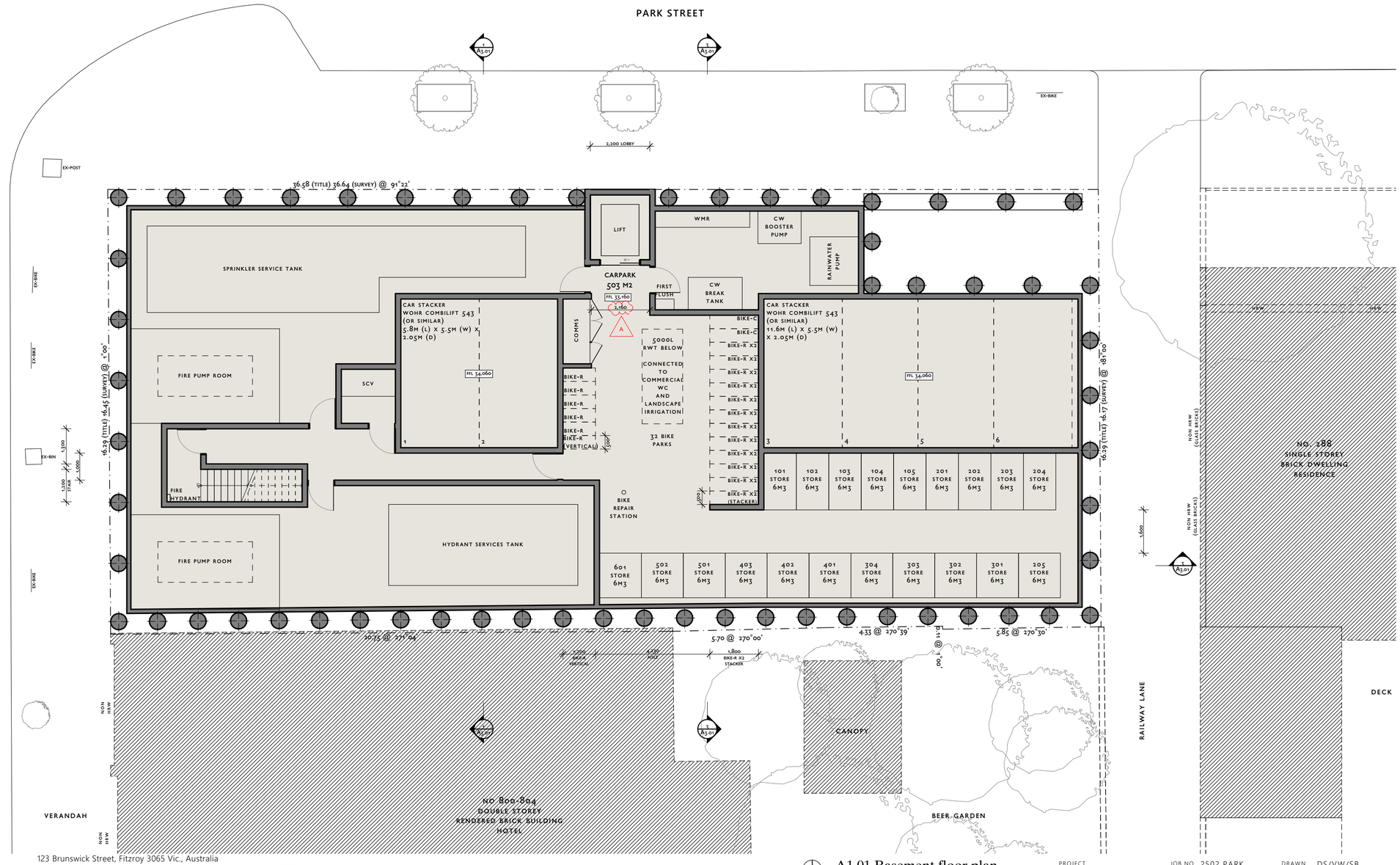
A0.03 Site plan
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:200

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



Architecture architecture

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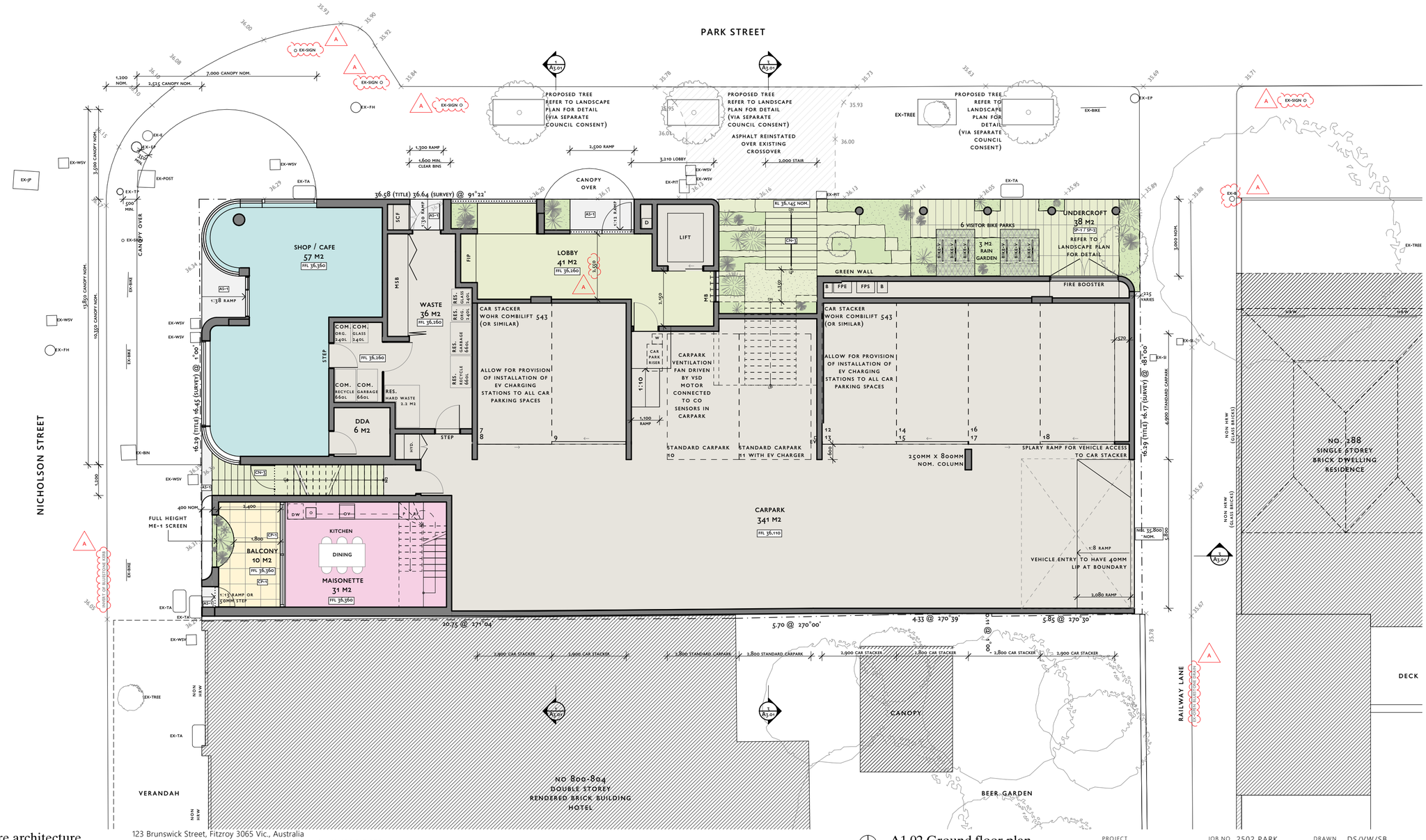
A1.01 Basement floor plan
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 01.06.26
REVISION A



Architecture architecture
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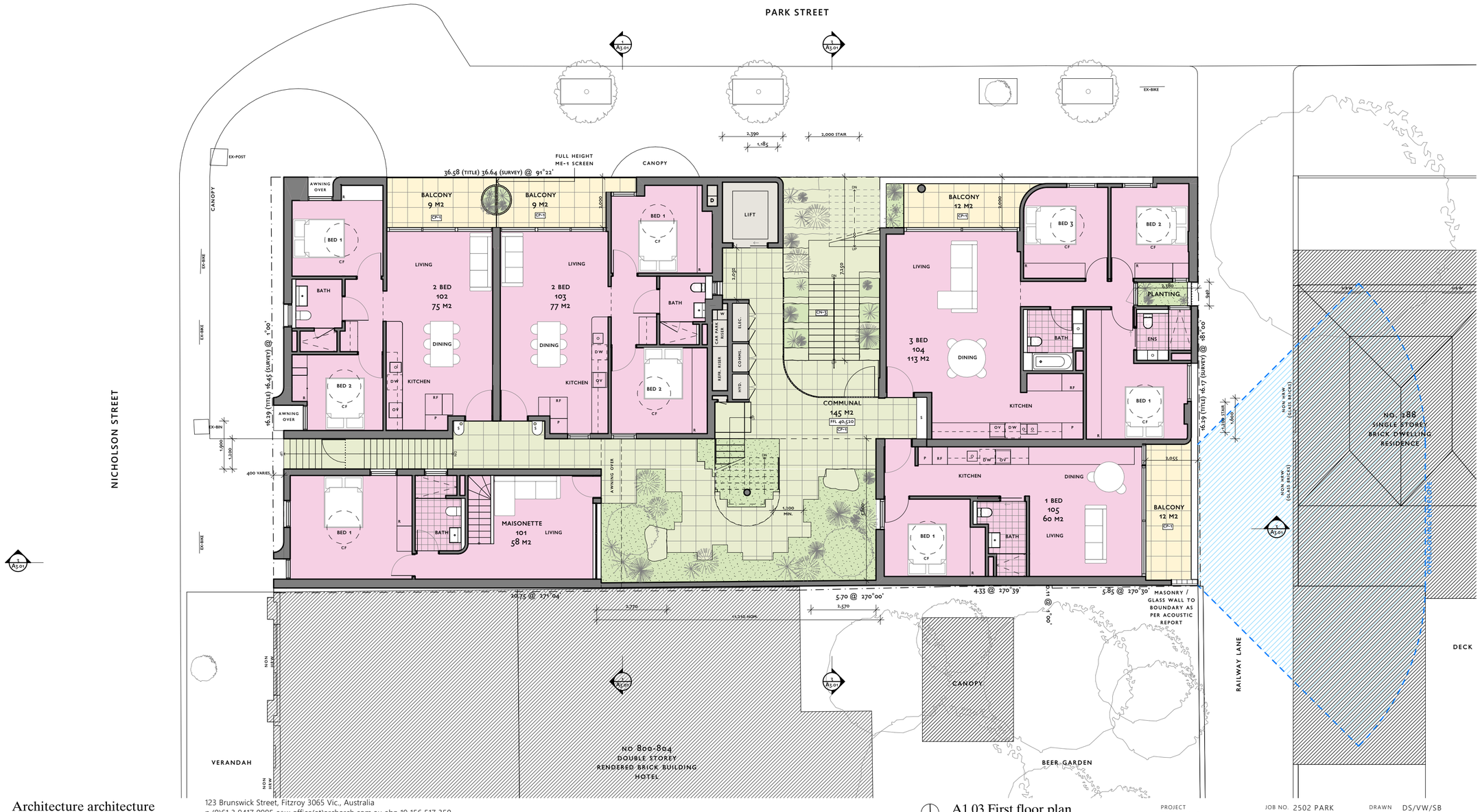
A1.02 Ground floor plan
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 01.06.26
REVISION A



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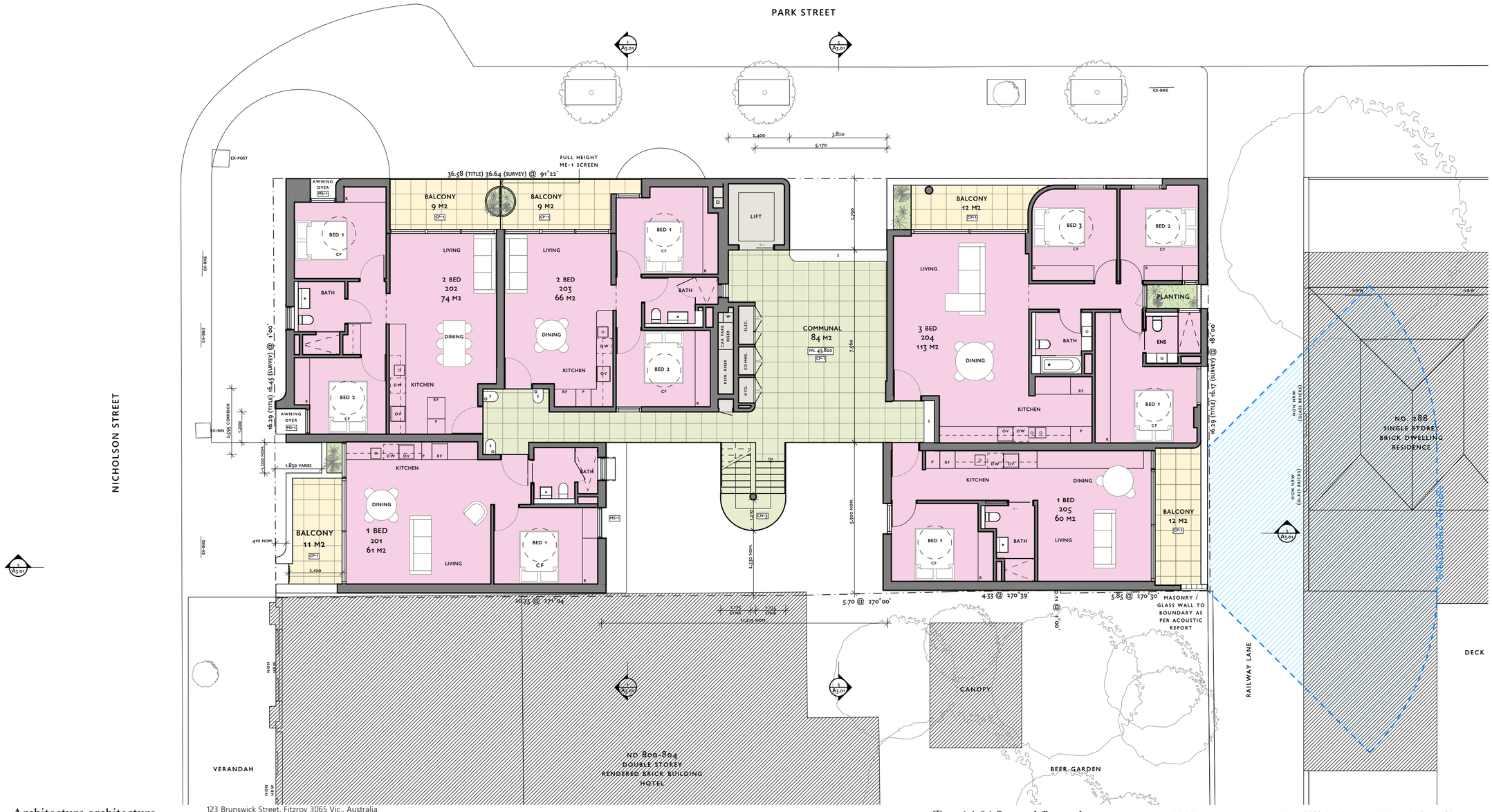
A1.03 First floor plan
Not for construction

PROJECT	290 Park Street Fitzroy North 3068	JOB NO.	2502 PARK
PHASE	Town Planning	DRAWN	DS/VW/SB
SCALE	1:100	DATE	31.03.26
		REVISION	



Architecture architecture

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A1.04 Second floor plan
Not for construction

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Fitzroy North 3068

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PHASE Town Planning
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REVISION



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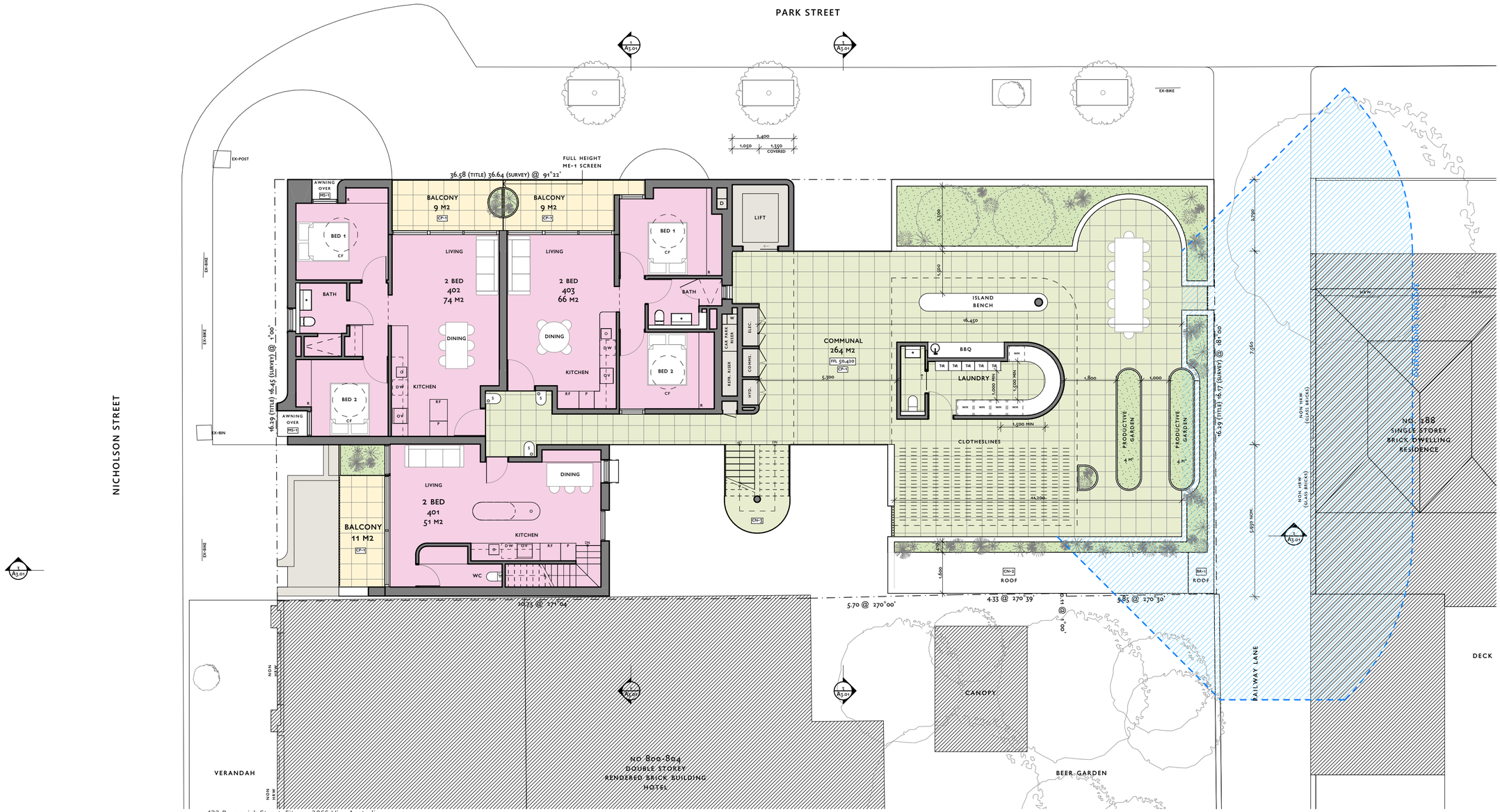
A1.05 Third floor plan
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



Architecture architecture

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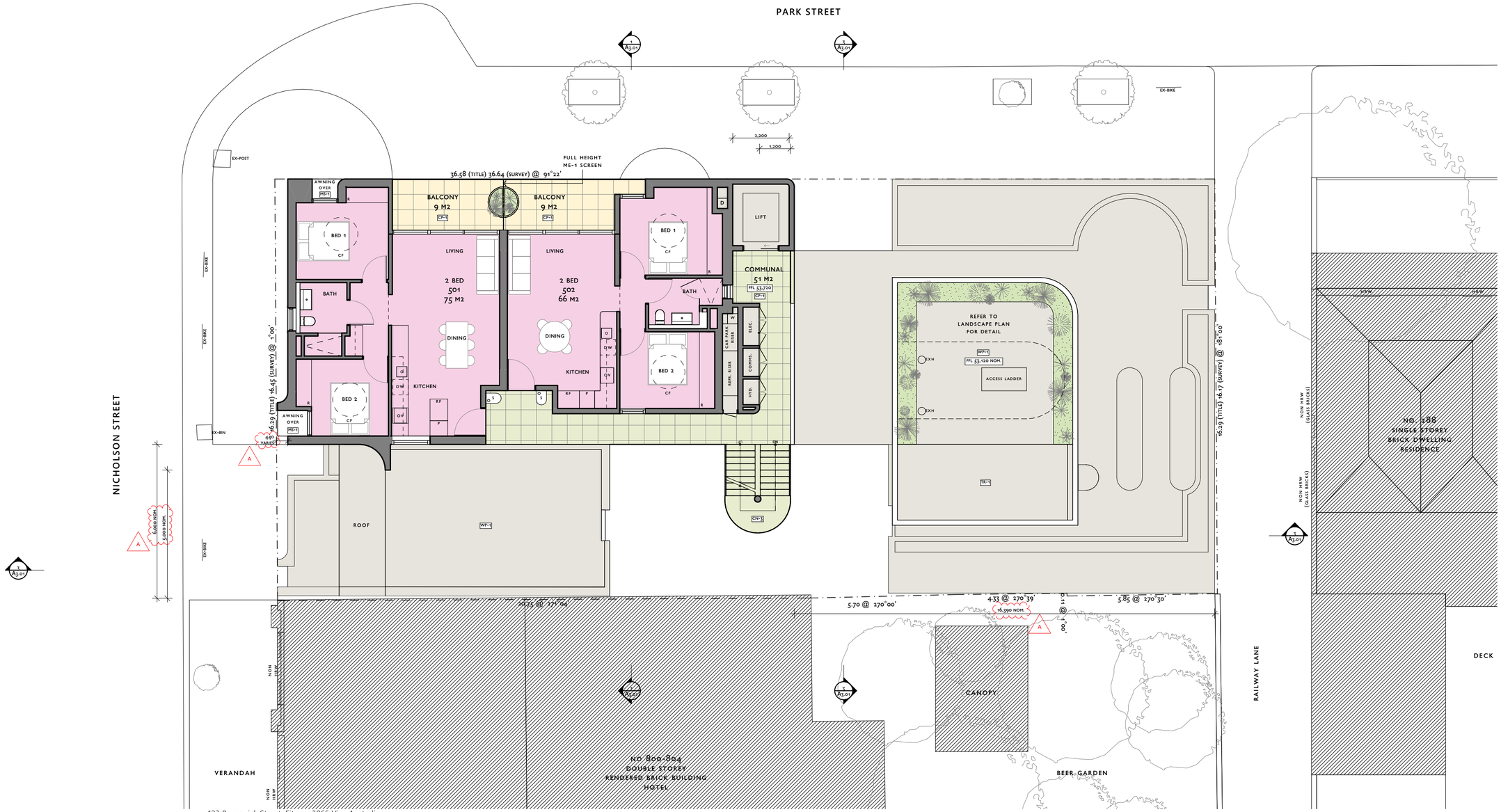
A1.06 Fourth floor plan
Not for construction

PROJECT	290 Park Street Fitzroy North 3068	JOB NO.	2502 PARK
PHASE	Town Planning	DRAWN	DS/VW/SB
SCALE	1:100	DATE	31.03.26
		REVISION	



Architecture architecture

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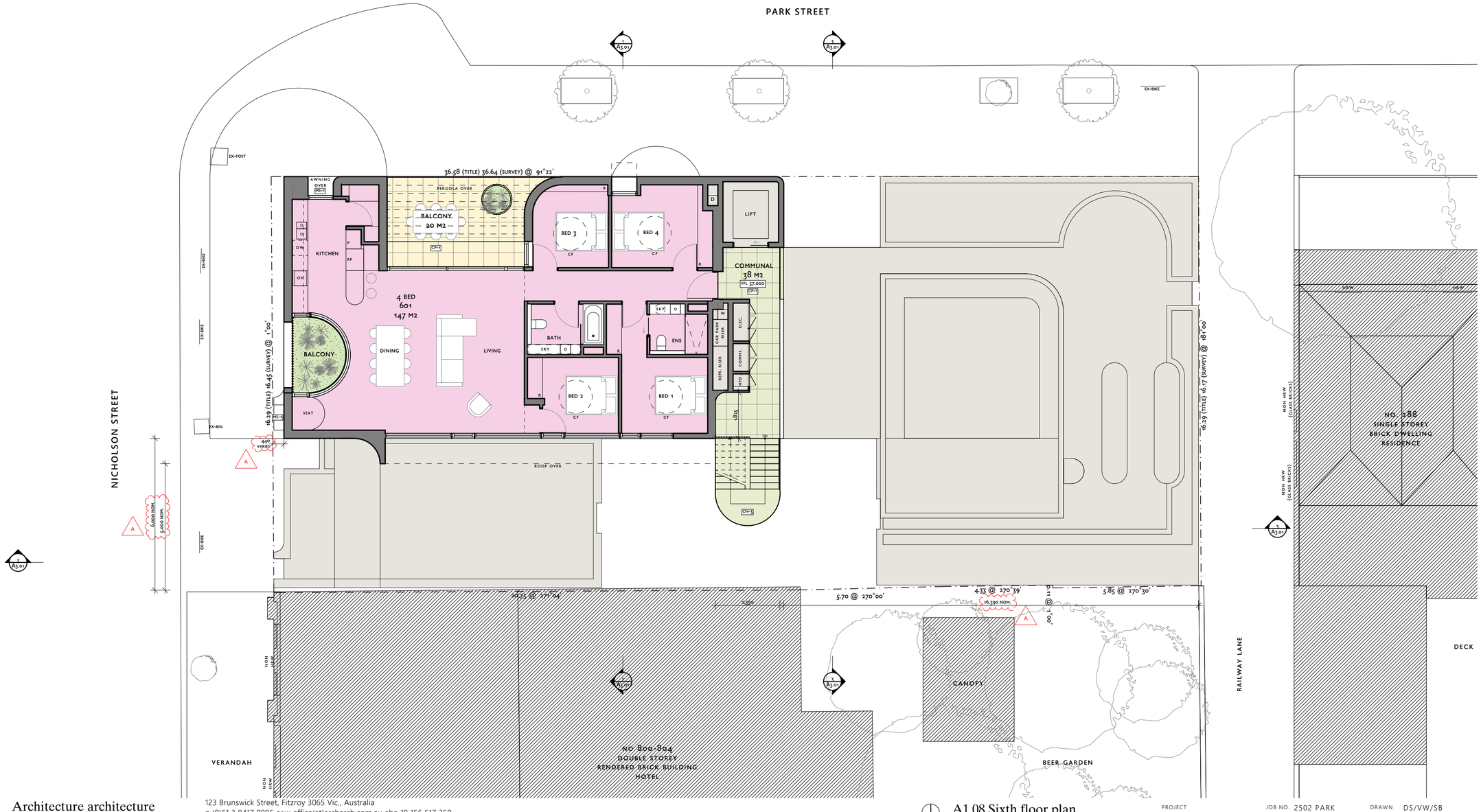
A1.07 Fifth floor plan
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100
DRAWN DS/VW/SB
DATE 01.06.26
REVISION A



Architecture architecture

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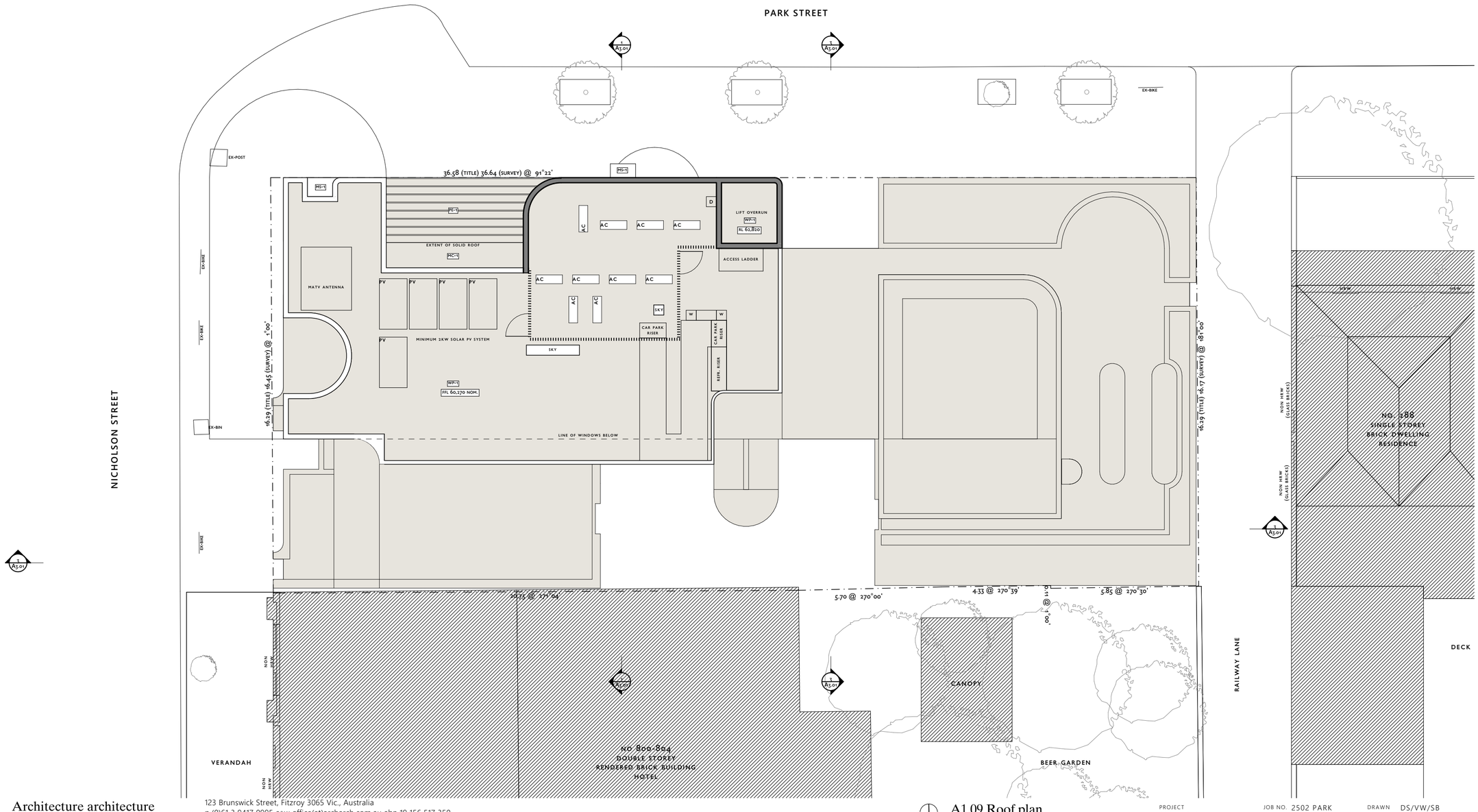
A1.08 Sixth floor plan
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 01.06.26
REVISION A



Architecture architecture

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A1.09 Roof plan
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

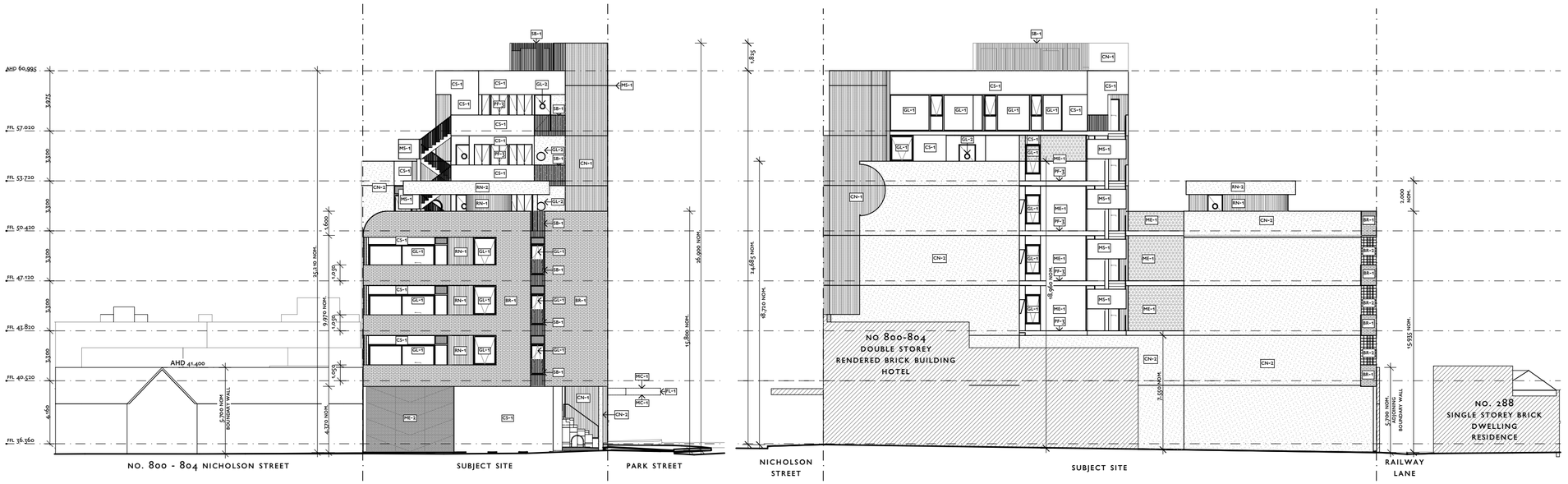
JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



1 - WEST ELEVATION
1:200

2 - NORTH ELEVATION
1:200



3 - EAST ELEVATION
1:200

4 - SOUTH ELEVATION
1:200

FINISHES

AS-1	ASPHALT
BR-1	BRICKWORK
BR-2	BRICKWORK GLASS
BH-1	BRASS HANDRAIL
CN-1	CONCRETE - RAKED TEXTURE
CN-2	CONCRETE
CN-3	CONCRETE - REFER LANDSCAPE DWGS
CP-1	CONCRETE PAVING - REFER LANDSCAPE DWGS
CS-1	CEMENT SHEET, PAINT FINISH
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PE-1	PERGOLA STRUCTURE
PF-1	PAINT FINISH
PF-2	PAINT FINISH
PF-3	PAINT FINISH
RN-1	RENDERED FINISH - RAKED TEXTURE
RN-2	RENDERED FINISH
SB-1	STEEL BALUSTRADING
SP-1/2	STONE STEPPERS - REFER LANDSCAPE DWGS
TR-1	TRANSLUCENT ROOFING
WP-1	WATERPROOFING MEMBRANE

Architecture architecture

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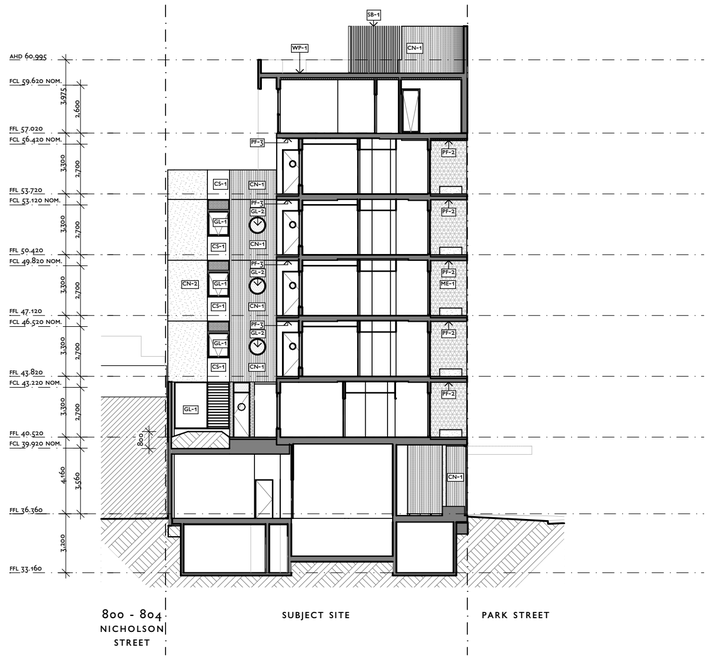
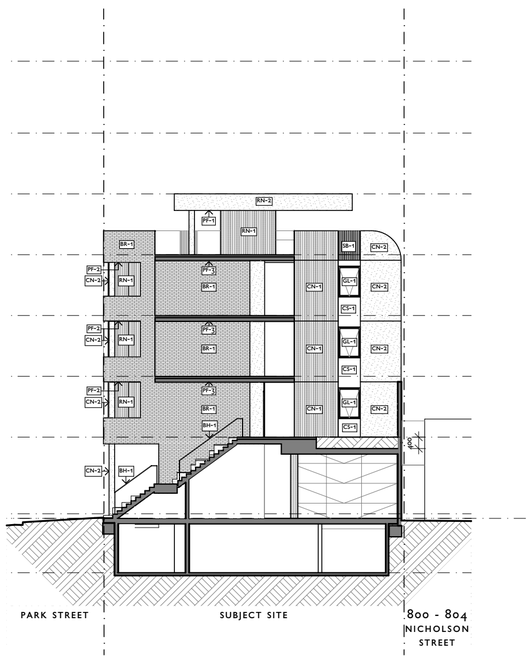
A2.01 Elevations
Not for construction

PROJECT	290 Park Street Fitzroy North 3068	JOB NO.	2502 PARK
PHASE	Town Planning	DRAWN	DS/VW/SB
SCALE	1:200	DATE	01.06.26
		REVISION	A



1 SECTION
- 1:200



2 SECTION
- 1:200



3 SECTION
- 1:200

FINISHES

AS-1	ASPHALT
BR-1	BRICKWORK
BR-2	BRICKWORK GLASS
BH-1	BRASS HANDRAIL
CN-1	CONCRETE - RAKED TEXTURE
CN-2	CONCRETE
CN-3	CONCRETE - REFER LANDSCAPE DWGS
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PF-3	PAINT FINISH
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RN-2	RENDERED FINISH
SB-1	STEEL BALUSTRADING
SP-1/2	STONE STEPPERS - REFER LANDSCAPE DWGS
TR-1	TRANSLUCENT ROOFING
WP-1	WATERPROOFING MEMBRANE

Architecture architecture

123 Brunswick Street, Fitzroy 3065 Vic., Australia
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A3.01 Sections
Not for construction

PROJECT 290 Park Street Fitzroy North 3068
JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:200
DRAWN DS/VW/SB
DATE 31.03.26
REVISION

BADS COMPLIANCE SUMMARY

APARTMENT NO.	101	102	103	104	105	201	202	203	204	205	301	302	303	304	401	402	403	501	502	601
LIVING AREA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
MAIN BEDROOM	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
OTHER BEDROOM	✓	✓	✓	✓	-	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	✓	✓	✓
OTHER BEDROOM	-	-	-	X	-	-	-	-	X	-	-	-	X	-	-	-	-	-	-	X
OTHER BEDROOM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X
BALCONY AREA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
MIN. BALCONY DEPTH	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	✓	✓	✓	✓	✓
MAX. ROOM DEPTH	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	✓	✓	-	✓	-
ACCESSIBILITY	-	✓	✓	-	✓	✓	✓	-	-	✓	✓	-	-	✓	-	✓	-	✓	-	-
VENTILATION	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
STORAGE INTERNAL	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
STORAGE EXTERNAL	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
STORAGE TOTAL	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

REFER INDIVIDUAL APARTMENTS SUMMARY TABLES AND FLOOR PLANS
FOR FURTHER INFORMATION

COMPLIANCE SUMMARY TOTAL
20 APARTMENTS

	NO. COMPLIANT	% MINIMUM REQ.	% COMPLIANT
FUNCTIONAL LAYOUT	16	100	80
PRIVATE OPEN SPACE	19	100	95
ACCESSIBILITY	10	50	50
VENTILATION	20	40	100
STORAGE	20	100	100

APARTMENT MIX SCHEDULE

UNIT TYPE	QTY.
MAISONETTE (1 BED)	1
1 BED	4
2 BED	11
3 BED	3
4 BED	1
	20

RESIDENTS AMENITIES SCHEDULE

AMENITIES / COMMUNAL SUMMARY	QTY.
BIKE PARKING	30
CAR PARKING	18
UNDERCROFT (GF)	38 M2
COURTYARD (L1)	145 M2
ROOFTOP (L4)	264 M2
WASHING MACHINES	5
WASHING TUBS	5
CLOTHES LINES	150 L/M
ELECTRIC BBQ	1
PRODUCTIVE GARDEN	8 M2
GARBAGE BIN	660L
ORGANICS BIN	240L
RECYCLING BIN	660L
GLASS BIN	240L
HARD WASTE	2.2 M2

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A4.01 BADS compliance summary
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:1.25

DRAWN DS/VW/SB
DATE 31.03.26
REVISION

KEY

MINIMUM BADS ROOM DIMENSION

LIVING:
1 BED - 3.3M WIDTH / 10M2
2+ BED - 3.6M WIDTH / 12M2

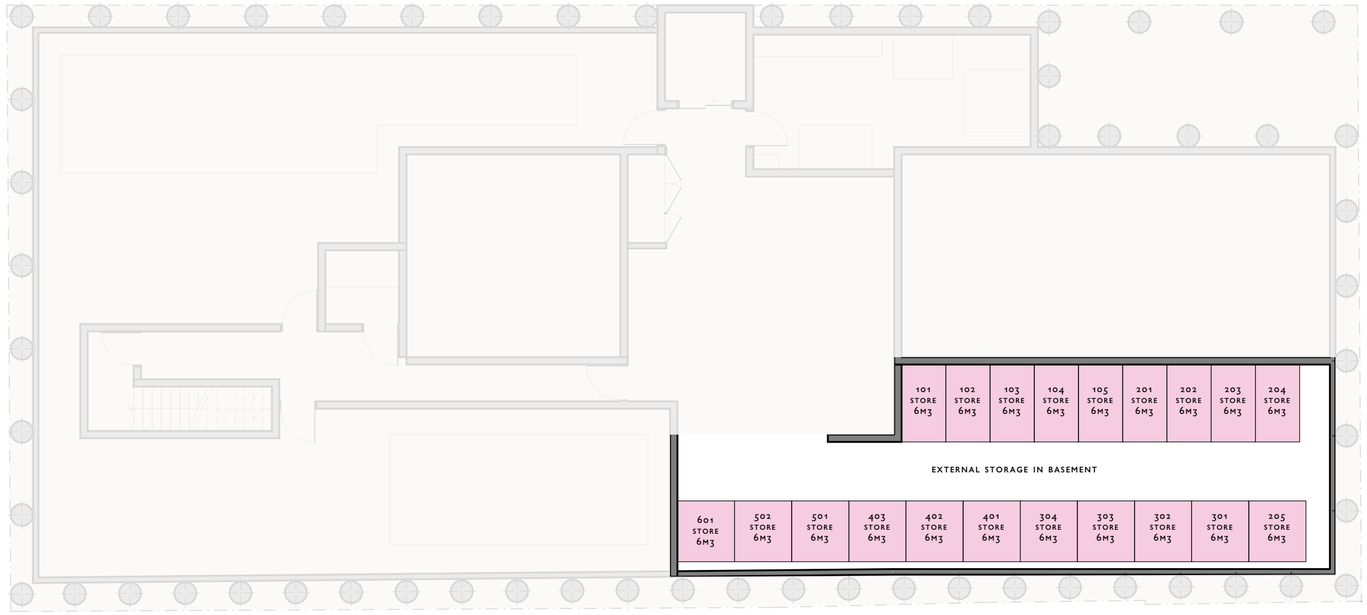
MAIN BEDROOM:
3.3M WIDTH / 3.4M DEPTH

OTHER BEDROOM:
3M WIDTH / 3M DEPTH

BALCONY:
NORTH - 1.7M MIN.
EAST / WEST - 1 BED - 1.8M MIN.
WEST - 2 BED - 2M MIN.

BREEZE PATH / CROSS VENTILATION

REFER TABLE FOR MEASURED LENGTH



REFER INDIVIDUAL APARTMENT COMPLIANCE SUMMARY
TABLES FOR STORAGE CALCULATION

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A4.02 Basement floor plan - BADS
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PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 31.03.26
REVISION

KEY

MINIMUM BADS ROOM DIMENSION

LIVING:
1 BED - 3.3M WIDTH / 10M2
2+ BED - 3.6M WIDTH / 12M2

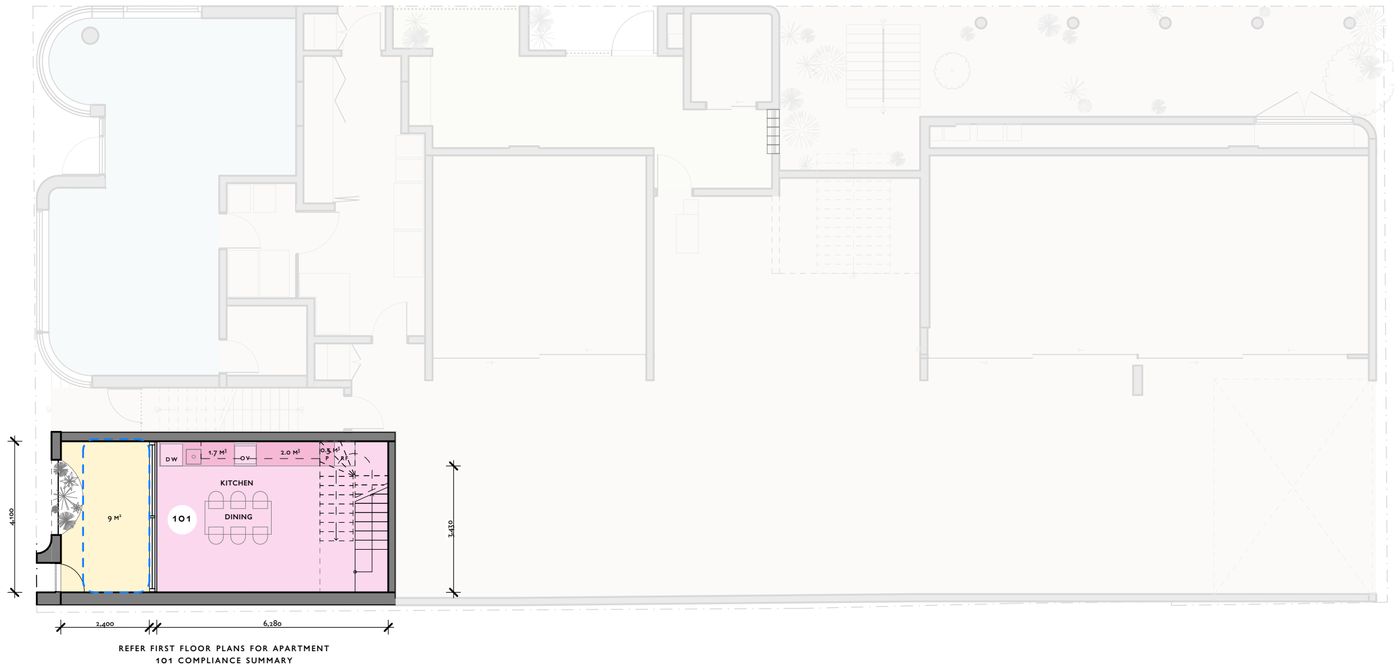
MAIN BEDROOM:
3.3M WIDTH / 3.4M DEPTH

OTHER BEDROOM:
3M WIDTH / 3M DEPTH

BALCONY:
NORTH - 1.7M MIN.
EAST / WEST - 1 BED - 1.8M MIN.
WEST - 2 BED - 2M MIN.

BREEZE PATH / CROSS VENTILATION

REFER TABLE FOR MEASURED LENGTH



REFER FIRST FLOOR PLANS FOR APARTMENT
101 COMPLIANCE SUMMARY

Architecture architecture

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A4.03 Ground floor plan - BADS
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PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 31.03.26
REVISION

KEY

MINIMUM BADS ROOM DIMENSION

LIVING:
1 BED - 3.3M WIDTH / 10M2
2+ BED - 3.6M WIDTH / 12M2

MAIN BEDROOM:
3.3M WIDTH / 3.4M DEPTH

OTHER BEDROOM:
3M WIDTH / 3M DEPTH

BALCONY:
NORTH - 1.7M MIN.
EAST / WEST - 1 BED - 1.8M MIN.
WEST - 2 BED - 2M MIN.

BREEZE PATH / CROSS VENTILATION

REFER TABLE FOR MEASURED LENGTH


3,750
4370
4370
3,600
4,580
1,980
3,000
8,015
3,000
1,980
3,475
8,150
3,400
1,745
8,370
5,180
4,100
4,100
4,220
3,920
9,000
1,800
101
LIVING
BED 1
BATH
3.6 M²
102
LIVING
BED 1
BATH
2.6 M²
8 M²
BED 2
3 M²
KITCHEN
DINING
2.4 M²
103
LIVING
BED 1
4.5 M²
DINING
KITCHEN
BED 2
6.3 M²
1.2 M²
0.7 M²
104
LIVING
8 M²
BED 3
3.9 M²
BED 2
2.4 M²
DINING
BATH
3.3 M²
KITCHEN
ENS
8.3 M²
BED 1
105
LIVING
BED 1
BATH
10 M²
KITCHEN
DINING
1.4 M²
1.8 M²
0.8 M²
1.1 M²
2.5 M²
2 M²
1.5 M²
1.0M X 2.7M
3.3 M²
920MM
1020MM
1,200
1,300
1,200
1,200
1,200

KEY

MINIMUM BADS ROOM DIMENSION

LIVING:
1 BED - 3.3M WIDTH / 10M2
2+ BED - 3.6M WIDTH / 12M2

MAIN BEDROOM:
3.3M WIDTH / 3.4M DEPTH

OTHER BEDROOM:
3M WIDTH / 3M DEPTH

BALCONY:
NORTH - 1.7M MIN.
EAST / WEST - 1 BED - 1.8M MIN.
WEST - 2 BED - 2M MIN.

BREEZE PATH / CROSS VENTILATION

REFER TABLE FOR MEASURED LENGTH



APT 201

BEDROOMS : 1
BATHROOMS : 1
APARTMENT AREA : 61 M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	10 M2	18.4 M2	✓
MAIN BEDROOM	3M X 3.4M	3.1M X 3.4M	✓
OTHER BEDROOM	-	-	-
BALCONY AREA	8 M2	8 M2	✓
MIN. BALCONY DEPTH	1.8 M	1.9 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	5.8 M	✓
ACCESSIBILITY	OPT. A	YES	✓
VENTILATION	5M - 18M	10.8M	✓
STORAGE INTERNAL	6 M3	8.3 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	10 M3	14.3 M3	✓

APT 202

BEDROOMS : 2
BATHROOMS : 1
APARTMENT AREA : 74M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	14.8 M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 3.6M	✓
OTHER BEDROOM	3M X 3M	3M X 3M	✓
BALCONY AREA	8 M2	8 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.9 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	8 M	✓
ACCESSIBILITY	OPT. A	YES	✓
VENTILATION	5M - 18M	8.9 M	✓
STORAGE INTERNAL	9 M3	10.6 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	14 M3	16.6 M3	✓

APT 203

BEDROOMS : 2
BATHROOMS : 1
APARTMENT AREA : 67M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	13M2	✓
MAIN BEDROOM	3M X 3.4M	3.4 X 3.4M	✓
OTHER BEDROOM	3M X 3M	3M X 3.2M	✓
BALCONY AREA	8 M2	9 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.9 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	6.9 M	✓
ACCESSIBILITY	-	-	-
VENTILATION	5M - 18M	7.6 M	✓
STORAGE INTERNAL	9 M3	13.7 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	14 M3	19.7 M3	✓

APT 204

BEDROOMS : 3
BATHROOMS : 2
APARTMENT AREA : 113 M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	17.8M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 3.4M	✓
OTHER BEDROOM	3M X 3M	3M X 3.1M	✓
OTHER BEDROOM	3M X 3M	3M X 3.3M	X
BALCONY AREA	8 M2	8 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.7 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	8.3 M	✓
ACCESSIBILITY	-	-	-
VENTILATION	5M - 18M	7.6 M	✓
STORAGE INTERNAL	12 M3	21.9 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	18 M3	29.1 M3	✓

APT 205

BEDROOMS : 1
BATHROOMS : 1
APARTMENT AREA : 60 M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	10 M2	14.2 M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 3.4M	✓
OTHER BEDROOM	-	-	-
BALCONY AREA	8 M2	10 M2	✓
MIN. BALCONY DEPTH	1.8 M	1.8 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	9 M	✓
ACCESSIBILITY	OPT. B	YES	✓
VENTILATION	5M - 18M	10.8 M	✓
STORAGE INTERNAL	6 M3	8.4 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	10 M3	14.5 M3	✓

Architecture architecture

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A4.05 Second floor plan - BADS
Not for construction

PROJECT 290 Park Street Fitzroy North 3068
JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100
DRAWN DS/VW/SB
DATE 31.03.26
REVISION

KEY

MINIMUM BADS ROOM DIMENSION

LIVING:
1 BED - 3.3M WIDTH / 10M2
2+ BED - 3.6M WIDTH / 12M2

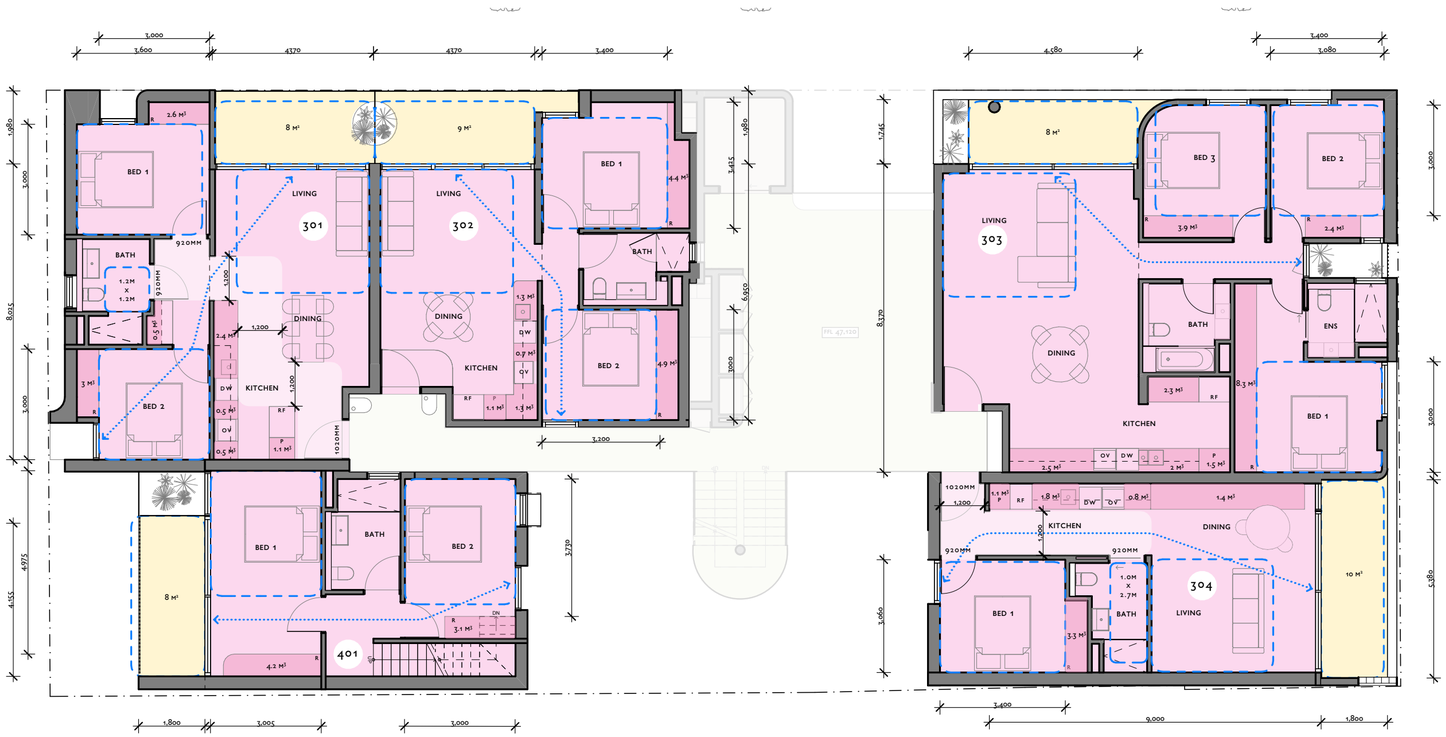
MAIN BEDROOM:
3.3M WIDTH / 3.4M DEPTH

OTHER BEDROOM:
3M WIDTH / 3M DEPTH

BALCONY:
NORTH - 1.7M MIN.
EAST / WEST - 1 BED - 1.8M MIN.
WEST - 2 BED - 2M MIN.

BREEZE PATH / CROSS VENTILATION

REFER TABLE FOR MEASURED LENGTH



APT 301

BEDROOMS : 2
BATHROOMS : 1
APARTMENT AREA : 74M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	14.8 M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 3.6M	✓
OTHER BEDROOM	3M X 3M	3M X 3M	✓
BALCONY AREA	8 M2	8 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.9 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	8 M	✓
ACCESSIBILITY	OPT. A	YES	✓
VENTILATION	5M - 18M	8.9 M	✓
STORAGE INTERNAL	9 M3	10.6 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	14 M3	16.6 M3	✓

APT 302

BEDROOMS : 2
BATHROOMS : 1
APARTMENT AREA : 67M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	13M2	✓
MAIN BEDROOM	3M X 3.4M	3.4M X 3.4M	✓
OTHER BEDROOM	3M X 3M	3M X 3.2M	✓
BALCONY AREA	8 M2	9 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.9 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	6.9 M	✓
ACCESSIBILITY	-	-	-
VENTILATION	5M - 18M	7.6 M	✓
STORAGE INTERNAL	9 M3	13.7 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	14 M3	19.7 M3	✓

APT 303

BEDROOMS : 3
BATHROOMS : 2
APARTMENT AREA : 113 M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	17.8M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 3.4M	✓
OTHER BEDROOM	3M X 3M	3M X 3.1M	✓
OTHER BEDROOM	3M X 3M	3M X 3.3M	X
BALCONY AREA	8 M2	8 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.7 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	8.4 M	✓
ACCESSIBILITY	-	-	-
VENTILATION	5M - 18M	7.6 M	✓
STORAGE INTERNAL	12 M3	21.9 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	18 M3	29.1 M3	✓

APT 304

BEDROOMS : 1
BATHROOMS : 1
APARTMENT AREA : 60 M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	10 M2	14.2 M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 3.4M	✓
OTHER BEDROOM	-	-	-
BALCONY AREA	8 M2	10 M2	✓
MIN. BALCONY DEPTH	1.8 M	1.8 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	9 M	✓
ACCESSIBILITY	OPT. B	YES	✓
VENTILATION	5M - 18M	10.8 M	✓
STORAGE INTERNAL	6 M3	8.4 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	10 M3	14.5 M3	✓

Architecture architecture

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A4.06 Third floor plan - BADS
Not for construction

PROJECT 290 Park Street Fitzroy North 3068
JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100
DRAWN DS/VW/SB
DATE 31.03.26
REVISION

KEY

MINIMUM BADS ROOM DIMENSION

LIVING:
1 BED - 3.3M WIDTH / 10M2
2+ BED - 3.6M WIDTH / 12M2

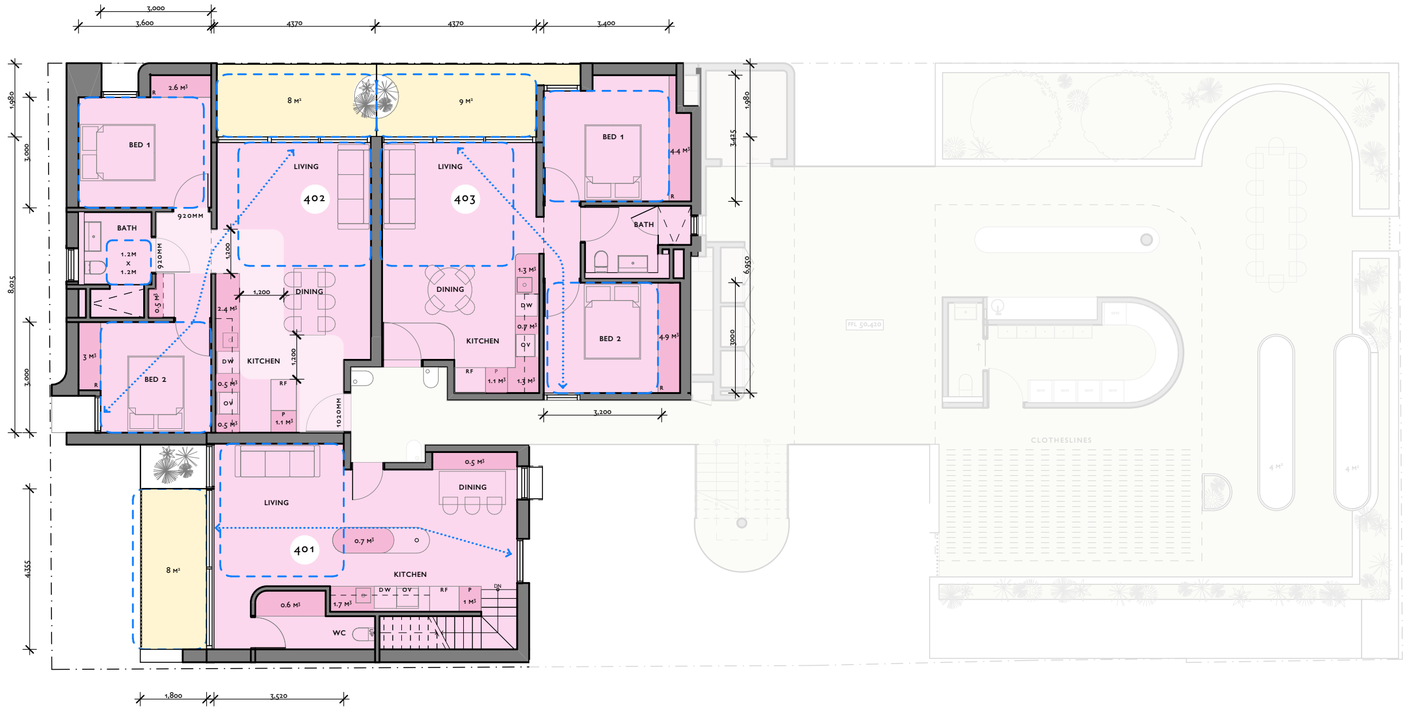
MAIN BEDROOM:
3.3M WIDTH / 3.4M DEPTH

OTHER BEDROOM:
3M WIDTH / 3M DEPTH

BALCONY:
NORTH - 1.7M MIN.
EAST / WEST - 1 BED - 1.8M MIN.
WEST - 2 BED - 2M MIN.

BREEZE PATH / CROSS VENTILATION

REFER TABLE FOR MEASURED LENGTH



APT 401

BEDROOMS : 2
BATHROOMS : 1
APARTMENT AREA : 103 M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	13.65 M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 4.9M	✓
OTHER BEDROOM	3M X 3M	3M X 3.7M	✓
BALCONY AREA	8 M2	16 M2	✓
MIN. BALCONY DEPTH	2 M	1.8 M	X
MAX. ROOM DEPTH KIT. / DIN. / LIV.	-	DUAL ASPECT	-
ACCESSIBILITY	-	-	-
BREEZE PATH	5M - 18M	8.1 M	✓
VENTILATION	5M - 18M	8.2 M	✓
STORAGE INTERNAL	9 M3	12.8 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	14 M3	18.8 M3	✓

APT 402

BEDROOMS : 2
BATHROOMS : 1
APARTMENT AREA : 74M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	14.8 M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 3.6M	✓
OTHER BEDROOM	3M X 3M	3M X 3M	✓
BALCONY AREA	8 M2	8 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.98 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	8 M	✓
ACCESSIBILITY	OPT. A	YES	✓
VENTILATION	5M - 18M	8.9 M	✓
STORAGE INTERNAL	9 M3	10.6 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	14 M3	16.6 M3	✓

APT 403

BEDROOMS : 2
BATHROOMS : 1
APARTMENT AREA : 67M2

STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	13M2	✓
MAIN BEDROOM	3M X 3.4M	3.4M X 3.4M	✓
OTHER BEDROOM	3M X 3M	3M X 3.2M	✓
BALCONY AREA	8 M2	9 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.98 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	6.9 M	✓
ACCESSIBILITY	-	-	-
VENTILATION	5M - 18M	7.6 M	✓
STORAGE INTERNAL	9 M3	13.7 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	14 M3	19.7 M3	✓

Architecture architecture

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A4.07 Fourth floor plan - BADS
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 31.03.26
REVISION

KEY

MINIMUM BADS ROOM DIMENSION

LIVING:
1 BED - 3.3M WIDTH / 10M2
2+ BED - 3.6M WIDTH / 12M2

MAIN BEDROOM:
3.3M WIDTH / 3.4M DEPTH

OTHER BEDROOM:
3M WIDTH / 3M DEPTH

BALCONY:
NORTH - 1.7M MIN.
EAST / WEST - 1 BED - 1.8M MIN.
WEST - 2 BED - 2M MIN.

BREEZE PATH / CROSS VENTILATION

REFER TABLE FOR MEASURED LENGTH



APT 501

BEDROOMS :			2
BATHROOMS :			1
APARTMENT AREA :			75M2
STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	14.8 M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 3.6M	✓
OTHER BEDROOM	3M X 3M	3M X 3M	✓
BALCONY AREA	8 M2	8 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.98 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	-	DUAL ASPECT	-
ACCESSIBILITY	OPT. A	YES	✓
VENTILATION	5M - 18M	8.9 M	✓
STORAGE INTERNAL	9 M3	10.6 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	14 M3	16.6 M3	✓

APT 502

BEDROOMS :			2
BATHROOMS :			1
APARTMENT AREA :			78M2
STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	14.5M2	✓
MAIN BEDROOM	3M X 3.4M	3.4M X 3.4M	✓
OTHER BEDROOM	3M X 3M	3M X 3.1M	✓
BALCONY AREA	8 M2	9 M2	✓
MIN. BALCONY DEPTH	1.7 M	1.98 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	9 M	6.9 M	✓
ACCESSIBILITY	-	-	-
VENTILATION	5M - 18M	7.6 M	✓
STORAGE INTERNAL	9 M3	13.7 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	14 M3	19.7 M3	✓

Architecture architecture

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A4.08 Fifth floor plan - BADS
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 31.03.26
REVISION

KEY

MINIMUM BADS ROOM DIMENSION

LIVING:
1 BED - 3.3M WIDTH / 10M2
2+ BED - 3.6M WIDTH / 12M2

MAIN BEDROOM:
3.3M WIDTH / 3.4M DEPTH

OTHER BEDROOM:
3M WIDTH / 3M DEPTH

BALCONY:
NORTH - 1.7M MIN.
EAST / WEST - 1 BED - 1.8M MIN.
WEST - 2 BED - 2M MIN.

BREEZE PATH / CROSS VENTILATION

REFER TABLE FOR MEASURED LENGTH



APT 601

BEDROOMS :			4
BATHROOMS :			2
APARTMENT AREA :			147 M2
STANDARD	TARGET	ACHIEVED	COMPLIANT DIMENSIONS
LIVING AREA	12 M2	36.5 M2	✓
MAIN BEDROOM	3M X 3.4M	3M X 3.6M	✓
OTHER BEDROOM	3M X 3M	3M X 3M	✓
OTHER BEDROOM	3M X 3M	3M X 3.4M	X
OTHER BEDROOM	3M X 3M	3M X 3M	X
BALCONY AREA	8 M2	19 M2	✓
MIN. BALCONY DEPTH	1.7 M	3.5 M	✓
MAX. ROOM DEPTH KIT. / DIN. / LIV.	-	DUAL ASPECT	-
ACCESSIBILITY	-	-	-
VENTILATION	5M - 18M	6.5 M	✓
STORAGE INTERNAL	12 M3	18.9 M3	✓
STORAGE EXTERNAL	-	6 M3	✓
STORAGE TOTAL	18 M3	24.9 M3	✓

Architecture architecture

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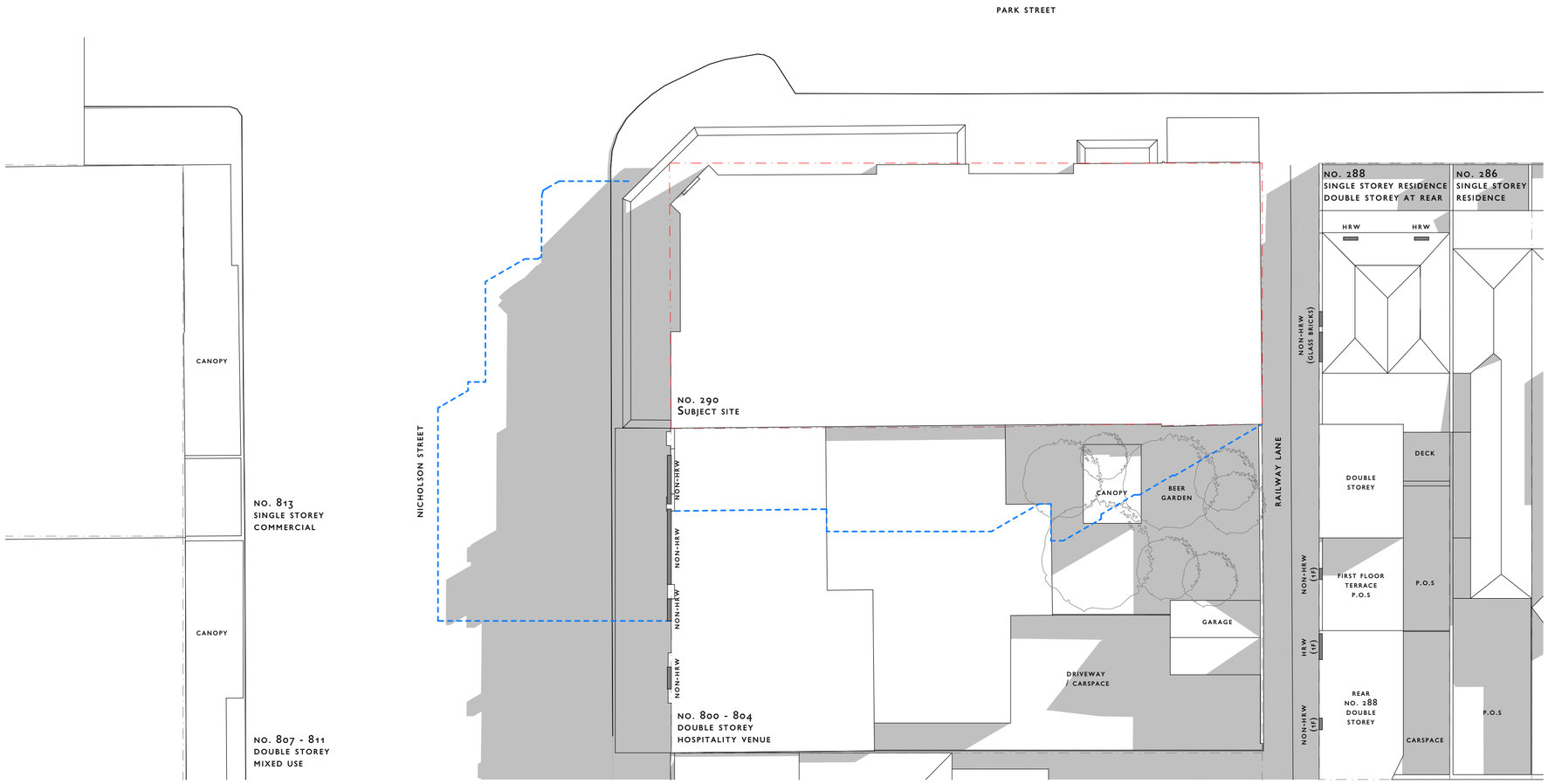
A4.09 Sixth floor plan - BADS
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



Architecture architecture

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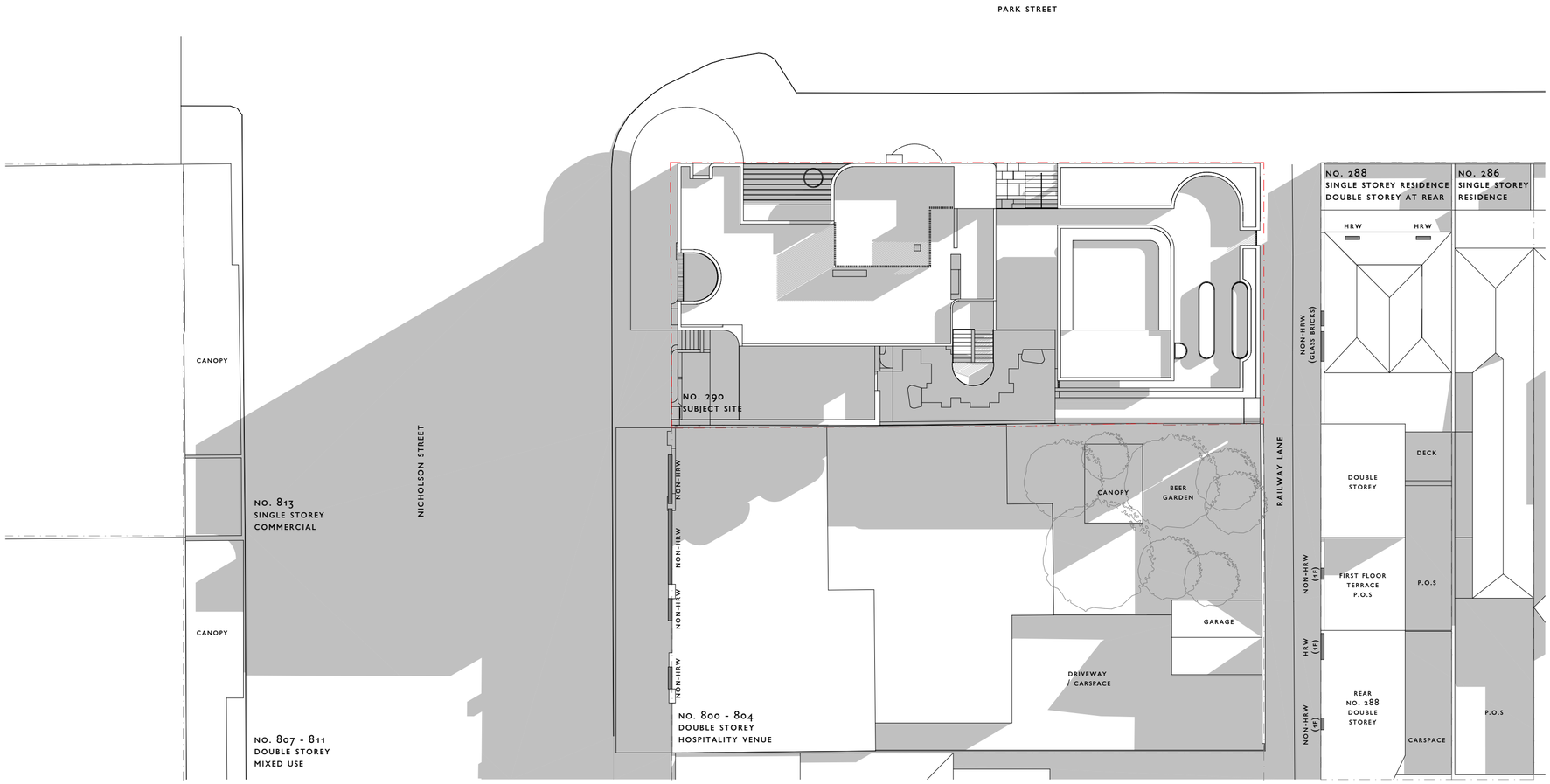
A8.01 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:3.03

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



9AM EQUINOX 22ND SEPTEMBER
PROPOSED

ADDITIONAL SHADOW ON GROUND

Architecture architecture

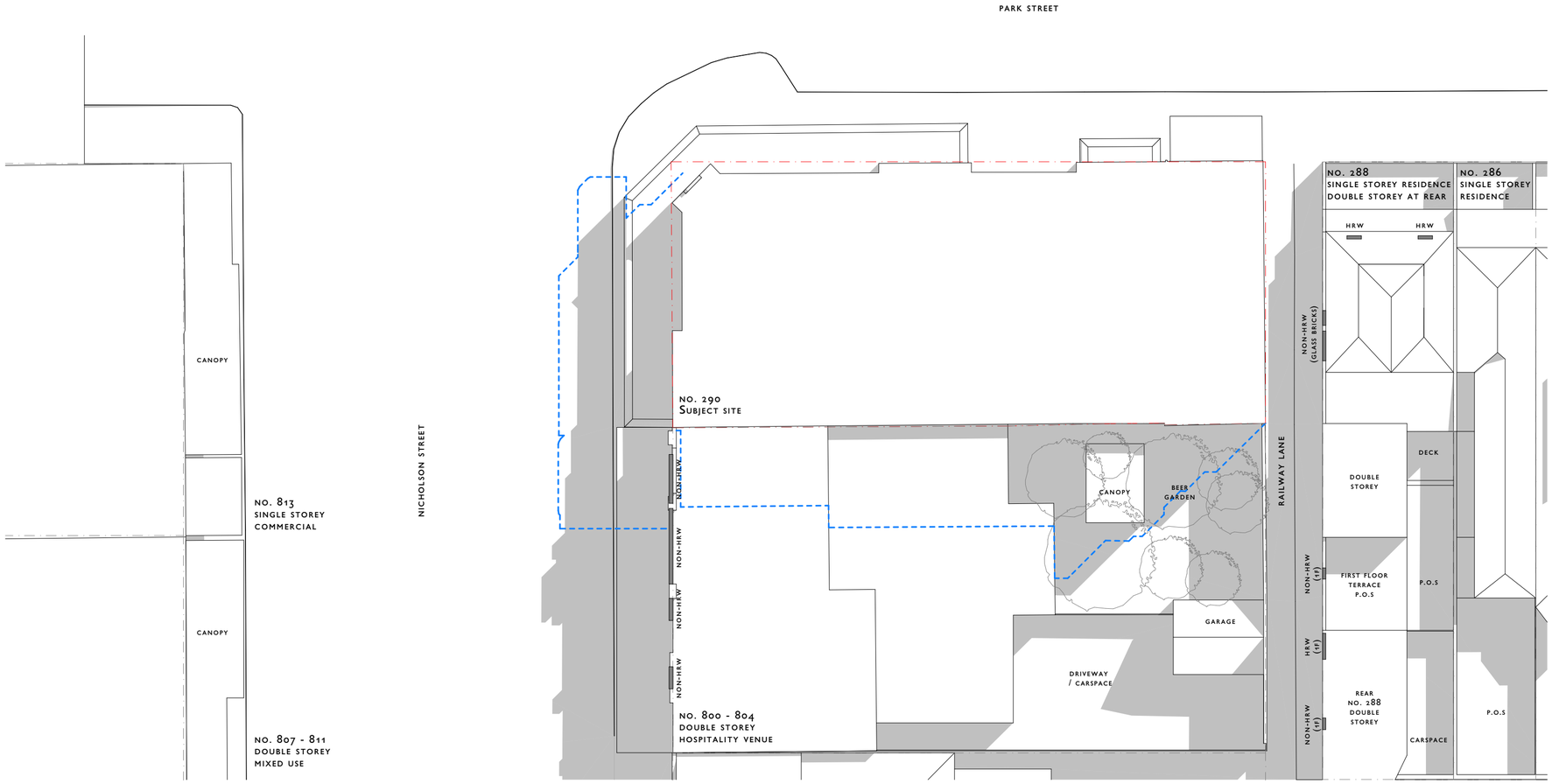
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.02 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



10AM EQUINOX 22ND SEPTEMBER
EXISTING

PREVIOUS PERMIT SHADOW

Architecture architecture

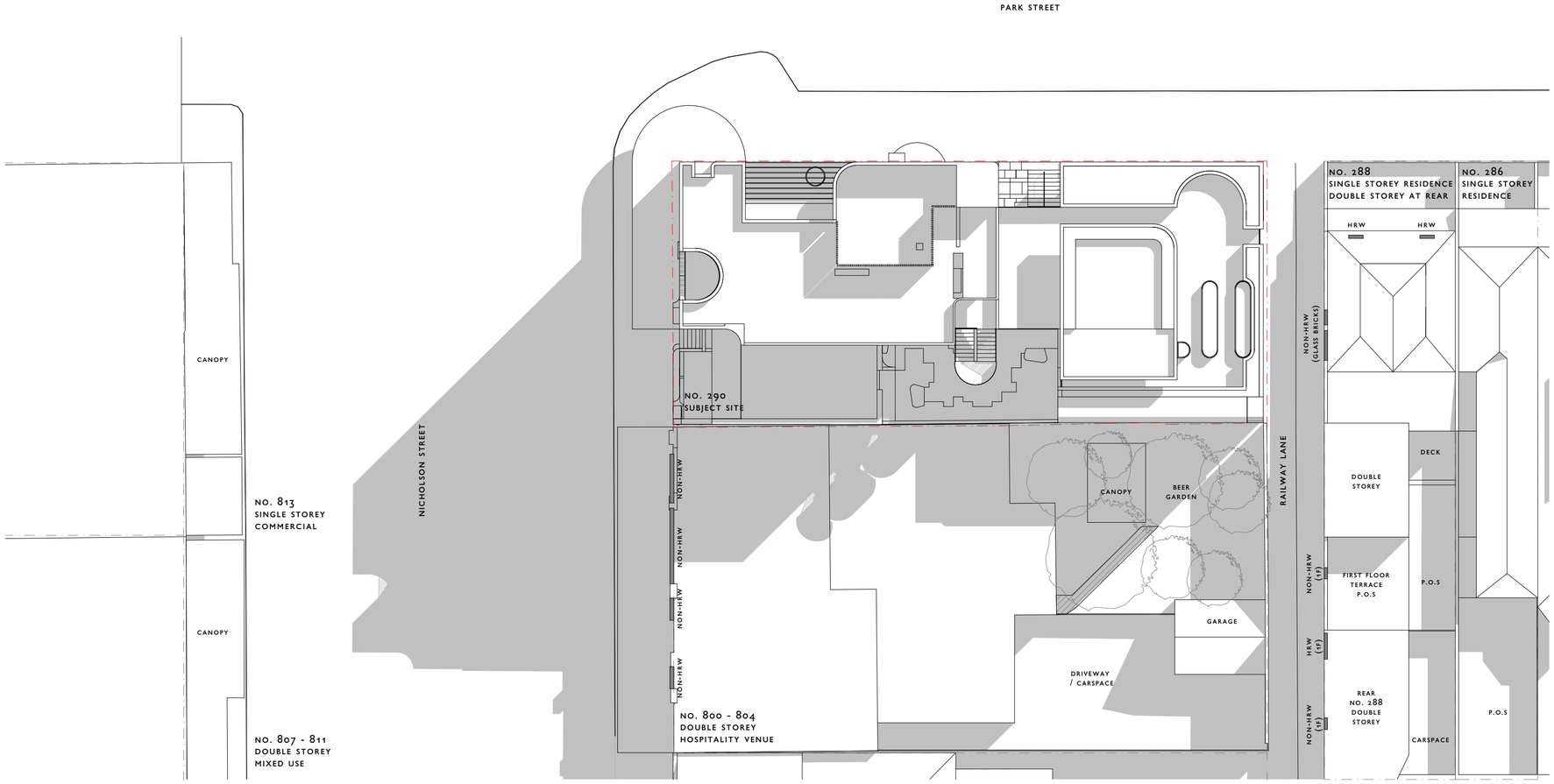
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.03 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:3.03

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



10AM EQUINOX 22ND SEPTEMBER
PROPOSED

ADDITIONAL SHADOW ON GROUND

Architecture architecture

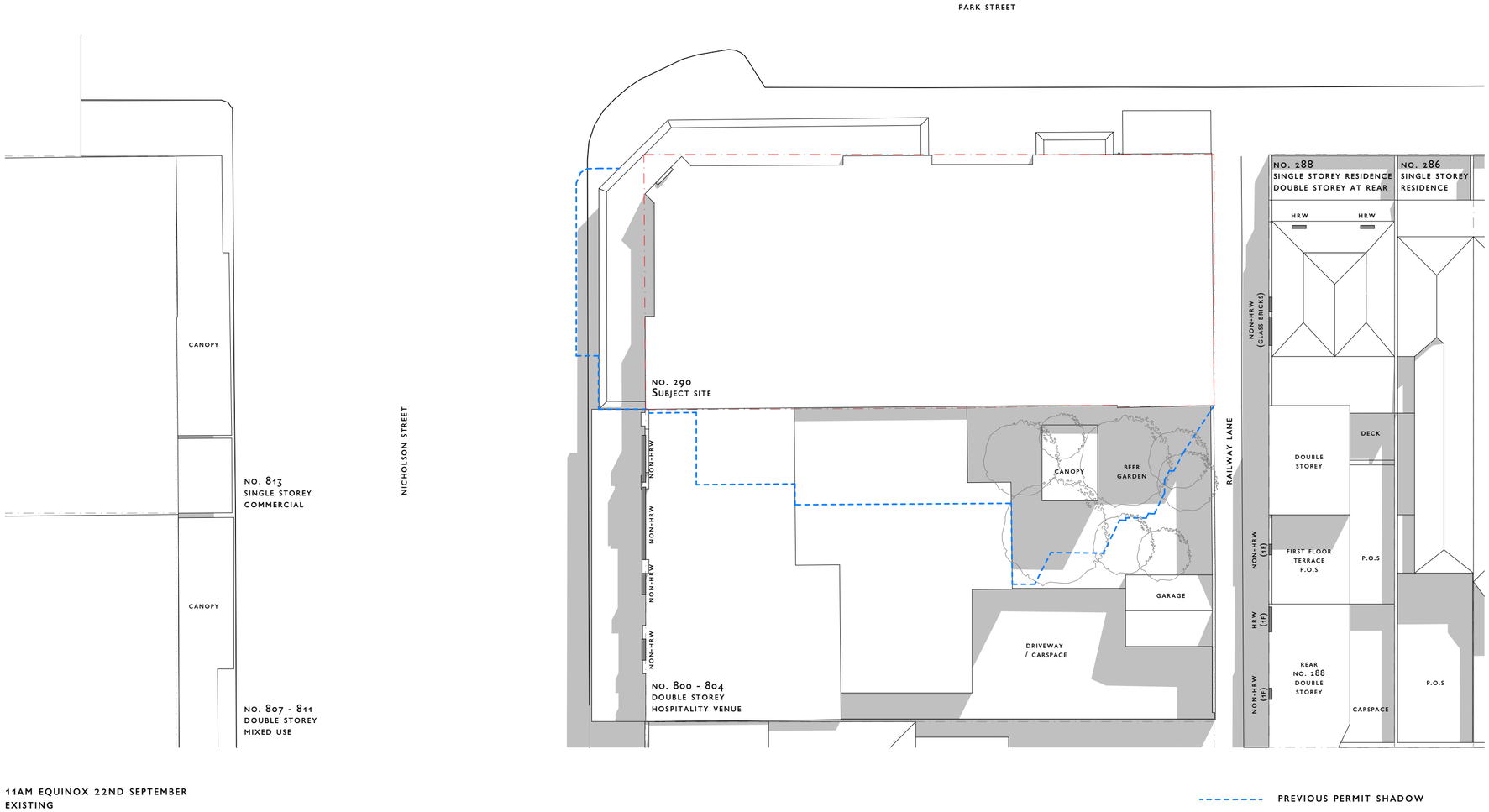
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.04 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



11AM EQUINOX 22ND SEPTEMBER
EXISTING

PREVIOUS PERMIT SHADOW

Architecture architecture

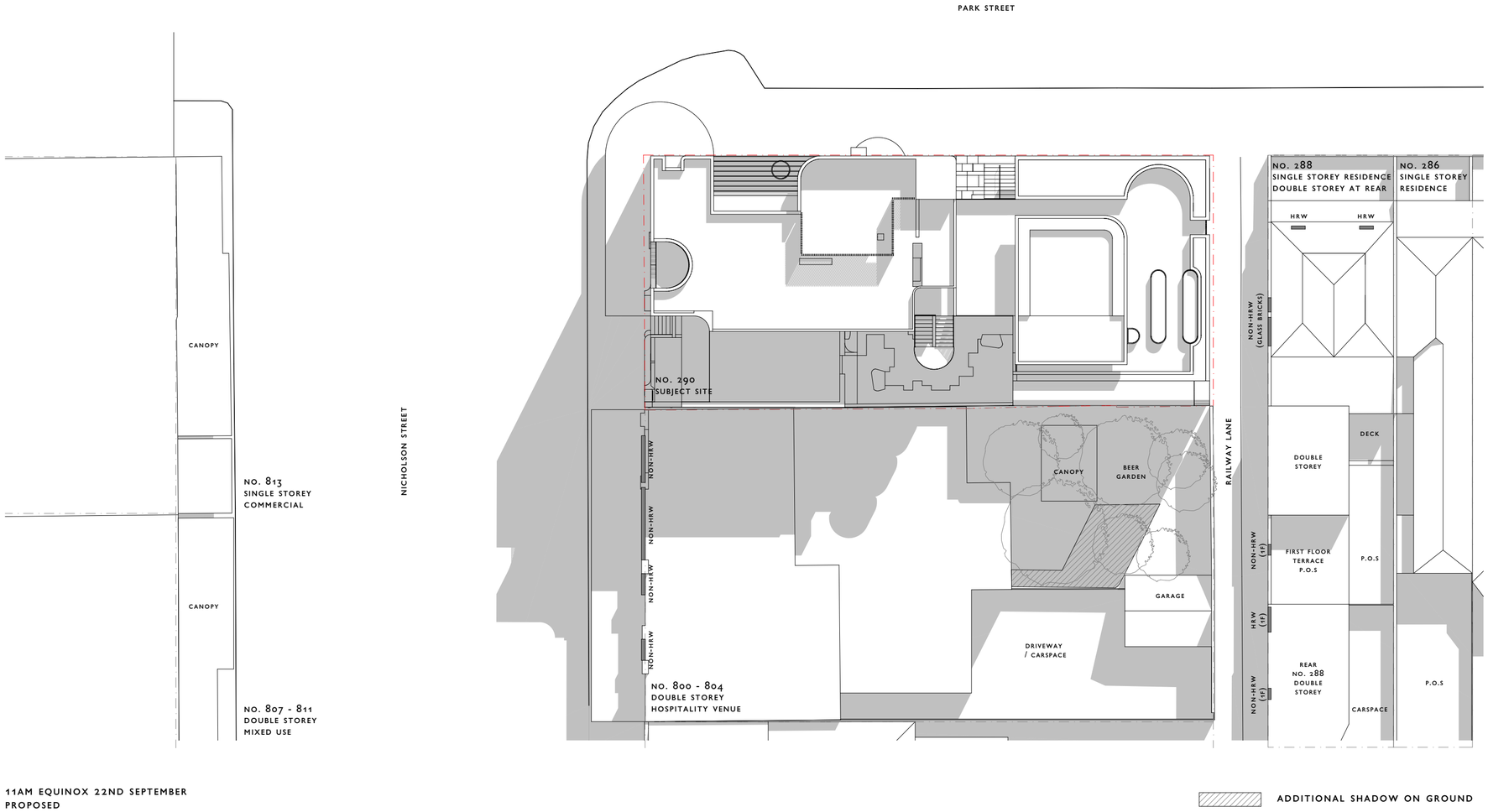
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.05 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



Architecture architecture

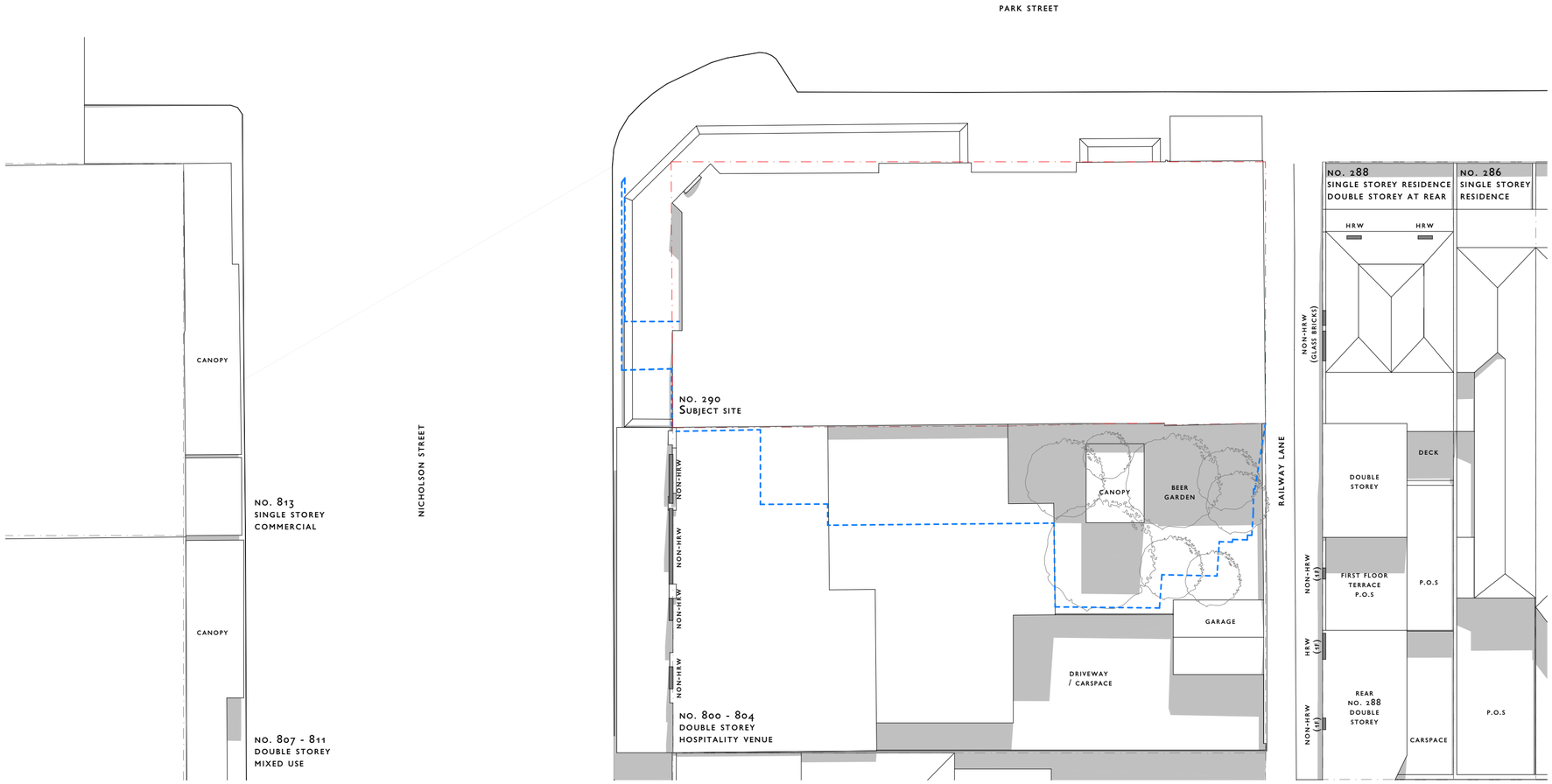
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.06 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



12PM EQUINOX 22ND SEPTEMBER
EXISTING

PREVIOUS PERMIT SHADOW

Architecture architecture

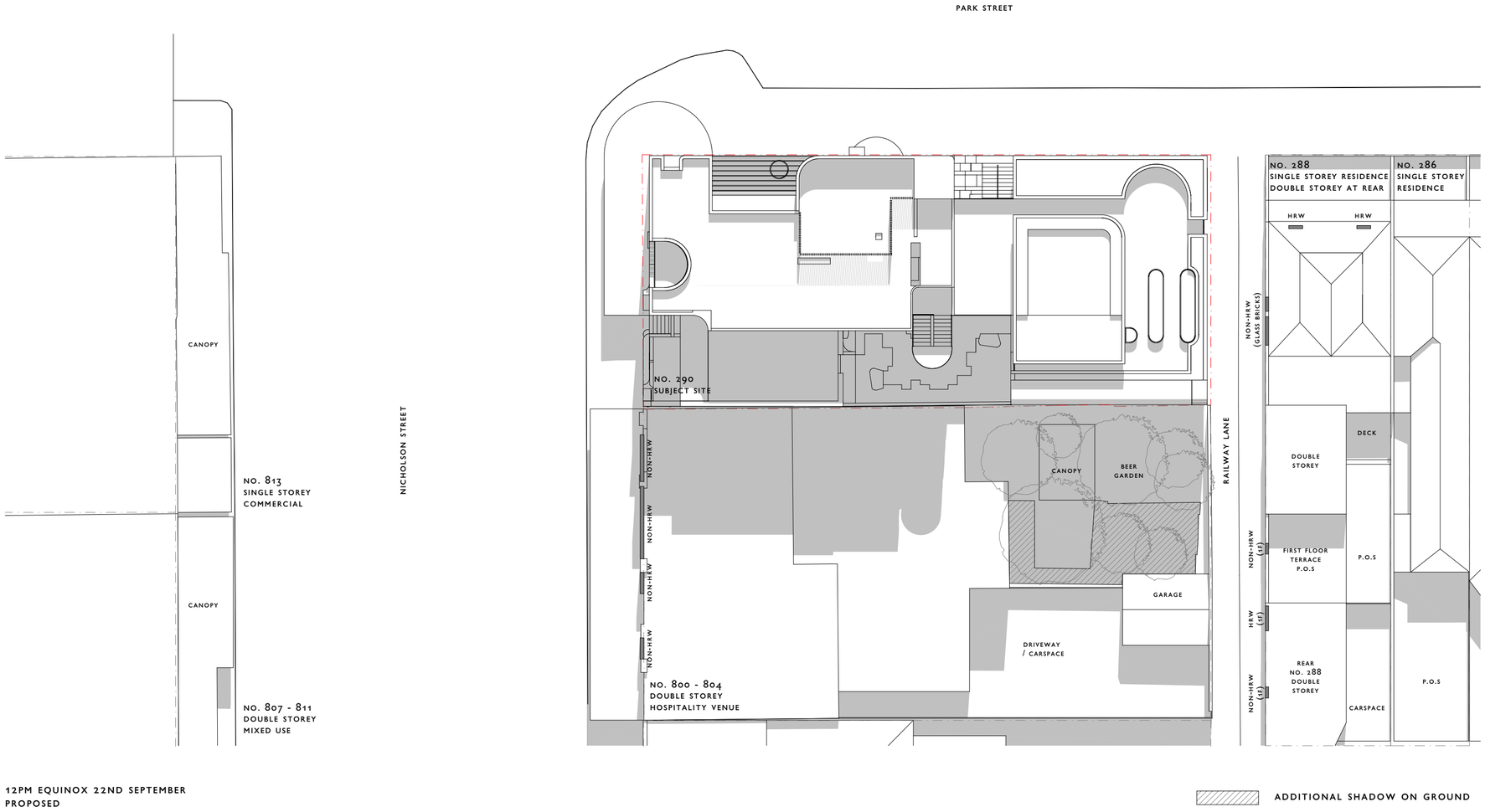
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.07 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:3.03

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



12PM EQUINOX 22ND SEPTEMBER
PROPOSED

ADDITIONAL SHADOW ON GROUND

Architecture architecture

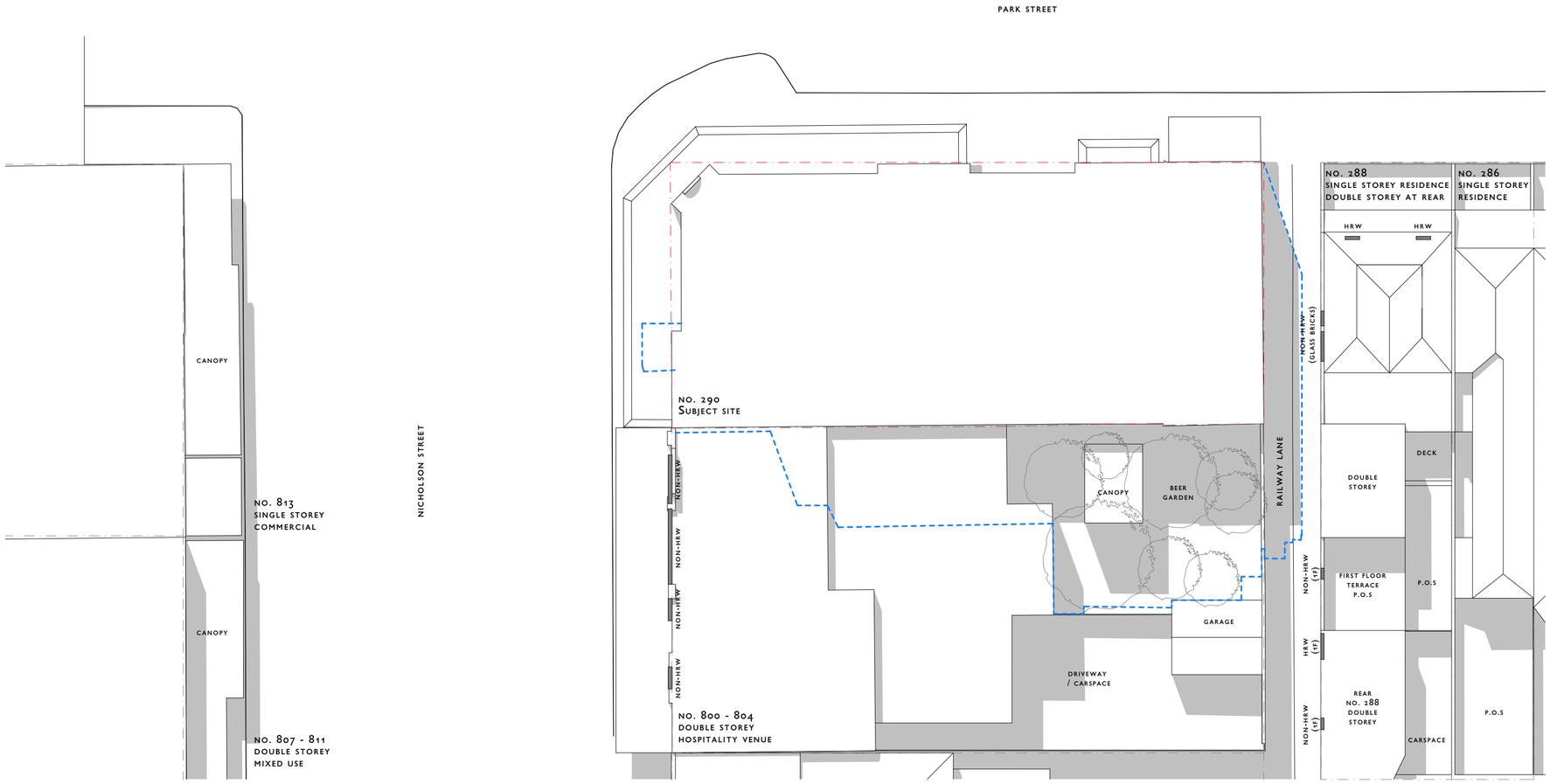
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.08 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



1PM EQUINOX 22ND SEPTEMBER
EXISTING

PREVIOUS PERMIT SHADOW

Architecture architecture

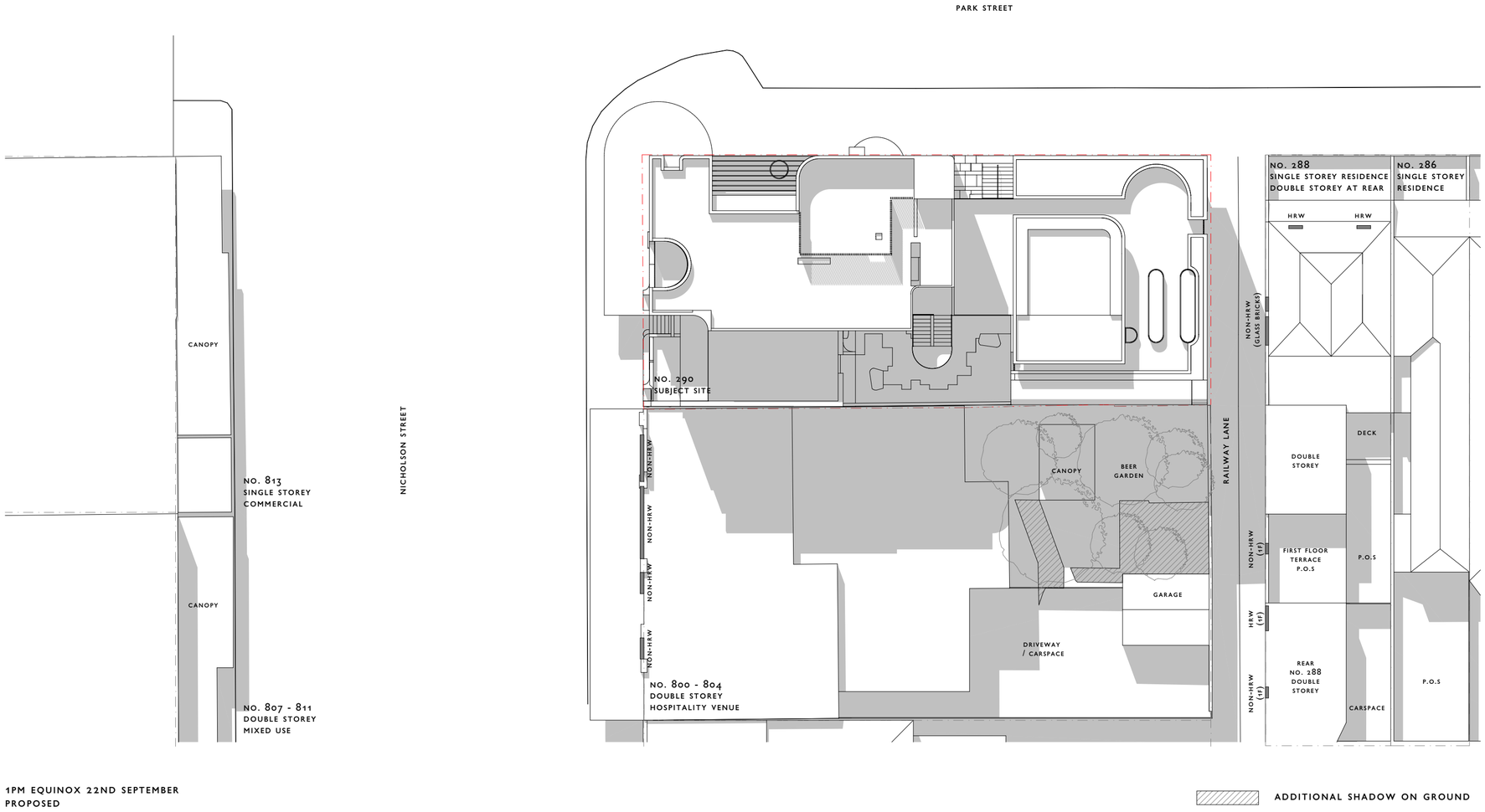
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.09 Shadow diagrams, 22 Sept
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:3.03

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



Architecture architecture

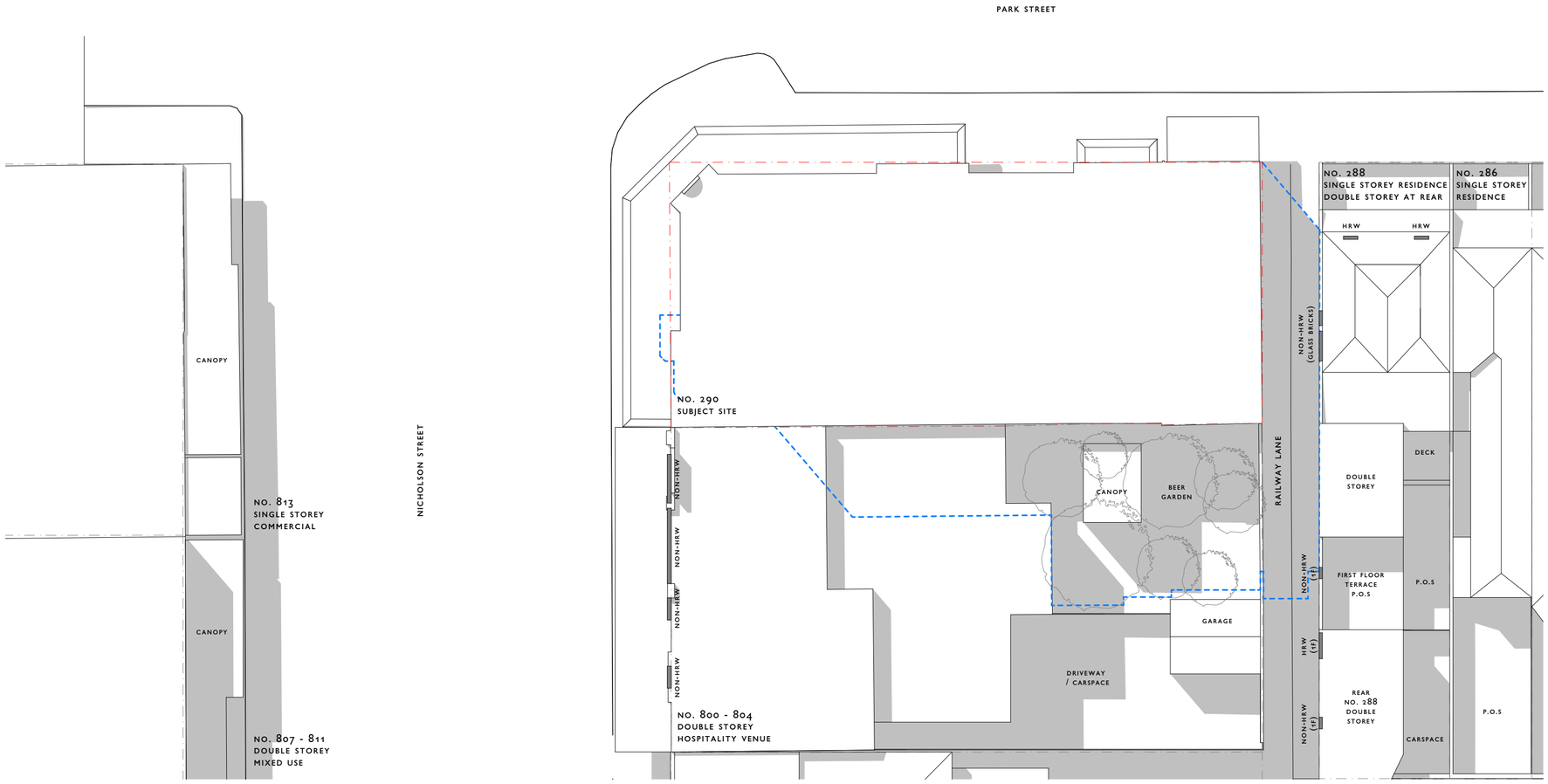
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.10 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



2PM EQUINOX 22ND SEPTEMBER
EXISTING

Architecture architecture

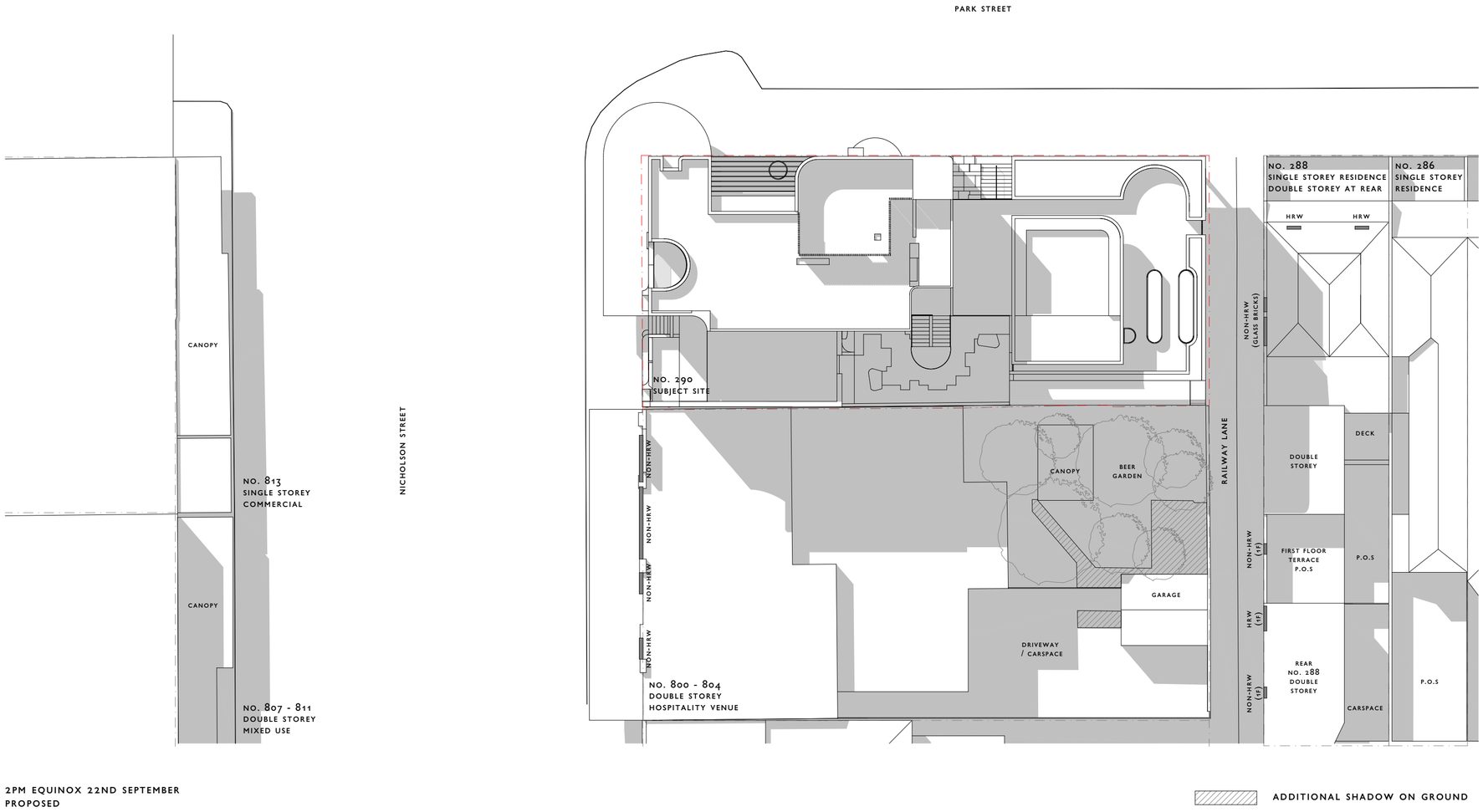
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.11 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:3.03

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



2PM EQUINOX 22ND SEPTEMBER
PROPOSED

ADDITIONAL SHADOW ON GROUND

Architecture architecture

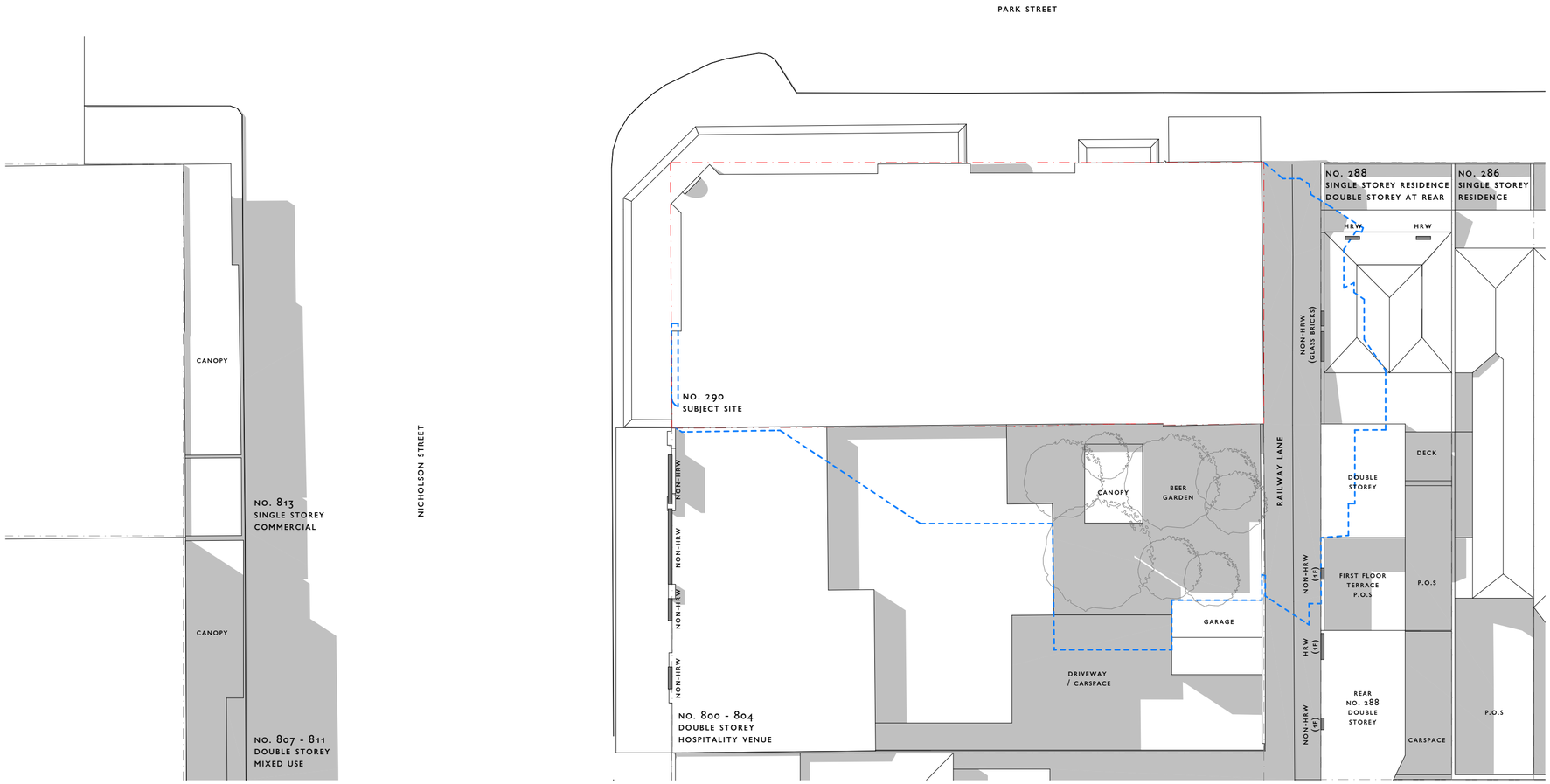
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.12 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION



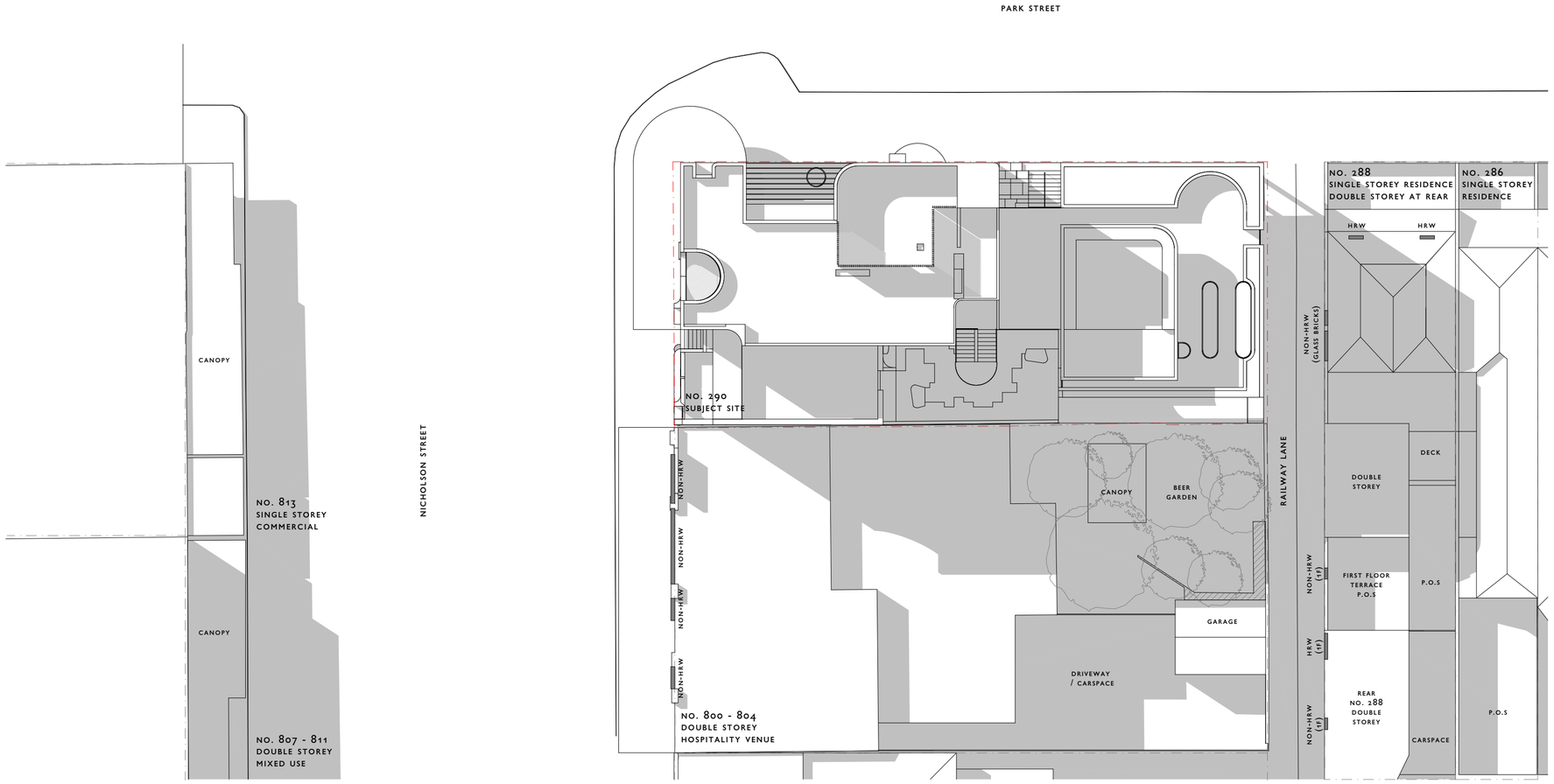
3PM EQUINOX 22ND SEPTEMBER
EXISTING

Architecture architecture

123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.13 Shadow diagrams, 22 Sept
Not for construction

PROJECT 290 Park Street Fitzroy North 3068
JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:3.03
DRAWN DS/VW/SB
DATE 31.03.26
REVISION



3PM EQUINOX 22ND SEPTEMBER
PROPOSED

ADDITIONAL SHADOW ON GROUND

Architecture architecture

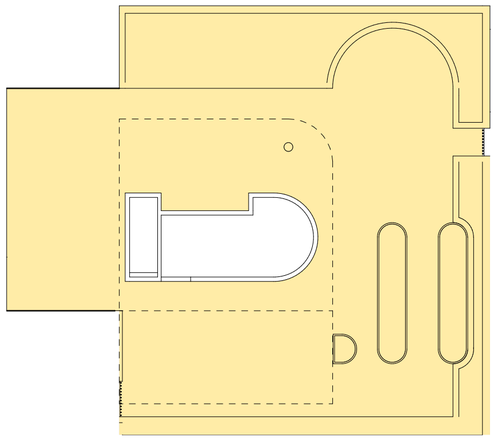
123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.14 Shadow diagrams, 22 Sept
Not for construction

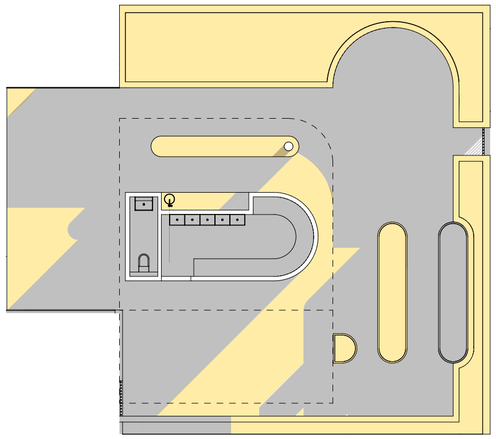
PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

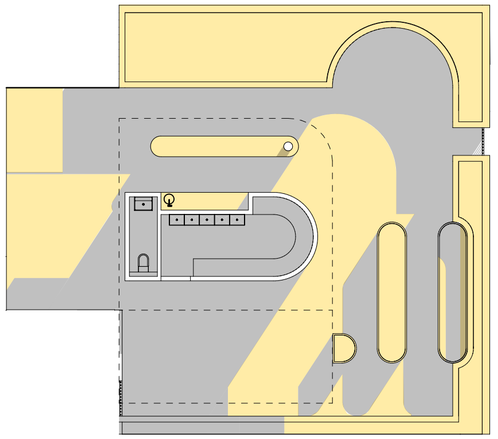
DRAWN DS/VW/SB
DATE 31.03.26
REVISION



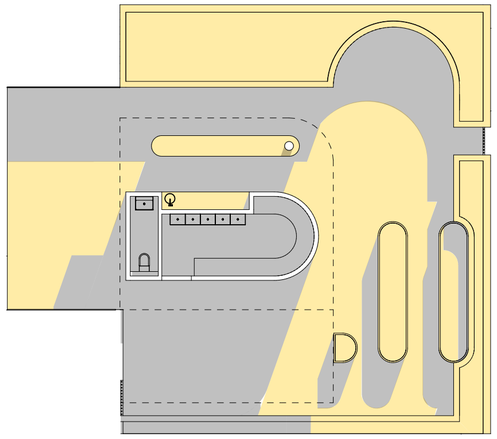
PROPOSED ROOFTOP COMMUNAL AREA
TOTAL AREA SHOWN IN YELLOW: 195M²
LAUNDRY ROOF OVER NOT SHOWN FOR CLARITY, WITH SHADOWS CAST BY ROOF ALLOWED FOR.



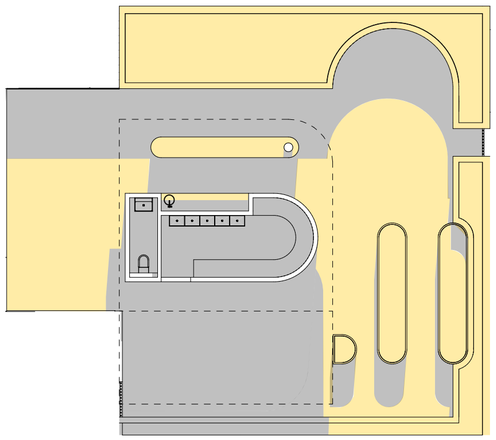
9AM
AREA IN SUN: 77M² / 39%



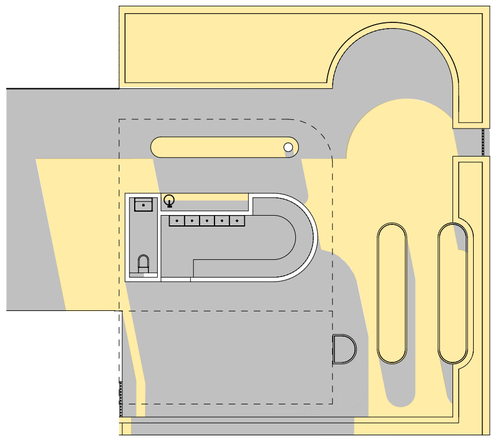
10AM
AREA IN SUN: 101M² / 52%



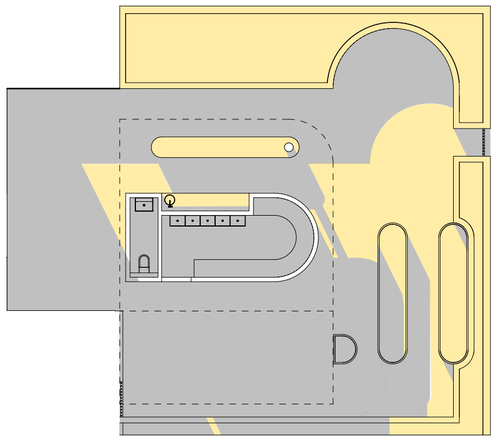
11AM
AREA IN SUN 105M² / 54%



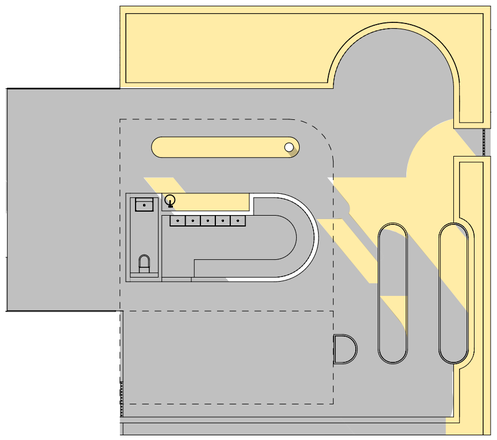
12PM
AREA IN SUN: 115M² / 59%



1PM
AREA IN SUN: 103M² / 53%



2PM
AREA IN SUN: 71M2 / 43%



3PM
AREA IN SUN: 61M² / 32%

WINTER SOLSTICE 21 JUNE
PROPOSED ROOFTOP COMMUNAL AREA

A

Architecture architecture

123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

A8.15 Shadow diagrams, 21 June
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 01.06.26
REVISION A



Architecture architecture

A9.01 Nicholson Street - Linear Park
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION -



Architecture architecture

A9.02 Nicholson Street
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION -



Architecture architecture

A9.03 Nicholson Street - Ground interface
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 05.02.26
REVISION -



Architecture architecture

A9.04 Nicholson Street - Liverpool
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION -



Architecture architecture

A9.05 Park Street
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION -



Architecture architecture

A9.06 Park Street - Linear Park
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION -



Architecture architecture

A9.07 Park Street Entry
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION -



Architecture architecture

A9.08 Railway Lane
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION -



Architecture architecture

A9.09 Courtyard
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

DRAWN DS/VW/SB
DATE 31.03.26
REVISION -

PF-1 PAINT FINISH
TO MATCH CN-2 AND RN-2



CN-1 RAKED PIGMENTED CONCRETE
PROFILE: RECKLI 2/150 B-VOSGES OR SIMILAR FORMLINER PROFILE. MAX DEPTH 16MM.
COLOUR: ABILOX CHAMPAGNE OR SIMILAR



RN-1 RENDERED FINISH WITH PIGMENT
TEXTURE AND COLOUR: MATCH CN-1



PF-2 PAINT FINISH
TO MATCH BR-1



BR-1 BRICKWORK
NUBRIK AUSTRALIS MURRAY SUNSET OR SIMILAR



BR-2 BRICKWORK, GLASS
PINK WAVE OR SIMILAR



CN-2 PIGMENTED CONCRETE
COLOUR: MATCH CN-1
RN-2 ACRYLIC RENDER FINISH
TEXTURE AND COLOUR: MATCH CN-1



GL-1 GLASS, CLEAR
WINDOW FRAMES
POWDERCOAT: MATCH MC-1



GL-2 GLASS, TEXTURED



BH-1 BRASS HANDRAIL
NATURAL TUMBLED BRASS HANDRAIL



ME-1 MESH, STAINLESS STEEL



ME-2 METAL, PERFORATED
POWDERCOAT COLOUR: MATCH MC-1

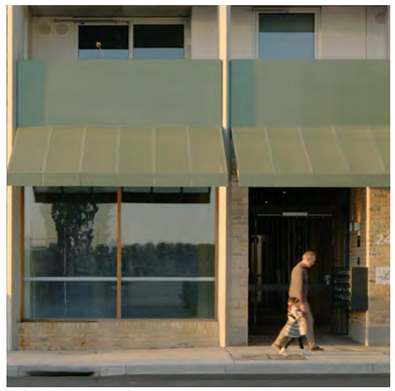
Architecture architecture

A10.01 External Materials
Not for construction

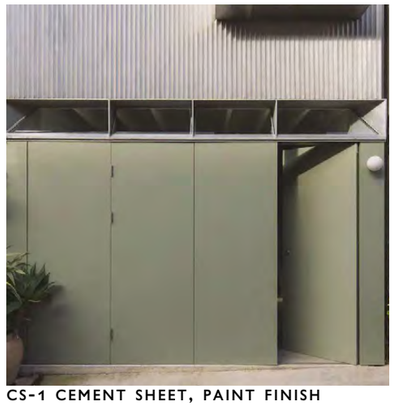
PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

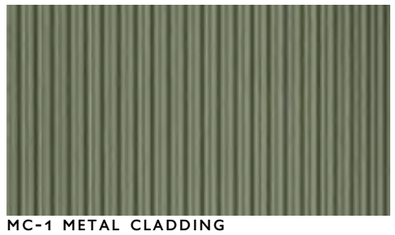
DRAWN DS/VW/SB
DATE 31.03.26
REVISION -



MS-1 METAL SHEET
POWDERCOAT COLOUR: MATCH MC-1



CS-1 CEMENT SHEET, PAINT FINISH
COLOUR: PALE EUCALYPT OR SIMILAR



MC-1 METAL CLADDING
COLOUR: COLORBOND PALE EUCALYPT OR SIMILAR



FL-1 METAL FLASHING (FLAT)
COLOUR: COLOURBOND TO MATCH MC-1



PF-3 PAINT FINISH
COLOUR: MATCH MC-1



SB-1 STEEL BALUSTRADING
POWDERCOAT COLOUR TO MATCH MC-1



TR-1 TRANSLUCENT ROOFING
CLOTHES LINE AREA



PE-1 PERGOLA STEEL STRUCTURE
POWDERCOAT COLOUR TO MATCH MC-1

Architecture architecture

A10.02 External Materials
Not for construction

PROJECT
290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE

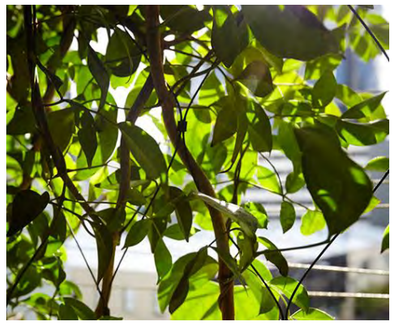
DRAWN DS/VW/SB
DATE 31.03.26
REVISION -





CLIMBERS PRE-GROWN IN PLANTERS PRIOR TO INSTALLATION ON SITE IN HAWTHORN EAST, MELBOURNE.





CLIMBERS GROWN OFF-SITE FOR 9 MONTHS PRIOR TO INSTALLATION AT 45 CLARKE STREET, SOUTHBANK, MELBOURNE.

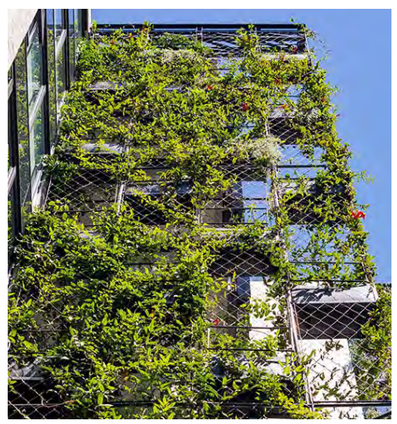




CONTIGENCY SOLUTION IN EVENT OF PLANTING FAILURE.
STAINLESS STEEL WOVEN WIRE, THREADED THROUGH MESH. HEIGHT TO ALIGN WITH HEAD OF ADJACENT DOOR (2.4M NOM. FOR BALCONIES, 2.1M NOM. FOR MAISONETTE)

A





STAINLESS STEEL MESH AND PLANTERS PROVIDING SCREENING TO END OF BALCONIES AT VANCE APARTMENTS, HAROLD PARK, SYDNEY.



ME-1 MESH, STAINLESS STEEL

DASHED LINE SHOWS INTENDED HEIGHT FOR MESH CONTIGNECY SOLUTION

A

MIN. 400MM DEEP PLANTER, ARRIVES TO SITE WITH PRE-GROWN CLIMBERS. CLIMBERS ATTACHED TO STAINLESS STEEL MESH TO PROVIDE IMMEDIATE COVERAGE.

PANDOREA PANDORANA 'SNOWBELLS' OR SIMILAR SUITED EVERGREEN NATIVE CLIMBER TO PLANTERS, REFER LANDSCAPE ARCHITECT.

PLANTING MAINTENANCE:
INSTALLER TO INCLUDE 12 MONTHS IN DEFECTS LIABILITY PERIOD.
PLANNED PREVENTATIVE MAINTENANCE TO FOLLOW AS SEPARATE CONTRACT, INCLUDING POSSIBLE REMOTE IRRIGATION MANAGEMENT, WALK-UPS AND ELEVATED WORK PLATFORM.

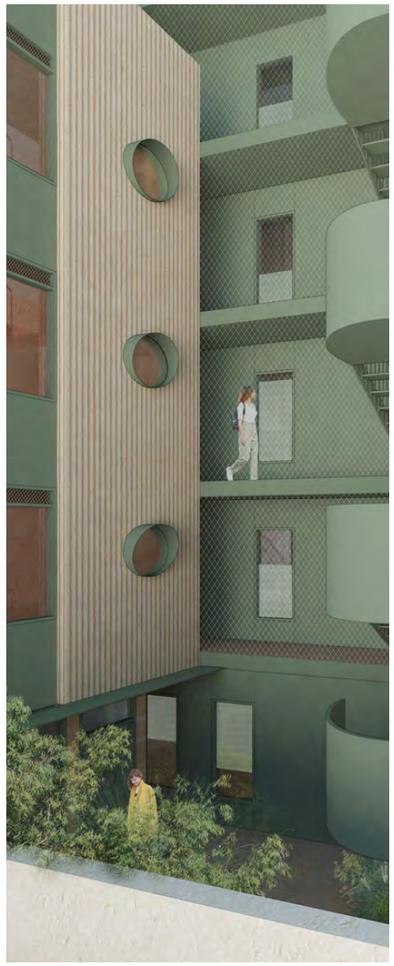
PROPOSED BALCONY PLANTER AND MESH TO APARTMENTS 102/103, 202/203, 301/302, 402/403 AND 501/502

A APT 101 MAISONETTE DESIGN INTENT CONSISTENT WITH ABOVE

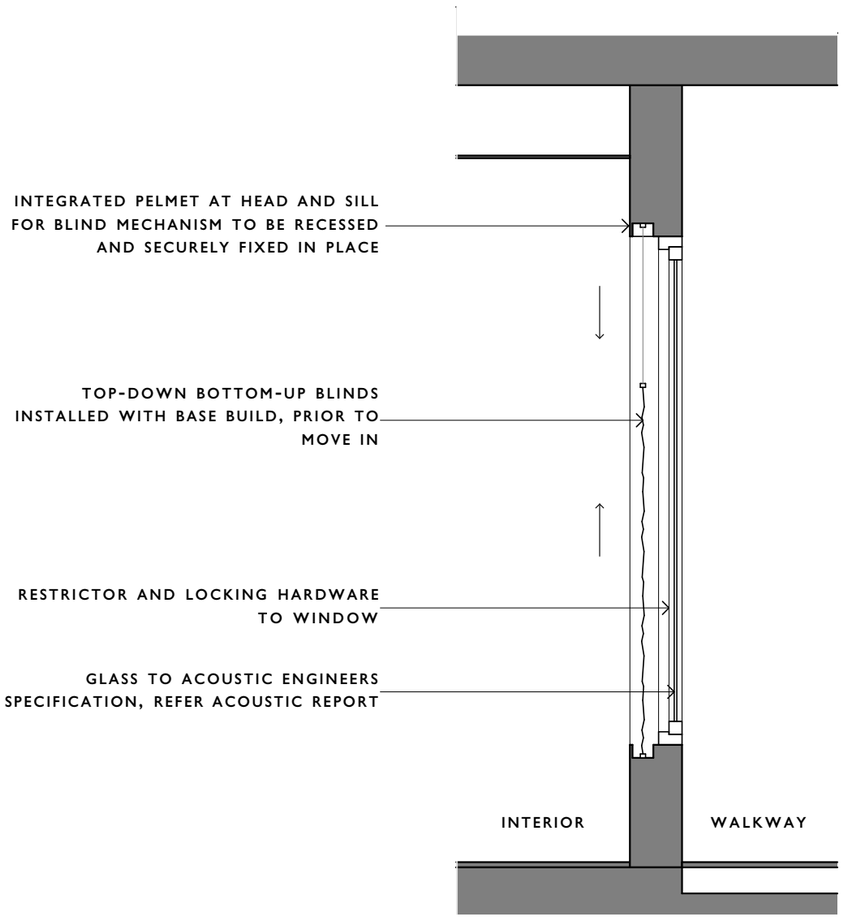
Architecture architecture

A10.03 Balcony Planter
Not for construction

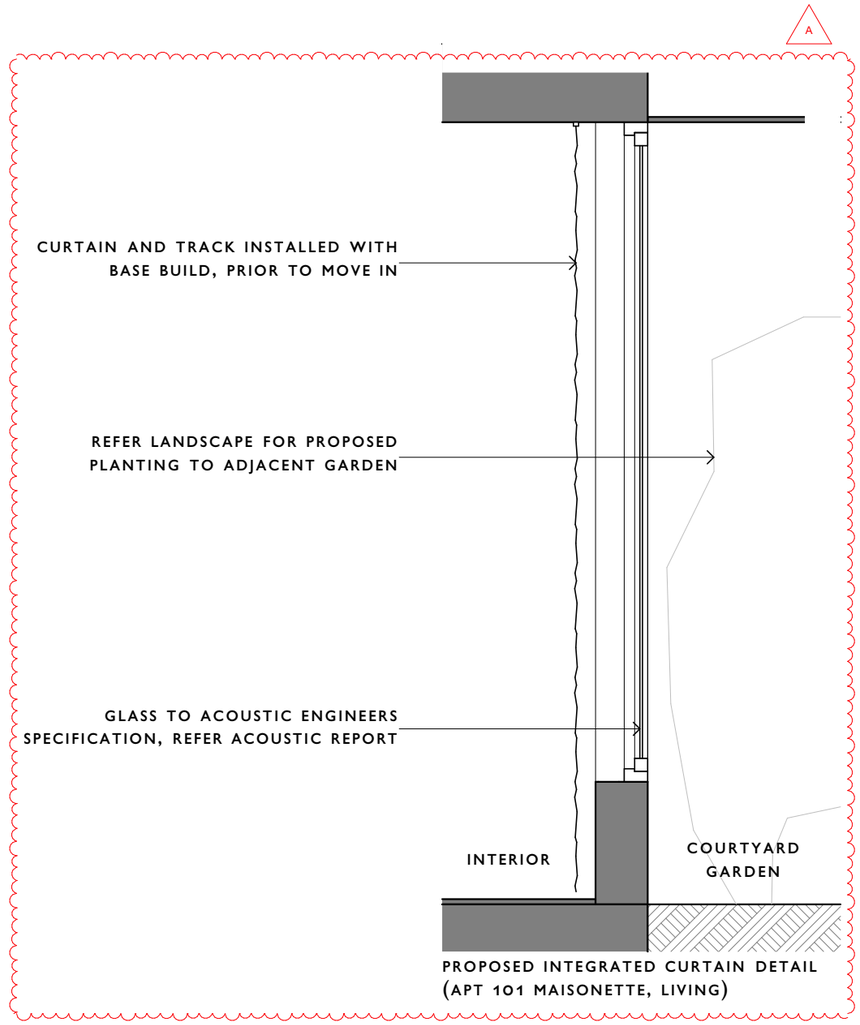
PROJECT 290 Park Street Fitzroy North 3068
JOB NO. 2502 PARK
PHASE Town Planning
SCALE
DRAWN DS/VW/SB
DATE 01.06.26
REVISION A



PROPOSED TOP-DOWN BOTTOM-UP INTEGRATED BLINDS TO HABITABLE ROOMS ADJACENT TO COMMUNAL ACCESSWAYS



PROPOSED INTEGRATED BLIND DETAIL
(APTS 103, 203, 302, 403 AND 502)

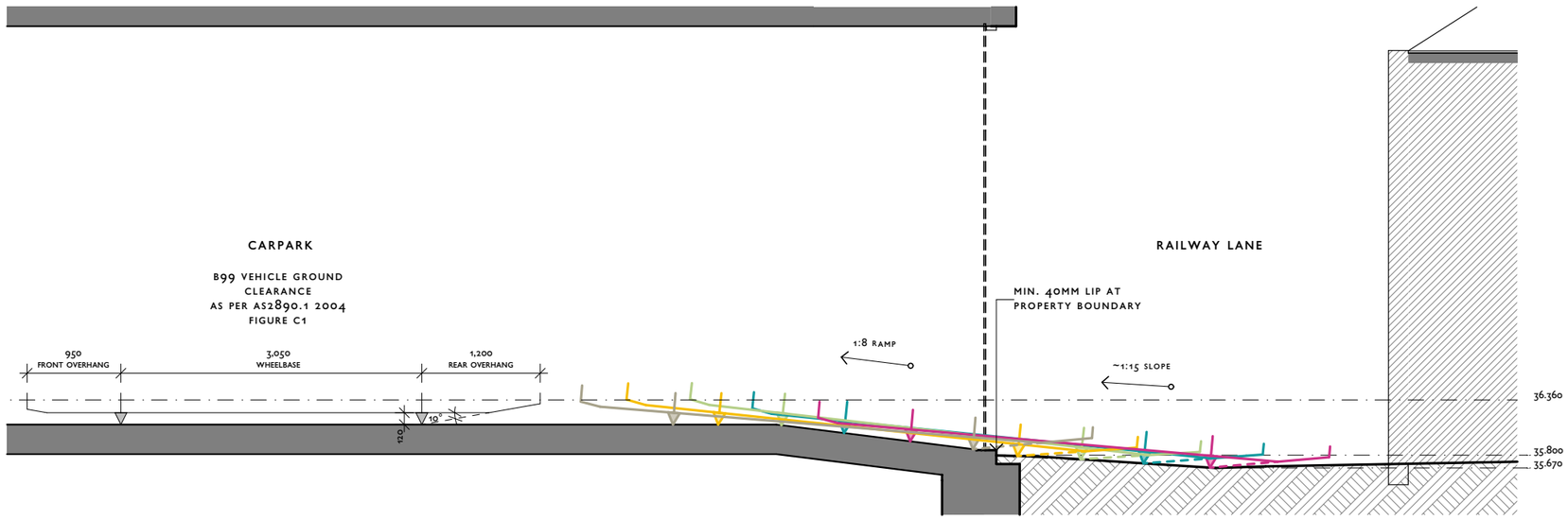


PROPOSED INTEGRATED CURTAIN DETAIL
(APT 101 MAISONETTE, LIVING)

Architecture architecture

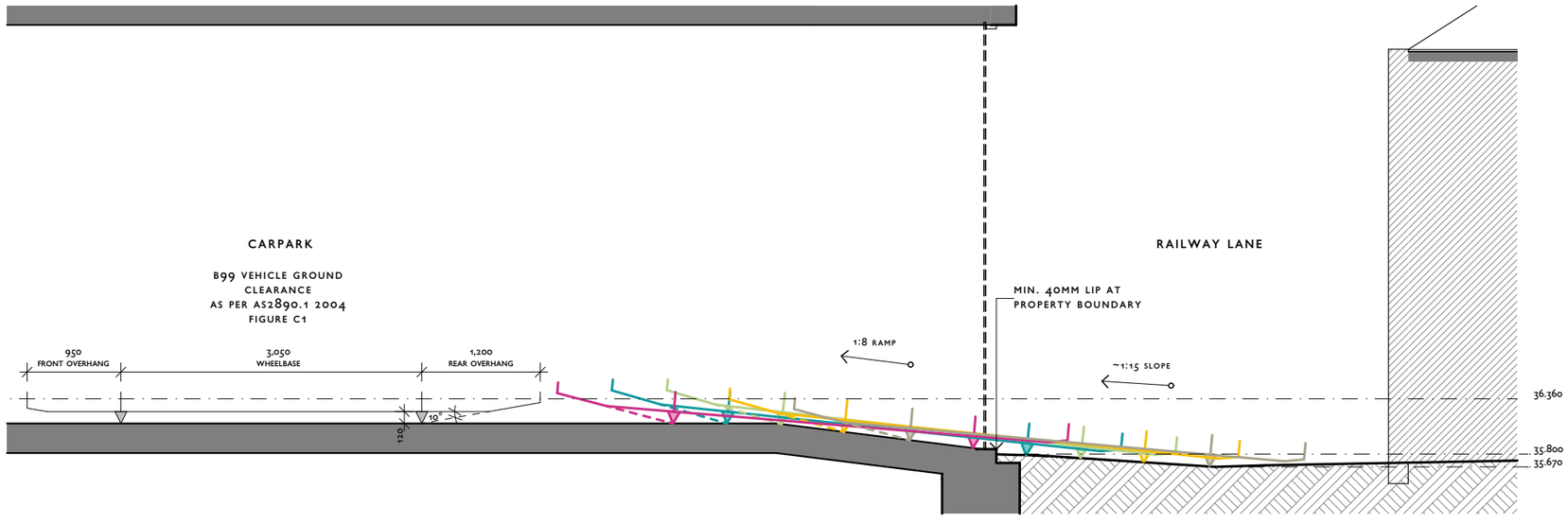
A10.04 Internal blinds
Not for construction

PROJECT	290 Park Street Fitzroy North 3068	JOB NO.	2502 PARK	DRAWN	DS/VW/SB
		PHASE	Town Planning	DATE	01.06.26
		SCALE		REVISION	A



VEHICLE ENTRY CLEARANCE DIAGRAM

1:50



VEHICLE EXIT CLEARANCE DIAGRAM

1:50

Architecture architecture

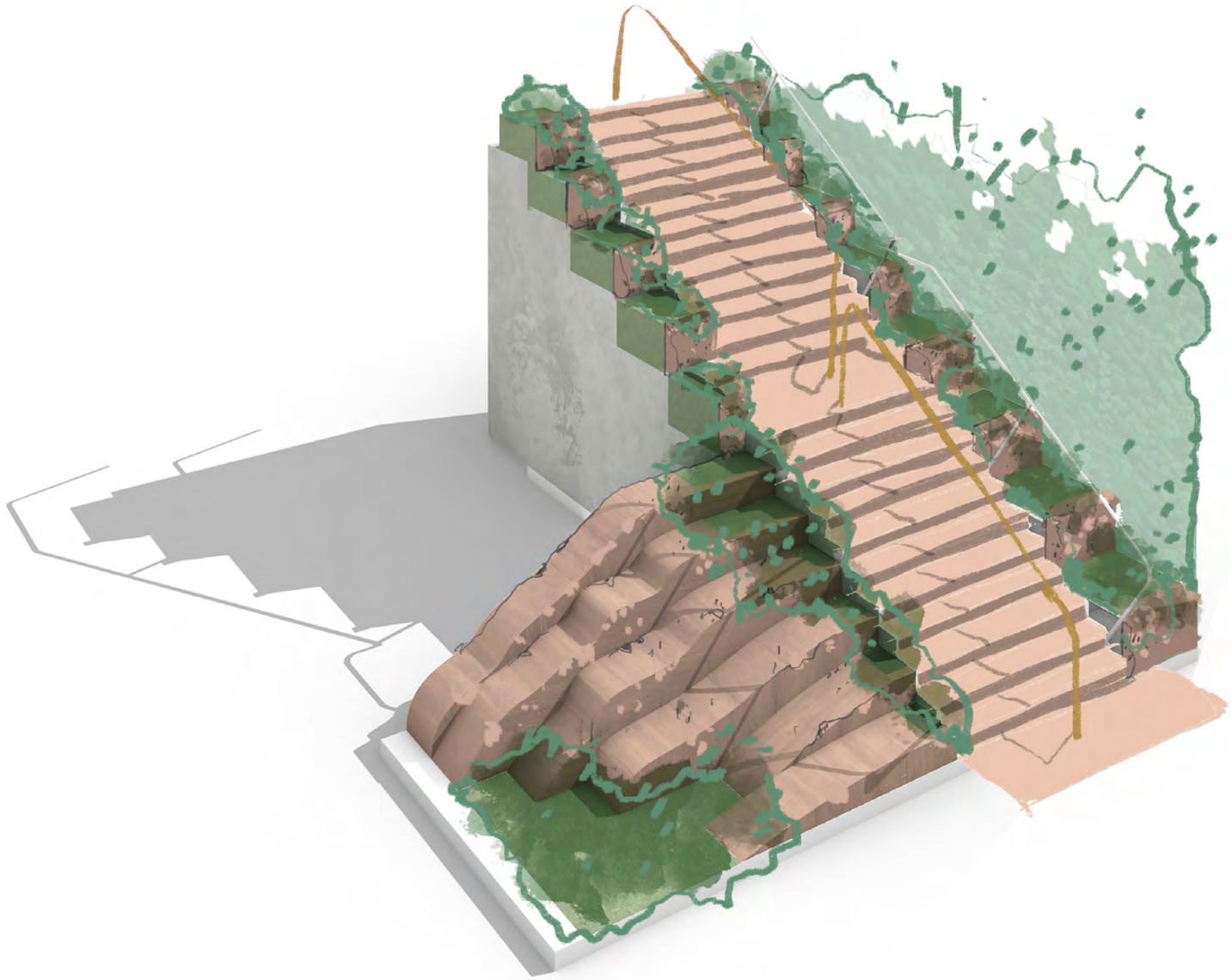
A11.01 Section - Vehicle Access Ramp
Not for construction

PROJECT 290 Park Street Fitzroy North 3068
JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:50
DRAWN DS/VW/SB
DATE 05.02.26
REVISION

290 Park Street Fitzroy North / Wurundjeri Woi-wurrung Country

Landscape Report for Town Planning

OPENWORK



290 Park Street Fitzroy North / Wurundjeri Woi-wurrung Country

Landscape Report for Town Planning

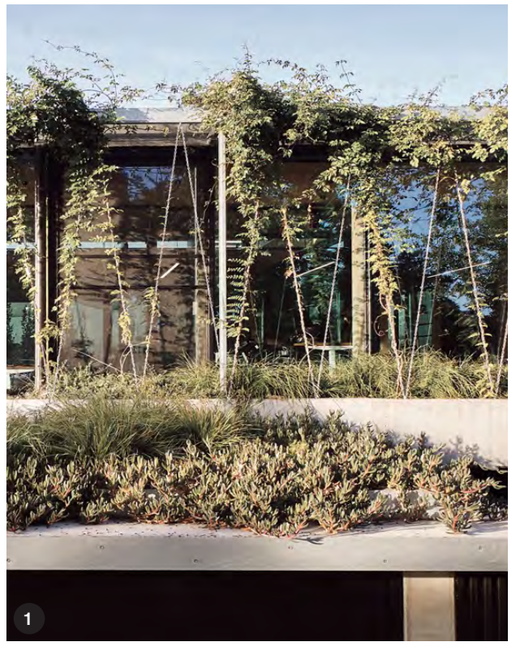
Overview

Our Ambition

The ambition of the landscape design approach for 290 Park Street is to push the norms for how landscape might be integrated into build form in urban multi-residential development. If an orthodox approach is to partition soil and plants in neat planters that are 'other' to the building, our approach is to find other ways of bringing ecology and architecture together to bolster urban biodiversity and re-establish a resilient, layered planting scheme grounded in indigenous species of Melbourne.

This ambition seeks to invest the fabric of the building including stairs, balconies and setbacks with plants and to host them in planters as well as in set downs in the slab, in cracks in the paving and within the basalt and mudstone of the site itself.

While the site once supported Grassy Woodland and Plains Grassy Woodland ecosystems, the altered microclimate - including overshadowing from new buildings - no longer provides the conditions for their restoration. Instead, the landscape design will reinterpret these ecologies, selecting indigenous plant communities suited to shade, reduced soil moisture, and urban stresses. This predominantly indigenous palette will include species that are well suited to low light conditions. By doing so, the scheme will actively increase local habitat diversity for bird life and pollinators, ensuring ecological gains are achievable and lasting.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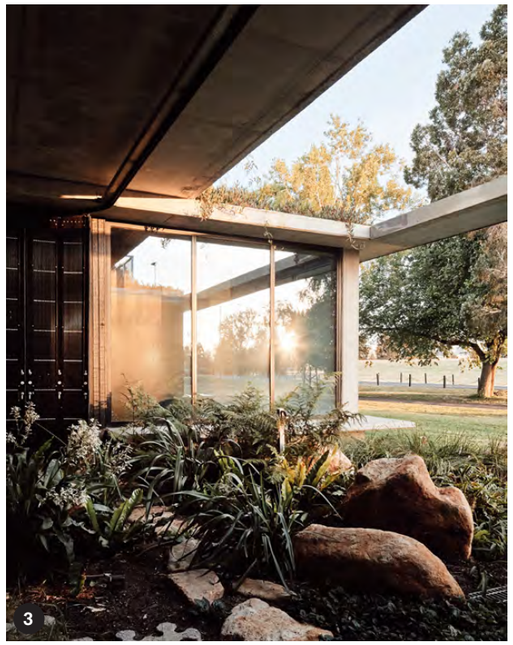
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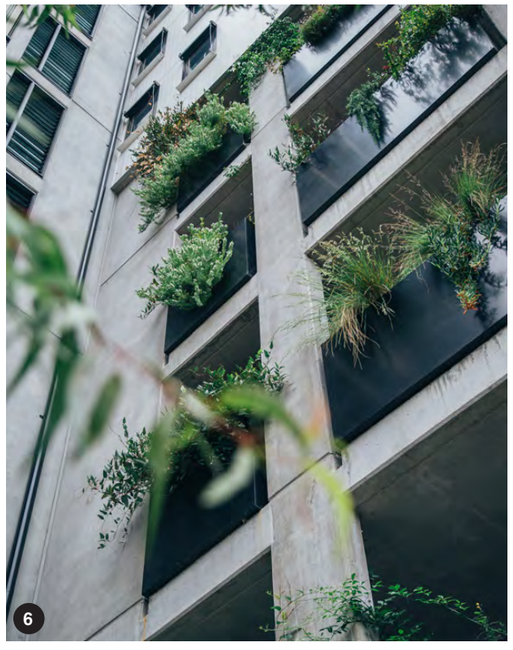
6

1 Openwork. Parasitic planting at Albert Park Depot
2 Openwork. Building interface at Nightingale Anstey
3 Openwork. Indigenous plants and stone at Albert Park Depot
4 Openwork. Public interface at Nightingale Anstey
5 Openwork. Mudstone floor at Yaluk Langa
6 Openwork. Pollinator planters at Nightingale Anstey

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Landscape Report for Town Planning

Tactics

Grounded

The design language and tactics of the landscape scheme build on the presence of stone foundations from the former North Fitzroy station just to the north of the subject site. It suggest to us an idea of a multivalent ground - one that carries the remnant of a lost occupation and a feeling of landscape taking over the built.

Our approach is to try to invest the landscape of the Park Street project with a similar sense of ecology, time and memory in a way that allows difference and diversity of experience from street to roof.

- At the street level, the landscape is **grounded** - large sections of basalt and mudstone flood the northern setback of the building and tie the main stair to the ground. Planting here is hosted in deep soil, in gaps between stone and on the walls and columns of the building itself.
- At level one, the landscape is **embedded** - soil volumes are set down into the structural slab and nestled into walls and under stairs. Planting here is suited to low light and creates informal shifts in the paving.
- At level 4, the landscape is **perched** - raised planters hold cascading greenery at the parapet level as well as small evergreen trees. Chain armatures hold cloud like climbers and a semi-extensive green roof on the laundry shades places of communal use.


1


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4


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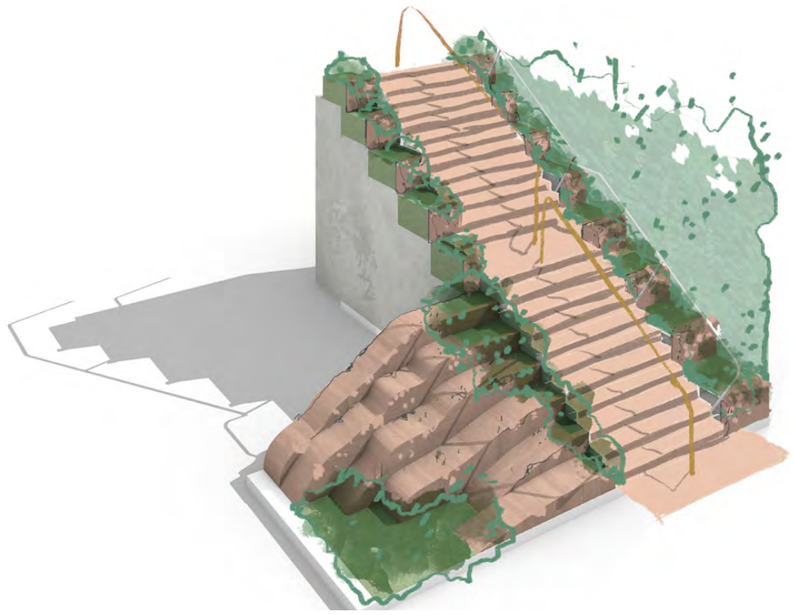
6

1	Foundations of the former Fitzroy North Station
2	Collage showing the transition from street to roof
3	Grounded (Alvaro Siza)
4	Embedded (Wagon Landscape)
5	Perched (Openwork)
6	Preliminary study of stair with rock and planting

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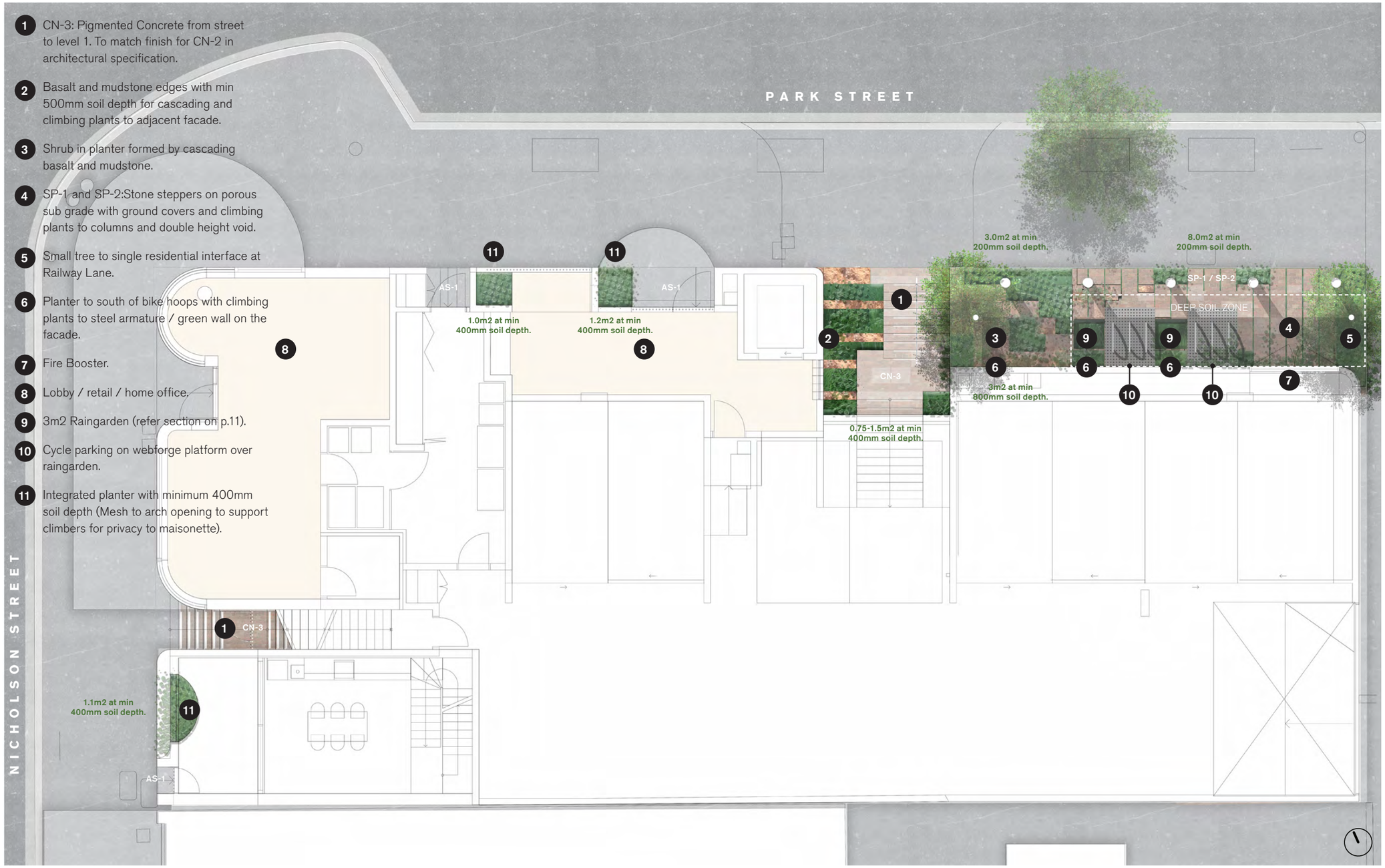
Landscape Report for Town Planning

Ground Level Plan 1:100 @ A3



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Landscape Report for Town Planning

Level 1 Plan 1:100 @ A3

1. CN-3: Pigmented Concrete from street to level 1. To match finish for CN-2 in architectural specification.
2. Basalt and mudstone edges with min 500mm soil depth for cascading and climbing plants to adjacent facade.
3. Planting in minimum 400mm soil from slab set down to finish flush with paving.
4. Basalt / mudstone seating.
5. Small tree in mound with total of 800mm soil depth.
6. CP-1: Precast concrete pavers on pedestals with varying oxide mixes, sizes and textures.
7. Planter to private open space with minimum 400mm soil depth and climbing plants to adjacent mesh screens. Refer planting with asterisk on schedule.
8. 400mm soil for planting in raised steel edge.
9. Integrated planter with minimum 400mm soil depth.



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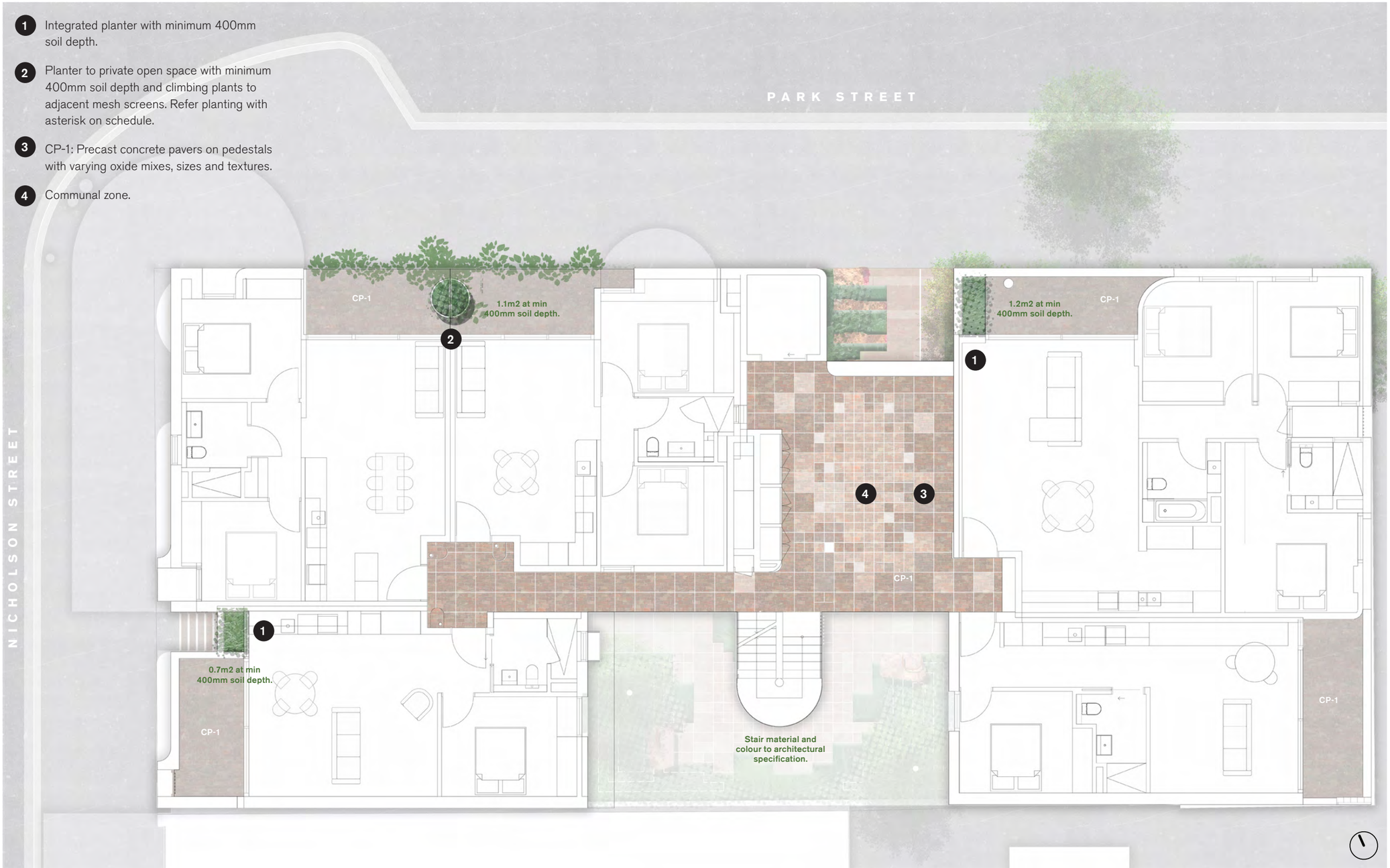
Level 2 Plan 1:100 @ A3



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Level 3 Plan 1:100 @ A3



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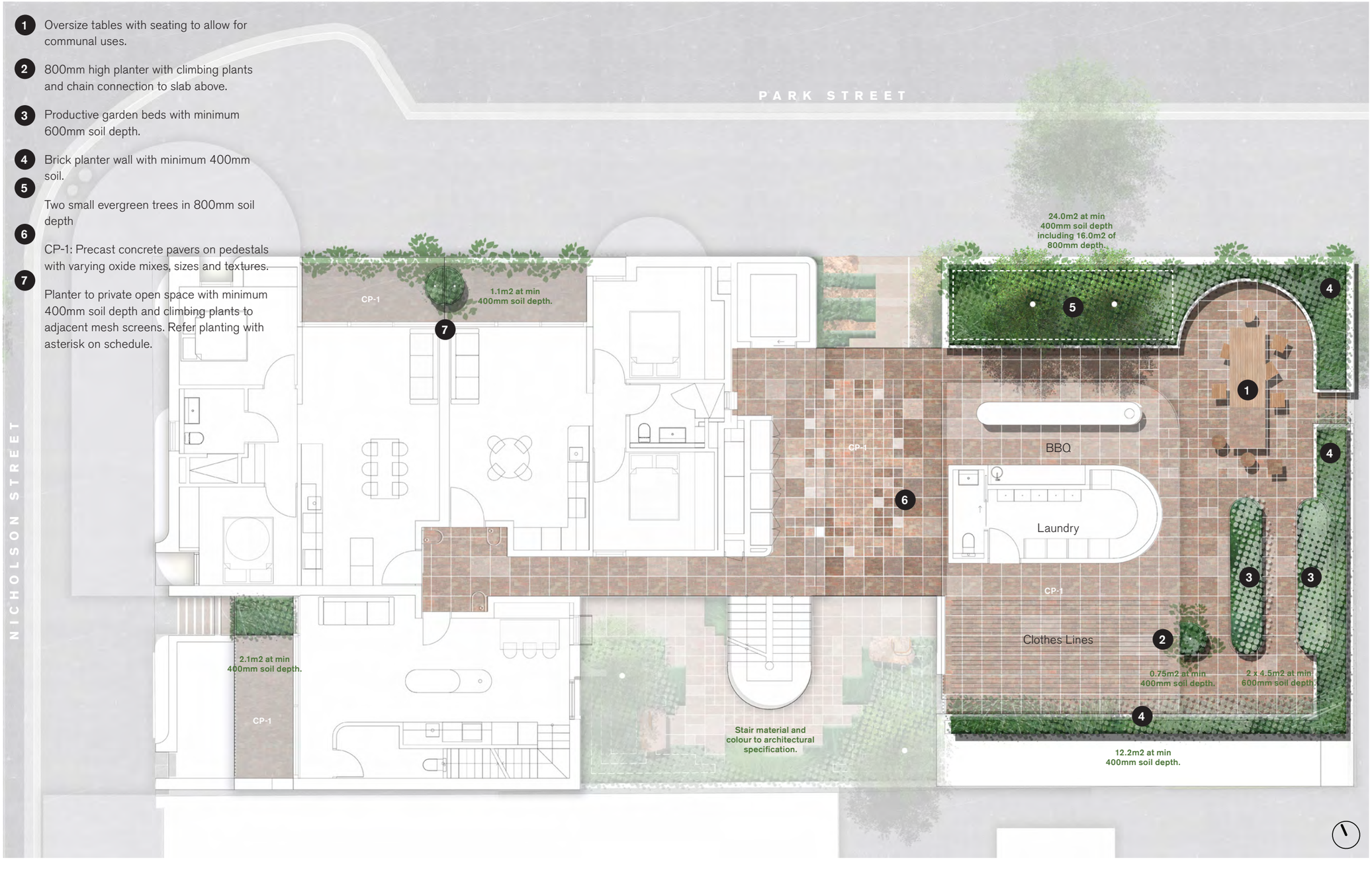
Level 4 Plan 1:100 @ A3



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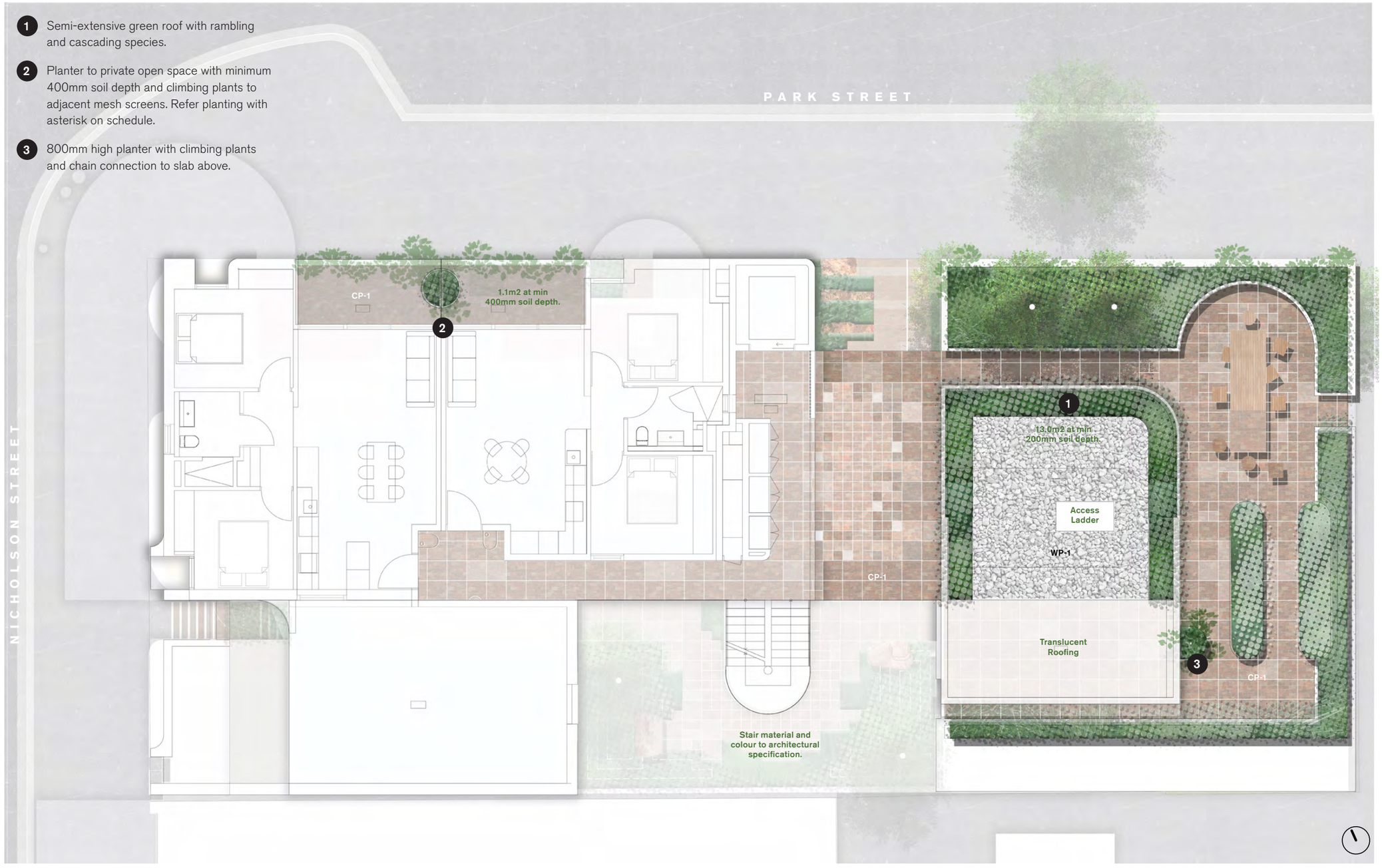
Level 5 Plan 1:100 @ A3



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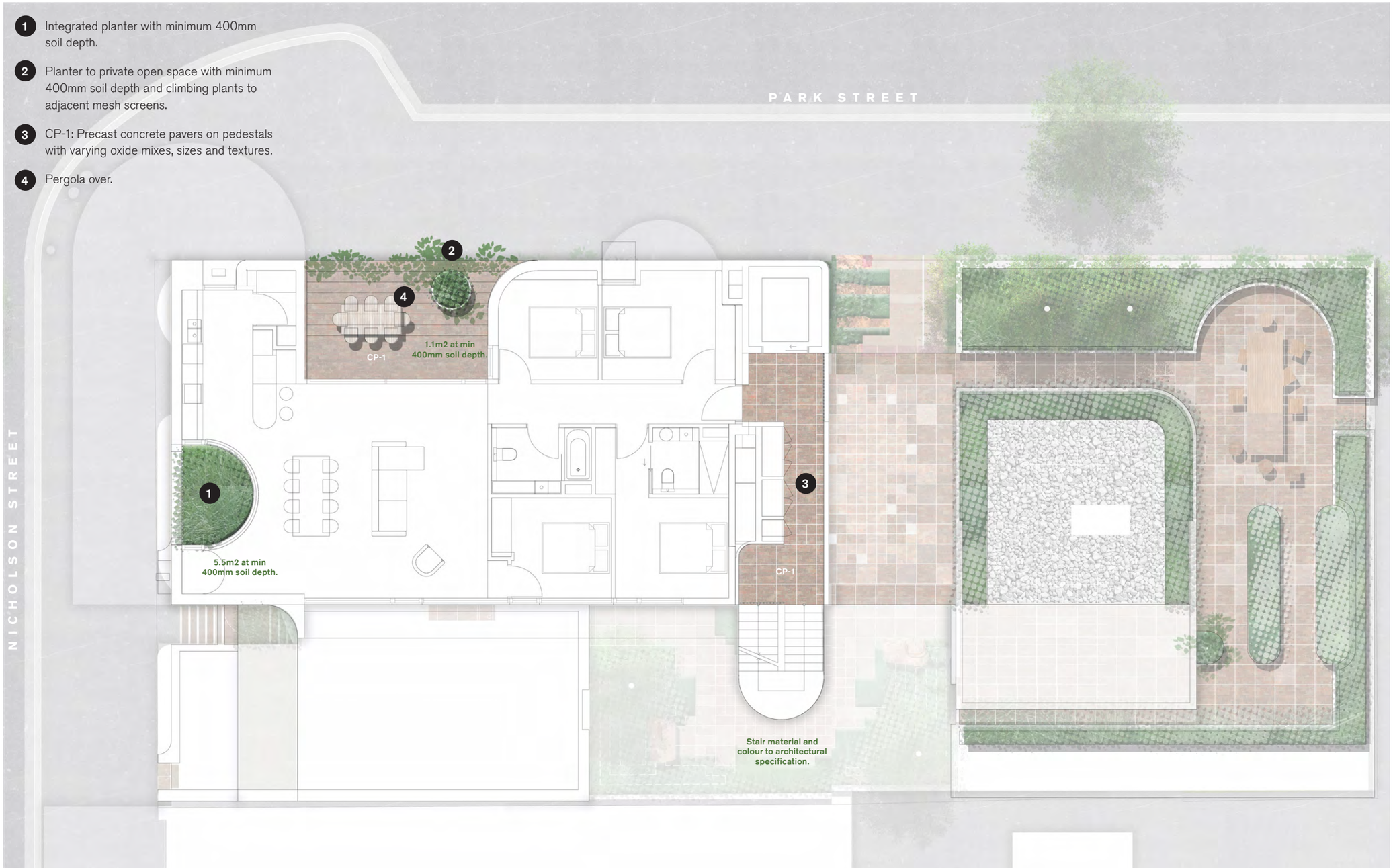
Level 6 Plan 1:100 @ A3



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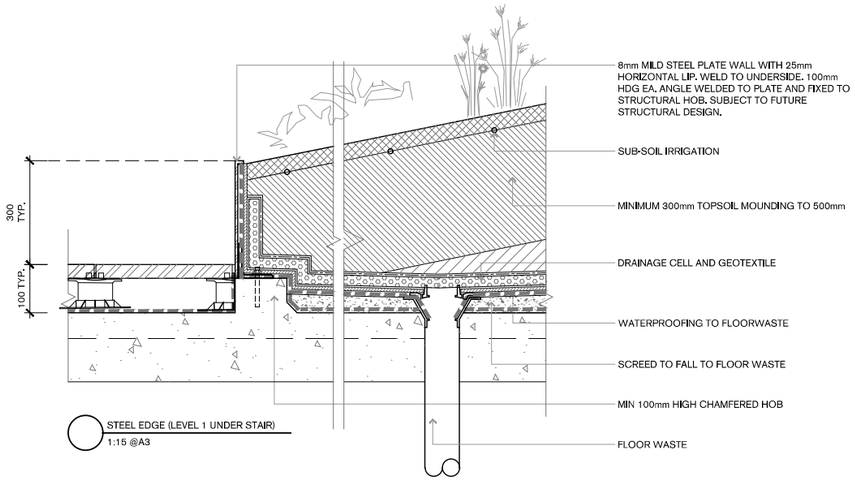
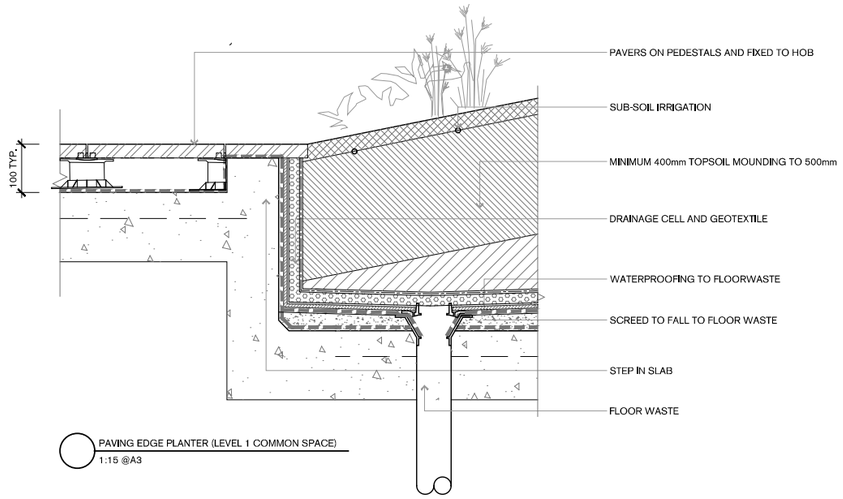
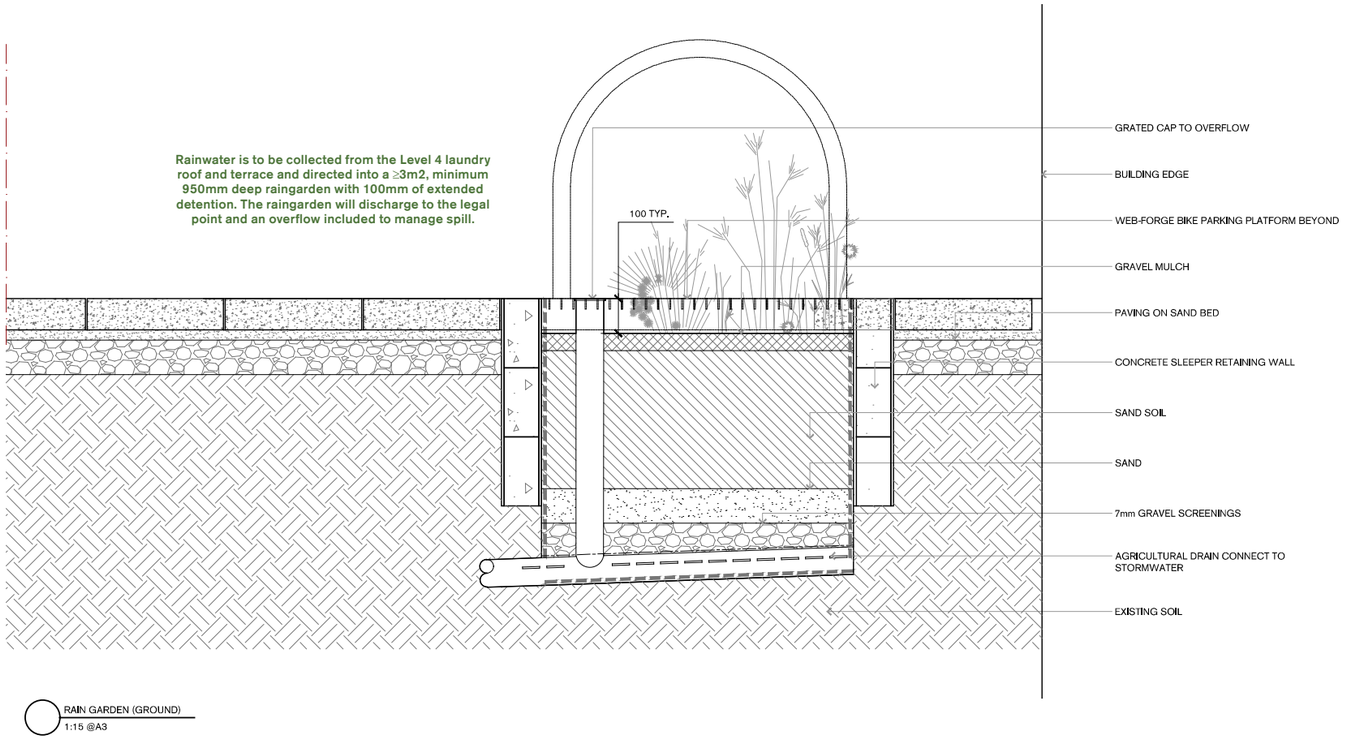
Soil retention at non-typical edges







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Landscape Report for Town Planning

Soil, Irrigation and Maintenance

Soil Depth and Volume Summary Table

Under BADS, a Type A small tree (3–8 m at maturity) on structure requires a minimum planter soil volume of 12 m³, with a plan dimension of at least 2.5 metres and a minimum depth of 800mm. Unlike in-ground deep soil zones, structural planters must accommodate specific soil depth, support root anchorage, irrigation, drainage, and account for structural load and wind uplift.

Our proposal has sufficient soil depth (minimum 400mm) for mass planting and ground cover and that, with subtle mounding, soil depth for Type A trees with a soil depth of 800 mm and a surface area equivalent to about 3.5 m × 3.5 m

The adjacent table summarises planting types and the minimum soil volumes and minimum planter dimensions for those types. These minimums are for single plants, but efficiencies can be gained when soil volumes are shared between multiple individual plants.

Planting Design

The proposed palette has been selected to express a textural, and verdant setting using combinations of indigenous and native plants that are robust and fit for purpose. The combination of selected plants allow for an increased biodiversity for pollinators while providing flexibility in the varied microclimates within and around the building, particularly around shade.

Where possible, the larger growing trees, feature plants, ferns shall be installed as advanced specimens, ensuring that they provide scale and amenity from the first day of occupation. The planting scheme uses a mix of plants chosen for their sculptural characteristics. Planting is intended to:

+ Establish the groundplane, courtyard, terraces, rooftop garden and interior plantings as a diverse green space;
+ Work with the available soil volume and proposed irrigation regime;
+ Use landscape elegantly to create identity and maximise amenity for occupants and users of the project; and
+ Be robust, suited to the available aspect, should work with ambient wind levels and should minimise water use.

Designed Maintenance

The maintenance needs of any landscape are tied to the resolution of the design at planning level. This proposal attempts to negotiate the desire for a verdant planted areas with the need to ensure that these plantings have longevity within a low-maintenance environment. The proposal includes:

+ A strong palette of proven performing plants;
+ A planting palette that utilises several species for each application ensuring seasonal change as well a consistent level of amenity should one of the species under perform; and
+ Small scale mass planting within a well-designed suite of hardscape elements ensuring that the failure of an individual specimen will be contained, permitting delayed maintenance.

Irrigation

Automatic irrigation will be provided for the watering of all garden beds and fixed planters including trees. Irrigation supply will be sourced from rainwater tanks which will be equipped with mains top-up. An irrigation design is to be procured as part of the detailed design of each project and shall include the following:

+ Surface irrigation to be installed to all garden beds.
+ Micro-spray emitters to be used for low-light garden areas.
+ Irrigation to utilise harvested rainwater with mains back-up.
+ Irrigation zones are to include an automatic irrigation controller with manual cycle and individual control valve operation, ≥ 24 hour battery program backup and power surge protection.
+ Integrated drip line systems of polyethylene micro-irrigation pipe with integral drippers inserted into the tube during manufacture. Drip line is to be installed at nominally 300mm spacings.
+ Each water source point shown on the drawings to be connected to a battery operated controller connected to low pressure drip system. This will be an integral pressure compensating continuously self cleaning, anti-siphon 13mm brown drip-line.
+ Contractor to provide 2x50mm or 1x100mm HD conduit/s under paving areas to all isolated zones of garden beds.
+ A detailed irrigation specification is included in the material schedule appended to this report.



	Plant type and size	Min. Volume	Min. Depth	Min. Width	Min. Length
1	Extensive roof	-	200mm	-	-
2	Turf and lawn	-	300mm	-	-
3	Ground cover	-	400mm	600mm	-
4	Climbers	-	400mm	600mm	1,200mm
5	Large shrubs	150L / linear metre	600mm	1,000mm	1,200mm
6	Small trees (Type A)	12m³	800mm	2,500mm	2,500mm

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Landscape Report for Town Planning

Stair and Grotto Study



1. Raked Pigmented Concrete from street to level 1.
2. Basalt and mudstone edges with min 500mm soil depth for cascading and climbing plants to adjacent facade.
3. Shrub in planter formed by cascading basalt and mudstone.
4. Stone steppers on porous sub grade with ground covers and climbing plants to columns and double height void.
5. Small tree to single residential interface at Railway Lane.
6. Planter to south of bike hoops with climbing plants to steel armature on the facade.
7. Fire Booster.
8. Cycle parking on web-forge over raingarden.

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Landscape Report for Town Planning

Materials

Material Selection Strategy

The material selection strategy for 290 Park Street is founded in a durable and contextual response that enhances the relationship between built form and landscape. The palette prioritises materials that carry both geological memory and contemporary environmental performance, ensuring the development sits comfortably within the North Fitzroy character.

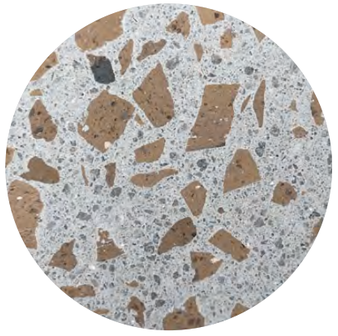
Precast concrete forms the primary paving material. The concrete will incorporate a high proportion of recycled brick content. This aggregate warms the surface tone, giving the concrete a stratified, sedimentary quality. The inclusion of recycled brick also anchors the building within the surrounding inner-north fabric, where brick is a defining and widely visible material.

Complementing this is the use of pink mudstone, present within the broader Merri Creek geological system. Mudstone appears at key thresholds, in the northern setback, and within the landscape terraces. Its application in large, irregular pieces allows planting to be hosted in cracks, gaps and set-downs—integrating ecology within the material fabric.

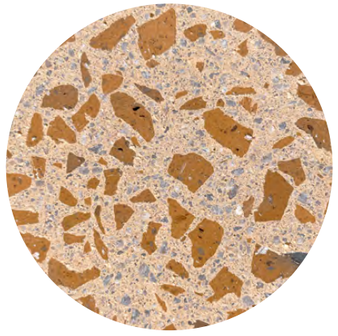
Together, these materials form a cohesive strategy: robust, low-maintenance surfaces that weather gracefully; a palette that expresses the site's geological identity.



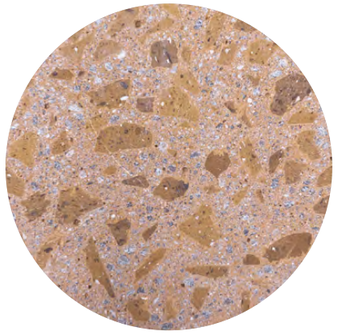
Crushed brick mulch



CP-1a: Precast paver with brick and oxide Custom version of Stonekast 'Eldon'.



CP-1b: Precast paver with brick and oxide Custom version of Stonekast 'Selena'



CP-1c: Precast paver with brick and oxide Custom version of Stonekast 'Hammersley'



SP-1: Salvaged Bluestone steppers



SP-2: Pink Mudstone steppers / wall



Painted steel edge to match PF-3 in the architectural specification



CN-3: Pigmented Concrete to match architectural specification



ME-1: Stainless steel armature to match architectural specification



Chain armature



Semi-extensive roof planting



Pink Mudstone seating

290 Park Street Fitzroy North / Wurundjeri Woi-wurrung Country

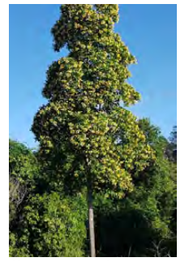
Landscape Report for Town Planning

Preliminary Plant Palette

Code	Species	Common Name	Install	H (M)	W (M)	Ind.	Nat.	Exo.	Pro.
Trees									
BaMa	*Banksia marginata*	Silver Banksia	400L	5.0m	2.0-4.0m	+	+		
HyFl	*Hymenosporum flavum*	Native Frangipani	400L	10.0m	4.0m		+		
SyFl	*Syzygium floribundum*	Weeping Lilly Pilly	400L	7.0m	4.0m		+		
TrLa	*Tristaniopsis laurina*	Water Gum	400L	7.0m	5.0m		+		
Shrubs >1.0m									
AlHu	*Alyogyne huegelii*	Native Hibiscus	27L	1.0-2.5 m	1.5-3.0m		+		
BuSp	*Bursaria spinosa*	Sweet Bursaria	140mm	5.0m	3.0m	+	+		
CaAc	*Cassinia aculeata*	Common Cassinia	250mm	2.0-4.0m	1.0-2.0m	+	+		
CoAl	*Correa alba*	White Correa	250mm	1.5m	1.0-2.0m	+	+		
CoRe	*Correa reflexa*	Native Fuchsia	250mm	0.3-1.6m	1.0-3.0m	+	+		
Dex	*Doryanthes excelsa*	Gymea Lily	27L	2.5m	2.0m		+		
EuLM	*Eucalyptus latens 'Moon Lagoon'*	Narrow Leaved Red Mallee	27L	2-4m	1.0-2.0m		+		
GoOV	*Goodenia ovata*	Hop goodenia	140mm	1.0-2.0m	1.0-3.0m	+	+		
GrML	*Grevillea 'Moonlight'*	'Moonlight' Grevillea	250mm	3-5m	2-4m		+		
InAu	*Indigofera australis*	Austral Indigo	250mm	1.5-2.5m	2.0m	+	+		
Climbers (* denotes planting between balconies)									
CiAn *	*Cissus antarctica*	Kangaroo Vine	140mm	5.0m	indef.		+		
ClAr	*Clematis aristata*	Old Man's Beard	140mm	4.5m	-	+	+		
HaVi *	*Hardenbergia violacea*	False Sarsparilla	140mm	2.0-4.0m	2.0-4.0m	+	+		
KeNi *	*Kennedia nigricans*	Black Coral Pea	140mm	4.0m	6.0m		+		
PaSn *	*Pandorea pandorana 'Snowbells'*	Snowbell Pandorea Vine	140mm	5.5m (C)	Spreading		+		
PiPu	*Ficus pumila*	Climbing Fig	140mm	5.5m (C)	Spreading			+	
Understorey (Indigenous, Native + Exotic)									
AdAe	*Adiantum aethiopicum*	Common Maidenhair Fern	140mm	1.0m	1.0m	+			
AsBu	*Asplenium bulbiferum ssp. Gracillimum*	Mother Spleenwort	140mm	1.0m	1.0m	+	+		
AuEl	*Austrostipa elegantissima*	Feather Spear-grass	140mm	0.8-1.0m	0.5-1.0m	+	+		
BrMu	*Brachyscome multifida*	Cut-leaf Daisy	140mm	0.2m	0.75m	+	+		
CaCi	*Calocephalus citreus*	Lemon Beauty-heads	140mm	0.5m	0.3m	+	+		
CaRo	*Carpobrotus rossii*	Native Pig face	140mm	0.1m	3.0m	+			
ChAp	*Chrysocephalum apiculatum*	Common Everlasting	140mm	0.3m	1.0m	+	+		
DiAm	*Dianella amoena*	Matted Flax-lily	140mm	1.0m	1.0m	+			
DiRe	*Dichondra repens*	Kidney-weed	140mm	0.1–0.15m	indefinite	+	+		
DiCC	*Disphyma crassifolium ssp. Clavellatum*	Round-leaf pigface; rounded noon flower	140mm	0.2–0.3m	1.0-2.0m	+	+		+
DoAs	*Doodia aspera*	Prickly Rasp Fern	140mm	0.4m	0.6m				
GrLa	*Grevillea lanigera 'Mt Tamboritha'*	Mt Tamboritha' Woolly Grevillea	140mm	0.3m	1.5m		+		
IsAx	*Isotoma axillaris*	Rock Isotome	140mm	0.3-0.6m	0.3-1.0m	+	+		
KePr	*Kennedia prostrata*	Running Postman	140mm	0.05m	1.0-5.0m	+	+		
MiDi	*Microsorum diversifolium*	Kangaroo Fern	140mm	1.0m	0.4-0.6m	+	+		
OrMu	*Orthrosanthus multiflorus*	Morning Flag	140mm	0.6m	0.7m		+		
PeAu	*Pelargonium australe*	Austral Stork's-bill	140mm	0.3-0.5m	0.3-1.0m	+	+		
PlAr	*Plectranthus argentatus*	Silver Plectranthus	250mm	1.0m	1.0m		+		
PyGl	*Pycnosorus globosus*	Billy Buttons	140mm	1.0m	0.5-0.9m	+	+		
RoAn	*Rhodanthe anthemoides*	Chamomile Sunray	140mm	0.3 m	0.3-0.6m		+		
ThTr	*Themeda triandra*	Kangaroo Grass	140mm	0.4–1.5m	0.5m	+	+		+
ViHe	*Viola hederacea*	Native Violet	140mm	0.15 m	0.6–1 m	+	+		+
Rain Garden Planting									
IsNo	*Ficinia nodosa*	Club Rush	140mm	1.0m	1.0m	+			



Banksia marginata
(Silver Banksia)



Hymenosporum flavum
(Native Frangipani)



Syzygium floribundum
(Weeping Lilly Pilly)



Tristaniopsis laurina
(Water Gum)



Alyogyne huegelii
(Native Hibiscus)



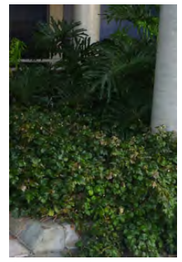
Correa alba
(White Correa)



Doryanthes excelsa
(Gymea Lily)



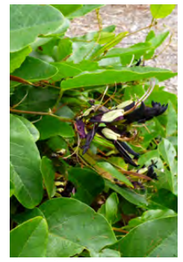
Grevillea 'Moonlight'
('Moonlight' Grevillea)



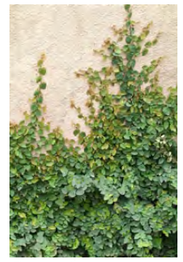
Cissus antarctica
(Kangaroo Vine)



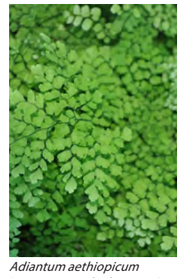
Hardenbergia violacea
(False Sarsparilla)



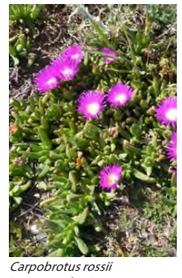
Kennedia nigricans
(Black Coral Pea)



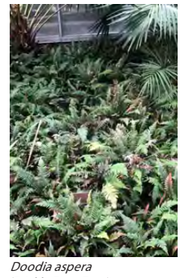
Ficus pumila
(Creeping Fig)



Adiantum aethiopicum
(Common Maidenhair Fern)



Carpobrotus rossii
(Native Pigface)



Doodia aspera
(Prickly Rasp Fern)



Viola hederacea
(Native Violet)

290 Park Street Fitzroy North / Wurundjeri Woi-wurrung Country

Landscape Report for Town Planning

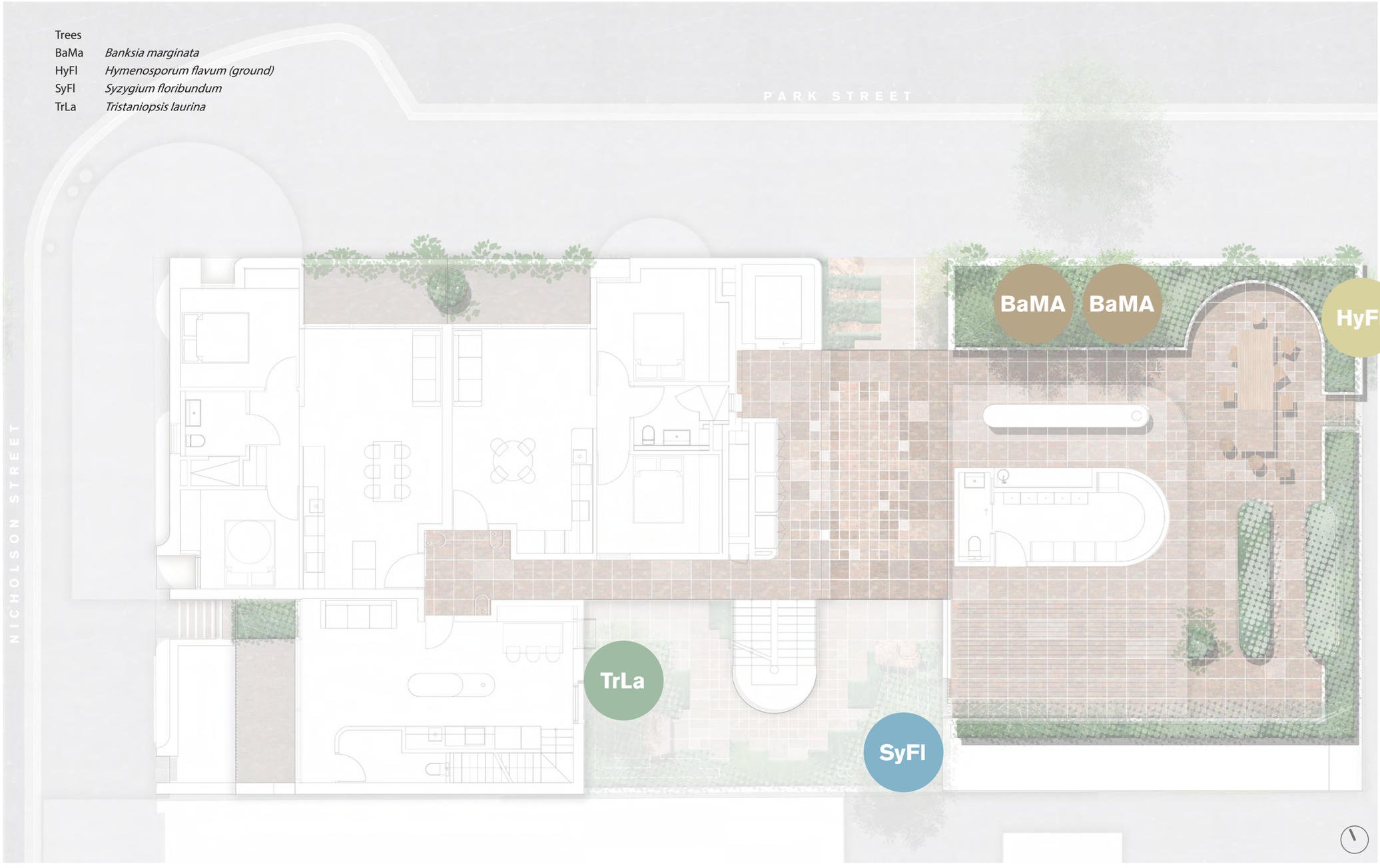
Tree Plan 1:100 @ A3

Trees in Planters:

BaMa	Banksia marginata
CoFS	Corymbia ficifolia 'Snowflake'
EuBB	Eucalyptus pulverulenta 'Baby Blue'

Trees

BaMa	*Banksia marginata*
HyFl	*Hymenosporum flavum (ground)*
SyFl	*Syzygium floribundum*
TrLa	*Tristaniopsis laurina*



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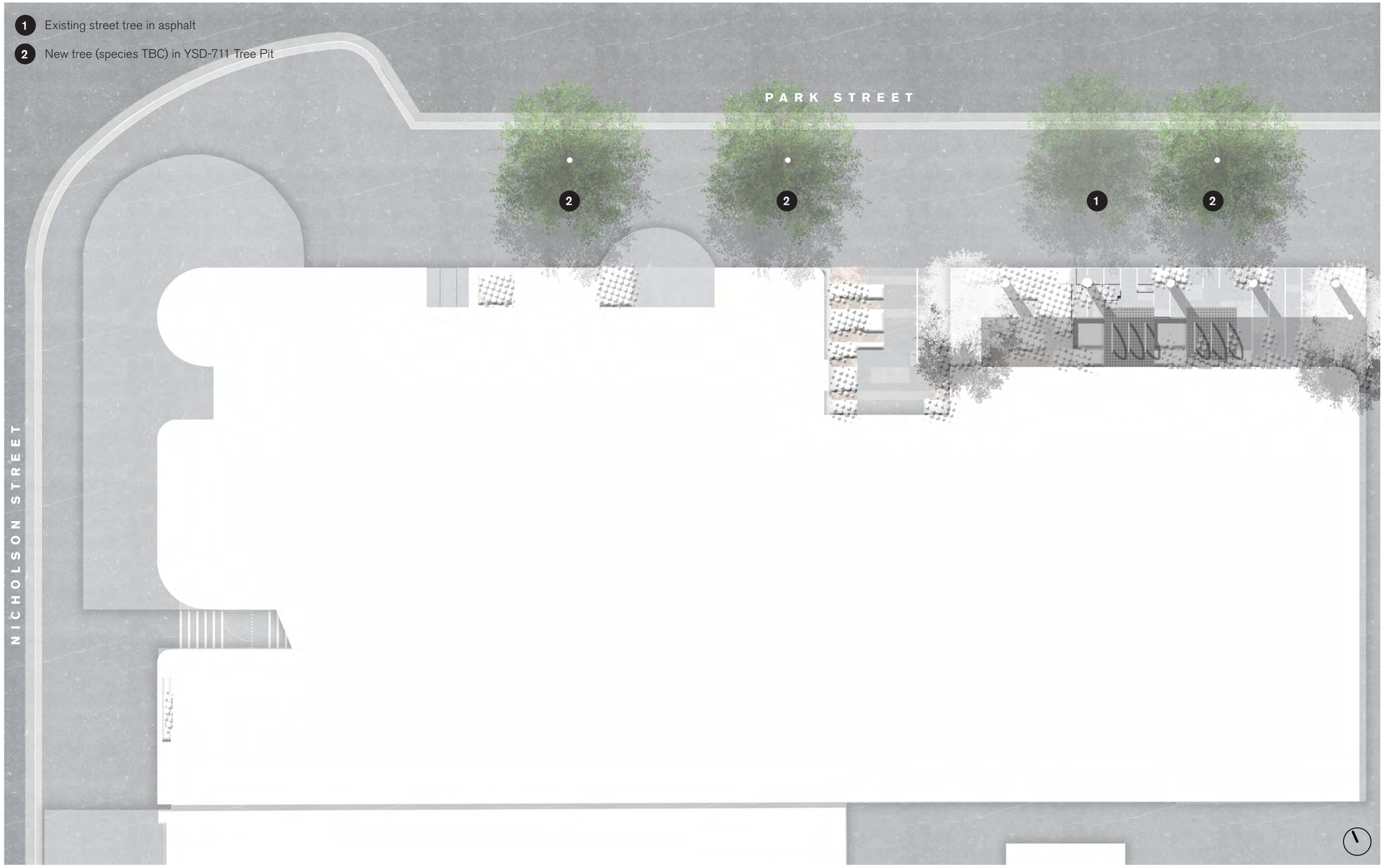
290 Park Street Fitzroy North / Wurundjeri Woi-wurrung Country

Landscape Report for Town Planning

Public Realm Plan 1:100 @ A3



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OPENWORK

Rev	Date	Issue
01	20.10.2025	Issued for Information
02	08.12.2025	Issued for Planning
03	10.04.2026	Issued for Planning



Issue: 03

Issued by:
Mark Jacques, Director

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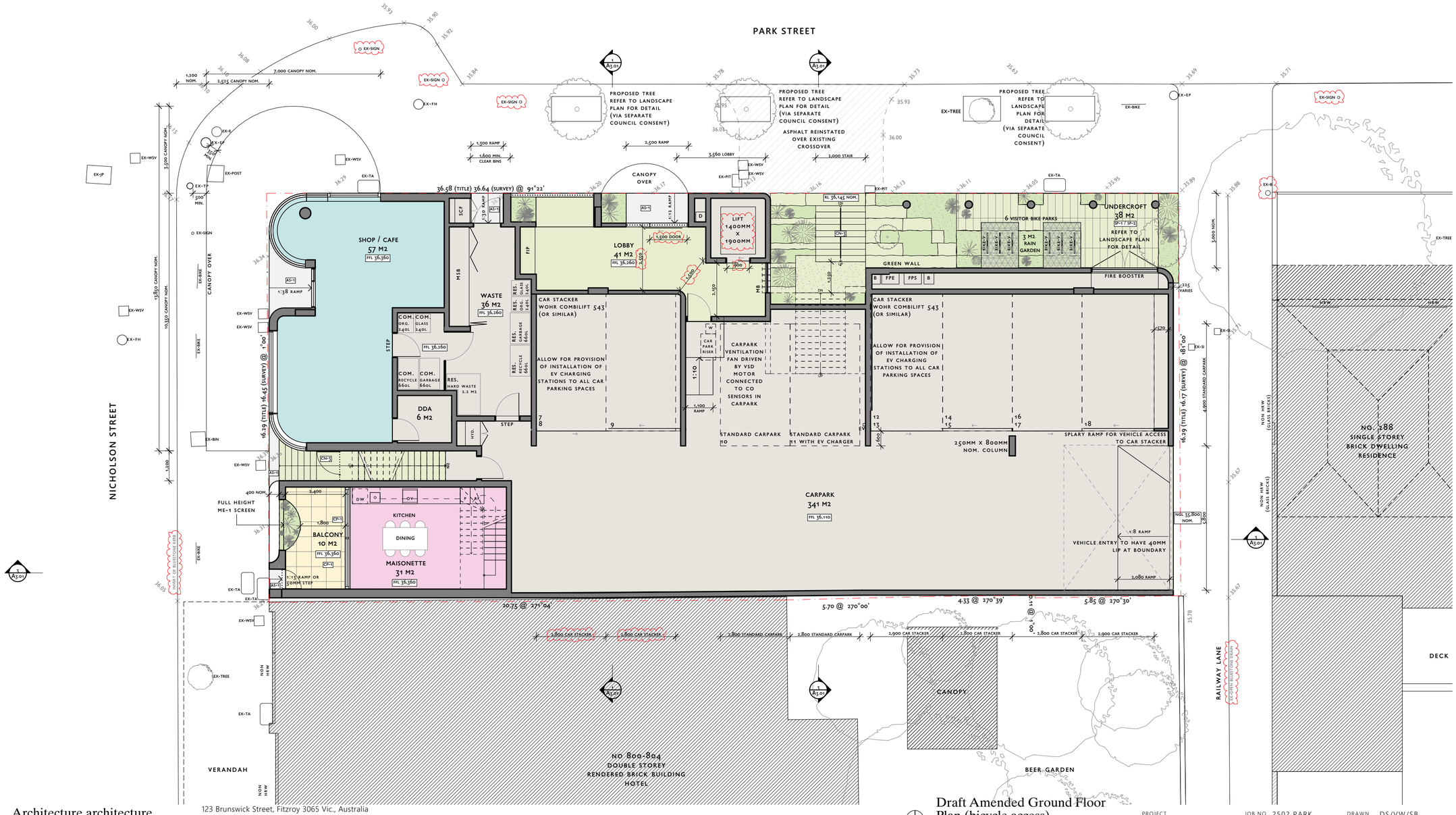

Architecture architecture

123 Brunswick Street, Fitzroy 3065 Vic., Australia
p (0)61 3 9417 0995 e&w office(at)archarch.com.au abn 19 156 517 350

Draft Amended Ground Floor Plan (bicycle access)
Not for construction

PROJECT 290 Park Street
Fitzroy North 3068

JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:100

DRAWN DS/VW/SB
DATE
REVISION WIP

dhp

Urban Consultants

Town Planning Report

290 Park Street, Fitzroy North

Prepared for Antipodean Developments Pty Ltd

June 2026



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1. Introduction

This town planning report has been prepared by DHP Urban Consultants (town planners) for Antipodean Land Developments Pty Ltd to accompany a planning permit application submitted under Clause 53.25 (Great Design Fast Track) pathway of the Yarra Planning Scheme.

The report provides:

- A description of the proposal.
- A description of the site and surrounds.
- An outline of the relevant statutory planning framework of the Yarra Planning Scheme.
- An assessment of the proposal against the relevant provisions of the Yarra Planning Scheme.
- A Clause 58 assessment (Apartment Developments).

The report should be read in conjunction with the following plans and reports:

- Architectural drawings by Architecture architecture (Aa).
- Great Design Fast Track (GDFT) Application Report by Aa – including details of the site, site history, site context and design response to the 7 GDFT design principles.
- Land Survey by JCA Land Consultants.
- Landscape Drawings by Open Work.
- Transport Impact Assessment by One Mile Grid.
- Waste Management Plan by One Mile Grid.
- Green Travel Plan by One Mile Grid.
- Heritage Impact Statement by Bryce Raworth.
- Sustainability Management Plan (SMP) by GIW.
- Acoustic Report by Enfield Acoustics.
- Environmental Wind Assessment by MEL Consultants.

2. Proposal

The proposal involves demolition of the existing buildings on the site, including the attached verandahs over the footpath; the construction of a mixed use building ranging in height from 4 storeys (5 technical storeys including covered rooftop) up to 7 storeys containing a ground floor shop/café and 20 apartments. There is also a basement level containing storage and 30 secure resident and 2 café bicycle parking spaces. There are 6 visitor bicycle spaces on ground level; an elevated central landscaped communal outdoor open space on first floor; communal rooftop with communal laundry, B.B.Q and productive garden on level 4; and car parking for 18 cars on ground level with 16 of those in car stackers.

The proposal seeks a planning permit under the Yarra Planning Scheme for:

- Clause 34.01-1: Use of the land for dwellings (C1Z).
- Clause 34.01-4: Construct a building or carry out works (C1Z).
- Clause 43.01-1: Demolish or remove a building; and construct a building or carry out works (HO327).
- Clause 52.34-6: Design of bicycle spaces.

The following application requirements also apply:

- Clause 36.04-3: The consent of the Head, Transport for Victoria is required for construction of the canopy over the Nicholson Street footpath within the TRZ2.
- Clause 45.06: Development Contributions Plan Overlay – Schedule 1 (DCPO1). Charge Area 2 development contributions.
- Clause 53.25: All application requirements at Clause 53.25-1 must be met for entry into this pathway.

Details of the proposal are illustrated in the drawings prepared by Architecture architecture.

3. The Site and Surrounds

3.1. The site

The subject site is located approximately 3.5km north of the Melbourne CBD, in the established inner suburb of Fitzroy North.

The subject site, at 290 Park Street, Fitzroy North is a corner allotment on the south-east corner of Park and Nicholson Streets, overlooking the Linear Park Reserve and Capital City Trail to the north.

The site is held in the following Certificate of Title.

- Volume 10596, Folio 704, Lot 1 on Title Plan 021088C.

The site is rectangular in shape, with a primary frontage to Park Street of 36.64m and secondary frontages to Nicholson Street to the west of 16.45m and Railway Lane to the east of 16.17m. The overall site area is 598 sqm.[1]

The site has legal means of access from both road frontages and the laneway. It is currently provided with one vehicle access via a double crossover towards the middle of the site from Park Street (a one way street with vehicles travelling in a westerly direction).



Figure 1: Aerial Photograph – Subject Site (red outline)

[1] The land survey for the site, submitted with the application confirms that these surveyed dimensions differ marginally to the Certificate of Title measurements due to a registered survey in the area. It does not represent an amendment to the Title and would be considered to be correct in any future dealings with land registry.

The site is generally orientated east-west with the longest frontage along the north to Park Street.

The land is generally flat and contains no easements.

The site is currently developed with a two storey red brick building with bullnose verandah, formerly containing shops and office space. At the eastern end of the site, abutting the laneway, is an older former shop building of two storeys with a flat cantilevered verandah and grey rendered façade. This portion of the building is joined and integrated with the red brick building but identified separately as a contributory heritage place.

Directly in front of the site, within the road reservation are numerous pieces of infrastructure. Nicholson Street has a typical footpath width and includes three bike hoops, a garbage bin, electricity/tram and street lighting infrastructure, an old post box and street signage. The Park Street footpath has a more generous width and includes a fire hydrant, speed and parking signs, bike hoop and an electricity/lighting pole.

There is an existing loading zone on the Park Street frontage which operates from Monday to Friday. Park Street itself is a one-way street with dedicated and shared bike lanes.

Nicholson Street is dual lane with on-street parking on the side of the street with a tramway in the centre of the road.

Railway Lane is a typical public bluestone laneway (two-way) with central spoon drain of typical width (approximately 3m).

The existing buildings on the site are constructed over the whole of the site (i.e. 100% site coverage) and have 2 storey walls on all boundaries. The end building abutting Railway Lane also includes two south-facing windows on the first floor on the boundary which overlooking the beer garden of the abutting hotel.

In respect of the abutting and surrounding properties:

- North – directly opposite Park Street is a small public car park and linear reserve and Capital City Trail.
- North-west – diagonally opposite Nicholson Street is a bicycle store, café and playground within the linear park reserve and a tram stop within Nicholson Street.
- West – directly opposite Nicholson Street is a row of shops within the North Fitzroy Village, generally of one or two storeys with parapet walls built to the street alignment and most with verandahs over the footpath.
- South – abutting the subject site is the Railway Hotel, identified as a 'contributory' heritage place within the Heritage Overlay with two storey decorative parapet and cantilevered flat roofed verandah to Nicholson Street. To the rear is a beer garden, sheds and informal car parking. Further south are two storey shops fronting Nicholson Street identified as contributory heritage places in HO327. Beyond those is a former car wash site at the corner of Liverpool Street and backing onto Railway Lane, which is currently being developed/under construction for a 6 storey mixed use/apartment development. All of these properties are within the Commercial 1 Zone.
- East – opposite Railway Lane is residential development, primarily in the form or one or two-storey cottages and villas of single or double frontage width, facing Park Street with laneway

access also to the rear. The nearest dwellings, at 288 Park Street and 288R Park Street side-on to the laneway.

Number 288 is identified as a contributory heritage place in HO327 and includes glass blocks on the laneway boundary to the bathroom (non-habitable room windows) opposite the site. Secluded private open space is located on the east side of the dwelling and on a roof top over the garage.

No 288R is further south-east of the subject site and includes a door and garage at ground level and two west facing windows on first floor on the laneway. The secluded private open space for this dwelling is primarily on the east side of the dwelling on ground level.

There are no trees on the subject site. There is one small street tree in the Park Street footpath. There are existing trees within the beer garden of the Railway Hotel to the south and within the front yard of 288 Park Street adjacent the laneway.

3.2. Surrounding Neighbourhood

The site is located within and towards the north-eastern corner of the Nicholson Street Neighbourhood Activity Centre (NAC), with a primary aspect north towards the Linear Park and Capital City Trail.

Nicholson Street, a wider road containing tram route 96 within the Transport Zone 2, forms the central commercial spine for the focus of shopping, entertainment and other services within the activity centre in a typical strip shopping village format. Park Street, between Rae Street and Nicholson Street is a narrower one-way residential street with the only commercial activity being concentrated towards the corner of Nicholson Street on the subject site.

The existing pattern of development comprises two distinctly different types of development reflecting the commercial/retail uses along Nicholson Street in the Commercial 1 Zone and conventional residential development in the Neighbourhood Residential Zone adjoining.

Within the Commercial 1 Zone, the prevailing scale is 2 storeys, comprising 2 storey street wall with shop front windows on ground floor, parapet above and with verandahs over the footpath. Shop fronts are generally narrow, single width with ingo's (recessed entries) and stalls (plinth) below shopfront glazing.

Within the Neighbourhood Residential Zone are one and two storey dwellings primarily of brick or timber construction with pitched roofs (corrugated metal tile) and hipped or gable ends. Front setbacks are relatively small but well landscaped and fences are low and open, providing views for residents across the linear park as well as views from the street to the landscaped gardens and dwelling frontages. Vehicle parking for the dwellings is generally taken from the rear laneway.

The site is very well located to all services and facilities, being:

- 60m (1 min walk) to the tram stop on Nicholson Street for the 96 tram, providing access from Brunswick East to the north, through the CBD to St Kilda Beach to the south.
- 60m (1 min walk) to the Capital City Trail, a 29.6km circuit for cycling or walking within the inner city.
- 20m (1 min walk) to the Linear Park Reserve directly opposite Park Street.
- 60m (1 min walk) to shopping on Nicholson Street.
- Within walking distance to Brunswick South Primary School, Fitzroy North Primary School, Fitzroy High School and numerous private schools and early learning centres.

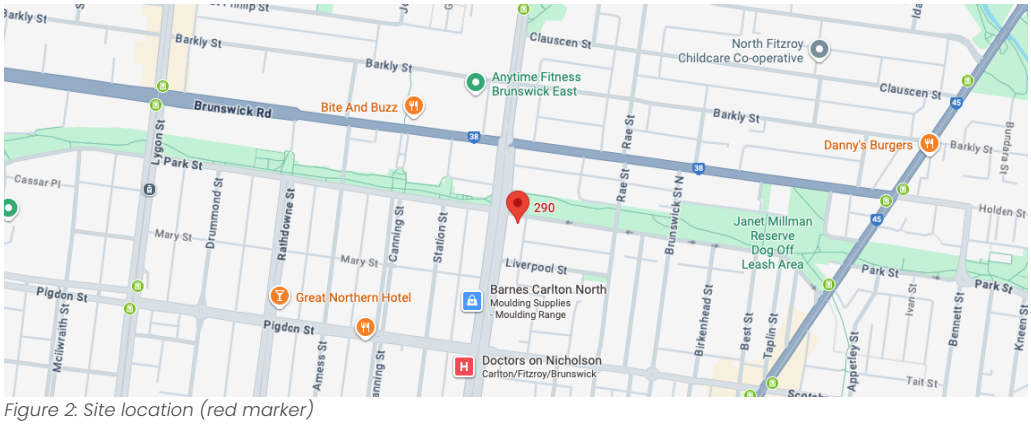

Figure 2: Site location (red marker)

4. Planning Permit History

There is a current/previous permit on the site, issued directly by the City of Yarra (Permit no: PLN22/0916) for a mixed use development of 4 storeys containing a food and drink premises (no permit required for the use), 7 dwellings in a townhouse format (one shop top dwelling) and a car parking reduction.

The original application was lodged with Yarra City Council on 30 November 2022. The application underwent two rounds of public notification. Amendments were required following public notification in response to late referral comments received from Council's internal departments. A section 57A amendment in response to those referral comments triggered a second round if advertising. Objections were received during public notification, but no objector appeals were lodged. The final permit was issued on 8 May 2024.

A section 72 amendment to the permit was submitted on 11 March 2025, which sought relatively minor amendments and concurrent endorsement of plans in response to changes required for detailed construction. The Council advised that these amendments would require renotification. The amendment application was subsequently withdrawn.

.

5. Great Design Fast Track

The Great Design Fast Track (GDFT) is a recent planning approval pathway introduced in April 2025 under Clause 53.25 of the Victorian Planning Provisions. Proposals that meet the specified 7 design principles for good design and sustainability can access this accelerated pathway, which is administered by the Development of Transport and Planning (DTP) and led by the Office of the Victorian Government Architect (OVGA). The ultimate decision-maker for a GDFT proposal is the Minister for Planning.

The purpose of the GDFT is:

- *To facilitate innovative dwelling, apartment and mixed use residential development.*
- *To facilitate development that increases the density and diversity of dwellings to respond to Victoria's population growth.*
- *To facilitate the development of dwellings with convenient access to public transport, and community, retail and other services.*
- *To facilitate development that is of a high quality in its design, liveability and sustainability.*

5.1. Application

Having regard to the application requirements for eligibility into the GDFT pathway at Clause 53.25-1, we confirm the proposal meets the requirements as provided below:

- The applicant has submitted written confirmation that the application is an application for which this clause applies.
- The application includes the construction of at least 8 dwellings (20 dwellings proposed).
- The proposed building contains at least 2 storeys and is not more than 8 storeys (7 storey maximum proposed).
- The proposed development achieves a minimum NatHERS rating of:
    - 8 stars average, with no individual dwelling less than 6.5 stars for this apartment development.
- Each proposed dwelling (apartment) provides effective natural ventilation in the form of natural cross ventilation.
- The proposal meets the purpose of Clause 53.25 as follows:
    - It facilitates innovative apartment development.
    - Facilitates an increase in density and diversity of dwellings in Fitzroy North.

  - Facilitates the development of dwellings with convenient access to public transport (i.e. tram on Nicholson Street), bicycle network (Capital City Trail) and community, retail, entertainment and other services within and around the activity centre.
  - Facilitates development that is of a high quality design, is liveable and sustainable.
- The proposal has been designed to meet the 7 design principles published by the Minister for Planning on the Department's website.
- The location of the development has convenient access to jobs, services, infrastructure and community facilities within Fitzroy North and adjoining suburbs.
- Information submitted by the permit applicant demonstrates the likely feasibility of the proposed development.

5.2. Planning scheme requirements

The GDFT pathway provides that the responsible authority may waive or vary any of the following in relation to an application or proposed use or development:

- *A minimum garden area requirement.*
- *Any building height or setback requirement.*
- *A condition opposite a use in Section 2 in a zone or al schedule to a zone.*

The responsible authority may also waive or vary any of the requirements of clauses 49.05 (Parking Overlay), 52.06 (Car Parking) and 52.34 (Bicycle Facilities) in relation to an application or a proposed use or development.

An application is also exempt from an application requirement in the planning scheme if in the opinion of the responsible authority the requirement is not relevant to the assessment.

In respect of the above requirement, in relation to the proposed development:

- No minimum garden area requirement applies to the subject site in the Commercial 1 Zone.
- There are no specific building height or setback controls applying to the subject site. The site is not affected by a Design and Development Overlay.
- No reduction or variation to the statutory car parking requirements is required.
- A variation to Clause 52.34-6 (Design of bicycle spaces) is required to reduce the internal access path width to the bicycle compound from to 900mm for the lift door only. The remainder of the access path, including all doors can be provided at 1.5m in accordance with the standard.

5.3. Exemption from review

Clause 53.25-4 of the GDFT pathway provides:

An application under any provision of this planning scheme is exempt from the decision requirements of sections 64 (1),(2) and (3), and the review rights of section 82 (1) of the Act.

6. Statutory Planning Framework

6.1. Zoning

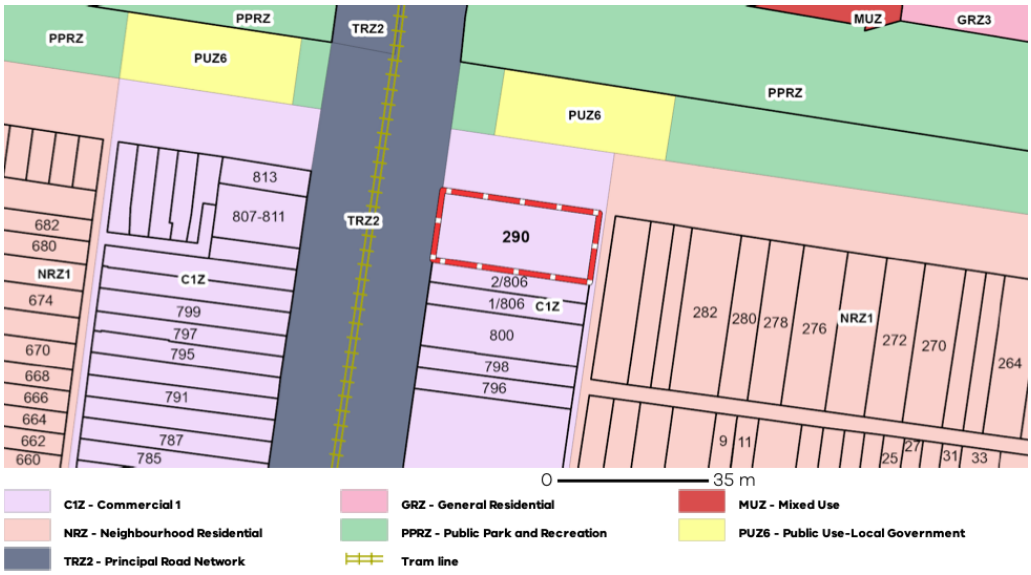

Figure 3 – Commercial 1 Zone (C1Z)(subject site in red outline) and abutting Transport Zone 2 (TRZ2)

Commercial 1 Zone (C1Z)

The subject site is located within the **Commercial 1 Zone (C1Z).**

The purpose of the Commercial 1 Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To create vibrant mixed used commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

Permit requirements

Land use (Clause 34.01-1)

No planning permit is required for:

- Use of the commercial tenancy on ground floor for shop/cafe (food and drink premises). A food and drink premises is nested under the broader definition of retail premises and a shop (being a form of retail) are both as of right "Section 1 – Permit not required" uses under Clause 34.01-1 of the C1Z.

A planning permit is required for:

- Use of the land for 'dwellings (nested under the broader "accommodation" land use). This is a "Section 1 – no permit required" on the condition that any frontage at ground floor level does not exceed 2 metres. Use of the land for dwellings requires a planning permit since the entry to the apartments and the maisonette at ground floor frontage exceed 2 metres.

Therefore, a planning permit is required for use of the land for dwellings only. No planning permit is required for use of the land for a shop or café (food and drink premises).

Buildings and works (Clause 34.01-4)

A permit is required to construct a building or carry out works in the C1Z.

Transport Zone 2

Nicholson Street road reservation is located within the **Transport Zone 2 (TRZ2): Principal Road Network.**

The purpose of the Transport Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for an integrated and sustainable transport system.*
- *To identify transport land use and land required for transport services and facilities.*
- *To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.*
- *To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.*

The application includes demolition of the existing verandah over Nicholson Street footpath and replacement with a new cantilevered canopy, which is located within the Transport Zone 2.

Application requirements (Clause 36.04-1)

Clause 36.04-3 provides:

An application by a person other than the relevant transport manager on land shown on a planning scheme map as TRZ1 or TRZ2 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.*

The consent of the Head, Transport for Victoria is required for the application being made for construction of the canopy over the Nicholson Street footpath within the TRZ2. This consent has been issued to the Development Facilitation Team at Department of Transport and Planning. Further, Head, Transport for Victoria offers no objection to the planning permit being granted.

6.2. Overlays

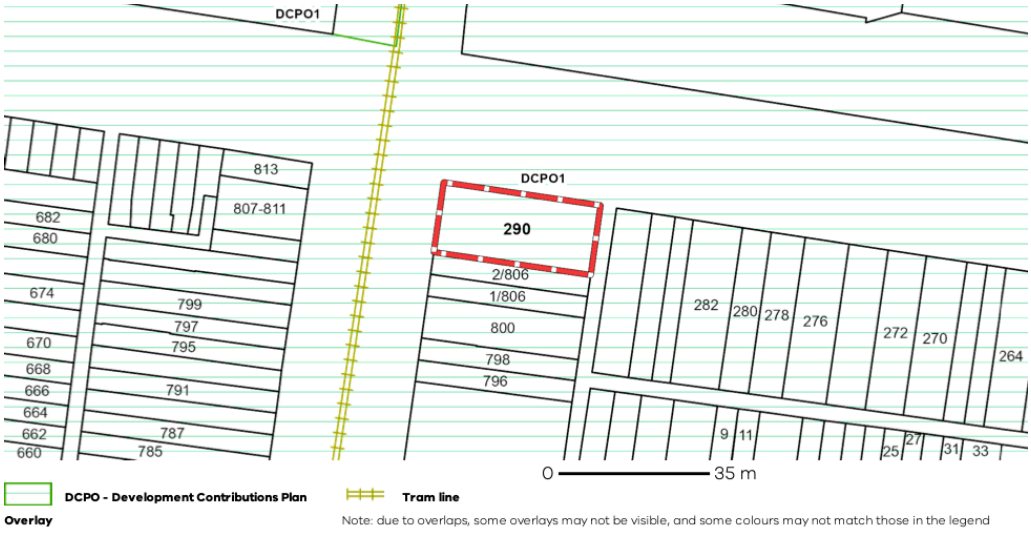

Figure 4 – Development Contributions Overlay – Schedule 1 (DCPO1)

Development Contributions Plan Overlay (DCPO1)

The subject site is affected by the **Development Contributions Plan Overlay – Schedule 1 (DCPO1).**

The purpose of the DCPO1 is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

Yarra Development Contributions Plan – Schedule 1 (Clause 45.06)

The subject site is located within "Charge area 2 – Fitzroy North".



Figure 5 – Heritage Overlay (HO327)

Heritage Overlay (HO327)

The subject site is located withiin the **Heritage Overlay – Schedule HO327 (North Fitzroy Precinct).**

The purpose of the heritage overlay is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heriage places of natural or cultural sifnificance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specific heritage places by allowing a use that would otehrwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Permit requirements

HO327 – North Fitzroy Precinct includes *an Incorporated Plan under the provisions of Clause 43.01 Heritage Overlay, Planning Permit exemptions, July 2014.*

A permit is required by Clause 43.01-1 of the heritage overlay to:

- *Demolish or remove a building.*
- *Construct a building or carry out works.*

The grey rendered former shop building element at the corner of Park Street and Railway Lane is identified as a "contributory" heritage place in HO327.

The red brick shop/office building (identified as 806-810 Nicholson Street in Yarra City Council's Heritage database) is "not contributory".

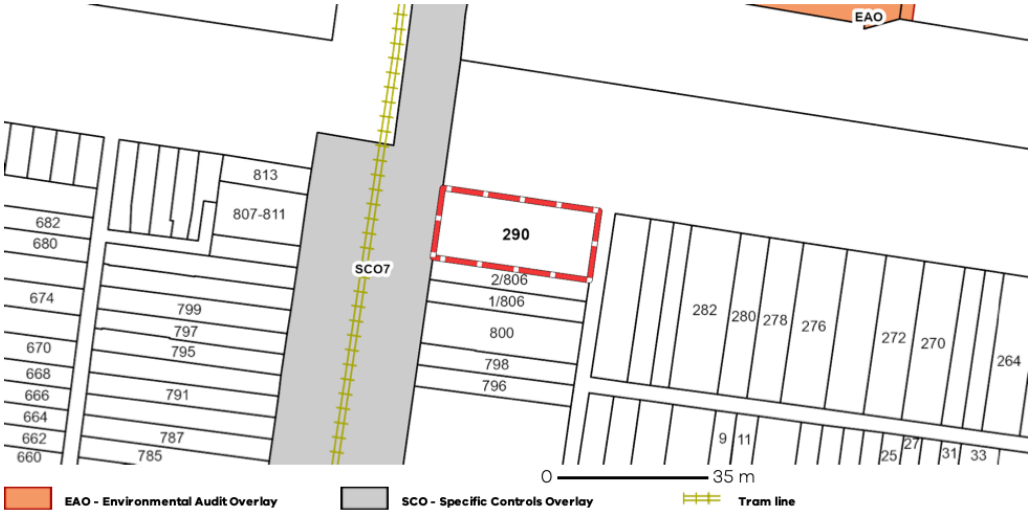

Figure 6 – Specific Controls Overlay – Schedule 7 (SCO7)

Specific Controls Overlay (SCO7)

The land abuts a **Specific Controls Overlay – Schedule 7 (SCO7).**

SCO7 is for Tramway Infrastructure Upgrades in Incorporated Document dated May 2017.

Permit requirements

No permit is required for the proposed verandah over the footpath under this overlay.

6.3. Particular Provisions

The particular provisions relevant to the proposal are:

- **Car parking (Clause 52.06)**

  The subject site is located within the 'Category 3' car parking area, which has a statutory car parking requirement of 0 minimum and 2 maximum spaces per dwelling. The same rate applies for the shop/café (food and drinks premises) use.

  The proposal is provided with 18 resident car spaces for 20 dwellings. No parking is proposed for the shop/café. This car parking provision sits within the statutory minimums and maximums for car parking on the site.

  No planning permit is required under Clause 52.06. The traffic and car parking assessment provided with the application confirms that the requirements of Clause 52.06 are met.

- **Land adjacent to the principal road network (Clause 52.29)**

  No permit is required under Clause 52.29-2. The proposal does not seek to create or alter access to Nicholson Street, being a road in a Transport Zone 2. Vehicle access is taken from Railway Lane.

- **Bicycle facilities (Clause 52.34)**

  No permit is required to waive or vary the requirement under Clause 52.34-5 (Required bicycle facilities).

  A permit is required to vary the access path width to the bicycle compound under Clause 52.34-6 (Design of bicycle spaces) to accommodate the lift door width of 900mm. The remainder of the access path, including door widths can be designed to meet the 1.5m access width requirement. The transport impact assessment provided with the application confirms the bicycle facilities requirements are suitable.

- **Great design fast track (Clause 53.25)**

  The application requirements under Clause 53.25-1 must be met for entry into this pathway.

  These requirements have been assessed and confirmed under section 5 of this report.

- **Apartment developments (Clause 58)**

  This clause applies to an application to construct or extend an apartment development, or to construct or extend a dwelling in or forming part of an apartment development in the Commercial 1 Zone (amongst others).

  Application requirements

  A development must meet all of the objectives of this clause and should meet all of the standards.

  Clause 58.01-1 requires an application to be accompanied by:

  - An urban context report.
  - A design response.

  The urban context and design response are provided in the GDFT report prepared by Architecture architecture.

6.4. General Provisions

The general provisions relevant to the proposal are:

- **Decision Guidelines (Clause 65)**

  Before deciding on an application the responsible authority is required to decide whether the proposal will provide acceptable outcomes under the decision guidelines of Clause 65.01.

6.5. Municipal Planning Strategy

The following clauses of the Municipal Planning Strategy contained within the Yarra Planning Scheme are applicable to the application:

- CONTEXT (Clause 02)
    - Location (Clause 02.01-1)
    - Community and population growth (Clause 02.01-2)
    - Activity centres (Clause 02.01-3)
    - Climate change (Clause 02.01-5)
    - Built environment and heritage (Clause 02.01-6)
    - Housing (Clause 02.01-7)
- VISION (Clause 02.02)
- STRATEGIC DIRECTIONS (Clause 02.03)
    - Settlement – Activity centres (Clause 02.03-1)
    - Environmental risks and amenity - Climate change (Clause 02.03-3)
    - Built environment and heritage (Clause 02.03-4)
    - Housing (Clause 02.03-5)
    - Transport (Clause 02.03-7)
- STRATEGIC FRAMEWORK PLAN (Clause 02.04)

6.6. Planning Policy Framework

The following clauses of the Planning Policy Framework contained within the Yarra Planning Scheme are applicable to the application:

- SETTLEMENT (Clause 11)
- Settlement – Metropolitan Melbourne (Clause 11.01-1R)
- Activity centres and precincts (Clause 11.03-1S)
- Activity centres (Clause 11.03-1L)
- ENVIRONMENTAL AND LANDSCAPE VALUES (Clause 12)
    - Sustainable environment (Clause 12.06)
- ENVIRONMENTAL RISKS AND AMENITY (Clause 13)
    - Natural hazards and climate change (Clause 13.01-1S)
    - Urban heat (Clause 13.01-3S)
    - Floodplain management (Clause 13.03-1S)

  - Noise management (Clause 13.05-1S)
  - Land use compatibility (Clause 13.07-1S)
  - Interfaces and amenity (Clause 13.07-1L-01)
- BUILT ENVIRONMENT AND HERITAGE (Clause 15)
  - Urban design (Clause 15.01-1S)
  - Urban design (Clause 15.01-1L)
  - Building design (Clause 15.01-2S)
  - Building design (Clause 15.01-2L)
  - Environmentally sustainable development (Clause 15.01-2L-01)
  - Healthy neighbourhoods (Clause 15.01-4S)
  - Heritage conservation (Clause 15.03-1S)
  - Heritage (Clause 15.03-1L)
- HOUSING (Clause 16)
  - Housing supply (Clause 16.01-1S)
  - Housing supply – Metropolitan Melbourne (Clause 16.01-1R)
  - Location of residential development (Clause 16.01-1L)
  - Housing affordability (Clause 16.01-2S)
- TRANSPORT (Clause 18)
  - Land use and transport integration (Clause 18.01-1S)
  - Sustainable transport (Clause 18.01-3L)
  - Walking (Clause 18.02-1S)
  - Walking (Clause 18.02-1L)
  - Cycling (Clause 18.02-2S)
  - Cycling (Clause 18.02-2L)
  - Principal Public Transport Network (Clause 18.02-3R)
  - Roads (Clause 18.02-4S)
  - Road system (Clause 18.02-4L)
  - Car parking (Clause 18.02-4L-01)

- INFRASTRUCTURE (Clause 19)
    - Renewable energy – Metropolitan Melbourne (Clause 19.01-2R)
    - Development and infrastructure contributions plan (Clause 19.03-1S)
    - Infrastructure contributions (Clause 19.03-2L)
    - Integrated water management (Clause 19.03-3S)
    - Water sensitive urban design (Clause 19.03-3L)
    - Waste (Clause 19.03-5L)

7. Planning Assessment

An assessment of the proposed development requires analysis of the following key matters:

- The strategic support for the proposal having regard to the applicable Municipal Strategic Statement and Planning Policy Framework.
- The appropriateness of the design response and built environment and heritage having regard to the relevant provisions of the Yarra Planning Scheme.
- Environment and amenity considerations including assessment of on-site and off-site amenity and public realm.
- Transport access, bicycle parking, traffic, car parking and waste management arrangements.

An assessment of these matters is provided below.

7.1. Strategic Planning Policy

The relevant strategies under Clause 11 (Settlement) seek to encourage a form and density of settlements that support sustainable transport, limit urban sprawl, promote and capitalise on opportunities for urban renewal and infill development, and to develop compact areas that are based in and around activity centres to maximise accessibility to facilities and sustainable transport.

The subject site is identified as being located within a Neighbourhood Activity Centre at Clause 02.04 (Strategic Framework Plan).



Figure 7 – Extract of Strategic Framework Plan (subject site is red marker)

The Activity Centres policy at Clause 02.03-1 identifies, amongst other things that:

Activity centres are a focus of growth in Yarra with the addition of mid-rise commercial development and apartments. They will continue to accommodate most of the city's growth because of their proximity to transport infrastructure, shops and services making them the most suitable locations for development.

Clause 11.03-1L (Activity Centres) more specifically places the site within the Nicholson Street NAC.



Figure 8 – Extract of Nicholson street, Rathdowne Street and St Georges Road NAC Plans (subject site in red)

The relevant local policy under Clause 11.03-01L for Nicholson Street, Fitzroy North is:

Support a mix of uses along Nicholson Street, in particular uses which provide the day to day needs of the local community.

Strategies seek to:

Support development that is consistent with the capacity for each centre as identified in Clause 16.01-1L (Strategic Housing Framework Plan).

Support high quality mid-rise buildings in major and neighbourhood activity centres.

Support development that improves the built form character of activity centres, while conserving heritage places, streetscapes and views to identified landmarks…

Support development that sensitively transitions to interfaces with low-rise residential neighbourhoods.

Promote use and development that support street level activation and passive surveillance of the public realm.

Support development that improves the public realm and positively contributes to the streetscape environment within activity centres…

The proposed development supports the above strategies through:

- Development of a high quality, sustainable 8 star, mid-rise mixed-use building in the NAC that responds to its position on the main northern entry to the centre with a northerly orientation to the adjoining linear park.
- Replaces an unsympathetically designed, low quality, low scale retail building and older shop building (identified as contributory but confirmed by Council to have no contributory heritage value in the precinct) with a higher quality development, including shop/café space fronting Nicholson Street.
- Provides a sensitive transition from 7 storeys at the corner down to a 4 storey scale at the Railway Lane frontage, where it interfaces with the adjoining low scale residential area – similar in scale to recent apartment development approved and under construction on the former car wash site to the south. Additionally, the 4 storey building steps back 3m from the frontage at ground floor to provide a landscaped transition reflective of the residential landscaped front yards in the adjoining residential neighbourhood.
- Street level activation is provided by the shop/café and turning the corner to Park Street. Evening surveillance of the Nicholson Street frontage is provided by the maisonette on ground and first floor level with clear views to the footpath below. Along park street is activation from the residential land use, created by the apartment lobby and central stair. Passive surveillance of all surrounding roads and the linear park is provided from upper level apartments.

Overall, the building design provides a very high quality design outcome which improves enjoyment of the public realm and contributes positively to the activity centre.

The local policy for "*Location of residential development*" at Clause 16.01-1L positions the site within an incremental change area, which generally follows the alignment of the NAC boundary.



Figure 9 – Extract of Strategic housing framework plan – Fitzroy North and Clifton Hill (subject site in red)

Strategies under this local policy seek, amongst other things, for incremental change areas to encourage development "*That respects the fine-grain subdivision pattern, neighbourhood or streetscape character and identified heritage significance."* And *"Support mixed use development in incremental change areas within activity centres to maintain the role and function of the centres as locations for economic activity."*

The proposed development respects the fine-grain subdivision pattern and streetscape character through the introduction of a central break in the building along the Park Street frontage, which reflects the width of Railway Lane, breaking down the length and mass of the building into more discrete building elements. The building responds to the scale of the adjoining contributory heritage hotel by stepping down in scale to 5 storeys with a two storey street wall reflecting the height and frontage width of the repeated elements in the heritage façade. The building also responds to the neighbouring residential heritage precinct to the east through the change in scale but also through use of domestic materials, such as brick, for this lower building and references detailed design elements, such as the use of arches, porches and columns/posts.

The addition of residential development above commercial use will assist in adding to the vitality of the centre, and support economic activity and add to community life within the centre.

7.2. Built Environment and Heritage

The built environment and heritage considerations for the proposal are assessed below.

Heritage (Clause 15.03, 15.03-1L and 43.01 -HO327)

An assessment of the demolition of the existing contributory building on the site, as well as the built form design response has been provided in the Heritage Impact Statement prepared by Bryce Raworth Heritage Consultants.

With regard to demolition, the heritage advice notes that Council's previous approval for development on this site (PLN22/0915) endorsed the demolition of the contributory building at 290 Park Street. The rational provided in the Delegate report is as follows:

> *Council's Heritage Advisor has provided the following response with regards to the proposed demolition*:
>
> *"With regard to the demolition of the contributory heritage place at 290 Park Street, the information provided in the report prepared by Trethowan provides new evidence to demonstrate that the building has been substantially altered and cannot be considered a well-preserved example of an inter-war buildings. The building also does not form part of a consistent commercial streetscape, with the adjacent commercial property being graded non-contributory and the heritage streetscape to the east being predominantly residential. In this context, the demolition of the subject building complies with the policy direction of Clause 22.02."*
>
> *Given the above it is agreed that the demolition of this building will not adversely affect the significance of the heritage place given the alterations which have occurred and which do not contribute to the heritage streetscape.*

Mr Raworth notes for the current proposal that:

> *Notwithstanding the change in heritage policy from Clause 22.02 to Clause 15.03, the heritage considerations relevant to demolition remain essentially unchanged, and are constant with regard to Clause 43.01 and the key question of "Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place". The proposed demolition continues to be acceptable on this basis and in the context of the present application for development.*

With regard to the design of the new building, the Heritage Impact Statement confirms suitability of the design when considered under Clause 15.03-1L and considers it also in the context of the recent 6 storey mixed use development currently under construction on the former car wash land to the south at 786-794 Nicholson Street, also within the NAC and on a corner. While the transition in scale to a 4 storey wall to the laneway is similar to that proposed, the notable difference for the subject site is its more favourable northerly aspect opposite the linear park at the start of the commercial centre which provide the opportunity for greater scale to the corner.

Built Environment (Clause 15.01-1S, 15.01-1L, 15.01-2S, 15.02-L)

Urban Design

The proposal supports the urban strategies at Clause 15.01-1L as follows:

- Wind - Minimises potential for adverse wind conditions in the public realm at street level, confirmed by expert environmental wind assessment.
- Weather protection - Provides weather protection to the public realm over the Nicholson Street commercial shopping strip and the apartment entry to Park Street
- Projections over public realm - Does not project any floor space, balconies or garage doors over the public realm.
- Development adjoining land in a Heritage Overlay - The land itself is in a Heritage Overlay but also abuts land in the heritage overlay to the east and south. The development provides a transition in scale, ground level front setback and materials to the residential interface across Railway Lane and also transitions in scale to the contributory hotel building within the Commercial 1 Zone, including provision of a 2 storey street wall at this interface as encouraged by this strategy. The scale, materials and finishes will not detract from the heritage precinct, as assessed by expert heritage advice submitted with the application.
- Laneways - The proposed development abutting the laneway, at 4 storeys, provides an appropriate transition from the Commercial 1 Zone (where taller mid-rise development is encouraged) to lower scaled development in the Neighbourhood Residential Zone. The bluestone laneway is retained, and vehicle access is taken from the laneway. Pedestrian access is separated from vehicle access via the primary residential frontage on Park Street. Windows and balconies facing the laneway at upper levels enhance surveillance but do not generate unreasonable overlooking of the neighbouring private open space or habitable room windows of dwellings opposite - as demonstrated in the overlooking diagrams provided with the application.

- Development adjacent to a public open space - The proposed development provides ease of access from the building to access the linear park directly opposite the site. It orientates windows and balconies towards the park to enhance public safety and pedestrian experience. The building scale is appropriate to the character of the Park, forming part of the Capital City Trail, and is a comfortable scale, providing a sense of enclosure and arrival towards the Nicholson Street corner, but not being bulky and overwhelming.

Building Design

The proposal responds positively to the strategies under Clause 15.01-2L as follows:

Building form

- The building design reflects and responds to the streetscape elements, in terms of the pattern of development and building spacing, through: the street wall height and width adjacent the hotel building; the width of the building elements; and the gaps between the taller and lower building forms to Park Street, reflecting the laneway width.
- Separation is provided between buildings to facilitate access to daylight, sunlight and outlook while preventing direct overlooking into adjacent secluded private open spaces and habitable room windows of adjoining residential development to the east.
- The building design makes a positive contribution to the streetscape through high quality architecture and urban design.
- Blank and unarticulated walls are avoided. The extent of wall on the southern neighbouring boundary is minimised via a large void provided through the centre.
- The building is well articulated with a series of building elements of varying heights and subtle material changes providing a cohesive collection of building elements for the site.

Building heights

- There is no specific building height control for the Commercial 1 Zone, with mid-rise buildings being sought for the NAC at a strategic policy level. A building ranging in height of 4 to 7 storeys on a north-facing corner allotment within a Commercial 1 Zone in an Activity Centre and next to a linear park and tram line, represents an appropriately scaled design response to this physical and policy context.

Building setbacks

- The building aligns with the street at ground level, except where provision is made for landscaping, in accordance with this policy.
- The building is positioned on the street frontages, which reflects the current pattern of development.
- The building form avoids being excessively tiered in appearance on the street and laneway frontages. Materials are contextual with use of a limited and traditional material palette of primarily pigmented concrete, brick and metal.
- Space for soft landscaping and a green wall and roof are provided at ground level towards the residential interface. Space for the proposed planting of a total of 5 canopy trees is also provided across the ground, first floor and roof top.

Walls on boundaries

- Walls on boundaries are designed to minimise adverse amenity to adjoining residential properties. There is no additional overshadowing of private open space at the equinox between 9am and 3pm to any adjoining residential neighbour. Adjoining residential development 'sides on' to the subject site without any habitable room windows providing outlook towards the site. Accordingly, there is no unreasonable impact from visual bulk or daylight to habitable rooms. The building wall height to the beer garden of the hotel is substantially similar to the previous permit on this site.

Site coverage

- The existing site coverage is 100% for the current building. The proposed building site coverage is also 100%, but is an improved building form, incorporating a large landscaped first floor courtyard through the centre of the site.

Internal amenity

- The proposal provides a high -quality living environment for building occupants in terms of liveable practical internal floor plans, access to private open space, daylight and natural cross-ventilation.

Impact of development on adjoining properties

- The proposed development does not generate unreasonable overshadowing of secluded open space or loss of daylight to habitable room windows to neighbouring residential development. Balconies and windows are positioned so they do not require excessive screening to prevent overlooking.

Roof form

- The design reflects the predominant flat roof forms of commercial development in the area.

Materials

- A simple palette of durable materials is employed on the building exterior that responds to the streetscape character in terms of the soft pigmented coloured concrete and rendered and brick finishes. These are materials and finishes found within the surrounding area.

Landscaping

- Trees and vegetation planting are provided to contribute to an urban forest.
- Landscaping in planters, green walls and roof are provided as an integral part of the building design.

Pedestrian access

- Separate vehicular and pedestrian access is provided.
- The pedestrian entries are easily identifiable, accessible, well-lit and have a sense of address to the street.
- Weather protection is provided to the building entries.

Frontages

- Active frontages are provided at ground level in the commercial area.
- The street level frontage has a high level of pedestrian amenity and visual interest.
- The development is oriented towards both street frontages so there is no 'side' street and there is not dominant car parking or garage doors along these frontages.

Service equipment

- Services infrastructure is appropriately sited and incorporated into the design of the building with limited visibility from the public realm. Any infrastructure that is not required facing the street is hidden from view. Services are primarily located within the basement or on the roof as appropriate.

Policy Guidelines - Overshadowing

The proposed development ensures development allows direct sunlight between 10am and 2pm on 22 September to any part of the opposite footpath of Nicholson street – being a street oriented north-south in the Nicholson Street NAC - as defined in Clause 11.03-1L. Shadow diagrams demonstrate that the building casts limited shadow at 9am over this footpath only.

Environmentally Sustainable Development (Clause 15.01-2L-01)

The objective of this clause is to achieve best practice environmentally sustainable development from the design stage through to construction and operation.

The Sustainability Management Plan (SMP) prepared for the application includes an assessment using BESS and the recently introduced Blue Factor tool (replacing STORM).

The first rate energy rating for the development identifies an average 8 star NatHERS rating and a minimum 6.5 star rating for any individual apartment – both required for eligibility into the GDFT pathway.

The proposal also achieves a BESS score of 70% which represents sustainable design excellence, and achieves a Blue Factor score of 100%, which is best practice.

The ESD commitments are provided in the SMP prepared by GIW Environmental Solutions, submitted with the application, and have been incorporated into the architectural drawing set.

7.3. Environmental Risks and Amenity

The proposal seeks to prevent and minimise risk of harm to the environment, human health and amenity through ensuring land use compatibility and managing environmental risks.

Climate change (Clause 02.03-3)

The proposal supports the Municipal Planning Strategy policies aimed at mitigating greenhouse gas emissions and increased climate resilience through environmentally sustainable development. The proposed development responds positively to climate change policies by:

- Increasing housing growth in the activity centre, near employment and public transport.

- Promoting a shift to sustainable travel modes of transport – encouraging walking, cycling and public transport through: improving the building appearance and activity along Park and Nicholson Streets; promoting bicycle use with ample bicycle parking in the basement directly accessed from the lift; and encouraging transport use by reducing on-site car parking provision on site.
- Embedding sustainable environmental design elements in to the building design to: reduce costs over the life of the building; improve affordability through reduced running and maintenance costs; improve amenity and liveability with comfortable apartments all year round; reduce greenhouse gas emissions with highly energy efficient all-electric apartments with roof-top solar, and reuse of water collected from the roof for toilet flushing in the shop/café and for landscape irrigation.
- Mitigating the impacts of climate change and flood events by setting the finished floor level above the City of Yarra's nominated flood level for the site (notwithstanding the site is not located within an SBO or currently declared as an area liable to flooding under the building regulations).

Floodplain management (Clause 13.03)

Melbourne Water has recently released updated flood maps for the Yarra area to better identify locations at risk of flooding as part of the Greater Melbourne Flood information Program.

The current risk of flooding around the subject site nominated by Melbourne Water is identified as the lowest category H1: (depth up to 0.3m or speed up to 2.0m/s). It indicates shallower, slower-moving water. The flood maps show flooding contained within the Council road reservation and not directly impacting the subject site. For the projected year 2100 flood mapping, the minimum flood level is nominated as 35.96m AHD, with a freeboard to the ground floor level expected to be 300mm for habitable areas and 150mm for non-habitable areas. The finished floor level of the building has been set at no less than 36.26m AHD for habitable areas and 36.11m AHD for non-habitable car parking areas to protect from local inundation in accordance with the freeboard required for the 2100 year projected flood level, and also in response to advice received from City of Yarra building department in relation to the previous planning permit for this site.

Interfaces and amenity (clause 13.07-1L-01)

This policy applies to the proposal since it involves accommodation within:

- 50m of a live music venue or hotel.
- 50m of a major road identified on the Main Roads and Train Lines Map to this clause (Nicholson Street being identified as a Main Road).

An acoustic assessment has been prepared for the proposal which considers the impact of noise from surrounding commercial uses, including: the adjoining hotel; noise from the proposed ground floor commercial use; traffic and tram noise impacts from Nicholson Street and noise from domestic plant. The report concludes that, with acoustic mitigation as recommended in the report, the internal noise levels will be satisfactory in accordance with the relevant standards.

Urban forests (Clause 12.06-1S)

The proposal contributes towards achieving 30% tree canopy for urban areas by planting 5 new canopy trees on a site where there are currently none. The proposal also adds to greening through the use of planters on balconies with creepers for vertical green elements, a central landscaped courtyard and landscaped roof-top communal space.

7.4. Apartment Standards

The development is subject to the requirements of Clause 58 (Apartment Design) of the Yarra Planning Scheme, including assessment under the Better Apartment Design Standards. This includes consideration of internal and off-site amenity.

A complete assessment against Clause 58 has been included in the Appendix to this report.

The Urban Context Report and Design Response required by Clause 58.1 is provided by Architecture architecture (Aa) within their GDFT application report.

7.5. Transport and Waste

Transport Impact Assessment

The Transport Impact Assessment prepared by One Mile Grid traffic consultants assesses the sustainable transport options, bicycle parking, car parking, traffic and vehicle access for the site against the Yarra Planning Scheme.

In summary:

Sustainable Transport (Clause 18.01-3L, 18.02-1S, 18.02-1L, 18.02-2S, 18.02-2L, 18.02-3S, 18.02-3R)

- The site has excellent public transport accessibility with tram route 96 running along Nicholson Street directly in front of the site as part of the Principal Public Transport Network (PPTN).
- The site has excellent access to bicycle facilities, including the Capital City Trail immediately adjacent, on-road cycle facilities on Holden Street, Canning Street and Rathdowne Street, in addition to numerous informal routes.
- There are many car share options within close proximity to the site, with the closest being opposite Nicholson Street.
- The site has a Walk Score rating of 95/100 which is considered a 'walkers paradise', meaning that daily errands do not require a car.

Bicycle Parking (Clause 52.34)

- The bicycle parking requirements at Clause 52.34 require a total of 4 resident spaces and 2 resident visitor spaces (6 total). The café generates a requirement for 1 space under the standard.

- It is proposed to provide a total of 38 bicycle parking spaces, including 6 spaces for visitors on the ground floor and, in the basement, 2 spaces allocated to café use and the remaining 30 spaces for residents. There are also additional bicycle hoops currently available on the footpath along both Nicholson Street and Park Street frontages which are available for visitor use.

Car parking (Clause 18.02-4L-01 and Clause 52.06)

- Car parking requirements at Clause 52.06 for a Category 3 car parking area require a minimum of 0 car parking spaces and a maximum of 2 spaces per dwelling. The same car parking rate applies for the shop/café.
- It is proposed to provide 18 resident spaces, with 16 of these in a mechanical stacker arrangement on ground level. This is in accordance with the statutory range of car parking required under Clause 52.06.

The transport report concludes:

It is proposed to develop the subject site for the purposes of a mixed use development comprising of 20 residential units and a café tenancy on the ground floor.

Considering the analysis presented above, it is concluded that:

- *The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;*
- *The provision of bicycle parking exceeds the requirements of Clause 52.34;*
- *The proposed provision of car parking satisfies the minimum and maximum car parking requirements of Clause 52.06;*
- *The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the Park Street or the surrounding road network; and*
- *There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.*

Waste Management (Clause 19.03-5L)

The waste management plan for the project makes an assessment against the waste and recycling objectives for residential development of four or more storeys under Clause 57.05-5 and Clause 58.06-3 of the Yarra Planning Scheme.

It is proposed to use a private contractor to manage the collection and disposal of all waste streams from the dwellings and café/shop tenancy. Waste bins will be stored within a dedicated bin storage area on the ground level with four waste streams and dedicated space for hard waste. The location and size of the waste collection area and the method of waste collection from the Park Street frontage are detailed in the waste management plan submitted.

8. Conclusion

Having considered all of the above assessment, we conclude that the proposal is an appropriate, high quality, well-designed, sustainable development outcome for the site. In particular:

- The proposed development is consistent with and strategically supported by the Municipal Planning Strategy and the Planning Policy Framework.
- The location of the subject site within the Nicholson Street NAC, adjacent a tram route, linear park and bicycle infrastructure makes it an ideal candidate for urban consolidation and redevelopment.
- The proposed development will sit comfortably in the existing heritage precinct and built form context, while providing for increased housing growth, density and diversity within the Nicholson Street NAC as encouraged by State and Local Planning Policy.
- The demolition of all buildings on the site will not undermine or detract from the heritage precinct, with demolition currently approved under the current/previous planning permit on the site.
- The proposed building design, including building setbacks, height and massing, responds positively to the unique circumstances of this site, maximising outlook and passive surveillance of the linear park with the taller corner building element while providing transition in scale to adjoining lower scaled buildings.
- The arrangement of the land uses and the building scale and orientation, and use of traditional building materials will ensure that the proposed development will not unreasonably impact the amenity of neighbouring properties by way of overlooking, overshadowing or visual bulk.
- The ground floor connection to the public realm is inviting, attractive and includes uses and activities that activate the ground floor.
- The proposal provides a very high level of amenity on site for future residents in terms of daylight access, ventilation, open space provision, communal spaces, landscaped space and sustainability. The apartments have been designed to meet current best practice under the Better Apartment Design Standards (Clause 58) and achieves best practice sustainable design with an 8 star average NatHERS rating, minimising ongoing costs for future owners and reduced energy and water demands on the environment.
- The proposal promotes sustainable transport with reduced car parking provision, ample bicycle parking provision and direct abuttal to the tram line and other services within the Nicholson Street NAC.

Overall, the proposal achieves a very high quality development outcome for the site.

Appendix A: Clause 58 Assessment

(Apartment Developments)

CLAUSE AND TITLE	STANDARD	COMPLIES WITH THE STANDARD	ACHIEVES THE OBJECTIVE
58.02-1: Urban context	D1	✓	✓
58.02-2: Residential policy	D2	✓	✓
58.02-3: Dwelling diversity	D3	✓	✓
58.02-4: Infrastructure	D4	✓	✓
58.02-5: Integration with the Street	D5	✓	✓
58.03-1: Energy efficiency	D6	✓	✓
58.03-2: Communal open space	D7	✓	✓
58.03-3: Solar access to communal open space	D8	✓	✓
58.03-4: Safety	D9	✓	✓
58.03-5: Landscaping	D10	Variation	✓
58.03-6: Access	D11	✓	✓
58.03-7: Parking location	D12	✓	✓
58.03-8: Integrated water and stormwater management	D13	✓	✓
58.04-1: Building setback	D14	✓	✓
58.04-2: Internal views	D15	✓	✓
58.04-3: Noise impacts	D16	✓	✓
58.04-4: Wind impacts	D17	✓	✓
58.05-1: Accessibility	D18	✓	✓
58.05-2: Building entry and circulation	D19	✓	✓
58.05-3: Private open space	D20	Variation	✓
58.05-4: Storage	D21	✓	✓
58.06-1: Common property	D22	✓	✓
58.06-2: Site services	D23	✓	✓
58.06-3: Waste and recycling	D24	✓	✓
58.06-4: External walls and materials	D25	✓	✓
58.07-1: Functional layout	D26	Variation	✓
58.07-2: Room depth	D27	✓	✓
58.07-3: Windows	D28	✓	✓
58.07-4: Natural ventilation	D29	✓	✓

Clause 58.02: Urban Context

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.02-1 **Urban context** To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area. To ensure that development responds to the features of the site and the surrounding area.	**D1** The design response must be appropriate to the urban context and the site. The proposed design must respect the existing or preferred urban context and respond to the features of the site.	**Complies** The proposal has been designed to respond positively to the existing urban context while contributing to the strategic preferred future development of the area, supporting increase housing density in activity centres connected by public transport. For a detailed assessment please refer to the 'Built Form and Heritage' section of the town planning report.
Clause 58.02-2 **Residential policy** To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework. To support higher density residential development where development can take advantage of public and community infrastructure and services.	**D2** An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.	**Complies** The site is a good candidate for infill apartment development, as proposed, given its location within the Nicholson Street Activity Centre, overlooking the linear park containing the Capital City Trail and abutting the 96 tram on Nicholson Street within the Principal Public Transport Network (PPTN) area. Increased housing density and diversity is supported in this location, close to public transport (tram) and active travel modes (Capitol City Trail bicycle and walking route) in a highly walkable area with a range of services nearby. For a detailed assessment please refer to "Strategic Planning Policy" assessment in the town planning report.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.02-3 **Dwelling diversity** To encourage a range of dwelling sizes and types in developments of ten or more dwellings.	**D3** Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.	**Complies** There is a total of 20 apartments proposed, comprising: 5 x 1 bedroom apartments (including one Maisonette); 11 x 2 bedroom; 3 x 3 bedroom and 1 x 4 bedroom apartment. There are 4 different layouts for 1-bedroom apartments and 3 different 2-bedroom layouts adding further to the diversity of choice.
Clause 58.02-4 **Infrastructure** To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload the capacity of utility services and infrastructure.	**D4** Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity. Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads. In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.	**Complies** The site is well serviced due to its inner suburban location and will not unreasonably overload the capacity of utility services and infrastructure. The design includes provision on site for all essential infrastructure required to accommodate the needs of the building, determined in consultation with services engineering advice.
Clause 58.02-5 **Integration with the street** To integrate the layout of development with the street. To support development that activates street frontage.	**D5** Development should be oriented to front existing and proposed streets. Along street frontage, development should:	**Complies** The development is oriented to front both Park Street and Nicholson Streets. Along the street frontages, the development: • Incorporates the primary pedestrian entry off Park

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	• Incorporate pedestrian entries, windows, balconies or other active spaces. • Limit blank walls. • Limit high fencing, unless consistent with the existing urban context. • Provide low and visually permeable front fences, where proposed. • Conceal car parking and internal waste collection areas from the street. Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.	Street, plus a second entry off Nicholson Street. At ground level the development includes windows and an active edge to Nicholson Street and Park Street with retail/café, kitchen and balcony space to maisonette and lobby spaces. At the upper levels, apartments provide passive surveillance of the footpath below and the linear park to the north. • Limits blank walls to the neighbouring hotel boundary. • Conceals car parking and internal waste collection areas from the street. The development is designed to front Park Street to overlook the park, complement the open space and provide passive surveillance to the park and surrounding road network.

Clause 58.03: Site Layout

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.03-1 **Energy efficiency** To achieve and protect energy efficient dwellings and buildings. To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. To ensure dwellings achieve adequate thermal efficiency.	**D6** Buildings should be: • Oriented to make appropriate use of solar energy. • Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Living areas and private open space should be located on the north side of the development, if practicable. Developments should be designed so that solar access to north-facing windows is optimised. Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in Table D1 Cooling load.	**Complies** The Sustainable Management Plan (SMP) submitted with the application confirms that the building achieves a best practice average NatHERS rating of 8 stars, with no individual apartment having less than 6.5 stars – a requirement for eligibility into the Great Design Fast Track planning pathway. All dwellings achieve a cooling load of 30MJ/m2 or less in accordance with the standard. Apartments have been designed to either have a northerly orientation towards the park wherever possible, or an east-west orientation to reduce energy use and make appropriate use of daylight and solar energy. There are no south-facing apartments proposed. The building has been designed with a large landscaped 'void' in the centre of the site, with openings to north and south, bringing daylight and natural ventilation through to all apartments. This design element also allows for the east-west oriented apartments to 'side on' to the southern boundary to the abutting hotel, providing acoustic protection and maintaining privacy to the adjoining beer garden, while also providing equitable development opportunity to this neighbour. The 7 storey and 4 storey buildings heights, and their setbacks have also been determined to prevent additional overshadowing of

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
		neighbouring private open space for all hours between 9am and 3pm on 22 September, in accordance with the overshadowing standard applying to new low scale (up to 4 storey) development in the residential zone. While not strictly applicable to this proposal for 7 storeys, application of this standard to neighbouring residential development offers the highest level of protection from overshadowing to existing low-scale residential development.

Clause 58.03-2 Communal open space
 	
To provide communal open space that meets the recreational and amenity needs of residents.
 	
To ensure that communal open space is accessible, practical, attractive, easily maintained.
 	
To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.
	D7
	
	A development with 10 or more dwellings should provide a minimum area of communal open space of 30 square metres.
	
	If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space.
	
	Each area of communal open space should be:
	
	• Accessible to all residents.
	• A useable size, shape and dimension.
	• Capable of efficient management.
	• Located to:
		Complies
		
		The development proposes 20 dwellings, requiring a communal open space area of 47.5 sqm under the standard.
		
		The primary area of communal open space is on the roof top. It has a total area of 195 sqm, which is:
		
		• Accessible to all residents.
		• Of usable shape and dimension. It includes a BBQ space, open recreation space, seating area, landscaped space and productive garden space.
		• Capable of efficient management by the Owners Corporation.
		• Located to:
		  - Provide passive surveillance over the linear park and Park Street to the north.
		  - Provide outlook and views from the roof top space. It is not required to provide amenity for private

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	- Provide passive surveillance opportunities, where appropriate. - Provide outlook for as many dwellings as practicable. - Avoid overlooking into habitable rooms and private open space of new dwellings. - Minimise noise impacts to new and existing dwellings. Any area of communal outdoor open space should be landscaped and include canopy cover and trees.	apartments, which have outlook and views in other directions. - Avoid overlooking into habitable rooms and private open space of new dwellings. - Minimises noise impacts to new and existing dwellings given its position on level 5 (on top of the fourth storey), separated vertically from existing dwellings on ground level below and also horizontally from apartments within the development which are either oriented away from the space or well separated from it across the central void. Additional north-facing landscaped communal outdoor open space is provided on ground level fronting Park Street adjacent the main central pedestrian stair entry. The space is 38sqm in area and includes landscaped space suitable for seating, green wall, paved space, rain garden, and bicycle parking. A further 145sqm of communal open space is provided on first floor level within the landscaped void, plus communal spaces of 84 sqm on each of levels 2 and 3 above, integrated with the circulation spaces between the two Park Street facing buildings on each level.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.03-3 **Solar access to communal open space** To allow solar access into communal outdoor open space.	**D8** The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50 percent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.	**Complies** The primary communal outdoor open space is located on the roof top, having a total area of 195sqm. The shadow studies for this space confirms that at least 50% of the space will have a minimum of 2 hours of sunlight for 10am – 11am on 21 June (winter solstice).
Clause 58.03-4 **Safety** To ensure the layout of development provides for the safety and security of residents and property.	**D9** Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways. Planting which creates unsafe spaces along streets and accessways should be avoided. Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways. Private spaces within developments should be protected from inappropriate use as public thoroughfares.	**Complies** There is a direct line of sight to the building entries from Park Street and Nicholson Street up each stair case to a visually open gated entry. The main lobby directly abuts Park Street with a secure open air lobby. Planting around the entry and along the communal space through to the Railway Lane interface comprises predominantly low level planting to maintain visibility from the street and avoid hidden spaces or entrapment spots.
Clause 58.03-5 **Landscaping** To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of	**D10** Development should retain existing trees and canopy cover. Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.	**Variation** There are no trees currently on the subject site. The tree canopy requirements for a 598 sqm site are: • 5% of site area (29.9sqm).

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
buildings on the street streetscape. To preserve existing canopy cover and support the provision of new canopy cover. To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.	Development should: • Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2. • Provide canopy cover through canopy trees that are: - Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3. - Consistent with the canopy diameter and height at maturity specified in Table D4. - Located in a communal outdoor open space or common areas or street frontages. • Comprise smaller trees, shrubs and ground cover, including flowering native species. • Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space. • Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface	• Include at least 1 Type A Tree (4m min canopy diameter and 6m min height). • Deep soil for the Type A tree of 12 sqm (2.5m plan dimension) or 0.8m deep planter of 12 cubic metres and 2.5m min plan dimension. The proposal responds to the standard for canopy trees as follows: • 5 x Type A trees are provided including 1 on ground level, 2 on first floor within the internal landscaped courtyard, and 2 on the roof top. • The total canopy cover for 5 x Type A trees is 62.85 sqm, comfortably exceeding the 5% canopy cover. • The ground level tree is planted in-ground, within a space of 38sqm and 3m minimum dimension, meeting the standard for this tree. • The 2 first level courtyard trees are planted in a 40sqm planter with 0.8m soil depth and approximately 2.5m minimum plan dimension, providing approximately 16 cubic metres of soil per tree, and meeting the standard. • The 2 roof top trees are located in a planter of 16sqm with 0.8 minimum soil depth and approximately 2.3m wide, providing 12.8 cubic metres of soil combined to these trees. The width is slightly under the standard, and the soil volume is

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	temperatures and reduce heat absorption. • Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water. • Protect any predominant landscape features of the area. • Take into account the soil type and drainage patterns of the site. • Provide a safe, attractive and functional environment for residents. • Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.	less than the standard for these two trees. A variation is therefore required for the minimum planter width and soil volume associated with the two roof-top trees. Strict compliance could be met by removal of one of the trees. However, this would not result in a better landscape outcome. The landscape architect for the project has confirmed that, where more than one tree shares the same soil volume, the 12 cubic metre requirement per tree can be further relaxed. Using the Elke Soil Volume Simulator www.elkeh.com.au/soils/ for the specified trees, the recommended soil volume is only 6 cubic metres, which is comfortably met. The landscape plan also includes a range of shrubs, creepers and ground covers, including hardy drought tolerant and native species. All planters are irrigated and connected to the rainwater. Lighting will emphasise landscaped spaces and illuminate usable areas. Final lighting details can be provided as a permit condition, with future consent of the responsible authority.
Clause 58.03-6 Access To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.	**D11** Vehicle crossovers should be minimised. Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building.	**Complies** The development removes a double width vehicle crossover from the centre of the Park Street frontage, improving pedestrian safety and on-street parking. A new vehicle entry is provided to the side of the building off Railway Lane,

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
To ensure the vehicle crossovers are designed and located to minimise visual impact.	Pedestrian and cyclist access should be clearly delineated from vehicle access. The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees. Developments must provide for access for service, emergency and delivery vehicles.	consistent with the previous/current permit vehicle entry on the site. The pedestrian and cyclist entry is via the main entry, well separated from the vehicle entry.
Clause 58.03-7 Parking location To provide convenient parking for resident and visitor vehicles. To protect residents from vehicular noise within developments.	**D12** Car parking facilities should: • Be reasonably close and convenient to dwellings. • Be secure. • Be well ventilated if enclosed. Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.	**Complies** The proposed car park is close and convenient to dwellings on-ground level. It is secure and well ventilated. There are no shared accessways or car parks of other dwellings located adjacent a proposed dwelling window.
Clause 58.03-8 Integrated water and stormwater management To encourage the use of alternative water sources such as rainwater, stormwater and recycled water. To facilitate stormwater collection, utilisation	**D13** Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use. Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.	**Complies** The Water Sensitive Urban Design (WSUD) strategy provided in the Sustainability Management Plan (SMP) includes a 5,000L rainwater tank collecting stormwater from the roof for reuse in toilet flushing to the shop/café and for landscape irrigation. The design achieves a best practice Blue Factor score of 100%

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
and infiltration within the development. To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to its discharge from the site.	The stormwater management system should be: • Designed to meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater – Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee 1999). • Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.	

Clause 58.04: Amenity Impacts

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.04-1 **Building setback** To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area. To allow adequate daylight into new dwellings. To limit views into habitable room windows and private open space of new and existing dwellings. To provide a reasonable outlook from new dwellings. To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.	**D14** The built form of the development must respect the existing or preferred urban context and respond to the features of the site. Buildings should be setback from side and rear boundaries, and other buildings within the site to: • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58.	**Complies** The built form responds appropriately to the preferred urban context and features of the site. For a detailed assessment please refer to the 'Built Environment and Heritage' section of the town planning report, sub-heading 'building design'.
Clause 58.04-2 **Internal views** To limit views into the secluded private open space and habitable room windows of dwellings within a development.	**D15** Windows and balconies should be designed to prevent overlooking of more than 50 percent of the private open space of a lower-level dwelling directly below and within the same development.	**Complies** All apartment windows are positioned to prevent overlooking of more than 50% of the private open space of a lower-level dwelling directly below in accordance with the standard. Views are also limited between habitable rooms within the development, with separation of 11m provided between windows across the central void.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.04-3 **Noise impacts** To contain noise sources in developments that may affect existing dwellings. To protect residents from external and internal noise sources.	**D16** Noise sources, such as mechanical plant should not be located near bedrooms of immediately adjacent existing dwellings. The layout of new dwellings and buildings should minimise noise transmission within the site. Noise sensitive rooms (such as living area and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings. New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources. Buildings within a noise influence area specified in Table D5 should be designed and constructed to achieve the following noise levels: • Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. • Not greater than 40dB(A) for living areas, assessed Laeq,16h from 6am to 10pm. Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements. Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.	**Complies** Air conditioning units and other mechanical plant are positioned on the roof of the taller corner building in the north-west corner of the site, furthest away from residential neighbours to the east. Rooms have been located and designed to avoid noise transmission from the lift, car parking areas, communal areas and other dwellings. The building has been assessed for noise from: the adjoining hotel; the ground floor commercial use; traffic and tram noise impacts from Nicholson Street; nearby commercial uses; and from domestic plant. The acoustic report confirms that the proposal meets the standard.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.04-4 **Wind impacts** To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.	**D17** Development of five or more storeys, excluding a basement should: • Not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and communal open space; and • Achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater. Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements. Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.	**Complies** The building has been assessed by experts in environmental wind assessment. Their report concludes that the proposed building design: would satisfy the walking criterion or better in the streetscapes surrounding the building; would be expected to achieve the standing criterion for the entrances off Park and Nicholson Streets; and would be expected to achieve the standing comfort criterion for the commercial tenancy. The wind conditions on the private balconies and terraces would be expected to satisfy the standing criterion and be expected to improve at locations away from building corners/façade edges. The report also concludes that the wind conditions would satisfy the pedestrian safety criterion.

Clause 58.05: On-Site Amenity and Facilities

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.05-1 Accessibility To ensure the design of dwellings meets the needs of people with limited mobility.	**D18** At least 50 per cent of dwellings should have: • A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. • A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. • A main bedroom with access to an adaptable bathroom • At least one adaptable bathroom that meets all of the requirements of Design A or Design B specified in Table D7.	**Complies** A total of 10 apartments (i.e. 50%) have been designed as accessible in accordance with this standard.
Clause 58.05-2 Building entry and circulation To provide each dwelling and building with its own sense of identity. To ensure the internal layout of buildings provides for the safe, functional and efficient movement of residents. To ensure internal communal areas provide adequate access to daylight and natural ventilation.	**D19** Entries to dwellings and buildings should: • Be visible and easily identifiable. • Provide shelter, a sense of personal address and a transitional space around the entry. The layout and design of buildings should: • Clearly distinguish entrances to residential and non-residential areas. • Provide windows to building entrances and lift areas. • Provide visible, safe and attractive stairs from the entry level to encourage use by residents. • Provide common areas and corridors that: - Include at least one source of natural light and natural ventilation.	**Complies** The building entries are visible and easily identifiable. They provide shelter, address and transitional space. The layout and design of the building distinguishes the residential entry from the commercial entry. There are windows and openings to building entrances and lobby. There are visible, safe and attractive stairs from the entry level to encourage use by residents. Common areas are open, with natural light and ventilation and clear sightlines.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	- Avoid obstruction from building services. - Maintain clear sight lines.	
Clause 58.05-3 **Private open space** To provide adequate private open space for the reasonable recreation and service needs of residents.	**D20** A dwelling should have private open space consisting of at least one of the following: • An area of 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • A balcony with at least the area and dimension specified in Table D8 and convenient access from a living room. • An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres from a living room. • An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room. If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres. If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.	**Variation** All dwellings are provided with private open space in accordance with the standard, except for apartment 401, which has a balcony depth of 1.8m instead of 2m sought by the standard. However, this apartment has two levels with two balconies, having an overall area of 16sqm, well in excess of the minimum area required.
Clause 58.05-4 **Storage** To provide adequate storage facilities for each dwelling.	**D21** Each dwelling should have convenient access to usable and secure storage space.	**Complies** All dwellings are provided with minimum storage space in accordance with the standard, as provided in

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10: *Studio* • Total minimum storage volume: 8 cubic metres • Minimum storage volume within the dwelling: 5 cubic metres *1 bedroom dwelling* • Total minimum storage volume: 10 cubic metres • Minimum storage volume within the dwelling: 6 cubic metres *2 bedroom dwelling* • Total minimum storage volume: 14 cubic metres • Minimum storage volume within the dwelling: 9 cubic metres *3 or more bedroom dwelling* • Total minimum storage volume: 18 cubic metres • Minimum storage volume within the dwelling: 12 cubic metres	the drawings by the project architects.

Clause 58.06: Detailed Design

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.06-1 **Common property** To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. To avoid future management difficulties in areas of common ownership.	**D22** Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management.	**Complies** All common property areas are clearly delineated from private areas and can be readily managed by the future Owners Corporation.
Clause 58.06-1 **Site services** To ensure that site services are accessible and can be installed and maintained. To ensure that site services and facilities are visually integrated into the building design or landscape.	**D23** Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically. Meters and utility services should be designed as an integrated component of the building or landscape. Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.	**Complies** Adequate space has been provided for all site services to be installed and maintained, in consultation with services engineers appointed for the project. Externally located services, such as the fire booster, are integrated into the building envelope. Mailboxes are inside the lobby where they are weather protected and provide convenient access.
Clause 58.06-3 **Waste and recycling** To ensure dwellings are designed to encourage waste recycling. To ensure that waste and recycling facilities are accessible, adequate and attractive.	**D24** Development should include dedicated areas for: • Waste and recycling enclosures which are: - Adequate in size, durable, waterproof and blend in with the development. - Adequately ventilated.	**Complies** A waste storage room is located on ground level adjacent the car park for convenient access by residents with a door to Park Street for ease of collection. A waste management plan has been prepared for the

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.	- Located and designed for convenient access by residents and made easily accessible to people with limited mobility. • Adequate area and facilities for bin washing. These areas should be adequately ventilated. • Collection, separation and storage of general waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate. • Collection, storage and reuse of garden waste, including opportunities for on-site treatment (where appropriate), or off-site removal for reprocessing. • Adequate circulation area for waste collection vehicles that allows waste vehicles to enter and leave the site without reversing. • Adequate internal storage space within each dwelling to enable the separation of recyclables, residual waste and food waste where appropriate. Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and: • Be designed to meet the best practice design options specified in *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019). • Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise	project which confirms the waste streams for both resident and retail/café waste, sizing, cleaning, ventilation, storage and collection in accordance with current best practice.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	and hazards associated with waste collection vehicle movements.	
Clause 58.06-4 External walls and materials To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area. To ensure external walls endure and retain their attractiveness.	**D25** External walls should be finished with materials that: • Do not easily deteriorate or stain. • Weather well over time. • Are resilient to the wear and tear from their intended use. External wall design should facilitate safe and convenient access from maintenance.	**Complies** External walls are finished in natural materials of primarily pigmented concrete, render, and brickwork with detail such as balustrades and canopies in powder coated metal that will not easily deteriorate or stain, will weather well over time and are resilient to wear and tear. The simple forms of the building facilitate safe and convenient access for maintenance.

Clause 58.07: Internal Amenity

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.07-1 **Functional layout** To ensure dwellings provide functional areas that meet the needs of residents.	**D26** Bedrooms should: • Meet the minimum internal room dimensions specified in Table D11: • Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe. *Main bedroom* • Minimum width: 3 metres • Minimum depth: 3.4 metres *All other bedrooms* • Minimum width: 3 metres • Minimum depth: 3 metres Living area (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12: *Studio and 1 bedroom dwelling* • Minimum width: 3.3 metres • Minimum area: 10 sqm *2 or more bedroom dwelling* • Minimum width: 3.6 metres • Minimum area: 12 sqm	**Variation** All bedrooms meet this standard except for the minimum 3m dimension (in one direction) for the "other bedroom" of apartment 104, 204, 303 and 601. This is due to a curve in the wall of these bedrooms. Having regard to the 'decision guidelines' under this standard, we confirm that the useability, functionality and amenity of these rooms is not compromised by the curved wall. A queen sized bed and bedside tables and space around the bed remain usable. The variation continues to meet the objective.
Clause 58.07-2 **Room depth** To allow adequate daylight into single aspect habitable rooms.	**D27** Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:	**Complies** All apartments are dual aspect[2]. Where living rooms are single aspect, they meet this standard. No single aspect combined living/dining/kitchen has a depth of greater than 9m from the window.

[2] The maisonette is dual aspect on first floor.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	• The room combines the living area, dining area and kitchen. • The kitchen is located furthest from the window. • The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. The room depth should be measured from the external surface of the rear wall of the room.	
Clause 58.07-3 Windows To allow adequate daylight into new habitable room windows.	**D28** Habitable rooms should have a window in an external wall of the building. A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky. The secondary area should be: • A minimum width of 1.2 metres. • A maximum depth of 1.5 times the width, measured from the external surface of the window.	**Complies** All habitable room windows have a window to an external wall of the building. No secondary area is used for daylight access.
Clause 58.07-4 Natural ventilation To encourage natural ventilation of dwellings. To allow occupants to effectively manage natural ventilation of dwellings.	**D29** The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in an external wall of the building, where appropriate. At least 40 per cent of dwellings should provide effective cross ventilation that has: • A maximum breeze path through the dwelling of 18 metres. • A minimum breeze path through the dwelling of 5 metres. • Ventilation openings with approximately the same area.	**Complies** All dwellings are provided with natural cross ventilation with a breeze path of between 5m and 18m between two windows on a different wall.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	The breeze path is measured between the ventilation openings on different orientations of the dwelling.	


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dhp

Architecture architecture



GDFT, APPLICATION
290 Park Street, Fitzroy North

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Architecture architecture

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THE TEAM

Architecture architecture and Antipodean Developments are both industry recognised for the design and delivery of environmentally responsible, socially integrated, high-quality residential developments. Our combined expertise will ensure the delivery of an exceptional built outcome at 290 Park Street, Fitzroy North.

Architecture architecture was founded in 2012 with a vision to create homes and schools where families and communities flourish. The practice has a well-publicised reputation for the design of high-quality, space-efficient dwellings, having received multiple state and national awards for design excellence. Above all, Architecture architecture strives to create places of human comfort and delight.

NIGHTINGALE VILLAGE, URBAN COUP $12M

Architecture architecture collaborated on the design and delivery of a co-housing development for Urban Coup as part of the Nightingale Village. The project prioritises triple bottom-line sustainability, delivering high-performance 7-star apartments within a building that fosters social connection and cohesion. Shared facilities include communal kitchen and dining, workshop spaces, a yoga room, music room and productive rooftop gardens.



YARRA RANGES SDS, $21M

Architecture architecture worked closely with the specialist teachers at Yarra Ranges SDS to develop an architecture that attends to the psychological and physical needs of students with learning difficulties and sensory sensitivities. Our team developed a tailored consultation process with Yarra Ranges SDS and its community to ensure the specialist pedagogical needs of both students and staff were fully realised.



SOUTH OAKLEIGH COLLEGE, $10M

South Oakleigh College's new science building and gymnasium are the first stage of the school's masterplan, offering contemporary spaces for learning, sports, and collaboration. The science building features specialised laboratories, flexible classrooms, and an outdoor science-themed courtyard, offering innovative environments that inspire curiosity and critical thinking.



BRANDON PARK PRIMARY SCHOOL, $6.8M

Architecture architecture have delivered a 'Community Hub' for Brandon Park Primary School, celebrating connection, learning and recreation. The new facilities are designed to accommodate a range of school and community uses, while supporting the school's culture and pedagogy. Facilities include a gymnasium, music room, canteen and staff rooms, strategically located to address both the sports oval and the existing school buildings



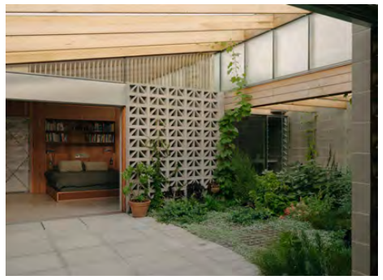
CAIRO FLATS

Architecture Architecture has been engaged by a number of the residents within the art deco Cairo Flats to transform 23m² studio apartments into comfortable living abodes that are adaptable to the needs of living, working, sleeping and entertaining. Embracing the philosophy of making more with less, Aa has delivered simple spaces with maximum flexibility to address contemporary living needs within a minimum floor area.



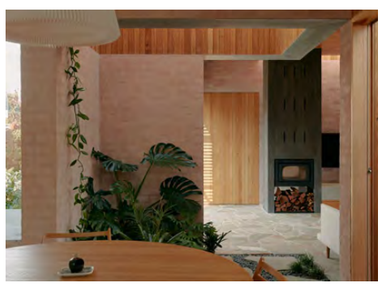
SUNDAY

Sunday is a home where occupants can always find a place of comfort: social spaces and private spaces; generous spaces and intimate spaces; spaces to gather and spaces to retreat. The house is defined by three north-south bands: communal, outdoor and private. These bands are further divided into two zones: generous and intimate. This chequering gives rise to a spectrum of spaces to suit every season and every mood.



ARCADIA

'Home' is as much a projection of our dreams and memories as it is the bricks and linen cupboards that mark it out in space. Tangled in the sheets of inner-urban Melbourne, Arcadia is a fever dream of pastoral bliss. Shafts of light lend weight to the walls; burnt-out chimneys dot the landscape, some still burning; inside and out, the house is aglow with the perpetual hue of an early rise and an early rest. It's enough to get the roosters crowing.



INDUSTRY RECOGNITION

Architecture architecture and its team are enthusiastic participants in Naarm Melbourne's design culture. Our reputation for innovation and excellence has seen us extensively published and awarded, with regular invitations to serve on awards juries, teach, and speak at industry events.

AIA NATIONAL ARCHITECTURE AWARDS

2023 David Oppenheim Award for Sustainable Architecture; Nightingale Village.

2023 Frederick Romberg Award for Multiple Housing; Nightingale Village.

2023 Commendation for Urban Design; Nightingale Village.

2023 Eleanor Cullis-Hill Award for Residential Architecture; Sunday.

2022 Eleanor Cullis-Hill Award for Residential Architecture; Arcadia.

2017 Commendation for Residential Architecture; Dark Horse.

AIA VICTORIAN ARCHITECTURE AWARDS

2023 Dimity Reed Melbourne Prize; Nightingale Village.

2023 Allan & Beth Coldicutt Award for Sustainable Architecture; Nightingale Village.

2023 John & Phyllis Murphy Award for Residential Architecture; Sunday.

2023 Award for Multiple Housing; Nightingale Village.

2023 Award for Urban Design; Nightingale Village.

2022 John & Phyllis Murphy Award for Residential Architecture; Arcadia.

2021 Award for Residential Architecture; Vivarium.

2020 Shortlist for Residential Architecture; Park Life.

2019 Shortlist for Small Project Architecture; Together Apart.

2018 Award for Residential Architecture; The Kite.

2017 Award for Residential Architecture; Dark Horse.

2016 Victorian Emerging Architect Prize.

2013 Commendation for Small Project Architecture; The Purple Rose of Cairo.

ANTIPODEAN LAND DEVELOPMENTS

Antipodean Land Developments is a privately-owned boutique developer with an established reputation for working with industry recognised architects to deliver high-quality, environmentally sustainable, socially integrated apartment buildings. ALD recognises the immense potential of this site to deliver a diversity of high quality apartments integrated into their urban environment.

BALFE PARK LANE, BRUNSWICK EAST

Antipodean Land Developments worked with Kerstin Thompson Architects to deliver 77 dwellings across four interconnected buildings, offering a mix of townhouses and apartments. It features sustainable initiatives such as solar PV systems, rainwater harvesting, rooftop composting, and electric vehicle charging stations. The project integrates a public laneway linking Nicholson Street to Balfe Park, fostering community engagement.



NEIGHBOURHOOD, BRUNSWICK EAST

Antipodean Land Developments worked with Breathe Architecture to deliver Neighbourhood. Comprising 89 homes across four architecturally distinct buildings, Neighbourhood emphasizes sustainable urban living. The development features a central courtyard, rooftop communal spaces, and a new bluestone laneway enhancing connectivity to Balfe Park. It is 100% electric, carbon-neutral in operation, and averages a 7.6-star NatHERS rating.



SPRING STREET, FITZROY

Antipodean Land Developments is working with Edition Office on the delivery of 13 sustainable dwellings thoughtfully designed to reflect Fitzroy's rich industrial and residential heritage. The development emphasizes generous internal amenities and a sensitive approach to the heritage context and environment.



THE SITE

290 Park Street occupies a landmark corner site in Fitzroy North, overlooking Linear Park Reserve. Surrounded by heritage residences, parkland and a growing retail strip, it benefits from excellent northern orientation, tram and bike access, and strong potential for residential density within a culturally rich, mixed-use neighbourhood.




1


2


3


4


5



6

Architecture architecture
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Site aerial and views

PROJECT
290 Park Street
Fitzroy North

JOB NO. 2502 PARK
PHASE Town Planning
SCALE -

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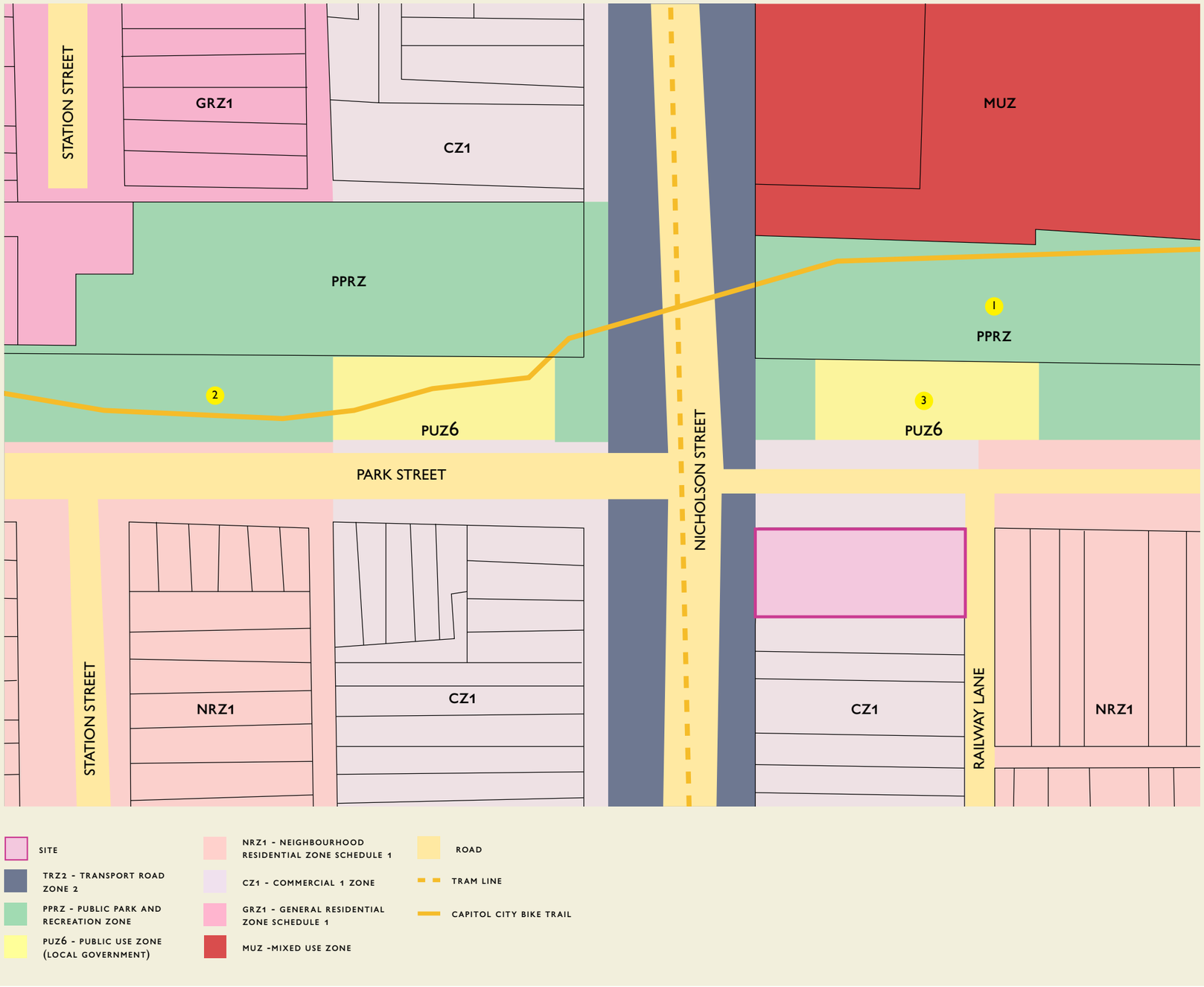


ZONING AND OVERLAYS

The site is located in a commercial 1 zone, containing commercial, office, residential, and community mixed-uses. It is directly next to a neighbourhood residential zone, and opposite the Inner Circle Railway Linear Parklands.

Nicholson Street, as a principle arterial road, is primarily flanked by commericial and mixed use zoning. The site is under a Heritage Overlay.

1



Capitol City Trail

2

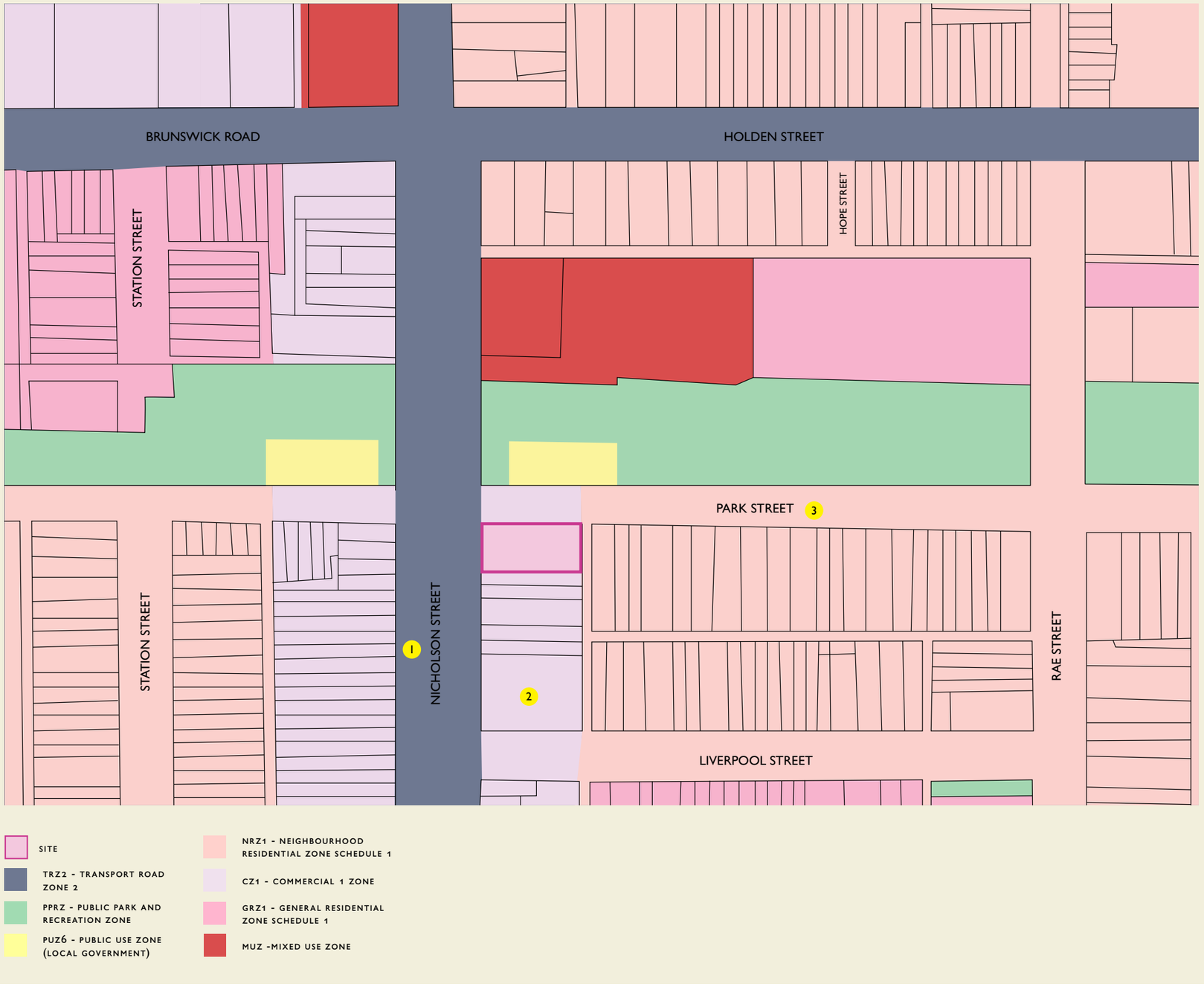


Inner Circle Railway Linear Park

3



Inner Circle Railway Linear Park Car park



ADJACENT USES

The surrounding blocks are a mix of open park space, heritage shopfronts, mid-rise multi-residential developments and low-rise heritage residential dwellings.

Higher density developments are located along major arterial route intersections, such as Nicholson Street, Liverpool Street, Park Street, Holden Street, and Rae Street.

The site is located on a corner junction, between commercial shop fronts and smaller grain detached residential dwellings.

1



787 NICHOLSON ST, CARLTON NORTH
Typical heritage terrace shopfronts, located along Nicholson Street.

2



786-794 NICHOLSON STREET, FITZROY NORTH
Approved 6 storey development at the Nicholson/ Liverpool Street junction.

3



282-286 PARK STREET, FITZROY NORTH
Single detached residential dwellings directly adjacent to the site, located along Park Street.

Architecture architecture
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Adjacent uses

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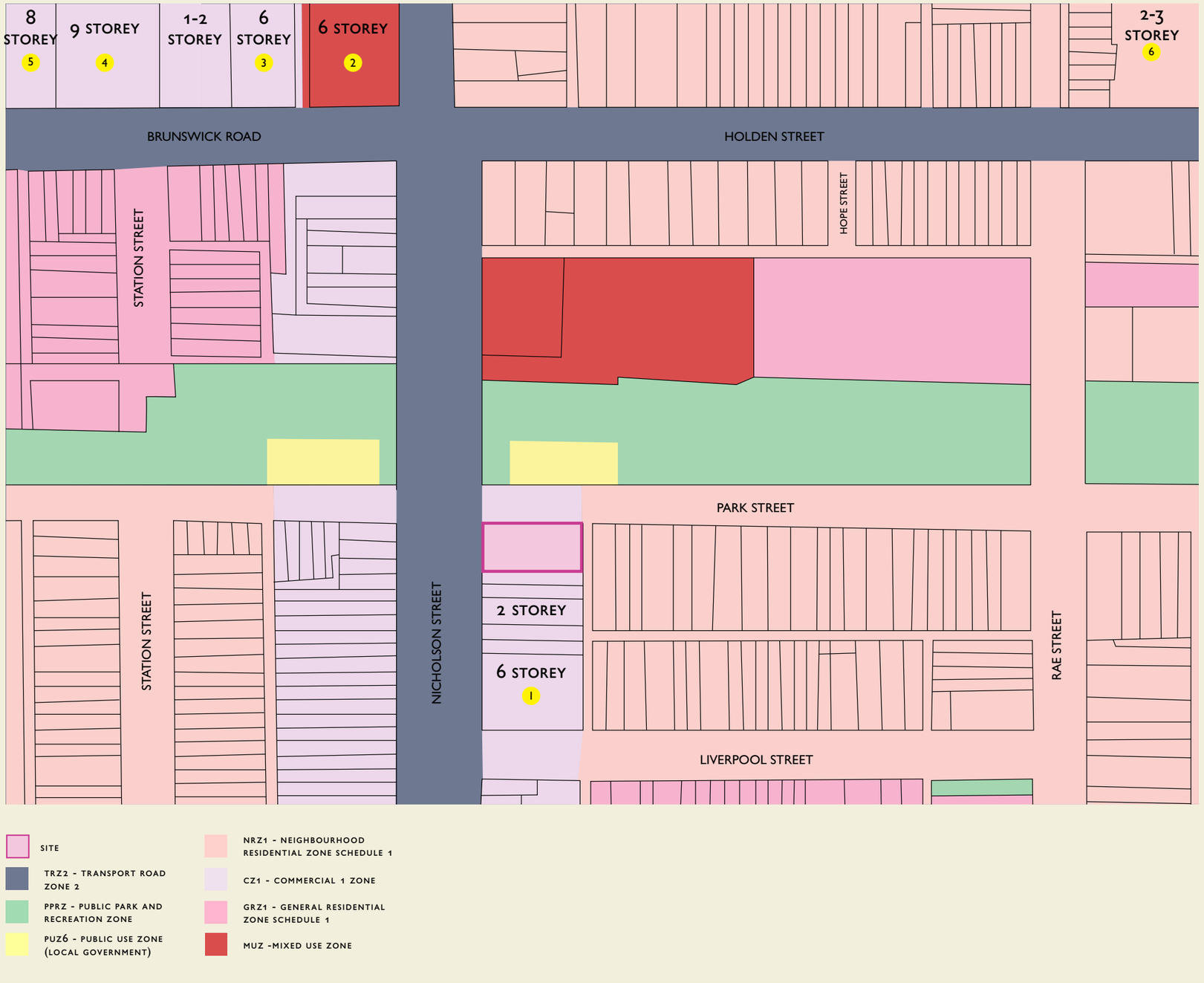

BUILDINGS OVER 3 STOREYS

1



786-794 NICHOLSON STREET, FITZROY NORTH
33 apartments, 6 storey

2



29 NICHOLSON STREET, BRUNSWICK EAST
53 apartments, 6 storey

3



1 BRUNSWICK ROAD, BRUNSWICK EAST
76 apartments, 6 storey

4



11-15 BRUNSWICK ROAD, BRUNSWICK EAST
88 apartments, 9 storey

5



21-27 BRUNSWICK ROAD, BRUNSWICK EAST
Ettaro apartments, 412 residences, 8 storey

6



508 RAE STREET, FITZROY NORTH
Townhouses, 2-3 storey

Architecture architecture

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High density developments

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55-63 NICHOLSON STREET, BRUNSWICK EAST
Lt. Miller & Nightingale (Clarke Hopkins Clarke). 66 residences, 6 storey.



65 NICHOLSON STREET, BRUNSWICK EAST
Mr Nichols (MAP Architecture). 28 residences, 6 storey.



67 NICHOLSON STREET, BRUNSWICK EAST
66 residences, 6 storey



21-27 BRUNSWICK ROAD, BRUNSWICK EAST
Ettaro (Hayball). 412 residences, 8 storey.



77-83 NICHOLSON STREET, BRUNSWICK EAST
Balfe Park Lane (Kerstin Thompson Architects). 77 residences, 7 storey



10-16 LITTLE MILLER STREET, BRUNSWICK EAST (FUTURE DEVELOPMENT)
Neighbourhood (Breathe Architecture). 89 residences, 5 storey

HIGH DENSITY DEVELOPMENTS

Several multi-storey buildings of mixed use and varying quality permeate the neighbourhood along Nicholson street on tram route 96. Each development is of high density, and typically comprises a commercial ground-floor street front with private residences behind.

As shown in each example, tall street walls range between 5-8 storeys.

Lt Miller & Nightingale and Ettaro are located on street corners, and built up to the street edge at full height.

Both Balfe Park Lane and Neighbourhood have also been developed by Antipodean Land Developments.

DESIGN CONSIDERATIONS

Key design approaches that may inform this project proposal can be identified within the more successful multi-residential developments.

Durable and considered material palettes as well as articulation of building facades through defined massing lend presence and scale to the more successful developments. Ground level street interfaces and publicly permeable street entrances humanise the scale of tall corner buildings and improve urban porosity.



Architecture architecture
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High density developments

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20 SOLLY AVE, PRINCES HILL VIC 3054
North Carlton Railway Neighbourhood House



863 BRUNSWICK STREET NORTH, FITZROY NORTH
Ronald McDonald House North Fitzroy at Casa Elda Vaccari



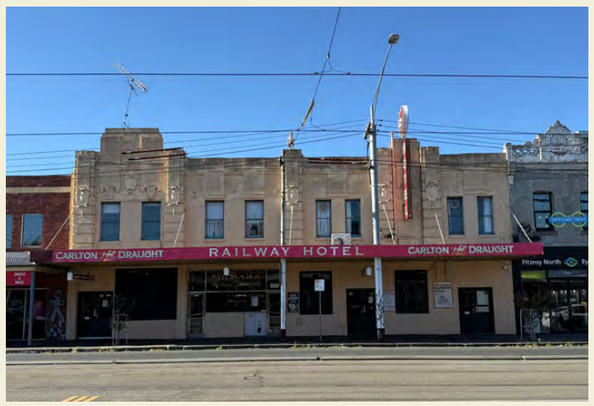
77-83 NICHOLSON STREET, BRUNSWICK EAST
Balfe Park Lane by Kerstin Thompson Architects



53 NICHOLSON STREET, BRUNSWICK EAST
Former Methodist Church



49 NICHOLSON STREET, BRUNSWICK EAST
Our Lady Help Of Christians Catholic Church



800 NICHOLSON STREET, FITZROY NORTH
Railway Hotel

BUILDINGS OF SIGNIFICANCE

There is a prominence of red brick and concrete construction prevalent in some of the more significant architectural landmarks within the area.

The use of durable construction materials speaks to the longevity of these buildings. There is also a high level of architectural detail through considered material selection, composed massing and adornments.

Balfe Park Lane sets a good precedent for newer developments, in which the material palette and building articulation responds to the architectural character of Nicholson Street and surrounding areas. Balfe Park Lane won the 2022 AIA Victorian Chapter named award for Residential Architecture – Multiple Housing, and 2022 National Awards Shortlist in the same category. It was also developed by Antipodean Land Developments.

The adjoining Railway Hotel is of architectural and heritage significance. Any design proposal should respond sensitively to its scale, articulation and material qualities.

DESIGN CONSIDERATIONS

Consider taking cues from the materiality, scale and articultion of these architectural landmarks to inform the design of 290 Park Street.



WALKING PATH
BIKE PATH
TRAM ROUTE
LANEWAY ACCESS
PUBLIC CAR PARK
GREEN BUFFER
NOISE LEVELS
SITE

SITE CONDITIONS

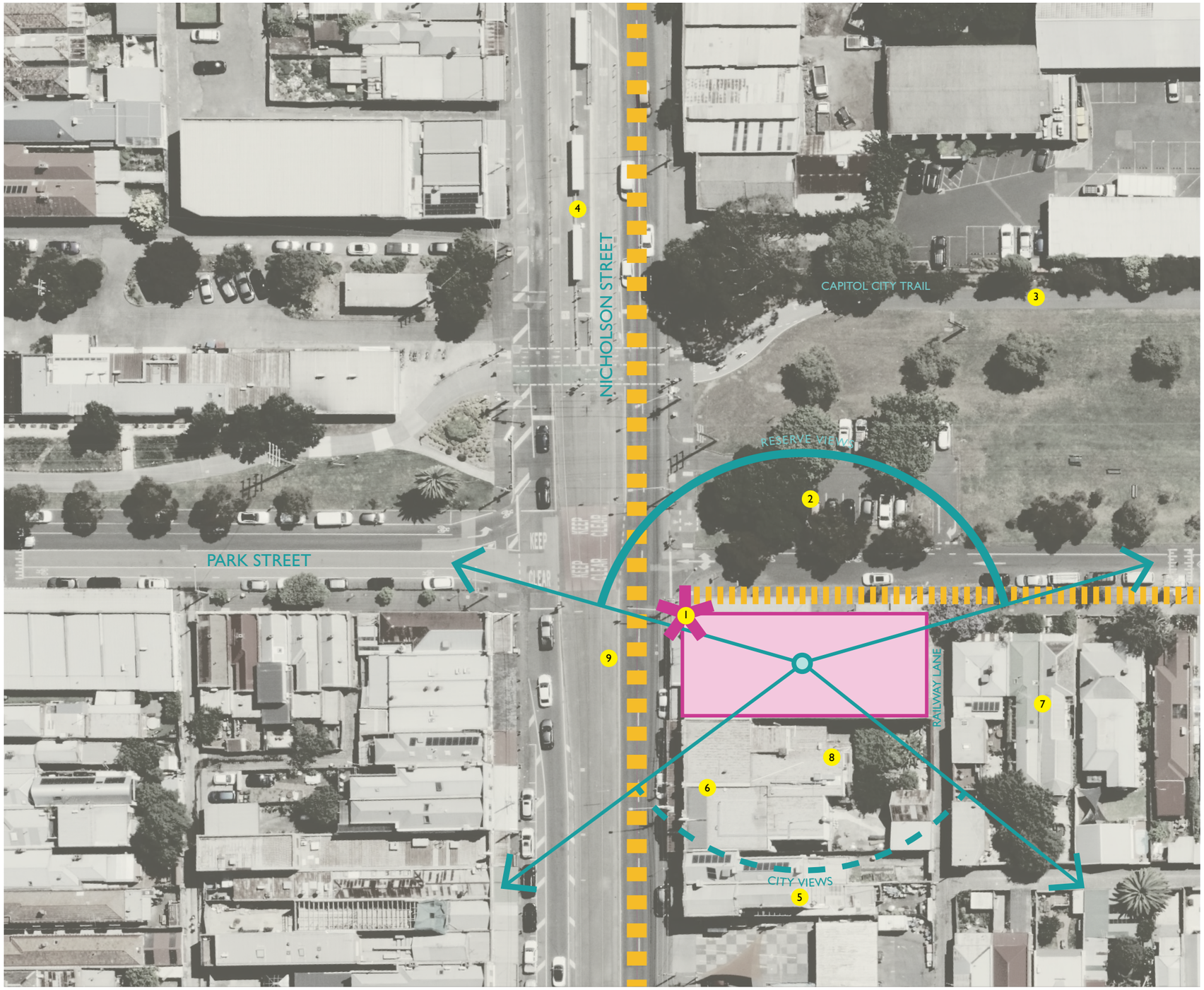
Located at the corner of Park and Nicholson Streets, the site is exposed to high levels of foot and vehicle traffic, including the busy Route 96 tram, which runs every 6–15 minutes.

The western boundary fronts Nicholson Street, where traffic and tram noise are constant, and is further impacted by the Railway Hotel, which operates daily from midday to 11 pm.

The eastern boundary provides laneway access, shared with neighbouring residences.

The site enjoys a prominent north-facing aspect, overlooking an open public car park and the tree-lined Linear Park Reserve.

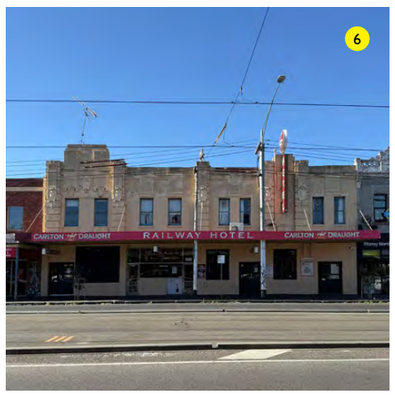
Prevailing winds blow from the north in winter and the south in summer, supporting cross-ventilation on this narrow site.



OPPORTUNITIES & CONSTRAINTS

1. Landmark corner site to anchor Nicholson Street retail strip
2. Unimpeded north-facing views and connection to Linear Park Reserve
3. Close proximity to Capital City Trail commuter bicycle path
4. Close proximity to No.96 tram stop
5. Expansive city views from upper levels
6. Heritage grain of Nicholson Street retail strip
7. Low rise residential directly adjacent to site
8. Evening noise from Railway Hotel
9. Noise from heavy tram and car traffic





Architecture architecture
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Opportunities & constraints

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Fitzroy North

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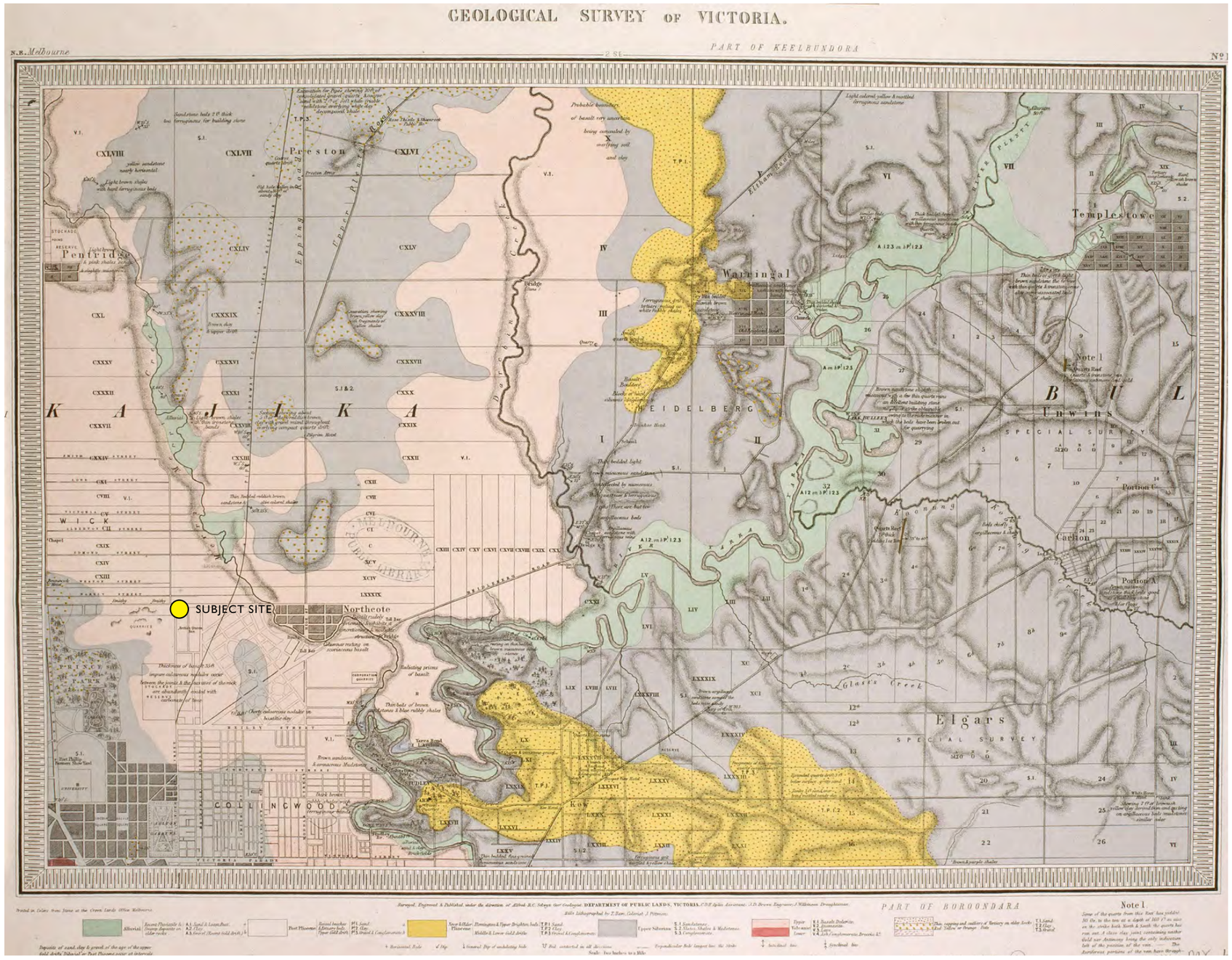
THE HISTORY

290 Park Street sits within a rich geological, ecological, and cultural landscape shaped by volcanic plains, Wurundjeri Country, colonial industry, and post-war migration. Any future development should honour these layered histories and contribute meaningfully to the ongoing story of place.



GEOLOGICAL CONTEXT

An 1860 geological survey of Victoria indicates the site lies on a substrata of basalt dolerite. This relates to volcanic activity roughly 800,000 years ago, when volcanoes to the north such as Hayes Hill and Mount Fraser sent massive volumes of lava flowing down the ancestral valley of the Merri Creek. The lava flowed across much of north western Melbourne, including North Fitzroy, filling depressions and creating a level plain. Gradually the creeks cut new channels through the lava, the thickness of which can be seen in the banks of the Merri Creek near Rushall Railway Station. The survey indicates a depth of 35 feet. The surface of the basalt plain eventually weathered to form a thick, highly reactive clay. Despite its perils for foundations, the flat surface of the plain lent itself to housing development.

Basalt / bluestone has of course been used extensively in the construction of Melbourne, for everything from prisions to the NGV. There is evidence of early bluestone quarries very near the site, on the other side of Nicholson St. Likewise, brick making became widespread immediately to the north in Brunswick.

DESIGN RESPONSE

Brick and basalt have been extensively incorporated into the building and landscape design, with some elements left raw or uneven to reflect their state as extracted from the earth.

REFERENCES

"Half-Drowned Or Half-Baked Essays In The History Of North Fitzroy", ed. Miles Lewis, 2017



VICTORIAN VOLCANIC PLAIN BIOREGION



VICTORIAN VOLCANIC PLAIN GRASSLANDS



Golden Sun Moth
Status: vulnerable
Golden Sun Moths were once common in the grassy plains surrounding Melbourne but have suffered a dramatic population decline due to loss of habitat.



Growling Grass Frog
Status: vulnerable
The Growling Grass Frog, known for its distinctive call, requires a combination of on- and off-creek habitat to flourish.



Latham's Snipe
Status: vulnerable
This migratory bird rests and feeds in many of Victoria's wetlands after flying several thousand kilometres from its breeding grounds in Japan. Latham's Snipe is likely to occur in the wetlands of wallan wallan



Natural Temperate Grasslands of the Victorian Volcanic Plains
Status: critically endangered
Less than two percent of the Natural Temperate Grasslands (which feature herbs, grasses, and wildflowers) that once occurred in Victoria exist today. At least 22 sites are managed along the Merri Creek.



Grassy Eucalypt Woodlands of the Victorian Volcanic Plains
Status: critically endangered
Occuring on flat to gently undulating plains with stony knolls, tree canopies and a predominantly grassy understorey. These woodlands have experienced significant decline. There are at least seven sites currently maintained on the Merri Creek.



Matted Flax-Lily
Status: critically endangered
By 2010, only a few thousand Matted Flax-Lily plants at a couple of hundred locations were considered to survive after dramatic decline due to habitat loss. At least 40 sites maintained on the Merri Creek.

ECOLOGICAL CONTEXT

Prior to colonisation, the site would have been part of the now critically endagered Victorian Volcanic Plain Grasslands, dominated by River Red Gum and Yellow Box trees. The grasslands were once a large vegetation zone on the volcanic plain, but they have since been reduced to small, highly divided remnants in a landscape that has been mostly cleared for agriculture. The area is dominated by tussock grass alongside wildflowers (which make up 50% of the total landcover), with very few trees and shrubs.

Less than 5% of the pre-European concentration of the grasslands remain today. Some of the most diverse grasslands that remain occur on the wide roadsides of southwestern Victoria, which were originally set aside as stock traveling routes, but were often burnt annually by the local farming community to prevent large bushfires from burning farms. This practice dates back to at least the 1940s and led to the accidental conservation of grassland.

Shown here are a number of threatened native plants and animals within the Victorian Volcanic Plain Grassland Biosphere.

DESIGN RESPONSE

While the site once supported Grassy Woodland and Plains Grassy Woodland ecosystems, the altered microclimate no longer provides the conditions for their restoration. Instead, the landscape design will reinterpret these ecologies, selecting indigenous plant communities suited to shade, reduced soil moisture, and urban stresses. This predominantly indigenous palette will include species that are well suited to low light conditions. By doing so, the scheme will actively increase local habitat diversity for bird life and pollinators, ensuring ecological gains are achievable and lasting.

REFERENCES

"Natural Temperate Grassland Species of the Victorian Volcanic Plain", SWIFFT (State-wide Integrated Flora Fauna Team), https://www.swifft.net.au/resources/Grassland%20Species%20Brochure.pdf

"Grasslands of the Victorian Volcanic Plains", https://www.ghcma.vic.gov.au/grasslands-of-the-victorian-volcanic-plains/

Merri Creek Management Committee - Biennial Report 2022-2024, https://www.mcmc.org.au/images/MCMC-Publications/MCM5661%20AnnualReport_WEB.pdf"



ABORIGINALS AT MERRI CREEK BY CHARLES TROEDEL, 1864



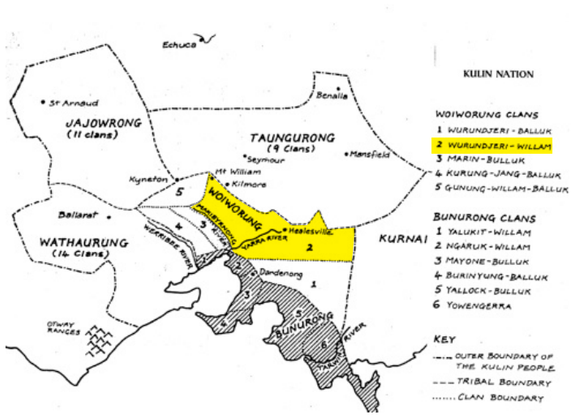
BILLIBELLARY WAS A WURUNDJERI-WILLAM NGURUNGAETA OR CLAN HEADMAN.



THE WURUNDJERI-WILLAM ALONG THE MERRI HELD 'WAA', THE CROW, AS THEIR TOTEM

Anthropologist Alfred William Howitt recorded Ngár-go (meaning "high ground") as the Woiwurrung word for Fitzroy in working notes rediscovered in 2018, likely sourced from conversations with elder William Barak between 1897 and 1901.

The area around the present location of Rushall Train Station is believed to have been a favourite aboriginal camping place.

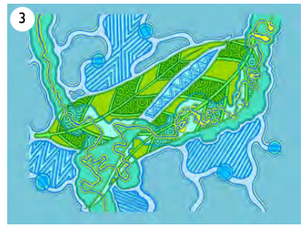


LOCALLY SIGNIFICANT ARTIFACTS

1. GRINDSTONE FROM MARIBYNONG RIVER - UNKNOWN, PRECOLONISATION
2. LUK BAGURRK GUNGA - KIM WANDIN, 2023
3. DIGITAL ARTWORK - MANDY NICHOLSON, 2021
4. BASKET - MIKAELA ROSE COTTINGHAM, 2012
5. PARRYING SHIELD - WILLIAM BARAK, 1897











ABORIGINAL CONTEXT

Aboriginal occupation of the locality dates back approximately 40,000 years. At the time of European settlement North Fitzroy was part of the territory of the Wurundjeri-willam clan. The Wurundjeri-willam lived on the northern bank of the Yarra and their territory extended from Yarra Bend northwards along the nearby "Merri Merri" or "very rocky" creek. The Merri Creek and its adjacent woodlands provided regular camping grounds in the warmer months, when food supplies were plentiful along the water and clans would visit one another and host meetings and ceremonies.

People of the clans of Central Victoria were born into one of two major totems - Bunjil the eaglehawk or Waa the crow, which was inherited from the father. The Wurundjeri-willam along the Merri were Waa.

Billibellary was the Wurundjeri-willam ngurungaeta or clan headman at time of colonial contact. A kind and insightful leader with astute diplomatic prowess, he sought to negotiate on behalf of his people instead of using physical force. Billibellary was also forward thinking, requesting land for his people to regain self-determination so that they could farm with the same rights as Europeans but keep culture strong. This steadfast idea would take root over the next two decades eventually lead to the settlement at Coranderrk in 1863.

REFERENCES

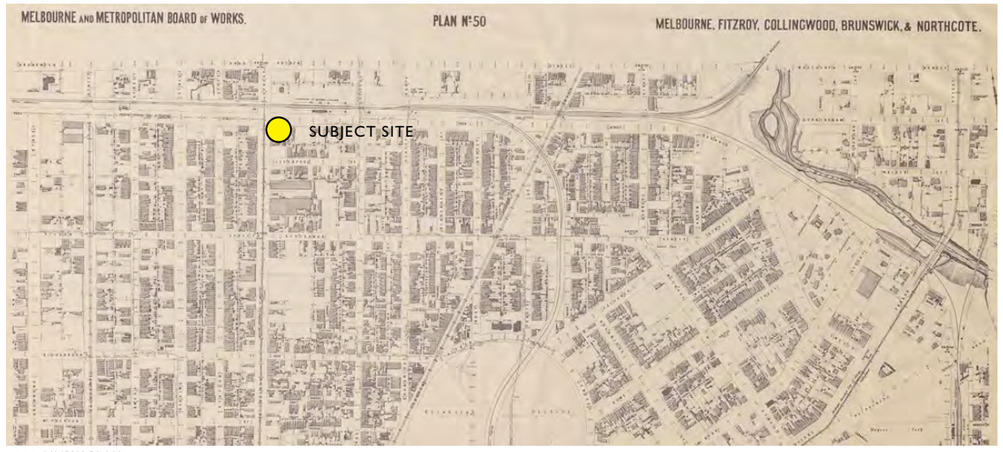
"Half-Drowned Or Half-Baked Essays In The History Of North Fitzroy", ed. Miles Lewis, 2017

Merri Creek Management Committee - "Wurundjeri-willam: Aboriginal Heritage of Merri Creek", https://www.mcmc.org.au/about-merri-creek/wurundjeri

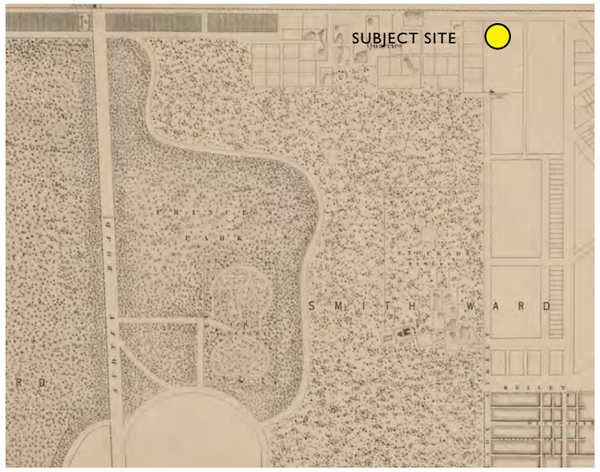
"Billibellary's Walk", Uni Melb, https://murrupbarak.unimelb.edu.au/__data/assets/pdf_file/0003/4677510/Billibellarys-Walk-guide.pdf



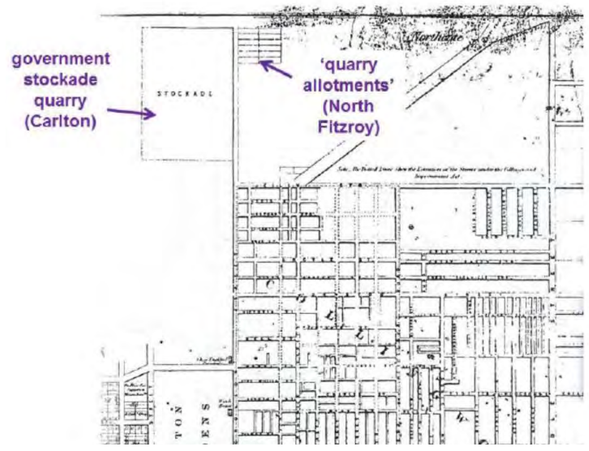
1882 DEPT OF CROWN LANDS SURVEY



1902 MMBW PLAN



1855, EXTRACT FROM MELBOURNE AND ITS SUBURBS, VICTORIA. SURVEYOR-GENERAL



1854, EXTRACT FROM PLAN OF THE CITY OF MELBOURNE, THOMAS HAM

COLONIAL CONTEXT

The beginning of colonial settlement in North Fitzroy came less than 20 years after the southern part of Fitzroy, and is thus one of the oldest suburbs in Melbourne.

The area directly west of the site, on the other side of Nicholson Street, was quarried for bluestone. Residential allotments put up for sale by the Crown in 1851 constituted the first land allocations within Fitzroy North. These were intended for quarrymen, but were instead taken up by a number of building contractors and investors.

Swampy ground towards the east end of what is now Alexandra Parade proved an obstacle to development, but once this had been drained, development progressed rapidly, with all of Fitzroy North being surveyed and sold by 1875.

A visionary alternative layout for the suburb was developed by Surveyor General Andrew Clarke in 1854. Named "Merriville", it appeared to be informed by the grand circuses of Edinburgh. However this was never realised.

The final layout of the suburb was instead a regular grid shaped and intersected by an established, well-used route to Heidelberg (Heidelberg Rd/Queens Prd), and St. Georges Rd - determined by the Yan Yean water-supply pipe track.

The tram in Nicholson Street was begun in 1887 and the service along Queens Parade in the same year. Shopping strips developed along the three tram lines, Nicholson Street, St George's Road and Queens Parade.

REFERENCES

"Half-Drowned Or Half-Baked
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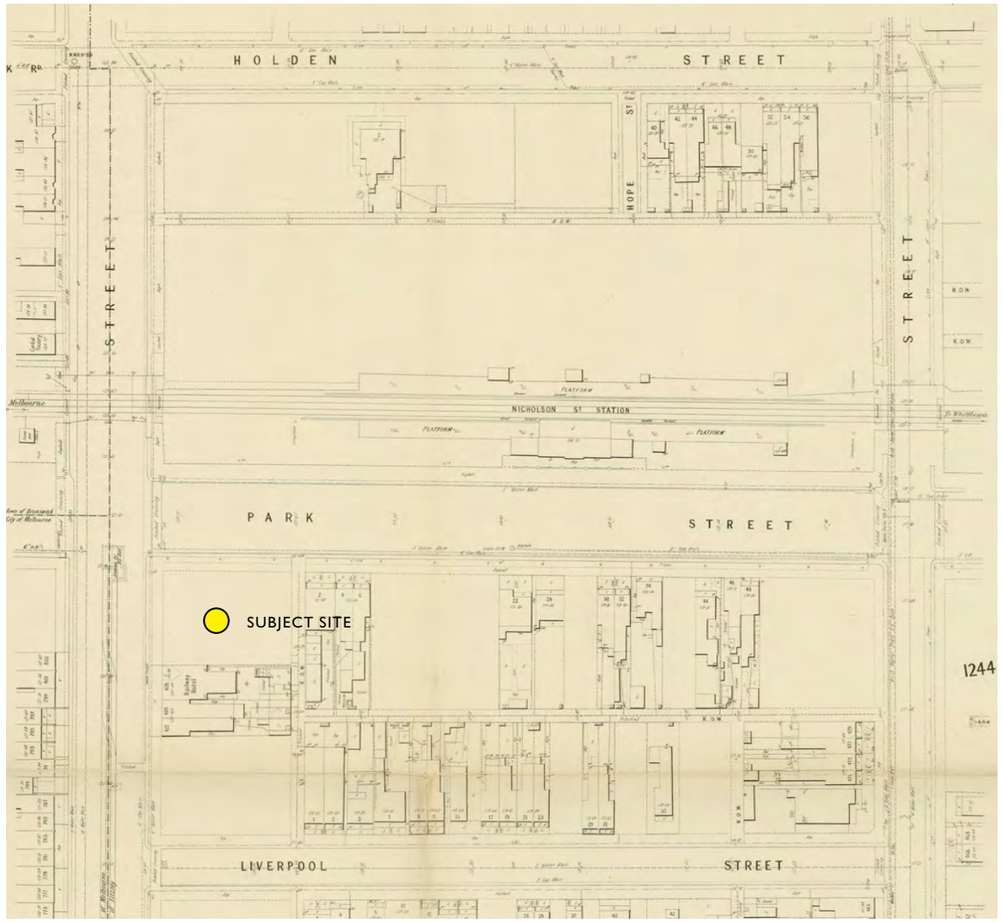


1902 MMBW PLAN



NORTH FITZROY STATION, CIRCA 1890



BLUESTONE REMNANTS OF NORTH FITZROY STATION PLATFORMS, STILL PRESENT NEAR SITE



MAP OF COMPLETE TRAIN NETWORK PRIOR TO REMOVAL OF THE INNER CIRCLE LINK

COLONIAL CONTEXT

In 1884, there was no direct rail service between Princes Bridge (now Flinders Street) and the Collingwood area, and connecting these inner northern suburbs via rail to the CBD was difficult to route around existing development. The Inner Circle Line worked around existing development by connecting to Royal Park, adding stations at North Carlton (originally Lang St Station) and North Fitzroy (originally Nicholson St Station) and terminating at Rushall, with a branch line running through Edinburgh Gardens. By 1901, however, a more direct route to Collingwood opened on the current route, and in 1948 passenger services were closed on the more indirect Inner Circle line. Goods trains and special passenger trains continued to use the line until 1984.

The Inner Circle line was briefly re-opened to passengers for the 1956 Olympic Games, as some events were held at Princes Park.

In 1984, the Metropolitan Transit Authority officially declared that all the land on the former Inner Circle line was surplus to its needs. Concerned residents, relevant government departments and assorted city councils combined to form the “Royal Park to Fitzroy Former Railway Line Working Party”. In 1986 the working party submited a plan for turning the land into a mix of parkland and public housing. The parkland reserve was named after Janet Millman, a local advocate for preserving the parkland.

DESIGN RESPONSE

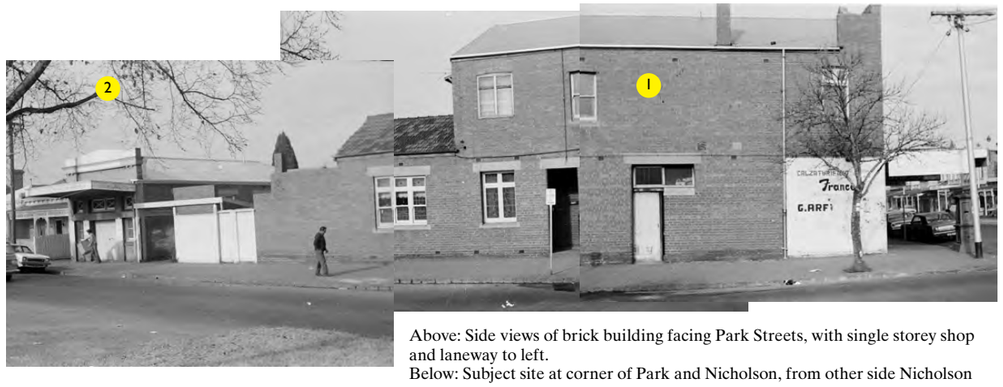
The landscape design builds on the presence of stone foundations from the former North Fitzroy station. Landscape elements are multivalent, carrying the remnant of a lost occupation and a feeling of landscape taking over the built. The landscape is invested with a similar sense of ecology, time and memory in a way that allows difference and diversity of experience from street to roof.

REFERENCES

The Fitzroy Historical Society, "Fitzroy Railway Walk", https://fitzroyhistorysociety.org.au/fitzroy-railway-walk/

Wikipedia, "Inner Circle railway line", https://en.wikipedia.org/wiki/Inner_Circle_railway_line





Above: Side views of brick building facing Park Streets, with single storey shop and laneway to left.
Below: Subject site at corner of Park and Nicholson, from other side Nicholson



Left and below: double storey brick building on corner of Park Street, premises of Giulietta Bulk Food Store and N. Farinaccia's Pescara Salone; single storey business, Sportland; Railway Hotel, double storey; two double storey shops, King of Pizza Restaurant and Venezia Gelati; service station on corner of Liverpool Street.









Above: Houses facing Park St, to east of subject site; double-fronted house, two single storey single-fronted houses



1942 AERIAL PHOTO

POST-WAR HISTORIC CONTEXT

1. Photographs of the site and adjacent streetscape from 1970 indicate a two-storey brick building previously occupied the corner. While the building appears to be derivative of a pre-war period style, the shopfront detailing and signage speak of the migrant Italian community, which is still evident in this part of Nicholson St.
2. A smaller single-storey warehouse building at the rear of the site facing Park St was preserved in the subsequent redevelopment of the site.
3. A 1940s aerial photograph shows the large electrical substation building between Rae and Brunswick St N, and also indicates the prior precence of a large building, apparently a warehouse, at the corner of Nicholson and Liverpool Streets. North of this, there is a finer grain of commercial structures, though still of a larger scale than nearby residential fabric.

DESIGN RESPONSE

The proposed building massing more closely reflects the original grain of development on the site, with a lower-level 'break' between the corner volume and the hotel.

Brick has been extensively incorporated into the design, preserving the lineage of brick buildings on the site, stemming most probably from brick manufacture in nearby Brunswick.

REFERENCES

Committee for Urban Action street photographs - 1970

THE VISION

The location of the site on a burgeoning retail strip, immediately adjacent to public transport, parkland, and one of Melbourne's most popular commuter bike paths, along with its excellent northern orientation, makes this an ideal location for delivering on the principles of the Great Design Fast Track.

PROJECT OBJECTIVES

Working with Architecture architecture, Antipodean Land Developments have previously received planning approval for a four-storey development (6 star average NatHERS rating), comprising a ground floor retail tenancy and 6 townhouses each with their own semi-commercial ground floor space. The economics of developing the site demanded that these be a high-end product in order to generate a sustainable return on investment.

With the improved site opportunities afforded by the Great Design Fast Track, the team is now looking to improve building sustainability to an 8 star average NatHERS rating and achieve greater dwelling density and diversity, delivering around 20 apartments with a mix of 1, 2, 3 and 4 bedrooms.

PARK STREET APARTMENTS - Yield Summary Table **08-Dec-25**

Level	Commercial m2	Residential m2	Circulation / Communal amenity m2	Balconies	Maisonette	1 bed	2 bed	3 bed	4 bed	Carparks
Level B1			503							6
Level G	57	42	462							12
Level 1		375	144	54	1	1	2	1		
Level 2		374	84	55		2	2	1		
Level 3		365	83	55		1	2	1		
Level 4		191	264	29			3			
Level 5		141	51	18			2			
Level 6		147	38	26					1	
Total	57	1635	1629	237	1	4	11	3	1	18
						Total Dwellings	**20**		**Total Beds**	**40**

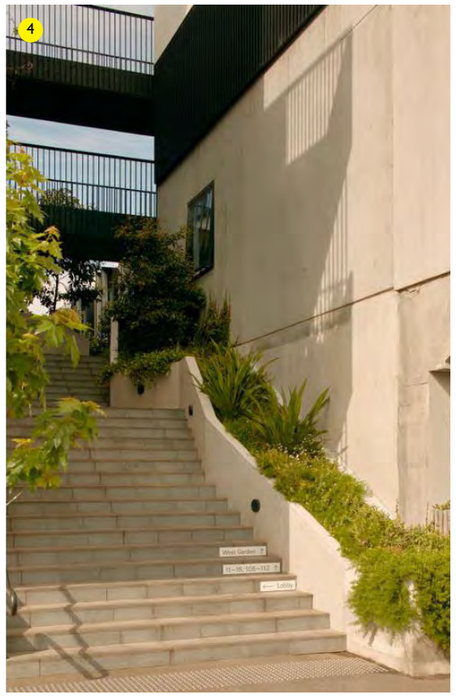


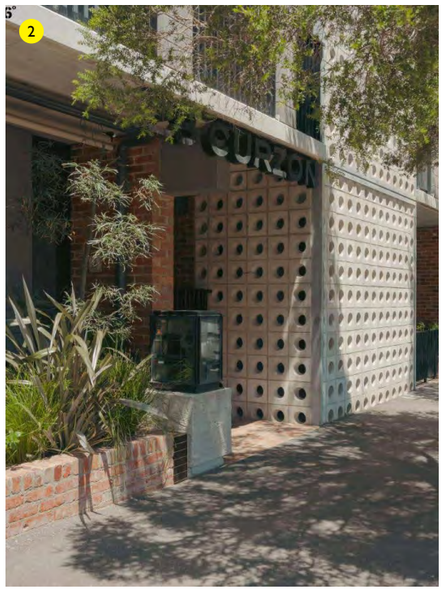
IMAGE Approved development for subject site, by Antipodean Land Developments with Architecture architecture



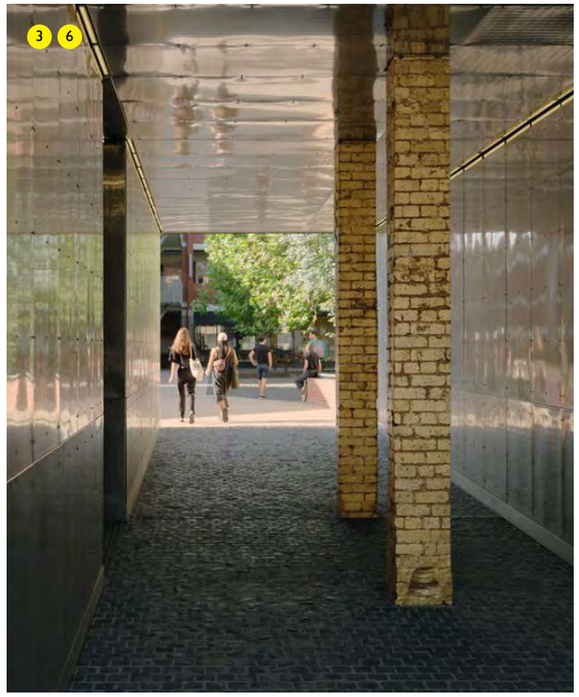
47 IMAGE Proposed Park Street massing.

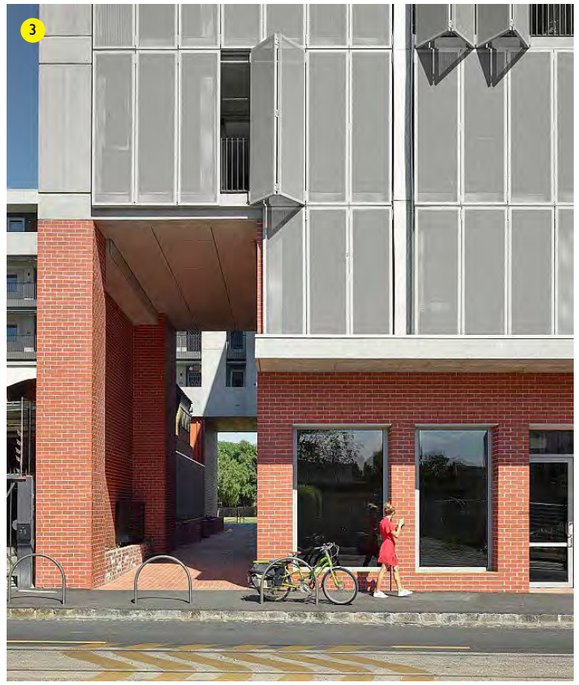












01 NEIGHBOURLY HOMES

The proposed development is ideally located at the entry to a burgeoning retail strip, within 50m of the 96 tram stop, with the Linear Park Reserve and Capital City Trail bicycle path right at the door. The proposed design seeks to integrate with the retail strip and parkland, enhance the pedestrian and bicycle infrastructure and speak to the cultural heritage of the area: indigenous, colonial and migrant Italian. The proposed design adopts the following strategies:

1. Located adjacent to shops, public transport and commuter bike path
2. Pedestrian focussed street interface is engaging and welcoming
3. Publicly accessible through-site paths activate both Park and Nicholson Streets
4. Generous Park Street entrance is welcoming, visible and connected with Linear Park
5. New public bike parking is visible and accessible from Linear Park
6. New communal outdoor space is visible and publicly accessible from Linear Park
7. Upper-level communal spaces overlook Linear Park
8. High quality materials reflect heritage of the natural and cultural contexts
9. Clear, simple built form sensitively interfaces with urban context
10. Awnings continue streetscape canopies
11. Modulated built form minimises shadowing to Park Street residences
12. Built form echoes proportions of the neighbouring pub and retail strip
13. Ground level setback emulates single storey Park Street residences
14. Potential to incorporate bluestone and brick into building and landscaping design, in line with geological context of the site

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Neighbourly homes

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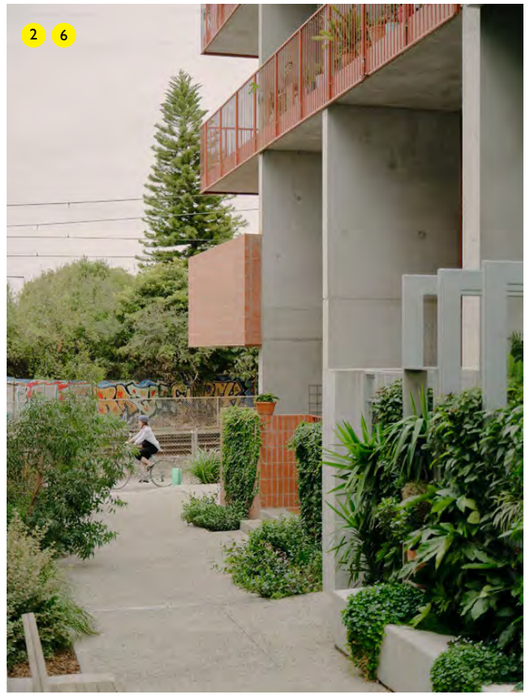

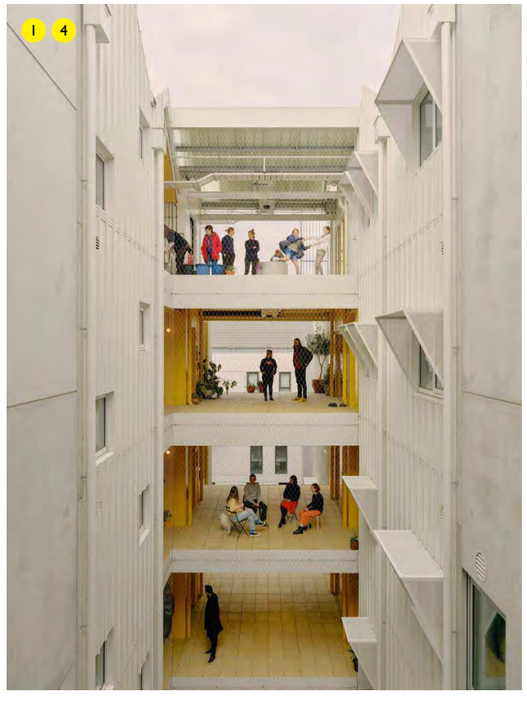

02 WELCOMING HOMES

The proposed development fosters a sense of welcome, safety and community through the considered arrangement of public, communal and private spaces connected by open-air stairways. Communal areas are designed to be accessible, visible and inviting, encouraging informal interaction and supporting a sense of belonging. The proposed design adopts the following strategies:

1. Communal outdoor space is highly visible and accessible to all apartments
2. Communal outdoor space activated by adjacent living spaces
3. Potential for a commercial tenancy to activate communal outdoor space
4. Upper-level communal spaces are visible and accessible, supporting social interaction
5. Open-air vertical circulation is highly visible from parkland and apartments
6. Dwelling entries establish sense of individual address and arrival
7. Communal rooftop garden provides spaces for resident interaction
8. Ground floor is a mix of retail, residential and public amenity
9. Centrally located lobby immediately accessible from street and carpark
10. Secure resident bicycle parking is accessible from Park Street via lift
11. Covered guest bicycle parking is accessible from Park Street
12. Carparking provided in addition to bicycle parking and public transport options
13. Communal laundry liberates apartment space and encourages resident interactions

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Welcoming homes

PROJECT 290 Park Street Fitzroy North

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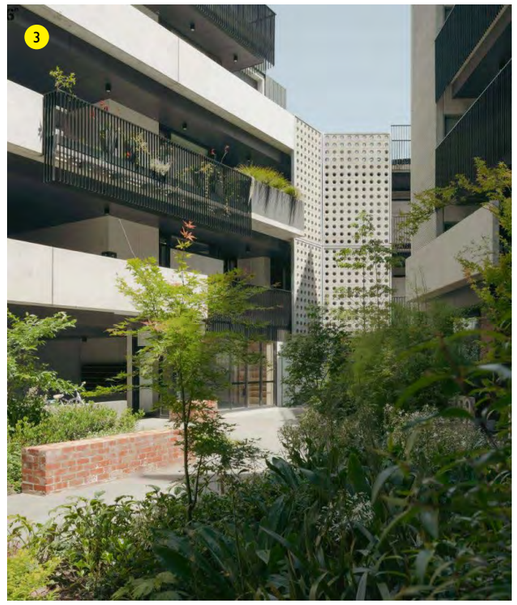

03 LANDSCAPED HOMES

The proposed development enjoys an incredible northern outlook onto Linear Park Reserve. The design draws this borrowed landscape into the site, from a public garden at street level, up a landscaped entry stair, to a communal deep-soil garden on Level 1. Landscaping softens the building's edges, culminating in a productive rooftop garden where residents come together to grow their food. The proposed design adopts the following strategies:

1. Landscaping at ground level provides a green buffer to Park Street
2. Landscaping to main entrance stair provides a green buffer to Park Street
3. Deep-soil planting to communal outdoor space supports small trees, visible from Linear Park and southern dwellings
4. U-shaped massing maximises access to landscaped communal space
5. Unimpeded views of Linear Park tree canopies from north-facing dwellings
6. Rooftop garden supports resident interaction and reduces urban heat island effect
7. Balcony planters to most apartments
8. Unimpeded views of Linear Park tree canopies from upper-level communal spaces
9. Productive rooftop garden supports affordable and sustainable living
10. Planters to include plant species from the ecological vegetation class relevant to the site, assisting in providing real habitat for native insects, birds and other animals.

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Landscaped homes

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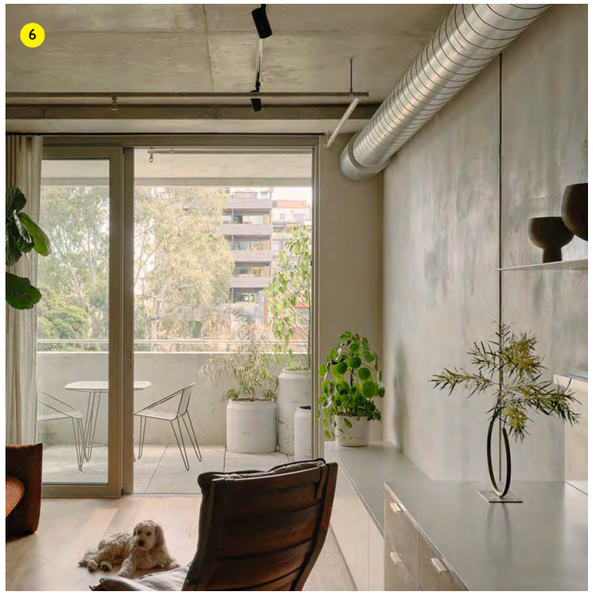
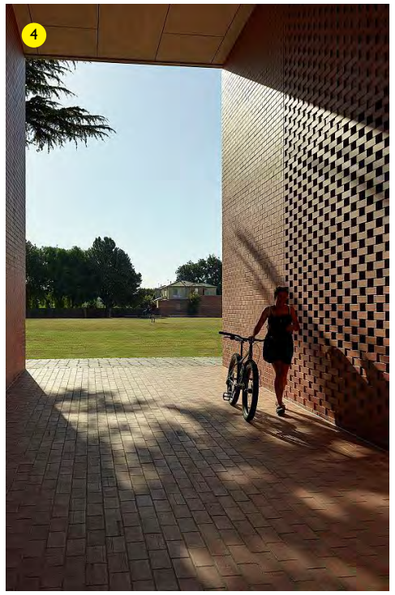


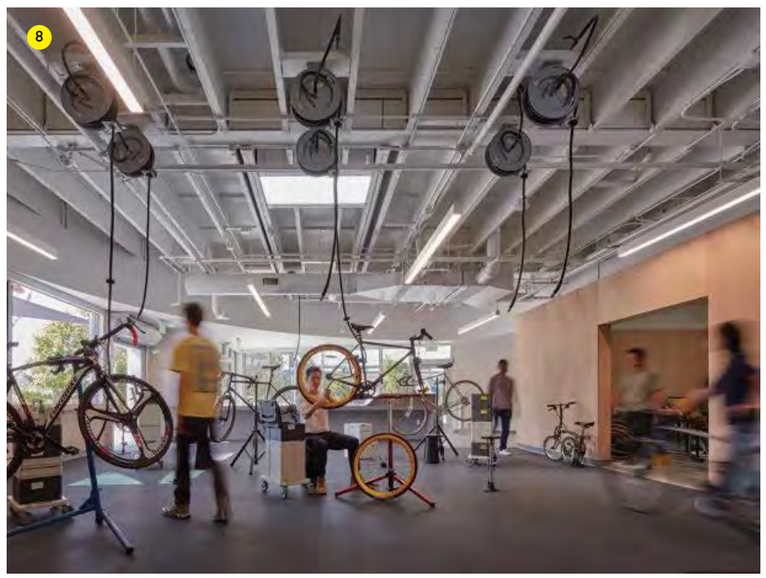




04 SUSTAINABLE HOMES

The proposed development prioritises long-term environmental performance through all-electric, 8-star rated dwellings powered by 100% green energy. Rooftop solar, rainwater harvesting, and centralised waste recovery systems reduce impact, while thermally broken windows, exposed concrete, and durable materials enhance efficiency. Secure bike storage encourages low-impact transport and sustainable daily living. The proposed design adopts the following strategies:

1. 8-star NatHERS rating per dwelling
2. Embedded electricity network utilising 100% green power
3. Rooftop solar panels reduce reliance on the grid
4. Attractive and durable materials reduce future maintenance
5. Centralised waste recovery including recycling, composting and e-waste
6. Exposed concrete minimises unnecessary finishes
7. Thermally broken windows improve thermal envelope
8. Secure bicycle storage and bicycle repair workshop space encourage riding
9. Productive rooftop garden supports affordable and sustainable living
10. 100% electric throughout
11. Provision for future electric vehicle charging for both car-stackers & standard carparks
12. Rainwater and grey water collection for irrigation





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Sustainable homes

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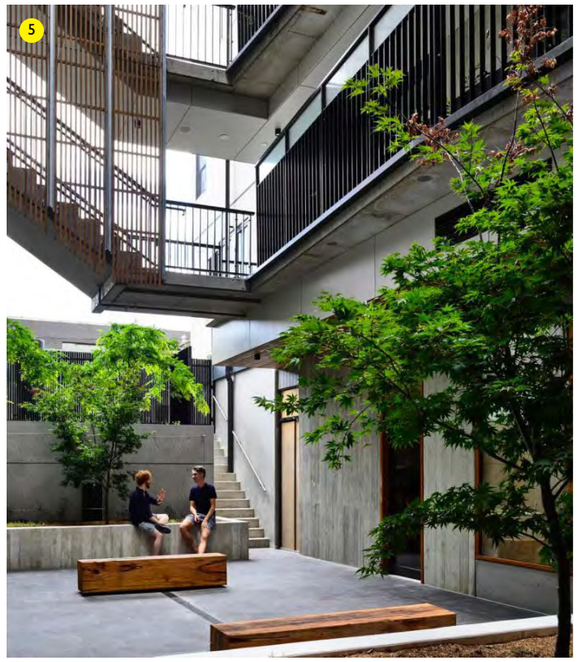

05 HEALTHY HOMES

The proposed development prioritises resident health and wellbeing through natural light, passive ventilation, and connection to nature. External circulation enables cross-ventilation to all apartments, while generous balconies and living areas are oriented for solar gain and parkland views. Communal outdoor spaces foster neighbourly interaction and a strong sense of place. The proposed design adopts the following strategies:

1. External circulation supports cross-ventilation to all apartments
2. Street frontage to all living spaces, maximising natural light
3. Majority apartments are north-facing, maximising solar gains in winter
4. North-facing dwellings are oriented to overlook the tree canopies of Linear Park
5. Activated communal outdoor spaces encourage neighbour interaction
6. Generous balconies oriented to maximise solar access
7. Productive rooftop garden supports healthy living

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Healthy homes

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06 ADAPTABLE HOMES

The proposed development responds to the changing needs of households by offering flexibility, privacy and diversity in dwelling types. Thoughtful planning enables adaptable layouts, clear zoning and seamless connections between indoor and outdoor spaces, allowing homes to evolve over time and support a broad range of living arrangements. The proposed design adopts the following strategies:

1. Diverse dwelling sizes cater to different household needs
2. Thresholds between living zones and bedrooms afford greater privacy
3. Shared bedroom thresholds minimise living room doors, maximising flexibility
4. Clear zoning of shared and private zones, creates comfortable homes
5. Level 1 apartments able to be converted to commercial tenancies addressing the communal outdoor space
6. Western apartments on levels 2-4 combine to create larger multi-generational homes.
7. Flush balcony transitions make outdoor space continuous with interior.



07 GOOD VALUE HOMES

The proposed development supports long-term affordability through diverse dwelling types, efficient planning and shared amenity. By combining passive environmental design with cost-conscious construction methods and spaces for repair and reuse, the development reduces both upfront and ongoing living costs, making high-quality housing more accessible to a broader range of residents. The proposed design adopts the following strategies:

1. Diverse dwelling sizes cater to different household needs
2. Efficient design and construction methods adopted to reduce costs
3. Passive solar and passive ventilation reduce energy costs
4. Communal BBQ area diversifies cooking options and supports resident gatherings
5. Productive rooftop garden supports affordable and sustainable living
6. Communal laundry liberates apartment space
7. Attractive and durable materials reduce future maintenance
8. Exposed concrete minimises unnecessary finishes





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Good value homes

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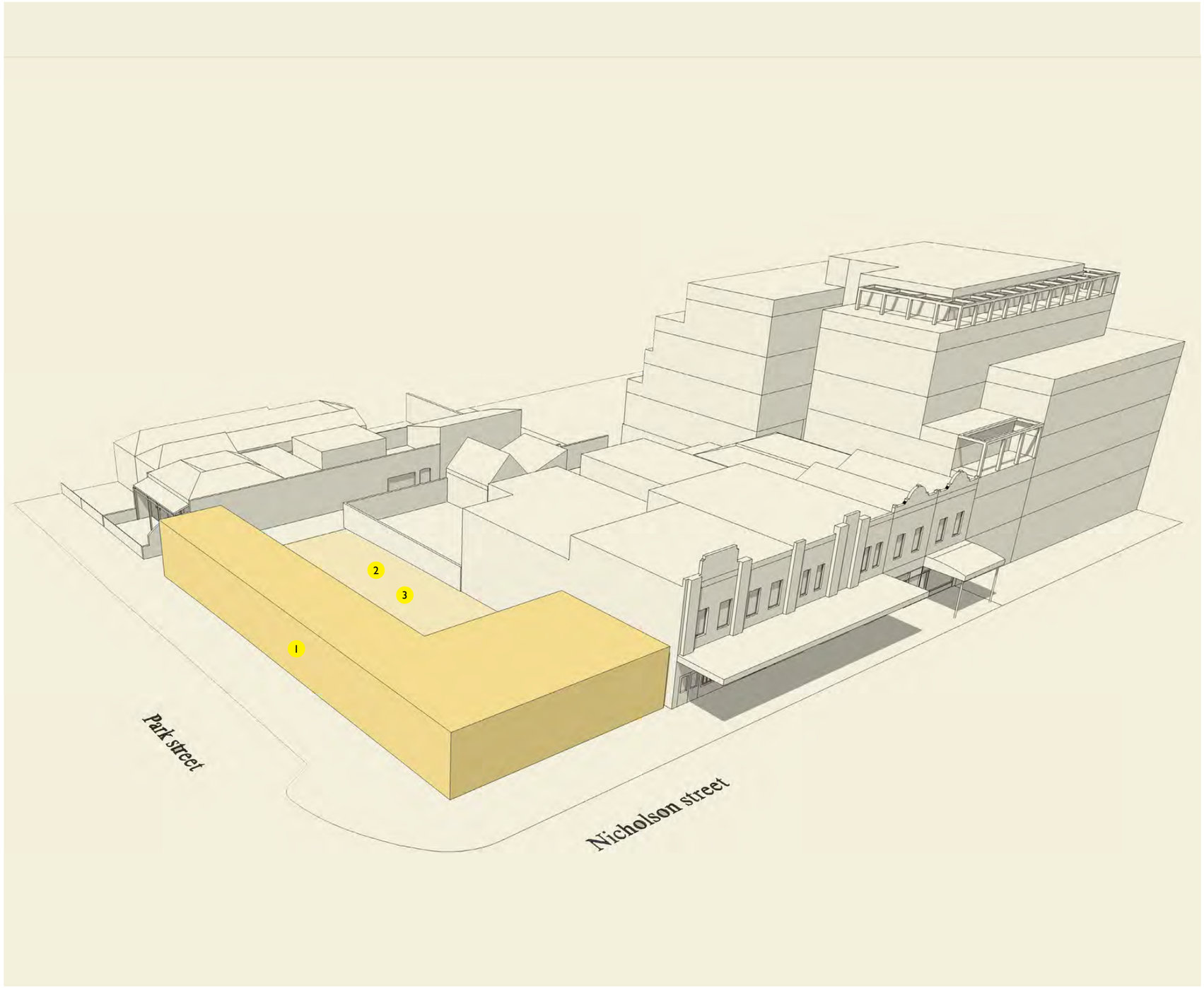
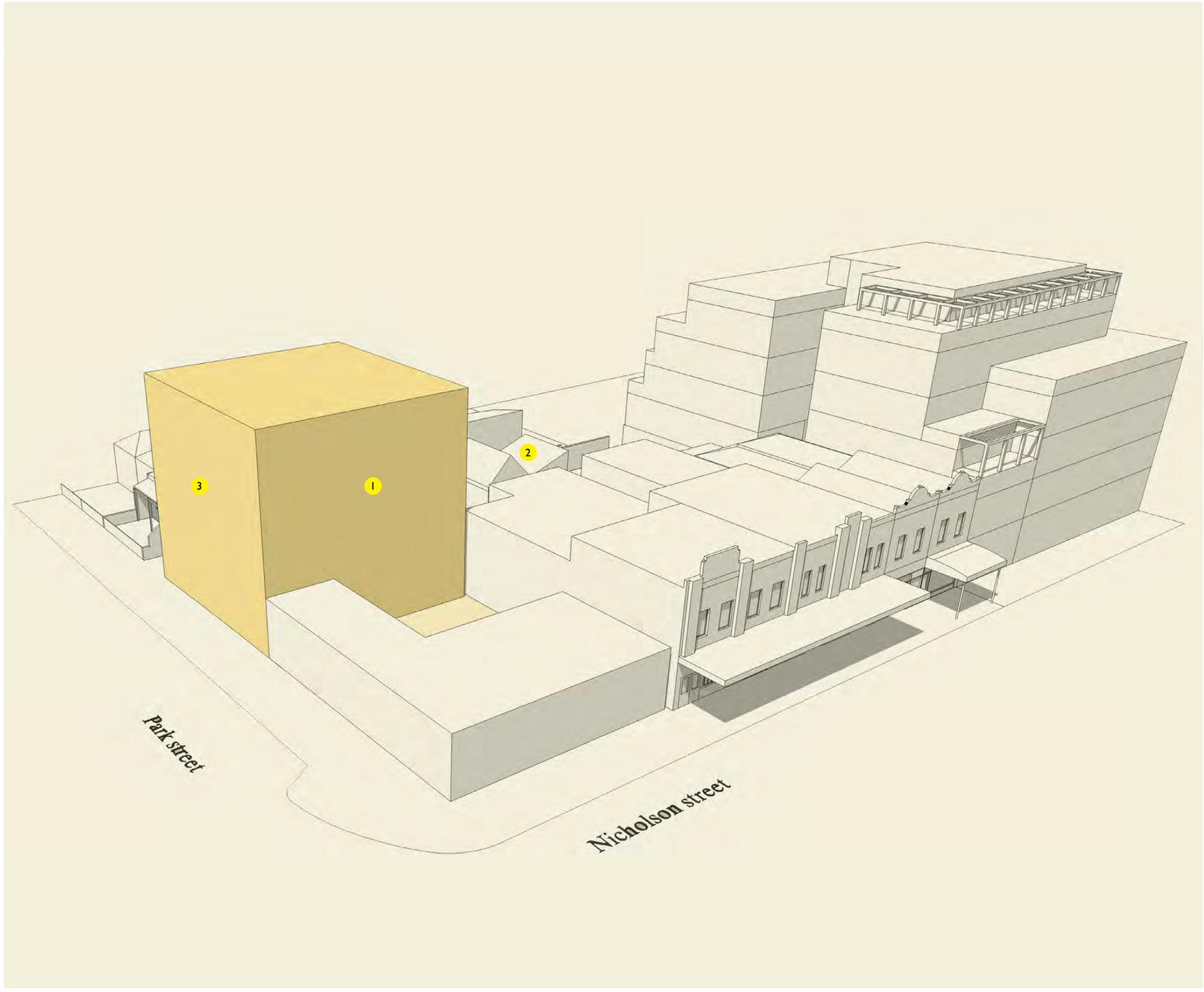
THE PROPOSAL

The proposed design will draw upon the multi-layered cultural history of the site as well as the principles of the Great Design Fast Track to deliver an apartment building that enriches its local context while providing homes that comfort and delight.



Ground level carparking sleeved by commercial tenancies and communal facilities.

1. Ground floor is a mix of retail, residential and public amenity
2. Carparking provided in addition to bicycle parking and public transport options
3. Electric vehicle charging to 1 carpark space with provision for future EV charging to rest of car-stackers & standard carparks



Lower four storey massing minimises overshadowing to neighbouring residences.

1. Clear, simple built form sensitively interfaces with urban context
2. Modulated built form minimises shadowing to Park Street residences
3. Majority apartments are north-facing, maximising solar gains in winter

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Massing Diagram 02

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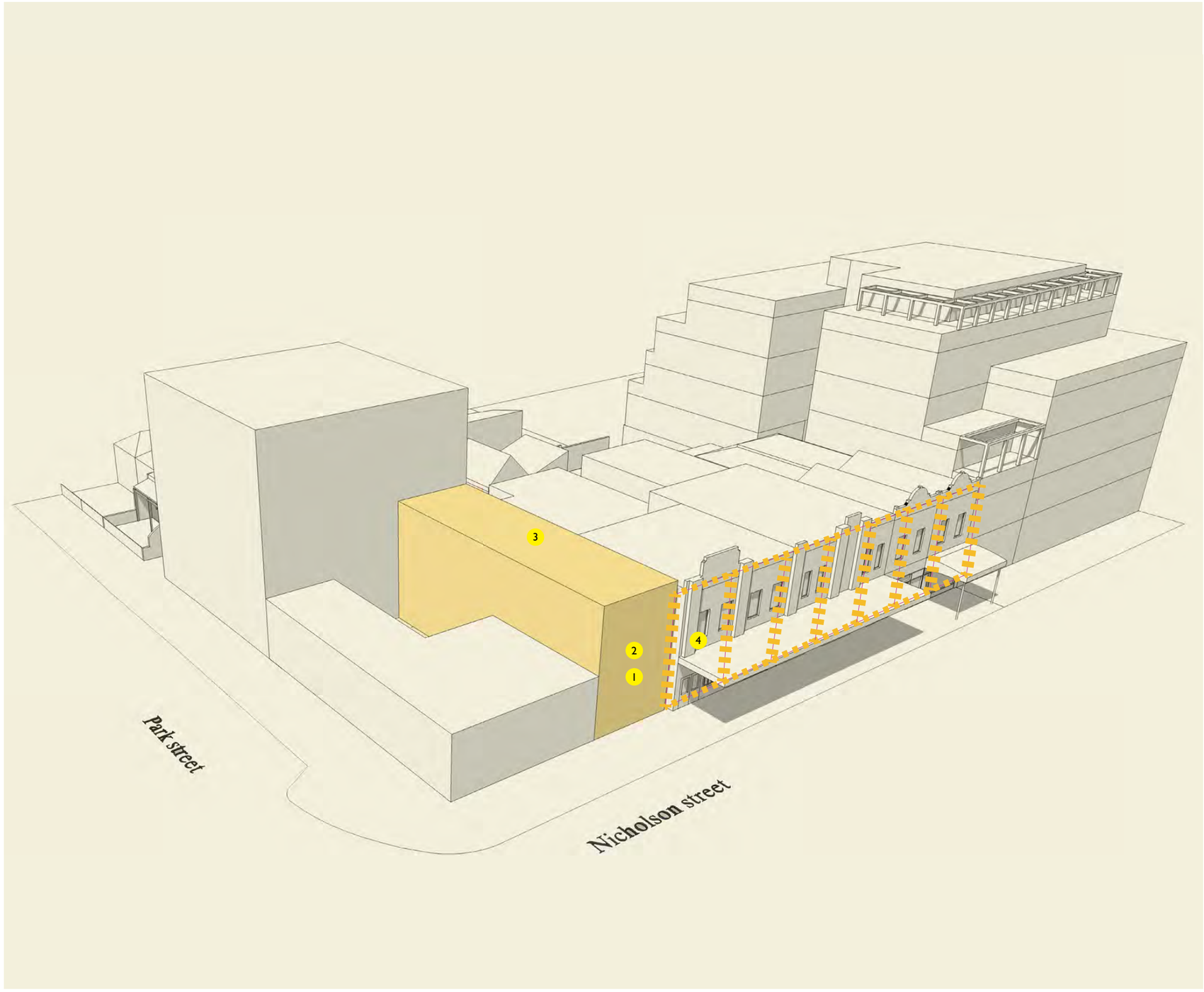

Two storey massing echoes scale and rhythm of Nicholson Street hotel and shopfronts.

1. Pedestrian focussed street interface is engaging and welcoming
2. High quality materials reflect heritage of the natural and cultural contexts
3. Clear, simple built form sensitively interfaces with urban context
4. Built form echoes proportions of the neighbouring pub and retail strip

Architecture architecture

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Massing Diagram 03

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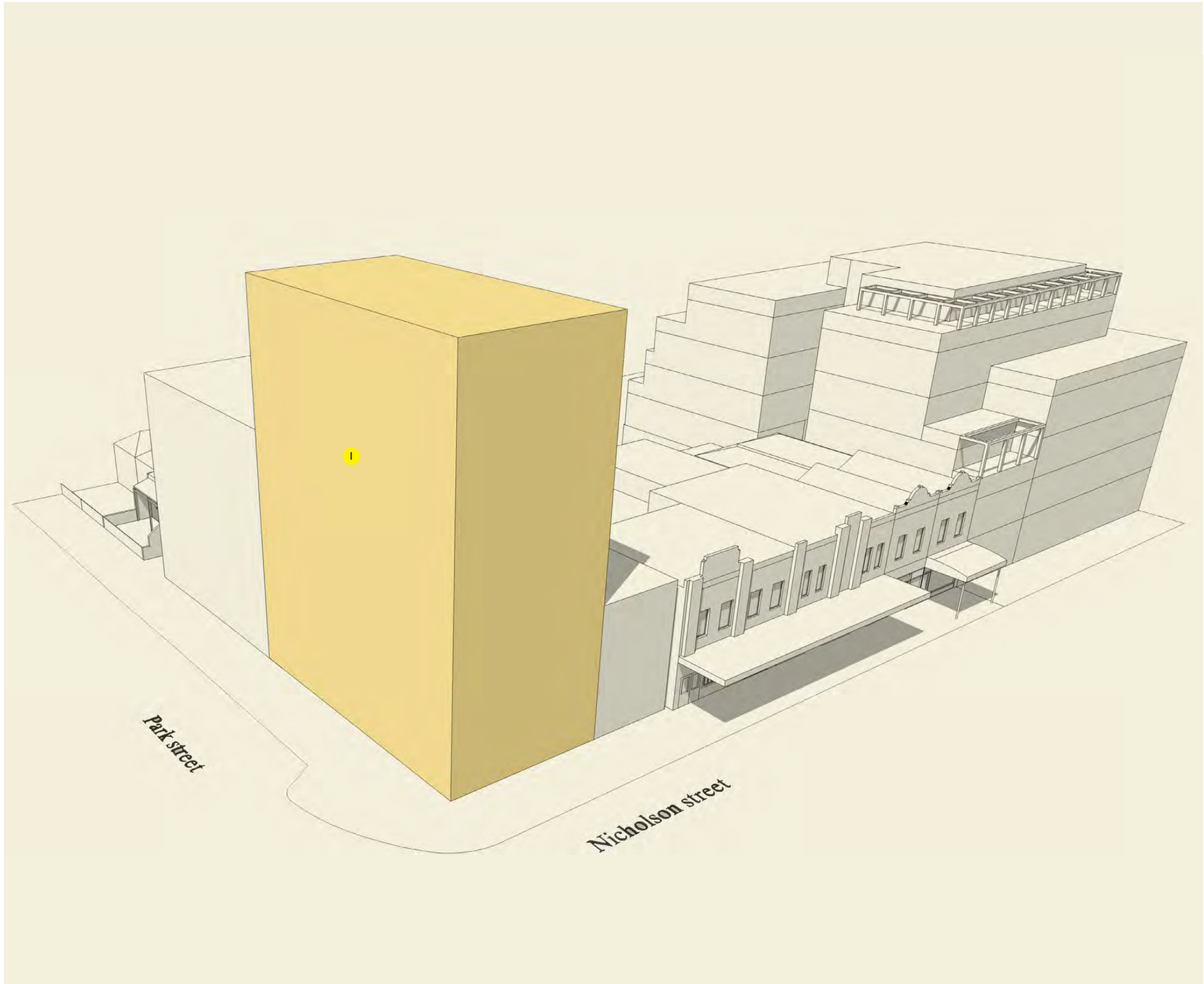

Taller corner massing book-ends Nicholson Street and contributes to increased residential density.

1 Majority apartments are north-facing, maximising solar gains in winter

Architecture architecture

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Massing Diagram 04

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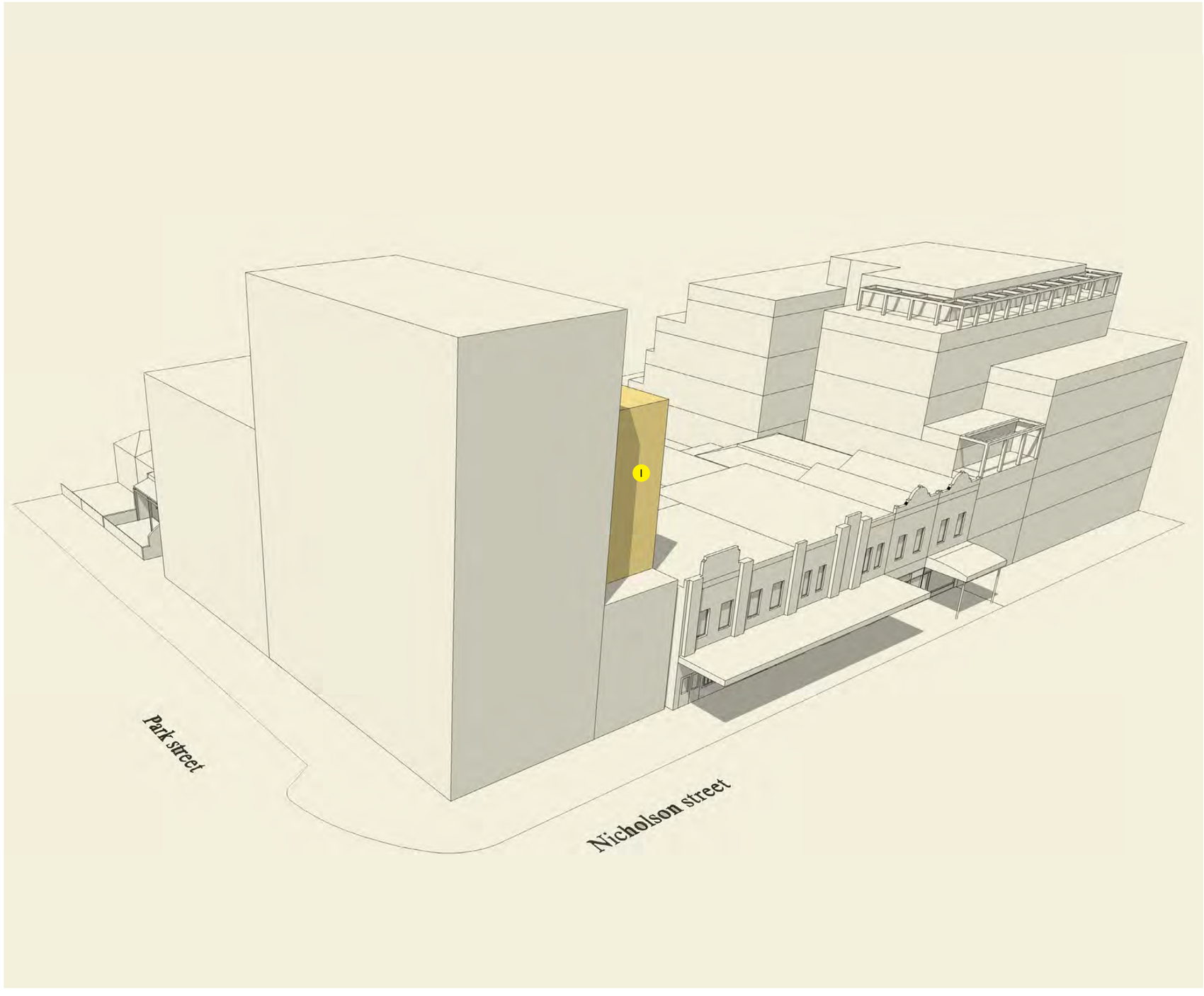

Medium-height massing modulates between lower and taller Nicholson Street volumes.

1 Clear, simple built form sensitively interfaces with urban context

Architecture architecture

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Massing Diagram 05

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Fitzroy North

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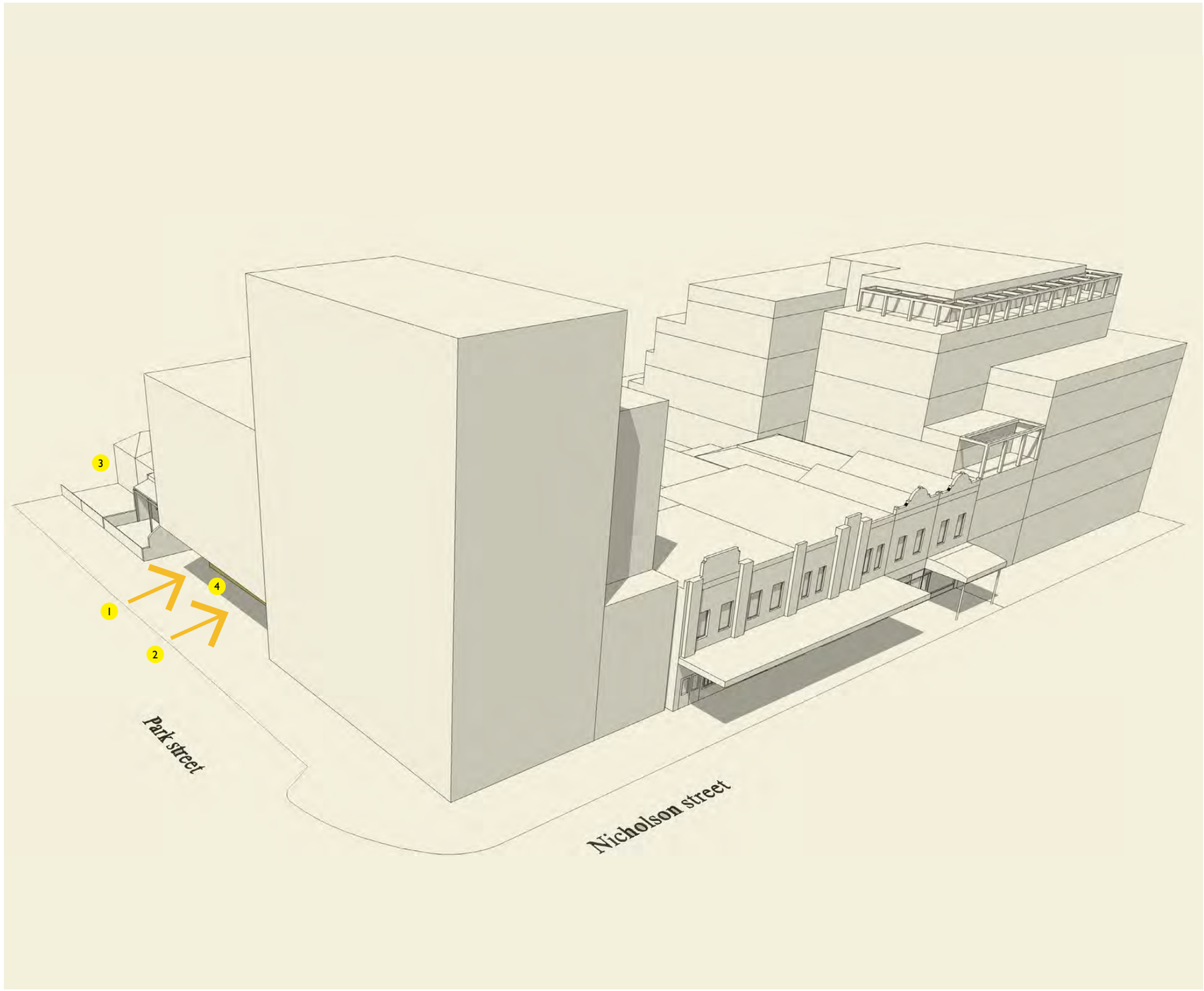

Ground floor setback emulates open space of Park Street residential front yards.

1. Pedestrian focussed street interface is engaging and welcoming
2. Guest bicycle parking is visible and accessible from Linear Park
3. Ground level setback emulates single storey Park Street residences
4. Landscaping at ground level provides a green buffer to Park Street

Architecture architecture

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Massing Diagram 06

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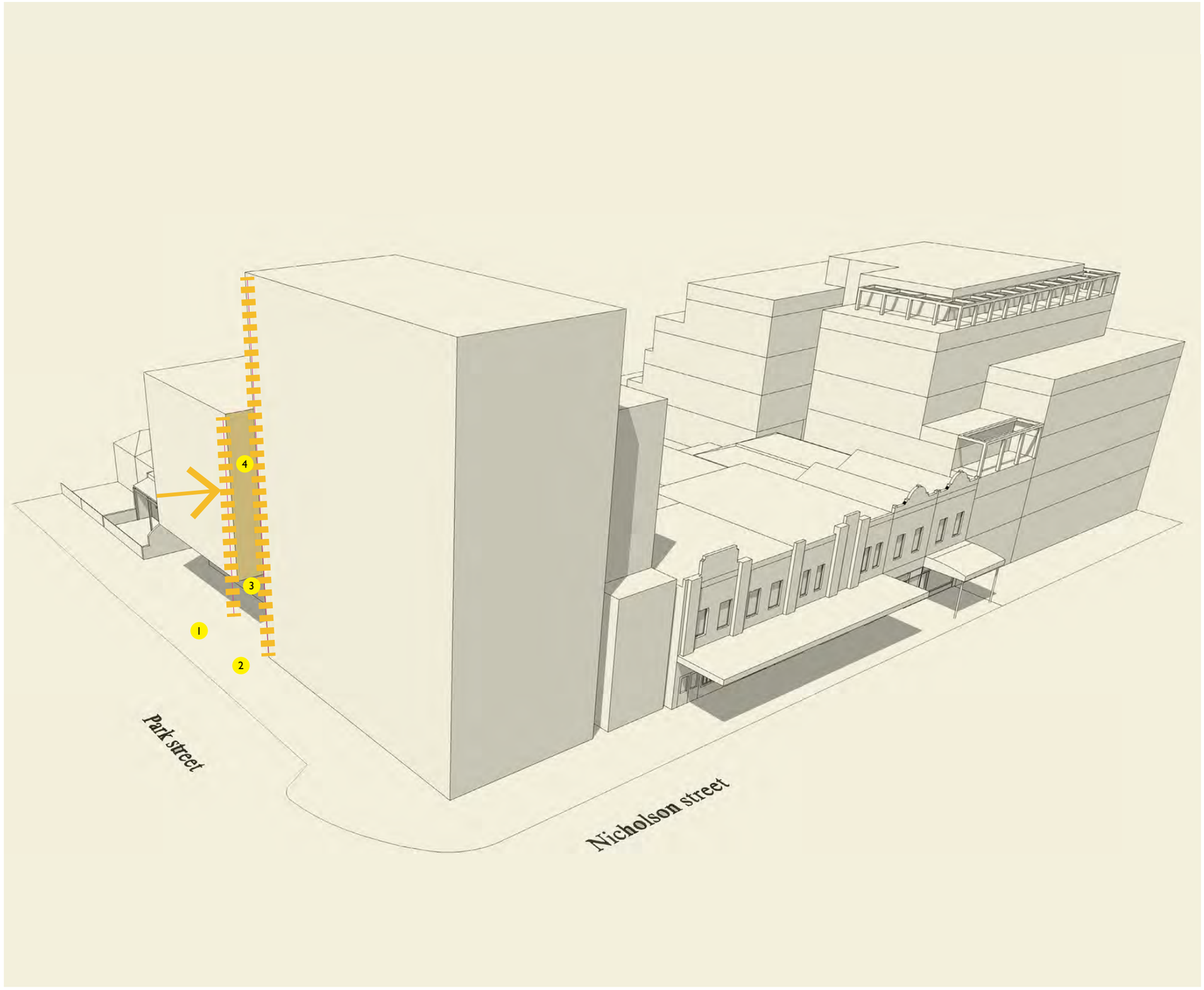

Generous public entrance separates and articulates step in Park Street massing.

1. Pedestrian focussed street interface is engaging and welcoming
2. Through-site paths activate both Park and Nicholson Streets
3. Generous Park Street entrance is welcoming, visible and connected with Linear Park
4. Open-air vertical circulation is visible from parkland and apartments

Architecture architecture
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Massing Diagram 07

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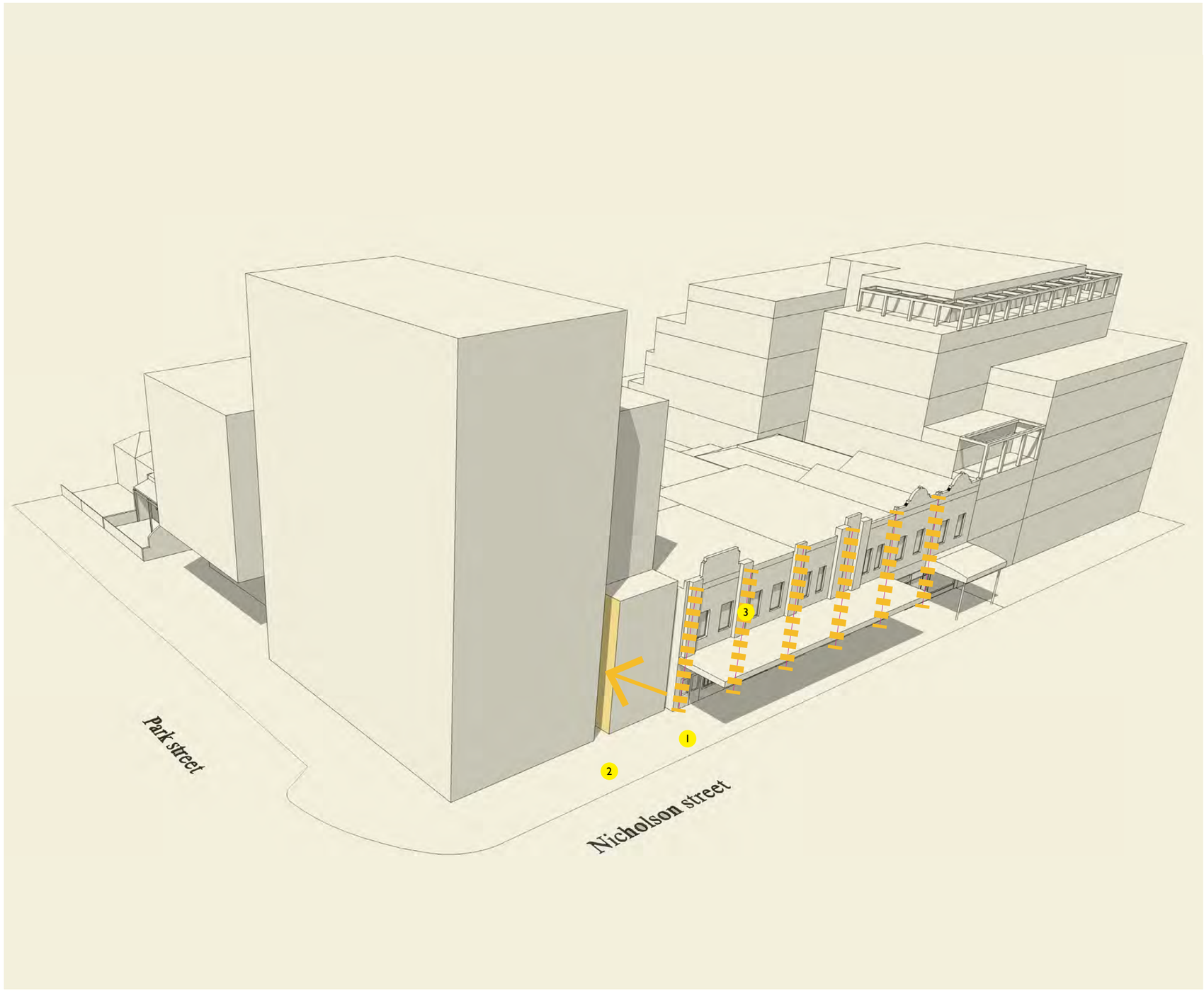

Nicholson Street entry articulates separation between lower and taller volumes, while echoing the grain of the Railway Hotel heritage facade.

1. Pedestrian focussed street interface is engaging and welcoming
2. Through-site paths activate both Park and Nicholson Streets
3. Built form echoes proportions of the neighbouring pub and retail strip

Architecture architecture

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Massing Diagram 08

PROJECT 290 Park Street Fitzroy North
JOB NO. 2502 PARK
PHASE Town Planning
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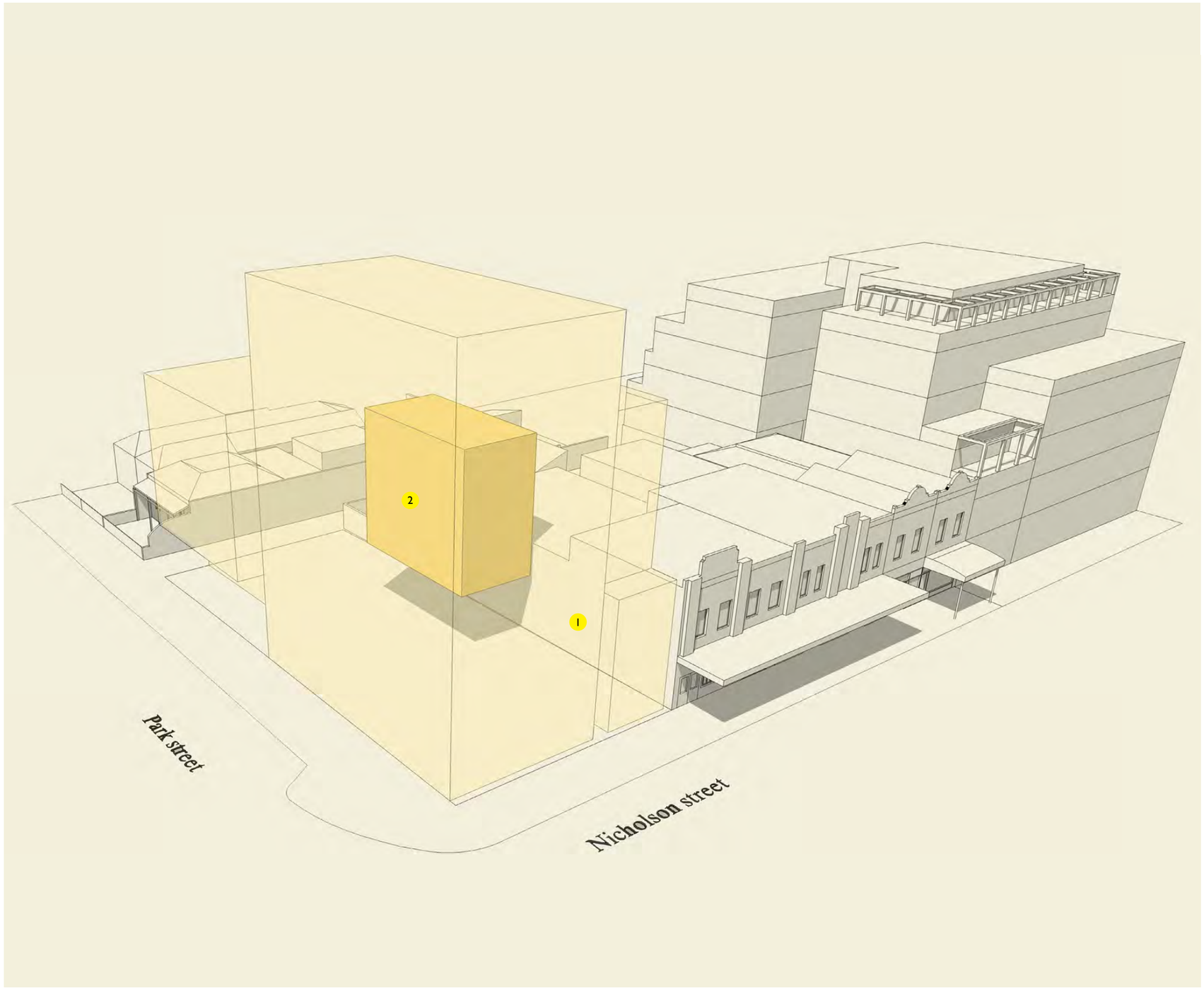

Landscaped light court on the southern boundary ensures all apartments are dual-aspect, providing excellent natural light and cross-ventilation.

1. U-shaped massing maximises access to landscaped communal space
2. Activated communal outdoor spaces encourage neighbour interaction

Architecture architecture

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Massing Diagram 09

PROJECT 290 Park Street Fitzroy North
JOB NO. 2502 PARK
PHASE Town Planning
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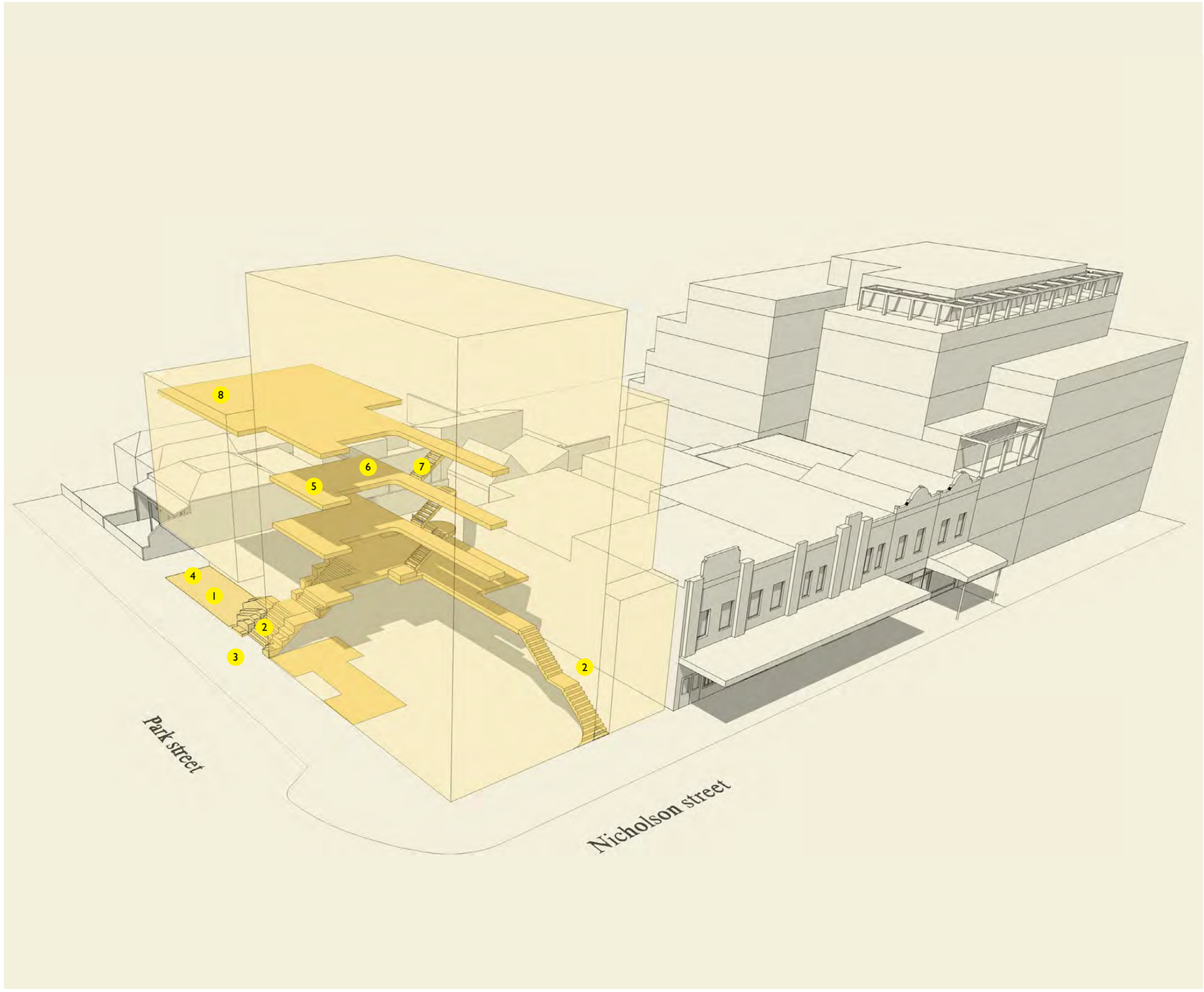

Generous communal spaces distributed across five levels provide additional amenity to residents while fostering social interaction.

1 Pedestrian focussed street interface is engaging and welcoming

New public bike parking is visible and accessible from Linear Park

Landscaping at ground level provides a green buffer to Park Street

2 Through-site paths activate both Park and Nicholson Streets

3 Generous Park Street entrance is welcoming, visible and connected with Linear Park

Landscaping to main entrance stair provides a green buffer to Park Street

4 New communal outdoor space is visible and publicly accessible from Linear Park

Deep-soil planting to communal outdoor space supports small trees, visible from Linear Park and southern dwellings

Potential for future commercial tenancies to activate communal outdoor space

5 45m² of sellable area has been sacrificed to create 2 levels of communal resident space

Upper-level communal spaces are visible and accessible, supporting social interaction

Upper-level communal spaces overlook Linear Park

Communal outdoor space activated by adjacent living spaces

6 Open-air vertical circulation is highly visible from parkland and apartments

7 External circulation at each level supports cross-ventilation to all apartments

8 Rooftop garden supports resident interaction and reduces urban heat island effect

Communal laundry liberates apartment space and encourages resident interactions

Productive rooftop garden supports affordable and sustainable living

Architecture architecture
83

Massing Diagram 10

PROJECT 290 Park Street Fitzroy North
JOB NO. 2502 PARK
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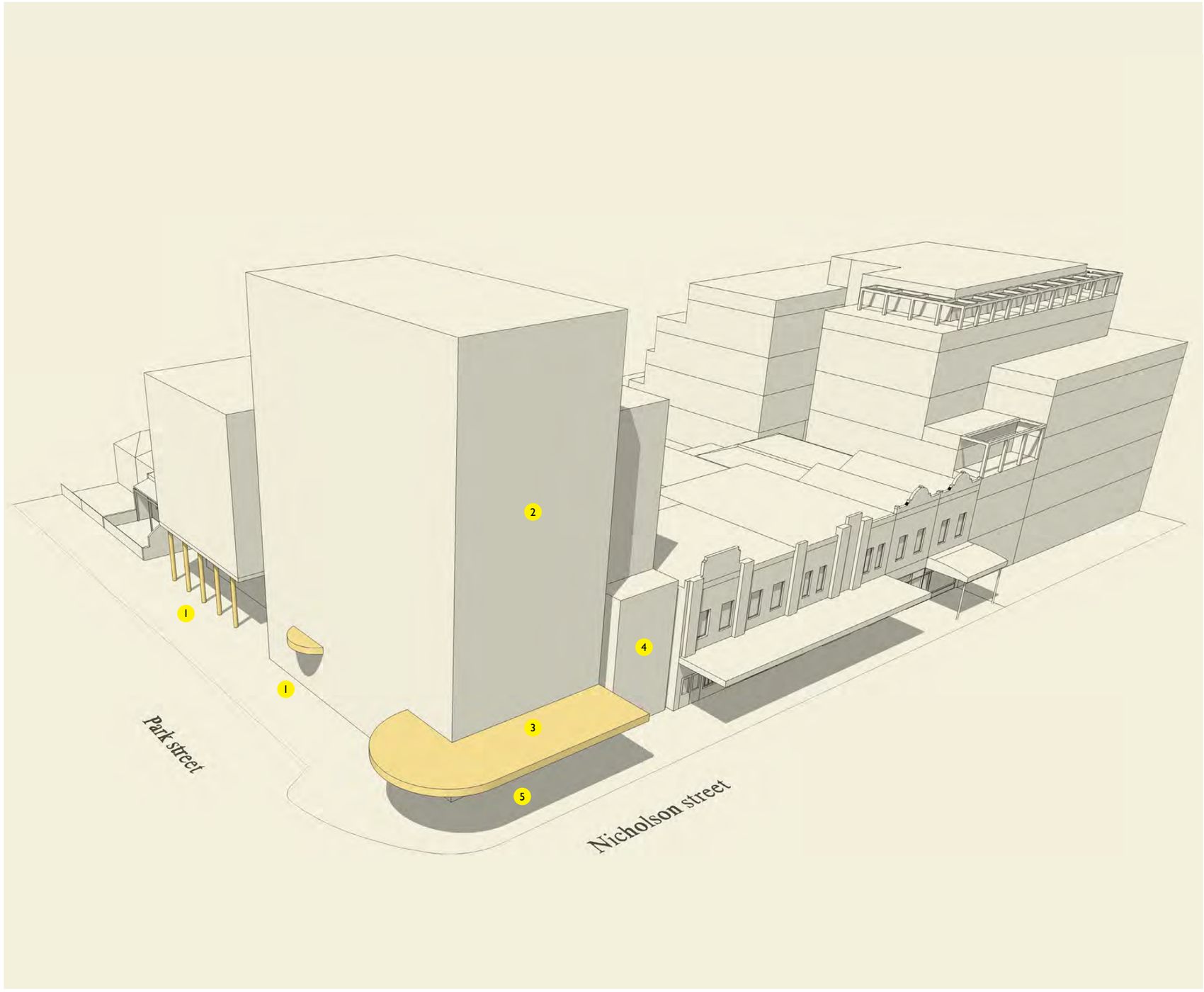

Proposed awnings continue Nicholson Street shopfront and hotel canopies.

1. Pedestrian focussed street interface is engaging and welcoming
2. High quality materials reflect heritage of the natural and cultural contexts
3. Awnings continue streetscape canopies
4. Built form echoes proportions of the neighbouring pub and retail strip
5. Ground floor is a mix of retail, resident amenity and public amenity

Architecture architecture
85

Massing Diagram 11

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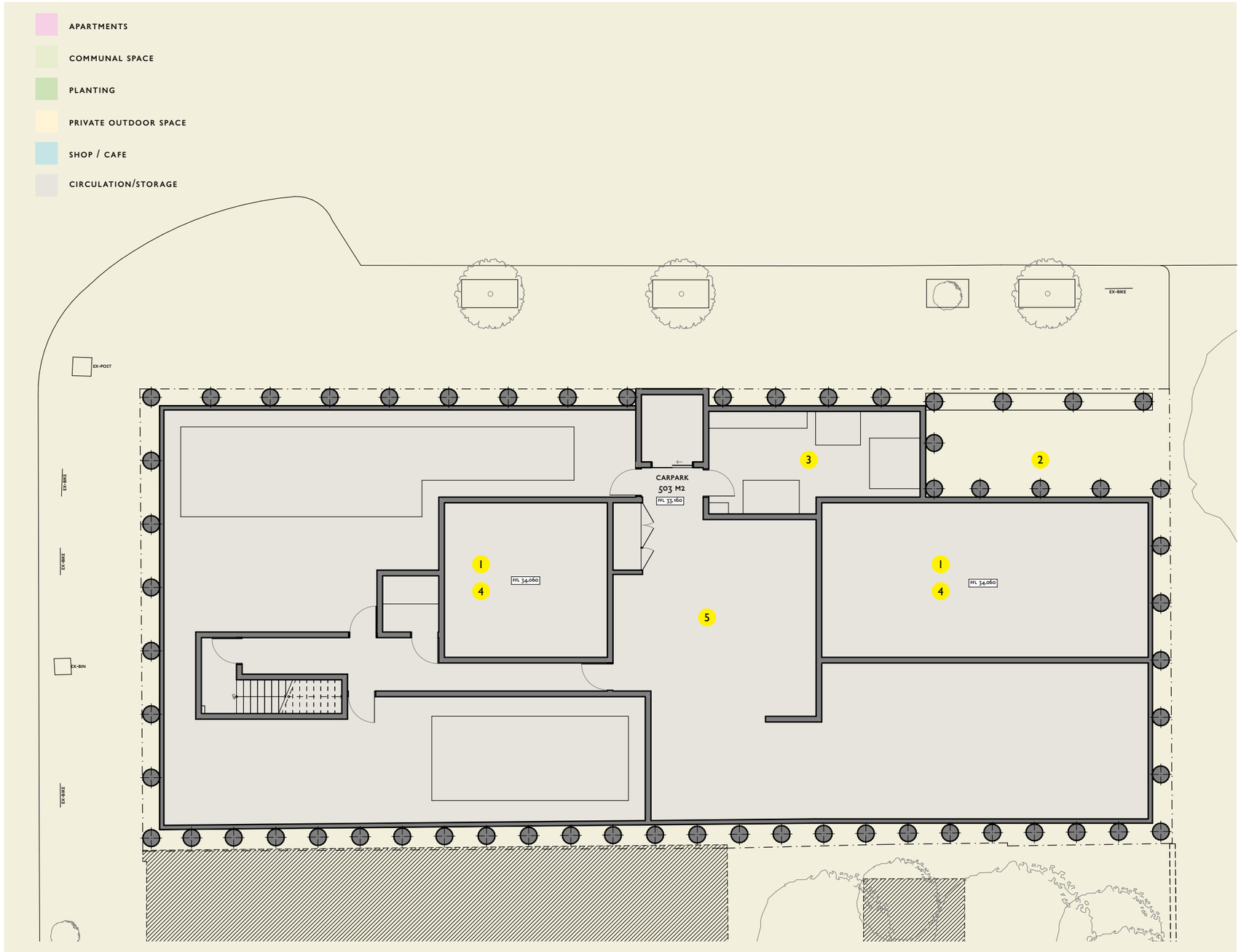

WELCOMING HOMES

1 Carparking provided in addition to bicycle parking and public transport options

LANDSCAPED HOMES

2 Allowance for deep-soil planting above

SUSTAINABLE HOMES

3 Rainwater and grey water collection for irrigation

4 Electric vehicle charging to 1 carpark space with provision for future EV charging to rest of car-stackers & standard carparks

5 Secure bicycle storage and bicycle repair workshop space encourage riding

Architecture architecture
87

Basement floor plan

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290 Park Street
Fitzroy North

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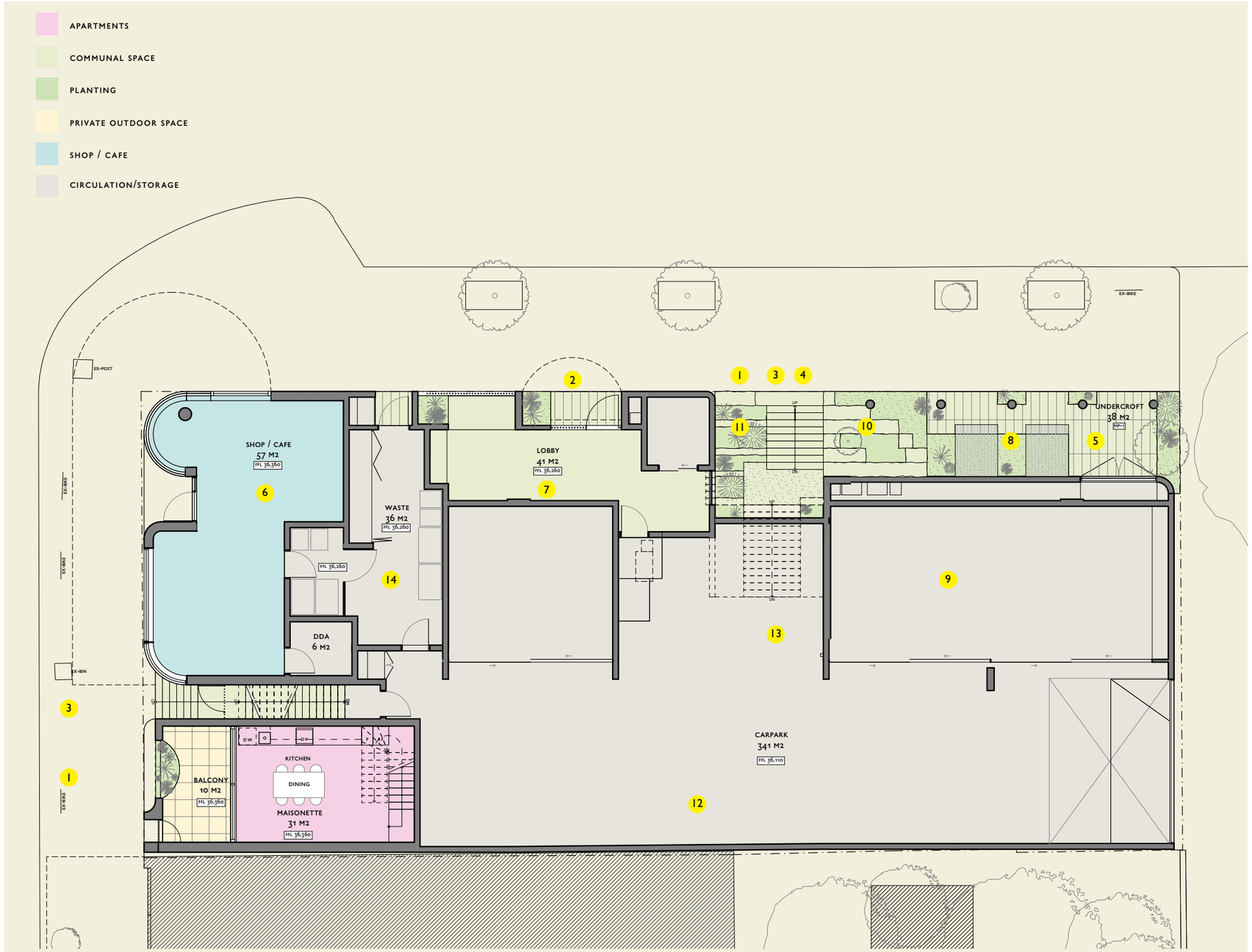

NEIGHBOURLY HOMES

1. Located adjacent to shops, public transport and commuter bike path
2. Pedestrian focussed street interface is engaging and welcoming
3. Through-site paths activate both Park and Nicholson Streets
4. Generous Park Street entrance is welcoming, visible and connected with Linear Park
5. Ground level setback emulates single storey Park Street residences

WELCOMING HOMES

6. Ground floor is a mix of retail, resident amenity and public amenity
7. Centrally located lobby immediately accessible from street, carpark and bicycle parking
8. Covered guest bicycle parking is accessible from Park Street
9. Carparking provided in addition to bicycle parking and public transport options

LANDSCAPED HOMES

10. Landscaping at ground level provides a green buffer to Park Street
11. Landscaping to main entrance stair provides a green buffer to Park Street
12. Allowance for deep-soil planting above

SUSTAINABLE HOMES

13. Electric vehicle charging to 1 carpark space with provision for future EV charging to rest of car-stackers & standard carparks
14. Centralised waste recovery including recycling, composting and e-waste

Architecture architecture

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1

Ground floor plan

PROJECT
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Fitzroy North

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NEIGHBOURLY HOMES

1. Through-site paths activate both Park and Nicholson Streets
2. New communal outdoor space is visible and publicly accessible from Linear Park

WELCOMING HOMES

3. Communal outdoor space is highly visible and accessible to apartments
4. Communal outdoor space activated by adjacent living spaces
5. Open-air vertical circulation is highly visible from parkland and apartments
6. Dwelling entries establish sense of individual address and arrival

LANDSCAPED HOMES

7. Landscaping to main entrance stair provides a green buffer to Park Street
8. Deep-soil planting to communal outdoor space supports small trees, visible from Linear Park and southern dwellings
9. U-shaped massing maximises access to landscaped communal space
10. Unimpeded views of Linear Park tree canopies from north-facing dwellings
11. Balcony planters to majority of apartments accommodate mid-sized plants

ADAPTABLE HOMES

12. Level 1 apartments able to be converted to commercial tenancies addressing the communal outdoor space

Architecture architecture

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Level 1

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290 Park Street
Fitzroy North

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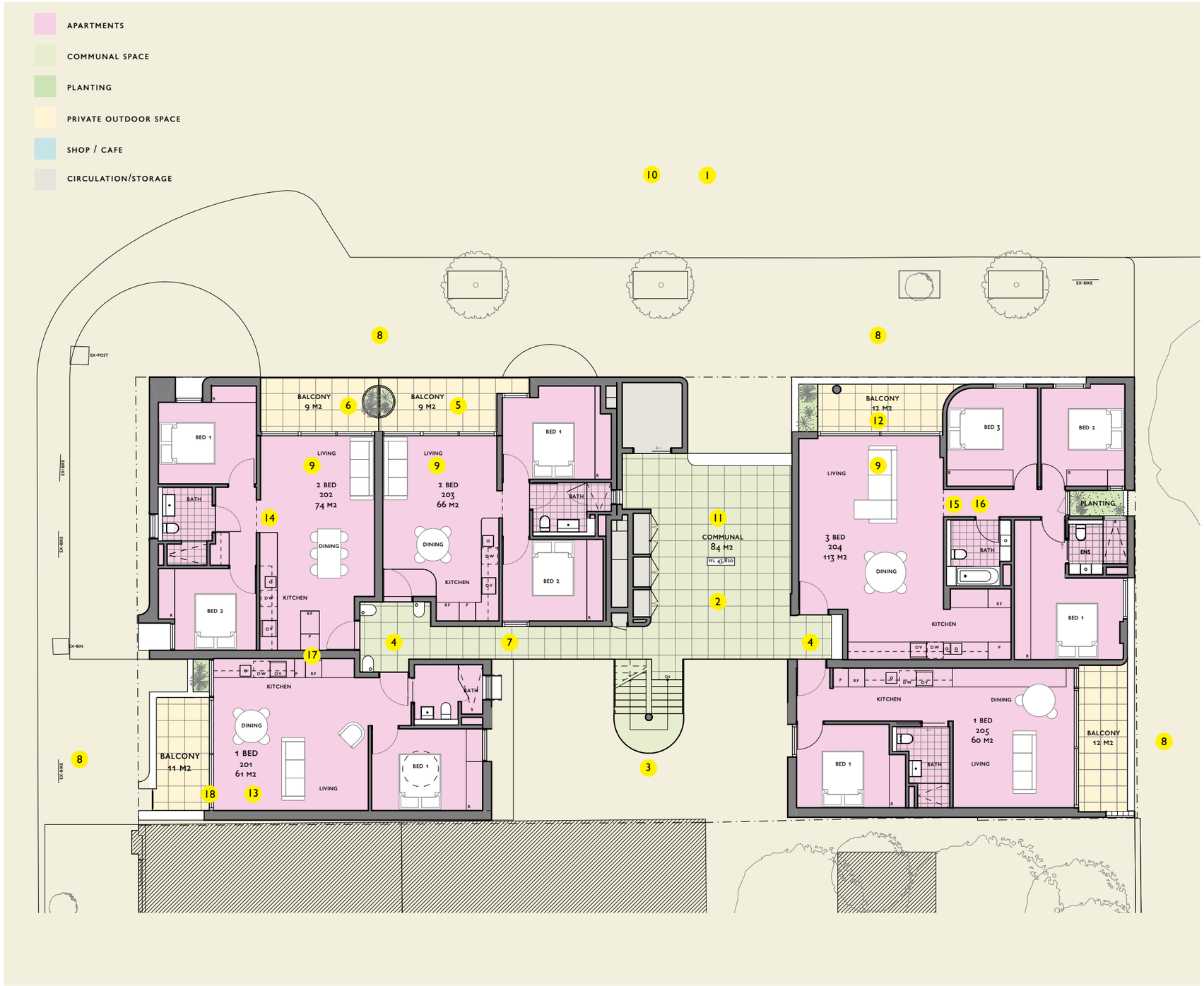

NEIGHBOURLY HOMES

1 Upper-level communal spaces overlook Linear Park

WELCOMING HOMES

2 Upper-level communal spaces are visible and accessible, supporting social interaction

3 Open-air vertical circulation is highly visible from parkland and apartments

4 Dwelling entries establish sense of individual address and arrival

LANDSCAPED HOMES

5 Unimpeded views of Linear Park tree canopies from north-facing dwellings

6 Balcony planters to majority of apartments accommodate mid-sized plants

HEALTHY HOMES

7 External circulation supports cross-ventilation to all apartments

8 Street frontage to living spaces, maximising natural light

9 Majority apartments are north-facing, maximising solar gains in winter

10 North-facing dwellings are oriented to overlook the tree canopies of Linear Park

11 Activated communal outdoor spaces encourage neighbour interaction

12 Generous balconies oriented to maximise solar access

ADAPTABLE HOMES

13 Diverse dwelling sizes cater to different household needs

14 Thresholds between living zones and bedrooms afford greater privacy

15 Shared bedroom thresholds minimise living room doors, maximising flexibility

16 Clear zoning of shared and private zones, creates comfortable homes

17 Western apartments on levels 2-4 combine to create larger multi-generational homes.

18 Flush balcony transitions make outdoor space continuous with interior.

Architecture architecture

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Level 2

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290 Park Street
Fitzroy North

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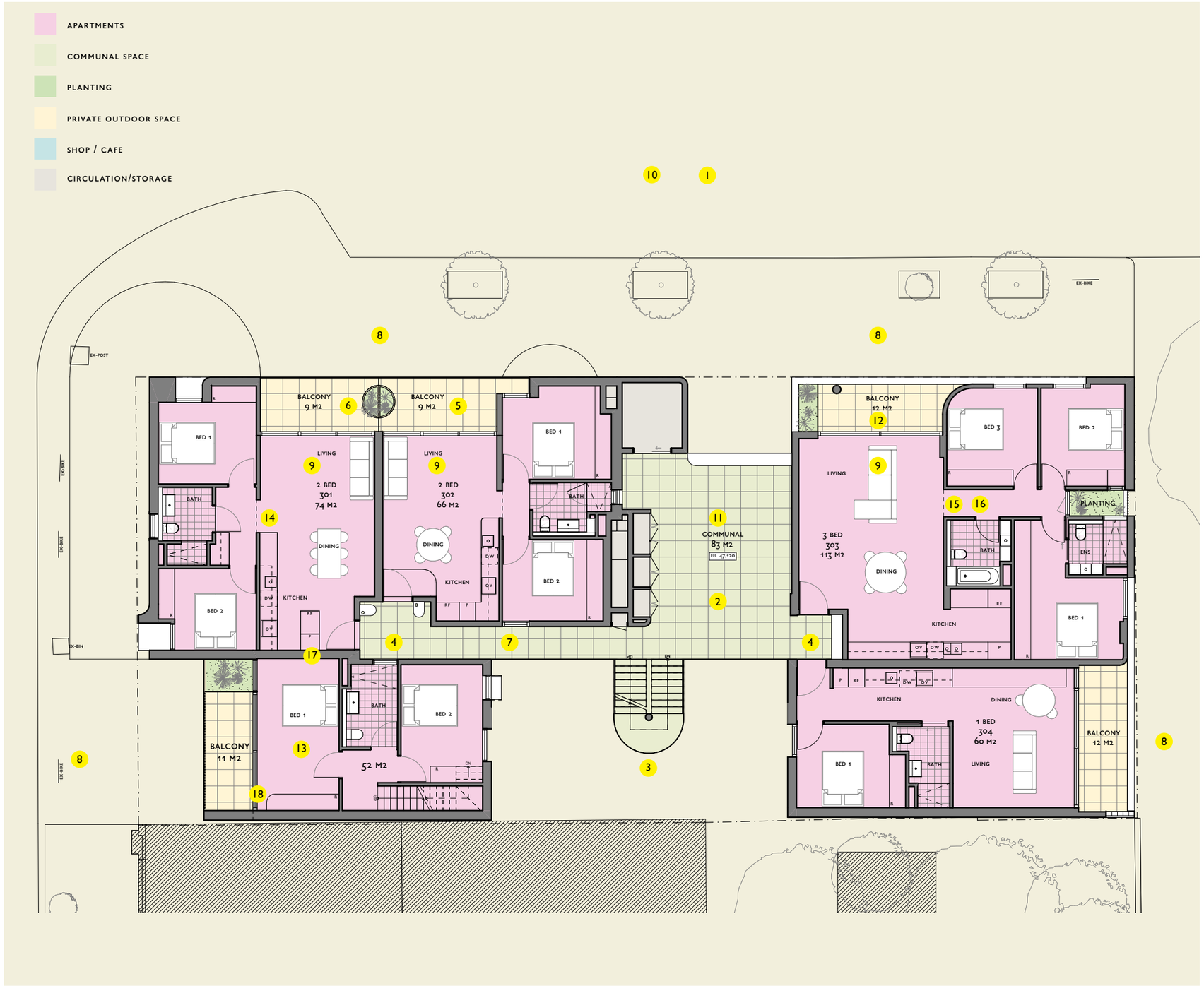

NEIGHBOURLY HOMES

1 Upper-level communal spaces overlook Linear Park

WELCOMING HOMES

2 Upper-level communal spaces are visible and accessible, supporting social interaction

3 Open-air vertical circulation is highly visible from parkland and apartments

4 Dwelling entries establish sense of individual address and arrival

LANDSCAPED HOMES

5 Unimpeded views of Linear Park tree canopies from north-facing dwellings

6 Balcony planters to majority of apartments accommodate mid-sized plants

HEALTHY HOMES

7 External circulation supports cross-ventilation to all apartments

8 Street frontage to all living spaces, maximising natural light

9 Majority apartments are north-facing, maximising solar gains in winter

10 North-facing dwellings are oriented to overlook the tree canopies of Linear Park

11 Activated communal outdoor spaces encourage neighbour interaction

12 Generous balconies oriented to maximise solar access

ADAPTABLE HOMES

13 Diverse dwelling sizes cater to different household needs

14 Thresholds between living zones and bedrooms afford greater privacy

15 Shared bedroom thresholds minimise living room doors, maximising flexibility

16 Clear zoning of shared and private zones, creates comfortable homes

17 Western apartments on levels 2-4 combine to create larger multi-generational homes.

18 Flush balcony transitions make outdoor space continuous with interior.

Architecture architecture

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Level 3

PROJECT
290 Park Street
Fitzroy North

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PHASE Town Planning
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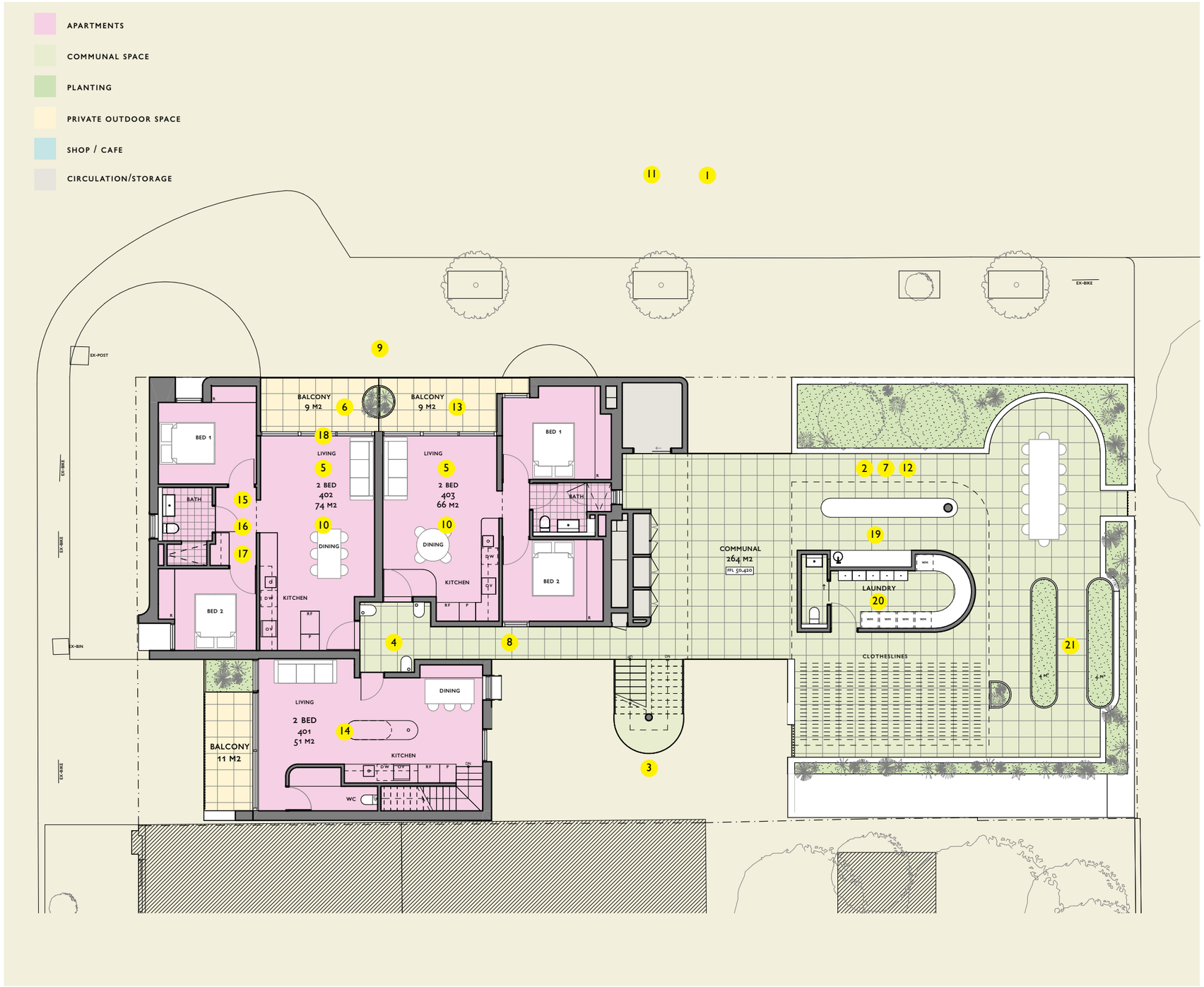

NEIGHBOURLY HOMES

1. Upper-level communal spaces overlook Linear Park

WELCOMING HOMES

2. Upper-level communal spaces are visible and accessible, supporting social interaction
3. Open-air vertical circulation is highly visible from parkland and apartments
4. Dwelling entries establish sense of individual address and arrival

LANDSCAPED HOMES

5. Unimpeded views of Linear Park tree canopies from north-facing dwellings
6. Balcony planters to majority of apartments accommodate mid-sized plants
7. Rooftop garden supports resident interaction and reduces urban heat island effect

HEALTHY HOMES

8. External circulation supports cross-ventilation to all apartments
9. Street frontage to all living spaces, maximising natural light
10. Majority apartments are north-facing, maximising solar gains in winter
11. North-facing dwellings are oriented to overlook the tree canopies of Linear Park
12. Activated communal outdoor spaces encourage neighbour interaction
13. Generous balconies oriented to maximise solar access

ADAPTABLE HOMES

14. Diverse dwelling sizes cater to different household needs
15. Thresholds between living zones and bedrooms afford greater privacy
16. Shared bedroom thresholds minimise living room doors, maximising flexibility
17. Clear zoning of shared and private zones, creates comfortable homes
18. Flush balcony transitions make outdoor space continuous with interior.

GOOD VALUE HOMES

19. Communal BBQ area diversifies cooking options and supports resident gatherings
20. Communal laundry liberates apartment space and encourages resident interactions
21. Productive rooftop garden supports affordable and sustainable living

Architecture architecture

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Level 4

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290 Park Street
Fitzroy North

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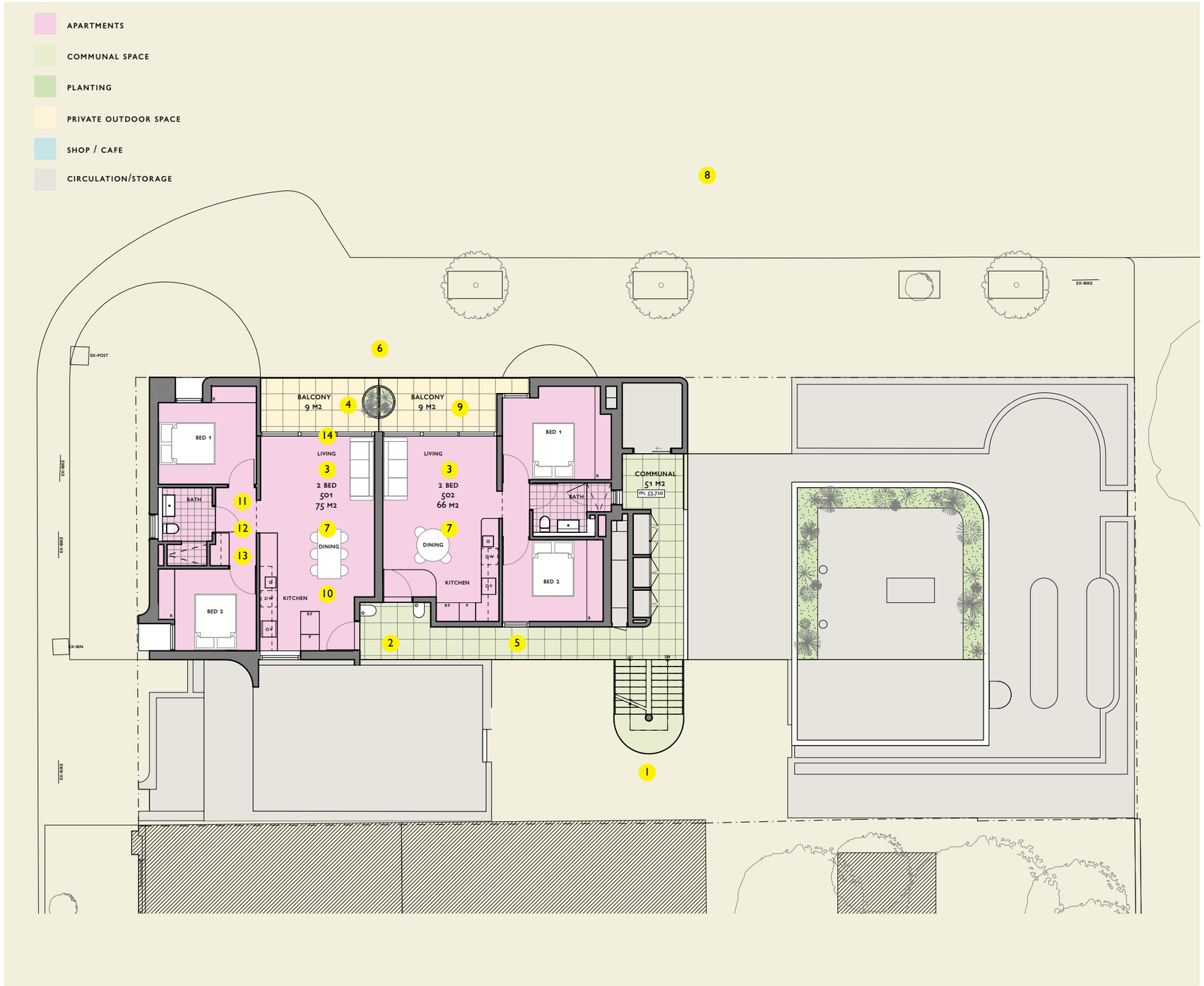

WELCOMING HOMES

1. Open-air vertical circulation is highly visible from parkland and apartments
2. Dwelling entries establish sense of individual address and arrival

LANDSCAPED HOMES

3. Unimpeded views of Linear Park tree canopies from north-facing dwellings
4. Balcony planters to majority of apartments accommodate mid-sized plants

HEALTHY HOMES

5. External circulation supports cross-ventilation to all apartments
6. Street frontage to all living spaces, maximising natural light
7. Majority apartments are north-facing, maximising solar gains in winter
8. North-facing dwellings are oriented to overlook the tree canopies of Linear Park
9. Generous balconies oriented to maximise solar access

ADAPTABLE HOMES

10. Diverse dwelling sizes cater to different household needs
11. Thresholds between living zones and bedrooms afford greater privacy
12. Shared bedroom thresholds minimise living room doors, maximising flexibility
13. Clear zoning of shared and private zones, creates comfortable homes
14. Flush balcony transitions make outdoor space continuous with interior.

Architecture architecture

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Level 5

PROJECT
290 Park Street
Fitzroy North

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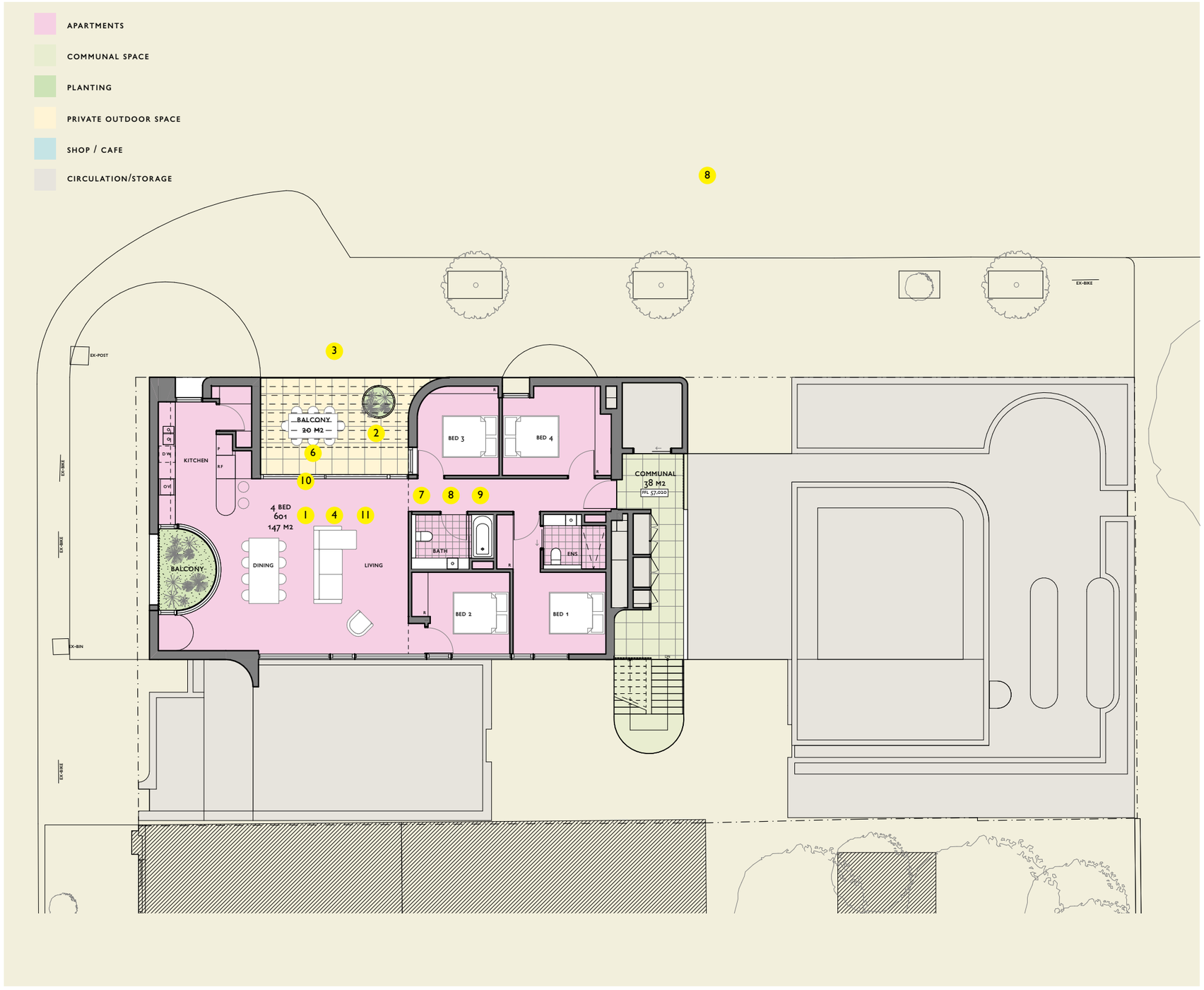

LANDSCAPED HOMES

1. Unimpeded views of Linear Park tree canopies from north-facing dwellings
2. Balcony planters to majority of apartments accommodate mid-sized plants

HEALTHY HOMES

3. Street frontage to all living spaces, maximising natural light
4. Majority apartments are north-facing, maximising solar gains in winter
5. North-facing dwellings are oriented to overlook the tree canopies of Linear Park
6. Generous balconies oriented to maximise solar access

ADAPTABLE HOMES

7. Thresholds between living zones and bedrooms afford greater privacy
8. Shared bedroom thresholds minimise living room doors, maximising flexibility
9. Clear zoning of shared and private zones, creates comfortable homes
10. Flush balcony transitions make outdoor space continuous with interior
11. Diverse dwelling sizes cater to different household needs

Architecture architecture

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Level 6

PROJECT
290 Park Street
Fitzroy North

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PHASE Town Planning
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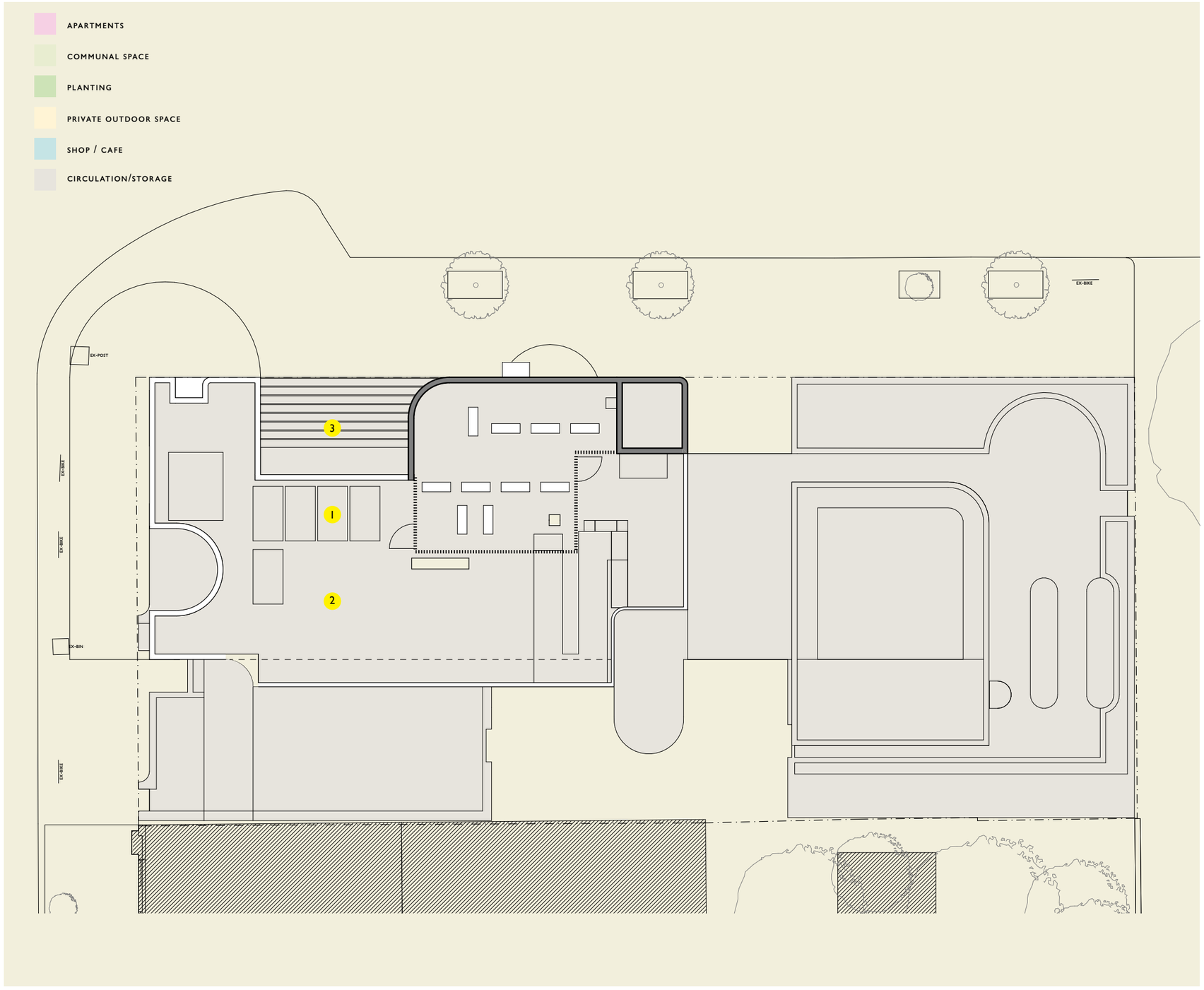

SUSTAINABLE HOMES

1 Rooftop solar panels reduce reliance on the grid

2 Rainwater and grey water collection for irrigation

GOOD VALUE HOMES

3 Passive solar design reduce energy consumption and operation costs

Architecture architecture

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Roof level

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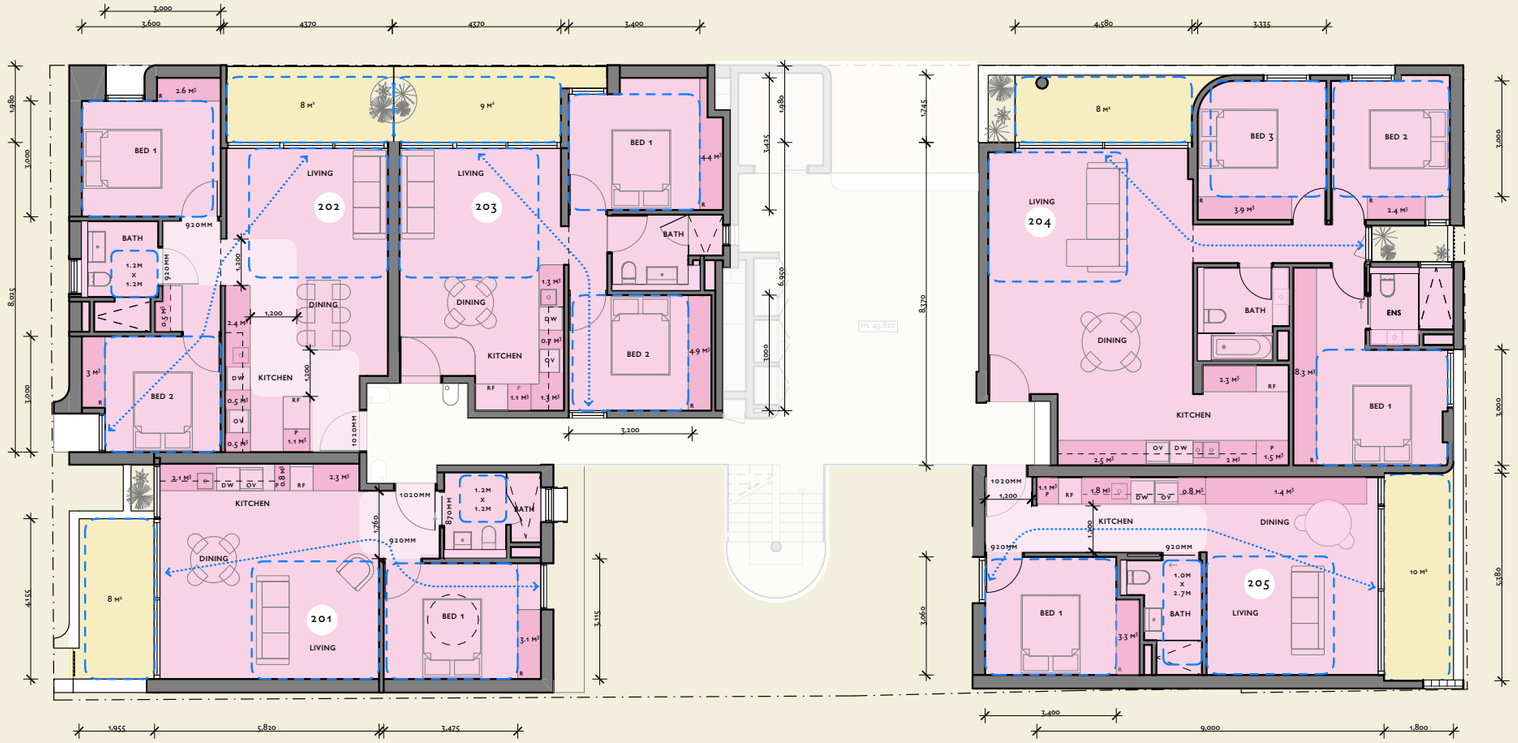

INTERNAL AMENITY

The Level 2 floor plan (shown here) includes most apartment types, with the exception of the studio apartment on the first floor and the four bedroom apartment on the top level.

All apartments are dual-aspect and generously proportioned, ensuring residents enjoy the benefits of abundant space, light and cross-ventilation, with all living spaces enjoying street frontage. The layout of each floor has been designed for compliance with the Better Apartment Design Standards.

In addition to the communal outdoor space on the first floor, generously proportioned communal spaces on levels 2-5 benefit from a northern aspect and treetop views, providing significant additional amenity to the apartments on these levels and encouraging neighbourly interaction. Each of these spaces provides planting, seating and a large open space for resident interpretation and use.

Architecture architecture
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Internal amenity

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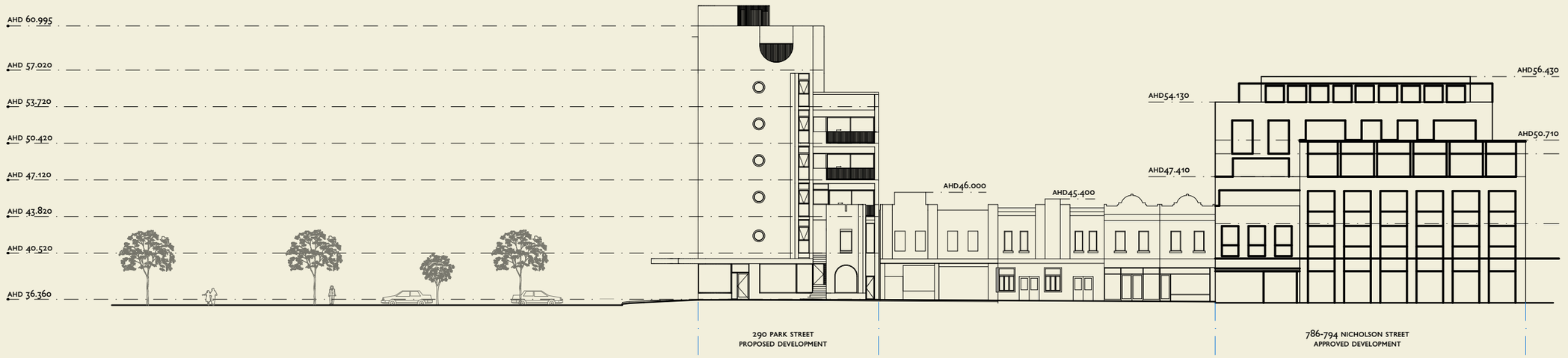

Nicholson street elevation

NICHOLSON STREET ELEVATION

The Nicholson Street elevation bookends the block and marks the transition between the linear park and shopping village. It echoes the civic language of arches and circular windows found in nearby landmarks including Our Lady Help of Christian Hall, visible to the north of the site.

The two storey building continues the shopfront streetscape, echoing the proportions and ornamentation of its immediate neighbours.

Mediating the transition between these two buildings, a five storey building is setback and recedes from the street.

At the base of the building, ground level commercial use activates the street with glass frontages, while the shopfront canopy ties the new development into the retail streetscape.

PARK STREET ELEVATION

The Park Street elevation establishes a natural transition from low-rise single residences, to the taller corner building, while avoiding wedding-cake stepping.

The four storey eastern building will be offset from the taller corner building by approximately 3.8m, echoing the width of the adjacent laneway and easing the transition from one and two storey residences, to the taller massing of the proposed development.

The landscaped setback at ground level emulates the front yards of the residential streetscape, connecting the residential streetscape with the resident stairway entry.

The community facilities on the eastern rooftop are setback from Park Street and from the laneway to substantially diminish its visual presence in the streetscape.

At the base of the taller building, a ground level commercial tenancy, bicycle parking and resident lift lobby activate the street with clear glass frontages.



Architecture architecture

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Street elevations

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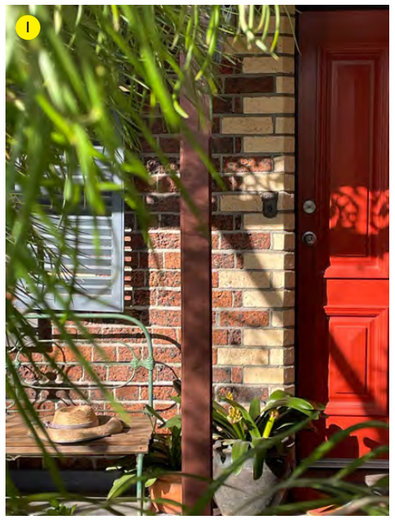
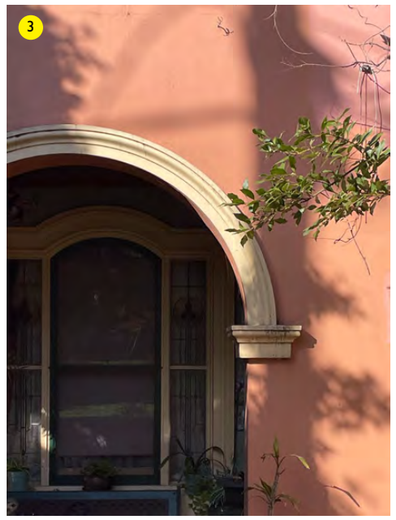












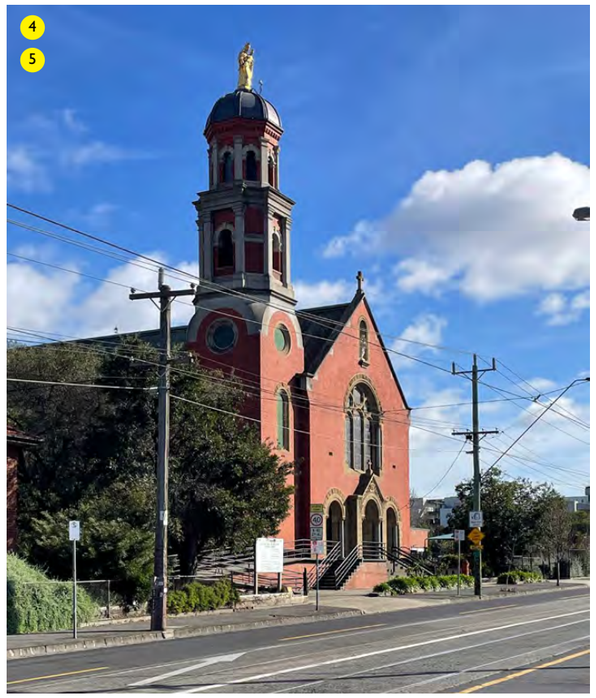
PARK STREET, FOUR STOREY BUILDING

To assist with the transition from the residential streetscape, it is proposed that the four storey eastern building will be constructed from brick, in keeping with the use of brick in the adjacent residence.

The photos shown here depict nearby Park Street residences, illustrating some of the features which will inform the final design, namely:

1. Ornamental brickwork
2. Expressed verandah posts
3. Curved and arched elements
4. Landscaped front yards
5. Picket fencing
6. Paired, vertical format bedroom windows



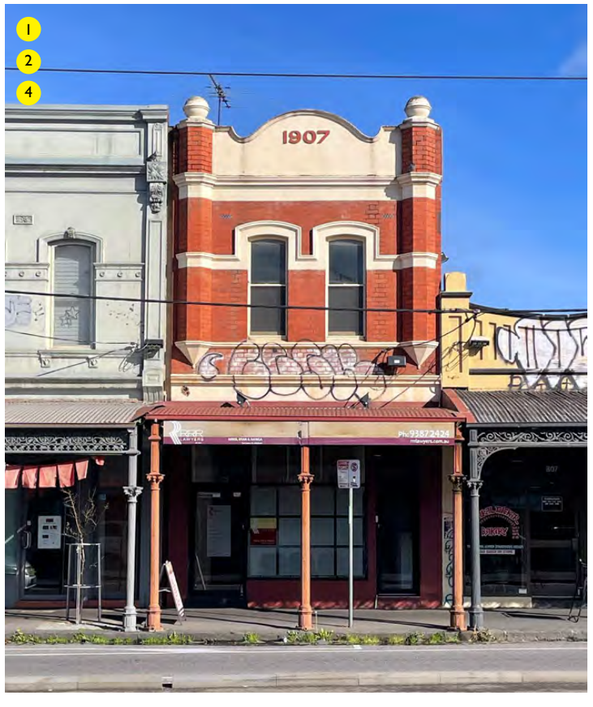


NICHOLSON STREET, TWO STOREY BUILDING

To assist with the transition from the heritage retail streetscape, it is proposed that the two storey building will be constructed from masonry, in keeping with the adjacent and nearby two storey hotel and shopfronts.

The photos shown here depict nearby Nicholson Street buildings, illustrating some of the features which will inform the final design, namely:

1. Shopfront canopies
2. Ornamental parapets
3. Rendered masonry shopfronts
4. Arched details
5. Porthole windows





Architecture architecture

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Heritage responsive materials

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Nicholson Street



Park Street - Linear Park



Park Street

Architecture architecture

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Model views, overview

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Park Street - Linear Park



Nicholson Street - Linear Park



Railway Lane



Nicholson Street - Liverpool Street

Architecture architecture

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Model views, eye level

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Architecture architecture

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Model view, Nicholson street

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Architecture architecture
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Model view, Park Street entry

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Model view, courtyard

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Architecture architecture

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Bryce Raworth
CONSERVATION | HERITAGE

Heritage Impact Statement

290 Park Street – Fitzroy North

Application for permit – Proposed Redevelopment

14 April 2026

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Bryce Raworth
CONSERVATION | HERITAGE

290 Park Street
Fitzroy North, VIC

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290 Park Street
Fitzroy North, VIC

1.0 Introduction

This Heritage Impact Statement has been prepared on behalf of the owner of the site at 290 Park Street, Fitzroy North. It relates to a planning permit application for works to the property, which is included in the Heritage Overlay.

This report reviews the significance of the heritage place and comments on whether the proposed works are appropriate in character and detail, and whether they are acceptable in terms of the impact on fabric of identified heritage significance.

2.0 Sources of Information

The analysis below draws upon an external inspection of the property, as well as review of the following sources.

- *Yarra Planning Scheme – Clause 15.03 Heritage, Clause 43.01 Heritage Overlay.*
- *City of Yarra Review of Heritage Overlay Areas 2007*
- *City of Yarra Database of Significant Areas March 2024*

The discussion also has regard for a previous approval on the site, PLN22/0915. The approval was for demolition of existing buildings and construction of a new four storey mixed use building containing dwellings and a cafe (food and drink premises).

The report has been prepared by Bryce Raworth Pty Ltd, and is to be read in conjunction with drawings prepared by Architecture Architecture and submitted with respect to this application.

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3.0 Brief History and Description

The subject site comprises a large, rectangular shaped portion of land, with primary street frontages to Nicholson Street to the west and Park Street to the north, and a secondary frontage to Railway Lane to the east. The land is flat in topography.

In 1900, despite nearby commercial development in Nicholson Street, including a nineteenth century iteration of the Railway Hotel to the south, as well as residential development in Park Street, MMBW plans show that the subject site remained undeveloped. By 1920 the premises of a produce merchant occupied the site, addressed as 808 Nicholson Street, as evidenced in the *Sands & McDougall Directory of Victoria*.

A produce dealer occupied a premises to the rear of this, addressing Park Street, by 1925. Site inspection indicates that this building was constructed as a single storey premises with a Neo-Classical style facade and sawtooth roof profile. This building has subsequently been considerably altered by the construction of a first floor addition directly above the facade, as well as changes to the central entry doors at ground floor level and overpainting.

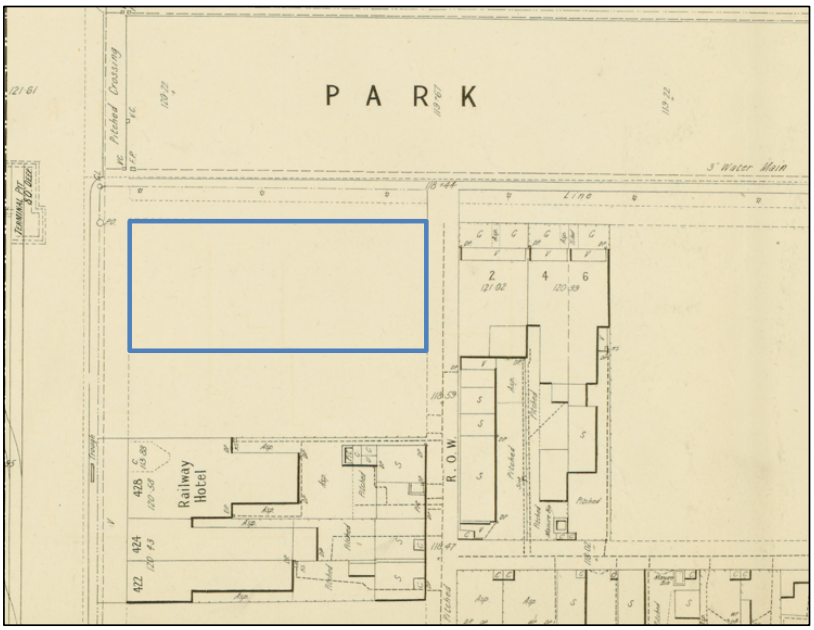

Figure 1 *Detail of MMBW plan from 1900. The subject site (outlined in blue) is vacant at this time.*
Source: State Library of Victoria.

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Figure 2 *Aerial image of the subject site (indicated) and surrounds, 2023. Source: Google Earth.*

A c.1970-80 two storey commercial building known as 806-810 Nicholson Street occupies the remainder of the site, the c.1920 built form that formerly occupied the place having been demolished. Red brick facades to Nicholson and Park streets feature a cream painted rendered band to the parapet, with a similar band incised across the parapet of 290 Park Street.

The subject site is situated at the juncture of commercial premises in Nicholson Street to the south and residential buildings in Park Street to the east. Adjoining the subject site to the south is the two storey Railway Hotel, the original nineteenth century building appearing to have been given a new facade and enlarged sometime in the twentieth century. Further south at 796-798 Nicholson Street is a pair of two storey Boom style residential shop terraces, while to the corner of Liverpool Street at 786-794 Nicholson Street, a recently permitted six storey development is currently under construction. Opposite the subject site to the north is an at-grade carpark and the open grassland of the inner circle railway linear park.

To the east of the subject site, across Railway Lane, is a series of single storey residences, most of Victorian or Edwardian origins. At 288 Park Street is a double fronted polychrome brick dwelling with hipped roof, while further east at 284 and 286 Park Street are two single fronted houses with rendered facades and hipped roofs.

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Figure 3 *The facade of 290 Park Street.*



Figure 4 *The east elevation of 290 Park Street with the red brick to the ground floor differentiated from the orange brick of the first floor.*

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Figure 5 *The non-original entry door of 290 Park Street.*



Figure 6 *North elevation of the c.1970-80 building known as 806-810 Nicholson Street.*

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Figure 7 *The subject site as viewed from Nicholson Street.*



Figure 8 *The Railway Hotel and two storey commercial buildings south of the subject site.*

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Figure 9 *Recently permitted development under construction at 786-794 Nicholson Street.*



Figure 10 *Single storey residential streetscape east of the subject site.*

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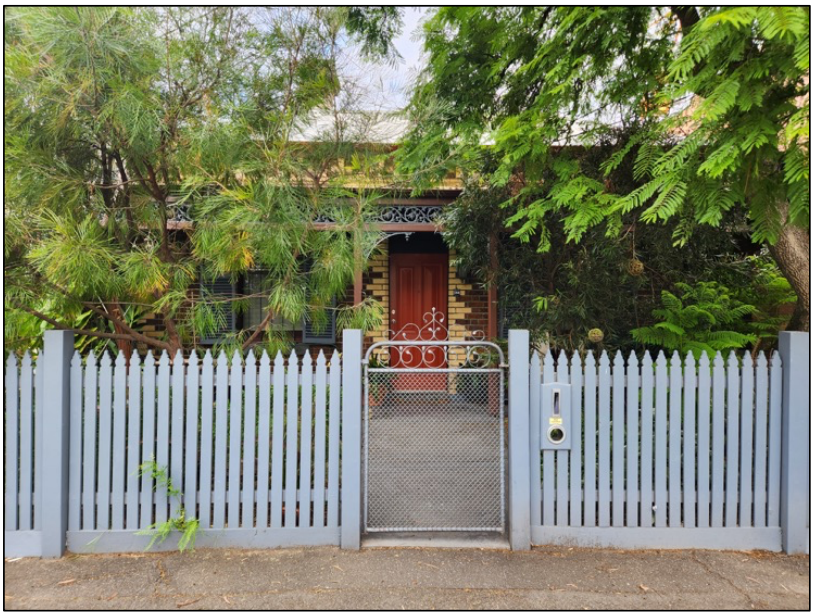

Figure 11 *288 Park Street, east of the subject site.*



Figure 12 *284 and 286 Park Street.*

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4.0 Listings and Controls

The site is situated along the western edge of the North Fitzroy Precinct, identified as HO327 in the Schedule to the Heritage Overlay of the *Yarra Planning Scheme*. No external paint controls or internal alteration controls apply under the provisions of this overlay, though solar energy system controls do apply.

The opposite (west) side of Nicholson Street forms the eastern boundary of the North Carlton Precinct HO326, which encompasses all of the western side of Nicholson Street between Park Street to the north and Princess Street to the south.



Figure 13 *Detail of the Heritage Overlay map, showing the location of the subject site within HO327 shaded blue.*
Source: Yarra Planning Scheme

Significance

The statement of significance for the precinct in the *City of Yarra Review of Heritage Overlay Areas* is reproduced in part as follows:

> *How is it significant?*
>
> *HO327 North Fitzroy Heritage Overlay Area (south of Holden St) is aesthetically and historically significant to the City of Yarra (National Estate Register [NER] Criteria E1, A4)*
>
> *Why is it significant*

The Government planned section of Fitzroy North (south of Holden St) is significant

[…]

- *For its late 19th century buildings that represent rapid growth and change in the character of the relatively remote suburb to an established residential and business area with a range of commercial and institutional buildings serving the wider population of North Fitzroy;*
- *For the aesthetic value of its suburban planning, with the combination of curving streets and garden reserves, and the vistas created by the intersections of standard rectilinear subdivision with the strong diagonals formed by St Georges Road and Queens Parade, the exceptionally wide streets and crescents, the triangular garden reserves, and focal views to buildings and parkland. This aesthetic is underscored by the built form seen in the construction of commercial and institutional buildings to the property alignment along a number of streets and on corners;*
- *The generous public domain, with street plantings of historic elms and 20th century plane trees,*
- *For its low rise streetscapes of intact Victorian and Edwardian buildings one and two-storey terrace and villa housing;*
- *For the range of Victorian and Edwardian-era building form and finish, from the modestly decorated timber cottages and stuccoed Italianate style houses, simply designed corner hotels and shops, to the rich variety of decorative buildings including an extraordinary concentration of decorative bichrome and polychrome brickwork and flamboyantly decorated Italianate residential and commercial terraces, banks and hotels, interspersed very occasionally with dominating narrow spire and tower elements of religious, commercial and institutional buildings.*
- *As one of Melbourne's early residential commuter suburbs served by train and cable tram services linking it to the city by 1888, with extensive Boom era terrace buildings and closely built row housing within this sub-area providing evidence of the effects of public transport on early development;*
- *As essentially a well preserved Boom-era suburb that, despite the abrupt economic collapse of the early 1890s, continued developing during the Great Depression years and into the first decades of the 20th century due to the amenity of its planning, parkland, local schools and shops and extensive public transport. This yielded both the generous frontages and sizes of the post-Depression villa houses and the row house forms and narrow frontages of the Boom era;*
- *For its traditional Victorian-era residential character, evoked by the formal presentation of the decorated façade to the street with its small ornamental front garden, low front fence, pedestrian gateway and front path, with the functional necessities of delivering coal, removal of nightsoil and occasional stabling provided by the back lanes;*
- *[…]*
- *For the contribution of well-preserved inter-war buildings, particularly the small intact inter-war houses where the building design has adapted to the prevailing built character of the area in siting, scale, decorative quality and stylistic variety.*

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The subject site at 290 Park Street is identified as a contributory graded place in the *City of Yarra Database of Heritage Significant Areas*, while 806-810 Nicholson Street is graded not contributory. This is in the context of a tiered grading system, with definitions as follows:

> *Not Contributory - Not contributory to the identified cultural values of the heritage overlay area as stated in the Statement of Significance.*
>
> *Contributory - Contributory to the identified cultural values of the heritage overlay area as stated in the Statement of Significance.*
>
> *Individually Significant - A heritage place in its own right. Where an individually significant place is part of a broader heritage precinct, the individually significant place may also be contributory to the broader precinct.*

Of the nearby buildings, the Railway Hotel to the south at 800-804 Nicholson Street is graded contributory, as is the pair of shop terraces at 796-798 Nicholson Street. 786-794 Nicholson Street further south is graded not contributory. To the east, the dwellings at 284, 286 and 288 Park Street are all graded contributory.

5.0 Policy Considerations

As the property is included in the Heritage Overlay, it is subject to the provisions of Clause 43.01. The purpose of Clause 43.01, the Heritage Overlay, is as follows:

> *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
>
> *To conserve and enhance heritage places of natural or cultural significance.*
>
> *To conserve and enhance those elements which contribute to the significance of heritage places.*
>
> *To ensure that development does not adversely affect the significance of heritage places.*
>
> *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority will need to consider, as appropriate:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*

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- *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.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*

  […]

- *Whether the location, style, size, colour and materials of the proposed solar energy system will adversely affect the significance, character or appearance of the heritage place.*

Local heritage policy at Clause 15.03-1L includes the following development strategies:

New development, alterations or additions

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).

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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.

Demolition

Prioritise the conservation and adaptive reuse of a heritage place over demolition.

Prevent the demolition of individually significant or contributory buildings unless all of the following can be demonstrated:

- *The building is structurally unsound rather than in poor condition.*
- *Alternative stabilisation works have been investigated and are not feasible.*
- *The replacement building and/or works is appropriate for the heritage context.*

Prevent the demolition of any part of an individually significant or contributory building unless all of the following can be demonstrated:

- *The demolition will not adversely affect the significance of the heritage place.*
- *The partial demolition will contribute to the long-term conservation of the heritage place.*
- *The fabric does not contribute to the significance of the place or the area of demolition is not visible from:*
  - *The street frontage (other than a laneway), unless:*
  - *The principal façade addresses the laneway; or*
  - *The fabric visible from the laneway is identified in the Statement of Significance.*
  - *A park or public open space immediately adjoining the site.*
- *The demolition of part of the building allows its three-dimensional form to be retained and does not result in the retention of only the visible façade of the building and demolishing the remainder.*
- *The replacement building is a high quality design.*

Encourage applications for demolition to be accompanied by an application for new development.

Prevent the demolition of an individually significant or contributory building unless new evidence has become available to demonstrate that the building is not of heritage significance and does not contribute to the significance of a heritage place.

[…]

Commercial and industrial heritage places

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Articulate new facades by incorporating simple architectural detailing that does not compete with the more elaborate detailing of adjoining individually significant or contributory building.

[…]

Commercial heritage places

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.

[…]

6.0 Proposal

The proposal for the subject site, as shown in drawings prepared by Architecture Architecture, involves total demolition of all existing built form on the site. It is then proposed to construct a seven storey apartment building with one basement level. The development will be massed and externally treated to present as a community of smaller architectural entities through variations in height, setbacks and architectural treatment.

Street wall heights measure two storeys adjacent to the Railway Hotel to the south, rising to seven storeys at the north-west corner of the site, with a four storey interface to Railway Lane to the north-east. The building will abut the northern and western street boundaries, with the facade aligned with Park Street. This elevation features a central entry way and open stairwell, with apartments with recessed balconies to either side. A flat roofed canopy sheltering the western end of the ground floor returns with a curved corner part way along the Nicholson Street elevation. Here the northern end of the west elevation is distinguished by vertical arrays of circular and rectangular window forms.

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Materials include warm toned brick and raked and textured concrete in warm tones to the walls, grey-green metal cladding to the canopy, and stainless steel mesh screens.

From a heritage perspective, the relevant considerations include the appropriateness of the proposed demolition and the new construction in the context of the streetscape and precinct, discussed in turn below.

Demolition

The two storey red brick building known as 806-810 Nicholson Street, as constructed c.1970-80, does not contribute to the valued character or appearance of the North Fitzroy Heritage Overlay area. The demolition of this building will have no impact on the heritage significance of the place and is supported on this basis.

While it is policy at Clause 15.03-1L to prevent the demolition of contributory graded buildings, the commercial premises at 290 Park Street makes only the most limited contribution to HO327. The single storey interwar building was substantially altered in the post war period by the dominating first floor addition, as well as the changes to the ground level entry door and overpainting. The result is a commercial building which does not reflect its 1920s origins, or relate to the residential character of the wider Park Street streetscape.

In relation to this demolition, it is salient that Council's previous approval for the site (PLN22/0915) endorsed the toral removal of the building. The rationale provided in the Delegate report is as follows:

> *Council's Heritage Advisor has provided the following response with regards to the proposed demolition:*
>
> *"With regard to the demolition of the contributory heritage place at 290 Park Street, the information provided in the report prepared by Trethowan provides new evidence to demonstrate that the building has been substantially altered and cannot be considered a well-preserved example of an inter-war building. The building also does not form part of a consistent commercial streetscape, with the adjacent commercial property being graded non-contributory and the heritage streetscape to the east being predominantly residential. In this context, the demolition of the subject building complies with the policy direction of Clause 22.02."*
>
> *Given the above it is agreed that the demolition of this building will not adversely affect the significance of the heritage place given the alterations which have occurred and which do not contribute to the heritage streetscape.*

Notwithstanding the change in heritage policy from Clause 22.02 to Clause 15.03-1L, the heritage considerations relevant to demolition remain essentially unchanged, and are constant with regard to Clause 43.01 and the key question of '*Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place*'. The proposed demolition continues to be acceptable on this basis and in the context of the present application for development.

Built Form

Policy at Clause 15.03-1L generally encourages infill development in a Heritage Overlay to respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.

The building presents a two storey 'shop-like' street wall component of brick construction at the south end of the Nicholson Street frontage, incorporating a plinth, broad arched opening at ground floor level and vertically oriented first floor windows. In scale, fenestration and materials this element is suitably responsive to the commercial streetscape to the immediate south, complying with policy for commercial heritage places at Clause 15.03-1L which encourages '*works to respect and respond to the existing proportions, patterning and massing of nineteenth and early twentieth century facades and streetscapes.*'

The second through fourth floor levels to the rear of this two storey street wall are appropriately set back from the street boundary by approximately 2.4 metres, in line with policy to '*maintain the prominence of the street wall through appropriate upper level setbacks*'.

At the street corner, the building shifts to a different expression, rising to seven storeys and returning at this scale to Park Street, taking advantage of the corner location and lack of heritage interface to the immediate north to achieve a stronger built form presence.

It is recognised that this scale could be inappropriate in a different location, for example within the middle of a run of two storey buildings as is typical in other sections of Nicholson Street. However, the site sits at the edge of the built form of the North Fitzroy Precinct, in a context that provides the opportunity for greater scale. The emerging built form context in Nicholson Street includes the six storey development currently under construction at 786-794 Nicholson Street, to the south of the subject site at the corner of Liverpool Street, and this will be viewed as a part of the immediate streetscape. Photomontage images of the approved development to that site which were provided as evidence to VCAT are found at Figure 14 and Figure 16 and are set against renders of the proposal prepared by the architects.

Furthermore, this portion of Nicholson Street is likely to see substantial development of scale in the future, as has been seen in comparable commercial heritage precincts within the City of Yarra in recent decades. A series of other nearby sites to the south along the east side of Nicholson Street do not contain graded buildings and may be redeveloped. These include the lots at 734-780 Nicholson Street, south of Liverpool Street, which are located outside of the Heritage Overlay. 734 Nicholson Street contains an unusually large, open transport depot site capable of receiving substantial, multi-storey built form. New development on the south-east corner of Nicholson and Liverpool Streets would likely reinforce a higher scale street wall along this part of Nicholson Street.

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Figure 14 *Photomontage showing the approved development at 786-794 Nicholson Street to the right and the existing built form on the subject site at left. Source: Eagle Vision, 2024*



Figure 15 *Render from the architectural documentation showing a similar view of the proposal that includes the streetscape to the south and the approved development at 786-794 Nicholson Street to the right. Source: Architecture Architecture, 2026.*



Figure 16 *Photomontage showing the approved development at 786-794 Nicholson Street as seen from the south. The commercial lots that can be seen to the right of the approved development are not included in the Heritage Overlay. Source: Eagle Vision, 2024.*



Figure 17 *Render from the architectural documentation showing a view from the south, with the approved development at 786-794 Nicholson Street to the right and the proposal to the left. Source: Architecture Architecture, 2026.*

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In relation to the Park Street component of the new development, here the proposed envelope presents as four storeys, with a small envelope set back above which will service the surrounding roof terrace. This scale is generally comparable to the three and four storey scale of the southeastern envelope of the approved development under construction at 786-794 Nicholson Street at its Railway Place interface. While the neighbouring sections of both Park Street and Liverpool Street are of a low scale residential character, it is not unusual to find substantial transitions in scale where residential streets interface with major commercial/transport routes. In the City of Yarra, this is an outcome commonly seen along Smith Street and Brunswick Street, Collingwood, and Bridge Road and Swan Street in Richmond, for example.

The approach to scale within the site has been endorsed through initial feedback from the Office of the Victorian Government Architect (OVGA), as set out in the memorandum 'Great Design Fast Track Initial Observations, 10 September 2025'. This included specific recognition of the seven storey form at the west corner of the site and four storeys at the east boundary.



Figure 18 *View of the construction at 786-794 Nicholson Street, adjacent to 1 and 3 Liverpool Street.*



Figure 19 *Photomontage showing the relationship between the approved development at 786-794 Nicholson Street and the residential buildings to the east in Liverpool Street.*
Source: Eagle Vision, 2024.



Figure 20 *Render from the architectural documentation showing the relationship between the proposed development and Park Street dwellings to the east.*
Source: Architecture Architecture, 2026.

Materials are suitably respectful, incorporating face brick in warm tones to the envelopes that are adjacent to the Nicholson and Park Street heritage interfaces and the masonry character that predominates in these locations. The corner component transitions to a fluted concrete pigmented in a warm tone, complemented by the pale eucalypt of the canopy and mesh screens, adding visual interest.

It is policy at Clause 15.03-1L to '*maintain the existing canopy/verandah height of adjoining heritage buildings and the heritage streetscape'* and '*encourage a simple contemporary verandah design, consistent with the form and scale of adjoining verandahs*'. The proposed cantilevered canopy is interpretive of typical commercial canopies in Nicholson Street, with a metal clad fascia of appropriate width that matches the canopy to the Railway Hotel to the south in terms of height. The curved corner form is an appreciably contemporary response that is in keeping with the architectural language of the proposed host building.



Figure 21 *Render from the architectural documentation showing how the proposed canopy relates to that at the Railway Hotel to the south.*
Source: Architecture Architecture, 2026.

Conclusion

The demolition of the existing buildings at 290 Park Street and the construction of the new development will not result in an adverse impact on the significance, character or appearance of the streetscape or wider Heritage Overlay precinct. Overall, the proposal is an appropriate design response to the objectives and design guidelines of Clause 43.01 and the heritage policies provided within Clause 15.03-1L of the *Yarra Planning Scheme* and is supported on this basis.

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onemilegrid

290 Park Street, Fitzroy North

Transport Impact Assessment



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2 June 2026

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1 INTRODUCTION

onemile**grid** has been requested by Antipodean Land Developments Pty Ltd to undertake a Transport Impact Assessment of the proposed commercial and residential development at 290 Park Street, Fitzroy North.

As part of this assessment the subject site has been inspected with due consideration of the development proposal and relevant background reports have been reviewed.

This report has been updated following the issue of a Request for Further Information from the Department of Transport and Planning (DTP) on 15/5/2026 which included the following items relevant to our discipline:

> *Traffic Impact Assessment*
>
> *10. The swept path diagrams have been prepared based on an earlier iteration of the ground floor plans. While it does not appear changes were made to the car parking areas as a result, please confirm the ground floor plan details used for the swept paths remains unchanged or, provide updated swept path diagrams where ground floor plan changes may impact diagrams.*
>
> *11. Include the ground clearance diagram previously informally provided to DTP in response to Yarra City Council's concerns regarding the access grade transition from the laneway.*
>
> *12. Address any residential loading requirements in accordance with Clause 65.*
>
> *Other Issues*
>
> *5. Insufficient information has been provided to determine whether all design requirements of Clause 52.34-6 have been met (noting failure to comply with any of these standards requires a planning permit to vary or waive a requirement). Concern is raised with whether the 1.5 metre clear dimension (including in doorways) to access the bicycle storage room in the basement can be achieved from either the Park Street building entrance or from the car park (if accessed from Railway Lane), as well as the minimum dimensions to be provided for each bicycle parking space. Given the site's context directly adjacent to the Principal Bicycle Network, it is strongly encouraged that access to residential bike storage meets minimum standards to provide convenient access from the street.*

2 PLANNING HISTORY

A Planning Permit was issued for the development of a mixed use development comprising of residential units and a café use by Yarra City Council (Application Number: PLN22/0915). The Planning Permit allowed for the following:

"Demolition of existing buildings; construction of a mixed use building and associated works of up to four storeys containing a café (food and drink premises – no permit required for use); use of the land for dwellings and reduction in the statutory car parking requirement)"

2.1 Development Scheme

The approved scheme for the granted Planning Permit is summarised in Table 1 below.

Table 1 Approved Development Scheme (2024)

Use	*Component*	*No/Area*
Dwellings	2-Bedroon Units	1
	3-Bedroom Units	4
	4-Bedroom Units	1
	Sub-Total	**6**
Café	-	57m^2

The proposed access and car parking arrangements for the scheme is summarised below:

- Vehicle access is proposed via Railway Lane along the eastern boundary of the site;
- A total of 7 car parking spaces provided on-site.
  - All 2-3 bedroom units allocated a single car space whilst 4-bedroom units were allocated 2 spaces in the form of a car stacker.
- No car parking spaces allocated to the café premise.
- 2 bicycle parking spaces provided to each residential unit.

2.2 Car Parking

Based on the car parking provision and allocation detailed above, there was a car parking shortfall of 4 residential spaces and one café space for a total of 5 spaces.

In evaluating the suitability of the proposed car parking supply, Council acknowledged;

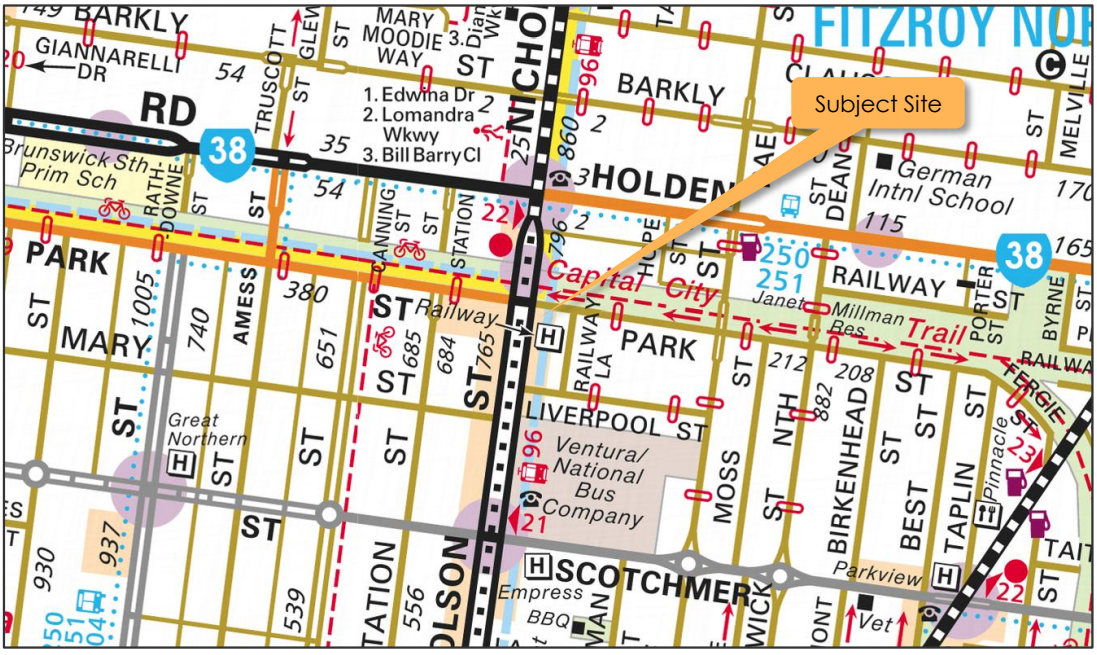
- ABS data of car ownership within Fitzroy North indicated that there is a market for 3-bedroom dwellings in this location that provide less parking than the statutory requirement.
- The proposal supported Yarra Council's Climate Emergency Plan, strategies and Planning Scheme policies which are focused on a reduced reliance of private vehicles and encourages alternate modes of transportation.
- Parking restrictions in the vicinity of the site ensure that car parking caters for short-term visitors with limited opportunities for long-term parking.
- The site is within a location that is well serviced by other transport modes such as walking, cycling and public transport.
- An existing car parking credit of 20 car parking spaces associated with the previous medical centre use.

3 EXISTING CONDITIONS

3.1 Site Location

The subject site is located at the southeast corner of the Nicholson Street / Park Street intersection and is addressed as 290 Park Street, Fitzroy North, as shown in Figure 1.

Figure 1 Site Location



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The subject site is generally rectangular in shape and has a frontage of approximately 16.29 m to Nicholson Street and approximately 36.58 m to Park Street. The site also abuts Railway Lane to the east.

The site is currently vacant, but until recently was occupied by several commercial tenancies comprising of smaller retail developments and a medical centre (Panda), totalling 591.2 m^2. Existing vehicle access to the subject site is a double-width gate via the Railway Lane along the eastern boundary, and a roller door and crossover on the northern boundary (Park Street). We understand that no parking spaces are currently provided on-site.

Land use in the immediate vicinity of the site is primarily commercial along Nicholson Street and generally residential in any other direction.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (14 February 2025)

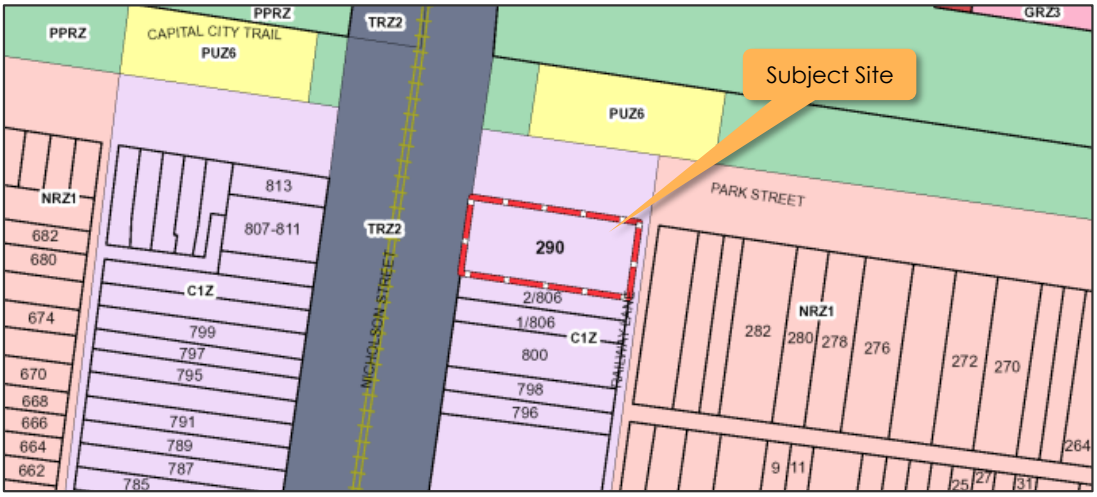


Copyright Nearmap

3.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Commercial 1 Zone (C1Z). The site is also subjected to a Development Contributions Plan Overlay – Schedule 1 (DCPO1) and Heritage Overlay (HO327). Additionally, the site abuts Nicholson Street to the west which is in a Transport Zone 2 (TRZ2); Principal Road Network.

Figure 3 Planning Scheme Zones



3.3 Road Network

3.3.1 Nicholson Street

Nicholson Street is an arterial road generally aligned north-south, running between Victoria Parade in the south and Albion Street in the north. Nicholson Street provides two traffic lanes in each direction adjacent to the site which are separated by a central tram reservation. Kerbside parking is permitted on both sides of the road with parking on the eastern side generally restricted to;

- Loading Zone between 7:00am and 9:00am, Monday to Friday;
- 1-hour restriction between 9:00am and 5:30pm, Monday to Friday;
- 1-hour restriction between 7:30am and 12:30pm, Saturday;

Kerbside parking on the western side of Nicholson Street in the vicinity is generally restricted to;

- 15-minute Loading Zone between 7:00am and 1:00pm, Monday to Friday;
- 1-hour restriction between 7:00am and 7:00pm, Monday to Saturday;

The cross-section of Nicholson Street at the frontage of the site is shown in Figure 4.

Figure 4 Nicholson Street, looking south adjacent to the subject site



Figure 5 Nicholson Street, looking north adjacent to the subject site



A 40 km/h speed limit applies to Nicholson Street between 7:00am and 7:00pm with a 60 km/h speed limit applying all other times.

3.3.2 Park Street

Park Street is a local road generally aligned east-west, running between Wilson Street in the west and St Georges Road in the east. Park Street provides a single shared one-way traffic lane for vehicles and bikes travelling westbound and a separate dedicated bike lane travelling eastbound on the northern side of Park Street adjacent to the site.

Kerbside parking is provided on the southern boundary of Park Street east of the subject site and is generally restricted to 2-hour restriction between 7:00am and 7:00pm, Monday to Saturday.

It is noted that Park Street also provides access to an off-street car park in the vicinity of the site which offers an additional 17 car parking spaces which are subject to 2-hour restriction between 7:00am and 6:00pm,

The cross-section of Park Street at the frontage of the site is shown in Figure 6.

Figure 6 Park Street, looking south adjacent to the subject site



A 50km/h speed limit applies to Park Street in the vicinity of the site.

3.3.3 Railway Lane

Railway Lane is a 3.6 m wide laneway abutting the eastern boundary of the subject site and is generally aligned north-south, running between Liverpool Street in the south and Park Street in the north. The laneway provides a single traffic lane facilitating two way vehicle movements and provides rear access to neighbouring developments.

The cross-section of Railway Lane adjacent to the subject site is shown in Figure 7 and Figure 8.

Figure 7 Railway Lane, looking north adjacent to the subject site



Figure 8 Railway Lane, looking south adjacent to the subject site



3.4 Sustainable Transport

3.4.1 Public Transport

The public transport provision in the vicinity of the site is shown in Figure 9 and detailed in Table 2.

Figure 9 Public Transport Provision

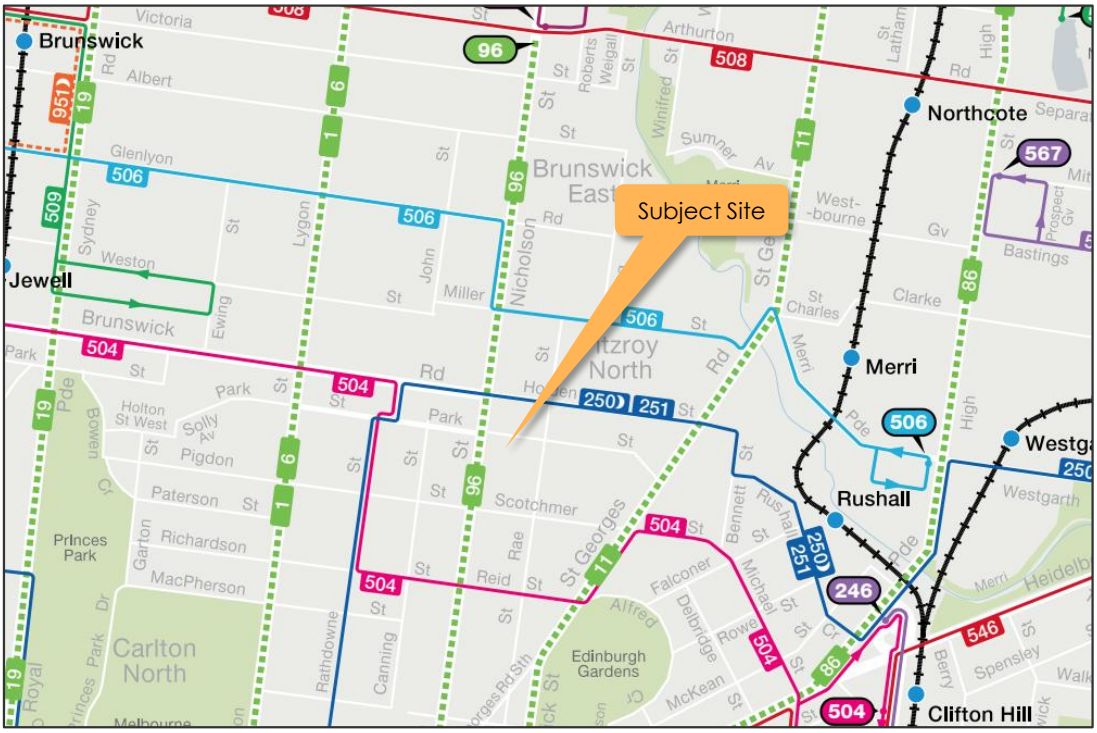


Table 2 Public Transport Provision

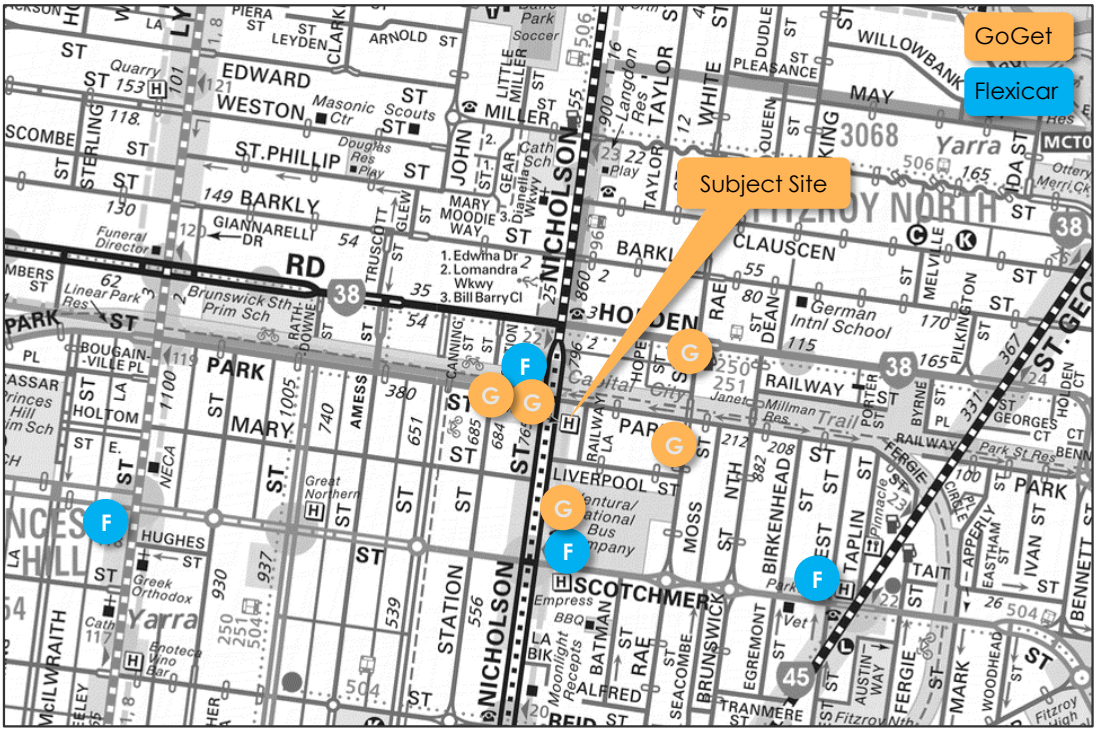
Mode	Route No.	Route Description	Nearest Stop/Station
Train		Mernda Line	Rushall Station
Train		Upfield Line	Jewell Station
Tram	96	East Brunswick - St Kilda Beach	Brunswick Road / Nicholson Street
	11	West Preston - Victoria Harbour Docklands	Park Street / St Georges Road
	1	East Coburg - South Melbourne Beach	Park Street / Lygon Street
	16	Melbourne University - Kew via St Kilda Beach	
Bus	504	Moonee Ponds - Clifton Hill via East Brunswick	Nicholson Street / Richardson Street
	506	Moonee Ponds - Westgarth Station via Brunswick	Rae Street / Miller Street
	250	City (Queen St) - La Trobe University	Nicholson Street / Holden Street
	251	City (Queen St) - Northland SC	

3.4.2 Share Cars

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except that users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 10.

Figure 10 Share Car Locations



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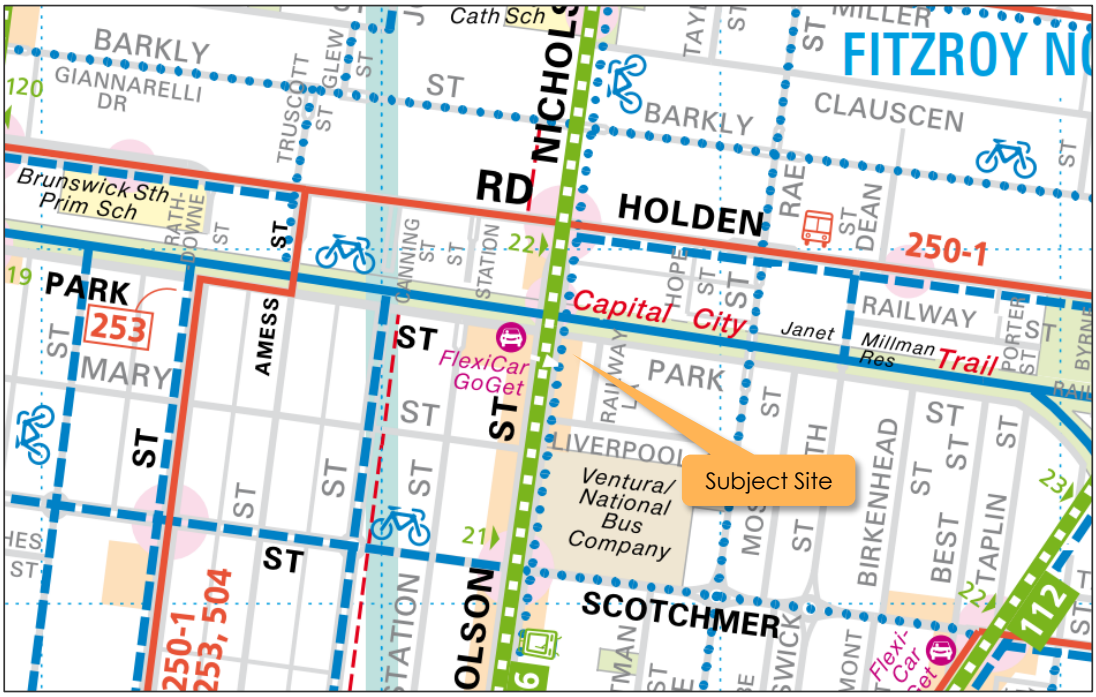
3.4.3 Bicycle Facilities

The site has excellent access to bicycle facilities, including the Capital City Trail immediately adjacent, on-road cycle facilities on Holden Street, Canning Street and Rathdowne Street, in addition to numerous informal routes. These all combine to provide connectivity to the CBD and Activity Centres.

Bike routes are identified on the City of Yarra Travelsmart (in blue) in Figure 11 below.

Figure 11 City of Yarra TravelSmart Map



3.4.4 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 95/100 and is considered a 'Walker's Paradise', meaning that daily errands do not require a car.

4 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a mixed-use development containing both residential and a café tenancy, as shown in Table 3 below.

Table 3 Proposed Development

Use	*Component*	*No/Area*
Dwellings	1-Bedroom Unit / Studio	5
	2-Bedroom Units	11
	3-Bedroom Units	3
	4-Bedroom Units	1
	Sub-Total	**20**
Shop/Café	-	57 m^2

It is proposed to provide a total of 18 spaces within an undercroft car park comprising of 16 spaces within two car stacker systems (Wohr Combilift 543 MR or similar) and 2 standard car parking spaces. Access into car parking spaces is provided via Railway Lane along the eastern boundary of the site.

All car parking spaces will be allocated to residents with no car parking spaces to be provided for the commercial/café tenancy.

All car spaces are to be provided with provision for a future electric vehicle charger, and one standard space will be provided with an electric vehicle charger.

A total of 32 bicycle parking spaces are provided within the basement level comprising of 6 vertical spaces, one standard horizontal rail (2 spaces) and 24 double stacked spaces. Two spaces will be nominally allocated to the café use with the remaining 30 spaces to be allocated to residents. Three additional horizontal rails (6 spaces) are to be provided along the Park Street frontage within the site for visitors. Additionally, several double-sided bicycle hoops are available along the Nicholson Street frontage, and one on Park Street which provides up to eight additional bicycle spaces available to the public.

5 DESIGN ASSESSMENT

5.1 Yarra Planning Scheme – Clause 52.06

onemile**grid** has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following section.

5.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 4.

Table 4 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	*Comments*
Be at least 3 metres wide.	Satisfied – minimum width of accessway is 3.5 m
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	N/a – no change in direction along accessway
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	N/a – private car park
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Satisfied – a minimum height clearance of 3.49 m is achieved in the accessway
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	N/a – does not connect to a Transport Zone 2 or 3
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	N/a – does not service 10 spaces, nor connect to a Transport Zone
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	N/a – This design requirement relates to visibility to pedestrians on the footpath of the frontage road. It is noted that the site access is via a laneway which does not include a footpath and as such, this requirement does not apply. Nonetheless, low levels of traffic is expected to be generated with limited pedestrian movements along the laneway and vehicles travelling at a low speed.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	N/a – does not connect to a Transport Zone

Swept path diagrams are provided attached in Appendix A illustrating satisfactory access to and from the rear laneway with a 99.8th percentile passenger vehicle (B99).

5.1.2 Design Standard 2: Car Parking Spaces

A summary of the assessment for Design Standard 2 is provided in Table 5.

Table 5 Clause 52.06-9 Design Assessment – Design Standard 2

Requirement	*Comments*
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied – Standard car parking spaces are dimensioned at 2.8 m width, 4.9 m length and are accessed by an aisle of 5.8 m.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, other than: - A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. - A structure, which may project into the space if it is at least 2.1m above the space.	Satisfied - The car park is designed in accordance with Diagram 1. A height clearance of 3.8 m is provided above the stackers, and no less than 2.1 m above the standard car spaces.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	N/A – No garages or car ports provided
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	N/A – No tandem spaces are provided
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Satisfied – All spaces are under cover
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm.	N/A – No accessible spaces provided.

5.1.3 Design Standard 3: Gradients

A 1:8 ramp is proposed to provide access into the ground floor car park area which is in accordance with the Planning Scheme requirements.

It is noted that the architectural plans show the 1:8 ramp extending in front of the easternmost stacker space however this ramp will be appropriately splayed to allow for suitable access into the stacker space.

A ground clearance diagram has been prepared by Architecture Architecture to confirm the suitability of ramp grades to the laneway. This drawing is attached within Appendix C.

5.1.4 Design Standard 4: Mechanical Parking

As discussed, it is proposed to utilise the Wohr Combilift 543 MR car stacker system to provide for 16 car parking spaces.

The Wohr system is arranged in a grid of three levels, with platforms above-ground, on ground level and within an underground pit. Platforms on the ground level will move horizontally, allowing for

platforms on the upper level to move vertically and shuffle platforms to the ground-level as required. A vacant space will remain clear on the ground-level at all times to facilitate for platform movements.

Residents will be allocated a specific car space within the stacker system which will be reserved for their use only. As such, residents will enter and exit the system from the same row at all times. When storing a vehicle within the system, the resident will approach the stacker system and prop within the access aisle and 'call' the platform, using either a remote control or pressing the appropriate button on a control panel. Once called, the empty space will be shuffled from within the system to the ground level, allowing access into the stacker system.

When retrieving a vehicle, the system will operate in the same manner, albeit in reverse.

Specification sheets for the Wohr Combilift 543 MR system are provided within Appendix B.

A review of the stacker design against the specific Planning Scheme requirements is provided in Table 6 below.

Table 6 Clause 52.06-9 Design Assessment – Design Standard 4

Requirement	*Comments*
At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle clearance height of at least 1.8 metres.	Satisfied – A clear height of 3.99 m and pit depth of 2.05 m is provided at the stackers, allowing in excess of 1.8 m vehicle height to all spaces
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.	Satisfied - All stacker spaces will be allocated to residents

In order to validate the functionality of access to the mechanical parking system, swept path diagrams were prepared, attached in Appendix A, based on the drawing set dated 31/03/2026. Any alterations to drawings since this issue do not impact car parking or access arrangements.

The swept paths shown access to critical spaces in the system with a 85th percentile passenger vehicle (B85) in accordance with the requirements of Australian/New Zealand Standard for Parking facilities, Part 1: Off-street car parking (AS/NZS 2890.1:2004). Access may be accommodated wither with a reverse entry and single manoeuvre exit, or forwards in with a correction on entry and exit. As such, we are satisfied that car parking access is suitable, and fit for purpose.

5.2 Waste Collection

A bin store area is provided for each residential dwelling and the proposed café tenancy, each capable of accommodating for the required bin provision. Residents and the staff/operator will be responsible for transferring waste bins to and from the Park Street and Nicholson Street frontage for collection on collection days.

Refer to the Waste Management Plan for further information.

5.3 Bicycle Parking

Bicycle parking is proposed to be provided in a mixture of vertically mounted and staggered bicycle racks, on-ground bicycle hoops, and double-stacked mechanical systems.

Detail of the bicycle parking dimensions are provided below.

Table 7 Bicycle Parking Provision and Dimensions

Product	*Number*	*Dimensions*
Vertical Racks	12 (6 residential + 6 visitor)	1.2m long, 0.5m separation between racks (provides 1.0m separation between racks at the same height when staggered) and 1.5m access aisle
Horizontal Rails	1 (2 bikes)	1.8m long, 1.0m separation between rails (double sided), 0.5m separation to walls and 1.5m access aisle
Double Tier Racks	12 (24 bikes)	1.8m long, 0.5m separation between racks (provides 1.0m separation between racks at the same height when staggered), 2.6m height clearance and 2.0m access aisle.

The "draft amended ground floor plan (bicycle access)" confirm the proposal will satisfy all requirements of Clase 52.34-6 with the exception of the lift that provides access to the basement, which offers a door opening of approximately 900mm. A lift with a 1.5m opening cannot be practically provided in this context. A 900mm lift opening is more than sufficient to enable access at a localised pinch point, and provides 400mm additional clearance over and above a standard handlebar width.

6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Yarra Planning Scheme, which specifies the following requirements for the different components of the proposed development.

Table 8 Clause 52.34 – Bicycle Parking Requirements

Component	*No/Area*	*Requirement*	*Total*
Dwelling (four or more storeys)	20 dwellings	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	4 2
Shop/Café (Retail)	57 m^2	1 space per 300m^2 for employees 1 space per 500m^2 for visitors	- -
Total		**Residents** **Employees** **Visitors**	**4** **-** **2**

Based on the above, 6 bicycle parking spaces are required for the proposed development as per Clause 52.34 standards.

It is proposed to provide 38 bicycle parking spaces throughout the subject site with 6 spaces for visitors on the ground floor, and 32 spaces for residents within the basement level, satisfying the Planning Scheme requirements. Furthermore, bicycle hoops are available along the Nicholson Street and Park Street frontages which are available for visitor use.

Considering the above, the proposed bicycle parking provision exceeds the requirement of the Planning Scheme and is considered appropriate.

7 LOADING

Clause 65 (Decision Guidelines) of the Yarra Planning Scheme identifies that "*Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*"

In relation to the proposed residential development, loading facilities will only be required for occasional removalist vehicles, which may utilise the existing on-street parking along the site frontage, or the car park for smaller vehicles.

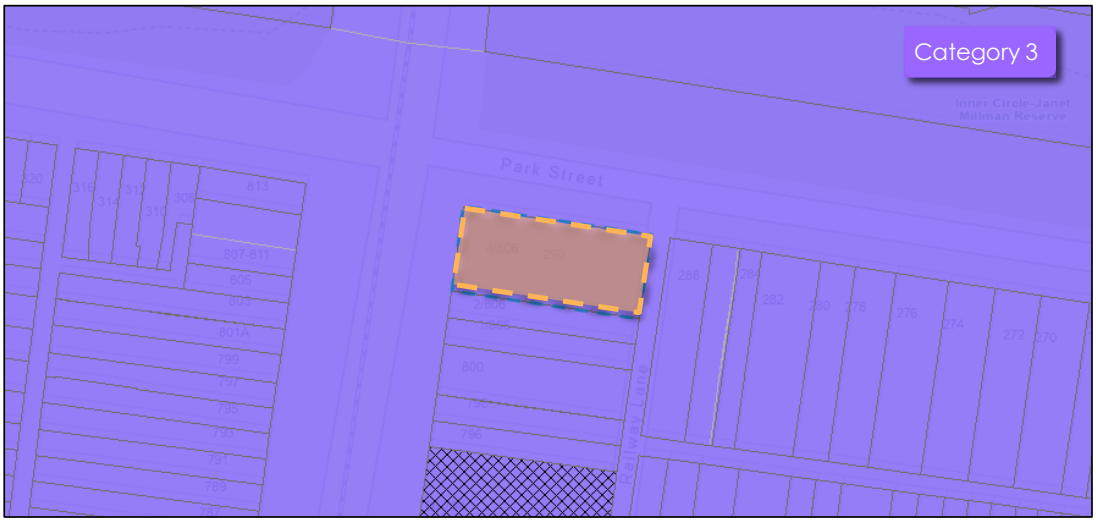
8 CAR PARKING

8.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Yarra Planning Scheme, which provides different requirements depending on the public transport accessibility of the site. This can be determined from the land category, which is identified in the Car Parking Requirement Maps published by the Department of Transport and Planning.

In this regard, the subject site is situated within Category 3, as shown in Figure 12 below.

Figure 12 Car Parking Requirement Map



It is noted that for sites within Category 3, both **minimum** and **maximum** car parking rates apply.

Noting the above, the car parking requirements are specified in Table 9 below.

Table 9 Clause 52.06 – Car Parking Requirements

Use	*No/Area*	*Min Rate*	*Max Rate*	*Car Parking Measure*	*Total*
Dwelling	20 units	0	2	To each dwelling	0 – 40 spaces
Shop/Café (Shop)	57 m²	0	2	to each 100m² of leasable floor area	0 – 1 space
Total					**0 – 41 spaces**

Based on the above calculations, a minimum of 0 car parking spaces and maximum of 41 car parking spaces are required for the proposed development.

8.1.1 Proposed Car Parking Provision

It is proposed to provide a total of 18 car parking spaces on-site which falls within the minimum and maximum number of car parking spaces required. As such, the proposed car parking provision satisfies Planning Scheme requirements.

9 TRAFFIC

Traffic generation is typically a function of car parking supply. In this regard, with 18 car parking spaces provided on-site for residents, the level of traffic generated will be associated with these spaces.

Surveys undertaken by other traffic engineering firms at residential dwellings have shown that the daily traffic generation rates vary depending on the size, location and type of the dwelling, the parking provision and proximity to local facilities and public transport.

Medium to high density dwelling in inner areas generate traffic with rates between 3.0 and 6.0 movements per dwelling. Considering the location of the subject site and moreover the excellent access to public transport, it is expected that generation rates will be towards the lower end of the range. Nevertheless, for the purposes of this assessment a daily rate of in the order of 4 movements per day per car parking space provided will be adopted with 10% occurring during the peak hours.

Application of the above rates indicates that the 18 dwellings with parking will generate 72 movements per day, inclusive of 7 vehicle movements during the morning and afternoon peak hours.

This level of traffic is very low in traffic engineering terms and equates to one movement every 8 – 9 minutes during the peak hours and as such is not expected to have an impact on the operation of the surrounding road network.

10 RFI REVIEW

A response to items raised in the DTP RFI are provided below.

Traffic Impact Assessment

10. The swept path diagrams have been prepared based on an earlier iteration of the ground floor plans. While it does not appear changes were made to the car parking areas as a result, please confirm the ground floor plan details used for the swept paths remains unchanged or, provide updated swept path diagrams where ground floor plan changes may impact diagrams.

Refer to Section 5.1.2 of this report.

11. Include the ground clearance diagram previously informally provided to DTP in response to Yarra City Council's concerns regarding the access grade transition from the laneway.

Refer to Appendix C

12. Address any residential loading requirements in accordance with Clause 65.

Refer to Section 7 of this report.

Other Issues

5. Insufficient information has been provided to determine whether all design requirements of Clause 52.34-6 have been met (noting failure to comply with any of these standards requires a planning permit to vary or waive a requirement). Concern is raised with whether the 1.5 metre clear dimension (including in doorways) to access the bicycle storage room in the basement can be achieved from either the Park Street building entrance or from the car park (if accessed from Railway Lane), as well as the minimum dimensions to be provided for each bicycle parking space. Given the site's context directly adjacent to the Principal Bicycle Network, it is strongly encouraged that access to residential bike storage meets minimum standards to provide convenient access from the street.

Refer to Section 5.3 of this report.

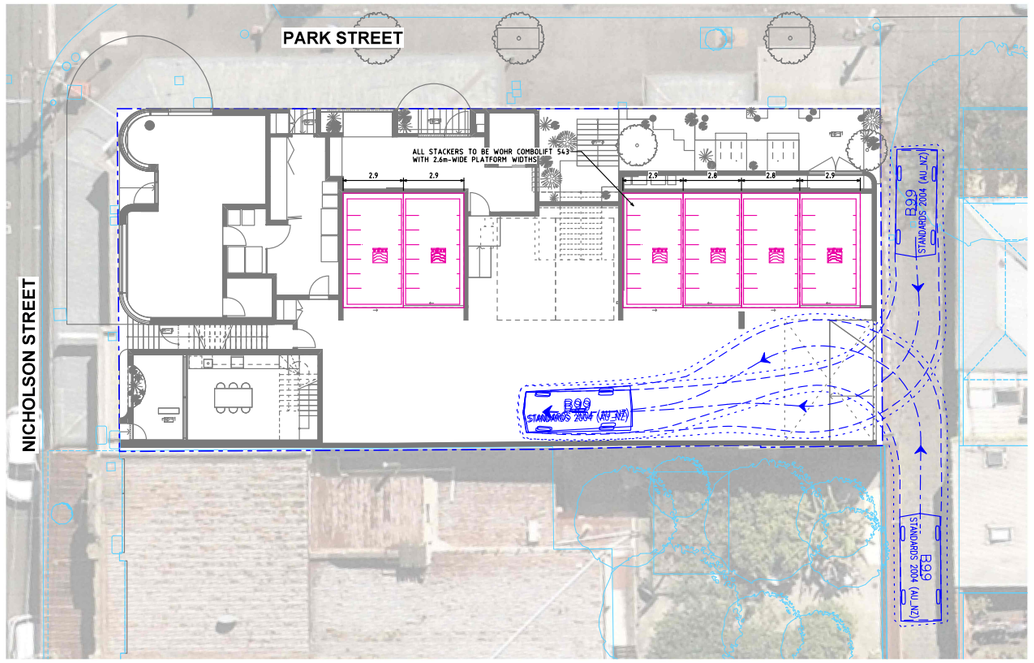
11 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a mixed use development comprising of 20 residential units and a café tenancy on the ground floor.

Considering the analysis presented above, it is concluded that:

- The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The provision of bicycle parking exceeds the requirements of Clause 52.34;
- The proposed provision of car parking satisfies the minimum and maximum car parking requirements of Clause 52.06;
- The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the Park Street or the surrounding road network; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

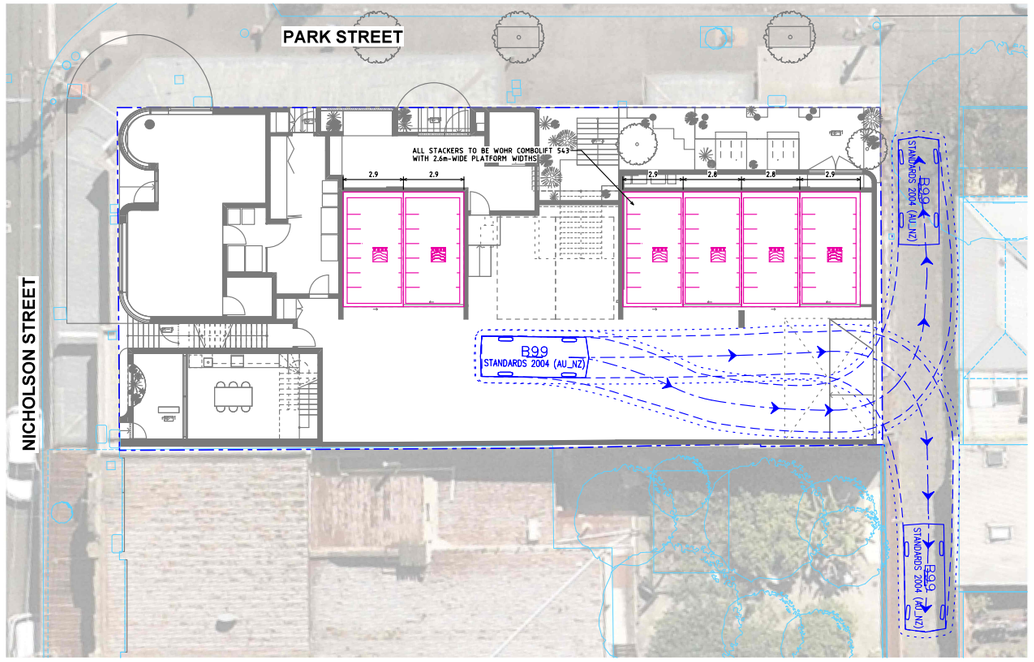
Appendix A Swept Path Diagrams



ENTRY MANOEUVRES

DESIGN VEHICLE SWEPT PATHS SHOWN DASHED

300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

DESIGN VEHICLE SWEPT PATHS SHOWN DASHED

300mm CLEARANCE ENVELOPE SHOWN DOTTED

N

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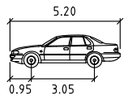

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Aerial Photography
Aerial photography provided by Nearmap

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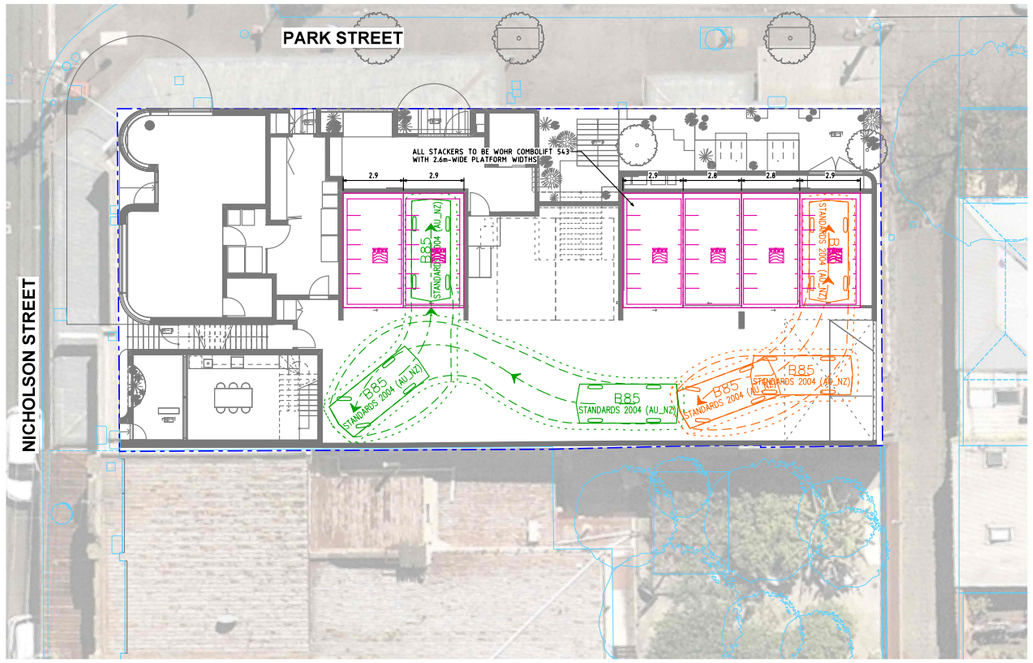
Drawing Title
290 PARK STREET, FITZROY NORTH
SITE VEHICLE ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
CM	JD	30 A11

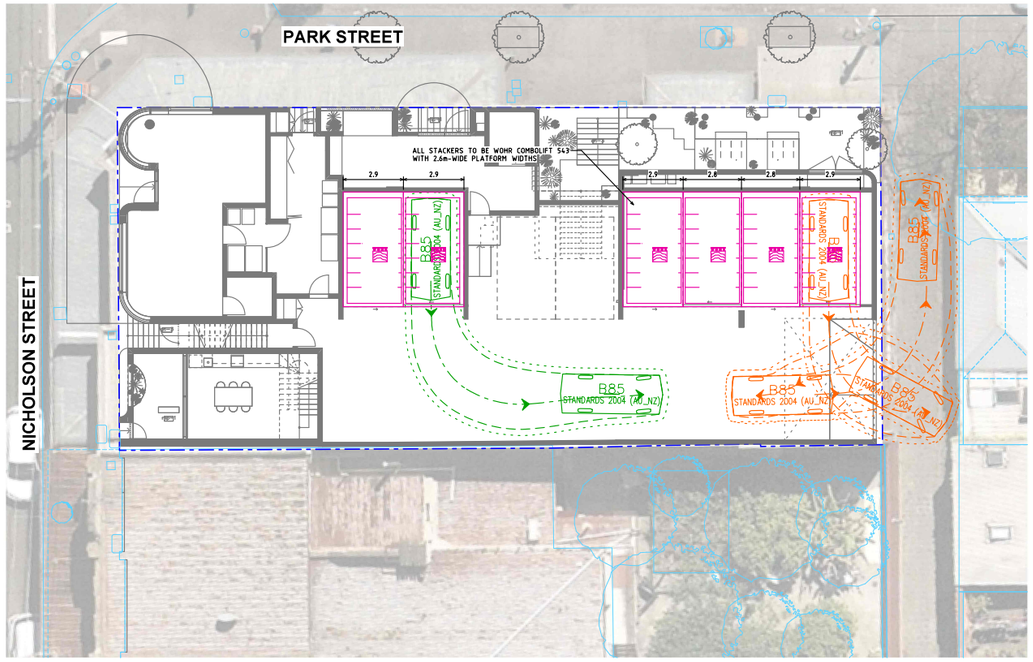
Scale 1:250 @ A3 (0 1.25 2.5 5)

Project Number	Drawing Number	Revision
220156	SPA100	F



ENTRY MANOEUVRES

- - - - - DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

- - - - - DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
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N

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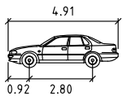

B85	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

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We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land.
We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.

Aerial Photography
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Project Number	Drawing Number	Revision
220156	SPA101	F



ENTRY MANOEUVRES

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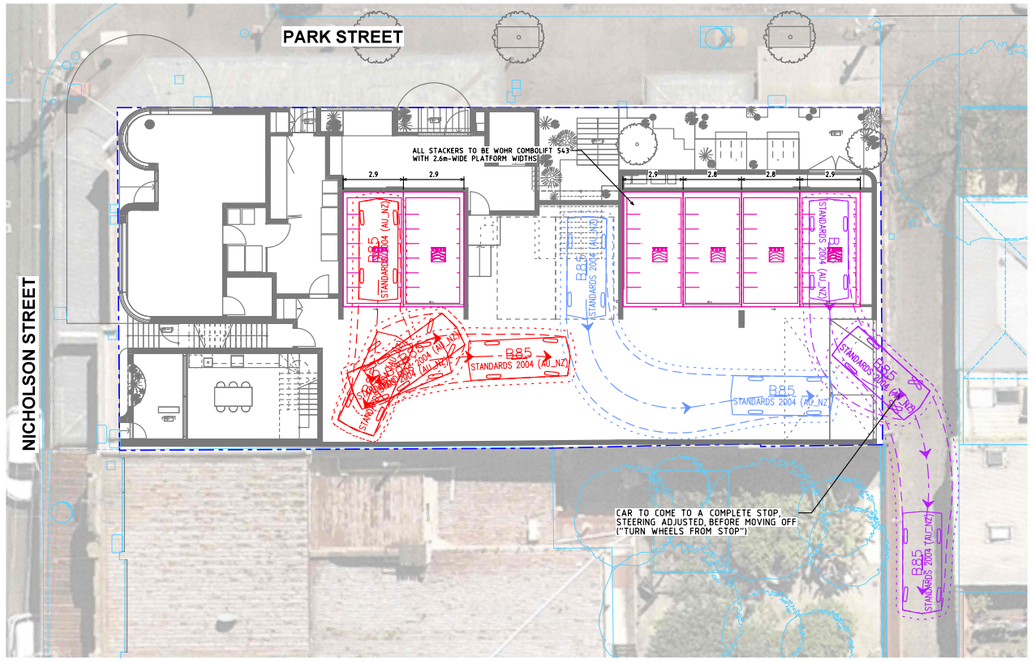
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

- - - - - DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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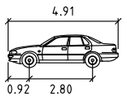

B85	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

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Drawing Title
290 PARK STREET, FITZROY NORTH
SITE VEHICLE ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
CM	JD	30 A11

Scale 1:250 @ A3 (0 1.25 2.5 5)

Project Number	Drawing Number	Revision
220156	SPA102	F

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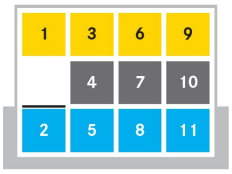
Aerial Photography
Aerial photography provided by Nearmap

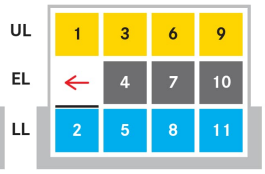
Appendix B Car Stacker Specifications

Data Sheet
WÖHR COMBILIFT 543/543_MR

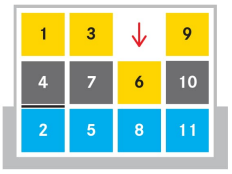
- **Combilift 543: single system**
- **Combilift 543_MR: for driving through to reach a rear parking in combination with:**
  - Combilift 552, 542, 543
- **Platform load options:**
  - max. 2000 kg, load per wheel 500 kg
  - max. 2600 kg, load per wheel 650 kg (1)
  - max. 3000 kg, load per wheel 750 kg (1)
- **Platform load can be increased later (also individual parking places)**
- **Platforms are in horizontal position to drive on**
- **Arrangement from 2 grids**



With MR-systems: you can drive into the rear system via the empty space.

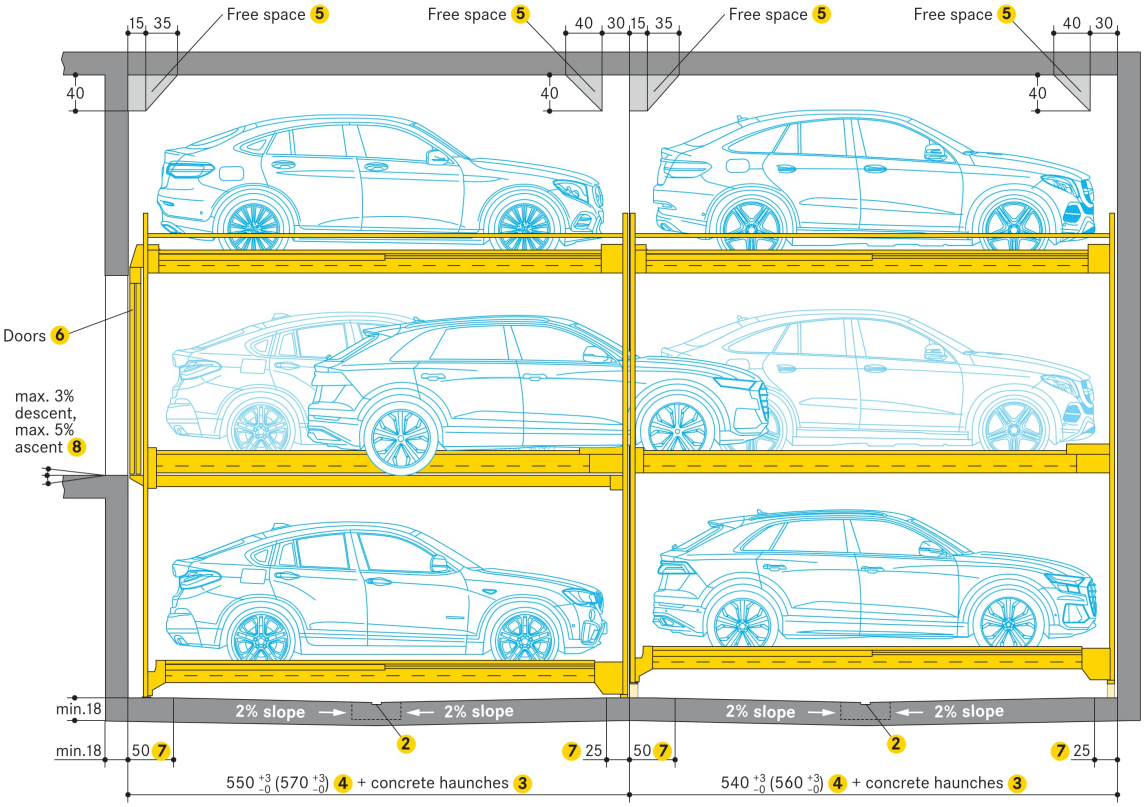


Or the parking places 4 and 7 are shifted to the left.



An upper parking place can be lowered.

Length dimensions underground car park (height dimensions see page 6/7)



1. Increasing of platform load at extra cost
2. Drainage channels (performed by the customer):
   - 10 x 2 cm, with a 50 x 50 x 20 cm drainage pit
   - in case of installation of a sump pump, it is necessary to comply with the drainage pit dimensions specified by the pump manufacturer
3. Channels or undercuts/concrete haunches (performed by the customer):
   - not allowed along the pit floor-to-wall joints
   - should channels or undercuts be necessary, the system width needs to be reduced or the pit needs to be wider
4. 500 cm vehicle length = 550/540 cm pit length (including doors)
   520 cm vehicle length = 570/560 cm pit length (including doors)
   For MR-systems:
   - pit depth 250 and 255: pit length +10 cm
   - pit depth 260: pit length +20 cm

   Due to the increasing length of vehicles, we recommend a pit length of 570 cm in order to be able to park mid-range models in the future.
5. Free spaces:
   - please ask WÖHR for the dimension sheets
6. Doors (see page 13/14)
7. In this area, 0% of downward/upward slope in longitudinal and cross direction
8. For above ground garages with a slope, a drainage channel in the driveway is recommended

Dimensions

- all dimensions specified are the minimum, finished dimensions
- tolerances must be taken into consideration
- all dimensions are given in cm

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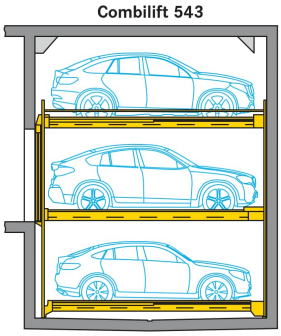
Page 1 of 17 | WÖHR COMBILIFT 543/543_MR | 12.2023 | C027-5316 | © WÖHR Autoparksysteme GmbH

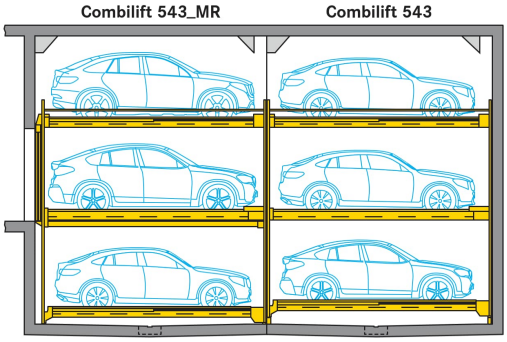
Differentiation Combilift 543 and Combilift 543_MR

The **Combilift 543** is used in a 1-row system and in a multi-row arrangement in the last row.
The **Combilift 543_MR** is used for multi-row arrangements in the front row

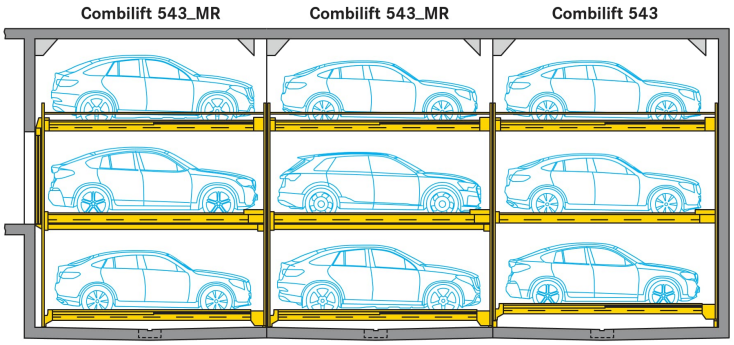
1 row



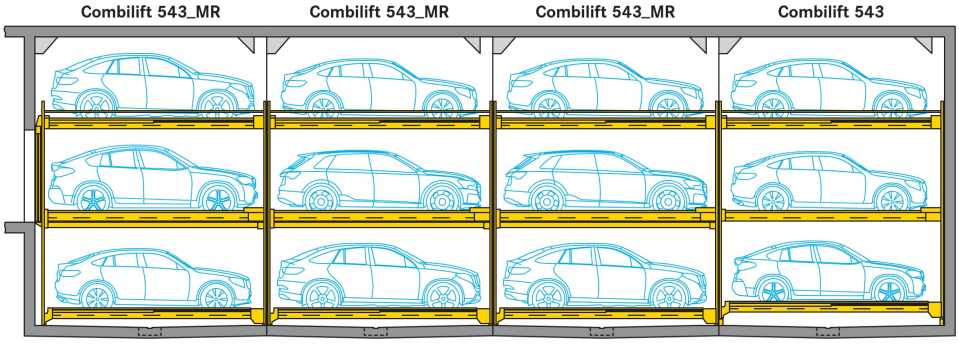
2 rows



3 rows



4 rows



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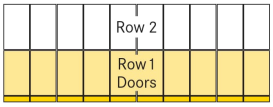
Grid arrangement and combinations for multi-row systems

To guarantee visibility and for safety reasons, please consider the following maximum grid arrangement.
WÖHR recommends: Platform width at least 280 cm.

2 rows one behind the other



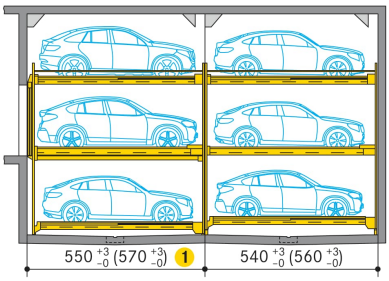
Combilift 543
max. 10 grids, 29 parking places

Combilift 543_MR
max. 10 grids, 29 parking places

Combilift 542
max. 10 grids, 19 parking places

Combilift 552
max. 10 grids, 19 parking places

Combination **Combilift 543_MR** with **Combilift 543**



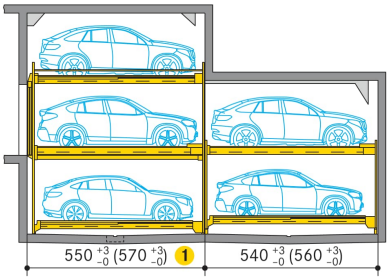
WÖHR recommends:
max. 6 grids, 34 parking places



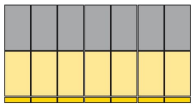
Combilift 543
6 grids, 17 parking places

Combilift 543_MR
6 grids, 17 parking places

Combination **Combilift 543_MR** with **Combilift 542**



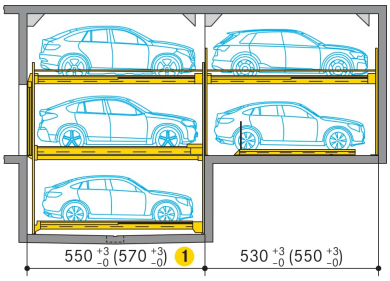
WÖHR recommends:
max. 7 grids, 33 parking places



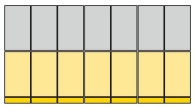
Combilift 542
7 grids, 13 parking places

Combilift 543_MR
7 grids, 20 parking places

Combination **Combilift 543_MR** with **Combilift 552**



WÖHR recommends:
max. 7 grids, 33 parking places



Combilift 552
7 grids, 13 parking places

Combilift 543_MR
7 grids, 20 parking places

1 Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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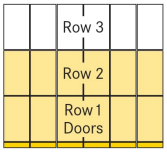
Grid arrangement and combinations for multi-row systems

To guarantee visibility and for safety reasons, please consider the following maximum grid arrangement.
WÖHR recommends: Platform width at least 280 cm.

3 rows one behind the other

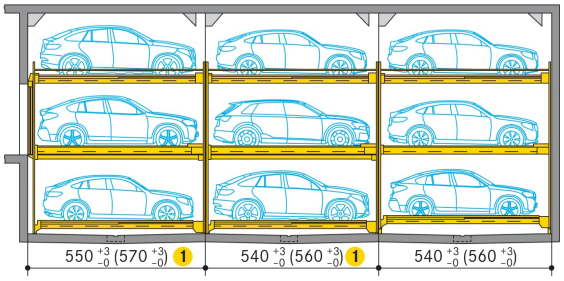


Combilift 543
max. 6 grids, 17 parking places
Combilift 543_MR
max. 6 grids, 17 parking places
Combilift 543_MR
max. 6 grids, 17 parking places

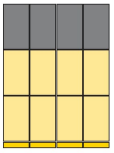
Combilift 542
max. 6 grids, 11 parking places

Combilift 552
max. 6 grids, 11 parking places

Combination **Combilift 543_MR** with **Combilift 543**

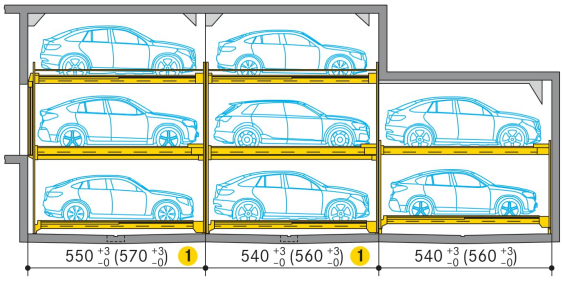


WÖHR recommends:
max. 4 grids, 33 parking places

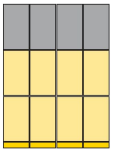


Combilift 543
4 grids, 11 parking places
Combilift 543_MR
4 grids, 11 parking places
Combilift 543_MR
4 grids, 11 parking places

Combination **Combilift 543_MR** with **Combilift 542**

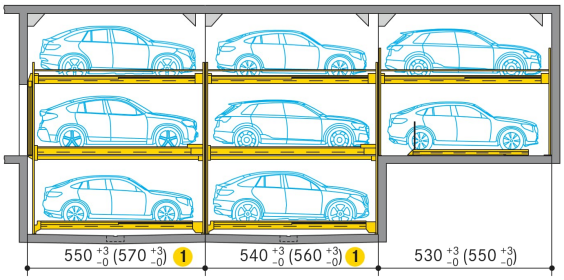


WÖHR recommends:
max. 4 grids, 29 parking places

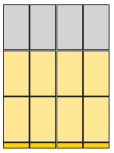


Combilift 542
4 grids, 7 parking places
Combilift 543_MR
4 grids, 11 parking places
Combilift 543_MR
4 grids, 11 parking places

Combination **Combilift 543_MR** with **Combilift 552**



WÖHR recommends:
max. 4 grids, 29 parking places



Combilift 552
4 grids, 7 parking places
Combilift 543_MR
4 grids, 11 parking places
Combilift 543_MR
4 grids, 11 parking places

1 Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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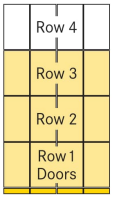
Grid arrangement and combinations for multi-row systems

To guarantee visibility and for safety reasons, please consider the following maximum grid arrangement.
WÖHR recommends: Platform width at least 280 cm.

4 rows one behind the other

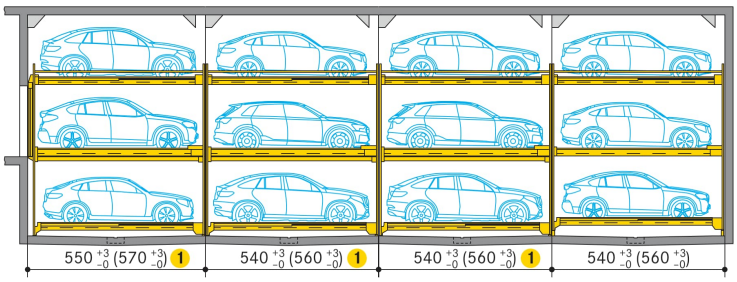


Combilift 543
max. 4 grids, 11 parking places
Combilift 543_MR
max. 4 grids, 11 parking places
Combilift 543_MR
max. 4 grids, 11 parking places
Combilift 543_MR
max. 4 grids, 11 parking places

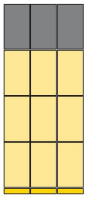
Combilift 542
max. 4 grids, 7 parking places

Combilift 552
max. 4 grids, 7 parking places

Combination **Combilift 543_MR** with **Combilift 543**

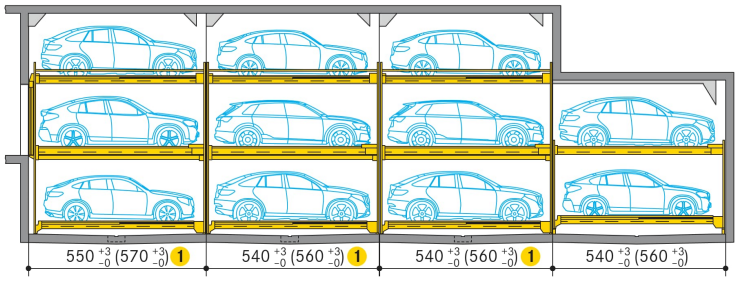


WÖHR recommends:
max. 3 grids, 32 parking places

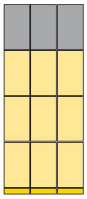


Combilift 543
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places

Combination **Combilift 543_MR** with **Combilift 542**

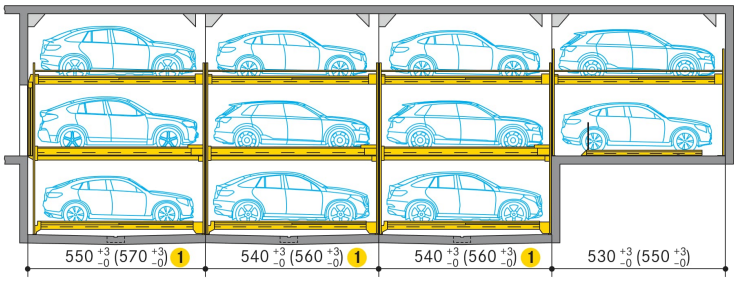


WÖHR recommends:
max. 3 grids, 29 parking places

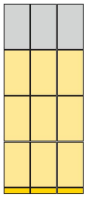


Combilift 542
3 grids, 5 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places

Combination **Combilift 543_MR** with **Combilift 552**



WÖHR recommends:
max. 3 grids, 29 parking places



Combilift 552
3 grids, 5 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places

1 Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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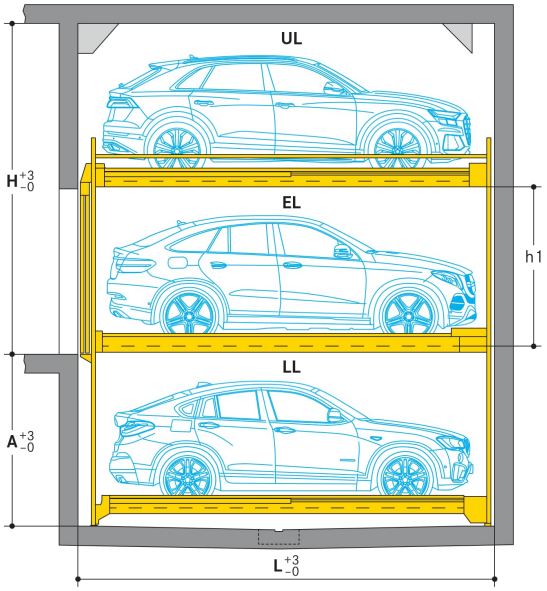
Height dimensions Combilift 543

Note: The vehicle height on the lower level must be equal or lower than the vehicle height on the entrance level!
See page 8 for examples of configuration.



Type	Pit depth A	Vehicle height LL (lower level)	Pit length L (1)
543-175	175	150	550 (570)
543-180	180	155	550 (570)
543-185	185	160	550 (570)
543-190	190	165	550 (570)
543-195	195	170	550 (570)
543-200	200	175	550 (570)
543-205	205	180	550 (570)
543-210	210	185	550 (570)
543-215	215	190	550 (570)
543-220	220	195	550 (570)
543-225	225	200	550 (570)
543-230	230	205	550 (570)
543-235	235	210	550 (570)
543-240	240	215	550 (570)
543-245	245	220	550 (570)

(1) Dimensions in brackets for vehicle length 520 cm

Height h1	Vehicle height EL (entrance level)	Vehicle height UL (upper level)														
		150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
		Height H														
180	**175**	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420
185	**180**	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425
190	**185**	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430
195	**190**	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435
200	**195**	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440
205	**200**	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445
210	**205**	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450
215	**210**	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455
220	**215**	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460
225	**220**	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465

Lower heights are possible but not recommended (please contact WÖHR).

Market shares by vehicle height

The following list is intended as a guide to help you select the platform distance and construction dimensions:

Examples of models	Height	Market shares
Opel Corsa	143,5	33,27 % up to 150 cm*
VW Passat	144,1	
Audi A8	147,3	
VW ID.5	161,5	91,25 % up to 170 cm*
BMW iX3	166,8	
Skoda Kodiaq	168,1	
Audi Q7	171,2	92,81 % up to 175 cm*
Mercedes Benz EQS SUV	171,8	
Volvo XC90	172,7	
Ford Explorer	177,8	93,76 % up to 180 cm*
Mercedes Benz GLE	179,7	
VW Caddy Kombi	179,7	
VW Amarok	188,0	99,27 % up to 205 cm*
Land Rover Defender	191,4	
VW ID.Buzz	193,8	

* Due to different equipment, vehicles of the same design may have different heights. The maximum heights have been taken into account.
Source: German Federal Motor Transport Authority, 2022 (evaluation for motor vehicles registered in Germany for passenger transport with up to 9 seats).

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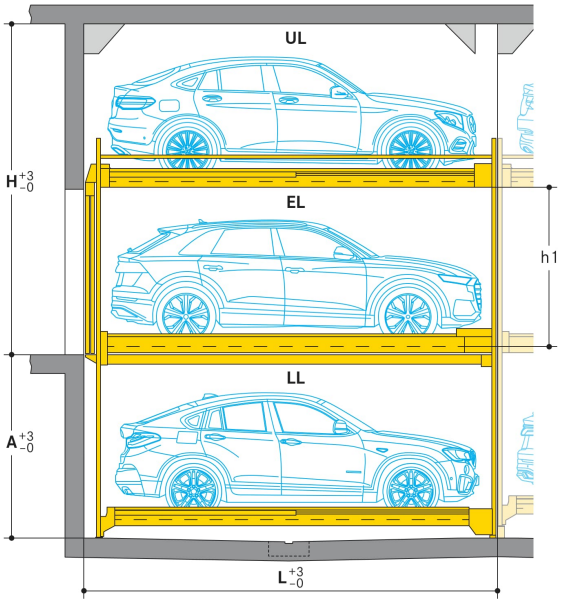
Height dimensions Combilift 543_MR

Note: The vehicle height on the lower level must be equal or lower than the vehicle height on the entrance level!
See page 8 for examples of configuration.



Type	Pit depth A	Vehicle height LL (lower level)	Pit length L (1)
543_MR-190	190	150	550 (570)
543_MR-195	195	155	550 (570)
543_MR-200	200	160	550 (570)
543_MR-205	205	165	550 (570)
543_MR-210	210	170	550 (570)
543_MR-215	215	175	550 (570)
543_MR-220	220	180	550 (570)
543_MR-225	225	185	550 (570)
543_MR-230	230	190	550 (570)
543_MR-235	235	195	550 (570)
543_MR-240	240	200	550 (570)
543_MR-245	245	205	550 (570)
543_MR-250	250	210	560 (580)
543_MR-255	255	215	560 (580)
543_MR-260	260	220	570 (590)

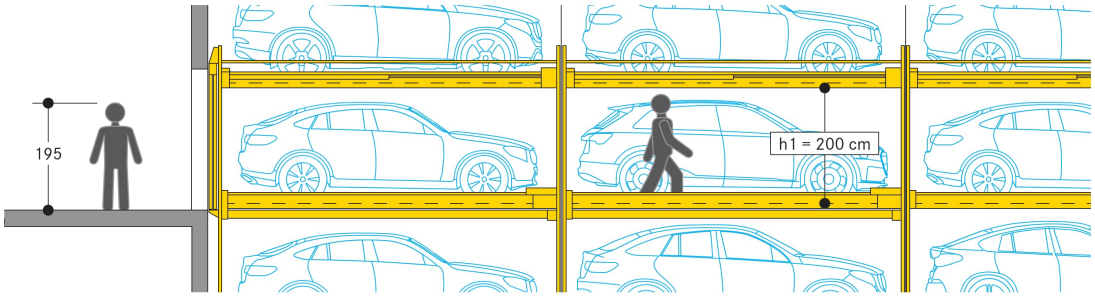
(1) Dimensions in brackets for vehicle length 520 cm

Height h1	Vehicle height EL (entrance level)	Vehicle height UL (upper level)														
		150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
		Height H														
180	**175**	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420
185	**180**	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425
190	**185**	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430
195	**190**	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435
200	**195**	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440
205	**200**	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445
210	**205**	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450
215	**210**	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455
220	**215**	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460
225	**220**	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465

Lower heights are possible but not recommended (please contact WÖHR).

Please see the table above:
Different vehicle heights can be planned in the first row on the upper level and the entrance level. In the second, third and fourth row, the same vehicle heights must be planned for the upper level and the entrance level.

Example for passage height



With two or more systems in a row, we recommend a clear height h1 of at least 200 cm.

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Decision support for the vehicle height

Choosing the right vehicle height for your project is essentially based on any building regulations, user expectations and building specifications. Criteria can include:

Residential buildings:
Different parking space heights are conceivable and can affect the sales price. For example, lower parking spaces could be provided for higher vehicles. This results in more convenient access to the vehicle. Less high vehicles in the upper parking spaces and thus reduced building height and less enclosed space. The ramp to the underground car park will be less steep or less long. To make it easier to sell parking spaces, we recommend that the vehicle heights be the same.

Office buildings:
For this parking concept, we recommend the same vehicle height for all parking spaces. If permanently assigned parking spaces are preferred for parking permittees, different parking space heights could be provided.

Hotels:
Whether city hotel, vacation hotel or vacation apartments: With changing occupancy, all parking spaces should have the same vehicle height. Maximum parking space heights should be selected to allow parking for vehicles with roof-mounted structures, if necessary.

Configuration example residential buildings

1	Vehicle height UL	165 cm
2	Vehicle height EL	185 cm
3	Vehicle height LL	160 cm

4	Type	543_MR-200
5	Pit depth A	200 cm
6	Height H	375 cm

Type	Pit depth A	Vehicle height LL (lower level)
543_MR-195	195	155
543_MR-200	200	160

Height h1	Vehicle height EL (entrance level)	Vehicle height UL (upper level)														
		150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
		Height H														
185	180	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425
190	185	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430
195	190	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435

Configuration example office building and hotels

1	Vehicle height UL	205 cm
2	Vehicle height EL	205 cm
3	Vehicle height LL	205 cm

4	Type	543_MR-245
5	Pit depth A	245 cm
6	Height H	435 cm

Type	Pit depth A	Vehicle height LL (lower level)
543_MR-240	240	200
543_MR-245	245	205

Height h1	Vehicle height EL (entrance level)	Vehicle height UL (upper level)														
		150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
		Height H														
205	200	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445
210	205	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450
215	210	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455

Impossible configuration example

Vehicle height UL	165 cm
Vehicle height EL	185 cm
Vehicle height LL	200 cm

Type	–
Pit depth A	–
Height H	–

The configuration is not possible because the vehicle height on the lower level is greater than the vehicle height on the entrance level.

The vehicle height on the lower level must be equal or lower than the vehicle height on the entrance level!

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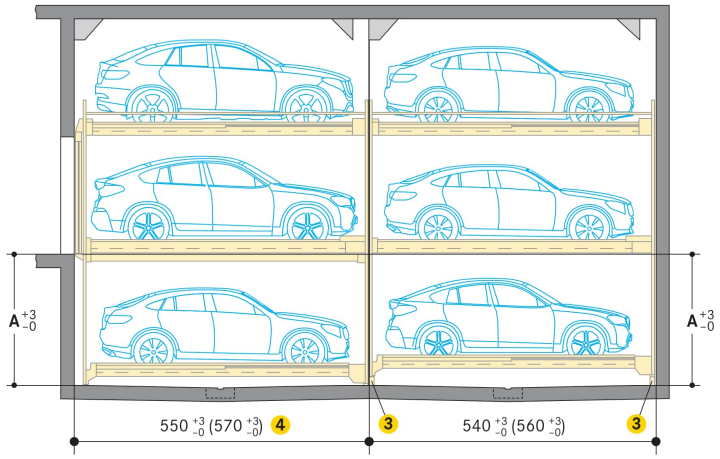
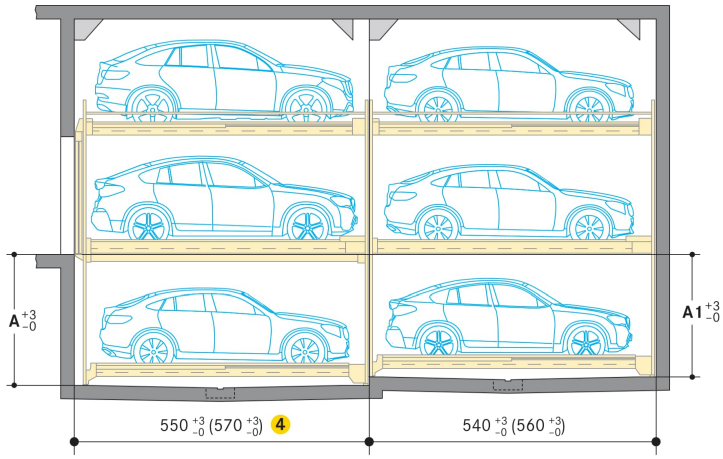
Pit dimensions **without** intermediate walls

Straight pit:

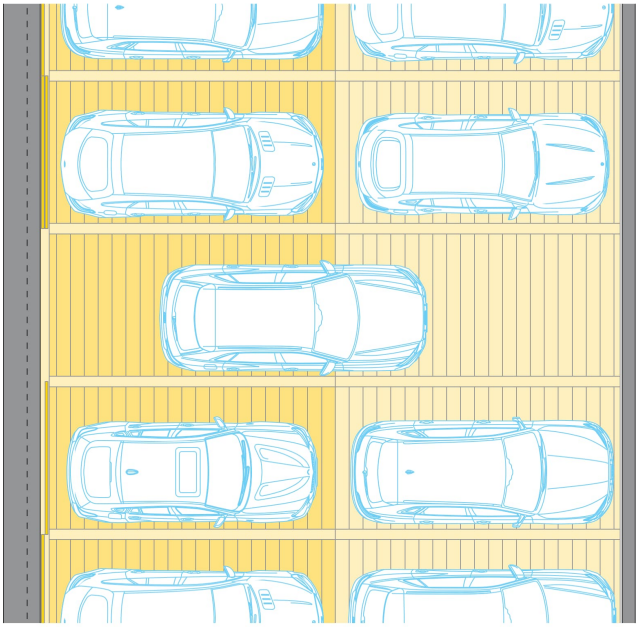


Stepped pit:

– without extra costs for Combilift



Top view



Type 1 2	Pit depth A	Pit depth A1
543_MR-190	190	175
543_MR-195	195	180
543_MR-200	200	185
543_MR-205	205	190
543_MR-210	210	195
543_MR-215	215	200
543_MR-220	220	205
543_MR-225	225	210
543_MR-230	230	215
543_MR-235	235	220
543_MR-240	240	225
543_MR-245	245	230
543_MR-250	250	235
543_MR-255	255	240
543_MR-260	260	245

1. WÖHR recommends a straight pit. This simplifies the concreting work and compliance with the dimensions.
2. Due to the 15 cm deeper pit of the MR system, the same vehicle heights can be parked in the lower parking spaces in all rows
3. Substructure for Combilift is included
4. Pit depth 250 and 255: +10 cm
   Pit depth 260: +20 cm

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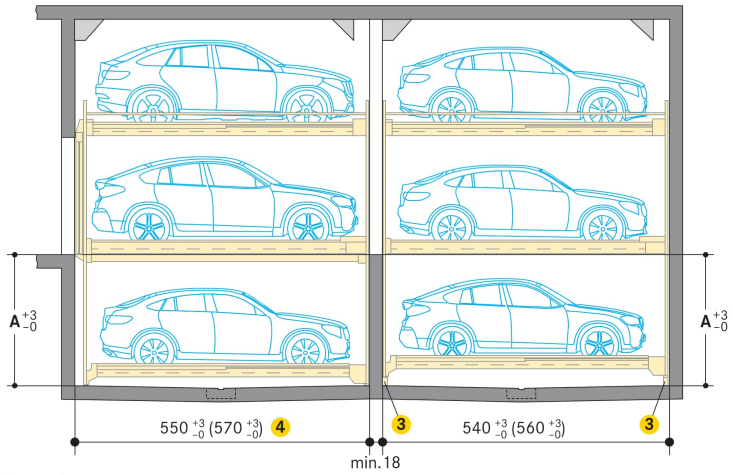
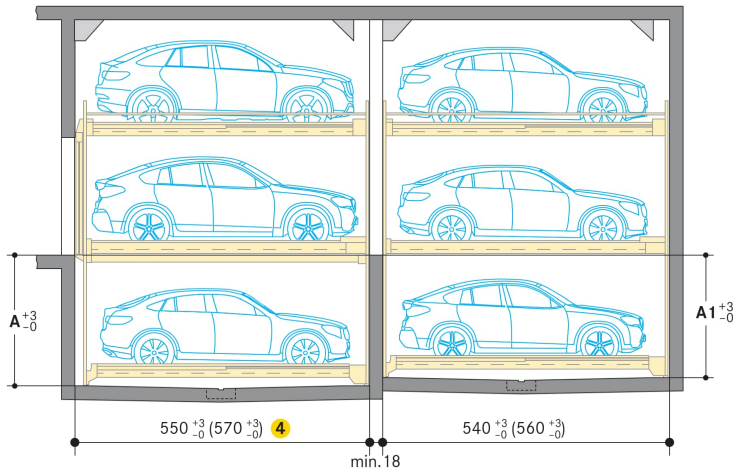
Pit dimensions **with** intermediate walls

Straight pit:

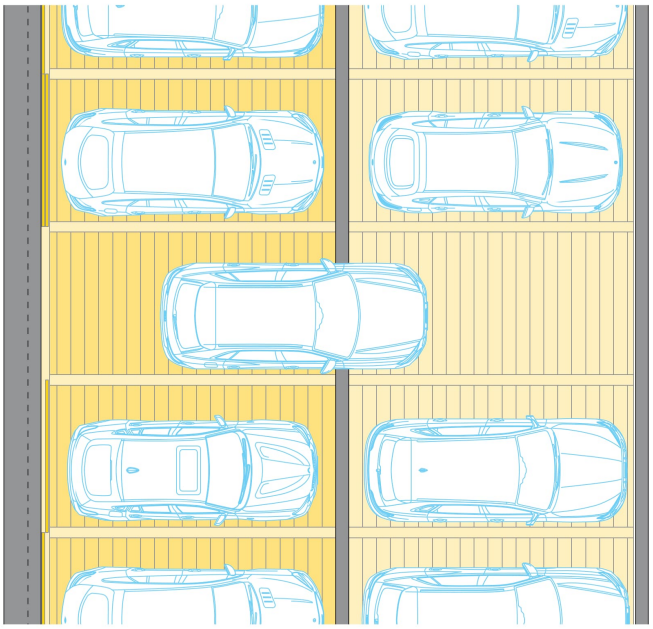


Stepped pit:

– without extra costs for Combilift



Top view



Type 1 2	Pit depth A	Pit depth A1
543_MR-190	190	175
543_MR-195	195	180
543_MR-200	200	185
543_MR-205	205	190
543_MR-210	210	195
543_MR-215	215	200
543_MR-220	220	205
543_MR-225	225	210
543_MR-230	230	215
543_MR-235	235	220
543_MR-240	240	225
543_MR-245	245	230
543_MR-250	250	235
543_MR-255	255	240
543_MR-260	260	245

1. WÖHR recommends a straight pit. This simplifies the concreting work and compliance with the dimensions.
2. Due to the 15 cm deeper pit of the MR system, the same vehicle heights can be parked in the lower parking spaces in all rows
3. Substructure for Combilift is included
4. Pit depth 250 and 255: +10 cm
   Pit depth 260: +20 cm

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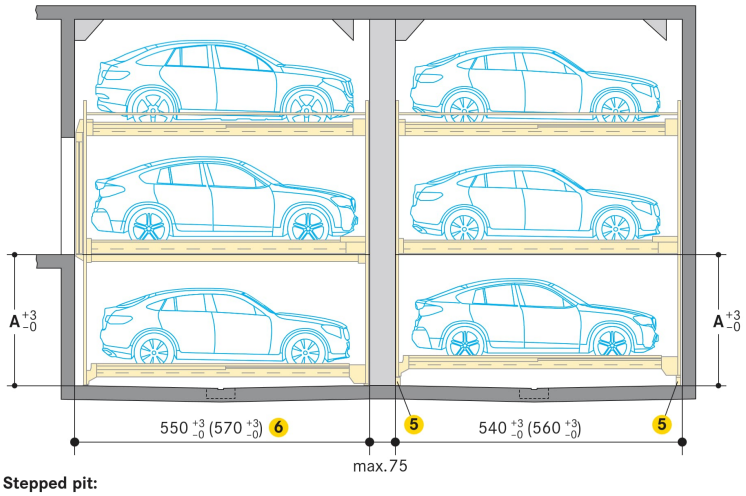
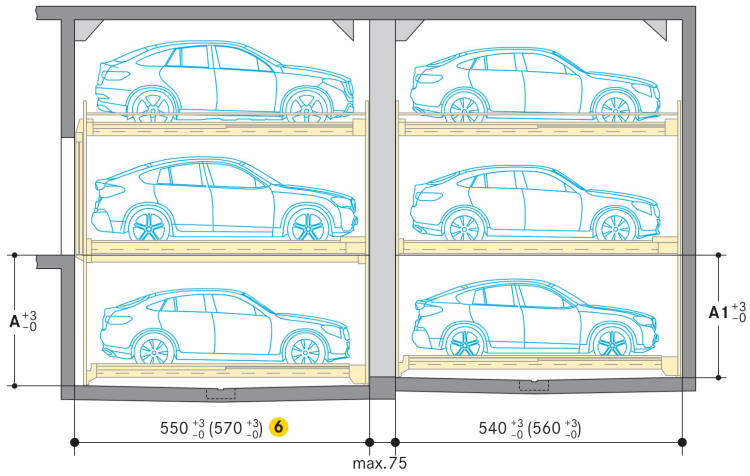
Pit dimensions **with** pillars

Straight pit:

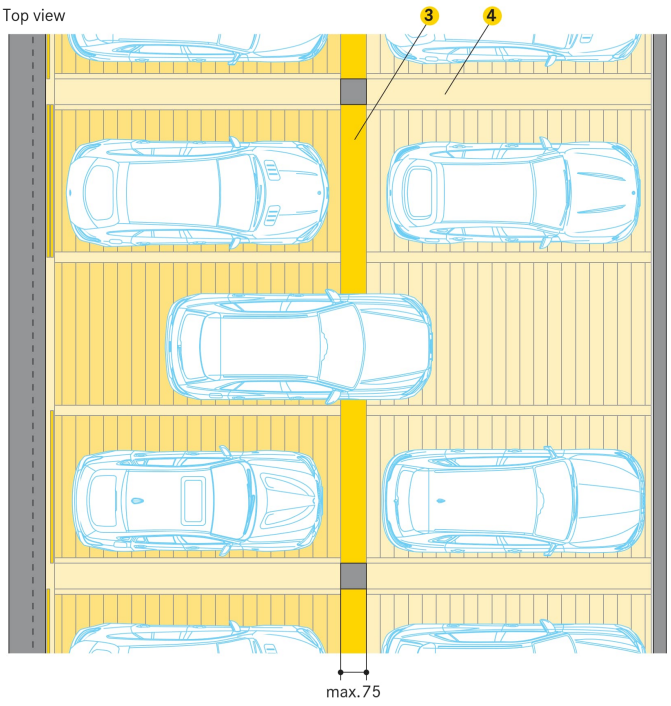


Stepped pit:

– without extra costs for Combilift



Top view



Type 1 2	Pit depth A	Pit depth A1
543_MR-190	190	175
543_MR-195	195	180
543_MR-200	200	185
543_MR-205	205	190
543_MR-210	210	195
543_MR-215	215	200
543_MR-220	220	205
543_MR-225	225	210
543_MR-230	230	215
543_MR-235	235	220
543_MR-240	240	225
543_MR-245	245	230
543_MR-250	250	235
543_MR-255	255	240
543_MR-260	260	245

1. WÖHR recommends a straight pit. This simplifies the concreting work and compliance with the dimensions.
2. Due to the 15 cm deeper pit of the MR system, the same vehicle heights can be parked in the lower parking spaces in all rows
3. Drive over metal sheet at extra cost
4. Steel structure separation required at extra cost
5. Substructure for Combilift is included
6. Pit depth 250 and 255: +10 cm
   Pit depth 260: +20 cm

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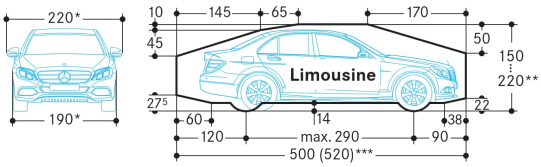
Clearance profile (for standard vehicles)



* for a 250 cm platform width

** The overall vehicle height including roof luggage rails an antenna mounts must not exceed the max. vehicle height dimensions specified

*** see page 1

Width dimensions

Platform widths:

250 cm:
– for 190 cm vehicle width (without outside mirror)

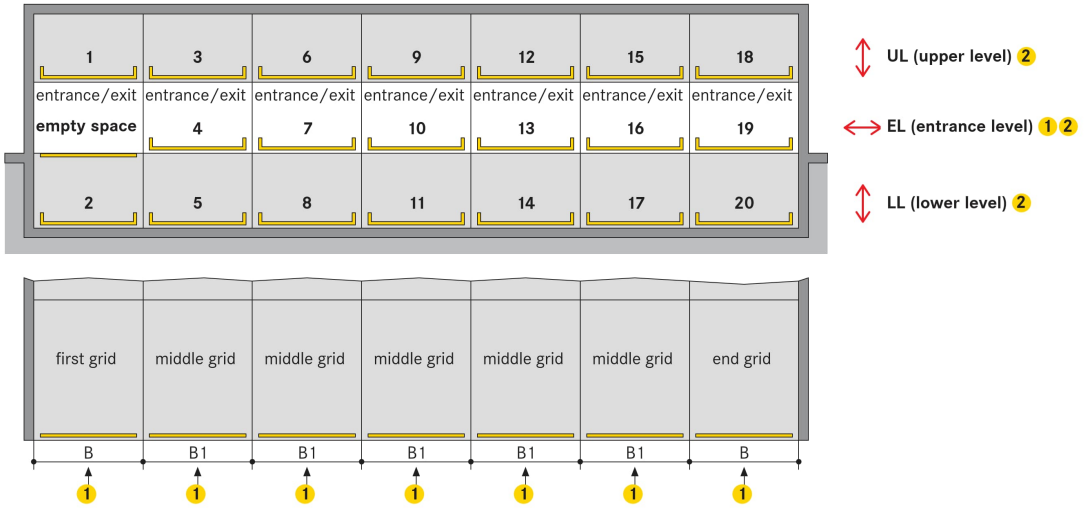
260–300 cm:
– for vehicles wider than 190 cm (without outside mirror)

270–300 cm:
– for units at the end of the driving aisle

For comfortable parking, entry and exit conditions platform widths upon 270 cm are recommended.
Reduced platform width means reduced parking comfort depending on the vehicle width, vehicle type, individual driving style, access situation of the (underground) garage.

With a 90° arrangement of the parking places, we recommend widening the driving aisle to at least 700 cm or a wall recess (see below).

Width dimensions (underground car park)



Space requirements B	B1	clear platform width
280	270	250
290	280	260
300	**290**	**270**
310	**300**	**280** ③
320	**310**	**290** ③
330	**320**	**300** ③

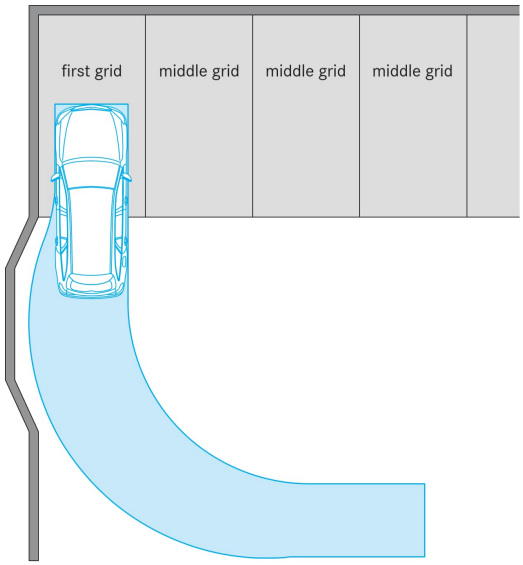
1 One entry/exit is required on entrance level (EL) for each grid

2 For a comfortable parking process and comfortable conditions for getting in and out of the car, we recommend platform widths of at least 270 cm. Smaller platform widths are possible but not recommended (please contact WÖHR).

3 Platform load max. 2600 kg

4 It is not possible to combine different platform widths

Wall recess



According to GaVo for Baden-Württemberg (07.07.1997/26.01.2011):

For parking places with a 90° arrangement at the end of the driving aisle, the entrance width must be min. 275 cm.

At the end of the driving aisle, we recommend to provide a wall recess, if technically possible.

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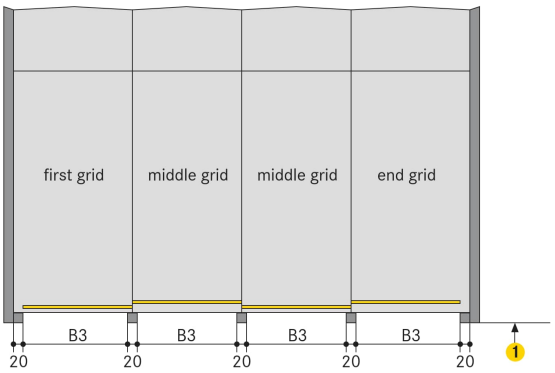
Doors

According to DIN EN 14010 doors are required.

Automatic sliding doors:
- electrical drive
- controls are integrated in the overall system
- electro-mechanically interlocked
- can only be opened when the selected parking place has reached the entry/exit position
- any crash openings are closed in the entrance area

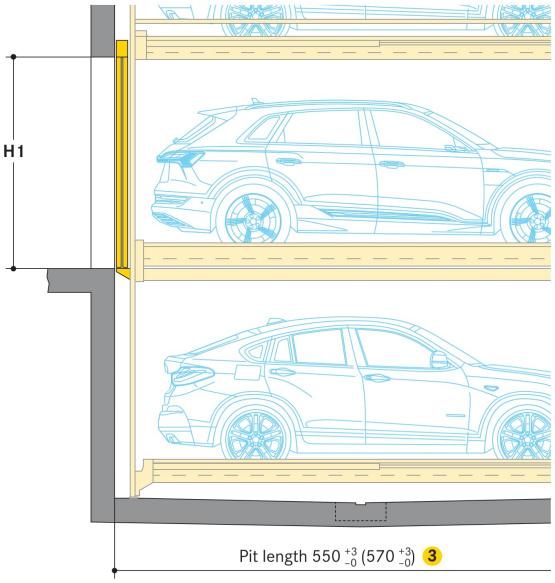
Local requirements for electrical doors regarding the technology, maintenance and revision are not subject of our delivery. These matters have to be observed and carried out by the customer, according to the local regulations.

Sliding doors behind the building pillars with door offset



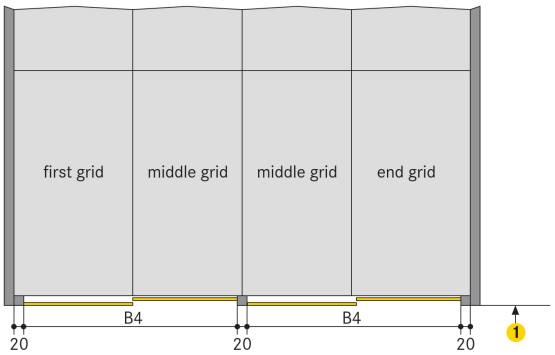
Space requirements B3	clear platform width
250	250
260	260
270	**270**
280	**280** ②
290	**290** ②
300	**300** ②

1. The driving aisle width must comply with local regulations
2. Platform load max. 2600 kg
3. For MR-systems:
   Pit depth 250 and 255: +10 cm
   Pit depth 260: +20 cm



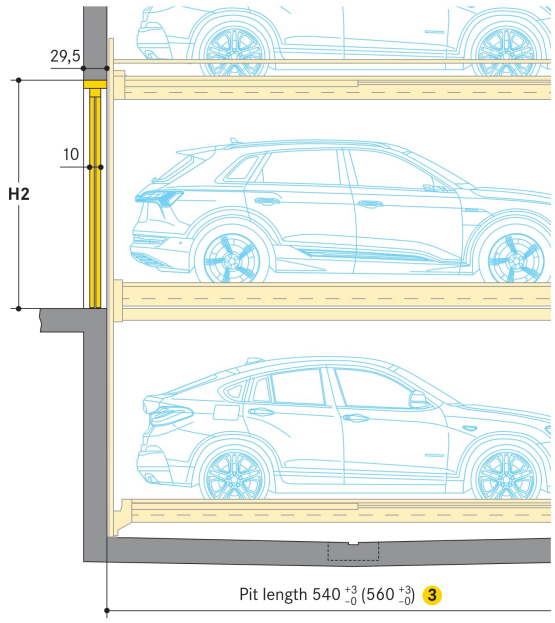
	Vehicle height UL (upper level) | EL (entrance level)									
	175	**180**	**185**	**190**	**195**	**200**	**205**	**210**	**215**	**220**
H1	220	220	220	220	220	220	225	230	235	240

Sliding doors below the lintel between the building pillars



Space requirements B4	clear platform width
520	250
540	260
560	**270**
580	**280** ②
600	**290** ②
620	**300** ②

1. The driving aisle width must comply with local regulations
2. Platform load max. 2600 kg
3. For MR-systems:
   Pit depth 250 and 255: +10 cm
   Pit depth 260: +20 cm



	Vehicle height UL (upper level) | EL (entrance level)									
	175	**180**	**185**	**190**	**195**	**200**	**205**	**210**	**215**	**220**
H2	220	220	220	220	220	220	225	230	235	240

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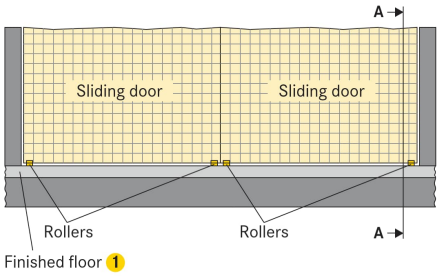
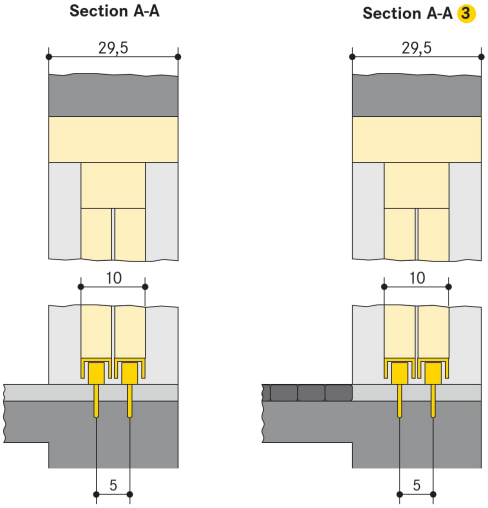
Sliding door floor guides





1 Finished floor:
- compliant to DIN 18353,
- floor evenness compliant to DIN 18202, table 3, line 3

2 Floor guide section:
- base plate with plastic rollers
- fixed on the floor with adhesive anchor (M8 internal screw thread)
- borehole depth approx. 9 cm
- in the event that floor filling needs to be laid into the door section to the purpose of reaching the required floor evenness, the borehole depth needs to be increased by the thickness of the floor fill (max. 4 cm)

3 If the driving aisle is made of concrete blocks, asphalt etc., the concrete slab of the pit edge in the door area must be min. 29,5 cm wide

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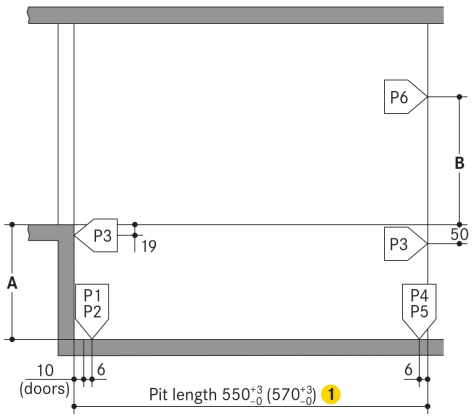
Static calculations and construction works requirement

Section



Type 543	A
543-175	175
543-180	180
543-185	185
543-190	190
543-195	195
543-200	200
543-205	205
543-210	210
543-215	215
543-220	220
543-225	225
543-230	230
543-235	235
543-240	240
543-245	245

Type 543_MR	A
543_MR-190	190
543_MR-195	195
543_MR-200	200
543_MR-205	205
543_MR-210	210
543_MR-215	215
543_MR-220	220
543_MR-225	225
543_MR-230	230
543_MR-235	235
543_MR-240	240
543_MR-245	245
543_MR-250	250
543_MR-255	255
543_MR-260	260

Vehicle height EL	B
175	207
180	212
185	217
190	222
195	227
200	232
205	237
210	242
215	247
220	252

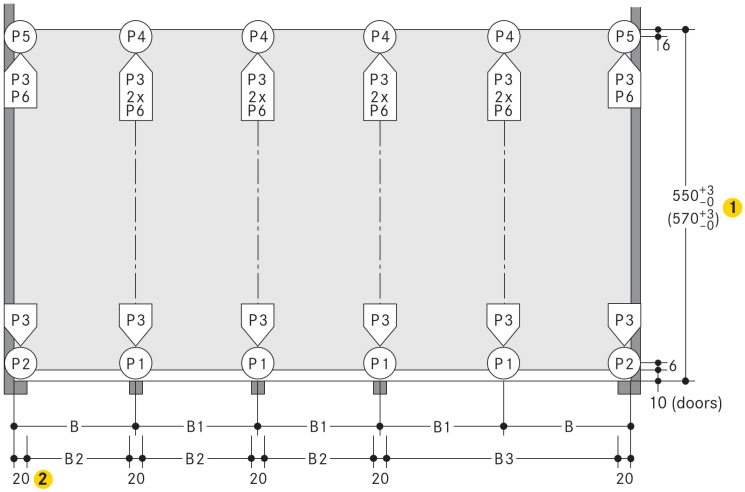
543/543_MR (2000 kg)	
P1	+ 53,0 kN*
P2	+ 26,5 kN
P3	± 1,8 kN
P4	± 28,0 kN
P5	± 14,0 kN
P6	± 1,8 kN

543/543_MR (2600 kg)	
P1	+ 68,0 kN*
P2	+ 34,0 kN
P3	± 2,5 kN
P4	± 34,0 kN
P5	± 17,0 kN
P6	± 2,5 kN

543/543_MR (3000 kg)	
P1	+ 78,0 kN*
P2	+ 39,0 kN
P3	± 3,0 kN
P4	± 38,0 kN
P5	± 19,0 kN
P6	± 3,0 kN

*specified load bearing data includes the vehicle weight

Ground plan



Space requirements B	B1	B2	B3	clear platform width
280	270	250	520	250
290	280	260	540	260
300	**290**	**270**	**560**	**270**
310	**300**	**280**	**580**	**280** 3
320	**310**	**290**	**600**	**290** 3
330	**320**	**300**	**620**	**300** 3

1 For MR-systems:
Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

2 If the width of the pillars is more than 20 cm, than the width of the drive through will be reduced accordingly to the above mentioned width dimensions (B and B1). In order to avoid this, we recommend to extend the measures between the pillars (B2 and B3) accordingly. Please contact WÖHR.

3 Platform load max. 2600 kg

Fixing of the system frames to the floor slab:
- using base plates (approx. 350 cm²)
- using adhesive anchor bolts
- hole depth to 12–14 cm
- bottom plate in concrete
- thickness of bottom plate min. 18 cm

Fixing of the system frames to the walls:
- with walls plates (approx. 30 cm²)
- using adhesive anchor bolts
- using adhesive anchor bolts
- front drive-in wall and rear wall in concrete
- perfectly flat wall surfaces
- without protruding sections such as border edgings, pipes and tubes, etc.
- thickness of walls min. 18 cm

Concrete quality grade:
- compliant to the static requirements of the construction
- min. C20/25 grade (for dowel fastening)

Frame bearing points:
- the specified lengths are expressed as mean value
- for the exact data, specific TÜV-tested data sheets are available

Door widths/widths of columns:
- please contact WÖHR
- grid width (270/280/290/300/310/320) must be observed

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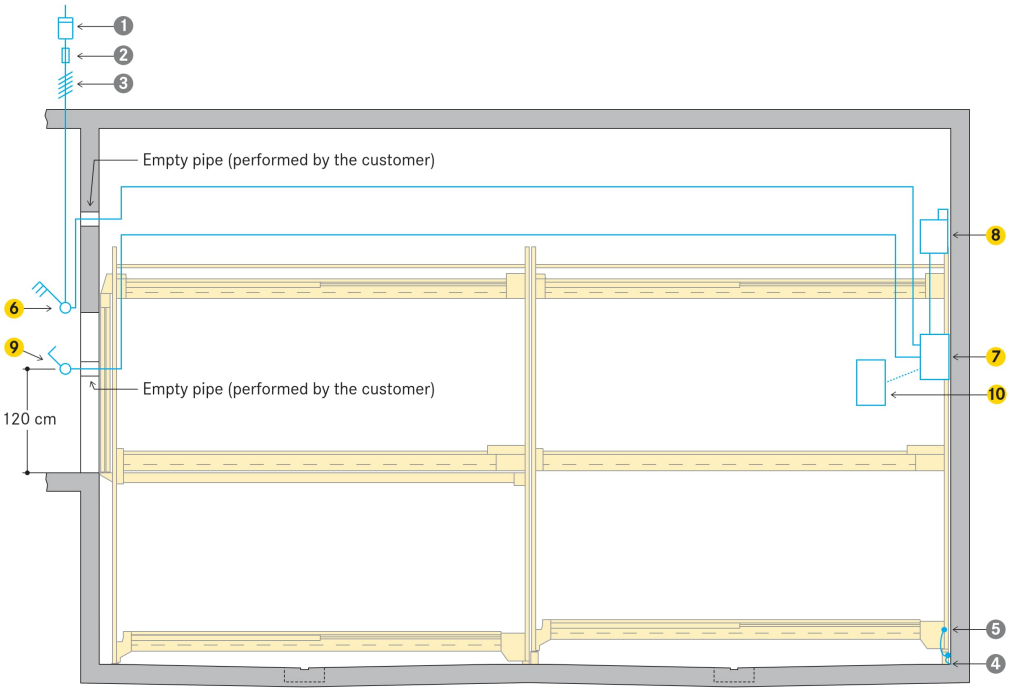
Electrical specifications

Installation diagram



Cabling preparation to be performed by the customer:

- up to the main switch to be in place prior to starting the installation operations
- connection to the main switch during installation
- system functional check testing can be performed by WÖHR together with the electrician provided by the customer
- if requested at a later date, functional check testing can be performed by WÖHR at extra-cost

Grounding and potential equalisation (to be performed by the customer):

- compliant to DIN EN 60204
- connections required every 10 metres

To be performed by the customer

<table>
<tr><th>Item</th><th>Quantity</th><th>Description</th><th>Position</th><th>Recurrence</th></tr>
<tr><td>1</td><td>1 piece</td><td>Power meter</td><td>In the feed cable</td><td></td></tr>
<tr><td>2</td><td>1 piece</td><td>Fuse protection or automatic circuit breaker:*
<table>
<tr><th>Rows</th><th>Motor</th><th>Starting current</th><th>Fuse protection</th><th>Platform load</th></tr>
<tr><td>1</td><td>3,0 kW</td><td>24 A</td><td>3 x 16 A (11 kW)</td><td>2000 kg/2600 kg</td></tr>
<tr><td>2</td><td>3,0 kW</td><td>48 A</td><td>3 x 32 A (22 kW)</td><td>2000 kg/2600 kg</td></tr>
<tr><td>3</td><td>3,0 kW</td><td>72 A</td><td>3 x 40 A (28 kW)</td><td>2000 kg/2600 kg</td></tr>
<tr><td>4</td><td>3,0 kW</td><td>96 A</td><td>3 x 63 A (44 kW)</td><td>2000 kg/2600 kg</td></tr>
<tr><td>1</td><td>5,5 kW</td><td>57 A</td><td>3 x 32 A (22 kW)</td><td>3000 kg</td></tr>
<tr><td>2</td><td>5,5 kW</td><td>114 A</td><td>3 x 63 A (44 kW)</td><td>3000 kg</td></tr>
<tr><td>3</td><td>5,5 kW</td><td>171 A</td><td>3 x 100 A (69 kW)</td><td>3000 kg</td></tr>
<tr><td>4</td><td>5,5 kW</td><td>228 A</td><td>3 x 125 A (86 kW)</td><td>3000 kg</td></tr>
</table></td><td>In the feed cable</td><td>1 x per system</td></tr>
<tr><td>3</td><td>Based on site conditions</td><td>Compliant to local power supply regulations
3 phases + N + PE* 230/400 V, 50 Hz</td><td>Feed cables to main switch including connection</td><td>1 x per system</td></tr>
<tr><td>4</td><td>Every 10 m</td><td>Grounding and potential equalisation lead-out connection</td><td>Along pit floor edges/rear wall</td><td></td></tr>
<tr><td>5</td><td>1 piece</td><td>Grounding and potential equalisation compliant to DIN EN 60204</td><td>From lead-out connection to system</td><td>1 x per system</td></tr>
</table>

* Compliant to DIN VDE 0100 sections 410 and 430 (no permanent load) 3 phases + N+ PE (three phase current)

Scope of delivery by WÖHR (unless otherwise specified in the order)

Item	Description
6	Lockable main switch
7	Main switch cabinet for grid 1–4
8	Hydraulic power pack 3.0 kW (5.5 kW for platform load 3000 kg) with three-phase motor. Ready-wired switching cabinet with motor safety contactor
9	Operating device
10	Extra switch cabinet for grid 5–8

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Notes and directions

Scope of application

- suitable for residential buildings, office buildings and business premises, hotels
- only for long-term users that have been instructed on how to use the system
- for frequently changing users (e.g. for office, hotel and business premises or similar):
  - performance of technical system adjustments is necessary
  - please consult with WÖHR

Function

- one empty space per unit on entrance level
- platforms on entrance level are moved sideways
- platforms on the upper and lower levels are lifted or lowered to the empty space on the entrance level

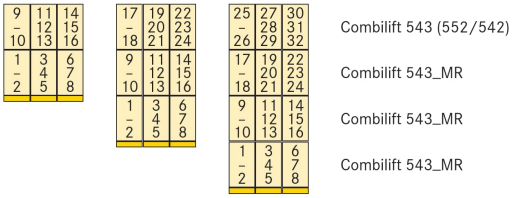
Numbering of the parking places

- empty space on the entrance level on the left
- numbering single system:



Combilift 543

- numbering MR-system:



Combilift 543 (552/542)

Combilift 543_MR

Combilift 543_MR

Combilift 543_MR

- the numbering for each unit starts with 1
- different numbering of parking places is possible at extra cost (software changes are necessary)

Noise protection

Basis is the German DIN 4109 “Noise protection in buildings”.
With the following conditions required 30 dB (A) in rooms can be provided:

- noise protection package from our accessory
- insulation figure of the construction of min. $R'_W = 57$ dB
- walls which are bordering the parking systems must be done as single wall and deflection resistant with min. m’= 300 kg/m²
- solid ceiling above the parking systems with min. m’= 400 kg/m²

At differing constructional conditions additional sound absorbing measures are to be provided by the customer.
The best results are reached by separated sole plates from the construction.

Increased sound insulation (separate agreement):
It is based on VDI 4100 „Sound insulation in building construction“ Assessment and proposals for increased sound insulation.
Under the following conditions, 25 dB (A) can be complied with in living spaces and bedrooms:

- sound insulation package according to offer/order
- Sound insulation value of the building structure of min. $R'_W = 62$ dB (to be performed by the customer)

Note:
User noises are not subject to the requirements (see VDI 4100, Scope - Notes). User noises are basically noises that can be individually influenced by the user of the parking systems (e.g. driving on the platform, closing of vehicle doors, engine and brake noises).

Drainage

Water leaks into the pit:

- in the winter, up to 40 litres of snow water can possibly come with the wheel housings in just one parking process

Drainage channels:

- along the middle section of the pit
- connecting to a floor drain or drainage pit (50 x 50 x 20 cm)
- with manual emptying out of the drainage pit
- alternatively installation of a pump or drainage channel into the sewerage system, to be performed by the customer

Sideways slope drainage:

- only into a gutter
- not possible in the remaining pit section

Lengthways slope drainage:

- provided according to specified construction dimensions

Environmental safety:

- coating of the pit flooring is recommended
- installation of an oil and/or petrol separator unit between the drainage connection and the main sewerage system is recommended

Declaration of conformity

The parking systems are compliant to:
- EC Machinery Directive 2006/42/EC
- DIN EN 14010
- ISO 9001:2015

Hydraulic power pack

Arrangement of the hydraulic power pack:
- within the unit

Switch cabinet

Arrangement of the switch cabinet:
- within the unit

Temperature

- system operating range: +5° bis +40°C (with unloaded platforms and low temperatures, a reduced lowering speed is to be expected)
- humidity: 50 % at +40° C
- if use in deviating temperature ranges is planned, constructive adjustments may be necessary (please consult with WÖHR)

Lighting

- sufficient lighting of the driving aisle and of the parking places must be performed by the customer

Fire safety

- all fire safety requirements and all mandatory equipment (fire extinguisher and fire alarm systems, etc.) must be performed by the customer
- WÖHR will provide documents on attachment points and clearances for sprinklers on request

Railings

If walkways are arranged directly to the side or behind the systems, railings have to be provided by the customer acc. to local requirements, height min. 200 cm – this is applicable during the construction phase too.

Maintenance

- WÖHR and all the WÖHR partners abroad provide an installation and customer service network
- regular, annual maintenance is provided subject to the stipulation of a maintenance agreement
- local requirements for electrical doors regarding the technology, maintenance and revision are not subject of our delivery. These matters have to be observed and carried out by the customer, according to the local regulations.

Prevention of corrosion damage

- all operations listed in the WÖHR Cleaning and Maintenance Instructions are to be performed regularly (independently of maintenance operations)
- zinc-plated parts, components and platforms are to be kept clean of dirt, road-salt and any other debris (due to corrosion hazards)
- always keep the garage well ventilated and deaerated

Surface protection

- please consider the information on surface protection!

Tender specification

- please consider the specifications!

Parking Place-Profile

- please consider the product information Parking Place-Profile!

Electromobility

- please consider the product information power supply!
- depending on the position of the charging point on the electric vehicle, collision points with protruding plugs and charging cables can occur

Sliding doors and Operating concepts

- please consider the product information Sliding doors and Operating concepts!

Construction formalities

- the documentation necessary for construction permit applications is provided by WÖHR on demand

Construction alterations and/or modifications

- the right to construction or model modifications and/or variations is hereby reserved
- the right to any subsequent part modification and/or variation and amendments in procedures and standards due to technical and engineering progresses or due to environmental regulation changes is also hereby reserved

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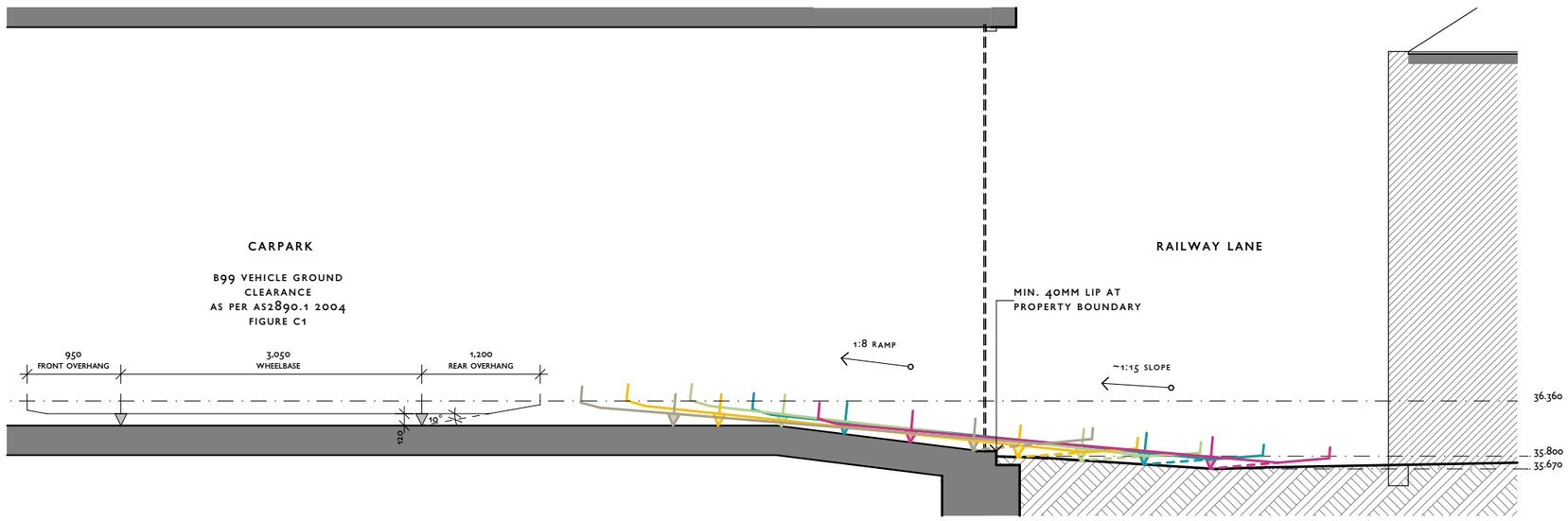
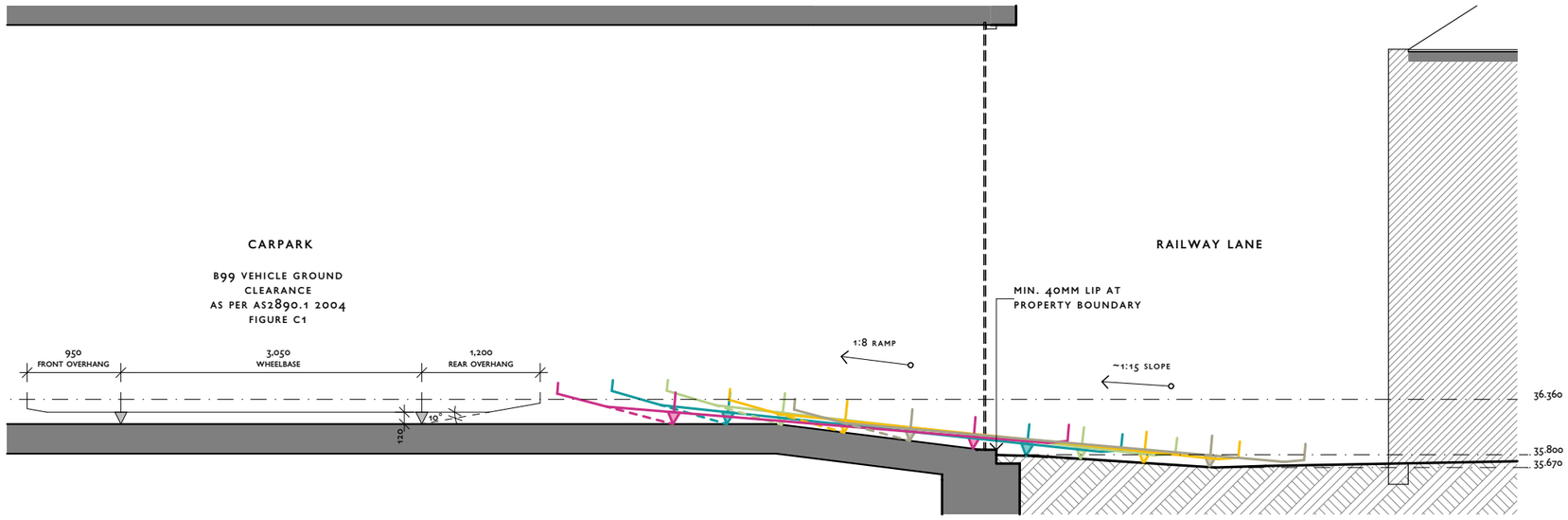
Appendix C Ground Clearance Diagram



VEHICLE ENTRY CLEARANCE DIAGRAM
1:50



VEHICLE EXIT CLEARANCE DIAGRAM
1:50

Architecture architecture

A11.01 Section - Vehicle Access Ramp
Not for construction

PROJECT 290 Park Street Fitzroy North 3068
JOB NO. 2502 PARK
PHASE Town Planning
SCALE 1:50
DRAWN DS/VW/SB
DATE 05.02.26
REVISION

290 Park Street, Fitzroy North

Green Travel Plan



220156GTP002B-F.docx

16 April 2026

onemilegrid

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Prepared by	HS	**Reviewed by**	JD

***one**mile**grid** operates from Wurundjeri Woiworung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.*

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APPENDICES

APPENDIX A QUESTIONNAIRE SURVEY FORMS

1 INTRODUCTION

onemile**grid** has been requested by Antipodean Land Developments Pty Ltd to prepare a Green Travel Plan for the proposed commercial and residential development at 290 Park Street, Fitzroy North.

2 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a mixed-use development containing both residential and a café tenancy, as shown in Table 1 below.

Table 1 Proposed Development

Use	*Component*	*No/Area*
Dwellings	1-Bedroom Unit / Studio	5
	2-Bedroom Units	11
	3-Bedroom Units	3
	4-Bedroom Units	1
	Sub-Total	**20**
Shop/Café	-	57 m^2

It is proposed to provide a total of 18 spaces within an undercroft car park comprising of 16 spaces within two car stacker systems (Wohr Combilift 543 MR or similar) and 2 standard car parking spaces. Access into car parking spaces is provided via Railway Lane along the eastern boundary of the site.

All car parking spaces will be allocated to residents with no car parking spaces to be provided for the commercial/café tenancy.

All car spaces are to be provided with provision for a future electric vehicle charger, and one standard space will be provided with an electric vehicle charger.

A total of 32 bicycle parking spaces are provided within the basement level comprising of 6 vertical spaces, one standard horizontal rail (2 spaces) and 24 double stacked spaces. Two spaces will be nominally allocated to the café use with the remaining 30 spaces to be allocated to residents. Three additional horizontal rails (6 spaces) are to be provided along the Park Street frontage within the site for visitors. Additionally, several double-sided bicycle hoops are available along the Nicholson Street frontage, and one on Park Street which provides up to eight additional bicycle spaces available to the public.

3 GREEN TRAVEL PLAN

A Green Travel Plan is a suite of initiatives and services employed to encourage travel mode behaviour change and to promote the use of sustainable transport options such as walking, cycling, public transport or car-pooling in preference to single occupant car trips where practicable.

A Green Travel Plan provides value to future residents, staff and visitors of the development, informing them of the alternative transport options when accessing the site and surrounds, and provides associated health and fitness benefits when increasing their activity levels through regular walking and cycling.

The implementation, coordination and funding of the Green Travel Plan is the responsibility of the Owners Corporation, and should be a dynamic document, reflecting changes in on-site and off-site conditions e.g., additional bicycle parking, or changing public transport timetables. As such, the Plan should be revisited and amended as required, to provide the most accurate and relevant information to achieve the desired objectives of reducing car usage.

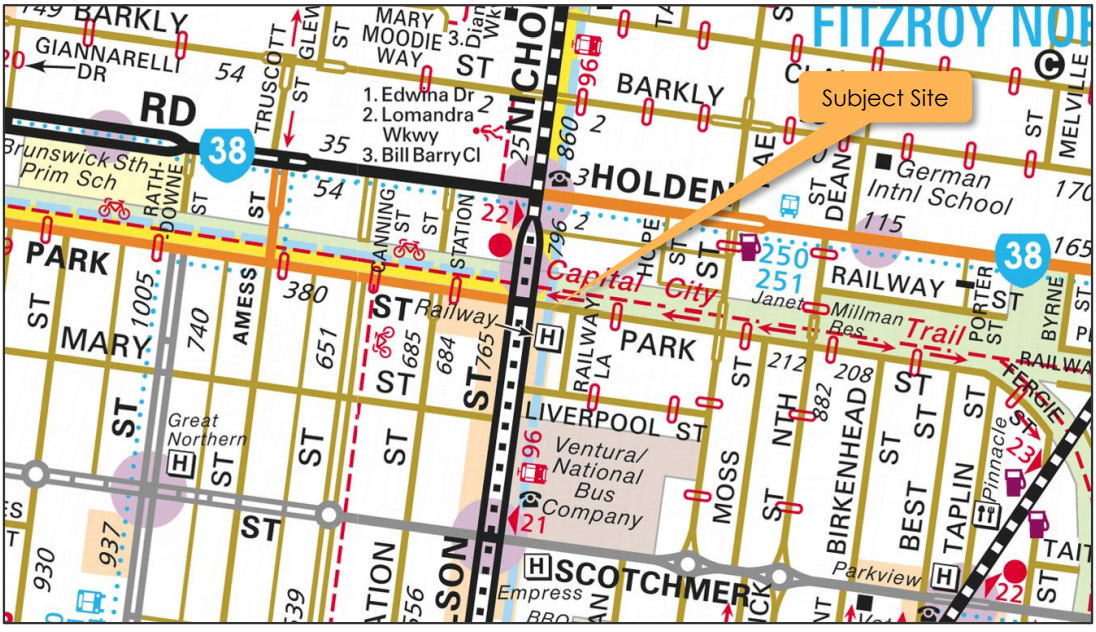
Journey to work data from the City of Yarra indicates that approximately 60% of work trips within the LGA are by car drivers. Consequently, the objective of this Green Travel Plan will be to increase the proportion of sustainable transport mode use by 10% from the municipality average.

4 SITE LOCATION & SUSTAINABLE TRANSPORT

4.1 Site Location

The subject site is located at the southeast corner of the Nicholson Street / Park Street intersection and is addressed as 290 Park Street, Fitzroy North, as shown in Figure 1.

Figure 1 Site Location



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Land use in the immediate vicinity of the site is primarily commercial along Nicholson Street and generally residential in any other direction.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (15 October 2025)



Copyright Nearmap

4.2 Sustainable Transport

4.2.1 Public Transport

The public transport provision in the vicinity of the site is shown in Figure 3 and detailed in Table 2.

These include the Route 96 tram immediately adjacent along Nicholson Street, the Route 1, 6 and 11 trams within comfortable walking distance, and numerous bus routes.

Figure 3 Public Transport Provision

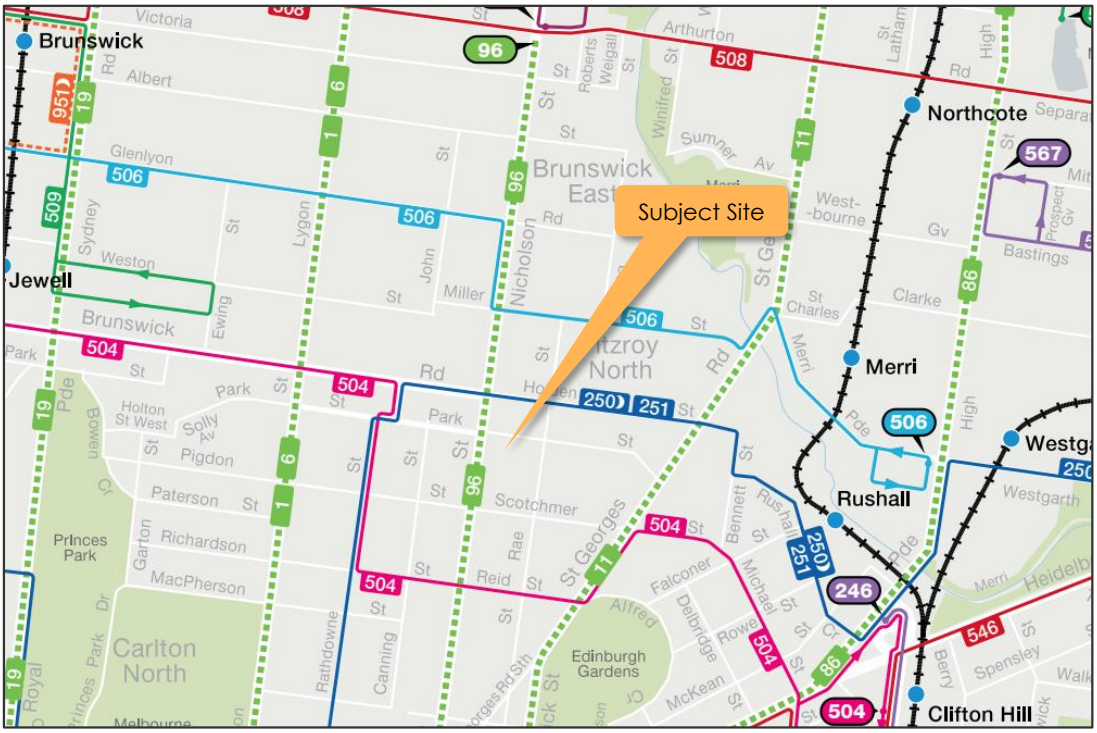


Table 2 Public Transport Provision

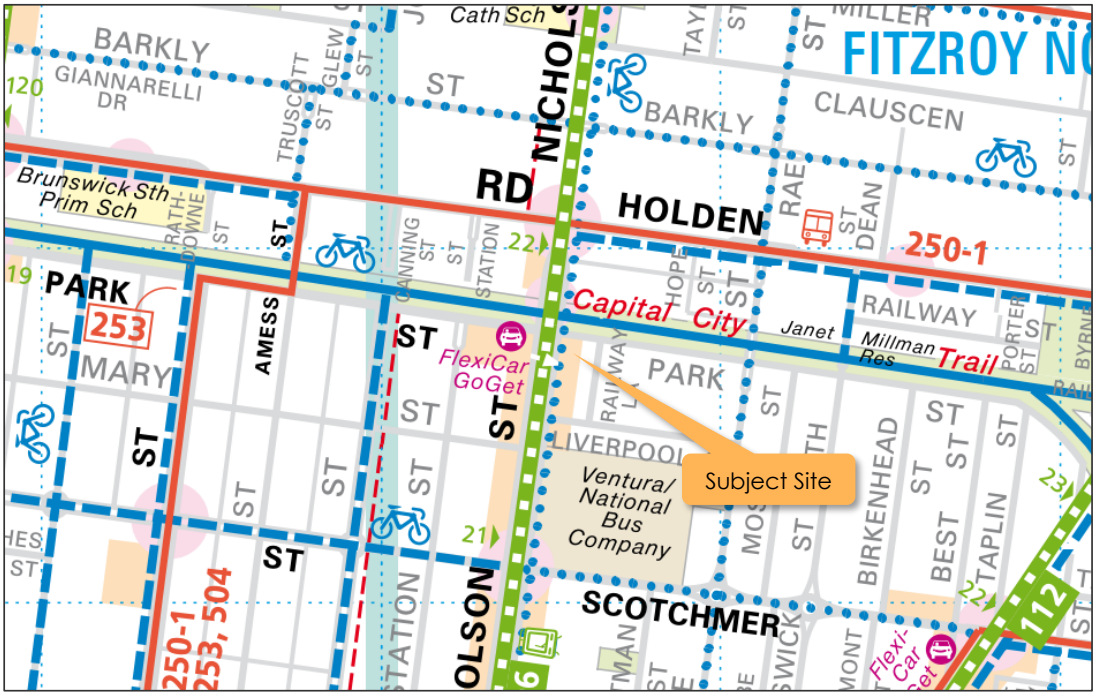
Mode	Route No.	Route Description	Nearest Stop/Station
Tram	96	East Brunswick - St Kilda Beach	Brunswick Road / Nicholson Street
	11	West Preston - Victoria Harbour Docklands	Park Street / St Georges Road
	1	East Coburg - South Melbourne Beach	Park Street / Lygon Street
	16	Melbourne University - Kew via St Kilda Beach	
Bus	504	Moonee Ponds - Clifton Hill via East Brunswick	Nicholson Street / Richardson Street
	506	Moonee Ponds - Westgarth Station via Brunswick	Rae Street / Miller Street
	250	City (Queen St) - La Trobe University	Nicholson Street / Holden Street
	251	City (Queen St) - Northland SC	

4.2.2 Bicycle Facilities

The site has excellent access to bicycle facilities, including the Capital City Trail immediately adjacent, on-road cycle facilities on Holden Street, Canning Street and Rathdowne Street, in addition to numerous informal routes.

Bike routes are identified on the City of Yarra TravelSmart map (in blue) in Figure 4 below.

Figure 4 City of Yarra TravelSmart Map

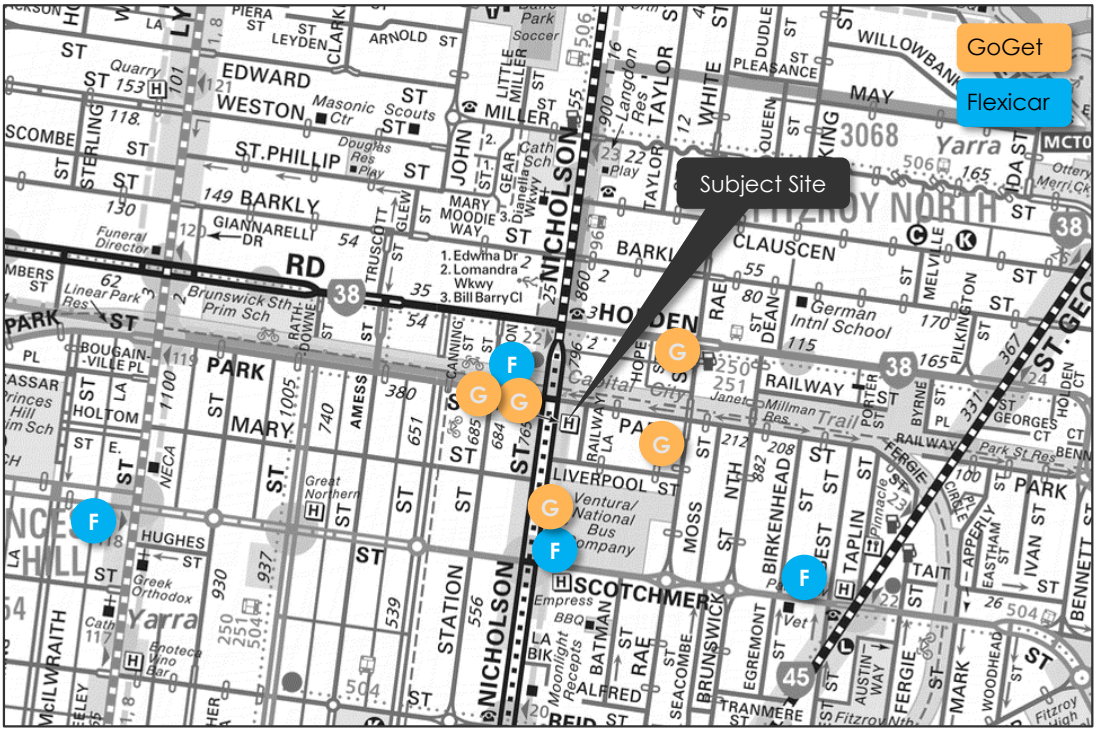


4.2.3 Share Cars

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except that users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 5.

Figure 5 Share Car Locations



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4.2.4 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 95/100 and is considered a 'Walker's Paradise', meaning that daily errands do not require a car.

5 GREEN TRAVEL INITIATIVES

5.1 General

The applicant has committed to implement a number of Green Travel Initiatives to encourage the use of pedestrian, bicycle and public transport travel to and from the site. The initiatives included in the package are outlined as follows.

5.2 Green Travel Plan Champion

A Green Travel Plan "Champion" will be appointed by the Owners Corporation who will be responsible for the implementation and ongoing management of the Green Travel Plan.

5.3 Pedestrian Initiatives

To encourage residents and staff to increase the distance they travel by foot compared to private vehicle, the Owners Corporation and operator should encourage walking by:

- Ensuring footpaths external to the site are in good condition and connect to the broader pedestrian network; and
- Umbrella holders are provided for café occupants.

5.4 Bicycle Facilities

The development proposes bicycle parking well in excess of the minimum statutory requirements with 32 bicycle parking spaces provided within the basement and 6 bicycle parking spaces on the ground floor for visitors. Several bicycle hoops are also available along Nicholson Street fronting the café which are available for both staff and customer use.

Government policy currently aims to encourage the use of bicycles as a mode of transport in order to reduce the dependency on private vehicles. The provision of easily accessible bicycle facilities on-site is expected to increase the number of trips made by bicycle.

5.5 Share Cars

For instances where staff or residents require the use of a private vehicle, information will be provided on share car locations and services operating in the area.

The information detailed will include:

- Car sharing services in the area;
- Locations of the nearest 'pods'; and
- Information on how to become a member for each service and associated pricing.

5.6 Electric Vehicle Parking

To encourage more sustainable private vehicle methods, all car spaces are to be provided with provision for a future electric vehicle charger, and one standard space will be provided with an electric vehicle charger.

5.7 Public Transport

To encourage public transport use, information sourced from Public Transport Victoria (PTV) will be provided through posters and leaflets. The information detailed will address local services in regard to frequency, location and linkages to other networks. These will be displayed in common areas of the building to ensure they can be accessed by all tenants.

Information on how to utilise the public transport system, and in particular how to purchase a Myki, the costs of a Myki, and the nearest Myki purchase and top-up locations will also be provided.

5.8 Resident and Staff Welcome Pack

All new residents and staff will be provided with a 'welcome pack', which will include the following:

- General information about the development;
- Digital information on the surrounding bicycle facilities and routes;
- Digital information on public transport maps and timetables;
- Digital information on the surrounding services, including shopping locations, schools and services, with suitable non-car-based transport options (i.e., bike and walking routes, and public transport options);
- Links to relevant Green Travel, public transport and local services websites including:
  - The PTV "Journey Planner" website and mobile app; and
  - The GoGet, Flexicar, Kinto and Uber Carshare websites.

6 MAINTAINING THE GREEN TRAVEL PLAN

6.1 Monitoring and Assessment

In order to monitor the success of the aforementioned initiatives, it is proposed that a three-stage monitoring system be implemented, and the Green Travel Plan "Champion" be responsible for the ongoing monitoring and assessment of the Green Travel Plan.

It is proposed that monitoring take place in the following stages:

- Stage One – will involve a questionnaire survey of staff and residents on occupation of the proposed development. The survey will be useful to collect information on the travel characteristics of staff and residents, to gauge interest in the various initiatives and to seek ideas for other initiatives and set baseline travel mode percentages such that they can attempt to meet the proposed targets;
- Stage Two – will involve a questionnaire and feedback form to be filled out by staff and residents 12 months after occupation, in order to determine which initiatives are working and which are not;
- Stage Three – will be the monitoring component of the plan, which will be undertaken 2 years after occupation. This questionnaire will test the success rate of the various initiatives and help rework programs to suit the needs of the new staff and residents. At this stage, the targets identified in the previous stages will be reviewed; and

A questionnaire has been prepared for each of the three stages and have been provided within Appendix A.

6.2 Updates to the Green Travel Plan

The Owners Corporation, in particular the Green Travel Plan "Champion", shall be responsible for the maintenance of the Green Travel Plan, which shall be updated every 5 years to ensure it is still relevant, and achieving the required results.

All costs associated with the management, maintenance and updating of the Green Travel Plan shall be borne by the Owners Corporation.

Appendix A Questionnaire Survey Forms

STAGE ONE QUESTIONNAIRE

Dwelling/Tenancy:

_____

1. How do you travel to and from work?
   - ☐ Train
   - ☐ Tram
   - ☐ Bus
   - ☐ Car, as driver
   - ☐ Car, as passenger
   - ☐ Walk
   - ☐ Motorbike
   - ☐ Electric scooter/skateboard
   - ☐ Bicycle
   - ☐ Other: _____

2. Approximately how far do you travel to work?

_____

3. If you generally travel by car, either as a driver or passenger, what could be done to encourage you to use other more sustainable modes of transport?

_____

_____

_____

_____

4. Would you use any of the following services (if not already noted above)?
   - ☐ Cycling
   - ☐ Walking
   - ☐ Public Transport
   - ☐ Electric scooter/skateboard
   - ☐ Car pooling
   - ☐ 'Share car' or similar services

In not, why? _____

_____

_____

_____

_____

Thank you for participating in the survey.

STAGE TWO QUESTIONNAIRE

Dwelling/Tenancy:

_____

1. How do you travel to and from work?
   - ☐ Train
   - ☐ Tram
   - ☐ Bus
   - ☐ Car, as driver
   - ☐ Car, as passenger
   - ☐ Walk
   - ☐ Motorbike
   - ☐ Electric scooter/skateboard
   - ☐ Bicycle
   - ☐ Other: _____

2. If you generally travel by car, either as a driver or passenger, what could be done to encourage you to use other more sustainable modes of transport?

_____

_____

_____

_____

3. Would you use any of the following services (if not already noted above)?
   - ☐ Cycling
   - ☐ Walking
   - ☐ Public Transport
   - ☐ Electric scooter/skateboard
   - ☐ Car pooling
   - ☐'Share car' or similar services

In not, why? _____

4. Has the alternative transport mode information and initiatives encouraged you to change your travel mode choice? And if not, how could the information or initiatives be improved?

_____

_____

_____

_____

_____

Thank you for participating in the survey.

STAGE THREE QUESTIONNAIRE

Dwelling/Tenancy:

_____

1. How do you travel to and from work?

☐ Train	☐ Walk
☐ Tram	☐ Motorbike
☐ Bus	☐ Electric scooter/skateboard
☐ Car, as driver	☐ Bicycle
☐ Car, as passenger	☐ Other: _____

2. Has the above travel mode choice changed since the green travel initiatives were expanded, and if so, what specifically drove that change?

_____

_____

_____

_____

3. Do you have any feedback for the sustainable transport initiatives implemented within the building?

_____

_____

_____

_____

_____

Thank you for participating in the survey.

SUSTAINABLE MANAGEMENT PLAN

PROPOSED MIXED USE DEVELOPMENT

290 PARK STREET, FITZROY NORTH



GIW25025
Revision E

Prepared for:
Antipodean Land Developments Pty Ltd

13 April 2026

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Revision History

Revision Number	Date Issued	Author	Approved	Comments
A	07/11/2025	CDW	IB	Draft
B	04/12/2025	CDW	IB	2nd Draft
C	10/12/2025	CDW	IB	Final
D	10/12/2025	CDW	IB	Final
E	13/04/2025	AS	IB	Final

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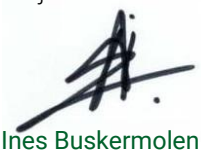
Project team leader:



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B.Sc. (Science, Business and Innovation)
M.Sc. (Sustainable Development)

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1. Introduction

Project Information

GIW Environmental Solutions Pty Ltd ("GIW") has been engaged by Antipodean Land Developments Pty Ltd to provide Environmentally Sustainable Design (ESD) consulting services for the proposed mixed-use development at 290 Park Street, Fitzroy North.

The proposed development will include 20 apartments and 1 commercial tenancy constructed over 7 levels plus ground floor carpark and will consist of the following:

- 5 x 1 bedroom apartments
- 11 x 2 bedroom apartments
- 3 x 3 bedroom apartments
- 1 x 4 bedroom apartment
- 57m^2 commercial (shop/cafe)

The site located at 290 Park Street, Fitzroy North has an approximate surface area of 598m^2 and is currently the location of a double storey brick building. Distance from the site to Melbourne CBD is approximately 5.4km.



Figure 1 - Pre-existing sites at 290 Park Street, Fitzroy North.

Statutory Requirements

This Sustainable Management Plan (SMP) has been prepared to inform City of Yarra of the proposed development's sustainability credentials and performance targets. The project team is committed to achieving a building solution which responds to City of Yarra Planning Scheme - Clause 15.01-2L-01 Environmentally Sustainable Development.

Development Type	Application Requirement	Example Tools
Development of 10 or more dwellings.	Sustainability Management Plan (SMP)	BESS Green Star MUSIC Blue Factor

Further to the above, this SMP also responds to Victoria Planning Provisions VC216 – 15.01-2S.

Built Environment Sustainability Scorecard (BESS)

The proposed mixed-use development will be assessed against the Built Environment Sustainability Scorecard (BESS) guidelines. The BESS tool addresses nine key environmental categories as follows:



Figure 2 - BESS Environmental Categories (www.bess.net.au)

All ESD measures described under the nine key environmental categories are to be suitably incorporated into relevant project documentation at the appropriate project phase.

Responsibilities & Implementation

Antipodean Land Developments Pty Ltd will be responsible for the suitable implementation of the requirements of this report throughout the design and development phases. Should the development be sold the responsibility will pass to the new owner. At such time as a builder is novated or a building contract is put in place the builder will be responsible for implementation during the construction phase. At occupancy, the Owners Corporation and individual lot owners and or tenants will be responsible for the correct use of installed equipment and building systems in line with the provided Building User's Guide.

Sources of Information

The following 'Sources of Information' have been used to guide the design solutions:

- Architecture – Project No. 2502 – Drawing Set: Town Planning 31.03.26
- Municipal Association of Victoria - SDAPP Explained; Building Design for a Sustainable Future
- Built Environment Sustainability Scorecard (BESS)
- CSIRO 1999, Urban Stormwater – Best Practise Environmental Management Guidelines

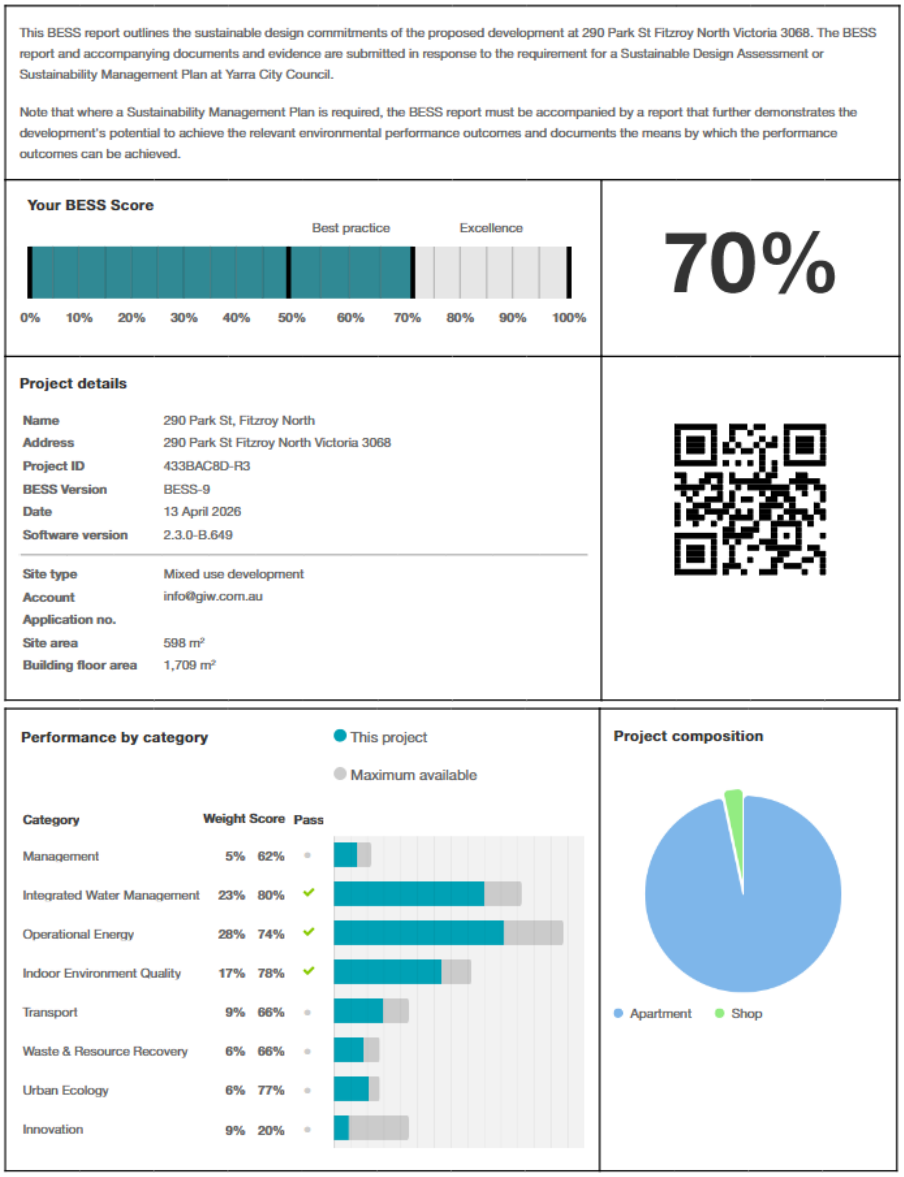
2. ESD Summary

The proposed mixed-use development at 290 Park Street, Fitzroy North will implement the following ESD initiatives:

1. The project achieves a total BESS score of 70% with no mandatory category (IEQ, Energy, Water, Stormwater) below 50%.
2. 100% (20 out of 20) of the development's apartments are naturally cross-ventilated.
3. Daylight modelling has been conducted for a representative sample of apartments. The summary result is as follows:
    - 90% of living floor area achieves >90% above DF 1
    - 85% of bedroom floor area achieves >90% above DF0.5
4. The non-residential areas are targeting a 2% DF to 60% of the nominated area.
5. 70% (14 out of 20) of apartments achieve at least 3 hours of sunlight.
6. The development is provided with a comprehensive shading strategy.
7. The development is to achieve an 8.0 Star average NatHERS Energy Rating, with no unit below 6.5 Stars.
8. The non-residential areas aim to reduce heating and cooling energy consumption below the reference case (BCA Section J 2022).
9. The development is to utilise individual electric instantaneous hot water systems.
10. A min. 2kW Solar PV system is to be located on the roof.
11. Electricity and cold water is to be provided to each individual apartment, commercial tenancy and communal areas.
12. Water efficient fittings and fixtures are applied throughout.
13. A 5,000 litre rainwater tank will harvest rainwater from the level 6 roof. This tank will be connected to the ground floor commercial toilet and landscape irrigation.
14. A BlueFactor rating of 100% is achieved.
15. Landscape irrigation demand will be connected to the rainwater tank.
16. In total 30 bicycle spaces are to be provided for residents.
17. In total 5 bicycle spaces are to be provided for residential visitors.
18. In total 2 bicycle spaces are to be provided for employees & 1 bicycle space is to be provided for non-residential visitors.
19. 408m2 of dedicated communal open space will be provided on Level 1 and Level 4.
20. The communal food production area will be provided on Level 4.

3. BESS Performance

The project achieves a total BESS score of 70% with no mandatory category (IEQ, Energy, Water, Stormwater) below 50%. This figure represents a percentage improvement over a benchmark project. A score of 50% and higher equates to 'best practice' and is an effective pass of the BESS tool. A score of 70% and higher equates to BESS 'excellence' and exists as a higher benchmark in the tool.



4. Great Design Fast Track

The proposed development at 290 Park Street, Fitzroy North will be submitted to the Department of Transport and Planning (DTP) under the Great Design Fast Track approval pathway. This entails a suitable response to the 7 design principles including: neighbourly, welcoming, landscaped, sustainable, healthy, adaptable and good value homes. This Sustainable Management Plan responds specifically to principle 5: Sustainable Homes.

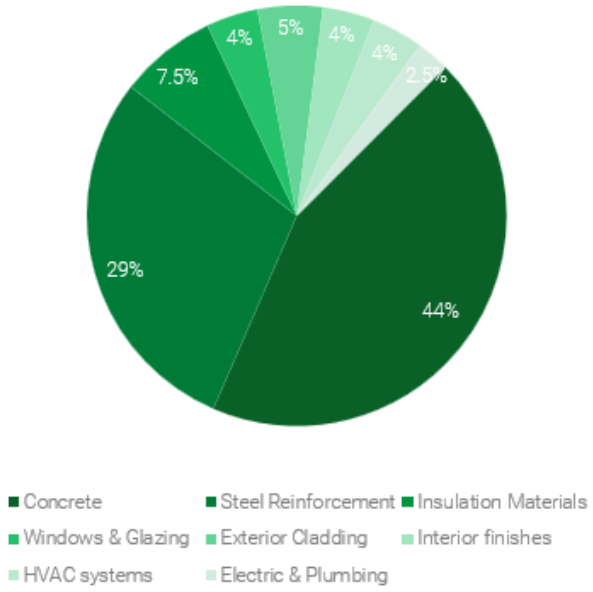
Mandatory Requirements

The following mandatory requirements are met by the development:

Mandatory requirement	Design Response
An average Nationwide House Energy Rating Scheme (NatHERS) rating of at least 8.0 stars, and no less than 6.5 stars for an individual apartment. Townhouses must achieve a NatHERS rating of no less than 7.5 stars.	The apartments are currently achieving an 8.0 Star average with no unit below 6.5 Stars. The representative sample ratings demonstrate the development's ability to achieve these requirements. Refer Appendix B for Preliminary FirstRate Certificates.
All dwellings proposed need to provide effective natural ventilation, which includes cross ventilation, single sided ventilation or mechanically assisted ventilation.	100% of the development's apartments are effectively naturally ventilated. Refer BESS IEQ. 100% of the apartments are effectively cross-ventilated with windows on opposite or adjacent facades.

Sustainable Homes Principle 01
Lifecycle Decarbonisation

Lifecycle decarbonization involves systematically reducing or eliminating carbon emissions across all phases of a building's lifespan - from material extraction and construction through operation to eventual demolition and material recovery. The main focus of the proposed initiatives will be on reducing embodied carbon as the remaining phases will be suitably addressed in principle 2-6.



Embodied Carbon

A typical mid-rise mixed-use development in Melbourne, Australia has and embodied carbon footprint of 420-450kgCO_2/m^2.

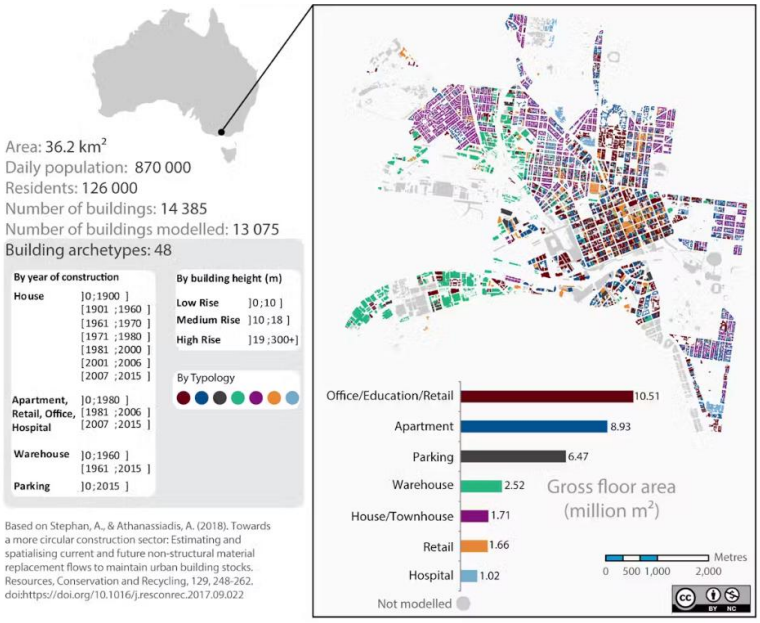
More than half of the embodied carbon is associated with the structural components (concrete and structural steel) of the development.

GDFT Initiatives

- Reducing the volume high embodied carbon materials, such as steel, by limiting metal finishes.
- The development is all electric and supports the transition to zero carbon homes with no fossil fuels being burnt on site.
- Where timber is to be used, such timbers are to be FSC and / or PEFC certified.

Sustainable Homes Principle 02
Material Circularity

Material circularity focuses on designing buildings as material banks that can continuously contribute resources to the urban economy rather than prematurely becoming waste at end-of-building-life. Through the creation of circular material flows, both within the building and the wider environment, the use of virgin materials will be reduced as well as associated greenhouse gas emissions.



Urban Mining

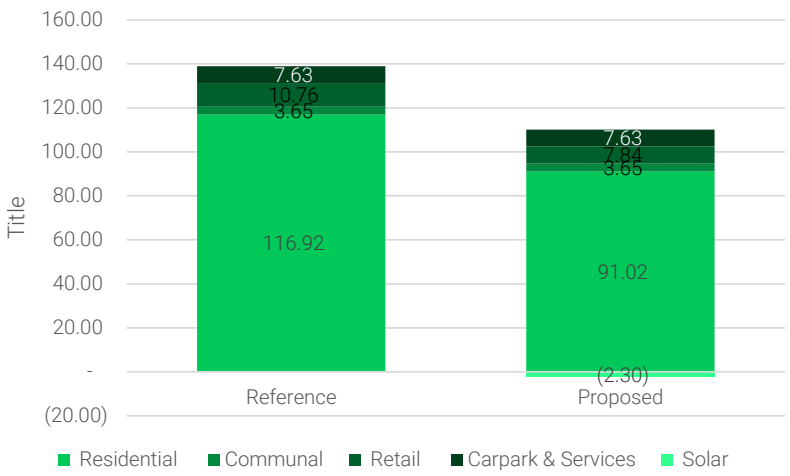
Based on Research conducted by Melbourne University on a sample set of 13,075 case studies, City of Melbourne has a stock of 1.5 million tonnes of materials in every square kilometre. Replacing worn materials to maintain this built stock is estimated to require 26 thousand tonnes of materials every year.

GDFT Initiatives

- Providing bike repair facilities to residents enables them extend the life of their bikes and delay them entering the waste stream.

Sustainable Homes Principle 03
Net-Positive Energy

Net-positive energy is achieved by designing buildings that generate more renewable energy than they consume annually, contributing excess clean energy back to Victoria's electricity grid while achieving carbon neutrality in operations.



GHG Emission Reduction

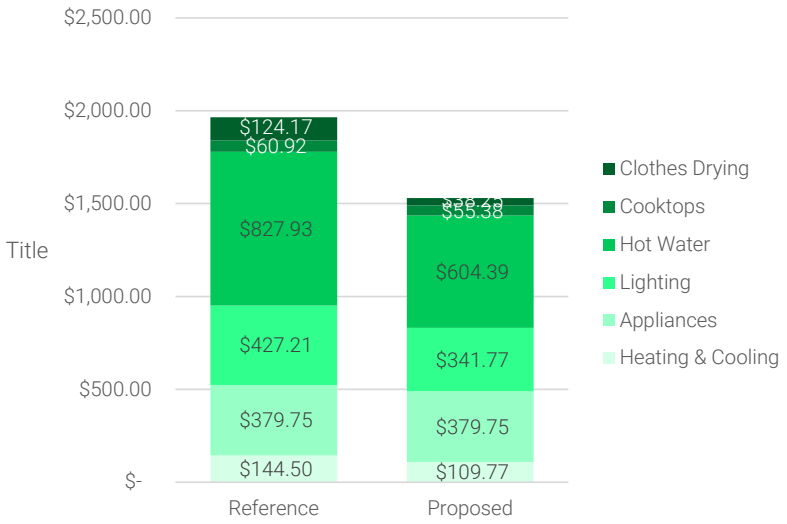
The proposed development will achieve 31.1kgCO_2 emission reduction compared to a NCC 2022 DtS building without the application of GreenPower.

GDFT Initiatives

- A 2kWp PV array will reduce the developments electricity demand and reduce operational carbon emissions.
- Air conditioning systems are to be within 1 star rating of best available unit of the same capacity under MEPS 2019.
- No fossil fuels are burnt on-site avoiding additional operation carbon emissions.

Sustainable Homes Principle 04
High-Performing Thermal Envelope

Combining appropriate passive design responses with a highly efficient thermal envelope will result in significant energy and cost saving for end-users. This will be carefully balanced to meet the provision of best practice daylight amenity and thermal comfort.



Energy Cost Reduction

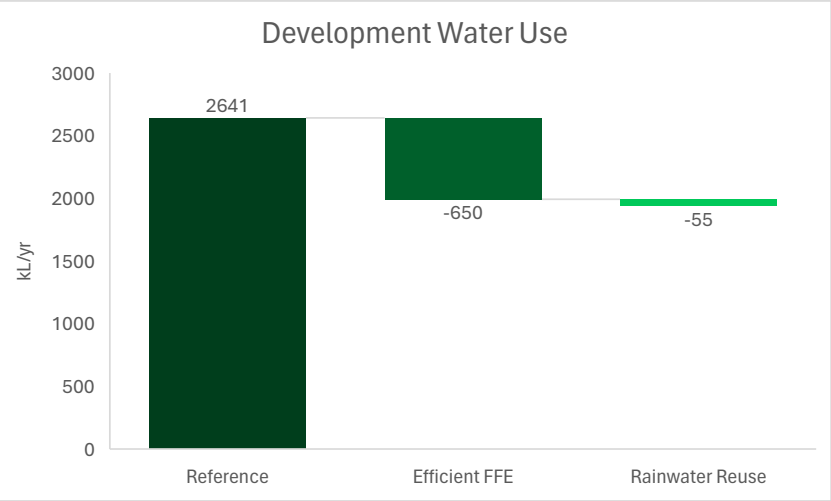
On average occupants will save $435 on an annual basis on their energy expenses compared to a NCC 2022 DtS reference scenario.

GDFT Initiatives

- Energy efficient design achieving an average of 8 star NatHERS rating, with no unit below 6.5 stars, reducing heating and cooling demand. The increased thermal performance makes the homes more comfortable to live and cost less to operate.
- The apartments will be built to achieve a high level of air tightness to improve energy performance and reduce drafts.
- A balanced shading strategy including: balcony overhangs, awnings and light wells has been adopted to limit summer solar heat gains.

Sustainable Homes Principle 05
Water Resilience

Integrating water systems that suitably respond to Melbourne's current and future climate, will future-proof the development and assist in creating a resilient urban water system. The inclusion of stormwater management systems, efficient fittings and fixtures and low-water demand / native vegetation will significantly reduce the potable water demand of developments and reduce pressure on the local water systems.



Potable Water Reduction

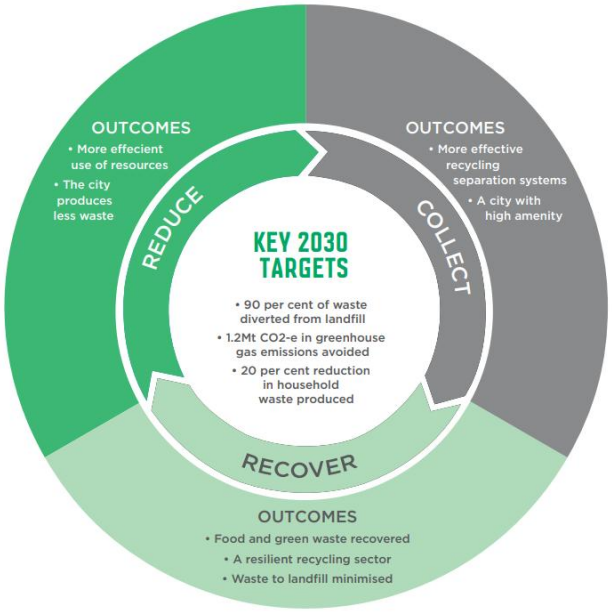
The development reduces the potable water demand by 24% through the introduction of water efficient fittings and fixtures. A further 2% reduction in potable water is achieved through the introduction of a 5,000 litre rainwater tank.

GDFT Initiatives

- Each home will be fitted with water efficient fixtures and fittings.
- 5,000 litre rainwater water tank will collect rainwater from the roof which is be used to provide water to the commercial WC and irrigate the landscaping.
- >80% of fire test water (e.g. hydrant pump test water or SCV annubar test) is to be reused on site.

Sustainable Homes Principle 06
No Waste to Landfill

The inclusion of comprehensive waste reduction, diversion and collection strategies that support contractors, occupants and tenants to successfully divert generated waste from landfill will reduce the environmental impact and operational cost of waste management. With the eventual aim to create systems that are equipped to support zero waste operations and a circular economy.



Waste and Resource Recovery Strategy 2030

City of Melbourne has devised a strategy to produce less waste and maximises the life of materials through reuse, recycling and recovery - working towards a circular economy.

The focus of the strategy is centred around three pillars: reduce, collect and recover. With the end goal of achieving their key 2030 targets.

GDFT Initiatives

- Waste generated on site from demolition and construction activities will be sorted and diverted to their relevant waste streams to be recycled or reused. The development is targeting the diversion of 80% it's demolition and construction waste from landfill.
- The development will provide dedicated waste bins for general, recycling, green, and glass waste to support effective waste separation and minimise landfill contribution. Clearly labelled and conveniently located, these bins will promote responsible waste management practices among residents and users.
- Kitchen joinery is to provide appropriate spatial allowance for food and organics, general and recycling waste collection.

5. ESD Assessment

Management

Council ESD objectives:

- To encourage a holistic and integrated design and construction process and ongoing high performance.

Council Best Practice Standard

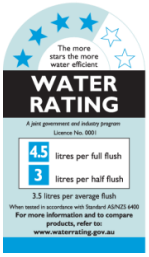
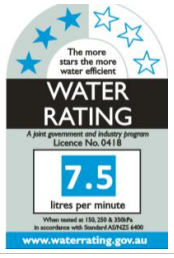
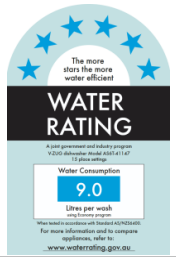
Criteria		Construction and Building Management Actions
Pre-Application Meeting	To ensure appropriate sustainable design principles and strategies are considered from the preliminary design stage of each development.	GIW has been actively involved in the preliminary design stage, but has not been involved in a pre-application meeting with the Department of Transport or Council.
Metering	To provide building users with information that allows monitoring of energy and water consumption	Electricity and cold water is to be provided to each individual apartment, commercial tenancy and communal areas. Lighting and general power to common areas is to be separately metered to quantify energy used for common areas spaces. Additionally, the main electrical switchboard to contain at least two empty three-phase circuit breaker slots and four DIN rail spaces labelled to indicate the use of each space for a battery system.
Building User's Guide	To encourage and recognise initiatives that will help building users to use the building more efficiently.	A Building User's Guide will be provided to all occupants explaining the correct use of installed equipment and building systems. This shall cover at a minimum: • Energy and Environmental Strategy • Monitoring and Targeting • Building Services • Transport Facilities • Materials and Waste Policy • Expansion/Re-fit Considerations • References and Further Information

Water

Council ESD objectives:

- To ensure the efficient use of water
- To reduce total operating potable water use
- To encourage the collection and reuse of stormwater
- To encourage the appropriate use of alternative water sources (e.g. grey water)
- To minimize associated water costs

Council Best Practice Standard

Criteria		Development Provision
Potable Water Reduction	To reduce total potable water use due through the use of efficient fixtures, appliances, and the use of rainwater.	WELS 4 Star - Toilets  WELS 6 Star - Bathroom Taps  WELS 4 Star – Kitchen Taps  WELS 3 Star -Showerhead  WELS 6 Star - Dishwasher  WELS 5 Star - Washing Machine 
Rainwater Collection & Reuse		A 5,000 litre rainwater tank will harvest rainwater from the level 6 roof. This tank will be connected to the ground floor commercial toilet and landscape irrigation. It is estimated that this will save more than 57.6kL of potable water every year and meet 38% of the demand in these areas. Stormwater drainage mechanism is to be determined by the hydraulics services engineer at the design development phase. Refer Appendix A – WSUD Response

Council Best Practice Standard

Criteria		Development Provision
Landscape Irrigation	To ensure the efficient use of water and to reduce total operating potable water use through encouraging water efficient landscape design.	Landscape irrigation demand will be connected to the rainwater tank.
Building System Water Use Reduction	Ensure the efficient use of water, to reduce total operating potable water use and to encourage the appropriate use of alternative water sources for cooling and fire testing systems.	>80% of fire test water (e.g. hydrant pump test water or SCV annubar test) is to be reused on site. The proposed development is to incorporate air-cooled HVAC systems for both the residential and non-residential areas within the development.

Energy

Council ESD objectives:

- To ensure the efficient use of energy
- To reduce total operating greenhouse emissions
- To reduce energy peak demand
- To reduce associated energy costs

Council Best Practice Standard

Criteria		Development Provision
Thermal Performance Rating - Residential	To reduce energy needed to achieve thermal comfort in summer and winter - improving comfort, reducing greenhouse gas emissions, energy consumption, and maintenance costs.	The National Construction Code (NCC) Class 2 – Sole Occupancy Unit(s) residential building component is to be designed in accordance with NCC Section J (2022) NatHERS requirements. The residential units must achieve an average 8.0 Star rating, with no unit achieving below 6.5 Stars. Further to this the development will need to comply with the following heating and cooling load limits:

Climate Zone	Heating load limits (MJ/m2)	Cooling load limits (MJ/m2)
21 Melbourne RO	Maximum: 55	Maximum: 30 (BADS)

The apartments are currently achieving an 8.3 Star average. The below sample ratings demonstrate the developments ability to achieve these requirements. Refer Appendix B for Preliminary FirstRate Certificates.

Apt No.	ACE Total MJ/M2	ACE Heating MJ/M2	ACE Cooling MJ/M2	ACE NCFA MJ/M2	Star Rating	Similar units
101	68.9	42.8	26.1	63.5	6.6	2
103	24.8	17.5	7.3	63.2	9.0	5
202	19.8	7.4	12.4	56.2	9.4	5
205	50.9	33.0	18.0	45.0	7.6	4
303	44.1	33.5	10.6	95.2	7.9	3
601	70.8	47.2	23.6	123.4	6.5	1
Avg	**46.6**	**30.2**	**16.3**	**74.4**	**7.8**	
Star weighted average						**8.3**

*Apartments are assessed using FirstRate5 v5.5.5a

Council Best Practice Standard

Criteria	Development Provision

Construction assumptions for preliminary FirstRate ratings are listed below. Note, these assumptions are based on the sample of apartments assessed and may vary throughout the development. These assumptions are not to be relied upon for any other purpose beyond Town Planning assessment.

Element	Material	Thermal Performance Value
Floor	Concrete	R2.3
External Walls	Concrete/Brick	R2.7
Internal Walls	Concrete	R1.8
	Plasterboard	R2.5
Roof	Concrete	R4.6
Fixed Windows – Ground to Level 5	Aluminium Framed, Double Glazed, Argon Filled, Low-E, Clear	Total System – U-Value: 2.71 – SHGC: 0.58
Fixed Windows – Level 6	Aluminium Framed, Double Glazed, Argon Filled, Low-E, Clear	Total System – U-Value: 2.51 – SHGC: 0.51
Sliding Doors	Aluminium Framed, Double Glazed, Argon Filled, Low-E, Clear	Total System – U-Value: 3.19 – SHGC: 0.48
Louvres	Aluminium Framed, Double Glazed, Argon Filled, Low-E, Clear	Total System – U-Value: 3.71 – SHGC: 0.54
Awning Windows	Aluminium Framed, Double Glazed, Argon Filled, Low-E, Clear	Total System – U-Value: 4.42 – SHGC: 0.40
Awning Windows – Level 6	Aluminium Framed, Double Glazed, Argon Filled, Low-E, Clear	Total System – U-Value: 3.24 – SHGC: 0.47
Skylight	Aluminium Framed, Double Glazed,	Total System

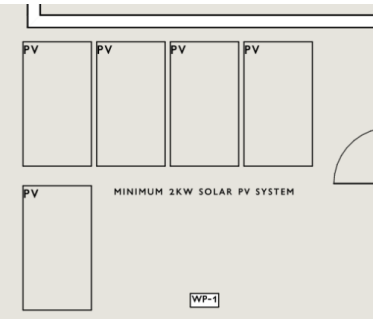
Council Best Practice Standard

Criteria		Development Provision	
		Argon Filled, Low-E, Clear	– U-Value: 2.66 – SHGC: 0.24
Thermal Performance Rating – Non-Residential	To reduce energy needed to achieve thermal comfort in summer and winter - improving comfort, reducing greenhouse gas emissions, energy consumption, and maintenance costs.	The non-residential areas aim to reduce heating and cooling energy consumption below the reference case (BCA Section J 2022). Refer Appendix C – Preliminary Part J4D6 BCA 2022 Façade Calculator	
Electrification	To support the transition to renewable energy sources.	The development will be all-electric with no gas connection.	
HVAC System	To ensure the efficient use of energy and to reduce consumption of electricity.	Inverter split systems are to be installed and sized to maintain conditions of the living rooms of each apartment. The efficiency of the air conditioning system is to be 2.5 stars for heating and 4 stars for cooling available under MEPS Post-October 2019 measurement standard. VRV / VRF systems with a COP of 3.4 are to be installed to the non-residential areas.	
Hot Water System	To ensure the efficient use of energy and to reduce consumption and greenhouse emissions from water heating.	The development is to utilise individual electric instantaneous hot water systems	
Car Park Ventilation	To ensure the efficient use of energy, reduce total operating greenhouse gas	Carpark ventilation fans are driven by a VSD motor connected to CO sensors within the carpark. The inclusion of CO sensor control will allow the ventilation fans to ramp down when the car park is unoccupied. The system is to be designed in accordance	

Council Best Practice Standard

Criteria		Development Provision
	emissions and to reduce energy peak demand.	with AS1668.2. Alternatively, the carpark is to be naturally ventilated. The mechanical services engineer is responsible for the design and specification of the system. The contractor is to procure and install the specified system. Maintenance requirements of the CO sensor system are to be included in the O&M manual.
Clothes Drying	Ensure the efficient use of energy and to reduce energy consumption and greenhouse emissions associated with clothes drying	Communal clothes drying lines will be provided at Level 4 communal terrace.
Internal Lighting - Residential	To ensure the efficient use of energy, to reduce energy consumption, greenhouse emissions associated with artificial lighting, and to reduce energy peak demand.	The maximum illumination power density (W/sqm) is at least 20% lower than NCC 2022 requirements. Lighting power density shall be as follows: • Dwellings: No greater than average 4W/m^2 • POS: No greater than average 3.2W/m^2 • Back of house and indoor car parks: No greater than average 1.6W/m^2 All common area, external and carpark lighting is to be controlled with daylight, motion sensors or timers (whichever is deemed appropriate).
Internal Lighting – Non-Residential	To ensure the efficient use of energy, to reduce energy consumption, greenhouse emissions associated with artificial lighting, and to reduce energy peak demand.	The maximum illumination power density (W/m2) in the non-residential areas meets the requirements of Table J7D3a of the NCC 2022 Section J. Lighting power density shall be as follows: • Retail: No greater than average 14W/m^2

Council Best Practice Standard

Criteria		Development Provision
Renewable Energy Systems - Solar	To encourage on-site renewable energy generation and reduce greenhouse emissions.	A min. 2kW Solar PV system is to be located on the roof. The system is expected to generate approximately 2,680kWh.  Location Solar PV System Refer Appendix C – Renewable Energy

Stormwater

Council ESD objectives:

- To reduce the impact of stormwater run-off
- To improve the water quality of stormwater run-off
- To achieve best practice stormwater quality outcomes
- To incorporate water sensitive urban design principles

Council Best Practice Standard

Criteria		Development Provision
Stormwater Treatment	To minimise negative environmental impacts of stormwater runoff and maximise onsite re-use of stormwater.	The Melbourne Water – Blue Factor tool has been applied to determine performance relative to Best Practice Environmental Management Guidelines (Victoria Stormwater Committee, 1999). As per City of Yarra Planning Scheme - Clause 53.18 Stormwater Management in Urban Areas, the development is required to achieve a Blue Factor rating of 100% or greater. A BlueFactor rating of 100% is achieved via the following: • Rainwater is to be collected from the Level 6 roof and directed into the 5,000 litre rainwater tank. The commercial WCs and landscape irrigation are to be connected to the rainwater tank. • Rainwater is to be collected from the Level 4 laundry roof and terrace and directed into a ≥3m^2, minimum 950mm deep raingarden with 100mm of extended detention. • Level 4 roof gardens have been modelled as raingardens as per Blue Factor guidance. Refer Appendix A – WSUD Response.

Indoor Environment Quality

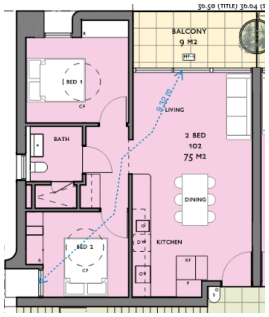
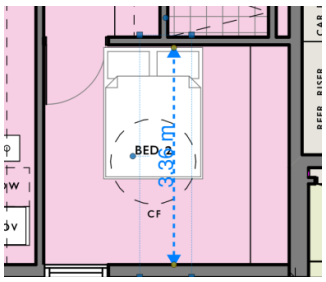
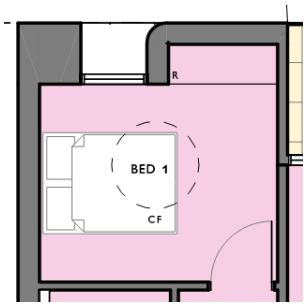
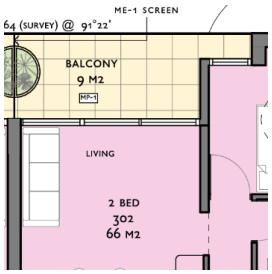
Council ESD objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants.
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

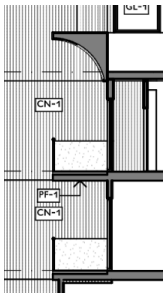
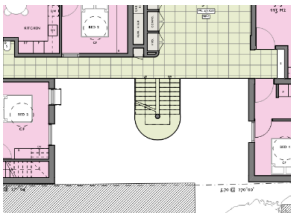
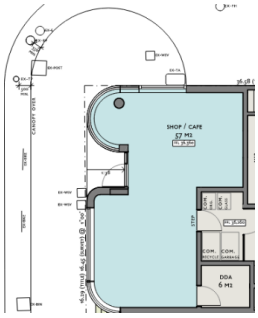
Council Best Practice Standard

Criteria		Development Provision
Daylight Access - Residential	To provide a high level of amenity and energy efficiency through design for natural light.	Daylight modelling has been conducted for a representative sample of apartments. The summary result is as follows: % of living floor area above DF 1.0: 90% % of bedroom floor area above DF 0.5: 85% Refer Appendix D - Daylight Modelling.
Winter Sunlight	To provide a high level of amenity and reduce need for artificial heating in winter.	70% (14 out of 20) of apartments achieve at least 3 hours of sunlight.
Daylight Access – Non-Residential	To provide a high level of amenity and energy efficiency through design for natural light.	The non-residential areas are targeting a 2% DF to 60% of the nominated area.
Minimal Internal Bedrooms	90% of bedrooms have an external window.	NIL internal bedrooms.
Effective Natural Ventilation	To provide fresh air and passive cooling opportunities.	100% (20 out of 20) of the development's apartments are naturally cross-ventilated. Apartments are provided with windows on opposite or adjacent facades or are effective single sided ventilated.

Council Best Practice Standard

Criteria		Development Provision
		 Typical natural cross-ventilated apartment  Typical single sided ventilated bedroom
Ventilation – Non-Residential	To provide fresh air and passive cooling opportunities.	60% of the commercial area is effectively naturally ventilated. This is to be included in the mechanical design and specifications.
Thermal Comfort	To provide comfortable indoor spaces and reduce energy needed for heating and cooling.	The development is provided with a comprehensive shading strategy:  Inset bedroom windows with steel plate canopies above on the north and west façade limit solar gains  Inset balconies shade living room windows

Council Best Practice Standard

Criteria		Development Provision
		 Extension of roof parapet shades apartment below.  Internal facing windows are shaded by the built form.
Thermal Comfort – Non-Residential	To provide comfortable indoor spaces and reduce energy needed for heating and cooling.	The development is provided with a comprehensive shading strategy:  Veranda overhang shades the commercial tenancy on the north and west sides
Air Quality – Non-Residential	All paints and adhesives meet the maximum total indoor pollutant emission limits.	All internally applied paints adhesives and sealants are to have a low or ultra-low VOC content in line with Green Star Buildings V1 Credit 13.
	All carpet meets the maximum total indoor pollutant emission limits.	All internally applied carpets are to have a low VOC content in line with Green Star Buildings V1 Credit 13.

Council Best Practice Standard

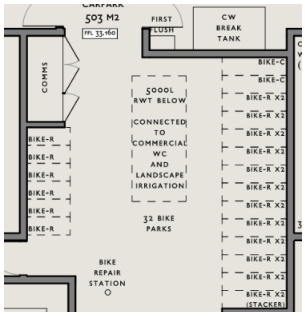
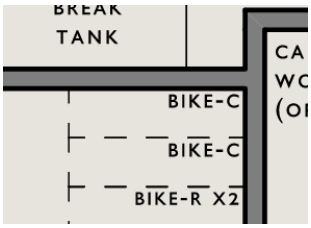
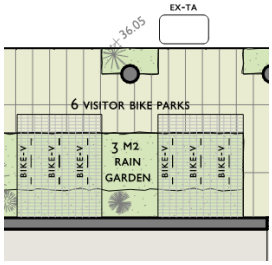
Criteria		Development Provision
	All engineered wood meets the maximum total indoor pollutant emission limits.	All internally applied engineered wood products are to have low formaldehyde levels in line with Green Star Buildings V1 Credit 13.

Transport

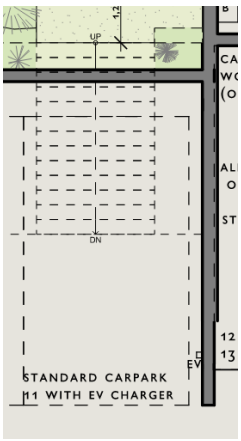
Council ESD objectives:

- To minimise car dependency.
- To ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Council Best Practice Standard

Criteria		Development Provision	
Bicycle Parking – Residential & Residential Visitors	To encourage and recognise initiatives that facilitate cycling.	 In total 30 bicycle spaces are to be provided for residents. This will provide a ratio of approximately 1.5 resident bicycle space for every apartment.	 In total 5 bicycle spaces are to be provided for residential visitors. This will provide a ratio of approximately 1 visitor bicycle space for every 5 apartments.
Bicycle Parking – Non-Residential & Non-Residential Visitors	To encourage and recognise initiatives that facilitate cycling.	 In total 2 bicycle spaces are to be provided for employees. This represents a 50% increase over the planning scheme requirements.	 In total 1 bicycle space is to be provided for non-residential visitors. This represents a 50% increase over the planning scheme requirements.
End of Trip Facilities –	To minimise car dependency and	Nil.	

Council Best Practice Standard

Criteria		Development Provision
Non-Residential	to ensure that the built environment is designed to promote the use of public transport, walking and cycling.	
Electric Vehicle Infrastructure	To minimise car dependency and to ensure that the built environment is designed to promote the use of public transport, walking and cycling.	One charging point for electrical vehicles is integrated in the proposed development.  EV charging point is to be located in the ground floor car park Future infrastructure for electrical charging points is incorporated in the services design including dedicated electrical distribution boards (DB-EV) for EV charging on every floor of the parking lot per NCC 2022 Table J9D4. Each DB-EV must be sized to support the future installation of a 7 kW (32 A) type 2 electric vehicle charger in 100% of the car parking spaces associated with a Class 2 building and 10% of car parking spaces associated with a Class 5 or 6 building.
Car Share Scheme	To minimise car dependency and to ensure that the built environment is designed to promote the use of public transport,	Nil.

Council Best Practice Standard

Criteria		Development Provision
	walking and cycling.	
Motorbikes / Mopeds	To minimise car dependency and to ensure that the built environment is designed to promote the use of public transport, walking and cycling.	Nil.

Materials

ESD objectives:

- Use of low embodied energy materials.
- Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.

Council Best Practice Standard

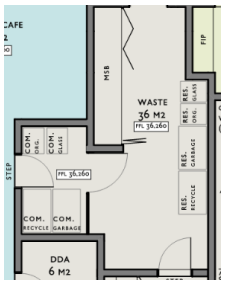
Criteria		Development Provision
Embodied Energy	Limited use of high embodied energy metals and materials, especially in a design with intended high churn (e.g. retail)	The design will seek to limit the use of high embodied energy metal finishes.
Structural and Reinforcing Steel	Commitment to source structural and reinforcing steel from a responsible steel maker	The building's steel (by mass) is to be sourced from a Responsible Steel Maker with: • a currently valid and certified ISO 14001 Environmental Management System (EMS) in place.
Sustainable Timber	Commitment to source timber from sustainably managed source, with proof of audit trail.	Where timber is to be used, such timbers are to accord with the GBCA's 'Essential' criteria for forest certification. This may include FSC and / or PEFC Certification which are both internationally recognised schemes ensuring that timber is sourced from sustainable sources. Alternatively, recycled timber will be used.
PVC	Commitment to source best practice PVC products	Permanent formwork, pipes, flooring, blinds and cables in the project will seek to comply with the following: • Meet the GBCA's Best Practice Guidelines for PVC. or; • The supplier holds a valid ISO140001 certification.

Waste Management

Council ESD objectives:

- To ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development.
- To ensure long term reusability of building materials.
- To meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Council Best Practice Standard

Criteria		Development Provision
Building Re-use	To ensure waste avoidance, reuse and recycling during the design.	None of the existing structure is re-used.
Construction and Demolition Waste	To reduce construction waste going to landfill	At least 80% of the waste generated during construction and demolition has been diverted from landfill.
Food & Garden Waste	To ensure waste avoidance, reuse and recycling during the operational life of the building.	Green waste storage is provided in the ground floor waste room.
Convenience of Recycling	To ensure waste avoidance, reuse and recycling during the operational life of the building.	 Separate general, recycling, glass and organic waste storage will be provided on the ground floor. Each tenancy is to be provided with separate general, recycling and food and organics waste bins. This requirement is to be included in the owners corporation rules or lease agreement.

Council Best Practice Standard

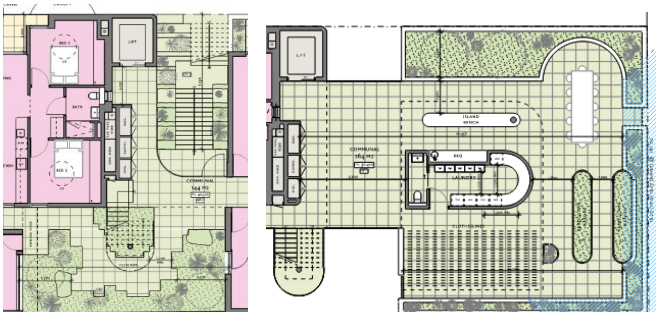
Criteria	Development Provision
	Kitchen joinery for the residential units is to provide appropriate spatial allowance for food and organics, general and recycling waste collection.

Urban Ecology

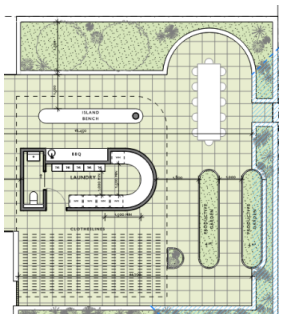
Council ESD objectives:

- To protect and enhance biodiversity.
- To provide sustainable landscaping.
- To protect and manage all remnant indigenous plant communities.
- To encourage the planting of indigenous vegetation.

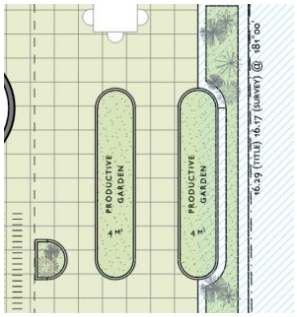
Council Best Practice Standard

Criteria		Development Provision
Communal Space	To encourage and recognise initiatives that facilitate interaction between building occupants.	408m^2 of dedicated communal open space will be provided on Level 1 and Level 4. Communal space will include the following amenities: covered clothesline, BBQ, laundry, seating, planter boxes and productive gardens.  Communal space will be provided on Level 1 and Level 4.
Vegetation	To encourage and recognise the use of vegetation and landscaping within and around developments.	Planter boxes are to be located in communal areas and the majority of the balconies. The total area of vegetation is 32% of the site area.
Green Walls / Roof	To encourage the appropriate use of green roofs, walls and facades to mitigate the impact of the urban heat island effect.	The proposed development will incorporate a green wall and roof.

Council Best Practice Standard

Criteria		Development Provision
		  Green wall and roof location.
Private Open Space - Balcony / Courtyard Ecology	To encourage plants in a healthy ecological context to be grown on balconies and in courtyards.	Nil.
Food Production - Residential	To encourage the production of fresh food on-site.	2x 4m^2 planter boxes for communal food production will be provided.

Council Best Practice Standard

Criteria		Development Provision
		 The communal food production area will be provided on Level 4.
Heat Island Effect	To reduce the contribution of the project site to the 'heat island effect	Roofs are to have a three year SRI of minimum 60 Unshaded hard-scaping elements are to have a three year SRI of minimum 40.

Innovation

Council ESD objectives:

- To encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Council Best Practice Standard

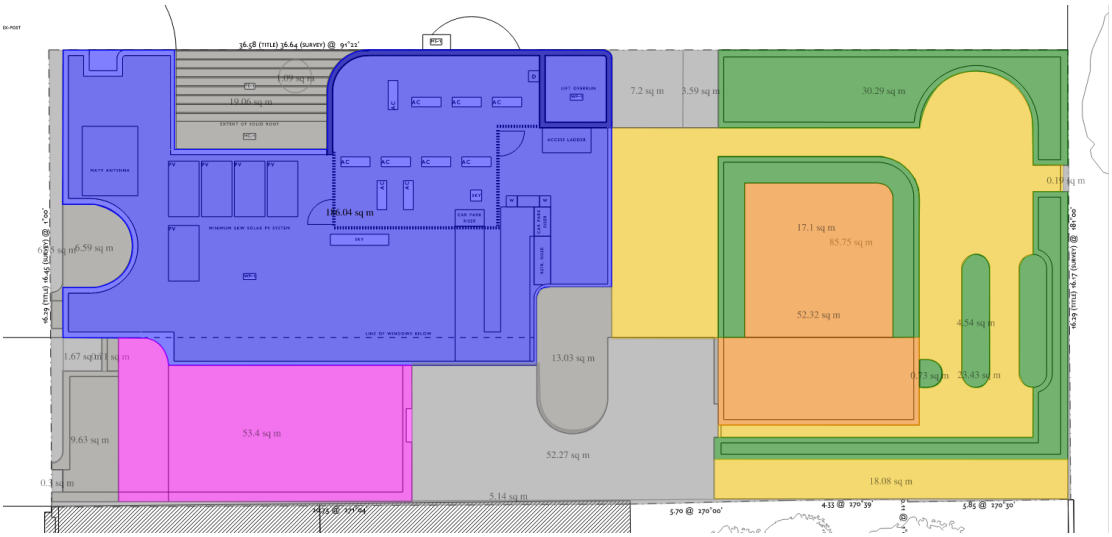
Criteria		Development Provision
Bicycle Repair Station	To provide opportunities for repair and reuse	Inclusion of bicycle repair station with secure, convenient and accessible equipment including repair stand, pumps and tools for fixing bicycles.
Ceiling fans	To provide comfortable indoor spaces and reduce energy needed for heating and cooling	All bedrooms are to be provided with ceiling fans to assist with passive cooling during peak summer periods.

Appendices

Appendix A: WSUD Response

Site layout Plan

The following architectural mark-up illustrates the rainwater collection and impervious areas of the proposed development site.



Legend

Description	Quantity	Unit
Impermeable	127	sq m
L4 Eastern Roof to RG	52	sq m
L4 Terrace to RG	104	sq m
L4 Western Roof	53	sq m
L6 Roof	186	sq m
Level 4 green roof and planter boxes	76	sq m

Figure 1 - Mark-up of water catchment and impervious areas

BlueFactor Rating Report

A Blue Factor rating of ≥100% can be achieved by implementing the following initiatives:

- Rainwater is to be collected from the Level 6 roof and directed into the 5,000 litre rainwater tank. The commercial WCs and landscape irrigation are to be connected to the rainwater tank.
- Rainwater is to be collected from the Level 4 laundry roof and terrace and directed into a ≥3m^2, minimum 950mm deep raingarden with 100mm of extended detention.
- Level 4 roof gardens have been modelled as raingardens as per Blue Factor guidance.

Roof garden stormwater treatment

Roof gardens, or green roofs, function much like raingardens located on a roof. They filter stormwater runoff by providing biological treatment through soil, plants, roots and microbial activity. The vegetation and soil absorb rainfall, helping to reduce excess runoff and the pollutants that would otherwise enter waterways and the bay. Any treated water then drains into the building's drainage system.

In BlueFactor, the Level 4 roof garden catchment areas are connected to a 950 mm-deep raingarden with 100 mm of extended detention, sized to match the contributing catchment area. The planter boxes are considered self-treating and do not receive or treat stormwater from any other parts of the site.

Blue Factor was developed by Microburst Software with support from DEECA. as a method of simplifying the analysis of stormwater treatment methods. The Blue Factor Calculator displays the amount of treatment that is required to meet best practice targets, using WSUD treatment measures.

The best practice standards have been set out in the Urban Stormwater Best Practice Environmental Management Guidelines (Victoria Stormwater Committee, 1999) for reduction in total suspended solids (TSS), total phosphorus (TP) and total nitrogen (TN) loads.

The Blue Factor Result is provided below:

290 Park St, Fitzroy North - Option 5 (251212)

The proposed stormwater treatments provide 'deemed to comply' compliance with the minimum planning requirement for total nitrogen but does not comply with all the relevant objectives for management of stormwater flows on-site.

100%
SCORE

Project details

Name	V2: 290 Park St, Fitzroy North - Option 5 (251212)
Project ID	2364827A
Street address	290 Park St, Fitzroy North VIC 3068, Australia
Municipality	Yarra
Site area	598 m^2
Planning Number	

Flow and pollutant load reductions

Item	Result	Target	
Mean annual runoff volume harvested or evapotranspired (%)	19%	>27%	✗
Mean annual runoff volume infiltrated or filtered (%)	0%	>9%	✗
Total suspended solids (%)	60%	>80%	✗
Total phosphorus (%)	49%	>45%	✓
Total nitrogen (%)	45%	>45%	✓
Total gross pollutants (%)	67%	>70%	✗

WSUD Strategy

The development will include the provision of a 5,000 litre rainwater tank and associated pump in the basement pump room. The rainwater tank is to be connected to the ground floor commercial WC and landscape irrigation system.



Figure 2 – Location Rainwater Tank

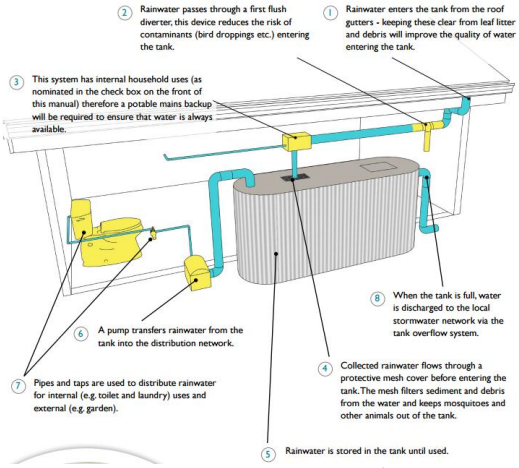


Figure 3 – Cross-section Tank
(City of Port Phillip)

Furthermore, a ≥3m^2, minimum 950mm deep raingarden with 100mm of extended detention is to be provided. Rainwater is to be collected from the Level 4 laundry roof and terrace is to be directed into the raingarden for treatment prior to discharge into the stormwater system.

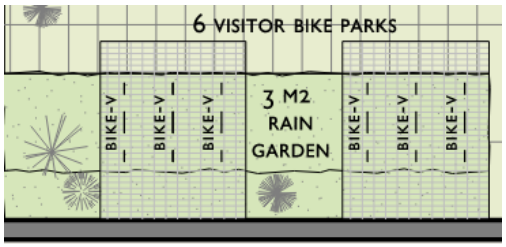


Figure 2 – Location Raingarden

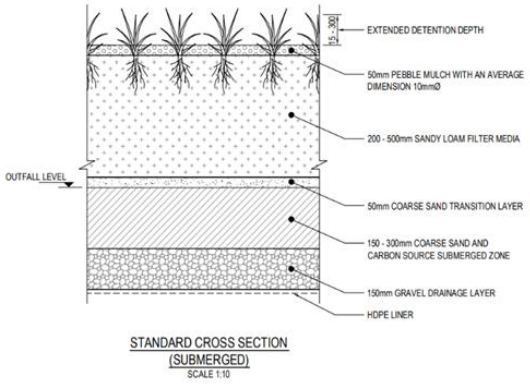


Figure 3 – Cross-section Raingarden
(City of Moreland)

Rainwater Reuse

Inputs

Catchment Area	186 sqm
Number of Occupants	1
Bin Washout	No
Irrigation Area	154 sqm
Tank Capacity	5,000 Litre

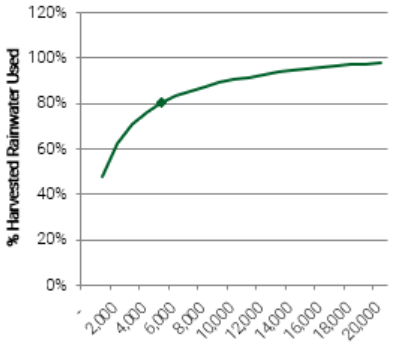
Outputs

% Served by Rainwater	38.0%
% Harvested Rainwater Used	90.0%
Total Potable Water Saved	57,575 Litre

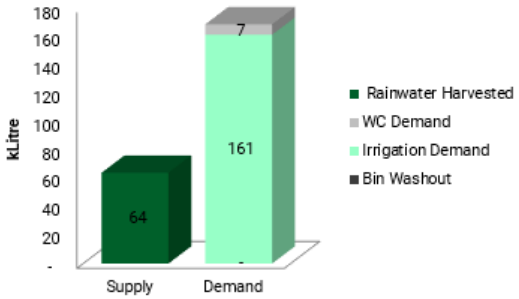
Rainwater Balance (Monthly Averages)

Month	Rainwater Harvested (L)	Irrigation Demand (L)	WC Demand (L)	Bin Washout (L)
Jan	4,268	23,858	620	0
Feb	5,375	21,612	560	0
Mar	4,831	11,086	620	0
Apr	5,449	10,613	600	0
May	5,120	10,951	620	0
Jun	5,055	4,990	600	0
Jul	3,902	5,084	620	0
Aug	4,747	5,084	620	0
Sep	5,624	14,587	600	0
Oct	5,894	14,862	620	0
Nov	7,911	14,495	600	0
Dec	5,819	24,042	620	0
Total	63,994	161,265	7,300	0
Equivalent STORM tool		22		0

Tank Sizing



Supply-Demand



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Site Management Statement

Prevention of litter, sediments and pollution entering the stormwater system in the construction phase is to be addressed through introduction of the following initiatives:

- Buffer strips to pervert stormwater runoff.
- Gravel sausage filters at stormwater inlets to prevent silt, mud or any other site contaminant from entering the stormwater system.
- Silt fences under grates at surface entry inlets to prevent sediment from entering the stormwater system.
- Temporary rumble grids to vibrate mud and dirt off vehicles prior to leaving the site.
- The site is to be kept clean from any loose rubbish or rubble.
- Introduction of offsite construction for building elements where deemed appropriate.

The builder is to include these initiatives in the construction management plan and address these during site induction of relevant contractors.

Maintenance Program

The following maintenance requirements are to be programmed to ensure the rainwater tank operates effectively:

Item	Description	Maintenance Interval
Gutters and downpipes	Eave and box gutters are to be inspected and cleaned to prevent large debris from being washed into rainwater tank.	3 monthly
First flush system (as applicable)	Inspect and clean excess sediment from diverter chamber to prevent blockages.	3 monthly
Tank contents	Siphon the tank to inspect contents. If sludge is present, a plumber will be required to drain tank contents and clean the tank.	2 to 3 years
Tank structure	Inspect tank externally for leaks	Yearly
Pump system	Inspect pump wiring, plumbing and check for smooth operation.	6 monthly
Plumbing	Plumbing and fixtures connected to the rainwater tank is to be inspected for leaks.	Yearly

The following maintenance requirements are to be programmed to ensure the raingarden operates effectively:

Item	Description	Maintenance Interval
Kerbing and paved area	Remove rubbish, leaves and other debris from the surrounding drainage area.	3 monthly
Ponding area	Clear inflow points of built up sediment, rubbish and leaves. Check for erosion or gouging – repair if necessary.	3 monthly
Mulch layer (bark, pebbles, etc.)	Remove rubbish, leaves and other debris. After storm events mulch may need to be redistributed or added around inflow points.	3 monthly
Plants	Water establishing plants monthly during extended dry periods. Check plant health and replace dead plants as necessary. Use native species to suit garden conditions (e.g. full sun or shaded). Remove weeds – do not use herbicides, pesticides and fertilisers as these chemicals will pollute the stormwater runoff.	3 monthly
Rain garden soil mix	Check soil level is below surrounding hard surface level and overflow grate. Use drainage test to check soil is free draining.	Annually
Underdrain system	Use inspection well (if present) to check underdrain is working properly. Check rain garden draining freely using drainage test.	Annually

Appendix B: Preliminary FirstRate Certificates

Nationwide House Energy Rating Scheme® NatHERS® Certificate

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22)

Property

Address	101, Park Street, Fitzroy North, VIC, 3068
Lot/DP	-
NCC Class*	Class 2
Floor/all Floors	
Type	New Home

Plans

Main plan	2502PARK/29.10.2025
Prepared by	Architecture architecture

Construction and environment

Assessed floor area [m²]*		**Exposure type**
Conditioned*	63.5	suburban
Unconditioned*	278.5	**NatHERS climate zone**
Total	342	21 Melbourne RO
Garage	-	

Accredited assessor

Name	Gary Wertheimer
Business name	GIW Environmental Solutions
Email	gary@giw.com.au
Phone	0390445111
Accreditation No.	DMN/10/2024
Assessor Accrediting Organisation	
Design Matters National	
Declaration of interest	Yes, managed

NCC Requirements

NCC provisions	Volume 1
State/Territory variation	Yes

National Construction Code (NCC) requirements

The NCC allows the use of NatHERS accredited software to comply with the energy efficiency requirements for houses (Class 1 buildings) and apartments (Class 2 sole-occupancy units and Class 4 parts of buildings). The applicable requirements for houses are detailed in Specification 42 of NCC Volume Two. For apartments the requirements are detailed in clauses J3D3 and J3D15 of NCC Volume One.

NCC 2022 includes enhanced thermal performance requirements for houses and apartments. It also includes a new whole-of-home annual energy use budget which applies to the major equipment in the home.

The NCC, and associated ABCB Standards and support material, can be accessed at www.abcb.gov.au.

Note, variations and additions to the NCC energy efficiency requirements may apply in some states and territories.

Thermal performance star rating





Thermal performance [MJ/m²]

Limits taken from ABCB Standard 2022

	Heating	Cooling
Modelled	42.8	26.1
Load limits	55	38

Features determining load limits

Floor type (lowest conditioned area)	N/A
NCC climate zone 1 or 2	N
Outdoor living area	N/A
Outdoor living area ceiling fan	N/A

Whole of Home performance rating

No Whole of Home performance rating generated for this certificate

Verification

To verify this certificate, scan the QR code or visit When using either link, ensure you are visiting www.fr5.com.au.

*Refer to glossary.

About the ratings

Thermal performance rating

NatHERS thermal software models the expected heating and cooling energy loads using information about the design, construction, climate and common patterns of household use. The thermal performance rating (shown as a star rating on this Certificate) does not take into account appliances, apart from the airflow impacts from ceiling fans.

Whole of Home performance rating

NatHERS Whole of Home software uses the heating and cooling energy loads combined with the energy performance of the home's appliances (heating, cooling, hot water, lighting, pool/spa pump and onsite renewable energy generation and storage) and models the expected energy value* of the whole home. The Whole of Home performance rating is shown as a score out of 100 on this Certificate.

Heating & Cooling Load Limits

Additional information

In some locations under the NCC NatHERS pathway, separate heating and cooling load limits may apply. Minimum required star ratings in northern parts of Australia may also be affected by the presence or absence of an outdoor living area and/or an outdoor living area ceiling fan. Refer to the ABCB NatHERS heating and cooling load limits Standard 2022 for details or contact the relevant local building regulating authority, noting that State and Territory variations may also apply.

Setting options:

Floor type:
- CSOG – Concrete Slab on Ground
- SF – Suspended Floor (or a mixture of CSOG and SF)
- NA – Not Applicable

NCC climate Zone 1 or 2:
- Yes
- No
- NA – not applicable

Outdoor living area:
- Yes
- No
- NA – not applicable

Outdoor living area ceiling fan:
- Yes
- No
- NA – not applicable

Predicted onsite renewable energy impact

No Whole of Home performance assessment conducted for this certificate.

Predicted Whole of Home annual impact by appliance

Shows the contribution each appliance has on the home's annual energy use, greenhouse gas emissions and cost without solar

Energy use:

No Whole of Home performance assessment conducted for this certificate.

Greenhouse gas emissions:

No Whole of Home performance assessment conducted for this certificate.

Cost:

No Whole of Home performance assessment conducted for this certificate.

Graph key:

*Refer to glossary.

NatHERS Certificate 6.6 Star Rating as of 10 Apr 2026

Certificate check

The checklist covers important items impacting the dwelling's ratings.
It is recommended that the accuracy of the whole certificate is checked.

Note: The boxes indicate when and who should check each item.
It is not mandatory to complete this checklist.

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Genuine certificate check					
Does this Certificate match the one available at the web address or QR code verification link on the front page?		☐	☐	☐	☐
Does the NatHERS certificate number on the NatHERS-stamped plans match the number on this Certificate?		☐	☐	☐	☐
Thermal performance check					
Windows and glazed doors					
Does the window size, opening type and location shown on the NatHERS-stamped plans or as installed match what is shown in *'Window and glazed door schedule'* and *'Roof window schedule'* tables on this Certificate?	☐	☐	☐	☐	☐
Does the installed windows meet the substitution tolerances (AFRC* based SHGC* and U-values*) as shown in the *'Window and glazed door type and performance'* and *'Roof window type and performance'* tables on this Certificate?			☐	☐	☐
External walls					
Does the external wall bulk insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the External wall type table on this Certificate?	☐	☐	☐	☐	☐
Does the external wall shade (colour) match what is shown in the *'External wall type'* table on this Certificate?	☐	☐	☐	☐	☐
Floor					
Does the floor insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Floor type'* table on this certificate?	☐	☐	☐	☐	☐
Ceiling penetrations*					
Does the *'quantity'* and *'type'* of ceiling penetrations* (e.g. downlights, exhaust fans, etc) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling penetrations'* table on this Certificate?	☐	☐	☐	☐	☐
Ceiling					
Does the ceiling insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling type'* table on this Certificate?	☐	☐	☐	☐	☐
Roof					
Does the external roof shade (colour) on the NatHERS stamped plans or as installed match what is shown in the *'Roof type'* table on this Certificate?	☐	☐	☐	☐	☐
Apartment entrance doors (NCC Class 2 assessments only)					
Does the 'External Door Schedule' show apartment entrance doors? Please note that an "external door" between the modelled dwelling and a shared space, such as an enclosed corridor or foyer, should not be included in the assessment (because it overstates the possible ventilation) and would invalidate the Certificate.	☐	☐		☐	☐
Exposure*					
Has the appropriate exposure type (terrain) (shown on page 1) been applied? For example, it is unlikely that a ground-floor apartment is "exposed" or a top floor high-rise apartment is "protected".	☐	☐		☐	☐
Heating and cooling load limits*					
Do the load limits settings (shown on page 1) match the values in the ABCB Standard 2022: NAtHERS heating and cooling load limits for the appropriate climate zone?	☐	☐	☐	☐	☐

*Refer to glossary.

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22) for U 101, Park Street, Fitzroy North, VIC, 3068 Page 3 of 12

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NatHERS Certificate 6.6 Star Rating as of 10 Apr 2026

Certificate check

Continued

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Additional NCC requirements for thermal performance (not included in the NatHERS assessment)					
Thermal bridging					
Does the dwelling meet the NCC requirement for thermal bridging?		☐	☐	☐	☐
Insulation installation method					
Has the insulation been installed according to the NCC requirements?			☐	☐	☐
Building sealing					
Does the dwelling meet the NCC requirements for Building Sealing?		☐	☐	☐	☐
Whole of Home performance check (not applicable if a Whole of Home performance assessment is not conducted)					
Appliances					
Does the cooling appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the Appliance schedule on this Certificate?	☐	☐	☐	☐	☐
Does the heating appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or installed, match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the hot water system type and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the pool pump efficiency/performance shown on the NatHERS-stamped plans or as installed match the minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the onsite renewable energy system type, orientation and system size or generation capacity shown on the NatHERS stamped plans or installed match the *'Onsite Renewable Energy schedule'* on this Certificate?	☐	☐	☐	☐	☐
Additional NCC Requirements for Services (not included in the NatHERS assessment)					
Does the lighting meet the artificial lighting requirements specified in the NCC?		☐	☐	☐	☐
Does the hot water system meet the additional requirements specified in the NCC?		☐	☐	☐	☐
Provisional values* check					
Have provisional values* been used in the assessment and, if so, are they noted in *'Additional notes'* table below?	☐	☐			

Other NCC requirements

Note: This Certificate only covers the energy efficiency requirements in the NCC. Additional requirements that must also be satisfied include, but are not limited to: condensation, structural and fire safety requirements and any state or territory variations to the NCC energy efficiency requirements.

Additional notes

*Refer to glossary.

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NatHERS Certificate 6.6 Star Rating as of 10 Apr 2026

Room *schedule*

Room	Zone Type	Area [m²]
Basement Carpark	basementCarPark	206.3
GF Carpark	unconditioned	272.7
GF Living/Kitchen	kitchen	18.1
GF Staircase	dayTime	7.3
Bedroom	bedroom	19.8
Bath	unconditioned	5.8
L1 Staircase	dayTime	2.4
Maisonette	living	19.4

Window and glazed door *type and performance*

Default* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
CAP-057-13 A	Capral 900 Sliding Door DG 6EA/12Ar/6	3.19	0.48	0.46	0.5
CAP-055-52 A	Capral 419 Flushline Fixed Window DG 6/12Ar/6EA	2.71	0.58	0.55	0.61
CAP-061-06 A	Capral 50 Series Awning in 400 Series DG 6EA-12Ar-6	4.42	0.4	0.38	0.42
JAL-002-05 A	Aluminium Louvre Secondary Glaze SG 6mmLE	3.71	0.54	0.51	0.57

Window and glazed door *schedule*

Location	Window ID	Window no.	Height [mm]	Width [mm]	Window type	Opening %	Orientation	Window shading device*
GF Living/Kitchen	CAP-057-13 A	Opening 18	2400	4100	sliding	45.0	W	No
Bedroom	CAP-055-52 A	Opening 6	1800	1060	fixed	0.0	W	No
Bedroom	CAP-055-52 A	Opening 5	2700	800	fixed	0.0	W	No
Bedroom	CAP-061-06 A	Opening 7	900	1050	awning	90.0	N	No
Bedroom	CAP-055-52 A	Opening 20	900	1050	fixed	0.0	N	No
Bath	CAP-055-52 A	Opening 19	1800	900	fixed	0.0	N	No
Maisonette	CAP-055-52 A	Opening 11	2550	1950	fixed	0.0	E	No

*Refer to glossary.

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Maisonette	JAL-002-05 A	Opening 21	2550	1200	louvre	90.0	E	No
Maisonette	CAP-055-52 A	Opening 23	600	900	fixed	0.0	E	No

Roof window* *type and performance value*

Default* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Roof window* *schedule*

Location	Window ID	Window no.	Opening %	Area [m²]	Width [mm]	Orientation	Outdoor shade	Indoor shade
No Data Available								

Skylight* *type and performance*

Skylight ID	Skylight description	Skylight shaft reflectance
No Data Available		

Skylight* *schedule*

Location	Skylight ID	Skylight No.	Skylight shaft length [mm]	Area [m²]	Orient-ation	Outdoor shade	Diffuser
No Data Available							

External door *schedule*

Location	Height [mm]	Width [mm]	Opening %	Orientation
Maisonette	2400	900	100.0	E

External wall *type*

Wall ID	Wall type	Solar absorptance	Wall shade [colour]	Bulk insulation [R-value]	Reflective wall wrap*
1	GIW25025 - Internal Concrete Wall	0.5	Medium		No
2	GIW25025 - External Concrete Retaining Wall	0.5	Medium		No
3	GIW25025 - Externall Concrete Wall	0.5	Medium		No
4	GIW25025 - Externall Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.7)	No

*Refer to glossary.

External wall *schedule*

Location	Wall ID	Height [mm]	Width [mm]	Orientation	Horizontal shading feature* maximum projection [mm]	Vertical shading feature* (yes/no)
Basement Carpark	1	2850	3481	N	0	No
Basement Carpark	1	2400	598	W	0	No
Basement Carpark	1	2850	4199	N	0	No
Basement Carpark	1	2850	1831	E	0	No
Basement Carpark	1	2850	2202	N	0	No
Basement Carpark	1	2850	3804	W	0	No
Basement Carpark	1	2850	1052	N	0	No
Basement Carpark	1	2850	4144	W	0	No
Basement Carpark	1	2400	1360	S	0	No
Basement Carpark	1	2400	4589	W	0	No
Basement Carpark	2	2400	17684	S	0	No
Basement Carpark	2	2400	11265	E	0	No
Basement Carpark	2	2400	8119	N	0	No
GF Carpark	3	3840	11886	E	0	No
GF Carpark	1	3840	11941	N	0	No
GF Carpark	3	3840	602	W	0	Yes
GF Carpark	3	3840	4045	N	0	Yes
GF Carpark	1	3840	506	W	0	No
GF Carpark	1	3840	3387	N	0	No
GF Carpark	1	3840	4602	W	0	No
GF Carpark	1	3840	6201	N	0	No
GF Carpark	1	3840	587	E	0	No
GF Carpark	1	3840	2004	N	0	No
GF Carpark	1	3840	1172	W	0	No
GF Carpark	3	3840	1237	W	0	Yes
GF Carpark	3	3840	140	W	0	Yes
GF Carpark	3	3840	26417	S	0	No
GF Living/Kitchen	4	3840	4415	S	0	Yes
GF Living/Kitchen	4	3840	4400	N	1096	Yes
GF Living/Kitchen	4	410	1198	N	0	No
GF Living/Kitchen	4	3840	4101	W	2507	Yes
GF Staircase	4	3840	1757	S	0	No
GF Staircase	4	3840	818	N	1101	Yes
Bedroom	4	3000	3177	W	0	Yes
Bedroom	4	3000	935	W	0	Yes

*Refer to glossary.

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NatHERS Certificate 6.6 Star Rating as of 10 Apr 2026

Bedroom	4	3000	4816	S	0	Yes
Bedroom	4	3000	4816	N	1103	Yes
Bath	4	3000	1964	N	1118	Yes
L1 Staircase	4	3000	902	N	1796	Yes
Maisonette	4	3000	4056	E	770	Yes
Maisonette	4	3000	3914	N	1116	Yes
Maisonette	4	3000	7031	S	0	Yes

Internal wall *type*

Wall ID	Wall type	Area [m²]	Bulk insulation
1	GIW25025 - Internal Concrete Wall	19.6	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R1.8)
2	FR5 - Internal Plasterboard Stud Wall	53.2	

Floor *type*

Location	Construction	Area [m²]	Sub-floor ventilation	Added insulation [R-value]	Covering
Basement Carpark	FR5 - 300mm concrete slab	206.3	Enclosed	R0.0	none
GF Carpark	FR5 - 300mm concrete slab	16.2	Elevated	R0.0	none
GF Carpark	FR5 - 300mm concrete slab	1.4	Elevated	R0.0	none
GF Carpark	FR5 - 300mm concrete slab	200.5	Enclosed	R0.0	none
GF Carpark	FR5 - 300mm concrete slab	45.2	Elevated	R0.0	none
GF Living/Kitchen	FR5 - 300mm concrete slab	18.1	Enclosed	R2.3	Timber
GF Staircase	FR5 - 300mm concrete slab	7.3	Enclosed	R2.3	Timber
Bedroom	FR5 - 300mm concrete slab	9.3	Enclosed	R0.0	Carpet
Bedroom	FR5 - 300mm concrete slab	2.6	Elevated	R2.3	Carpet
Bedroom	FR5 - 300mm concrete slab	7.9	Elevated	R2.3	Carpet
Bath	FR5 - 300mm concrete slab	5.8	Enclosed	R0.0	Tiles
L1 Staircase	FR5 - 300mm concrete slab	2.4	Enclosed	R0.0	Timber
Maisonette	FR5 - 300mm concrete slab	6.6	Enclosed	R0.0	Timber
Maisonette	FR5 - 300mm concrete slab	12.7	Enclosed	R2.3	Timber

Ceiling *type*

Location	Construction material/type	Bulk insulation R-value [may include edge batt values]	Reflective wrap*
Basement Carpark	FR5 - 300mm concrete slab	R0.0	No
Basement Carpark	Plasterboard	R0.0	No
GF Carpark	Plasterboard	R0.0	No
GF Carpark	Plasterboard	R0.0	No
GF Carpark	Plasterboard	R0.0	No

*Refer to glossary.

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GF Carpark	Plasterboard	R0.0	No
GF Carpark	FR5 - 300mm concrete slab	R2.3	No
GF Carpark	Plasterboard	R0.0	No
GF Living/Kitchen	FR5 - 300mm concrete slab	R0.0	No
GF Staircase	FR5 - 300mm concrete slab	R0.0	No
Bedroom	Plasterboard	R2.3	No

Ceiling *penetrations**

Location	Quantity	Type	Height [mm]	Width [mm]	Sealed/unsealed
GF Living/Kitchen	7	Downlights	80	80	Sealed
GF Living/Kitchen	1	Exhaust Fans	250	250	Sealed
GF Staircase	2	Downlights	80	80	Sealed
Bedroom	7	Downlights	80	80	Sealed
Bath	2	Downlights	80	80	Sealed
Bath	1	Exhaust Fans	250	250	Sealed
L1 Staircase	1	Downlights	80	80	Sealed
Maisonette	7	Downlights	80	80	Sealed
Maisonette	1	Exhaust Fans	250	250	Sealed

Ceiling *fans*

Location	Quantity	Diameter [mm]
No Data Available		

Roof *type*

Construction	Added insulation [R-value]	Solar absorptance	Roof shade [colour]
Slab:Slab - Suspended Slab : 300mm: 300mm Suspended Slab	0.0	0.5	Medium

Thermal bridging *schedule for steel frame elements*

Building element	Steel section dimensions [height x width, mm]	Frame spacing [mm]	Steel thickness [BMT,mm]	Thermal break [R-value]
External wall	90 x 40	600	0.75	0
Internal wall	90 x 40	600	0.75	0

Appliance *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

Note: A flat assumption of 5W/m2 is used for lighting, therefore lighting is not included in the appliance schedule.

Cooling system

*Refer to glossary.

NatHERS Certificate 6.6 Star Rating as of 10 Apr 2026

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Heating system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Hot water system

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Hot Water CER Zone	Zone 3 STC	Assessed daily load
No Whole of Home performance assessment conducted for this certificate.					

Pool/spa equipment

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.			

Onsite renewable energy *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Orientation	System size or generation capacity
No Whole of Home performance assessment conducted for this certificate.		

Battery *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Size [battery storage capacity]
No Whole of Home performance assessment conducted for this certificate.	

*Refer to glossary.

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Explanatory Notes

About this report

NatHERS ratings are a reliable guide for comparing different dwelling designs and to demonstrate that designs meet the energy efficiency requirements in the National Construction Code.

NatHERS ratings use computer modelling to evaluate a home's energy efficiency and performance. They use localised climate data and standard assumptions on how people use their home to predict the heating and cooling energy loads and energy value* of the whole home. The thermal performance star rating uses the home's building specifications, layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings) to predict the heating and cooling energy loads. The Whole of Home performance rating uses information about the home's appliances and onsite energy generation and storage to estimate the homes energy value*.

The actual energy loads, cost and greenhouse gas emissions of a home may vary from that predicted. This is because the assumptions will not always match the actual occupant usage patterns. For example, the number of occupants and how people use their appliances will vary. Energy efficient homes use less energy, are warmer on cool days, cooler on hot days and cost less to run.

Accredited assessors

For quality assured NatHERS Certificates, always use an accredited or licenced assessor registered with an Assessor Accrediting Organisation (AAO). AAOs have strict quality assurance processes, and professional development requirements ensuring consistently high standards for assessments.

Non-accredited assessors (Raters) have no ongoing training requirements and are not quality assured.

Any queries about this report should be directed to the assessor. If the assessor is unable to address questions or concerns, contact the AAO specified on the front of this certificate.

Disclaimer

The NatHERS Certificate format is developed by the NatHERS Administrator. However, the content in the certificate is entered by the assessor. It is the assessor's responsibility to use NatHERS accredited software correctly and follow the NatHERS Technical Note to produce a NatHERS Certificate.

The predicted annual energy load, cost and greenhouse gas emissions in this NatHERS Certificate are an estimate based on an assessment of the dwelling's design by the assessor. It is not a prediction of actual energy use, cost or emissions. The information and ratings may be used to compare how other dwellings are likely to perform when used in a similar way.
Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the assessor who prepared this report), including assumptions about occupancy, behaviour, appliance performance, indoor air temperature and local climate.

Not all assumptions made by the assessor using the NatHERS accredited software tool are presented in this report and further details or data files may be obtained from the assessor.

Glossary

Annual energy load	the predicted amount of energy required for heating and cooling, based on standard occupancy assumptions.
AFRC	Australian Fenestration Rating Council
Assessed floor area	the floor area modelled in the software for the purpose of the NatHERS assessment. Note, this may not be consistent with the floor area in the design documents.
Ceiling penetrations	features that require a penetration to the ceiling, including downlights, vents, exhaust fans, range hoods, chimneys and flues. Excludes fixtures attached to the ceiling with small holes through the ceiling for wiring, e.g. ceiling fans; pendant lights, and heating and cooling ducts.
Conditioned	a zone within a dwelling that is expected to require heating and cooling based on standard occupancy assumptions. In some circumstances it will include garages.
COP	Coefficient of performance
Custom windows	windows listed in NatHERS software that are available on the market in Australia and have a WERS (Window Energy Rating Scheme) rating.
Default windows	windows that are representative of a specific type of window product and whose properties have been derived by statistical methods.
EER	Energy Efficiency Ratio, measure of how much cooling can be achieved by an air conditioner for a single kWh of electricity input
Energy use	This is your homes rating without solar or batteries.
Energy value	The net cost to society including, but not limited to, costs to the building user, the environment and energy networks (as defined in the ABCB Housing Provisions Standard).
Entrance door	these signify ventilation benefits in the modelling software and must not be modelled as a door when opening to a minimally ventilated corridor in a Class 2 building.
Exposure category – exposed	terrain with no obstructions e.g. flat grazing land, ocean-frontage, desert, exposed high-rise unit (usually above 10 floors).
Exposure category – open	terrain with few obstructions at a similar height e.g. grasslands with few well scattered obstructions below 10m, farmland with scattered sheds, lightly vegetated bush blocks, elevated units (e.g. above 3 floors).
Exposure category – suburban	terrain with numerous, closely spaced obstructions below 10m e.g. suburban housing, heavily vegetated bushland areas.
Exposure category – protected	terrain with numerous, closely spaced obstructions over 10 m e.g. city and industrial areas.
Horizontal shading feature	provides shading to the building in the horizontal plane, e.g. eaves, verandahs, pergolas, carports, or overhangs or balconies from upper levels.
National Construction Code (NCC) Class	the NCC groups buildings by their function and use, and assigns a classification code. NatHERS software models NCC Class 1, 2 or 4 buildings and attached Class 10a buildings. Definitions can be found at www.abcb.gov.au.
Net zero home	a home that achieves a net zero energy value*.
Opening percentage	the openability percentage or operable (moveable) area of doors or windows that is used in ventilation calculations.
Provisional value	an assumed value that does not represent an actual value. For example, if the wall colour is unspecified in the documentation, a provisional value of 'medium' must be modelled. Acceptable provisional values are outlined in the NatHERS Technical Note and can be found at www.nathers.gov.au
Recommended capacity	this is the capacity or size of equipment that is recommended by NatHERS to achieve the desired comfort conditions in the zone or zones serviced. This is a recommendation and the final selection sizing should be confirmed by a suitably qualified person.
Reflective wrap (also known as foil)	can be applied to walls, roofs and ceilings. When combined with an appropriate air gap and emissivity value, it provides insulative properties.
Roof window	for NatHERS this is typically an operable window (i.e. can be opened), will have a plaster or similar light well if there is an attic space, and generally does not have a diffuser.
Shading features	includes neighbouring buildings, fences, and wing walls, but excludes eaves.
Solar heat gain coefficient (SHGC)	the fraction of incident solar radiation admitted through a window, both directly transmitted as well as absorbed and subsequently released inward. SHGC is expressed as a number between 0 and 1. The lower a window's SHGC, the less solar heat it transmits.
Skylight (also known as roof lights)	for NatHERS this is typically a moulded unit with flexible reflective tubing (light well) and a diffuser at ceiling level.

*Refer to glossary.

STCs	Small-scale Technology Certificates, certificates created by the REC registry for renewable energy technologies that may be bought and sold as part of the Small-scale Renewable Energy Scheme operated by the Clean Energy Regulatory
Thermal breaks	are materials with an R-value greater than or equal to 0.2 that must separate the metal frame from the cladding. This includes, but is not limited to, materials such as timber battens greater than or equal to 20mm thick, continuous thermal breaks such as polystyrene insulation sheeting, plastic strips or furring channels.
U-value	the rate of heat transfer through a window. The lower the U-value, the better the insulating ability.
Unconditioned	a zone within a dwelling that is assumed to not require heating and cooling based on standard occupancy assumptions.
Vertical shading features	provides shading to the building in the vertical plane and can be parallel or perpendicular to the subject wall/window. Includes privacy screens, other walls in the building (wing walls), fences, other buildings, vegetation (protected or listed heritage trees).
Window shading device	a device fixed to windows that provides shading e.g. window awnings or screens but excludes horizontal* or vertical shading features* (eg eaves and balconies)

PREVIEW PREVIEW PREVIEW

*Refer to glossary.

Nationwide House Energy Rating Scheme® NatHERS® Certificate

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22)

Property

Address	103, Park Street, Fitzroy North, VIC, 3068
Lot/DP	-
NCC Class*	Class 2
Floor/all Floors Type	New Home

Plans

Main plan	2502PARK/29.10.2025
Prepared by	Architecture architecture

Construction and environment

Assessed floor area [m²]*		**Exposure type**
Conditioned*	63.2	suburban
Unconditioned*	5.2	**NatHERS climate zone**
Total	68.4	21 Melbourne RO
Garage	-	

Accredited assessor

Name	Gary Wertheimer
Business name	GIW Environmental Solutions
Email	gary@giw.com.au
Phone	0390445111
Accreditation No.	DMN/10/2024
Assessor Accrediting Organisation	Design Matters National
Declaration of interest	Yes, managed

NCC Requirements

NCC provisions	Volume 1
State/Territory variation	Yes

National Construction Code (NCC) requirements

The NCC allows the use of NatHERS accredited software to comply with the energy efficiency requirements for houses (Class 1 buildings) and apartments (Class 2 sole-occupancy units and Class 4 parts of buildings). The applicable requirements for houses are detailed in Specification 42 of NCC Volume Two. For apartments the requirements are detailed in clauses J3D3 and J3D15 of NCC Volume One.

NCC 2022 includes enhanced thermal performance requirements for houses and apartments. It also includes a new whole-of-home annual energy use budget which applies to the major equipment in the home.

The NCC, and associated ABCB Standards and support material, can be accessed at www.abcb.gov.au.

Note, variations and additions to the NCC energy efficiency requirements may apply in some states and territories.

Thermal performance star rating



24.8 MJ/m²

Predicted annual energy load for heating and cooling based on standard occupancy assumptions.

For more information on your dwelling's rating see:
www.nathers.gov.au

Thermal performance [MJ/m²]

Limits taken from ABCB Standard 2022

	Heating	Cooling
Modelled	17.5	7.3
Load limits	55	38

Features determining load limits

Floor type (lowest conditioned area)	N/A
NCC climate zone 1 or 2	N
Outdoor living area	N/A
Outdoor living area ceiling fan	N/A

Whole of Home performance rating

No Whole of Home performance rating generated for this certificate

Verification

To verify this certificate, scan the QR code or visit When using either link, ensure you are visiting www.fr5.com.au.

*Refer to glossary.

About the ratings

Thermal performance rating

NatHERS thermal software models the expected heating and cooling energy loads using information about the design, construction, climate and common patterns of household use. The thermal performance rating (shown as a star rating on this Certificate) does not take into account appliances, apart from the airflow impacts from ceiling fans.

Whole of Home performance rating

NatHERS Whole of Home software uses the heating and cooling energy loads combined with the energy performance of the home's appliances (heating, cooling, hot water, lighting, pool/spa pump and onsite renewable energy generation and storage) and models the expected energy value* of the whole home. The Whole of Home performance rating is shown as a score out of 100 on this Certificate.

Heating & Cooling Load Limits

Additional information

In some locations under the NCC NatHERS pathway, separate heating and cooling load limits may apply. Minimum required star ratings in northern parts of Australia may also be affected by the presence or absence of an outdoor living area and/or an outdoor living area ceiling fan. Refer to the ABCB NatHERS heating and cooling load limits Standard 2022 for details or contact the relevant local building regulating authority, noting that State and Territory variations may also apply.

Setting options:

Floor type:
- CSOG – Concrete Slab on Ground
- SF – Suspended Floor (or a mixture of CSOG and SF)
- NA – Not Applicable

NCC climate Zone 1 or 2:
- Yes
- No
- NA – not applicable

Outdoor living area:
- Yes
- No
- NA – not applicable

Outdoor living area ceiling fan:
- Yes
- No
- NA – not applicable

Predicted onsite renewable energy impact

No Whole of Home performance assessment conducted for this certificate.

Predicted Whole of Home annual impact by appliance

Shows the contribution each appliance has on the home's annual energy use, greenhouse gas emissions and cost without solar

Energy use:

No Whole of Home performance assessment conducted for this certificate.

Greenhouse gas emissions:

No Whole of Home performance assessment conducted for this certificate.

Cost:

No Whole of Home performance assessment conducted for this certificate.

Graph key:

*Refer to glossary.

NatHERS Certificate

9 Star Rating as of 10 Apr 2026

Certificate check

The checklist covers important items impacting the dwelling's ratings.
It is recommended that the accuracy of the whole certificate is checked.

Note: The boxes indicate when and who should check each item.
It is not mandatory to complete this checklist.

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Genuine certificate check					
Does this Certificate match the one available at the web address or QR code verification link on the front page?		☐	☐	☐	☐
Does the NatHERS certificate number on the NatHERS-stamped plans match the number on this Certificate?		☐	☐	☐	☐
Thermal performance check					
Windows and glazed doors					
Does the window size, opening type and location shown on the NatHERS-stamped plans or as installed match what is shown in *'Window and glazed door schedule'* and *'Roof window schedule'* tables on this Certificate?	☐	☐	☐	☐	☐
Does the installed windows meet the substitution tolerances (AFRC* based SHGC* and U-values*) as shown in the *'Window and glazed door type and performance'* and *'Roof window type and performance'* tables on this Certificate?			☐	☐	☐
External walls					
Does the external wall bulk insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the External wall type table on this Certificate?	☐	☐	☐	☐	☐
Does the external wall shade (colour) match what is shown in the *'External wall type'* table on this Certificate?	☐	☐	☐	☐	☐
Floor					
Does the floor insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Floor type'* table on this certificate?	☐	☐	☐	☐	☐
Ceiling penetrations*					
Does the *'quantity'* and *'type'* of ceiling penetrations* (e.g. downlights, exhaust fans, etc) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling penetrations'* table on this Certificate?	☐	☐	☐	☐	☐
Ceiling					
Does the ceiling insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling type'* table on this Certificate?	☐	☐	☐	☐	☐
Roof					
Does the external roof shade (colour) on the NatHERS stamped plans or as installed match what is shown in the *'Roof type'* table on this Certificate?	☐	☐	☐	☐	☐
Apartment entrance doors (NCC Class 2 assessments only)					
Does the 'External Door Schedule' show apartment entrance doors? Please note that an "external door" between the modelled dwelling and a shared space, such as an enclosed corridor or foyer, should not be included in the assessment (because it overstates the possible ventilation) and would invalidate the Certificate.	☐	☐		☐	☐
Exposure*					
Has the appropriate exposure type (terrain) (shown on page 1) been applied? For example, it is unlikely that a ground-floor apartment is "exposed" or a top floor high-rise apartment is "protected".	☐	☐		☐	☐
Heating and cooling load limits*					
Do the load limits settings (shown on page 1) match the values in the ABCB Standard 2022: NAtHERS heating and cooling load limits for the appropriate climate zone?	☐	☐	☐	☐	☐

*Refer to glossary.

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22) for U 103, Park Street, Fitzroy North, VIC, 3068

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NatHERS Certificate 9 Star Rating as of 10 Apr 2026

Certificate check

Continued

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Additional NCC requirements for thermal performance (not included in the NatHERS assessment)					
Thermal bridging					
Does the dwelling meet the NCC requirement for thermal bridging?		☐	☐	☐	☐
Insulation installation method					
Has the insulation been installed according to the NCC requirements?			☐	☐	☐
Building sealing					
Does the dwelling meet the NCC requirements for Building Sealing?		☐	☐	☐	☐
Whole of Home performance check (not applicable if a Whole of Home performance assessment is not conducted)					
Appliances					
Does the cooling appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the Appliance schedule on this Certificate?	☐	☐	☐	☐	☐
Does the heating appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or installed, match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the hot water system type and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the pool pump efficiency/performance shown on the NatHERS-stamped plans or as installed match the minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the onsite renewable energy system type, orientation and system size or generation capacity shown on the NatHERS stamped plans or installed match the *'Onsite Renewable Energy schedule'* on this Certificate?	☐	☐	☐	☐	☐
Additional NCC Requirements for Services (not included in the NatHERS assessment)					
Does the lighting meet the artificial lighting requirements specified in the NCC?		☐	☐	☐	☐
Does the hot water system meet the additional requirements specified in the NCC?		☐	☐	☐	☐
Provisional values* check					
Have provisional values* been used in the assessment and, if so, are they noted in *'Additional notes'* table below?	☐	☐			

Other NCC requirements

Note: This Certificate only covers the energy efficiency requirements in the NCC. Additional requirements that must also be satisfied include, but are not limited to: condensation, structural and fire safety requirements and any state or territory variations to the NCC energy efficiency requirements.

Additional notes

*Refer to glossary.

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22) for U 103, Park Street, Fitzroy North, VIC, 3068 Page 4 of 11

NatHERS Certificate 9 Star Rating as of 10 Apr 2026

Room *schedule*

Room	Zone Type	Area [m²]
Living/Kitchen	kitchen	32.4
Bed 1	bedroom	12.9
Bath	unconditioned	5.2
Corridor	dayTime	4.6
Bed 2	bedroom	13.2

Window and glazed door *type and performance*

Default* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
CAP-055-52 A	Capral 419 Flushline Fixed Window DG 6/12Ar/6EA	2.71	0.58	0.55	0.61
CAP-057-13 A	Capral 900 Sliding Door DG 6EA/12Ar/6	3.19	0.48	0.46	0.5
CAP-061-06 A	Capral 50 Series Awning in 400 Series DG 6EA-12Ar-6	4.42	0.4	0.38	0.42

Window and glazed door *schedule*

Location	Window ID	Window no.	Height [mm]	Width [mm]	Window type	Opening %	Orientation	Window shading device*
Living/Kitchen	CAP-055-52 A	Opening 5	1950	900	fixed	0.0	S	No
Living/Kitchen	CAP-055-52 A	Opening 1	2400	1450	fixed	0.0	N	No
Living/Kitchen	CAP-057-13 A	Opening 2	2400	2750	sliding	45.0	N	No
Bed 1	CAP-061-06 A	Opening 3	2600	1000	awning	90.0	N	No
Bath	CAP-055-52 A	Opening 12	850	463	fixed	0.0	E	No
Bed 2	CAP-061-06 A	Opening 4	1950	943	awning	90.0	S	No

Roof window* *type and performance value*

Default* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

*Refer to glossary.

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NatHERS Certificate 9 Star Rating as of 10 Apr 2026

Custom* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Roof window* *schedule*

Location	Window ID	Window no.	Opening %	Area [m²]	Width [mm]	Orientation	Outdoor shade	Indoor shade
No Data Available								

Skylight* *type and performance*

Skylight ID	Skylight description	Skylight shaft reflectance
No Data Available		

Skylight* *schedule*

Location	Skylight ID	Skylight No.	Skylight shaft length [mm]	Area [m²]	Orient-ation	Outdoor shade	Diffuser
No Data Available							

External door *schedule*

Location	Height [mm]	Width [mm]	Opening %	Orientation
Living/Kitchen	2400	1081	100.0	S

External wall *type*

Wall ID	Wall type	Solar absorptance	Wall shade [colour]	Bulk insulation [R-value]	Reflective wall wrap*
1	GIW25025 - Externall Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.7)	No
2	GIW25025 - Internal Plasterboard	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.5)	No
3	GIW25025 - Internal Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R1.8)	No

External wall *schedule*

Location	Wall ID	Height [mm]	Width [mm]	Orientation	Horizontal shading feature* maximum projection [mm]	Vertical shading feature* (yes/no)
Living/Kitchen	1	3000	1986	S	1811	Yes
Living/Kitchen	1	3000	689	W	8892	Yes
Living/Kitchen	1	3000	2003	S	1126	Yes

*Refer to glossary.

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Living/Kitchen	1	3000	246	S	0	Yes
Living/Kitchen	1	3000	4254	N	1795	Yes
Living/Kitchen	2	3000	7274	W	0	No
Bed 1	1	3000	3419	E	6186	Yes
Bed 1	1	3000	2725	N	0	No
Bed 1	1	3000	453	W	9750	Yes
Bed 1	1	3000	1218	N	448	Yes
Bed 1	1	3000	1346	W	8533	Yes
Bath	3	3000	899	E	0	No
Bath	3	3000	316	S	0	No
Bath	3	3000	846	E	0	No
Bath	1	3000	931	E	6187	Yes
Bed 2	1	3000	1351	E	6183	Yes
Bed 2	3	3000	2001	E	0	No
Bed 2	3	3000	320	N	0	No
Bed 2	1	3000	3934	S	0	Yes

Internal wall *type*

Wall ID	Wall type	Area [m²]	Bulk insulation
1	FR5 - Internal Plasterboard Stud Wall	52.6	

Floor *type*

Location	Construction	Area [m²]	Sub-floor ventilation	Added insulation [R-value]	Covering
Living/Kitchen	FR5 - 300mm concrete slab	8.7	Enclosed	R0.0	Timber
Living/Kitchen	FR5 - 300mm concrete slab	1	Enclosed	R0.0	Timber
Living/Kitchen	FR5 - 300mm concrete slab	3.2	Elevated	R2.3	Timber
Living/Kitchen	FR5 - 300mm concrete slab	14.3	Elevated	R2.3	Timber
Living/Kitchen	FR5 - 300mm concrete slab	5.3	Enclosed	R0.0	Timber
Bed 1	FR5 - 300mm concrete slab	2.2	Elevated	R2.3	Carpet
Bed 1	FR5 - 300mm concrete slab	10.7	Enclosed	R0.0	Carpet
Bath	FR5 - 300mm concrete slab	0.6	Enclosed	R0.0	Tiles
Bath	FR5 - 300mm concrete slab	4.6	Elevated	R2.3	Tiles
Corridor	FR5 - 300mm concrete slab	4.6	Elevated	R2.3	Timber
Bed 2	FR5 - 300mm concrete slab	9.5	Elevated	R2.3	Carpet
Bed 2	FR5 - 300mm concrete slab	3.8	Elevated	R2.3	Carpet

Ceiling *type*

Location	Construction material/type	Bulk insulation R-value [may include edge batt values]	Reflective wrap*
Living/Kitchen	Plasterboard	R2.3	No

*Refer to glossary.

Living/Kitchen	Plasterboard	R2.3	No
Bed 2	Plasterboard	R2.3	No

Ceiling *penetrations**

Location	Quantity	Type	Height [mm]	Width [mm]	Sealed/unsealed
Living/Kitchen	13	Downlights	80	80	Sealed
Living/Kitchen	1	Exhaust Fans	250	250	Sealed
Bed 1	5	Downlights	80	80	Sealed
Bath	2	Downlights	80	80	Sealed
Bath	1	Exhaust Fans	250	250	Sealed
Corridor	2	Downlights	80	80	Sealed
Bed 2	5	Downlights	80	80	Sealed

Ceiling *fans*

Location	Quantity	Diameter [mm]
No Data Available		

Roof *type*

Construction	Added insulation [R-value]	Solar absorptance	Roof shade [colour]
Slab:Slab - Suspended Slab : 300mm: 300mm Suspended Slab	0.0	0.5	Medium

Thermal bridging *schedule for steel frame elements*

Building element	Steel section dimensions [height x width, mm]	Frame spacing [mm]	Steel thickness [BMT,mm]	Thermal break [R-value]
External wall	90 x 40	600	0.75	0

Appliance *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

Note: A flat assumption of 5W/m2 is used for lighting, therefore lighting is not included in the appliance schedule.

Cooling system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Heating system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Hot water system

*Refer to glossary.

NatHERS Certificate 9 Star Rating as of 10 Apr 2026

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Hot Water CER Zone	Zone 3 STC	Assessed daily load
No Whole of Home performance assessment conducted for this certificate.					

Pool/spa equipment

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.			

Onsite renewable energy *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Orientation	System size or generation capacity
No Whole of Home performance assessment conducted for this certificate.		

Battery *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Size [battery storage capacity]
No Whole of Home performance assessment conducted for this certificate.	

PREVIEW PREVIEW PREVIEW PREVIEW

*Refer to glossary.

Explanatory Notes

About this report

NatHERS ratings are a reliable guide for comparing different dwelling designs and to demonstrate that designs meet the energy efficiency requirements in the National Construction Code.

NatHERS ratings use computer modelling to evaluate a home's energy efficiency and performance. They use localised climate data and standard assumptions on how people use their home to predict the heating and cooling energy loads and energy value* of the whole home. The thermal performance star rating uses the home's building specifications, layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings) to predict the heating and cooling energy loads. The Whole of Home performance rating uses information about the home's appliances and onsite energy generation and storage to estimate the homes energy value*.

The actual energy loads, cost and greenhouse gas emissions of a home may vary from that predicted. This is because the assumptions will not always match the actual occupant usage patterns. For example, the number of occupants and how people use their appliances will vary. Energy efficient homes use less energy, are warmer on cool days, cooler on hot days and cost less to run.

Accredited assessors

For quality assured NatHERS Certificates, always use an accredited or licenced assessor registered with an Assessor Accrediting Organisation (AAO). AAOs have strict quality assurance processes, and professional development requirements ensuring consistently high standards for assessments.

Non-accredited assessors (Raters) have no ongoing training requirements and are not quality assured.

Any queries about this report should be directed to the assessor. If the assessor is unable to address questions or concerns, contact the AAO specified on the front of this certificate.

Disclaimer

The NatHERS Certificate format is developed by the NatHERS Administrator. However, the content in the certificate is entered by the assessor. It is the assessor's responsibility to use NatHERS accredited software correctly and follow the NatHERS Technical Note to produce a NatHERS Certificate.

The predicted annual energy load, cost and greenhouse gas emissions in this NatHERS Certificate are an estimate based on an assessment of the dwelling's design by the assessor. It is not a prediction of actual energy use, cost or emissions. The information and ratings may be used to compare how other dwellings are likely to perform when used in a similar way.
Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the assessor who prepared this report), including assumptions about occupancy, behaviour, appliance performance, indoor air temperature and local climate.

Not all assumptions made by the assessor using the NatHERS accredited software tool are presented in this report and further details or data files may be obtained from the assessor.

Glossary

Annual energy load	the predicted amount of energy required for heating and cooling, based on standard occupancy assumptions.
AFRC	Australian Fenestration Rating Council
Assessed floor area	the floor area modelled in the software for the purpose of the NatHERS assessment. Note, this may not be consistent with the floor area in the design documents.
Ceiling penetrations	features that require a penetration to the ceiling, including downlights, vents, exhaust fans, range hoods, chimneys and flues. Excludes fixtures attached to the ceiling with small holes through the ceiling for wiring, e.g. ceiling fans; pendant lights, and heating and cooling ducts.
Conditioned	a zone within a dwelling that is expected to require heating and cooling based on standard occupancy assumptions. In some circumstances it will include garages.
COP	Coefficient of performance
Custom windows	windows listed in NatHERS software that are available on the market in Australia and have a WERS (Window Energy Rating Scheme) rating.
Default windows	windows that are representative of a specific type of window product and whose properties have been derived by statistical methods.
EER	Energy Efficiency Ratio, measure of how much cooling can be achieved by an air conditioner for a single kWh of electricity input
Energy use	This is your homes rating without solar or batteries.
Energy value	The net cost to society including, but not limited to, costs to the building user, the environment and energy networks (as defined in the ABCB Housing Provisions Standard).
Entrance door	these signify ventilation benefits in the modelling software and must not be modelled as a door when opening to a minimally ventilated corridor in a Class 2 building.
Exposure category – exposed	terrain with no obstructions e.g. flat grazing land, ocean-frontage, desert, exposed high-rise unit (usually above 10 floors).
Exposure category – open	terrain with few obstructions at a similar height e.g. grasslands with few well scattered obstructions below 10m, farmland with scattered sheds, lightly vegetated bush blocks, elevated units (e.g. above 3 floors).
Exposure category – suburban	terrain with numerous, closely spaced obstructions below 10m e.g. suburban housing, heavily vegetated bushland areas.
Exposure category – protected	terrain with numerous, closely spaced obstructions over 10 m e.g. city and industrial areas.
Horizontal shading feature	provides shading to the building in the horizontal plane, e.g. eaves, verandahs, pergolas, carports, or overhangs or balconies from upper levels.
National Construction Code (NCC) Class	the NCC groups buildings by their function and use, and assigns a classification code. NatHERS software models NCC Class 1, 2 or 4 buildings and attached Class 10a buildings. Definitions can be found at www.abcb.gov.au.
Net zero home	a home that achieves a net zero energy value*.
Opening percentage	the openability percentage or operable (moveable) area of doors or windows that is used in ventilation calculations.
Provisional value	an assumed value that does not represent an actual value. For example, if the wall colour is unspecified in the documentation, a provisional value of 'medium' must be modelled. Acceptable provisional values are outlined in the NatHERS Technical Note and can be found at www.nathers.gov.au
Recommended capacity	this is the capacity or size of equipment that is recommended by NatHERS to achieve the desired comfort conditions in the zone or zones serviced. This is a recommendation and the final selection sizing should be confirmed by a suitably qualified person.
Reflective wrap (also known as foil)	can be applied to walls, roofs and ceilings. When combined with an appropriate air gap and emissivity value, it provides insulative properties.
Roof window	for NatHERS this is typically an operable window (i.e. can be opened), will have a plaster or similar light well if there is an attic space, and generally does not have a diffuser.
Shading features	includes neighbouring buildings, fences, and wing walls, but excludes eaves.
Solar heat gain coefficient (SHGC)	the fraction of incident solar radiation admitted through a window, both directly transmitted as well as absorbed and subsequently released inward. SHGC is expressed as a number between 0 and 1. The lower a window's SHGC, the less solar heat it transmits.
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U-value	the rate of heat transfer through a window. The lower the U-value, the better the insulating ability.
Unconditioned	a zone within a dwelling that is assumed to not require heating and cooling based on standard occupancy assumptions.
Vertical shading features	provides shading to the building in the vertical plane and can be parallel or perpendicular to the subject wall/window. Includes privacy screens, other walls in the building (wing walls), fences, other buildings, vegetation (protected or listed heritage trees).
Window shading device	a device fixed to windows that provides shading e.g. window awnings or screens but excludes horizontal* or vertical shading features* (eg eaves and balconies)

PREVIEW PREVIEW PREVIEW

*Refer to glossary.

Nationwide House Energy Rating Scheme® NatHERS® Certificate

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22)

Property

Address	202, Park Street, Fitzroy North, VIC, 3068
Lot/DP	-
NCC Class*	Class 2
Floor/all Floors	
Type	New Home

Plans

Main plan	2502PARK/29.10.2025
Prepared by	Architecture architecture

Construction and environment

Assessed floor area [m²]*		**Exposure type**
Conditioned*	56.2	suburban
Unconditioned*	5.4	**NatHERS climate zone**
Total	61.6	21 Melbourne RO
Garage	-	

Accredited assessor

Name	Gary Wertheimer
Business name	GIW Environmental Solutions
Email	gary@giw.com.au
Phone	0390445111
Accreditation No.	DMN/10/2024
Assessor Accrediting Organisation	
Design Matters National	
Declaration of interest	Yes, managed

NCC Requirements

NCC provisions	Volume 1
State/Territory variation	Yes

National Construction Code (NCC) requirements

The NCC allows the use of NatHERS accredited software to comply with the energy efficiency requirements for houses (Class 1 buildings) and apartments (Class 2 sole-occupancy units and Class 4 parts of buildings). The applicable requirements for houses are detailed in Specification 42 of NCC Volume Two. For apartments the requirements are detailed in clauses J3D3 and J3D15 of NCC Volume One.

NCC 2022 includes enhanced thermal performance requirements for houses and apartments. It also includes a new whole-of-home annual energy use budget which applies to the major equipment in the home.

The NCC, and associated ABCB Standards and support material, can be accessed at www.abcb.gov.au.

Note, variations and additions to the NCC energy efficiency requirements may apply in some states and territories.

Thermal performance star rating





Thermal performance [MJ/m²]

Limits taken from ABCB Standard 2022

	Heating	Cooling
Modelled	7.4	12.4
Load limits	55	38

Features determining load limits

Floor type (lowest conditioned area)	N/A
NCC climate zone 1 or 2	N
Outdoor living area	N/A
Outdoor living area ceiling fan	N/A

Whole of Home performance rating

No Whole of Home performance rating generated for this certificate

Verification

To verify this certificate, scan the QR code or visit When using either link, ensure you are visiting www.fr5.com.au.

*Refer to glossary.

About the ratings

Thermal performance rating

NatHERS thermal software models the expected heating and cooling energy loads using information about the design, construction, climate and common patterns of household use. The thermal performance rating (shown as a star rating on this Certificate) does not take into account appliances, apart from the airflow impacts from ceiling fans.

Whole of Home performance rating

NatHERS Whole of Home software uses the heating and cooling energy loads combined with the energy performance of the home's appliances (heating, cooling, hot water, lighting, pool/spa pump and onsite renewable energy generation and storage) and models the expected energy value* of the whole home. The Whole of Home performance rating is shown as a score out of 100 on this Certificate.

Heating & Cooling Load Limits

Additional information

In some locations under the NCC NatHERS pathway, separate heating and cooling load limits may apply. Minimum required star ratings in northern parts of Australia may also be affected by the presence or absence of an outdoor living area and/or an outdoor living area ceiling fan. Refer to the ABCB NatHERS heating and cooling load limits Standard 2022 for details or contact the relevant local building regulating authority, noting that State and Territory variations may also apply.

Setting options:

Floor type:
- CSOG – Concrete Slab on Ground
- SF – Suspended Floor (or a mixture of CSOG and SF)
- NA – Not Applicable

NCC climate Zone 1 or 2:
- Yes
- No
- NA – not applicable

Outdoor living area:
- Yes
- No
- NA – not applicable

Outdoor living area ceiling fan:
- Yes
- No
- NA – not applicable

Predicted onsite renewable energy impact

No Whole of Home performance assessment conducted for this certificate.

Predicted Whole of Home annual impact by appliance

Shows the contribution each appliance has on the home's annual energy use, greenhouse gas emissions and cost without solar

Energy use:

No Whole of Home performance assessment conducted for this certificate.

Greenhouse gas emissions:

No Whole of Home performance assessment conducted for this certificate.

Cost:

No Whole of Home performance assessment conducted for this certificate.

Graph key:

*Refer to glossary.

NatHERS Certificate 9.4 Star Rating as of 10 Apr 2026

Certificate check

The checklist covers important items impacting the dwelling's ratings.
It is recommended that the accuracy of the whole certificate is checked.

Note: The boxes indicate when and who should check each item.
It is not mandatory to complete this checklist.

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Genuine certificate check					
Does this Certificate match the one available at the web address or QR code verification link on the front page?		☐	☐	☐	☐
Does the NatHERS certificate number on the NatHERS-stamped plans match the number on this Certificate?		☐	☐	☐	☐
Thermal performance check					
Windows and glazed doors					
Does the window size, opening type and location shown on the NatHERS-stamped plans or as installed match what is shown in *'Window and glazed door schedule'* and *'Roof window schedule'* tables on this Certificate?	☐	☐	☐	☐	☐
Does the installed windows meet the substitution tolerances (AFRC* based SHGC* and U-values*) as shown in the *'Window and glazed door type and performance'* and *'Roof window type and performance'* tables on this Certificate?			☐	☐	☐
External walls					
Does the external wall bulk insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the External wall type table on this Certificate?	☐	☐	☐	☐	☐
Does the external wall shade (colour) match what is shown in the *'External wall type'* table on this Certificate?	☐	☐	☐	☐	☐
Floor					
Does the floor insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Floor type'* table on this certificate?	☐	☐	☐	☐	☐
Ceiling penetrations*					
Does the *'quantity'* and *'type'* of ceiling penetrations* (e.g. downlights, exhaust fans, etc) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling penetrations'* table on this Certificate?	☐	☐	☐	☐	☐
Ceiling					
Does the ceiling insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling type'* table on this Certificate?	☐	☐	☐	☐	☐
Roof					
Does the external roof shade (colour) on the NatHERS stamped plans or as installed match what is shown in the *'Roof type'* table on this Certificate?	☐	☐	☐	☐	☐
Apartment entrance doors (NCC Class 2 assessments only)					
Does the 'External Door Schedule' show apartment entrance doors? Please note that an "external door" between the modelled dwelling and a shared space, such as an enclosed corridor or foyer, should not be included in the assessment (because it overstates the possible ventilation) and would invalidate the Certificate.	☐	☐		☐	☐
Exposure*					
Has the appropriate exposure type (terrain) (shown on page 1) been applied? For example, it is unlikely that a ground-floor apartment is "exposed" or a top floor high-rise apartment is "protected".	☐	☐		☐	☐
Heating and cooling load limits*					
Do the load limits settings (shown on page 1) match the values in the ABCB Standard 2022: NAtHERS heating and cooling load limits for the appropriate climate zone?	☐	☐	☐	☐	☐

*Refer to glossary.

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22) for U 202, Park Street, Fitzroy North, VIC, 3068 Page 3 of 11

PREVIEW NOT TO BE REPRODUCED

NatHERS Certificate 9.4 Star Rating as of 10 Apr 2026

Certificate check

Continued

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Additional NCC requirements for thermal performance (not included in the NatHERS assessment)					
Thermal bridging					
Does the dwelling meet the NCC requirement for thermal bridging?		☐	☐	☐	☐
Insulation installation method					
Has the insulation been installed according to the NCC requirements?			☐	☐	☐
Building sealing					
Does the dwelling meet the NCC requirements for Building Sealing?		☐	☐	☐	☐
Whole of Home performance check (not applicable if a Whole of Home performance assessment is not conducted)					
Appliances					
Does the cooling appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the Appliance schedule on this Certificate?	☐	☐	☐	☐	☐
Does the heating appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or installed, match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the hot water system type and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the pool pump efficiency/performance shown on the NatHERS-stamped plans or as installed match the minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the onsite renewable energy system type, orientation and system size or generation capacity shown on the NatHERS stamped plans or installed match the *'Onsite Renewable Energy schedule'* on this Certificate?	☐	☐	☐	☐	☐
Additional NCC Requirements for Services (not included in the NatHERS assessment)					
Does the lighting meet the artificial lighting requirements specified in the NCC?		☐	☐	☐	☐
Does the hot water system meet the additional requirements specified in the NCC?		☐	☐	☐	☐
Provisional values* check					
Have provisional values* been used in the assessment and, if so, are they noted in *'Additional notes'* table below?	☐	☐			

Other NCC requirements

Note: This Certificate only covers the energy efficiency requirements in the NCC. Additional requirements that must also be satisfied include, but are not limited to: condensation, structural and fire safety requirements and any state or territory variations to the NCC energy efficiency requirements.

Additional notes

*Refer to glossary.

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22) for U 202, Park Street, Fitzroy North, VIC, 3068 Page 4 of 11

NatHERS Certificate 9.4 Star Rating as of 10 Apr 2026

Room *schedule*

Room	Zone Type	Area [m²]
Living/Kitchen	kitchen	31
Bed 2	bedroom	9.8
Bath	unconditioned	5.4
Corridor	dayTime	4.2
Bed 1	bedroom	11.4

Window and glazed door *type and performance*

Default* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
CAP-055-52 A	Capral 419 Flushline Fixed Window DG 6/12Ar/6EA	2.71	0.58	0.55	0.61
CAP-057-13 A	Capral 900 Sliding Door DG 6EA/12Ar/6	3.19	0.48	0.46	0.5
CAP-061-06 A	Capral 50 Series Awning in 400 Series DG 6EA-12Ar-6	4.42	0.4	0.38	0.42

Window and glazed door *schedule*

Location	Window ID	Window no.	Height [mm]	Width [mm]	Window type	Opening %	Orientation	Window shading device*
Living/Kitchen	CAP-055-52 A	Opening 13	2400	1400	fixed	0.0	N	No
Living/Kitchen	CAP-057-13 A	Opening 15	2400	2750	sliding	45.0	N	No
Bed 2	CAP-061-06 A	Opening 2	1500	970	awning	90.0	W	No
Bed 2	CAP-055-52 A	Opening 7	1150	970	fixed	0.0	W	No
Bath	CAP-055-52 A	Opening 1	800	800	fixed	0.0	W	No
Bed 1	CAP-061-06 A	Opening 10	1530	1000	awning	90.0	N	No
Bed 1	CAP-055-52 A	Opening 12	1170	1000	fixed	0.0	N	No

Roof window* *type and performance value*

Default* roof windows

Substitution tolerance ranges

*Refer to glossary.

NatHERS Certificate 9.4 Star Rating as of 10 Apr 2026

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges SHGC lower limit	SHGC upper limit
No Data Available					

Custom* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges SHGC lower limit	SHGC upper limit
No Data Available					

Roof window* *schedule*

Location	Window ID	Window no.	Opening %	Area [m²]	Width [mm]	Orientation	Outdoor shade	Indoor shade
No Data Available								

Skylight* *type and performance*

Skylight ID	Skylight description	Skylight shaft reflectance
No Data Available		

Skylight* *schedule*

Location	Skylight ID	Skylight No.	Skylight shaft length [mm]	Area [m²]	Orient-ation	Outdoor shade	Diffuser
No Data Available							

External door *schedule*

Location	Height [mm]	Width [mm]	Opening %	Orientation
Living/Kitchen	2400	1100	100.0	E

External wall *type*

Wall ID	Wall type	Solar absorptance	Wall shade [colour]	Bulk insulation [R-value]	Reflective wall wrap*
1	GIW25025 - Internal Plasterboard	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.5)	No
2	GIW25025 - Externall Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.7)	No

External wall *schedule*

Location	Wall ID	Height [mm]	Width [mm]	Orientation	Horizontal shading feature* maximum projection [mm]	Vertical shading feature* (yes/no)
Living/Kitchen	1	3000	3428	S	0	No
Living/Kitchen	2	3000	1973	E	15632	Yes
Living/Kitchen	2	3000	698	S	2431	Yes

*Refer to glossary.

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Living/Kitchen	1	3000	5866	E	0	No
Living/Kitchen	2	3000	4154	N	1824	Yes
Bed 2	2	3000	1907	W	0	Yes
Bed 2	2	3000	592	S	722	Yes
Bed 2	2	3000	1039	W	1000	Yes
Bed 2	2	3000	448	S	0	Yes
Bed 2	2	3000	204	S	0	No
Bed 2	2	3000	368	S	1227	Yes
Bed 2	2	3000	228	S	1227	Yes
Bed 2	1	3000	1705	S	0	No
Bath	2	3000	2828	W	0	Yes
Bed 1	2	3000	1813	E	9060	Yes
Bed 1	2	3000	1632	N	0	No
Bed 1	2	3000	592	W	949	Yes
Bed 1	2	3000	1259	N	584	Yes
Bed 1	2	3000	600	N	585	Yes
Bed 1	2	3000	2930	W	0	Yes

Internal wall *type*

Wall ID	Wall type	Area [m²]	Bulk insulation
1	FR5 - Internal Plasterboard Stud Wall	50.8	

Floor *type*

Location	Construction	Area [m²]	Sub-floor ventilation	Added insulation [R-value]	Covering
Living/Kitchen	FR5 - 300mm concrete slab	0.3	Elevated	R2.3	Timber
Living/Kitchen	FR5 - 300mm concrete slab	30.8	Enclosed	R0.0	Timber
Bed 2	FR5 - 300mm concrete slab	9.8	Enclosed	R0.0	Carpet
Bath	FR5 - 300mm concrete slab	5.4	Enclosed	R0.0	Tiles
Corridor	FR5 - 300mm concrete slab	4.2	Enclosed	R0.0	Timber
Bed 1	FR5 - 300mm concrete slab	11.4	Enclosed	R0.0	Carpet

Ceiling *type*

Location	Construction material/type	Bulk insulation R-value [may include edge batt values]	Reflective wrap*
No Data Available			

Ceiling *penetrations**

Location	Quantity	Type	Height [mm]	Width [mm]	Sealed/unsealed
Living/Kitchen	12	Downlights	80	80	Sealed

*Refer to glossary.

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NatHERS Certificate 9.4 Star Rating as of 10 Apr 2026

Living/Kitchen	1	Exhaust Fans	250	250	Sealed
Bed 2	4	Downlights	80	80	Sealed
Bath	2	Downlights	80	80	Sealed
Bath	1	Exhaust Fans	250	250	Sealed
Corridor	2	Downlights	80	80	Sealed
Bed 1	5	Downlights	80	80	Sealed

Ceiling *fans*

Location	Quantity	Diameter [mm]
No Data Available		

Roof *type*

Construction	Added insulation [R-value]	Solar absorptance	Roof shade [colour]
Slab:Slab - Suspended Slab : 300mm: 300mm Suspended Slab	0.0	0.5	Medium

Thermal bridging *schedule for steel frame elements*

Building element	Steel section dimensions [height x width, mm]	Frame spacing [mm]	Steel thickness [BMT,mm]	Thermal break [R-value]
External wall	90 x 40	600	0.75	0

Appliance *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

Note: A flat assumption of 5W/m2 is used for lighting, therefore lighting is not included in the appliance schedule.

Cooling system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Heating system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Hot water system

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Hot Water CER Zone	Zone 3 STC	Assessed daily load
No Whole of Home performance assessment conducted for this certificate.					

Pool/spa equipment

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Recommended capacity

*Refer to glossary.

NatHERS Certificate 9.4 Star Rating as of 10 Apr 2026

No Whole of Home performance assessment conducted for this certificate.

Onsite renewable energy *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Orientation	System size or generation capacity
No Whole of Home performance assessment conducted for this certificate.		

Battery *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Size [battery storage capacity]
No Whole of Home performance assessment conducted for this certificate.	

PREVIEW PREVIEW PREVIEW

*Refer to glossary.

Explanatory Notes

About this report

NatHERS ratings are a reliable guide for comparing different dwelling designs and to demonstrate that designs meet the energy efficiency requirements in the National Construction Code.

NatHERS ratings use computer modelling to evaluate a home's energy efficiency and performance. They use localised climate data and standard assumptions on how people use their home to predict the heating and cooling energy loads and energy value* of the whole home. The thermal performance star rating uses the home's building specifications, layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings) to predict the heating and cooling energy loads. The Whole of Home performance rating uses information about the home's appliances and onsite energy generation and storage to estimate the homes energy value*.

The actual energy loads, cost and greenhouse gas emissions of a home may vary from that predicted. This is because the assumptions will not always match the actual occupant usage patterns. For example, the number of occupants and how people use their appliances will vary. Energy efficient homes use less energy, are warmer on cool days, cooler on hot days and cost less to run.

Accredited assessors

For quality assured NatHERS Certificates, always use an accredited or licenced assessor registered with an Assessor Accrediting Organisation (AAO). AAOs have strict quality assurance processes, and professional development requirements ensuring consistently high standards for assessments.

Non-accredited assessors (Raters) have no ongoing training requirements and are not quality assured.

Any queries about this report should be directed to the assessor. If the assessor is unable to address questions or concerns, contact the AAO specified on the front of this certificate.

Disclaimer

The NatHERS Certificate format is developed by the NatHERS Administrator. However, the content in the certificate is entered by the assessor. It is the assessor's responsibility to use NatHERS accredited software correctly and follow the NatHERS Technical Note to produce a NatHERS Certificate.

The predicted annual energy load, cost and greenhouse gas emissions in this NatHERS Certificate are an estimate based on an assessment of the dwelling's design by the assessor. It is not a prediction of actual energy use, cost or emissions. The information and ratings may be used to compare how other dwellings are likely to perform when used in a similar way.
Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the assessor who prepared this report), including assumptions about occupancy, behaviour, appliance performance, indoor air temperature and local climate.

Not all assumptions made by the assessor using the NatHERS accredited software tool are presented in this report and further details or data files may be obtained from the assessor.

Glossary

Annual energy load	the predicted amount of energy required for heating and cooling, based on standard occupancy assumptions.
AFRC	Australian Fenestration Rating Council
Assessed floor area	the floor area modelled in the software for the purpose of the NatHERS assessment. Note, this may not be consistent with the floor area in the design documents.
Ceiling penetrations	features that require a penetration to the ceiling, including downlights, vents, exhaust fans, range hoods, chimneys and flues. Excludes fixtures attached to the ceiling with small holes through the ceiling for wiring, e.g. ceiling fans; pendant lights, and heating and cooling ducts.
Conditioned	a zone within a dwelling that is expected to require heating and cooling based on standard occupancy assumptions. In some circumstances it will include garages.
COP	Coefficient of performance
Custom windows	windows listed in NatHERS software that are available on the market in Australia and have a WERS (Window Energy Rating Scheme) rating.
Default windows	windows that are representative of a specific type of window product and whose properties have been derived by statistical methods.
EER	Energy Efficiency Ratio, measure of how much cooling can be achieved by an air conditioner for a single kWh of electricity input
Energy use	This is your homes rating without solar or batteries.
Energy value	The net cost to society including, but not limited to, costs to the building user, the environment and energy networks (as defined in the ABCB Housing Provisions Standard).
Entrance door	these signify ventilation benefits in the modelling software and must not be modelled as a door when opening to a minimally ventilated corridor in a Class 2 building.
Exposure category – exposed	terrain with no obstructions e.g. flat grazing land, ocean-frontage, desert, exposed high-rise unit (usually above 10 floors).
Exposure category – open	terrain with few obstructions at a similar height e.g. grasslands with few well scattered obstructions below 10m, farmland with scattered sheds, lightly vegetated bush blocks, elevated units (e.g. above 3 floors).
Exposure category – suburban	terrain with numerous, closely spaced obstructions below 10m e.g. suburban housing, heavily vegetated bushland areas.
Exposure category – protected	terrain with numerous, closely spaced obstructions over 10 m e.g. city and industrial areas.
Horizontal shading feature	provides shading to the building in the horizontal plane, e.g. eaves, verandahs, pergolas, carports, or overhangs or balconies from upper levels.
National Construction Code (NCC) Class	the NCC groups buildings by their function and use, and assigns a classification code. NatHERS software models NCC Class 1, 2 or 4 buildings and attached Class 10a buildings. Definitions can be found at www.abcb.gov.au.
Net zero home	a home that achieves a net zero energy value*.
Opening percentage	the openability percentage or operable (moveable) area of doors or windows that is used in ventilation calculations.
Provisional value	an assumed value that does not represent an actual value. For example, if the wall colour is unspecified in the documentation, a provisional value of 'medium' must be modelled. Acceptable provisional values are outlined in the NatHERS Technical Note and can be found at www.nathers.gov.au
Recommended capacity	this is the capacity or size of equipment that is recommended by NatHERS to achieve the desired comfort conditions in the zone or zones serviced. This is a recommendation and the final selection sizing should be confirmed by a suitably qualified person.
Reflective wrap (also known as foil)	can be applied to walls, roofs and ceilings. When combined with an appropriate air gap and emissivity value, it provides insulative properties.
Roof window	for NatHERS this is typically an operable window (i.e. can be opened), will have a plaster or similar light well if there is an attic space, and generally does not have a diffuser.
Shading features	includes neighbouring buildings, fences, and wing walls, but excludes eaves.
Solar heat gain coefficient (SHGC)	the fraction of incident solar radiation admitted through a window, both directly transmitted as well as absorbed and subsequently released inward. SHGC is expressed as a number between 0 and 1. The lower a window's SHGC, the less solar heat it transmits.
Skylight (also known as roof lights)	for NatHERS this is typically a moulded unit with flexible reflective tubing (light well) and a diffuser at ceiling level.

*Refer to glossary.

STCs	Small-scale Technology Certificates, certificates created by the REC registry for renewable energy technologies that may be bought and sold as part of the Small-scale Renewable Energy Scheme operated by the Clean Energy Regulatory
Thermal breaks	are materials with an R-value greater than or equal to 0.2 that must separate the metal frame from the cladding. This includes, but is not limited to, materials such as timber battens greater than or equal to 20mm thick, continuous thermal breaks such as polystyrene insulation sheeting, plastic strips or furring channels.
U-value	the rate of heat transfer through a window. The lower the U-value, the better the insulating ability.
Unconditioned	a zone within a dwelling that is assumed to not require heating and cooling based on standard occupancy assumptions.
Vertical shading features	provides shading to the building in the vertical plane and can be parallel or perpendicular to the subject wall/window. Includes privacy screens, other walls in the building (wing walls), fences, other buildings, vegetation (protected or listed heritage trees).
Window shading device	a device fixed to windows that provides shading e.g. window awnings or screens but excludes horizontal* or vertical shading features* (eg eaves and balconies)

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*Refer to glossary.

Nationwide House Energy Rating Scheme® NatHERS® Certificate

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22)

Property

Address	205, Park Street, Fitzroy North, VIC, 3068
Lot/DP	-
NCC Class*	Class 2
Floor/all Floors	
Type	New Home

Plans

Main plan	2502PARK/29.10.2025
Prepared by	Architecture architecture

Construction and environment

Assessed floor area [m²]*		**Exposure type**
Conditioned*	45	suburban
Unconditioned*	5.1	**NatHERS climate zone**
Total	50.1	21 Melbourne RO
Garage	-	

Accredited assessor

Name	Gary Wertheimer
Business name	GIW Environmental Solutions
Email	gary@giw.com.au
Phone	0390445111
Accreditation No.	DMN/10/2024
Assessor Accrediting Organisation	
Design Matters National	
Declaration of interest	Yes, managed

NCC Requirements

NCC provisions	Volume 1
State/Territory variation	Yes

National Construction Code (NCC) requirements

The NCC allows the use of NatHERS accredited software to comply with the energy efficiency requirements for houses (Class 1 buildings) and apartments (Class 2 sole-occupancy units and Class 4 parts of buildings). The applicable requirements for houses are detailed in Specification 42 of NCC Volume Two. For apartments the requirements are detailed in clauses J3D3 and J3D15 of NCC Volume One.

NCC 2022 includes enhanced thermal performance requirements for houses and apartments. It also includes a new whole-of-home annual energy use budget which applies to the major equipment in the home.

The NCC, and associated ABCB Standards and support material, can be accessed at www.abcb.gov.au.

Note, variations and additions to the NCC energy efficiency requirements may apply in some states and territories.

Thermal performance star rating



50.9 MJ/m²

Predicted annual energy load for heating and cooling based on standard occupancy assumptions.

For more information on your dwelling's rating see:
www.nathers.gov.au

Thermal performance [MJ/m²]

Limits taken from ABCB Standard 2022

	Heating	Cooling
Modelled	33	18
Load limits	55	38

Features determining load limits

Floor type (lowest conditioned area)	N/A
NCC climate zone 1 or 2	N
Outdoor living area	N/A
Outdoor living area ceiling fan	N/A

Whole of Home performance rating

No Whole of Home performance rating generated for this certificate

Verification

To verify this certificate, scan the QR code or visit When using either link, ensure you are visiting www.fr5.com.au.

*Refer to glossary.

NatHERS Certificate

7.6 Star Rating as of 10 Apr 2026

About the ratings

Thermal performance rating

NatHERS thermal software models the expected heating and cooling energy loads using information about the design, construction, climate and common patterns of household use. The thermal performance rating (shown as a star rating on this Certificate) does not take into account appliances, apart from the airflow impacts from ceiling fans.

Whole of Home performance rating

NatHERS Whole of Home software uses the heating and cooling energy loads combined with the energy performance of the home's appliances (heating, cooling, hot water, lighting, pool/spa pump and onsite renewable energy generation and storage) and models the expected energy value* of the whole home. The Whole of Home performance rating is shown as a score out of 100 on this Certificate.

Heating & Cooling Load Limits

Additional information

In some locations under the NCC NatHERS pathway, separate heating and cooling load limits may apply. Minimum required star ratings in northern parts of Australia may also be affected by the presence or absence of an outdoor living area and/or an outdoor living area ceiling fan. Refer to the ABCB NatHERS heating and cooling load limits Standard 2022 for details or contact the relevant local building regulating authority, noting that State and Territory variations may also apply.

Setting options:

Floor type:
- CSOG – Concrete Slab on Ground
- SF – Suspended Floor (or a mixture of CSOG and SF)
- NA – Not Applicable

NCC climate Zone 1 or 2:
- Yes
- No
- NA – not applicable

Outdoor living area:
- Yes
- No
- NA – not applicable

Outdoor living area ceiling fan:
- Yes
- No
- NA – not applicable

Predicted onsite renewable energy impact

No Whole of Home performance assessment conducted for this certificate.

Predicted Whole of Home annual impact by appliance

Shows the contribution each appliance has on the home's annual energy use, greenhouse gas emissions and cost without solar

Energy use:

No Whole of Home performance assessment conducted for this certificate.

Greenhouse gas emissions:

No Whole of Home performance assessment conducted for this certificate.

Cost:

No Whole of Home performance assessment conducted for this certificate.

Graph key:

*Refer to glossary.

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22) for U 205, Park Street, Fitzroy North, VIC, 3068

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NatHERS Certificate 7.6 Star Rating as of 10 Apr 2026

Certificate check

The checklist covers important items impacting the dwelling's ratings.
It is recommended that the accuracy of the whole certificate is checked.

Note: The boxes indicate when and who should check each item.
It is not mandatory to complete this checklist.

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Genuine certificate check					
Does this Certificate match the one available at the web address or QR code verification link on the front page?		☐	☐	☐	☐
Does the NatHERS certificate number on the NatHERS-stamped plans match the number on this Certificate?		☐	☐	☐	☐
Thermal performance check					
Windows and glazed doors					
Does the window size, opening type and location shown on the NatHERS-stamped plans or as installed match what is shown in *'Window and glazed door schedule'* and *'Roof window schedule'* tables on this Certificate?	☐	☐	☐	☐	☐
Does the installed windows meet the substitution tolerances (AFRC* based SHGC* and U-values*) as shown in the *'Window and glazed door type and performance'* and *'Roof window type and performance'* tables on this Certificate?			☐	☐	☐
External walls					
Does the external wall bulk insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the External wall type table on this Certificate?	☐	☐	☐	☐	☐
Does the external wall shade (colour) match what is shown in the *'External wall type'* table on this Certificate?	☐	☐	☐	☐	☐
Floor					
Does the floor insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Floor type'* table on this certificate?	☐	☐	☐	☐	☐
Ceiling penetrations*					
Does the *'quantity'* and *'type'* of ceiling penetrations* (e.g. downlights, exhaust fans, etc) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling penetrations'* table on this Certificate?	☐	☐	☐	☐	☐
Ceiling					
Does the ceiling insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling type'* table on this Certificate?	☐	☐	☐	☐	☐
Roof					
Does the external roof shade (colour) on the NatHERS stamped plans or as installed match what is shown in the *'Roof type'* table on this Certificate?	☐	☐	☐	☐	☐
Apartment entrance doors (NCC Class 2 assessments only)					
Does the 'External Door Schedule' show apartment entrance doors? Please note that an "external door" between the modelled dwelling and a shared space, such as an enclosed corridor or foyer, should not be included in the assessment (because it overstates the possible ventilation) and would invalidate the Certificate.	☐	☐		☐	☐
Exposure*					
Has the appropriate exposure type (terrain) (shown on page 1) been applied? For example, it is unlikely that a ground-floor apartment is "exposed" or a top floor high-rise apartment is "protected".	☐	☐		☐	☐
Heating and cooling load limits*					
Do the load limits settings (shown on page 1) match the values in the ABCB Standard 2022: NAtHERS heating and cooling load limits for the appropriate climate zone?	☐	☐	☐	☐	☐

*Refer to glossary.

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22) for U 205, Park Street, Fitzroy North, VIC, 3068 Page 3 of 10

PREVIEW ONLY

NatHERS Certificate 7.6 Star Rating as of 10 Apr 2026

Certificate check

Continued

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Additional NCC requirements for thermal performance (not included in the NatHERS assessment)					
Thermal bridging					
Does the dwelling meet the NCC requirement for thermal bridging?		☐	☐	☐	☐
Insulation installation method					
Has the insulation been installed according to the NCC requirements?			☐	☐	☐
Building sealing					
Does the dwelling meet the NCC requirements for Building Sealing?		☐	☐	☐	☐
Whole of Home performance check (not applicable if a Whole of Home performance assessment is not conducted)					
Appliances					
Does the cooling appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the Appliance schedule on this Certificate?	☐	☐	☐	☐	☐
Does the heating appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or installed, match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the hot water system type and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the pool pump efficiency/performance shown on the NatHERS-stamped plans or as installed match the minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the onsite renewable energy system type, orientation and system size or generation capacity shown on the NatHERS stamped plans or installed match the *'Onsite Renewable Energy schedule'* on this Certificate?	☐	☐	☐	☐	☐
Additional NCC Requirements for Services (not included in the NatHERS assessment)					
Does the lighting meet the artificial lighting requirements specified in the NCC?		☐	☐	☐	☐
Does the hot water system meet the additional requirements specified in the NCC?		☐	☐	☐	☐
Provisional values* check					
Have provisional values* been used in the assessment and, if so, are they noted in *'Additional notes'* table below?	☐	☐			

Other NCC requirements

Note: This Certificate only covers the energy efficiency requirements in the NCC. Additional requirements that must also be satisfied include, but are not limited to: condensation, structural and fire safety requirements and any state or territory variations to the NCC energy efficiency requirements.

Additional notes

*Refer to glossary.

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NatHERS Certificate 7.6 Star Rating as of 10 Apr 2026

Room *schedule*

Room	Zone Type	Area [m²]
Living/Kitchen	kitchen	33.8
Bed 1	bedroom	11.2
Bath	unconditioned	5.1

Window and glazed door *type and performance*

Default* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
CAP-057-13 A	Capral 900 Sliding Door DG 6EA/12Ar/6	3.19	0.48	0.46	0.5
CAP-055-52 A	Capral 419 Flushline Fixed Window DG 6/12Ar/6EA	2.71	0.58	0.55	0.61
CAP-061-06 A	Capral 50 Series Awning in 400 Series DG 6EA-12Ar-6	4.42	0.4	0.38	0.42

Window and glazed door *schedule*

Location	Window ID	Window no.	Height [mm]	Width [mm]	Window type	Opening %	Orientation	Window shading device*
Living/Kitchen	CAP-057-13 A	Opening 11	2700	4380	sliding	45.0	E	No
Living/Kitchen	CAP-055-52 A	Opening 13	2400	750	fixed	0.0	E	No
Bed 1	CAP-061-06 A	Opening 6	1690	1200	awning	90.0	W	No

Roof window* *type and performance value*

Default* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

*Refer to glossary.

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PREVIEW

NatHERS Certificate 7.6 Star Rating as of 10 Apr 2026

Roof window* *schedule*

Location	Window ID	Window no.	Opening %	Area [m²]	Width [mm]	Orientation	Outdoor shade	Indoor shade
No Data Available								

Skylight* *type and performance*

Skylight ID	Skylight description	Skylight shaft reflectance
No Data Available		

Skylight* *schedule*

Location	Skylight ID	Skylight No.	Skylight shaft length [mm]	Area [m²]	Orient-ation	Outdoor shade	Diffuser
No Data Available							

External door *schedule*

Location	Height [mm]	Width [mm]	Opening %	Orientation
Living/Kitchen	2400	1100	100.0	N

External wall *type*

Wall ID	Wall type	Solar absorptance	Wall shade [colour]	Bulk insulation [R-value]	Reflective wall wrap*
1	GIW25025 - Externall Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.7)	No
2	GIW25025 - Internal Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R1.8)	No

External wall *schedule*

Location	Wall ID	Height [mm]	Width [mm]	Orientation	Horizontal shading feature* maximum projection [mm]	Vertical shading feature* (yes/no)
Living/Kitchen	1	3000	4407	S	0	No
Living/Kitchen	1	3000	5126	E	1861	Yes
Living/Kitchen	2	2400	8296	N	0	No
Living/Kitchen	1	2400	1882	N	1584	Yes
Living/Kitchen	1	3000	1934	W	4995	Yes
Bed 1	1	3000	3915	S	0	No
Bed 1	1	3000	3021	W	0	Yes
Bath	1	2400	1529	S	0	No

Internal wall *type*

Wall ID	Wall type	Area [m²]	Bulk insulation

*Refer to glossary.

PREVIEW

NatHERS Certificate 7.6 Star Rating as of 10 Apr 2026

1	FR5 - Internal Plasterboard Stud Wall	32.1

Floor *type*

Location	Construction	Area [m²]	Sub-floor ventilation	Added insulation [R-value]	Covering
Living/Kitchen	FR5 - 300mm concrete slab	33.8	Enclosed	R0.0	Timber
Bed 1	FR5 - 300mm concrete slab	11.2	Enclosed	R0.0	Carpet
Bath	FR5 - 300mm concrete slab	5.1	Enclosed	R0.0	Tiles

Ceiling *type*

Location	Construction material/type	Bulk insulation R-value [may include edge batt values]	Reflective wrap*
No Data Available			

Ceiling *penetrations**

Location	Quantity	Type	Height [mm]	Width [mm]	Sealed/unsealed
Living/Kitchen	15	Downlights	80	80	Sealed
Living/Kitchen	1	Exhaust Fans	250	250	Sealed
Bed 1	4	Downlights	80	80	Sealed
Bath	2	Downlights	80	80	Sealed
Bath	1	Exhaust Fans	250	250	Sealed

Ceiling *fans*

Location	Quantity	Diameter [mm]
No Data Available		

Roof *type*

Construction	Added insulation [R-value]	Solar absorptance	Roof shade [colour]
Slab:Slab - Suspended Slab : 300mm: 300mm Suspended Slab	0.0	0.5	Medium

Thermal bridging *schedule for steel frame elements*

Building element	Steel section dimensions [height x width, mm]	Frame spacing [mm]	Steel thickness [BMT,mm]	Thermal break [R-value]
External wall	90 x 40	600	0.75	0

Appliance *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

Note: A flat assumption of 5W/m2 is used for lighting, therefore lighting is not included in the appliance schedule.

Cooling system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity

*Refer to glossary.

NatHERS Certificate 7.6 Star Rating as of 10 Apr 2026

No Whole of Home performance assessment conducted for this certificate.

Heating system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Hot water system

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Hot Water CER Zone	Zone 3 STC	Assessed daily load
No Whole of Home performance assessment conducted for this certificate.					

Pool/spa equipment

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.			

Onsite renewable energy *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Orientation	System size or generation capacity
No Whole of Home performance assessment conducted for this certificate.		

Battery *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Size [battery storage capacity]
No Whole of Home performance assessment conducted for this certificate.	

*Refer to glossary.

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22) for U 205, Park Street, Fitzroy North, VIC, 3068 Page 8 of 10

Explanatory Notes

About this report

NatHERS ratings are a reliable guide for comparing different dwelling designs and to demonstrate that designs meet the energy efficiency requirements in the National Construction Code.

NatHERS ratings use computer modelling to evaluate a home's energy efficiency and performance. They use localised climate data and standard assumptions on how people use their home to predict the heating and cooling energy loads and energy value* of the whole home. The thermal performance star rating uses the home's building specifications, layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings) to predict the heating and cooling energy loads. The Whole of Home performance rating uses information about the home's appliances and onsite energy generation and storage to estimate the homes energy value*.

The actual energy loads, cost and greenhouse gas emissions of a home may vary from that predicted. This is because the assumptions will not always match the actual occupant usage patterns. For example, the number of occupants and how people use their appliances will vary. Energy efficient homes use less energy, are warmer on cool days, cooler on hot days and cost less to run.

Accredited assessors

For quality assured NatHERS Certificates, always use an accredited or licenced assessor registered with an Assessor Accrediting Organisation (AAO). AAOs have strict quality assurance processes, and professional development requirements ensuring consistently high standards for assessments.

Non-accredited assessors (Raters) have no ongoing training requirements and are not quality assured.

Any queries about this report should be directed to the assessor. If the assessor is unable to address questions or concerns, contact the AAO specified on the front of this certificate.

Disclaimer

The NatHERS Certificate format is developed by the NatHERS Administrator. However, the content in the certificate is entered by the assessor. It is the assessor's responsibility to use NatHERS accredited software correctly and follow the NatHERS Technical Note to produce a NatHERS Certificate.

The predicted annual energy load, cost and greenhouse gas emissions in this NatHERS Certificate are an estimate based on an assessment of the dwelling's design by the assessor. It is not a prediction of actual energy use, cost or emissions. The information and ratings may be used to compare how other dwellings are likely to perform when used in a similar way.
Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the assessor who prepared this report), including assumptions about occupancy, behaviour, appliance performance, indoor air temperature and local climate.

Not all assumptions made by the assessor using the NatHERS accredited software tool are presented in this report and further details or data files may be obtained from the assessor.

Glossary

Annual energy load	the predicted amount of energy required for heating and cooling, based on standard occupancy assumptions.
AFRC	Australian Fenestration Rating Council
Assessed floor area	the floor area modelled in the software for the purpose of the NatHERS assessment. Note, this may not be consistent with the floor area in the design documents.
Ceiling penetrations	features that require a penetration to the ceiling, including downlights, vents, exhaust fans, range hoods, chimneys and flues. Excludes fixtures attached to the ceiling with small holes through the ceiling for wiring, e.g. ceiling fans; pendant lights, and heating and cooling ducts.
Conditioned	a zone within a dwelling that is expected to require heating and cooling based on standard occupancy assumptions. In some circumstances it will include garages.
COP	Coefficient of performance
Custom windows	windows listed in NatHERS software that are available on the market in Australia and have a WERS (Window Energy Rating Scheme) rating.
Default windows	windows that are representative of a specific type of window product and whose properties have been derived by statistical methods.
EER	Energy Efficiency Ratio, measure of how much cooling can be achieved by an air conditioner for a single kWh of electricity input
Energy use	This is your homes rating without solar or batteries.
Energy value	The net cost to society including, but not limited to, costs to the building user, the environment and energy networks (as defined in the ABCB Housing Provisions Standard).
Entrance door	these signify ventilation benefits in the modelling software and must not be modelled as a door when opening to a minimally ventilated corridor in a Class 2 building.
Exposure category – exposed	terrain with no obstructions e.g. flat grazing land, ocean-frontage, desert, exposed high-rise unit (usually above 10 floors).
Exposure category – open	terrain with few obstructions at a similar height e.g. grasslands with few well scattered obstructions below 10m, farmland with scattered sheds, lightly vegetated bush blocks, elevated units (e.g. above 3 floors).
Exposure category – suburban	terrain with numerous, closely spaced obstructions below 10m e.g. suburban housing, heavily vegetated bushland areas.
Exposure category – protected	terrain with numerous, closely spaced obstructions over 10 m e.g. city and industrial areas.
Horizontal shading feature	provides shading to the building in the horizontal plane, e.g. eaves, verandahs, pergolas, carports, or overhangs or balconies from upper levels.
National Construction Code (NCC) Class	the NCC groups buildings by their function and use, and assigns a classification code. NatHERS software models NCC Class 1, 2 or 4 buildings and attached Class 10a buildings. Definitions can be found at www.abcb.gov.au.
Net zero home	a home that achieves a net zero energy value*.
Opening percentage	the openability percentage or operable (moveable) area of doors or windows that is used in ventilation calculations.
Provisional value	an assumed value that does not represent an actual value. For example, if the wall colour is unspecified in the documentation, a provisional value of 'medium' must be modelled. Acceptable provisional values are outlined in the NatHERS Technical Note and can be found at www.nathers.gov.au
Recommended capacity	this is the capacity or size of equipment that is recommended by NatHERS to achieve the desired comfort conditions in the zone or zones serviced. This is a recommendation and the final selection sizing should be confirmed by a suitably qualified person.
Reflective wrap (also known as foil)	can be applied to walls, roofs and ceilings. When combined with an appropriate air gap and emissivity value, it provides insulative properties.
Roof window	for NatHERS this is typically an operable window (i.e. can be opened), will have a plaster or similar light well if there is an attic space, and generally does not have a diffuser.
Shading features	includes neighbouring buildings, fences, and wing walls, but excludes eaves.
Solar heat gain coefficient (SHGC)	the fraction of incident solar radiation admitted through a window, both directly transmitted as well as absorbed and subsequently released inward. SHGC is expressed as a number between 0 and 1. The lower a window's SHGC, the less solar heat it transmits.
Skylight (also known as roof lights)	for NatHERS this is typically a moulded unit with flexible reflective tubing (light well) and a diffuser at ceiling level.

*Refer to glossary.

PREVIEW NOT FOR PRINT

STCs	Small-scale Technology Certificates, certificates created by the REC registry for renewable energy technologies that may be bought and sold as part of the Small-scale Renewable Energy Scheme operated by the Clean Energy Regulatory
Thermal breaks	are materials with an R-value greater than or equal to 0.2 that must separate the metal frame from the cladding. This includes, but is not limited to, materials such as timber battens greater than or equal to 20mm thick, continuous thermal breaks such as polystyrene insulation sheeting, plastic strips or furring channels.
U-value	the rate of heat transfer through a window. The lower the U-value, the better the insulating ability.
Unconditioned	a zone within a dwelling that is assumed to not require heating and cooling based on standard occupancy assumptions.
Vertical shading features	provides shading to the building in the vertical plane and can be parallel or perpendicular to the subject wall/window. Includes privacy screens, other walls in the building (wing walls), fences, other buildings, vegetation (protected or listed heritage trees).
Window shading device	a device fixed to windows that provides shading e.g. window awnings or screens but excludes horizontal* or vertical shading features* (eg eaves and balconies)

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*Refer to glossary.

Nationwide House Energy Rating Scheme® NatHERS® Certificate

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22)

Property

Address	303, Park Street, Fitzroy North, VIC, 3068
Lot/DP	-
NCC Class*	Class 2
Floor/all Floors	
Type	New Home

Plans

Main plan	2502PARK/29.10.2025
Prepared by	Architecture architecture

Construction and environment

Assessed floor area [m²]*		**Exposure type**
Conditioned*	95.2	open
Unconditioned*	4.3	**NatHERS climate zone**
Total	99.5	21 Melbourne RO
Garage	-	

Accredited assessor

Name	Gary Wertheimer
Business name	GIW Environmental Solutions
Email	gary@giw.com.au
Phone	0390445111
Accreditation No.	DMN/10/2024
Assessor Accrediting Organisation	
Design Matters National	
Declaration of interest	Yes, managed

NCC Requirements

NCC provisions	Volume 1
State/Territory variation	Yes

National Construction Code (NCC) requirements

The NCC allows the use of NatHERS accredited software to comply with the energy efficiency requirements for houses (Class 1 buildings) and apartments (Class 2 sole-occupancy units and Class 4 parts of buildings). The applicable requirements for houses are detailed in Specification 42 of NCC Volume Two. For apartments the requirements are detailed in clauses J3D3 and J3D15 of NCC Volume One.

NCC 2022 includes enhanced thermal performance requirements for houses and apartments. It also includes a new whole-of-home annual energy use budget which applies to the major equipment in the home.

The NCC, and associated ABCB Standards and support material, can be accessed at www.abcb.gov.au.

Note, variations and additions to the NCC energy efficiency requirements may apply in some states and territories.

Thermal performance star rating



44.1 MJ/m²

Predicted annual energy load for heating and cooling based on standard occupancy assumptions.

For more information on your dwelling's rating see:
www.nathers.gov.au

Thermal performance [MJ/m²]

Limits taken from ABCB Standard 2022

	Heating	Cooling
Modelled	33.5	10.6
Load limits	N/A	N/A

Features determining load limits

Floor type (lowest conditioned area)	N/A
NCC climate zone 1 or 2	N/A
Outdoor living area	N/A
Outdoor living area ceiling fan	N/A

Whole of Home performance rating

No Whole of Home performance rating generated for this certificate

Verification

To verify this certificate, scan the QR code or visit When using either link, ensure you are visiting www.fr5.com.au.

*Refer to glossary.

About the ratings

Thermal performance rating

NatHERS thermal software models the expected heating and cooling energy loads using information about the design, construction, climate and common patterns of household use. The thermal performance rating (shown as a star rating on this Certificate) does not take into account appliances, apart from the airflow impacts from ceiling fans.

Whole of Home performance rating

NatHERS Whole of Home software uses the heating and cooling energy loads combined with the energy performance of the home's appliances (heating, cooling, hot water, lighting, pool/spa pump and onsite renewable energy generation and storage) and models the expected energy value* of the whole home. The Whole of Home performance rating is shown as a score out of 100 on this Certificate.

Heating & Cooling Load Limits

Additional information

In some locations under the NCC NatHERS pathway, separate heating and cooling load limits may apply. Minimum required star ratings in northern parts of Australia may also be affected by the presence or absence of an outdoor living area and/or an outdoor living area ceiling fan. Refer to the ABCB NatHERS heating and cooling load limits Standard 2022 for details or contact the relevant local building regulating authority, noting that State and Territory variations may also apply.

Setting options:

Floor type:
- CSOG – Concrete Slab on Ground
- SF – Suspended Floor (or a mixture of CSOG and SF)
- NA – Not Applicable

NCC climate Zone 1 or 2:
- Yes
- No
- NA – not applicable

Outdoor living area:
- Yes
- No
- NA – not applicable

Outdoor living area ceiling fan:
- Yes
- No
- NA – not applicable

Predicted onsite renewable energy impact

No Whole of Home performance assessment conducted for this certificate.

Predicted Whole of Home annual impact by appliance

Shows the contribution each appliance has on the home's annual energy use, greenhouse gas emissions and cost without solar

Energy use:

No Whole of Home performance assessment conducted for this certificate.

Greenhouse gas emissions:

No Whole of Home performance assessment conducted for this certificate.

Cost:

No Whole of Home performance assessment conducted for this certificate.

Graph key:

*Refer to glossary.

Certificate check

The checklist covers important items impacting the dwelling's ratings.
It is recommended that the accuracy of the whole certificate is checked.

Note: The boxes indicate when and who should check each item.
It is not mandatory to complete this checklist.

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Genuine certificate check					
Does this Certificate match the one available at the web address or QR code verification link on the front page?		☐	☐	☐	☐
Does the NatHERS certificate number on the NatHERS-stamped plans match the number on this Certificate?		☐	☐	☐	☐
Thermal performance check					
Windows and glazed doors					
Does the window size, opening type and location shown on the NatHERS-stamped plans or as installed match what is shown in *'Window and glazed door schedule'* and *'Roof window schedule'* tables on this Certificate?	☐	☐	☐	☐	☐
Does the installed windows meet the substitution tolerances (AFRC* based SHGC* and U-values*) as shown in the *'Window and glazed door type and performance'* and *'Roof window type and performance'* tables on this Certificate?			☐	☐	☐
External walls					
Does the external wall bulk insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the External wall type table on this Certificate?	☐	☐	☐	☐	☐
Does the external wall shade (colour) match what is shown in the *'External wall type'* table on this Certificate?	☐	☐	☐	☐	☐
Floor					
Does the floor insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Floor type'* table on this certificate?	☐	☐	☐	☐	☐
Ceiling penetrations*					
Does the *'quantity'* and *'type'* of ceiling penetrations* (e.g. downlights, exhaust fans, etc) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling penetrations'* table on this Certificate?	☐	☐	☐	☐	☐
Ceiling					
Does the ceiling insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling type'* table on this Certificate?	☐	☐	☐	☐	☐
Roof					
Does the external roof shade (colour) on the NatHERS stamped plans or as installed match what is shown in the *'Roof type'* table on this Certificate?	☐	☐	☐	☐	☐
Apartment entrance doors (NCC Class 2 assessments only)					
Does the 'External Door Schedule' show apartment entrance doors? Please note that an "external door" between the modelled dwelling and a shared space, such as an enclosed corridor or foyer, should not be included in the assessment (because it overstates the possible ventilation) and would invalidate the Certificate.	☐	☐		☐	☐
Exposure*					
Has the appropriate exposure type (terrain) (shown on page 1) been applied? For example, it is unlikely that a ground-floor apartment is "exposed" or a top floor high-rise apartment is "protected".	☐	☐		☐	☐
Heating and cooling load limits*					
Do the load limits settings (shown on page 1) match the values in the ABCB Standard 2022: NAtHERS heating and cooling load limits for the appropriate climate zone?	☐	☐	☐	☐	☐

*Refer to glossary.

NatHERS Certificate 7.9 Star Rating as of 10 Apr 2026

Certificate check

Continued

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Additional NCC requirements for thermal performance (not included in the NatHERS assessment)					
Thermal bridging					
Does the dwelling meet the NCC requirement for thermal bridging?		☐	☐	☐	☐
Insulation installation method					
Has the insulation been installed according to the NCC requirements?			☐	☐	☐
Building sealing					
Does the dwelling meet the NCC requirements for Building Sealing?		☐	☐	☐	☐
Whole of Home performance check (not applicable if a Whole of Home performance assessment is not conducted)					
Appliances					
Does the cooling appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the Appliance schedule on this Certificate?	☐	☐	☐	☐	☐
Does the heating appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or installed, match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the hot water system type and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the pool pump efficiency/performance shown on the NatHERS-stamped plans or as installed match the minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the onsite renewable energy system type, orientation and system size or generation capacity shown on the NatHERS stamped plans or installed match the *'Onsite Renewable Energy schedule'* on this Certificate?	☐	☐	☐	☐	☐
Additional NCC Requirements for Services (not included in the NatHERS assessment)					
Does the lighting meet the artificial lighting requirements specified in the NCC?		☐	☐	☐	☐
Does the hot water system meet the additional requirements specified in the NCC?		☐	☐	☐	☐
Provisional values* check					
Have provisional values* been used in the assessment and, if so, are they noted in *'Additional notes'* table below?	☐	☐			

Other NCC requirements

Note: This Certificate only covers the energy efficiency requirements in the NCC. Additional requirements that must also be satisfied include, but are not limited to: condensation, structural and fire safety requirements and any state or territory variations to the NCC energy efficiency requirements.

Additional notes

*Refer to glossary.

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22) for U 303, Park Street, Fitzroy North, VIC, 3068 Page 4 of 12

NatHERS Certificate 7.9 Star Rating as of 10 Apr 2026

Room *schedule*

Room	Zone Type	Area [m²]
Living/Kitchen	kitchen	46.7
Bed 3	bedroom	11.2
Bed 2	bedroom	11.7
Bath	dayTime	5.5
Ensuite	unconditioned	4.3
Corridor	dayTime	4.1
Bed 1	bedroom	15.9

Window and glazed door *type and performance*

Default* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
CAP-057-13 A	Capral 900 Sliding Door DG 6EA/12Ar/6	3.19	0.48	0.46	0.5
CAP-061-06 A	Capral 50 Series Awning in 400 Series DG 6EA-12Ar-6	4.42	0.4	0.38	0.42
CAP-055-52 A	Capral 419 Flushline Fixed Window DG 6/12Ar/6EA	2.71	0.58	0.55	0.61

Window and glazed door *schedule*

Location	Window ID	Window no.	Height [mm]	Width [mm]	Window type	Opening %	Orientation	Window shading device*
Living/Kitchen	CAP-057-13 A	Opening 3	2700	4580	sliding	45.0	N	No
Bed 3	CAP-061-06 A	Opening 1	1900	1200	awning	90.0	N	No
Bed 3	CAP-055-52 A	Opening 4	2000	600	fixed	0.0	S	No
Bed 2	CAP-061-06 A	Opening 2	1900	1200	awning	90.0	N	No
Ensuite	CAP-055-52 A	Opening 16	2000	829	fixed	0.0	N	No
Corridor	CAP-061-06 A	Opening 6	2000	911	awning	90.0	E	No
Bed 1	CAP-061-06 A	Opening 17	1900	1500	awning	90.0	E	No

Roof window* *type and performance value*

Default* roof windows

*Refer to glossary.

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NatHERS Certificate 7.9 Star Rating as of 10 Apr 2026

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Roof window* *schedule*

Location	Window ID	Window no.	Opening %	Area [m²]	Width [mm]	Orientation	Outdoor shade	Indoor shade
No Data Available								

Skylight* *type and performance*

Skylight ID	Skylight description	Skylight shaft reflectance
No Data Available		

Skylight* *schedule*

Location	Skylight ID	Skylight No.	Skylight shaft length [mm]	Area [m²]	Orient-ation	Outdoor shade	Diffuser
No Data Available							

External door *schedule*

Location	Height [mm]	Width [mm]	Opening %	Orientation
Living/Kitchen	2400	998	100.0	S

External wall *type*

Wall ID	Wall type	Solar absorptance	Wall shade [colour]	Bulk insulation [R-value]	Reflective wall wrap*
1	GIW25025 - Externall Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.7)	No
2	GIW25025 - Externall Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.5)	No
3	GIW25025 - Internal Plasterboard	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.5)	No
4	FR5 - Internal Plasterboard Stud Wall	0.5	Medium		No

External wall *schedule*

*Refer to glossary.

NatHERS Certificate 7.9 Star Rating as of 10 Apr 2026

Location	Wall ID	Height [mm]	Width [mm]	Orientation	Horizontal shading feature* maximum projection [mm]	Vertical shading feature* (yes/no)
Living/Kitchen	1	3000	1855	S	7267	Yes
Living/Kitchen	2	3000	1840	W	0	Yes
Living/Kitchen	3	3000	5951	S	0	No
Living/Kitchen	1	3000	4634	N	1825	Yes
Living/Kitchen	1	3000	686	N	1912	Yes
Living/Kitchen	1	3000	504	W	0	Yes
Living/Kitchen	1	3000	5753	W	11141	Yes
Bed 3	1	3000	3767	E	0	No
Bed 3	1	3000	1428	N	0	No
Bed 3	1	3000	138	W	10512	Yes
Bed 3	1	3000	1620	N	61	Yes
Bed 3	4	3000	2174	S	966	Yes
Bed 2	1	3000	2519	N	64	Yes
Bed 2	1	3000	275	N	2589	Yes
Bed 2	1	3000	508	NW	4286	Yes
Bed 2	1	3000	313	NW	5341	Yes
Bed 2	1	3000	229	W	5535	Yes
Bed 2	1	3000	804	W	5398	Yes
Ensuite	4	3000	140	S	0	Yes
Ensuite	1	3000	2002	E	0	No
Ensuite	4	3000	2166	N	0	Yes
Corridor	1	3000	929	E	1904	Yes
Bed 1	4	3000	2358	S	0	No
Bed 1	1	3000	1633	S	5404	Yes
Bed 1	1	3000	3001	E	0	No

Internal wall *type*

Wall ID	Wall type	Area [m²]	Bulk insulation
1	FR5 - Internal Plasterboard Stud Wall	85.1	

Floor *type*

Location	Construction	Area [m²]	Sub-floor ventilation	Added insulation [R-value]	Covering
Living/Kitchen	FR5 - 300mm concrete slab	3.3	Enclosed	R0.0	Timber
Living/Kitchen	FR5 - 300mm concrete slab	43.5	Enclosed	R0.0	Timber
Bed 3	FR5 - 300mm concrete slab	5.9	Enclosed	R0.0	Carpet
Bed 3	FR5 - 300mm concrete slab	5.3	Enclosed	R0.0	Carpet
Bed 2	FR5 - 300mm concrete slab	4.9	Enclosed	R0.0	Carpet

*Refer to glossary.

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Bed 2	FR5 - 300mm concrete slab	6.8	Enclosed	R0.0	Carpet
Bath	FR5 - 300mm concrete slab	5.5	Enclosed	R0.0	Tiles
Ensuite	FR5 - 300mm concrete slab	4.3	Enclosed	R0.0	Tiles
Corridor	FR5 - 300mm concrete slab	4.1	Enclosed	R0.0	Timber
Bed 1	FR5 - 300mm concrete slab	2.9	Enclosed	R0.0	Carpet
Bed 1	FR5 - 300mm concrete slab	4.2	Enclosed	R0.0	Carpet
Bed 1	FR5 - 300mm concrete slab	8.7	Enclosed	R0.0	Carpet

Ceiling *type*

Location	Construction material/type	Bulk insulation R-value [may include edge batt values]	Reflective wrap*
Living/Kitchen	Plasterboard	R2.3	No
Living/Kitchen	Plasterboard	R2.3	No
Bed 3	Plasterboard	R2.3	No
Bed 3	Plasterboard	R2.3	No
Bed 2	Plasterboard	R2.3	No
Bed 2	Plasterboard	R2.3	No
Bath	Plasterboard	R2.3	No
Ensuite	Plasterboard	R2.3	No
Corridor	Plasterboard	R2.3	No
Bed 1	Plasterboard	R2.3	No
Bed 1	Plasterboard	R2.3	No
Bed 1	Plasterboard	R2.3	No

Ceiling *penetrations**

Location	Quantity	Type	Height [mm]	Width [mm]	Sealed/unsealed
Living/Kitchen	14	Downlights	80	80	Sealed
Living/Kitchen	1	Exhaust Fans	250	250	Sealed
Bed 3	4	Downlights	80	80	Sealed
Bed 2	4	Downlights	80	80	Sealed
Bath	2	Downlights	80	80	Sealed
Bath	1	Exhaust Fans	250	250	Sealed
Ensuite	1	Downlights	80	80	Sealed
Ensuite	1	Exhaust Fans	250	250	Sealed
Corridor	2	Downlights	80	80	Sealed
Bed 1	6	Downlights	80	80	Sealed

Ceiling *fans*

Location	Quantity	Diameter [mm]
No Data Available		

*Refer to glossary.

Roof *type*

Construction	Added insulation [R-value]	Solar absorptance	Roof shade [colour]
GreenRoofIntensive:Slab - 500mm Substrate : 300mm:300mm Slab - 500mm Substrate	0.0	0.5	Medium
Slab:Slab - Suspended Slab : 300mm: 300mm Suspended Slab	0.0	0.5	Medium

Thermal bridging *schedule for steel frame elements*

Building element	Steel section dimensions [height x width, mm]	Frame spacing [mm]	Steel thickness [BMT,mm]	Thermal break [R-value]
External wall	90 x 40	600	0.75	0

Appliance *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

Note: A flat assumption of 5W/m2 is used for lighting, therefore lighting is not included in the appliance schedule.

Cooling system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Heating system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Hot water system

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Hot Water CER Zone	Zone 3 STC	Assessed daily load
No Whole of Home performance assessment conducted for this certificate.					

Pool/spa equipment

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.			

Onsite renewable energy *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Orientation	System size or generation capacity
No Whole of Home performance assessment conducted for this certificate.		

Battery *schedule*

*Refer to glossary.

NatHERS Certificate 7.9 Star Rating as of 10 Apr 2026

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Size [battery storage capacity]
No Whole of Home performance assessment conducted for this certificate.	

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*Refer to glossary.

Explanatory Notes

About this report

NatHERS ratings are a reliable guide for comparing different dwelling designs and to demonstrate that designs meet the energy efficiency requirements in the National Construction Code.

NatHERS ratings use computer modelling to evaluate a home's energy efficiency and performance. They use localised climate data and standard assumptions on how people use their home to predict the heating and cooling energy loads and energy value* of the whole home. The thermal performance star rating uses the home's building specifications, layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings) to predict the heating and cooling energy loads. The Whole of Home performance rating uses information about the home's appliances and onsite energy generation and storage to estimate the homes energy value*.

The actual energy loads, cost and greenhouse gas emissions of a home may vary from that predicted. This is because the assumptions will not always match the actual occupant usage patterns. For example, the number of occupants and how people use their appliances will vary. Energy efficient homes use less energy, are warmer on cool days, cooler on hot days and cost less to run.

Accredited assessors

For quality assured NatHERS Certificates, always use an accredited or licenced assessor registered with an Assessor Accrediting Organisation (AAO). AAOs have strict quality assurance processes, and professional development requirements ensuring consistently high standards for assessments.

Non-accredited assessors (Raters) have no ongoing training requirements and are not quality assured.

Any queries about this report should be directed to the assessor. If the assessor is unable to address questions or concerns, contact the AAO specified on the front of this certificate.

Disclaimer

The NatHERS Certificate format is developed by the NatHERS Administrator. However, the content in the certificate is entered by the assessor. It is the assessor's responsibility to use NatHERS accredited software correctly and follow the NatHERS Technical Note to produce a NatHERS Certificate.

The predicted annual energy load, cost and greenhouse gas emissions in this NatHERS Certificate are an estimate based on an assessment of the dwelling's design by the assessor. It is not a prediction of actual energy use, cost or emissions. The information and ratings may be used to compare how other dwellings are likely to perform when used in a similar way.
Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the assessor who prepared this report), including assumptions about occupancy, behaviour, appliance performance, indoor air temperature and local climate.

Not all assumptions made by the assessor using the NatHERS accredited software tool are presented in this report and further details or data files may be obtained from the assessor.

Glossary

Annual energy load	the predicted amount of energy required for heating and cooling, based on standard occupancy assumptions.
AFRC	Australian Fenestration Rating Council
Assessed floor area	the floor area modelled in the software for the purpose of the NatHERS assessment. Note, this may not be consistent with the floor area in the design documents.
Ceiling penetrations	features that require a penetration to the ceiling, including downlights, vents, exhaust fans, range hoods, chimneys and flues. Excludes fixtures attached to the ceiling with small holes through the ceiling for wiring, e.g. ceiling fans; pendant lights, and heating and cooling ducts.
Conditioned	a zone within a dwelling that is expected to require heating and cooling based on standard occupancy assumptions. In some circumstances it will include garages.
COP	Coefficient of performance
Custom windows	windows listed in NatHERS software that are available on the market in Australia and have a WERS (Window Energy Rating Scheme) rating.
Default windows	windows that are representative of a specific type of window product and whose properties have been derived by statistical methods.
EER	Energy Efficiency Ratio, measure of how much cooling can be achieved by an air conditioner for a single kWh of electricity input
Energy use	This is your homes rating without solar or batteries.
Energy value	The net cost to society including, but not limited to, costs to the building user, the environment and energy networks (as defined in the ABCB Housing Provisions Standard).
Entrance door	these signify ventilation benefits in the modelling software and must not be modelled as a door when opening to a minimally ventilated corridor in a Class 2 building.
Exposure category – exposed	terrain with no obstructions e.g. flat grazing land, ocean-frontage, desert, exposed high-rise unit (usually above 10 floors).
Exposure category – open	terrain with few obstructions at a similar height e.g. grasslands with few well scattered obstructions below 10m, farmland with scattered sheds, lightly vegetated bush blocks, elevated units (e.g. above 3 floors).
Exposure category – suburban	terrain with numerous, closely spaced obstructions below 10m e.g. suburban housing, heavily vegetated bushland areas.
Exposure category – protected	terrain with numerous, closely spaced obstructions over 10 m e.g. city and industrial areas.
Horizontal shading feature	provides shading to the building in the horizontal plane, e.g. eaves, verandahs, pergolas, carports, or overhangs or balconies from upper levels.
National Construction Code (NCC) Class	the NCC groups buildings by their function and use, and assigns a classification code. NatHERS software models NCC Class 1, 2 or 4 buildings and attached Class 10a buildings. Definitions can be found at www.abcb.gov.au.
Net zero home	a home that achieves a net zero energy value*.
Opening percentage	the openability percentage or operable (moveable) area of doors or windows that is used in ventilation calculations.
Provisional value	an assumed value that does not represent an actual value. For example, if the wall colour is unspecified in the documentation, a provisional value of 'medium' must be modelled. Acceptable provisional values are outlined in the NatHERS Technical Note and can be found at www.nathers.gov.au
Recommended capacity	this is the capacity or size of equipment that is recommended by NatHERS to achieve the desired comfort conditions in the zone or zones serviced. This is a recommendation and the final selection sizing should be confirmed by a suitably qualified person.
Reflective wrap (also known as foil)	can be applied to walls, roofs and ceilings. When combined with an appropriate air gap and emissivity value, it provides insulative properties.
Roof window	for NatHERS this is typically an operable window (i.e. can be opened), will have a plaster or similar light well if there is an attic space, and generally does not have a diffuser.
Shading features	includes neighbouring buildings, fences, and wing walls, but excludes eaves.
Solar heat gain coefficient (SHGC)	the fraction of incident solar radiation admitted through a window, both directly transmitted as well as absorbed and subsequently released inward. SHGC is expressed as a number between 0 and 1. The lower a window's SHGC, the less solar heat it transmits.
Skylight (also known as roof lights)	for NatHERS this is typically a moulded unit with flexible reflective tubing (light well) and a diffuser at ceiling level.

*Refer to glossary.

STCs	Small-scale Technology Certificates, certificates created by the REC registry for renewable energy technologies that may be bought and sold as part of the Small-scale Renewable Energy Scheme operated by the Clean Energy Regulatory
Thermal breaks	are materials with an R-value greater than or equal to 0.2 that must separate the metal frame from the cladding. This includes, but is not limited to, materials such as timber battens greater than or equal to 20mm thick, continuous thermal breaks such as polystyrene insulation sheeting, plastic strips or furring channels.
U-value	the rate of heat transfer through a window. The lower the U-value, the better the insulating ability.
Unconditioned	a zone within a dwelling that is assumed to not require heating and cooling based on standard occupancy assumptions.
Vertical shading features	provides shading to the building in the vertical plane and can be parallel or perpendicular to the subject wall/window. Includes privacy screens, other walls in the building (wing walls), fences, other buildings, vegetation (protected or listed heritage trees).
Window shading device	a device fixed to windows that provides shading e.g. window awnings or screens but excludes horizontal* or vertical shading features* (eg eaves and balconies)

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*Refer to glossary.

Nationwide House Energy Rating Scheme® NatHERS® Certificate

Generated on 10 Apr 2026 using FirstRate5: 5.5.5a (3.22)

Property

Address	601, Park Street, Fitzroy North, VIC, 3068
Lot/DP	-
NCC Class*	Class 2
Floor/all Floors	
Type	New Home

Plans

Main plan	2502PARK/29.10.2025
Prepared by	Architecture architecture

Construction and environment

Assessed floor area [m²]*		**Exposure type**
Conditioned*	123.4	open
Unconditioned*	2.9	**NatHERS climate zone**
Total	126.3	21 Melbourne RO
Garage	-	

Accredited assessor

Name	Gary Wertheimer
Business name	GIW Environmental Solutions
Email	gary@giw.com.au
Phone	0390445111
Accreditation No.	DMN/10/2024
Assessor Accrediting Organisation	
Design Matters National	
Declaration of interest	Yes, managed

NCC Requirements

NCC provisions	Volume 1
State/Territory variation	Yes

National Construction Code (NCC) requirements

The NCC allows the use of NatHERS accredited software to comply with the energy efficiency requirements for houses (Class 1 buildings) and apartments (Class 2 sole-occupancy units and Class 4 parts of buildings). The applicable requirements for houses are detailed in Specification 42 of NCC Volume Two. For apartments the requirements are detailed in clauses J3D3 and J3D15 of NCC Volume One.

NCC 2022 includes enhanced thermal performance requirements for houses and apartments. It also includes a new whole-of-home annual energy use budget which applies to the major equipment in the home.

The NCC, and associated ABCB Standards and support material, can be accessed at www.abcb.gov.au.

Note, variations and additions to the NCC energy efficiency requirements may apply in some states and territories.

Thermal performance star rating



70.8 MJ/m²

Predicted annual energy load for heating and cooling based on standard occupancy assumptions.

For more information on your dwelling's rating see:
www.nathers.gov.au

Thermal performance [MJ/m²]

Limits taken from ABCB Standard 2022

	Heating	Cooling
Modelled	47.2	23.6
Load limits	55	38

Features determining load limits

Floor type (lowest conditioned area)	N/A
NCC climate zone 1 or 2	N
Outdoor living area	N/A
Outdoor living area ceiling fan	N/A

Whole of Home performance rating

No Whole of Home performance rating generated for this certificate

Verification

To verify this certificate, scan the QR code or visit When using either link, ensure you are visiting www.fr5.com.au.

*Refer to glossary.

About the ratings

Thermal performance rating

NatHERS thermal software models the expected heating and cooling energy loads using information about the design, construction, climate and common patterns of household use. The thermal performance rating (shown as a star rating on this Certificate) does not take into account appliances, apart from the airflow impacts from ceiling fans.

Whole of Home performance rating

NatHERS Whole of Home software uses the heating and cooling energy loads combined with the energy performance of the home's appliances (heating, cooling, hot water, lighting, pool/spa pump and onsite renewable energy generation and storage) and models the expected energy value* of the whole home. The Whole of Home performance rating is shown as a score out of 100 on this Certificate.

Heating & Cooling Load Limits

Additional information

In some locations under the NCC NatHERS pathway, separate heating and cooling load limits may apply. Minimum required star ratings in northern parts of Australia may also be affected by the presence or absence of an outdoor living area and/or an outdoor living area ceiling fan. Refer to the ABCB NatHERS heating and cooling load limits Standard 2022 for details or contact the relevant local building regulating authority, noting that State and Territory variations may also apply.

Setting options:

Floor type:
- CSOG – Concrete Slab on Ground
- SF – Suspended Floor (or a mixture of CSOG and SF)
- NA – Not Applicable

NCC climate Zone 1 or 2:
- Yes
- No
- NA – not applicable

Outdoor living area:
- Yes
- No
- NA – not applicable

Outdoor living area ceiling fan:
- Yes
- No
- NA – not applicable

Predicted onsite renewable energy impact

No Whole of Home performance assessment conducted for this certificate.

Predicted Whole of Home annual impact by appliance

Shows the contribution each appliance has on the home's annual energy use, greenhouse gas emissions and cost without solar

Energy use:

No Whole of Home performance assessment conducted for this certificate.

Greenhouse gas emissions:

No Whole of Home performance assessment conducted for this certificate.

Cost:

No Whole of Home performance assessment conducted for this certificate.

Graph key:

*Refer to glossary.

NatHERS Certificate 6.5 Star Rating as of 10 Apr 2026

Certificate check

The checklist covers important items impacting the dwelling's ratings.
It is recommended that the accuracy of the whole certificate is checked.

Note: The boxes indicate when and who should check each item.
It is not mandatory to complete this checklist.

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Genuine certificate check					
Does this Certificate match the one available at the web address or QR code verification link on the front page?		☐	☐	☐	☐
Does the NatHERS certificate number on the NatHERS-stamped plans match the number on this Certificate?		☐	☐	☐	☐
Thermal performance check					
Windows and glazed doors					
Does the window size, opening type and location shown on the NatHERS-stamped plans or as installed match what is shown in *'Window and glazed door schedule'* and *'Roof window schedule'* tables on this Certificate?	☐	☐	☐	☐	☐
Does the installed windows meet the substitution tolerances (AFRC* based SHGC* and U-values*) as shown in the *'Window and glazed door type and performance'* and *'Roof window type and performance'* tables on this Certificate?			☐	☐	☐
External walls					
Does the external wall bulk insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the External wall type table on this Certificate?	☐	☐	☐	☐	☐
Does the external wall shade (colour) match what is shown in the *'External wall type'* table on this Certificate?	☐	☐	☐	☐	☐
Floor					
Does the floor insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Floor type'* table on this certificate?	☐	☐	☐	☐	☐
Ceiling penetrations*					
Does the *'quantity'* and *'type'* of ceiling penetrations* (e.g. downlights, exhaust fans, etc) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling penetrations'* table on this Certificate?	☐	☐	☐	☐	☐
Ceiling					
Does the ceiling insulation (R-value) shown on the NatHERS-stamped plans or as installed match what is shown in the *'Ceiling type'* table on this Certificate?	☐	☐	☐	☐	☐
Roof					
Does the external roof shade (colour) on the NatHERS stamped plans or as installed match what is shown in the *'Roof type'* table on this Certificate?	☐	☐	☐	☐	☐
Apartment entrance doors (NCC Class 2 assessments only)					
Does the 'External Door Schedule' show apartment entrance doors? Please note that an "external door" between the modelled dwelling and a shared space, such as an enclosed corridor or foyer, should not be included in the assessment (because it overstates the possible ventilation) and would invalidate the Certificate.	☐	☐		☐	☐
Exposure*					
Has the appropriate exposure type (terrain) (shown on page 1) been applied? For example, it is unlikely that a ground-floor apartment is "exposed" or a top floor high-rise apartment is "protected".	☐	☐		☐	☐
Heating and cooling load limits*					
Do the load limits settings (shown on page 1) match the values in the ABCB Standard 2022: NAtHERS heating and cooling load limits for the appropriate climate zone?	☐	☐	☐	☐	☐

*Refer to glossary.

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Certificate check

Continued

	Approval stage		Construction stage		
	Assessor checked	Consent authority/ surveyor checked	Builder checked	Consent authority/ surveyor checked	Occupancy/other
Additional NCC requirements for thermal performance (not included in the NatHERS assessment)					
Thermal bridging					
Does the dwelling meet the NCC requirement for thermal bridging?		☐	☐	☐	☐
Insulation installation method					
Has the insulation been installed according to the NCC requirements?			☐	☐	☐
Building sealing					
Does the dwelling meet the NCC requirements for Building Sealing?		☐	☐	☐	☐
Whole of Home performance check (not applicable if a Whole of Home performance assessment is not conducted)					
Appliances					
Does the cooling appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the Appliance schedule on this Certificate?	☐	☐	☐	☐	☐
Does the heating appliance/s type, location and efficiency/performance shown on the NatHERS-stamped plans or installed, match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the hot water system type and efficiency/performance shown on the NatHERS-stamped plans or as installed match the location and minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the pool pump efficiency/performance shown on the NatHERS-stamped plans or as installed match the minimum efficiency/performance requirements shown in the *'Appliance schedule'* on this Certificate?	☐	☐	☐	☐	☐
Does the onsite renewable energy system type, orientation and system size or generation capacity shown on the NatHERS stamped plans or installed match the *'Onsite Renewable Energy schedule'* on this Certificate?	☐	☐	☐	☐	☐
Additional NCC Requirements for Services (not included in the NatHERS assessment)					
Does the lighting meet the artificial lighting requirements specified in the NCC?		☐	☐	☐	☐
Does the hot water system meet the additional requirements specified in the NCC?		☐	☐	☐	☐
Provisional values* check					
Have provisional values* been used in the assessment and, if so, are they noted in *'Additional notes'* table below?	☐	☐			

Other NCC requirements

Note: This Certificate only covers the energy efficiency requirements in the NCC. Additional requirements that must also be satisfied include, but are not limited to: condensation, structural and fire safety requirements and any state or territory variations to the NCC energy efficiency requirements.

Additional notes

*Refer to glossary.

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Room *schedule*

Room	Zone Type	Area [m²]
Bed 4	bedroom	9.8
Bed 1	bedroom	13.8
Ensuite	nightTime	4.8
Bath	dayTime	5.8
Bed 3	bedroom	9.3
Bed 2	bedroom	12.4
Entry/Corridor	dayTime	8.4
Pantry	unconditioned	2.9
Living/Kitchen	kitchen	59.5

Window and glazed door *type and performance*

Default* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
CAP-041-95 A	Capral 425 Fixed Window DG 013_AGG PLUS Clr 6_12_6	2.51	0.51	0.48	0.54
CAP-034-27 A	Urban 582 Awning Window DG 008_AGG PLUS Clr 4_10_4	3.24	0.47	0.45	0.49
CAP-057-13 A	Capral 900 Sliding Door DG 6EA/12Ar/6	3.19	0.48	0.46	0.5

Window and glazed door *schedule*

Location	Window ID	Window no.	Height [mm]	Width [mm]	Window type	Opening %	Orientation	Window shading device*
Bed 4	CAP-041-95 A	Opening 10	1000	900	fixed	0.0	S	No
Bed 4	CAP-034-27 A	Opening 11	1400	900	awning	90.0	S	No
Bed 4	CAP-041-95 A	Opening 16	2400	2200	fixed	0.0	S	No
Bed 1	CAP-034-27 A	Opening 12	1400	715	awning	90.0	S	No
Bed 1	CAP-041-95 A	Opening 13	1000	800	fixed	0.0	S	No
Bed 1	CAP-041-95 A	Opening 15	2400	1282	fixed	0.0	S	No
Bed 3	CAP-041-95 A	Opening 59	1130	975	fixed	0.0	W	No
Bed 3	CAP-034-27 A	Opening 61	1270	960	awning	90.0	W	No

*Refer to glossary.

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Bed 2	CAP-034-27 A	Opening 4	3000	957	awning	90.0	N	No
Living/Kitchen	CAP-034-27 A	Opening 8	1400	900	awning	90.0	S	No
Living/Kitchen	CAP-041-95 A	Opening 9	1000	900	fixed	0.0	S	No
Living/Kitchen	CAP-041-95 A	Opening 17	2400	2600	fixed	0.0	S	No
Living/Kitchen	CAP-041-95 A	Opening 18	2400	2539	fixed	0.0	S	No
Living/Kitchen	CAP-041-95 A	Opening 5	2400	700	fixed	0.0	N	No
Living/Kitchen	CAP-057-13 A	Opening 6	2400	4700	sliding	45.0	N	No
Living/Kitchen	CAP-041-95 A	Opening 2	1130	900	fixed	0.0	N	No
Living/Kitchen	CAP-034-27 A	Opening 3	1270	960	awning	90.0	N	No
Living/Kitchen	CAP-041-95 A	Opening 1	1700	684	fixed	0.0	S	No
Living/Kitchen	CAP-041-95 A	Opening 44	1700	377	fixed	0.0	S	No
Living/Kitchen	CAP-041-95 A	Opening 53	1700	333	fixed	0.0	SW	No
Living/Kitchen	CAP-041-95 A	Opening 54	1700	358	fixed	0.0	SW	No
Living/Kitchen	CAP-041-95 A	Opening 55	1700	270	fixed	0.0	SW	No
Living/Kitchen	CAP-041-95 A	Opening 56	1700	321	fixed	0.0	SW	No
Living/Kitchen	CAP-041-95 A	Opening 57	1700	308	fixed	0.0	W	No
Living/Kitchen	CAP-041-95 A	Opening 52	1700	275	fixed	0.0	W	No
Living/Kitchen	CAP-041-95 A	Opening 51	1700	344	fixed	0.0	W	No
Living/Kitchen	CAP-041-95 A	Opening 50	1700	414	fixed	0.0	W	No
Living/Kitchen	CAP-041-95 A	Opening 48	1700	342	fixed	0.0	NW	No
Living/Kitchen	CAP-041-95 A	Opening 49	1700	449	fixed	0.0	NW	No
Living/Kitchen	CAP-041-95 A	Opening 47	1700	406	fixed	0.0	NW	No
Living/Kitchen	CAP-041-95 A	Opening 45	1700	405	fixed	0.0	N	No
Living/Kitchen	CAP-041-95 A	Opening 46	1700	298	fixed	0.0	N	No
Living/Kitchen	CAP-041-95 A	Opening 19	1700	669	fixed	0.0	N	No

Roof window* *type and performance value*

Default* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* roof windows

Window ID	Window description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
Velux:VEL-011-02 W	VELUX FS - Fixed Skylight DG 3mm LoE 366 / 10.5mm Argon Gap / 3mm Clear	2.66	0.24	0.23	0.25

Roof window* *schedule*

*Refer to glossary.

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Location	Window ID	Window no.	Opening %	Area [m²]	Width [mm]	Orientation	Outdoor shade	Indoor shade
Ensuite	Velux:VEL-011-02 W	Element 1	0.0	0.1	0	N	None	None
Bath	Velux:VEL-011-02 W	Element 2	0.0	0.5	0	N	None	None

Skylight* *type and performance*

Skylight ID	Skylight description	Skylight shaft reflectance
No Data Available		

Skylight* *schedule*

Location	Skylight ID	Skylight No.	Skylight shaft length [mm]	Area [m²]	Orient-ation	Outdoor shade	Diffuser
No Data Available							

External door *schedule*

Location	Height [mm]	Width [mm]	Opening %	Orientation
Entry/Corridor	2100	996	100.0	E

External wall *type*

Wall ID	Wall type	Solar absorptance	Wall shade [colour]	Bulk insulation [R-value]	Reflective wall wrap*
1	GIW25025 - Externall Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.7)	No
2	GIW25025 - Internal Concrete Wall	0.5	Medium	Glass fibre batt (k = 0.044 density = 12 kg/m3) (R2.7)	No

External wall *schedule*

Location	Wall ID	Height [mm]	Width [mm]	Orientation	Horizontal shading feature* maximum projection [mm]	Vertical shading feature* (yes/no)
Bed 4	1	3000	2956	S	772	Yes
Bed 1	1	3000	1004	E	2693	Yes
Bed 1	2	3000	1957	E	0	No
Bed 1	1	3000	3562	S	777	Yes
Ensuite	2	3000	1959	E	0	No
Bed 3	1	3000	429	E	870	Yes
Bed 3	1	3000	1802	N	0	No
Bed 3	1	3000	342	N	0	Yes
Bed 3	1	3000	315	N	0	Yes
Bed 3	1	3000	346	NW	0	Yes

*Refer to glossary.

Bed 3	1	3000	322	NW	0	Yes
Bed 3	1	3000	315	W	0	Yes
Bed 3	1	3000	2221	W	5447	Yes
Bed 2	1	3000	770	E	2683	Yes
Bed 2	2	3000	2468	E	0	No
Bed 2	1	3000	2920	N	0	No
Bed 2	1	3000	415	W	871	Yes
Bed 2	1	3000	1047	N	418	Yes
Entry/Corridor	1	3000	1157	E	2683	Yes
Entry/Corridor	1	3000	209	N	0	Yes
Pantry	1	3000	2229	E	5643	Yes
Pantry	1	3000	1638	N	0	No
Pantry	1	3000	427	W	0	Yes
Living/Kitchen	1	3000	3361	S	0	Yes
Living/Kitchen	1	3000	317	S	0	No
Living/Kitchen	1	3000	122	W	0	Yes
Living/Kitchen	1	3000	6060	S	776	Yes
Living/Kitchen	1	3000	5637	N	808	Yes
Living/Kitchen	1	3000	1029	E	5634	Yes
Living/Kitchen	1	3000	1214	N	0	Yes
Living/Kitchen	1	3000	632	N	0	Yes
Living/Kitchen	1	3000	4453	W	0	No
Living/Kitchen	1	3000	686	S	0	Yes
Living/Kitchen	1	3000	395	S	0	Yes
Living/Kitchen	1	3000	357	SW	0	Yes
Living/Kitchen	1	3000	384	SW	0	Yes
Living/Kitchen	1	3000	291	SW	0	Yes
Living/Kitchen	1	3000	334	SW	0	Yes
Living/Kitchen	1	3000	325	W	0	Yes
Living/Kitchen	1	3000	277	W	0	Yes
Living/Kitchen	1	3000	356	W	0	Yes
Living/Kitchen	1	3000	438	W	0	Yes
Living/Kitchen	1	3000	344	NW	0	Yes
Living/Kitchen	1	3000	464	NW	0	Yes
Living/Kitchen	1	3000	423	NW	0	Yes
Living/Kitchen	1	3000	428	N	0	Yes
Living/Kitchen	1	3000	307	N	0	Yes
Living/Kitchen	1	3000	666	N	0	Yes
Living/Kitchen	1	3000	1279	W	0	No

*Refer to glossary.

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Internal wall *type*

Wall ID	Wall type	Area [m²]	Bulk insulation
1	FR5 - Internal Plasterboard Stud Wall	116.7	

Floor *type*

Location	Construction	Area [m²]	Sub-floor ventilation	Added insulation [R-value]	Covering
Bed 4	FR5 - 300mm concrete slab	6.5	Enclosed	R0.0	Timber
Bed 4	FR5 - 300mm concrete slab	3.3	Elevated	R2.3	Timber
Bed 1	FR5 - 300mm concrete slab	10.3	Enclosed	R0.0	Timber
Bed 1	FR5 - 300mm concrete slab	3.5	Elevated	R2.3	Timber
Ensuite	FR5 - 300mm concrete slab	4.8	Enclosed	R0.0	Timber
Bath	FR5 - 300mm concrete slab	5.8	Enclosed	R0.0	Timber
Bed 3	FR5 - 300mm concrete slab	4.5	Elevated	R2.3	Timber
Bed 3	FR5 - 300mm concrete slab	4.7	Enclosed	R0.0	Timber
Bed 2	FR5 - 300mm concrete slab	12.4	Enclosed	R0.0	Timber
Entry/Corridor	FR5 - 300mm concrete slab	8.4	Enclosed	R0.0	Timber
Pantry	FR5 - 300mm concrete slab	2.9	Enclosed	R0.0	Timber
Living/Kitchen	FR5 - 300mm concrete slab	3.9	Elevated	R2.3	Timber
Living/Kitchen	FR5 - 300mm concrete slab	0.4	Elevated	R2.3	Timber
Living/Kitchen	FR5 - 300mm concrete slab	55.2	Enclosed	R0.0	Timber

Ceiling *type*

Location	Construction material/type	Bulk insulation R-value [may include edge batt values]	Reflective wrap*
Bed 4	Plasterboard	R4.6	No
Bed 4	Plasterboard	R4.6	No
Bed 1	Plasterboard	R4.6	No
Bed 1	Plasterboard	R4.6	No
Ensuite	Plasterboard	R4.6	No
Bath	Plasterboard	R4.6	No
Bed 3	Plasterboard	R4.6	No
Bed 3	Plasterboard	R4.6	No
Bed 2	Plasterboard	R4.6	No
Entry/Corridor	Plasterboard	R4.6	No
Pantry	Plasterboard	R4.6	No
Living/Kitchen	Plasterboard	R4.6	No
Living/Kitchen	Plasterboard	R4.6	No

Ceiling *penetrations**

*Refer to glossary.

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Location	Quantity	Type	Height [mm]	Width [mm]	Sealed/unsealed
Bed 4	4	Downlights	80	80	Sealed
Bed 1	5	Downlights	80	80	Sealed
Ensuite	2	Downlights	80	80	Sealed
Ensuite	1	Exhaust Fans	250	250	Sealed
Bath	2	Downlights	80	80	Sealed
Bath	1	Exhaust Fans	250	250	Sealed
Bed 3	4	Downlights	80	80	Sealed
Bed 2	5	Downlights	80	80	Sealed
Entry/Corridor	3	Downlights	80	80	Sealed
Pantry	1	Downlights	80	80	Sealed
Living/Kitchen	23	Downlights	80	80	Sealed
Living/Kitchen	1	Exhaust Fans	250	250	Sealed

Ceiling *fans*

Location	Quantity	Diameter [mm]
No Data Available		

Roof *type*

Construction	Added insulation [R-value]	Solar absorptance	Roof shade [colour]
Slab:Slab - Suspended Slab : 400mm: 400mm Suspended Slab	0.0	0.5	Medium

Thermal bridging *schedule for steel frame elements*

Building element	Steel section dimensions [height x width, mm]	Frame spacing [mm]	Steel thickness [BMT,mm]	Thermal break [R-value]
External wall	90 x 40	600	0.75	0

Appliance *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

Note: A flat assumption of 5W/m2 is used for lighting, therefore lighting is not included in the appliance schedule.

Cooling system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

Heating system

Appliance/ system type	Location	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.				

*Refer to glossary.

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Hot water system

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Hot Water CER Zone	Zone 3 STC	Assessed daily load
No Whole of Home performance assessment conducted for this certificate.					

Pool/spa equipment

Appliance/ system type	Fuel type	Minimum efficiency/ performance	Recommended capacity
No Whole of Home performance assessment conducted for this certificate.			

Onsite renewable energy *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Orientation	System size or generation capacity
No Whole of Home performance assessment conducted for this certificate.		

Battery *schedule*

(not applicable if a Whole of Home performance assessment is not conducted for this certificate)

System type	Size [battery storage capacity]
No Whole of Home performance assessment conducted for this certificate.	

*Refer to glossary.

Explanatory Notes

About this report

NatHERS ratings are a reliable guide for comparing different dwelling designs and to demonstrate that designs meet the energy efficiency requirements in the National Construction Code.

NatHERS ratings use computer modelling to evaluate a home's energy efficiency and performance. They use localised climate data and standard assumptions on how people use their home to predict the heating and cooling energy loads and energy value* of the whole home. The thermal performance star rating uses the home's building specifications, layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings) to predict the heating and cooling energy loads. The Whole of Home performance rating uses information about the home's appliances and onsite energy generation and storage to estimate the homes energy value*.

The actual energy loads, cost and greenhouse gas emissions of a home may vary from that predicted. This is because the assumptions will not always match the actual occupant usage patterns. For example, the number of occupants and how people use their appliances will vary. Energy efficient homes use less energy, are warmer on cool days, cooler on hot days and cost less to run.

Accredited assessors

For quality assured NatHERS Certificates, always use an accredited or licenced assessor registered with an Assessor Accrediting Organisation (AAO). AAOs have strict quality assurance processes, and professional development requirements ensuring consistently high standards for assessments.

Non-accredited assessors (Raters) have no ongoing training requirements and are not quality assured.

Any queries about this report should be directed to the assessor. If the assessor is unable to address questions or concerns, contact the AAO specified on the front of this certificate.

Disclaimer

The NatHERS Certificate format is developed by the NatHERS Administrator. However, the content in the certificate is entered by the assessor. It is the assessor's responsibility to use NatHERS accredited software correctly and follow the NatHERS Technical Note to produce a NatHERS Certificate.

The predicted annual energy load, cost and greenhouse gas emissions in this NatHERS Certificate are an estimate based on an assessment of the dwelling's design by the assessor. It is not a prediction of actual energy use, cost or emissions. The information and ratings may be used to compare how other dwellings are likely to perform when used in a similar way.
Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the assessor who prepared this report), including assumptions about occupancy, behaviour, appliance performance, indoor air temperature and local climate.

Not all assumptions made by the assessor using the NatHERS accredited software tool are presented in this report and further details or data files may be obtained from the assessor.

Glossary

Annual energy load	the predicted amount of energy required for heating and cooling, based on standard occupancy assumptions.
AFRC	Australian Fenestration Rating Council
Assessed floor area	the floor area modelled in the software for the purpose of the NatHERS assessment. Note, this may not be consistent with the floor area in the design documents.
Ceiling penetrations	features that require a penetration to the ceiling, including downlights, vents, exhaust fans, range hoods, chimneys and flues. Excludes fixtures attached to the ceiling with small holes through the ceiling for wiring, e.g. ceiling fans; pendant lights, and heating and cooling ducts.
Conditioned	a zone within a dwelling that is expected to require heating and cooling based on standard occupancy assumptions. In some circumstances it will include garages.
COP	Coefficient of performance
Custom windows	windows listed in NatHERS software that are available on the market in Australia and have a WERS (Window Energy Rating Scheme) rating.
Default windows	windows that are representative of a specific type of window product and whose properties have been derived by statistical methods.
EER	Energy Efficiency Ratio, measure of how much cooling can be achieved by an air conditioner for a single kWh of electricity input
Energy use	This is your homes rating without solar or batteries.
Energy value	The net cost to society including, but not limited to, costs to the building user, the environment and energy networks (as defined in the ABCB Housing Provisions Standard).
Entrance door	these signify ventilation benefits in the modelling software and must not be modelled as a door when opening to a minimally ventilated corridor in a Class 2 building.
Exposure category – exposed	terrain with no obstructions e.g. flat grazing land, ocean-frontage, desert, exposed high-rise unit (usually above 10 floors).
Exposure category – open	terrain with few obstructions at a similar height e.g. grasslands with few well scattered obstructions below 10m, farmland with scattered sheds, lightly vegetated bush blocks, elevated units (e.g. above 3 floors).
Exposure category – suburban	terrain with numerous, closely spaced obstructions below 10m e.g. suburban housing, heavily vegetated bushland areas.
Exposure category – protected	terrain with numerous, closely spaced obstructions over 10 m e.g. city and industrial areas.
Horizontal shading feature	provides shading to the building in the horizontal plane, e.g. eaves, verandahs, pergolas, carports, or overhangs or balconies from upper levels.
National Construction Code (NCC) Class	the NCC groups buildings by their function and use, and assigns a classification code. NatHERS software models NCC Class 1, 2 or 4 buildings and attached Class 10a buildings. Definitions can be found at www.abcb.gov.au.
Net zero home	a home that achieves a net zero energy value*.
Opening percentage	the openability percentage or operable (moveable) area of doors or windows that is used in ventilation calculations.
Provisional value	an assumed value that does not represent an actual value. For example, if the wall colour is unspecified in the documentation, a provisional value of 'medium' must be modelled. Acceptable provisional values are outlined in the NatHERS Technical Note and can be found at www.nathers.gov.au
Recommended capacity	this is the capacity or size of equipment that is recommended by NatHERS to achieve the desired comfort conditions in the zone or zones serviced. This is a recommendation and the final selection sizing should be confirmed by a suitably qualified person.
Reflective wrap (also known as foil)	can be applied to walls, roofs and ceilings. When combined with an appropriate air gap and emissivity value, it provides insulative properties.
Roof window	for NatHERS this is typically an operable window (i.e. can be opened), will have a plaster or similar light well if there is an attic space, and generally does not have a diffuser.
Shading features	includes neighbouring buildings, fences, and wing walls, but excludes eaves.
Solar heat gain coefficient (SHGC)	the fraction of incident solar radiation admitted through a window, both directly transmitted as well as absorbed and subsequently released inward. SHGC is expressed as a number between 0 and 1. The lower a window's SHGC, the less solar heat it transmits.
Skylight (also known as roof lights)	for NatHERS this is typically a moulded unit with flexible reflective tubing (light well) and a diffuser at ceiling level.

*Refer to glossary.

STCs	Small-scale Technology Certificates, certificates created by the REC registry for renewable energy technologies that may be bought and sold as part of the Small-scale Renewable Energy Scheme operated by the Clean Energy Regulatory
Thermal breaks	are materials with an R-value greater than or equal to 0.2 that must separate the metal frame from the cladding. This includes, but is not limited to, materials such as timber battens greater than or equal to 20mm thick, continuous thermal breaks such as polystyrene insulation sheeting, plastic strips or furring channels.
U-value	the rate of heat transfer through a window. The lower the U-value, the better the insulating ability.
Unconditioned	a zone within a dwelling that is assumed to not require heating and cooling based on standard occupancy assumptions.
Vertical shading features	provides shading to the building in the vertical plane and can be parallel or perpendicular to the subject wall/window. Includes privacy screens, other walls in the building (wing walls), fences, other buildings, vegetation (protected or listed heritage trees).
Window shading device	a device fixed to windows that provides shading e.g. window awnings or screens but excludes horizontal* or vertical shading features* (eg eaves and balconies)

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*Refer to glossary.

Appendix C: Preliminary Part J4D6 BCA 2022 Façade Calculator

J4D6 Façade Calculator

Address	290 Park Street, Fitzroy North
Climate Zone	6
Building Classification	Class 6
Level	Ground - Commercial tenancy

	North	East	South	West	Internal
Façade area (m2)	32.2	0.0	23.5	35.1	45.5

Number of Rows 6

		Dimensions			Shading (m)	
Window No.	Orientation	Height (m)	Width (m)	Area (m2)	P	H
W1	North	2.61	4.23	11.0	3	2.61
W2	West	2.61	2.13	5.6	2.5	2.61
W3	South	2.61	1.21	3.2	2.5	2.61
W4	West	3.23	1.6	5.2	4.22	3.23
W5	West	2.61	4.48	11.7	2.5	2.61
W6	South	2.61	1.18	3.1	0.3	2.61

RESULTS

Method 1	U-Value	SHGC	Min. Wall R-values
North	3.92	0.87	1
East	7.50	0.87	1.4
South	4.76	0.65	1
West	2.57	0.58	1
Internal	7.50		1.4

	U-Value	SHGC
Method 2	4.76	0.74

Appendix D: Renewable Energy

Inputs Solar PV

Peak Wattage of System	2.0 kWp
Azimuth	0 degrees
Inclination	10 degrees

Outputs Solar PV

Electricity Produced per Year	2680 kWh
No. Panels Required	5
Total Roof Area Required	10 sqm
Annual Carbon Savings	3002 kg CO2

Economic Output

Cost of System	3000.0 $
Annual Savings	536 $
Simple Payback	5.6 Years

Appendix E: Daylight Modelling

Scope of Modelling

We have undertaken daylight modelling for 290 Park Street, Fitzroy North assessing both living and bedroom areas. 6 apartments have been selected with consideration of internal layout, inherent and adjacent building shading features. These apartments reflect a worst-case scenario with all other units anticipated to achieve the BESS performance requirements.

The development has been modelled under the following massing scenario:

- Building to the South modelled as existing heritage railway hotel.
- Buildings to the East are modelled as the existing residential.

Methodology

The daylight levels in apartments are benchmarked against the best practice requirements as set out under the Built Environment Sustainability Scorecard (BESS) tool: Indoor Environment Quality (IEQ) – Daylight Access Living Areas and Bedrooms. These levels are as follows:

> *"Dwellings should achieve the following daylight factors (DF)*
> - *80% of the total number of living rooms achieve a daylight factor greater than 1% to 90% of the floor area of each living area, including kitchens.*
> - *80% of the total number of bedrooms achieve a daylight factor greater than 0.5% to 90% of the floor area in each room."*

The daylight modelling has been completed using the Radiance software suite, an accurate computing program used to predict light levels in a space prior to construction. Scene geometric data and material properties are interfaced into the Radiance software using DesignBuilder.

Daylight Factor has been calculated using a CIE uniform cloudy sky.

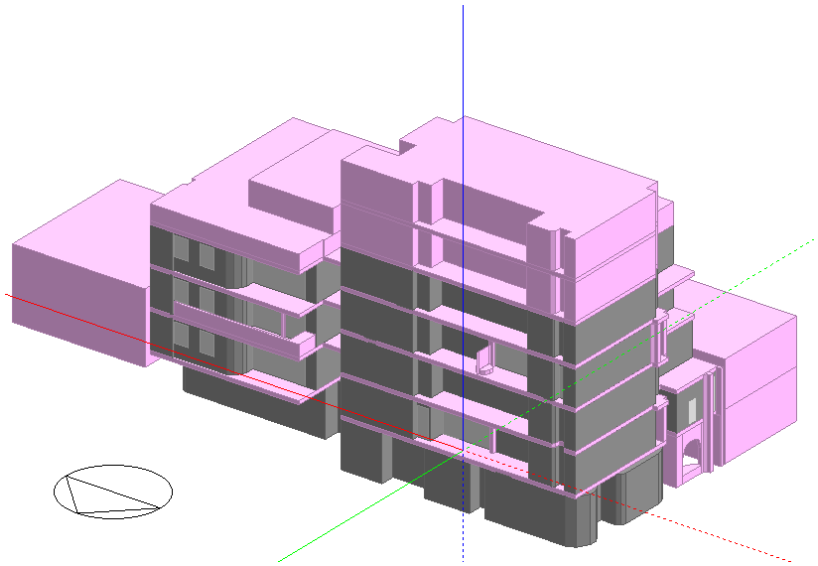


Figure 3 – DesignBuilder model of proposed and adjacent equitable development right buildings

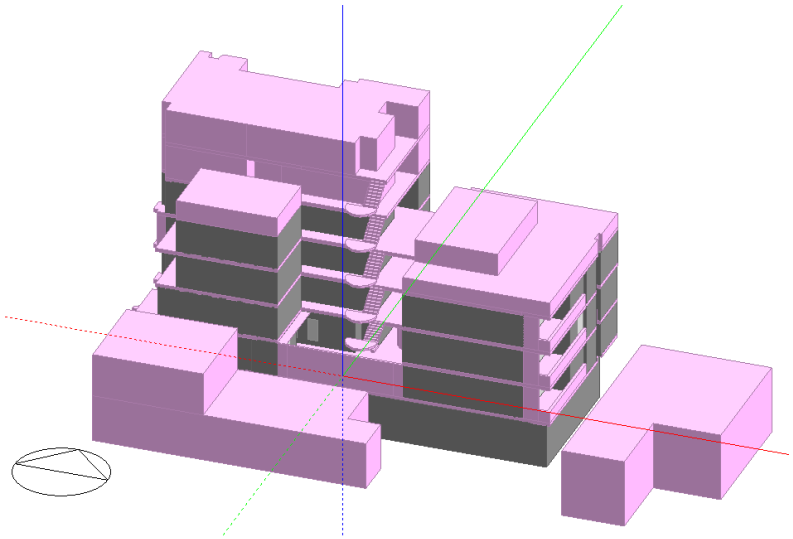


Figure 4 – DesignBuilder model of proposed and adjacent equitable development right buildings

Modelling Assumptions

The following assumptions have been made with respect to the modelling:

- Modelled window dimensions and shading structures are as depicted on the Architectural drawings.
- The glazing performance used for external windows is as follows:
  - Fixed windows: double glazed, low-e, clear window with a total system VLT of 0.61.
- The reflectance of all materials is in accordance with the below:
  - Internal floors: 0.3
  - Internal Walls: 0.7
  - Ceilings: 0.8
  - External walls: 0.4
  - Soffits and balconies: 0.4
- Transient and unoccupied spaces such as corridors and wardrobes have been excluded from the modelled area.
- The reflectance of external buildings and structures is assumed to be 0.4.

Daylight Results – Numerical

The daylight results for living areas of 290 Park Street, Fitzroy North can be summarised as follows:

Area	Floor Area (m2)	Floor Area above DF1 (m2)	% of floor area above DF1	Status
101 Living 2	19.2	13.4	69.9	Non-compliant
101 Living	17.8	14.5	81.6	Non-compliant
103 Living	26.1	26.1	100.0	Compliant
105 Living	27.6	26.9	91.7	Compliant
204 Living	40.3	40.3	100.0	Compliant
301 Living	25.2	25.2	100.0	Compliant

The daylight results for bedrooms of 290 Park Street, Fitzroy North can be summarised as follows:

Area	Floor Area (m2)	Floor Area above DF0.5 (m2)	% of floor area above DF0.5	Status
101 Bed 1	17.6	17.6	100.0	Compliant
103 Bed 1	11.3	11.3	100.0	Compliant
103 Bed 2	10.1	5.0	50.4	Non-compliant
105 Bed 1	11.0	6.3	57.3	Non-compliant

Area	Floor Area (m2)	Floor Area above DF0.5 (m2)	% of floor area above DF0.5	Status
204 Bed 1	9.8	9.8	100.0	Compliant
204 Bed 2	9.8	9.8	100.0	Compliant
204 Bed 3	9.5	9.5	100.0	Compliant
302 Bed 1	11.2	11.2	100.0	Compliant
302 Bed 2	9.3	9.3	100.0	Compliant
305 Bed 1	9.7	9.7	100.0	Compliant
305 Bed 2	11.0	11.0	100.0	Compliant

Daylight Results – Visual

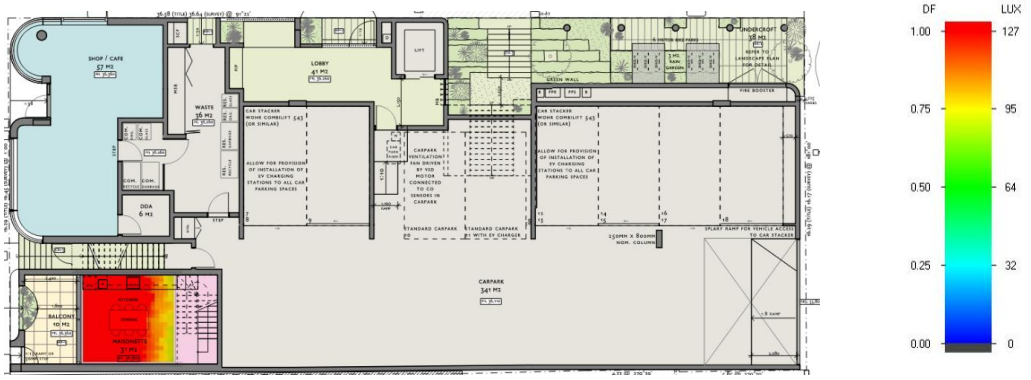


Figure 5 - Daylight Map – Ground Floor



Figure 6 - Daylight Map – Level 1

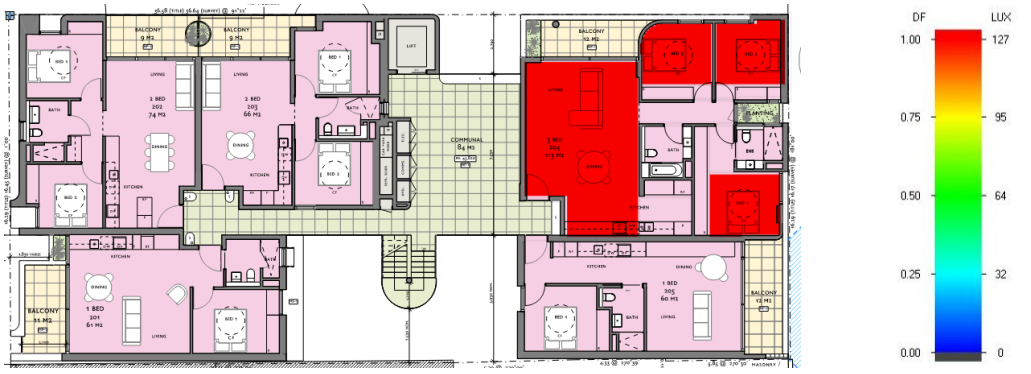


Figure 7 - Daylight Map – Level 2

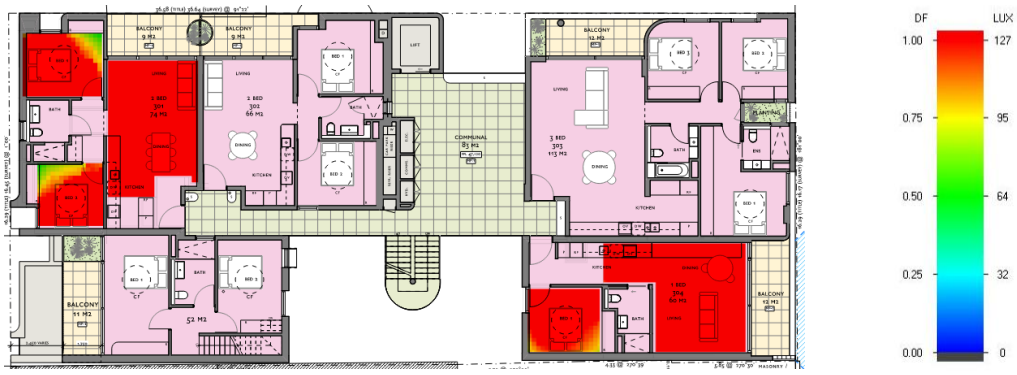


Figure 8 - Daylight Map – Level 3

Overall Building Results

Apartment No.	Total Living Areas	Living Areas Compliant	Total Bedrooms	Bedrooms Compliant
101	2	0	1	1
102	1	1	2	2
103	1	1	2	1
104	1	1	3	3
105	1	1	1	0
201	1	1	1	1
202	1	1	2	2
203	1	1	2	1
204	1	1	3	3
205	1	1	1	1
301	1	1	2	2
302	1	1	2	1
303	1	1	3	3
304	1	1	1	1
401	1	1	2	2
402	1	1	2	2
403	1	1	2	1
501	1	1	2	2
502	1	1	2	1
601	1	1	4	4
TOTAL	21	19	40	34
Percentage	90%		85%	

Conclusion

The development has been assessed and it has been determined that 90% of the living areas and 85% of bedrooms will achieve the daylight factors as prescribed under BESS and therefore the development will meet the BESS IEQ guidelines for daylight.

Appendix F: BESS Assessment

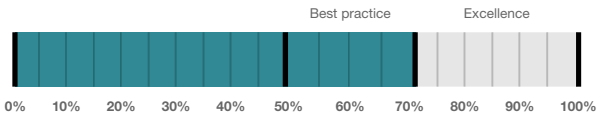
BESS Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 290 Park St Fitzroy North Victoria 3068. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Yarra City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

Your BESS Score

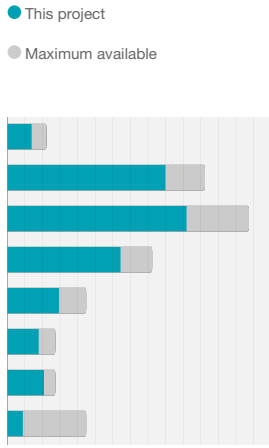


70%

Project details

Name	290 Park St, Fitzroy North
Address	290 Park St Fitzroy North Victoria 3068
Project ID	433BAC8D-R3
BESS Version	BESS-9
Date	13 April 2026
Software version	2.3.0-B.649
Site type	Mixed use development
Account	info@giw.com.au
Application no.	
Site area	598 m²
Building floor area	1,709 m²

Performance by category



Project composition



Buildings

Name	Height	Footprint	% of total footprint
290 Park St, Fitzroy North	7	583 m²	100%

Dwellings & Non Res Spaces

Dwellings

Name	Quantity	Area	Building	% of total area
Apartment				
102, 202, 301, 401, 501	5	75.0 m²	290 Park St, Fitzroy North	21%
103, 203, 302, 402, 502	4	71.0 m²	290 Park St, Fitzroy North	16%
104, 204, 303	2	113 m²	290 Park St, Fitzroy North	13%
601	1	147 m²	290 Park St, Fitzroy North	8%
205, 304	2	60.0 m²	290 Park St, Fitzroy North	7%
104	1	113 m²	290 Park St, Fitzroy North	6%
401	1	103 m²	290 Park St, Fitzroy North	6%
101	1	92.0 m²	290 Park St, Fitzroy North	5%

103	1	71.0 m²	290 Park St, Fitzroy North	4%
105	1	60.0 m²	290 Park St, Fitzroy North	3%
201	1	61.0 m²	290 Park St, Fitzroy North	3%
Total	**20**	**1,652 m²**	**96%**	

Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Shop				
Commercial Tenancy 1	1	57.0 m²	290 Park St, Fitzroy North	3%
Total	**1**	**57 m²**	**3%**	

Supporting Evidence

Shown on Floor Plans

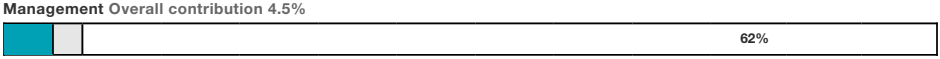
Credit	Requirement	Response	Status
Management 3.1	Annotation: Individual utility meters to be provided to all individual dwellings		-
Management 3.2	Annotation: Individual utility meters to be provided to all individual commercial tenancies		-
Management 3.3	Annotation: Sub-meters to be provided to all major common area services (list each)		-
Integrated Water Management 2.1	Location of any stormwater management systems (rainwater tanks, raingardens, buffer strips)		-
Operational Energy 3.1	Carpark with natural ventilation or CO monitoring system		-
Operational Energy 3.4	Location of clothes line (if proposed)		-
Operational Energy 4.2	Location and size of solar photovoltaic system		-
Indoor Environment Quality 1.1	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
Indoor Environment Quality 1.2	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
Indoor Environment Quality 1.3	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
Indoor Environment Quality 2.1	Dwellings meeting the requirements for being 'naturally ventilated'		-
Transport 1.1	Location of residential bicycle parking spaces		-
Transport 1.2	Location of residential visitor bicycle parking spaces		-
Transport 1.4	Location of non-residential bicycle parking spaces		-
Transport 1.5	Location of non-residential visitor bicycle parking spaces		-
Transport 2.1	Location of electric vehicle charging infrastructure		-
Waste & Resource Recovery 2.1	Location of food and garden waste facilities		-
Waste & Resource Recovery 2.2	Location of recycling facilities		-
Urban Ecology 1.1	Location and size of communal spaces		-
Urban Ecology 2.1	Location and size of vegetated areas		-
Urban Ecology 2.2	Location and size of green roof		-
Urban Ecology 2.3	Location and size of green facade		-

Supporting Documentation

Credit	Requirement	Response	Status
Management 2.2	Preliminary NatHERS assessments		-
Management 2.3a	Section J glazing assessment		-
Integrated Water Management 2.1	STORM report or MUSIC model		-
Operational Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-
Operational Energy 3.1	Details of either the fully natural carpark ventilation or CO monitoring system proposed		-
Operational Energy 3.6	Average lighting power density and lighting type(s) to be used		-
Operational Energy 3.7	Average lighting power density and lighting type(s) to be used		-
Operational Energy 4.2	Specifications of the solar photovoltaic system(s)		-
Indoor Environment Quality 1.1	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-
Indoor Environment Quality 1.2	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-
Indoor Environment Quality 1.3	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-
Indoor Environment Quality 1.4	A short report detailing assumptions used and results achieved.		-
Indoor Environment Quality 2.1	A list of naturally ventilated dwellings		-

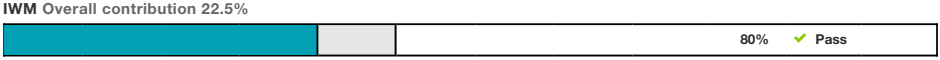
Credit summary

Management Overall contribution 4.5%



1.1 Pre-Application Meeting	0%
2.2 Thermal Performance Modelling - Multi-Dwelling Residential	100%
2.3 Thermal Performance Modelling - Non-Residential	50%
3.1 Metering - Residential	100%
3.2 Metering - Non-Residential	100%
3.3 Metering - Common Areas	100%
4.1 Building Users Guide	100%

IWM Overall contribution 22.5%



1.1 Potable Water Use	42%	✔ Achieved
2.1 Stormwater Treatment	100%	✔ Achieved
3.1 Water Efficient Landscaping	N/A	Scoped Out
	Landscape irrigation demand is connected to the rainwater tank	
4.1 Building Systems Water Use	100%	

BESS, 290 Park St, Fitzroy North 290 Park St, Fitzroy North 3068

Operational Energy Overall contribution 27.5%

	Minimum required 50%	74%	Pass

1.1 Thermal Performance Rating - Non-Residential	12%	
1.2 Thermal Performance Rating - Residential	75%	✔ Achieved
2.1 Greenhouse Gas Emissions	2%	
2.2 Peak Demand	0%	
2.6 Electrification	100%	
2.7 Energy consumption	100%	
3.1 Carpark Ventilation	100%	
3.2 Hot Water - Non-Residential	100%	
3.4 Clothes Drying	60%	
3.6 Internal Lighting - Apartments	100%	
3.7 Internal Lighting - Non-Residential	100%	
4.1 Combined Heat and Power (cogeneration / trigeneration)	N/A	✣ Scoped Out
	No cogeneration or trigeneration system in use.	
4.2 Renewable Energy Systems - Solar	96%	
4.4 Renewable Energy Systems - Other	N/A	✣ Scoped Out
	No other (non-solar PV) renewable energy is in use.	

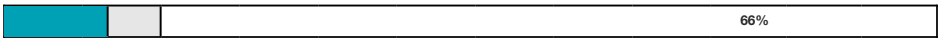
IEQ Overall contribution 16.5%

	Minimum required 50%	78%	Pass

1.1 Daylight Access - Living Areas	66%	
1.2 Daylight Access - Bedrooms	66%	
1.3 Winter Sunlight	100%	
1.4 Daylight Access - Non-Residential	60%	✔ Achieved
2.1 Ventilation - Natural - Apartments	100%	
2.3 Ventilation - Non-Residential	33%	✔ Achieved
3.4 Thermal comfort - Shading - Non-Residential	100%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential	0%	
4.1 Air Quality - Non-Residential	100%	

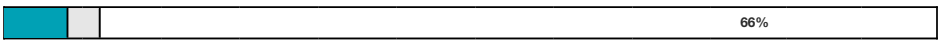
BESS, 290 Park St, Fitzroy North 290 Park St, Fitzroy North 3068

Transport Overall contribution 9.0%



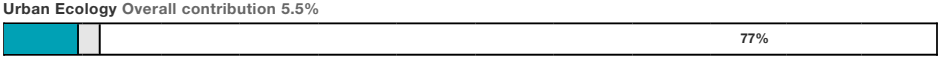
1.1 Bicycle Parking - Residential	100%
1.2 Bicycle Parking - Residential Visitor	100%
1.3 Bicycle Parking - Convenience Residential	0%
1.4 Bicycle Parking - Non-Residential	100%
1.5 Bicycle Parking - Non-Residential Visitor	100%
1.6 End of Trip Facilities - Non-Residential	0%
2.1 Electric Vehicle Infrastructure	100%
2.2 Car Share Scheme	0%
2.3 Motorbikes / Mopeds	0%

Waste & Resource Recovery Overall contribution 5.5%



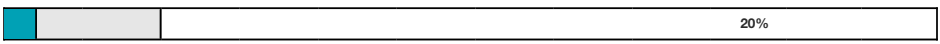
1.1 Construction Waste - Building Re-Use	0%
2.1 Operational Waste - Food & Garden Waste	100%
2.2 Operational Waste - Convenience of Recycling	100%

Urban Ecology Overall contribution 5.5%



1.1 Communal Spaces	96%
2.1 Vegetation	100%
2.2 Green Roofs	100%
2.3 Green Walls and Facades	100%
2.4 Balconies, Courtyards & Roof terraces	0%
3.1 Food Production - Residential	0%
3.2 Food Production - Non-Residential	0%

Innovation Overall contribution 9.0%



1.1 Innovation	20%

BESS, 290 Park St, Fitzroy North 290 Park St, Fitzroy North 3068

Credit breakdown

Management Overall contribution 4.5%

62%

1.1 Pre-Application Meeting		0%
Score Contribution	This credit contributes 37.5% towards the category score.	
Criteria	Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council?	
Question	Criteria Achieved ?	
Project	No	
2.2 Thermal Performance Modelling - Multi-Dwelling Residential		100%
Score Contribution	This credit contributes 24.2% towards the category score.	
Criteria	Have preliminary NatHERS ratings been undertaken for all thermally unique dwellings?	
Question	Criteria Achieved ?	
Apartment	Yes	
2.3 Thermal Performance Modelling - Non-Residential		50%
Score Contribution	This credit contributes 0.8% towards the category score.	
Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2022 Section J4D6?	
Question	Criteria Achieved ?	
Shop	Yes	
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2022 Section J (Energy Efficiency), NABERS or Green Star?	
Question	Criteria Achieved ?	
Shop	No	
3.1 Metering - Residential		100%
Score Contribution	This credit contributes 12.1% towards the category score.	
Criteria	Have utility meters been provided for all individual dwellings?	
Question	Criteria Achieved ?	
Apartment	Yes	
3.2 Metering - Non-Residential		100%
Score Contribution	This credit contributes 0.4% towards the category score.	
Criteria	Have utility meters been provided for all individual commercial tenants?	
Question	Criteria Achieved ?	
Shop	Yes	
3.3 Metering - Common Areas		100%

Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Have all major common area services been separately submetered?
Question	Criteria Achieved ?
Apartment	Yes
Shop	Yes

4.1 Building Users Guide		100%

Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Will a building users guide be produced and issued to occupants?
Question	Criteria Achieved ?
Project	Yes

BESS, 290 Park St, Fitzroy North 290 Park St, Fitzroy North 3068

IWM Overall contribution 22.5%

80% ✔ Pass

Do you have a reticulated third pipe or an on-site water recycling system?:	No
Are you installing a swimming pool?:	No
Stormwater profile	
Which stormwater modelling software are you using?:	Melbourne Water STORM tool
STORM score achieved:	100
Flow:	-
Total Suspended Solids:	-
Total Phosphorus:	-
Total Nitrogen:	-
Rainwater tank profile	
What is the total roof area connected to the rainwater tank?:	
Rainwater Tank 1	186 m²
	-
Tank Size:	
Rainwater Tank 1	5,000 Litres
	-
Irrigation area connected to tank:	
Rainwater Tank 1	154 m²
	-
Is connected irrigation area a water efficient garden?:	
Rainwater Tank 1	Yes
	-
Other external water demand connected to tank?:	
Rainwater Tank 1	0.0 Litres/Day
	-
Fixtures, fittings & connections profile	
Building: All	290 Park St, Fitzroy North
Showerhead:	
101 102, 202, 301, 401, 501 103, 203, 302, 402, 502 104, 204, 303 205, 304 401 601 201 103 104 105	3 Star WELS (>= 7.5 but <= 9.0) (minimum requirement)
Commercial Tenancy 1	Scope out
Bath: All	Scope out

Kitchen Taps: All	>= 4 Star WELS rating
Bathroom Taps: All	>= 6 Star WELS rating
Dishwashers: All	>= 6 Star WELS rating
WC: All	>= 4 Star WELS rating
Urinals: All	Scope out
Washing Machine Water Efficiency:	
101 102, 202, 301, 401, 501 103, 203, 302, 402, 502 104, 204, 303 205, 304 401 601 201 103 104 105	>= 5 Star WELS rating
Commercial Tenancy 1	Scope out
Which non-potable water source is the dwelling/space connected to?:	
101 102, 202, 301, 401, 501 103, 203, 302, 402, 502 104, 204, 303 205, 304 401 601 201 103 104 105	-
Commercial Tenancy 1	237515
Non-potable water source connected to Toilets:	
101 102, 202, 301, 401, 501 103, 203, 302, 402, 502 104, 204, 303 205, 304 401 601 201 103 104 105	No
Commercial Tenancy 1	Yes
Non-potable water source connected to Laundry (washing machine): All	No
Non-potable water source connected to Hot Water System: All	No

1.1 Potable Water Use	42%	✔ Achieved

Score Contribution	This credit contributes 33.3% towards the category score.
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.
Output	Reference
Project	2641 kL
Output	Proposed (excluding rainwater and recycled water use)
Project	1991 kL
Output	Proposed (including rainwater and recycled water use)
Project	1936 kL
Output	% Reduction in Potable Water Consumption
Project	26 %
Output	% of connected demand met by rainwater
Project	80 %
Output	How often does the tank overflow?
Project	Often
Output	Opportunity for additional rainwater connection
Project	961 kL

2.1 Stormwater Treatment	100% ✔ Achieved
Score Contribution	This credit contributes 60% towards the category score.
Criteria	Has best practice stormwater management been demonstrated?
Output	Min STORM Score
Project	100
Output	STORM Score
Project	100

3.1 Water Efficient Landscaping	N/A ◇ Scoped Out
	Landscape irrigation demand is connected to the rainwater tank
This credit was scoped out	Landscape irrigation demand is connected to the rainwater tank

4.1 Building Systems Water Use	100%
Score Contribution	This credit contributes 6.7% towards the category score.
Criteria	Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems?
Question	Criteria Achieved ?
Project	Yes

BESS, 290 Park St, Fitzroy North 290 Park St, Fitzroy North 3068

Operational Energy Overall contribution 27.5%

	Minimum required 50%	74%	✔ Pass

Project profile	
Use the BESS Deem to Satisfy (DtS) method for Non-residential spaces?:	No
Are you installing any renewable energy system(s) (other than solar photovoltaic)?:	No
Energy Supply:	All-electric
Solar Photovoltaic system profile	
System Size (lesser of inverter and panel capacity): Solar Photovoltaic system 1	2.0 kW peak
Orientation (which way is the system facing)?: Solar Photovoltaic system 1	North
Inclination (angle from horizontal): Solar Photovoltaic system 1	5.0 Angle (degrees)
Which Building Class does this apply to?: Solar Photovoltaic system 1	Apartment
Dwellings profile	
Building: All	290 Park St, Fitzroy North
Below the floor is:	
101 103 104 105	Ground or Carpark
102, 202, 301, 401, 501 103, 203, 302, 402, 502 104, 204, 303 205, 304 401 601 201	Another Occupancy
Above the ceiling is:	
101 102, 202, 301, 401, 501 103, 203, 302, 402, 502 104, 204, 303 205, 304 401 201 103 104 105	Another Occupancy
601	Outside

Exposed sides:	
101 102, 202, 301, 401, 501 103, 203, 302, 402, 502 104, 204, 303 205, 304 401 103 104 105	2
601 201	4
NatHERS Annual Energy Loads - Heat: All	30.2 MJ/sqm
NatHERS Annual Energy Loads - Cool: All	16.3 MJ/sqm
NatHERS star rating: All	8.0
Type of Heating System: All	Reverse cycle space
Heating System Efficiency: All	2.5 Stars (2019 MEPS)
Type of Cooling System: All	Refrigerative space
Cooling System Efficiency: All	4 Stars (2019 MEPS)
Type of Hot Water System: All	Electric Instantaneous
Is the hot water system shared by multiple dwellings?: All	No
% Contribution from solar hot water system: All	0 %
Clothes Line: All	Shared clothesline
Clothes Dryer: All	No clothes dryer
Non-residential buildings profile	
Heating, Cooling & Comfort Ventilation Electricity Reference fabric and Reference services:	1,000 kWh
Heating, Cooling & Comfort Ventilation Electricity Proposed fabric and Reference services:	1,000 kWh
Heating, Cooling & Comfort Ventilation Electricity Proposed fabric and Proposed services:	1,000 kWh
Heating Wood Reference fabric and Reference services:	0.0 MJ
Heating Wood Proposed fabric and Reference services:	0.0 MJ
Heating Wood Proposed fabric and Proposed services:	0.0 MJ
Hot Water Electricity - Reference:	1,000 kWh
Hot Water Electricity - Proposed:	1,000 kWh

Lighting Electricity - Reference:	1,000 kWh
Lighting Electricity - Proposed:	1,000 kWh
Peak Thermal Cooling Load Reference:	0.0 kW
Peak Thermal Cooling Load Proposed:	0.0 kW

1.1 Thermal Performance Rating - Non-Residential	12%
Score Contribution	This credit contributes 1.6% towards the category score.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC2022 Section J)?
Output	Total Improvement
Shop	0 %

1.2 Thermal Performance Rating - Residential	75% ✔ Achieved
Score Contribution	This credit contributes 16.9% towards the category score.
Criteria	What is the average NatHERS rating?
Output	Average NATHERS Rating (Weighted)
Apartment	8.0 Stars

2.1 Greenhouse Gas Emissions	2%
Score Contribution	This credit contributes 17.2% towards the category score.
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?
Output	Reference Building with Reference Services (BCA only)
Apartment	34,137 kg CO2
Shop	52.7 kg CO2
Output	Proposed Building with Proposed Services (Actual Building)
Apartment	36,722 kg CO2
Shop	52.7 kg CO2
Output	% Reduction in GHG Emissions
Apartment	-8 %
Shop	0 %

2.2 Peak Demand	0%
Score Contribution	This credit contributes 0.2% towards the category score.
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?

2.6 Electrification	100%
Score Contribution	This credit contributes 17.4% towards the category score.
Criteria	Is the development all-electric?
Question	Criteria Achieved?
Project	Yes

2.7 Energy consumption	100%

Score Contribution	This credit contributes 23.3% towards the category score.
Criteria	What is the % reduction in annual energy consumption against the benchmark?
Output	Reference Building with Reference Services (BCA only)
Apartment	324,098 MJ
Shop	240 MJ
Output	Proposed Building with Proposed Services (Actual Building)
Apartment	167,341 MJ
Shop	240 MJ
Output	% Reduction in total energy
Apartment	48 %
Shop	0 %

3.1 Carpark Ventilation	100%

Score Contribution	This credit contributes 5.8% towards the category score.
Criteria	If you have an enclosed carpark, is it: (a) fully naturally ventilated (no mechanical ventilation system) or (b) 40 car spaces or less with Carbon Monoxide monitoring to control the operation and speed of the ventilation fans?
Question	Criteria Achieved ?
Project	Yes

3.2 Hot Water - Non-Residential	100%

Score Contribution	This credit contributes 0.2% towards the category score.
Criteria	What is the % reduction in annual energy consumption (gas and electricity) of the hot water system against the benchmark?
Output	Reference
Shop	120 MJ
Output	Proposed
Shop	120 MJ
Output	Improvement
Shop	0 %

3.4 Clothes Drying	60%

Score Contribution	This credit contributes 5.6% towards the category score.
Criteria	What is the % reduction in annual energy consumption (gas and electricity) from a combination of clothes lines and efficient driers against the benchmark?
Output	Reference
Apartment	8,301 kWh
Output	Proposed
Apartment	5,811 kWh
Output	Improvement
Apartment	30 %

3.6 Internal Lighting - Apartments	100%

Score Contribution	This credit contributes 5.6% towards the category score.
Criteria	Is the maximum illumination power density (W/m2) in at least 90% of the relevant building class at least 20% lower than required by clause J7D3(1)(a) and Table J6.2a of the NCC 2022 Vol 1 (Class 2-9)?
Question	Criteria Achieved ?
Apartment	Yes

3.7 Internal Lighting - Non-Residential	100%

Score Contribution	This credit contributes 0.4% towards the category score.
Criteria	Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J7D3a of the NCC 2022 Vol 1?
Question	Criteria Achieved ?
Shop	Yes

4.1 Combined Heat and Power (cogeneration / trigeneration)	N/A Scoped Out
	No cogeneration or trigeneration system in use.

This credit was scoped out	No cogeneration or trigeneration system in use.

4.2 Renewable Energy Systems - Solar	96%

Score Contribution	This credit contributes 5.8% towards the category score.
Criteria	What % of the estimated energy consumption of the building class it supplies does the solar power system provide?
Output	Solar Power - Energy Generation per year
Apartment	2,332 kWh
Output	% of Building's Energy
Apartment	5 %

4.4 Renewable Energy Systems - Other	N/A Scoped Out
	No other (non-solar PV) renewable energy is in use.

This credit was scoped out	No other (non-solar PV) renewable energy is in use.

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IEQ Overall contribution 16.5%

	Minimum required 50%	78%	✔ Pass

Use the BESS Deemed to Satisfy (DtS) method for daylight to Dwellings?:	No
What approach do you want to use for daylight to Dwellings?:	Provide our own calculations

1.1 Daylight Access - Living Areas		66%
Score Contribution	This credit contributes 28.3% towards the category score.	
Criteria	What % of living areas achieve the daylight criteria?	
Question	Percentage Achieved ?	
Apartment	90 %	
1.2 Daylight Access - Bedrooms		66%
Score Contribution	This credit contributes 28.3% towards the category score.	
Criteria	What % of bedrooms achieve the daylight criteria?	
Question	Percentage Achieved ?	
Apartment	85 %	
1.3 Winter Sunlight		100%
Score Contribution	This credit contributes 9.4% towards the category score.	
Criteria	Do 70% of dwellings receive at least 3 hours of direct sunlight in all Living areas between 9am and 3pm in mid-winter?	
Question	Criteria Achieved ?	
Apartment	Yes	
1.4 Daylight Access - Non-Residential		60% ✔ Achieved
Score Contribution	This credit contributes 1% towards the category score.	
Criteria	What % of the nominated floor area has at least 2% daylight factor?	
Question	Percentage Achieved?	
Shop	60 %	
2.1 Ventilation - Natural - Apartments		100%
Score Contribution	This credit contributes 28.3% towards the category score.	
Criteria	What % of dwellings are effectively naturally ventilated?	
Question	Percentage Achieved?	
Apartment	100 %	
2.3 Ventilation - Non-Residential		33% ✔ Achieved
Score Contribution	This credit contributes 1% towards the category score.	
Criteria	What % of the regular use areas are effectively naturally ventilated?	
Question	Percentage Achieved?	
Shop	60 %	

Criteria	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668.2:2012?
Question	Percentage Achieved?
Shop	0 %

Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?
Question	Value
Shop	-

3.4 Thermal comfort - Shading - Non-Residential	100%
Score Contribution	This credit contributes 0% towards the category score.

Criteria	What percentage of east, north and west glazing to regular use areas is effectively shaded?
Question	Percentage Achieved?
Shop	100 %

3.5 Thermal Comfort - Ceiling Fans - Non-Residential	0%
Score Contribution	This credit contributes 0.3% towards the category score.
Criteria	What percentage of regular use areas in tenancies have ceiling fans?
Question	Percentage Achieved?
Shop	0 %

4.1 Air Quality - Non-Residential	100%
Score Contribution	This credit contributes 0.3% towards the category score.

Criteria	Do all paints, sealants and adhesives meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Shop	Yes

Criteria	Does all carpet meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Shop	Yes

Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Shop	Yes

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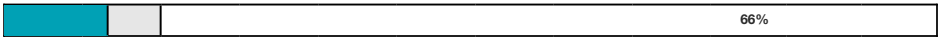
Transport Overall contribution 9.0%



1.1 Bicycle Parking - Residential		100%
Score Contribution	This credit contributes 21.6% towards the category score.	
Criteria	How many secure and undercover bicycle spaces are there for residents?	
Question	Bicycle Spaces Provided ?	
Apartment	30	
Output	Min Bicycle Spaces Required	
Apartment	20	
1.2 Bicycle Parking - Residential Visitor		100%
Score Contribution	This credit contributes 21.6% towards the category score.	
Criteria	How many secure bicycle spaces are there for visitors?	
Question	Visitor Bicycle Spaces Provided ?	
Apartment	5	
Output	Min Visitor Bicycle Spaces Required	
Apartment	4	
1.3 Bicycle Parking - Convenience Residential		0%
Score Contribution	This credit contributes 10.8% towards the category score.	
Criteria	Are bike parking facilities for residents located at ground or entry level?	
Question	Criteria Achieved ?	
Apartment	No	
1.4 Bicycle Parking - Non-Residential		100%
Score Contribution	This credit contributes 0.7% towards the category score.	
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?	
Question	Criteria Achieved ?	
Shop	Yes	
Question	Bicycle Spaces Provided ?	
Shop	2	
1.5 Bicycle Parking - Non-Residential Visitor		100%
Score Contribution	This credit contributes 0.4% towards the category score.	
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?	
Question	Criteria Achieved ?	
Shop	Yes	
Question	Bicycle Spaces Provided ?	
Shop	1	
1.6 End of Trip Facilities - Non-Residential		0%

Score Contribution	This credit contributes 0.4% towards the category score.
Criteria	Where adequate bicycle parking has been provided. Is there also: * 1 shower for the first 5 employee bicycle spaces plus 1 to each 10 employee bicycles spaces thereafter, * changing facilities adjacent to showers, and * one secure locker per employee bicycle space in the vicinity of the changing / shower facilities?
Question	Number of showers provided ?
Shop	-
Question	Number of lockers provided ?
Shop	-
Output	Min Showers Required
Shop	1
Output	Min Lockers Required
Shop	2

2.1 Electric Vehicle Infrastructure	100%
Score Contribution	This credit contributes 22.3% towards the category score.
Criteria	Are facilities provided for the charging of electric vehicles?
Question	Criteria Achieved ?
Project	Yes

2.2 Car Share Scheme	0%
Score Contribution	This credit contributes 11.2% towards the category score.
Criteria	Has a formal car sharing scheme been integrated into the development?
Question	Criteria Achieved ?
Project	No

2.3 Motorbikes / Mopeds	0%
Score Contribution	This credit contributes 11.2% towards the category score.
Criteria	Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)?
Question	Criteria Achieved ?
Project	No

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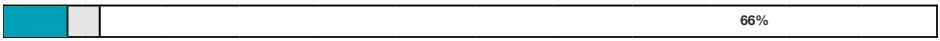
Waste & Resource Recovery **Overall contribution 5.5%**



1.1 Construction Waste - Building Re-Use		0%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	If the development is on a site that has been previously developed, has at least 30% of the existing building been re-used?	
Question	Criteria Achieved ?	
Project	No	
2.1 Operational Waste - Food & Garden Waste		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are facilities provided for on-site management of food and garden waste?	
Question	Criteria Achieved ?	
Project	Yes	
2.2 Operational Waste - Convenience of Recycling		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are the recycling facilities at least as convenient for occupants as facilities for general waste?	
Question	Criteria Achieved ?	
Project	Yes	

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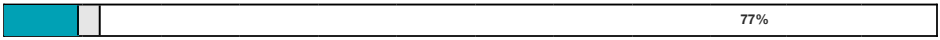
Urban Ecology Overall contribution 5.5%



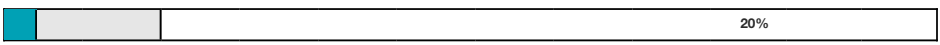
1.1 Communal Spaces		96%
Score Contribution	This credit contributes 11.2% towards the category score.	
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?	
Question	Common space provided	
Apartment	408 m²	
Shop	-	
Output	Minimum Common Space Required	
Apartment	41 m²	
Shop	5 m²	
2.1 Vegetation		100%
Score Contribution	This credit contributes 44.6% towards the category score.	
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?	
Question	Percentage Achieved ?	
Project	32 %	
2.2 Green Roofs		100%
Score Contribution	This credit contributes 11.2% towards the category score.	
Criteria	Does the development incorporate a green roof?	
Question	Criteria Achieved ?	
Project	Yes	
2.3 Green Walls and Facades		100%
Score Contribution	This credit contributes 11.2% towards the category score.	
Criteria	Does the development incorporate a green wall or green façade?	
Question	Criteria Achieved ?	
Project	Yes	
2.4 Balconies, Courtyards & Roof terraces		0%
Score Contribution	This credit contributes 10.8% towards the category score.	
Criteria	Is there a tap and floor waste on every balcony and courtyard (including any roof terraces)?	
Question	Criteria Achieved ?	
Apartment	No	
3.1 Food Production - Residential		0%

Score Contribution	This credit contributes 10.8% towards the category score.
Criteria	What area of space per resident is dedicated to food production?
Question	Food Production Area
Apartment	8.0 m²
Output	Min Food Production Area
Apartment	11 m²

3.2 Food Production - Non-Residential	0%

Score Contribution	This credit contributes 0.4% towards the category score.
Criteria	What area of space per occupant is dedicated to food production?
Question	Food Production Area
Shop	0.0 m²
Output	Min Food Production Area
Shop	2 m²

Innovation Overall contribution 9.0%



Project Initiatives	
Initiative:	
Bicycle Repair Station	8
Bedroom ceiling fans	O
Description:	
Bicycle Repair Station	Inclusion of secure, convenient and accessible equipment including repair stands, pumps and tools for fixing bicycles.
Bedroom ceiling fans	All bedrooms are to be provided with ceiling fans to assist with passive cooling during peak summer periods.
Points Targeted:	
Bicycle Repair Station	-
Bedroom ceiling fans	1
Points:	
Bicycle Repair Station	1
Bedroom ceiling fans	-

1.1 Innovation	20%

Score Contribution	This credit contributes 100% towards the category score.
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?

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Project # 2364827A
V2: 290 Park St, Fitzroy North - Option 5 (251212)
Gary Wertheimer - info@giw.com.au
290 Park St, Fitzroy North VIC 3068, Australia
10 April 2026 11:24 a.m.

BLUE FACTOR®

290 Park St, Fitzroy North - Option 5 (251212)

The proposed stormwater treatments provide 'deemed to comply' compliance with the minimum planning requirement for total nitrogen but does not comply with all the relevant objectives for management of stormwater flows on-site.

100%
SCORE

Project details

Name	V2: 290 Park St, Fitzroy North - Option 5 (251212)
Project ID	2364827A
Street address	290 Park St, Fitzroy North VIC 3068, Australia
Municipality	Yarra
Site area	598 m^2
Planning Number	

Flow and pollutant load reductions

Item	Result	Target	
Mean annual runoff volume harvested or evapotranspired (%)	19%	>27%	✗
Mean annual runoff volume infiltrated or filtered (%)	0%	>9%	✗
Total suspended solids (%)	60%	>80%	✗
Total phosphorus (%)	49%	>45%	✓
Total nitrogen (%)	45%	>45%	✓
Total gross pollutants (%)	67%	>70%	✗

Water treatment

Configuration 3



L4 Terrace Paved, 104m2



L4 Eastern Roof 52m2



Ground raingarden Raingarden, Area: 3 m^2,
Extended detention depth: 0.1 m, Submerged zone depth: 0 m,
Site soil type: Lined

Configuration 3



L6 Roof 186m2



Rainwater Tank 1
Rainwater tank retention volume in kilolitres: 5

Configuration 3



L4 roof garden and planter boxes Paved, 76m2



L4 planter boxes Raingarden, Area: 79.4 m^2,
Extended detention depth: 0.1 m, Submerged zone depth: 0 m,
Site soil type: Lined

Catchments



L6 Roof 186m2



Impermeable Paved, 127m2



L4 Terrace Paved, 104m2



L4 roof garden and planter boxes Paved, 76m2



L4 Eastern Roof 52m2



L4 Western Roof 53.4m2

Treatments



Rainwater Tank 1
Rainwater tank retention volume in kilolitres: 5

125%



Ground raingarden Raingarden, Area: 3 m^2,
Extended detention depth: 0.1 m,
Submerged zone depth: 0 m, Site soil type: Lined

150%



L4 planter boxes Raingarden, Area: 79.4 m^2,
Extended detention depth: 0.1 m,
Submerged zone depth: 0 m, Site soil type: Lined

175%

Buildings & dwellings



Apartments Residential Apartment, 44 bedroom(s)

Water sources	I want to calculate my water use based on fixtures and fittings
Basin taps - Primary water source	Mains water
Basin taps - Efficiency	5 star WELS rating
Showers - Primary water source	Mains water
Showers - Efficiency	3 star WELS rating (> 6 but < 7.5 litres per minute)
Clothes Washer - Primary water source	Mains water
Clothes Washer - Efficiency	5 star WELS rating
Toilets connected to mains water	25
Toilets connected to rainwater	0
Toilets connected to recycled water	0
Toilets efficiency	4 star WELS rating
Garden water use	Garden water demands are not in use

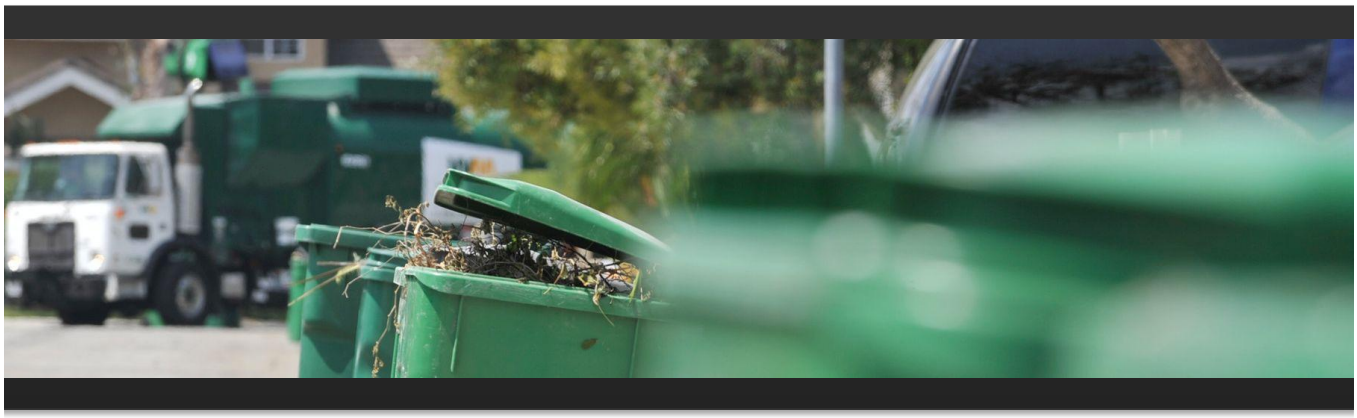


Commercial tenancy
Non-Residential BCA Class 6 - Retail/Food, 1 employee(s)

Water sources	I want to calculate my water use based on fixtures and fittings
Basin taps - Primary water source	Mains water
Basin taps - Efficiency	5 star WELS rating
Showers - Primary water source	Mains water
Showers - Efficiency	3 star WELS rating (> 6 but < 7.5 litres per minute)
Clothes Washer - Primary water source	Mains water
Clothes Washer - Efficiency	Scope out
Urinal - Primary water source	Mains water
Urinal - Efficiency	No urinals
Toilets connected to mains water	0
Toilets connected to rainwater	1
Toilets connected to recycled water	0
Toilets efficiency	5 star WELS rating
Garden water use	Garden water demands are in use
Garden primary water source	Rainwater
Irrigated garden area supplied by:	
• **Mains**	0 m^2
• **Rainwater Tank**	154 m^2
• **Recycled Water**	0 m^2
Garden water use efficiency	Medium

290 Park Street, Fitzroy North

Waste Management Plan



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14 April 2026

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Prepared by	HS	**Reviewed by**	JD

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1 INTRODUCTION

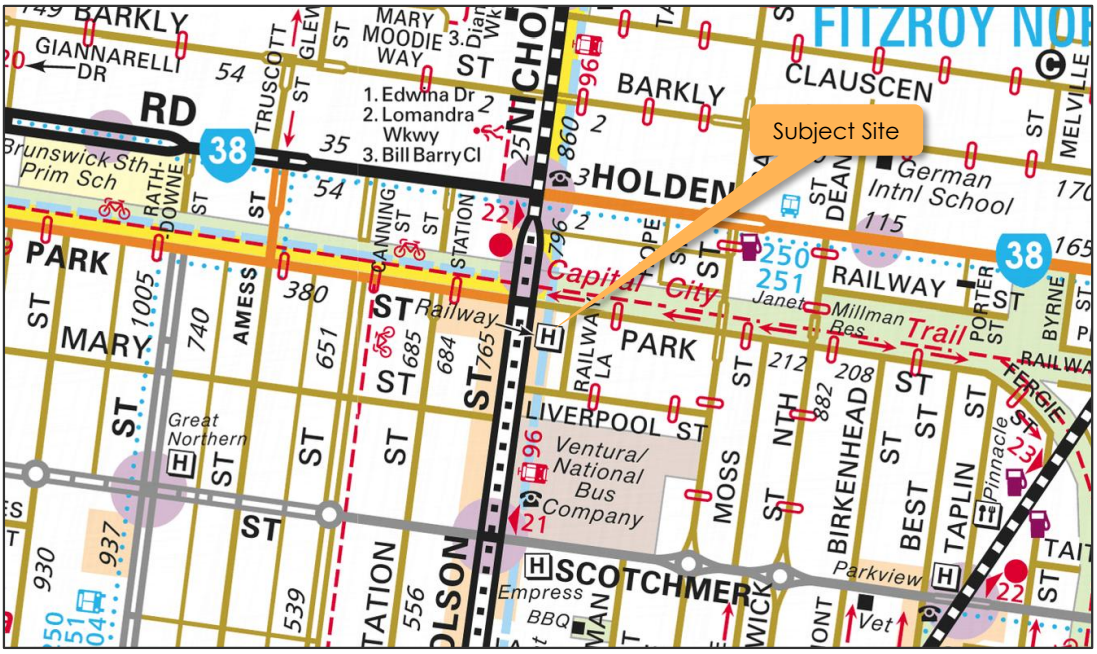
onemile**grid** has been requested by Antipodean Land Developments Pty Ltd to prepare a Waste Management Plan for the proposed residential and commercial development at 290 Park Street, Fitzroy North.

The preparation of this management plan has been undertaken with due consideration of the Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-unit Developments and relevant Council documentation.

2 EXISTING SITE CONDITIONS

The subject site is located on the southeast corner of the Nicholson Street / Park Street intersection and is addressed as 290 Park Street, Fitzroy North, as shown in Figure 1.

Figure 1 Site Location



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The site is rectangular in shape and has a frontage of approximately 16.29 m to Nicholson Street and approximately 36.58 m to Park Street.

3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to develop the subject site for the purposes of a mixed-use development containing both residential and commercial (café) uses, as shown in Table 1 below.

Table 1 Proposed Development

Use	Component	No/Area
Dwellings	1-Bedroom Unit / Studio	5
	2-Bedroom Units	11
	3-Bedroom Units	3
	4-Bedroom Units	1
	Sub-Total	**20**
Shop/Café	-	57 m^2

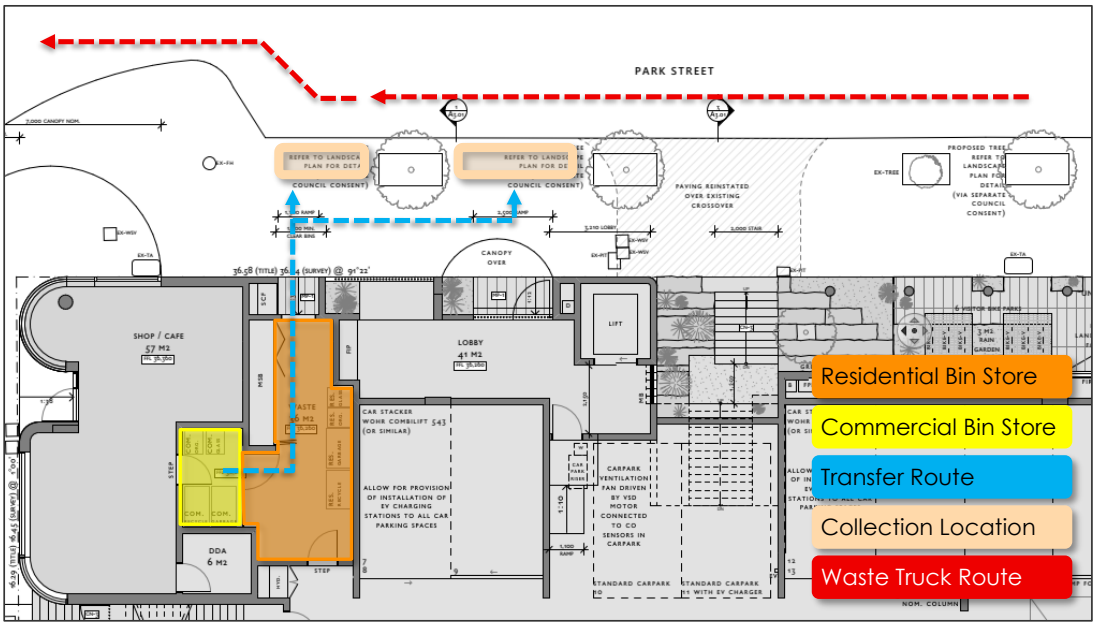
3.2 Waste Management

It is proposed to engage a private waste collection service for the collection and disposal of residential and commercial waste streams associated with the proposed development. Separate bin stores are provided for the café premise and each residential dwelling on the ground floor.

The private waste truck will prop within the existing loading zone park along the Park Street frontage whilst the private waste contractor will be responsible transferring bins to and from the bin store during collections.

The collection location and expected transfer route is shown in Figure 2.

Figure 2 Bin Storage Room and Collection Details



4 WASTE GENERATION

4.1 Sustainability Victoria Recommended Rates

Waste generation rates published within Sustainability Victoria's "Better Practice Guide for Waste Management and Recycling in Multi-unit Developments" suggest the following rates for multi-unit developments.

Table 2 Sustainability Victoria Recommended Rates – Residential

Dwelling Size	*Garbage*	*Recycling and Paper*
3-bedroom apartment or greater	120 L	120 L
2-bedroom apartment	100 L	100 L
1 bedroom or studio apartment	80 L	80 L

Sustainability Victoria identifies that approximately 35% of garbage generation comprises organic waste. Considering that a portion of commingled recycling volume consists of glass waste, it is expected that approximately 25% of commingled recycling generation comprises of glass waste and as such, this rate has been adopted to determine anticipated glass volumes.

4.2 Shop/Cafe

For the purposes of a conservative assessment of waste, the Shop/Café tenancy is assumed to be a café use with associated higher waste generation rates.

Waste generation rates published within Sustainability Victoria's "Better Practice Guide for Waste Management and Recycling in Multi-unit Developments' suggest the following rates for a café land use, based on rates published by the City of Melbourne.

Table 3 Sustainability Victoria Recommended Rates – Commercial

Use	*Garbage Rate*	*Recycling Rate*
Café	300L per 100 m^2 per day	200L per 100 m^2 per day

4.3 Expected Waste Generation

Based on the above, the proposed development is expected to generate the following volumes;

Table 4 Expected Waste Generation

Residential					
Dwelling Size	*No.*	*Garbage*	*Organics*	*Recycling*	*Glass*
3-bedroom unit or greater	4 units	312 litres	168 litres	360 litres	120 litres
2-bedroom unit	11 units	715 litres	375 litres	825 litres	275 litres
1-bedroom unit	5 units	260 litres	140 litres	300 litres	100 litres
Total	**20 units**	**1,287 litres**	**683 litres**	**1,485 litres**	**495 litres**
Commercial[1]					
Use	*Area*	*Garbage*	*Organics*	*Recycling*	*Glass*
Café	57 m^2	792 litres	426 litres	609 litres	203 litres

[1]Based on a 7-day operation

4.3.1 Hard Waste

Hard waste services will also be provided by the private contractor, under the management of the Owners Corporation with hard waste to be stored within the 2.2 m² of hard waste storage area provided within the residential bin store in between collections.

4.3.2 Electronic Waste (E-Waste)

E-waste includes all manner of electronic waste, such as televisions, computers, cameras, phones, household electronic equipment, batteries and light bulbs. On 1st July 2019, the disposal of E-waste to landfill was banned by the Victorian Government.

E-waste contains valuable materials that can be recovered and reused such as tin, nickel, zinc, aluminium, copper, silver and gold.

A large number of e-waste collection points are available in Victoria and private contractors are equipped with the resources to undertake E-waste collections.

Council does not provide a residential kerbside pick-up service for E-waste, therefore E-waste must be taken by residents and staff to the appropriate collection centre, as described below:

- Yarra Recycling Centre accepts all e-waste;
- Planet Ark operate a number of e-waste recycling drop-off locations throughout Victoria (https://recyclingnearyou.com.au/electrical);
- Officeworks stores accept small amounts of personal E-waste;
- Aldi stores accept batteries; and
- Some Bunnings stores accept batteries.

Additional recycling locations are provided at https://recyclingnearyou.com.au/

4.3.3 Soft Plastics

Soft plastic waste is estimated to contribute approximately 20% of landfill waste volumes, and includes such things as bread bags, plastic bags, bubble wrap and snap lock bags.

Soft plastics can be recycled via REDcycle bins located at most Coles and Woolworths supermarkets, including Woolworths Clifton Hil and Coles Brunswick East in the vicinity of the site.

No specific bin provision is required for soft plastic recycling, though it is recommended that residents and staff are made aware of soft plastic recycling, and operators are encouraged to facilitate the collection and deposit of soft plastics at REDcycle bin locations.

5 BIN REQUIREMENTS

5.1 Bin Provision and Specifications

As discussed above, it is proposed to utilise a private waste contractor for the collection of all waste streams associated with the proposed development.

Consequently, the following bins will be required for the proposed development.

Table 5 Bin Provision

Steam	Total Waste/Week	Bin Size	Collection Frequency	Bins Required
Residential				
Garbage	1,287 litres	1 x 660 litre	3 x per week	1 bin
Organics	685 litres	1 x 240 litre		1 bin
Recycling	1,485 litres	1 x 660 litre		1 bin
Glass	495 litres	1 x 240 litre		1 bin
Total				**4 bins**
Commercial				
Garbage	792 litres	1 x 660 litre	2 x per week	1 bin
Organics	426 litres	1 x 240 litre		1 bin
Recycling	609 litres	1 x 660 litre		1 bin
Glass	203 litres	1 x 240 litre		1 bin
Total				**4 bins**

Table 6 Bin Specifications

Capacity	Width	Depth	Height	Area
240 litres	0.60m	0.75m	1.10m	0.45m²
660 litres	1.25 m	0.80 m	1.30 m	1.00 m²

It is recommended that the bins are colour coded to the Australian Standard (AS4123) or to the standard colour specifications of the private contractor.

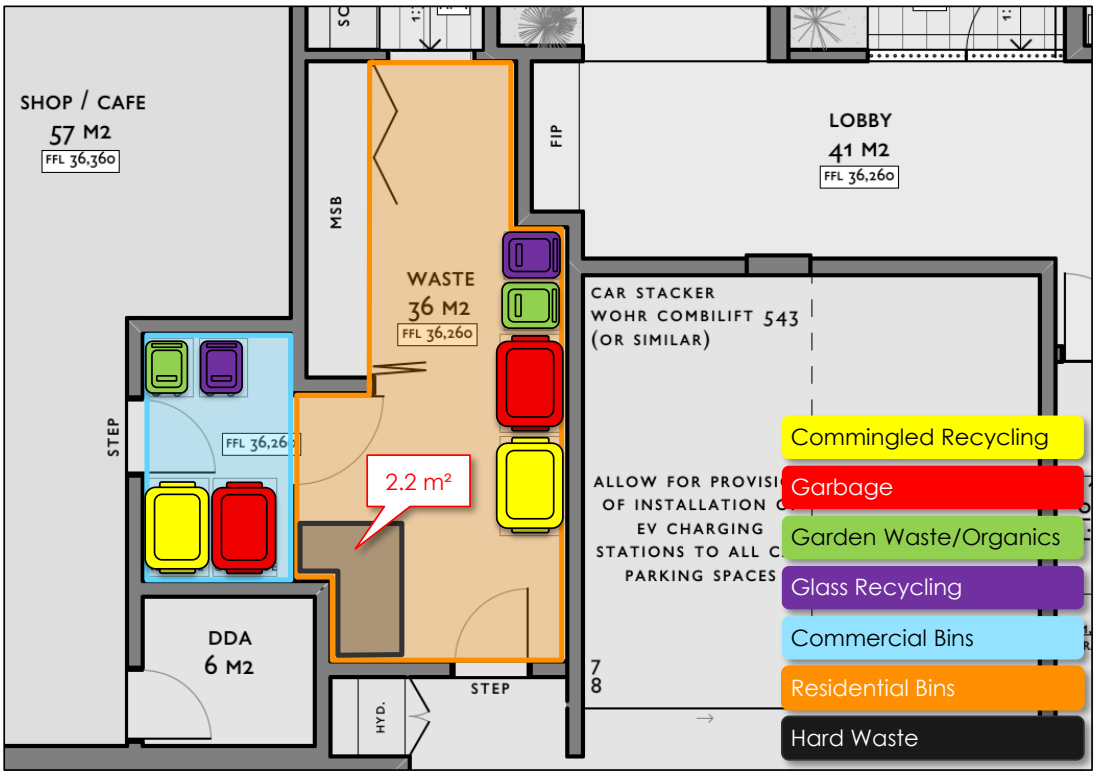
5.2 Bin Storage

As indicated in Figure 2, it is proposed to provide a dedicated bin store for residential and commercial waste on the ground floor.

The layout of the bin storage area is shown in Figure 3, which demonstrates that the area is capable of accommodating the required bins, as calculated in Table 5.

Furthermore, the bin storage areas are located appropriately for access by residents and staff, and is secured from the common areas. The bin storage room shall be ventilated, and shall be cleaned as required (coordinated by the Owners Corporation), to minimise odour.

Figure 3 Bin Storage Room Layout



5.3 Bin Collection

The private waste collection vehicle will prop within the existing Loading Zone kerbside space along the Park Street frontage whilst the private waste contractor will directly transfer bins to the truck for collection. The bins will be returned to the bin storage area immediately following collection.

5.4 Bin Cleaning

The Owners Corporation shall ensure that all residential and commercial bins are kept in a clean state, to minimise odours and to discourage vermin. This may include regular cleaning by a third party or bin swapping by the waste contractor.

Residents shall ensure that bins are kept in a clean state, to minimise odours and to discourage vermin. This may include regular cleaning by a third party or maintenance by residents.

Commercial tenants are responsible for the maintenance and cleaning of their own bins. This may include regular cleaning by a third party, maintenance by staff or bin swapping via the private waste collector.

6 WASTE MANAGEMENT

6.1 Best Practice Waste Management

Best Practice Waste Management is an initiative designed to reduce the amount of waste generated through encouraging a change of behaviour and action on waste management and moreover recycling.

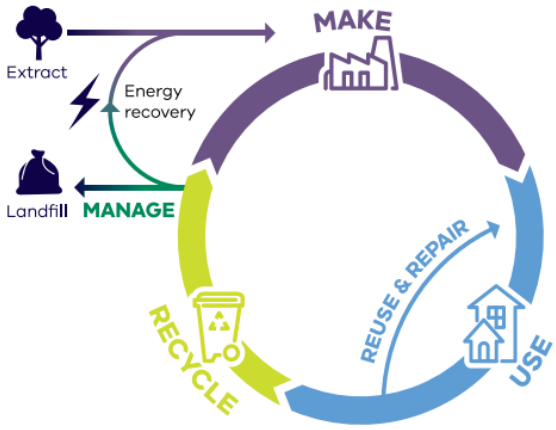
The benefits of reducing waste generation are far reaching and have been identified as significantly important by Council and the Victorian Government.

Recycling Victoria: A New Economy is a policy and 10-year action plan, prepared by the Victoria Government, to "deliver a cleaner, greener Victoria, with less waste and pollution, better recycling, more jobs and a stronger economy".

Four overarching goals have been identified in order to achieve a circular economy in relation to waste, as below:

1. MAKE – Design to last, repair and recycle;
2. USE – Use products to create more value;
3. RECYCLE – Recycle more resources;
4. MANAGE – Reduce harm from waste and pollution.

Figure 4 Resource Flows in a Circular Economy



In relation to the proposed development, recycling is of key importance, and in this regard, the Owners Corporation and operator shall encourage residents and staff to participate in minimising and reducing solid waste production by:

- Promoting the waste hierarchy, which in order of preference seeks to:
  - Avoid waste generation in the first place;

- Increase the reuse and recycling of waste when it is generated; and
- Recover, treat or contain waste preferentially to;
- Its disposal in Land Fill (which is least desirable).

- Providing information detailing recyclable materials to ensure that non-recyclable materials do not contaminate recycling collections;
- Providing information regarding safe chemical waste disposal methods and solutions, including correct battery and electronics disposal methods;
- Encouraging composting for residents and staff; and
- Providing tips for recycling and reusing waste, including encouraging the disposal of reusable items in good condition via donations to Opportunity Shops and Charities.

6.2 Signage

To avoid contamination between garbage streams, bin lids will be colour coded in accordance with private contractor standards, to ensure the bin type is easily distinguishable. Furthermore, bins should include typical signage (preferably on the bin lid) to reinforce the appropriate materials to be deposited in each bin. Example signage available from Sustainability Victoria is shown below.

Figure 5 Example Waste Signage



6.3 Resident and Staff Information

To ensure all residents and staff are aware of their responsibilities with regard to waste and bin management, an information package will be provided by the Owners Corporation and operator to all residents and staff, including the following information:

- A copy of this Waste Management Plan;
- Methods and techniques for waste reduction and minimisation;
- Information regarding bin collection days and requirements;
- Resident and staff responsibilities with regard to bin usage, storage, and collection; and
- Resident and staff responsibilities with regard to litter and waste removal from the common property.

6.4 Waste Management Plan Implementation

The implementation, coordination and funding of the Waste Management Plan is the responsibility of the operator, and should be a dynamic document, reflecting changes in on-site and off-site

conditions e.g., varying bin requirements, or changing waste collection methodology. As such, the plan should be regularly revisited and amended to provide the most accurate and relevant information to achieve the desired objectives of effectively managing the storage and disposal of waste generated on-site.

Should any significant operational changes occur on-site, a new or amended Waste Management Plan prepared by a suitable qualified and experienced person or firm may be required, detailing changes to the storage and disposal of the general, recyclable and e-wastes, responsibility in management and maintenance of the bins, location and area of bin rooms, etc.

7 OCCUPATIONAL HEALTH & SAFETY RESPONSIBILITIES

The Owners Corporation/site operator shall ensure compliance to all relevant OH&S regulations and legislation, including the following:

- Worksafe Victoria Guidelines for Non-Hazardous Waste and Recyclable Materials

8 CONTACT INFORMATION

8.1 Council

Yarra City Council

Phone: (03) 9205 5555 (Customer Service)

Web: www.yarracity.vic.gov.au

Email: info@yarracity.vic.gov.au

8.2 Contractors

ASI JD MacDonald

Services: Waste collection and management equipment

Phone: 1800 023 441

Web: www.jdmacdonald.com.au

Email: enquiry@asijdmacdonald.com.au

WasteWise

Services: Private contractor

Phone: 1300 550 408

Web: www.wastewise.com.au

8.3 Others

Sustainability Victoria

Services:	Sustainable Waste Management initiatives and information
Phone:	1300 363 744 (Energy, Waste and Recycling)
Web:	www.sustainability.vic.gov.au
Email:	info@sustainability.vic.gov.au

ENFIELD ACOUSTICS NOISE VIBRATION

290 PARK STREET, FITZROY NORTH

Acoustic Report for Town Planning Application

For

ANTIPODEAN LAND DEVELOPMENTS PTY LTD

DOC. REF: V1034-04-P ACOUSTIC REPORT (R0)
8 APRIL 2026

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ENFIELD ACOUSTICS NOISE VIBRATION

Project	290 Park Street, Fitzroy North
Subject	Acoustic Report for Town Planning Application
Client	Antipodean Land Developments Pty Ltd
Document Reference	V1034-04-P Acoustic Report (r0)
Date of Issue	8 April 2026

Disclaimer:

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1 Introduction

Enfield Acoustics has been engaged by the Applicant Antipodean Land Developments Pty Ltd to assess potential noise impacts relating to the proposed mixed-use development at 290 Park Street, Fitzroy North (Subject Land). This report will form part of the planning permit application for the proposed development.

The Subject Land is proposed to be developed for the following:

- Commercial use of ground floor
- Apartments from ground floor to the sixth floor

Based on our review of the development plans, our assessment will focus on the following noise impacts:

- Noise impacts from surrounding commercial uses to proposed on-site sensitive uses
- Noise impacts from the proposed ground floor commercial use
- Traffic and tram noise impacts from Nicholson Street
- Noise impacts from domestic plant

It is noted that a previous assessment was undertaken by Marshall Day Acoustics on behalf of the operator of the Railway Hotel in relation to a previous application for the Subject Land (refer to Appendix A), hereafter referred to as the **MDA Letter**.

For the purposes of this acoustic assessment, our office will adopt (in part) the findings presented within the MDA Letter.

Our assessment is based on Plans prepared by Architecture Architecture dated 31 March 2026.

2 Policy Requirements

2.1 Planning Scheme Clause 53.06

Clause 53.06 of the planning scheme requires that new residential use is designed such that music noise from nearby live entertainment venues are not prejudiced by residential encroachment.

Specifically, new residential uses must be designed such that indoor compliance with the *Environment Protection Regulations 2021* (Regulations) and EPA *Publication 1826: Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (Noise Protocol) is achieved (see below):

A live music entertainment venue must be designed, constructed and managed to minimise noise emissions from the premises and provide acoustic attenuation measures that would protect a noise sensitive residential use within 50 metres of the venue.

A noise sensitive residential use must be designed and constructed to include acoustic attenuation measures that will reduce noise levels from any:

- Indoor live music entertainment venue to below the noise limits specified in the Environment Protection Regulations under the *Environment Protection Act 2017* and the incorporated Noise Protocol (Publication 1826, Environment Protection Authority, November 2020)
- Outdoor live music entertainment venue to below 45dB(A), assessed as an L_{eq} over 15 minutes.

For the purpose of assessing whether the above noise standards are met, the noise measurement point may be located inside a habitable room of a noise sensitive residential use with windows and doors closed (consistent with EPA Publication 1826).

A permit may be granted to reduce or waive these requirements if the responsible authority is satisfied that an alternative measure meets the purpose of this clause.

Under Clause 103 and 104 of the Noise Protocol, new residential developments that encroach on existing venues with music are given the opportunity to comply indoors via architectural treatment of the façade (under the 'Agent-of-Change' principle).

The Noise Protocol refers to the following assessment periods for indoor entertainment venues:

Day	Hours
Day/Evening Period	
Monday to Saturday	7.00am to 11.00pm
Sunday or a public holiday	9.00am to 10.00pm^
Noise Protocol Limit	**$L_{Aeq} \leq L_{A90}$ (background) + 5dB**
Night Period	
Monday to Friday	11.00pm to 7.00am the following day
Saturday	11.00pm to 9.00am the following day
Sunday or a public holiday	10.00pm to 7.00am the following day^
Noise Protocol Limit	**$L_{OCT10} \leq L_{OCT90}$ (background) + 8dB**
Notes:	*^There are provisions under Regulations (Regulation 123) that allow for the Day/Evening period to extend up to 11.00pm where a Sunday or public holiday precedes another public holiday, however is not usually a material consideration for planning assessments.*

Given that the building has not been constructed yet and internal ambient background noise levels are unknown, a conservative approach would be to adopt the Base Noise Limits (BNL) of the Regulations for the purpose of this assessment, as follows:

Base Noise Limit – 'Day/Evening' period

Period	Noise Limit
'Day/Evening' period,	32 dB L_{Aeq}

Base Noise Limit – 'Night' period

Period	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz
'Night' period limit, L_{OCT10} dB	40	30	20	20	15	10	10

2.2 Patron Noise

Patron noise is not covered under the Noise Protocol. However, guidance on the assessment of patron noise impacts can be sought from the City of Yarra document Guidelines – *Managing Noise Impacts in Urban Development*, which recommends the following noise targets for new residential developments near existing outdoor patron areas:

Location	Noise Target
Habitable Rooms	35dB $L_{Aeq\text{-}15min}$
Bedrooms	30dB $L_{Aeq\text{-}15min}$ 45dB L_{Amax}
Balconies	65dB $L_{Aeq\text{-}15min}$

The above patron noise targets are not a statutory requirement (unlike the Noise Protocol) and function as a risk analysis to determine whether adverse noise impacts are likely to occur and if specific acoustic mitigation and/or controls should be considered to minimise impacts.

2.3 Planning Scheme Clause 58.04

With respect to road traffic noise impacts, Clause 58.04 of the planning scheme (Standard D16) and the City of Yarra Guidelines require that internal noise levels in apartment buildings meet the following:

Location	Noise Criteria
Habitable Rooms	40dB $L_{Aeq\text{-}16hr}$ 45dB $L_{Aeq\text{-}1hr\ (peak\text{-}day)}$
Bedrooms	35dB $L_{Aeq\text{-}8hr}$ 40dB $L_{Aeq\text{-}1hr\ (peak\text{-}night)}$

3 Assessment

3.1 Acoustic Treatment

To assist the Subject Land development to mitigate noise from surrounding noise sources (i.e., music and patron noise from the Railway Hotel and road traffic and tram noise from Nicholson Street), the following acoustic treatment is recommended:

Glazing requirements

Location	Acoustic Performance Requirement	Glazing Construction
Refer to Appendix B	**≥Rw38**	Double glazed construction with: • 12.38mm laminated glass • 12mm airgap • 10mm glass
Refer to Appendix B	**≥Rw35**	Double glazed construction with: • 10.38mm laminated glass • 12mm airgap • 6mm glass
Refer to Appendix B	**≥Rw32**	Double glazed construction with: • 6.38mm laminated glass • 12mm airgap • 6mm glass
Where not indicated	***Glazing specification by others*** Minimum forms of glazing construction comply with Standard D16 and City of Yarra Guidelines (e.g., 6mm glass or any double glazed construction) and other required limits and targets	
Notes:	• All operable windows to habitable rooms must be installed with acoustic bulb seals and sliding doors must be installed with pile seals to the perimeter. • The glazing construction nominated above is indicative only. Any other glazing system achieving the nominated performance requirement (R_w) is acceptable, subject to certification by suppliers.	

Refer to the markups below for locations of recommended glazing and treatment.

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Where indicated

GLAZING

≥Rw38
12.38mm laminated glass / 12mm airgap / 10mm glass

≥Rw35
10.38mm laminated glass / 12mm airgap / 6mm glass

≥Rw32
6.38mm laminated glass / 12mm airgap / 6mm glass

Everywhere else - As per architects specification

Notes:
- Windows shall be fitted with bulb seals to perimeter
- Sliding doors shall be fitted with pile seals to perimeter
- Glazing construction indicative only, any other glazing system achieving the Rw requirement (e.g. when certified by proprietary suppliers) is acceptable

DOORS

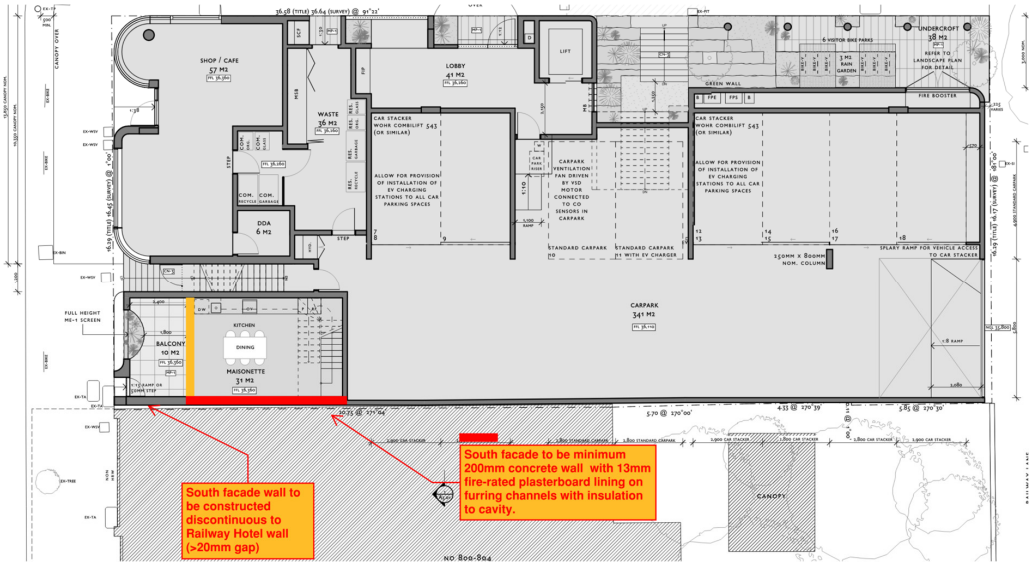
≥Rw35
Solid core timber (>40mm) or framed 10.5mm Vlam Hush Glass with the following seals, or equivalent:

Door frame: Raven RP120 with RP78Si
Automatic door bottom seal: Raven RP70
Meeting Stile Seals (where required): Raven RP71si

Vision panels where required to be min 10.5mm Vlam Hush Glass

Or any other proprietary door meeting the Rw requirement (e.g. Capral 225 series with 10.5mm Vlam Hush, or Criterion Silencio series)

Ground floor



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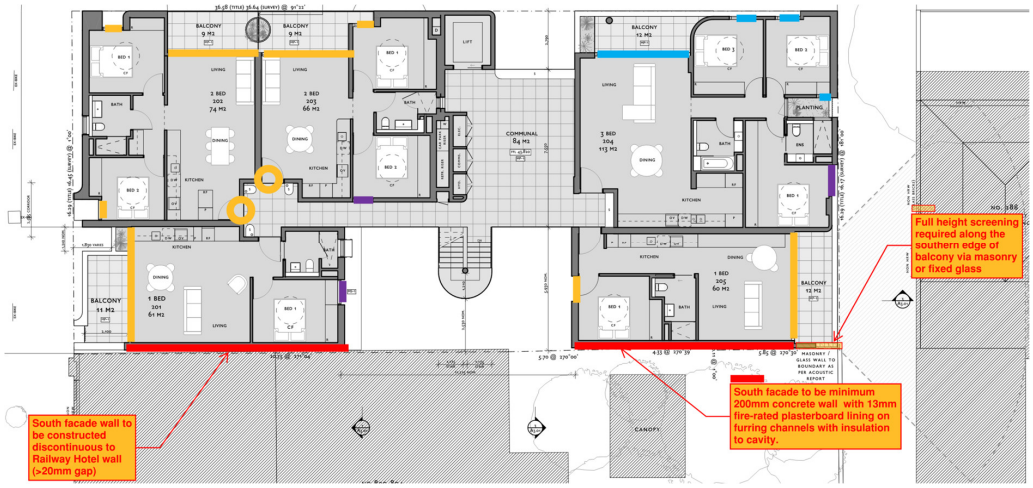
Level 1

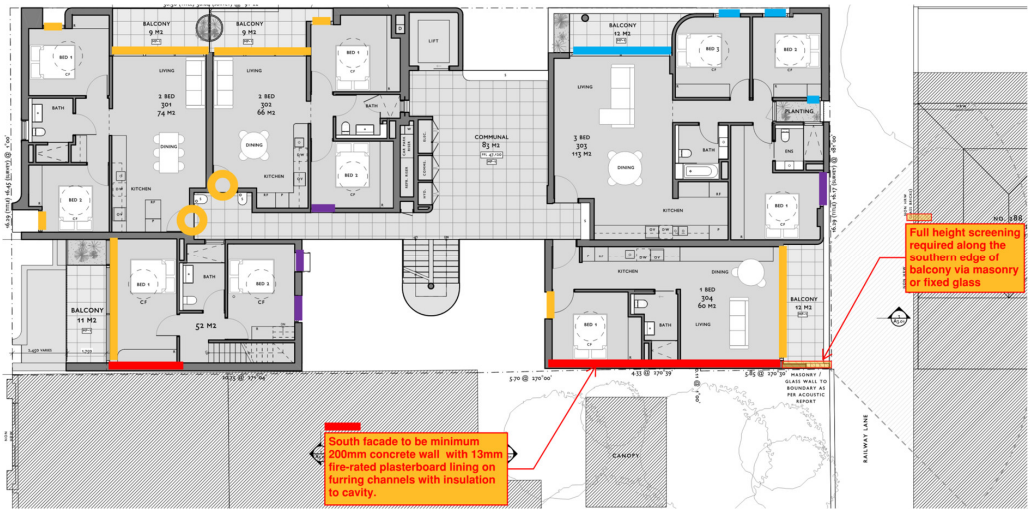


Level 2



ENFIELD ACOUSTICS NOISE VIBRATION

Level 3



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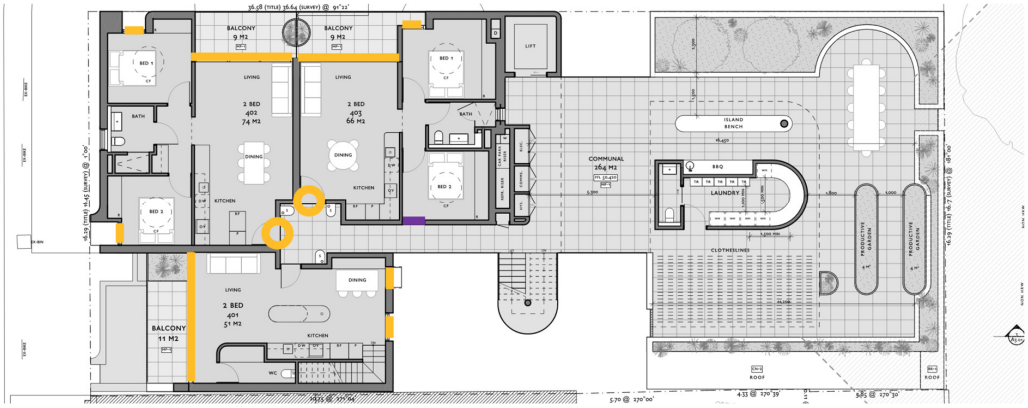
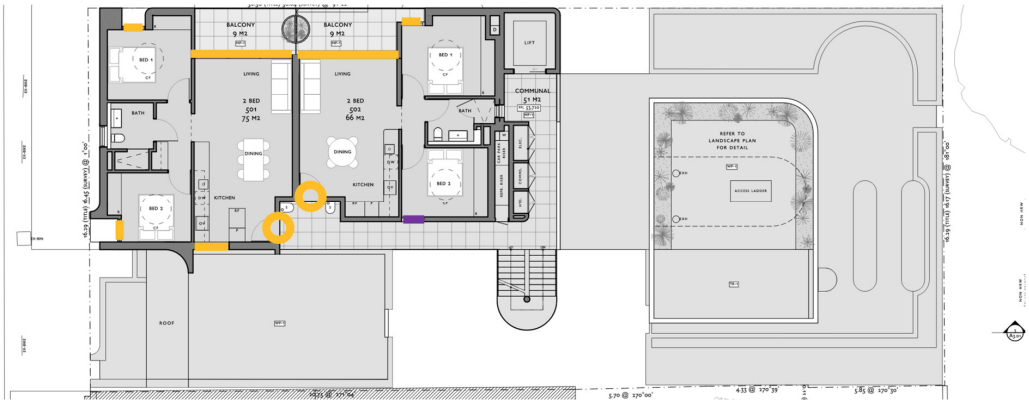


Level 5



Level 6



The glazing construction nominated above is indicative only. Any other glazing system achieving the nominated performance requirement (R_w) is acceptable, subject to certification by suppliers.

The discontinuous construction recommended will also prevent any potential structure-borne noise impacts from the Railway Hotel.

Further details on surrounding noise sources and predicted noise levels from the treatment above are discussed in the following sections of the report.

3.2 Railway Hotel Noise Impacts

3.2.1 Site Inspection and Observations

Based on the Railway Hotel's publicly available liquor licence (No. 31911547), the venue is permitted to trade under the following operating conditions:

Only low level amplified music or acoustic music is permitted in the beer garden on any Saturday or Sunday between the hours of noon and 8 pm. Live or amplified music other than background music is only permitted in the premises on any Thursday, Friday or Saturday night until 1 am the following morning. Low level amplified music or acoustic music is permitted in the premises on any Sunday between the hours of midday and 8 pm. MAXIMUM CAPACITIES Ground Floor - 250 patrons First Floor - 250 patrons Beer Garden - 120 patrons

Our office had previously visited the Railway Hotel on 9 June 2022 and 7 September 2024 to make observations of potential noise impacts from the Railway Hotel.

Our observations are summarised below:

9 June 2022 (Thursday) – between 8.30pm to 10.30pm

Live acoustic music was occurring internally towards the south section of the Hotel (acoustic folk music) with an internal reverberant level measured at 75dB(A) L_{eq}. It was noted that live acoustic music was not measurable within the outdoor courtyard (<45dB L_{Aeq}). The stage area is relatively separated from the outdoor area (and the Subject Land) and an upper floor separates the main bar area, meaning that noise transmission through the roof is not expected to be material.



Acoustic Folk Band

While our office was only able to measure live music within the southern ground floor section of the Hotel, it is noted that live music could also occur within the first-floor function room.

The MDA Letter (refer Appendix A) predicts the following maximum allowable internal music noise levels from the first-floor function room:

Table 9: First-floor function room internal noise levels predicted to achieve compliance at the existing receivers, dB L_{10}								
Source description	Octave Band Centre Frequency, Hz							
	63	125	250	500	1000	2000	4000	A
Internal reverberant noise level predicted to achieve compliance at the existing receivers	76	75	76	76	75	69	67	79

The music noise levels above were derived based on a requirement for the Hotel to comply at existing dwellings to the east (i.e., 288 Park Street).

Given that there are already existing dwellings in proximity to the Railway Hotel, the maximum allowable music levels within the Hotel's first-floor function room are already inherently limited.

7 September 2024 (Saturday) – between 7.30pm to 8.30pm

Our office also visited the Hotel on a separate occasion to measure patron noise emissions within the beer garden. The beer garden was not busy with approximately 30 patrons occupying the outdoor area. Our office measured a patron noise level of approximately 70dB(A) L_{eq} (see photo below) above the beer garden. Background music (up to 8pm) was observed to be at low levels relative to patron noise.



Measurement of patrons

Given that up to 120 patrons are permitted to occupy the beer garden (as per the liquor license), a 6dB correction can be applied to estimate noise emissions from 120 patrons (approximately 3dB per doubling of patrons).

Item	Noise Level
Measured patron noise emissions above beer garden *30 patrons*	70 dB(A) L_{eq}
Predicted patron noise emissions above beer garden *120 patrons*	76 dB(A) L_{eq}

3.2.2 Music Noise Sensitivity Analysis

To determine the risk of non-compliance with the Noise Protocol from music within the Hotel, our assessment will consider the following areas, which are likely to drive compliance requirements:

- Beer garden – Day/Evening period
- First-floor function room – Night period

Given that our office could not measure music noise impacts from the beer garden during our site inspections, our assessment will assume a 'low-level amplified music' (consistent with the liquor license) of up to 75dB(A) L_{eq} occurring within the beer garden. The spectrum used in our assessment was taken from the attended measurement of the live acoustic performance, as follows:

Item	L_{Aeq}, dB(A)	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz
Live acoustic performance within beer garden	75	67	74	76	73	69	66	61

Based on our experience, this level is consistent with moderate levels of background music and live acoustic music.

Music noise from other parts of the Hotel was not considered acoustically significant, noting that:

- Live music occurring internally on ground level was not measurable externally
- The levels of live music allowable on the first-floor would not be greater than outdoor music (after including attenuation by the built form).

Desktop modelling was conducted to determine the internal music level predicted within the Subject Land development, inclusive of the acoustic treatment recommended in Section 3.1.

The following music noise levels were predicted:

Internal music noise levels – Day/Evening period

Location	Internal Noise Level, L_{Aeq}	Base Noise Limit, L_{Aeq}	Compliance?
Ground floor	≤6 dB	32 dB	✓
Level 1	≤30 dB		✓
Level 2	≤30 dB		✓
Level 3	≤25 dB		✓
Level 4	≤30 dB		✓
Level 5	≤24 dB		✓
Level 6	≤21 dB		✓

Internal music noise levels – Night period

Location	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz
Ground floor	≤19	≤9	≤7	-	-	-	-
Level 1	≤21	≤10	≤9	-	-	-	-
Level 2	≤26	≤18	≤17	≤6	-	-	-
Level 3	≤29	≤20	≤17	≤6	-	-	-
Level 4	≤27	≤18	≤15	≤3	-	-	-
Level 5	≤25	≤14	≤9	-	-	-	-
Level 6	≤18	≤12	≤7	-	-	-	-
Base Noise Limit	**40**	**30**	**20**	**20**	**15**	**10**	**10**
Compliance?	✓	✓	✓	✓	✓	✓	✓

Inclusive of the acoustic treatment recommended in Section 3.1, the result of our sensitivity analysis indicates that music noise levels from the Railway Hotel are predicted to comply with the most stringent noise limit of the Regulations within all habitable rooms of the Subject Land, indicating a satisfactory outcome.

Overall, we do not consider music noise impacts to present as high-risk in terms of adverse noise impacts, given that:

- Appreciable forms of glazing and façade treatment have been recommended to mitigate music noise.
- External music noise impacts from the beer garden are not expected to occur during the most sensitive 'Night' hours (only permitted up to 8pm externally as per the liquor licence).
- Based on the MDA Letter, music noise from the first-floor function room is moderate and is expected to be sufficiently mitigated by the built form of the Hotel building.
- The Hotel is already required to comply at existing dwellings, meaning that the maximum allowable music noise levels within the Hotel are already inherently limited.

On this basis, we are satisfied that the music from the Railway Hotel would not result in unreasonable noise impacts at proposed apartments.

3.2.3 Patron Noise Sensitivity Analysis

Our office has also conducted a sensitivity analysis based on the permitted patron capacity within the beer garden (120 patrons) to determine noise impacts on the Subject Land development.

Desktop modelling was conducted to determine the internal patron level predicted within the Subject Land development, inclusive of the acoustic treatment recommended in Section 3.1. The modelling assumes patron noise emissions derived in Section 3.2.1 from the measurements conducted of the beer garden.

The following patron noise emissions were predicted:

Living rooms

Location	Internal Noise Level, L_{Aeq}	Noise Target, L_{Aeq}	Compliance?
Ground floor	≤5 dB	35 dB	✓
Level 1	≤30 dB		✓
Level 2	≤30 dB		✓
Level 3	≤24 dB		✓
Level 4	≤28 dB		✓
Level 5	≤19 dB		✓
Level 6	≤28 dB		✓

Bedrooms

Location	Internal Noise Level, L_{Aeq}	Noise Target, L_{Aeq}	Compliance?
Ground floor	N/A	30 dB	✓
Level 1	≤19 dB		✓
Level 2	≤19 dB		✓
Level 3	≤21 dB		✓
Level 4	≤21 dB		✓
Level 5	≤20 dB		✓
Level 6	≤18 dB		✓

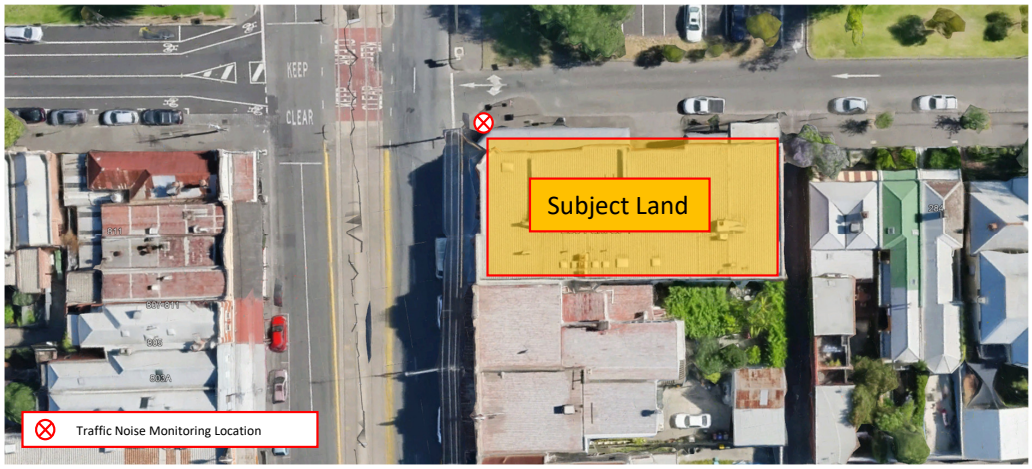
Balconies

Location	Noise Level, L_{Aeq}	Noise Target, L_{Aeq}	Compliance?
Ground floor	N/A	65 dB	✓
Level 1	≤62 dB		✓
Level 2	≤62 dB		✓
Level 3	≤55 dB		✓
Level 4	≤42 dB		✓
Level 5	≤32 dB		✓
Level 6	≤32 dB		✓

Inclusive of the acoustic treatment recommended in Section 3.1, the result of our sensitivity analysis indicates that patron noise emissions from the Railway Hotel are predicted to comply with the patron noise targets from the City of Yarra document Guidelines, indicating a satisfactory outcome.

3.3 Traffic and Tram Noise Impacts

Site inspections were carried out by our office on 9 June 2022 and 14 June 2022 to conduct attended traffic and tram noise measurements at the following location:



The attended noise monitoring captured both road traffic and tram noise impacts at the worst-affected facade (west) of the development. Appreciable levels of road traffic were observed on Nicholson Street during our site inspection, noting that traffic was relatively continuous over the monitoring duration.

Measurement time	Noise Level
Between 6pm to 6.15pm (Day Peak)	69 dB L_{Aeq}
Between 10pm to 10.15pm (Night Peak)	64 dB L_{Aeq}

While the Planning Scheme considers long-term average noise emissions, our assessment considers the more onerous peak traffic noise levels, resulting in a conservative assessment. In our experience, designing to peak traffic noise levels often results in a better acoustic outcome and overall amenity for future occupants.

Inclusive of the glazing construction recommended in Section 3.1, desktop modelling was conducted to predict internal noise levels, as follows:

Living rooms

Location	Internal Noise Level, L_{Aeq}	Noise Target, L_{Aeq}	Compliance?
Ground floor	≤40 dB	40 dB	✓
Level 1	≤40 dB		✓
Level 2	≤40 dB		✓
Level 3	≤39 dB		✓
Level 4	≤38 dB		✓
Level 5	≤37 dB		✓
Level 6	≤36 dB		✓

Bedrooms

Location	Internal Noise Level, L_{Aeq}	Noise Target, L_{Aeq}	Compliance?
Ground floor	N/A	35 dB	✓
Level 1	≤35 dB		✓
Level 2	≤35 dB		✓
Level 3	≤34 dB		✓
Level 4	≤33 dB		✓
Level 5	≤32 dB		✓
Level 6	≤31 dB		✓

The results above indicate that long-term average noise levels can be complied with using peak 'Day' and 'Night' traffic noise levels, inferring that the short-term ($L_{Aeq-1hr}$) criteria will also be met.

We note that no specific acoustic controls are required for the façade as standard forms of façade construction such as masonry (as indicated on the Plans) would comfortably surpass the performance requirements of the windows and doors.

On this basis, Enfield Acoustics is satisfied that the proposed development will comply with noise targets as recommended by Clause 58.04 of the planning scheme and City of Yarra Guidelines, providing that the glazing construction recommended in Section 3.1 is installed.

3.4 Ground Floor Commercial Use

With respect to potential noise impacts from the commercial use on ground floor, this is a matter that is typically resolved via compliance with the *National Construction Code,* (NCC) which recommends that the floor/ceiling is constructed to achieve $R_w + C_{tr}$ 50.

It is also our experience that floor/ceiling partitions when constructed to NCC compliance are usually sufficient in addressing any airborne noise impacts that might occur within dwellings situated directly above small-scale commercial use, such as restaurant, cafés and offices.

The siting and context of the Subject Land indicate that any future commercial use will likely be moderate in nature, and consistent with the above examples.

Regardless, any commercial noise emissions must comply with the Noise Protocol at all on-site and off-site sensitive uses, noting that this is a statutory requirement and is enforceable regardless of planning controls.

Overall, we are satisfied that there is little risk of on-going noise impacts from the ground floor commercial use, noting that this is a typical configuration in many apartment developments across Victoria.

3.5 Domestic Air Conditioning

All outdoor air-conditioning (AC) units will need to be installed and used in compliance with the Environment Protection Regulations 2021 (Regulations), which prohibits the use of such equipment at night if it is audible within an adjoining residence.

The Plans indicate that domestic ACs will be installed on the rooftop. This is considered typical and is accepted as standard practice.

In reality, ACs are sometimes used during the night period but rarely result in noise complaints. Under the Regulations, an objective assessment is not typically required in planning because all AC units emit similar types of noise and rely on prohibited use at night in the event of a noise complaint.

Overall, the risk of adverse noise impacts from domestic ACs is low, especially in the context of being in a developed, urban area. Regardless, all domestic plant use is controlled by the Environment Protection Regulations 2021 which is enforceable regardless of planning controls.

4 Conclusion

Enfield Acoustics has assessed potential noise impacts from the proposed mixed-use development at 290 Park Street, Fitzroy North and is satisfied that a planning permit can be approved.

Appreciable forms of acoustic mitigation have been recommended to assist in mitigating noise impacts from surrounding commercial uses and from road and tram traffic on Nicholson Street.

Noise emissions from surrounding commercial use (Railway Hotel) were predicted to comply with the Base Noise limit of the Regulations and patron noise targets of the City of Yarra Guidelines.

Based on the traffic noise levels measured, we are also satisfied that the development can achieve satisfactory internal noise levels (in accordance with Standard D16) with moderate forms of glazing construction.

With regards to noise impacts from domestic plant from the Subject Land, we do not consider this to be a material risk of noise impacts, however, it is also recommended that all mechanical plant and equipment on the Subject Land be assessed once all requirements are known.

To this end, we are satisfied that a planning permit can be approved for the Subject Land where the recommendations in this report are adopted.

Appendix A: MDA Letter

MARSHALL DAY Acoustics

Marshall Day Acoustics Pty Ltd
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10/50 Gipps Street
Collingwood VIC 3066
Australia
T: +613 9416 1855
www.marshallday.com

18 August 2023

800 Nicholson Street Pty Ltd
By email: mat@everett4.com

Attention: Mat Everett

Dear Mat

RAILWAY HOTEL FITZROY NORTH – INFORMATION FOR ENFIELD ACOUSTICS

Marshall Day Acoustics (MDA) met with Enfield Acoustics (EA) on 30/06/2023 to discuss the proposed residential development at 290 Park Street, Fitzroy North with respect to potential noise impacts from existing operations at the Railway Hotel at 800 Nicholson Street, Fitzroy North.

MDA subsequently issued a meeting note Mn001 dated 7 July 2023 and agreed to provide the following information to EA:

- Patron noise
  - MDA to provide EA with results of patron noise modelling, including predicted patron noise levels at future facades of proposed residential development, noise model inputs, and commentary regarding risks/limitations to existing and potential future beer garden operations.
- Mechanical services noise
  - MDA to predict mechanical services noise levels from the Railway Hotel at the proposed residential development and provide these results and model inputs to EA for review and comment.
- Music noise
  - MDA to determine the music noise levels at the proposed residential development that would result in compliance at the nearest existing noise sensitive areas. MDA to provide these levels to EA for review and comment.
  - MDA to provide EA with internal music noise levels and anticipated existing transmission loss value of existing building elements at the Railway Hotel for model validation.

Further to additional noise measurements at site and detailed noise modelling, the analysis, results and information for EA are provided below.

Certified System ISO 9001

MARSHALL DAY Acoustics

290 PARK STREET (PROPOSED DEVELOPMENT)

MDA has based the acoustic analysis on the floor plan layouts provided in the following town planning architectural drawings (shown in Table 1) provided by Architecture Architecture.

Table 1: Relevant documentation

Drawing number	Description	Date
A1.01	Ground floor plan	16/2/23
A1.02	First floor plan	16/2/23
A1.03	Second floor plan	16/2/23
A1.04	Third floor plan	16/2/23
A1.05	Roof plan	24/6/22

The areas identified as being the most affected by noise from the venue are detailed in Table 2.

Table 2: Most affected areas at 290 Park Street

Dwelling	First floor	Second floor	Third floor
Studio apartment	Bedroom 1 west facing window	Open terrace area to west	-
Townhouse A	-	Southern wall of living area	Southern wall of sitting area
Townhouses B and C	-	Louvre/glazing on southern facade Southern wall of living area	Louvre/glazing on southern facade Southern wall of sitting area
Townhouses D and E	Southern wall of rumpus room	Louvre/glazing on southern facade Southern wall of living area	Louvre/glazing on southern facade Southern wall of sitting area
Townhouse F	Southern wall of Bedroom 3 and Bedroom 3 east facing window	Outdoor terrace to east Southern wall of living area	-

The level 1, 2 and 3 floor plans are shown in Figure 1, Figure 2 and Figure 3 respectively. The areas identified as being the most affected by noise in Table 2 above are highlighted in each figure.

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Figure 1: Proposed development – first floor

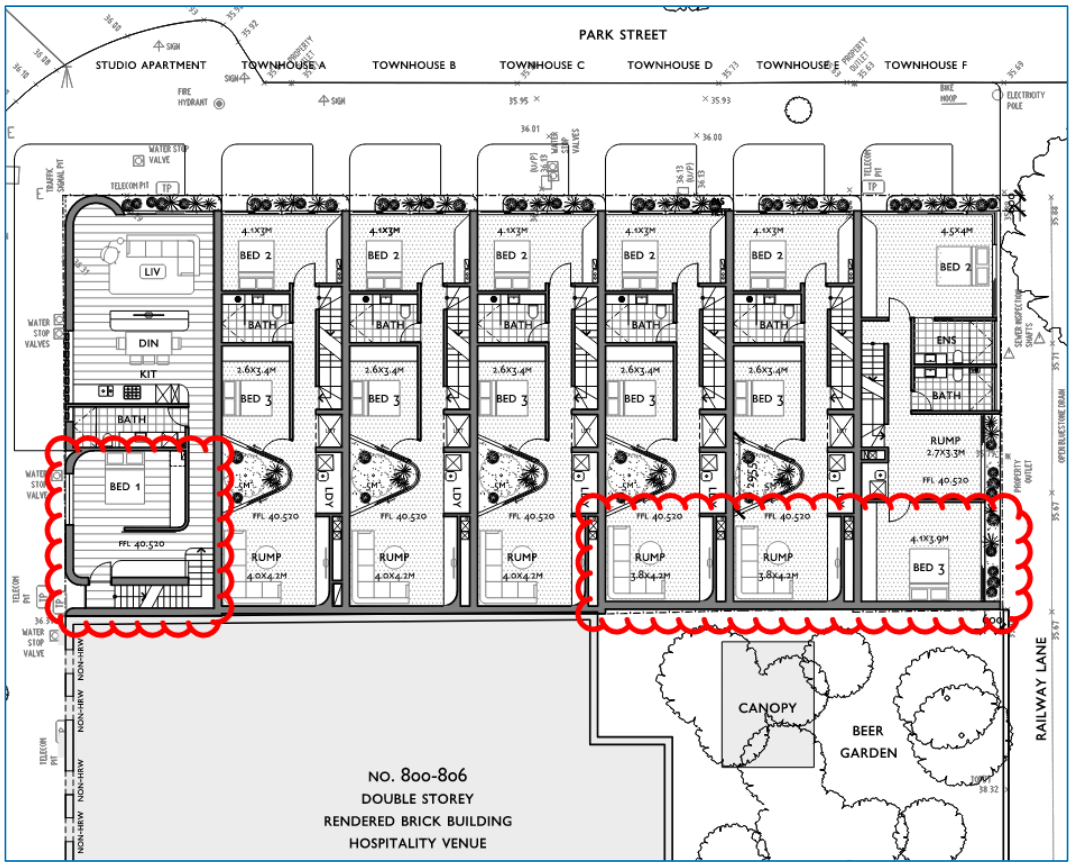

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Figure 2: Proposed development – second floor

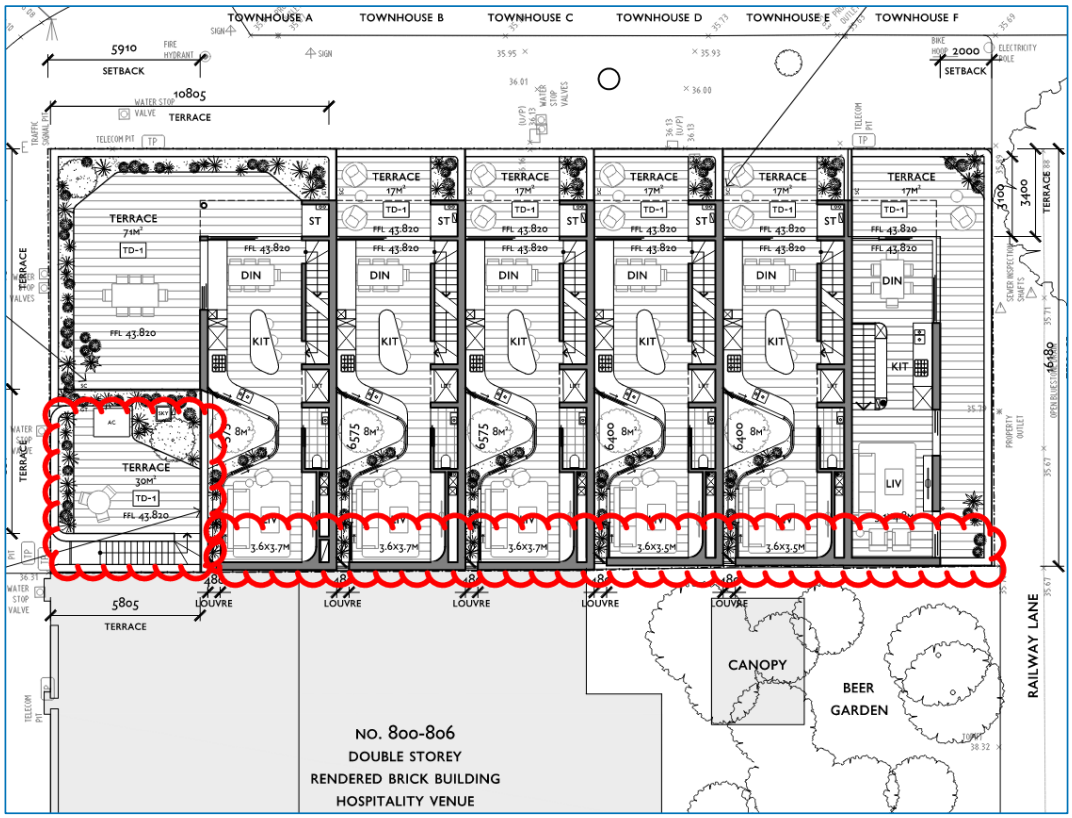

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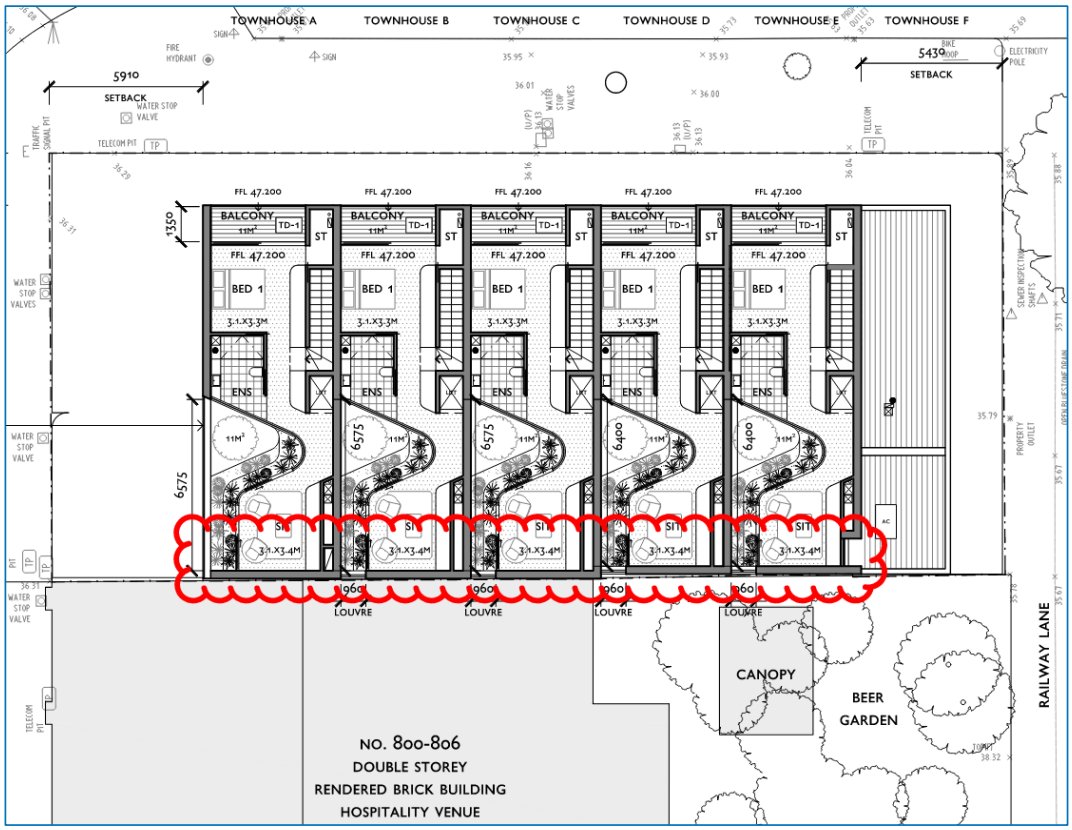
Figure 3: Proposed development – third floor



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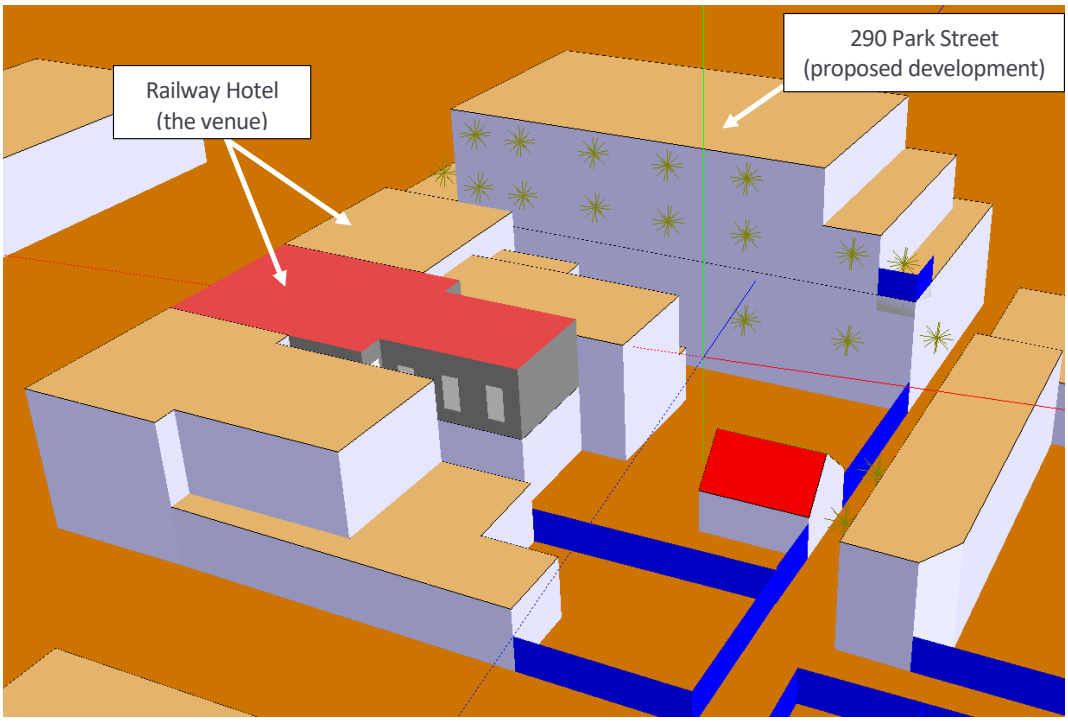
NOISE MODELLING METHOD

A digital noise model of the venue and surrounding built environment was developed using SoundPLANnoise 9.0. An extract from the model showing typical geometry is shown in Figure 4. Based on a review of elevation data available online, in addition to observations made onsite, we have modelled the terrain as completely flat and have assumed that the ground and surrounding surfaces are completely reflective.

Figure 4: 3D model used to predict noise levels at existing and proposed noise sensitive areas surrounding the venue



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PATRON NOISE

The beer garden area at the rear of the venue is currently licensed for 120 patrons. We have predicted patron noise levels at the future facades of the proposed development for the following scenarios:

- Full capacity (120 patrons) – taverns with significant food offerings (i.e. 120 patrons seated)
- Full capacity (120 patrons) – vertical consumption (i.e. patrons standing in beer garden area).

The octave band sound power levels for the two patron noise scenarios used in the model are shown below in Table 3 and were derived using a method developed by MDA which was adopted by EA in their planning report.

Table 3: Patron noise source octave band sound power levels, dB L_w

	Octave Band Centre Frequency, Hz							
Scenario	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**A**
Taverns with significant food offerings	87	89	90	97	95	91	84	99
Vertical consumption	92	94	95	102	100	96	89	104

The predicted patron noise levels at the most affected location at the western, southern and eastern facades of the proposed development at 290 Park Street are shown below in Table 4 and take into account the attenuation provided by the acoustic screening proposed by EA for the Townhouse F level 2 terrace area.

Table 4: Predicted patron noise levels, dB L_{Aeq}

Noise affected area	Description	Taverns with significant food offerings	Vertical consumption
Western Facade			
Studio apartment	Outside first floor west facing bedroom window	42	47
	Second floor external west facing terrace area	43	48
Southern facade			
Townhouse F	First floor southern wall of bedroom	79	84
	Second floor southern wall of living area	74	79
Townhouse E	Third floor southern facade louvre/glazing on southern wall of living area	71	76
Eastern facade			
Townhouse F	Outside first floor east facing bedroom window	70	76
	Second floor external east facing terrace area (with proposed 1.7 m acoustic screening)	56	61

MDA's predicted levels at the second-floor terraces on the eastern and western facade comply with the 65 dB L_{Aeq} requirement for balconies as per Clause 58.04 of the City of Yarra Planning Scheme and Guidelines which has been adopted by Enfield Acoustics in their planning report.

While we acknowledge this compliance, we consider that there is a future risk of complaints to the EPA of unreasonable noise under the Environment Protection Act 2017. If the EPA determines that noise levels are unreasonable there are limited opportunities for reducing the risk of harm (outside of managerial controls which may affect the operation of the venue and physical controls at the cost of the venue).

Correspondingly, a developer of land near existing sources of noise must discharge their General Environmental Duty to minimise the risks of harm to human health from noise pollution so far as reasonably practicable.

The noise levels predicted at the east facing first-floor bedroom window of Townhouse F, and at the south facing facades with the fixed louvres/glazed area and solid walls will be reduced by the attenuation provided by the building facade materials proposed by EA. Ideally the building facade should be specified so that worst-case patron noise levels (i.e. from the vertical consumption scenario at full capacity) meet the internal noise thresholds nominated by EA.

MECHANICAL SERVICES NOISE

The following key items of mechanical plant associated with the venue are relevant to the assessment:

- Existing refrigeration plant at ground level in the venue's beer garden area
- Existing rooftop kitchen exhaust fan (KEF).

MDA measured the existing ground floor refrigeration plant at the venue on 13 July 2023 during the night period (outside the venue's regular operating hours). Noise from the plant was continuous with intermittent noise from the refrigeration condenser fan. A tonal component from the plant was also observed during the measurement.

MDA has not been able to measure the existing rooftop KEF to date. As such, we have used measurements of a similar rooftop KEF at a venue in Richmond to inform our predictions and assessment, which results in noise levels in-line with our observations at ground level. We consider the values used provide a conservative estimate for a plant item that we consider to be relatively low risk at this stage, given it's not expected to be operational during the night period.

The derived octave band sound power levels of the existing plant associated with the venue, used in our noise model to predict levels at the proposed development's facades, are presented in Table 5.

Table 5: Octave band sound power levels, dB L_w

	Octave Band Centre Frequency (Hz)							
Item	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**A**
Refrigeration plant	71	79	77	78	76	74	69	81
Kitchen exhaust fan	81	79	79	80	74	68	61	80

MDA has predicted noise levels in accordance with the Noise Protocol and Environment Protection Regulations 2021 at the most affected locations at the western, southern and eastern facades of the proposed development as presented in Table 6.

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Table 6: Predicted effective noise levels, dB L_{eff}

Noise affected area	Description	Predicted noise levels
Western facade		
Studio apartment	Outside first floor west facing bedroom window	36
	Second floor external west facing terrace area	45
Southern facade		
Townhouse F	First floor southern wall of bedroom	61
	Second floor southern wall of living area	58
Townhouse E	Third floor southern facade louvre/glazing on southern wall of living area	57
Eastern facade		
Townhouse F	Outside first floor east facing bedroom window	56
	Second floor external east facing terrace area (with proposed 1.7 m acoustic screening)	45

The predicted effective noise levels shown in Table 6 include a +5 dB tonality adjustment to account for the refrigeration plant's tonal component and includes the attenuation provided by the acoustic screening proposed by EA for the Townhouse F level 2 terrace area.

The predicted levels are provided so that EA can determine whether proposed internal amenity criteria will be achieved.

MUSIC NOISE

The Railway Hotel has existing use rights to operate as a Hotel, which has been recognised by Yarra City Council. The existing use rights apply to the entire Railway Hotel, including its first floor function room, which has been used as a live music venue at various points during the Railway Hotel's operating history. At the time that the EA assessment was undertaken, there was no live music being played in the first floor function room, but the current operators of the Railway Hotel intend to continue to use the first floor for live music.

As such, to provide EA with an accurate assessment of noise we have performed noise measurements and analysis to determine allowable levels of music noise within the first floor function room which would enable compliance with Noise Protocol music noise limits at existing residential properties.

MDA conducted a 15-minute attended background measurement within the vicinity of the venue and proposed development during the night period between 0141 and 0156 hrs on 13 July 2023 in order to determine the Noise Protocol night time music noise limit for the venue which applies at the existing noise sensitive areas and proposed development. The measured background levels and night time music noise limits are presented in Table 7.

MARSHALL DAY Acoustics

Table 7: Music noise limits, dB

Description	Octave Band Centre Frequency, Hz						
	63	125	250	500	1000	2000	4000
Background noise measurement	37	34	31	29	26	19	13
Noise limit: dB L_{90} octave + 8 dB	45	42	39	37	34	27	21

MDA have estimated the transmission loss of the venue's first floor function room roof and south facing glazed facades based on in-situ sound insulation measurements conducted on 28 June 2023. The venue's estimated sound insulation performance (shown below in Table 8) has been used in the model to predict music noise transfer from within the venue's first floor function room to the surrounding existing and proposed noise sensitive areas through the venue's roof and facades.

Table 8: Estimated sound insulation performance, dB

Building element	Octave Band Centre Frequency, Hz							
	63	125	250	500	1000	2000	4000	R_w
Function room roof	11	13	18	19	20	20	21	20
Glazing in southern facade	21	18	19	21	23	24	27	21

Based on the estimated transmission loss provided by the first floor function room building envelope and the applicable music noise limits at the existing surrounding residential dwellings, we have determined the allowable internal music level for the first floor function room as shown in Table 9.

Table 9: First-floor function room internal noise levels predicted to achieve compliance at the existing receivers, dB L_{10}

Source description	Octave Band Centre Frequency, Hz							
	63	125	250	500	1000	2000	4000	A
Internal reverberant noise level predicted to achieve compliance at the existing receivers	76	75	76	76	75	69	67	79

Based on the above allowable internal music noise levels being played within the first floor function room, music noise levels at the most affected locations at the most affected western, southern and eastern facades is provided in Table 10.

Table 10: Predicted music noise levels at proposed development, dB L_{10}

Location	Description	Octave Band Centre Frequency, Hz							
		63	125	250	500	1000	2000	4000	A
Western facade									
Studio apartment	Outside first floor west facing bedroom window	43	39	35	33	30	23	17	35
	Second floor external west facing terrace area	47	45	41	40	38	32	29	42
Southern facade									

Location	Description	Octave Band Centre Frequency, Hz							
		63	125	250	500	1000	2000	4000	A
Townhouse E	First floor southern wall of rumpus room	48	46	41	39	35	27	21	40
Townhouse A	Second floor southern wall of living area	52	49	45	45	45	39	36	48
	Third floor southern facade louvre/glazing on southern wall of living area	53	51	48	47	45	39	35	49
Eastern facade									
Townhouse F	Outside first floor east facing bedroom window	39	37	33	31	28	22	17	33
	Second floor external east facing terrace area (with proposed 1.7 m acoustic screening)	39	34	27	32	30	23	19	34

These music noise levels are provided so that EA can determine whether nominated internal amenity criteria is likely to be achieved with the proposed building envelope materials.

Yours faithfully

MARSHALL DAY ACOUSTICS PTY LTD



Nash Cameron Jeffs

Acoustic Consultant

290 PARK STREET,
FITZROY NORTH

ENVIRONMENTAL WIND ASSESSMENT

by
J. Kostas

Report 25130A-DE-EWA03

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1. INTRODUCTION

The proposed development at 290 Park Street, Fitzroy North, will be a 6-level residential building occupying a site on the south side of Park Street, at the intersection of Park Street and Nicholson Street in Fitzroy North. The site location is shown in Figure 1.



Figure 1: Location of the proposed 290 Park Street Development, Fitzroy North (highlighted by red rectangle)

This assessment was commissioned by Antipodean Land Developments Pty Ltd and is based on a review of development plans prepared by Architecture architecture dated 31st March 2026 and only considers current existing surrounds and under construction buildings (i.e. no proposed future buildings). This desktop environmental wind assessment is based on MEL Consultants knowledge of wind flow around buildings and structures from undertaking numerous wind tunnel model studies, no wind tunnel study has been undertaken for this study.

2. THE DEVELOPMENT

The Development will have a commercial tenancy on the north-west corner on the ground floor with primary pedestrian entries off Park Street and Nicholson Street. The commercial tenancy entry lies on Nicholson St, a little south of the site corner. Vehicular access will be off Park Street. An open breezeway and stairwell exists through the central portion of the building which connects ground floor to the communal open space on Level 4 via lift and common stairwell and then continues up through to the 6th floor. At ground level the breezeway is open to both Park Street and a smaller opening off Nicholson Street.

The building sets back significantly from the east boundary above level 4 with additional setback from the south for levels 5 and 6.

A plan view of the various levels are shown in the figures below.

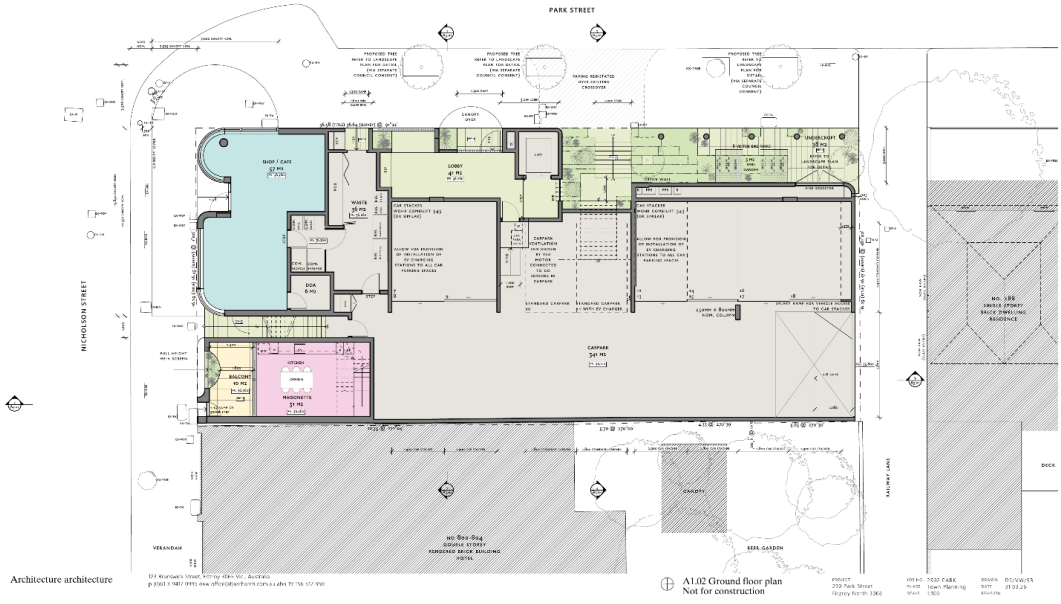


Figure 2: Plan view of the Ground Level of the 290 Park Street development.

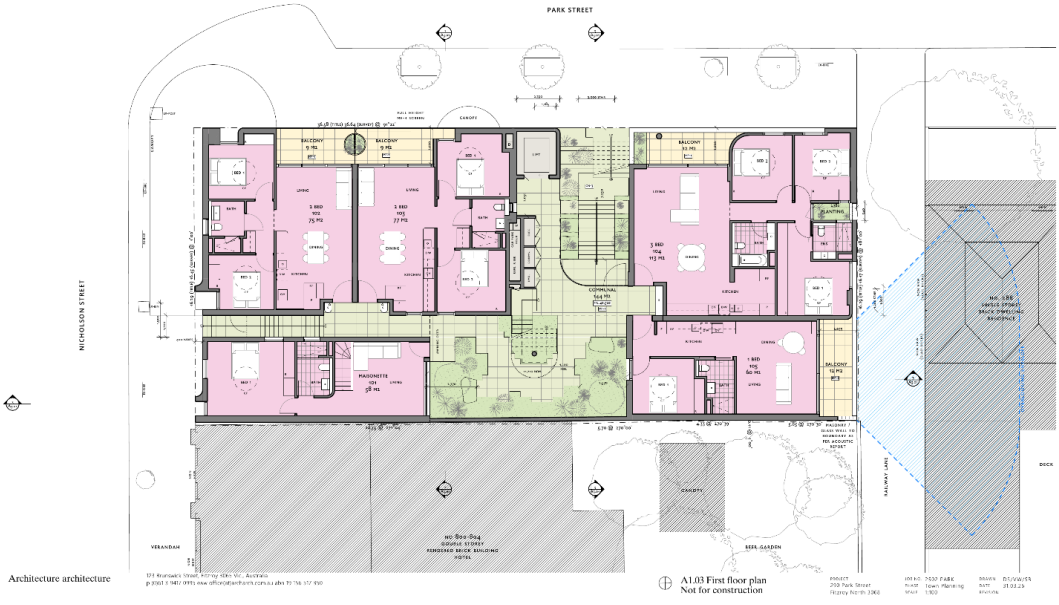


Figure 3: Plan view of Level 1.

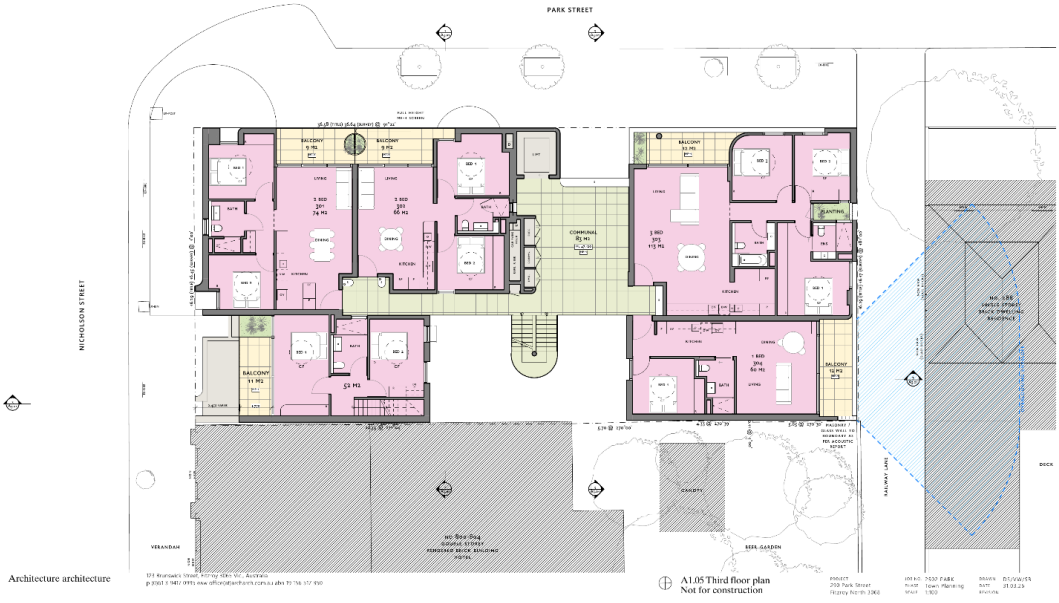


Figure 4: Plan view of Level 3.

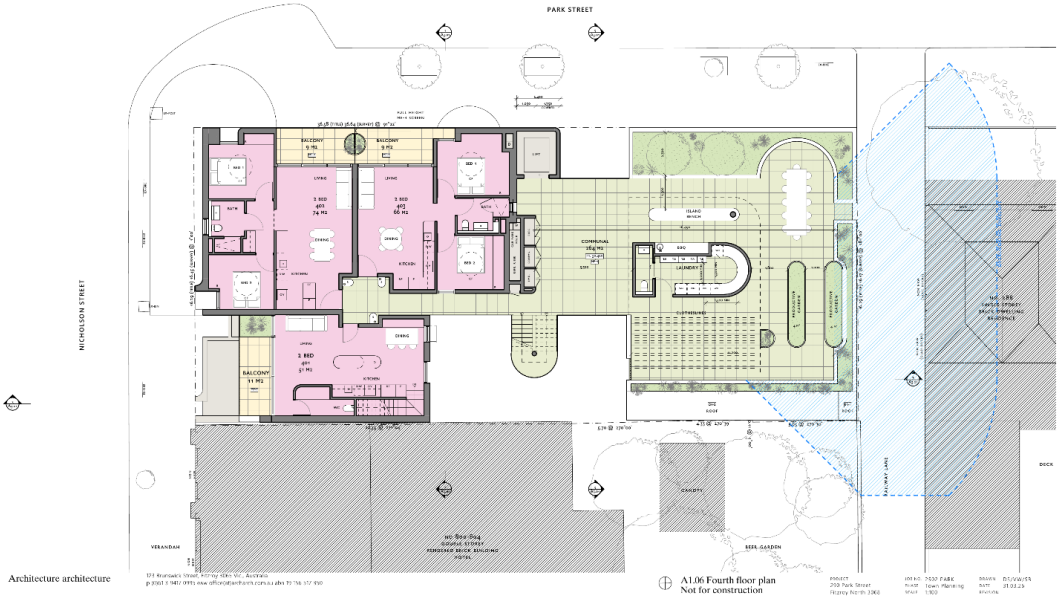


Figure 5: Plan view of Level 4.

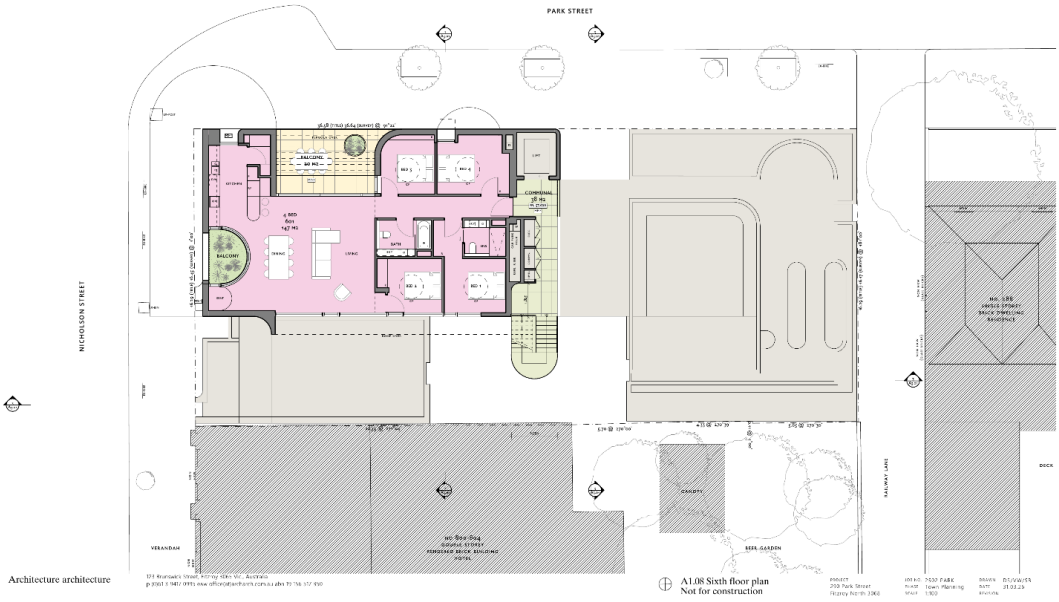


Figure 6: Plan view of Level 6.

3. WIND ENVIRONMENT AND EXPOSURE

The strongest and most frequent winds in the Melbourne Metropolitan Region come from the north and west sectors with secondary strong winds coming from the south sector; east sector winds are relatively light and infrequent.

The site is located on the corner of Park Street and Nicholson Street with Railway Lane immediately east. Single and double storey commercial and residential buildings lie immediately to the south and east of the site. A small linear park lies opposite the site.

The site is surrounded by typical single and double storey commercial and residential buildings, with some taller 4 level developments along Brunswick Road. In the far field, to the south-west are the significant developments of the University of Melbourne the Melbourne CBD, Docklands and Southbank which will introduce some disruption to the approaching wind flow from that direction.

Based on this, the development will have direct exposure to all wind directions.

4. ASSESSMENT CRITERIA

The Planning Scheme defines wind safety and comfort criteria in Clause 58.04-4 and these criteria are defined as follows:

Unsafe wind conditions mean the hourly maximum 3 second gust which exceeds 20 metres/second from any wind direction considering at least 16 wind directions with the corresponding probability of exceedance percentage.

Comfortable wind conditions A 'mean wind speed' from all wind directions combined with a probability of exceedance less than 20% of the time, equal to or less than:

- 3 metres/second for sitting areas
- 4 metres/second for standing areas
- 5 metres/second for walking areas

Mean wind speed means the maximum of:

- Hourly mean wind speed, or
- Gust equivalent mean wind speed (3 second gust wind speed divided by 1.85)

Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.

Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with existing urban context or preferred future development of the area.

The above criteria are pass/fail criteria as they only assess the summation of probabilities of exceedance across all wind directions to determine whether a location passes or fails the threshold criterion i.e. the criteria assess the average wind conditions.

5. RECOMMENDED WIND COMFORT CRITERIA

The following wind comfort criteria are recommended:

Streetscapes	Walking
Building Entrances	Standing
Outdoor Balconies/Terraces	Standing

The wind conditions on the balconies and terraces throughout the development have been recommended to satisfy the standing criterion. These spaces could be considered elective when external conditions would be perceived as acceptable for the desired activity. Users of these terraces will need to be educated on the wind effects and loose objects should not be left on an unattended balcony or terrace.

6. WIND ASSESSMENT

6.1 Surrounding Streetscapes

Additional downwash would be induced to the lower levels by the north faces of the building which will accelerate around the north-west corner. The building setback from the east and the narrow western face are beneficial features and will limit the downwash effects from the north and west, respectively.

Some flow will be deflected off the north-west building corner towards the northern side of Park Street for south-west wind directions and towards the western side of Nicholson Street for north sector wind directions, although wind conditions would still be expected to meet the walking comfort criterion.

The setback of the development from the east will minimise downwash effects into the beer garden to the south as well as into Railway Lane to the east. Conditions in these areas would be expected to achieve the same comfort criterion as currently experienced.

As such the wind conditions in the streetscapes surrounding the development would be expected to be comparable but elevated relative to the existing wind conditions. These conditions would be expected to meet a minimum of the walking comfort criterion at all locations, with areas away from the building corners improving, meeting the standing criterion or better.

The pedestrian entry points off Park Street to the south are located central to the site, away from the building corners. As such the wind conditions at these entry points would be expected to achieve the standing criterion. Furthermore the commercial entry lies away from the site corner, is recessed and as such would also be expected to achieve the standing comfort criterion.

The wind conditions in the surrounding streetscapes would be within the safety criterion for all wind directions.

6.2 Balconies and Terraces

The balcony locations are well placed away from building corners and as a result the conditions achieved would be expected to meet the standing criterion or better.

The roof communal spaces are shielded from west sector winds by the taller western half of the development and while will have some exposure to north sector winds will still be expected to achieve the standing comfort criterion. Their rooftop locations benefit from the trajectory of the wind flow up and over the building but note that there would be some element of gustiness on these terraces due to the swirling turbulent flows across the top of the building, particularly at the corners. The proposed landscaping along the north and south side of the Level 4 terrace would be expected to provide a beneficial mitigation effect.

The wind conditions on all the balconies and terraces would be expected to satisfy the safety criterion.

It would be recommended that users be educated on the wind impacts on elevated terraces/balconies and that any objects to be left permanently on the balcony would be tethered/fixed securely to the balcony and the fixing/tethers inspected regularly for damage/corrosion. Any loose items should not be left on the balcony when unattended.

6.3 Breezeways and Open Stairwells

With ground floor openings on both the northern and western sides the breezeway will allow wind to flow through the breezeway and associated corridors. Conditions would be expected to achieve the standing comfort criterion.

The open connection up to the level 4 communal space and above will allow wind to flow up to each level via the stairwell since the upper levels, and notably the rooftop level 4 communal space, typically experience a negative relative pressure compared to the lower levels. Conditions within the stairwell and at each communal space level would be expected to achieve the standing comfort criterion.

7. CONCLUSIONS

We have assessed the likely environmental wind conditions in the streetscapes surrounding the proposed development at 290 Park Street, Fitzroy North, detailed in development plans by Architecture architecture dated 31st March 2026.

It has been assessed that the wind conditions in the streetscapes surrounding the proposed development would have wind conditions that would satisfy the walking criterion or better. The wind conditions at the primary entrances off Park and Nicholson Streets would be expected to achieve the standing criterion. The wind conditions at the entrance to the commercial tenancy expected to achieve the standing comfort criterion.

Overall, the impacts of the development on the ground level wind conditions would not be expected to be significant, with the Nicholson Street and Park Street corner likely to experience a noticeable increase in wind conditions, but still within the required walking comfort level.

The wind conditions on the private balconies and terraces throughout the development would be expected to satisfy the standing criterion, and be expected to improve at locations away from building corners/façade edges.

Conditions within the breezeways and open stairwells and communal spaces on each level would be expected to achieve the standing comfort criterion.

The wind conditions would satisfy the pedestrian safety criterion.

No modifications to the design have been recommended.

By:



J. Kostas
MEL Consultants Pty Ltd
1st June 2026

ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	Corey Wooldridge
Council Reference:	PPE26/0388
Address:	290 Park St, Fitzroy North VIC 3068
Proposal:	s52 Notice from Department of Transport and Planning - 290 Park Street Fitzroy North
Comments Sought:	Click here to view referral memo: Record D26/242042: IREF26/00948 - 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 GIW dated 13 April 2026
- Blue Factor report prepared by GIW dated 10 April 2026
- Architectural drawings prepared by Architecture Architecture dated 01.06.2026
- Landscaping Plan prepared by Openwork dated 10 April 2026

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
    - Average NatHERS thermal rating of 8.0 Stars.
    - Cross ventilation to all dwellings.
    - All electric development.
    - All timbers to be FSC/PEFC accredited as sustainable.
    - Bike repair station provided.
    - 2 kW solar PV array.
    - Energy efficient heating/cooling, hot water and lighting.

- Water efficient taps fixtures and fittings.
- 32 bike parking spaces for 20 dwellings and 6 visitor bike parking spaces.
- One EV charger provided and the capacity for EV chargers to all car parking spaces.
- All steel in the construction of the building to be sourced from a responsible steel maker with ISO 14001 certification.
- PVC in the building to be sourced from a supplier that meets GBCA guidelines and with ISO 14001 certification.
- Vegetation to be approximately 32% of the site area, including planter boxes, a green wall and green roof area.
- 2 x 4m^2 planter boxes for food production.
- Various elements to minimise urban heat including solar reflectivity (SRI) of roof to be at least 60%, and the unshaded hardscaping a minimum of 40% SRI.

2. Application ESD Deficiencies

- The Blue Factor report has incorrectly entered the rooftop planter box and garden area of 76 m^2 as paved area draining into a raingarden of 79.4 m^2. Green roof and planter box areas should be entered into Blue Factor as permeable garden areas not as paved areas draining into raingardens. *Please note: the Blue Factor guidance mentioned in the SMP may be an AI error, as no such information is hosted on the Blue Factor site but some search browser AI summaries have been noted to include this error.*
  - **Update SMP, Blue Factor report, drawings and (likely) landscape plans to correctly manage the L4 terrace and planter areas ensuring best practice in stormwater management can be delivered.**
- The development claims embodied carbon reduction (SH Principle 1), but very little has been included above avoiding large amounts of steel in the construction. The development will have a typical embodied carbon profile.
  - **Recommend recycled water, sand and aggregates are included in the concrete mixes to reduce the embodied carbon and justify the claims made in the SMP.**
- The development claims Net-positive Energy (SH Principle 2), but very little has been included other than a 2kW solar PV array which would generate approximately 5% of the buildings energy needs.
  - **Recommend a large capacity solar PV array and 100% Green Power purchasing arrangement for any additional electricity needs for a minimum 10 years.**
- The development claims Water Resilience (SH Principle 5), but very little has been included other than a 5,000 rainwater tank to flush the commercial area WCs and irrigation, which is a standard response for apartment developments in Victoria.
  - **Recommend a larger rainwater tank to enable flushing of all toilets in the building.**
- The development claims No Waste to Landfill (SH Principle 6), but an 80% reduction in construction and demolition waste which is typical for apartment developments in Yarra.
  - **Recommend increasing the construction and demolition recycling target to 90% inline with industry leaders.**

3. Outstanding Information
   - There are 32 bike parking spaces for 20 dwellings and 6 visitor bike parking spaces clearly marked on the plans, but the SMP states there are 30 residential spaces and 5 visitor spaces.
   - Recommend update the SMP to be consistent with the architectural drawings.

4. ESD Improvement Opportunities
   - See items above.

Recommendations

The applicant is encouraged to update the documents to address all items abov and re-submit to Council for assessment.

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

Euan.

ESD Advisor: Euan Williamson
Date: 13 July 2026

Heritage Formal Referral Response

Department of Transport and Planning

Application Information:

Referral Officer:	Diahnn McIntosh
Officer:	Corey Wooldridge
Council Reference:	PPE26/0388
Address:	290 Park St, Fitzroy North VIC 3068
Proposal:	s52 Notice from Department of Transport and Planning - 290 Park Street Fitzroy North
Relevant Heritage Status	**Heritage Overlay: HO327 North Fitzroy Precinct** **Contributory (1915-1925?)**
Relevant 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
Referred documents:	• Set of drawings entitled "290 Park Street Fitzroy North", prepared by Architecture Architecture, dated June 2026 • Heritage Impact Statement, 290 Park Street, Fitzroy North, prepared by Bryce Raworth, dated April 2026

Comments Sought:	Comments on the application from a Heritage perspective are requested on the following:
	• *Proposed demolition of all buildings on the lot – including contributory building on site.*
	• *The built form, in relation to:*
	  • *Height and massing – particularly to Nicholson Street corner.*
	  • *Setbacks and street wall presentation (particularly to Nicholson Street)*
	  • *Design detail – materials and fenestration*

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:	

STATEMENT OF SIGNIFICANCE:

The Government planned section of Fitzroy North (south of Holden St) is significant

. As a demonstration of the earliest stages in the development of North Fitzroy, commencing with the 1850s Yan Yean tramway and the quarry route of Nicholson St, the establishment of North Fitzroy's first churches and its pre-Boom suburban mixture of small residential and commercial buildings coinciding with provision of horse drawn public transport.;

. For its late 19th century buildings that represent rapid growth and change in the character of the relatively remote suburb to an established residential and business area with a range of commercial and institutional buildings serving the wider population of North Fitzroy;

. For the aesthetic value of its suburban planning, with the combination of curving streets and garden reserves, and the vistas created by the intersections of standard rectilinear subdivision with the strong diagonals formed by St Georges Road and Queens Parade, the exceptionally wide streets and crescents, the triangular garden reserves, and focal views to buildings and parkland. This aesthetic is underscored by the built form seen in the construction of commercial and institutional buildings to the property alignment along a number of streets and on corners;

. The generous public domain, with street plantings of historic elms and 20th century plane trees,

. For its low rise streetscapes of intact Victorian and Edwardian buildings one and two-storey terrace and villa housing;

. For the range of Victorian and Edwardian-era building form and finish, from the modestly decorated timber cottages and stuccoed Italianate style houses, simply designed corner hotels and shops, to the rich variety of decorative buildings including an extraordinary concentration of decorative bichrome and polychrome brickwork and flamboyantly decorated Italianate residential and commercial terraces, banks and hotels, interspersed very occasionally with dominating narrow spire and tower elements of religious, commercial and institutional buildings.

. As one of Melbourne's early residential commuter suburbs served by train and cable tram services linking it to the city by 1888, with extensive Boom era terrace buildings and closely built row housing within this sub-area providing evidence of the effects of public transport on early development;

. As essentially a well preserved Boom-era suburb that, despite the abrupt economic collapse of the early 1890s, continued developing during the Great Depression years and into the first decades of the 20th century due to the amenity of its planning, parkland, local schools and shops and extensive public transport. This yielded both the generous frontages and sizes of the post-Depression villa houses and the row house forms and narrow frontages of the Boom era;

. For its traditional Victorian-era residential character, evoked by the formal presentation of the decorated facade to the street with its small ornamental front garden, low front fence, pedestrian gateway and front path, with the functional necessities of delivering coal, removal of nightsoil and occasional stabling provided by the back lanes;

. For landmark buildings and sites that formed key meeting places in the area during the main development era of the 1860s to the 1930s,including religious institutions, schools, monasteries and churches, and the buildings associated with charitable bodies such as the Salvation Army, Church of Christ Bible School, and the temperance movement. Also the former Nth Fitzroy Police Station, the former Licensed Victualler's School and Asylum site and complexes such as the Old Colonists Homes;

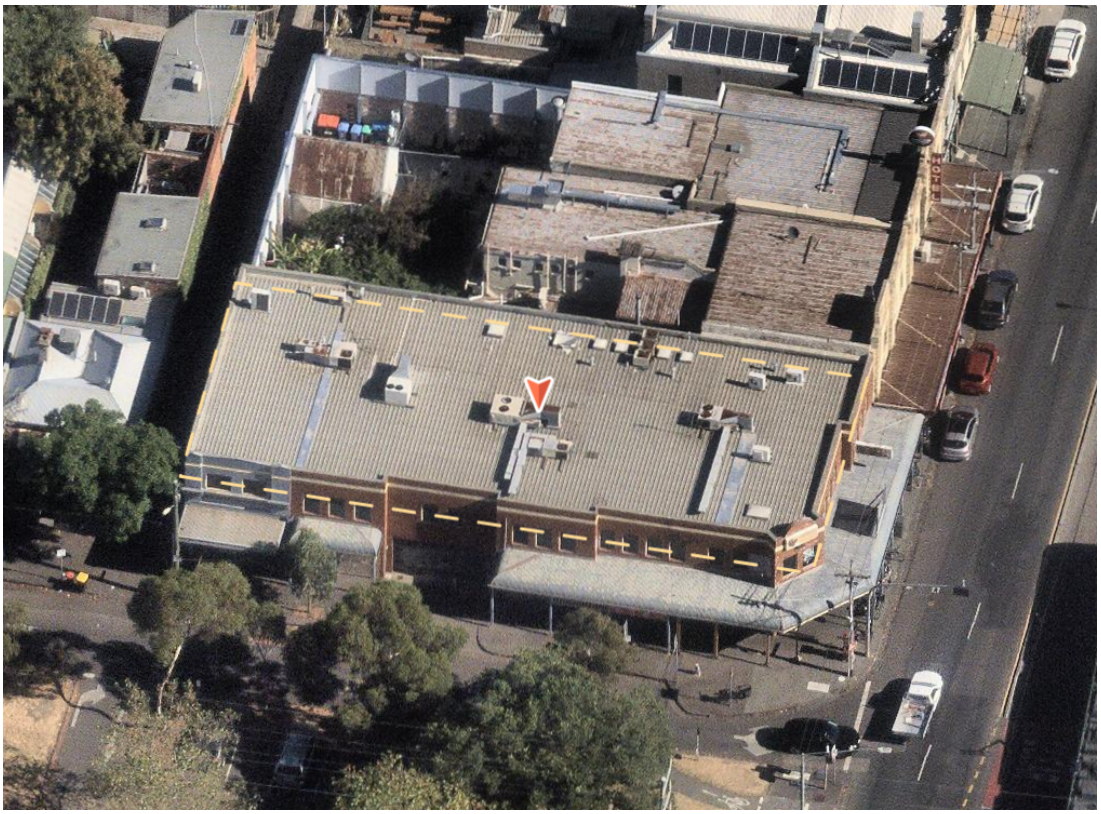
. For the asphalt footpaths, pitched lanes, gutters and lane crossovers and mature street and individual plantings (such as mature elms, planes, palms, and Kurrajongs) that reinforce the unified character of the dense, relatively low-rise residential development;

. The 19th century landscape of Edinburgh Gardens and its representation of Fitzroy's cultural history in its plantings, memorials, recreation sports club grounds and pavilion buildings, plus the Inner Circle Railway reserve as a cultural landscape strip across the north of the area;

. For the outstanding Victorian and Edwardian-era streetscapes such as those surrounding the Edinburgh Gardens (Alfred Crescent, St Georges Road, Brunswick and Freeman Streets) that include a rich collection of Victorian-era Gothic and Italianate style buildings interspersed with fine buildings from the Edwardian period;

. For the important views and vistas within the area, including those of the Edinburgh Gardens, its mature trees and historic structures, as seen from many parts of the Heritage Overlay Area, and views obtained from Edinburgh Gardens to the many significant buildings at its curtilage and the city skyline, the vista from the elevated position of the Cricket Club grandstand toward the upper facades of buildings in Freeman and Brunswick Streets, and the Brunswick Street vistas (south to the spire of St Patrick's Cathedral, and north to St Luke's spire)

. For the contribution of well-preserved inter-war buildings, particularly the small intact inter-war houses where the building design has adapted to the prevailing built character of the area in siting, scale, decorative quality and stylistic variety.



BRIEF BACKGROUND TO APPLICATION:

A previous approval on the site, PLN22/0915, allowed for demolition of existing buildings and construction of a new four storey mixed use building containing dwellings and a cafe (food and drink premises).

This permit has not been enacted.

PROPOSED WORKS:

The current application includes:

- the total demolition of all existing built form on the site.
- Construction of a seven storey apartment building with one basement level.

MATTERS FOR CONSIDERATION

DEMOLITION OF THE CONTRIBUTORY BUILDING



Above: No. 290 Park Street which has been identified as being of Contributory significance

The Contributory building at 290 Park Street, Fitzroy North is a two-storey corner non-residential building of predominantly red face brick construction, occupying a prominent corner site with a secondary frontage extending along the side laneway.

The style of the building is best described as an example of restrained Inter-War, characterised by

- strong horizontal parapet lines;
- simple geometric proportions;
- minimal ornamentation; and
- an emphasis on functional form rather than decorative detailing.

The building appears to retain many original elements however it's integrity has been diminished by a number of alterations, including the replacement of the original shopfronts, the installation of security grilles, repainting of the ground floor façade, and the apparent addition of the upper floor level.

Despite these alterations, the original commercial form of this building remains readily identifiable. It is considered that its significance derives from its contribution to the historic streetscape rather than from outstanding individual architectural merit.

Conclusions:

- *The proposed demolition of the existing two-storey inter-war commercial building is contrary to the objectives of the Heritage Overlay and the City of Yarra heritage policy, which seek to conserve contributory buildings and retain the heritage fabric that underpins the significance of the heritage precinct.*
- *As discussed above, the building retains sufficient integrity and intactness to continue to make a positive contribution to the significance of the precinct. No evidence has been provided to demonstrate that the building is so structurally unsound or incapable of reasonable repair that its retention is impracticable, nor has it been demonstrated that demolition is justified on heritage grounds.*
- *In the absence of compelling justification, the complete demolition of this contributory building is not supported. The proposal fails to satisfy the relevant*

heritage policy objectives that seek the retention, conservation and adaptation of contributory buildings in preference to demolition.

CHARACTER OF THE PROPOSED DEVELOPMENT SITE

As a corner allotment, the subject site contributes significantly to the character and appearance of two streetscapes by:

- terminating the Park Street streetscape with Nicholson Street;
- addressing two street frontages, one which is commercial and the other is residential;
- defining a traditional commercial corner along Nicholson Street.

The proposed building will make a substantial contribution to the corner site, but at approximately seven storeys it will no longer represent a traditional neighbourhood commercial corner building. Instead it will change the character of the site to a dominant contemporary apartment building.

Conclusions:

The proposed seven-storey contemporary apartment building would dominate the subject heritage corner and would not respect the established scale, form, siting or character of the adjoining contributory heritage streetscapes. By virtue of its excessive height, bulk and contemporary expression, the proposal would diminish the prominence and appreciation of the heritage buildings that define the intersection and would fail to conserve, preserve or enhance the significance and character of the heritage precinct. Consequently, the proposal does not represent an appropriate contextual response and is inconsistent with the heritage objectives of the Heritage Overlay and the City of Yarra's heritage policy.

HEIGHT OF THE PROPOSED DEVELOPMENT

The proposed development will be visible to the full extent of the proposed seven storeys close to the actual corner of the two streets. No attempt has been made to mitigate the overall height by reducing the visibility of the upper levels from street level. The design makes a limited reference to the predominant scale of the adjoining heritage properties along Nicholson Street but no reference to the single-storey scale of the adjacent heritage dwellings along Park Street.

Conclusions:

The proposed development introduces a building height that is substantially greater than the prevailing scale of the surrounding contributory heritage buildings. This excessive increase in height is insufficiently moderated through the building's design, with only limited measures incorporated to reduce its visual prominence. As a consequence, the proposal fails to adequately respect the prevailing scale, form and character of the heritage precinct, and does not provide an appropriate contextual response to the significance of the heritage place.

UPPER LEVEL SETBACKS

A consistent objective of the City of Yarra's heritage policy is that new developments within heritage precincts should be visually recessive, minimise their visibility from the public realm, and avoid dominating or competing with contributory heritage buildings.

The upper levels of the proposed are only minimally recessed from the Nicholson Street frontage, resulting in the development being perceived as a continuous full-height built form rather than a clearly articulated podium and upper level composition. Consequently, there is insufficient visual differentiation between the lower and upper levels, with the upper storeys remaining visually prominent within the streetscape.

Conclusions:

This proposal does not adequately reduce the perceived scale of the building or ensure that the upper levels are recessive in appearance and therefore fails to appropriately respond to the prevailing heritage character and significance of the precinct.

ARCHITECTURAL APPEARANCE

Rather than replicating Victorian-era architectural detailing, the proposed building adopts a contemporary architectural expression that is clearly distinguishable from the historic fabric, consistent with heritage policy encouraging new work to be identifiable as contemporary.

The articulation of the Nicholson Street elevation is however dominated by a single, large-scale building form that does not adequately reflect the fine-grained rhythm and established scale of the historic streetscape.



The proposed development must acknowledge the fine-grain rhythm through distinct façade modules that correspond to traditional lot widths.

The proposed façade adopts a strong vertical architectural expression. While this approach creates a refined contemporary composition, it is not derived from the prevailing rhythm and articulation of the Nicholson Street streetscape, which is characterised by a predominantly horizontal emphasis established through parapets, verandahs and continuous traditional shopfronts.

As a result, the proposal introduces a visually prominent built form that does not adequately respond to the established character of the heritage precinct and competes with, rather than complements, the surrounding heritage streetscapes.

Materials:

The proposed material palette demonstrates a degree of responsiveness to the heritage context. Positive aspects of the proposal include the use of warm buff and cream tones, face brick elements, muted green canopies and extensive landscaping. The overall building will be noticeably lighter than much of the surrounding streetscape.

Collectively, these materials and colours are generally recessive and less visually prominent than darker metal cladding or highly reflective façade treatments. As a result, they have the potential to reduce visual contrast and assist the development to integrate more comfortably with the predominantly red brick character and established palette of the surrounding heritage precinct.

Conclusions:

The proposed development has been designed in a contemporary architectural expression that is clearly distinguishable from the historic fabric and is generally respectful of the heritage context.

While the proposed external materials and colours are considered generally recessive, the extensive use of one light-coloured material across most of the building makes the development appear visually monolithic. Greater variation in materials should be introduced to express the historic rhythm of individual buildings along Nicholson Street.

RECOMMENDATIONS

That Council should advise the Department of Transport and Planning (DTP) that it has several concerns regarding this application. These should include:

1. **Failure to demonstrate why demolition of the existing Contributory heritage building is necessary;**
2. **The proposed new development will not preserve or enhance the significant character of HO327 North Fitzroy Precinct;**
3. **The proposed development will result in a building of substantial scale and visual dominance affecting two different heritage streetscapes and will overwhelm the traditional corner site;**
4. **The proposed development does not sufficiently address the sheer scale of the proposed new development, by adopting upper-level setbacks especially to Nicholson Street;**
5. **The articulation of the proposed development will not adequately express the traditional subdivision pattern, especially along Nicholson Street;**
6. **The proposed development will not adequately address the substantial change of scale to the adjacent residential buildings along Park Street.**



Heritage Advisor: Diahnn McIntosh

Date: 8 July 2026

Informal Referral Meeting
Heritage

Application Information for Referral IREF26/00949

Officer:	Corey Wooldridge
Council Reference:	PPE26/0388
Address:	290 Park St, Fitzroy North VIC 3068
Proposal:	s52 Notice from Department of Transport and Planning - 290 Park Street Fitzroy North
Zone:	C1Z
Overlay(s):	HO327 DCPO1 **Heritage Grade:** Contributory – 290 Park St Not contributory – 806-810 Nicholson St

Meeting Details

Date:	20 July 2026
Referral Officer	Diahnn McIntosh

Further Advice Provided at Meeting

SUGGESTED CONDITIONS IF THIS APPLICATION IS APPROVED:

Before the development starts, amended plans must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the endorsed plans but modified to the satisfaction of the Responsible Authority to address the following:

1 **Demolition of the existing contributory building at 290 Park Street, Fitzroy North.**

a) Retain and conserve the existing contributory building, including its principal built form, face brick external walls, parapets and other significant heritage fabric, except where alterations are specifically approved by this permit.
b) Redesign the proposed development so that it incorporates the retained contributory building as the primary element of the development, with any additions or alterations designed to be recessive and respectful of the scale, form and significance of the existing building and the heritage precinct.

2 Modifications
The amended plans must:

a) reduce the visual prominence of the upper levels of the building, particularly as viewed from the Nicholson Street and Park Street frontages and the street

corner, through increased upper-level setbacks, reduced building height, revised building massing, or a combination of these measures;

b) increase setbacks to the upper levels from the Nicholson Street frontage sufficient to achieve a clearly legible podium and upper-level composition;
c) provide a built form that demonstrates a more respectful transition in scale to the adjoining contributory heritage buildings, including the single-storey dwellings along Park Street;
d) modify the building form so that the overall height and massing better reflects and responds to the prevailing scale and character of the heritage precinct;
e) modify the Nicholson Street elevation to provide a more legible fine-grain composition that reflects the established pattern of traditional allotment widths along the heritage streetscape;
f) Revise the architectural articulation of the Nicholson Street façade to reduce the visual dominance of the overall building form and introduce a stronger horizontal expression that is responsive to the prevailing character of the heritage streetscape, including the established rhythm created by parapets, verandahs and traditional shopfronts.
g) Introduce greater variation in external materials, colours and façade detailing to break down the perceived scale of the development and reinforce the appearance of individual building modules consistent with the fine-grain character of Nicholson Street.
h) Ensure that external materials and finishes remain recessive in appearance and are complementary to the established material palette of the heritage precinct,

Planner Name: Corey Wooldridge
Date: 20 July 2026

Development Engineering Formal Referral Response

Application Information:

Referral Officer:	Corey Wooldridge
Officer:	Mark Pisani
Council Reference:	PPE26/0388
Referral Number:	IREF26/00950
Address:	290 Park Street, Fitzroy North
Proposal:	s52 Notice from Department of Transport and Planning - 290 Park Street Fitzroy North
Comments Sought:	Parking; traffic impact; access arrangements, 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
dhp Urban Consultants	Town Planning Report		June 2026
JCA Land Consultants	2927313F1D *Plan of Feature Survey*	03	2 February 2026
Architecture Architecture	A0.02 Demolition floor plan A1.01 Basement floor plan A1.02 Ground floor plan A1.03 First floor plan A2.01 Elevations A3.01 Sections A11.01 Section - Vehicle Access Ramp	 A A A 	31 March 2026 1 June 2026 1 June 2026 31 March 2026 1 June 2026 31 March 2026 5 February 2026
One Mile Grid	Transport Impact Assessment		2 June 2026

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	**Visibility** Dimension the headroom clearance of the development entrance.	Update the drawings.
2	**Car Stacker Device** Dimension the floor to ceiling height and stacker pit depth on the section drawing. The applicant must select the model type of the proposed car stacker and indicate the vehicle clearance heights.	Update the section drawing and specify the vehicle clearance heights for the proposed car stacker devices
3	**Encroachment of North West Corner Splay** The applicant must redesign the north west corner at ground level such that it does not encroach onto the splay (a Public Highway).	Update the ground floor plan.

SECTION 2: Engineering Conditions – Planning Permit

The conditions outlined in ***Table 3*** below must be included in the Planning Permit to ensure the specific engineering requirements are complied with.

Note: further conditions may be required if any of the items in Table 2 are not fulfilled prior to the issuing of the Planning Permit.

Table 3 - Engineering conditions to be included in the Planning Permit

Condition related to…	Engineering condition
VC: *Reinstatement*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as footpath, verge (if applicable), and kerb and channel: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority.

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 Nicholson Street and Park Street frontages must be re-sheeted in asphalt: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *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) Footpath works; (b) Redundant vehicle crossing reinstatement; (c) Any works required by Council's Urban Design team; (d) at the permit holder's cost; *and* (e) to the satisfaction of the Responsible Authority.

Condition related to…	Engineering condition
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.
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 frontage roads and the entrance to the approved building. (b) to comply with the requirements of the Australian 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.

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.
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
Dwellings	20	Minimum: 0 spaces Maximum: 2 spaces	0 spaces 40 spaces
Shop	57 m^2	Minimum: 0 spaces Maximum: 2 spaces/100 m^2 of leasable floor area	0 Spaces 1 space
		Total	**0 to 41 spaces**

***** The site is classified as a Category 3 as per the Car Parking Requirement maps.

The development would have a minimum of 0 spaces and a maximum of 41 spaces. A total of 18 on-site car parking spaces would be provided, which fall within the parking requirement range for the site. The parking provision for the development satisfies the Yarra Planning Scheme.

TRAFFIC IMPACT

Trip Generation

The trip generation for the site adopted by One Mile Grid is as follows:

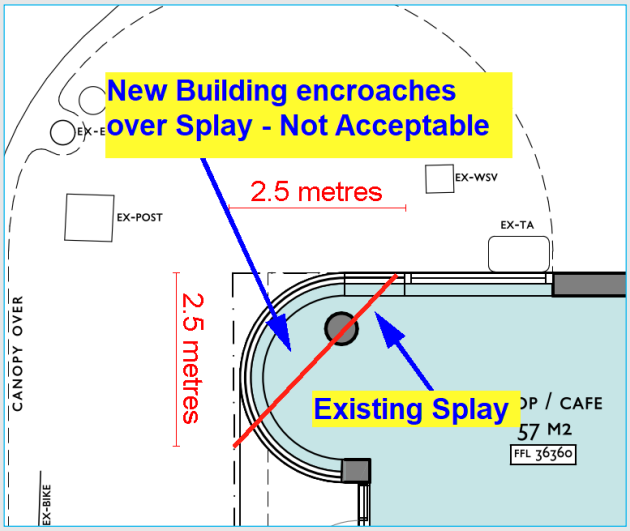
Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
Dwellings (20 No./ 18 on-site spaces)	4.0 trips per space per day 0.4 trips per space in each peak hour	75 trips	8 trips	8 trips

The level of traffic generated by this development is not unduly and should not adversely impact the traffic operation of the rear laneway (Railway Lane) or any of the surrounding streets.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The 5.8 metre wide doorway satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	The development entrance provides some visibility for motorists exiting the development onto the laneway. Railway Lane is a low speed, low volume environment and motorists would have a tendency to exercise additional car when exiting the development. The visibility of the entrance is considered satisfactory.
Headroom Clearance	The headroom clearance of the development entrance has not been dimensioned on the drawings.
Car Parking Modules and Mechanical Parking	
Regular At-grade Parking Spaces	The dimensions of the at-grade parking spaces (2.8 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Aisles	The 5.8 metre wide aisle satisfies *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Car Stacker Device	The applicant proposes to use shuffle-type car stackers - the Woehr Combilift 543/543_MR. The stacker devices would accommodate useable platform widths of 2.6 metres with lengths of 5.2 metres. This device could comfortably accommodate B85 design vehicles.
Floor to Ceiling Height Pit Depth Vehicle Clearance Heights	The floor to ceiling heights and stacker pit depths have not been dimensioned on the section drawings. Knowing these measurements would assist in determining the stacker model type, and hence, the vehicle clearance heights. The vehicle clearance heights are not known.
Clearances	The at-grade spaces have clearances of no less than 300 mm, which satisfy Design standard 2.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	From the property line (Railway Lane), the internal ramp profile comprises an upward grade of 1.8 for a distance of 2.08 metres followed by a flat grade for the aisle. The ramp profile for the first 5.0 metres inside the property 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	

Item	Assessment
Vehicle Entry and Exit Movements Development Entrance - Railway Lane SPA100* Rev F	The swept path diagrams of a B99 design vehicle entering and exiting the development entrance via Railway Lane are considered satisfactory.
Vehicle Turning Movements Stacker Platforms and Parking Spaces SPA101 Rev F SPA102 Rev F	The swept path diagrams of a B85 design vehicle entering and exiting the individual car stacker platforms and parking spaces are considered satisfactory.
Other Items	
Loading Arrangements	The shop use (57 m^2) would be regarded as a small scale operation. Delivery vehicles accessing the shop would park on-street in order to transport goods to the site. This arrangement is considered acceptable.
Vehicle Ground Clearance Check	The vehicle ground clearance check undertaken by One Mile Grid traffic engineering consultants indicates that a B99 design vehicle can enter and exit the property via Railway Lane without scraping or bottoming out. The vehicle ground clearance check is considered satisfactory.
Encroachment of Splay	The existing corner splay at ground level is deemed to be a Public Highway at common law and must not be encroached upon by the new footprint of the building. The curved corner as proposed would partially occupy the existing splay - not supported by Council. The applicant must redesign the north west corner at ground level such that it does not encroach the splay. 

* One Mile Grid swept path diagram drawing number.

SECTION 4: Acknowledgement

Engineer: Mark Pisani

Signature: 

Date: 10 July 2026

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	Corey Wooldridge
Council Reference:	PPE26/0388
Address:	290 Park St, Fitzroy North VIC 3068
Proposal:	s52 Notice from Department of Transport and Planning - 290 Park Street Fitzroy North
Comments Sought:	Click here to view referral memo: Record D26/242225: IREF26/00951 - 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 290 Park St, Fitzroy North authored by One Mile Grid and dated 14/4/26 is satisfactory from a City Works Branch's perspective.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:30/06/2026

Strategic Transport Formal Referral Response

Application Information:

Referral Officer:	Tomas Lightbody
Officer:	Corey Wooldridge
Council Reference:	PPE26/0388
Address:	290 Park St, Fitzroy North VIC 3068
Proposal:	s52 Notice from Department of Transport and Planning - 290 Park Street Fitzroy North
Comments Sought:	Click here to view referral memo: Record D26/242298: IREF26/00952 - Referral Request
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:	

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	20 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	4 resident spaces	38
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	2 visitor spaces.	
Retail premises (other than specified in this table)	57 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Bicycle Parking Spaces Total			**4 resident / employee spaces**	**32 resident / employee spaces**

		2 visitor spaces	**6 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 28 additional resident spaces and 4 additional visitor spaces above the requirements of the Scheme.

Adequacy of visitor spaces

6 spaces are noted as visitor bicycle parking spaces.

The provision of the visitor spaces **adequate.**

Adequacy of resident spaces

Number of spaces

Whilst the proposal includes a surplus of 28 resident/employee spaces above the requirements of the planning scheme, it is noted:

- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, best practice requires a rate of 1 space to each dwelling. This plan meets the best practice rate for bicycle parking.

The number of resident bicycle parking spaces is **adequate.**

Design and location of employee spaces and facilities

Employee and resident spaces are additional located and designed for the following reasons:

- Resident bicycle parking is provided at Basement 1. Cyclists would be required to access the spaces via the lift shaft.
- ***32 spaces are not located within a secure facility.*** Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. A secure car park or open basement accessible via a lift does not constitute a lockable compound.
- We require annotation outlining the security arrangements into the bicycle storage area. *A fob security access and sliding door is recommended.*
- Several bicycle parking spaces should be designed to accommodate larger bikes (AS2890.3 Appendix A – 'cargo bicycle' and Section 2.2.8).
- These larger bicycle parking spaces could be arranged in the existing space.

Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV).

Provision of a single EV charging point is shown on plans as being included in the basement at completion with additional provision for the installation in the car stacker spaces.

At least 3 resident electric bicycle charging point should be provided in the bicycle parking spaces (approximately 5% of the total number) adjacent to spaces suitable for electric bicycles to use (i.e horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – 'cargo bicycle' and Section 2.2.8).

Green Travel Plan

The application includes a Green Travel Plan (GTP). The GTP does not adequately address all needs, and should be modified to include the following:

- a map outlining the location of bicycle parking and the most efficient route for accessing bicycle parking.

This information is required to be shown in the GTP before it can be approved.

Yarra's key bicycle corridors

The site is located adjacent to the following key cycling corridors:

- Park Street
- Linear Park
- Canning Street

Yarra's Bicycle Lanes

Yarra's Transport strategy identifies Park Street as a key cycling corridor, and alternative to cycling through Linear Park. The interface with the street should facilitate this and any works in the public realm should not be at the detriment of cyclist movements through the intersection with Nicholson Street.

Recommendations

The following should be shown on the plans before endorsement:

Recommended conditions to be shown on the plans before endorsement:	Additional comments / info
1. Designation of resident and visitor bicycle parking to be shown on the plans.	
2. Dimensions included in the plans for the visitor bicycle parking spaces to ensure they meet AS 2890.3	Each individual bicycle space should be 500mm wide *(1000mm between hoops and 500mm on the ends)* with enough space for people to access and conveniently lock up their bicycle.
3. At least 3 electric bicycle charging points should be provided in the resident bicycle parking spaces adjacent to spaces suitable for electric bicycles to use.	
4. At least 20% of the bicycle parking spaces should be included as horizontal hoop bicycle parking to make	This could be accommodated by changing

accommodating for heavier e-bikes which sometimes also have wider tyres more accessible.	the 6 vertical bicycle spaces to horizontal hoops. The width of the isle suggests that this should not impact the usability of the space.
5. Annotation on the plans outlining the security arrangements into the bicycle storage area.	Security Fob with sliding door recommended for easy bicycle access
6. An Amended Green Travel Plan should be provided with the information outlined previously.	Including a map outlining the location of bicycle parking and the most efficient route for accessing bicycle parking.

Strategic Transport Planner: Tomas Lightbody

Date: 29 June 2026

Strategic Projects, Parks and Open Spaces Formal Referral Response

Application Information

Referral Officer:	Corey Wooldridge
Officer:	Christian Lundh
Council Reference:	PPE26/0388
Address:	290 Park St, Fitzroy North VIC 3068
Proposal:	s52 Notice from Department of Transport and Planning - 290 Park Street Fitzroy North
Comments Sought:	Click here to view referral memo: D26/242300 - IREF26/00953 - Referral Request
Disclaimer:	Council's City Strategy Open Space Design team provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Summary

Comments requested	Public Realm • Public realm interface • Public Realm improvement opportunities such as kerb outstands and new street trees
Recommendation	Detailed comments are provided overleaf. In summary: • The proposal is supported in principle, subject to changes. • Changes are required to make the proposal acceptable from a public realm and landscape perspective. • Recommended changes are listed in **bold dot points** under each separate section overleaf. • Note, these comments do not include a built form assessment and does not constitute support for the proposed architectural scheme from public realm and landscape perspectives.
Links to relevant documents reviewed	D26/239928 - PPE26/0388 - 290 Park Street Fitzroy North - Landscape Plan D26/239910 - PPE26/0388 - 290 Park Street Fitzroy North - Plans

Referral Comments – Stage

Public Realm feedback

No.	Topic	Feedback and recommendations
1.	**Public Realm Interface**	
1.1.	Public realm interface - General comment	*Yarra Planning Scheme aims to achieve the Urban design and built form Objective;* *To encourage high quality urban design and architecture throughout the precinct that contributes to the public realm, including the Yarra River environs and streetscapes.* <u>Artistic impressions</u> The artistic impressions submitted with the proposal depict a highly illustrative and idealised level of vegetative growth and façade greening. There is concern that the landscaping outcomes shown in the renders may not be fully achieved or maintained over time. Should the proposed vegetation not establish or be maintained as depicted, several blank wall sections visible from the public realm may become visually dominant. Blank building walls are also susceptible to vandalism, including graffiti and tagging, which can adversely affect streetscape presentation and increase maintenance requirements. To mitigate these risks, it is recommended that additional vertical greening measures be incorporated into the design, particularly along blank walls with a public interface, to soften building presentation and improve long-term visual amenity. <u>Balcony and terrace screening mesh</u> The proposed balcony and terrace screening treatment identified as "Screening Mesh ME-1" is described in the submitted material as a fine and visually transparent element. However, insufficient detail has been provided regarding its operation, appearance and long-term maintenance. Concerns are raised regarding; • The extent to which the mesh functions as a compliant balustrade and whether occupants can retract or lean beyond the screening system; • The visual appearance of the material when viewed from the public realm; • The long-term management and maintenance of climbing or cascading vegetation intended to interact with the mesh; and • The potential for vegetation failure, overgrowth or deterioration entangled in the mesh, resulting in an untidy appearance and increased maintenance burden. Given the highly visible locations of these elements, it is recommended that the proposed screening mesh be replaced on publicly visible elevations with a more robust and conventional balustrade treatment, such as: • Vertical steel balustrading; • Solid balustrades; or • A combination of solid and transparent balustrade elements.

		This approach would provide a clearer architectural outcome, improve durability and reduce ongoing maintenance risks. Public Highway splay Council notes that the existing corner splay at ground level is considered a Public Highway under common law and must remain unobstructed. The proposed curved building form at the northwest corner would partially encroach into the existing splay and is therefore not supported. The ground-level built form should be redesigned to ensure that the existing splay at the intersection of Park Street and Nicholson Street remains entirely clear of building encroachment. **Recommendations** • **Integrate additional vertical greening to blank walls with a public interface.** • **Replace the proposed Screening Mesh ME-1 on street-facing balconies and terraces with vertical steel balustrades, solid balustrades, or a combination of both.** • **Redesign the north-west corner of the building to ensure the existing corner splay at the intersection of Park Street and Nicholson Street remains unobstructed and free of encroachment.**
1.2.	Public realm interface – Nicholson Street	Integrated Seating and Ground Level Interface The proposed integrated seating along the streetscape interface between the private ground floor terrace and the public footpath is not supported. Given its location immediately adjacent to the pedestrian path, the seating is likely to be perceived and utilised as public seating. This may result in pedestrians occupying the space for prolonged periods, potentially obstructing footpath movement and compromising accessibility. In addition, the amenity, privacy and passive security of residents using the adjacent private terrace may be adversely affected, notwithstanding the proposed mesh and vegetation screening between the public and private realms. Replacement of the seating with expanded planting opportunities would provide a clearer delineation between public and private space, improve the landscape outcome and contribute positively to the streetscape. Private Courtyard Entry and Stairway The proposed stairs leading to the private internal courtyard provide activation and add visual interest to the street frontage. However, the current arrangement presents some concerns. The location of the gate and landing at the upper end of the stairway, set back from the street alignment, creates a deep and partially concealed space with limited passive surveillance. This arrangement may result in an undesirable entrapment or anti-social behaviour risk and reduces the overall legibility of the entrance. Bringing the gate and landing closer to the Nicholson Street frontage would improve visibility, passive surveillance and CPTED outcomes while providing a clearer address to the public realm. The corridor-like form of the stairway would also benefit from additional architectural and landscape treatment. Incorporating vertical greening, integrated lighting and wall articulation would improve visual interest, soften the built form and enhance the user experience.

		Furthermore, any handrails, tactile indicators, landings or associated access infrastructure must be wholly contained within the title boundary and must not project into or occupy the public realm. **Recommendations** • **Remove the integrated seating adjacent to the ground floor terrace and replace it with an expanded planter.** • **Relocate the gate and landing closer to the Nicholson Street frontage to improve visibility and passive surveillance.** • **Introduce vertical greenery, ambient lighting and/or wall articulation along the stairway corridor to enhance visual interest and user amenity.** • **Ensure all handrails, tactile indicators, landings and associated access elements are fully accommodated within the site boundary and do not encroach into the public realm.**
1.3.	Public realm interface – Park Street	*Section 15.01-1S of Yarra Planning Scheme, Urban design strategies aims to Ensure the interface between the private and public realm protects and enhances personal safety.* <u>Under-croft space</u> The proposed under-croft space fronting Park Street is not supported in its current configuration. Whilst the design demonstrates a high level of architectural consideration and visual complexity, the practical function and public benefit of the space are unclear. The space appears largely transitional in nature, with limited opportunities for occupation or passive surveillance. No seating or gathering opportunities are proposed to encourage activation, and only limited visual connection is provided from the residential lobby. The combination of the rain garden, bicycle parking, tree planting and fire booster cabinet creates a fragmented arrangement that may ultimately function as a back-of-house environment rather than an active public realm interface intended. In particular, the location of bicycle hoops with limited surveillance raises concerns regarding personal safety and the potential for bicycle theft. The proposed tree planting within natural ground is supported in principle; however, the current location within the under-croft presents several concerns. The tree is unlikely to achieve optimal growth outcomes due to the overhead structure limiting access to sunlight, rainfall and open sky conditions. Furthermore, the location may obstruct sightlines and visibility into Railway Lane, including views towards the site's vehicle access. <u>Rain Garden</u> Further clarification is required regarding the proposed rain garden and its operational functionality. The submitted note states that runoff from the Level 4 laundry roof and terrace will be directed to a minimum 3m², 950mm deep rain garden, incorporating 100mm extended detention, with discharge to the legal point of discharge and an overflow mechanism provided. However, it remains unclear whether the proposed rain garden sizing, drainage connections and overflow arrangements have been verified as appropriate for the contributing catchment and existing stormwater infrastructure. Clarification is also required on how stormwater will be conveyed to the rain garden and whether the legal point of discharge can accommodate the proposed system.

		Given the rain garden's location adjacent to the public realm, concern remains that poor hydraulic performance, blockage or overflow events could result in ponding or discharge onto surrounding pedestrian areas. Additionally, the proposed planting environment is significantly constrained by the overhead building structure, limiting access to natural light, rainfall, open sky conditions and the mesh platform above with bicycle parking. This raises concerns regarding the long-term viability of the proposed vegetation and the ability to achieve the landscape outcomes illustrated in the submitted material. <u>Back-of-House entrance setback</u> The setback associated with the waste storage and café service access is not supported. The small, recessed space created between the building line and the access door is unlikely to contribute positively to the public realm and instead creates a residual space that may be perceived as unsafe. Such spaces can encourage loitering, concealment opportunities and anti-social behaviour, particularly where passive surveillance is limited. A consistent building line along the frontage would provide a stronger urban edge, improve sightlines and contribute to a safer and more legible streetscape outcome. <u>Lobby</u> The proposed location of the lobby is supported and provides an appropriate address to Park Street. However, clarification is sought regarding the treatment of the lobby enclosure. The submitted plans and elevations appear to indicate steel balustrading only, with no clear indication that the lobby frontage will be fully glazed. If the lobby is not enclosed with glazing, the space may be exposed to wind, rain and other weather conditions, reducing comfort and amenity for residents and visitors. The resulting environment may also diminish perceptions of safety and residential quality. It is recommended that the lobby be fully glazed to provide weather protection, improved passive surveillance and a more secure and welcoming arrival experience. **Recommendations** • **Integrate additional windows and active frontages overlooking the under-croft and setback spaces along Park Street to improve passive surveillance.** • **Reconfigure the eastern under-croft area to create a simpler and more functional landscape outcome, including a continuous rain garden treatment.** • **Provide further detail demonstrating the operation, drainage collection, overflow management and maintenance requirements of the rain garden.** • **Relocate the proposed tree in natural ground to the area adjacent to the stairway that is open to the sky, within a suitably sized planted area.** • **Remove the recessed waste room setback and align the waste room egress door with the primary building line.** • **Ensure the residential lobby is fully glazed to provide weather protection, visibility and improved resident amenity.** • **Review the location of bicycle parking to ensure it benefits from increased passive surveillance and improved security outcomes.**

1.4.	Public realm interface – Railway Lane	The proposed planting within the under-croft space along the Railway Lane interface is not supported. The planting is likely to obstruct sightlines and reduce passive surveillance through the space, resulting in poorer CPTED outcomes. There is also concern that the planting will be subject to pedestrian desire lines and informal shortcut movements, leading to vegetation damage and ongoing maintenance issues. A paved treatment along the Railway Lane interface would improve visibility, circulation and the overall functionality of the space. Any landscaping removed from this location could be redistributed elsewhere within the under-croft where it would be less susceptible to damage and provide greater landscape benefit. **Recommendations** • **Remove the proposed planted area along the Railway Lane interface and replace it with a paved surface treatment.** • **Relocate the equivalent landscape area to other locations within the under-croft space where planting can be more successfully established and maintained.** • **Provide clear and unobstructed sightlines between Railway Lane, the building entry, bicycle parking areas and adjoining pedestrian routes.**
1.5.	Awnings / projections	The architectural drawings have been amended, with the awning projection at the north-west corner reduced such that it no longer conflicts with the existing utility poles. This outcome is supported. The revised awning arrangement along Nicholson Street now terminates prior to the south-western section of the frontage, creating an opportunity for the establishment of an additional street tree within the public footpath. The introduction of a new street tree in this location would assist in softening the built form, enhancing the streetscape character and contributing to canopy cover along Nicholson Street. **Recommendations** • **Integrate one additional tree (in footpath) in the southwestern section of Nicholson Street.**
2.	**Public Realm Pavement, Furniture and Fixtures**	
2.1.	Pavements	Ground floor interface and paving thresholds The ground floor interface incorporates several small setback areas, thresholds and transitional spaces between the building and the adjoining public footpath. It is important that these areas provide a clear distinction between public and private land ownership and use. The submitted landscape plans do not provide sufficient detail regarding the proposed paving materials within the setback areas and threshold spaces. Given the proximity to the adjoining public footpath, it is important that the paving treatment within the site is clearly differentiated from the existing public realm materials to avoid ambiguity regarding public and private space. The use of asphalt within private setback areas is not supported. A higher quality paving treatment should be adopted to reinforce the building address, provide visual interest and clearly delineate the boundary between the public realm and private development.

		In addition, all interfaces should be designed to ensure accessibility and seamless pedestrian movement while avoiding any reliance on modifications to Council assets or the existing footpath network. **Recommendations** • **Provide a clear paving delineation between public and private land.** • **Ground floor paved thresholds within the site must be a high-quality unit paving not asphalt.** • **Pavements must meet Council and all relevant Australian standards including for slip resistance** • **Any works required to achieve compliance, including surface level modifications, must be undertaken wholly within the subject site. Existing external footpath levels must not be altered unless an improvement to compliance with adjoining footpaths is demonstrably achieved.**
2.2.	Furniture and fixtures	Existing on-street bicycle parking along Nicholson Street cannot be relied upon to satisfy statutory visitor bicycle parking requirements. Any required visitor bicycle parking must be provided within the subject site. An opportunity exists to enhance the Park Street public realm through the provision of a bench seat incorporating a backrest and armrests. **Recommendations** • **All tactiles, handrails, ramps and landings to be accommodated within the subject site boundary and not protrude outside the subject site's title boundaries.** • **Any statutory visitor bike parking requirements must be accommodated within the subject site boundary** • **Bench seat with back and arm rest is recommended to be integrated along the subject site Park Street frontage.** • **Anti-skate measures must be incorporated into the design of relevant elements, ensuring they are discreetly integrated and do not contribute to material damage or increased maintenance requirements.**
3.	**Opportunities for public realm improvements**	
3.1.	Opportunities for public realm improvements	Extension of the existing kerb outstand The proposed ground floor layout presents an opportunity to enhance the public realm along the Park Street frontage through the extension of the existing kerb outstand adjacent to the north-west corner of the site, utilising the space created by the removal of the vehicle crossover. An expanded kerb outstand in this location would improve pedestrian amenity, accessibility and safety, whilst creating additional space for public realm improvements, including seating potential landscaping. Such an outcome would assist in strengthening the pedestrian experience and complement the active frontage and residential entry. **Recommendations** • **Extension of the existing kerb outstand along the Park Street frontage to improve pedestrian amenity, accessibility, safety and overall public realm outcomes;** • **The design of extension of the kerb outstand must consider and address, including but not limited to, the following matters:**

		- **Pedestrian desire lines along and across the street ensuring safe, legible and accessible pedestrian movement;** - **Rationalisation of on-street parking bays, with the maximum feasible area reallocated to public realm improvements and pedestrian amenities;** - **Provision of vehicle swept-path diagrams demonstrating that all affected vehicle movements can occur safely and efficiently to the satisfaction of the Responsible Authority;** - **Resolution of all drainage requirements associated with the kerb outstands and adjoining infrastructure;** - **Compliance with all relevant accessibility requirements, ensuring all levels, grades and transitions are seamless and compliant;** - **A demonstrated due diligence assessment of all existing and proposed services, including identification of any impacts associated with the kerb outstand and related infrastructure, and confirmation of any required service authority approvals or agreements; and** - **An assessment of existing street lighting conditions, with provision for lighting upgrades or improvements were required to support pedestrian safety and amenity.**
4.	**Street trees**	
4.1.	New Street Tree Opportunity	Street Trees The landscape plan shows three (3) new street trees along the Park Street footpath, which is strongly supported. Trees should be aligned to the end of parking bays to make it easier to get in and out of car doors. The extent of the building awning along Nicholson Street presents another opportunity to integrate a new footpath tree along this frontage **Street trees** • **Possible opportunity has been identified to integrate four (4) new street trees along the subject site street frontage.** • **Council is requesting developer contribution for street tree planting and tree maintenance as outlined under item 4.2.** • **Proposed street tree locations are to be indicated on plans.**
4.2.	Street Tree Developer Contribution	To streamline the tree planting and associated tree maintenance establishment it is requested that street tree developer contribution of a flat rate of $3,000 (excluding GST) applies per tree. This fee includes the supply of the tree, planting, and all associated establishment and maintenance costs. Upon payment of this fee, responsibility for tree supply, planting, and establishment transfers to Council as the responsible authority. The developer assumes no further obligations in relation to these works. This contribution may be used to replace an individual canopy tree or to support broader urban canopy improvement projects across Yarra City Council. Funds may be allocated to these purposes at any time during the financial year. **Recommendations**

		• **The applicant is requested to contribute $12,000 including GST for this planting, to cover tree sourcing, planting and two year's establishment maintenance for four (4) trees.** • **Upon payment of this fee, responsibility for tree supply, planting, and establishment transfers to Council as the responsible authority. The developer assumes no further obligations in relation to these works.** • **This contribution may be used to replace an individual canopy tree or to support broader urban canopy improvement projects across Yarra City Council. Funds may be allocated to these purposes at any time during the financial year.** • **The developer is to notify Council as the development is nearing completion so that Council can program any tree planting shown on the approved Public Realm plan.** • **This contribution does not cover any low cover garden bed works including but not limited to; plants, works, materials or maintenance.**
5.	**Public Realm Functional Layout Plan**	
5.1.	Public Realm Functional Layout Plan	**Public Realm Functional Layout Plan** • **A Public Realm Functional Layout Plan must be prepared to the satisfaction of the Responsible Authority (Council). The Public Realm Plan must be submitted for approval by the Responsible Authority (Council). When approved, the Public Realm Plan will be endorsed and will form part of this permit. The Public Realm Plan must include, but not limited to:** - **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 and street signs;** - **Proposed bicycle spaces along site frontage, which bicycle image superimposed upon the proposed;** - **Clearly dimensioned elements including pedestrian paths and parking bays;** - **All existing and proposed levels and surface grades;** - **Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements;** - **Demonstrate a seamless / DDA accessible transition from the public realm into the principal entrance to the proposed building at ground floor level including any proposed setback;** - **All existing and proposed drainage infrastructure including any existing or proposed drainage pits and trench grates; and** - **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**

		- **Any proposed trees.** • ***Be consistent with the civil works and drainage design plans required.**

Capital Works:

Linear Parklands Masterplan

- The subject site directly abuts the Linear Parklands to the north; Yarra City Council endorsed the Linear Parklands Masterplan on 11 November 2025.
- The Masterplan establishes a 20-year vision for the former Inner Circle Railway corridor.
- Implementation funding has been supported by a commitment from the Federal Government announced in April 2025.

Strategic Projects Parks and Open Spaces Officer: Christian Lundh

Date: 9 July 2026

6.2. – PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street, Richmond

Author Erryn Megennis – Principal Planner

Authoriser General Manager City Sustainability and Strategy - Mary Osman

Executive Summary

Property	81-95 Burnley Street & 26-34 Doonside Street Richmond
Ward	Boulevard
Application number	PPE26/0465 (Council Ref) PA2604321 (DTP Ref) This application has been lodged with the Minister for Planning. The Minister is the decision maker for this application.
Proposal	Partial demolition of existing buildings and construction of a staged, 8-18 storey mixed use development across 4 buildings, comprising Dwellings (no permit required), a Restricted Retail Premises, Retail Premises and Office and a reduction in the car parking requirement associated with the Dwellings
Zoning & Overlay/s	• Mixed Use Zone • Heritage Overlay – Schedules HO252 & HO375 • Design and Development Overlay – Schedule DDO2 • Development Plan Overlay – Schedule DPO15 • Environmental Audit Overlay • Development Contributions Plan Overlay – Schedule DCPO1
Strategic setting	• Major Activity Centre • High Change Area This application was made to the Minister for Planning under the Clause 53.23 - Significant Residential Development with Affordable Housing of the Yarra Planning Scheme.
Submissions	DTP did not undertake public notice as they determined the application to be "generally in accordance" with the Development Plan
Key reasons for recommendation	• The development is substantially not generally in accordance with the Development Plan • The ESD response has substantial deficiencies; • The apartments will receive poor internal amenity; • The development will have an adverse amenity impact on the surrounding public realm;

	• The development's public realm response is deficient.
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: • A reduction in building height to comply with the Development Plan; • Removal of vehicle access and loading to Harry's Lane (except for the Restricted Retail Premises); • Retention of a significant eucalyptus tree; • Park Lane widened; • Full compliance with Clause 58 internal amenity standards; and • Updated daylight and thermal performance modelling.
Contact Officer	Erryn Megennis, Principal Planner

Officer Recommendation

That Council:

1. Note the officer report and the application material.
2. Delegate the Manager Development Services write to the Department of Transport and Planning outlining:
    (a) Council's position that the proposal is not supported on the following grounds:
        (i) Applicant has failed to provide the required information pursuant to DPO15 and the endorsed Development Plan
        (ii) The development is substantially not in generally in accordance with the Development Plan with regard to the following design objectives:
            a. Section 3.1 – Master Plan;
            b. Sections 3.2 & 9.1 – Key Heritage Fabric & Heritage Assessment;
            c. Section 3.3 - Ground Floor Plan;
            d. Section 4.3 - Park Lane;
            e. Section 3.5 - Harry's Lane;
            f. Section 3.7 – Building Setbacks;
            g. Section 3.9 - Building Heights;
            h. Section 3.10 - Shadow Diagrams;
            i. Section 3.11 – Building Finishes and Materials;

j. Section 3.12 – Development Summary;

k. Section 4.2 - Landscape Concept (Active Laneways, Tree Removal)

l. Section 4.3 - Public Realm;

m. Section 5.1 - Housing Diversity & Adaptability (Housing Affordability);

n. Section 6.1 - Transport Works (Internal Street / Laneway Network, Pedestrian & Cyclist Movement, Loading, EV Charging);

(iii) Section 7.1 – Sustainability Commitments; and

(iv) Section 8.1 – Stormwater, Drainage & Flood Analysis;

(b) The development's ESD response is substantially deficient, particularly in relation to daylight modelling and thermal performance;

(c) The apartments will have poor internal amenity;

(d) Building A will have an inappropriate response to Design and Development Overlay – Schedule 2;

(e) Sightline diagrams and 3D models have not been provided in accordance with Section 3.2 of DPO15;

(f) Peer reviews of the applicant's wind and acoustic reports are required; and

(g) 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:

Development

1. Before the use and 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 Fender Katsalidis dated 30 June 2026 but modified to show:

   (a) All building heights and street wall heights must comply with the heights approved in the Development Plan;

   (b) Maximum building heights dimensioned from natural ground level to the parapet of the top-most storey;

   (c) No loading bays accessed from Harry's Lane, except for the loading bay for the Restricted Retail Premises in Building A. All other loading must take place from within the basement;

   (d) The ground floor of Building B redesigned to allow for the retention of the Eucalyptus tree within the site's Doonside Street frontage;

   (e) Park Lane widened to provide a minimum trafficable area of 9m wide along its entire length;

   (f) Building D's eastern façade set back at least 10m from the Embassy Building to the east;

   (g) Incorporation of a chamfered edge to Building D's north-east corner;

(h) All materials notated on the elevations including all glazing types, the materials of the vehicle entry door and service cabinet doors, ensuring they are well-integrated with the development, with the materials schedule updated accordingly;

(i) Setbacks of buildings from title boundaries dimensioned across all floor plans, measured from the external surface of the building (inclusive of balconies/terraces) to the title boundary;

(j) Service cabinet doors to open a maximum 180 degrees and latched to the building when open;

(k) Vertical greenery provided to the façade of Building B and planter boxes provided to Building C apartment balconies;

(l) The substation relocated underground or in an alternative location not within either north-south laneway, ensuring materials and doors are appropriately integrated with the development;

(m) Dimensions of all bicycle parking spaces shown on the plans to demonstrate compliance with Clause 52.34 of the Yarra Planning Scheme and AS2890.3;

(n) 50% of resident bicycle parking spaces and 50% of employee bicycle parking spaces provided as on-ground, horizontal hoops;

(o) 10% of the required on-ground resident bicycle parking space to be designed for cargo bicycles in accordance with AS2890.3;

(p) Visitor bicycle parking provided in smaller groups (maximum 4-5 rails per group);

(q) A notation confirming secure access for all resident and employee bicycle parking rooms;

(r) Provision of at least 80 EV parking spaces;

(s) Details to demonstrate there will be no overshadowing within residential properties on the southern side of Appleton Street between 10am and 2pm at the September Equinox;

(t) Full compliance with Standard D18 of Clause 58.05-1 (Accessibility) of the Yarra Planning Scheme and doors to accessible bathrooms to be sliding, open outwards or have readily removable hinges;

(u) The areas of apartment balconies with air conditioning units increased by an additional 1.5sqm to demonstrate compliance with Standard D20 at Clause 58.05-3 (Private Open Space) of the Yarra Planning Scheme, or alternatively relocate the air conditioning units to the roof;

(v) Full compliance with Standard D26 of Clause 58.07-1 (Functional Layout) of the Yarra Planning Scheme for living rooms and bedrooms, with minimum areas clear of any obstructions/furniture;

(w) Room depths dimensioned on all Clause 58 plans that have single-aspect rooms, demonstrating compliance with Standard D27 at Clause 58.07-2 (Room Depth) of the Yarra Planning Scheme;

(x) Rainwater tank capacities consistent with those referenced in the Sustainability Management Plan; and

(y) Any changes in accordance with the Façade Strategy (Condition 8), amended Conservation Management Plan (Condition 9) Sustainability Management Plan (Condition 13), Public Realm Functional Layout Plan (Condition 16), Landscape Plan (Condition 21), Waste Management Plan (Condition 23), Wind Report (Condition 26) and Acoustic Report (Condition 28).

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.

Staging plan

3. Concurrent with the submission of Condition 1 plans, a staging plan must be approved and endorsed by the responsible authority. The staging plan must be prepared to the satisfaction of the responsible authority and be generally in accordance with the staging plans prepared by Fender Katsalidis dated 30 June 2026. The staging plan should identify:

   (a) Stage 1: Early works including:

      (i) Demolition and basement bulk excavation, including piling and basement retention, heritage retention works and any works required in accordance with the environmental audit;

   (b) Stage 2: Development of Buildings A and D including;

      (i) Main vehicle entry;

      (ii) All loading and waste collection areas;

      (iii) All services;

   (c) Stage 3: Development of Buildings B and C, including:

      (i) Residual basement works;

      (ii) All onsite and off-site public realm works, including:

         a. Doonside Park public open space;

         b. Signalisation of the intersection of Burnley Street and Doonside Street; and

         c. All public realm works specified in Condition 16 (Public Realm Plan) of this permit.

4. The development may be carried out in stages generally in accordance with the endorsed Staging Plan of this permit, with stages permitted to overlap or proceed concurrently provided all conditions applicable to the relevant stage are satisfied.

5. Once each stage of the development has started it must be completed to the satisfaction of the responsible authority.

6. As part of the ongoing consultant team, Fender Katsalidis 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.

7. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

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 or 1:50 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) Details of the ground floor frontages;

    (d) Details of all services proposed along Doonside Street, Harry's Lane and Park Lane;

    (e) Confirmation that the glazing materials used on all external walls will be of a type that does not reflect more than 20% visible light, when measured at an angle of 90 degrees to the glass surface;

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

    (g) Images or coloured renders outlining colours, materials and finishes.

Conservation Management Plan

9. Before the demolition commences, an amended Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will form part of this permit. The Conservation Management Plan must be generally in accordance with the Conservation Management Plan prepared by Bryce Rayworth and dated February 2026 but modified to include:

    (a) Timeframes for each conservation works action.

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

Structural Report

11. Before the demolition commences, a structural report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the structural report will be endorsed and will form part of this permit. The structural report must be prepared by a suitably qualified structural engineer, or equivalent, and demonstrate the means by which the retained portions of the heritage building will be supported during demolition and construction works to ensure its retention.

12. The provisions, recommendations and requirements of the endorsed structural report must be implemented and complied with to the satisfaction of the Responsible Authority.

Sustainability Management Plan

13. Concurrent with the submission of Condition 1 Plans, an amended Sustainability Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainability Management Plan will be endorsed and will form part of this permit. The amended Sustainability Management Plan must be generally in accordance with the Sustainability Management Plan prepared by ADP and dated 2 July 2026, but modified to include or show:
    (a) Consistency with the Condition 1 Plans;
    (b) Demonstrate a minimum 20% of the site has vegetation cover, including the provision of vertical climbing plants to the Building B façade and planter boxes to all Building C apartment balconies;
    (c) BESS methodology for daylight modelling demonstrating best practice has been achieved and ensure spandrel panels have been included;
    (d) Preliminary NatHERS modelling updated to include the spandrel panels in the methodology;
    (e) Provision of a MUSIC model for the entire site, inclusive of public open space;
    (f) Reference to the current version of the National Construction Code (2022); and
    (g) Clarify the percentage of renewable vs non-renewable energy generation on the site.
14. 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.
15. The provisions, recommendations and requirements of the endorsed Sustainability Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Realm

16. Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by Yarra City Council, a Public Realm Plan of all public realm improvements associated with the development 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 Plan must show, but not be limited to, the following:
    (a) Consistency with the Condition 1 Plans;
    (b) General layout plan showing all existing and proposed features and surface levels;
    (c) Intersection works in accordance with the approved Traffic Impact Assessment Report required by Condition 42;
    (d) Provision for at least two kerb outstands along the site's Burnley Street frontage to accommodate new street trees and bicycle hoops (in addition to those already provided on-site);

(e) Half the road widths of Burnley Street, Doonside Street and Appleton Street resurfaced outside the site's frontages to Council's satisfaction and the permit holder's cost;

(f) Provision for 6 new street trees on Doonside Street and 3 new street trees along Burnley Street including:

  (i) Demonstration of feasibility to install all new street trees in the indicatively proposed locations in footpath cutouts along the subject site's Burnley Street and Doonside Street frontages;

  (ii) Street tree footpath squares to be marked out at approximate 6m spacings, to be 1m x 1m as per Council Standard Detail YSD803(b); and

  (iii) Written confirmation of the following:

    a. Council will determine an appropriate tree species and undertake planting once the development is complete;

    b. The developer is to notify Council as the development is nearing completion so that Council can program the planting; and

    c. Council reserves the right to use the developer street tree contribution (in whole or partially) to install new trees in the broader neighbourhood (streets or open spaces) if 9 new trees cannot be accommodated along the subject site frontages;

(g) All existing and proposed streetscape infrastructure including (but not limited to) light poles, street trees, drains and street signs;

(h) The proposed zebra crossing on Doonside Street;

(i) Clearly dimensioned elements including pedestrian paths and parking bays;

(j) All existing and proposed surface grades;

(k) Demonstrate seamless / DDA compliant levels transition across all proposed footpath pavements;

(l) Demonstrate seamless / DDA compliant levels transition from the public realm into the principal entrances to the proposed building at ground floor level including from Doonside Street and Appleton Street into Harry's Lane and Park Lane, any proposed setback;

(m) All existing and proposed drainage infrastructure including any existing or proposed drainage pits and trench grates;

(n) Any existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades;

(o) Provide a clear paving delineation between public and private land (pavements must meet Council and all relevant Australian standards including for slip resistance;

(p) All redundant vehicle crossovers removed and reinstated with footpath, kerb and channel; and

(q) All costs associated with the public realm works are to be borne by the permit holder.

17. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by Yarra City Council, detailed design drawings of the works approved under the Public Realm Plan (as required by Condition 16) 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.
18. Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition 16) must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.
19. Before the buildings are occupied or by such later date as approved in writing by the Responsible Authority, the half the width of the road pavement along the property's Burnley Street, Doonside Street and Appleton Street frontages must be re-sheeted:
    (a) At the permit holder's cost; and
    (b) To the satisfaction of the Responsible Authority(s).
20. Before the buildings are occupied or by such later date as approved in writing by the Responsible Authority, footpaths along the property's Burnley Street, Doonside Street and Appleton Street frontages must be re-constructed
    (a) At the permit holder's cost; and
    (b) To the satisfaction of the Responsible Authority(s).

Landscape Plan

21. 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 T.C.L and dated 24 June 2026 but modified to include:
    (a) Consistency with the Condition 1 Plans;
    (b) Provision of vertical, climbing plants to the façade of Building B and planter boxes to all Building C apartment balconies;
    (c) Ensure species selection is appropriate for the size of the planting area and growing media;
    (d) Ensure arbour structures in Harry's lane are designed to provide appropriate clearance for loading vehicles;
    (e) Ensure plant species are not included on the Victorian Advisory List of Environmental Weeds;
    (f) Drawn to scale (1:100 or 1:200);
    (g) Provision of outdoor seating along Harry's Lane;
    (h) All outdoor seating to be DDA compliant;

(i) A planting plan outlining all proposed plants, including botanical and common names, size at maturity (height and width), pot size and quantities of each plant. Trees and plant should be shown at mature size on the plan;

(j) Any other details in accordance with Yarra City Council's Landscape Requirements Checklist; and

(k) A detailed maintenance schedule, including task details and frequency of ongoing operations (pruning, irrigation maintenance, regular watering for standalone pots, upkeep, pest management, replacement of dead/diseased plants, etc.), record keeping practices and level of qualification required for the ongoing maintenance contractor.

22. Before each stage of the development 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.

Waste Management

23. 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 Leigh Design and dated 28 May 2026 but modified to include:

    (a) Consistency with the Condition 1 Plans;

    (b) Detail bin allocation for each tower and commercial space, together with the bin storage area in m2 for each waste room;

    (c) Bin storage areas for Buildings A and B to provide adequate circulation space for convenient access to all bins; and

    (d) Clearly identify locations for hard waste and e-waste storage in each waste room.

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

25. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Wind Report

26. 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 Wind Tech and dated 13 July 2023 but modified to include:

(a) Consistency with the Condition 1 Plans;

(b) Minimum sitting comfort criteria achieved for outdoor seating areas, including within Doonside Park;

(c) Minimum walking comfort criteria achieved for pedestrian areas along the site's frontages;

(d) Minimum standing comfort criteria achieved for all building entrances and private balconies; and

(e) Wind comfort criteria for the building frontages, entries, private balconies, terraces, outdoor amenities and north-south link confirmed via a wind tunnel study.

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

Acoustic Reports

28. Concurrent with the submission of Condition 1 Plans, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by ADP and dated 27 May 2026 but modified to include (or show, or address):

(a) Consistency with the Condition 1 Plans; and

(b) An assessment of noise impacts from within the development (including commercial noise and plant/equipment noise) to the nearest noise-sensitive receivers and any recommendations to ensure compliance with the EPA Noise Protocol is achieved.

29. Before the buildings are occupied an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The acoustic report must assess the compliance of the residential use and, where necessary, make recommendations to limit the noise impacts in accordance with Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) or any other requirement to the satisfaction of the Responsible Authority, as may be amended from time to time.

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

31. 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.

Street Trees

32. Before the development commences (inclusive of demolition, site preparation and bulk excavation works) an amended Tree Management Plan to the satisfaction of Yarra City Council must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Yarra City Council. When approved the amended Tree Management Plan will be endorsed and will form part of this permit. The amended Tree Management Plan must be generally in accordance with the Tree Management Plan prepared by Glenn Waters Arboriculture and dated 22 July 2026 but modified to include:
    (a) An assessment and protection measures for all Public Trees, Significant Trees, Canopy Trees and any trees protected under the planning scheme, as well as the *Corymbia citriodora* on Yarra City Council's Significant Tree Register:
        (i) Pre-construction;
        (ii) During construction; and
        (iii) Post construction;
    (b) The provision of any barriers;
    (c) Any pruning necessary;
    (d) Watering and maintenance regimes;
    (e) Tree Protection Plan updated to show clear measurements for all Tree Protection Fencing locations and offsets;
    (f) For multi-stem trees, present DSH in accordance with AS4970-2025;
    (g) Re-write the Tree Protection Fencing requirements using enforceable language;
    (h) Provide further explanation of the potential impacts on Trees 8, 9, 10 and 11, including whether any pruning is required;
    (i) Include a requirement that all excavation within the Notional Root Zone (NRZ) of public trees is to be supervised by the Project Arborist;
    (j) Include the date of the site inspection and the date all photos were taken;
    (k) Confirm that all photos in the report were taken during the site inspection and are not sourced from Google Maps, Street View or other desktop imagery;
    (l) The documents must be prepared by a suitably qualified arborist (minimum AQF Level 5 in Arboriculture or equivalent) and must be prepared in accordance with AS 4970:2025 – Protection of Trees on Development Sites including current terminology and calculations; and
    (m) Yarra City Council reserves the right to undertake random on-site tree protection audits at any time. A copy of the endorsed TPP must be kept on site at all times and produced upon request to demonstrate that all site personnel are aware of, and complying with, the approved tree protection measures.
33. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.
34. Before the development commences (inclusive of demolition, site preparation and bulk excavation works) the permit holder must provide an Asset Protection Bond of $117,000

(ex GST and subject to annual CPI increase) for the Council street trees located on the site's Burnley Street and Appleton Street frontages. The security bond:

(a) Must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;

(b) May be held by Yarra City Council until the works are completed to the satisfaction of the Responsible Authority; and

(c) In accordance with the requirements of this permit; or

(d) Otherwise to the satisfaction of Yarra City Council.

35. Before the development commences, the permit holder must make a one-off contribution of $35,640 (inclusive of GST and subject to annual CPI increase) to Yarra City Council to be used for new street tree plantings that are required as a result of the development. The contribution will cover the cost of tree sourcing, planting and two years' establishment maintenance.

Green Travel Plan

36. Concurrent with the submission of Condition 1 Plans, 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 Gren 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 2 July 2026 but modified to include (or show, or address):

(a) Consistency with the Condition 1 Plans.

37. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Car Parking & Vehicle Access

38. Before the development commences (excluding demotion, bulk excavation and site preparation work), an amended Access, Parking and Loading Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Access, Parking and Loading Management Plan will be endorsed and will form part of this permit. The Access, Parking and Loading Management Plan must be generally in accordance with the Access, Parking and Loading Management Plan prepared by Traffix Group and dated 27 May 2026 but modified to address:

(a) Consistency with the Condition 1 Plans;

(b) All loading, except to the Restricted Retail Premises to take place within the basement;

(c) Confirmation that arbour structures in Harry's Lane are designed with the appropriate clearance for loading vehicles;

(d) Entry to the porte-cochere to be from the western access point and exit via the eastern access point to minimise conflict with vehicles exiting the basement, or, provision of line-marking or other signal system that gives right of way to porte-cochere vehicles;

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

(f) Policing arrangements and formal agreements, if applicable;

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

(h) The collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 21; and

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

39. 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.

40. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the areas 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.

41. Before the building is 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.

42. Before the occupation of stage 2, or until the intersection of Burnley Street, Doonside Street and Buckingham Street is signalised, a Transport Impact Assessment Report (TIAR) for that stage must be submitted to and approved by the Head, Transport for Victoria and the responsible authority in consultation with Yarra City Council. When approved, the TIAR for that stage will be endorsed and form part of this permit. The TIAR for each stage must be generally in accordance with the TIAR prepared by Traffix Group dated 2 July 2026, but modified to include and address:

(a) An intersection analysis;

(b) Submission of an intersection design supported by an independent Road Safety Audit that considers the likely operational and road safety impacts of that stage along Burnley Street for all road users;

(c) The outcome of consultation with the owner of the Victoria Gardens Redevelopment in relation to the likely operational and road safety impacts of that stage on Doonside Street, and the Doonside Street and Burnley Street intersection;

(d) The impacts of that stage and any other permits which have been issued in the vicinity of the precinct; and

(e) Whether the need for the signalised intersection treatment is triggered or whether any interim mitigating works are required.

43. The provisions, recommendations and requirements of the endorsed TIAR must not be altered without the prior written consent of the Head, Transport for Victoria and the responsible authority.

44. Before the Stage 3 development commences, 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 development in Stage 3, the intersection works as set out in the Transport Impact Assessment Report (TIAR) approved under this permit must be substantially completed to the satisfaction of the Head, Transport for Victoria and Yarra City Council, including appropriate connections to the adjoining sections of Doonside Street and Buckingham Street;

(b) The cost of the design and carrying out of the works is to be borne by the owner of the land; and

(c) The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the Section 173 Agreement, including the costs borne by the Responsible Authority.

45. Within six months of the final stage of the development being occupied, a post-development independent Road Safety Audit, in respect of the completed works, must be submitted to the satisfaction of Head, Transport for Victoria and the responsible authority. The owner must respond to the recommendations of the post-development independent Road Safety Audit and, and undertake any further mitigating works as agreed with the Head, Transport for Victoria and the responsible authority.

Civil work and drainage design plans

46. Concurrent with the submission of Condition 1 plans, excluding bulk excavation, piling and site preparation works, a Civil Work and Stormwater Analysis, Catchment and Drainage Plan prepared to the satisfaction of the Yarra City Council must be submitted to and approved by Yarra City Council. Once the plan is approved, it will be endorsed and will then form part of the permit. The Civil Work and Stormwater Analysis, Catchment and Drainage Design Plan must:

(a) Be consistent with the public realm plan required under Condition 16;

(b) Show all existing stormwater discharge points around the site, with all new stormwater discharge points to be in locations to the satisfaction of Council;

(c) Provide detailed capacity assessments and flooding impacts surveys to inform the finished floor levels for the proposed ground floor. This must be undertaken prior to the establishment of finished floor levels of the development;

(d) All finished floor levels must be set above footpath levels;

(e) Provide details of how the basement car park entry will be protected from flooding risks;

(f) Provide for all civil and drainage works that are required to the abutting road frontages, as part of the development and proposed public realm works;

(g) Include a stormwater and flooding analysis and catchment plan as it relates to the development, proposed public realm works and drainage scheme to ensure no 'ponding' or retention of water in the roadways (i.e. including kerb extension);

(h) Be in accordance with Council's engineering standards and requirements;

(i) Be DDA compliant to the satisfaction of Council; and

(j) Show surface material finishes shown and specified to the satisfaction of the responsible authority.

47. Before the development is completed or at a later date as agreed in writing by the responsible authority, all associated works shown on the endorsed Stormwater Analysis, Catchment and Drainage Plan must be fully constructed and completed by the permit holder, all to the satisfaction of the responsible authority.

Open Space contribution

48. Before the occupation of Stage 2, the owner of the land must enter into an Agreement with Yarra City Council under Section 173 of the *Planning and Environment Act 1987*. The agreement must provide:

(a) The area of the land identified as 'public open space' on the endorsed plans is to be set aside to contribute to public open space provisions, pursuant to Clause 53.01 of the Yarra Planning Scheme, at the point in time when the land is subdivided;

(b) If there is a remaining balance to achieve the contribution as required by Clause 53.01 of the Yarra Planning Scheme, at the point in time when the land is subdivided, the balance is to be either a financial contribution or a 'works in kind' contribution, to not less than the remaining percentage of the site value of the land;

(c) If a financial contribution is provided for the purposes of public open space pursuant to Clause 53.01 of the Yarra Planning Scheme, at a point in time when the land is subdivided, it must in the first instance contribute to the delivery of the proposed public open space associated with this Permit, or otherwise in agreement with the landowner and Yarra City Council;

(d) The public open space is to be delivered before the occupation of Buildings B and C, or otherwise with the written agreement with the landowner and Yarra City Council; and

(e) The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the Section 173 Agreement, including the costs borne by Yarra City Council.

Affordable Housing

49. Concurrent with the submission of Condition 1 Plans, an Affordable Housing Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Affordable Housing Report will be endorsed and will form part of this permit. The Affordable Housing Report must include:

(a) Include a commitment to providing an affordable housing contribution of a minimum of 10%, whether that be in the form of the number of dwellings within the development or a financial contribution based on the cost of the development for those on very low and low income.

50. Before the 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;

    (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; and

    (c) The land owner must pay the responsible authority's reasonable costs of the preparation, execution, registration and ending of the section 173 agreement (where applicable).

Construction Management

51. Within 2 months of the completion of the development, or by such later date as approved in writing by Yarra City Council any damage to Council infrastructure resulting from the development must be reinstated (including by the re-sheeting of the Railway Place and Royal Place footpath and road pavement for the width of the property frontage if required by Yarra City Council):

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

    (b) To the satisfaction of the Responsible Authority.

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 development commences, a Construction Management Plan to the satisfaction of Yarra City Council must be submitted to and approved by Yarra City Council 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

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 Yarra City Council.

54. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Yarra City Council.

General

55. Except with the prior written consent of the Responsible Authority, the Restricted Retail and Retail Premises uses approved by this permit may only operate between the hours of 8am and 8pm, 7 days a week.

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. 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.

58. 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.

59. 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. 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.

60. 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.

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

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

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

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

(d) The presence of vermin,

To the satisfaction of the Responsible Authority.

62. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access car park and pedestrian 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.

63. 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 use has not commenced within 3 years of the completion of the relevant stage.

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

Notes

This site is subject to a Heritage Overlay. A planning permit may be required for any further external works.

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 or lopping. Please contact Council's Compliance Branch on 9205 5555.

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 future residents and businesses (whether as owners, lessees/tenants, occupiers) within a development approved under this planning permit, will not be eligible for resident, 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 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.

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.

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

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

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

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

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

The site stormwater must be directed to the nominated legal point of discharge 9LPD) and shall be limited to equivalent pre-development levels or 70% impervious site coverage, whichever is lowest, for a 20% AEP rainfall event

The development must detain on site 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.

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 No. 81-95 Burnley Street and No. 26-34 Doonside Street, Richmond.

2. The application was made to the Minister for Planning under Clause 53.24 Significant Residential Development with Affordable Housing of the Yarra Planning Scheme.



Figure 1 - Nearmap aerial imagery of subject site and surrounds (April 2026)

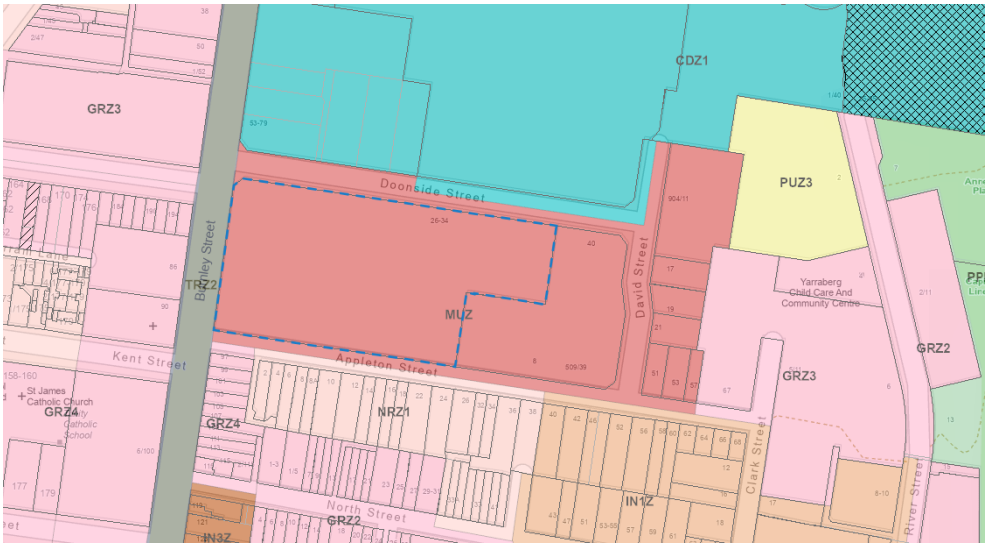


Figure 2 - Zoning map of subject site and surrounds (VicPlan, July 2026)

3. The application proposes the development of the site including partial demolition of existing buildings and construction of a staged, 8-18 storey mixed use development across 4 buildings, comprising Dwellings (no permit required), a Restricted Retail Premises, Retail Premises and Office and a reduction in the car parking requirement associated with the Dwellings.

4. Key features of the proposal are as follows:

(a) Retention of heritage facades;

(b) Maximum heights:

(i) Building A: 17 storeys / 55.4m* (measured in Objective Trapeze);

(ii) Building B: 18 storeys / 58.1m* (measured in Objective Trapeze);

(iii) Building C: 13 storeys / 40.3m* (measured in Objective Trapeze)

(iv) Building D: 8 storeys / 26.5m* (measured in Objective Trapeze).

(c) 687 dwellings including 319 x 1-bedroom dwellings, 314 x 2-bedroom dwellings, 53 x 3-bedroom dwellings and 1 x 4-bedroom dwellings;

(d) 8344sqm of commercial floor space (12 tenancies), including a 4569sqm Restricted Retail Premises and 3775sqm of Retail Premises (Shop);

(e) 610 car parking spaces, including 474 resident spaces and 136 commercial car parking spaces. 2 car share spaces and 8 motorcycle spaces are also proposed;

(f) 929 bicycle parking spaces, including 725 spaces for residents, 84 spaces for staff and 120 visitor spaces;

(g) 576sqm of public open space (Doonside Park);

5. Restoration / conservation works to retained heritage facades; and

6. The development proposes an Affordable Housing Contribution in accordance with the requirements of Clause 53.23 of the Scheme, but has not specified how it will be delivered.

7. The attached **Council Officer Application Assessment Table** sets out a brief overview of the application, the relevant planning framework key aspects of proposal and internal and external consultation undertaken.

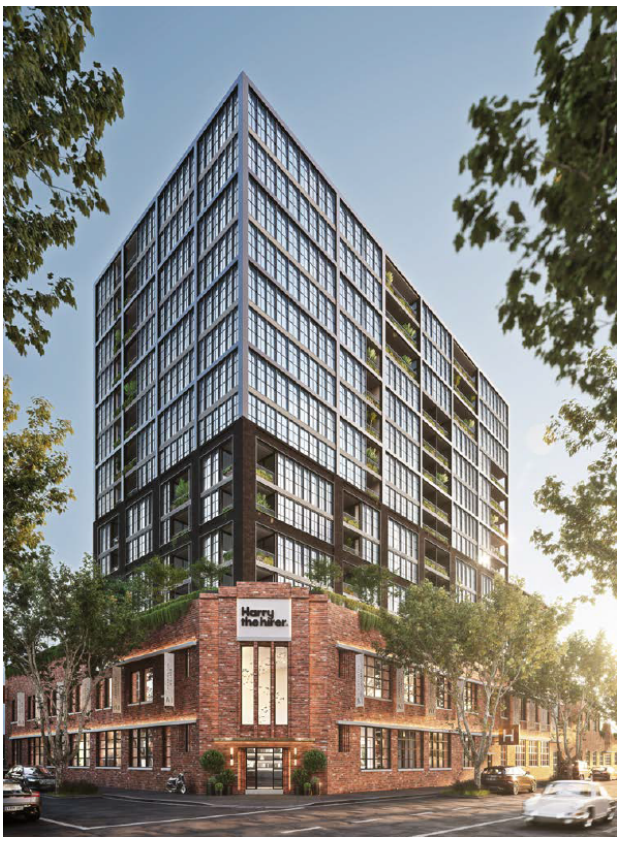


Figure 3 - Artist's impression of Building A, views from corner Burnley and Doonside Streets (Urban Context Report, page 35)

Advertising

8. DTP did not carry out public notice of the application as they determined that the proposed development is "generally in accordance" with the Development Plan.

9. It should be noted that Council Officers disagree with DTP and consider the proposal is not generally in accordance with the Development Plan.

Referrals

10. The application was referred to following internal business units within Council, whose full advice is attached to this report:

Internal Business Unit	Comments
Heritage Advisor	**Unsupportive** • Reduction in building height required to achieve an acceptable heritage response

Development Engineering	**Unsupportive**
	• Submitted loading management plan is supported from a management perspective. However, the provision for loading in Harry's Lane remains inconsistent with the Development Plan and is not supported on this basis.
	• Car parking provision is supported.
	• Previous advice relating to porte-cochere and landscaping remains:
	  ○ *Porte-cochere: Better to have entry from the western access point and exit via the eastern point to minimise conflict with vehicles exiting the basement, or, line-marking or other signal system that gives right of way to porte-cochere vehicles.*
	  ○ *Ensure landscaping does not impact vehicle sightlines*

ESD	**Unsupportive** • Major concerns with thermal performance and daylight access and modelling; • Rainwater tank capacities as shown on the plans are inconsistent with the WSUD report • SMP refers to out of date construction codes.
Strategic Projects – Parks and Open Space (Public Realm)	**Unsupportive** Public realm upgrades required to gain support include (and are not limited to): • Kerb outstands on Burnley Street • Street tree planting and monetary contributions • Resurfacing of footpaths and half road widths; • DDA-compliant footpaths.

Waste Management	**Unsupportive** Issues to be rectified include: • Clarify bin allocation to each tower and commercial space, together with the bin storage area in m2 for each waste room; • Bin storage areas for Buildings A and B do not appear to provide adequate circulation space or convenient access to all bins, leading to operational and management issues • Ensure locations designated for hard waste and e-waste within each waste room are clearly identified.
City Works – Open Space	**Unsupportive** • Removal of on-site eucalyptus tree not supported, also requires Significant Tree Removal Permit; • Tree protection bond of $117,000 required for retained street trees along Burnley and Appleton Streets; • Arboricultural Impact Assessment required • Tree Protection Specification and Tree Protection Plan required

Officer Assessment

11. The attached **Council Officer Application Assessment Table** sets out a high level assessment of the application against the key considerations in the planning scheme.
12. This has led to the recommendation that the application be supported subject to not be supported on key grounds.
13. 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

14. 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.
15. 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 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - DTP letter to Yarra
2. 6.2.2 PPE26/0465 - 81-95 Burnley Street_ 26-34 Doonside Street Richmond - Endorsed Development Plans

3. 6.2.3 PPE26 0465 - 81-95 Burnley St & 26-34 Doonside St Richmond - DTP Assessment Table
4. 6.2.4 PP E 260465 - 81 - 95 Burnley Street and 26 - 34 Doonside Street Richmond - Plans - Part 1
5. 6.2.5 PP E 260465 - 81 - 95 Burnley Street and 26 - 34 Doonside Street Richmond - Plans - Part 2
6. 6.2.6 PP E 260465 - 81 - 95 Burnley Street and 26 - 34 Doonside Street Richmond - Plans - Part 3
7. 6.2.7 PPE26/0465 - 81-95 Burnley Street and 26-34 Doonside Street Richmond - Applicant Planning Report
8. 6.2.8 PPE26 0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Urban Context Report
9. 6.2.9 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Sustainability Management Plan
10. 6.2.10 PPE26/0465 - 81 - 95 Burnley Street 26 - 34 and Doonside Street Richmond - Landscape Report
11. 6.2.11 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Traffic Report
12. 6.2.12 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Heritage Impact Statement
13. 6.2.13 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Wind Report
14. 6.2.14 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Acoustic Report
15. 6.2.15 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Affordable Housing Statement
16. 6.2.16 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Green Travel Plan
17. 6.2.17 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Access, Parking and Loading Management Plan
18. 6.2.18 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Waste Management Plan
19. 6.2.19 PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Referral Comments

Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.dtp.vic.gov.au

Ref: PA2604321

Yarra City Council
planningadmin@yarracity.vic.gov.au; Erryn.magennis@yarracity.vicgov.au

Dear Erryn,

APPLICATION FOR PLANNING PERMIT PA2604321
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET RICHMOND VIC 3121

I refer to the above matter submitted to the Minister for Planning on 2/04/2026, and referred to Yarra city Council for comment on 18 June 2026.

As noted in that informal referral, we had requested some additional detail form the permit applicant, which is now [provided for your consideration and advice review. I would appreciate any comments you may wish to make about the application by Friday 7 August, 2026.

If you have any questions, or wish to discuss the timing or process, please contact me on or email tamara.orrlov@transport.vic.gov.au.

Yours sincerely
Tamara Orrlov
Principal Planner, Development Assessment

23/07/2026

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2014. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to foi@transport.vic.gov.au or FOI Unit, Department of Transport and Planning, GPO Box 2392, Melbourne, Victoria 3001.

VICTORIA State Government

PLANNING ENVIRONMENT ACT 1987 YARRA PLANNING SCHEME Plan referred to in Permit No: Development Plan in accordance with Clause 43.04 - Schedule 15 (DDO15) of the Yarra Planning Scheme
Approved by Council's Delegate GRIFFITS DATE 18/10/2024 PLAN 1 of 68
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DEVELOPMENT PLAN

81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND

IN ACCORDANCE WITH SCHEDULE 15
TO THE DEVELOPMENT PLAN OVERLAY
OF THE YARRA PLANNING SCHEME

AUGUST 2024 - REV01

GURNER™

Client
Gurner™

Client
Astrodome

Architect
Fender Katsalidis

Planner
Contou r Consu l ta nts

Ground Plane Retail F& B
Studios Architecture

Heritage
Bryce Raworth

Landscape and Public Realm
TCL

ESD & Acoustic
ADP

Traffic
Traffix

Waste
Leigh Design

Placemaking
Village Well

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PLANNING ENVIRONMENT ACT 1987 YARRA PLANNING SCHEME Plan referred to in Permit No: Development Plan in accordance with Clause 43.04 - Schedule 15 (DDO15) of the Yarra Planning Scheme
Approved by Council's Delegate Mary Osman DATE 18/10/2024 PLAN 2 of 68
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81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

1.0
OUR VISION

HARRY THE HIRER ("HARRYS") HAS BEEN LOCATED ON BURNLEY STREET FOR OVER 35 YEARS, TRANSFORMING WHAT WAS A DERELICT FACTORY BACK IN 1990 INTO A BUSTLING BUSINESS OPERATING FROM THAT ICONIC BLUE BUILDING THAT HAS FOUND IT'S WAY INTO THE FABRIC OF NORTH RICHMOND.

OUR INTENT THROUGH THE AMENDMENT PROCESS WAS TO ALWAYS FORM A STRATEGIC PART OF THE NEXT TRANSFORMATION OF THE SITE THROUGH THE DEVELOPMENT OF A NEW HARRYS OFFICE & SHOWROOM OCCUPYING THE KEY BURNLEY STREET & DOONSIDE STREET CORNER OF THE SITE.

AFTER ENDURING A DEVASTATING TWO YEARS OF COVID, THE SITE REDEVELOPMENT AND THE NEW HARRYS HEADQUARTERS WILL HELP THE BUSINESS, AND THAT MEANS BEING A MAJOR EMPLOYER FOR THE CITY OF YARRA FOR THE NEXT 30 YEARS AT LEAST.

HARRY THE HIRER ('HARRYS') IS THE 30-YEAR TENANT OF THE SITE AND SYNONYMOUS WITH THE FABRIC OF RICHMOND. RICK JAMIESON, THE OWNER OF HARRYS, HAS A VISION TO ANCHOR THE HARRYS BUSINESS AND ITS EMPLOYEES ON THE SUBJECT SITE FOR THE NEXT GENERATIONS AND BEYOND. ASTRODOME, THE LANDOWNER AND A RELATED ENTITY TO HARRYS, ALONG WITH GURNER™ ARE EXCITED TO DELIVER A PROJECT THAT WILL SECURE THE HARRYS BUSINESS LONG TERM ON THE SITE AND CONTINUE TO DELIVER EMPLOYMENT TO THE RICHMOND AREA.



RICK JAMIESON
OWNER OF HARRY THE HIRER & TENET FOR OVER 30 YEARS ON SITE.

PLANNING ENVIRONMENT ACT 1987 YARRA PLANNING SCHEME Plan referred to in Permit No: Development Plan in accordance with Clause 43.04 - Schedule 15 (DDO15) of the Yarra Planning Scheme
Approved by Council's Delegate Mary Osman DATE 18/10/2024 PLAN 3 of 68
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81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

1.1 PROJECT VISION

PLANNING ENVIRONMENT ACT 1987 YARRA PLANNING SCHEME Plan referred to in Permit No:
Development Plan in accordance with Clause 43.04 - Schedule 15 (DDO15) of the Yarra Planning Scheme
Approved by Council's Delegate Mary Osman DATE 18/10/2024 PLAN 4 of 68
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This ~~development plan has been prepared~~ in accordance with the requirements of schedule 15 to clause 43.04 (DPO15) of the yarra planning scheme.

The Development Plan Vision is:

- A bona-fide mixed use development commensurate with the sites scale and its activity centre context, with the provision of 12,000 - 16,000 square metres of employment generating uses and 545-645 dwellings.
- Four purposefully designed buildings with a form and scale that responds to the sites redevelopment potential and emerging character, which includes a hierarchy of built form that responds to its interfaces.
- Retention and restoration of the existing heritage buildings to allow for their adaptive re-use to accommodate future employment uses and integration with the wider development.
- The prioritisation of pedestrian movements within the site through the provision of a pedestrian laneway network of approximately 1,400 square metres, a minimum of 576 square metres of public open space and 151 square metres of landscaping adjacent to supplement the park.
- Upgrades to the public realm to include new street tree planting, bicycle parking, footpaths and the reinstatement of redundant vehicle crossovers.
- The management of traffic and loading considerations with vehicle access limited to Doonside Street.
- To provide a high standard of internal amenity, building separation and best practice environmentally sustainable design
- To ensure that the primary responsibility for noise attenuation rests with the agent of change
- To ensure new development, does not unreasonably prejudice by way of reason of reverse amenity the ongoing operation of nearby existing commercial, industrial and warehouse businesses, including Victoria Gardens Shopping Centre.



81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

2.0
SITE & CONTEXT INFORMATION

2.1 Statutory Planning Context
2.2 Metropolitan Context
2.3 Local Networks
2.4 Neighbourhood Context
2.5 Existing View Study
2.6 Views Around Site
2.7 Interface with The Embassy Development
2.8 Victoria Gardens

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2.1 STATUTORY PLANNING CONTEXT

6 **The following planning controls apply to the subject site:**

- Mixed Use Zone
- Design and Development Overlay, Schedule 2
- Development Contributions Plan Overlay, Schedule 1
- Development Plan Overlay, Schedule 15
- Environmental Audit Overlay
- Heritage Overlay, Schedule 252 and 375

The purpose of the Development Plan Overlay is as follows:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

Schedule 15 to the Development Plan Overlay applies to the subject site and outlines the conditions and requirements for permits (Clause 3) and requirements for Development Plan (Clause 4).

The requirements of the Development Plan are as follows:

- A development plan must be generally in accordance with the Indicative Framework Plan as shown in Figure 1, and the vision set out in this schedule, to the satisfaction of the responsible authority.
- A development plan must be approved for the whole site, however the land may be developed in stages.
- The development plan must include the following sections, all prepared to the satisfaction of the responsible authority:
  - Development Plan Vision
  - Components of the Development Plan

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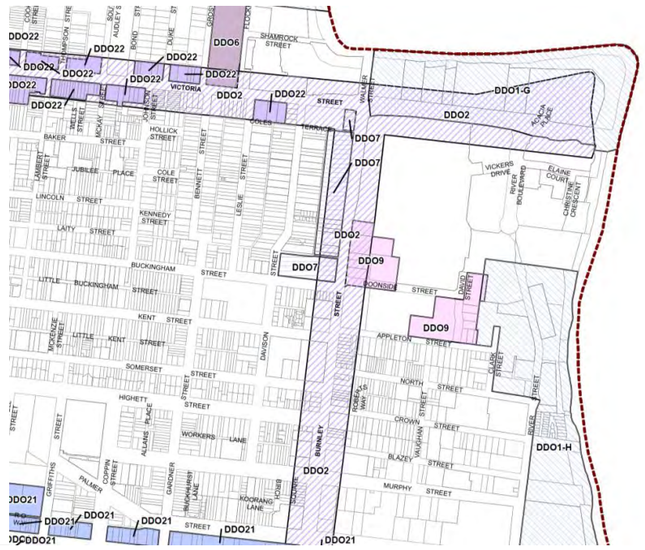
2.1
STATUTORY PLANNING CONTEXT



DPO15 - Development Plan Overlay,Schedule 15



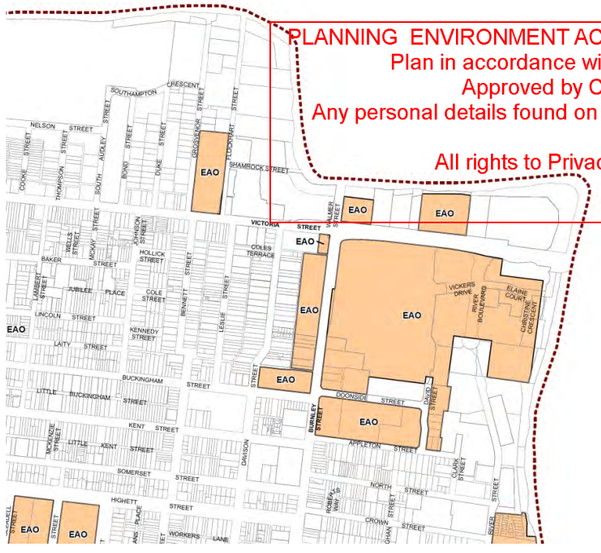
DCPO1 - Development Contributions Plan Overlay - Schedule 1



DDO - Design and Development Overlay



HO - Heritage Overlay



EAO - Environmental Audit Overlay

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2.1 KEY HERITAGE FABRIC

81-95 Burnley Street (HO375)
The Russell Manufacturing Company Pty Ltd (later Repco) building at 81-95 Burnley Street, Richmond is significant to the extent of the pre-1945 fabric. Built in stages for the Russell Manufacturing Company Pty Ltd, the brick (overpainted) building has a strong Moderne styling, with horizontal banding on the main elevations.

Post-1945 alterations and additions to the building are not significant.

26 Doonside Street (HO252)
The building, built c.1939 as an office and laboratories for the Russell Manufacturing Co., which later became Repco at 26 Doonside Street, Richmond is significant. It is a two storey Moderne style bichromatic brick building. It is approximately square in plan, with a curved corner at the northwest.

Proposal
The Development Plan proposes the retention and restoration of the former Repco factory facade and the office building. The restoration of the heritage buildings assists in enshrining the heritage significance of the subject site and surroundings, and allows for the buildings to be ameliorated into a bona-fixed mixed use development. The improvement of the existing heritage fabric into a new build assists in providing a sense of connection to place and history.

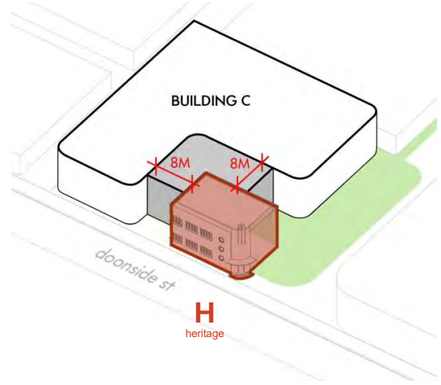
The scale of demolition and restorative works to the heritage buildings, plus the proposed new built form contemplated by the Development Plan have been resolved in conjunction with the project heritage consultant to ensure that the significance of the heritage and its surroundings is not unreasonably compromised.

Given the existing (and previous) commercial functions that have occurred within each building, and their two story form, each building is able to continue to accommodate commercial activity, which ensures limited modification to existing floor levels and fenestration patterns.

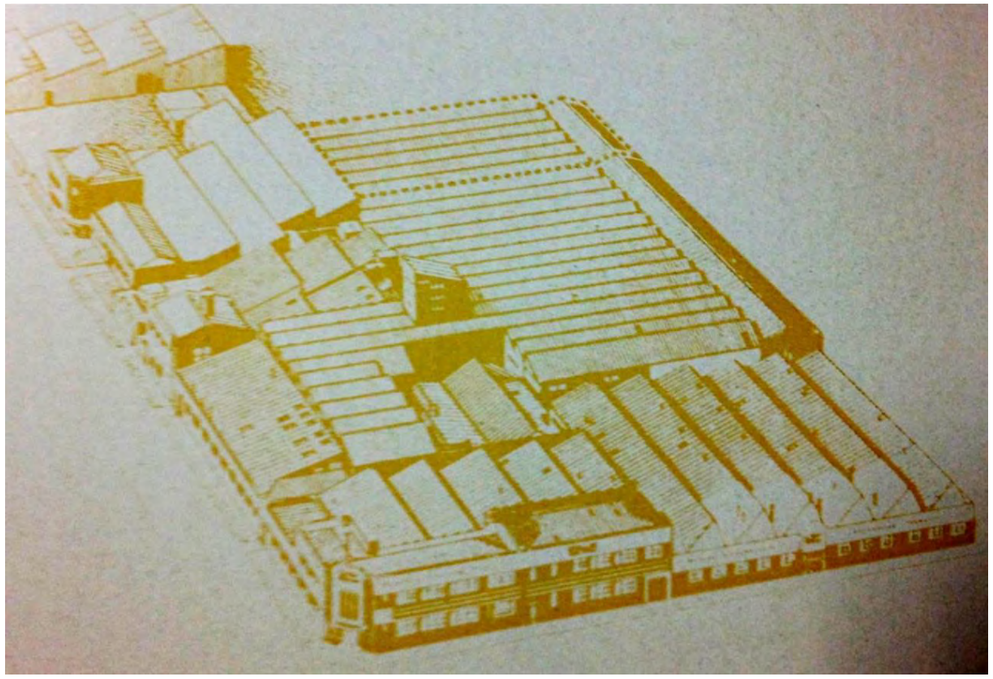
Surrounding the heritage building, pedestrian laneways, varied street wall heights and minimum setbacks behind the heritage façade are adopted (generally in accordance with Figure 1 of DPO15). This ensures that a three dimensional form of the retained heritage fabric is achieved from various vantage points within and surrounding the site.



81-95 Burnley Street (HO375)



26 Doonside Street (HO252)



A c1962 illustration of the Repco/Russell factory

2.2 METROPOLITAN CONTEXT

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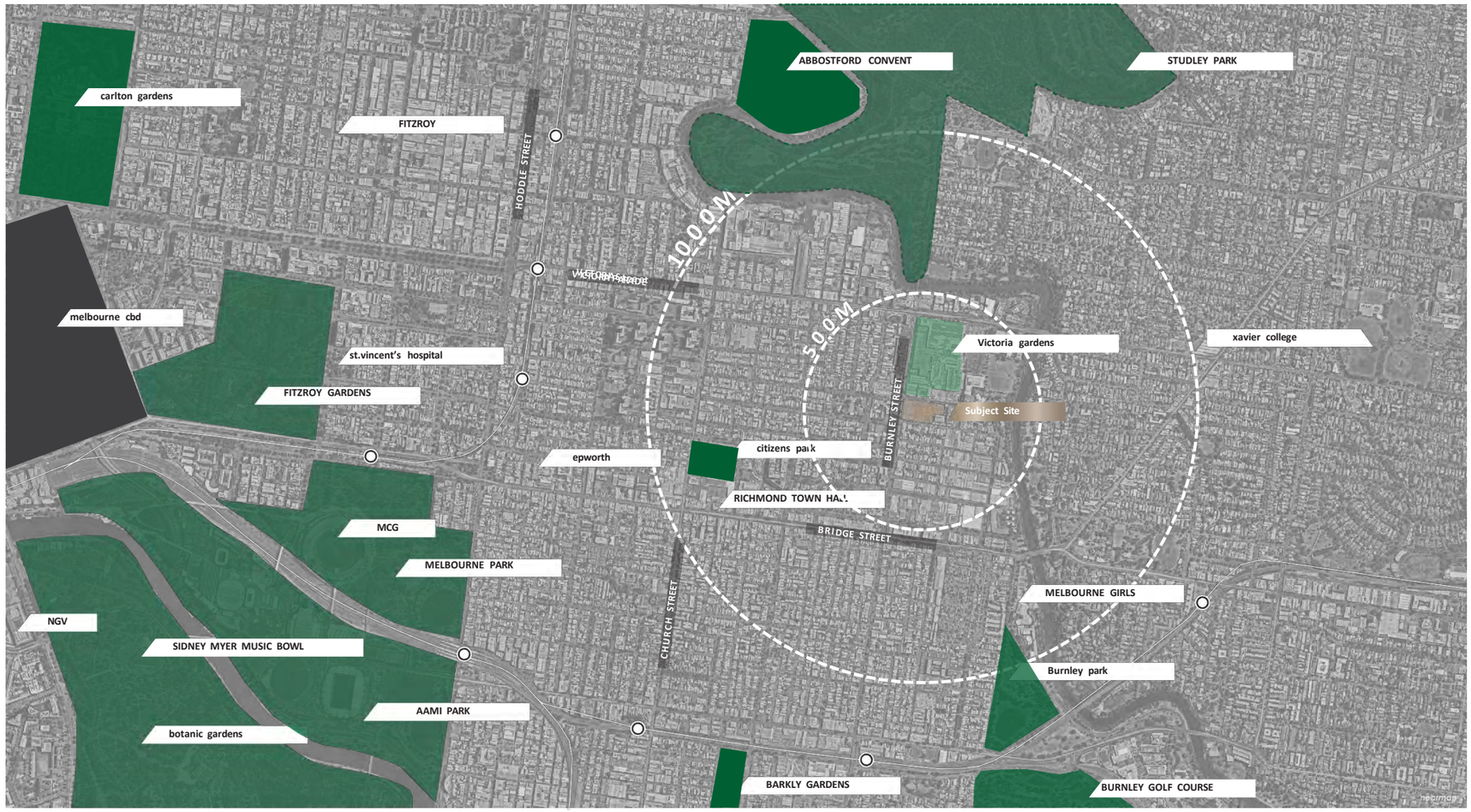
The site is located within the suburb of Richmond, 3km from the Melbourne CBD. Richmond includes three major activities centres along Victoria Street, Bridge Road and Swan Street, all within close proximity of the subject site.

Richmond is conveniently located to access broader amenities, including public open space, education facilities and public transport.

As a result of the proximity to the Melbourne CBD and amenities, the built form along main roads and strategic redevelopment sites within and around Richmond has evolved rapidly.



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2.3 LOCAL NETWORKS

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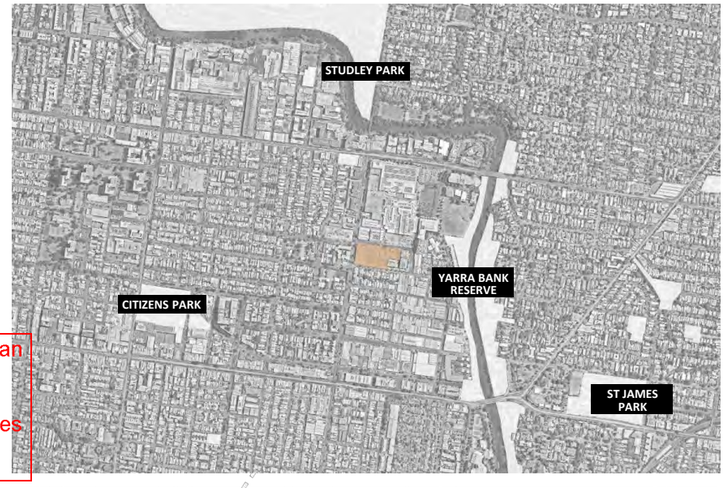

Public Open Space:
Surrounded by iconic public open spaces like Studley Park, Yarra Bank Reserve, St James Park, and Citizens Park, the site is seamlessly woven into a tapestry of greenery. These cherished areas not only enhance the local context but also offer residents vital recreational and nature-connectivity opportunities.



Public Transport Network:
The site is located within the Principal Public Transport Network and is within walking distance of tram lines along Victoria Street and Bridge Road. More broadly, the Hurstbridge Railway line is located to the sites west.



Walkability Network:
The local context offers good walkability opportunities and connections to local shopping precincts including Victoria Gardens Shopping Centre. When walking north up Burnley Street, Victoria Street is just over a 10 minute walk as well as the Main Yarra Trail and the Yarra River which can also be accessed via Appleton Street to River Street. Going south on Burnley Street takes you to the cafes, restaurants and shopping on Bridge Road.



Cycling Network:
City Cycling routes and linkages to the Main Yarra Trail are located via north-south connections adjacent to the site along Burnley Street. There is also an east connection to River Street via Appleton Street to the Main Yarra Trail.



Road Network Hierarchy:
A relatively uniform network of arterial roads, streets and laneways exists within the site context. This uniform hierarchy does not currently extend into the site due to the island nature of the site historically.

primary street
tertiary street
secondary street

2.4 NEIGHBOURHOOD CONTEXT

11 Diversity of neighbourhood is an evident feature of this Richmond location. Four distinct neighbourhood character precincts can be identified as:

1. High Density Housing
2. Fine Grain Residential
3. Composite Industrial & Commercial
4. Victoria Gardens

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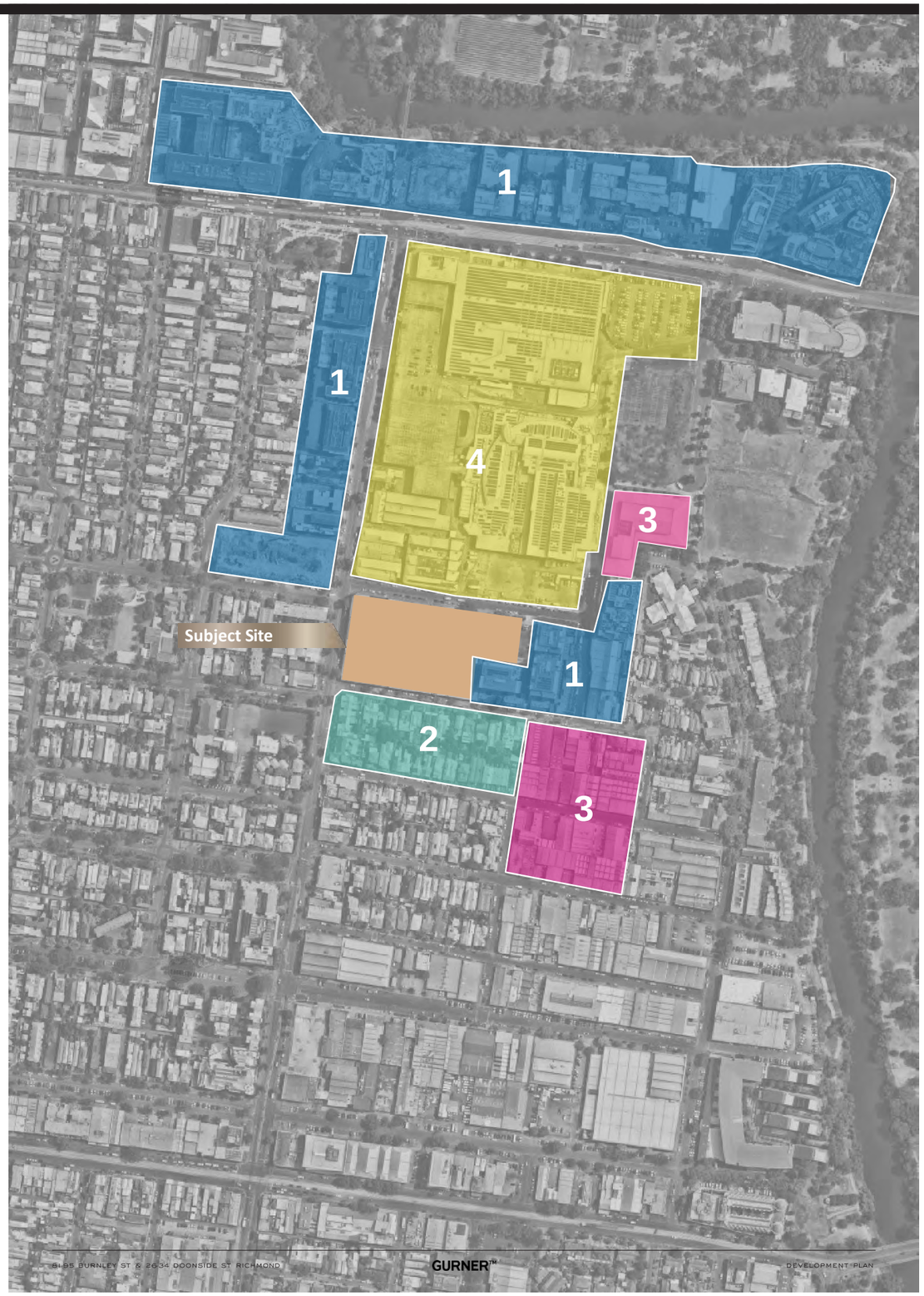

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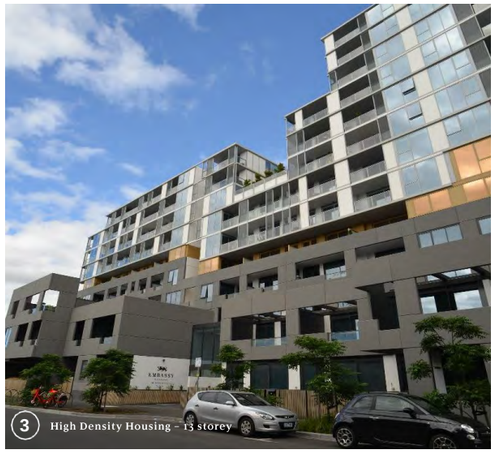
2.4 NEIGHBOURHOOD CONTEXT















2.5 EXISTING CONDITIONS & VIEW STUDY

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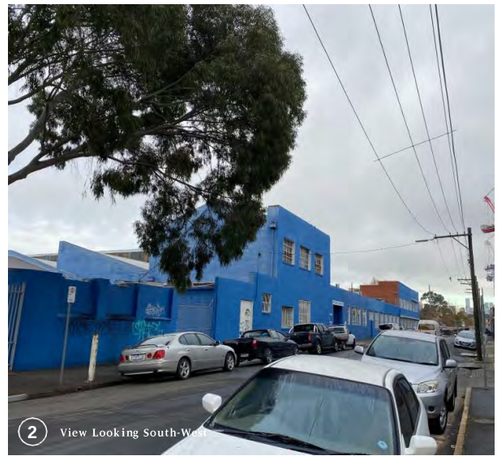
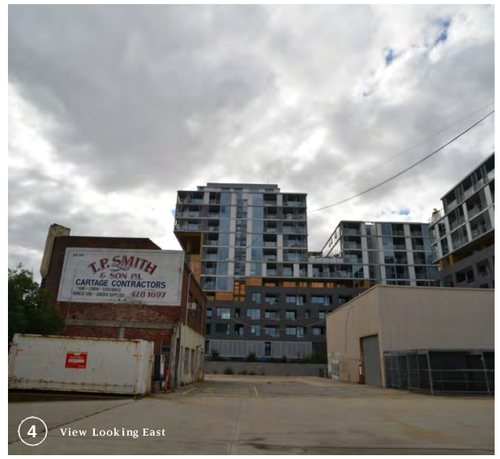
The site's proximity to the city and the Yarra River provides picturesque views both east and west. The Melbourne CBD skyline is visible from the western portion of the site, while the upper floors on the eastern portion will have views of the Yarra River and its environs. The blended neighbourhood characteristics of the surrounding Richmond suburbs and precincts will also provide views for south facing residents, and the expansive greenery of Studley Park for the north facing upper floor apartments.















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2.6 VIEWS AROUND SITE

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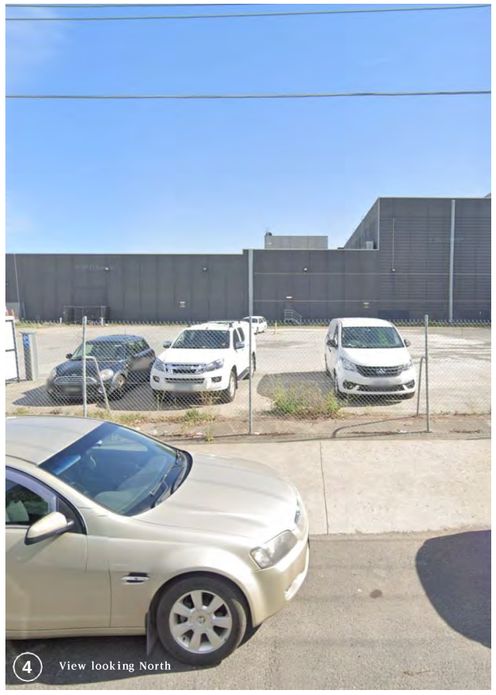

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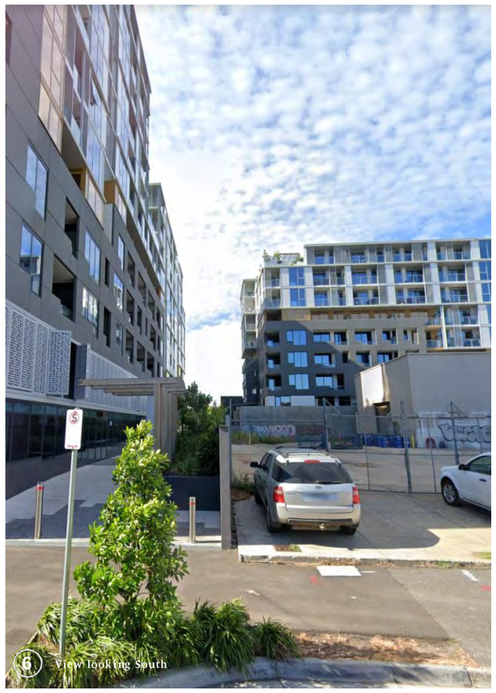



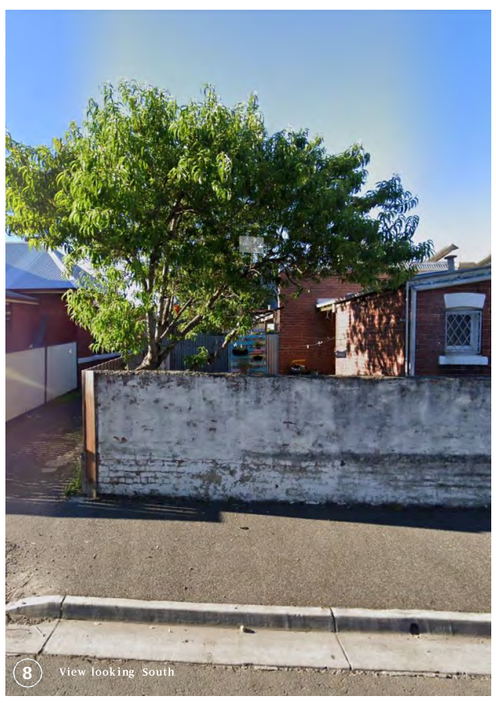

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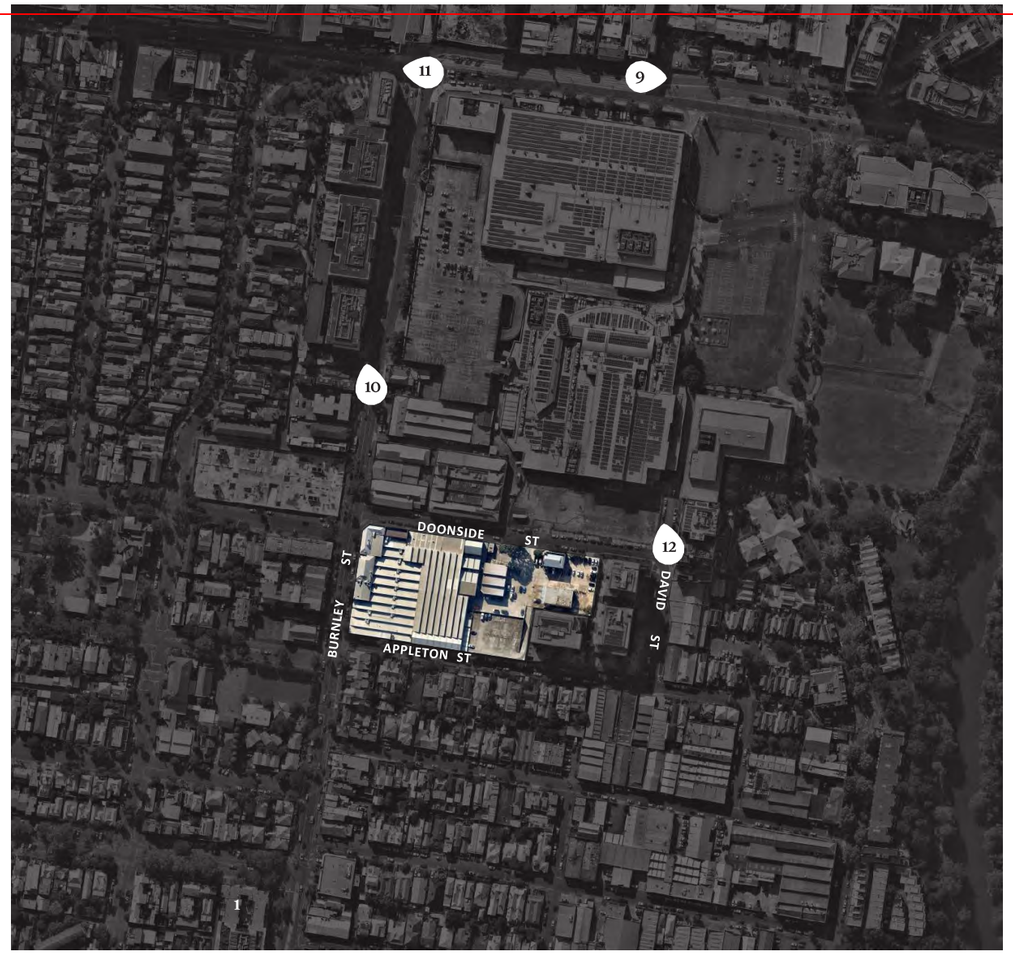









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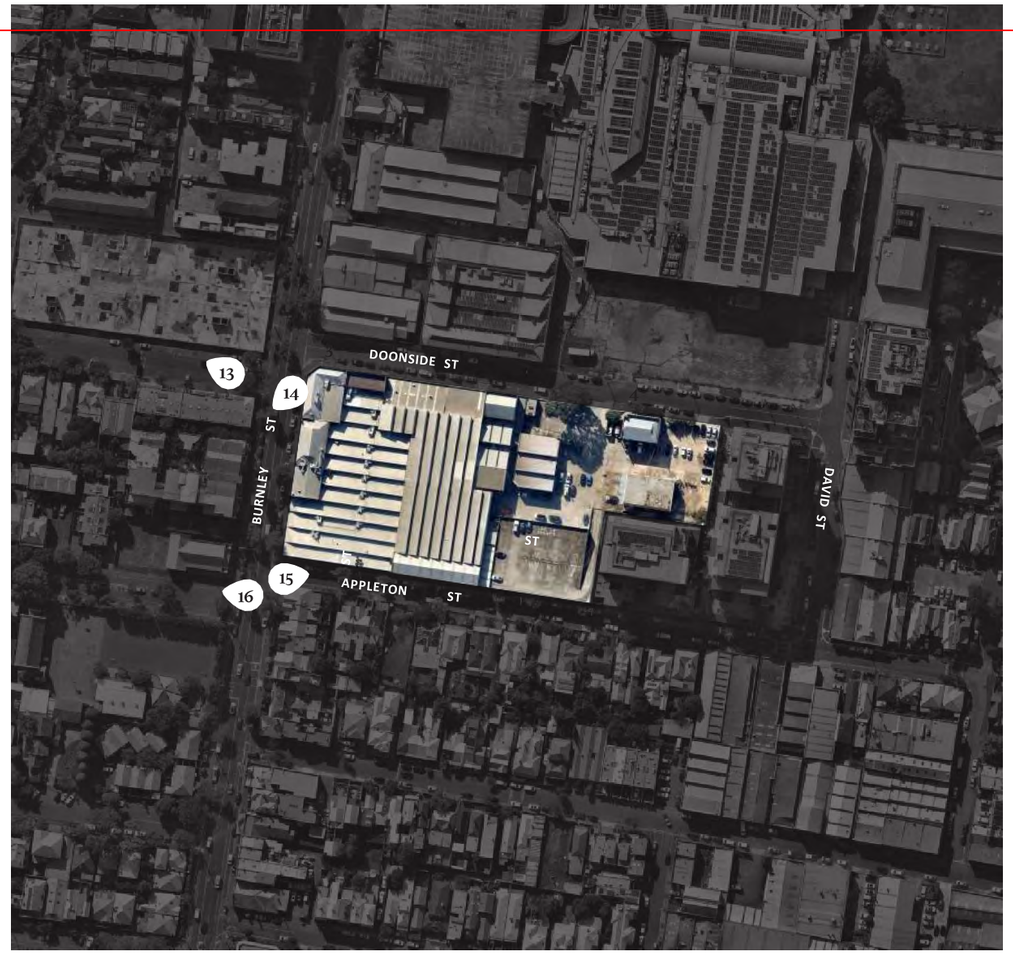







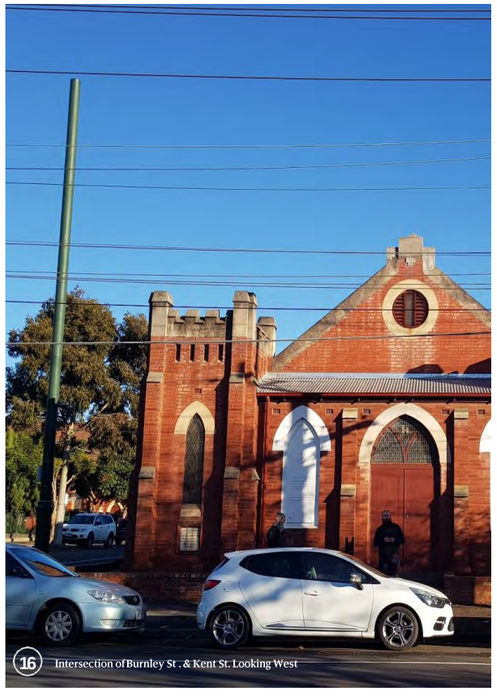

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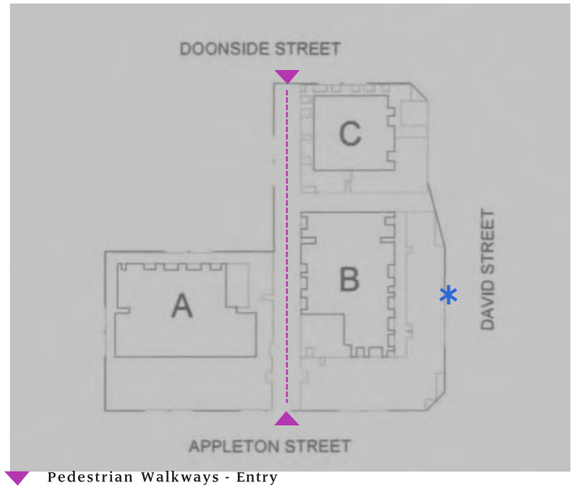
2.7 INTERFACE WITH THE EMBASSY DEVELOPMENT

18 The Embassy apartment building at 36-44 Doonside Street is an L-shaped building that wraps around the sites eastern and southern-eastern boundary. The development comprises:

- Three buildings, nominated as Building A, B and C.
- The buildings are 9, 10 and 13 storeys in height respectively
- 289 dwellings
- 335 car spaces accessed via Appleton Street and David Street
- 414 square metres of commercial floor area

More specifically, towards Appleton Street, the development adopts a two storey built form with rooftop terraces, with the tower component setback, to Doonside Street the development adopts a 9 storey street wall.

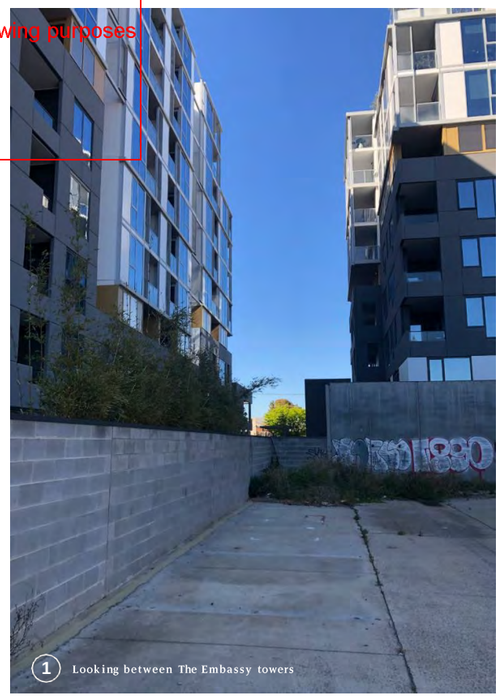
At ground floor, the development includes a pedestrian laneway adjacent the north-eastern common boundary of the site and car parking facilities in the south-eastern common boundary. Above ground, where walls are not sited on the common boundary with the subject site, a 3 metre setback is provided. No upper level windows or balconies of the Embassy development are screened where orientated towards the subject site.

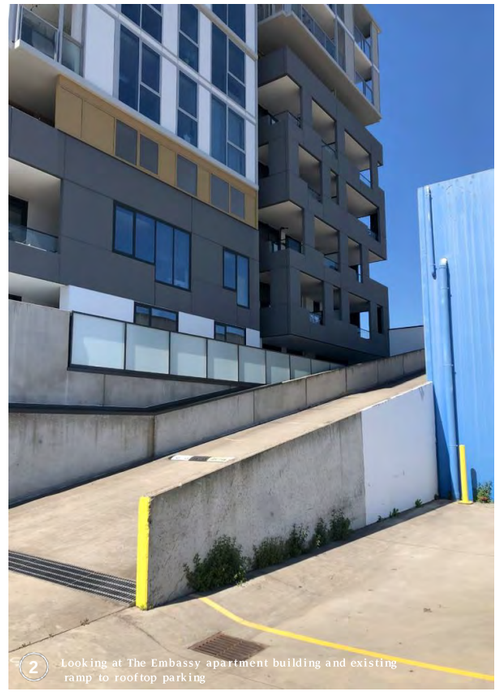


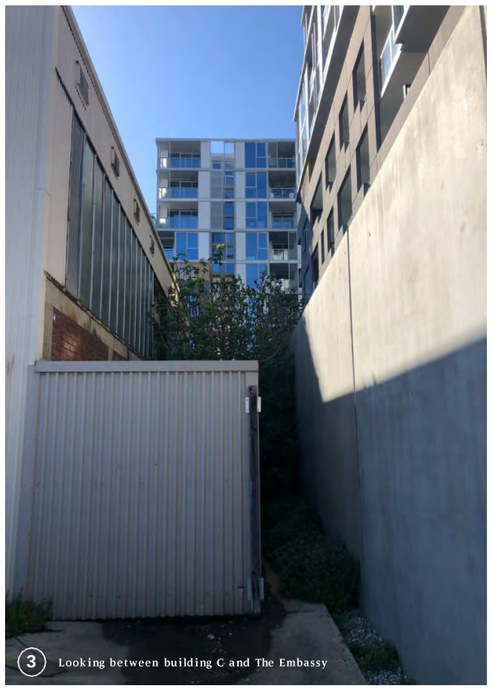
Pedestrian Walkways - Entry

Vehicle - Entry




1 Looking between The Embassy towers


2 Looking at The Embassy apartment building and existing ramp to rooftop parking


3 Looking between building C and The Embassy


4 Looking at the carpark ramp

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2.8 VICTORIA GARDENS

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The Victoria Gardens Shopping Centre represents a significant development parcel and landmark within the immediate, and broader, context.

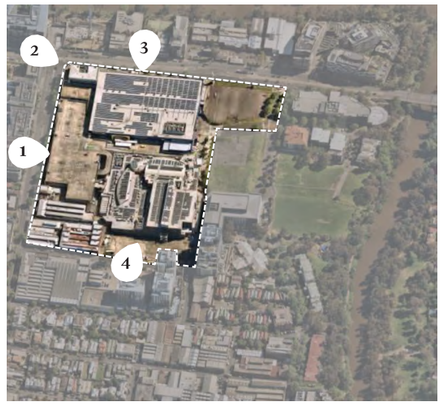
Victoria Gardens includes a lettable floor area of approximately 35,000 square metres, 2,000 car spaces and includes anchor tenants such as Ikea, Coles, Kmart and Hoyts Cinema amongst 80 speciality retailers.

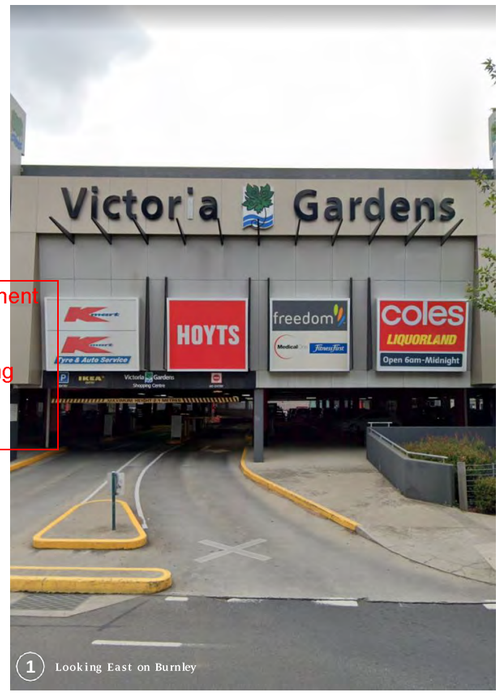
The parcel of land associated with Victoria Gardens stretches from the corner of Victoria Street and Burnley Street (north-west) to the corner of Doonside Street and David Street (south-west).

The site is located within the Comprehensive Development Zone (CDZ), which includes a height control that ranges from 31 – 55 metres. More specifically, the interface with the subject site is marked as a 'sensitive use buffer'. The sensitive use buffer has a depth of approximately 36 metres (as measured from the Doonside Street frontage), whereby no "sensitive use" (residential use, child care centre, pre-school, primary school, or public open space) is permissible.

As a consequence, the Victoria Gardens Shopping Centre "turns its back" on the subject site, with loading facilities to the Coles Supermarket located further northward along David Street. Loading to the supermarket enters Doonside Street from Burnley Street, and then terns up David Street to enter the site. Loading occurs in the order of 1-2 times a day.

Through discussions with Victoria Gardens representatives, it is understood that they are looking to develop the currently unused land for a mixed use development, which would include approximately 700-800 dwellings, with ground floor retail and podium commercial officers. The retail and commercial uses would form an extension to the existing shopping centre. Access to the site for residential uses would be via Doonside Street, while retail and commercial uses would be via the existing car parking facilities.





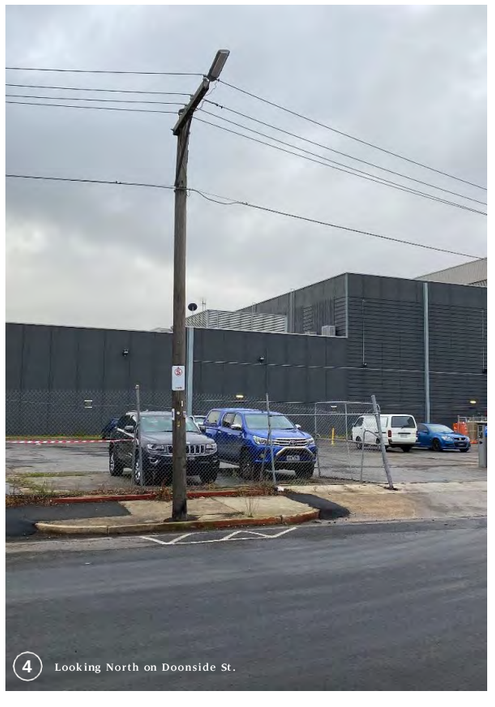
1 Looking East on Burnley



2 Looking East on corner of Burnley St. & Victoria St.



3 Looking South on Victoria St.


4 Looking North on Doonside St.

81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

3.0 CONCEPT PLANS AND BUILT FORM GUIDELINES

20

3.1 Proposed Masterplan
3.2 Key Heritage Fabric
3.3 Ground Floor Plane
3.4 Park Lane
3.5 Harry's Lane
3.6 Doonside Park
3.7 Building Setbacks
3.8 Massing
3.9 Heights
3.10 Shadow Diagrams
3.11 Building Finishes and Materials
3.12 Development Summary

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81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

3.1 PROPOSED MASTERPLAN

Building	Residential Dwellings	Commercial Floor Area (sqm)
Building A	120 - 135	4,500 - 5,500
Building B	275 - 330	4,000 - 5,000
Building C	65 - 80	1,500 - 2,000
Building D	80 - 100	2,000 - 3,500
Total	545 - 645	12,000 - 16,000

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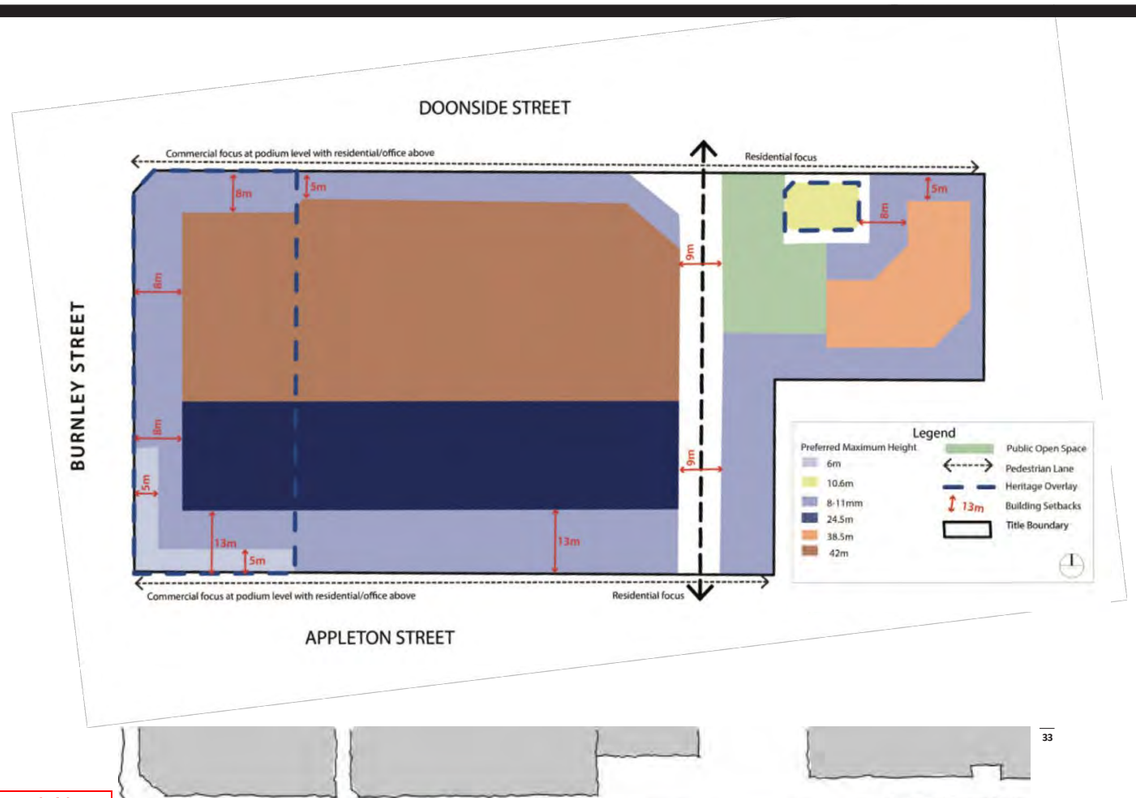


Ground Plane - Lane-Ways + Active Frontages

- Minimum 576 sqm of public open space (4.5% OF THE TOTAL SITE AREA) (or a higher percentage if contained in Clause 53.01 of the Yarra Planning Scheme at the time of subdivision).
- Additional 151 sqm of landscaping
- Lane-Ways
- Pedestrian Walkways
- Entry Car Park Access
- Title Boundary
- Vehicle Access for Emergency Vehicles, Maintenance and Limited Access to HTH Showrooms (Harry's Lane Only)

Note:
A-ll four buildings to be build to their respective road boundaries
Existing tree to be retained

Master Plan

81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

3.2 KEY HERITAGE FABRIC

Proposal

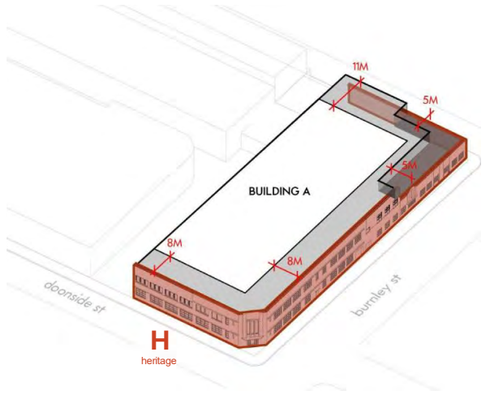
The Development Plan proposes the retention and restoration of the former Repco factory facade and the office building. The restoration of the heritage buildings assists in enshrining the heritage significance of the subject site and surroundings, and allows for the buildings to be ameliorated into a bona-fixed mixed use development.

The improvement of the existing heritage fabric into a new build assists in providing a sense of connection to place and history.

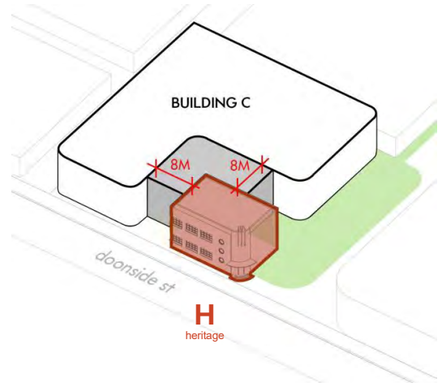
The scale of demolition and restorative works to the heritage buildings, plus the proposed new built form contemplated by the Development Plan have been resolved in conjunction with the project heritage consultant to ensure that the significance of the heritage and its surroundings is not unreasonably compromised.

Given the existing (and previous) commercial functions that have occurred within each building, and their two story form, each building is able to continue to accommodate commercial activity, which ensures limited modification to existing floor levels and fenestration patterns.

Surrounding the heritage building, pedestrian laneways, varied street wall heights and minimum setbacks behind the heritage façade are adopted (generally in accordance with Figure 1 of DPO15). This ensures that a three dimensional form of the retained heritage fabric is achieved from various vantage points within and surrounding the site.



81-95 Burnley Street (HO375)



26 Doonside Street (HO252)

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81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

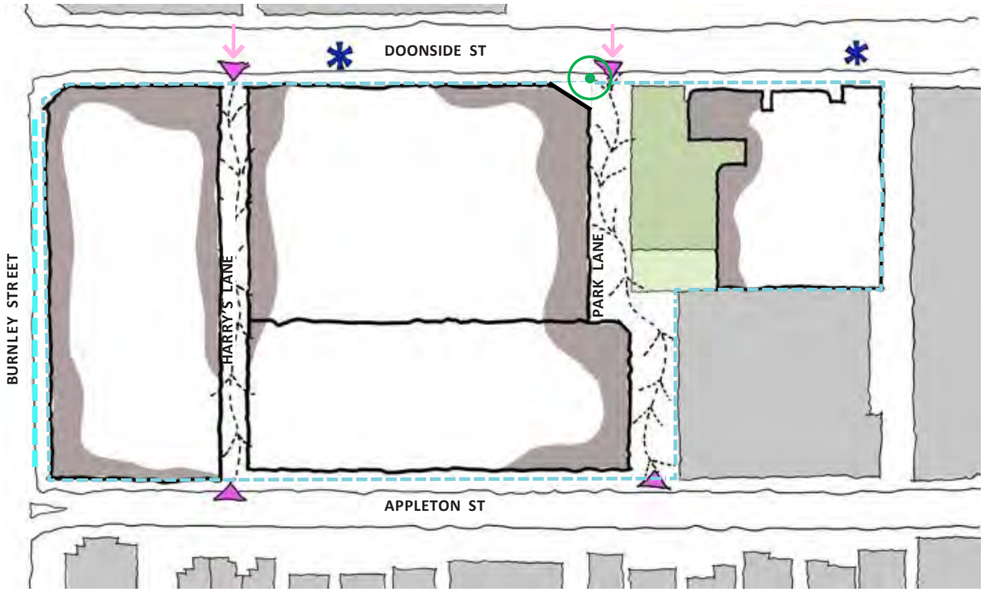
3.3 GROUND FLOOR PLANE

23 **Pedestrian Laneways:**
Fundamental to the Development Plan are the laneways and public spaces that integrate the development into the surrounding neighbourhood. As such, the flow of the ground floor plane is designed to create distinctive entries in and out of the site enabling connectivity with the surrounding pedestrian network and orientation within the site.

The form of the ground floor plane, combined with each building having an individual design, assists in creating a sense of identity and the direction of energy points into the laneway.

As a result, a publicly accessible laneway network of approximately 1400 square metres is proposed, comprising:

- Park Lane – A north-south through connection with a minimum width of 9.0 metres from Doonside Street to Appleton Street.
- Harrys Lane – A north-south laneway accessed via Doonside Street and Appleton St from the rear of the existing heritage factory building (HO252) that connects the Building A podium with that of Building B and D, with a minimum width of 6m.
- High quality urban design and CPTED principles through a mix of built form uses, landscaping, access to sunlight, shelter, lighting, public seating and bicycle parking.
- Is universally accessible for persons of limited mobility.
- A pedestrian focused environment that will be accessible by emergency services, maintenance vehicles and limited access to the Harry the Hirer showroom.



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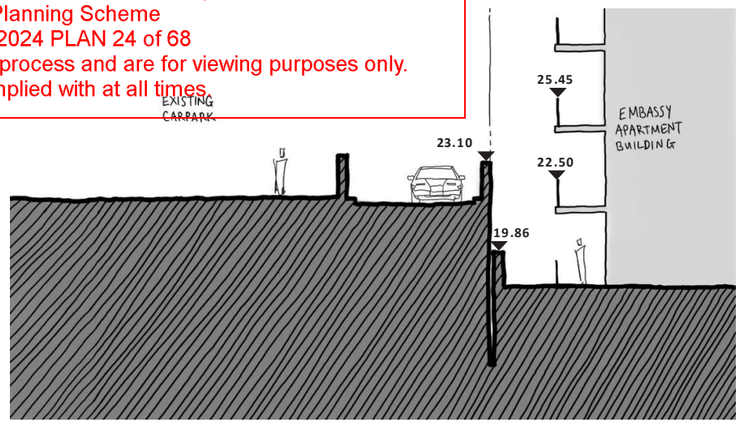
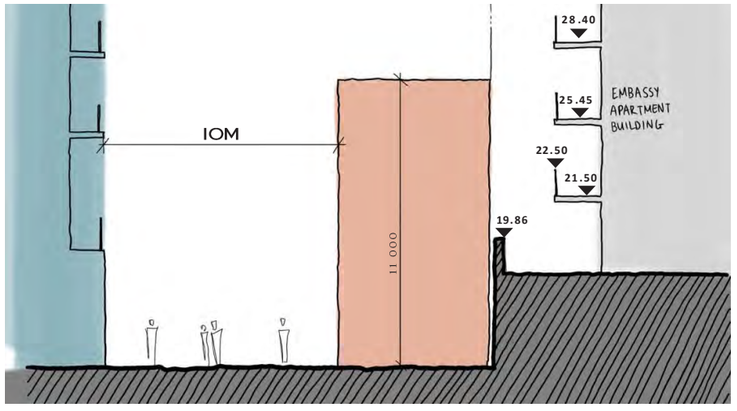
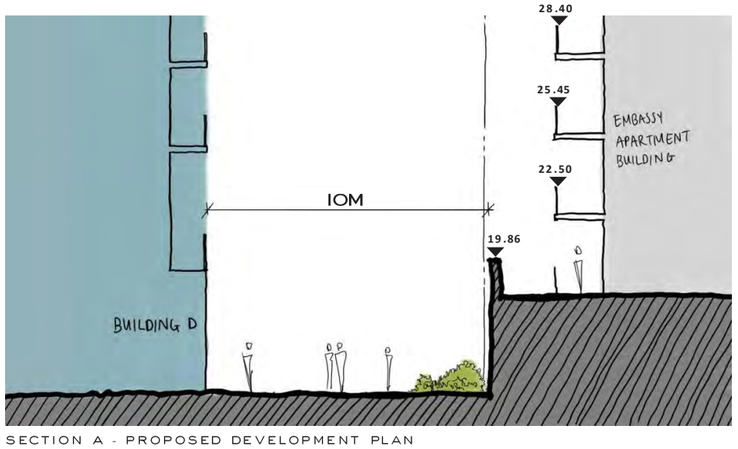
3.4 PARK LANE



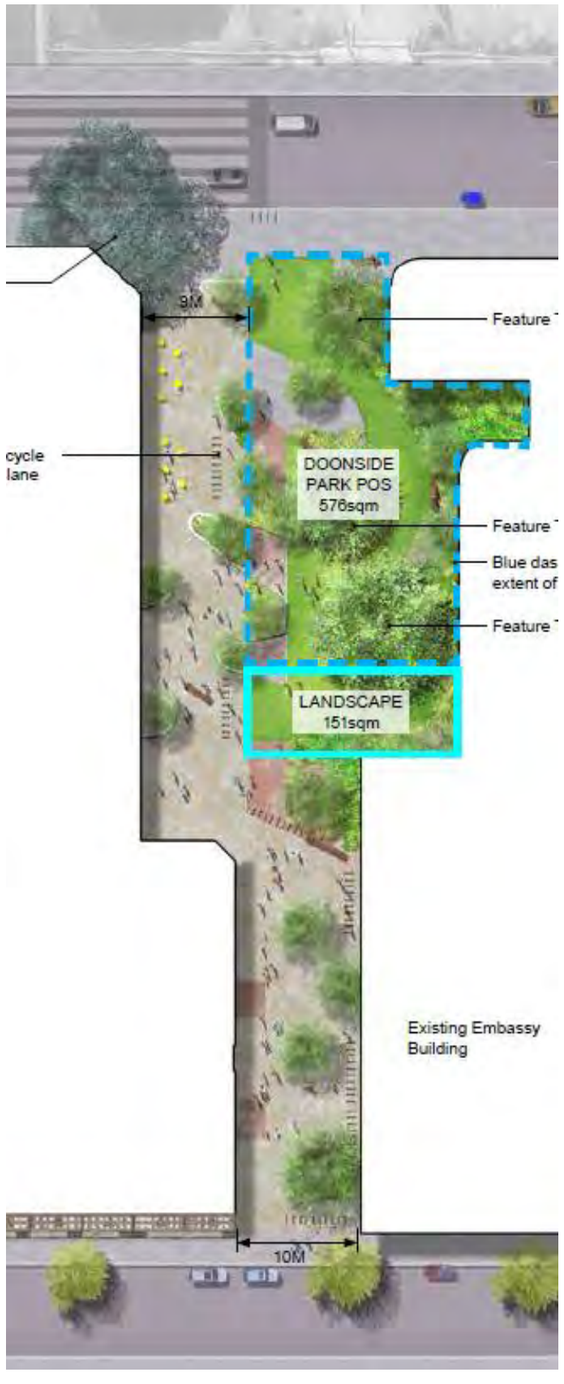
SECTION A - EXISTING CONDITIONS



SECTION A - DP015



SECTION A - PROPOSED DEVELOPMENT PLAN



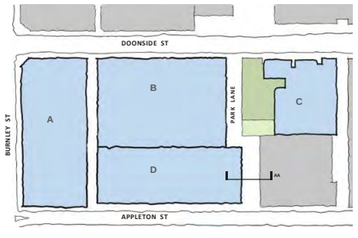
24

The Development Plan proposes Park Lane to be sited adjacent Doonside Park and the Embassy Apartment Building. This represents a departure from the Indicative Framework Plan within DPO15, which seeks the proposal include an 8-11 metre built form adjacent the Embassy Apartment Building, to the south of the public open space.

The proposed variation is considered appropriate for the following reasons:

- Protects the existing amenity of the Embassy Apartment Building through mitigating overlooking, overshadowing and visual bulk impacts.
- Maximises solar access to Park Lane via reducing the built form that flanks the laneway.
- Enables the Park Laneway to be highly activated within the site through the provision of habitable room windows and commercial & active frontages.
- The potential to include retail to provide continuous active frontages to assist with CPTED and passive surveillance.
- Given the Embassy apartment building does not include any screening from habitable room windows or balconies that are oriented towards the site, existing residents of this building will benefit from having an outlook to open space and will assist in providing surveillance over the laneway.
- Removes a built form that would have had shallow depth, compromised daylight access and uncertain economic viability.
- No encroachment of balconies into the 10m setback of Park Lane
- The straightforward geometry of open spaces allow for good visibility, clear sightlines to Victoria Gardens shopping centre and passive surveillance (CPTED).

Park Lane is flanked by the 576 square metre public open space and 151 square metres landscaped area (Doonside Park). As a consequence, where the pedestrian lane is sited adjacent the public open space, a ground level separation between building B and C of 27 metres will be achieved.



3.5 HARRY'S LANE

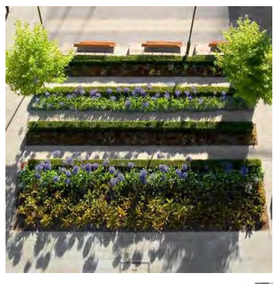
25

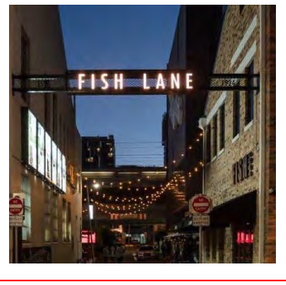
The north-south laneway assists in drawing pedestrians into the site and breaking up the mass and form of the development. The laneway is hallmarked by decorative paving, landscaping features and catenary lighting which will support a variety of commercial tenancies which will operate internally to the site.

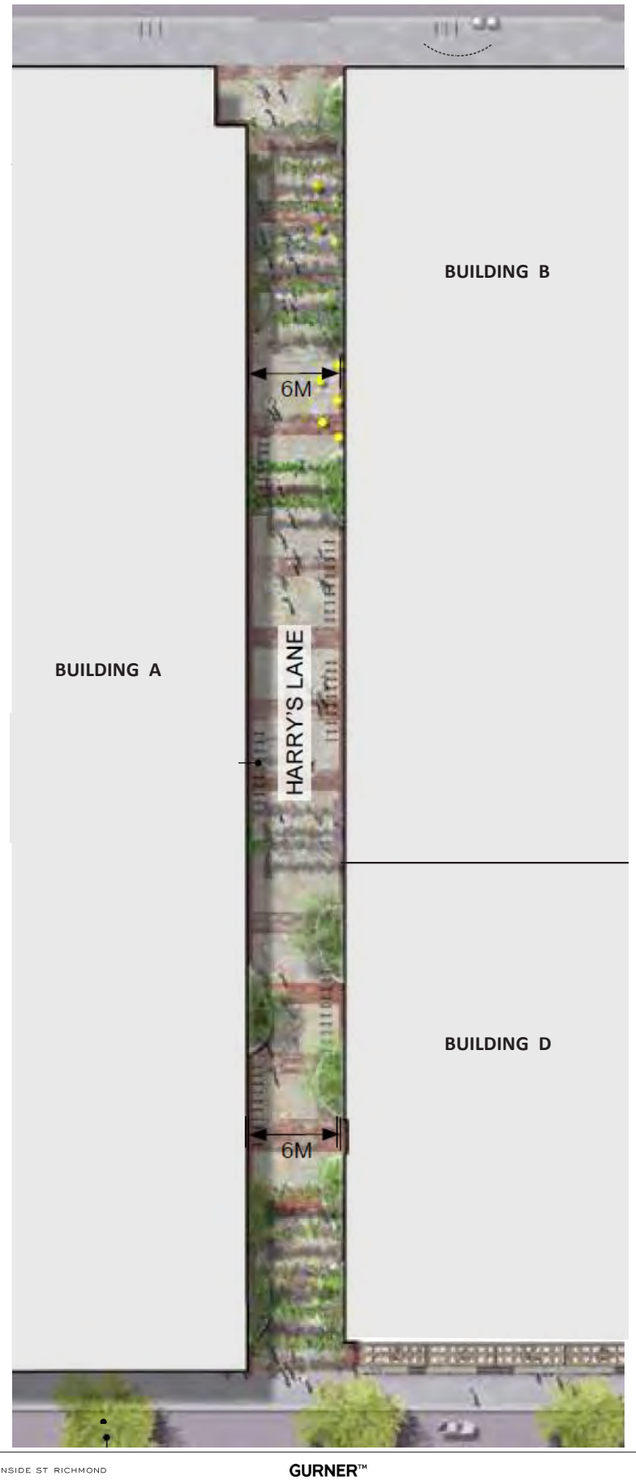
The laneway permeating the site enables a built form separation between Buildings A, B and D, creating an intimate environment that is continuously activated by commercial uses at ground level and residential above.









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3.6 DOONSIDE PARK

The culmination of the eastern laneway is the ability to be able to meet and engage with Doonside Park.

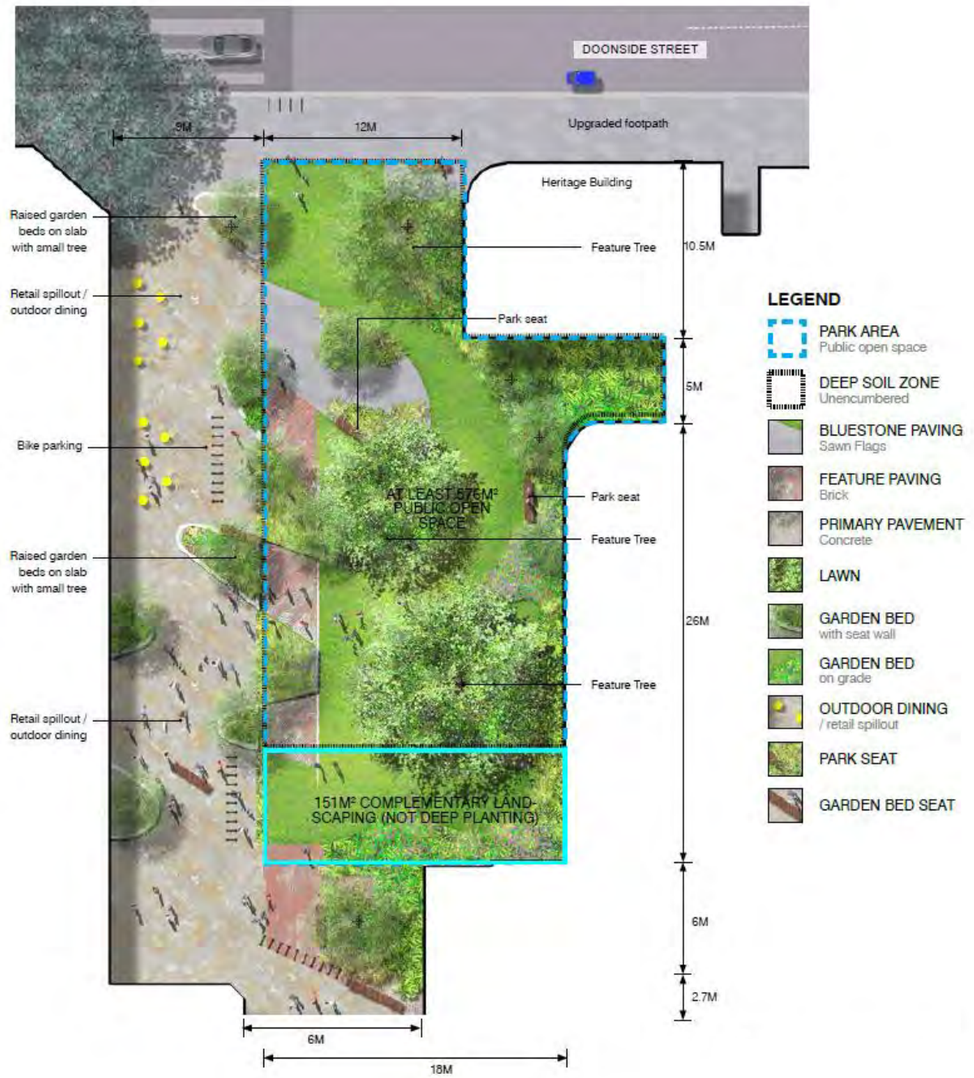
Doonside Park, at a minimum of 576 sqm with a provided additional 151 sqm in area, will receive good solar access due to its northern orientation and its abuttal with the Doonside Street road reserve to its north and Park Lane to its west. Doonside Park will include provisions for deep soil planting, public lighting, decorative paving and integrated seating and will benefit from its relationship with commercial tenancies at the lower levels and residential above of surrounding buildings thereby ensuring passive surveillance and engagement with the park is maximised. The mix of uses in the precinct will ensure this area will remain activated throughout the day.











81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

3.7 BUILDING SETBACKS

Building A:
Building A is sited above the former factory building on the corner of Burnley Street, Doonside Street and Appleton Street.

To Doonside Street and Burnley Street, the building adopts a minimum street setback of eight metres in accordance with the Indicative Framework Plan.

To Appleton Street, the new podium form is only partially setback from the Appleton Street frontage, and not the entire breadth of the frontage as sought by DPO15. The impact of the proposed form is mitigated by the five metre indent that wraps around the corner of Appleton Street and Burnley Street, which ensures that the single storey heritage form remains the preeminent form on this corner location.

Above the podium, Building A adopts an 11 metre street setback, below the 13 metres sought by the Indicative Framework Plan. The two metre variation in the upper level setbacks represents a minor departure from the Indicative Framework Plan and does not unreasonably compromise the heritage place.

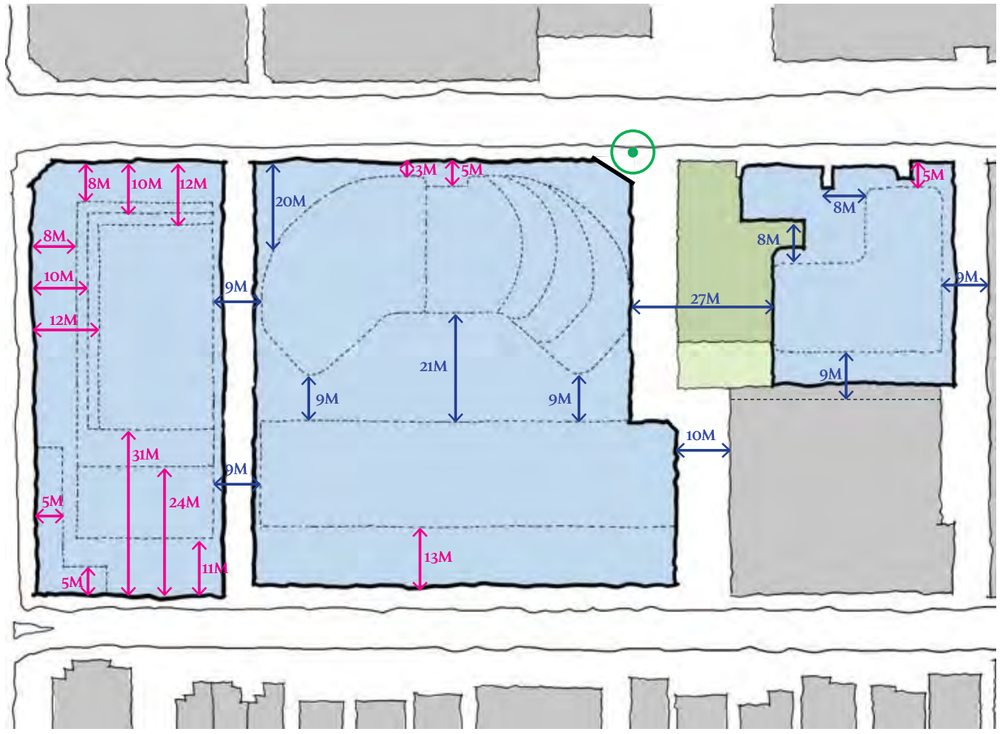
Both variations to the built form surrounding Building A have been supported by the project heritage advisor.

Building B:
Building B is sited centrally to the site with a frontage to Doonside Street.

Building B proposes a continuous street wall to Doonside Street. Above the street wall, the building incorporates a curved form which results in street setbacks of 3-5 metres centrally, increasing to 20 metres as the building curves away from Doonside Street. The setbacks are generally in accordance with the Indicative Framework Plan, while the curved form allows for a visually interesting building and increased solar penetration into the site.

Building C:
Building C adopts a minimum 8 metre setback around the existing heritage building which assists in maintaining the three-dimensional form of heritage fabric. To Doonside Street, the tower elements adopts a 5 metre street setback, while to its side and rear – it adopts a minimum 9 metre setback to the Embassy Apartment Buildings in accordance with the Indicative Framework Plan.

Building D:
Building D is broken down into two modules, with individual townhouses fronting Appleton Street and an apartment building to its rear, setback 13 metres from Appleton Street in accordance with the Indicative Framework Plan.



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3.8 MASSING

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With setbacks, heights, distances between buildings and open spaces all designed to maximise the potential of the site in accordance with the City of Yarra Planning Scheme Development Plan Overlay, these factors influence the massing outcomes of the proposed buildings. The form and mass of the buildings also relate to aspects of human scale, heritage and architectural quality.

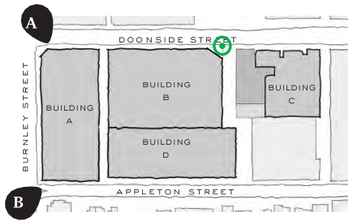
The varied massing views of buildings A, B, C and D address key vantage points when approaching the precinct from Burnley Street, walking down Doonside and Appleton streets, as well as through the newly designed laneways. These internal laneways within the site offer an opportunity to create an activated ground plane. Sightlines from across the road will be sympathetic to the street edge, transitioning the built form from the boundary to within the centre of the site.

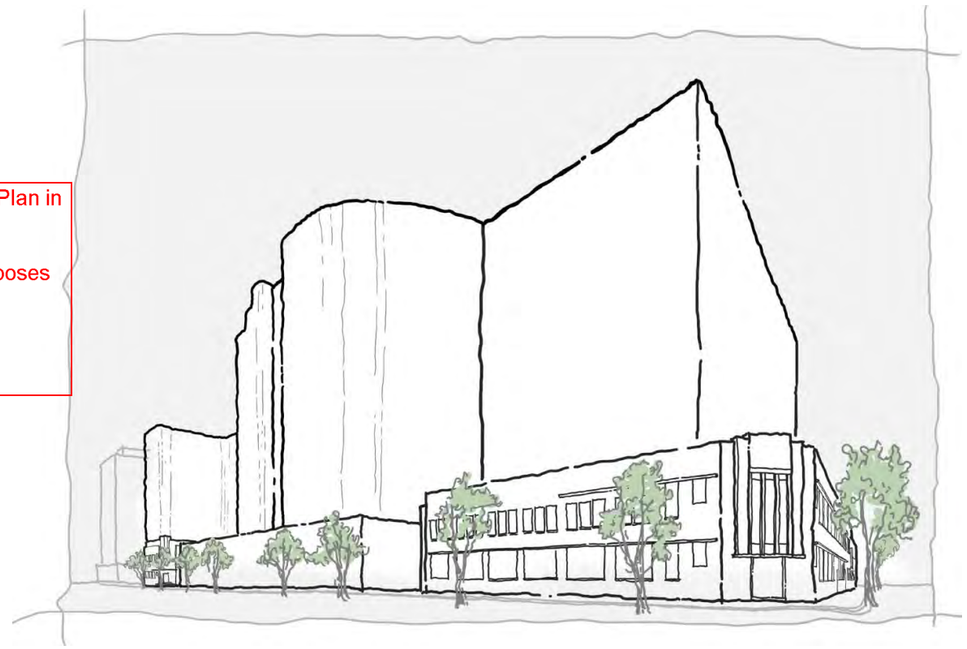
Vehicular access and traffic movement are positioned along Doonside Street at points that minimise impacts on streetscapes, shared spaces and pedestrian footpaths.

Multiple podium levels create a new level of human scale with the rest of the built form. When experiencing this precinct, visual interest is created through the holistic approach to massing and height that is fitting of its surrounding context.

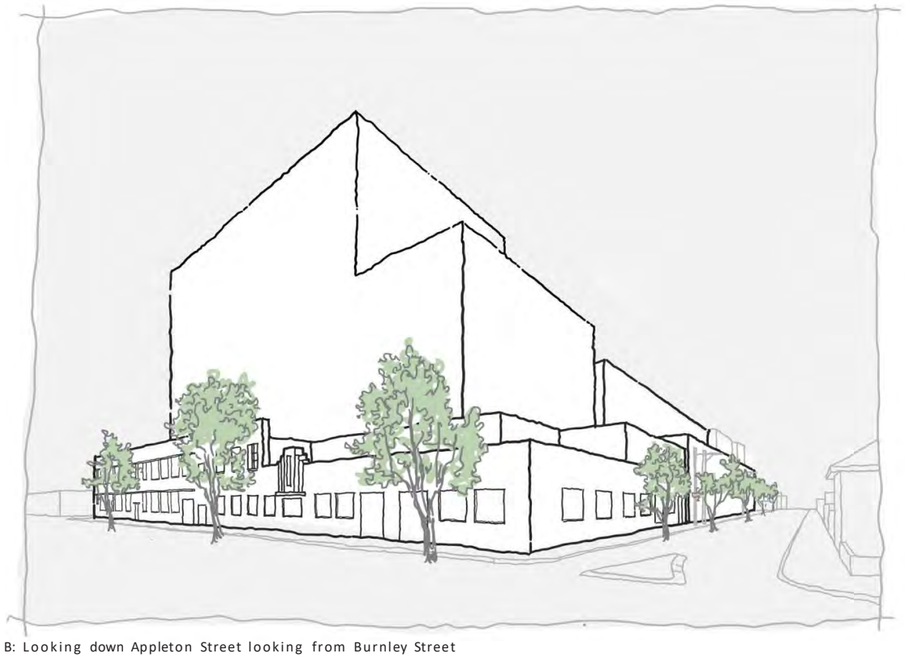
Building B acts as the pillar that connects all other buildings in the precinct. Despite it being the largest mass among the proposed buildings, its height is less prominent when experienced from the main thoroughfare via Burnley Street. Further, the gradual stepping down of the building mass towards Doonside Park reduces This is in part due to the lower scale of the townhouses along Appleton Street.

The form and mass of the buildings are respectful of the industrial heritage of the site and its surrounds to the north and east, as well as to the residential heritage to the south. Materiality and finishes like steel and brick have been considered to further enrich and emphasise the architectural quality of the existing heritage buildings within the site.





View A: Looking down Doonside Street from Burnley Street



View B: Looking down Appleton Street looking from Burnley Street

3.8 MASSING

29 These key views with the massing of the buildings consider sightlines from across the road and is sympathetic to the street edge with transitioning the built form from the boundary to within the centre of the site. Materiality and finishes have also been considered to further enrich and emphasis the existing heritage buildings within the site.

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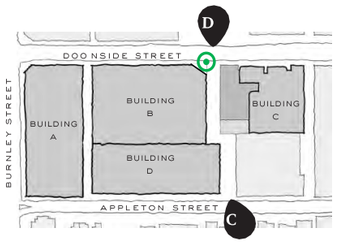

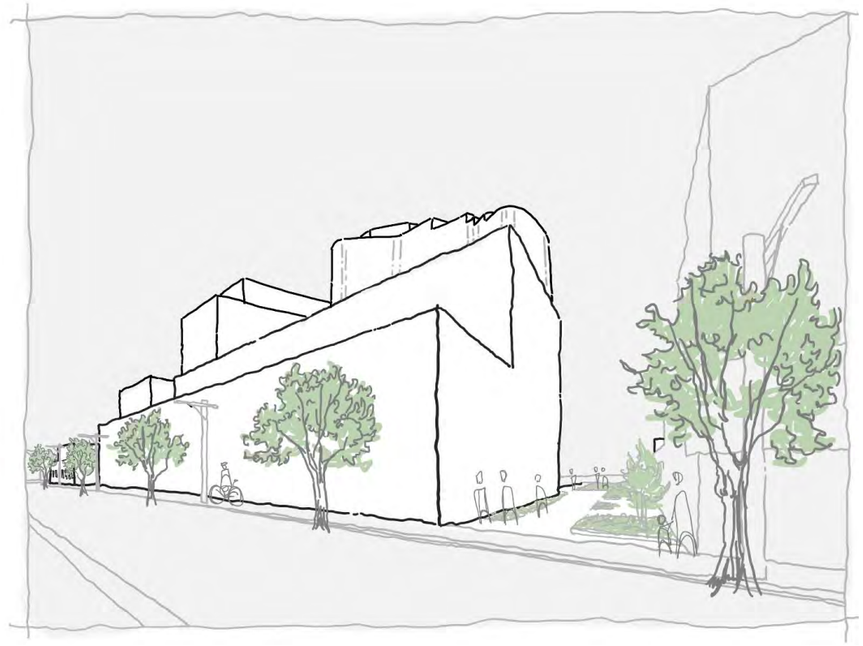

VIEW C: Looking into park lane from Appleton Street



VIEW D: Looking down park lane from Doonside Street

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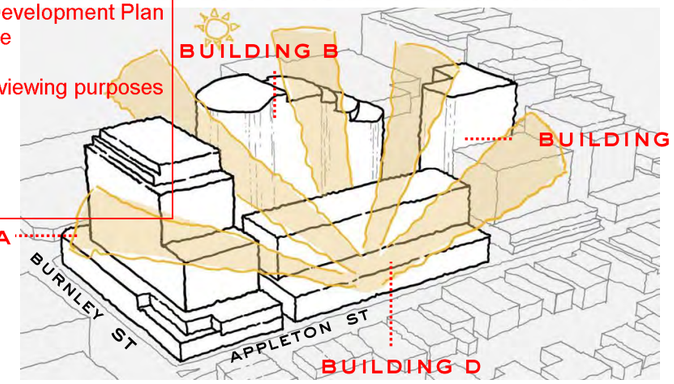
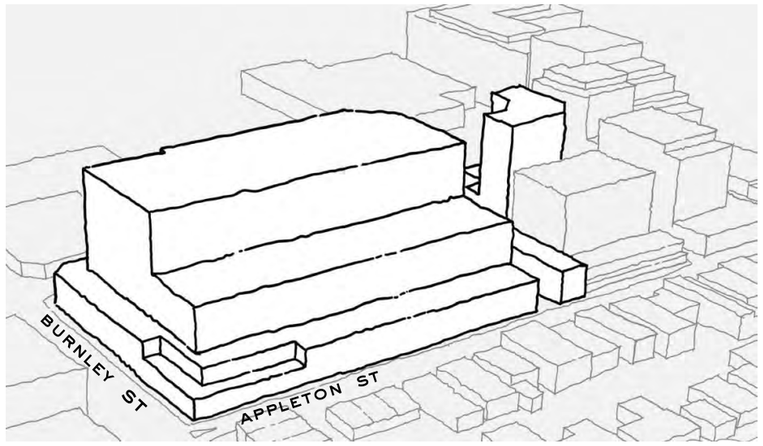
3.9 BUILDING HEIGHTS

DESIGNED TO OPTIMIZE SOLAR ACCESS



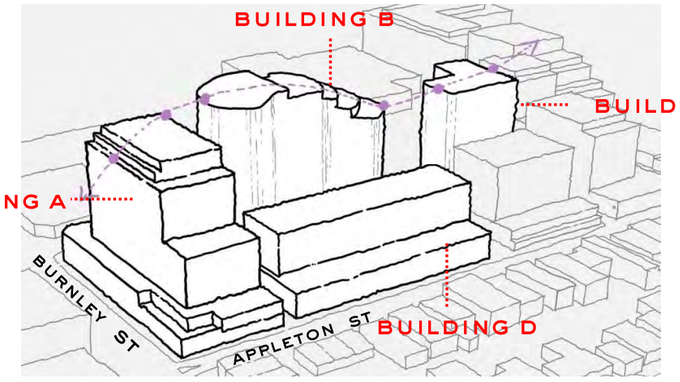
VIEW LOOKING FROM SOUTH-WEST

DPO HEIGHTS & ENVELOPE



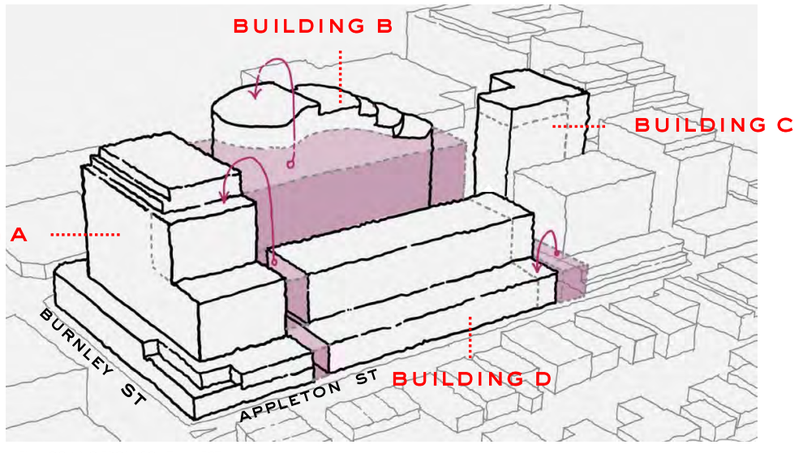
VIEW LOOKING FROM SOUTH-WEST

VARIED SKYLINE ALONG DOONSIDE



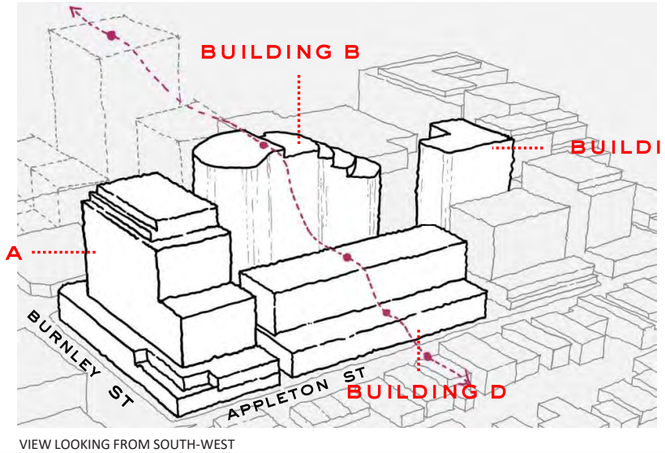
VIEW LOOKING FROM SOUTH-WEST

REFINEMENT OF DPO ENVELOPE TO MAXIMISE INTERNAL AND EXTERNAL AMENITY



VIEW LOOKING FROM SOUTH-WEST

TRANSITION IN HEIGHTS IN RESPONSE TO FUTURE CONTEXT



VIEW LOOKING FROM SOUTH-WEST

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3.9 BUILDING HEIGHTS

The maximum building heights of the four buildings is as follows:

- Building A – 49.6 metres
- Building B – 55.9 metres
- Building C – 41.9 metres
- Building D – 25.4 metres

The varying heights across the buildings are designed and spaced to result in a visually interesting and coherent precinct. With each building displaying its own unique design language, together they form a collection of built forms that speak to each other's design expression, as well as tie into Richmond's rich industrial past and varied skyline.

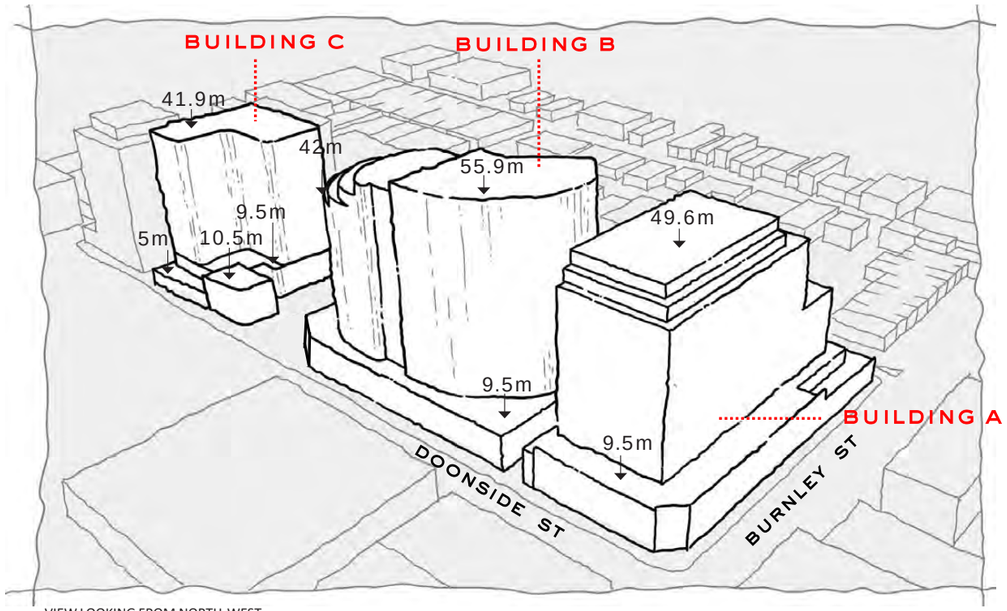
At a maximum 49.6 metres, Building A is seen as the development hero building and is the first building to be experienced when traveling along Burnley Street. Its relationship to the existing heritage wall plays an integral role in the proposed built form, along with its setback from Burnley Street and the stepping and height transition from Appleton Street.

Adjacent to Building A is the curvilinear Building B, standing as the tallest building within the precinct. The targeted approach to the massing of Building B opposite a car park and a "sensitive use buffer" zone ensures that the external amenity impacts of the building are easier to manage. Equally, the curved form of Building B enables a volume and mass to be extruded that maintains a high quality internal amenity outcome in respect to daylight, solar access and wind. The massing and volume of Buildimg B steps down as it approaches Building C to a height of 42m. This breaks down the physical bulk and height of the building, while creating a varied and visually interesting silhouette along the skyline of Doonside St.

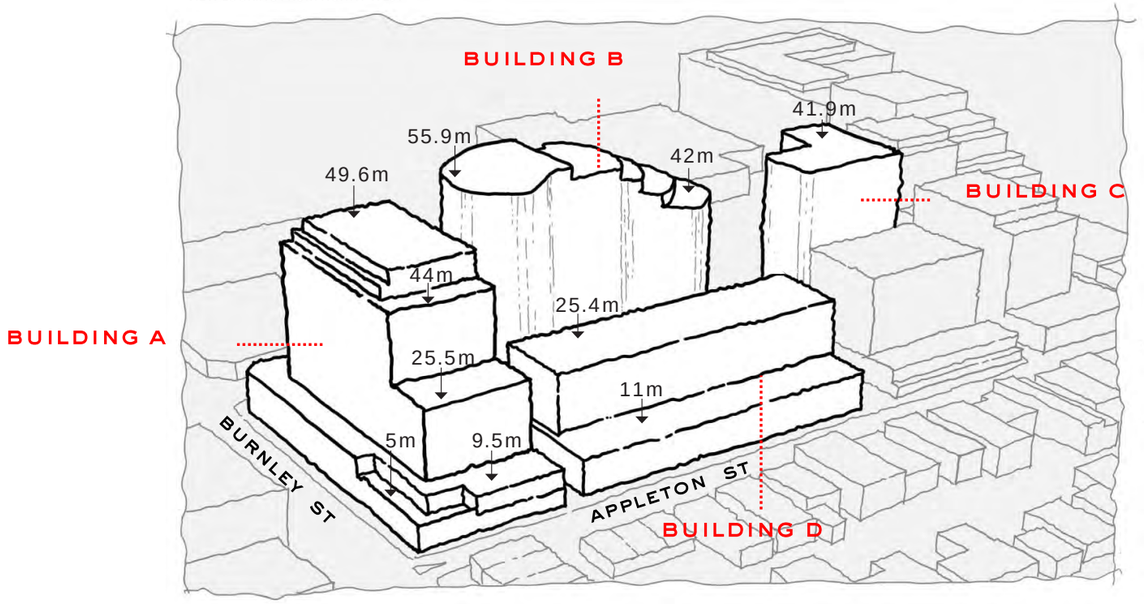
Further ahead, the height and form of Building C is complimentary to the neighbouring Embassy Apartments (approximately 39 metres) and visually engages with the existing heritage building in the foreground.

The transition in height across the site is also a response to the residential buildings along Appleton Street. Building D, is broken down into two distinct elements, being the townhouses fronting Appleton Street will display varying facade treatments reflective of the existing worker's cottages with a maximum height of 11 metres.

As a backdrop to the townhouses, an additional 25.4 metre apartment building is designed to continue the tiered relationship with the existing workers cottages from a north-south cross-section. This addresses the transition of height from the proposed tower to the townhouses and drop to the fine grain to offset any potential overshadowing impacts.



VIEW LOOKING FROM NORTH-WEST



VIEW LOOKING FROM SOUTH-WEST

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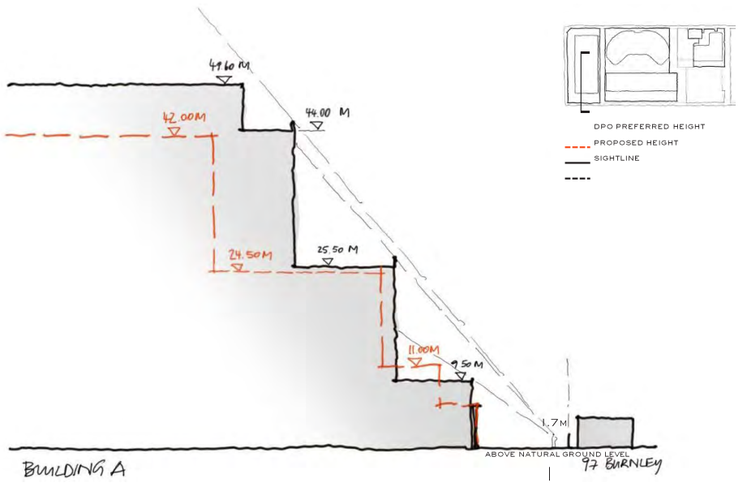
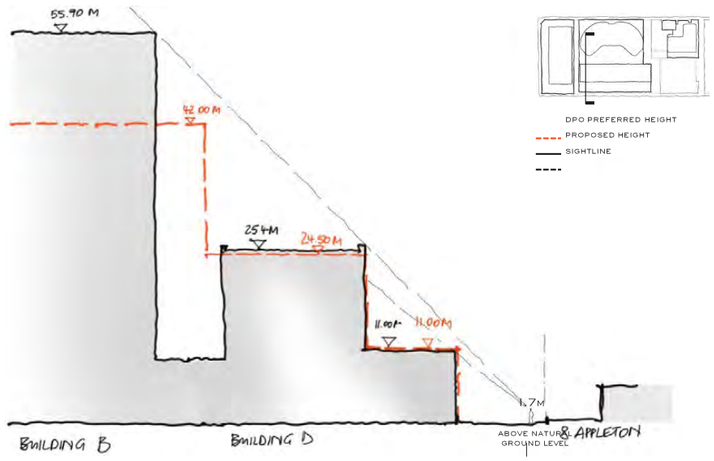
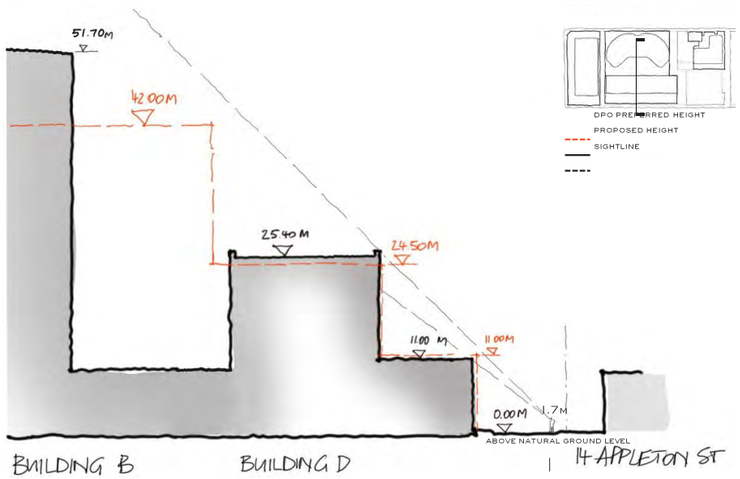
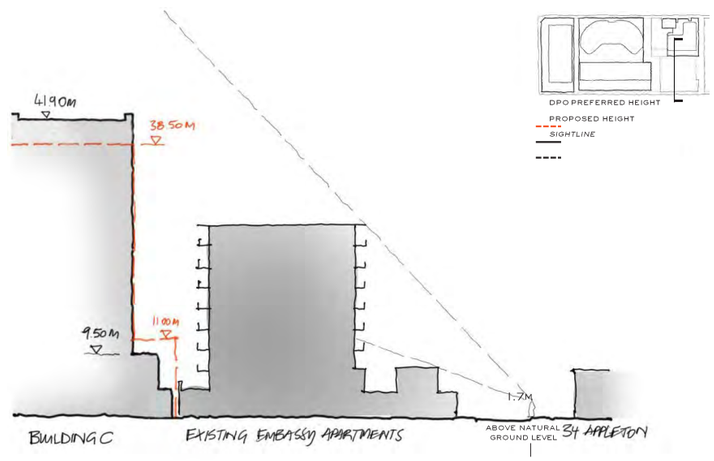
3.9 BUILDING HEIGHTS









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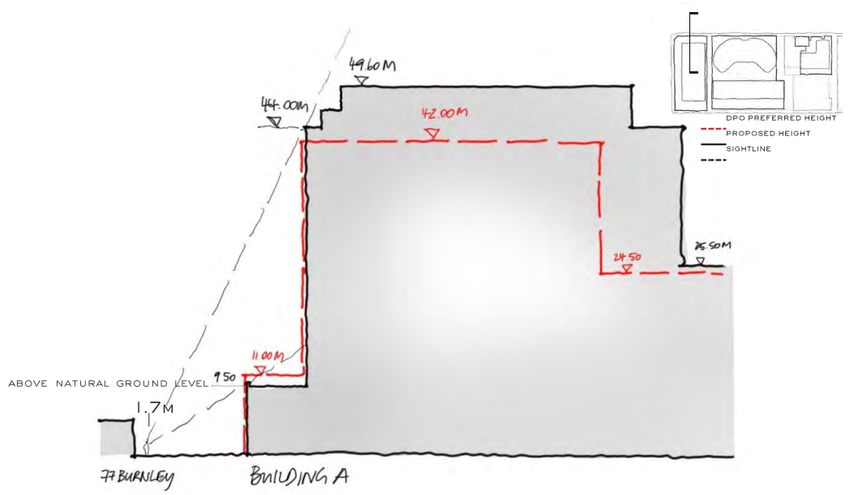

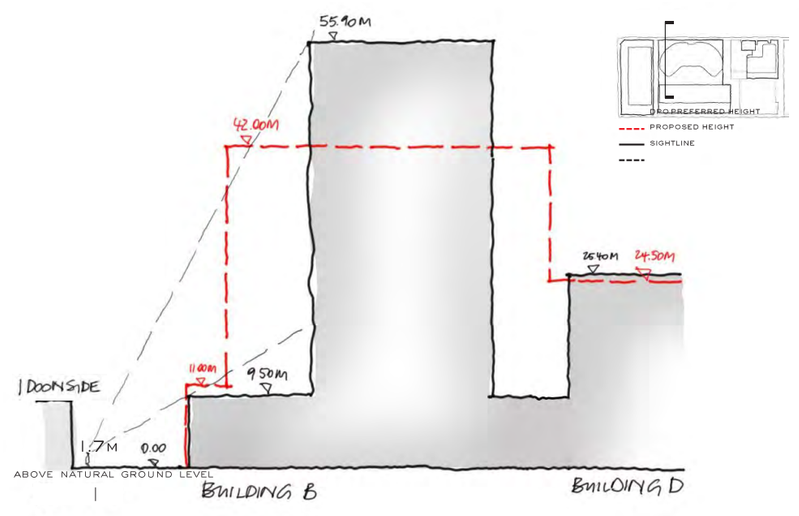

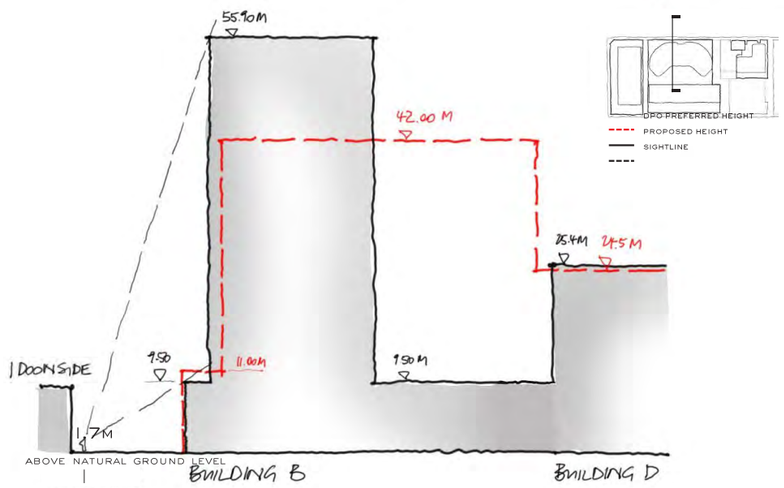

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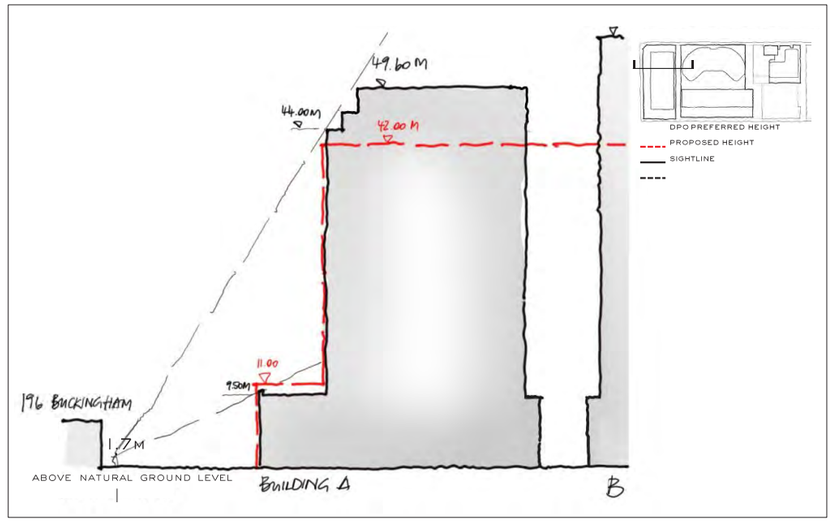

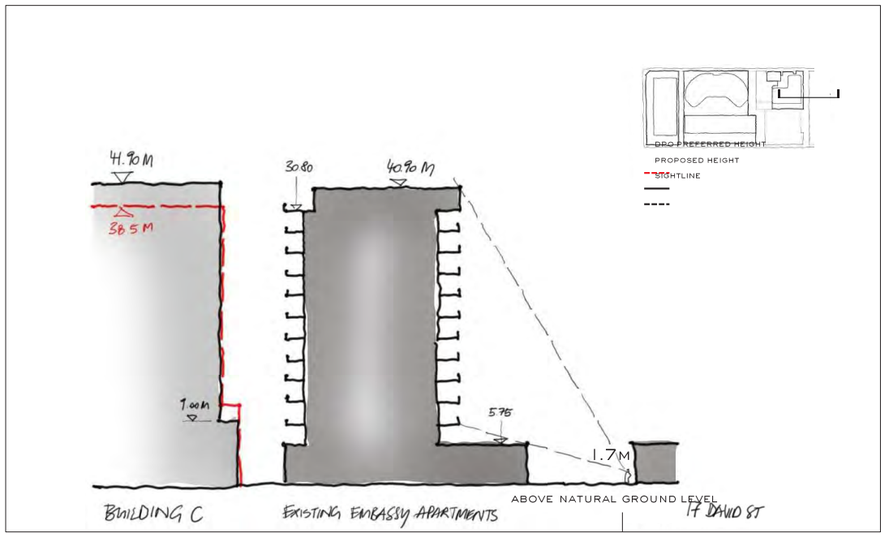

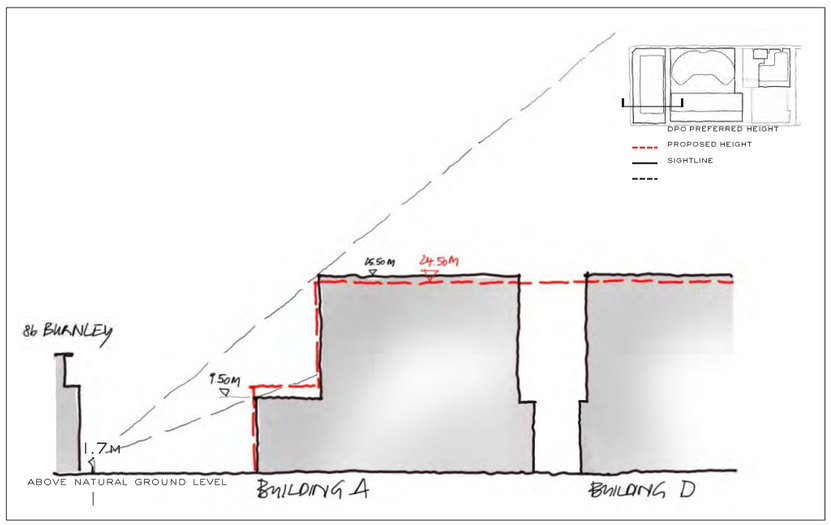

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3.9 BUILDING HEIGHTS

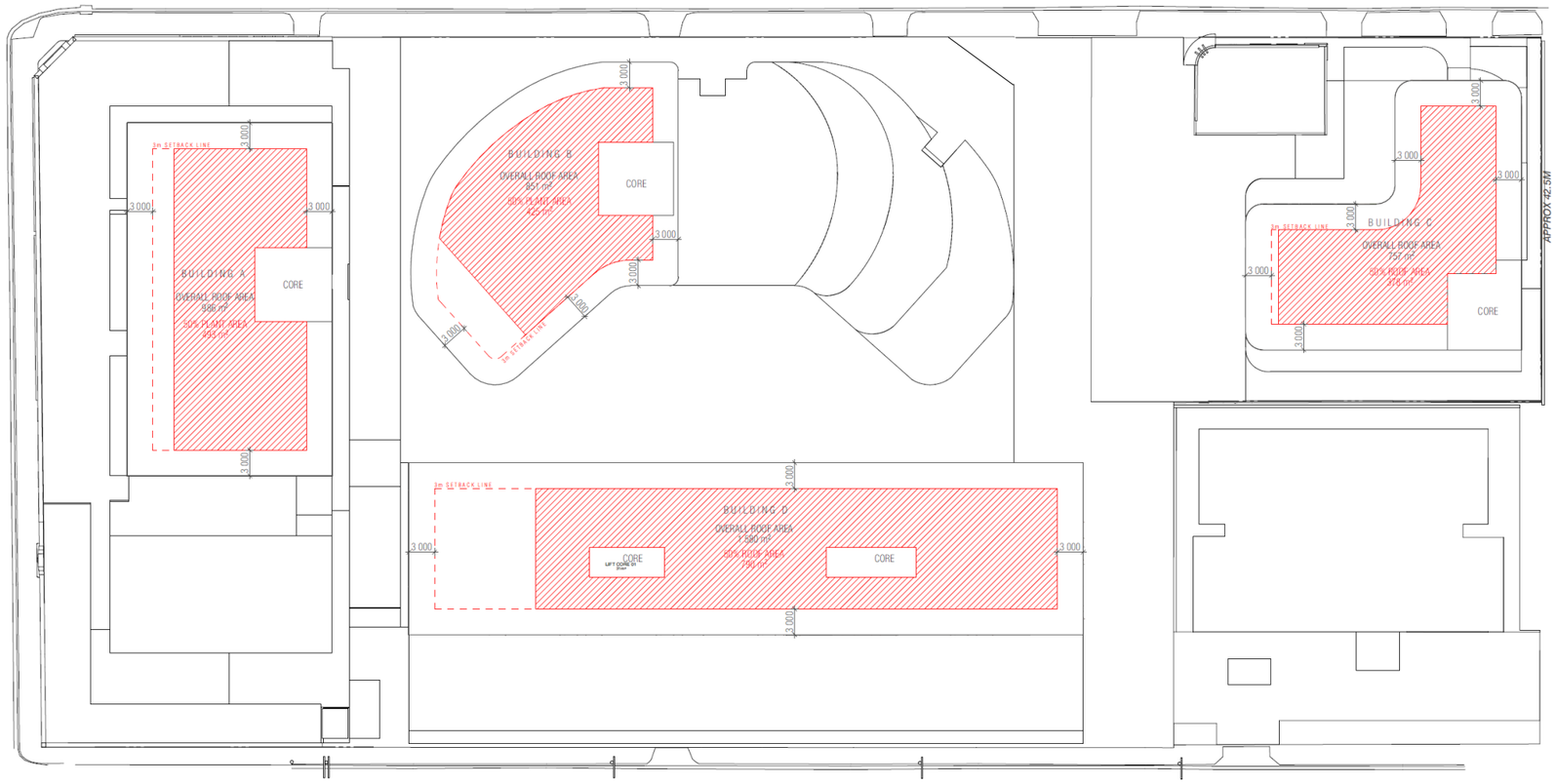
Plant Room Area of Roof Plan

The development plan outlines specific requirements for future plant and equipment in all buildings. These include:

(i) Be no more than 3.6m above the maximum building height;
(ii) Occupy no more than 50% of the roof
(iii) Be set back a minimum of 3m from all building edges; and,
(iv) Be fully screened from view

Additionally, wind mitigation measures, as detailed in the Windtech report (13th July) are acknowledged and are subject to further review, particularly concerning impacts on built forms within heritage overlays, Park Lane, and Doonside Park, during future planning permit applications, subject to the Responsible Authority's satisfaction.

The maximum building heights as specified for each of Buildings A, B, C & D are maximum heights not preferred maximum heights. These building heights have already, in some cases, exceeded the building height shown in the indicative framework plan forming DPO15 and are not intended to be further increased.



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81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

3.9 BUILDING HEIGHTS

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Panel Report Discussion

The Planning Panel hearing was held between May-June 2020. During the hearing, Salta Properties (Victoria Gardens) submitted that it was appropriate for the Panel to support taller building heights than what was exhibited for the subject site. It was submitted by Salta that taller heights would suitably represent the site's potential as a significant redevelopment site within the Activity Centre Context.

At the time of the Panel hearing, the redevelopment status of Victoria Gardens was unknown. This was a key consideration of the Panel in determination the appropriateness of building heights. The Panel noted:

- "An important policy direction for this precinct is to facilitate a transition from the scope of the taller, more robust building forms in and around the Victoria gardens Shopping Centre to the more conventional residential areas beyond. The Panel considers that the emerging context in the vicinity of the subject site (which includes may recent approval that are consistent with this) should be given substantive weight in assessing preferred maximum heights for the amendment".
- "Examples of higher developments in precincts distance from the subject site while still within the City of Yarra are outcomes of differing local contexts, development site conditions and planning scheme provisions. As such, these are not considered to carry sufficient weight to support a greater maximum height than that in the exhibited Amendment".

In the intervening period since the release of the Panel report in July 2020, through consultation with Salta Properties, a redevelopment of Victoria Gardens to include additional commercial offerings and approximately 700-800 dwellings is being contemplated. The scale of the any subsequent buildings is unknown, however it represents a change to the emerging context that informed the Panel's position in relation to building heights and will enable a transition from Victoria Street (north) to Appleton Street. Subsequently, the panel report affirms the discretionary nature of the building controls and outlines four key criteria that must be satisfied to exceed the preferred building heights, being:

- High standard of design
- On-site impacts
- Off-site impacts
- Precinct Built form outcomes

A response to each of the criteria is outlined below:

Criteria 1: High standard of design

- Retention and restoration of the key heritage fabric.
- A mid-block laneway and open space which will help facilitate future connections and gateways into any renewal of Victoria Gardens.
- Four new integrated and distinctive buildings that respond to the different interfaces of the site.
- Articulated buildings through setbacks and materiality.
- A varied skyline along Doonside Street that responds to the Burnley Street interface (west) and the Embassy Apartment Building (east).
- A transition in built form Victoria Gardens (north) to conventional residential areas to the south (Appleton Street).

Criteria 2: On-site impacts:

- Enhanced access to public open space and provision of approximately 1,400 square metres of publicly accessible pedestrian laneways.
- Additional height and density increases passive surveillance in the area
- Employment generating uses in excess of 12,000 square metres, 3,000 square metres more than what is sought.
- Environmentally sustainable design aspirations above the statutory requirements which includes a target for a net zero carbon development.
- A clear visual connection between the north-south pedestrian link and the park when viewed from Doonside Street and Appleton Street.
- Ample sunlight to the north-south pedestrian link and public open space.
- An expanded pedestrian network and improved access to retail services.
- Building separation that exceeds a 9 metre separation for the most part, which has been informed by detailed daylight analysis and ensures no internal overlooking.

Criteria 3: Off-site impacts:

- Street wall heights that generally satisfy the interface requirements.
- A form and massing that is generally consistent with the preferred building heights when undertaking sight line analysis from key vantage points surrounding the site. More specifically:
- Building A – The visibility of the building is generally consistent with the preferred building heights when viewed from the opposite footpaths on Doonside Street, Burnley Street and Appleton Street.
- Building B – The visibility of the building is generally consistent with preferred building heights and setbacks, and due to the curved form of the building, the visibility will be less in some instances when compared to the preferred building heights and setbacks.
- Building C – Will not have any visibility from the opposite footpaths along David Street or Doonside Street due to the built form of the Embassy Apartment Building.
- Building D – Is generally consistent with the Indicative Framework Plan when viewed from the opposite side of Appleton Street.
- Overshadowing that complies with the requirements expressed within DPO15, which specifically includes no overshadowing on the western side of Burnley Street from 11am and no overshadowing to the residential properties of Appleton Street between 10am – 2pm.
- A form and massing that does not unreasonably overlook any adjoining secluded private open space areas and habitable room windows.
- Improved visual outlook and solar access to habitable room windows / secluded private open space areas from the Embassy Apartment Building compared to the preferred built form outcomes proposed to the east of the north-south pedestrian link (as outlined within the Indicative Framework Plan).

Precinct Built form outcomes (Response to Development Plan Overlay, Schedule 15)

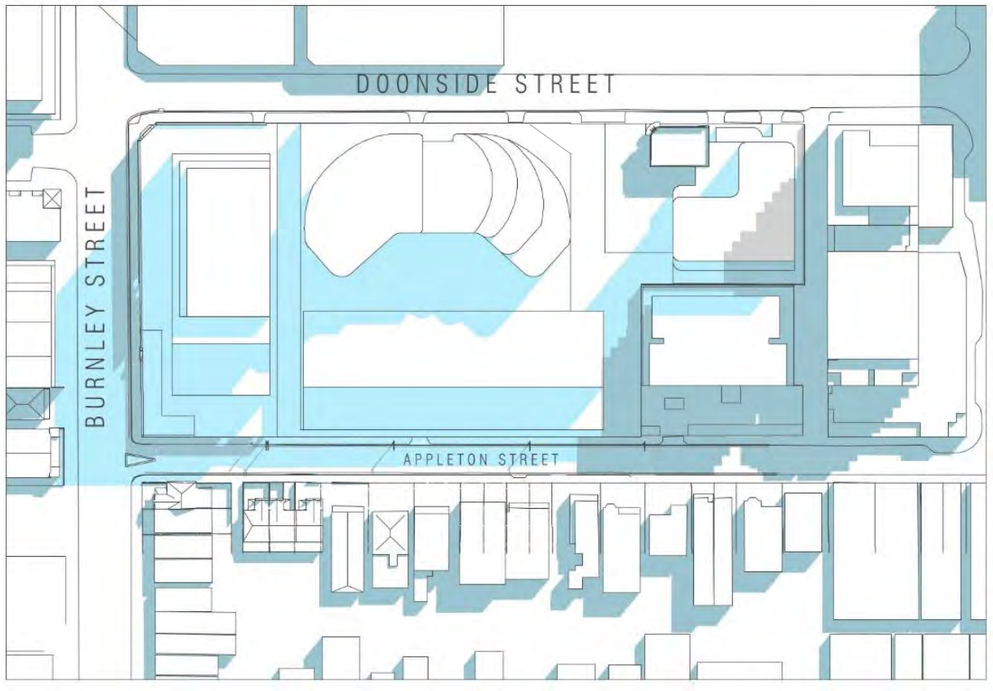
- Setbacks around the two retained heritage buildings to maintain their three dimensional form.
- The siting of the maximum building heights at its least sensitive interface and a transition of heights down from north to south.
- Separation between buildings which is generally greater than nine metres which allows for a visually interesting skyline and streetscape.
- A form and massing that is generally consistent with the preferred building heights when undertaking sight line analysis from key vantage points surrounding the site.
- Ample sunlight to the north-south pedestrian link and public open space.
- No overshadowing of residential properties on the south side of Appleton Street between 10am and 2pm and no overshadowing of the footpath on the western side of Burnley Street from 11am.
- The ability to manage off-site amenity impacts through the siting of the form to minimise the impact of adjoining properties by way of daylight access, outlook, overlooking and shadowing.
- A material palette that is respectful of the heritage fabric on-site, as well as to the residential heritage precinct along Appleton Street.

3.10 SHADOW DIAGRAMS

Current DP

37 The built form contemplated within the Development Plan has been designed to satisfy the overshadowing considerations outlined within DPO15, more specifically:

- No overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September equinox.
- No overshadowing of the footpath on the western side of Burnley Street from 11am at the September equinox.
- Appropriate access to sunlight within the proposed park between the hours of 10am and 2pm at the September equinox to provide a reasonable standard of amenity and usability as a principally passive open space.



22 SEPT - 10 AM

EXISTING SHADOWS

ADDITIONAL PROPOSED SHADOWS

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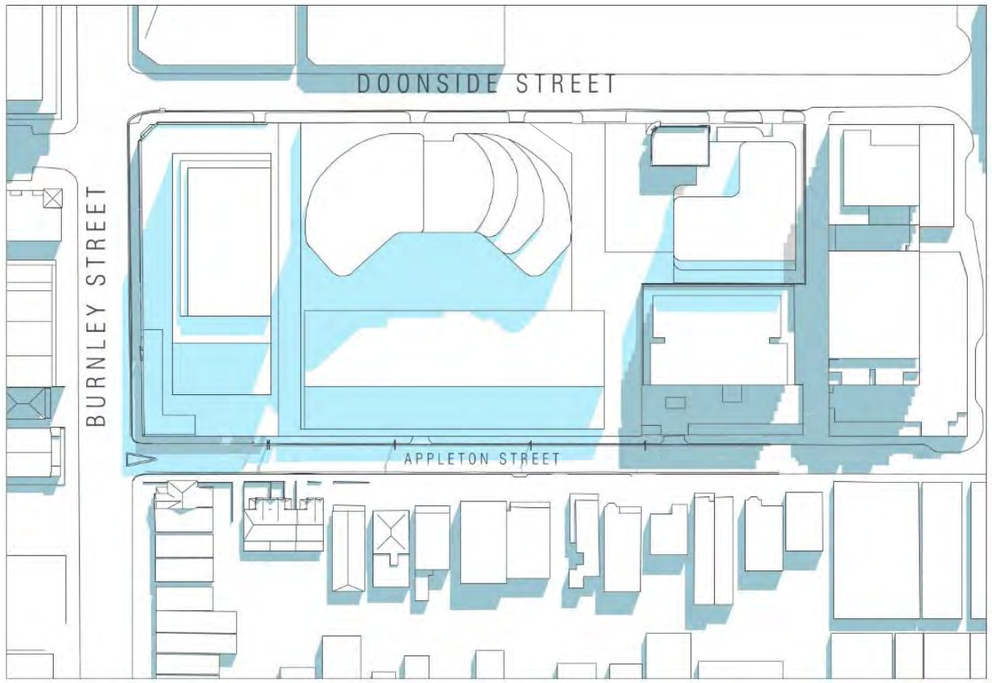
3.10 SHADOW DIAGRAMS

Current DP



22 SEPT - 11 AM



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EXISTING SHADOWS

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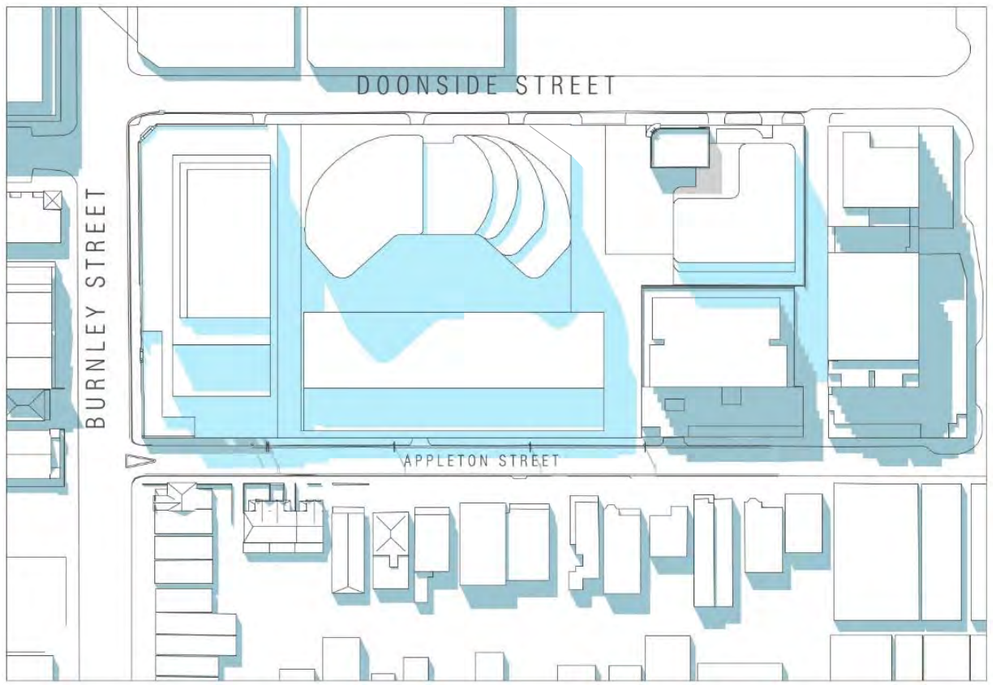
3.10 SHADOW DIAGRAMS

Current DP



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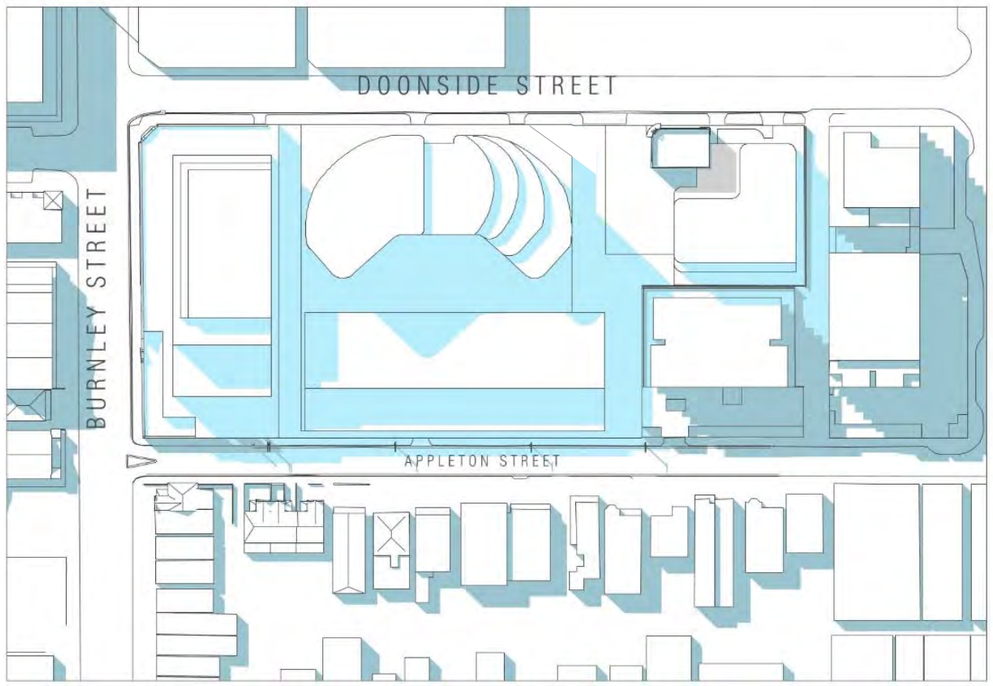

22 SEPT - 02 PM

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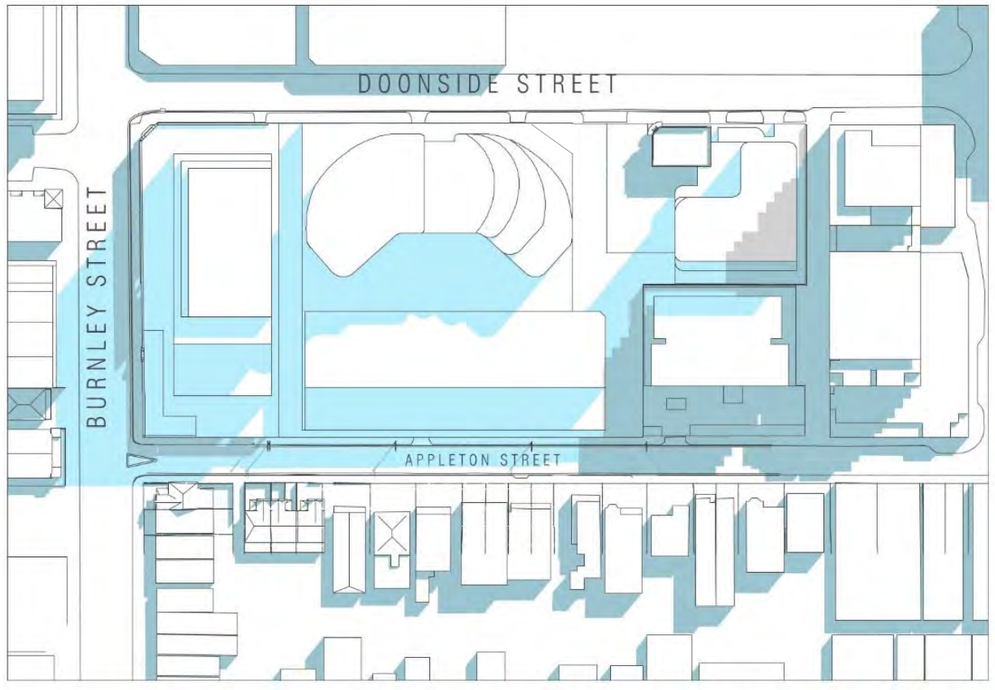
Reviewed Massing



22 SEPT - 10 AM

EXISTING SHADOWS

ADDITIONAL PROPOSED SHADOWS

SHADOW REVIEWED

81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

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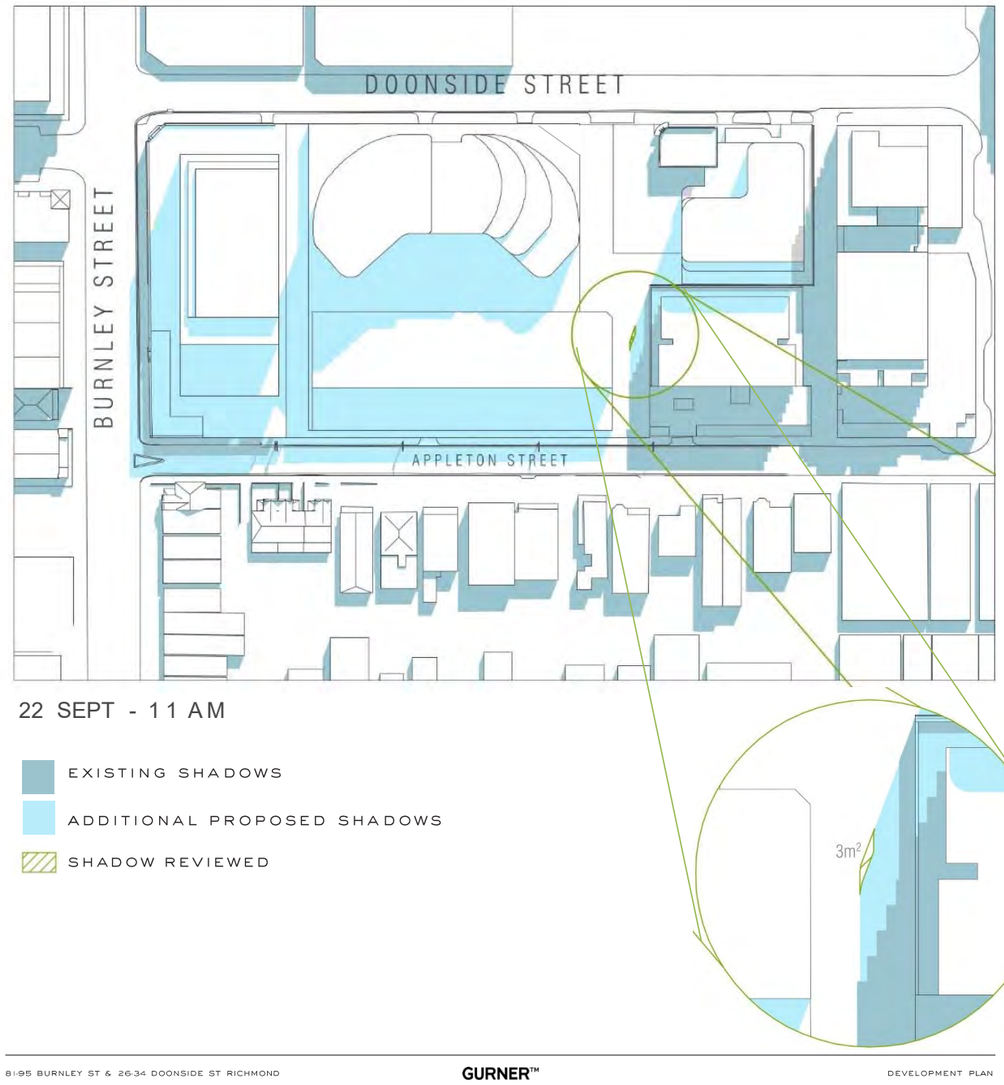
3.10 SHADOW DIAGRAMS

Reviewed Massing



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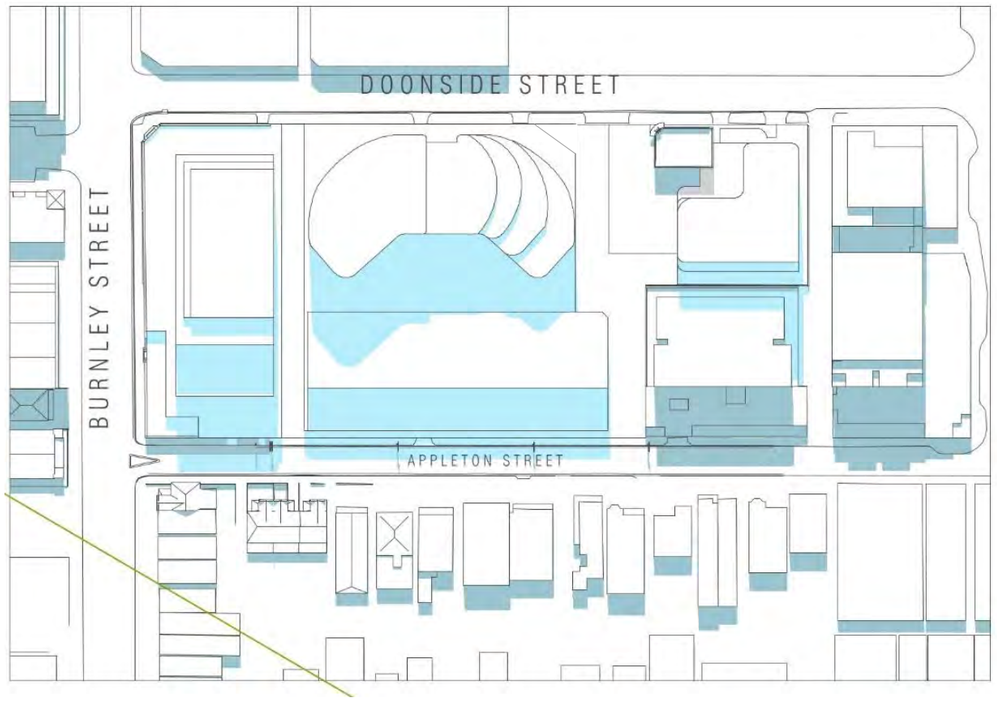
EXISTING SHADOWS

ADDITIONAL PROPOSED SHADOWS

SHADOW REVIEWED



22 SEPT - 12 PM

81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

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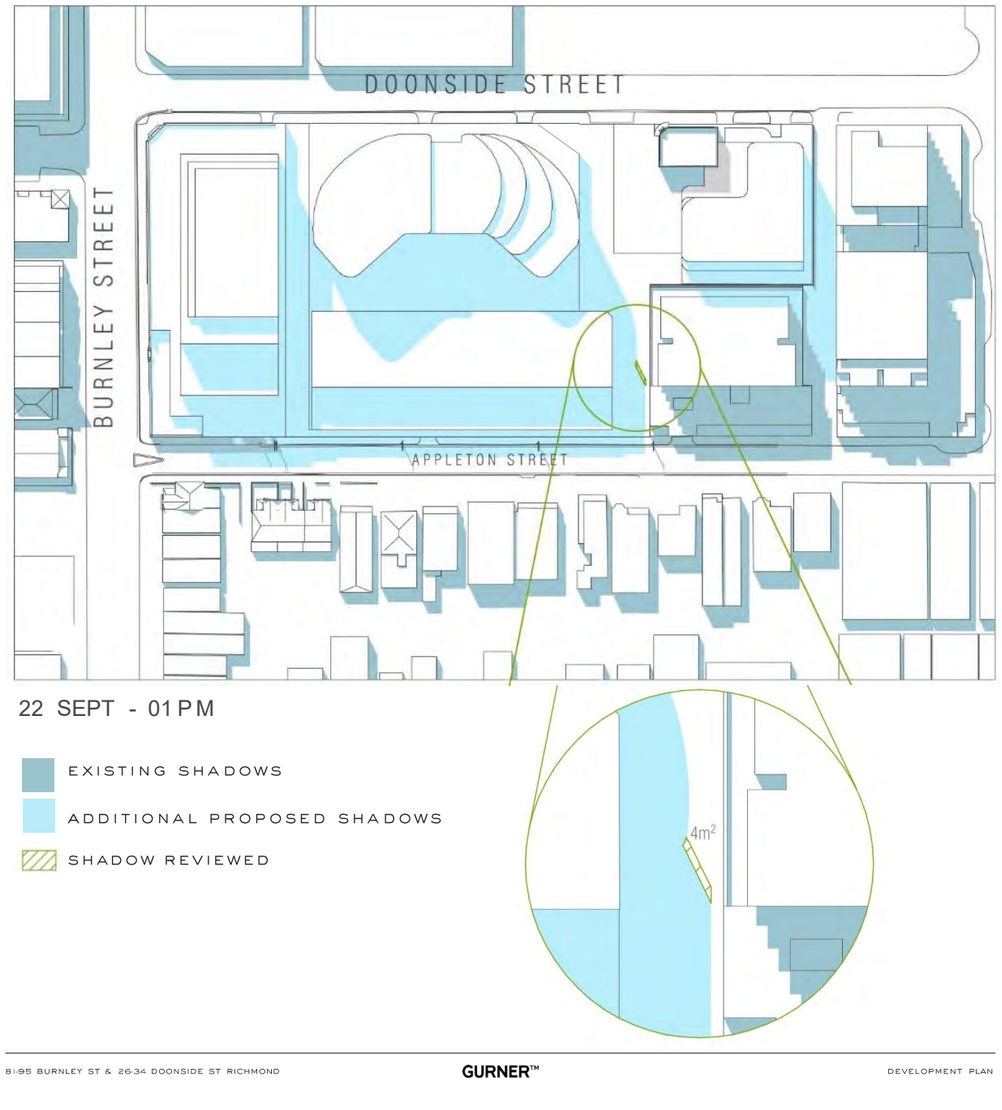
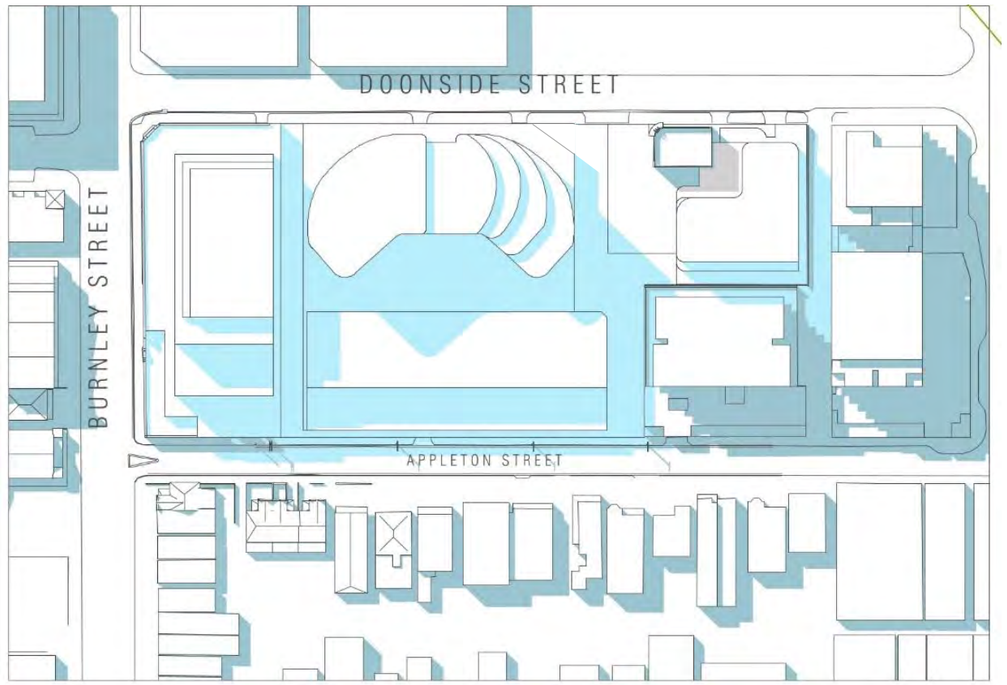


22 SEPT - 01 PM

EXISTING SHADOWS

ADDITIONAL PROPOSED SHADOWS

SHADOW REVIEWED



22 SEPT - 02 PM

81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

3.11 BUILDING FINISHES AND MATERIALS

43

Building A

The driving force behind the architectural language of this building stems from the retainment of the heritage brick wall on the ground plane. The proposed building, located above the podium is set back from the existing brick wall and transitions from a brick frame facade on the lower floors to a paired back steel framed facade with the upper floors capturing sweeping city views to the west. The materiality acknowledges Richmond's industrial legacy by celebrating the presence of brick, creating a sense of familiarity through place and context.

The inter-floor heights within the heritage buildings on the site will relate to the existing floor levels and fenestration pattern. Balconies will not be located behind existing openings within the heritage façade.

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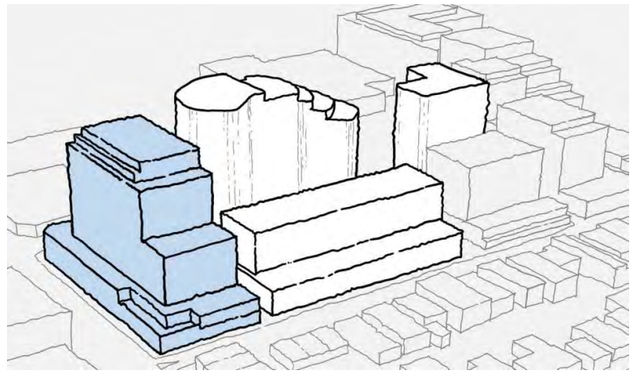



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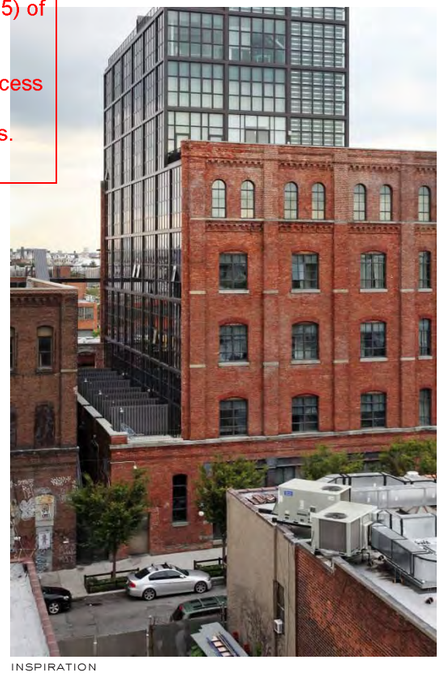

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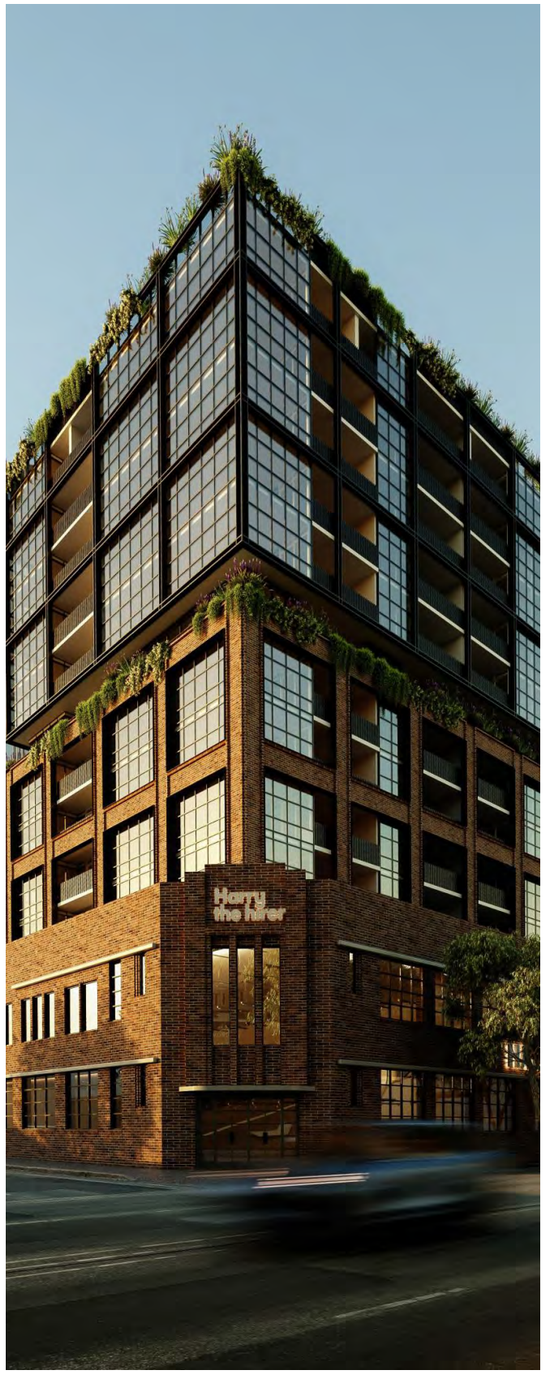

* ARTIST IMPRESSION

3.11 BUILDING FINISHES AND MATERIALS

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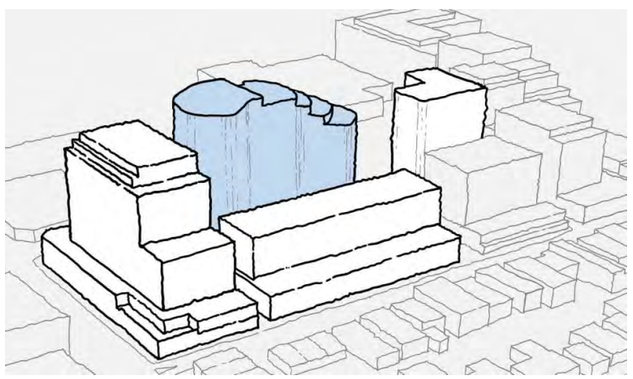
44 **Building B**

Acting as an anchor to the precinct, Building B is positioned with an expansive north-facing aspect which benefits the apartments across the length of the facade. The ground plane podium ties in with the industrial materiality and continues the ground plane expression from Building A. With the curvilinear floorplates above, the design intent is to present a 'light' expression which celebrates the sculptural possibilities across the site. Landscaped vertical trellises across the facade further enrich the precinct's connection to its natural environment.

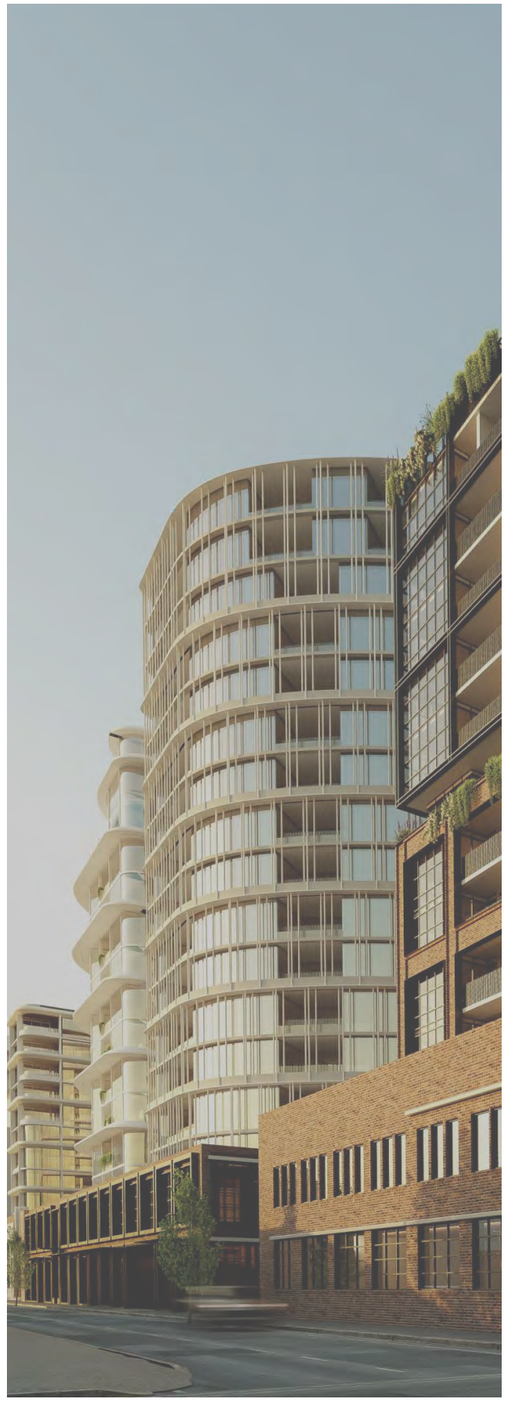




INSPIRATION



INSPIRATION



* ARTIST IMPRESSION

3.11 BUILDING FINISHES AND MATERIALS

45 **Building C**

When progressing along Doonside St, Building C, presents itself with its masonry form and curved edges, creating a dialogue to the existing curvilinear Repco building in the foreground. When approaching this building from the internal laneways, the park presents itself and will be a hub of activity for the residents and surrounding community. The injection of landscaped planter boxes across the balconies of Building C enhances the connection to the park as well as softens the robust form.

The inter-floor heights within the heritage buildings on the site will relate to the existing floor levels and fenestration pattern. Balconies will not be located behind existing openings within the heritage façade.

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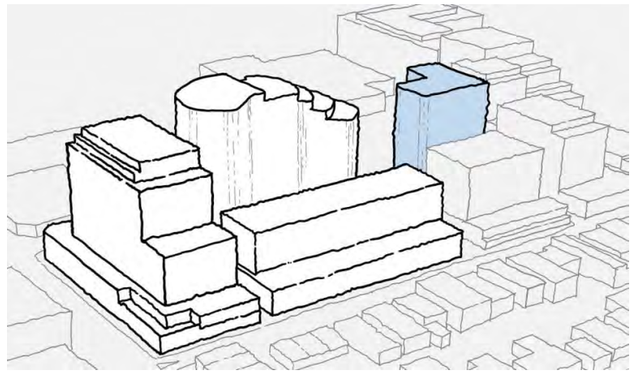



INSPIRATION



INSPIRATION



* ARTIST IMPRESSION

3.11 BUILDING FINISHES AND MATERIALS

46 **Building D (Apartments)**
Building D is located to the south and is the backdrop to the townhouses located across Appleton Street. Its orthogonal form and simplicity takes cues from the grid like facade of Building A and creates a coherent language between the two buildings when experienced from the southern end of the precinct.

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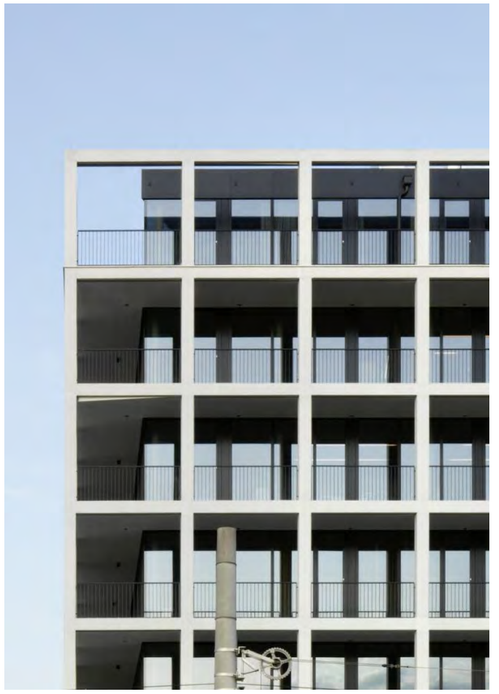

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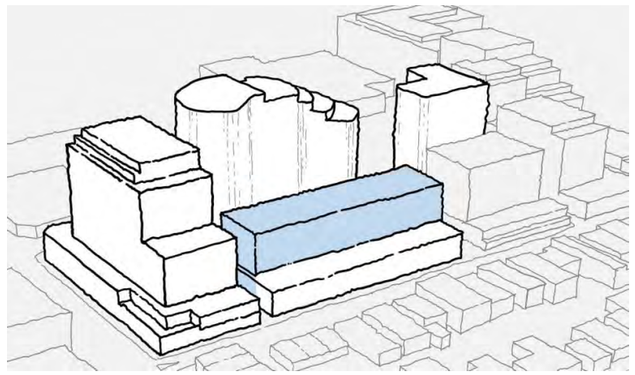

* ARTIST IMPRESSION

3.11 BUILDING FINISHES AND MATERIALS

47 **Building D (Townhouses)**
There will be a row of 3-level townhouses located on the south side of the development on Appleton Street. Emphasis is placed on expressing a textured and engaging street front to reflect the sense of scale and fine grain street character of the worker's cottages opposite on Appleton Street. A sense of history and place is present through the use of brick, masonry and metal, which visually ties in with Building A's existing podium. This reinforces the relationship of individuality and unity through a consistency of materials combined with subtle modulations of form and expression across the site.

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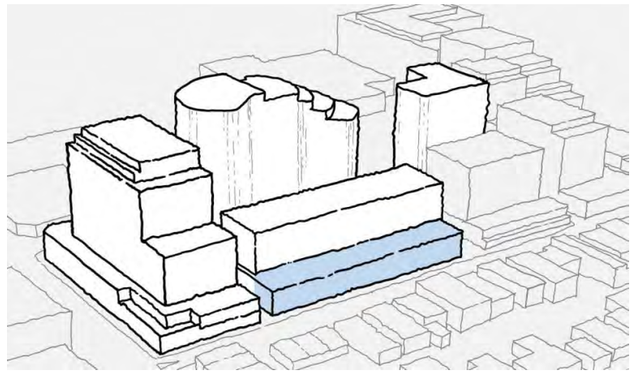


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3.12 DEVELOPMENT SUMMARY

Building	Residential Dwellings	Commercial Floor Area (sqm)
Building A	120 – 135	4,500 - 5,500
Building B	275 – 330	4,000 - 5,000
Building C	65 – 80	1,500 - 2,000
Building D	80 – 100	2,000 - 3,500
Total	**545 – 645**	**12,000 - 16,000**

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4.0 OPEN SPACE AND LANDSCAPE

4.1 Site Analysis

4.2 Landscape Concept

4.3 Public Benefit

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4.1 SITE ANALYSIS

Doonside Street

Aside from the recent street tree planting outside the development on the corner of David Street, Doonside Street does not have any street trees.

A medium sized Gum is located just within the property boundary to the west to the vehicle entry to the site and sits within the footprint of the proposed building. Insignificant small trees and shrubs such as Fig and Pittosporum are located in a garden bend along the wall of heritage building at 26 Doonside St.

Burnley Street

Medium-sized Platanus orientalis trees are planted in the roadway of Burnley Street breaking up the parallel parking. While trees on the site side of the street appear, for the most part well formed, trees on the opposite side of the road sit under power lines and have been heavily pruned.

Appleton Street

Gleditsia triacanthos are located in the roadway, on the development side of Appleton St. These trees are well formed and are better suited to being located under the power lines with only minor pruning to the top.











EXTENT OF WORKS

EXISTING TREES

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4.2 LANDSCAPE CONCEPT

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Public Realm Upgrades

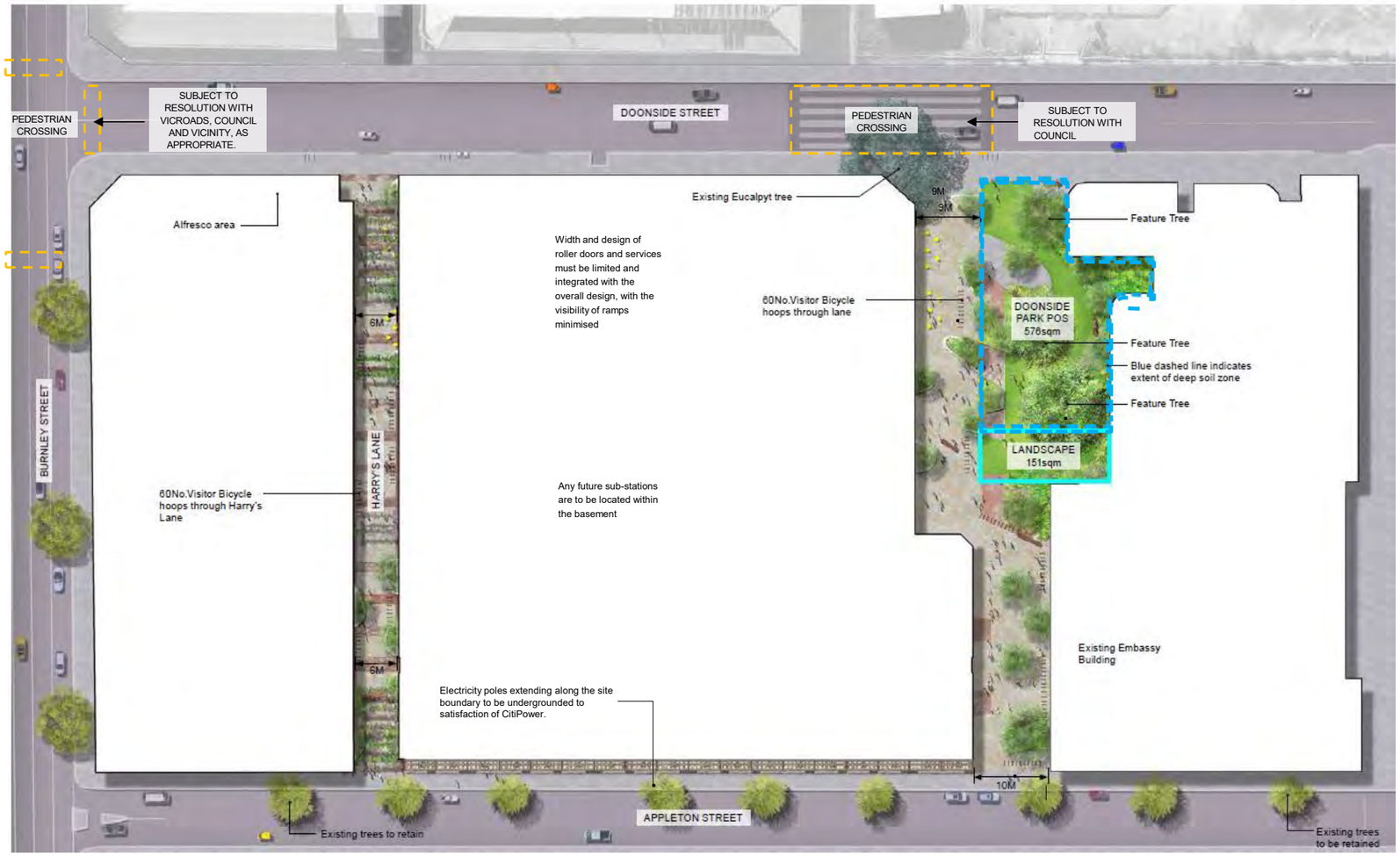
The development will contribute to the public realm with upgrades to Doonside, Appleton and Burnley Street interfaces through garden bed and tree planting, by upgrading footpaths and additional public seating, bike hoops and bins.

Doonside Park, Harry's Lane and Park Lane will have unfettered public access throughout all these spaces 24 hours a day, 7 days a week .

Seating, lighting, bike parking and bins located will be installed throughout the precinct, adding to public amenity.

Within the development, pavement and lane-ways materials will consist of areas of stone paving and concrete, complimented with salvaged brick from demolition.

Public open space must be compliant with the provisions of Clause 53.01 of the Yarra Planning Scheme at the time of subdivision.



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4.2 LANDSCAPE CONCEPT

Doonside Park

The development sets to provide a high-quality pocket park for its' residents, visitors and the broader community. The public open space of 576sqm and the adjacent complementary landscaping of 151sqm will engage with the full width of the lane which is designed to read as part of the park, including the southern extent of the laneway.

The parks 12m Doonside Street frontage sits along s ide a 9m metre wide pedestrian laneway connecting from Doonside to Appleton Street. The eastern side of 9m wide shared pedestrian and cycling path demarcates the edge of the Doonside Park public open space.

The western side of the park lane has an active retail edge, providing all day activation and passive surveillance of the park space.

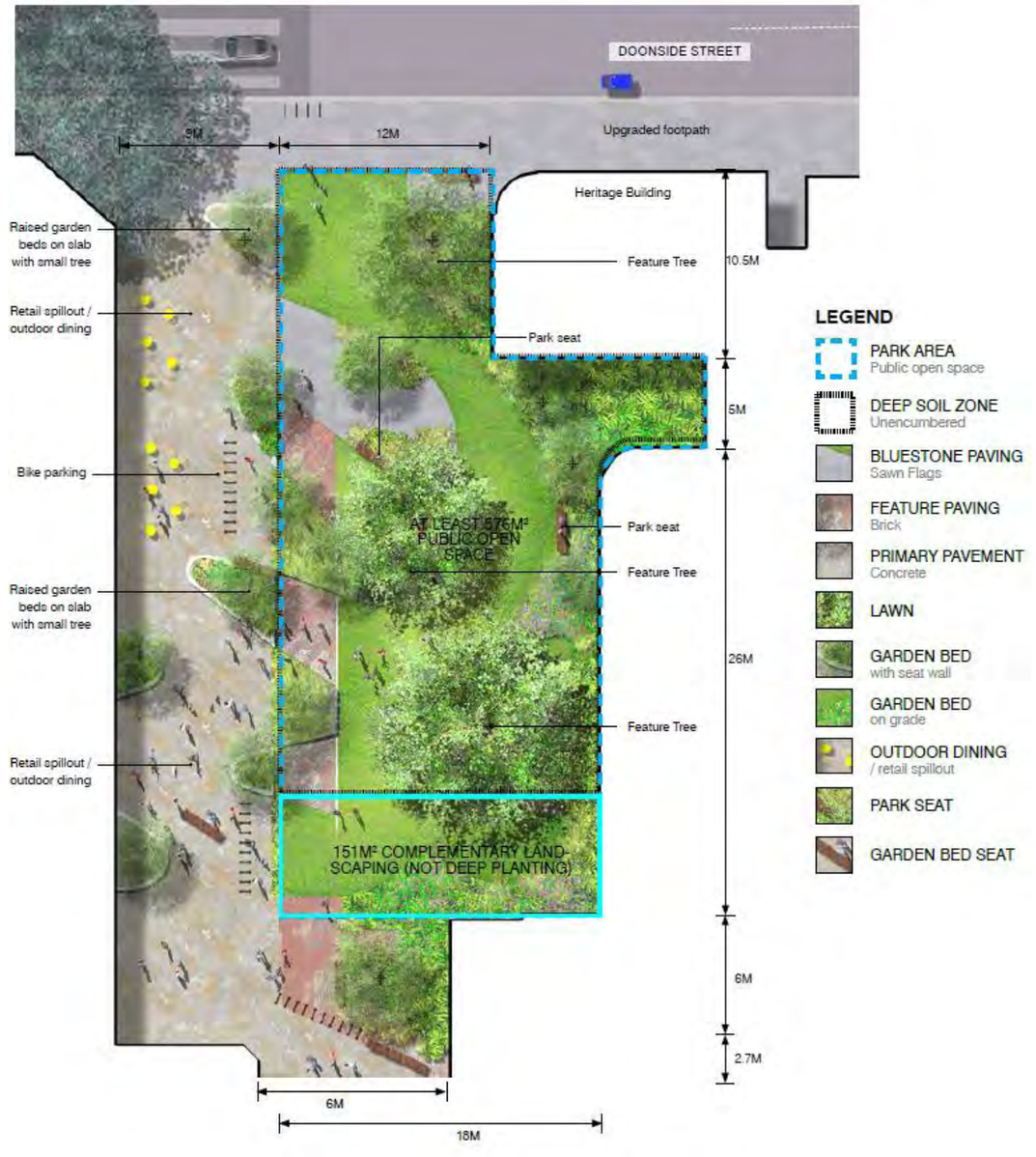
The key feature of the park is a specimen tree amongst a rich assortment of garden bed planting. This tree will provide verticality and canopy cover to the public park. The majority of the park consists of a deep soil profile unencumbered. The complementary landscape provided contains shallow soil and features riased garden beds to allow the area of lawn and garden bed situated over the carpark aisle below, where deep soil is not possible, to gain a minimum of 600mm depth of soil.

Garden beds to the west of the pedestrian path will be raised planter built upon the structural slab. Both the public open space and lane side of the park will provide public seating.

The design of Doonside Park will reference the heritage building at 26 Doonside Street through appropriate planting, seating and built form. The eastern interface of Doonside Park has been designed to complement the Heritage Building.

Garden beds/layout to respond to indicative locations of future entrances/windows within the heritage façade of 26 Doonside Street.

The upgraded footpath widens to allow the entry access into the building, and garden beds frame the western façade of the built form.



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4.2 LANDSCAPE CONCEPT

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Landscape Management WSUD & Irrigation

Doonside Park, and any street trees added as part of upgrades to Doonside Street,will receive passive irrigation from stormwater run-off, and ongoing irrigation, subject to resolution with Council.

Where garden beds meet flush with the adjacent pavement, stormwater run-off will be directed into the garden as passive irrigation. Raised planters will be drip irrigated from stormwater tanks and programmed to allow for cycles of 'wet and dry' that allows beds to dry out on a regular cycle but without causing plant losses

Hardscape within the laneways will direct stormwater into holding tanks to be used as irrigation for garden beds and lawn areas.

Drought tolerant, primarily Australian native plant species are chosen for the precinct.

Maintenance

As a public open space managed by the City of Yarra, Doonside Park will consist of primarily council standard materials (such as bluestone paving, lawn and garden beds) and furniture and fixtures (such as seating, light poles and bike hoops). The garden bed and lawn design will require standard management practises such as mowing, weed removal, mulching and seasonal pruning. The delivery of the park will be resolved in consultation with council.

The areas of the precinct outside of park will be actively maintained by the development. Maintenance items will include, the weeding and re-mulching and fertilizing of garden beds, replacing dead plants and pruning. Other maintenance items will include the cleaning and repairing of paved surfaces, garden beds and furniture.

Site Remediation

An environmental audit is currently being undertaken which will resolve site remediation strategy. It is anticipated that all existing site soil will be removed from site. Clean, quality topsoil will be imported for use in the garden beds and lawn areas.













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4.2 LANDSCAPE CONCEPT

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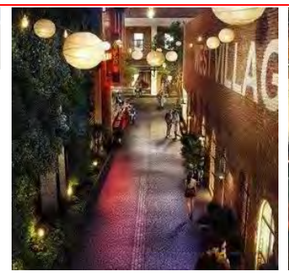
Active Laneways

Harry's Lane represents the gateway to the precinct. The 6m wide lane connects through to Appleton Street, and is lined with raised garden beds and public seating area.

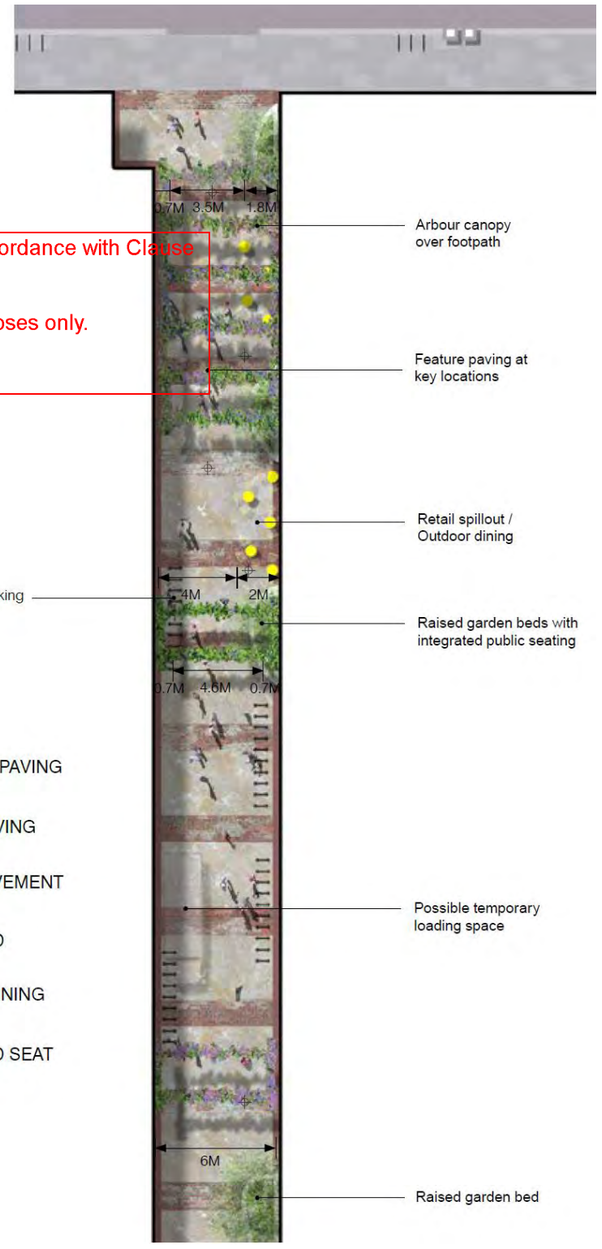
A proposed overhead arbour system would add vertical greening to the laneway, and give a sense of intimacy and privacy from the towers above.











LEGEND

- ARBOUR
- BLUESTONE PAVING
  Sawn Flags
- FEATURE PAVING
  Brick
- PRIMARY PAVEMENT
  Concrete
- GARDEN BED
  with seat wall
- OUTDOOR DINING
  / retail spillout
- GARDEN BED SEAT

4.3 PUBLIC REALM

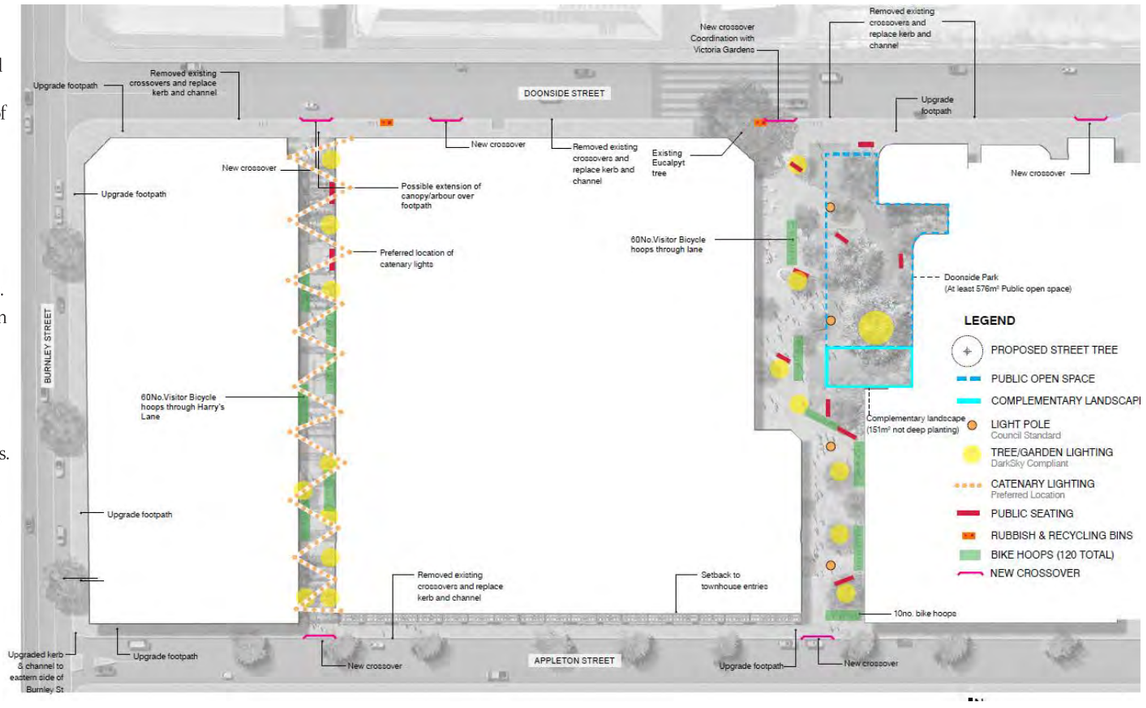
55

External Amenity

- No overshadowing of the properties on the southern side of Appleton Street between 10:00am and 2:00pm at the September equinox.
- No overshadowing of the footpath on the western side of Burney Street from 11:00am at the September equinox.
- A built form separation adjacent the Embassy Apartment building greater than what DPO15 contemplates.
- Built form separation within the site to allow for visual permeability and a built form that is responsive to its site context that transitions to sensitive interfaces.
- The prioritisation of pedestrian connectivity, with approximately 1,200 square metres of publicly accessible laneways proposed.
- Coordination of the siting and design of the north-south pedestrian links with future pedestrian laneways on adjoining properties.
- Pedestrian links that are functional, well designed and incorporated CPTED principles.
- High quality architectural design which includes contemporary architectural detailing, active frontages, varied street walls and adaptive reuse and restoration of existing heritage buildings.
- Public realm improvements around the perimeter of the site, including new landscaping opportunities, street furniture and reinstatement of redundant vehicle crossovers.
- A built form and mass that does not result in any unsafe wind environments.
- Connectivity to the wider shopping centre precinct and future expansion.
- Employment generating activities of approximately 12,000 square metres, significantly greater than the minimum 9,000 square metres sought by DPO15.
- Vehicle access limited to Doonside Street.
- Increased public amenities and activated commercial/retail space adjacent to the north-south pedestrian walkway in lieu of built form against the neighboring embassy apartments.
- The width and design of roller doors and services must be limited and integrated with the overall design, with the visibility of ramps minimised
- Future sub-stations are to be located within the basement

Internal Amenity

- Provisions for 576 square metres (4.5% total land area) public open space, and 151 square metres of complementary landsccaping connected to the south of the public open space for public use.
- Access to amenities and places of employment within the site, for future residents.
- Solar access to the public open space greater than what DPO15 contemplates.
- Deep soil planting opportunities within the public open space.
- A publicly accessible north-south link that receives adequate solar access between 10am and 2pm at the equinox that includes passive recreational areas.
- Best practice ESD initiatives, which includes a high level of daylight access to future residents and a net zero carbon development target.



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5.0 HOUSING DIVERSITY

5.1 Housing Diversity and Adaptability Assessment

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5.1 HOUSING DIVERSITY AND ADAPTABILITY ASSESSMENT

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Summary of Key Conclusions & Recommendations

Summary of Proposed Housing and Population Outcomes In summary, the proposed development will:

- Generate between 545 to 645 apartments;
- Indicatively, 37% of all dwellings will be 1 bedroom apartments, 45% will be 2 bedroom and 18% will be 3 bedroom dwellings; and
- Based on 0.9 persons per bedroom, the subject site will generate a resident population of between approximately 880 to 1,045.
- Represent 4.3% to 5.0% of all dwellings in North Richmond by 2041;
- Represent 12.7% to 15.1% of all new dwellings to be delivered in North Richmond by 2041; and
- Represent 3.6% to 4.2% of the total population of North Richmond by 2041.

It is anticipated that the proposed development will broadly reflect the current profile of household types of people living in high density developments across the City of Yarra which currently consists of:

- A high proportion of lone person households (38%);
- Couple families with no children (30%);
- Group households (10%);
- One parent families (10%); and
- Couple families with children (9%).

Key Housing Diversity Outcomes

When compared to Richmond North and the City of Yarra, the proposed development will deliver:

- A much higher proportion of high-density apartments (100%) than Richmond North (57%) or the City of Yarra (37%);
- Subject to the outcome of discussions with prospective Housing Associations / Providers, a similar proportion of social housing as the City of Yarra (10%), but lower than the North Richmond (20%);
- A much higher proportion of 1 bedroom dwellings (29%) compared to North Richmond (21%) and the City of Yarra (18%);
- A much higher proportion of 2 bedroom dwellings (60%) compared to North Richmond (40%) and the City of Yarra (20%); and
- A much lower proportion of 3 bedroom dwellings (11%) compared to Richmond North (23%) and the City of Yarra (40%).

Social and Affordable Housing Outcomes

Overall Outcomes:

Given the anticipated dwelling yield ranging from 545 to 645 dwellings, the proposed development will likely generate a requirement for 55 to 65 affordable homes.

Social Housing:

Based on case studies presented in Section 3.11 of the main report, there are potentially a wide range of models and strategies for achieving the affordable housing requirement for the proposed development. Whilst there may be many potential models of provision the broad types can be summarised as:

- Purchase land and / or dwellings (the Registered Housing Association may purchase land / or dwellings directly from its own funds or via equity partners, or via an application for some form of Government funding program - e.g. Federal Government NRAS program. External funding applications may not be successful and also takev some time to be evaluated. Any arrangements between the Registered Housing.
- Association and the developer are likely to be subject to the outcome of these processes.);
  - Head lease agreements;
  - Management of dwellings; and
  - Rent-to-buy.
- However, the developers of the subject site have indicated they have commenced discussions with a number of Registered Housing Associations (refer to Appendix 3.9 of the main report) with a view to incorporating a component of social housing within the proposed development. The proposed development represents a significant contribution toward social and affordable housing outcomes in the local area including increasing the level of supply, and creating higher quality, better configured homes which better able to respond to changing demographic needs.

Although there are a potentially a wide range of priority population target groups for the proposed social housing initiative, much of the detail about who to prioritise will need to be further discussed with the prospective Registered Housing Association / Provider partner. However, based on the analysis presented in the report the following rental demographic groups should be prioritised:

- Very low to low income lone person households;
- Very low to low income couples with no dependents; and
- Very low to low income families (with one or two parents) and dependent children.

Proposed Affordable Housing Model

The proponent intends to pursue its affordable housing obligations (i.e. 10% of all new dwellings).

The broad process the proponent will undertake to pursue this option will consist of the following steps:

- The proponent will interview a range of interested Registered Housing Associations to partner with.
- Select one preferred partner.
- Confirm the number and type of apartments required and what the likely target population target groups for these dwellings will be.
- Determine where and how the social housing dwellings are to be located within the development.
- A broad model of provision will then need to be negotiated and confirmed between the developer and the Registered Housing Association.

The proponent commits to exploring opportunities with Registered Housing Associations to determine how the purchase could be positioned to receive grant funding from State government or other funding sources that allow for a price reduction for 3-bedroom apartments that would meet the necessary income ranges.

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6.0 TRANSPORT WORKS

6.1 Transport Works

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6.1 TRANSPORT WORKS

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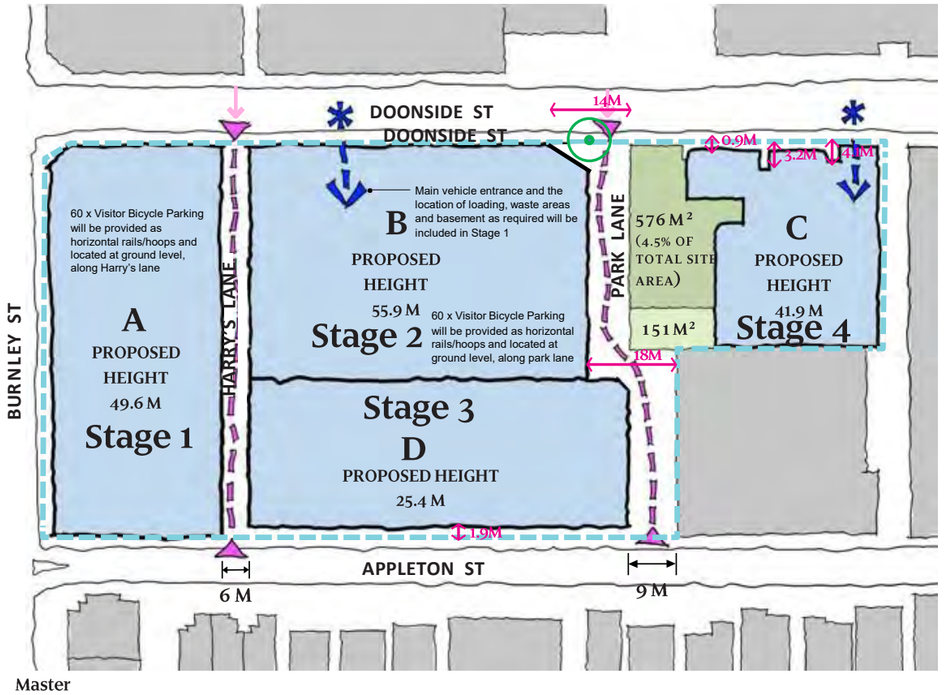
An assessment/commentary in relation to each of the items required to be addressed within the Traffic Works Assessment listed at the Schedule to the Development Plan Overlay is provided in the table below. Reference is made to the Traffix Group Traffic Works Assessment Report dated May 2024 for detailed information relating to each response.

Item	*Response*
An existing conditions assessment, including existing and approved vehicle and loading access arrangements associated with the Victoria Gardens Shopping Centre with capacity to interact with traffic from the development.	Utilising traffic surveys and information provided by the Shopping Centre and neighbouring developments, we have undertaken an assessment of the existing road network operating conditions. The network operates currently operates under 'excellent' conditions and provides for a variety of access for multiple modes.
Details of any development staging.	The Development Plan contemplates a 4 Stage development, starting at the Burnley Street frontage (with the existing heritage building and Harry the Hirer Restricted retail use) and some residential and commercial uses above. The staging progresses to the east.
Consultation with the owner of the Victoria Gardens Shopping Centre	There has consultation with the owner of Victoria Gardens SC to discuss both existing access requirements as well as future development proposals on their site. These discussions are ongoing. Following Panel Hearing for the DP and Permit for the land to the north, an agreement has been struck in relation to the funding of intersection works required to support both developments.
A site layout plan showing convenient and safe primary vehicle access, including: Primary vehicle access to and from Doonside Street; any vehicle access to Appleton Street to be a secondary access point; no direct vehicle access to or from the site via Burnley Street.	The Development Plan includes a site layout plan with convenient and primary vehicle access to/from Doonside Street via two locations. All vehicle access is via Doonside Street and there is no vehicular access to Appleton Street or Burnley Street
Details regarding the layout, cross section and function of any internal street or laneway network.	All internal laneways will be pedestrian only and provide for appropriate landscaping and open space contributions.
On site car parking and bicycle parking provisions and allocations.	The Development Plan contemplates a car parking dispensation complemented by a generous bicycle parking provision, with varying rates for residential, retail and commercial uses as identified below. **Car Parking** Car parking is intended to be allocated generally as: • 2 car share spaces. • Approximately 220-270 car spaces for the commercial uses, as a mixture of staff and visitor provisions (this equates to an average rate of 1.5 spaces per 100 square metres). • The remaining circa 550-560 car spaces allocate for residents on demand (an average rate of 0.85-1.0 cars per dwelling). **Bike Parking** Bike parking is intended to be allocated generally as: • Staff parking will be provided at a typical rate of 1 space per 100 square metres • Resident parking will be provided at a minimum rate of 1 space per dwellings, provided within separate secure areas (approximately 545-645 spaces expected to be provided). • Secure compounds for employee/resident bicycle spaces will be limited. • All end-of-trip facilities will be located with direct access to employee parking. • Parking for visitors will primarily be provided at ground level (but can be within basement), and will achieve minimum rates of 1 space per 10 dwellings, plus 1 space per 500 square metres of commercial floor area (at least 84 visitor spaces are expected)



Master Plan

Ground Plane - Lane-Ways + Active Frontages

- Visitor Bicycle Parking (horizontal rails/hoops)
- Lane-Ways
- Pedestrian Walkways - Entry
- Car Park Access
- Title Boundary
- Vehicle Access for Emergency Vehicles, Maintenance and Limited Access to HTH Showrooms (Harry's Lane Only)

6.1 TRANSPORT WORKS

Item	*Response*
Expected traffic volumes and impact on the existing road network, including but not necessarily limited to Doonside Street, Appleton Street and Burnley Street. This assessment is to include details of any assumptions relied upon.	A traffic assessment including allowances for the subject site, nearby development approvals and the potential future development of the Victoria Gardens site has been undertaken. It identifies that signalisation of the intersection of Burnley Street/ Doonside Street/Buckingham Street is triggered by the final Stage of the Development Plan and/or any further development in the area not already approved. No mitigating works are identified for other intersections, as all access is via Doonside Street.
The Transport Works Assessment must include consideration of any development stages and approved/current development applications within the immediate area surrounding the site.	The traffic impact assessment considers surrounding approved and current development as currently understood to be proposed.
The assessment is to: identify mitigating works required for each development stage in the development plan	Signals at the intersection of Burnley Street/Doonside Street/ Buckingham Street are identified as being required at Stage 4 of the development or when there is an equivalent amount of development across both the subject site and the Victoria Garden site
Assess whether a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street is required and the trigger for providing the signalised intersection to the satisfaction of VicRoads **Identify a new intersection layout and operation, if required, approved by VicRoads in consultation with the Responsible Authority.**	The timing of the signalisation will account for the development to be delivered in one stage and/ or the development of Victoria Garden side to the north. Due to the close spacing of the intersections, any signalisation of Doonside Street would require either incorporation of Buckingham Street into the signals, or implementation of physical controls to make movements to/from Buckingham Street left-in/left-out – or even full closure of the eastern end of the road. Concept Plan showing potential signalisation of the two intersections to form a 4-way intersection has been prepared and agreed as an acceptable design between the applicant, the Victoria Gardens site, Council and DTP. This will deliver improved and appropriate pedestrian, cycle and vehicular movements and controls as well as appropriate capacity. Discussions with Council/DoT are ongoing.
Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.	Footpaths and kerbs and channels along Doonside Street, Burnley Street and Appleton Street directly adjacent to the subject site will be reconstructed to the satisfaction of the Responsible Authority once the development is completed. Any signalization to intersection with Burnley St and Doonside St will be resolved with VicRoads, Council and Vicinity.

Item	*Response*
Determine the likely increases to pedestrian and bicycle movements generated by the site and the likely distribution of those movements. Demonstrate how the subject site will prioritise those movements and provide convenient connections to existing infrastructure.	The Development Plan considers significant increases in pedestrian and cyclist movements by promoting these modes with generous bicycle parking provisions, limited car parking supply, and provision of pedestrian and cyclist only zones within the Development Plan areas.
Measures to reduce conflict and improve pedestrian and bicycle amenity (if applicable).	All ground-level laneways will be pedestrian and cyclist only and physically restricted to prevent vehicle access.
Indicative loading arrangements, with loading to be undertaken on site and conflict between the loading bay(s) and car parking areas and non- motorised transport to be minimised.	All loading is proposed on-site with dedicated ramps and zones within the car park for users. A separate access ramp is also provided for cars to improve management of vehicle conflicts.
Estimate the type and number of loading/unloading activities associated with the development and provide information on appropriate loading/ unloading facilitates to service the various uses proposed.	In the order of 28 loading and waste movements are expected to be generated by the development as a whole per day, including vans and trucks. All loading access will be via 8.8 metre Medium Rigid Vehicles or smaller and will be provided with dedicated on-site loading zones.
Access to the site by trucks is to be via Doonside Street.	All vehicle access to the site is via Doonside Street.
Details regarding on-site waste collection, with waste vehicles accessing the site from Doonside Street	Waste collection will be managed by private contractor and collected on-site with separate collections for different uses. A Waste Management Plan will be prepared that contemplates collection of 4 waste streams for each use as required by the Sustainability Victoria Guidelines.
Future signalisation of the Burnley Street/Doonside Street/Buckingham Street	a. Physical protection of the Burnley Street on-road bike lanes; b. The provision of physically protected bicycle facilities on Doonside Street to allow safe and direct access into the subject site; c. The provision of bicycle head start lanterns in any proposed traffic signal programming; and, d. The provision of 'green paint' line marking through the intersection in accordance with Council and VicRoads standards
Future EV charging stations	80 EVs and 2 car share spaces provisions as proposed
Loading Management Plan	A loading management plan will be prepared as part of any future planning application which will provide for loading and waste activity within the basement and for loading within Harry's Lane to be used as infrequently as practicable .

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7.0 ENVIRONMENTALLY SUSTAINABLE DESIGN

7.1 SUSTAINABILITY COMMITMENTS

ENVIRONMENTALLY SUSTAINABLE DESIGN

An environmentally sustainable design assessment must be prepared that sets out how future development may achieve:	
Water sensitive urban design objectives and requirements pursuant to the Yarra Planning Scheme; and	A precinct-wide Water Sensitive Urban Design (WSUD) strategy is to be developed utilising MUSIC modelling to demonstrate compliance with best practice stormwater pollutant reduction objectives will be undertaken in conjunction with the first planning application submitted to Council. The WSUD strategy must encompass the entire development.
Environmentally sustainable design objectives and requirements pursuant to the Yarra Planning Scheme	An SMP report is to be prepared in accordance with planning scheme clause 22.17-2. Objectives relating to energy, water, IEQ, stormwater, transport, waste and urban ecology will be addressed. Improvements on minimum energy efficiency requirements for dwellings is likely to form a central focus of the SMP assessment. A BESS or Greenstar assessment is to be included to support the SMP report and ESD initiatives. ESD Aspirations for the site include: • Target of a net zero carbon development • No natural gas connections to dwellings • Align with an embedded energy network provider to procure 100% greenpower or equivalent renewable energy for the development - A landfill diversion target for operational waste and development of a precinct-wide waste management plan to drive its implementation, with this to be consistent with the landfill diversion target of 80% in the ESD Assessment; and, - Reductions in embodied carbon for the development, focusing on the top 4 – 6 materials, with this to be consistent with the embodied carbon reduction opportunities included in the ESD Assessment. - MUSIC model for the whole precinct (including open space); and - a 20% vegetation cover target and the ESD details within architectural drawings, landscaping plans and SMPs of future planning permit application materials updated. Explore the opportunity to provide or accommodate community battery technology in the operation of the buildings.

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8.0 DRAINAGE

8.1 Stormwater, Drainage and Flood Analysis

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81-95 BURNLEY ST & 26-34 DOONSIDE ST RICHMOND GURNER™ DEVELOPMENT PLAN

8.1 STORMWATER, DRAINAGE AND FLOOD ANALYSIS

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1. A Catchment Analysis of the Existing Stormwater Drainage System in Burnley Street and Doonside Street

Reeds analysis of the drainage catchment for the area that contributes stormwater to the existing stormwater drainage system in Burley Street and Doonside Street utilised the available contour information indicates that the existing landform surrounding the site is quite flat which makes accurate external catchment delineation difficult to achieve in the absence of detailed Council drainage information. Further to this, internal drainage in Victoria Gardens Shopping Centre located to the north of the site isn't captured on Council MOCS plans. We have made a conservative assessment of the external road catchments particularly in Burney Street which does include the Victoria Gardens Shopping Centre existing multi-storey carpark fronting Burnley Street into the drainage catchment boundary.

2. A Capacity Assessment for the Existing Drainage System into which the Future Development will be discharged

(a) The capacity assessment of the existing drainage system has been based on Reeds adopting the drainage sizes shown on available Council MOCS information. Without access to detailed design plans or Council GIS information at the issue date of this report, it was assumed that the existing drains have been laid at constant depth hence their grades (and capacities) were estimated based on review of existing road longitudinal grades. Given the relatively flat nature of the landform this is a reasonable assumption

(b) More accurate assessments and surveys will be undertaken to update the preliminary flooding report and subsequently inform the finished floor levels for the proposed ground floor levels.

3. A Flood Analysis which Determines the Overland Flow Depth within the Road Reserve During a 1 in 100 year flood

(a) The flood analysis which determines the overland flow depth within the road reservations during a 1 in 100-year flood utilises the catchment analysis and existing capacity assessment of the drainage system to generate the gap flow measured against the capacity of the road reserve;

(b) Under instruction from Council's Engineering department, a preliminary flood assessment has been undertaken to reassure the development is not impacted by estimated water levels adjacent to the development under certain rain events;

(c) A more accurate assessment of the flooding impacts must be undertaken prior to the establishment of the finished floor levels (FFL's) of the development. The flood analysis must utilise as constructed survey levels of adjacent infrastructure (road, drainage, etc) as well as proposed design levels for the ultimate outcome of Doonside Street; and

(d) The flood assessment will be completed under instruction of Council, and once approved, will dictate the FFL's of the ground floor plans. The flood assessment must by undertaken prior to the endorsement of the plans under the planning permit.

- Our analysis suggests that Burnley Street adjacent to the site services a drainage catchment of approximately 8.5 ha
- Total 1% AEP flow in the road reserve is estimated at 2.6m3/s
- The estimated capacity of ex 600Ø and 450Ø Council drains in the road reserve is approximately 0.6m3/s
- The estimated 1% AEP overland gap flow in the road reserve is approximately 2.0m3/s
- Estimated flow depth in the road reserve is approximately 0.33m which is near the limit of safe overland flow requirements
- Our assessment suggests that in a 1% AEP storm event the capacity of Burnley Street will be exceeded with flows overtopping top of the footpath hence it is recommended to set finished floor levels above the footpath to ensure protection of the site to Council requirements
- PC-Convery section of Burnley Street is shown in Figure 2 below.
- Further advice will be sought from Council when the civil design is in progress, in particular the existing Council drainage system grades and capacities, as well as confirmation of our conservative external catchment area to confirm the external 1% AEP flows and flood depths in the existing road reserve.

Estimated 1% AEP overland flows in Doonside Street:

- Our analysis suggests that Doonside Street falls in a westerly and easterly direction as shown in our plans
- The critical catchment is Doonside Street East which includes the proposed development (subject to Council LPOD advice)
- Doonside Street (East) is estimated to service a drainage catchment of approximately 1.9 ha
- Total 1% AEP flow is estimated at 0.8m3/s
- The estimated capacity of ex 525Ø Council drain in the road reserve is approximately 0.2m3/s
- The estimated 1% AEP overland gap flow in the road reserve is approximately 0.6m3/s
- Estimated flow depth in the road reserve is approximately 0.21m which appears to be contained within the existing road pavement based on available Lidar data
- Our assessment suggests that in a 1% AEP storm event Doonside Street (East) will contain local catchment flows
- PC-Convery section of Doonside Street is shown in Figure 3 below.

4. Legal point of discharge and onsite detention

(a) The legal point of discharge will be allocated for the development based on the capacities of the Council drainage infrastructure within the area. If existing properties discharges (as part of the consolidated development site) are to be redirected to alternative catchments, then an assessment of the proposal must be undertaken and approved by Council;

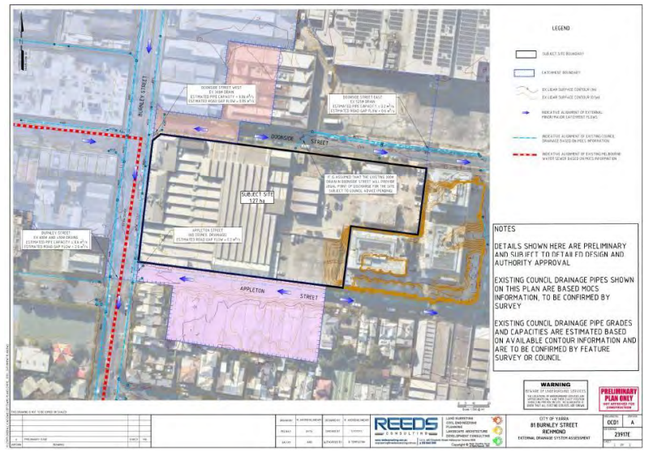
(b) The Permissible Site Discharge (PSD) is the peak flow rate allowed to be discharged from the proposed development to the nominated LPD (stormwater network). The PSD must be limited to:

(i) a 20% AEP flow rate (-1 in 5 ARI); and

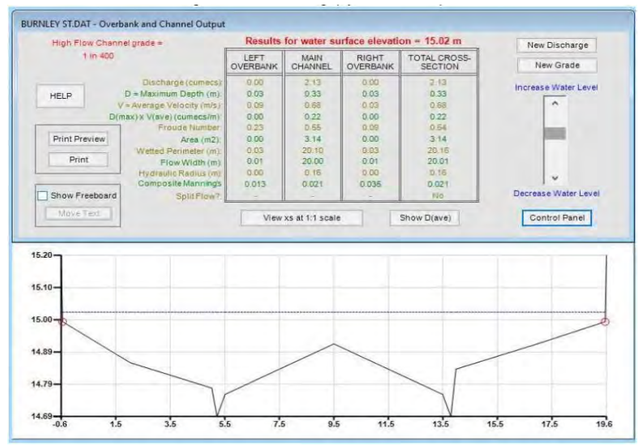
(ii) the equivalent of a 70% impervious site coverage, or the pre-developed discharge rate if it is less than 70% impervious site coverage;

(c) All developments that require on-site detention must detain, at a minimum, the 10% AEP storm event. However, 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; and

(d) The drainage design must be completed in accordance with Council's standards and requirements.



EXISTING DRAINAGE SYSTEM ASSESSMENT PLAN



ESTIMATED GAP FLOW IN BURNLEY STREET

9.0 COMPREHENSIVE HERITAGE ANALYSIS

9.1 Heritage Assessment



81-95 Burnley Street



81-95 Burnley Street



26 Doonside Street



26 Doonside Street

9.1 HERITAGE ASSESSMENT

Heritage analysis prepared by Bryce Raworth (December 2021) assessed that the Development Plan has been prepared with careful regard for character and setting of the heritage buildings on the subject site. Impacts on adjacent heritage overlay places have also been taken into consideration.

The industrial history of the subject site is celebrated through the retention of significant heritage fabric and also in the indicative palette of building materials and architectural treatments throughout. The key objectives of the Development Plan Overlay are met in terms of respecting the scale and form of the heritage buildings and establishing a firm basis for managing the significance of the site and its relationship with its surroundings.

In addition to having been prepared in general accordance with the relevant DPO, the Development Plan follows precedent established by other completed and approved developments the City of Yarra involving industrial heritage places in respect to the extent of retention of heritage fabric and the height and upper level setbacks of new built form.

(a) The following documents will be required when a planning application is submitted for the development:

(i) A schedule of conservation works for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street, including time frames for each action to the Responsible Authority's satisfaction;

(ii) Archival recordings of the heritage buildings (81-95 Burnley Street and 26-34 Doonside Street) to the responsible authority's satisfaction prior to any demolition on the site;

(iii) A heritage maintenance plan defining the ongoing cyclical repair and maintenance for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street to the responsible authority's satisfaction;

(iv) A Heritage Impact Statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place; and

(v) A sightline analysis and 3D modelling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on the heritage places within the site.

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10.0
NOISE IMPACTS

PLANNING ENVIRONMENT ACT 1987 YARRA PLANNING SCHEME Plan referred to in Permit No: Development Plan in accordance with Clause 43.04 - Schedule 15 (DDO15) of the Yarra Planning Scheme
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10.1
NOISE ASSESSMENT

Requirement:
Development that includes residential or other sensitive uses must be designed and constructed to include noise design and noise attenuation measures that achieve the noise levels that are calculated by applying the method in Schedule B of State Environment Protection Policy No. N-1 'Control of Noise from Commerce, Industry and Trade (SEPP N-1). (or the equivalent environment reference standard to be introduced under the Environment Protection Amendment Act 2018).

Approach:
New Environment Protection Regulations (EP Regulations) in Victoria started to take effect on 1 July 2021. The EP Regulations include the VIC EPA, Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, Publication 1826.4, dated 1 July 2021 (EPA Noise Protocol) as the new reference document which sets the required approach to determine noise limits and assess noise emissions. The EPA Noise Protocol has replaced SEPP N-1 and SEPP-N2.

The acoustic town planning report to accompany any subsequent permit application will include a summary of the EPA Noise Protocol requirements including the determination of noise limits for the project based on assumed background noise levels in the area.

The report will also suggest noise control measures to be developed further as design progresses.

We have assumed that there is potential for music noise to be generated by the proposed retail area on the Ground Level of Tower A. Once specific details and operational conditions are defined for this space a detailed assessment may be required. Noise limits may also have to be revised based on actual measured background noise levels.

Requirement:
For the purpose of assessing whether the above noise standards are met, the noise measurement point shall be located inside a habitable room of a noise sensitive residential use with windows and doors closed.

Approach:
Based on the EPA Noise Protocol, the measurement point should be outdoors, but there may be situations where it may have to be measured indoors.

10.2
NOISE ASSESSMENT

(a) All retail/commercial tenancies must demonstrate compliance with the EPA Noise Protocol Part 1;
(b) Internal sound insulation of the residential component of the development must comply with the NCC requirements as a minimum.

(c) The road traffic noise intrusion criteria of 35dBlAeq,8h for living rooms and 40dBlAeq,16h for sleeping areas must be met

(d) Commercial noise emissions, including plant noise emissions, from any base-building systems and commercial tenancies within the subject development are required to comply with the EPA Noise Protocol Part I noise limits

(e) Any noise and vibration transmitted by commercial gyms within the proposed development is required to comply with the noise and vibration limits scheduled in Section 3.2.7 (noise) and Section 3.2.6 (vibration) of the ADP Acoustic Report respectively

(f) Impact noise to be addressed in the outdoor terraces to protect the amenity of residents in apartments within the building.

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11.0
DEVELOPMENT STAGING

11.1 Development Staging Plan

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11.1
DEVELOPMENT STAGING PLAN

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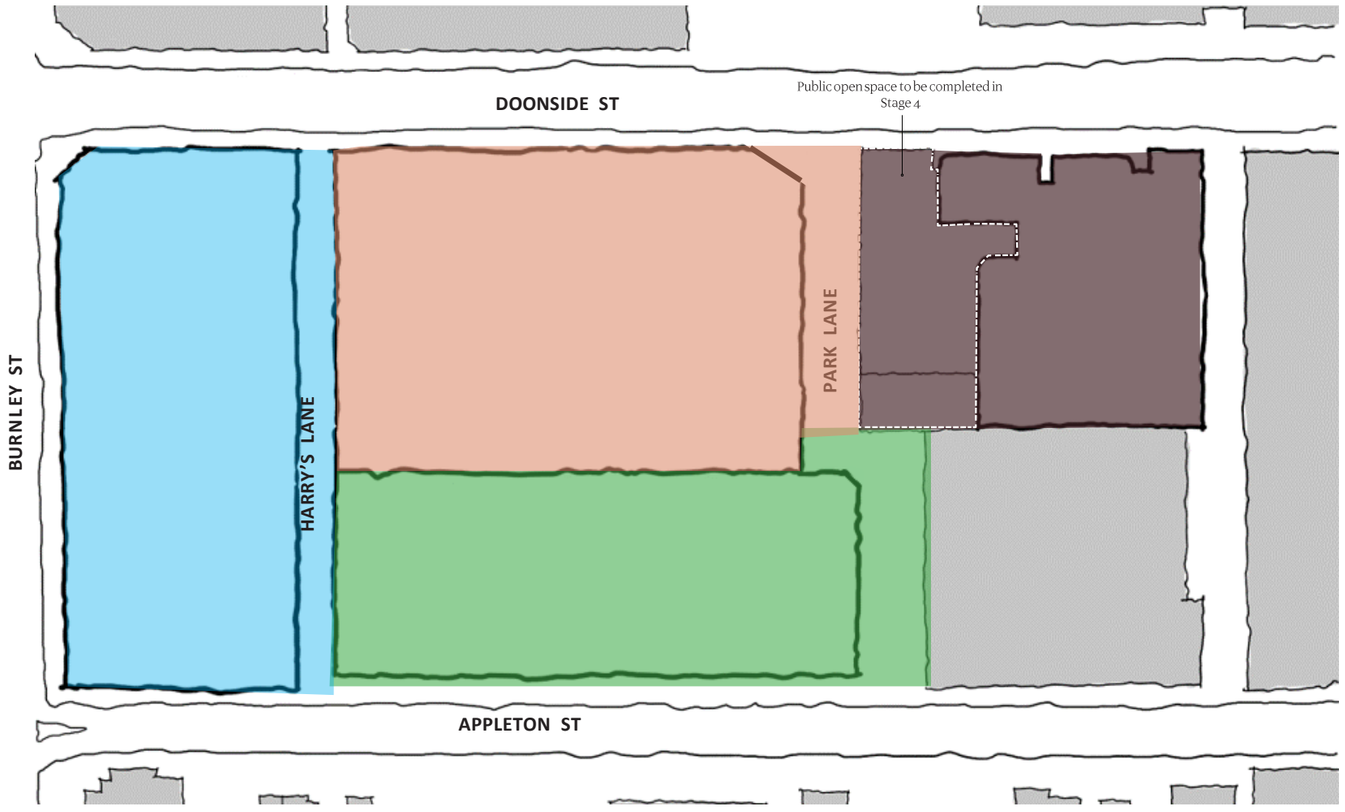
The project is proposed to be delivered as one stage, however should the need arise the project has been designed to be staged.

There are four proposed stages that are clearly separated by the internal laneway network.

Critical to the successful staging of the project the following elements have been considered:

- The location of the main vehicle entry to the basement will be included in stage one.
- The location of loading areas and waste collection will be included in stage one.
- The extent of basement will be determined by the required level of carparking provision to service the relevant stages.
- Temporary structures will be used to hoard off the sections of basement that will not be constructed until the appropriate time.
- All incoming services including the electrical substation will be included in the first stage.
- All subsequent stages will be able to plug into the initial service connections.
- Provision of the southern portion of Park Lane in stage three
- Completion of the new public open space park in stage four
- Upgraded/new utility, drainage and civil infrastructure services will be provided on a precinct-wide scale
- Public realm and streetscape improvements will be delivered in stage four

If the project is required to be staged then interim measures will be put in place to ensure the activation of the constructed laneway network and associated retail frontage.



PPE26/0465 – 81-95 Burnley Street & 26-34 Doonside Street, Richmond

Overview	
Property	81-95 Burnley Street & 26-34 Doonside Street, Richmond
Ward	Boulevard
DTP Ref & Status/ reason for referral	PA2604321 Application received by Council on 23 July 2026. Application made under Clause 53.23 (Significant Residential Development with Affordable Housing) of the Yarra Planning Scheme (the Scheme)
Council Ref	PPE26/0465
Proposal	Partial demolition of existing buildings and construction of a staged, 8-18 storey mixed use development across 4 buildings, comprising Dwellings (no permit required), a Restricted Retail Premises, Retail Premises and Office and a reduction in the car parking requirement associated with the Dwellings. The proposal is described in the application material.
Site & Context	Described in application material. In addition, it is important to note that the site is subject to a Development Plan (endorsed under PLN21/0981)
Planning Framework	
Zoning & Overlays	• Mixed Use Zone • Heritage Overlay – Schedules HO252 and HO375; • Design and Development Overlay – Schedule DDO2 (Main Roads and Boulevards) • Development Plan Overlay – Schedule DPO15 (81-95 Burnley Street & 26-34 Doonside Street, Richmond) • Environmental Audit Overlay • Development Contributions Plan Overlay – Schedule DCPO1

Statutory controls	• **Clause 32.04 - Mixed Use Zone** o Clause 32.04-2: A planning permit is required to use the land for a Retail Premises and Restricted Retail Premises. A planning permit is not required to use the land for Dwellings; o Clause 32.04-7: A planning permit is required to construct two or more dwellings on a lot; o Clause 32.04-7: An apartment development of seven storeys or more, excluding a basement, must meet the requirements of Clause 58 o Clause 32.04-10: A permit is required to construct a building and carry out works for the Restricted Retail Premises and Retail Premises. • **Clause 43.01 - Heritage Overlay – Schedules HO252 and HO375** o Clause 43.01-1: A planning permit is required for demolition and to construct a building and carry out works o "*Database of Heritage Significant Areas*" *July 2026* (Clause 72.04 Incorporated Documents) identifies both No. 81-95 Burnley Street and No. 26-34 Doonside Street as being "individually significant" sites. These are site specific heritage overlays, with the remainder of the site not affected by the Heritage Overlay. • **Clause 43.02 - Design and Development Overlay – Schedule DDO2** o Clause 43.02-2: A planning permit is required to construct a building and carry out works; • **Clause 43.04 - Development Plan Overlay – Schedule 15** o Clause 43.04-2: 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 o In accordance with the above, a Development Plan has been prepared and endorsed and forms an attachment to this report; o Key objectives of the Development Plan include (and are not limited to): ▪ 12,000 – 16,000sqm of commercial floor area; ▪ 545-645 dwellings; ▪ Minimum 576sqm of public open space (4.5% of the total site area) or a higher percentage if contained in Clause 53.01 of the Scheme at the time of subdivision); ▪ Two pedestrian walkways between Doonside Street and Appleton Street; ▪ Vehicle access from Doonside Street;

	▪ Retention of existing eucalyptus tree along Doonside Street frontage; ▪ Maximum building heights of 49.6m for Building A, 55.9m for Building B, 41.9m for Building C and 25.4m for Building D; ▪ 55 to 65 affordable homes (i.e. 10% of overall number of dwellings). o Clause 43.04-3: 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. • **Clause 45.03 - Environmental Audit Overlay** o Clause 45.03-1: Before a sensitive use (i.e. residential use), children's playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences: ▪ A preliminary risk screen assessment statement in accordance with the *Environment Protection Act 2017* must be issued stating that an environmental audit is not required for the use or the proposed use; or ▪ An environmental audit statement under Part 8.3 of the *Environment Protection Act 2017* must be issued stating that the land is suitable for the use or proposed use; or ▪ A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or ▪ A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use. o The developer will be required to meet these obligations prior to any works commencing on the site. • **Clause 45.06 – Development Contributions Plan Overlay – Schedule 1** o The subject site is in Charge Area 8 (North Richmond). The development infrastructure levy is applicable to commercial and residential development, and the community infrastructure levy is applicable to the residential development. A condition for a development infrastructure levy and community infrastructure contribution will be included in the conditions recommended to DTP.

- **Clause 52.06 – Car Parking**
  - The subject site is in both Category 1 and Category 2 as outlined in the Car Parking Requirement Maps (CPR) parking area. Pursuant to Clause 52.06-5, if the land is shown in two or more categories on the CPR maps, the car parking requirements for the higher category applies to all of the land. Category 2 car parking requirements therefore apply, and are summarised in the following table:

Use	Statutory rate	Statutory requirement	On-site provision	Complies?
Dwellings (687)	1 space per dwelling	687	474	No
Restricted Retail Premises (4449sqm)	1.5 space per 100sqm leasable floor area	66	136	Yes
Retail / Shop (3540sqm)	2 spaces per 100sqm leasable floor area	70		
Total		**823**	**610**	**No**

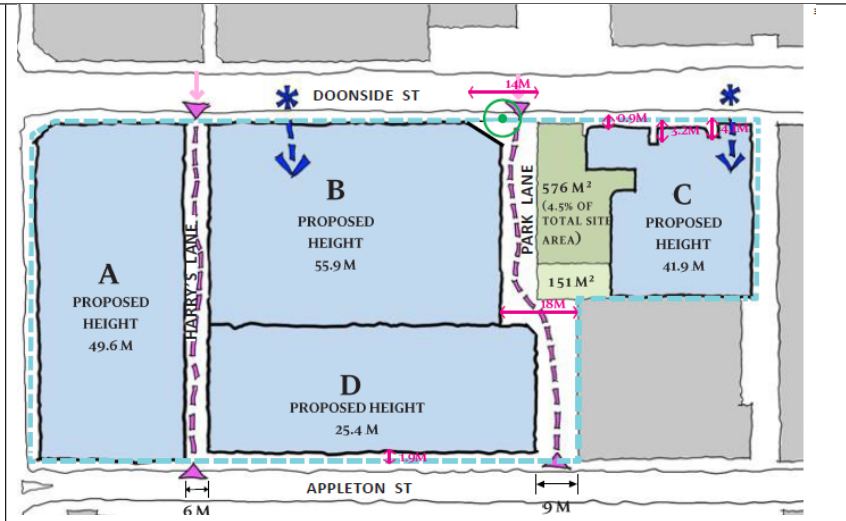
  - Clause 52.06-3: A permit is required to reduce the car parking requirement associated with the Dwellings;
  - In addition, the Development Plan contemplates in the order of 775-825 car spaces on-site, with a target of 10% car spaces provided with electric vehicle charging. The DP car parking allocations are estimated to be:
    - 2 car share spaces;
    - Approximately 220-270 car spaces for commercial uses for both staff and visitors (1.5 spaces per 100sqm);
    - Approximately 550-560 car spaces for residents (0.85-1 car spaces per dwelling)
  - The proposed number of car parking spaces falls short of the Development Plan preferred rate for residential parking (0.69 spaces per dwelling) and exceeds the preferred rate for the commercial parking (1.7 spaces per 100sqm). A notation on the plan confirms 10% of car spaces will be provided with electric charging.

- **Clause 52.34 – Bicycle Parking**
  - Applying the statutory rate at Clause 52.34-5, the development has a statutory bicycle parking requirement of:

	▪ Dwellings: 1 to each 5 dwellings for residents and 1 to each 10 dwellings for visitors • 137 resident spaces and 69 visitor spaces are required ▪ Retail Premises: 1 to each 300sqm of leasable floor area for employees and 1 to each 500sqm leasable floor area for visitors • 13 employee spaces and 8 visitor spaces are required ▪ Restricted Retail Premises (Shop): 1 to each 600sqm of leasable floor area for employees if the leasable floor area exceeds 1000sqm and 1 to each 500sqm of leasable floor area for visitors if the leasable floor area exceeds 1000sqm • 8 employee spaces and 9 visitor spaces are required ▪ Overall, the development requires 137 resident spaces, 21 employee spaces and 86 visitor spaces, totalling 244 spaces ▪ The development proposes 929 bicycle parking spaces, comprised of 725 resident spaces, 84 employee spaces and 120 visitor spaces, exceeding the statutory requirements. o The Development Plan seeks bicycle parking rates of 1 per 100sqm for the commercial premises, 1 per dwelling and visitor rates of 1 per 10 dwellings plus 1 per 500sqm of commercial floor area ▪ 687 resident spaces, 83 employee spaces and 86 visitor spaces are required. The proposed number of bicycle parking spaces exceeds each of these requirements. • **Clause 53.03 – Residential Reticulated Gas Service Connection** o Pursuant to Clause 53.03-2, a permit must not be granted for construction of a new dwelling or a new apartment development that is to be connected to a reticulated gas service. A permit granted for buildings and works in relation to an application to which this clause applies must include the following mandatory condition: *"Any new dwelling or 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."* • **Clause 53.18 – Stormwater Management in Urban Development** o Pursuant to Clause 53.18-3, an application to construct a building or construct or carry out works:

	▪ Must meet all of the objectives of Clauses 53.18-5 and 53.18-6. ▪ Should meet all of the standards of Clauses 53.18-5 and 53.18-6. o An application must be accompanied by details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system. • **Clause 53.23 – Significant Residential Development with Affordable Housing** o The application has been formally lodged through DTP under Clause 53.23 – Significant Residential Development with Affordable Housing (Category 1). The applicant has stated that the estimated development cost exceeds $50 million. The applicant has submitted an Affordable Housing statement but does not specify how affordable housing will be delivered. • **Clause 58 – Apartment Developments** o This clause applies to apartment developments of at least 7 storeys in the Mixed Use Zone; o A development must meet all of the objectives and should meet all of the standards.
Relevant planning policies	• Clause 2 - Municipal Planning Strategy, including: • 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; and • Clause 19 – Development infrastructure.
Other relevant documents	• City of Yarra: Database of Heritage Significant Areas, July 2026; • Urban Design Guidelines for Victoria (DELWP); • Plan for Victoria (State Government) 2025.
Internal & External consultation	
Consultation	DTP have not notified adjoining property owners as they consider the proposed development to be generally in accordance with the Development Plan and to their satisfaction, pursuant to Clause 43.04-3.

	Council officers disagree and consider the proposal is not generally in accordance with the Development Plan and therefore not exempt under Clause 43.04-3.
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; • Development Engineering; • ESD; • Strategic Projects – Parks and Open Space (SSPOS); • Waste Management; • City Works – Open Space.
Other expertise required	DTP are recommended to obtain expert advice in relation to: • Wind expert – to review/verify the provided wind assessment • Acoustic expert – in relation to potential noise impacts to the proposed dwellings and from the proposed use/ plant to adjoining sensitive uses
Key considerations	**Generally complies?**
Strategic support	**Yes** The subject site is located within the MUZ, Victoria Street Major Activity Centre (MAC) and a High Change Area, which have key purposes to provide housing at higher densities. Consistent with the zone, the use of land for dwellings does not require a planning permit. The use of land for retail premises also has strong strategic support, given the site's location within an MAC where commercial uses are encouraged.
Consistency with the Development Plan (DP) Built Form Guidelines (Section 3.0 of the Development Plan)	
Section 3.1 - Master plan	**No** The DP masterplan is shown below:



Ground Plane - Lane-Ways + Active Frontages

Minimum 576 sqm of public open space (4.5% OF THE TOTAL SITE AREA) (or a higher percentage if contained in Clause 53.01 of the Yarra Planning Scheme at the time of subdivision).

Additional 151 sqm of landscaping

Lane-Ways

Pedestrian Walkways

Entry Car Park Access

Title Boundary

Vehicle Access for Emergency Vehicles, Maintenance and Limited Access to HTH Showrooms (Harry's Lane Only)

Note:

A-Il four buildings to be build to their respective road boundaries

Existing tree to be retained

Building	Residential Dwellings	Commercial Floor Area (sqm)
Building A	120 - 135	4,500 - 5,500
Building B	275 - 330	4,000 - 5,000
Building C	65 - 80	1,500 - 2,000
Building D	80 - 100	2,000 - 3,500
Total	**545 - 645**	**12,000 - 16,000**

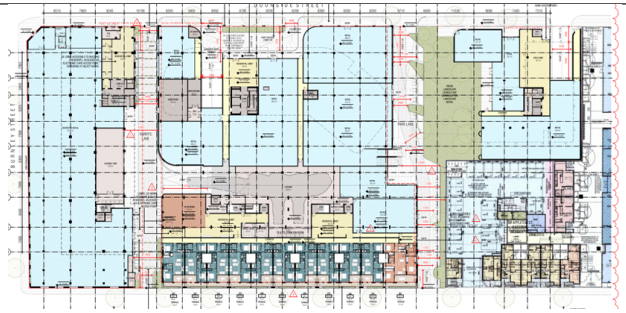
Figure 2: DP masterplan

	As will be discussed in the following sections of the report, the development is not generally in accordance with the DP masterplan in terms of height, vehicle access, pedestrian walkways and commercial floor space. The following assessment will be based on the sections as sequentially laid out in the endorsed DP.
Sections 3.2 & 9.1 – Key Heritage Fabric and Section 9.1 Heritage Assessment	**No** The design objectives in the DP, including building heights and setbacks, have been formed with regard to preserving the heritage significance of the existing buildings on the site. The preferred building heights and setbacks within the DP are therefore considered an acceptable outcome with regards to respecting existing heritage fabric. As will be summarised in the following sections of the report, the scale of the proposed development does not comply with the DP in terms of heights and setbacks, with the proposal seeking to increase the height of all built form throughout the site to that approved under the endorsed DP. The heights of the proposed towers are all higher than the scale anticipated in the DP, particularly Tower A, which will be 15.97m above the height anticipated by the DPO15. For these reasons, the proposal will visually overwhelm the existing heritage fabric. The application was referred to Council's heritage advisor, who observed the following: *"As the tower with the most impact on Burnley Street (which is the predominant public realm) the height of Building A continues to be of major heritage concern. Increased setbacks from Burnley Street will not mitigate the excessive height of the building. It continues to be strongly recommended that the tower be reduced to 42m or less in the northern half of HO375 to comply with DPO15 and minimise visual dominance over the remaining portions of the heritage building..."* Council's heritage advisor has recommended a height reduction of Building A to a maximum of 42m. This is based on the original heritage advice provided to Council, prepared in response to the DP. However, as the endorsed DP allows a maximum Building A height of 49.6, officers will recommend the height be reduced accordingly. The DP requires the submission of:

	1. A schedule of conservation works for the retained facades of the heritage building at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside St, including timeframes for each action to the Responsible Authority's satisfaction; 2. Archival recordings of the heritage buildings to the responsible authority's satisfaction prior to any demolition on the site; 3. A heritage maintenance plan defining the ongoing cyclical repair and maintenance for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street to the responsible authority's satisfaction; 4. A Heritage Impact Statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place; and 5. A sightline analysis and 3D modelling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on the heritage places within the site. Items 1 to 4 have been submitted with the application. Regarding the conservation works to the retained facades, the submitted conservation works schedule has not detailed the timeframes for these works to be completed, as required by Item 1. A condition will require this to be included. The sightline analysis and 3D modelling as required by Item 5 has not been submitted. This is an application requirement of the DPO15 and the DP. This was queried with DTP who advised that the material already submitted with the application was sufficient for assessing the heritage impacts. Council officers raise concern with this response, particularly given the submitted Heritage Impact Statement, prepared by Bryce Rayworth, gives no justification for exceeding the preferred massing envelopes of the DP. The application material does not include any renders or artistic impressions of the development as viewed from the public realm, except for a render of Building A from the corner of Burnley Street and Doonside Street. However, this image does not capture the whole of the development. A condition will also require a structural report, prepared by a suitably qualified structural engineer to detail how the retained portions of the heritage buildings will be protected during demolition and construction.
Section 3.3 – Ground Floor Plane	**No** The following images are a comparison of the DP ground floor layout and proposed ground floor layout



Development Plan ground floor layout



Proposed ground floor layout

Figure 3: DP preferred siting and ground floor layout (left) and proposed ground floor siting and layout (right)

Elements consistent with the DP:

- The siting of the buildings is generally consistent with the DP preferred siting, with 4 buildings proposed (A, B, C and D). The development includes provision of two north-south pedestrian links, known as Harry's Lane and Park Lane. An area of public open space is shown in green.

- Each of the buildings provide active frontages in accordance with the DP ground floor layout. The retail premises are located along the frontages with extensive glazing allowing views into and out of the building. The public open space will also provide high levels of street activation along Doonside Street. Building D includes ground level entries to the dwellings from Appleton Street, as well as small front gardens.

Elements inconsistent with the DP:

- The development proposes Harry's Lane to be used for pedestrian access as well as vehicle access for loading. Harry's Lane is proposed as a Shared Zone, which will give priority to pedestrians over vehicles. Pedestrians will have access to the whole of the laneway, but there will be some kerbing to provide access when vehicles are also using the lane. The DP seeks that Harry's Lane be accessible to pedestrians only, with vehicle access limited to

<table>
<tr><td></td><td>emergency and maintenance vehicles and loading for the restricted retail premises. The DP seeks for all other vehicle access, including loading, to take place within the basement. The proposed development now includes access for loading within Buildings B and D, with access to the loading zones from Harry's Lane. These issues will be discussed in more detail later in the report.

• The layout of the ground floor will be discussed further in the assessments of Harry's Lane, Park Lane, Doonside Park and Public Realm.</td></tr>
<tr><td>Section 3.4 – Park Lane</td><td>No

The development includes provision for Park Lane in a location consistent with the DP. The DP seeks for Park Lane to be delivered as follows:

<table>
<tr><th>Park Lane Requirement in DP</th><th>Met?</th></tr>
<tr><td>A ground level separation between Buildings B and C of 27m, flanked by a 576sqm public open space (Doonside Park) plus 151sqm of additional landscaping;</td><td>Partially met.
• The setbacks between Building B and Building C between Doonside Park vary between 19m and 31m (measured in Objective Trapeze)
• The development proposes 576sqm of public open space with 151sqm of additional landscaping between Buildings B and C. Conditions in the recommendation ensure that the full 8.65% open space contribution requirement will be met when the land is subdivided.</td></tr>
<tr><td>A ground level separation of 9m between Doonside Park and Building B;</td><td>Not met
• The trafficable area / area between Building B and Doonside Park is between 4.6m and 7.7m wide
• A condition will require the trafficable area along Park Lane to be increased to at least 9m.</td></tr>
<tr><td>A ground level separation of 10m between Building D and the western boundary of the Embassy Building to the east</td><td>Not met
• The development proposes a separation of 9m between Building D and the Embassy Building to the</td></tr>
</table>
</td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td></td><td>east. A condition will require the setback to be increased to at least 10m.</td></tr>
<tr><td>No encroachment of balconies into the 10m setback of Park Lane</td><td>Not met
• The eastern walls of Building D encroach into the 10m required setback from the Embassy Building. A condition will require the setback to be increased to at least 10m.</td></tr>
<tr><td>A chamfered edge to the north-east corner of Building D was incorporated into the lane design to increase visibility and safety along the laneway.</td><td>Not met.
This chamfered edge is not provided. This will be required via condition.</td></tr>
</table>

The proposed design of Park Lane is not generally in accordance with the DP as it does not meet the DP requirements in relation to its width of the trafficable area, separation between Building D and the Embassy building and the encroachment of Building D into the 10m setback area.
</td></tr>
<tr><td>Section 3.5 – Harry’s Lane</td><td>No
The development includes provision for Harry’s Lane in a location consistent with the DP. The DP seeks for Harry’s Lane to be delivered as follows:

<table>
<tr><th>Harry’s Lane Requirement</th><th>Met?</th></tr>
<tr><td>6m setback between Building A and Buildings B and D</td><td>Yes.
• A setback of between 6m and 10.5m is provided</td></tr>
<tr><td>The laneway assists in drawing pedestrians into the site and breaking up the mass and form of the development. The laneway is hallmarked by decorative paving, landscaping features and catenary lighting which will support a variety of commercial tenancies which will operate internally to the site.</td><td>Not met
• The laneway is now intended as a Shared Zone allowing access to both pedestrians and loading and delivery vehicles. This consequently compromises laneway activation, including reducing opportunities for outdoor dining and other trading for commercial tenancies abutting the laneway, to provide activation</td></tr>
</table>
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<table>
<tr><td></td><td>
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<tr><td></td><td>
• The location of the substation in this laneway further reduces activation and opportunities for pedestrian activity
• There are now limited opportunities for retail premises to provide outdoor trading, given the proposed use of the laneway as a shared zone.
• The retail premises south of the substation is also oriented to the loading zone ramp, which is a poor urban design and public realm outcome
</td></tr>
</table>

The development also proposes access for loading and delivery vehicles along Harry's Lane. This is not consistent with the DP as will be discussed in the Transport Works assessment later in the report.

As the proposal does not meet the DP requirements for Harry's Lane, the development is not supported.
</td></tr>
<tr><td>Section 3.6 – Doonside Park</td><td>
Yes

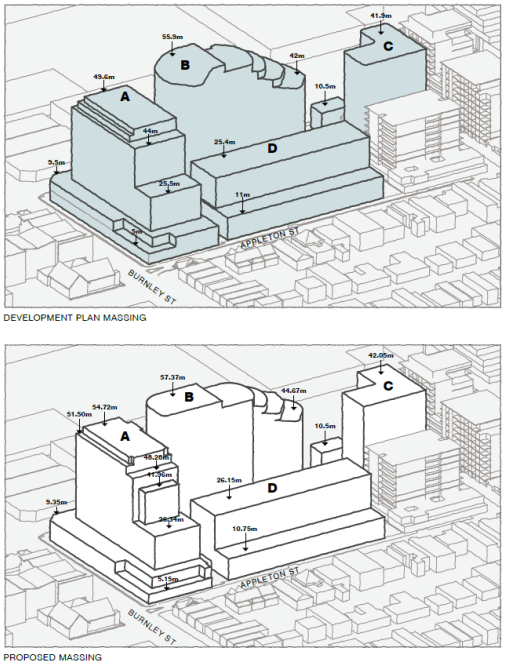
The development includes provision for Doonside Park in a location consistent with the DP. The DP seeks for Doonside Park to be delivered as follows:
<table>
<tr><th>Doonside Park Requirement</th><th>Met?</th></tr>
<tr><td>Minimum area of 576sqm with an additional 151sqm of landscaped area</td><td>Yes.
• An area of 576sqm is provided with an additional landscaped area of 151sqm</td></tr>
<tr><td>Doonside Park will include provisions for deep soil planting, public lighting, decorative paving and integrated seating</td><td>Yes
• The landscape plan shows provision of lighting, public seating, deep soil zones, a mix of bluestone paving, brick paving and concrete paving, canopy trees, garden bed seating</td></tr>
</table>
</td></tr>
</table>

<table>
<tr><td>Section 3.7 – Building Setbacks</td><td>No

<table>
<tr><th>Development Plan Requirement</th><th>Met?</th></tr>
<tr><td colspan="2">Building A</td></tr>
<tr><td>Podium (above retained heritage street wall up to 44m)
• 8m to Burnley St
• 8m to Doonside St;
• 5m to Appleton St (Level 1 only to a depth of approx. 33.3m east of Burnley St)
• 5m to Burnley Street (Level 1 only to a depth of approx. 26.4m north of Appleton St)</td><td>No (non-compliance shown in red)
• 9.97m to Burnley St (met);
• 7.8m to Doonside St
• 4.7m Level 1 setback to Appleton St

• 4.9m Level 1 setback to Burnley Street
Not all setbacks have been dimensioned. A condition has been included to address this.</td></tr>
<tr><td>Mid-level setbacks
• 10m to Burnley St;
• 10m to Doonside St;
• 11m to Appleton St (up to 25.5m)</td><td>No
• 10.6m (measured by officer) to Burnley St (met)
• 8.1m to Doonside St
• 10.9m to Appleton St (up to Level 7/25.5m)</td></tr>
<tr><td>Upper level setbacks
• 12m to Burnley St
• 12m to Doonside St
• 25m to Appleton St (above 25.5m up to 44m)
• 31m to Appleton St (above 44m)</td><td>• 12.8m to Burnley St (measured by officer) (met);
• 10.1m to Doonside St;
• 24m (Level 8 (25.5m) to Level 12) to Appleton St
• 28.9m (Levels 13 & 14), 28.6m (Objective Trapeze) (Level 15) and 34.3m (Level 16) to Appleton St</td></tr>
<tr><td>Setbacks from Building B above podium
• 9m</td><td>Yes
• 9m setback provided between Buildings A and B.</td></tr>
<tr><td colspan="2">Building B</td></tr>
<tr><td>Podium/Tower
• Curved wall with a setback of 3m-5m to Doonside St</td><td>Yes
• 6.7m to Doonside St</td></tr>
</table>
</td></tr>
</table>

	Setback from Building C • 27m	**No** • 26.4m setback from Building C
	Setback from Building D • 9m (east and west wings) • 21m (centre of building)	**Yes** • 10.2m (minimum, east wing) and 22.3m (west wing) from Building D • 21.8m (centre of building) from Building D (measured in Objective Trapeze)
	Building C	
	• 8m setback behind heritage building • 5m setback to Doonside St • 9m setback from Embassy Building (east) • 9m setback to Embassy Building (south)	**Yes** • 7.3m setback from eastern wall of heritage building and 8.3m from southern wall of heritage building; • 5m setback to Doonside St • 9.2m setback to Embassy Building (east) • 9m setback to Embassy Building (south)
	Building D	
	• 13m setback to Appleton St above the street wall • 10m setback to the Embassy Building (east)	**No** • 13.1m setback to Appleton St • 9m setback to Embassy Building (east)
	As summarised above, there are aspects of the building setbacks associated with Buildings A, B and D that do not meet the setbacks set out in the DP. The preferred DP setbacks are designed to ensure that upper levels are recessive and do not overwhelm the public realm or the retained heritage buildings. The proposed building heights, discussed below, are also a substantial departure from the preferred DP building heights. The proposed setbacks therefore do not adequately reduce the visual impact of the upper levels on the surrounding public realm and heritage buildings. The plans incorrectly show the Development Plan Envelope for Building A. For example, the DP requires an 8m setback to Burnley Street from Level 2 up to a height of 44m only. However, the plans show the 8m setback envelope	

	on levels above 44m. The plans are therefore misleading in demonstrating compliance with the DP setback envelopes. The non-compliant setbacks further demonstrate how the development is not generally in accordance with the DP. The setbacks are also not correctly dimensioned and have not been measured from the external surface of the building (including terraces) or are not measured to the title boundary. A condition has been included to address this. The proposal is therefore not generally in accordance with the DP with regard to setbacks.
Section 3.9 – Building Heights	**No**  *Figure 4 – Extract from Urban Context Report showing building height comparison between the DP (top) and proposed development (bottom)*

The following table assesses the proposal against the preferred DP heights.

DP Height	Proposed Height (non-compliance shown in red)
Maximum building height	
Building A: 49.6m	55.4m*
Building B: 55.9m	58.1m*
Building C: 41.9m	40.3m*
Building D: 25.4m	26.5m*
Street wall / podium height	
Building A: • 9m to Doonside St • 9m to Burnley St, reducing down to 5m towards Appleton St	• 10-11m to Doonside St (acceptable as retained heritage street wall) • 10m to Burnley St, reducing down to 5.7m towards Appleton St (acceptable as retained heritage street wall)
Building B: • 9.5m to Doonside St	• 6.4m* to Doonside St
Building C: • Retain heritage street wall (10.5m) with remainder of street wall 5m high	• Heritage street wall retained • New street wall is 5.2m
Building D: • 11m to Appleton St	• 11.5m* to Appleton St

Building heights have not been correctly dimensioned on the elevations (i.e. not measured to the parapet of the top-most floor). Measurements have therefore been taken from Objective Trapeze where marked with * above. A condition requires the heights to be dimensioned correctly.

<table>
<tr><td></td><td>As summarised above, Buildings A, B and D do not comply with the DP maximum building height requirements. The new street wall height of Building C and the street wall height for Building D are also not consistent with the DP. When the current DP was endorsed in 2023, Council approved the overall heights to be generally greater than the preferred heights in the DPO. At that time, it was Council's role to determine whether the proposed increase in heights sought via the DP were 'generally in accordance' with the approved DPO. A robust assessment was undertaken, and the acceptability of the increased heights was based on the surrounding context of the site, the proposed setbacks of the buildings and the subsequent overshadowing impacts.

In all cases, the building heights as approved were greater than those originally envisaged in the DPO. It was concluded that the additional height was appropriately managed via the use of setbacks and a variation in massing throughout the buildings, with off-site amenity impacts effectively responded to. It was considered that the modified design will sit comfortably within the context of existing and emerging heights within the immediate area and was generally in accordance with the outcome sought by the DPO.

This amendment seeks to further increase heights; however limited assessment of the above factors has been undertaken.

For these reasons the building heights are not supported as they are not generally in accordance with the DP.</td></tr>
<tr><td>Section 3.10 – Shadow Diagrams</td><td>No

The following table assesses the proposal against the DP overshadowing requirements:

<table>
<tr><th>DP requirement</th><th>Met?</th></tr>
<tr><td>• No overshadowing of private properties on the southern side of Appleton St beyond that caused by a building of 11m when measured between the hours of 10am and 2pm at the September Equinox;</td><td>Unclear
The shadow diagrams do not distinguish between existing and proposed shadows, nor do they clearly distinguish between public and private land. It is therefore difficult to determine whether the proposed shadows are affecting the footpath or private property, particularly between the hours of 10am and 1pm.</td></tr>
</table>
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<table>
<tr><td></td><td>As there is insufficient information, the shadow footprint is currently not supported.</td></tr>
<tr><td>• No overshadowing of the footpath on the western side of Burnley St from 11am at the September Equinox;</td><td>Not met
The development will overshadow the western side footpath at 11am. It is unclear how long the footpath remains in shadow.</td></tr>
<tr><td>• Appropriate access to sunlight within the proposed park between the hours of 10am and 2pm at the September Equinox to provide a reasonable standard of amenity and usability as a principally passive open space.</td><td>Met
The park experiences significant shadows at 10am and 11am. However this is cast by Building C which has a compliant building height and upper level setbacks.</td></tr>
</table>

As there is insufficient information to understand the shadow impacts to properties on the southern side of Appleton Street and as the development results in overshadowing of the western footpath of Burnley Street at 11am, contrary to the DP, the shadow impacts are not supported.
</td></tr>
<tr><td>Section 3.11 – Building Finishes and Materials</td><td>No
The following table summarises the proposal against the DP preferred building finishes and materials
<table>
<tr><th>DP finishes and materials</th><th>Met?</th></tr>
<tr><td>Building A
• Retain brick wall on the ground plane
• Brick frame to lower levels and transition up to a steel frame façade to upper levels
• Acknowledgement of industrial heritage through use of brickwork
• No balconies behind existing openings in the heritage facade</td><td>Yes
• Heritage façade and brickwork retained
• Levels 2 to 7 will be primarily constructed of charcoal brickwork although the render on page 43 shows red brickwork. The charcoal is acceptable as it facilitates a distinction between original and new fabric
• The upper levels will primarily be constructed of charcoal concrete with thinner structural columns to give them a lighter weight appearance.</td></tr>
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</table>

		• The proportions of glazing, including the use of mullions reflects the fenestration observed on historical industrial buildings and are consistent with the render image on page 43 • There are no balconies behind existing openings in the heritage façade.
	Building B • Ground plane and podium to respect industrial materiality of surrounding area, consistent with Building A • Lightweight expression of upper levels with landscaped vertical trellises to enrich the precinct's connection to its natural environment	**Not met** • The ground plane and street wall continue the red brickwork seen on the Doonside St façade of Building A (met) • The upper levels will appear "light weight" with the use of expansive glazing, positioning of balconies and use of light concrete structural framing. However, the building does not include landscaped vertical trellises and does not provide any alternative means of responding to the DP's requirement for providing a connection to the surrounding natural environment.
	Building C • Masonry form with curved edges • Landscaped planter boxes across balconies • Fenestration that relates to that of the retained heritage building • No balconies behind existing openings within the heritage facade	**Not met** • Ground level street wall features curved edges and a continuation of the red brickwork seen on Buildings A and B, which also respects the retained heritage building (met); • The fenestration on the upper levels features vertical proportions but these do not appear to reflect the horizontal proportions of the retained heritage building, with glazing broken up by mullions. However, this fenestration is observed on the ground level glazing facing Doonside St • There are no landscaped balconies;

		• The upper levels will be constructed with a light/natural-coloured concrete frame. The extent of glazing and positioning of balconies gives the upper levels a lighter weight appearance
	Building D - Apartments • Orthogonal form taking cues from the grid-like façade of Building A Building D – Townhouses • Row of 3-level townhouses located on Appleton St frontage • Textured and engaging street front reflecting sense of scale and fine grain street character of the workers cottages on opposite side of Appleton St • Use of brick, masonry and metal to tie in with Building A's podium	**Yes** • Building D does not include townhouses, all dwellings are apartments. However, the building continues to read as two separate forms with a 3 storey street wall and tower form set back from the street. • The façade of the street wall references the fine grain rhythm through the use of variations in the colour of brickwork, from red, to charcoal grey, to cream, which gives a "townhouse appearance" to Appleton Street. These materials reference the red bricks and industrial character of Building A's podium. • The arched forms in the façade add visual interest but are not an architectural feature that is observed on surrounding industrial buildings. However, they facilitate a breaking up of the street wall and contribute towards the fine grain rhythm. • The tower form is orthogonal and adopts a simple, grid-like structure primarily constructed of glazing with concrete structural framing.
	As summarised above, the materials and finishes of Buildings B and C are not consistent with the DP. The materials of Buildings A and D are acceptable.	

<table>
<tr>
<td>Section 3.12 – Development Summary</td>
<td>
No

The following table summarises the development yield against the preferred yields of the DP:

<table>
<tr><th>Building</th><th>DP No. Dwellings</th><th>DP Commercial Floor Area</th><th>Proposed No. Dwellings</th><th>Proposed Commercial Floor Area</th></tr>
<tr><td>A</td><td>120-135</td><td>4500sqm – 5500sqm</td><td>182</td><td>4448sqm</td></tr>
<tr><td>B</td><td>275-330</td><td>4000sqm – 5000sqm</td><td>252</td><td>2256sqm</td></tr>
<tr><td>C</td><td>65-80</td><td>1500sqm – 2000sqm</td><td>112</td><td>877sqm</td></tr>
<tr><td>D</td><td>80-100</td><td>2000sqm – 3500sqm</td><td>141</td><td>407sqm</td></tr>
<tr><td>Total</td><td>545-645</td><td>12,000 – 16,000sqm</td><td>687</td><td>7988sqm</td></tr>
</table>

As shown above, the development exceeds the expected number of dwellings and falls substantially short of the expected commercial floor area of the DP The total leasable floor area of the commercial premises is of critical concern, noting that it is between 4012sqm (33%) and 8012sqm (50%) short of the preferred yield sort by the DP and is therefore not generally in accordance.
</td>
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<tr>
<td>Section 4.2 – Landscape Concept</td>
<td>
<u>Doonside Park – Met</u>

The DP seeks for Doonside Park to consist of the following:
• 576sqm of open space with 151sqm complementary landscaping
• 12m frontage to Doonside Street sitting alongside a 9m wide laneway (Park Lane) connecting Doonside Street to Appleton Street
• Active retail edge along the western side of Park Lane;
• Large specimen tree with assortment of garden bed planting
• Majority of park to be deep soil planting
• Shallow landscaping to complementary 151sqm landscaped bed
• Garden beds on the western side of Park Lane

Proposal:
• The submitted landscape plan confirms that Doonside Park will be 576sqm with 151sqm of additional landscaping.
</td>
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</table>

	• Doonside Park will be 12m-14m wide • The trafficable area / area between Building B and Doonside Park is between 4.6m and 7.7m wide and does not meet the minimum 9m width requirement; • The retail premises will front Park Lane but with the insufficient width of the laneway, this may limit opportunities for outdoor dining and other trading that would activate this laneway; • The landscape plan confirms two feature trees will be planted; • Except the 151sqm landscaped area, the remainder of Doonside Park will comprise deep soil areas. The landscaped area to the south will be shallow soil; • There appears to be a garden bed east of Building B's staircase but this is not shown on the ground floor plan. A condition will require consistency between the Development Plans and Landscape Plan The landscape plan should also be updated to include details in accordance with Yarra City Council's Landscape Checklist, including a planting schedule of all proposed species, pot sizes and sizes at maturity. Species must not be on the Victorian Advisory List of Environmental Weeds <u>Landscape Management, WSUD and Irrigation – **Met**</u> • Doonside Park and any street trees assessed as part of the upgrades to Doonside Street will receive passive irrigation from stormwater runoff and ongoing irrigation; • Where garden beds meet flush with the adjacent pavement, stormwater runoff will be directed into the garden as passive irrigation; • Raised planters will be drip irrigated; • Hardscaping within the laneways will direct stormwater into holding tanks; • Drought tolerant, Australian native plant species are chosen for the precinct. The above commitments are stated on page 10 of the landscape plan. <u>Maintenance – **Met**</u> • Doonside Park will be managed by City of Yarra. Council-standard materials to be used; • Garden beds and lawn managed through mowing, weed removal, mulching and seasonal pruning; • Landscaped areas outside the park maintained by the development.

	The above commitments are included on page 10 of the Landscape Plan. However, a detailed maintenance program should be included, detailing matters such as maintenance task responsibility and frequency. This will be included as a condition. Site Remediation – **Met** • To be addressed through the environmental audit; • Anticipated that all existing soil will be removed from the site and replaced with clean, quality top-soil. Page 10 of the Landscape Plan includes the statement: "*Any existing contaminated soil will be managed, excavated, retained, encapsulated or disposed of in accordance with the Environmental Audit, CEMP and EPA requirements. Clean quality top-soil will be imported for use in the garden beds and lawn areas*". This satisfies the DP requirement. Active Laneways – **Not met** • Harry's Lane is lined with raised garden beds and public seating areas; • Overhead arbour system to add vertical greening. Harry's Lane includes arbours at the northern and southern ends of the laneway. Raised garden beds are provided at the southern and northern ends of the laneway. There are no public seating areas. As previously stated, the use of Harry's Lane for vehicles as well as pedestrians is not supported. The provision of a Shared Zone compromises the ability to provide outdoor seating, which is contrary to the DP. Given the development proposes loading vehicles along Harry's Lane, it is unclear whether the arbours will provide appropriate clearance to vehicles. There are also concerns about damage to the arbour structures as well as any planting. A condition will require this to be addressed. Tree removal and street tree protection – **Not met** The DP retains an existing eucalyptus tree within the site's Doonside Street frontage. The development proposes to remove it. The application was referred to Council's City Works – Open Space unit who advised removal of this tree is

	not supported, as it is a Significant Tree which provides substantial community benefits, including visual amenity, canopy cover and habitat value. Its contribution to the local urban forest and ecological landscape warrants its ongoing retention and protection. Council has provided pre-application advice to DTP on the proposed development on two occasions, prior to the lodgement of the planning permit application. In both responses, dated 11 November 2024 and on 22 April 2026, Council advised that the removal of this tree is not supported as it is inconsistent with the DP. Council's City Works – Open Space unit have also advised that an arboricultural impact assessment and Tree Protection Plan will be required for the street trees along the site's Burnley Street and Appleton Street frontages, as well as tree protection bonds. These recommendations have been included as conditions.
Section 4.3 – Public Realm	**No** The following public realm objectives of the DP have been addressed previously in the report: • Overshadowing • Building separation and setbacks; • Pedestrian laneways • Materials and finishes • Active frontages • Heritage fabric • Commercial floor area • Public open space and landscaping As summarised in the previous sections of the report, there are numerous non-compliances with the DP in respect of these objectives. The following public realm objectives will be discussed later in the report: • Vehicle access • ESD Remaining public realm objectives are assessed as follows:

DP public realm objective	Met?
Public realm improvements around the perimeter of the site, including new landscaping opportunities, street furniture and reinstatement of redundant vehicle crossovers.	**No** The plans do not include works to reinstate redundant crossovers. This will be included as a condition in the officer's recommendation. Whilst the development proposes new street tree plantings on Doonside Street, these do not go far enough in ensuring a high quality public realm response. Council's Strategic Projects – Parks and Open Space Unit (SSPOS) recommend the provision of at least 2 kerb outstands along Burnley Street, to accommodate trees as well as bicycle hoops (in addition to those already provided within the site). The footpaths will also require reconstruction and must be DDA compliant. Further, SSPOS have recommended a reconstructed and upgraded pram ramp on the intersection of Burnley Street and Doonside Street and to resurface half the width of the road pavement along each of the site's 3 frontages. These recommendations will be addressed in a condition for a public realm functional layout plan. Upgrades to the existing pram ramp would be undertaken as part of the new signalised intersection at Burnley Street and Doonside Street. This is discussed in the Transport Works section of this report.
A built form and mass that does not result in any unsafe wind environments.	**No** A wind report has been submitted which confirms that "wind conditions for many trafficable outdoor locations within and around the development will be suitable for

		their intended uses. Some areas will experience strong winds which will exceed the relevant criteria for safety and/or the existing site conditions." The wind report makes various recommendations to ensure that outdoor trafficable areas within and around the development will meet the safety limit criterion and/or better than the existing site conditions. This response is unacceptable. The wind report does not specify what comfort conditions would be met beyond safety criteria (i.e. sitting, walking, standing). It is expected that the following conditions are met: • Sitting comfort for seating areas, including within Doonside Park; • Walking comfort for pedestrian areas along the site's frontages; • Standing comfort at building entrances. These conditions will ensure that public areas within and around the development experience good wind amenity and will ensure their intended uses are viable, such as outdoor dining and passive outdoor recreation in the public open space. A condition will require these criteria to be met and confirmed via a wind tunnel study.
	The width and design of roller doors and services must be limited and integrated with the overall design, with the visibility of ramps minimised.	**Met, subject to condition**

		Building services will not dominate the site's frontages. The combined width of services, including vehicle accessways along the site will be as follows: • 15.9m (approximately) = 9.3% Doonside St frontage There are no services to the Burnley St or Appleton St frontages. The materials and finishes of the vehicle entry and service cabinets doors have not been notated. A condition will require this to be addressed and to ensure that they are well integrated with the overall design. A condition will require a notation confirming that service cabinet doors will open a maximum 180 degrees and will be latched to the building when open.
	Future substations are to be located within the basement.	**Not met** The substation is located at ground level, accessed via Harry's Lane. The applicant has submitted engineering advice in support of the revised substation, noting: • The location in Building A is due to the available power supply from CitiPower; • CitiPower has specific technical requirements for substations within developments with regards to access, ventilation, fire safety, flood risk and maintenance and prefer substations to be located at ground floor with direct access and natural ventilation from the street.

			The location of the substation in Harry's Lane is a poor public realm and urban design outcome. As previously stated, the DP seeks for Harry's lane to be pedestrian-oriented. The substation, in conjunction with the proposed use of the laneway for loading, contrasts with this DP objective and compromises the capacity to provide a high level of pedestrian amenity in this space. The combination of a substation, loading zones and shared zone diminishes the ability for retail premises to offer outdoor trading, contrary to DP objectives. An internal elevation of Harry's Lane has not been provided and there are no details for Council to assess how the substation integrates with the laneway. Whilst CitiPower "prefers" that substations be located at ground level, a condition will require the substation to be relocated underground or to another location that does not abut the north-south laneways and to ensure that the design of the substation doors appropriately integrate with the development.
	In addition, SSPOS recommended the following improvements to the development's public realm response: • Ensure ramps from Doonside St and Appleton St to the north-south laneways are DDA compliant; • Break up bicycle parking to avoid visual clutter of multiple bicycles parking together. Preferably 4-5 rails in one group; • Question ability to accommodate canopy trees on front setbacks of Appleton St apartments; • All seating to be DDA compliant. • Street tree planting contribution: o *Six (6) new street trees on Doonside are shown on plans which is in principle supported.* o *An additional three (3) new street trees are also recommended on new kerb outstand along Burnley street.*		

<table>
<tr><td></td><td>

The applicant must demonstrate feasibility to install all the new trees and Council seeks development contribution for the nine (9) new street trees.
The applicant is requested to contribute $37,200.00 including GST for planting, to cover tree sourcing, planting and two year's establishment maintenance.

9 no. trees = $29,700.00
Contingency and inflation 20% = $5,940.00

The above figure includes supply, planting preparation, planting, and 2 year's establishment maintenance.
Developer must demonstrate feasibility to install the new street trees in the indicatively proposed locations in footpath cut outs along the subject site Burnley Street and Doonside Street frontages
Council will determine an appropriate tree species and undertake planting once the development is complete.
The developer is to notify Council as the development is nearing completion so that Council can program planting.
Streetscape layout (new furniture, fixtures and new trees) is to be marked out prior to any works being undertaken for Council review and approval.
Street tree footpath squares to be marked out at approximate 6m spacings, to be 1000 x 1000mm as per Council Standard Detail YSD803(b).
Council reserves the right to use the developer street tree contribution (in whole or partially) to install new trees in the broader neighbourhood (streets or open spaces) if nine (9) new trees cannot be accommodated along the subject site street frontages.

These will be addressed in a condition for a public realm functional layout plan and/or amended development plans, as well as a condition for a street tree monetary contribution.

The submitted Traffic Impact Assessment outlines other commitments to upgrades along Doonside Street as well as the signalisation of the intersection of Burnley Street and Doonside Street. These are discussed in the Transport Works section of this report.
</td></tr>
<tr><td>Section 5.1 – Housing Diversity and Adaptability</td><td>
Housing diversity – Generally met

The DP seeks the following distribution of housing typologies:
<table>
<tr><th>DP housing type target</th><th>Proposed development's distribution</th></tr>
<tr><td>1 bedroom apartments: 37%</td><td>319 1-bedroom apartments (46%)</td></tr>
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<table>
<tr>
<td>(incl. Affordable Housing)</td>
<td>
<table>
<tr><td>2 bedroom apartments: 45%</td><td>314 2-bedroom apartments (46%)</td></tr>
<tr><td>3 bedroom apartments: 18%</td><td>54 3-bedroom apartments (8%)</td></tr>
</table>

The proposed development is not consistent with the DP's housing diversity targets. However, the degree of non-compliance for the 1 and 2 bedroom apartments is marginal. Whilst the number of 3-bedroom apartments falls short of the DP's targets, it is understood that housing typologies are also influenced by market dynamics. The development continues to provide for reasonable levels of housing diversity.

Housing affordability – Not met
The DP seeks for 10% of the total number of dwellings (i.e. 69 dwellings) to be provided as affordable housing. The DP does not specify how this should be delivered (i.e. as social housing, rent to buy, discounted rent, etc.) but rather contemplates some flexibility in the affordable housing model. However, DP seeks for the affordable housing to be targeted towards:
• Very low to low income lone person households;
• Very low to low income couples with no dependents; and
• Very low to low income families (with one or two parents) and dependent children.

The submitted Affordable Housing Report only states that it will provide affordable housing in accordance with Clause 53.23 of the Scheme (i.e. 10% of the total number of dwellings or an alternative contribution towards the provision of affordable housing, (such as a monetary contribution towards an affordable housing fund)).

Council's position is that affordable housing be provided as 10% of the overall number of dwellings. The surrounding area has good access to jobs, services, amenities, education facilities and public transport and is an ideal location for providing housing to those on low incomes who would otherwise struggle to afford to rent or buy in Richmond. Given the degree of non-compliance with the DP (as highlighted above), providing 69 dwellings as affordable housing to low and very low income households is a reasonable expectation for a development of this scale. Provision of 10% of the overall number of dwellings as affordable housing is also consistent with Council's Housing Affordability policy at Clause 16.01-2L of the Scheme. This requirement will be included in the conditions to DTP, and for the affordable housing to be provided for very low and low income households, per the DP.
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<tr>
<td>Section 6.1 – Transport Works</td>
<td>No

The following table summarises the proposal against the Transport objectives of the DP:
<table>
<tr><th>DP Transport Objective</th><th>Met?</th></tr>
<tr><td><u>Site layout</u>
• Primary vehicle access to and from Doonside Street;
• Any vehicle access to Appleton Street to be a secondary access point
• No direct vehicle access to or from the site via Burnley Street</td><td>Yes
• Primary vehicle access is via Doonside Street
• There is no vehicle access from Appleton Street
• There is no direct vehicle access to or from the site via Burnley Street.</td></tr>
<tr><td><u>Internal street/laneway network</u>
• All internal laneways will be pedestrian only and provide for appropriate landscaping and open space contributions</td><td>No

• Harry’s Lane is proposed as a shared zone which will allow access for loading and delivery vehicles
• The use of this lane as a shared zone with vehicles reduces opportunities to provide a highly activated laneway
• The width of Park Lane does not comply with the DP
• Doonside Park (576sqm) is proposed on the eastern side of Park Lane, consistent with the DP (met).</td></tr>
<tr><td><u>Car and bicycle parking</u>
Car parking
• 2 car share spaces
• 220-270 car spaces for commercial uses (average of 1.5 spaces per 100sqm)
• 550-560 car spaces for residents (average of 0.85-1 per dwelling)

Bicycle parking
• Staff bicycle parking rate of 1 space per 100sqm</td><td>Car parking – Yes

• 2 car share spaces are proposed
• 610 car parking spaces are proposed:
o 136 spaces for the commercial uses (1.7 spaces per 100sqm
o 474 spaces for the dwellings (0.69 spaces per dwelling);
• As stated earlier in the report, a permit is required to reduce the number of car parking spaces associated</td></tr>
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	• Resident bicycle parking rate of at least 1 space per dwelling;
	• Visitor bicycle parking rate of 1 space per 10 dwellings plus 1 space per 500sqm of commercial floor area (at least 84 spaces expected)
	• Bicycle parking for staff and residents located in secure compounds
	• End of trip facilities directly accessible from employee bicycle parking.
		with the Dwellings. A reduction of 213 spaces is required
		• This is acceptable as the DP contemplates a car parking dispensation complemented by a generous bicycle parking provision, which has been met (discussed below).
		• The car parking rate for the dwellings is lower and the rate for the commercial uses is higher than the preferred rate of the DP. However, Council's engineering unit are supportive of the on-site provision.
		• The site is within walking distance of public transport, including trams on Victoria Street to the north and Bridge Road to the south.
		• A reduction pursuant to Clause 52.06 is supported.
		• 10% of car parking spaces will be fitted with EV charging.
		
		Bicycle parking – Yes (with conditions)
		• 929 bicycle parking spaces are proposed in total
		  ○ 725 resident spaces (> 1 per dwelling)
		  ○ 84 employee spaces (1 per 100sqm)
		  ○ 120 visitor spaces (>84 spaces)
		• The bicycle parking provision exceeds the requirements of the DP.
		• Staff and resident bicycle parking spaces are located in compounds within the basements, a condition will require a notation to confirm secure access.
		• End of trip facilities are provided on the same levels as the staff bicycle parking
		• The bicycle parking provision exceeds the minimum rates under Clause 52.34

		• A condition will require the dimensions of all bicycle parking spaces to be notated, demonstrating compliance with Clause 52.34 and AS2890.3 • The majority of bicycle parking spaces for staff and residents are wall-mounted. A condition will require 50% of resident (i.e. 363) and 50% of employee (i.e. 42) bicycle parking spaces to be provided as on-ground, horizontal hoops to assist those with heavier bikes or people with physical limitations. • Clause 18.02-2L (Cycling) encourages the provision of cargo bicycle parking spaces. Considering the on-site car parking provision is less than the requirements of the DP and Clause 52.06, it is reasonable to assume that some residents will rely on cargo cycles for daily transport. A condition will require 10% of the on-ground resident bicycle parking spaces (i.e. 36) to be designed for cargo bicycles.
	<u>Traffic</u> • Investigate whether a signalised intersection at the intersection of Burnley Street and Doonside Street is required • Signalisation, if required, to be delivered as part of Stage 4 of the development	**Yes** The submitted Traffic Impact Assessment (TIA) from page 8 confirms that the development proponents commit to ongoing investigations (in consultation with Council, DTP and relevant landholders) for a signalised intersection at Burnley Street and Doonside Street. A concept plan is included on page 9 of the TIA. The upgrades include upgrades to cycle infrastructure on Burnley Street and Doonside Street as agreed to in the Standing Advisory Committee hearing for the DP.

		The TIA confirms that subject to an agreement with the Victoria Gardens Development, the intention is that the signals will be delivered prior to the handover of Stage 3 of the proposal (Development of Buildings B and C, residual basement works and public open space), which would likely coincide with the completion of the Victoria Gardens Development. Conditions in the recommendation address this requirement.
	<u>Doonside and Appleton Streets</u> • Footpaths and kerbs and channels along Doonside Street, Burnley Street and Appleton Street directly adjacent the subject site will be reconstructed to the satisfaction of the Responsible Authority once the development is completed. • Any signalisation to intersection with Burnley Street and Doonside Street will be resolved with VicRoads, Council and Vicinity.	**Yes – subject to conditions** The TIA and Landscape Plan confirm new street tree plantings along Doonside Street as well as a new zebra crossing. Council's SSPOS have advised that DDA-compliant footpath reconstructions will be required along the site's Burnley Street, Doonside Street and Appleton Street frontages. In addition, the proponent will be required to re-sheet half the width of the road pavement along the site's three street frontages. These requirements have been included in the conditions for a public realm plan. Signalisation was discussed in the previous section of this assessment.
	<u>Pedestrian and cyclist movement</u> • Promote pedestrian and cyclist movements with generous bicycle parking provisions, limited car parking supply and provision of pedestrian and cyclist only zones within the development	**No** • Park Lane will be accessible to pedestrians and cyclists only. However, Harry's Lane will not, with a shared zone proposed to allow for loading and delivery vehicles into Building B. The use of Harry's

	• All ground level laneways will be pedestrian and cyclist only and physically restricted to prevent vehicle access.	Lane for vehicles is not supported, except for occasional loading activities associated with the restricted retail premises (consistent with the DP). The use of Harry's Lane for Building B loading will compromise pedestrian amenity in this laneway. • The bicycle parking provision is supported, subject to conditions to increase on-ground spaces and cargo spaces for residents and staff • Harry's Lane narrows at the intersection with Appleton Street to the south, preventing vehicle throughfare. This is supported.
	<u>Loading</u> • All loading to take place on-site • Approximately 28 loading and waste movements are expected per day • Loading to be undertaken by 8.8m long medium rigid vehicles or smaller • All loading vehicle access via Doonside Street • Provision of a loading management plan	**No** • All loading will take place on site, consistent with the DP. As previously stated, the use of Harry's Lane for loading for Building B is not supported as it is not generally in accordance with the DP and will compromise the intended function of this lane as well as pedestrian amenity • The submitted loading management plan estimates there will be up to 34 loading/waste movements per day, which exceeds the DP objective • Loading vehicles will not exceed the size of a medium rigid vehicle, consistent with the DP; • A loading management plan has been submitted. A condition will require this to be amended, requiring all loading and waste (except for the restricted retail premises) to take place within the basement.
	<u>Waste</u> • Private collection required	**Yes – subject to conditions**

	• Separate collections for the different uses • 4 streams of waste (glass, general recycling, general waste, food and organics) • Waste Management Plan required	• Waste will be collected by a private contractor • Each building will have its own bin room, located in the basement • Separate bin storage for commercial and residential uses is provided • Four streams of waste storage and collection will be provided • A Waste Management Plan (WMP) has been submitted. This was reviewed by Council's City Works – Waste Management unit who outlined the following concerns / recommendations: o *To enable a proper assessment of whether sufficient space has been allocated to support an efficient and functional waste management system, please provide the proposed bin allocation for each tower and commercial space, together with the bin storage area in m² for each waste room.* o *Based on the plans provided, the bin storage areas for Towers A and B do not appear to provide adequate circulation space or convenient access to all bins. This may result in operational challenges for building management and future users, particularly with regard to bin manoeuvrability and accessibility.* o *Please ensure that the locations designated for hard waste and e-waste within each waste room are clearly identified.* These recommendations have been addressed in a condition for an amended WMP.

	EV charging • 80 EV parking spaces to be provided • 2 car share spaces to be provided	**No** • The basement plans confirm 10% of car parking spaces will be EV parking spaces. This equates to 67 spaces, falling short of the DP requirement. This is not supported and a condition will require at least 80 EV parking spaces to be provided. • 2 car share spaces are provided, consistent with the DP.
Section 7.1 – Sustainability Commitments	**No** The DP requires submission of a Sustainability Management Plan (SMP) that reports on Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) initiative. The SMP is to be accompanied by a BESS and MUSIC assessment for the ESD and WSUD initiatives. The submitted SMP confirms the development will implement the following key ESD/WSUD initiatives: • Use of water and energy efficient appliances and fixtures; • Dwellings designed to achieve an average 7-star NatHERS rating; • 54% BESS score, meeting best practice (minimum 50%); • All-electric development; • 10% of all car spaces to have electric vehicle charging infrastructure; • Bicycle parking for residents, employees and visitors; • Minimum 80% of living areas and bedrooms to be compliant with BESS Residential Daylight Access; • 33% of non-residential spaces to achieve a daylight factor of a minimum 2%. Further commitments are outlined in the SMP. Council's ESD officer has reviewed the ESD commitments and raises serious concerns with the development's daylight outcomes. The following comments were provided:	

	• *The lack of private open space to some apartments is a concern from an amenity and thermal performance perspective, particularly on west-facing dwellings on Tower A which will perform like a solar oven. Local examples have shown that retrofitting tinting to poor quality-designed apartments is expensive, problematic and gives a sub-optimal outcome.* • *Daylight concerns with Tower A dwellings on the western side. If the windows are required to be tinted for thermal performance, there are concerns these apartments will have inadequate daylight access.* • *The daylight modelling hasn't used the correct surface reflectance values, which distorts the results. The reflectivity of all external and internal surfaces is not consistent with the BESS methodology and is therefore invalid. Update report using BESS methodology for daylight modelling demonstrating best practice has been achieved.* • *Elevations should show the different glazing types proposed. The extent of spandrel panels may obstruct daylight access into apartments. It's also unclear whether spandrel panels have been included in the daylight modelling or the NatHERS thermal modelling. Update all reports and plans to be consistent and include clearly identified extent of spandrel glazing.* • *The development currently fails to balance summer cooling loads with access to daylight.* A condition will therefore require the daylight modelling to be updated to use the correct methodology and to demonstrate best practice has been achieved. The above concerns will be raised with DTP in Council's formal response. There are a number of inconsistencies between the ESD commitments referenced in the SMP and those shown on the plans. For example, the SMP states the development will be generated by 100% renewable energy either through Greenpower or renewable energy on-site. However, the plans show the provision of solar panels on the roofs of the buildings. The rainwater tank capacities referenced in the SMP are also inconsistent with those shown on the plans. The SMP should be updated for consistency with the Development Plans or vice versa. There should also be greater clarity on the percentage of renewable vs non-renewable energy generation on the site.

	In addition, the DP requires the development to achieve the following: • *A landfill diversion target for operational waste and development of a precinct-wide waste management plan to drive its implementation, with this to be consistent with the landfill diversion target of 80% in the ESD assessment (for the DP);* **Met.** The submitted SMP commits to a target of at least 80% of construction and demolition waste (by weight) to be diverted from landfill). • *Reductions in embodied carbon for the development, focusing on the top 4-6 materials, with this to be consistent with the embodied carbon reduction opportunities included in the ESD assessment (for the DP);* **Met.** The submitted SMP commits to a reduction in embodied carbon in accordance with the DP. Some methods to reduce embodied carbon that will be considered include a reduction in structural steel and concrete via improvements in design and specification, and reuse of material from the demolition of the current building on the site. • *MUSIC model for the whole precinct (including open space);* **Not met.** The SMP instead includes a Blue Factor Rating Report. The Blue Factor Report confirms the development will achieve a score of 108%, exceeding best practice (100% score). The submitted SMP also confirms that a MUSIC model will be undertaken in the detailed design phase of the development to further inform the WSUD strategy. Council's ESD officer has reviewed the stormwater treatment measures and confirms these are satisfactorily shown on the plans. WSUD measures include: o Provision of rainwater tanks for each building, with a combined capacity of 165kL Council's ESD officer is comfortable with a MUSIC model being provided at a later stage, given the Blue Factor report gives an indication that best practice can be met. A condition will require a MUSIC model to be provided alongside the amended SMP. • *A 20% vegetation cover target and the ESD details within architectural drawings, landscaping plans and SMPs of future planning permit application materials;* **Not met.** The development only commits to 11.6% of the site being covered in vegetation. This is not supported as it is considered that additional vegetation could be achieved through the incorporation of vertical greenery on Building B's façade and the provision of planters on the apartment balconies, as sought in the DP under Materials and Finishes. Council's ESD officer is also not supportive of the 11.6% vegetation cover. A

	condition will require additional landscaping to be provided through vertical greenery on Building B and planter boxes on the balconies of Building C. • *Explore the opportunities to provide or accommodate community battery technology in the operation of the buildings* **Not met.** The SMP has not addressed the provision of a community battery. The SMP should be updated to address this requirement of the DP. This will be addressed via condition. Given the substantial deficiencies with regard to daylight modelling, the proposal's ESD response is currently not supported.
Section 8.1 – Stormwater, Drainage and Flood Analysis	**No** Documents relating to the site's drainage, flood assessment and legal point of discharge have not been submitted. The DP requires an assessment of flooding impacts to be undertaken prior to the establishment of the finished floor levels of the development, under instruction from Council. A Civil Engineering Plan will be required via condition to ensure this occurs. The applicant will be required to apply for the legal point of discharge through Council. This should be included as a permit note.
Section 10.0 - Noise Impacts	**Yes – subject to peer review** The DP seeks to ensure that future residents / other sensitive uses within the development are appropriately protected from noise emissions arising from within the development, including from the commercial uses, plant and mechanical equipment, external road/traffic noise and use of communal open spaces. The DP seeks compliance with the EPA Noise Protocol Limits. The submitted Acoustic Report makes various structural recommendations to ensure that the proposed apartments, communal amenities and commercial uses comply with the relevant EPA noise limits. DTP are advised to obtain a peer review of the applicant's acoustic report to confirm their assessment methodology and recommendations are accurate. This will be included in the officer's recommendation to DTP.

Section 11.1 – Development Staging	**Yes – subject to conditions**
	
	The DP contemplates the development being delivered in up to 4 stages. The DP recommends the following occur at each stage:
	• Stage 1:
	  o Construction of Building A;
	  o Basement construction, including main vehicle entry
	  o Loading areas and waste collection in the basement
	  o All services, including the substation
	• Stage 2:
	  o Building B
	• Stage 3:
	  o Building D;
	  o Southern portion of Park Lane
	• Stage 4:
	  o Building C;
	  o Completion of new public open space;
	  o All public realm and streetscape improvements
	
	The proposal seeks to construct the development across 3 stages, as follows:
	• Stage 1:
	  o Early works;
	  o Demolition;
	  o Basement bulk excavation, including piling and basement detention;
	  o Works required in accordance with the environmental audit
	• Stage 2:
	  o Development of Buildings A and D;
	  o Partial basement construction
	• Stage 3:
	  o Development of Buildings B and C;
	  o Residual basement works

	○ Public open space Although a variation to the DP, the proposed staging is acceptable, particularly for Stage 1 which will primarily consist of site preparation works. Officers agree that all works required of the environmental audit should be completed prior to the commencement of the construction of the principal built form. Most critically, all public open space and public realm and streetscape works must be completed prior to the occupancy of the buildings, including the delivery of the signalised intersection at Burnley Street and Doonside Street. This will be addressed via condition.
Summary	**Not supported** As detailed in the previous sections of the report, there are numerous DP objectives that the proposed development has not met. Of most concern are the development's excessive heights (Buildings A and B), use of Harry's Lane for loading and waste vehicles and substantial deficiencies in the ESD response, particularly in relation to daylight modelling and thermal performance, which result in the development being substantially not generally in accordance with the DP. To allow such variations would require an amendment to the DP. For these reasons officers will be recommending to DTP that the application be refused. However, should DTP be inclined to issue a permit, conditions have been included that would ensure the development is generally in accordance with the DP.
Consistency with other provisions of the Yarra Planning Scheme	
DDO2	The DDO2 only affects a small portion of the site fronting Burnley Street, as shown below:

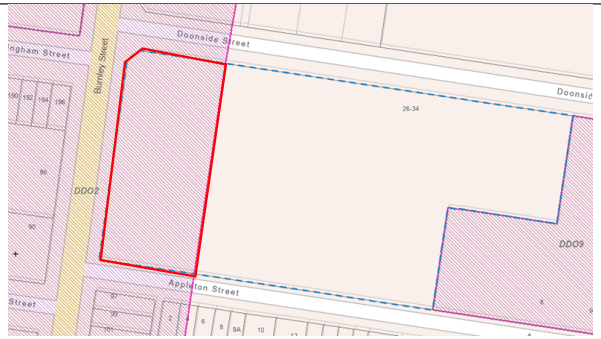


Figure 5: VicPlan map showing portion of site affected by DDO2 outlined in red (August 2026)

The DDO2 has the following objectives:

- *To recognise the importance of main roads to the image of the City.*
- *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
- *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
- *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
- *To encourage high quality contemporary architecture.*
- *To encourage urban design that provides for a high level of community safety and comfort.*
- *To limit visual clutter.*
- *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

It is considered that the above objectives have been broadly captured in the design objectives of the DP, which have been addressed above.

Only Building A will be located within the area of the site affected by DDO2. As discussed earlier in the report, the height of Building A is excessive and a reduction is required to ensure it provides an appropriate design response to the street. The current height overwhelms the retained heritage building as well as the public realm and will result in

	unreasonable overshadowing of Burnley Street. Building A currently does not satisfy the objectives of DDO2. This will be included in the refusal grounds.
Off-site Amenity	**No – conditions required** *Visual bulk* As previously stated, the excessive height of Buildings A and B will result in a visually dominant form at the upper levels which will overwhelm the public realm. A reduced scale of building is required to ensure the development is generally in accordance with the DP. Conditions have been included requiring a reduced scale of development. *Overlooking* Whilst not applicable to the application, Clauses 54 and 55 consider overlooking impacts within a 9m radius and 45-degree angle of a proposed window, balcony, terrace, etc. This benchmark is the most conservative overlooking benchmark in the scheme and is used as a reference in this application. There are no existing habitable room windows (HRWs) or secluded private open spaces within 9m of proposed HRWs and balconies and therefore, no unreasonable overlooking impacts. *Overshadowing and daylight access* Overshadowing was considered in the DP assessment above. As previously stated, there is insufficient detail on the shadow diagrams to understand the overshadowing impact to properties on the southern side of Appleton Street. A condition has been included requiring details to demonstrate there will be no overshadowing of properties on the southern side of Appleton Street between 10am and 2pm at the September Equinox, in accordance with the DP. *Light spill* Light spill from the dwellings cannot be regulated through permit conditions as this use is as of right and does not require a permit. However, light spill from dwellings is part and parcel of living in a built up area and can be reasonably self-managed by occupants, who would typically use curtains/blinds at night. The application has not proposed any operating hours for the commercial uses. A condition will restrict the operation of the commercial uses to between 8am and 8pm, seven days a week. This is consistent with local policy at Clause 13.07-1L-01 (Interfaces and Amenity) in relation to non-residential uses in residential zones. Whilst this policy

	excludes the MUZ, in the absence of any alternative proposed hours, the required hours are considered acceptable and will ensure the commercial uses do not result in unreasonable light spill to existing dwellings. *Wind* This has been discussed in the assessment of the DP earlier in the report. As previously discussed, the applicant's desktop wind impact assessment has not detailed what the wind impacts are along the site's frontages. A condition requires a minimum walking comfort to be achieved along these frontages. *Noise* An acoustic report has been submitted which considered only external noise intrusion on proposed apartments. Noise impacts have not been addressed in relation to the commercial uses and plant/mechanical equipment and impacts on neighbouring properties. A condition has been included requiring an updated acoustic report that demonstrates compliance with the EPA Noise Protocol for the nearest sensitive receivers. A condition for an acoustic report to be submitted prior to occupancy, confirming compliance with the EPA Noise Protocol has also been recommended.

On-site Amenity	**No – conditions required**
	
	A full Clause 58 assessment has not been undertaken as DTP will do this. However, it is noted that there may be issues in relation to:
	• Clause 58.03-1 (Energy Efficiency) – See DP assessment above in relation to Sustainability. There are serious concerns with regard to the thermal performance of dwellings, particularly in Building A.
	• Clause 58.05-1 (Accessibility):
	  o Accessible bathrooms show inward-opening hinged doors. Doors must be sliding, open outwards or have readily removable hinges. This must be clarified on the plans
	• Clause 58.05-3 (Private Open Space):
	  o Balconies with air conditioning units must have an additional area of 1.5sqm. This is not shown on the Clause 58 plans.
	• Clause 58.07-1 (Functional Layout)
	  o Minimum width dimensions have not been achieved in some apartments (e.g. 2.5m instead of 3m for a 1-bedroom apartment Type A04, Type A05). Some areas overlap with kitchen cabinetry. This is not supported. A condition will require full compliance with the standard.
	  o Minimum bedroom areas overlap with walls, this is not acceptable

	• Clause 58.07-2 (Room Depth) ○ Room depths have not been dimensioned on all Clause 58 plans. This will be required via condition. There are also concerns that there are incorrect claims of Clause 58 compliance across the apartment typologies for internal and on-site amenity standards. The deficiencies in the Clause 58 on-site and internal amenity response will be included as a refusal ground to DTP. Full compliance with these Standards is expected. The above deficiencies should be addressed via condition on any permit issued.
Net community benefit	**No – Conditions required** Pursuant to Clause 71.02-3 Integrated Decision Making, outcomes should be balanced in favour of net community benefit. Overall, this application as currently proposed would not result in a net community benefit. It is recommended that (refer to Officer Recommendation in main report for full list of changes required): • The height of Buildings A and B be reduced to comply with the DP; • The trafficable area of Park Lane be increased to at least 9m; • Building D set back at least 10m from the Embassy Building; • The eucalyptus tree on the site's northern boundary be retained; • Vehicle access (apart from loading to the restricted retail premises) be removed from Harry's Lane; • Apartments are designed to comply with Clause 58 standards relating to internal amenity; and • Additional on-ground bicycle parking spaces be provided for residents and employees

Declaration

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

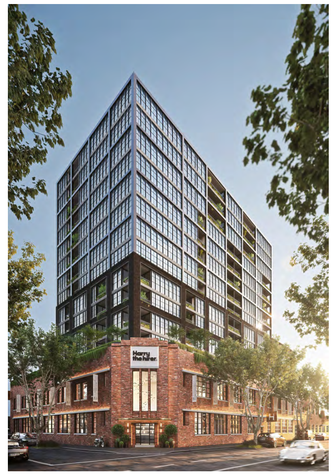
FENDER KATSALIDIS

HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET RICHMOND VIC 3121

20074

TOWN PLANNING

DRAWING INDEX



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A	LETTER OF ELIGIBILITY	30.07.2025
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VIEW OF EXISTING BUILDING FROM DOONSIDE STREET



VIEW OF EXISTING BUILDING FROM BURNLEY STREET



VIEW FROM DOONSIDE STREET LOOKING EAST



VIEW OF EXISTING BUILDINGS FROM SUBJECT SITE



VIEW OF EXISTING BUILDING FROM BURNLEY STREET



VIEW OF EXISTING BUILDING FROM BURNLEY STREET

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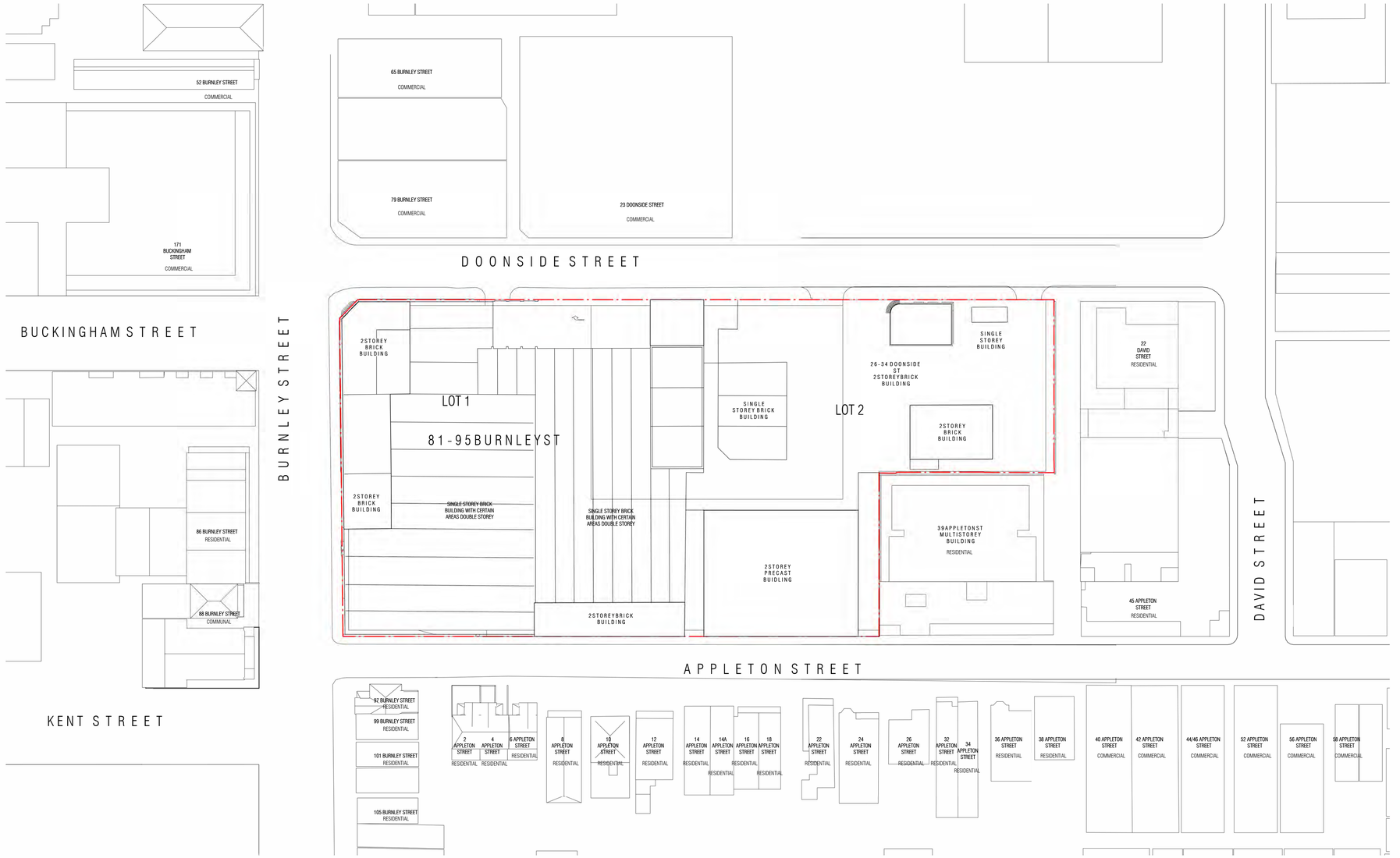

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- [x] SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- [x] DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
JS	FP	30.06.2026	20074	1 : 1000 @ A3

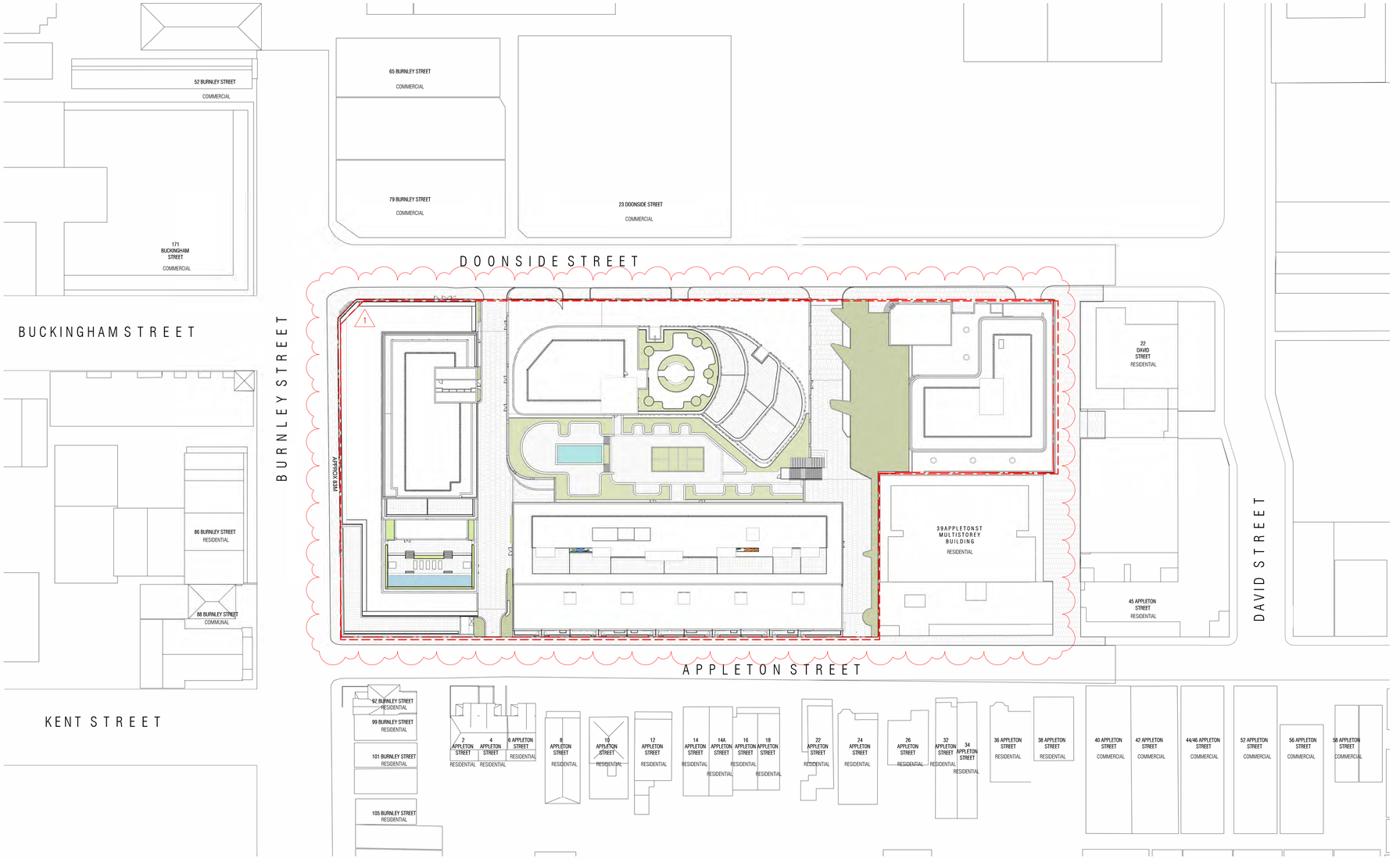
DRAWING TITLE
EXISTING SITE PLAN

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP003



Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
JS	FP	30.06.2026	20074	1 : 1000 @ A3

DRAWING TITLE
PROPOSED SITE PLAN

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP004

OVERALL GFA SCHEDULE

LOCATION	GFA
TOWER A	24004 m²
TOWER B	27575 m²
TOWER C	10444 m²
TOWER D	14520 m²
TOTALS	76543 m²

OVERALL GBA SCHEDULE

LOCATION	GBA
TOWER A	27684 m²
TOWER B	30546 m²
TOWER C	12889 m²
TOWER D	18196 m²
TOTAL	89315 m²

CARPARK SCHEDULE (ON SHEET)

LEVEL	TOTALS
BASEMENT 1	
STAGE 1	153
STAGE 3	109
	262
BASEMENT 2	
STAGE 1	183
STAGE 3	90
	273
BASEMENT 3	
STAGE 3	77
	77
TOTALS	612

CARPARK OVER BONNET STORAGE

LEVEL	QTY	VOLUME
BASEMENT 3	66	158.40 m³
BASEMENT 2	249	597.60 m³
BASEMENT 1	240	576.00 m³
TOTAL	555	1332.00 m³

BIKE SCHEDULE (ON SHEET)

STAGE	TOTALS
GROUND LEVEL	
STAGE 2	98
STAGE 3	22
	120
BASEMENT 1	
STAGE 1	131
STAGE 3	175
	306
BASEMENT 2	
STAGE 1	239
STAGE 3	264
	503
TOTALS	929

RETAIL & COMMERCIAL(GLAR)

LOCATION	AREA
TOWER A	2101 m²
TOWER A	2348 m²
TOWER B	563 m²
TOWER B	498 m²
TOWER B	319 m²
TOWER B	393 m²
TOWER B	181 m²
TOWER B	302 m²
TOWER C	187 m²
TOWER C	543 m²
TOWER C	147 m²
TOWER D	191 m²
TOWER D	216 m²
TOTALS	7989 m²

NOTE: Areas on Plans show as GLAR

RETAIL&COMMERCIAL(GFA)

LOCATION	Area
TOWER A	2155 m²
TOWER A	2414 m²
TOWER B	193 m²
TOWER B	581 m²
TOWER B	507 m²
TOWER B	311 m²
TOWER B	322 m²
TOWER B	379 m²
TOWER C	161 m²
TOWER C	97 m²
TOWER C	444 m²
TOWER C	110 m²
TOWER C	95 m²
TOWER D	197 m²
TOWER D	156 m²
TOWER D	223 m²
TOTALS	8344 m²

1

OVERALL APARTMENT MIX

LOCATION	1 BED	2 BED	3 BED	PH	TOTAL
TOWER A	100	63	16	3	182
TOWER B	89	145	18	0	252
TOWER C	72	32	8	0	112
TOWER D	58	74	9	0	141
TOTALS	319	314	51	3	687

DEFINITIONS

1

Fully Enclosed Covered Areas (FECA):
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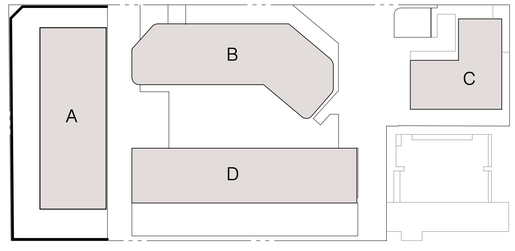

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	N.T.S.

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
DEVELOPMENT SUMMARY

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP010

TOWER A GFA SCHEDULE	
LEVEL	GFA
GROUND LEVEL	2597 m²
LEVEL 1 - TA	2369 m²
LEVEL 2 - TA	1443 m²
LEVEL 3 - TA	1481 m²
LEVEL 4 - TA	1481 m²
LEVEL 5 - TA	1481 m²
LEVEL 6 - TA	1481 m²
LEVEL 7 - TA	1481 m²
LEVEL 8 - TA	1473 m²
LEVEL 9 - TA	1154 m²
LEVEL 10 - TA	1154 m²
LEVEL 11 - TA	1154 m²
LEVEL 12 - TA	1154 m²
LEVEL 13 - TA	1067 m²
LEVEL 14 - TA	1067 m²
LEVEL 15 - TA	1071 m²
LEVEL 16 - TA	835 m²
ROOF LEVEL - TA	63 m²
TOTALS	24004 m²

TOWER A GBA SCHEDULE	
LEVEL	GBA
GROUND LEVEL	2603 m²
LEVEL 1 - TA	2795 m²
LEVEL 2 - TA	2467 m²
LEVEL 3 - TA	2471 m²
LEVEL 4 - TA	1480 m²
LEVEL 5 - TA	1486 m²
LEVEL 6 - TA	1486 m²
LEVEL 7 - TA	1486 m²
LEVEL 8 - TA	1486 m²
LEVEL 9 - TA	1157 m²
LEVEL 10 - TA	1157 m²
LEVEL 11 - TA	1157 m²
LEVEL 12 - TA	1157 m²
LEVEL 13 - TA	1157 m²
LEVEL 14 - TA	1071 m²
LEVEL 15 - TA	1071 m²
LEVEL 16 - TA	1056 m²
ROOF LEVEL - TA	943 m²
TOTALS	27684 m²

TOWER A RETAIL SCHEDULE(GLAR)	
LEVEL	AREA
GROUND LEVEL	2101 m²
LEVEL 1 - TA	2348 m²
TOTALS	4448 m²

TOWER A RESIDENTIAL AMENITY		
	LEVEL	AREA
LOUNGE	LEVEL 8 - TA	186 m²
OUTDOOR AMENITY	LEVEL 8 - TA	325 m²
WELLNESS AMENITIES	LEVEL 8 - TA	148 m²
TOTALS		660 m²

TOWER A APARTMENT MIX

	1 BED	2 BED	3 BED	PH	TOTAL
TOWER A	100	63	16	3	182

DEFINITIONS

1

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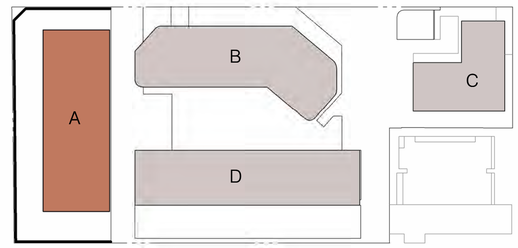

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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	N.T.S.

DRAWING TITLE
DEVELOPMENT SUMMARY TOWER A

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP011

TOWER B GFA SCHEDULE	
LEVEL	GFA
GROUND LEVEL	2705 m²
LEVEL 1 - TB	1520 m²
LEVEL 2 - TB	1521 m²
LEVEL 3 - TB	1521 m²
LEVEL 4 - TB	1521 m²
LEVEL 5 - TB	1521 m²
LEVEL 6 - TB	1520 m²
LEVEL 7 - TB	1520 m²
LEVEL 8 - TB	1520 m²
LEVEL 9 - TB	1520 m²
LEVEL 10 - TB	1520 m²
LEVEL 11 - TB	1520 m²
LEVEL 12 - TB	1520 m²
LEVEL 13 - TB	1520 m²
LEVEL 14 - TB	1522 m²
LEVEL 15 - TB	1342 m²
LEVEL 16 - TB	1158 m²
LEVEL 17 - TB	1009 m²
ROOF LEVEL - TB	77 m²
TOTALS	27575 m²

TOWER B GBA SCHEDULE	
LEVEL	GBA
GROUND LEVEL - TB	2956 m²
LEVEL 1 - TB	3377 m²
LEVEL 2 - TB	1538 m²
LEVEL 3 - TB	1538 m²
LEVEL 4 - TB	1538 m²
LEVEL 5 - TB	1538 m²
LEVEL 6 - TB	1538 m²
LEVEL 7 - TB	1538 m²
LEVEL 8 - TB	1538 m²
LEVEL 9 - TB	1538 m²
LEVEL 10 - TB	1538 m²
LEVEL 11 - TB	1538 m²
LEVEL 12 - TB	1538 m²
LEVEL 13 - TB	1538 m²
LEVEL 14 - TB	1538 m²
LEVEL 15 - TB	1365 m²
LEVEL 16 - TB	1171 m²
LEVEL 17 - TB	1026 m²
TB ROOF	663 m²
TOTALS	30546 m²

TOWER B RETAIL SCHEDULE(GLAR)	
LEVEL	AREA
GROUND LEVEL	563 m²
GROUND LEVEL	498 m²
GROUND LEVEL	319 m²
GROUND LEVEL	393 m²
GROUND LEVEL	181 m²
GROUND LEVEL	302 m²
TOTALS	2256 m²

TOWER B APARTMENT MIX					
	1 BED	2 BED	3 BED	PH	TOTAL
TOWER B	89	145	18	0	252

DEFINITIONS

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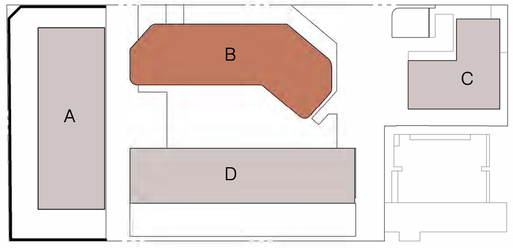

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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	N.T.S.

DRAWING TITLE
DEVELOPMENT SUMMARY TOWER B

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP012

TOWER C GFA SCHEDULE	
LEVEL	GFA
GROUND LEVEL	1195 m²
LEVEL 1 - TC	768 m²
LEVEL 2 - TC	765 m²
LEVEL 3 - TC	765 m²
LEVEL 4 - TC	765 m²
LEVEL 5 - TC	765 m²
LEVEL 6 - TC	765 m²
LEVEL 7 - TC	765 m²
LEVEL 8 - TC	765 m²
LEVEL 9 - TC	769 m²
LEVEL 10 - TC	769 m²
LEVEL 11 - TC	769 m²
LEVEL 12 - TC	769 m²
ROOF LEVEL - TC	52 m²
TOTALS	10444 m²

TOWER C GBA SCHEDULE	
LEVEL	GBA
GROUND LEVEL	1342 m²
LEVEL 1 - TC	1517 m²
LEVEL 2 - TC	879 m²
LEVEL 3 - TC	879 m²
LEVEL 4 - TC	776 m²
LEVEL 5 - TC	879 m²
LEVEL 6 - TC	776 m²
LEVEL 7 - TC	879 m²
LEVEL 8 - TC	776 m²
LEVEL 9 - TC	879 m²
LEVEL 10 - TC	776 m²
LEVEL 11 - TC	879 m²
LEVEL 12 - TC	776 m²
ROOF LEVEL - TC	878 m²
TOTALS	12889 m²

TOWER C RETAIL SCHEDULE(GLAR)	
LEVEL	AREA
GROUND LEVEL	187 m²
GROUND LEVEL	543 m²
GROUND LEVEL	147 m²
TOTALS	877 m²

TOWER C APARTMENT MIX					
	1 BED	2 BED	3 BED	PH	TOTAL
TOWER C	72	32	8	0	112

DEFINITIONS

1

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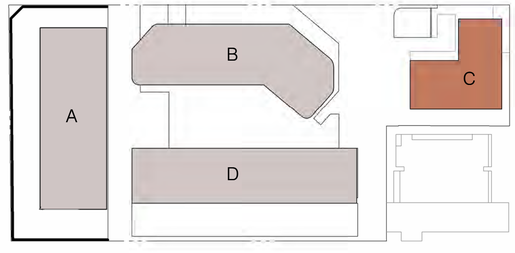

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN HB | CHECKED FP | DATE 30.06.2026 | JOB NO. 20074 | SCALE N.T.S.

DRAWING TITLE
DEVELOPMENT SUMMARY TOWER C

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TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP014

TOWER D GFA SCHEDULE	
LEVEL	GFA
GROUND LEVEL	2391 m²
LEVEL 1 - TD	2259 m²
LEVEL 1 - TA	51 m²
LEVEL 2 - TD	1866 m²
LEVEL 3 - TD	1578 m²
LEVEL 3 - TA	10 m²
LEVEL 4 - TD	1578 m²
LEVEL 5 - TD	1578 m²
LEVEL 6 - TD	1578 m²
LEVEL 7 -TD	1578 m²
ROOF LEVEL - TD	52 m²
TOTALS	14520 m²

TOWER D GBA SCHEDULE	
LEVEL	GBA
GROUND LEVEL - TD	2786 m²
LEVEL 1 - TD	2506 m²
LEVEL 2 - TD	2506 m²
LEVEL 3 - TD	2501 m²
LEVEL 4 - TD	1579 m²
LEVEL 5 - TD	1579 m²
LEVEL 6 - TD	1579 m²
LEVEL 7 -TD	1579 m²
ROOF LEVEL - TD	1579 m²
TOTALS	18196 m²

TOWER D RETAIL SCHEDULE(GLAR)	
LEVEL	AREA
GROUND LEVEL	407 m²
TOTALS	407 m²

TOWER D RESIDENTIAL AMENITY		
	LEVEL	AREA
CO WORKING	GROUND LEVEL	147 m²
SAUNA	LEVEL 1 - TD	89 m²
PICKLEBALL	LEVEL 1 - TD	153 m²
LIBRARY	LEVEL 1 - TD	135 m²
YOGA	LEVEL 2 - TD	32 m²
GYM	LEVEL 2 - TD	201 m²
CINEMA	LEVEL 2 - TD	49 m²
TOTALS		805 m²

TOWER D APARTMENT MIX					
	1 BED	2 BED	3 BED	PH	TOTAL
TOWER D	58	74	9	0	141

1

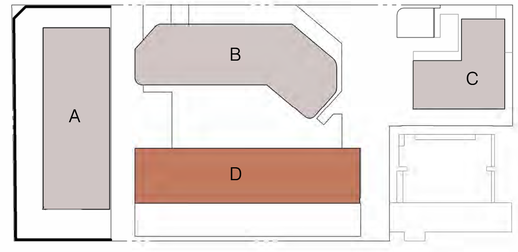
DEFINITIONS

Fully Enclosed Covered Areas (FECA):
The sum of all such areas at all building floor levels, including basements (except unexcavated portions), floored roof spaces and attics, garages, penthouses, enclosed porches and attached enclosed covered ways alongside building, equipment rooms, lift shafts, vertical ducts, staircases and any other fully enclosed spaces and useable areas of the building, computed by measuring from the normal inside face of exterior walls but ignoring any projections such as plinths, columns, piers and the like which project from the normal inside face of exterior walls. It shall not include open courts, light wells, connecting or isolated covered ways and net open areas of upper portions of rooms, lobbies, halls interstitial spaces and the like which extend through the storey being computed.

Gross Building Area (GBA):
The total enclosed and unenclosed area of the building at all building floor levels measured between the normal outside face of any enclosing wall, balustrades and supports.

Gross Lettable Area Retail (GLAR):
GLAR measures the total occupiable retail space and is primarily based on the internal finished surfaces of walls.

Gross Floor Area(GFA):
The total enclosed and unenclosed area measured to the outside facade of the external walls but excluding plant areas, lift shaft etc.



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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
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G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN HB | CHECKED FP | DATE 30.06.2026 | JOB NO. 20074 | SCALE N.T.S.

DRAWING TITLE
DEVELOPMENT SUMMARY TOWER D

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
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NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
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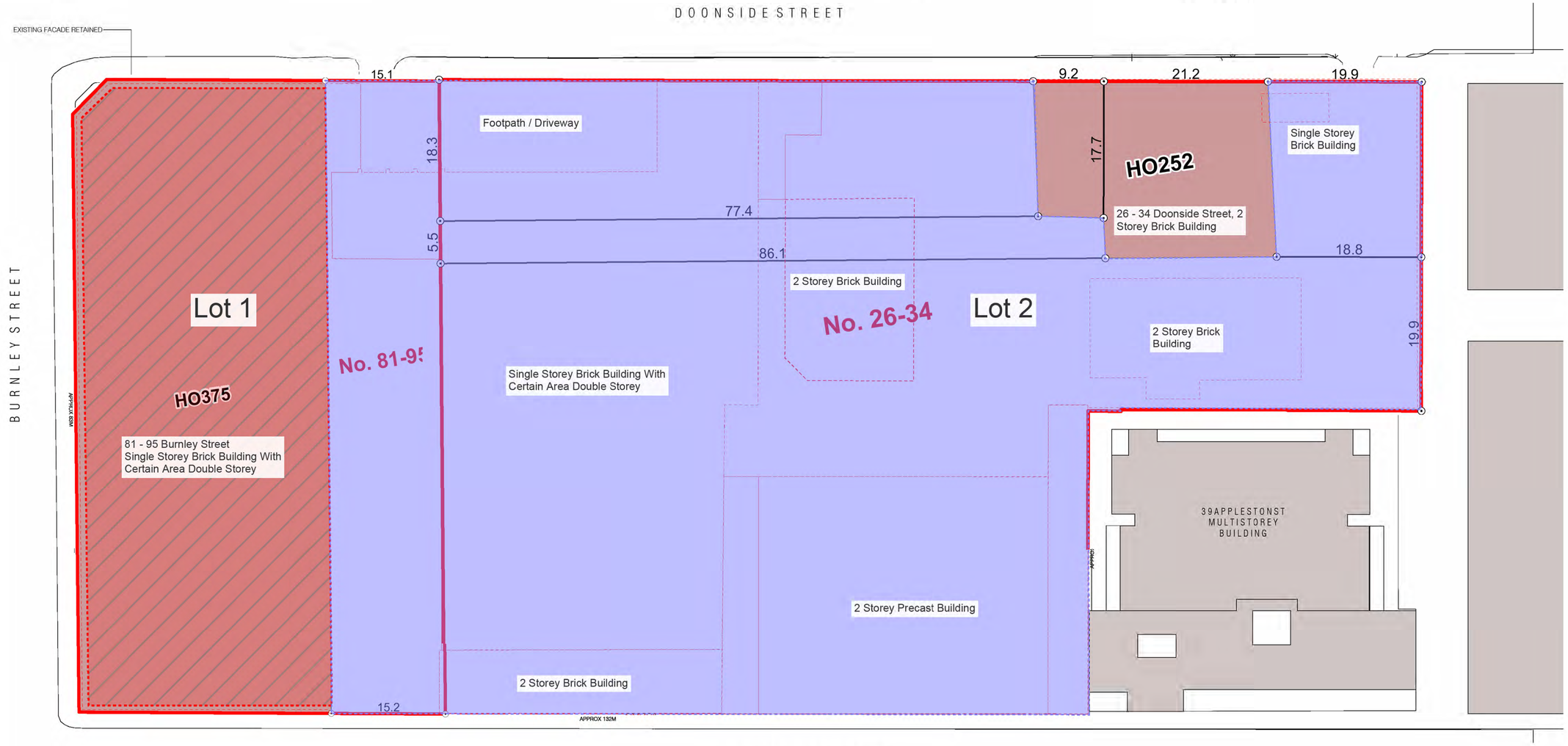
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP015

25 August 2026

Demolition Plan



Legend

Structural Demolition

Internal Strip Only Inside Heritage Facade

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PROJECT
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DOONSIDE STREET RICHMOND VIC 3121

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DRAWING TITLE
LEVEL 1 DEMOLITION OVERLAY

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ISSUE PURPOSE
TOWN PLANNING

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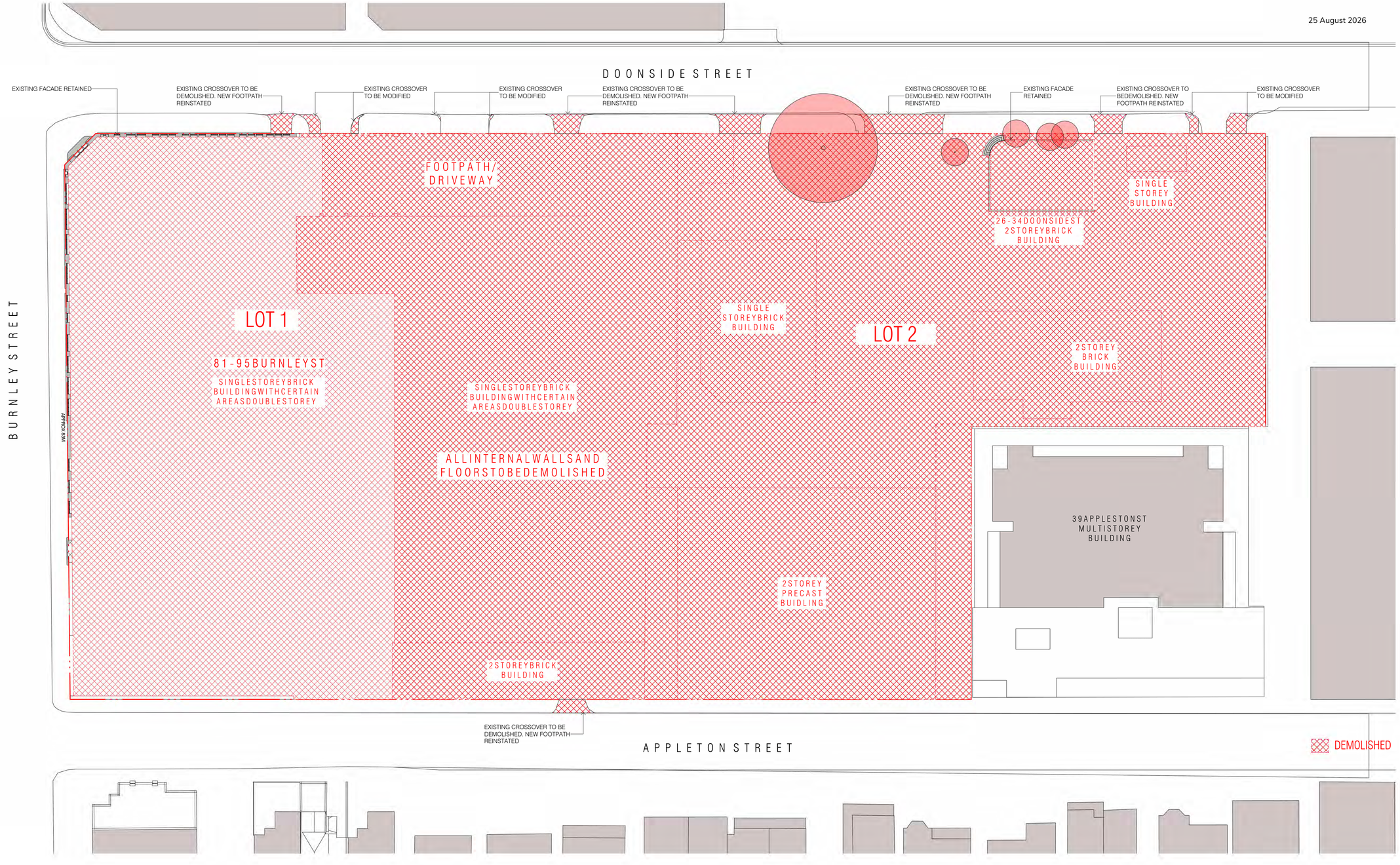
TP050



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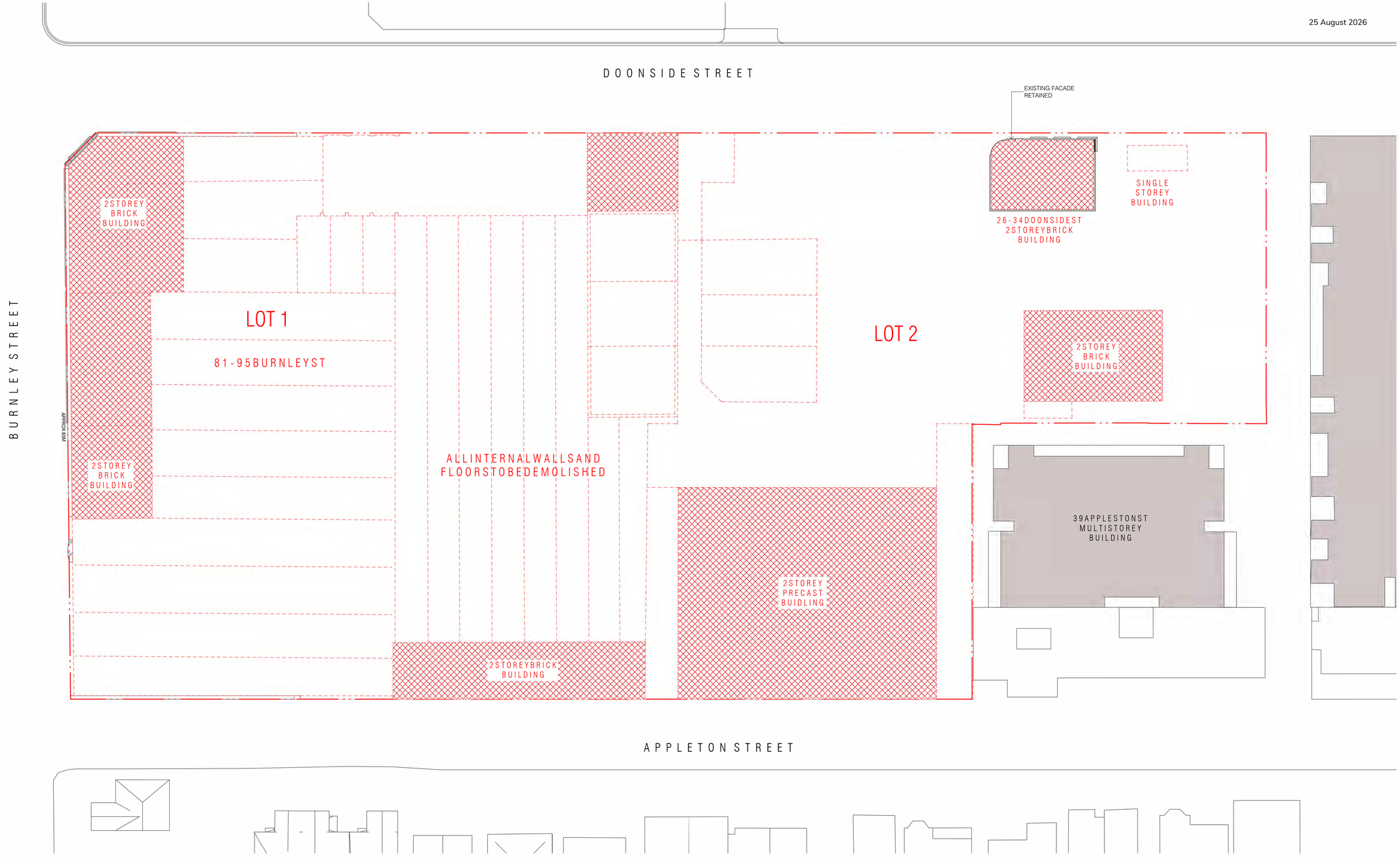
DRAWING TITLE
GROUND FLOOR DEMOLITION PLAN

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP051



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LEVEL 1 DEMOLITION PLAN

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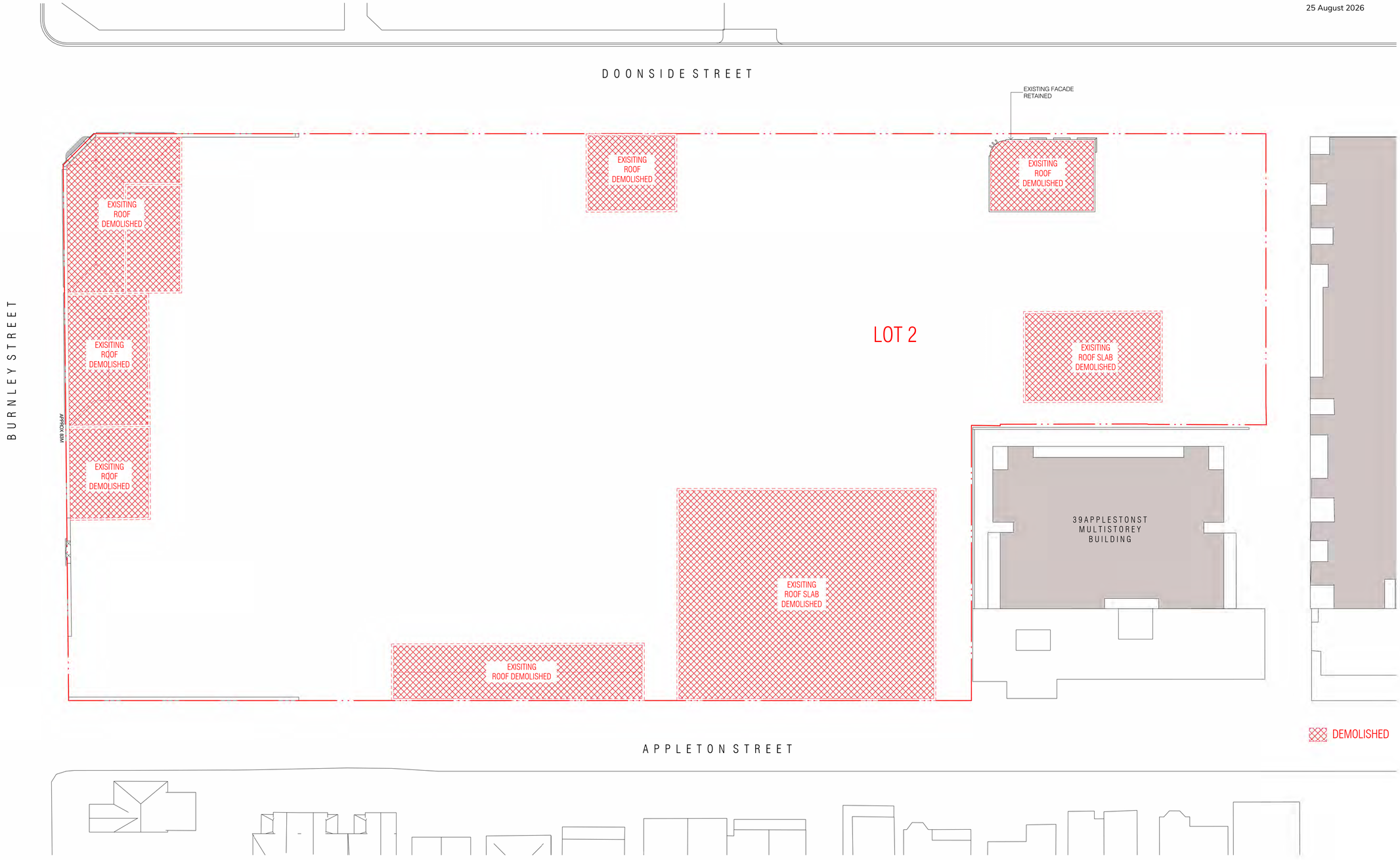

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CLIENT
GURNER TM

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ROOF LEVEL DEMOLITION PLAN

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ISSUE PURPOSE
TOWN PLANNING

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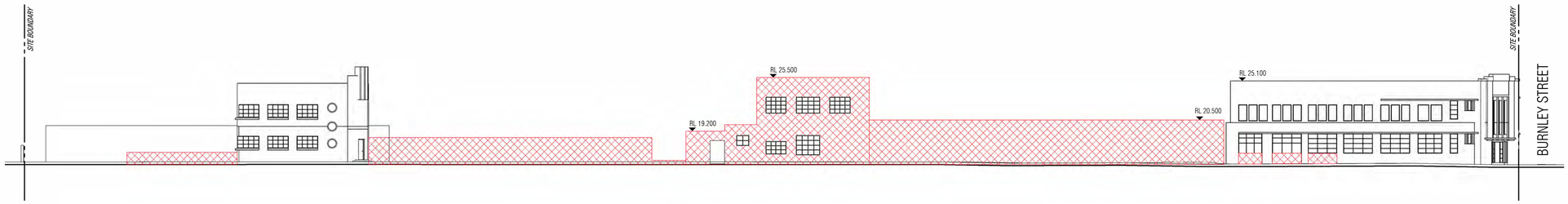
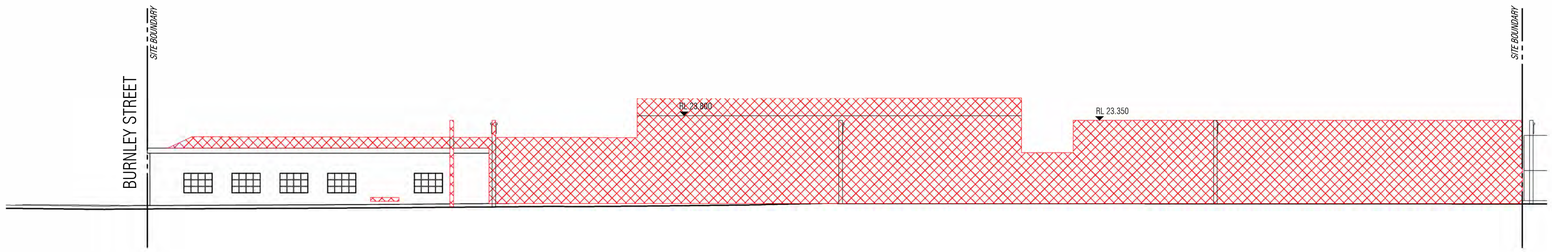
TP053

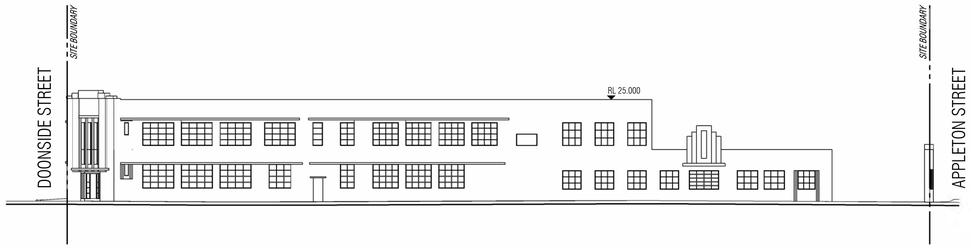


2 NORTH ELEVATION
SCALE1 : 250

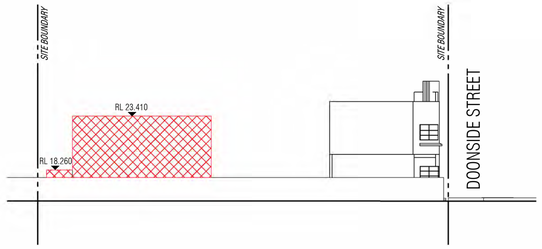


4 SOUTH ELEVATION
SCALE1 : 250

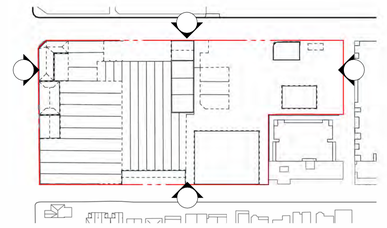
EXISTING CONDITION/ELEMENT TO BE DEMOLISHED



5 WEST ELEVATION
SCALE1 : 250



3 EAST ELEVATION
SCALE1 : 250



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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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DRAWING TITLE
DEMOLITION ELEVATION

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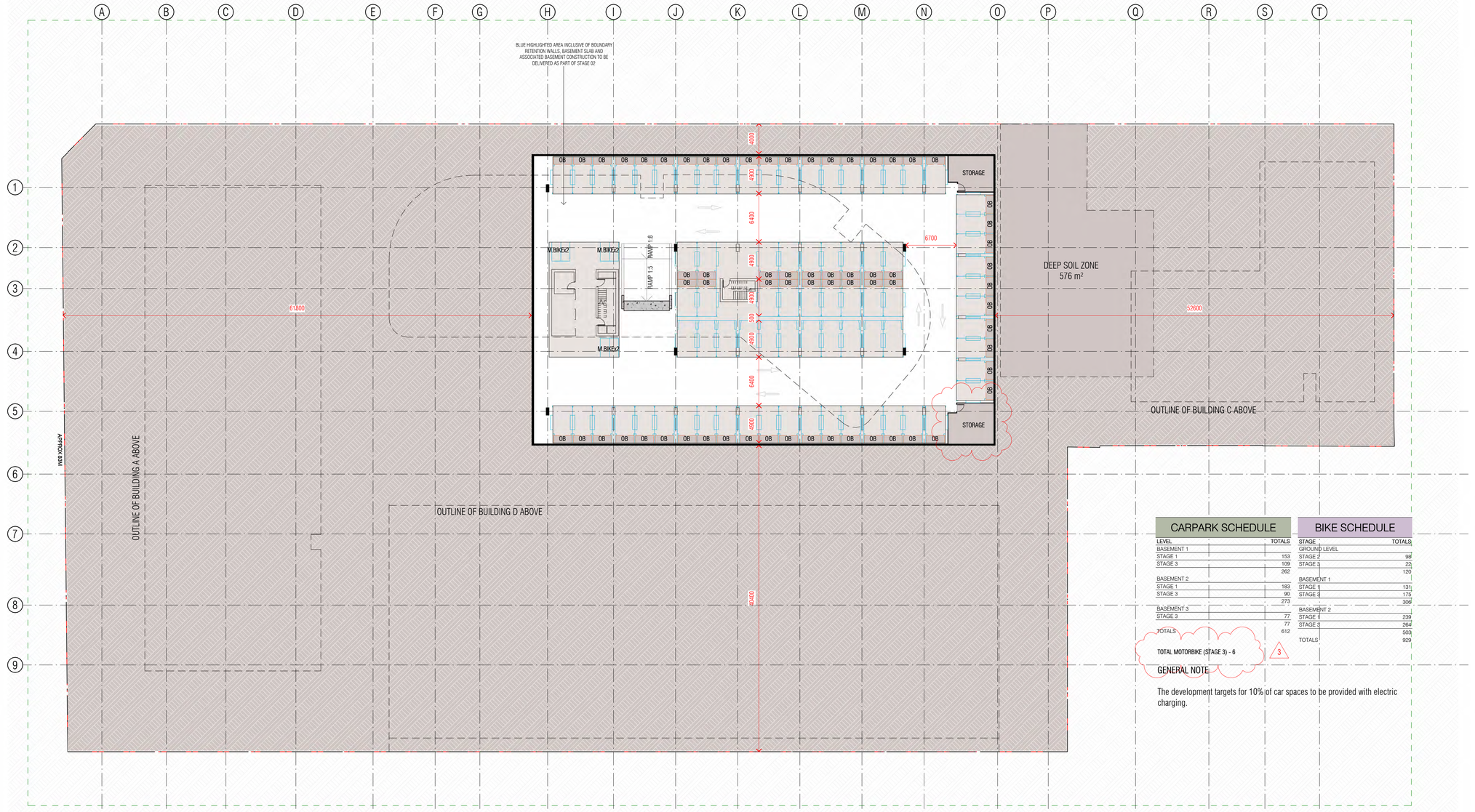
VICTORIA 3006 AUSTRALIA
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP060



CARPARK SCHEDULE

LEVEL	TOTALS
BASEMENT 1	
STAGE 1	153
STAGE 3	109
	262
BASEMENT 2	
STAGE 1	183
STAGE 3	90
	273
BASEMENT 3	
STAGE 3	77
	77
TOTALS	612

BIKE SCHEDULE

STAGE	TOTALS
GROUND LEVEL	
STAGE 2	98
STAGE 3	22
	120
BASEMENT 1	
STAGE 1	131
STAGE 3	175
	306
BASEMENT 2	
STAGE 1	239
STAGE 3	264
	503
TOTALS	929

TOTAL MOTORBIKE (STAGE 3) - 6 (3)

GENERAL NOTE

The development targets for 10% of car spaces to be provided with electric charging.

ABBREVIATION KEY
PH - PENTHOUSE
FBA - FIRE BOOSTER ASSEMBLY
FCR - FIRE CONTROL ROOM
CP SUPPLY - CAR PARK SUPPLY AIR

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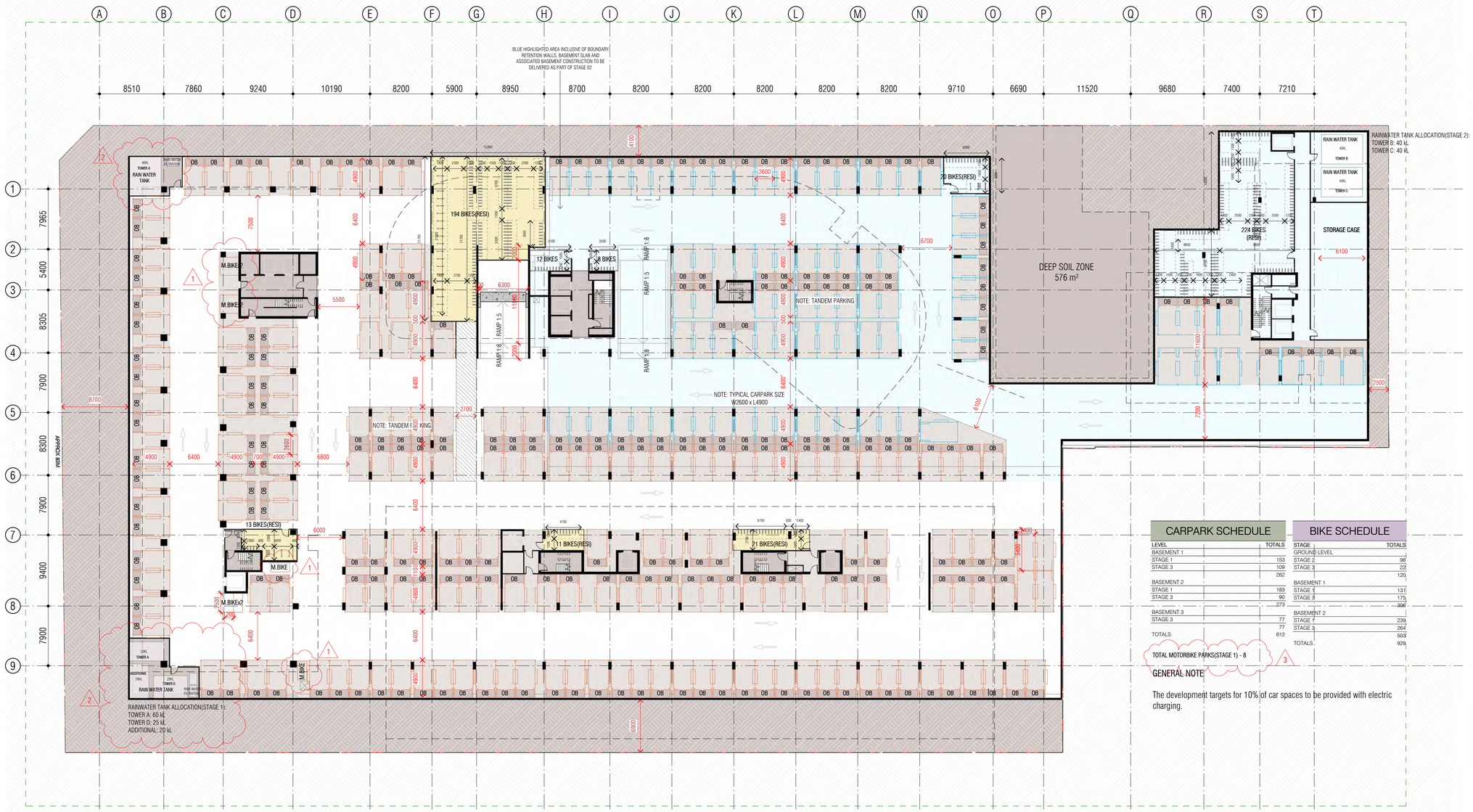
DRAWING TITLE
GENERAL ARRANGEMENT PLAN _BASEMENT 3

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP097



CARPARK SCHEDULE

LEVEL	TOTALS
BASEMENT 1	
STAGE 1	153
STAGE 3	109
	262
BASEMENT 2	
STAGE 1	183
STAGE 3	90
	273
BASEMENT 3	
STAGE 3	77
	77
TOTALS	612

BIKE SCHEDULE

STAGE	TOTALS
GROUND LEVEL	
STAGE 2	98
STAGE 3	22
	120
BASEMENT 1	
STAGE 1	131
STAGE 3	175
	306
BASEMENT 2	
STAGE 1	239
STAGE 3	264
	503
TOTALS	929

TOTAL MOTORBIKE PARKS(STAGE 1) - 8

GENERAL NOTE

The development targets for 10% of car spaces to be provided with electric charging.

ABBREVIATION KEY
PH - PENTHOUSE
FBA - FIRE BOOSTER ASSEMBLY
FCR - FIRE CONTROL ROOM
CP SUPPLY - CAR PARK SUPPLY AIR

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

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GURNER TM

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 500 @ A3

DRAWING TITLE
GENERAL ARRANGEMENT PLAN _BASEMENT 2

ISSUE PURPOSE
TOWN PLANNING

REV. G

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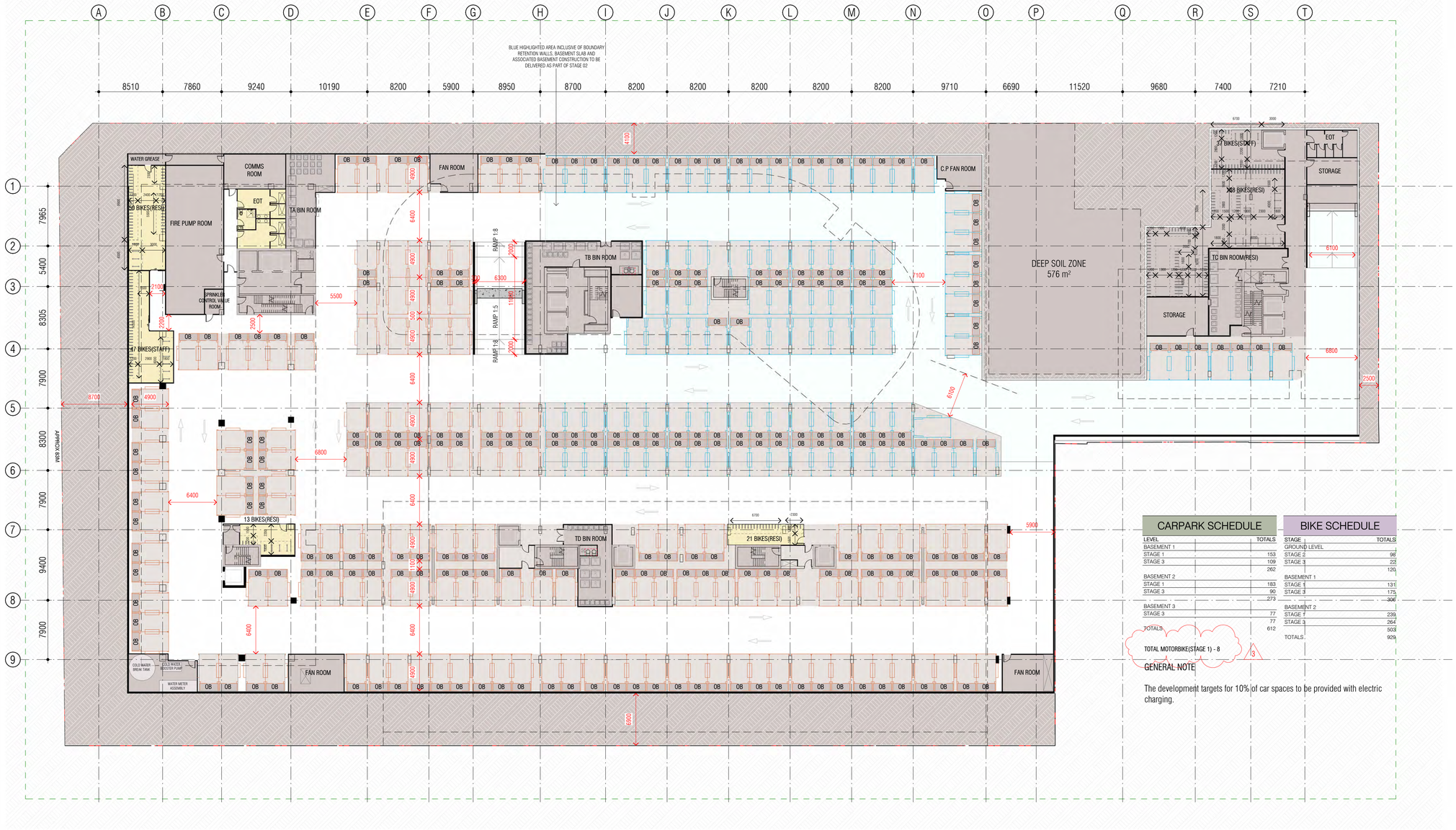
TP098



CARPARK SCHEDULE

LEVEL		TOTALS
BASEMENT 1		
STAGE 1		153
STAGE 3		109
		262
BASEMENT 2		
STAGE 1		183
STAGE 3		90
		273
BASEMENT 3		
STAGE 3		77
		77
TOTALS		612

BIKE SCHEDULE

STAGE	TOTALS
GROUND LEVEL	
STAGE 2	98
STAGE 3	22
	120
BASEMENT 1	
STAGE 1	131
STAGE 3	175
	306
BASEMENT 2	
STAGE 1	239
STAGE 3	264
	503
TOTALS	929

TOTAL MOTORBIKE(STAGE 1) - 8 / 9

GENERAL NOTE

The development targets for 10% of car spaces to be provided with electric charging.

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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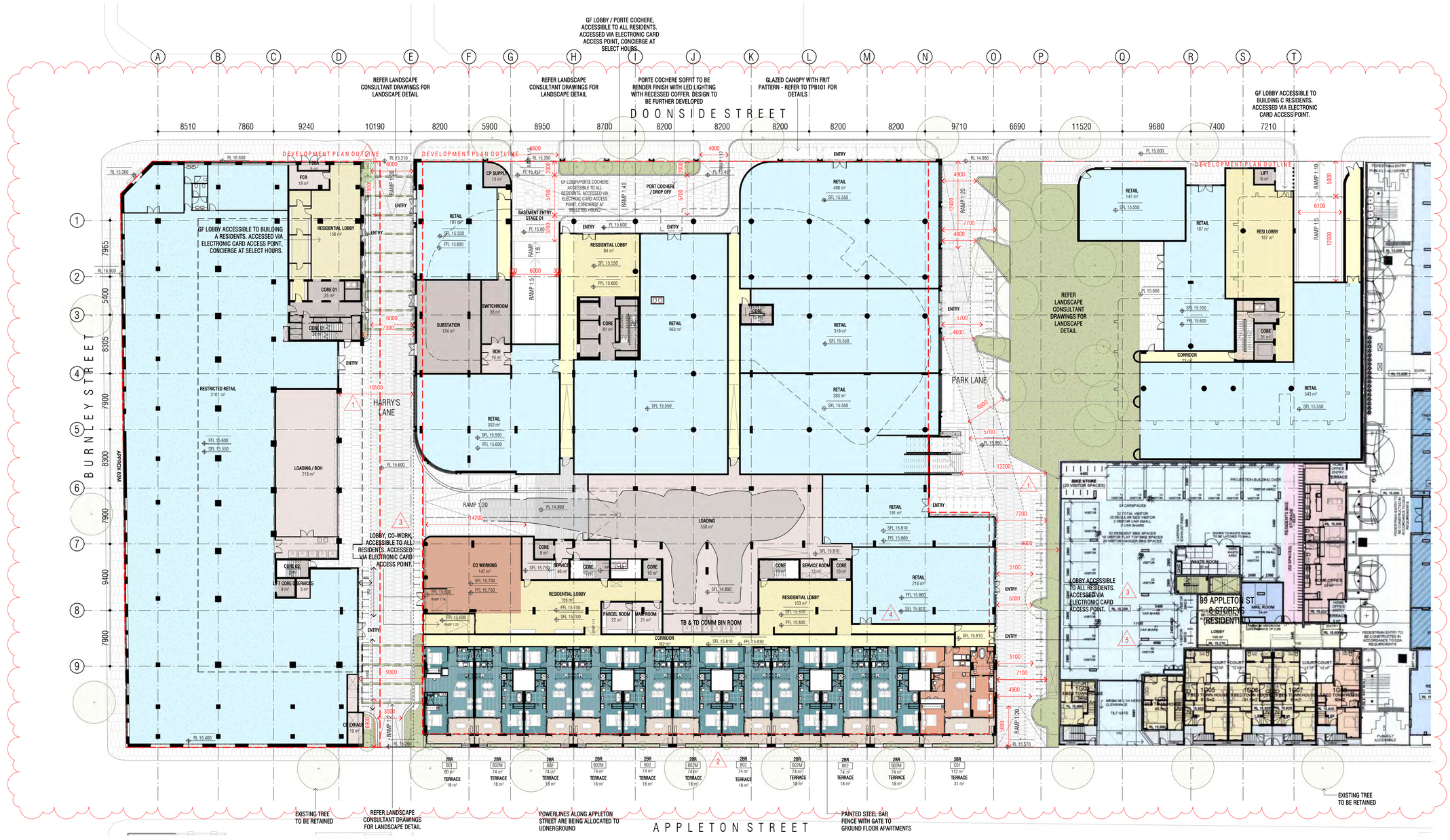
DRAWING TITLE
GENERAL ARRANGEMENT PLAN _BASEMENT 1

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP099



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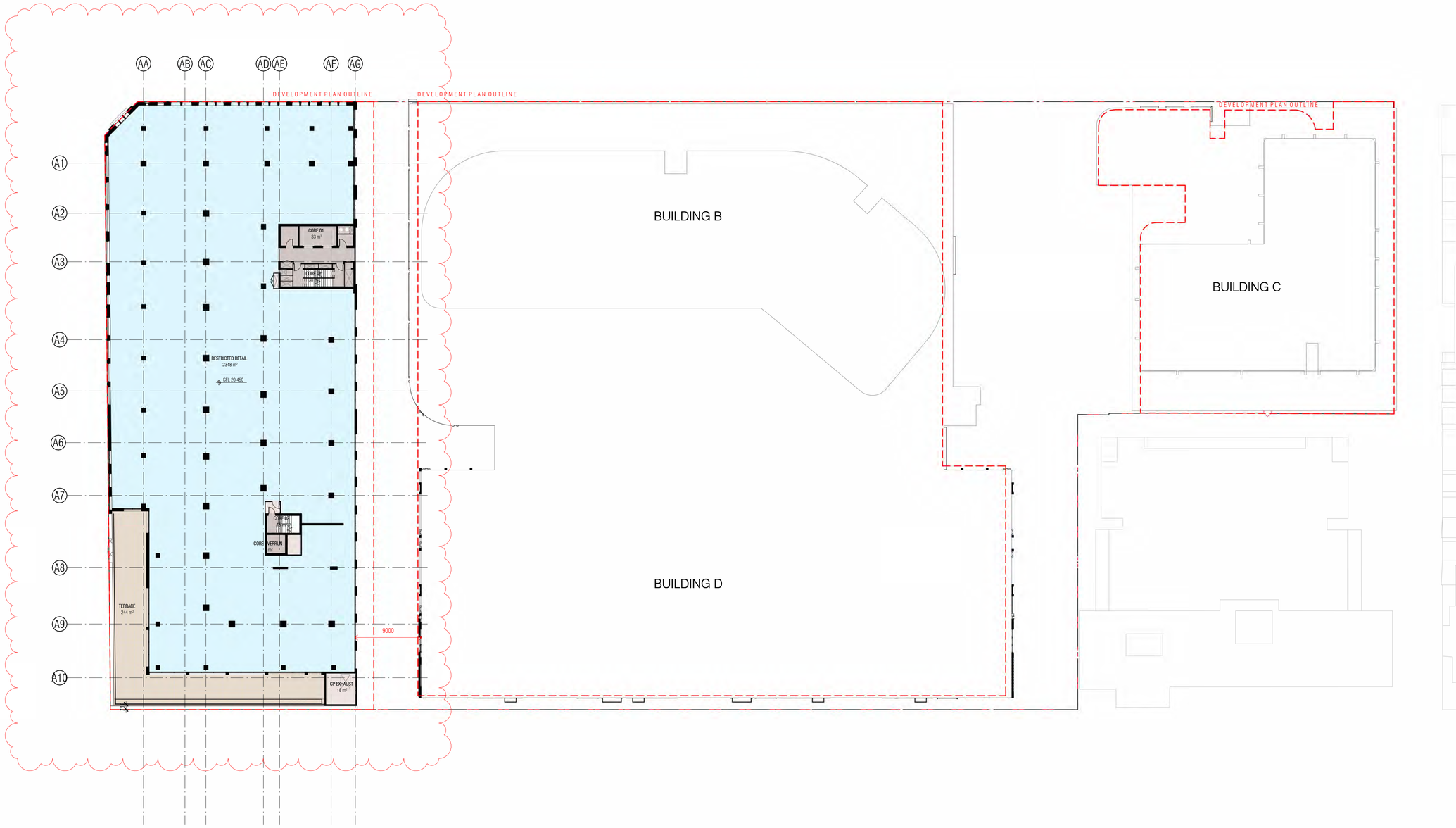
YH	FP	30.06.2026	20074	1 : 500 @ A3	GENERAL ARRANGEMENT PLAN_GROUND FLOOR	TOWN PLANNING	G	TP100



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DRAWING TITLE
TOWER A LEVEL 1 PLAN

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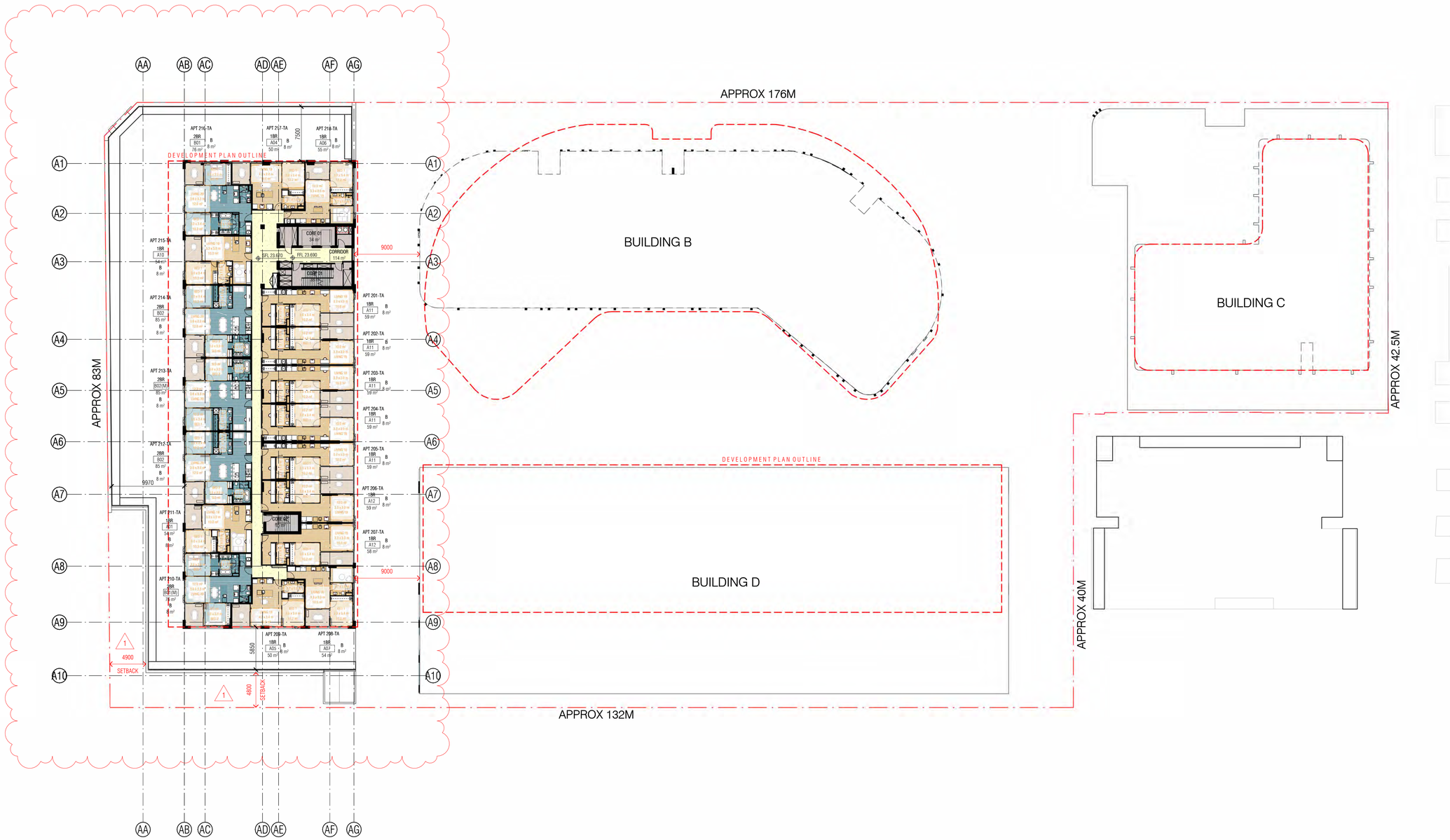
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPA101



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DRAWING TITLE
TOWER A LEVEL 2 PLAN

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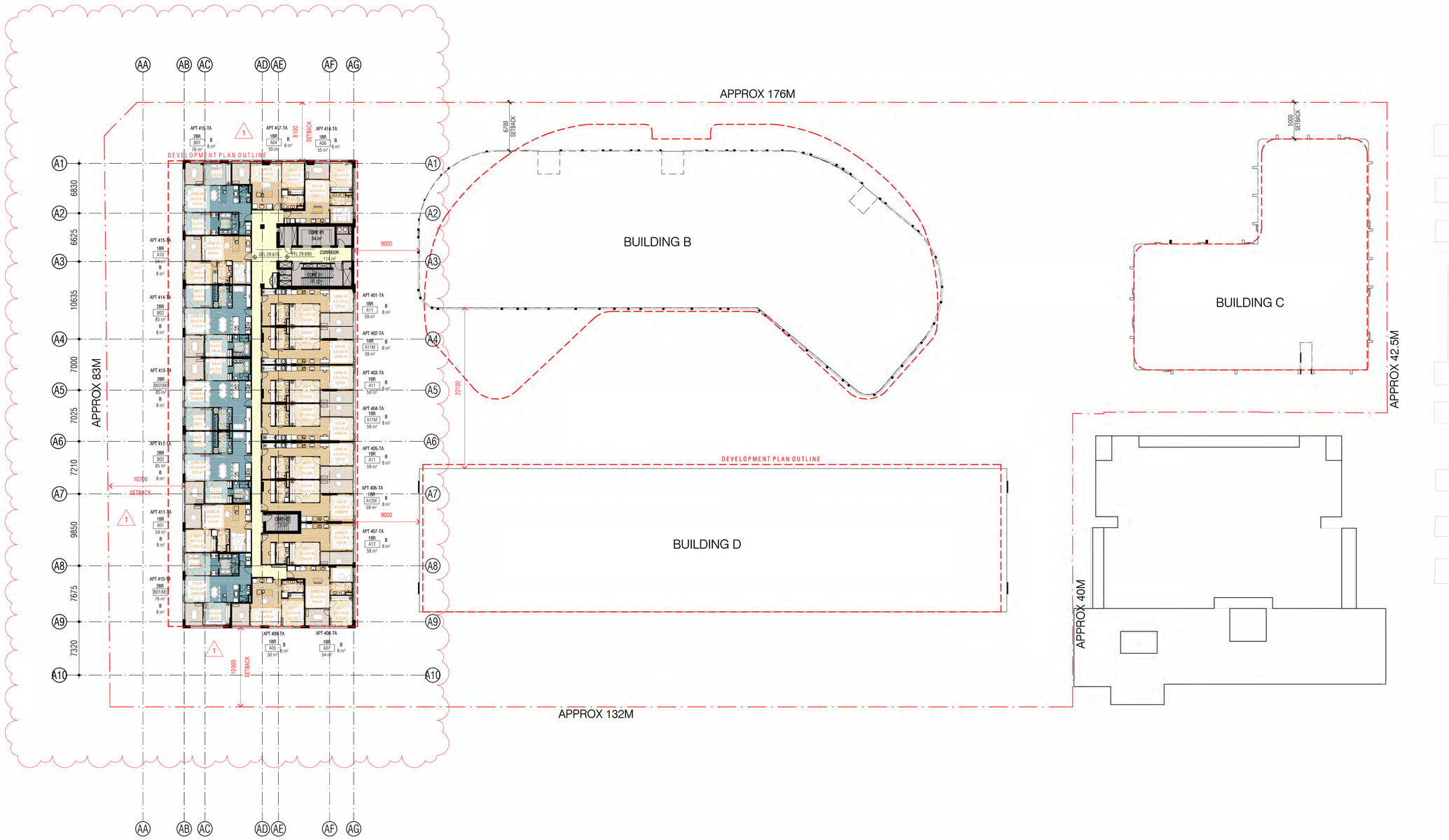
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPA102



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PROJECT
HARRINGTON VILLAGE

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DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER A LEVEL 3-7 PLAN

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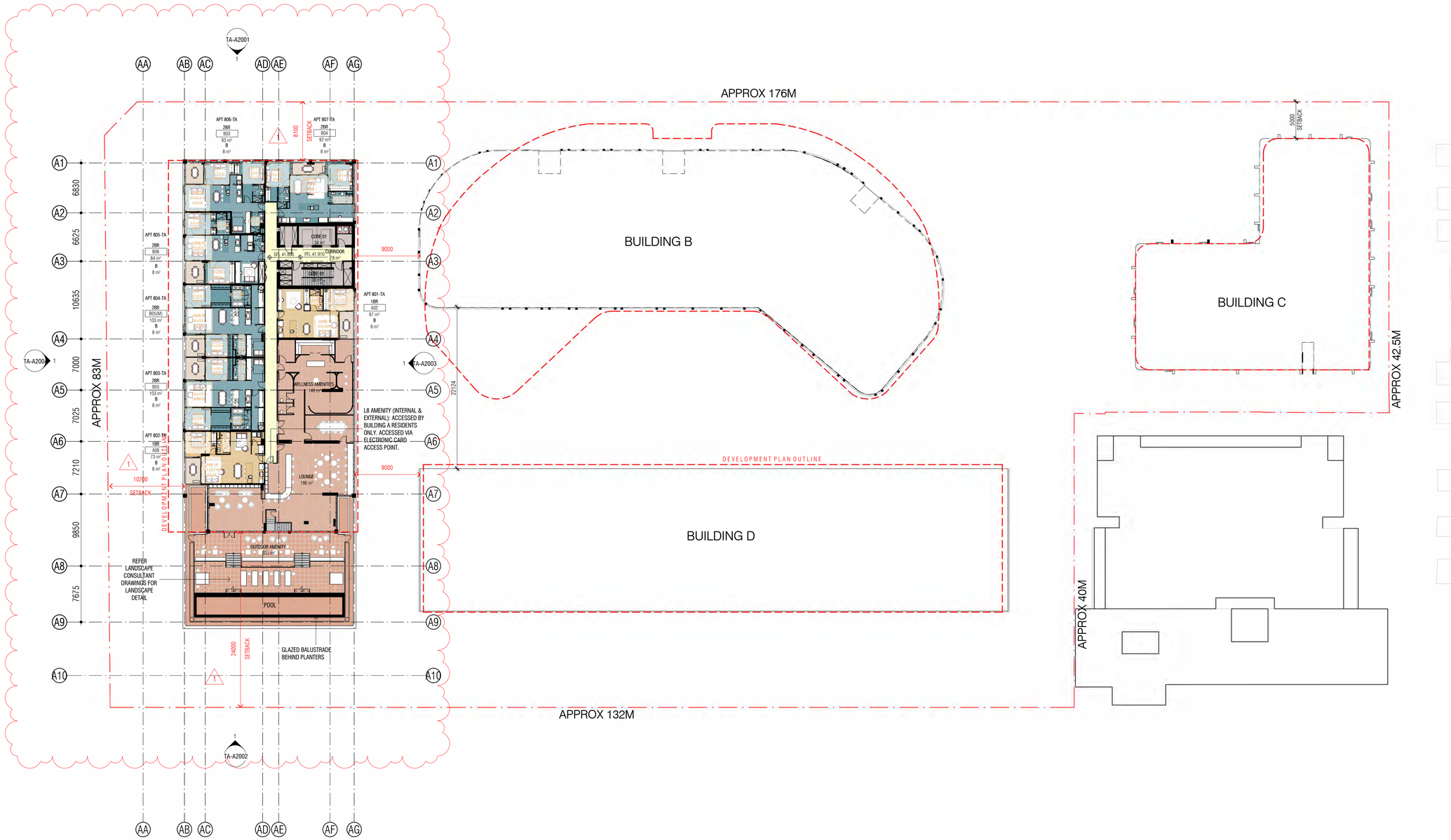
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPA103



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PROJECT
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CLIENT
GURNER TM

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DRAWING TITLE
TOWER A LEVEL 8 PLAN

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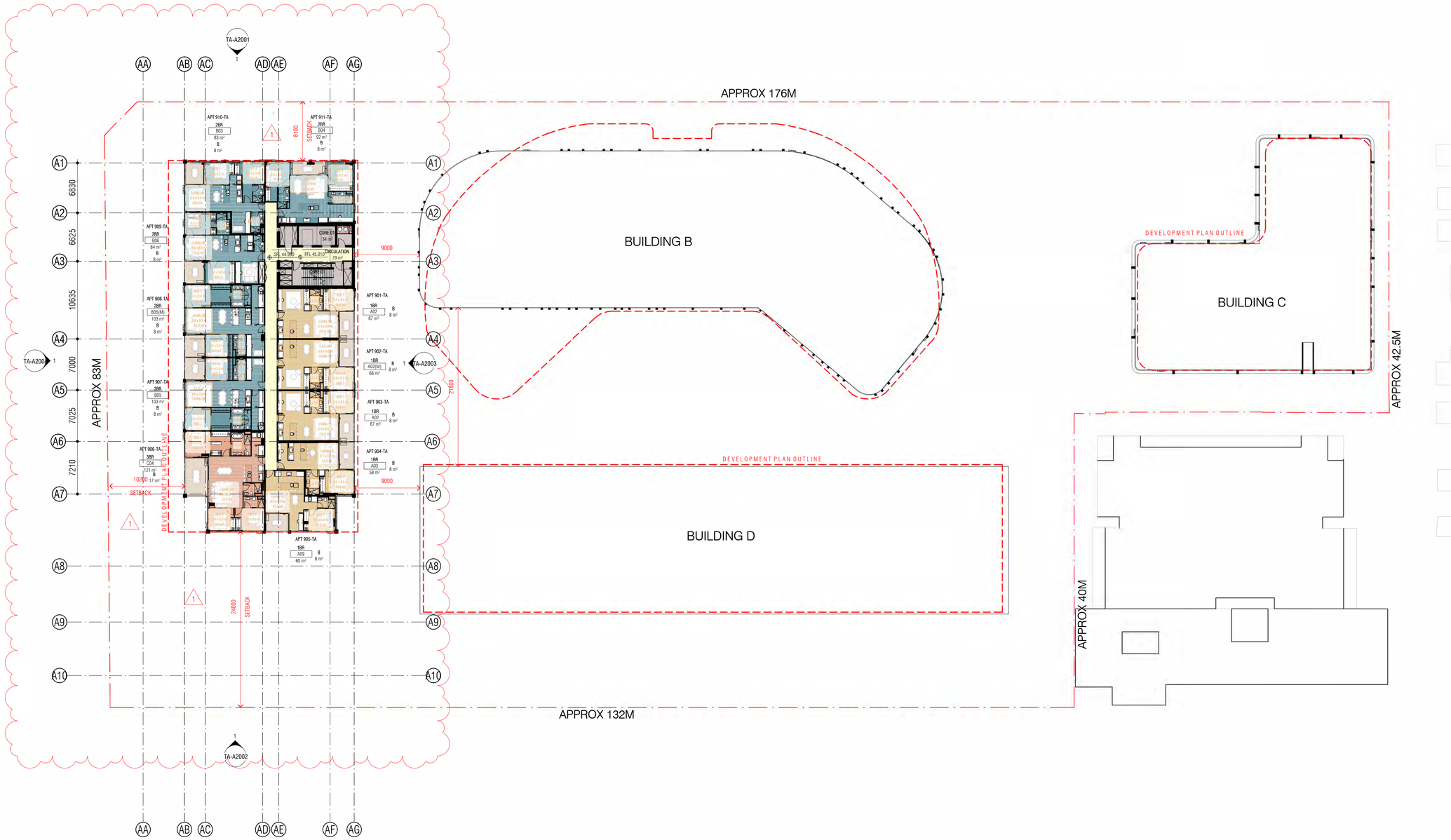
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPA108



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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 500 @ A3

DRAWING TITLE
TOWER A LEVEL 9-12 PLAN

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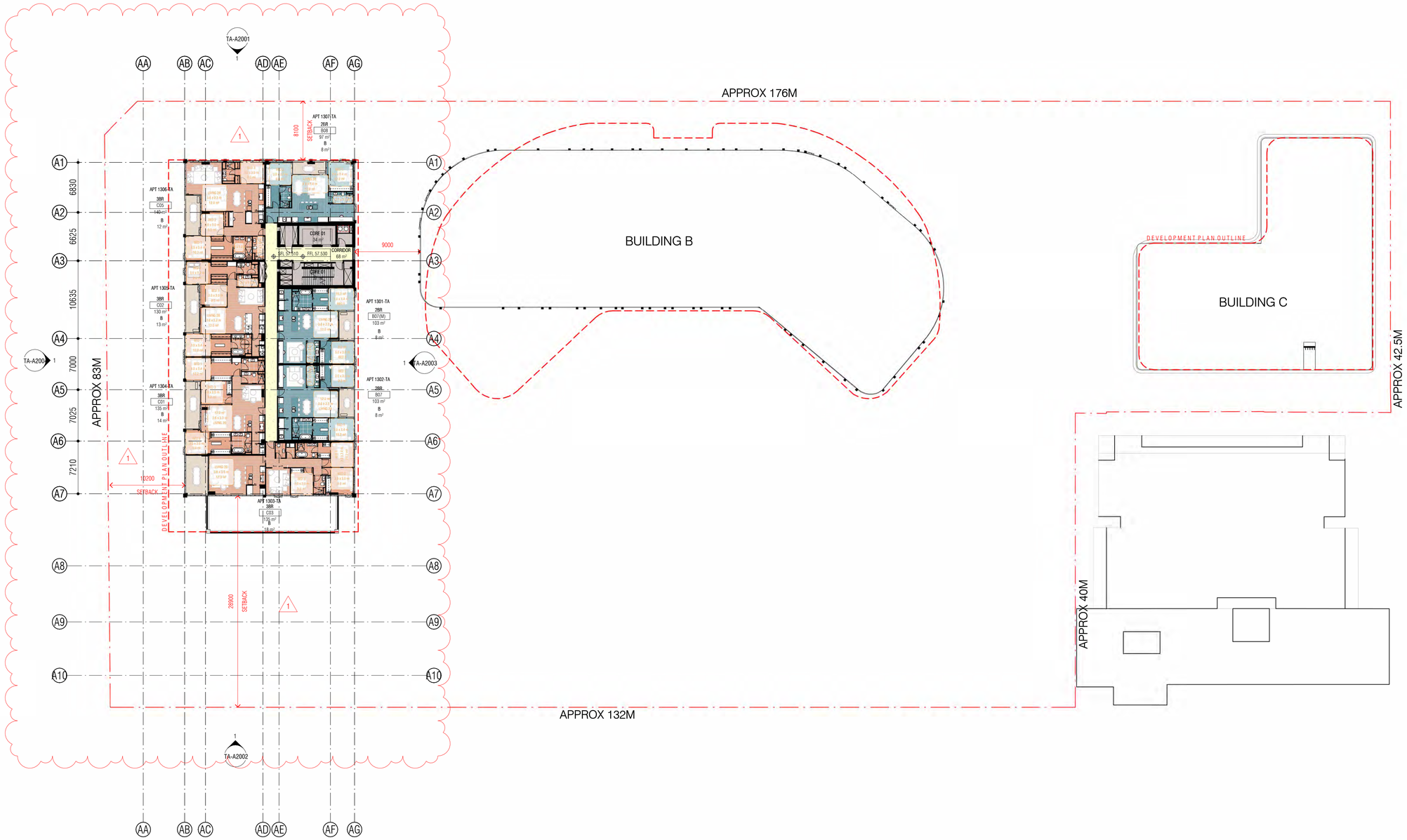
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPA109



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DRAWING TITLE
TOWER A LEVEL 13-14 PLAN

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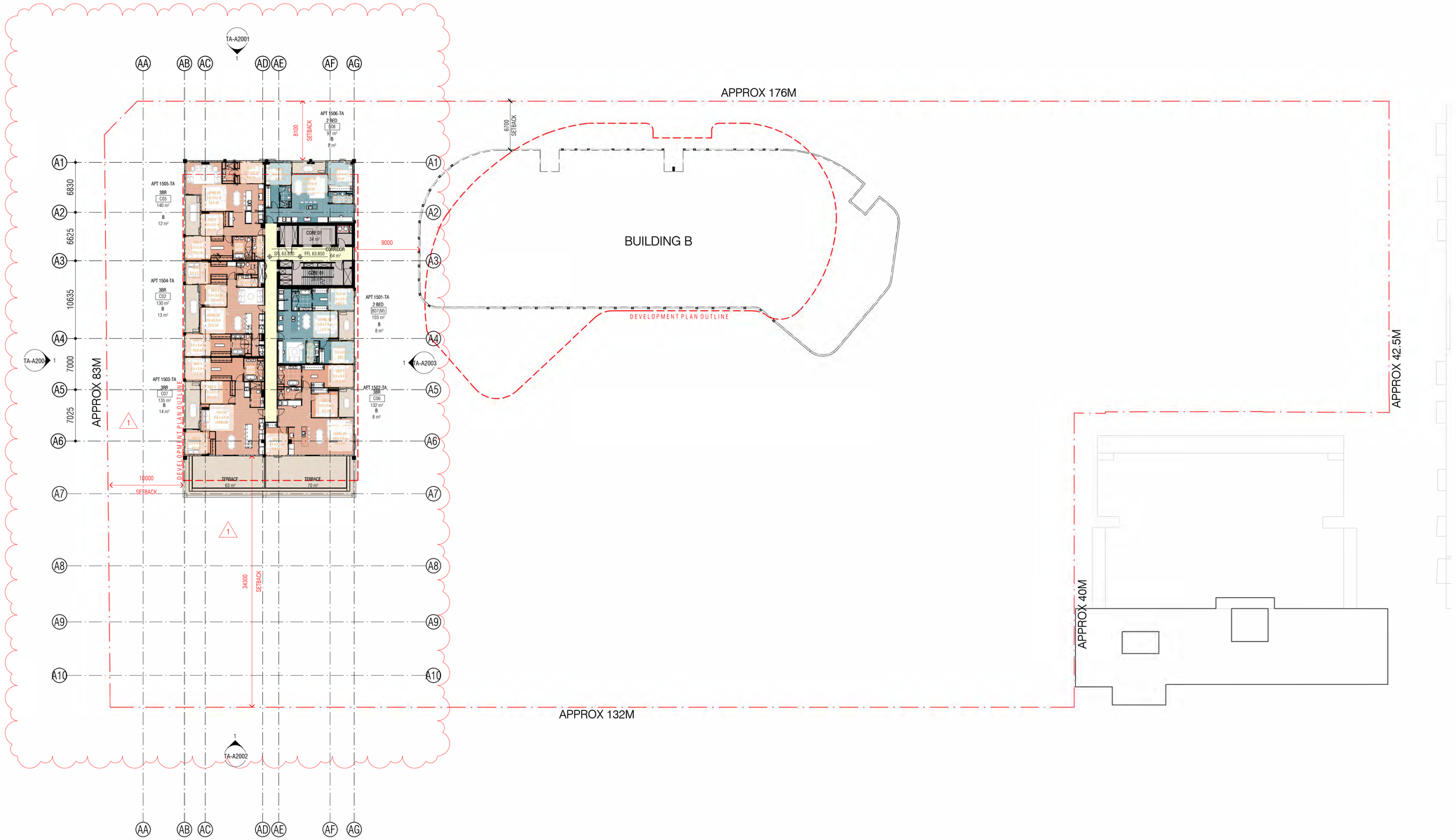
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPA113



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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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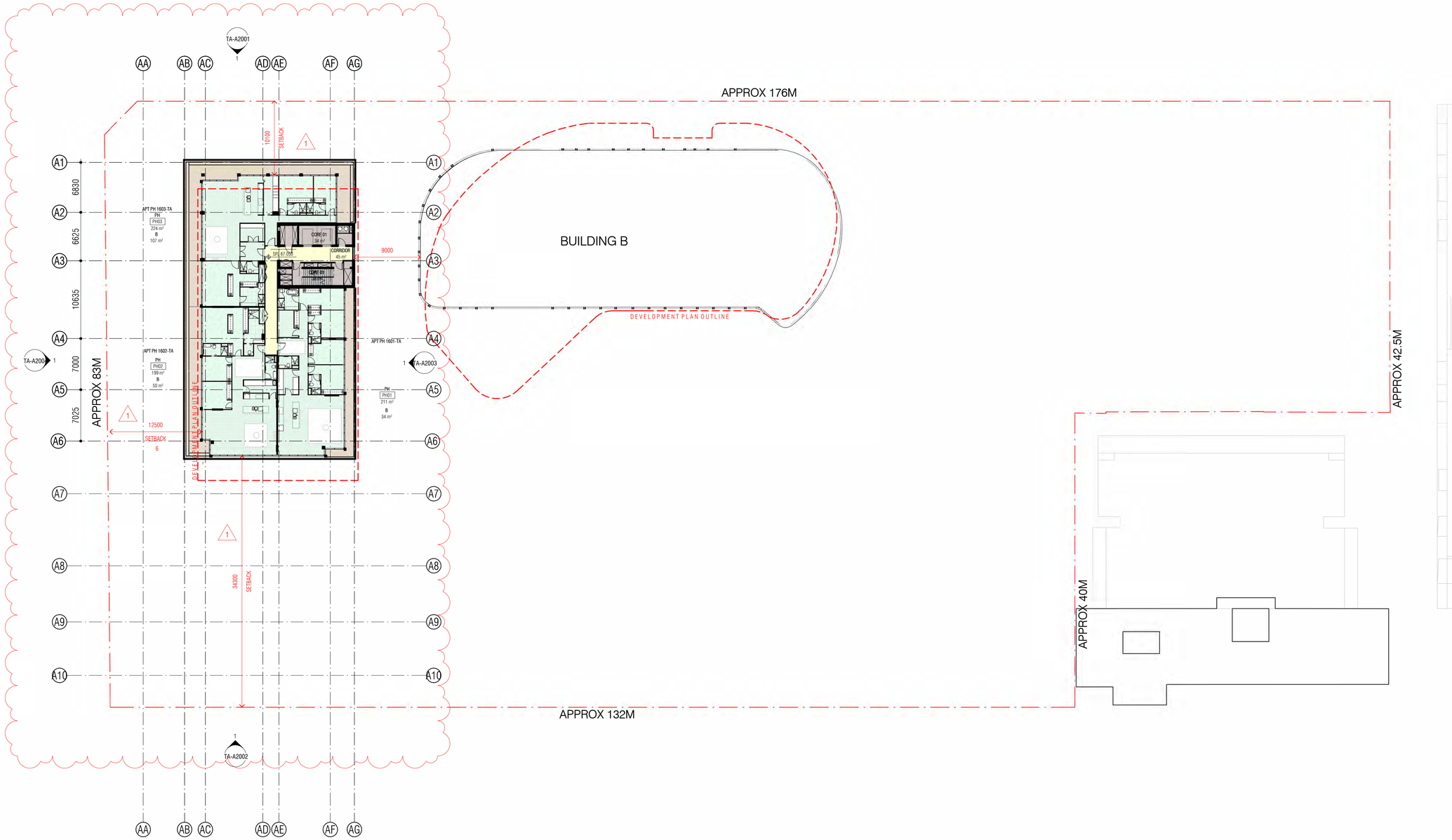
YH	FP	30.06.2026	20074	1 : 500 @ A3

DRAWING TITLE
TOWER A LEVEL 15 PLAN

ISSUE PURPOSE
TOWN PLANNING

REV.
G

DRAWING NO.
TPA115



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REVISION

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HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
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DRAWING TITLE
TOWER A LEVEL 16 PLAN

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPA116

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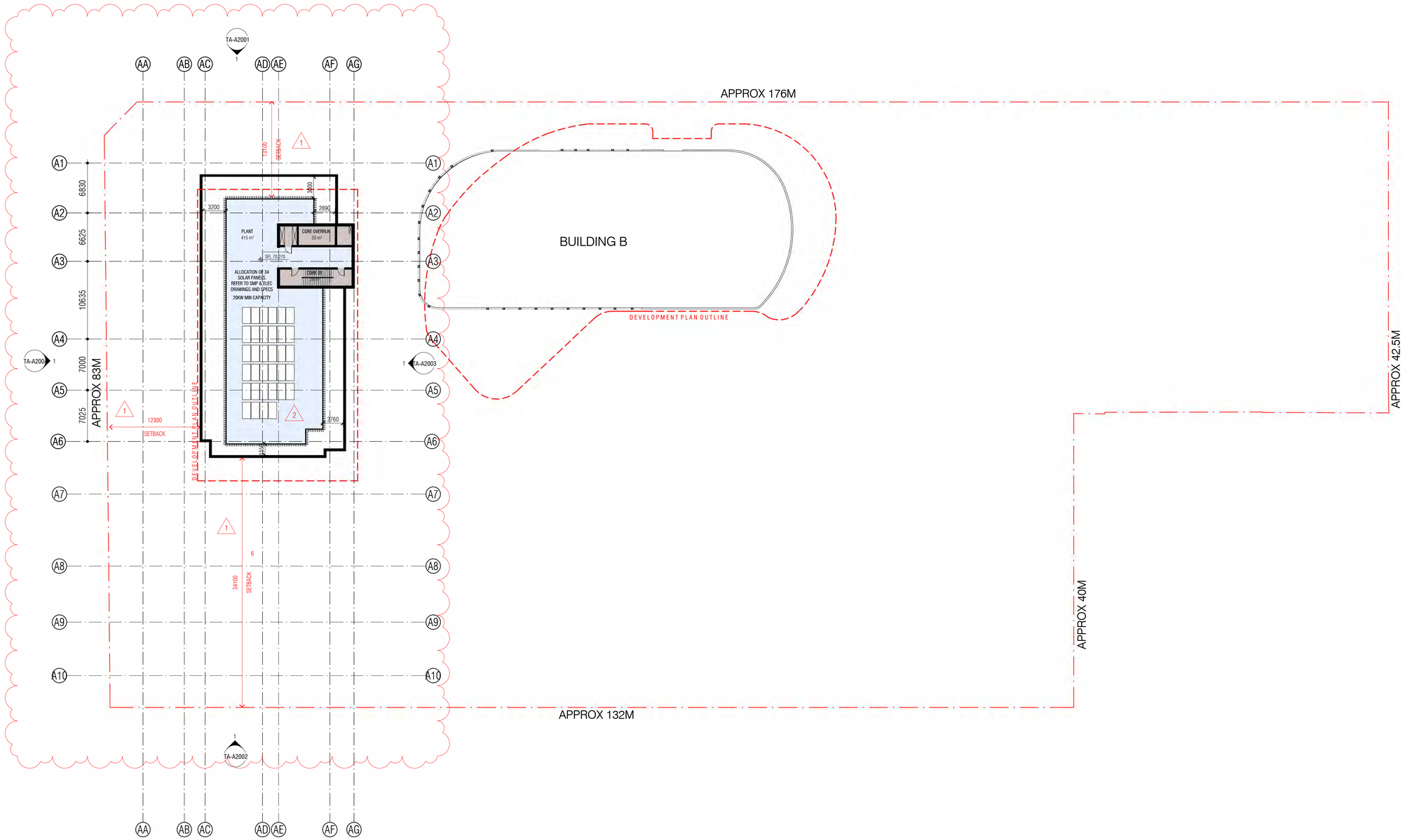

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TOWER A ROOF PLAN

ISSUE PURPOSE
TOWN PLANNING

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DRAWING NO. TPA117

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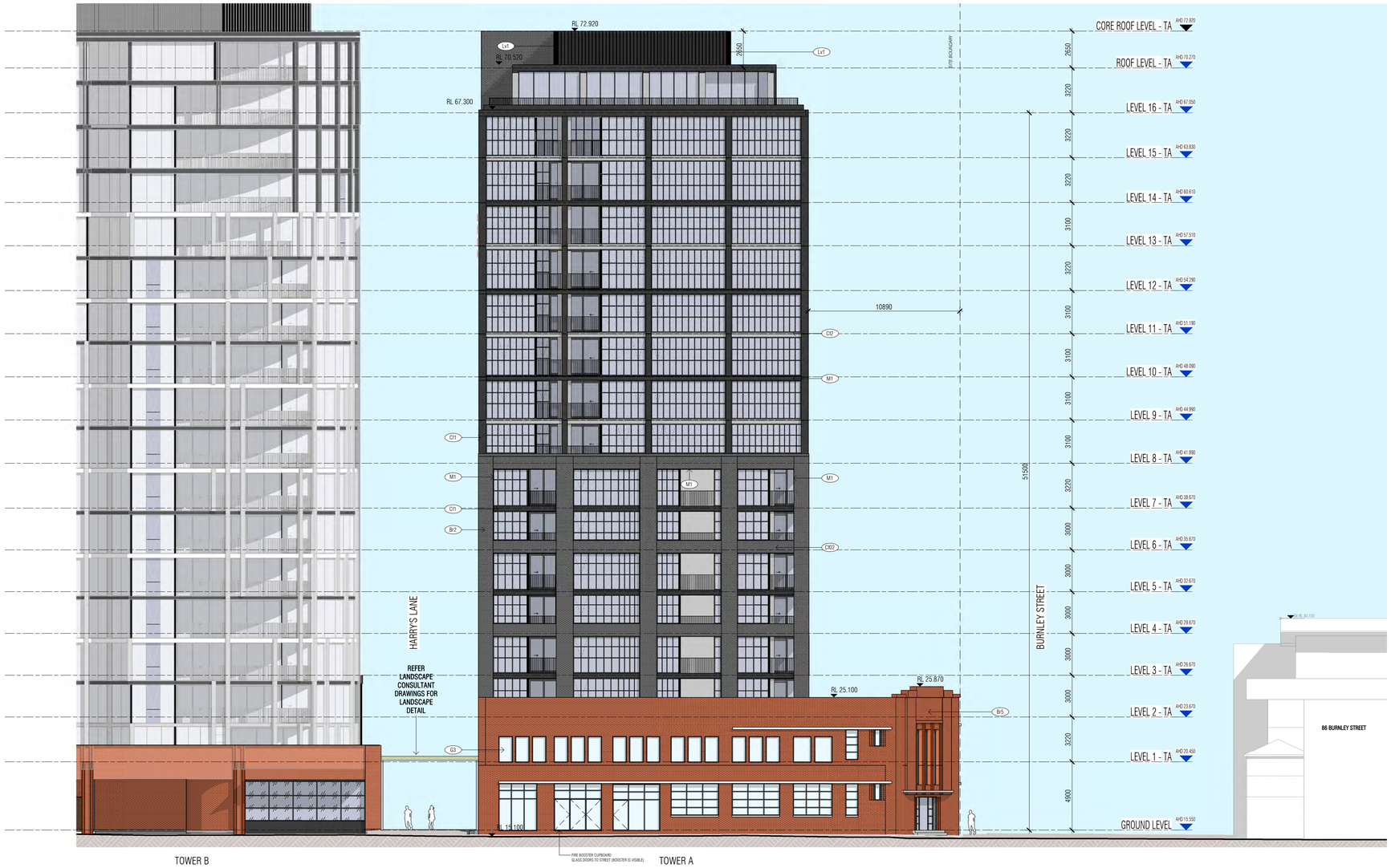

GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER A_NORTH ELEVATION

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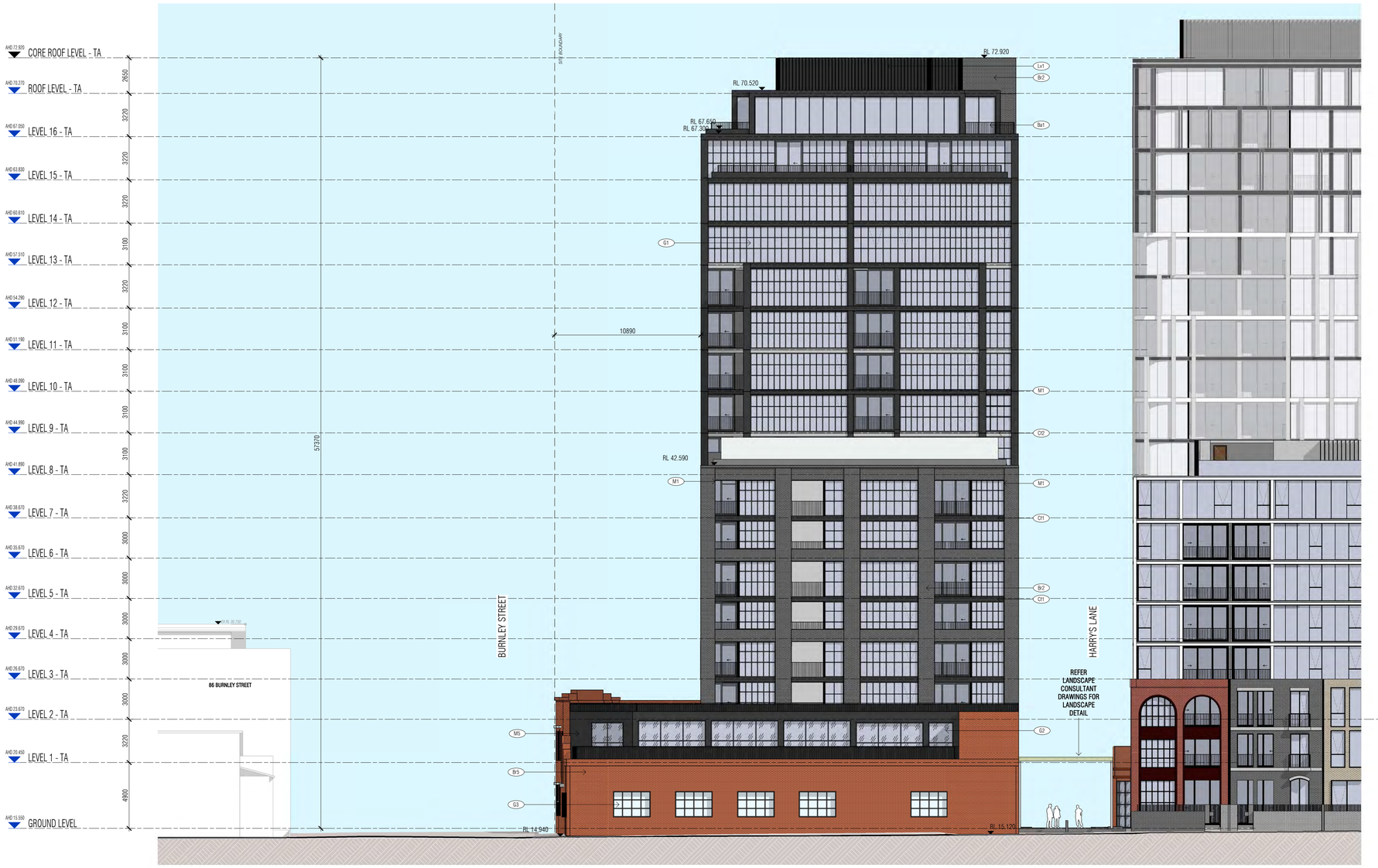
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPA201



TOWER A TOWER D

GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

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REVISION

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HARRINGTON VILLAGE

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DOONSIDE STREET RICHMOND VIC 3121

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DRAWING TITLE
TOWER A_SOUTH ELEVATION

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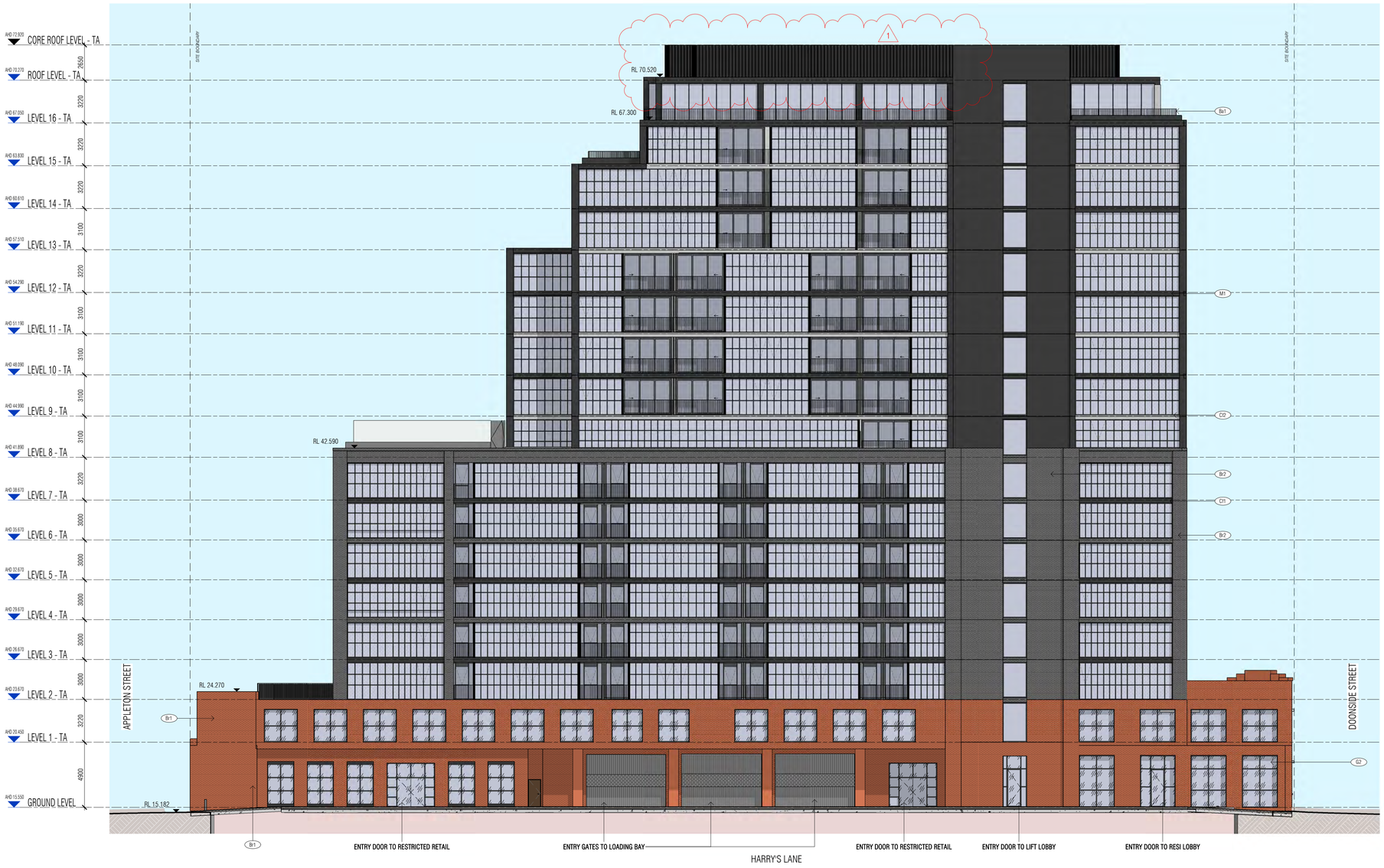
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPA202



GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

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HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
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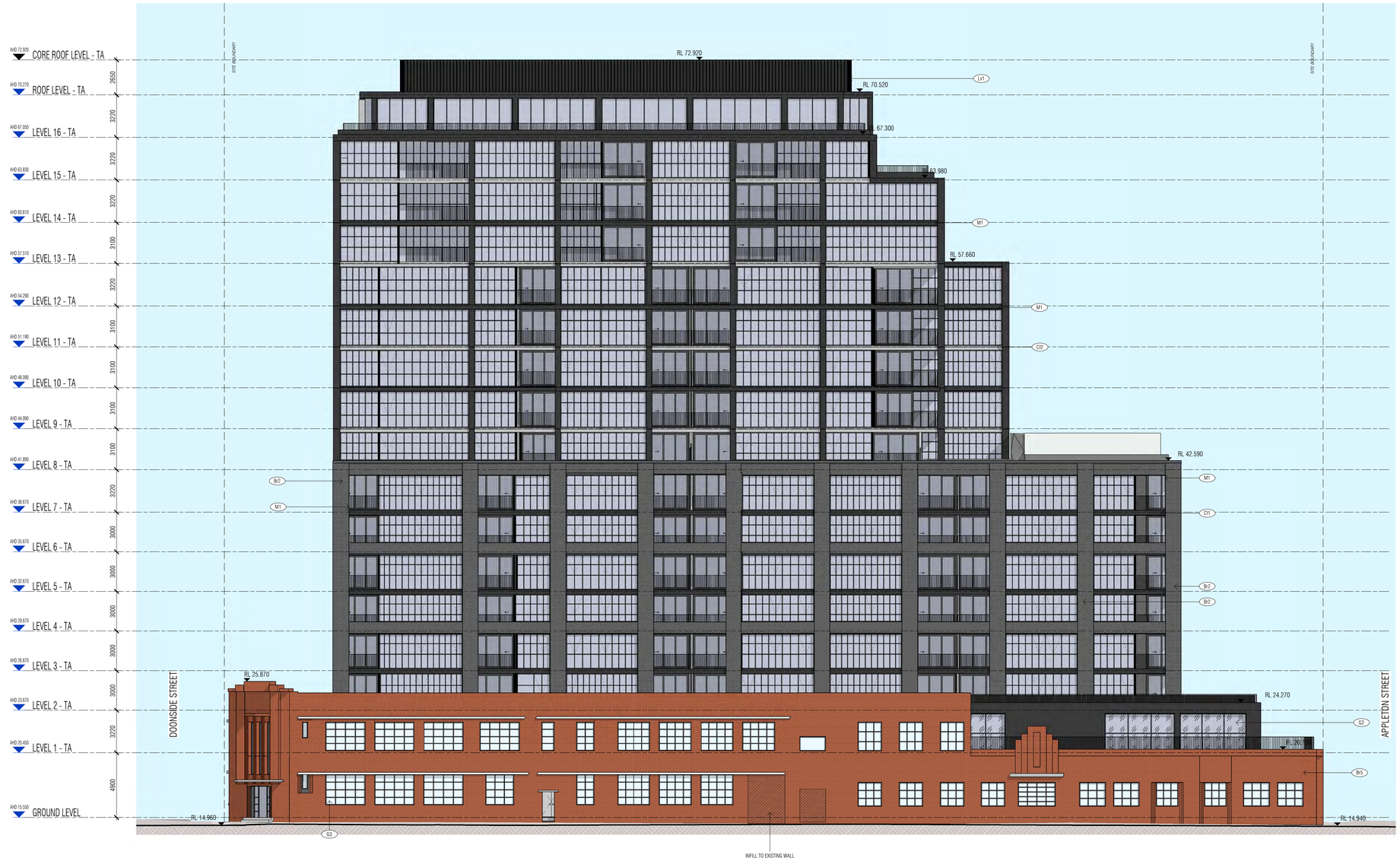
DRAWING TITLE
TOWER A_EAST ELEVATION

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPA203



GENERAL LEGEND I BUILDING

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- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
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- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

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PROJECT
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81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

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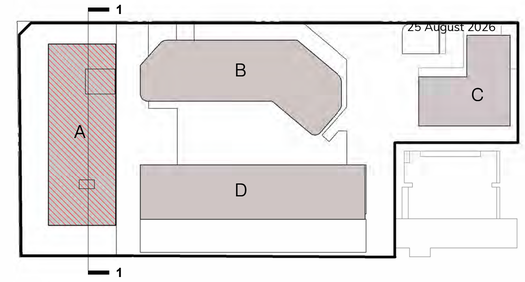
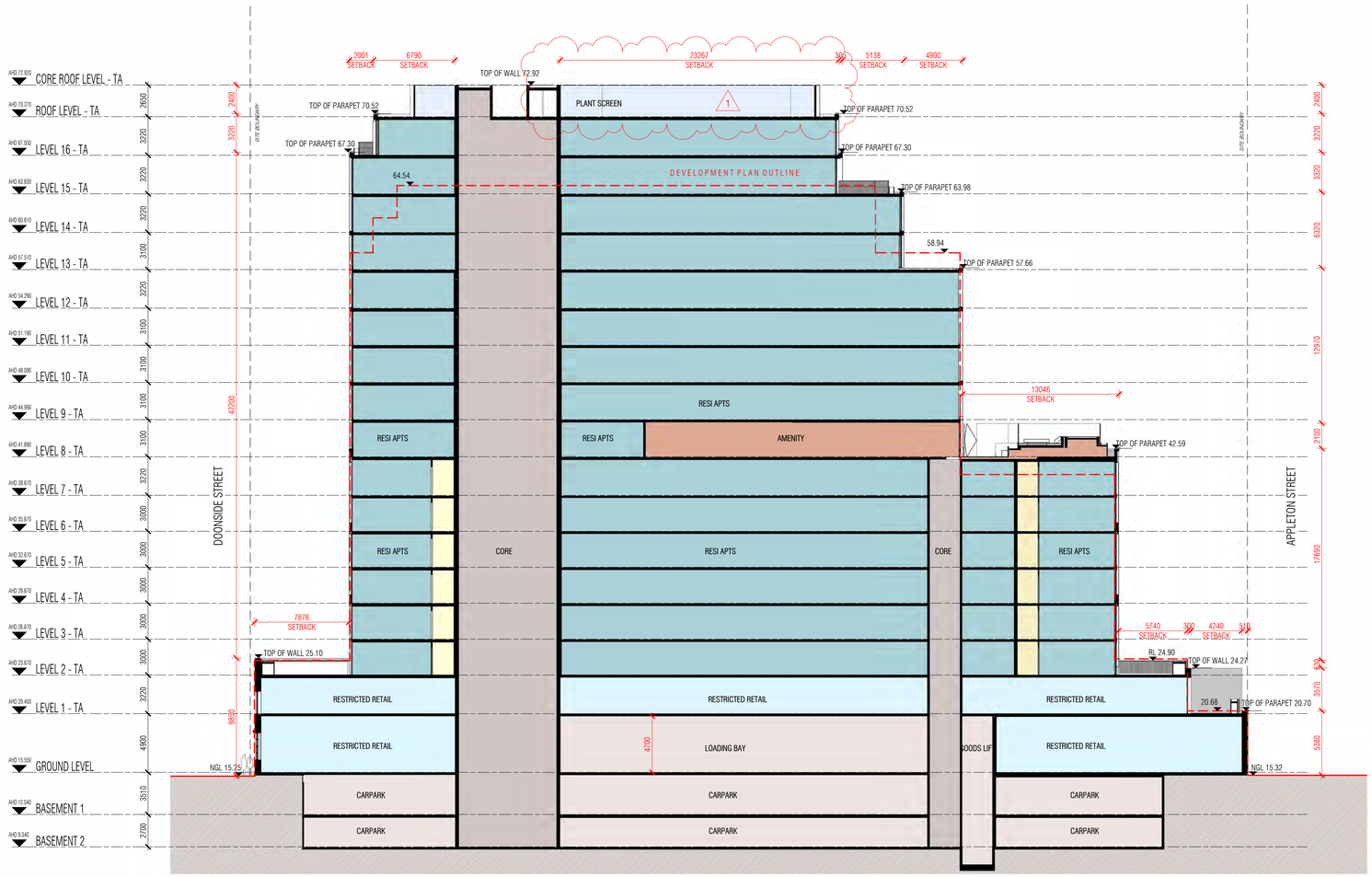
DRAWING TITLE
TOWER A_WEST ELEVATION

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPA204





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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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YH	FP	30.06.2026	20074	1 : 400 @ A3

DRAWING TITLE
TOWER A_SECTION 01

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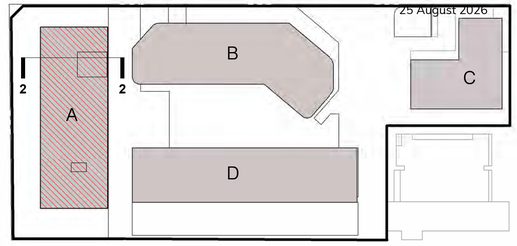
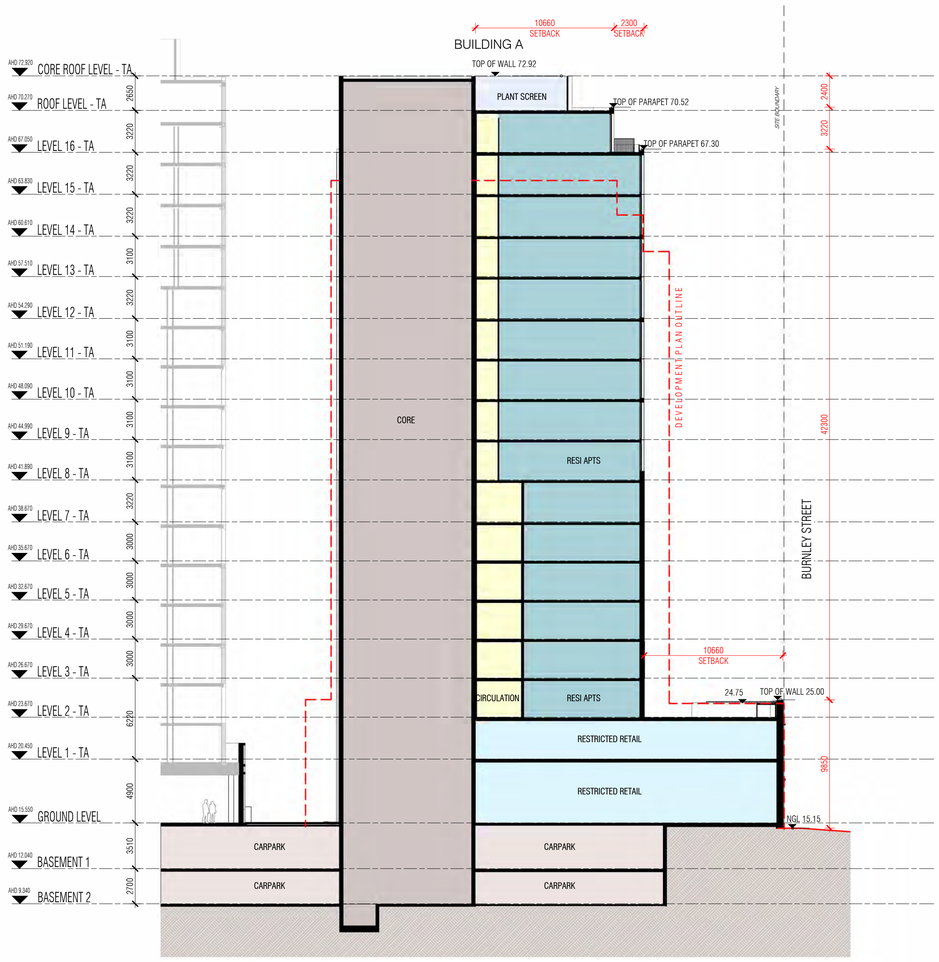
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPA251





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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
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DRAWING TITLE
TOWER A_SECTION 02

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ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
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REVISION

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E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
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HARRINGTON VILLAGE

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DRAWING TITLE
TOWER B_LEVEL 1 PLAN

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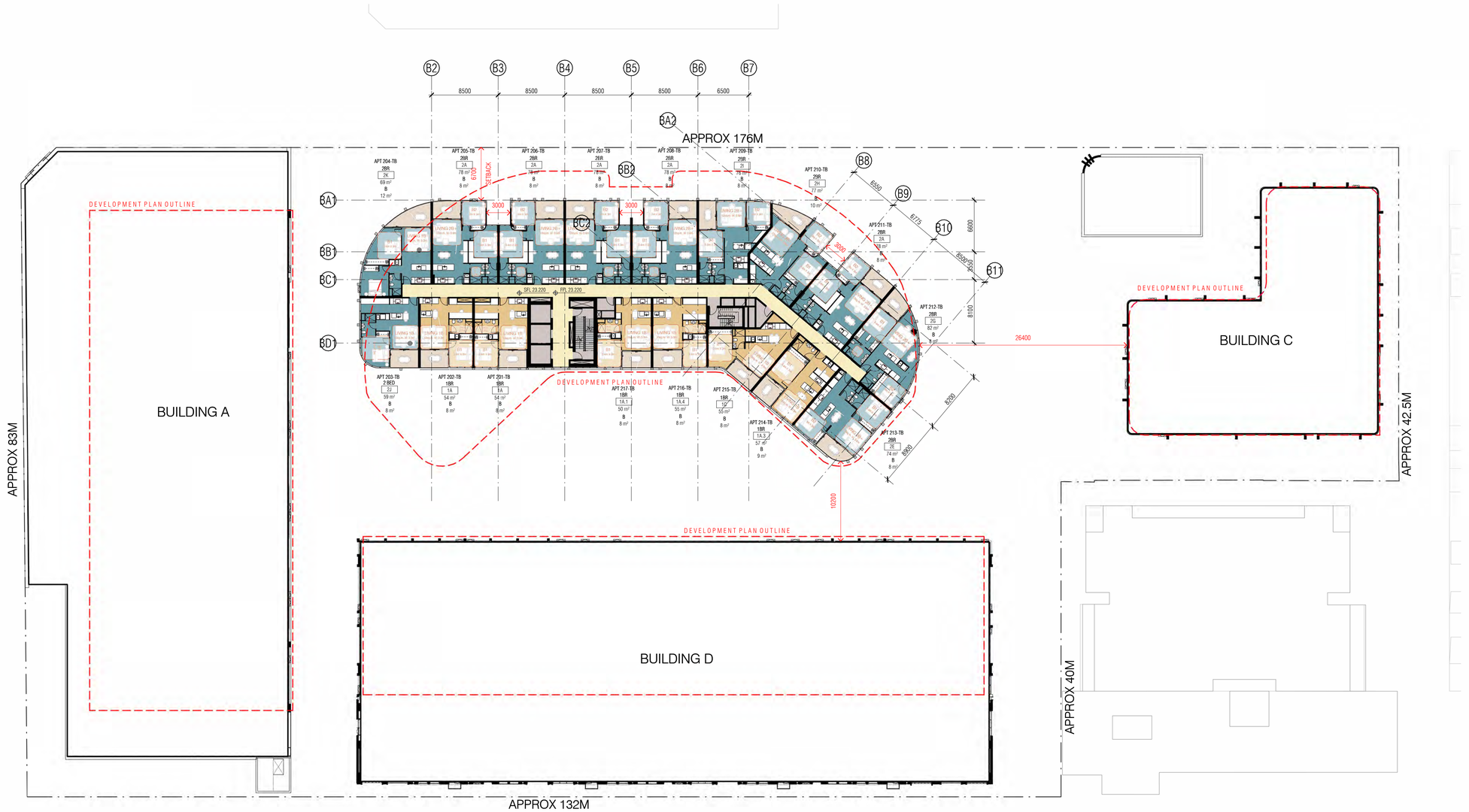
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPB101



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REVISION

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DRAWING TITLE
TOWER B_TYP LEVEL 2-12 PLAN

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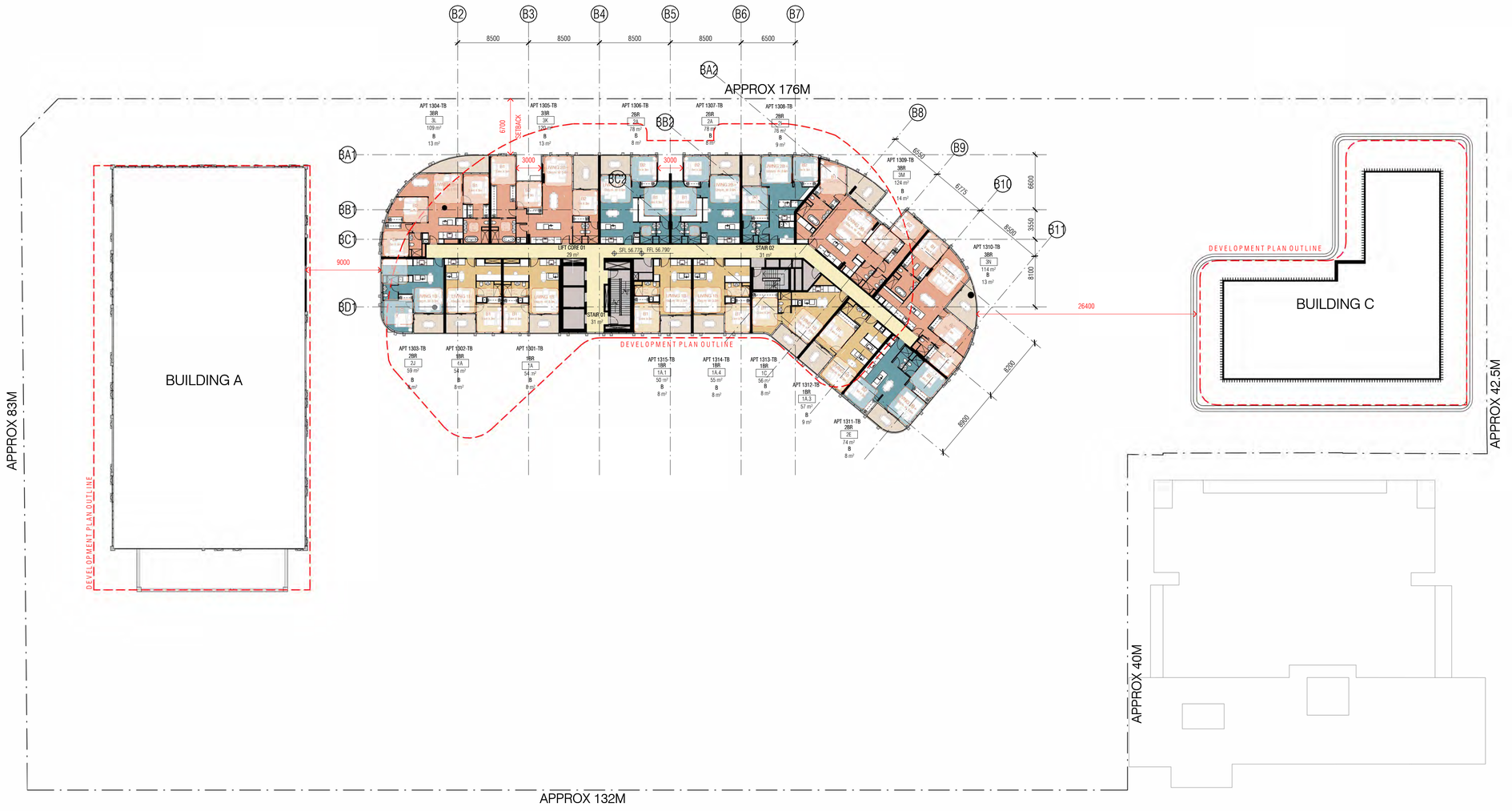
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPB102



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REVISION

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CLIENT
GURNER TM

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DRAWING TITLE
TOWER B_LEVEL 13 PLAN

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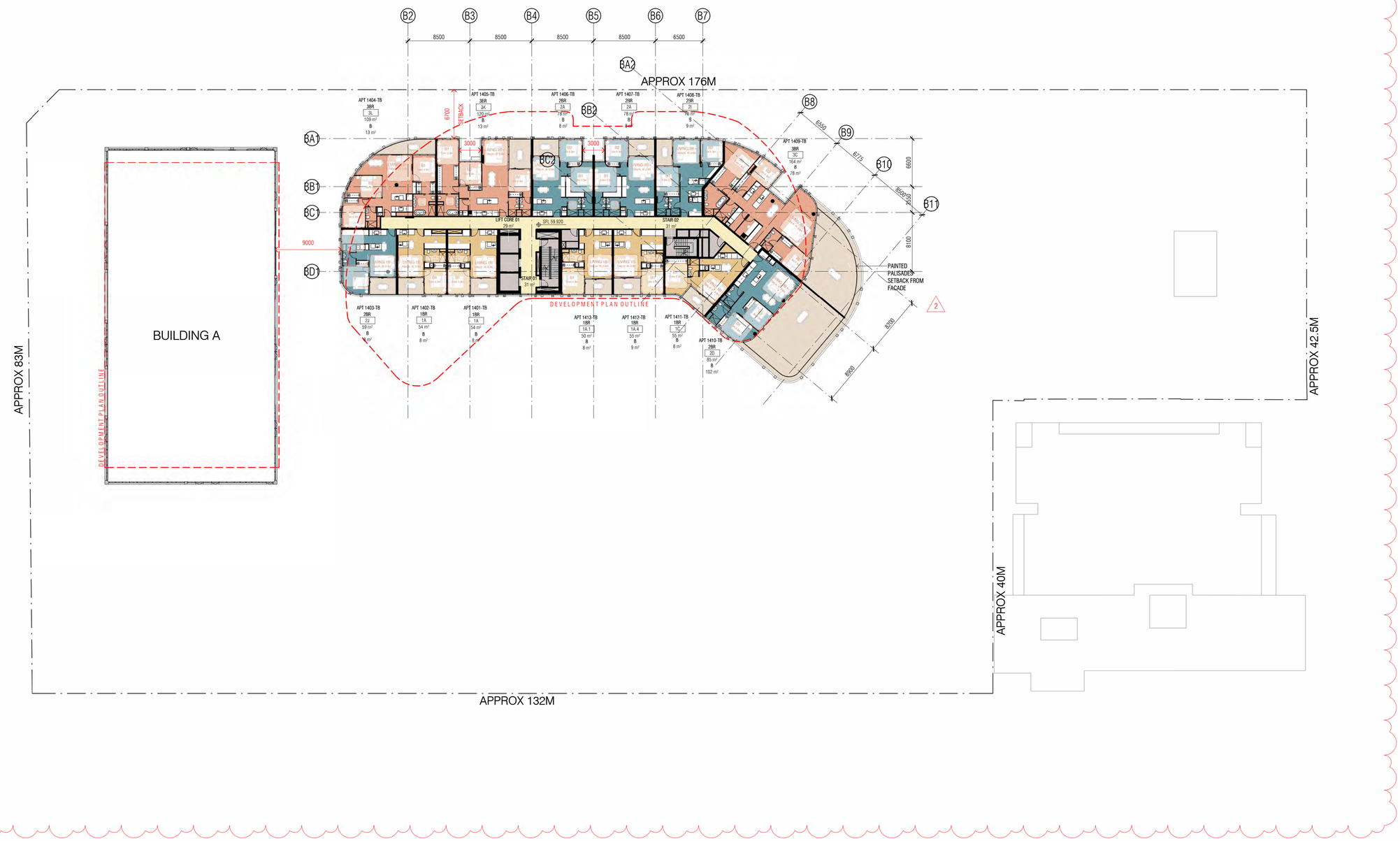
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPB113



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E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
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CLIENT
GURNER TM

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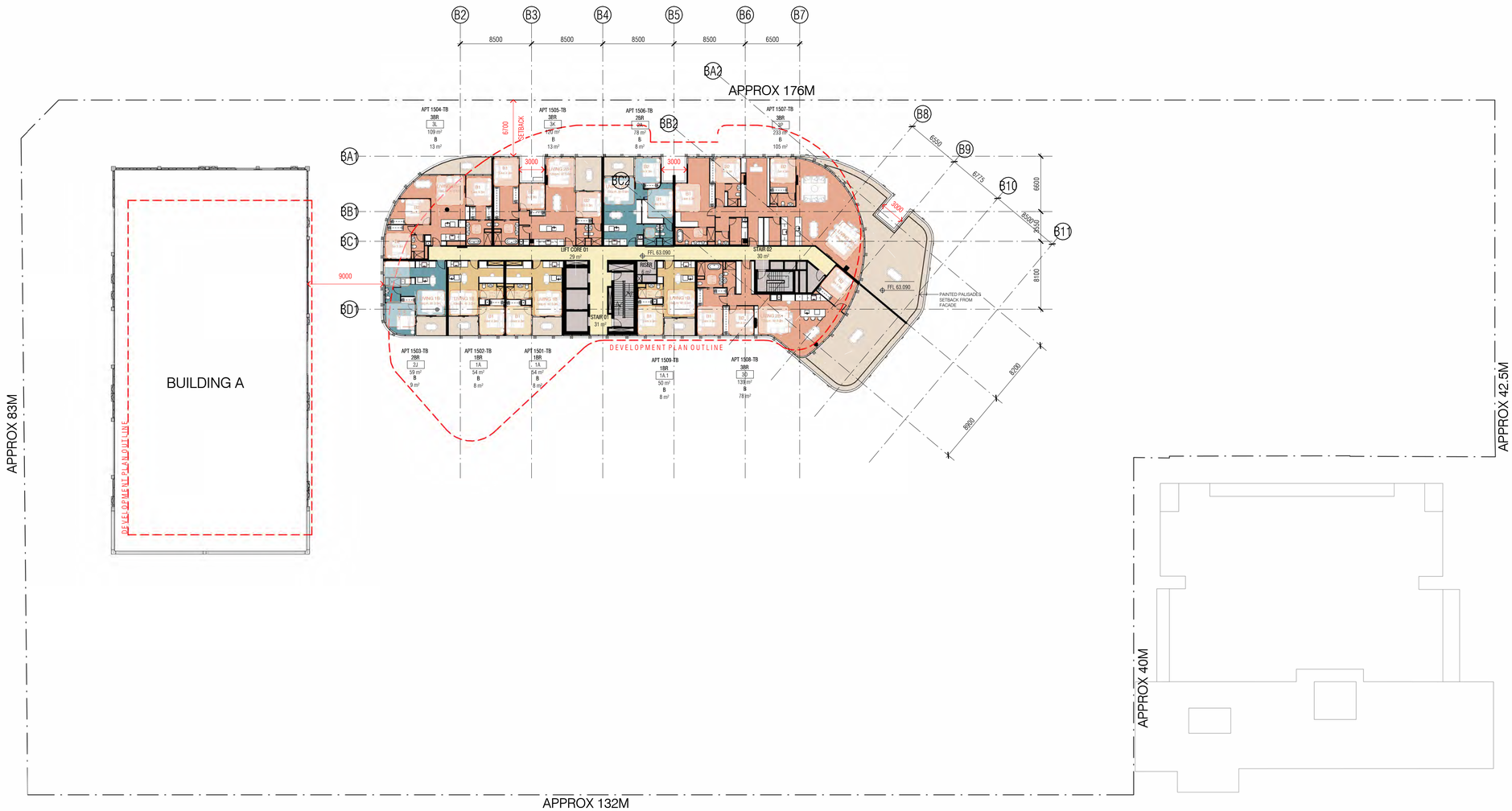
NS	FP	30.06.2026	20074	1 : 500 @ A3	TOWER B_LEVEL 14 PLAN	TOWN PLANNING	G	TPB114



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REVISION

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G	ISSUED FOR T.P	30.06.2026

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HARRINGTON VILLAGE

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NS	FP	30.06.2026	20074	1 : 500 @ A3

DRAWING TITLE
TOWER B_LEVEL 15 PLAN

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ISSUE PURPOSE
TOWN PLANNING

REV. G

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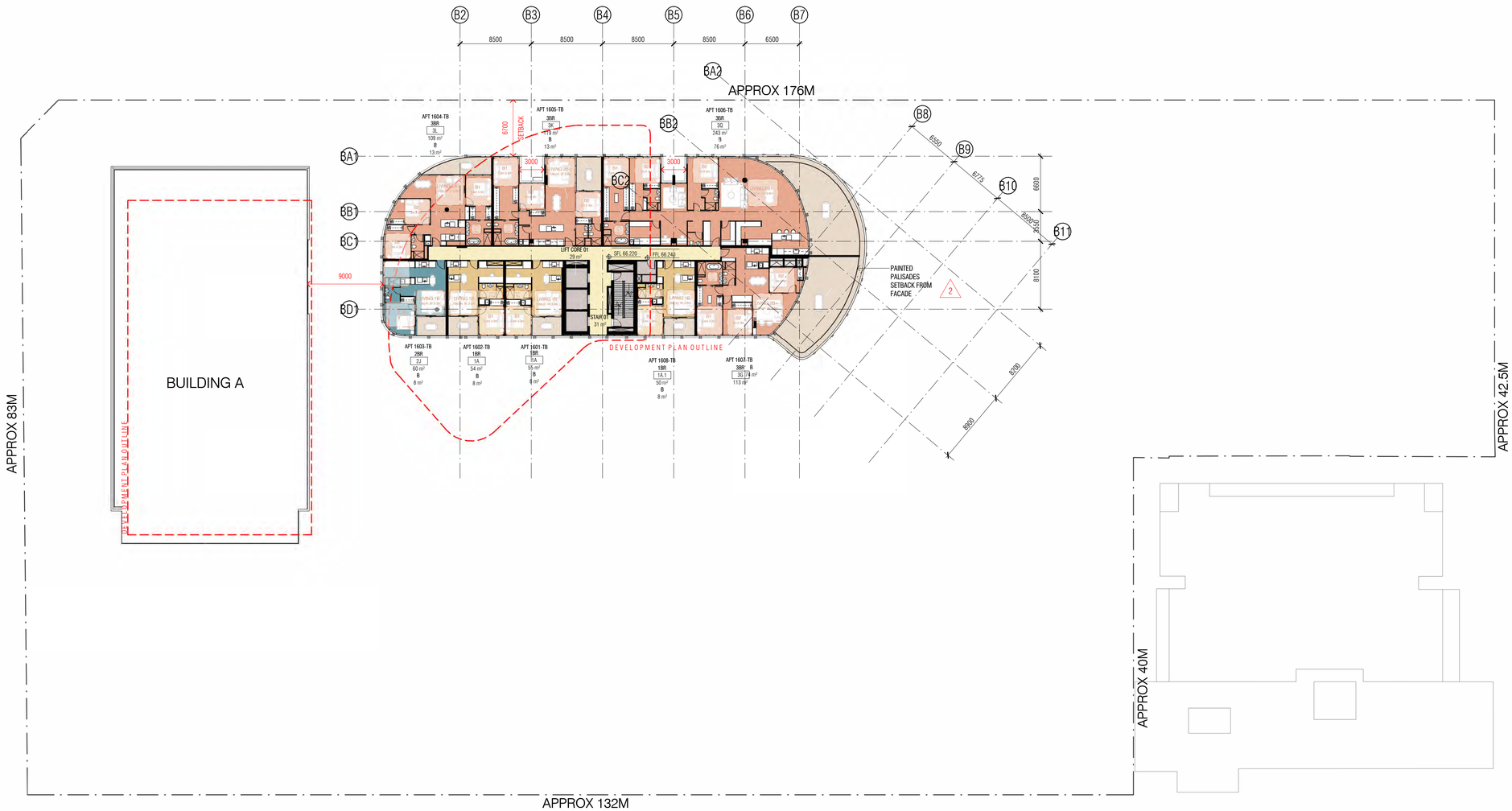
TPB115



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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

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GURNER TM

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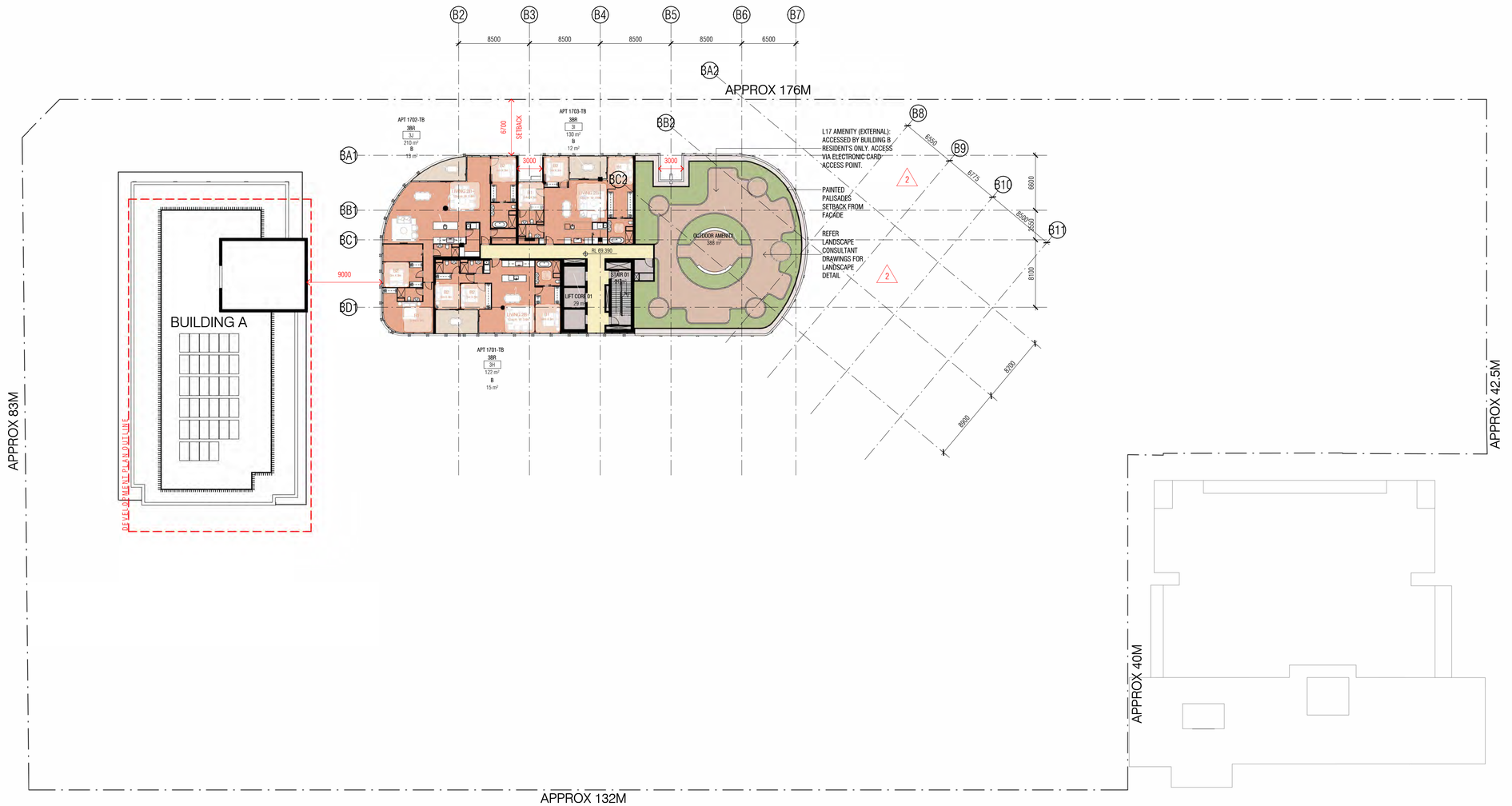
DRAWING TITLE
TOWER B_LEVEL 16 PLAN

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB116



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REVISION

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PROJECT
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GURNER TM

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DRAWING TITLE
TOWER B_LEVEL 17 PLAN

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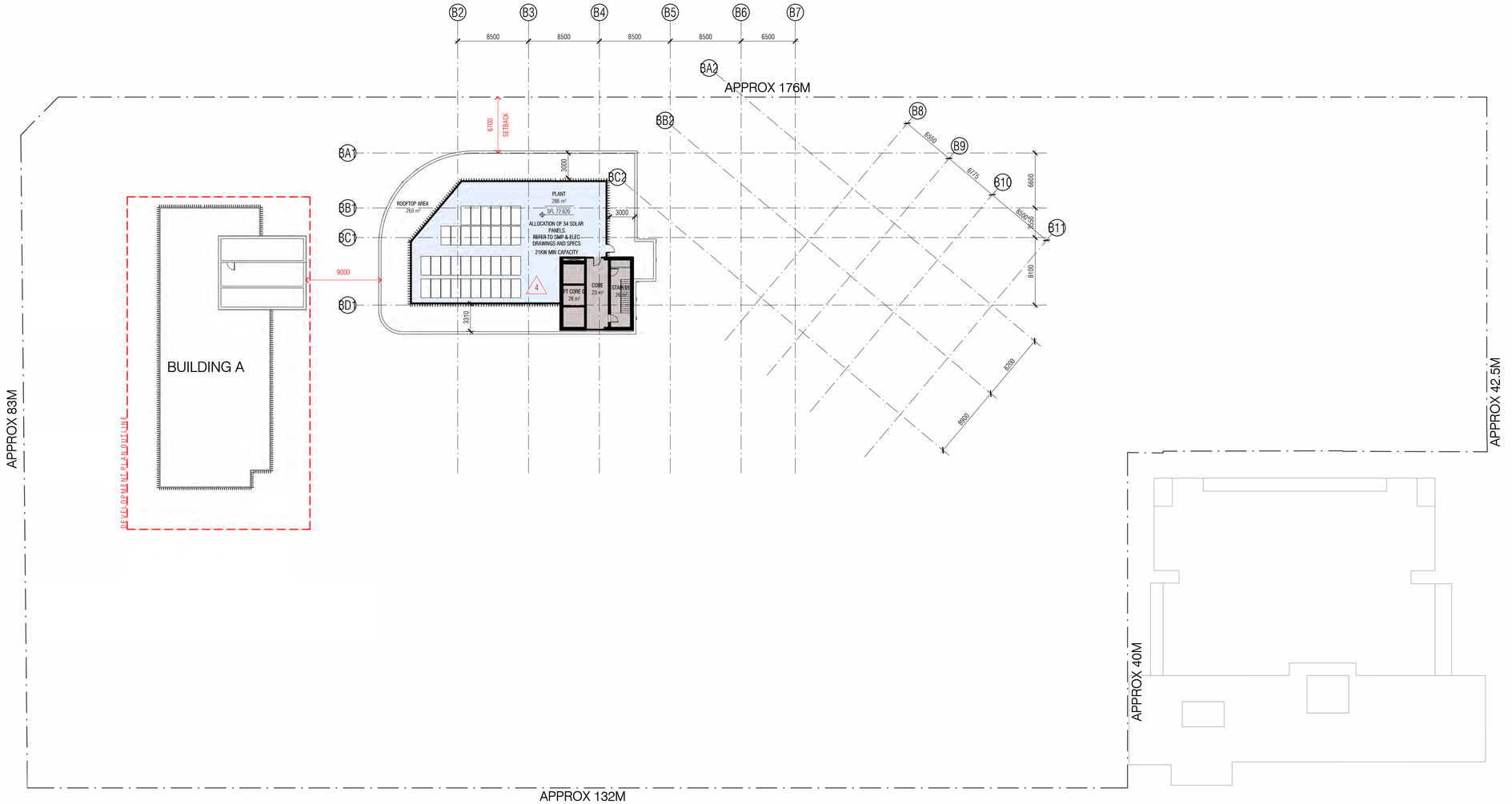
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPB117



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PROJECT
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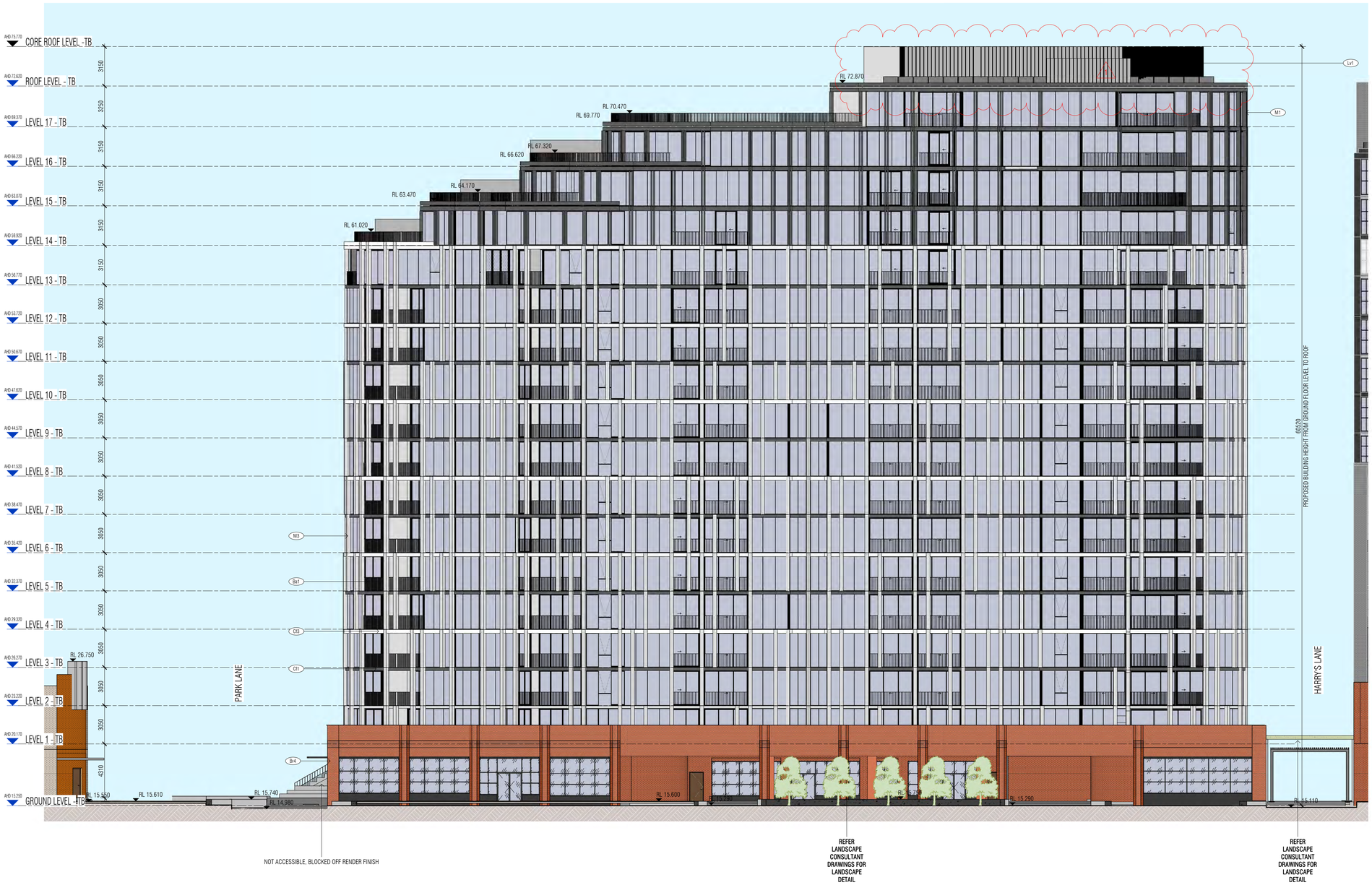
DRAWING TITLE
TOWER B_LEVEL 18 ROOF PLAN

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB118



GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Ci1 Charcoal Concrete Finish
- Ci2 Natural Concrete Finish
- Ci3 Concrete with Light Finish Look
- Ci4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM.

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- ■ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
- ☐ TENDER DOCUMENTATION REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED.
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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 300 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER B_NORTH ELEVATION

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB201



GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 300 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

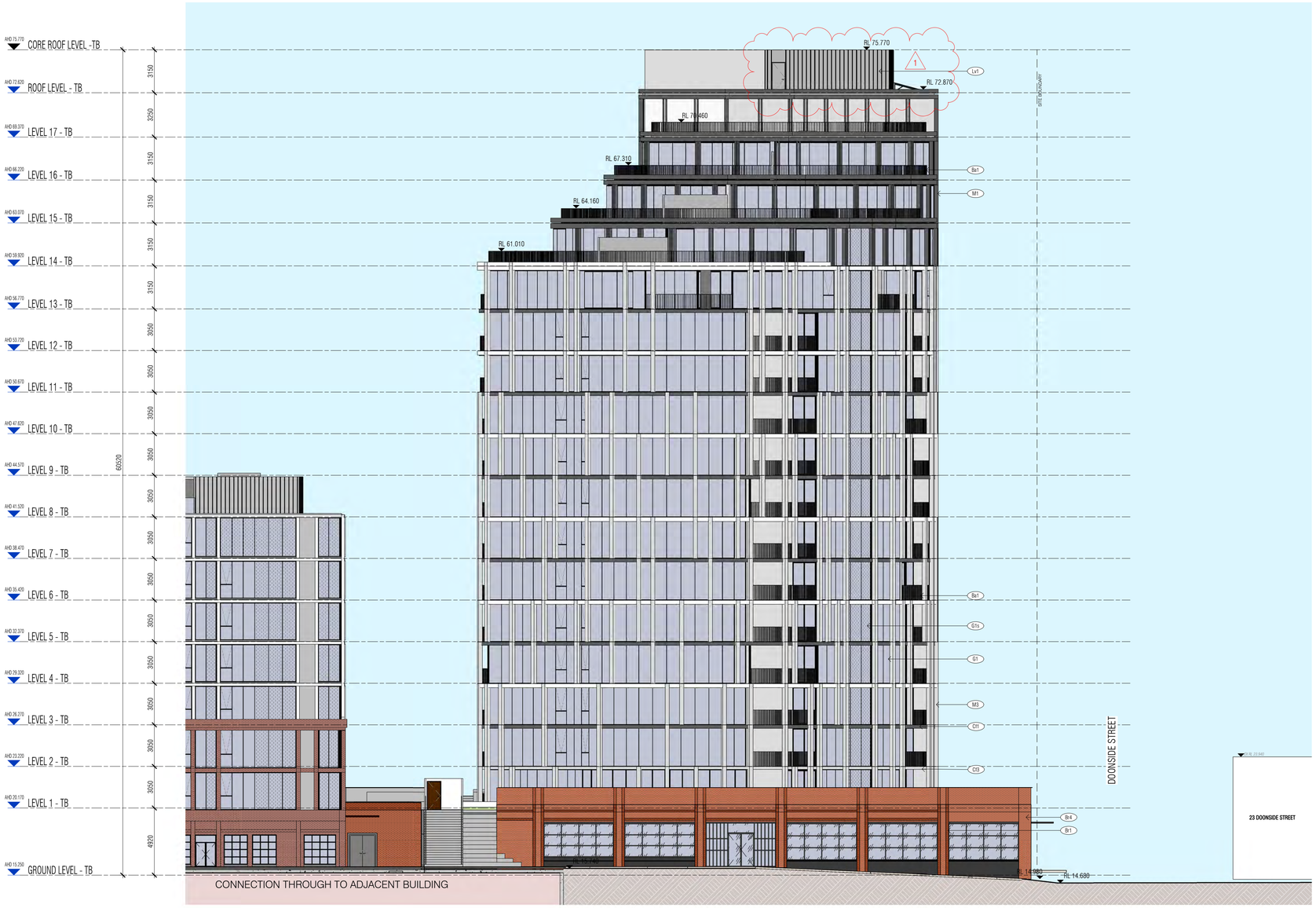
DRAWING TITLE
TOWER B_SOUTH ELEVATION

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB202



GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
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G	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 300 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

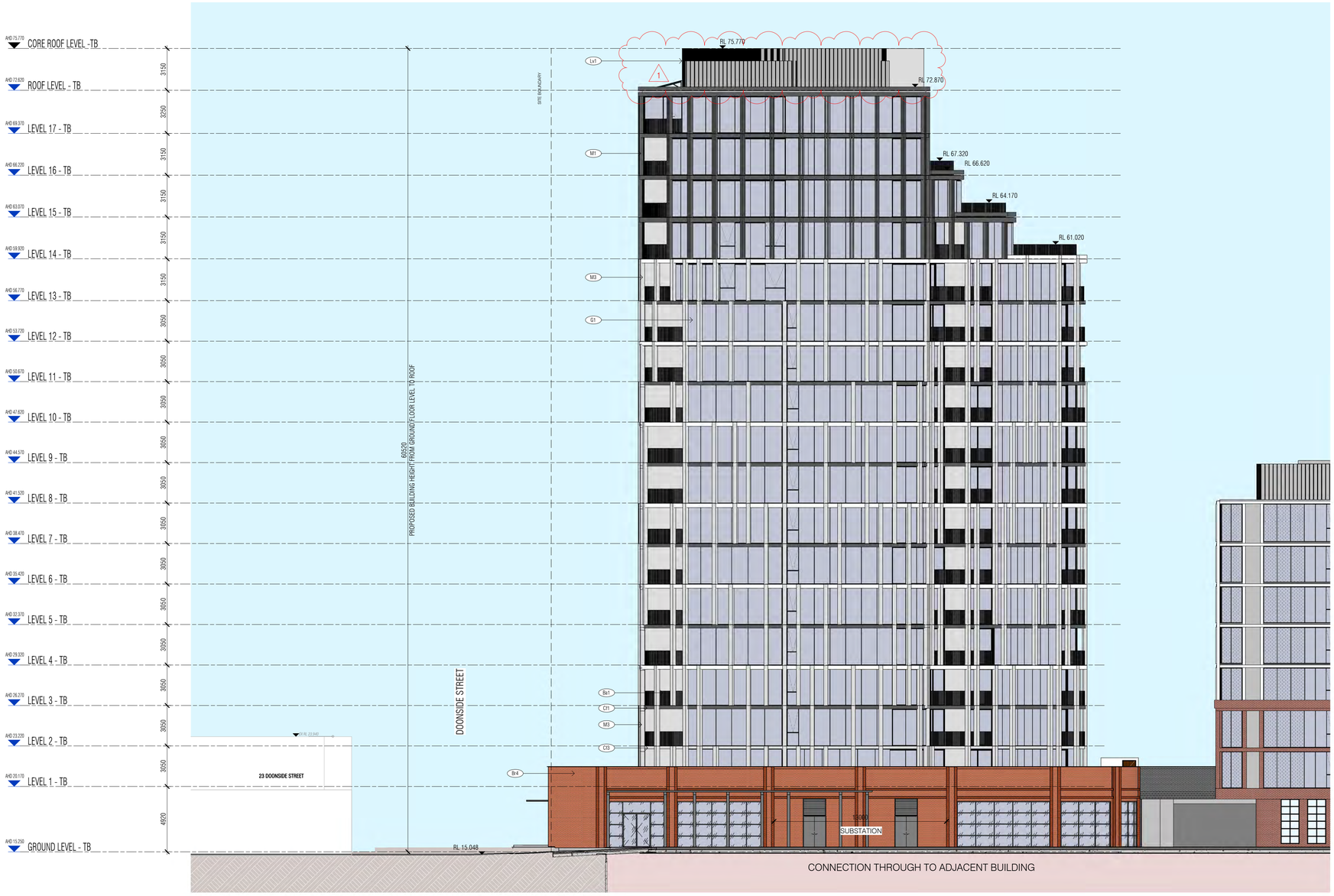
DRAWING TITLE
TOWER B_EAST ELEVATION

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB203



GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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YH	FP	30.06.2026	20074	1 : 300 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

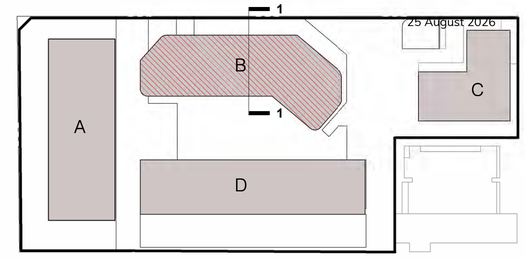
DRAWING TITLE
TOWER B_WEST ELEVATION

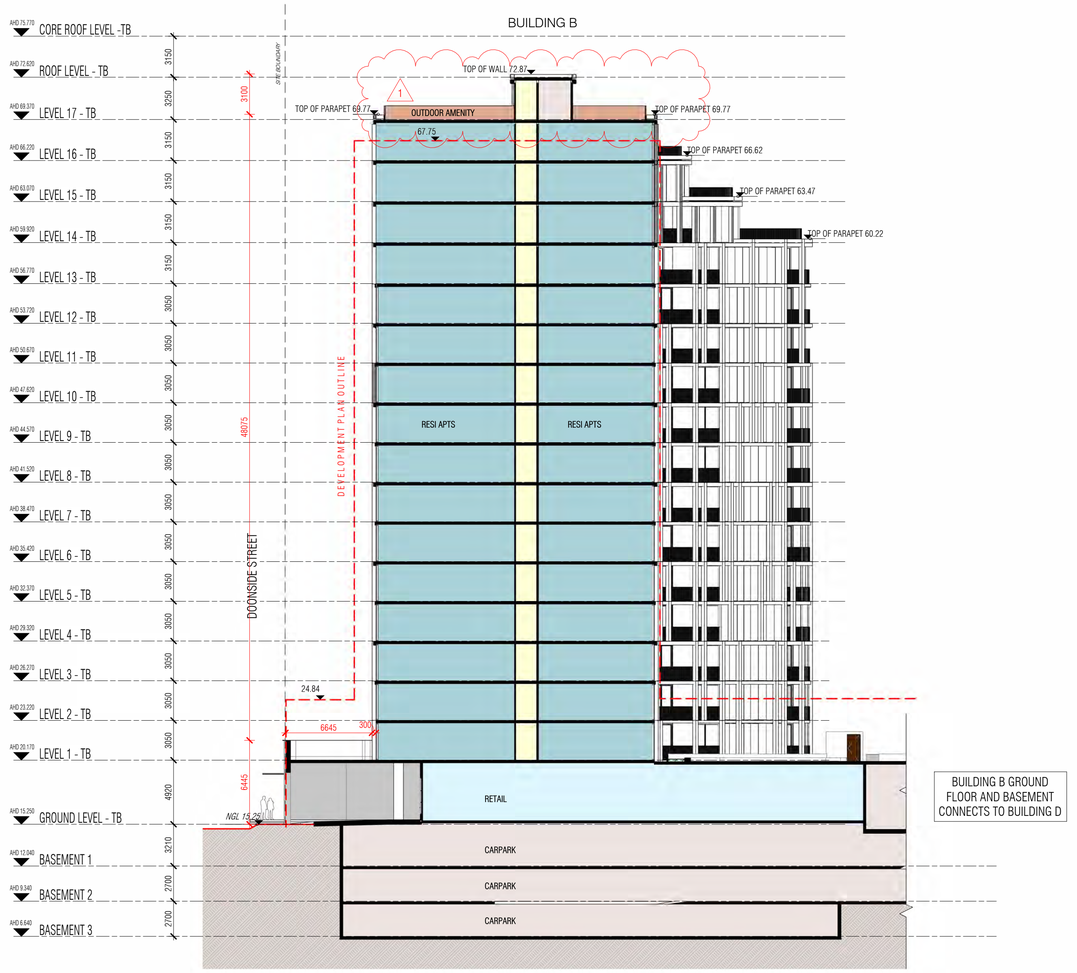
FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB204





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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 400 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

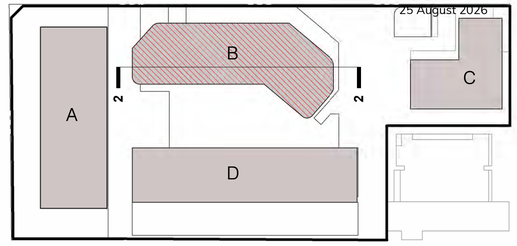
DRAWING TITLE
TOWER B_SECTION 01

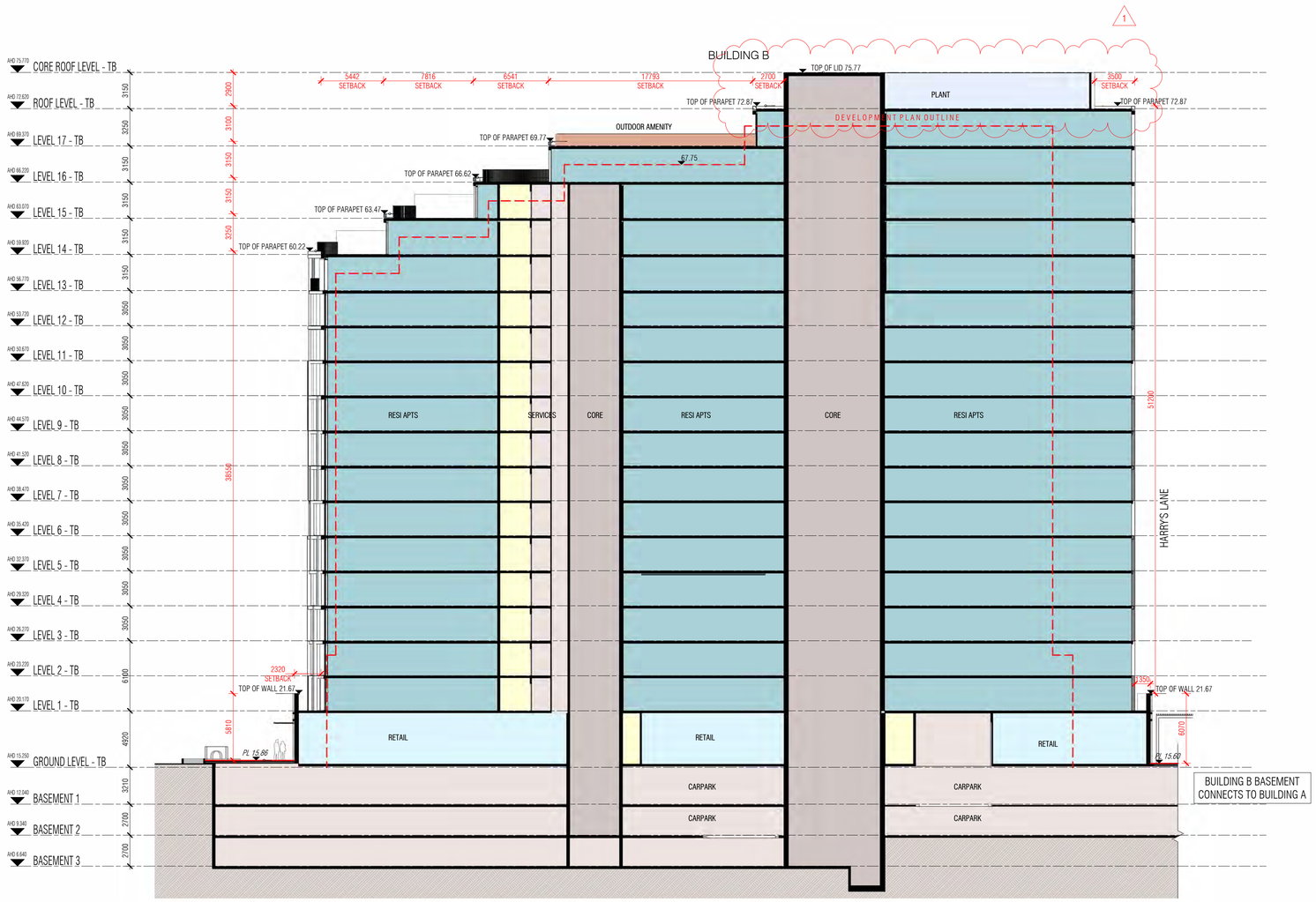
FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPB251





Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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PROJECT: HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET RICHMOND VIC 3121

CLIENT: GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 400 @ A3

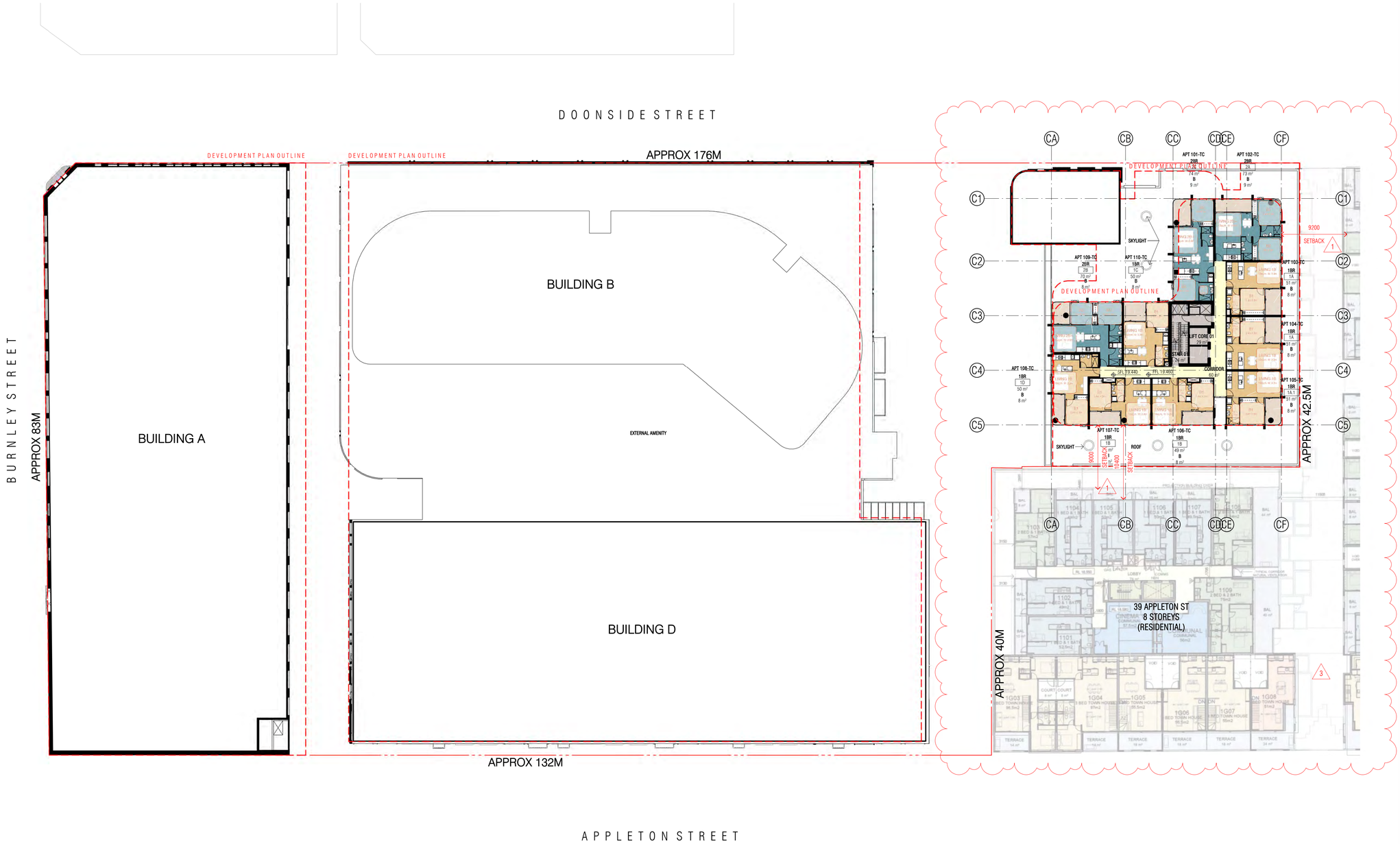
DRAWING TITLE: TOWER B_SECTION 02

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE: TOWN PLANNING

REV. G

DRAWING NO. TPB252



Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
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C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
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G	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
NS	FP	30.06.2026	20074	1 : 500 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

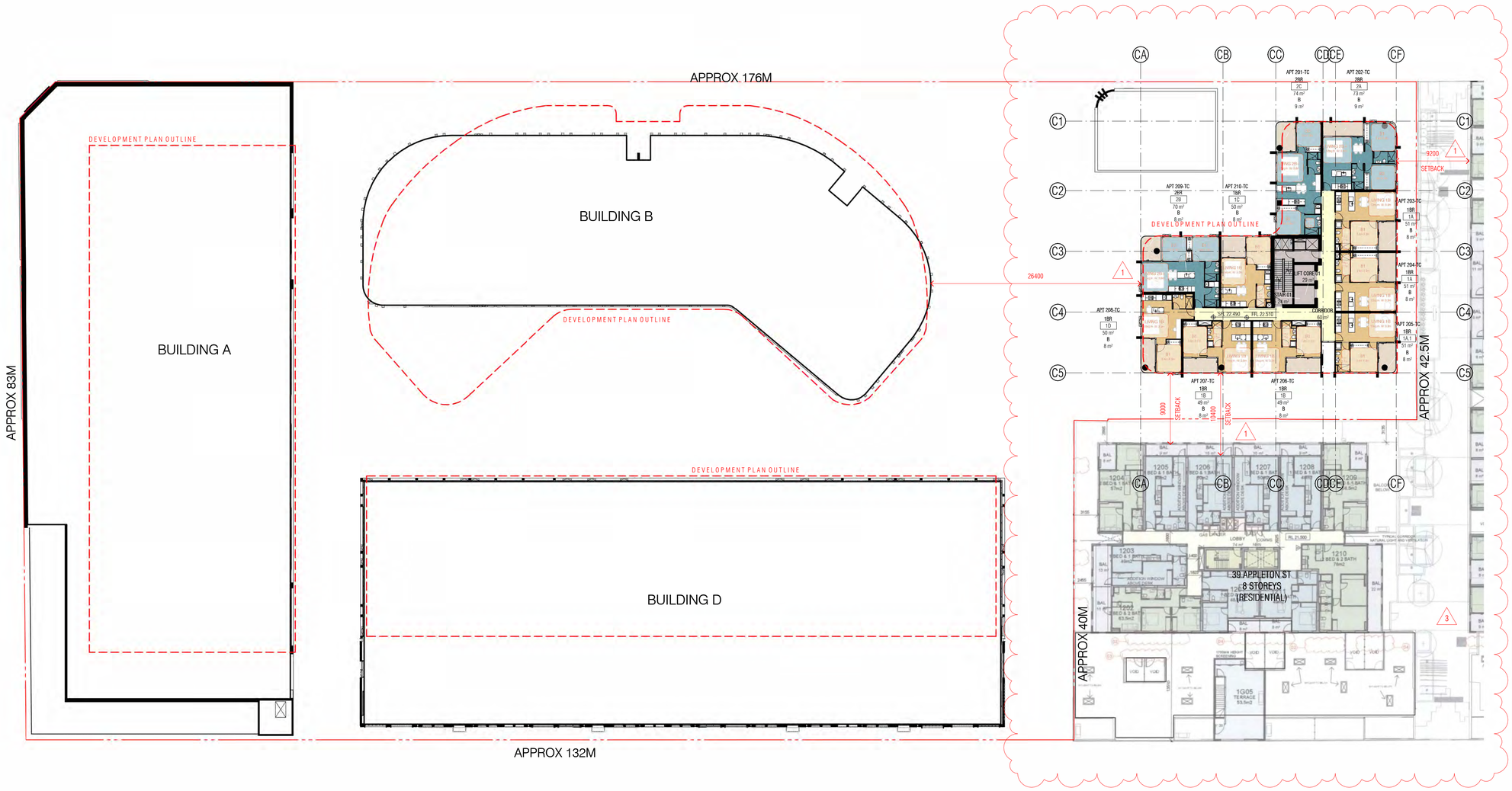
DRAWING TITLE
TOWER C_LEVEL 1 PLAN

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPC101



Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

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C	ISSUED FOR T.P	03.10.2025
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E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
NS	FP	30.06.2026	20074	1 : 500 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER C_TYP LEVEL 2-8 PLAN

FENDER KATSALIDIS
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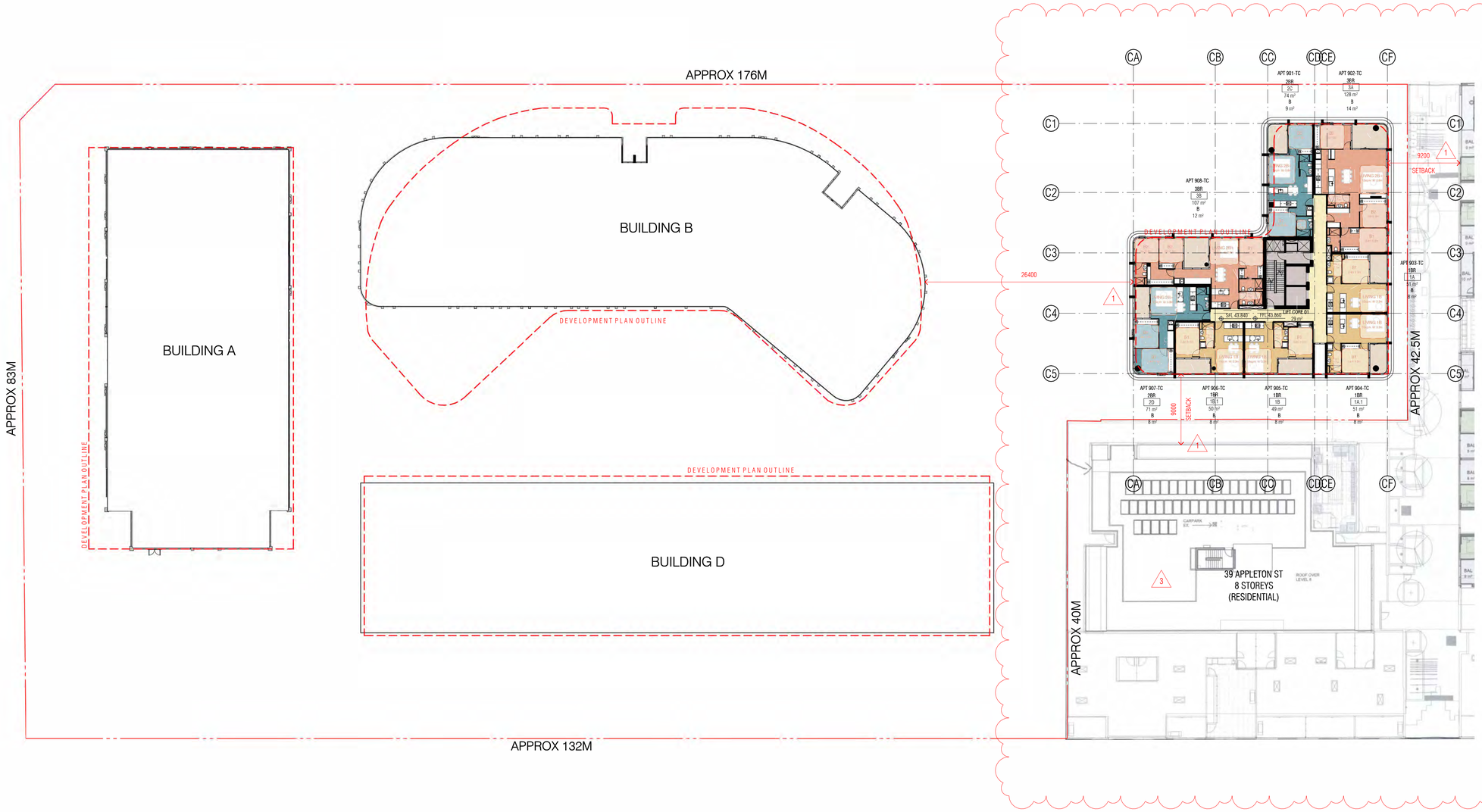
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPC102



Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

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- [x] DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
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DRAWN	CHECKED	DATE	JOB NO.	SCALE
NS	FP	30.06.2026	20074	1 : 500 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER C_TYP LEVEL 9-12 PLAN

FENDER KATSALIDIS
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NEW SOUTH WALES 2000 AUSTRALIA
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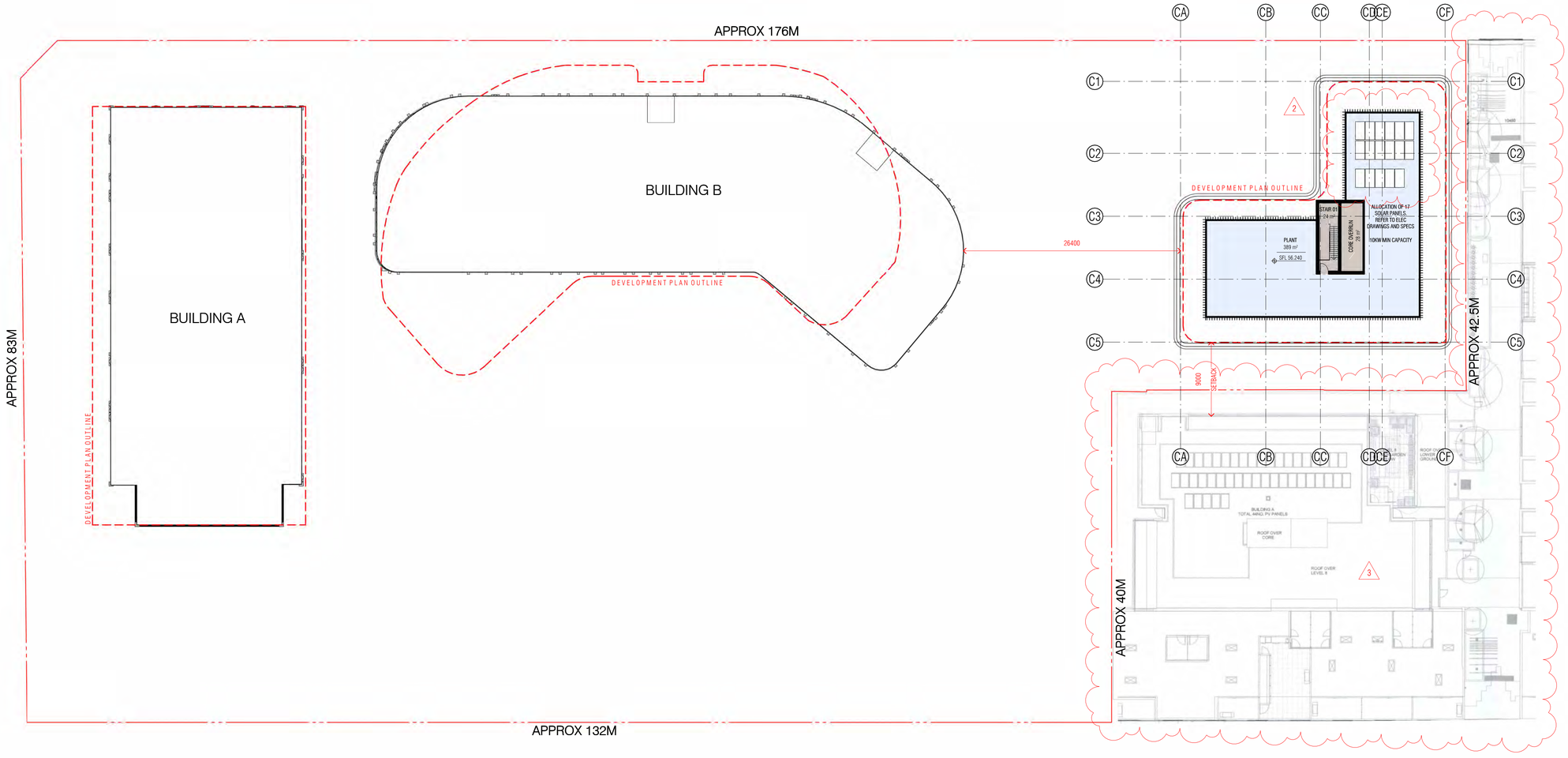
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPC109



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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
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E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
NS	FP	30.06.2026	20074	1 : 500 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER C_LEVEL 13 ROOF PLAN

FENDER KATSALIDIS
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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPC113



GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

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E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

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YH	FP	30.06.2026	20074	1 : 400 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

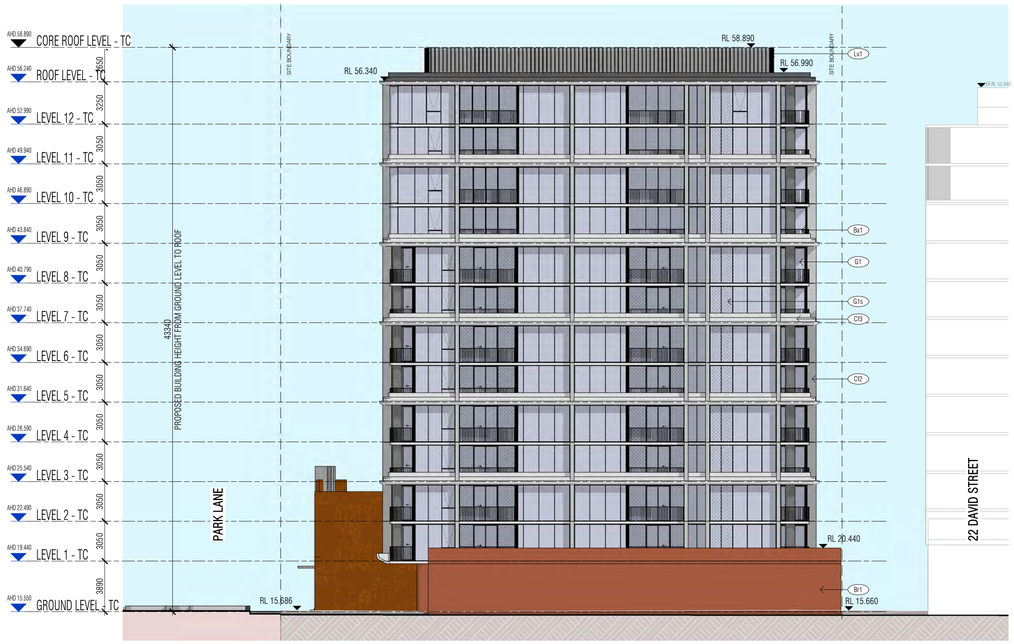
DRAWING TITLE
TOWER C_NORTH ELEVATION

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPC201



GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

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REVISION

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F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 400 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER C_SOUTH ELEVATION

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L21, 259 GEORGE STREET, SYDNEY
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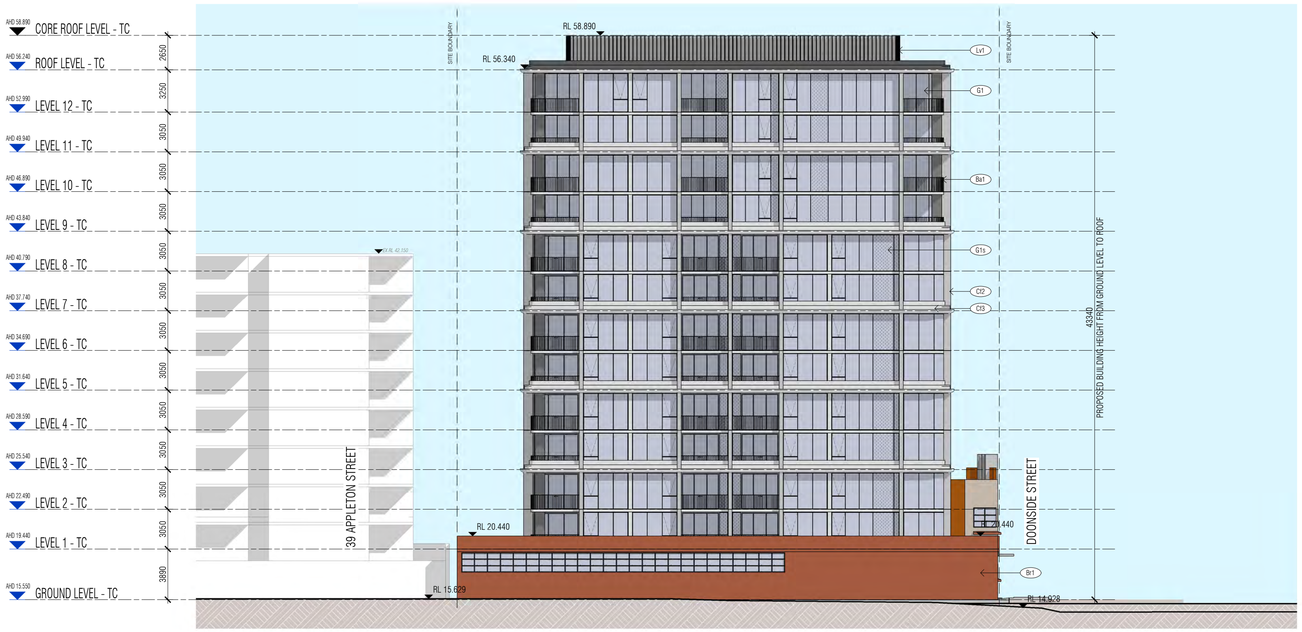
ISSUE PURPOSE
TOWN PLANNING

REV.
G

DRAWING NO.
TPC202



GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
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E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

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YH	FP	30.06.2026	20074	1 : 400 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER C_EAST ELEVATION

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NEW SOUTH WALES 2000 AUSTRALIA
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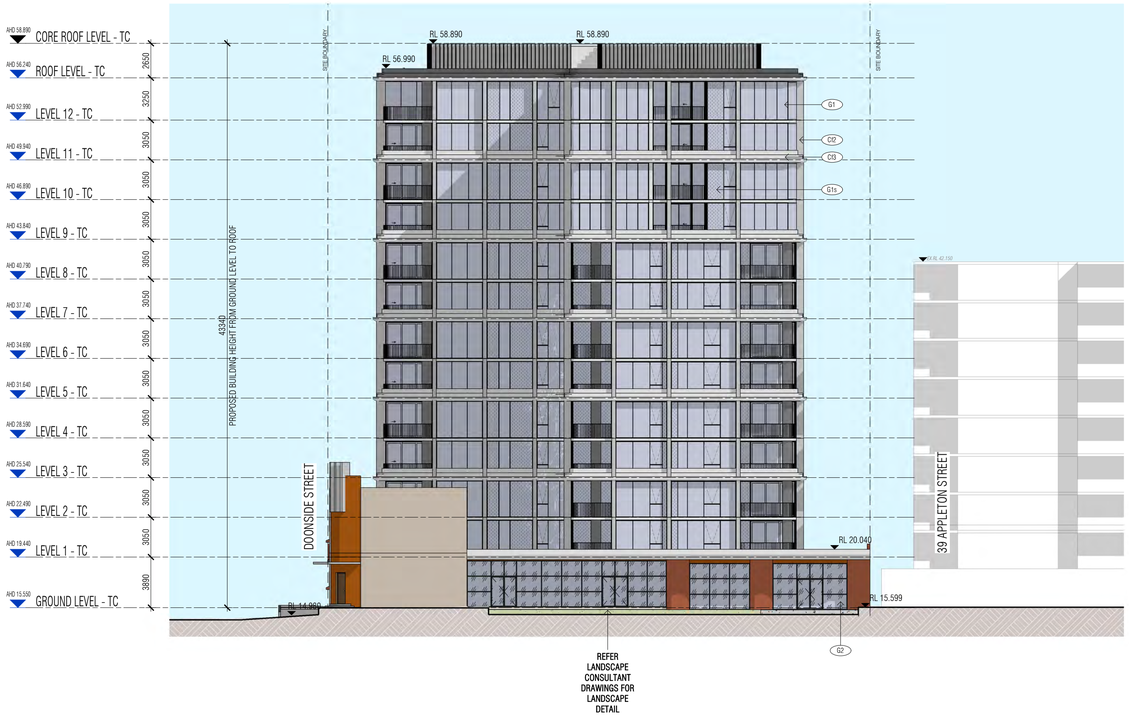
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPC203



GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres

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REVISION

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YH	FP	30.06.2026	20074	1 : 400 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER C_WEST ELEVATION

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NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
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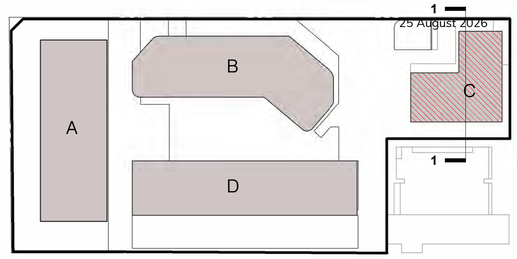
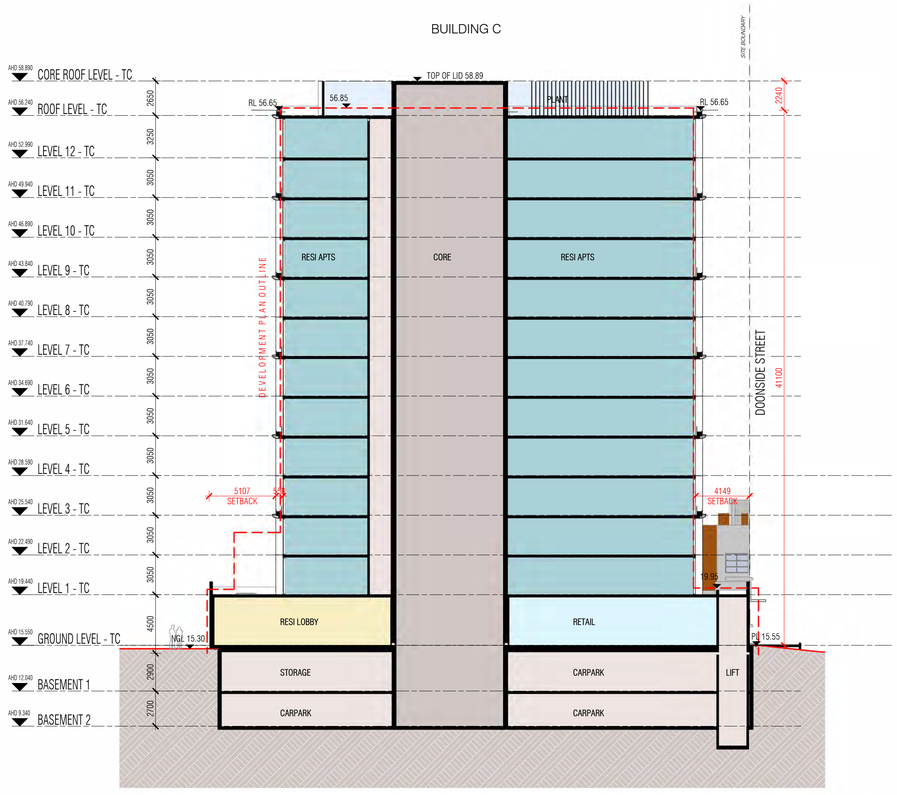
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPC204





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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 400 @ A3

DRAWING TITLE
TOWER C_SECTION 01

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
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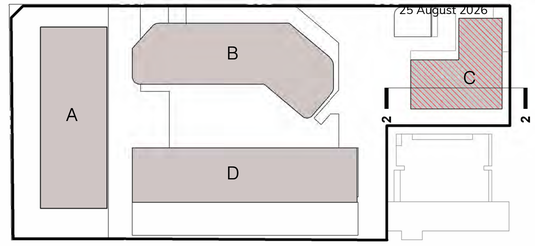
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

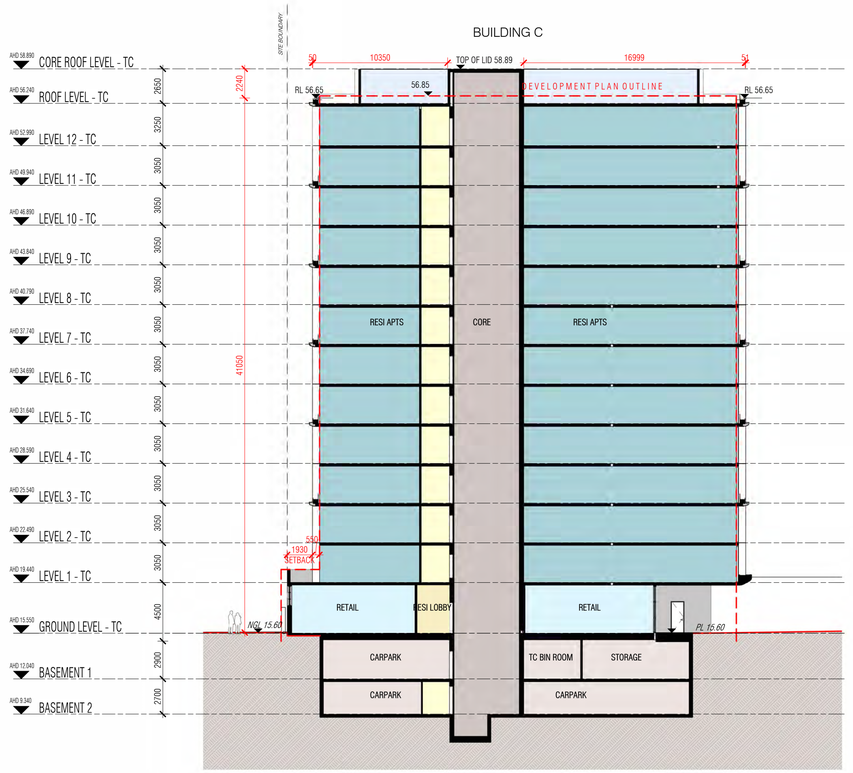
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPC251

25 August 2026





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YH	FP	30.06.2026	20074	1 : 400 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER C_SECTION 02

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPC252



Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER D_LEVEL G PLAN

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 500 @ A3

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPD100



GLAZED CANOPY WITH FRIT PATTERN

DOONSIDE STREET

APPROX 176M

DEVELOPMENT PLAN OUTLINE

DEVELOPMENT PLAN OUTLINE

DEVELOPMENT PLAN OUTLINE

BURNLEY STREET

APPROX 83M

BUILDING A

NON-TRAFFICABLE ROOF

GLAZED CANOPY WITH FRIT PATTERN

FACADE MAINTANACE ZONE, NO ACCESS TO RESIDENTS

REFER LANDASCAPE CONSULTANT DRAWINGS FOR LANDSCAPE DETAIL

BLUE DASHED LINE INDICATES TRAFFICABLE COMMUNAL OPEN SPACE

FACADE MAINTANACE ZONE, NO ACCESS TO RESIDENTS

PRIVACY ZONE

PRIVACY ZONE

ACCESS IS RESTRICTED TO RESIDENTS ONLY. GATE WITH AN ELECTRONIC CARD READER WILL ALSO BE PROVIDED AT THE TOP OF THE STAIRWAY FROM PARK LANE, WITH CCTV ALSO PROVIDED TO ENSURE MONITORING OF SPACE.

PAINTED CANOPY

L1 SPA, SAUNA, GAMES ROOM, PICKLEBALL, BAR, AND LIBRARY ACCESSIBLE TO ALL RESIDENTS, ACCESSED VIA ELECTRONIC CARD ACCESS POINT FROM LIFTS FROM BUIDING D LOBBY (OR RESIDENTIAL LEVELS IF A BUILDING D RESIDENT), OR BY BUILDING B/D EXTERNAL PODIUM AMENITY.

12200

SETBACK

13900

SETBACK

9000

SETBACK

APPROX 42.5M

APPROX 40M

39 APPLETON ST
8 STOREYS
(RESIDENTIAL)

8700

APPROX 132M

APPLETON STREET

LIGHTWELL MAINTENANCE TO BE FACILITATED THROUGH ROPE ACCESS VIA SECURE POINTS ON THE LEVEL 3 ROOF. IN ACCORDANCE WITH LIGHTWELL MAINTENANCE MEMORANDUM.

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN: YH | CHECKED: FP | DATE: 30.06.2026 | JOB NO.: 20074 | SCALE: 1 : 500 @ A3

DRAWING TITLE
TOWER D_LEVEL 1 PLAN

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPD101

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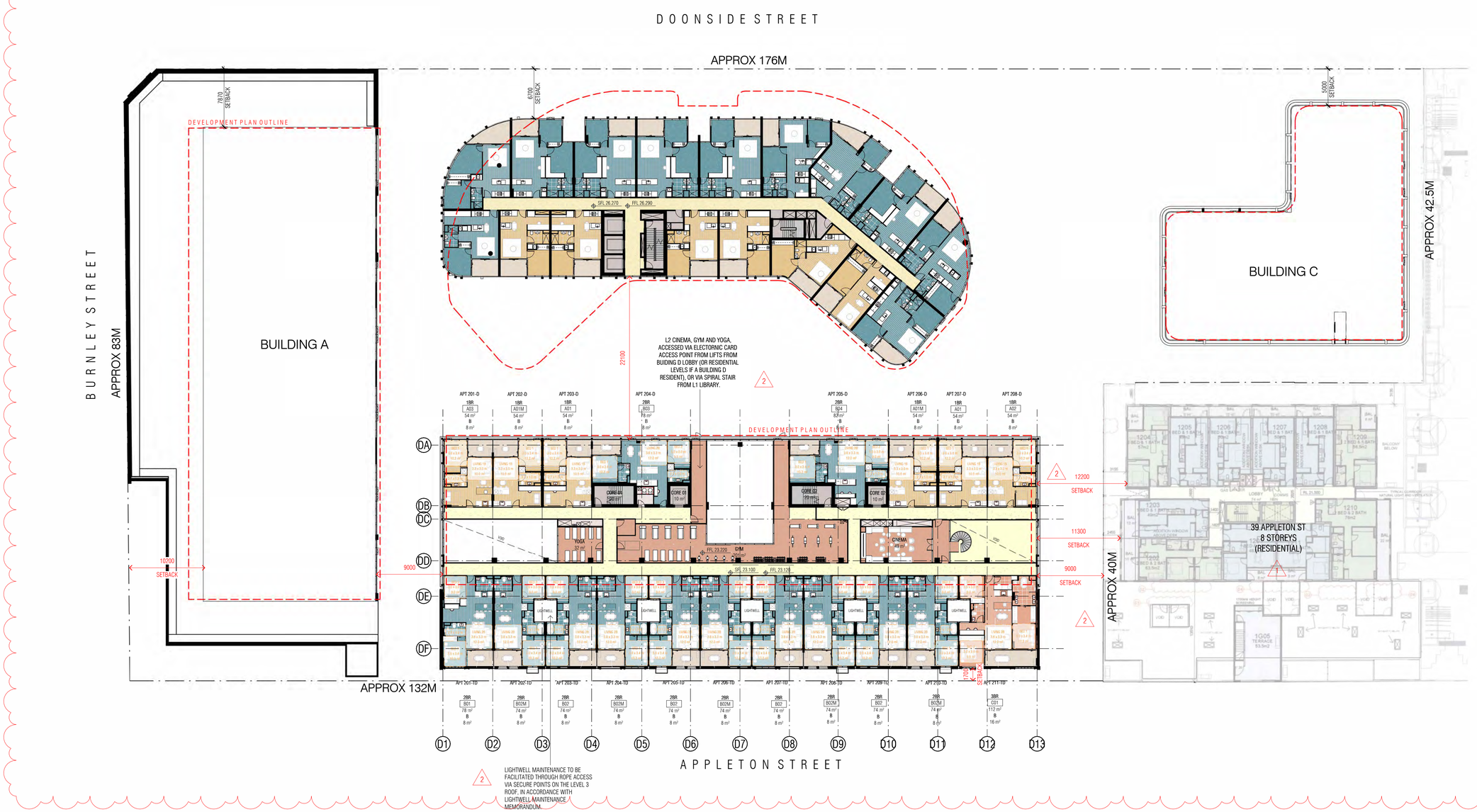

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PROJECT
HARRINGTON VILLAGE

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DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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DRAWING TITLE
TOWER D_LEVEL 2 PLAN

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPD102

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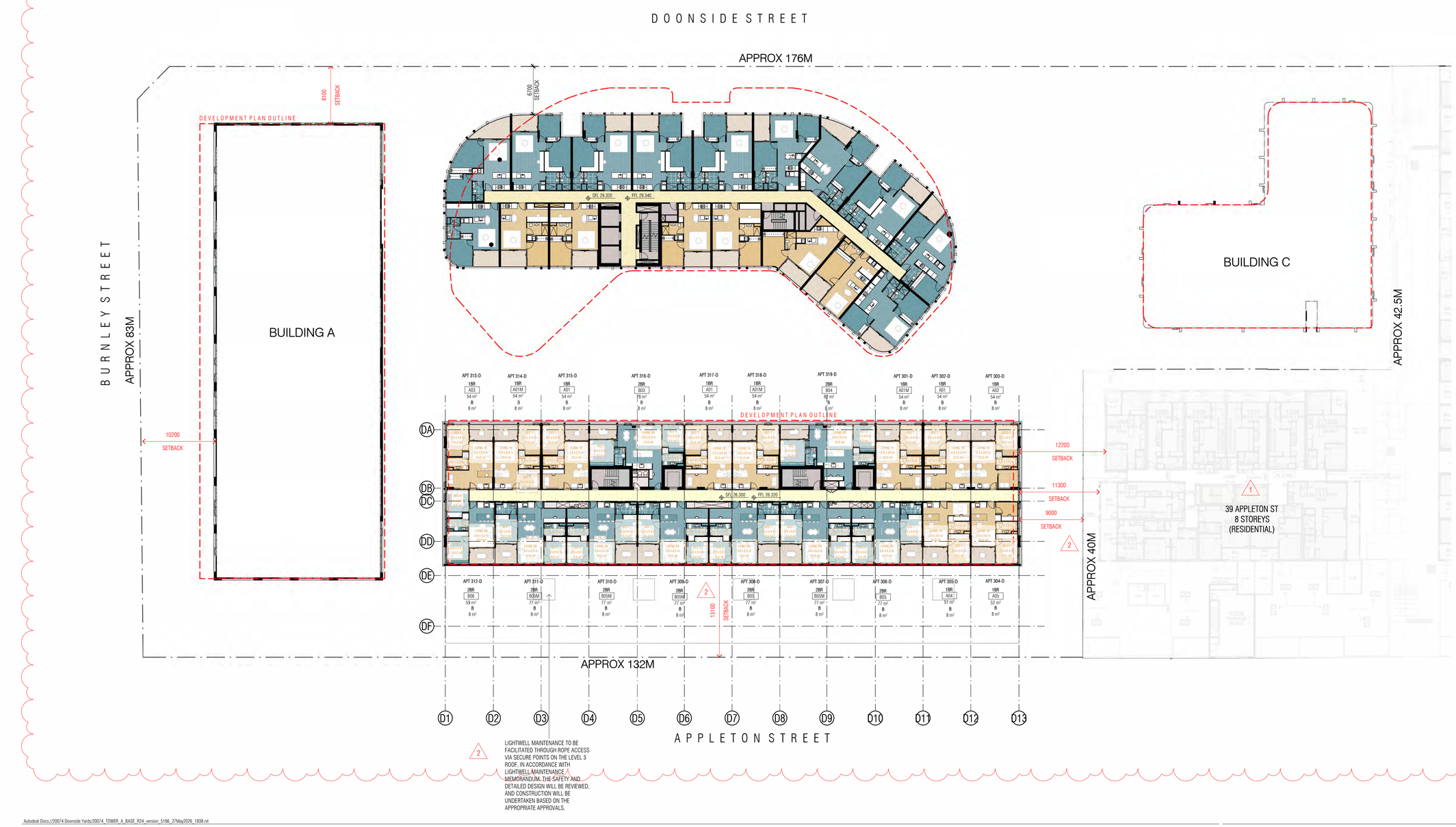

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
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DRAWING TITLE
TOWER D_LEVEL 3-6 TYP PLAN

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ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPD103



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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

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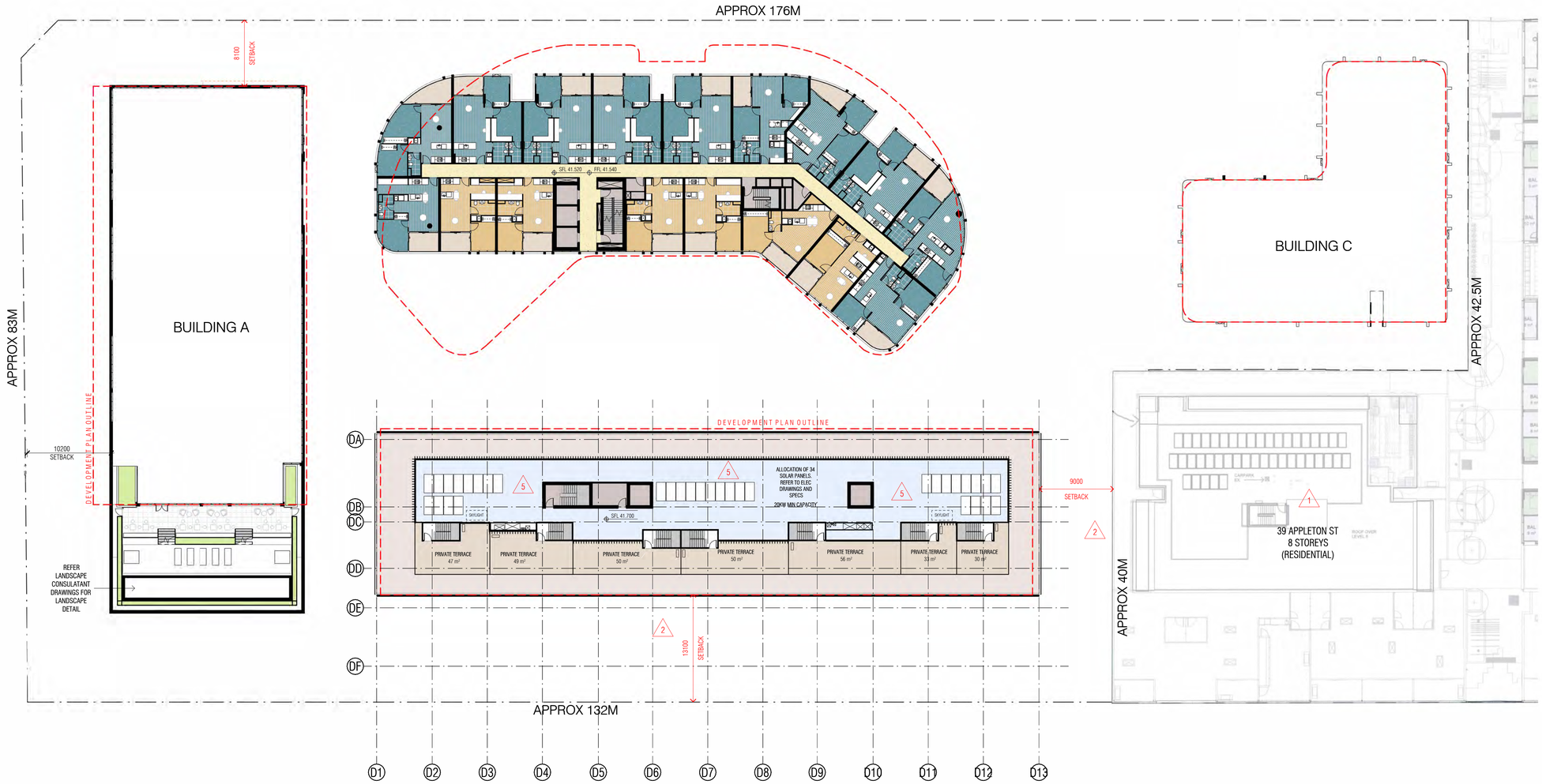
DRAWING TITLE
TOWER D_LEVEL 7 PLAN

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPD106



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CLIENT
GURNER TM

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YH	FP	30.06.2026	20074	1 : 500 @ A3

DRAWING TITLE
TOWER D_ROOF PLAN

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPD108

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GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres



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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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YH	JS	30.06.2026	20074	1 : 300 @ A3

DRAWING TITLE
TOWER D_NORTH ELEVATION

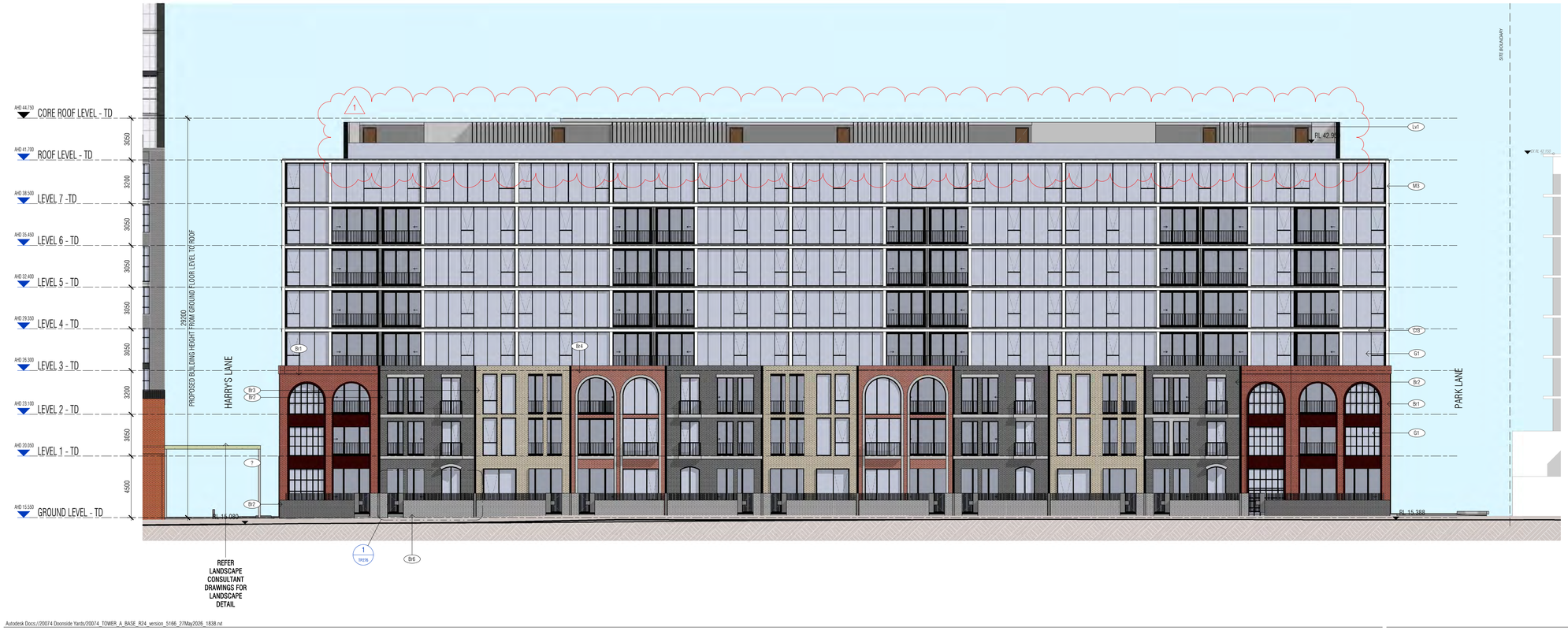
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPD201

GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres



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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

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GURNER TM

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YH	JS	30.06.2026	20074	1 : 300 @ A3

DRAWING TITLE
TOWER D_SOUTH ELEVATION

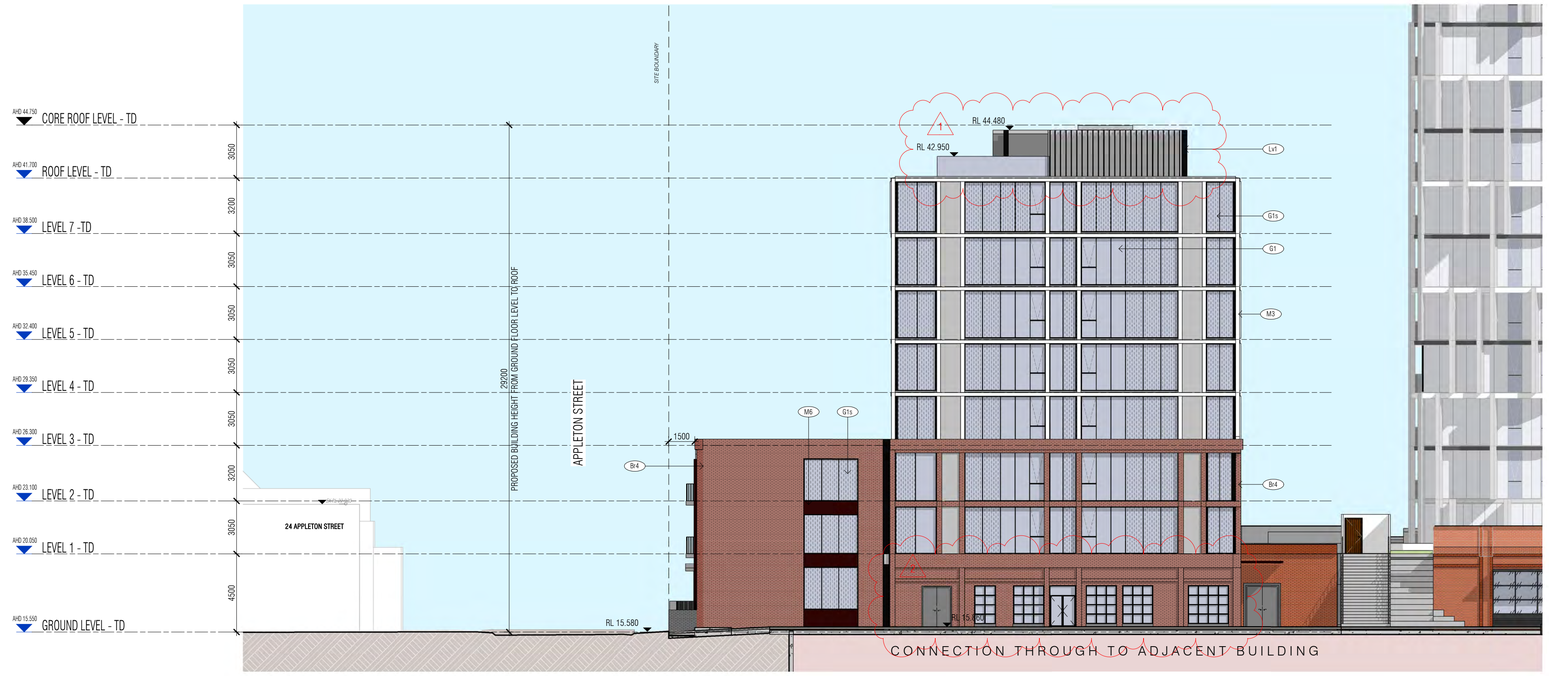
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPD202

GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres



Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P.	20.08.2025
C	ISSUED FOR T.P.	03.10.2025
D	ISSUED FOR T.P.	03.11.2025
E	ISSUED FOR T.P.	05.12.2025
F	ISSUED FOR T.P.	22.05.2026
G	ISSUED FOR T.P.	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- ■ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	JS	30.06.2026	20074	1 : 300 @ A3

DRAWING TITLE
TOWER D_EAST ELEVATION

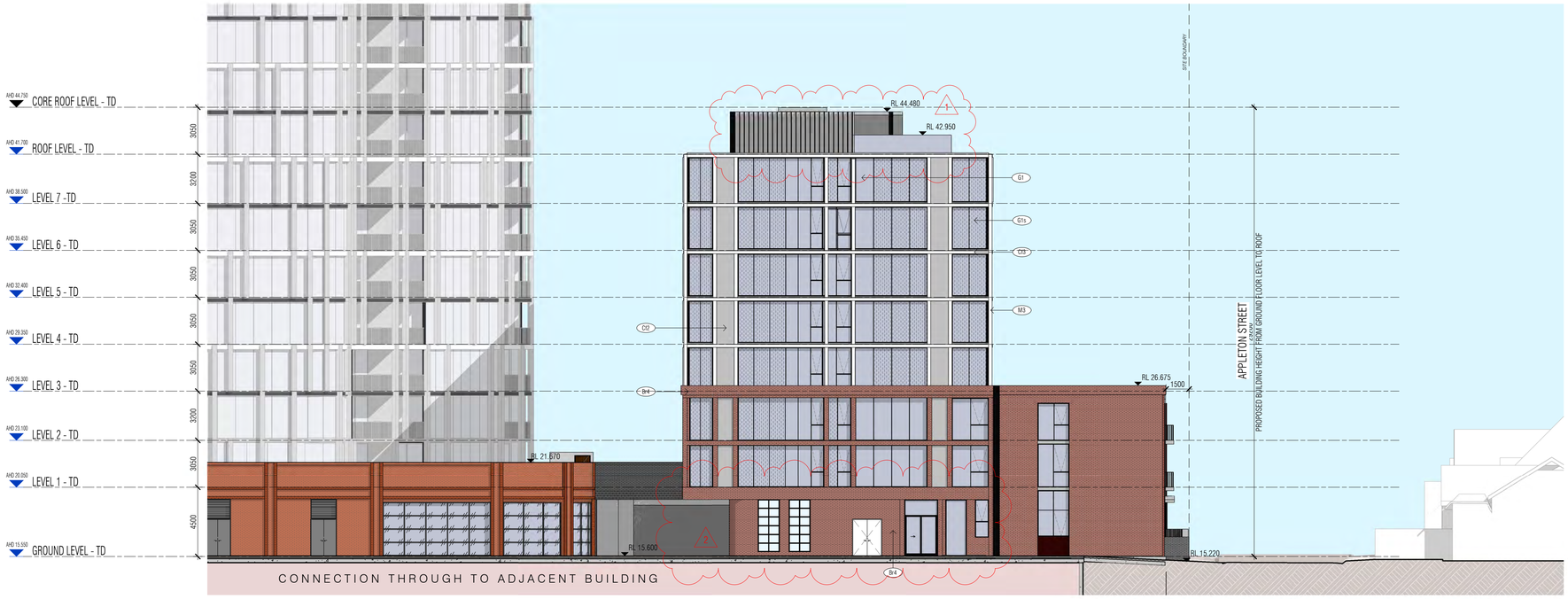
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPD203

GENERAL LEGEND I BUILDING

- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- Lv1 Black Louvres



Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

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G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

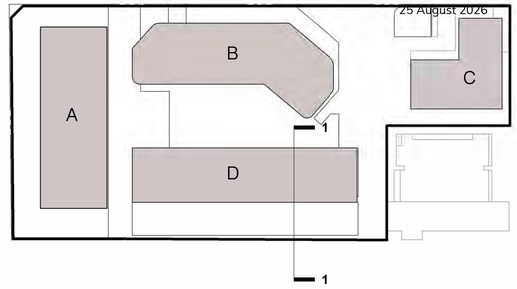
DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	JS	30.06.2026	20074	1 : 300 @ A3

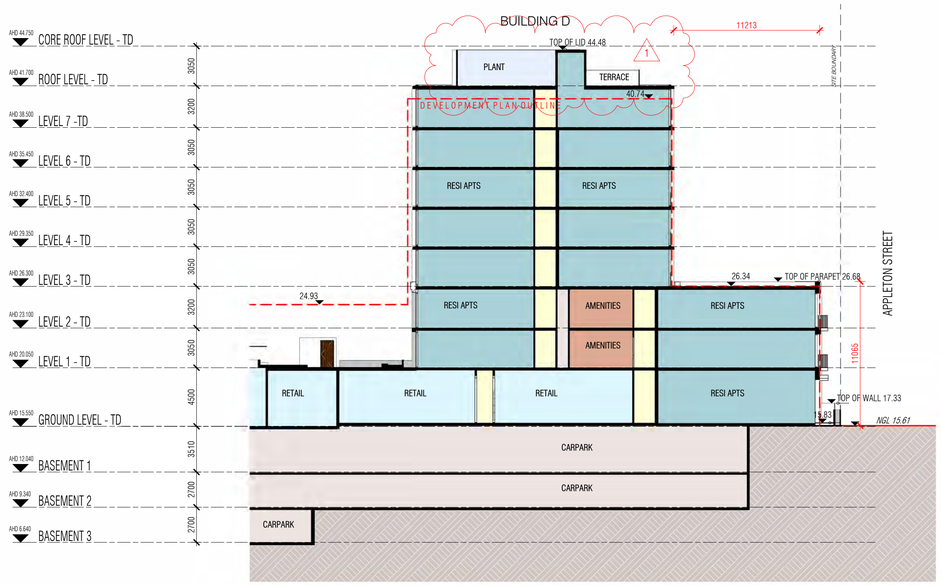
DRAWING TITLE
TOWER D_WEST ELEVATION

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPD204





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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
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E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN YH | CHECKED JS | DATE 30.06.2026 | JOB NO. 20074 | SCALE 1 : 400 @ A3

DRAWING TITLE
TOWER D_SECTION_01

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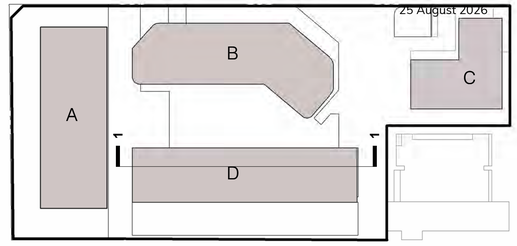
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

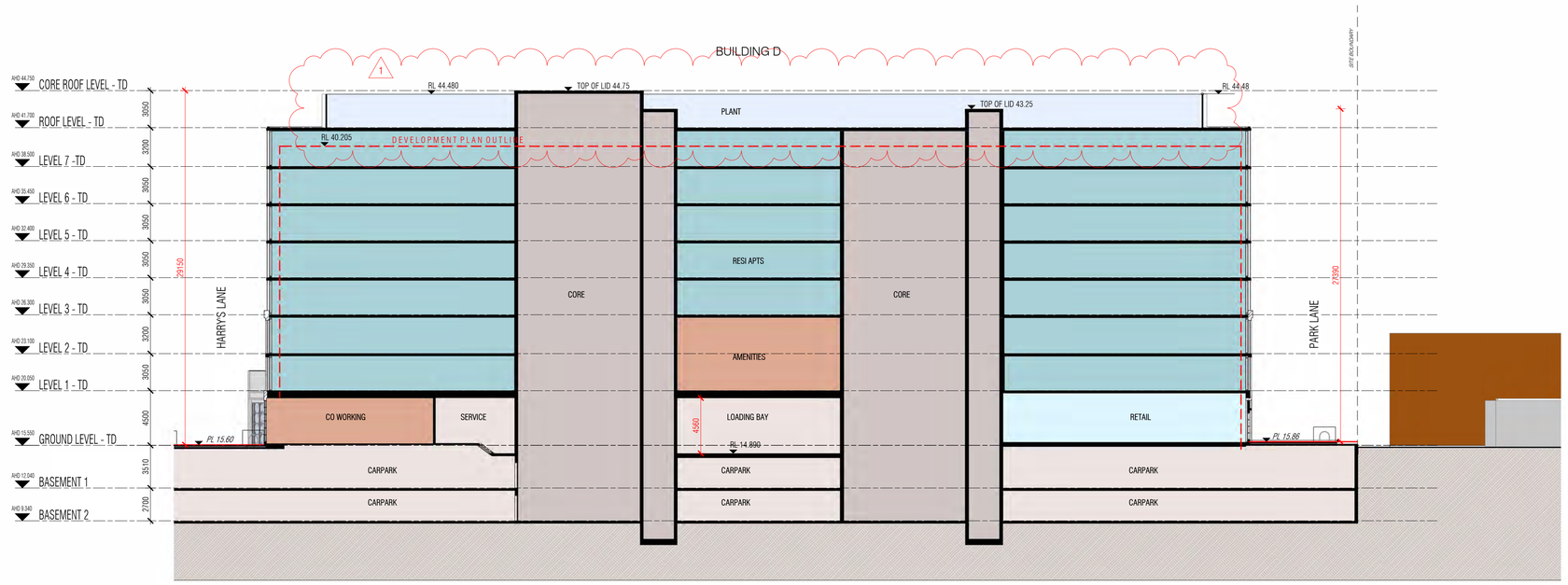
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPD250

25 August 2026





Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	JS	30.06.2026	20074	1 : 400 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER D_SECTION_02

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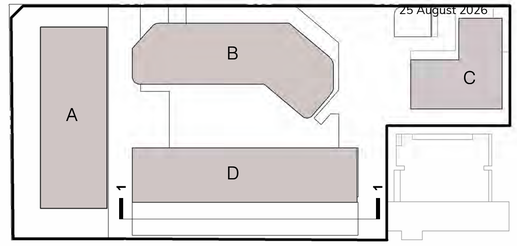
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

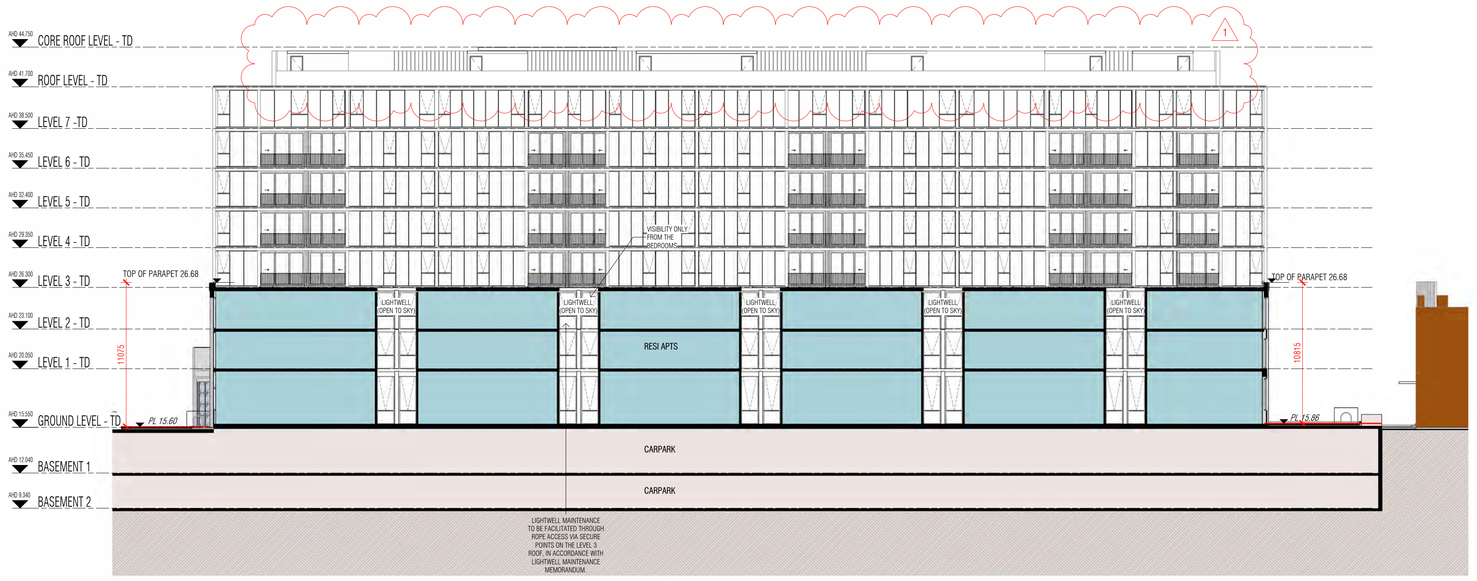
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPD251

25 August 2026





Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
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C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	JS	30.06.2026	20074	1 : 400 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER D_SECTION_03

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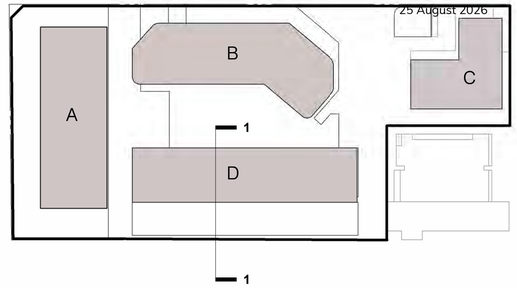
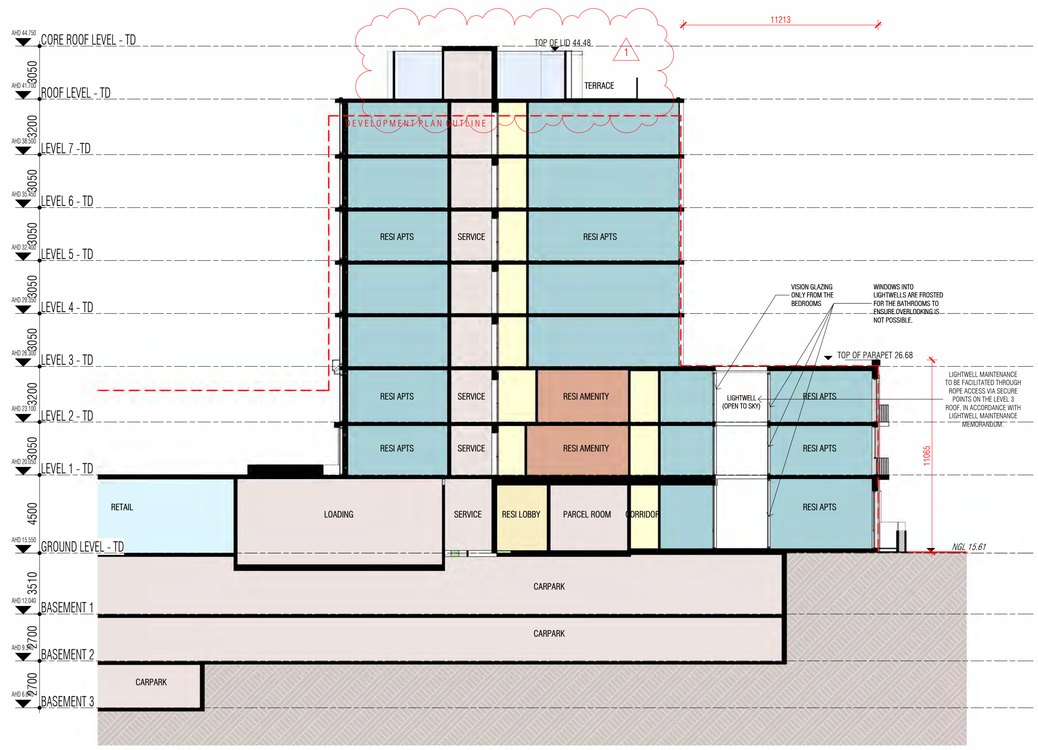
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPD252





Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	JS	30.06.2026	20074	1 : 400 @ A3

DRAWING TITLE
TOWER D_SECTION_04

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPD253



Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
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G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

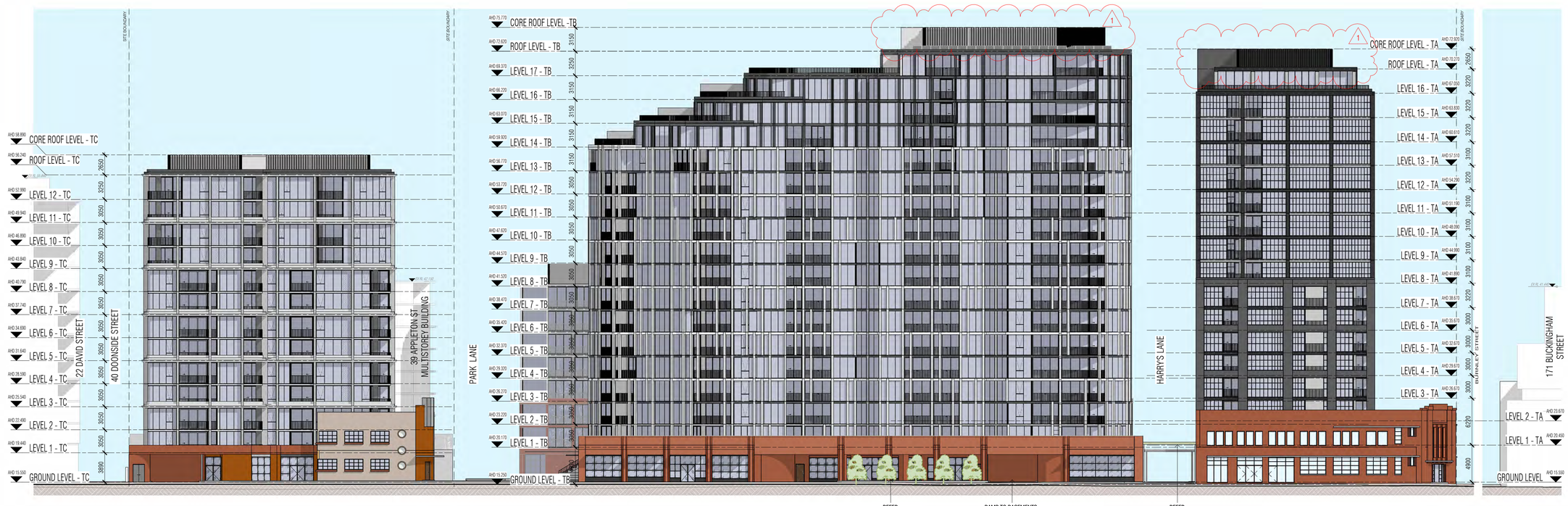
DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 500 @ A3

DRAWING TITLE
PRECINCT SOUTH ELEVATION

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP201



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REVISION

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G	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 500 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
PRECINCT NORTH ELEVATION

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

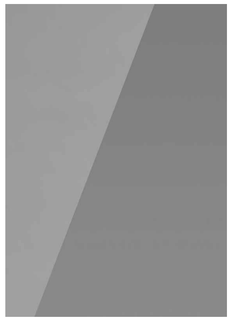
REV. G

DRAWING NO.
TP202

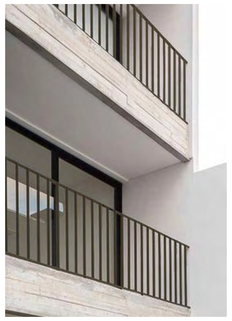
GENERAL LEGEND I BUILDING

G1	Vision Glazing
G1a	Privacy Glazing
G1s	Spandrel Glazing
G2	Vision Glazing Tenancy
G3	Heritage Glazing
G4	Skylight Glazing
G5	Shopfront Glazing GF
Ba1	Charcoal Palisade Balustrade
Ba2	White Palisade Balustrade
Ba3	Glazed Balustrade
Br1	Red Brick Finish
Br2	Charcoal Brick Finish
Br3	Cream Brick Finish
Br4	Light Red Brick Finish
Br5	Existing Heritage Brick Finish
Br6	Light Grey Brick Finish
Cf1	Charcoal Concrete Finish
Cf2	Natural Concrete Finish
Cf3	Concrete with Light Finish Look
Cf4	Concrete with Applied Paint/Finish
M1	Metal Cladding, Charcoal Prefinish Colour
M2	Charcoal Colour Window Frames
M3	White Prefinish Colour
M4	Custom Steel Profile Canopy, Paint Finish
M5	Metal Cladding, Powdercoat Finish
Lv1	Black Louvres

G1: VISION GLAZING



G2: LIGHT SILVER GLAZING



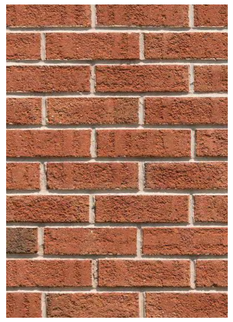
Ba1: CHARCOAL PALISADE BALUSTRADE



Ba2: WHITE PALISADE BALUSTRADE



Lv2: BLACK LOUVRES



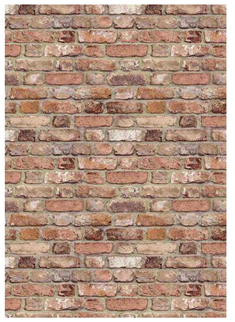
Br1: RED BRICK FINISH



Br2: CHARCOAL BRICK FINISH



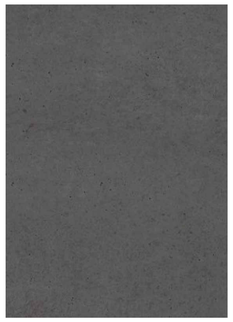
Br3: CREAM BRICK FINISH



Br4: LIGHT RED BRICK FINISH



Br6: LIGHT GREY BRICK FINISH



Cf1: CONCRETE WITH CHARCOAL FINISH LOOK



Cf2: CONCRETE WITH NATURAL FINISH LOOK



Cf3: CONCRETE WITH LIGHT FINISH LOOK

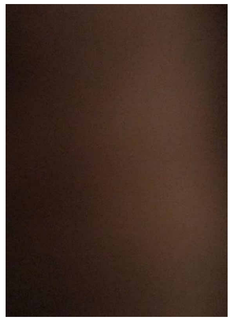


M1: CHARCOAL COLOUR METAL CLADDING



M2: CHARCOAL COLOUR WINDOW FRAMES

M3: WHITE COLOUR METAL CLADDING



M5: POWDERCOAT FINISH METAL CLADDING

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
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D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	N.T.S.

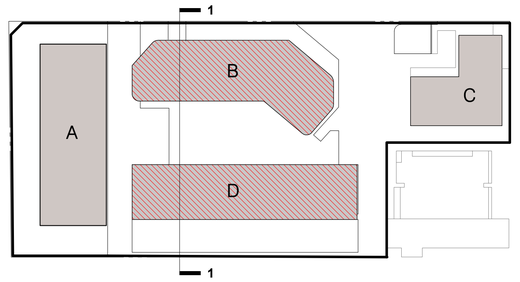
DRAWING TITLE
EXTERNAL MATERIALS PALETTE

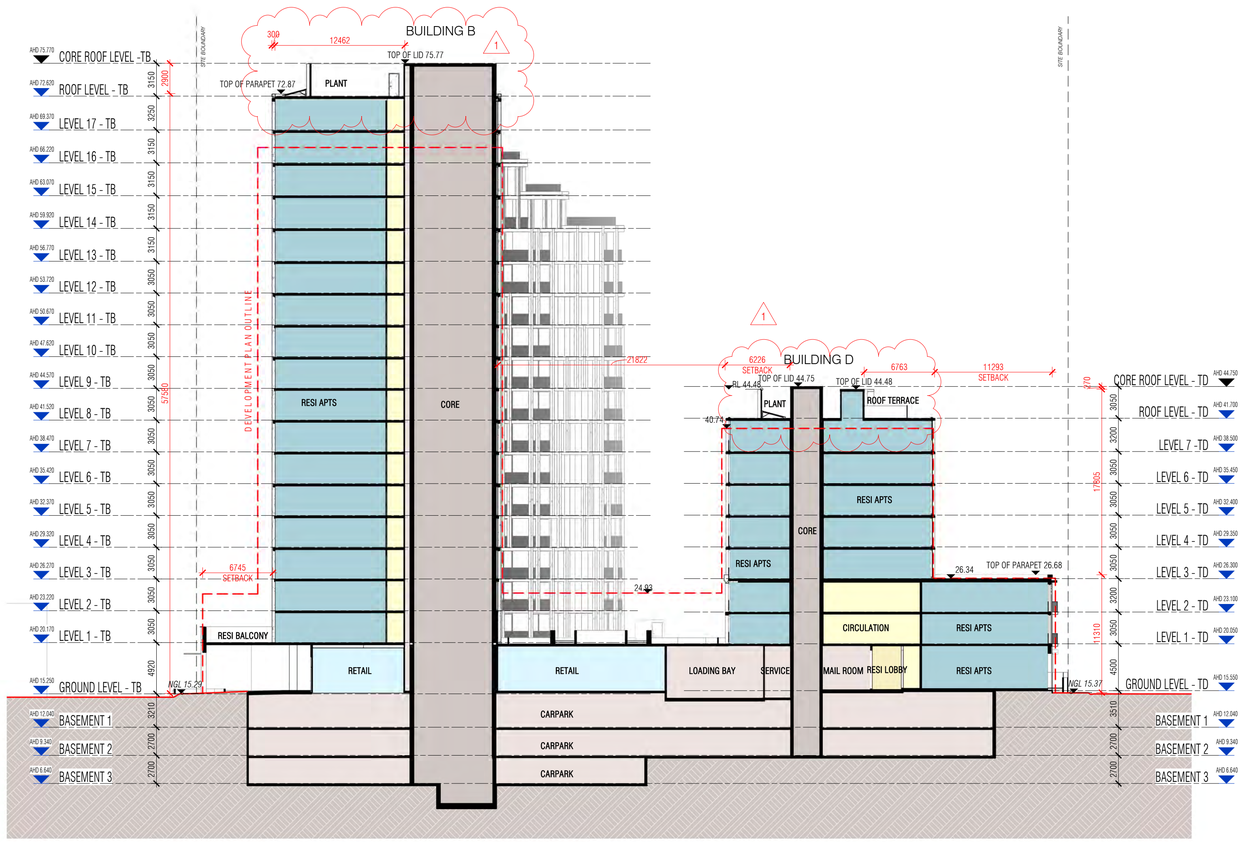
FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP203





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REVISION

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E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

FENDER KATSALIDIS
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TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

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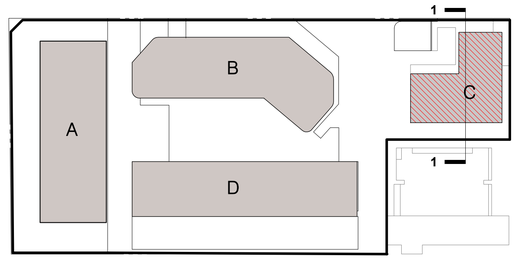
YH	FP	30.06.2026	20074	1 : 500 @ A3

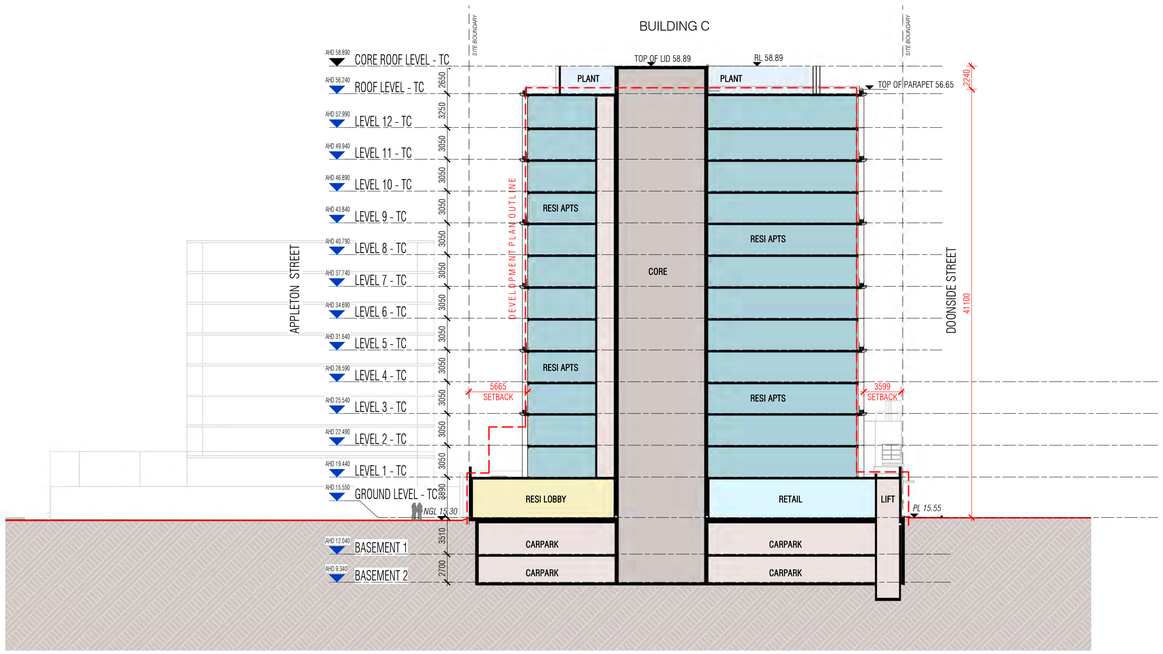
DRAWING TITLE
SECTION A

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP251





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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

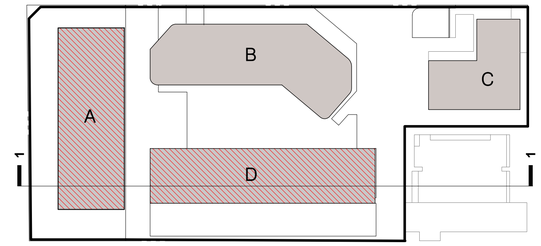
DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 500 @ A3

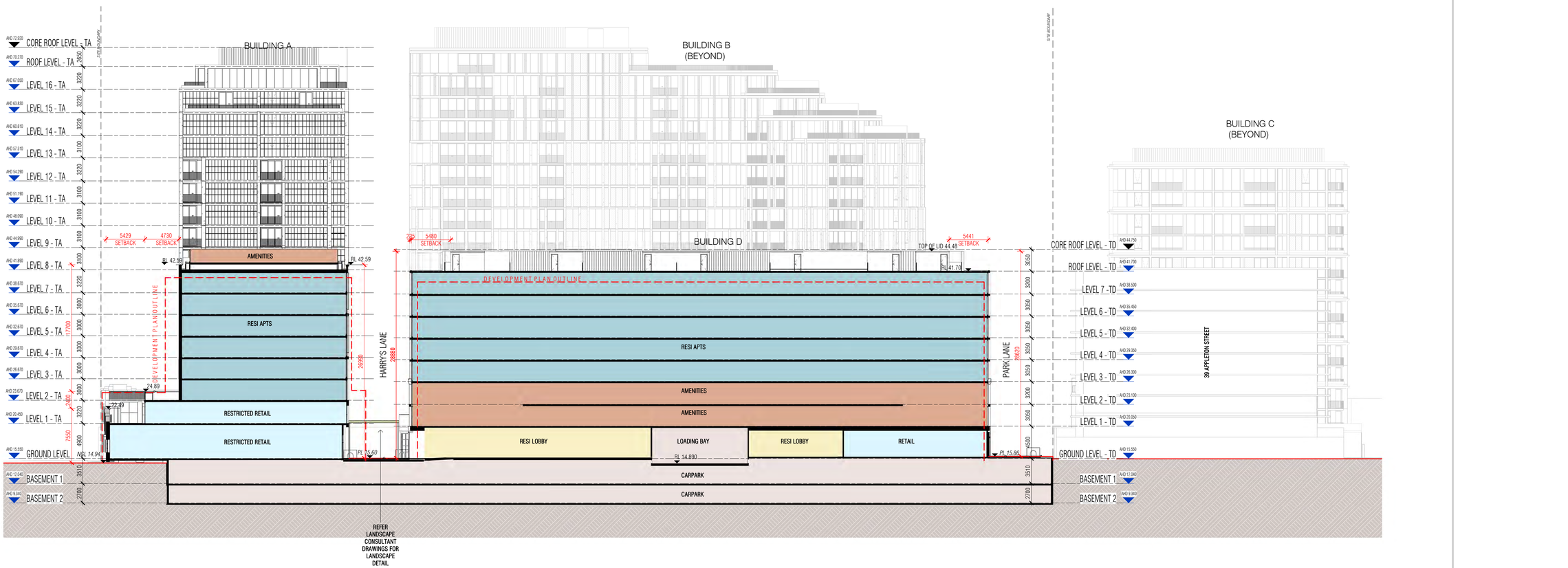
DRAWING TITLE
SECTION B

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP252





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REVISION

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G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1 : 500 @ A3

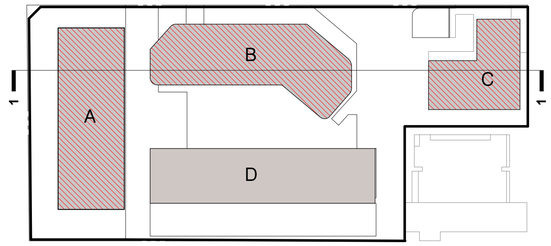
DRAWING TITLE
SECTION C

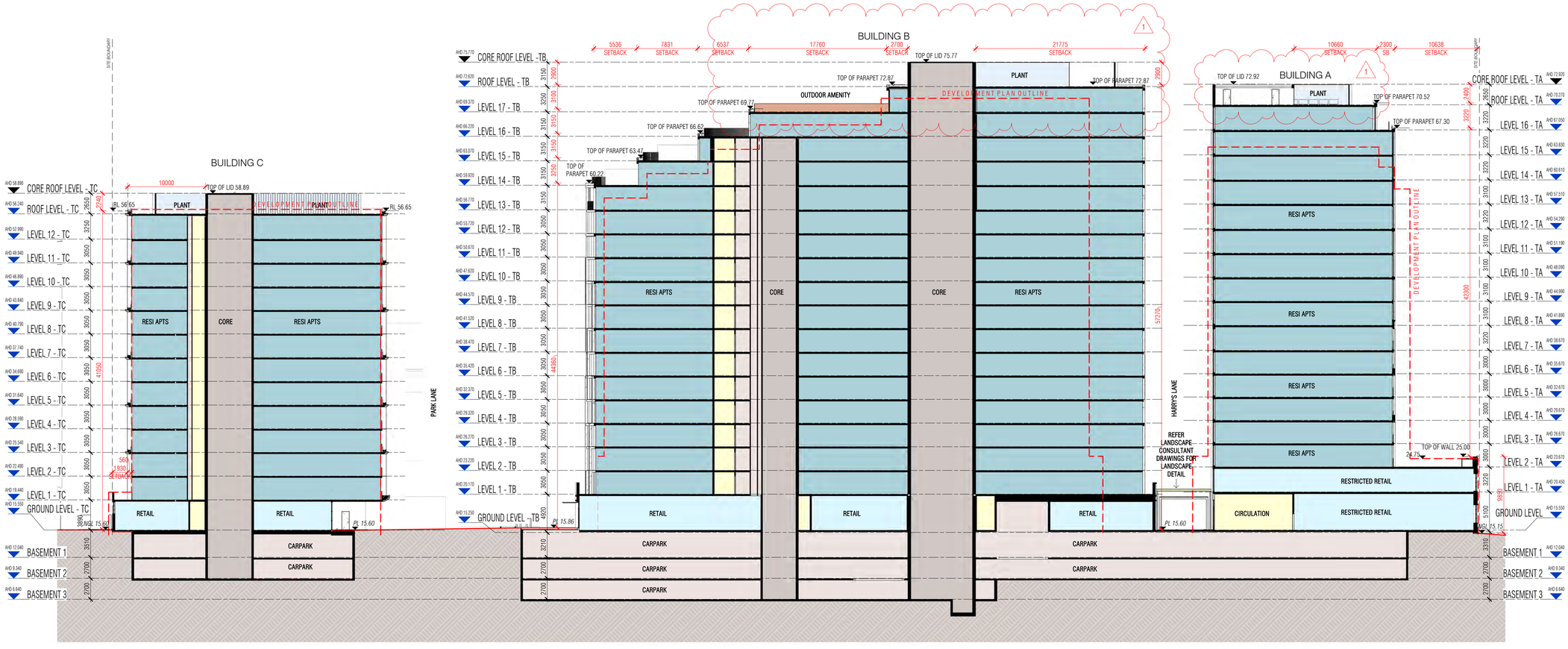
FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8218 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP253





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REVISION

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G	ISSUED FOR T.P	30.06.2026

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YH	FP	30.06.2026	20074	1 : 500 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
SECTION D

FENDER KATSALIDIS
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L21, 259 GEORGE STREET, SYDNEY
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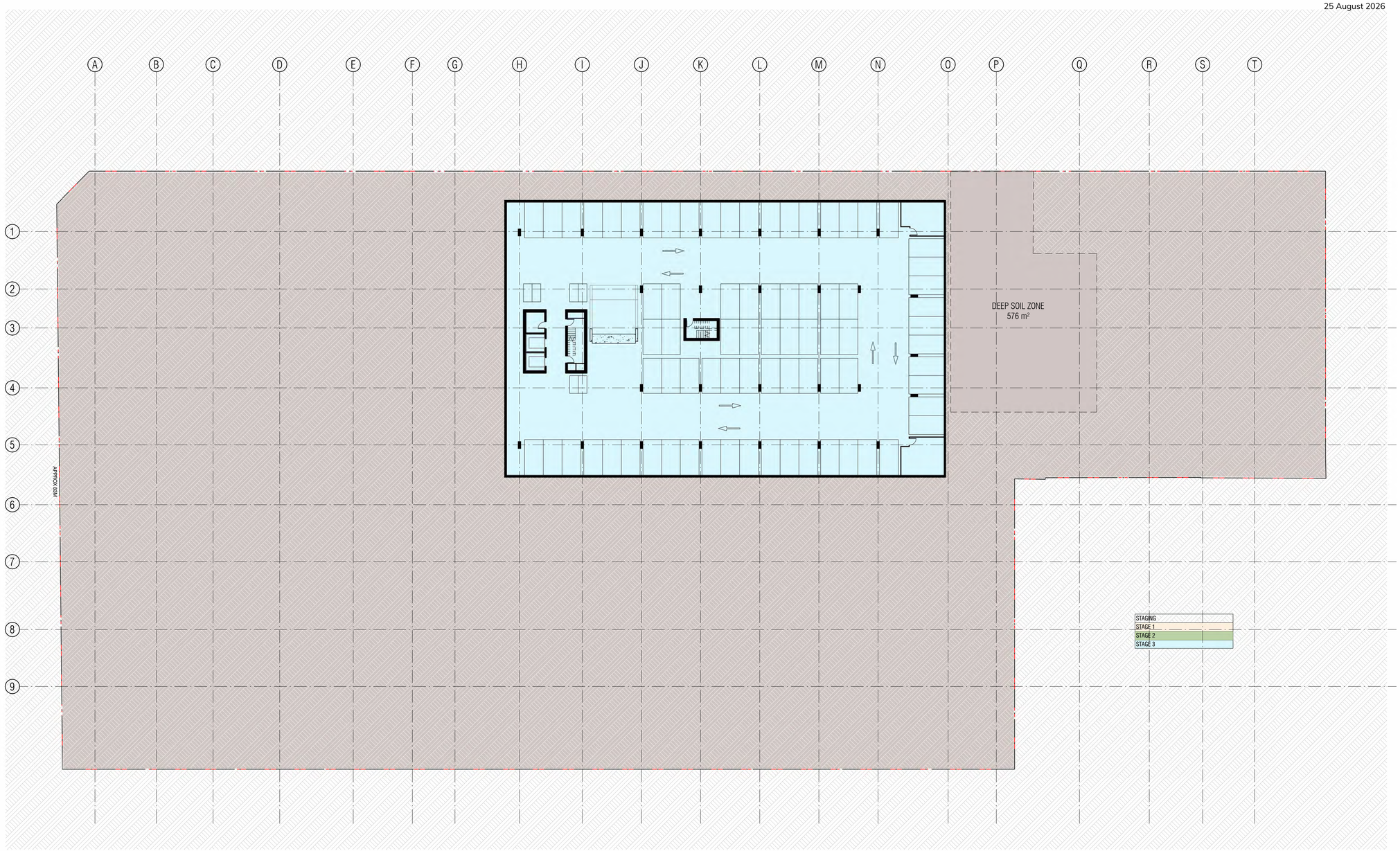
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP254



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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN: YH | CHECKED: FP | DATE: 30.06.2026 | JOB NO.: 20074 | SCALE: 1 : 500 @ A3

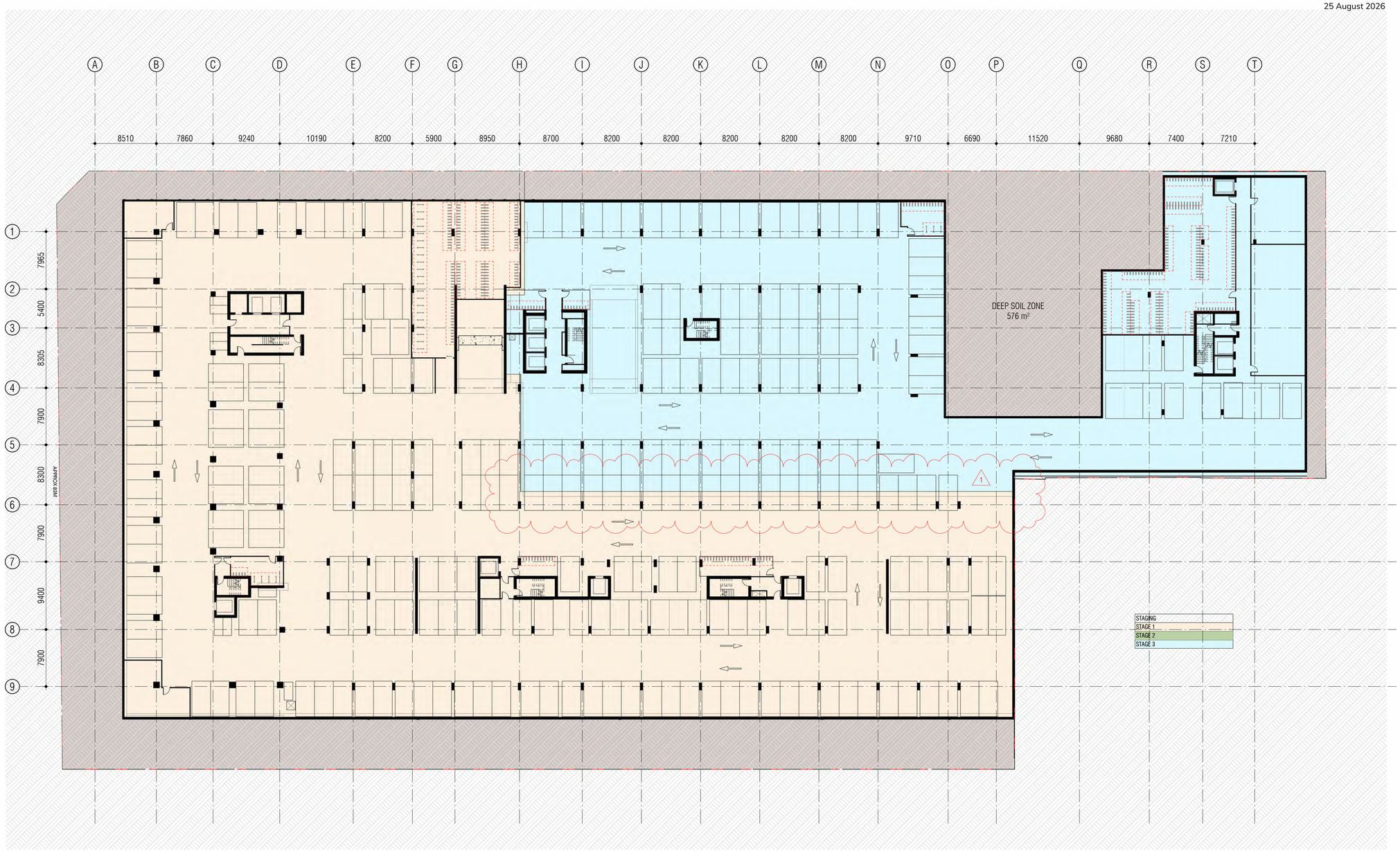
DRAWING TITLE
BASEMENT 3 FLOOR PLAN STAGING

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP151



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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
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DRAWING TITLE
BASEMENT 2 FLOOR PLAN STAGING

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
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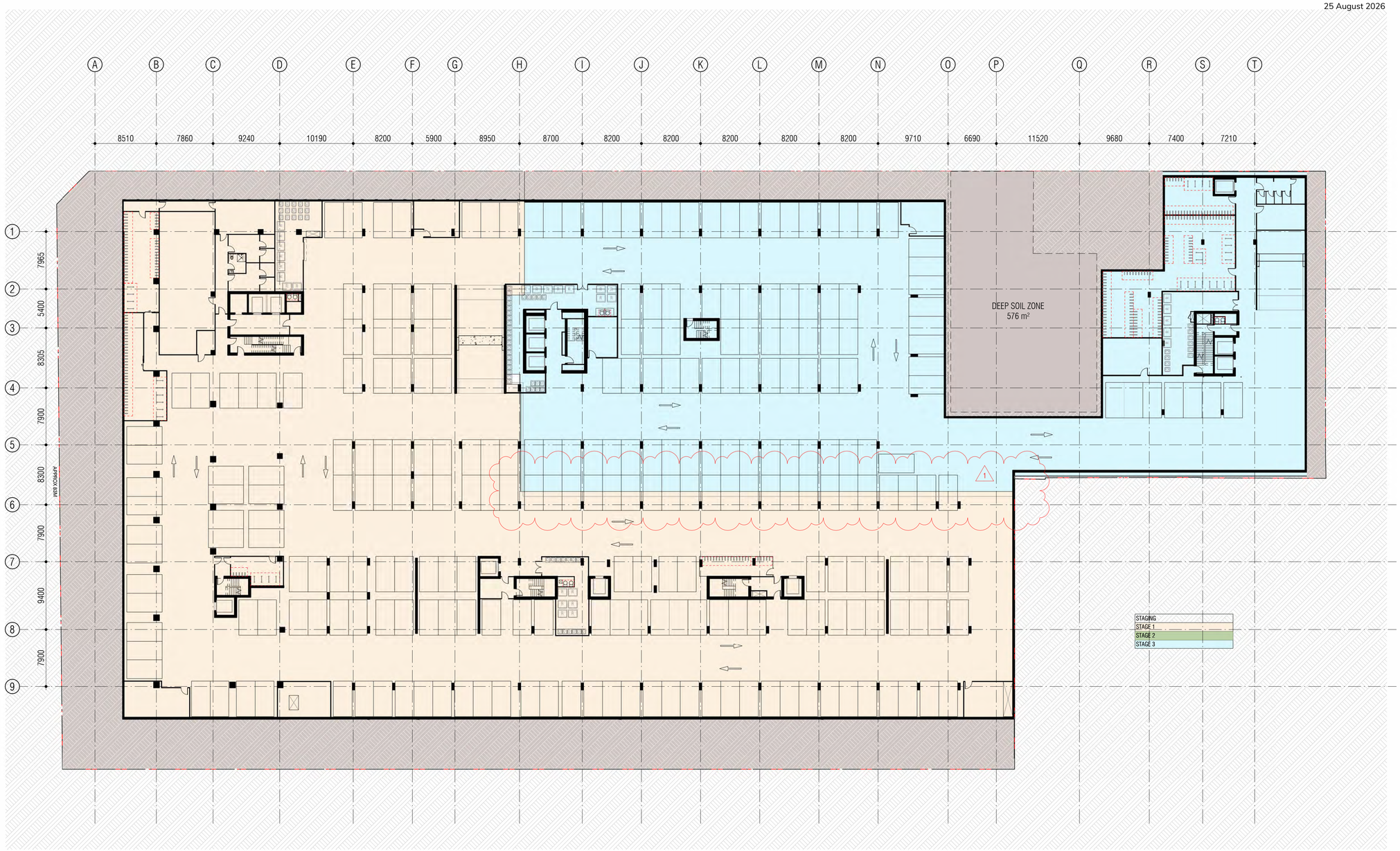
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP152



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YH	FP	30.06.2026	20074	1 : 500 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

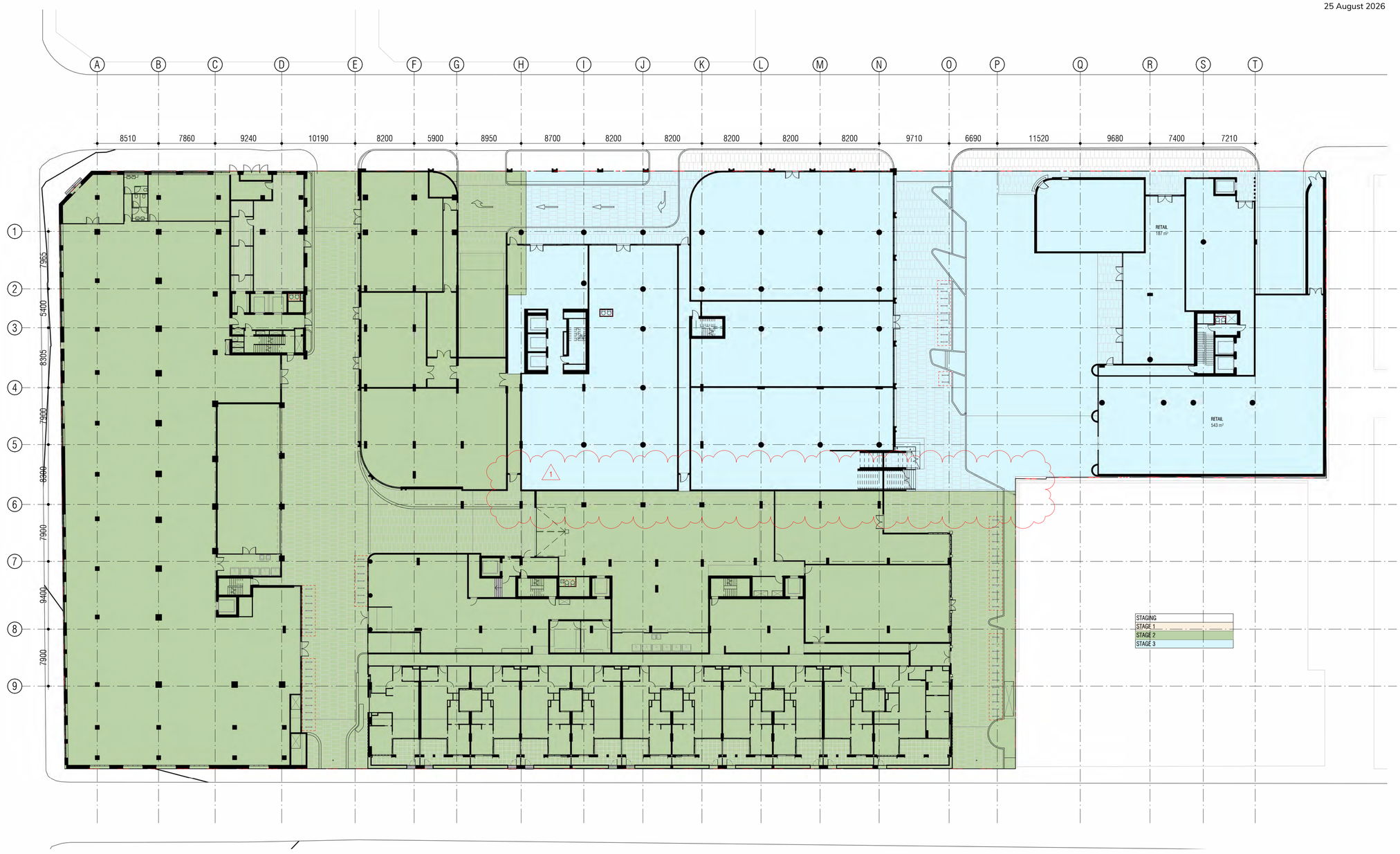
DRAWING TITLE
BASEMENT 1 FLOOR PLAN STAGING

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP153



Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

FENDER KATSALIDIS
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TELEPHONE: +61 2 8216 3500
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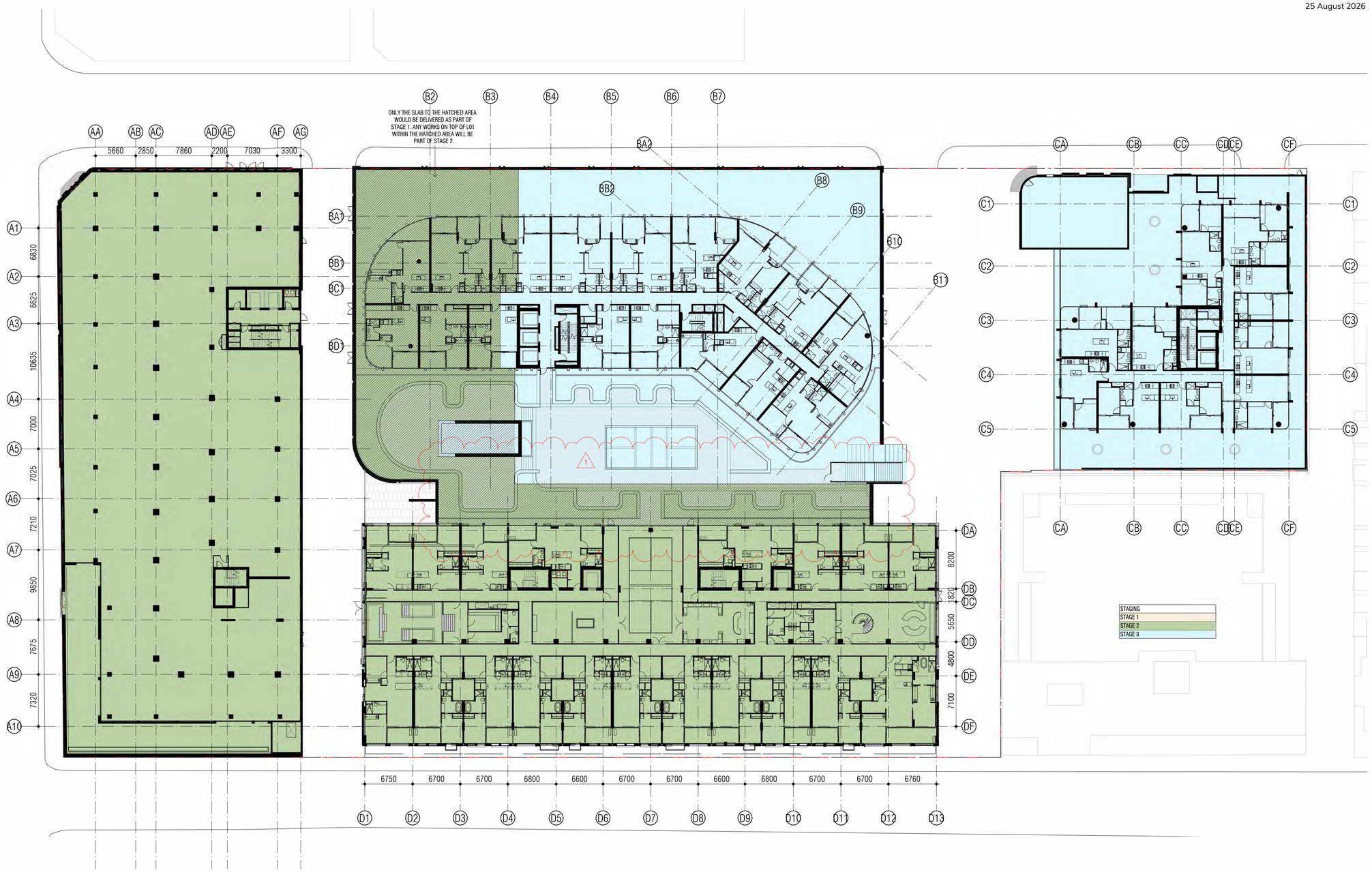
DRAWING TITLE
GROUND FLOOR FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP154



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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
LEVEL 1 FLOOR PLAN STAGING

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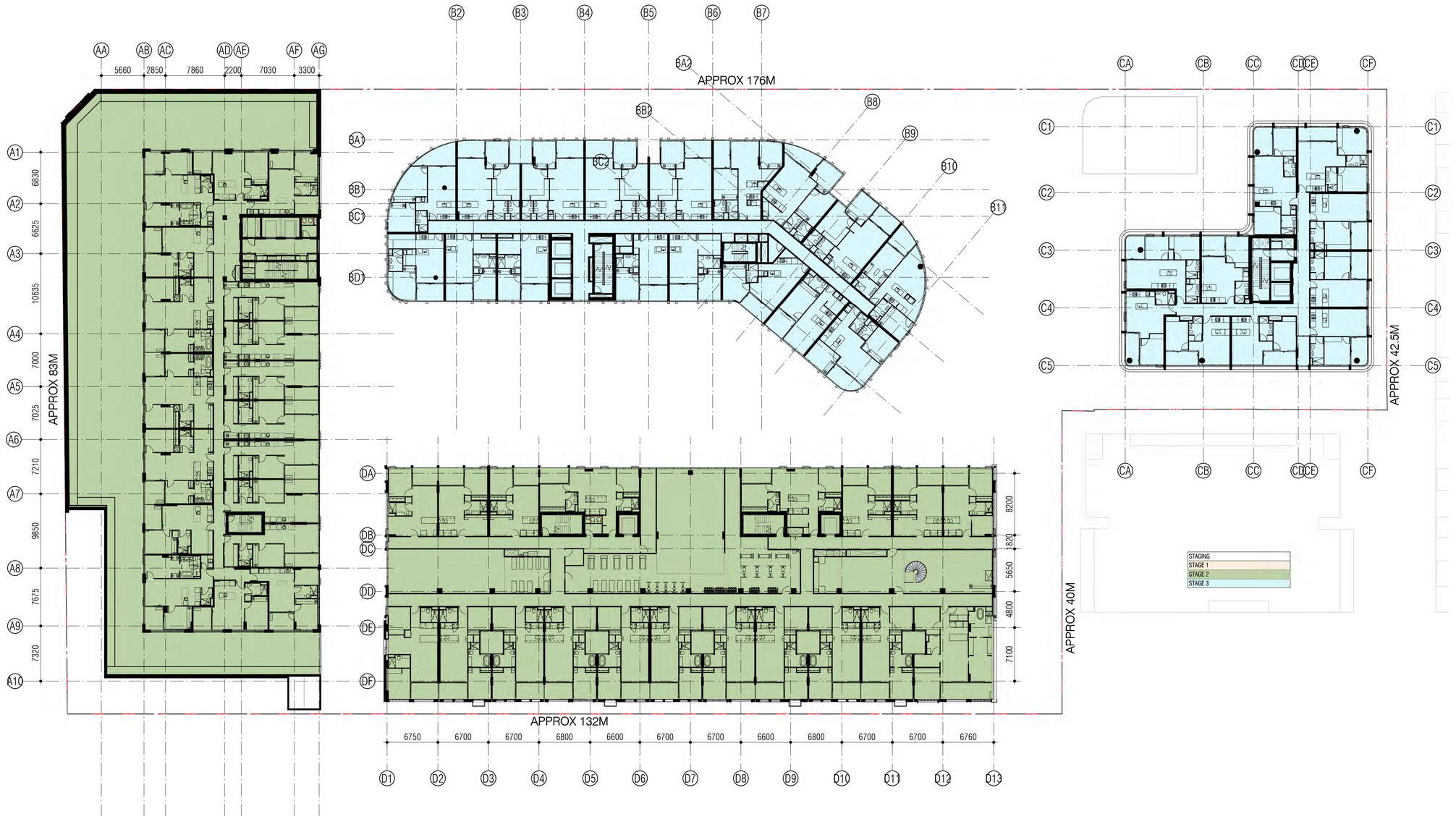
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP155



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GURNER TM

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DRAWING TITLE
LEVEL 2 FLOOR PLAN STAGING

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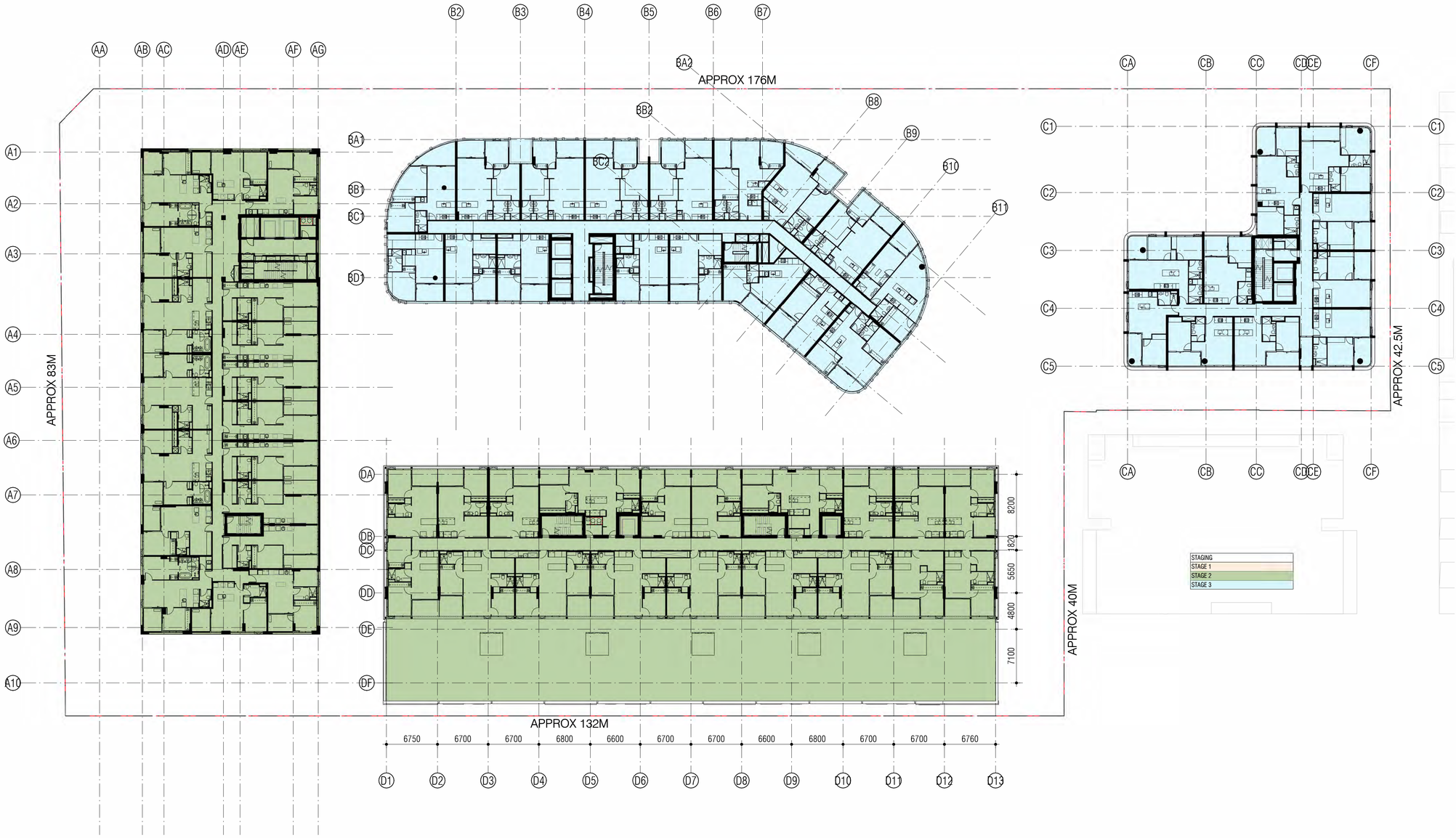
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP156



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81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
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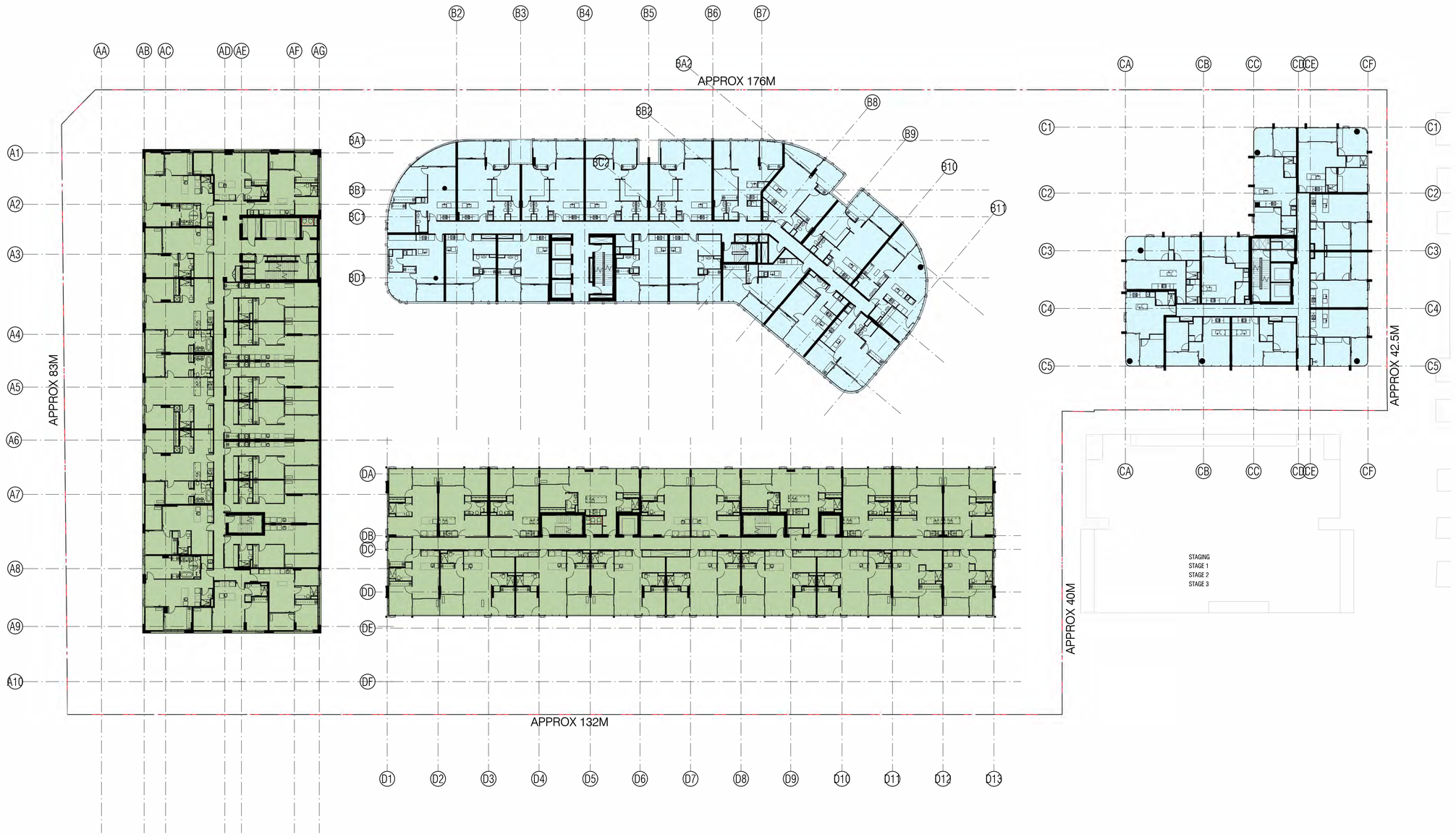
DRAWING TITLE
LEVEL 3 FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP157



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REVISION

A	ISSUED FOR T.P	22.05.2026
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PROJECT
HARRINGTON VILLAGE

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DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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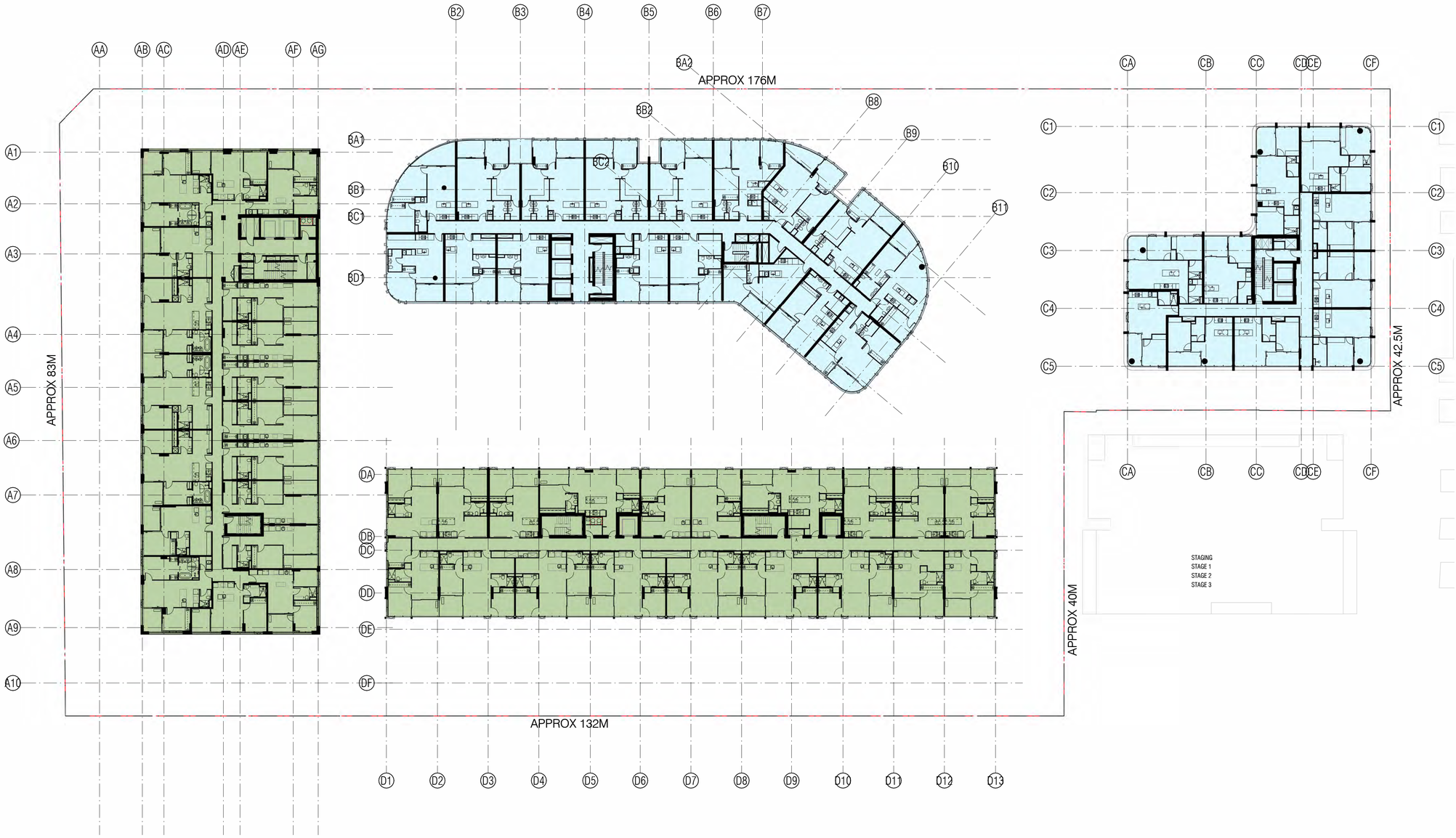
DRAWING TITLE
LEVEL 4 FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP158



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PROJECT
HARRINGTON VILLAGE

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DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
LEVEL 5 FLOOR PLAN STAGING

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NEW SOUTH WALES 2000 AUSTRALIA
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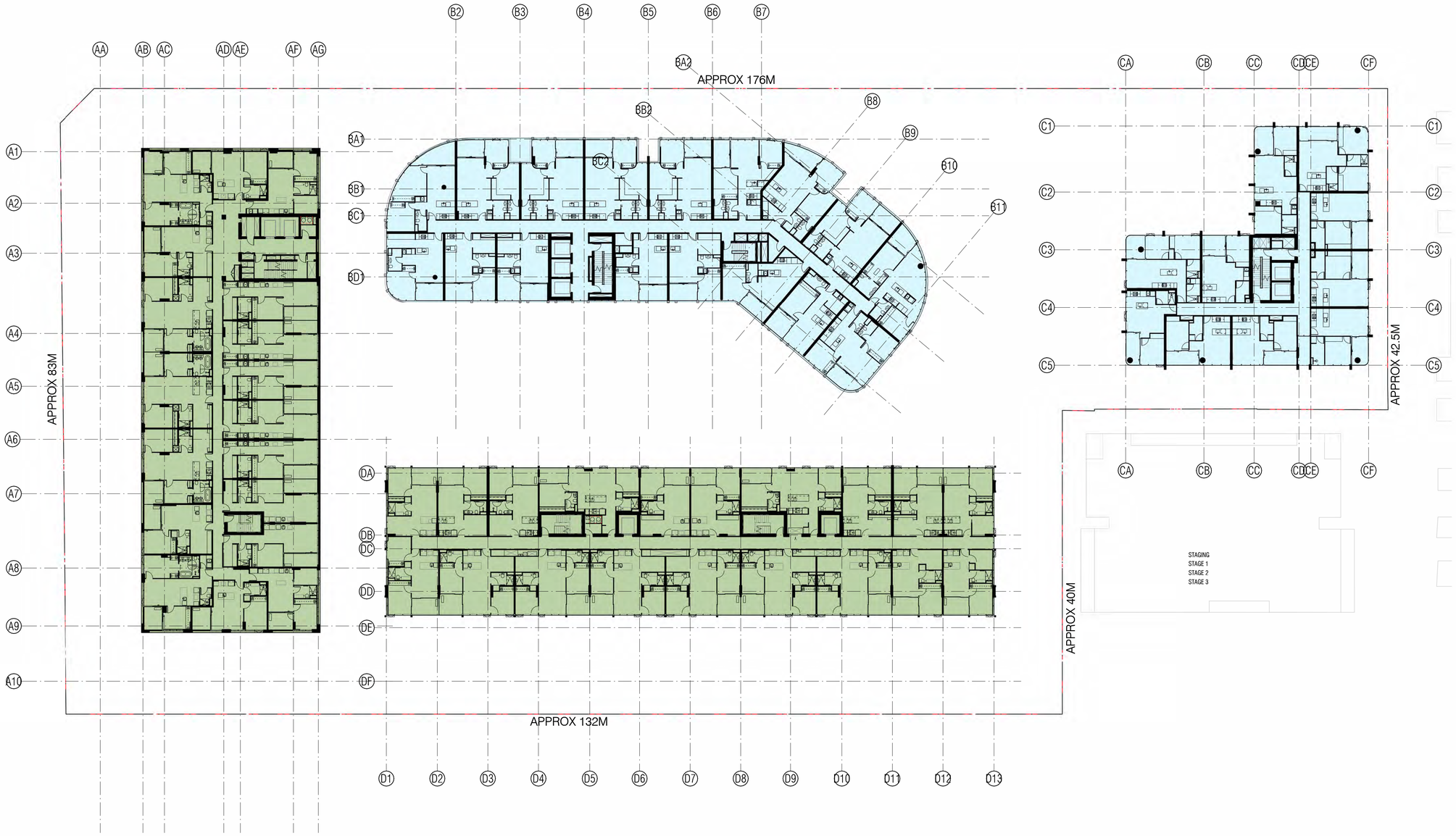
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO.
TP159



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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

DRAWN	CHECKED	DATE	JOB NO.	SCALE
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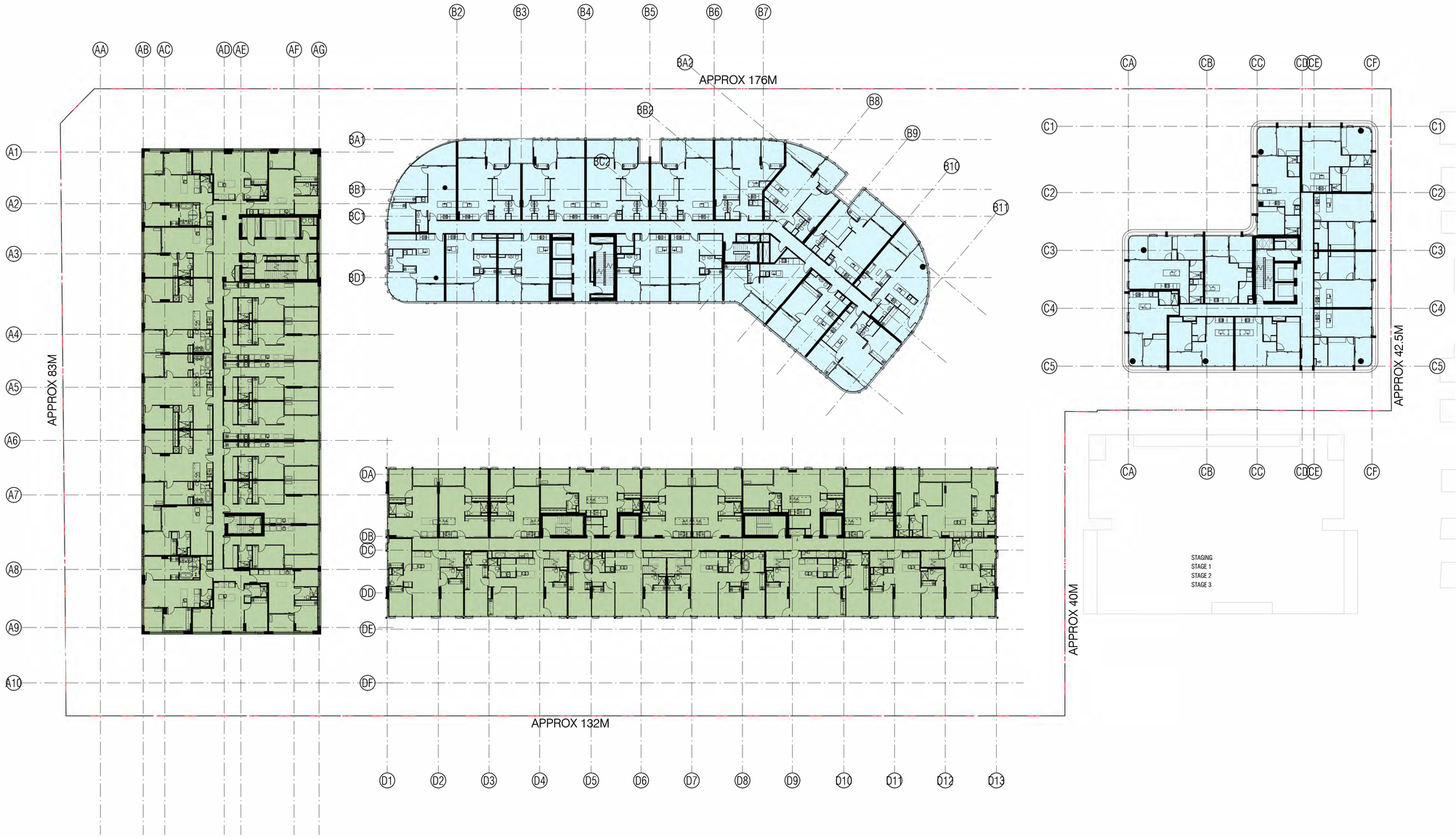
DRAWING TITLE
LEVEL 6 FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP160



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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

FENDER KATSALIDIS
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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

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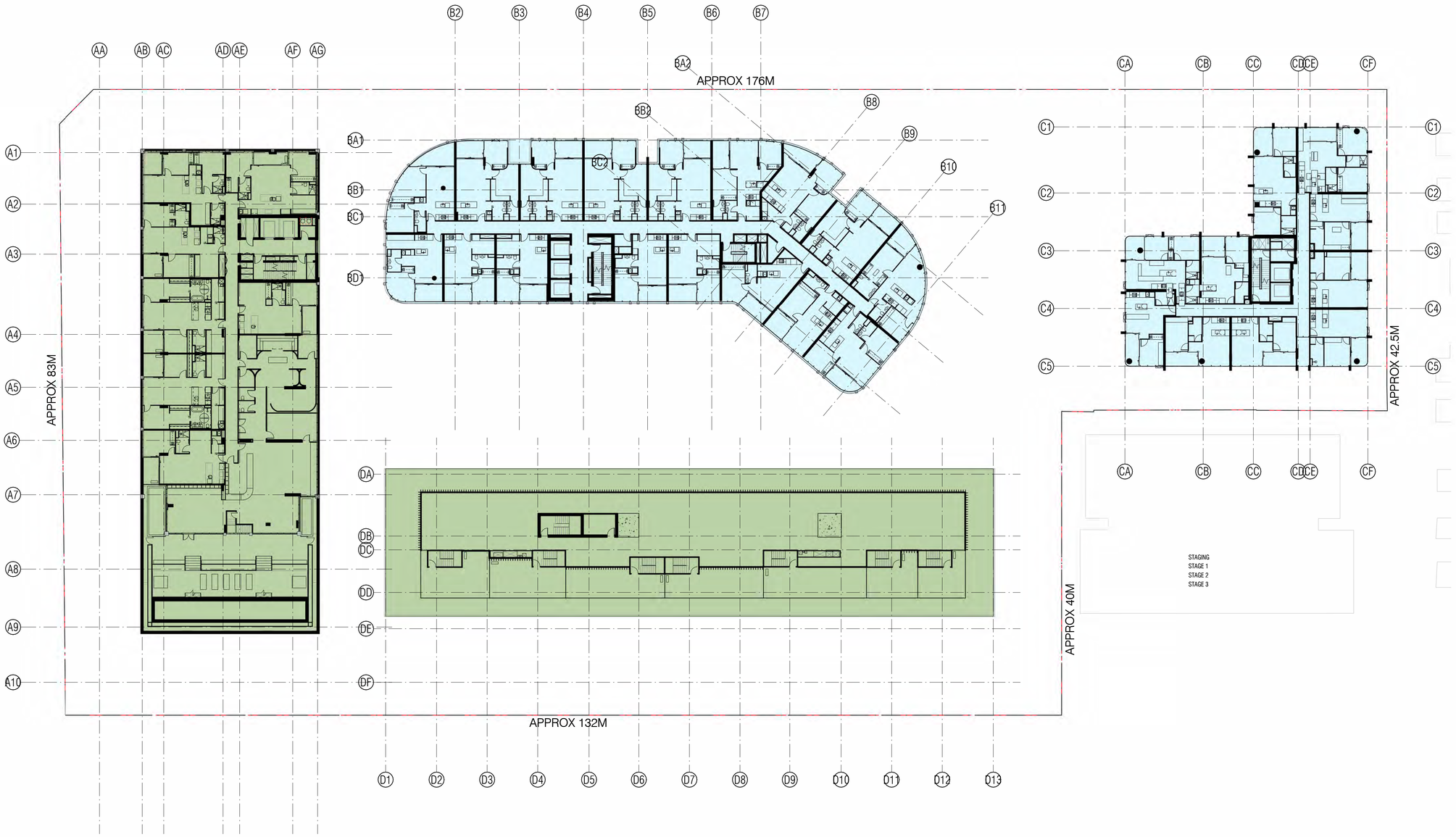
DRAWING TITLE
LEVEL 7 FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP161



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PROJECT
HARRINGTON VILLAGE

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DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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DRAWING TITLE
LEVEL 8 FLOOR PLAN STAGING

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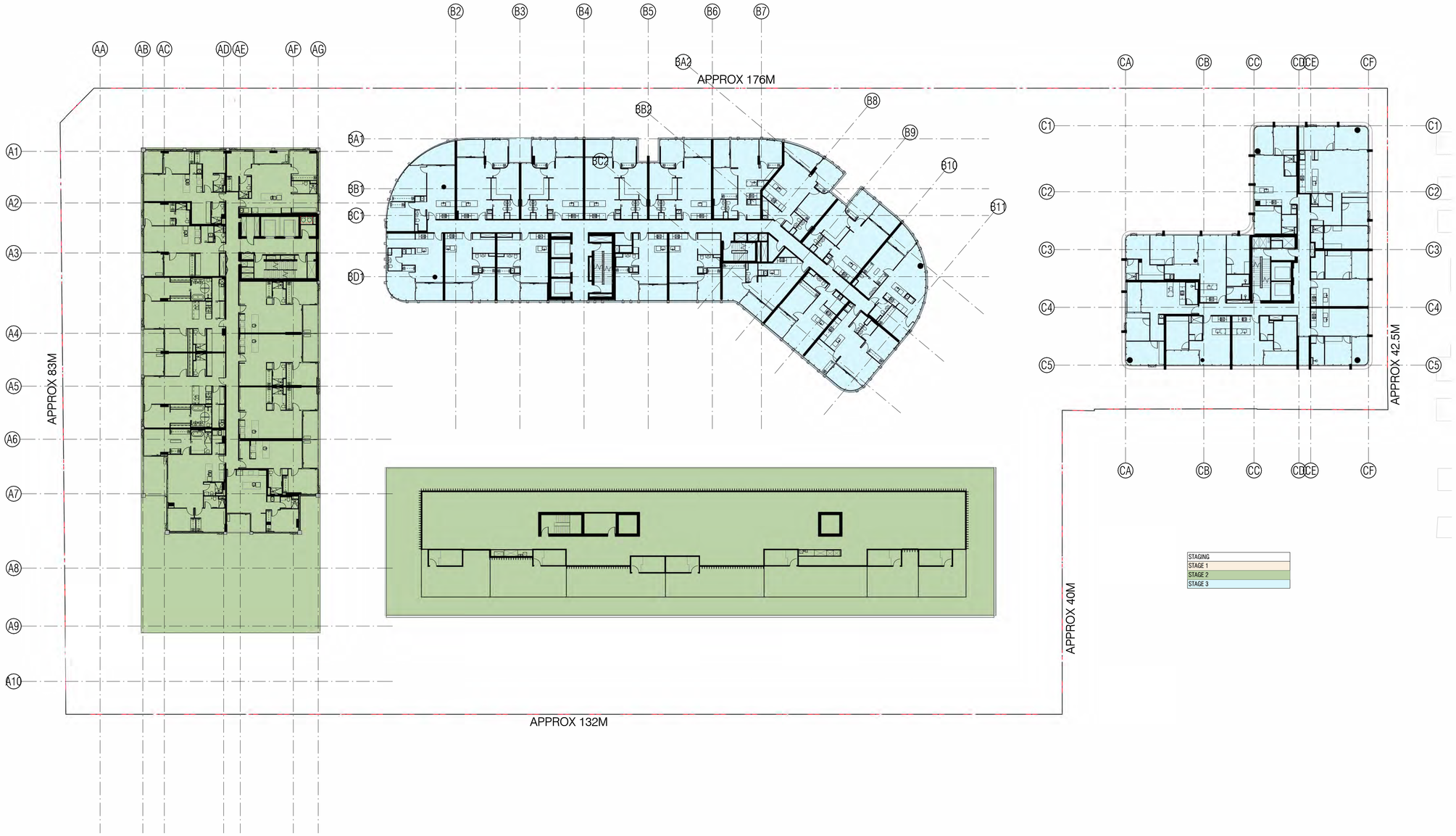
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP162



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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

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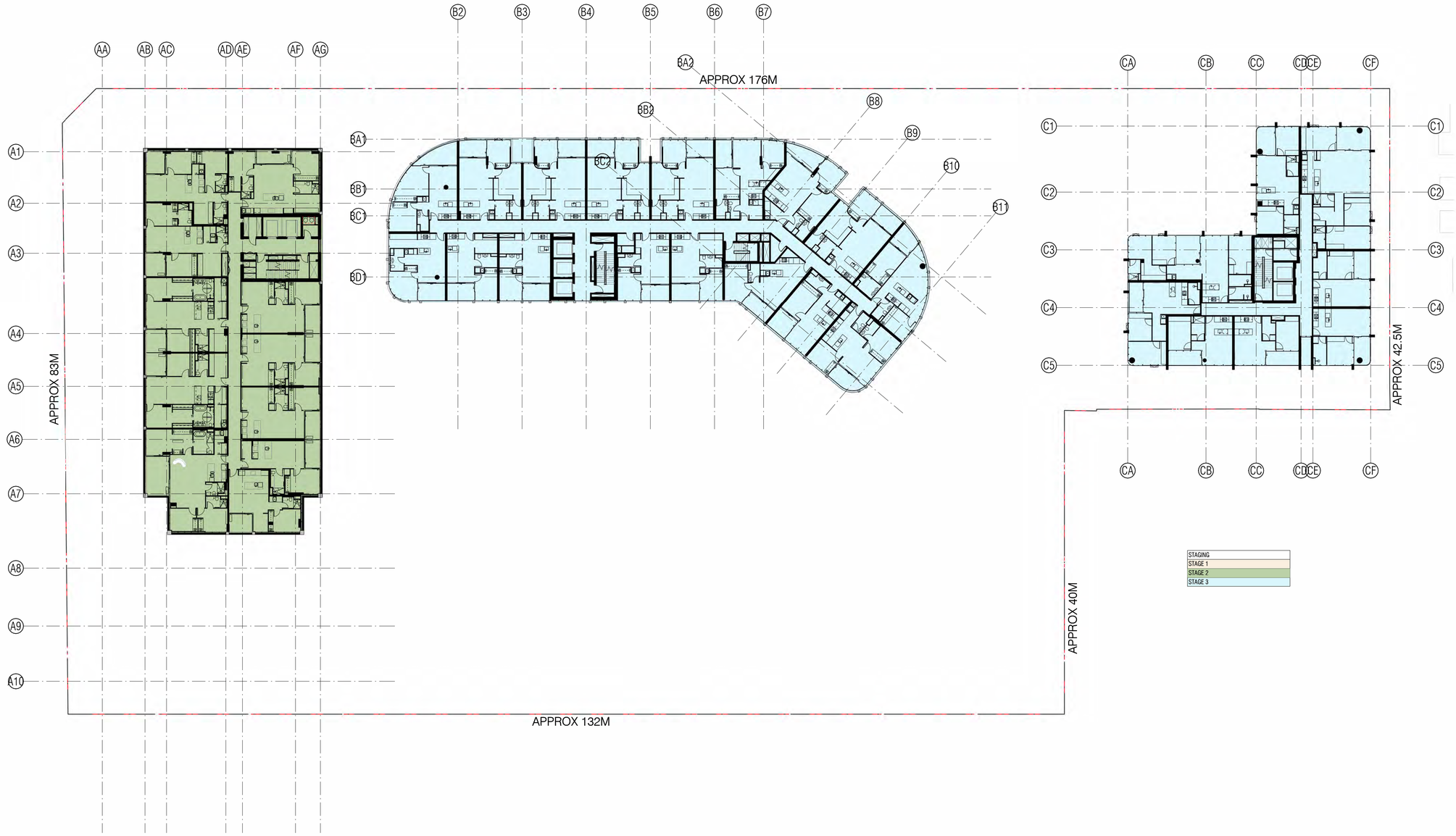
DRAWING TITLE
LEVEL 9 FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO.
TP163



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YH	FP	30.06.2026	20074	1 : 500 @ A3

DRAWING TITLE
LEVEL 10 FLOOR PLAN STAGING

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ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO.
TP164



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DRAWING TITLE
LEVEL 11 FLOOR PLAN STAGING

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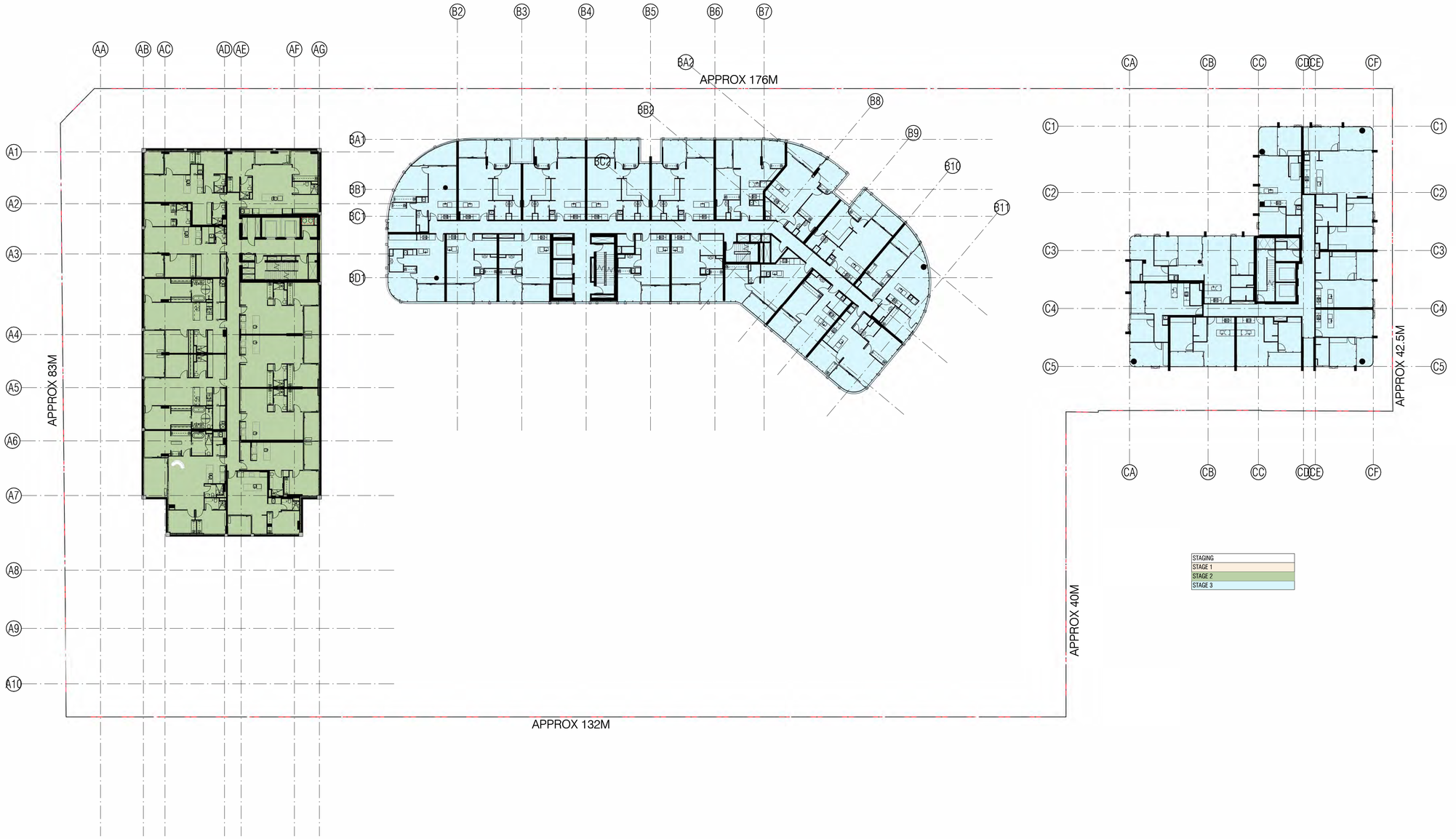
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP165



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YH	FP	30.06.2026	20074	1 : 500 @ A3

DRAWING TITLE
LEVEL 12 FLOOR PLAN STAGING

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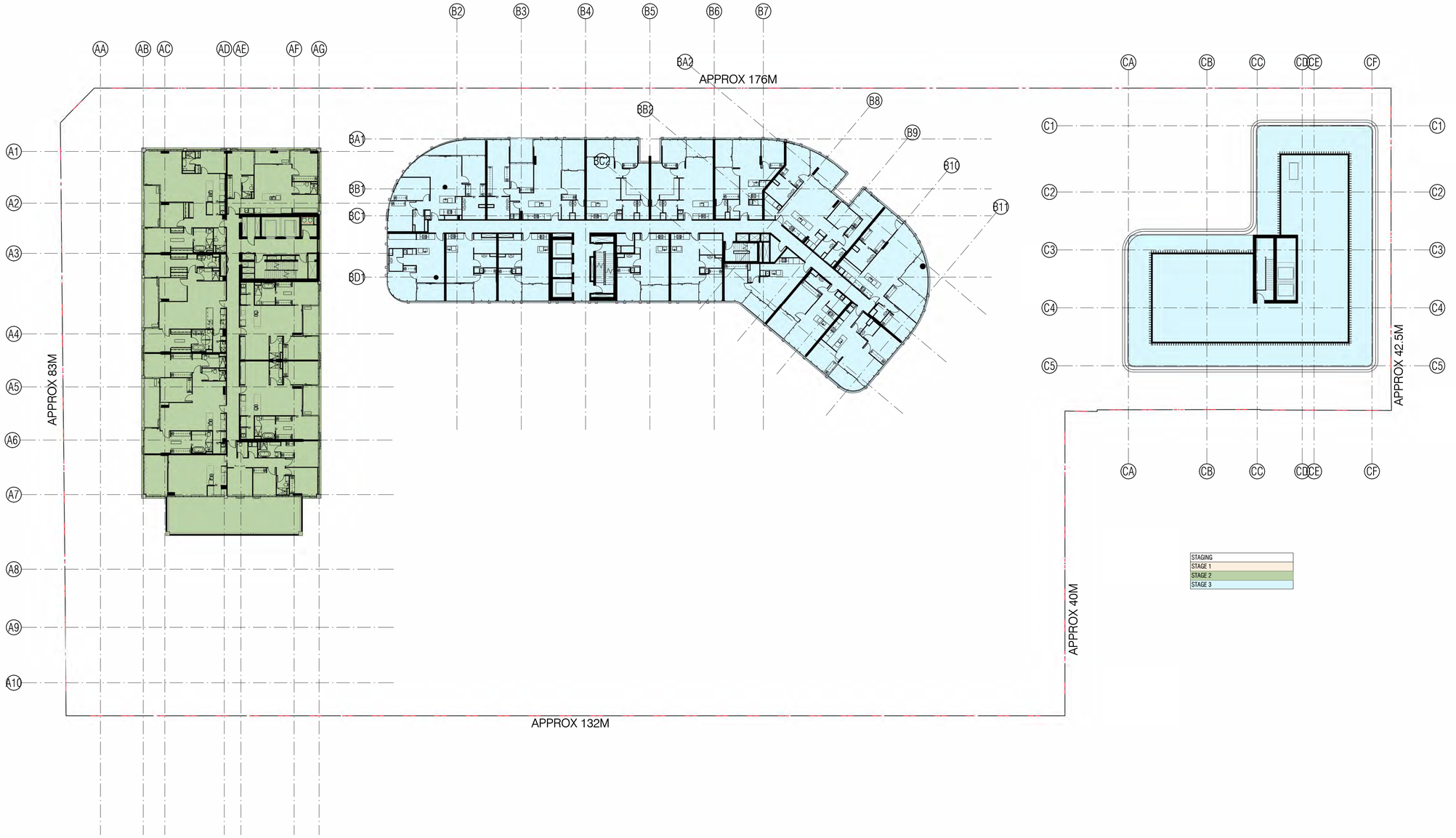
ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP166



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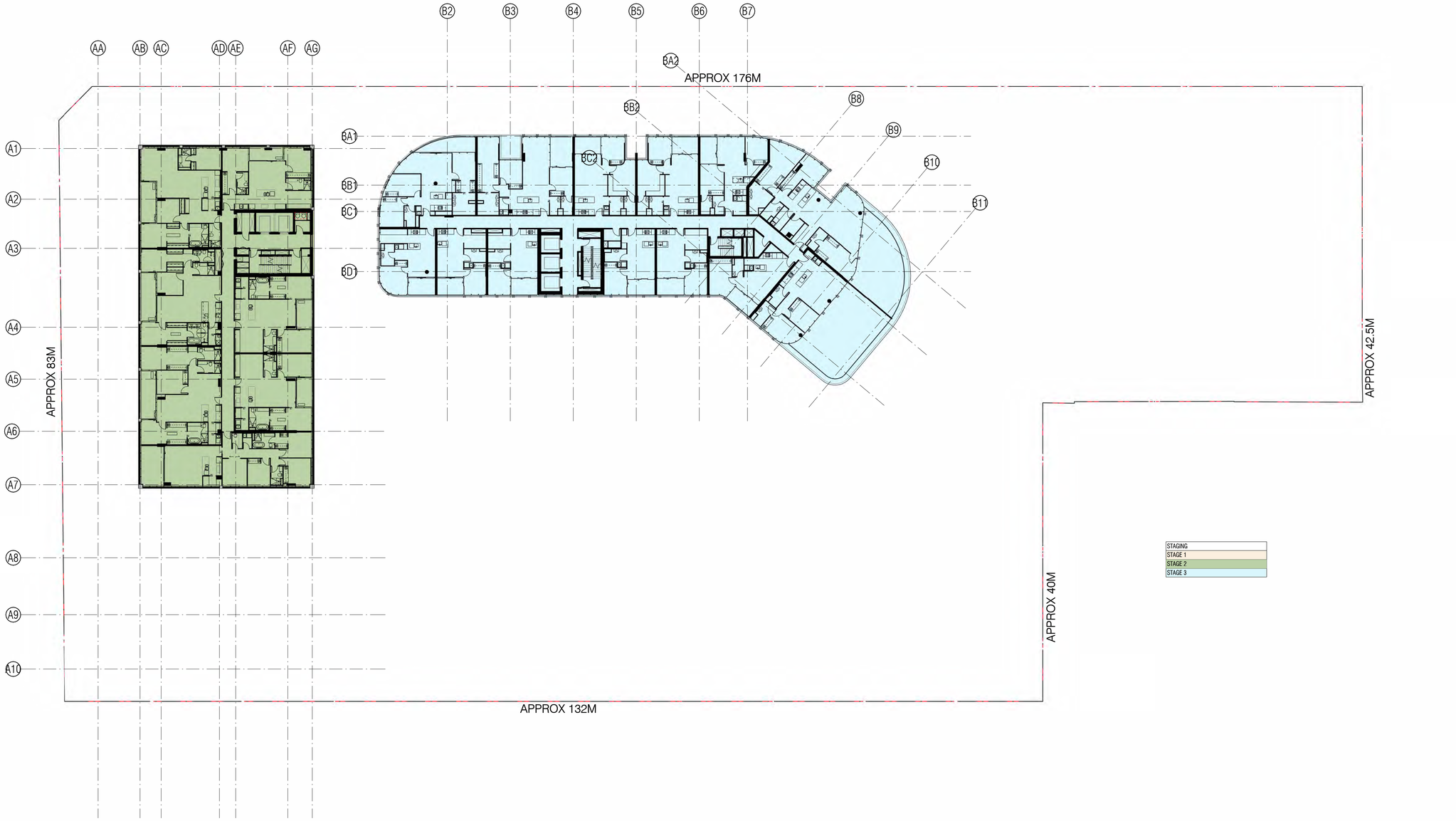
DRAWING TITLE
LEVEL 13 FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP167



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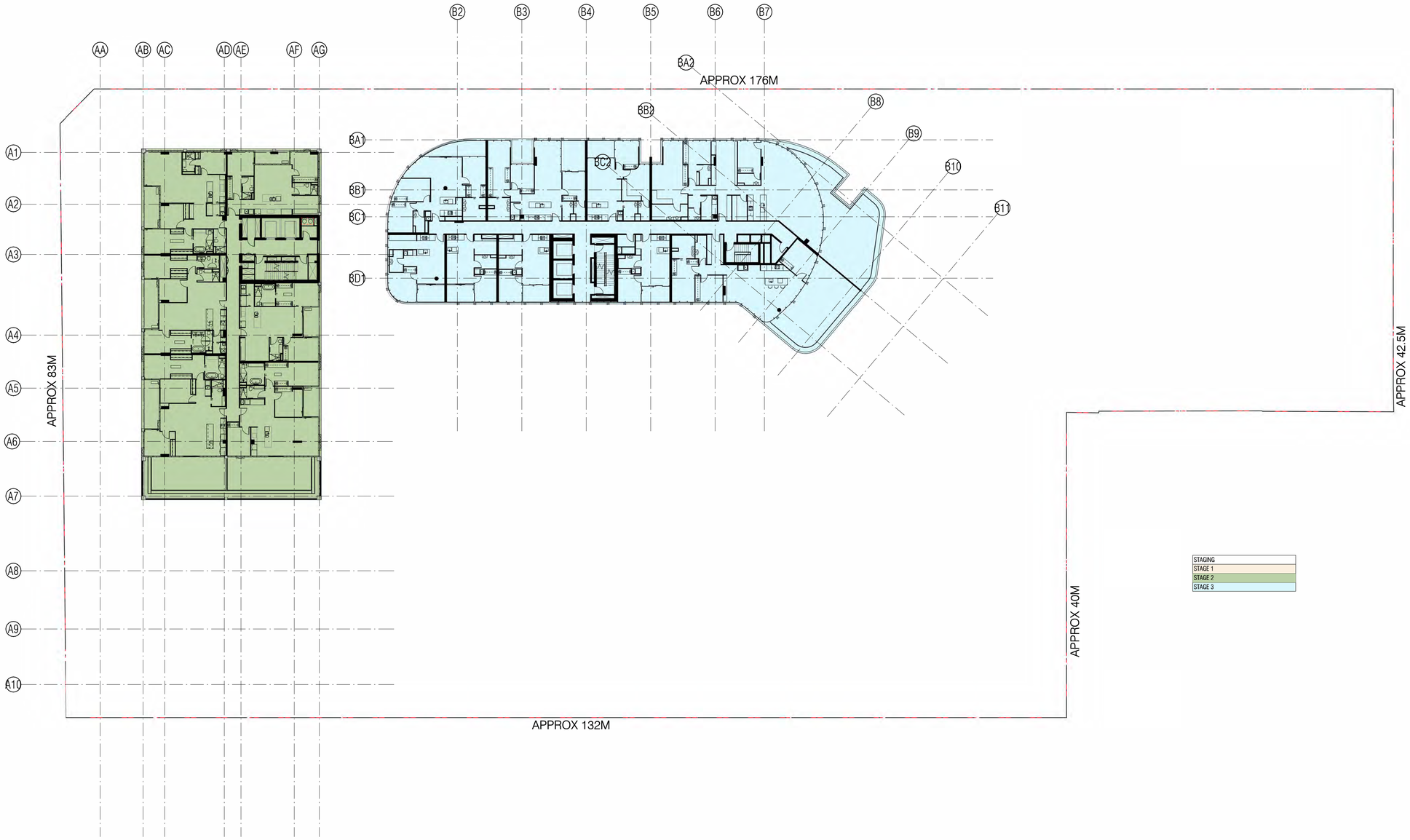
DRAWING TITLE
LEVEL 14 FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP168



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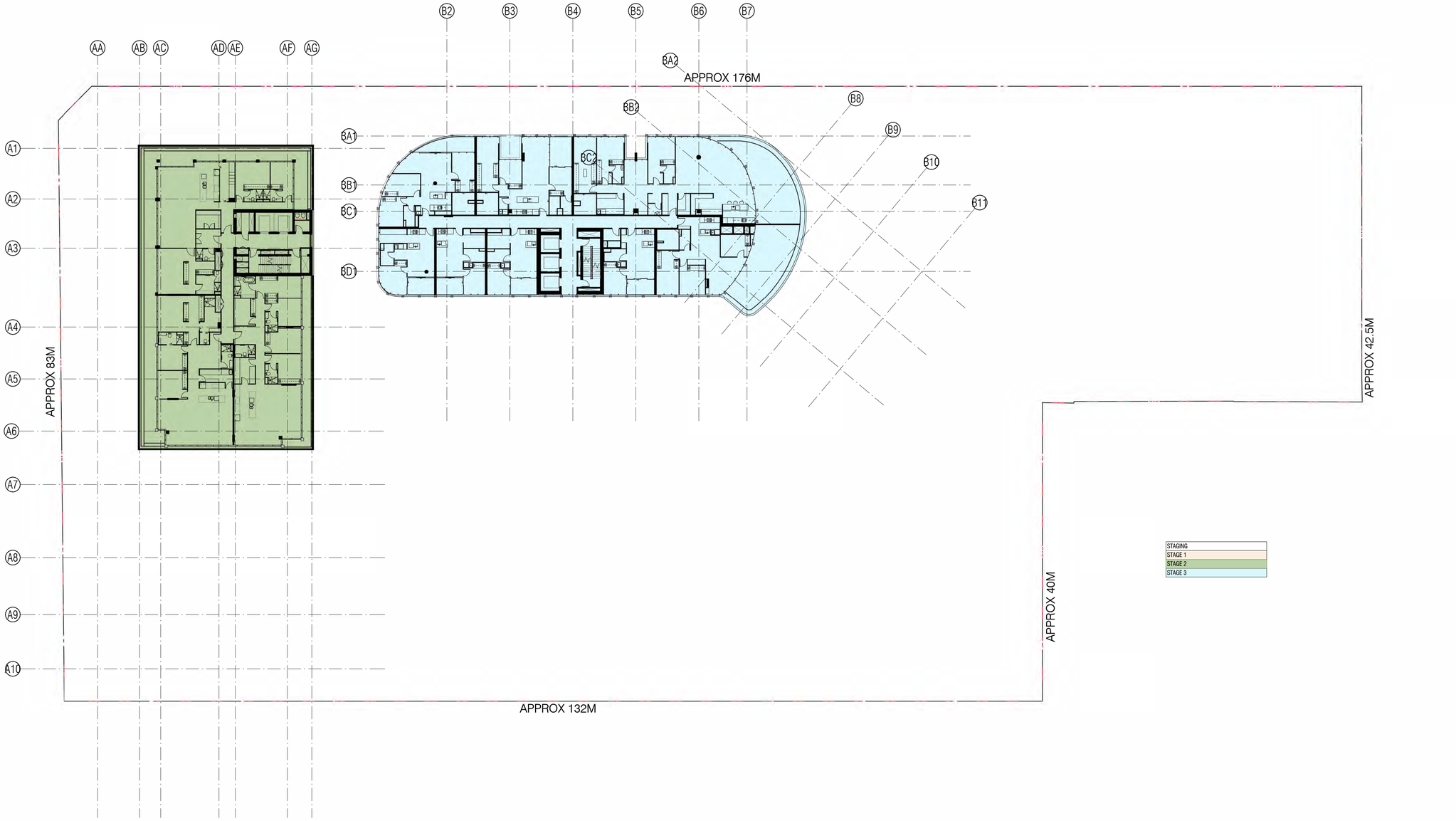
DRAWING TITLE
LEVEL 15 FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP169



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PROJECT
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DRAWING TITLE
LEVEL 16 FLOOR PLAN STAGING

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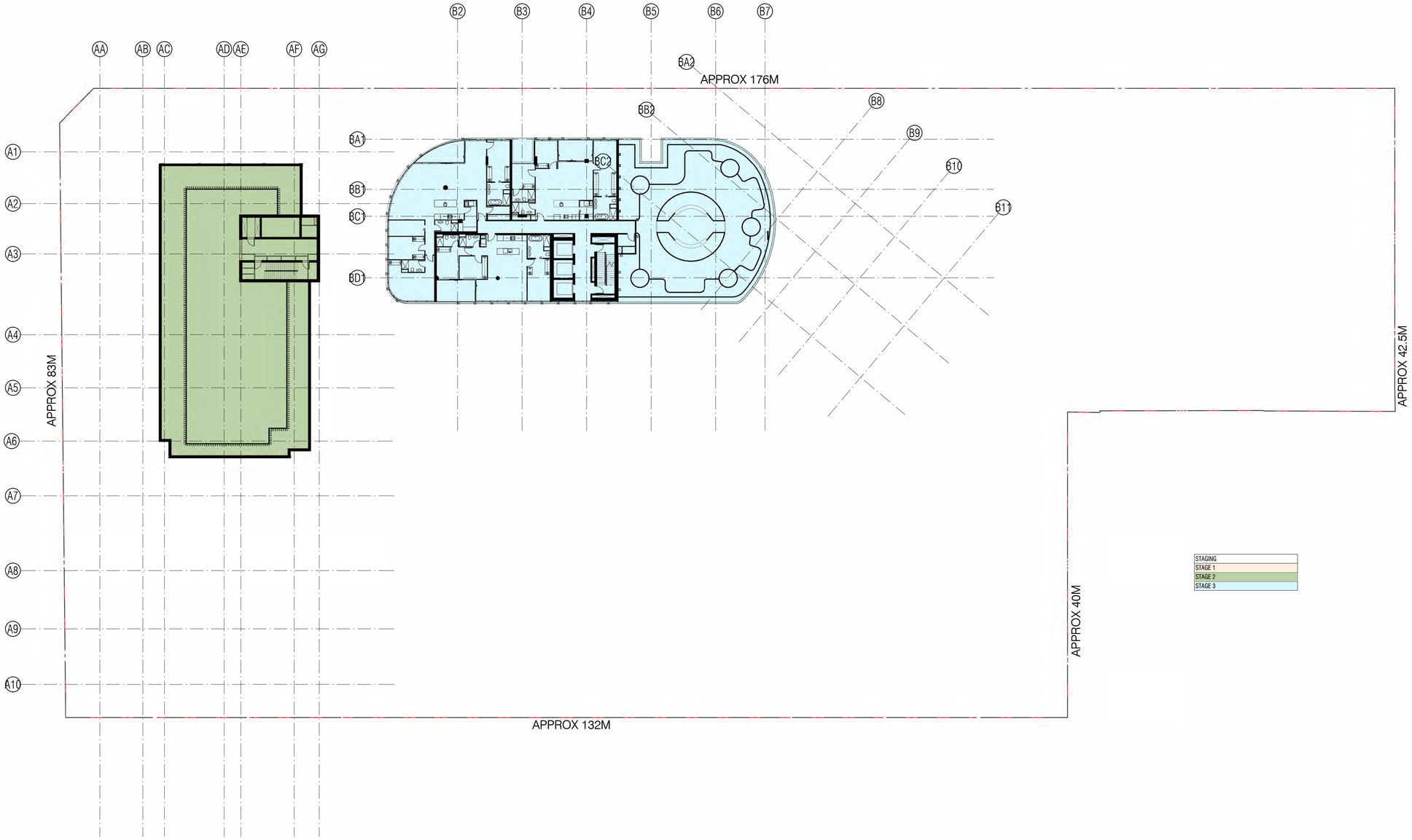
ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP170



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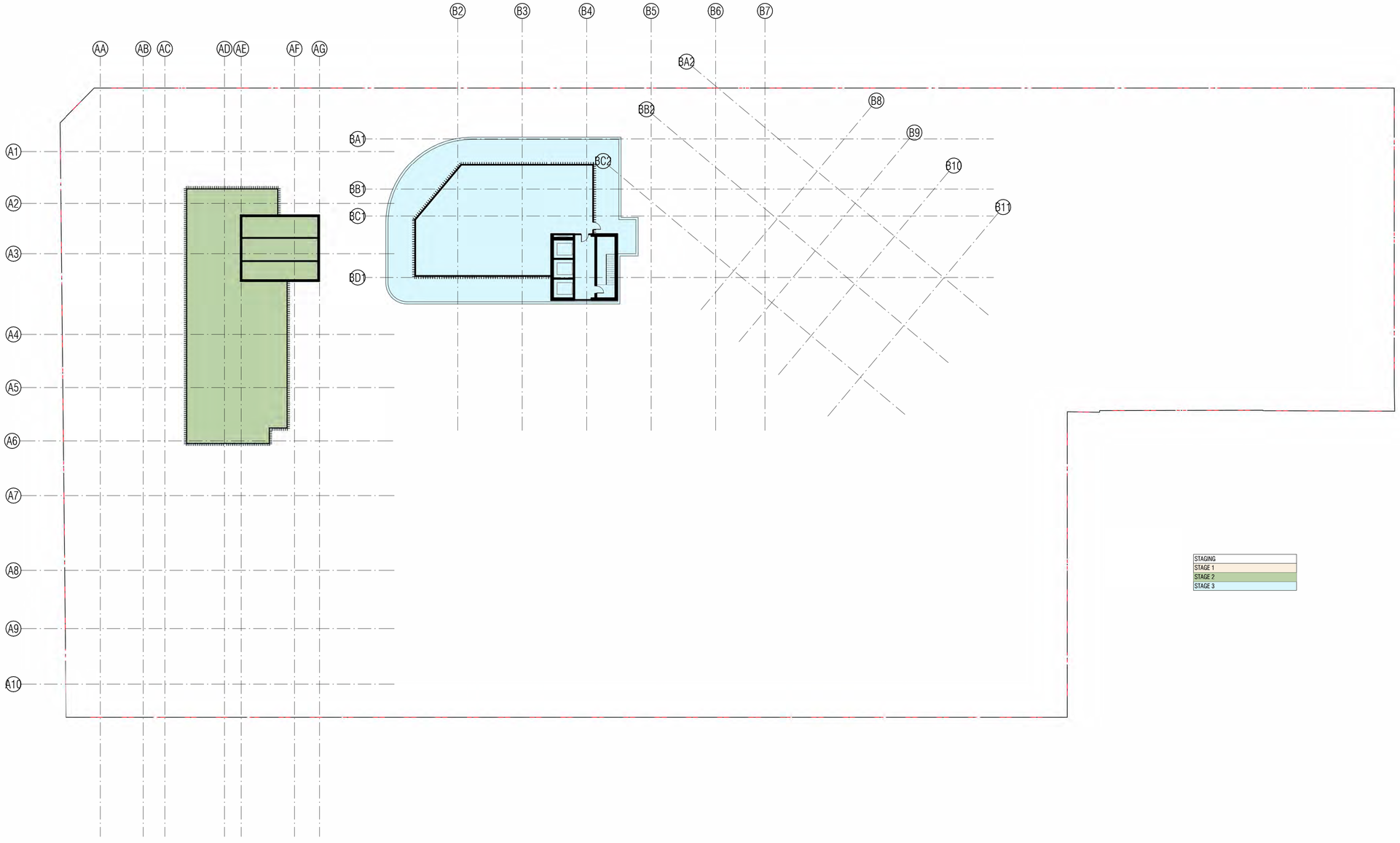
DRAWING TITLE
LEVEL 17 FLOOR PLAN STAGING

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP171



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DRAWING TITLE
ROOF FLOOR PLAN STAGING

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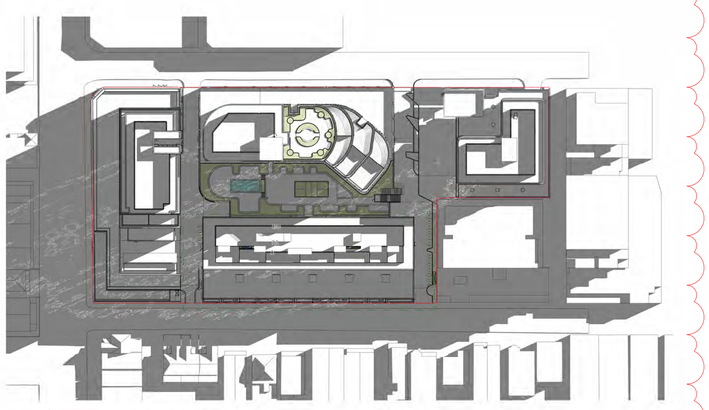
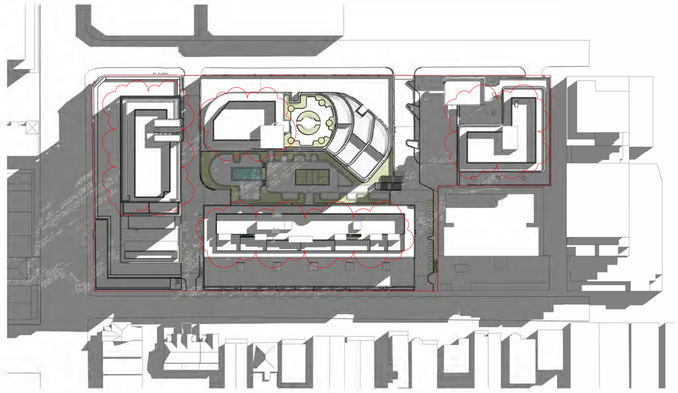
ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP172



22 SEPT - 09 AM



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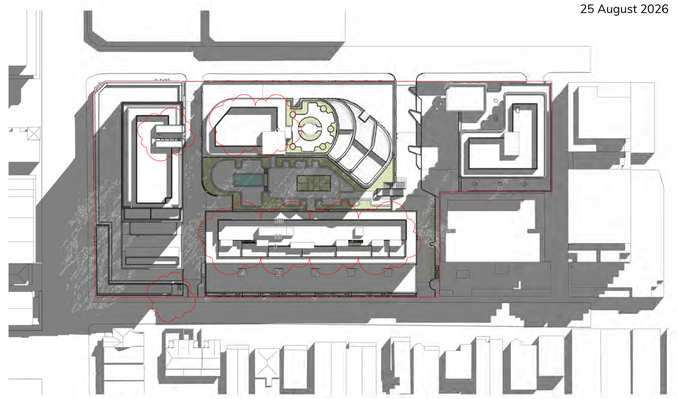

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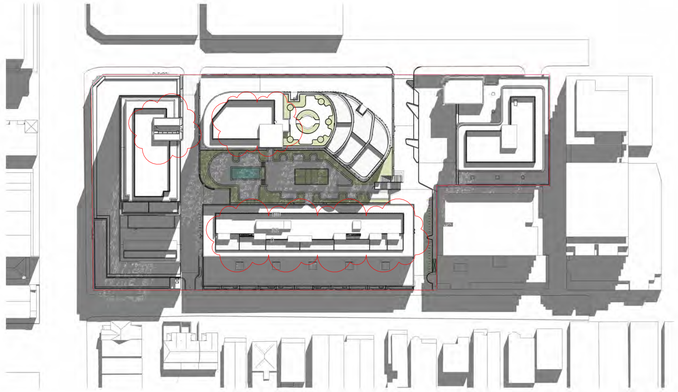

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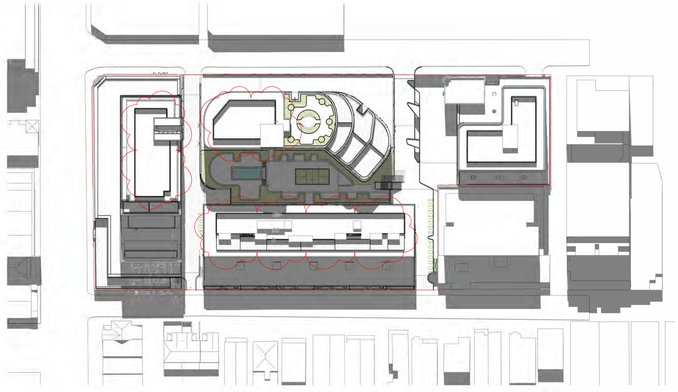

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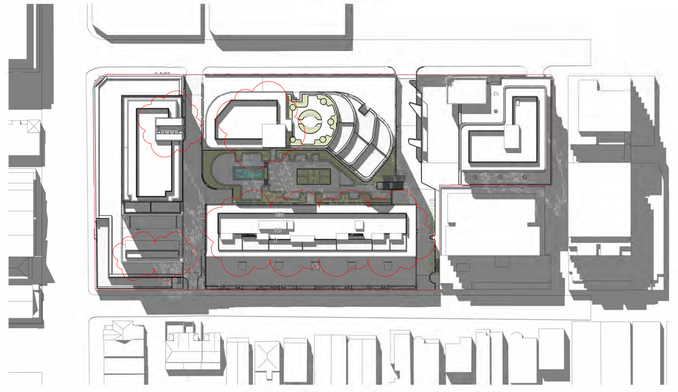
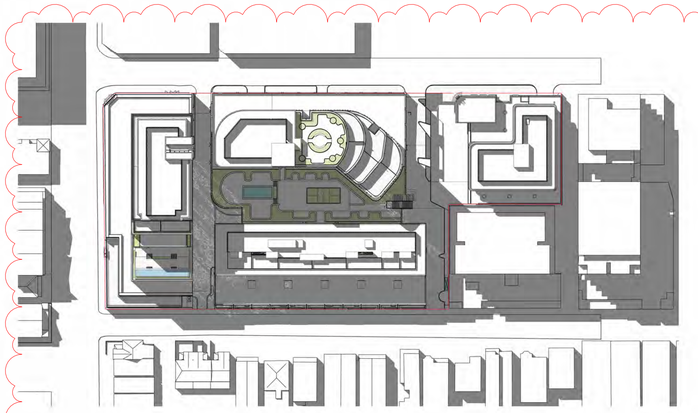
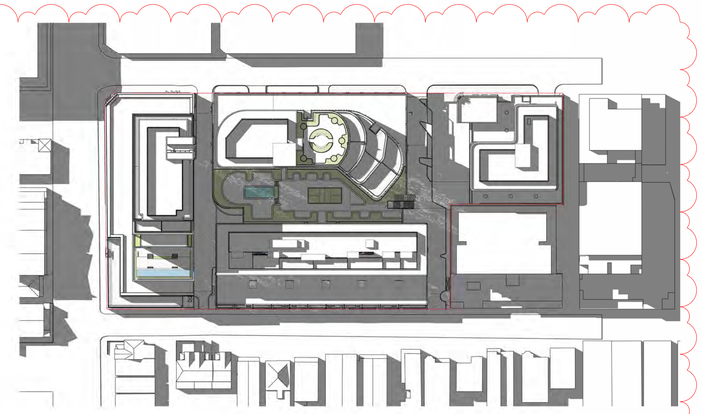


22 SEPT - 02 PM



22 SEPT - 03 PM



22 SEPT - 04 PM

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- ■ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
- ☐ TENDER DOCUMENTATION REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED.
- ☐ CONSTRUCTION DOCUMENTATION REVIEW FOR THIS DRAWING IS YET TO BE COMPLETED.

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN: HB | CHECKED: JS | DATE: 30.06.2026 | JOB NO.: 20074 | SCALE: 1 : 500 @ A3

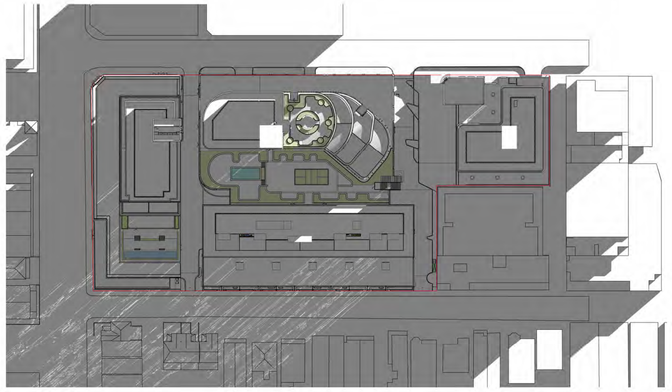
DRAWING TITLE
SHADOW DIAGRAMS

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

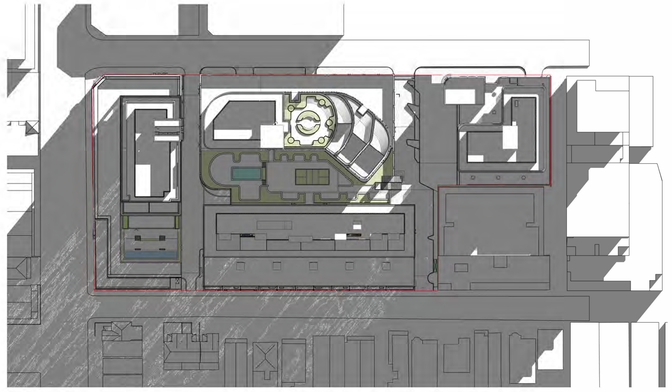
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TP400



21 JUNE - 09 AM



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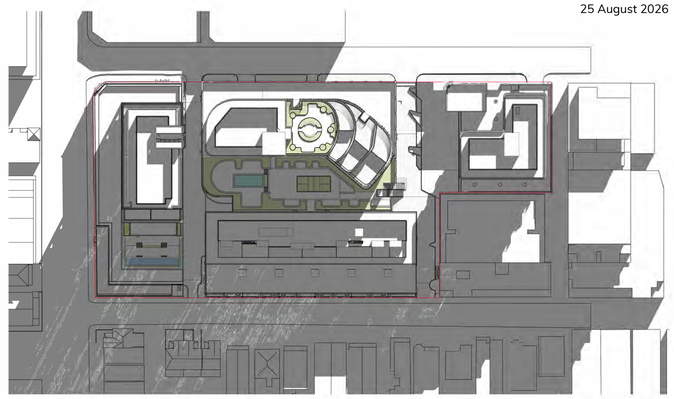

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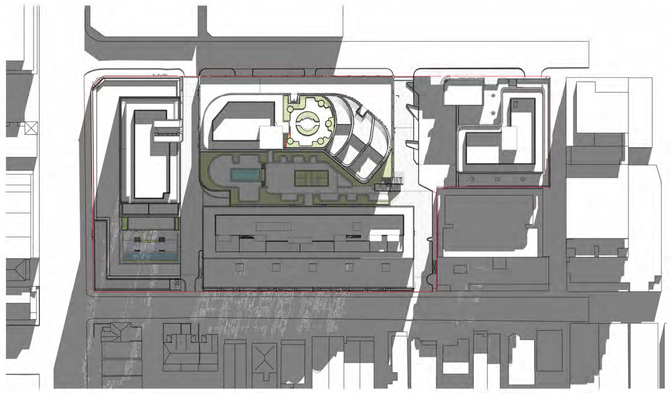
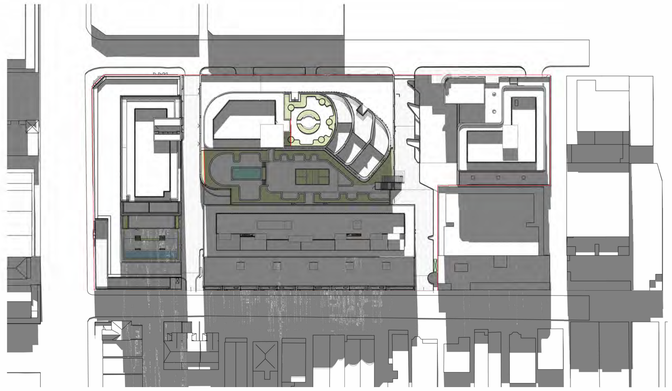


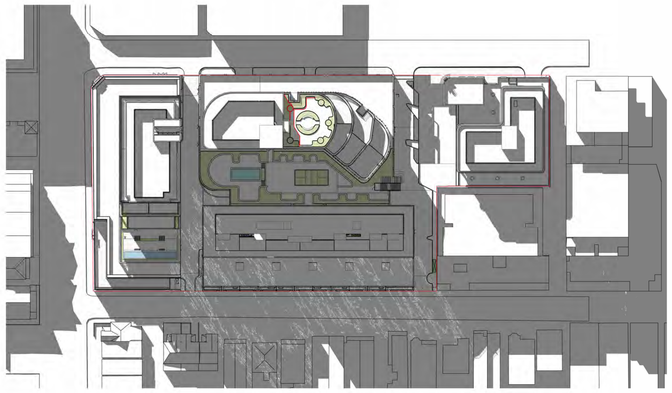
21 JUNE - 12 PM



21 JUNE - 01 PM



21 JUNE - 02 PM



21 JUNE - 03 PM

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	ISSUED FOR T.P	22.05.2026
B	ISSUED FOR T.P	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 500 @ A3

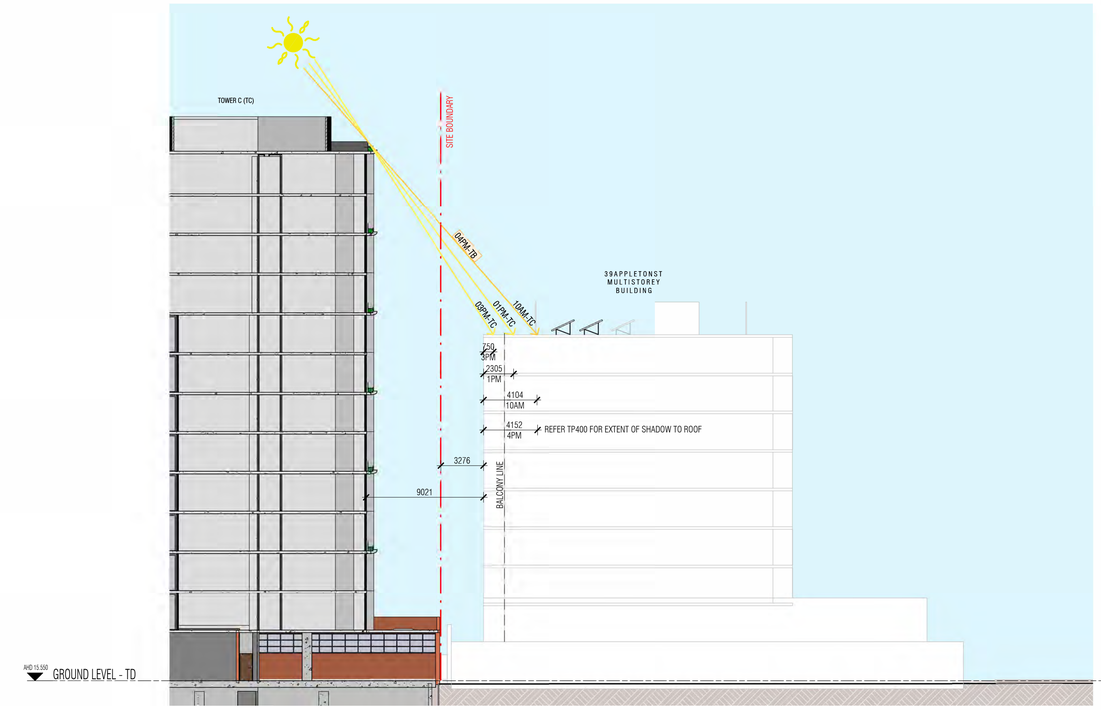
DRAWING TITLE
SHADOW DIAGRAMS

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP401



22 SEPT - 10AM/ 1PM/ 3PM/ 4PM



SCREESHOT OF 39 APPLETON STREET FROM GOOGLE MAPS
SOLAR PANELS TO NEIGHBOURING BUILDING ARE SET BACK
INDICATES NO IMPACT TO OVERSHADOWING OF PANELS
DURING TESTED TIME FRAMES

ABBREVIATION KEY
TA - TOWER A
TB - TOWER B
TC - TOWER C
TD - TOWER D

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	ISSUED FOR T.P	22.05.2026
B	ISSUED FOR T.P	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @ A3

DRAWING TITLE
SHADOW DIAGRAMS PPN88

FENDER KATSALIDIS
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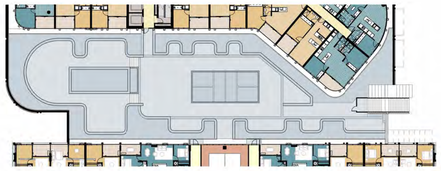
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

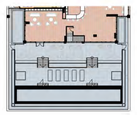
REV. B

DRAWING NO.
TP410

COMMUNAL OPEN SPACE



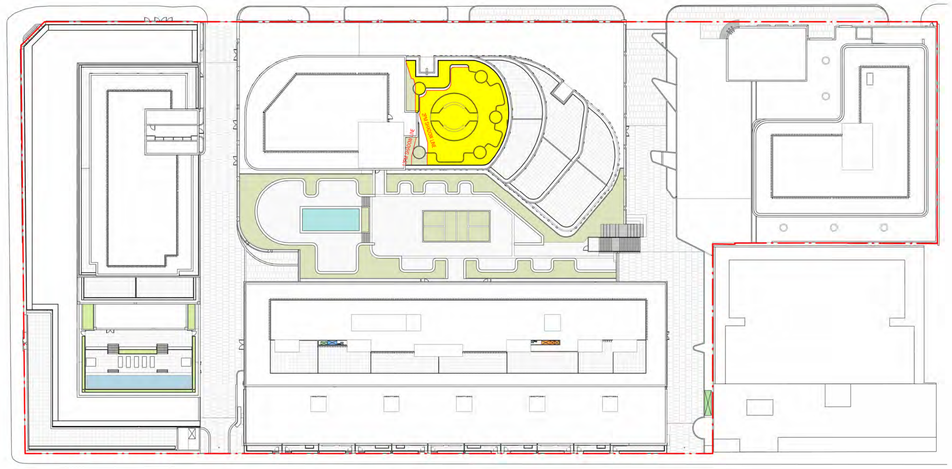
L1 PODIUM COMMUNAL SPACE
ACCESSIBLE BY RESIDENTS ONLY



TA L8 COMMUNAL SPACE
ACCESSIBLE BY TA
RESIDENTS ONLY



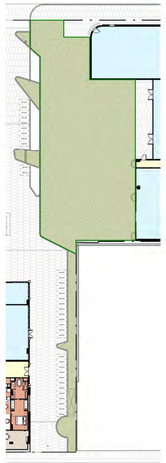
TB L17 COMMUNAL SPACE
ACCESSIBLE BY TB RESIDENTS
ONLY



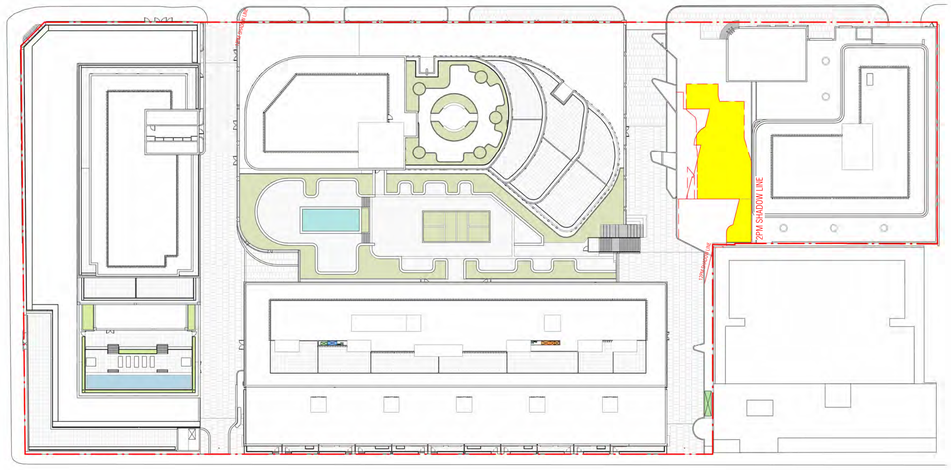
COMMUNAL OPEN SPACE		
LEVEL	AREA	SITE AREA%
LEVEL 1	891 Sqm	7%
LEVEL 8	325 Sqm	2.5%
LEVEL 17	353 Sqm	2.8%
Total	1569 Sqm	

18.9% OF COMMUNAL OPEN SPACE
RECEIVE MINIMUM OF 2 HOURS
BETWEEN 9AM AND 3PM ON 21JUNE

PUBLIC OPEN SPACE



DOONSIDE PARK



PUBLIC OPEN SPACE		
LEVEL	AREA	SITE AREA%
GROUND	671 Sqm	5.2%

COMMUNAL/PUBLIC OPEN SPACE
FREE OF SHADOWS

COMMUNAL OPEN SPACE

PUBLIC OPEN SPACE

ABBREVIATION KEY
TA - TOWER A
TB - TOWER B
TC - TOWER C
TD - TOWER D

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	ISSUED FOR T.P	30.06.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

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- [x] SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	1:2000 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
SHADOW DIAGRAMS COMMUNAL/PUBLIC OPEN SPACE

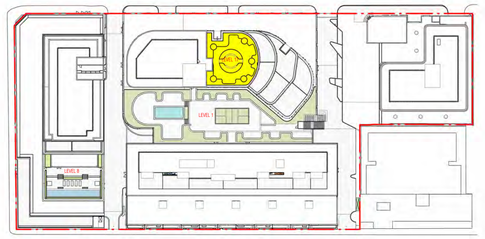
FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

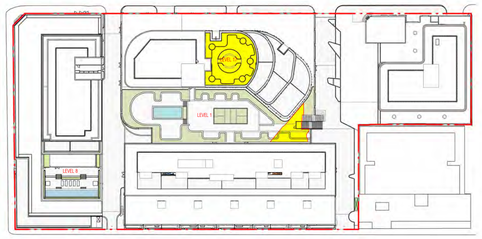
REV. A

DRAWING NO. TP411

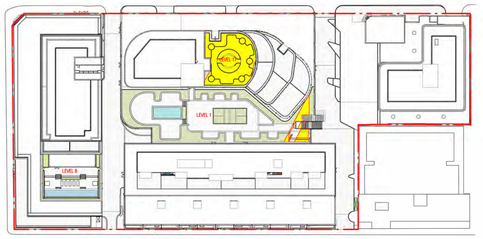
COMMUNAL OPEN SPACE (SOLAR ACCESS DIAGRAM)



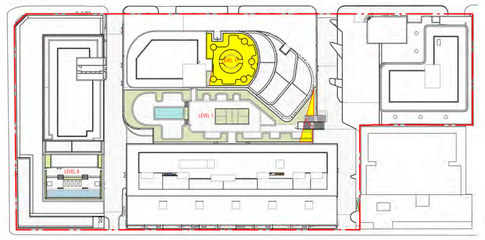
21 JUNE - 09 AM



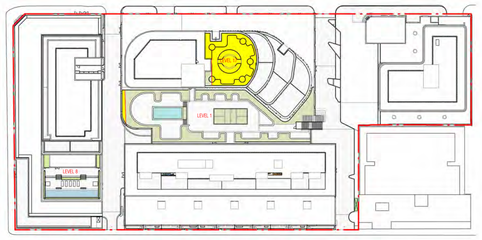
21 JUNE - 10 AM



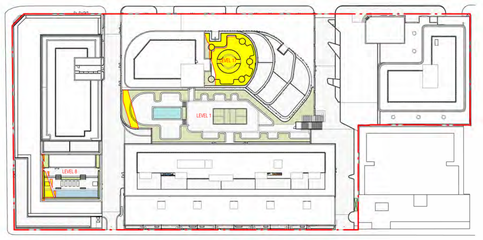
21 JUNE - 11 AM



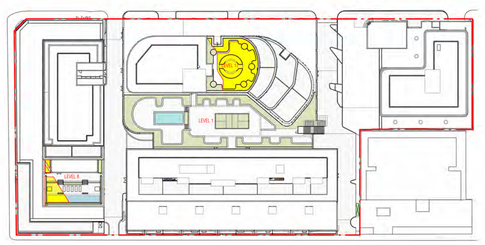
21 JUNE - 12 PM



21 JUNE - 01 PM



21 JUNE - 02 PM



21 JUNE - 03 PM

COMMUNAL OPEN SPACE			
TIME	LEVEL	AREA FREE FROM SHADOW	AREA FREE FROM SHADOW%
9AM	LEVEL 1	0	0%
	LEVEL 8	0	0%
	LEVEL 17	340 Sqm	96.5%
10AM	LEVEL 1	99 Sqm	11.2%
	LEVEL 8	0	0%
	LEVEL 17	340 Sqm	96.5%
11AM	LEVEL 1	58 Sqm	6.6%
	LEVEL 8	0	0%
	LEVEL 17	333 Sqm	94.3%
12PM	LEVEL 1	43 Sqm	4.8%
	LEVEL 8	0	0%
	LEVEL 17	337 Sqm	95.5%

COMMUNAL OPEN SPACE			
TIME	LEVEL	AREA FREE FROM SHADOW	AREA FREE FROM SHADOW%
01PM	LEVEL 1	15 Sqm	1.7%
	LEVEL 8	0	0%
	LEVEL 17	329 Sqm	93.4%
02PM	LEVEL 1	40 Sqm	4.5%
	LEVEL 8	35 Sqm	10.8%
	LEVEL 17	296 Sqm	84%
03PM	LEVEL 1	0	0%
	LEVEL 8	71 Sqm	21.8%
	LEVEL 17	264 Sqm	75%

COMMUNAL/PUBLIC OPEN SPACE FREE OF SHADOWS

ABBREVIATION KEY
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TB - TOWER B
TC - TOWER C
TD - TOWER D

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION
A ISSUED FOR T.P 30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
SHADOW DIAGRAMS - COMMUNAL OPEN SPACE

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	JS	30.06.2026	20074	1:2000 @ A3

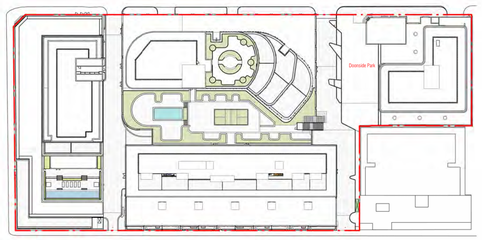
FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

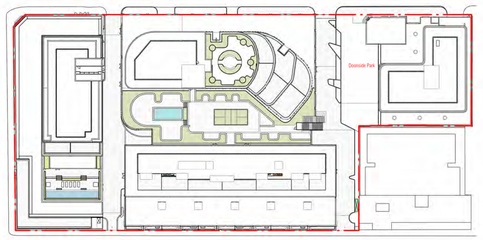
REV. A

DRAWING NO.
TP412

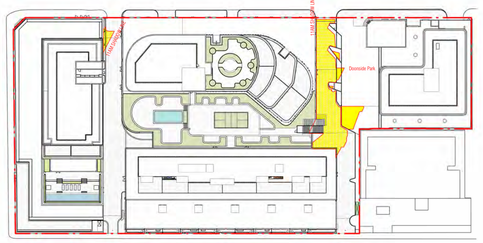
PUBLIC OPEN SPACE (SOLAR ACCESS DIAGRAM)



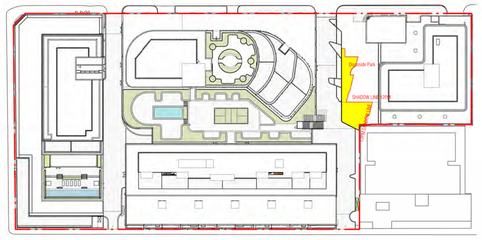
21 JUNE - 09 AM



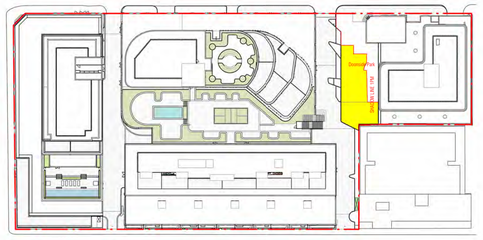
21 JUNE - 10 AM



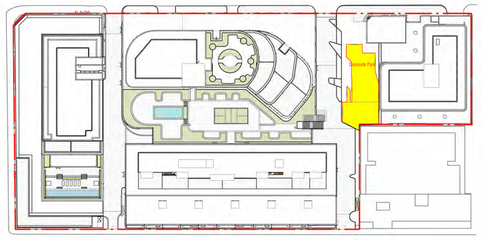
21 JUNE - 11 AM



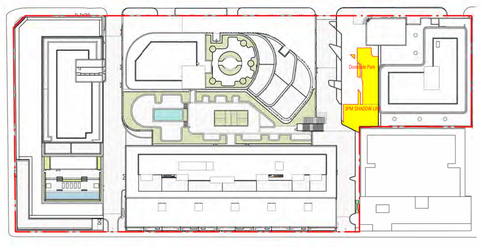
21 JUNE - 12 PM



21 JUNE - 01 PM



21 JUNE - 02 PM



21 JUNE - 03 PM

PUBLIC OPEN SPACE			
TIME	LOCATION	AREA FREE FROM SHADOW	AREA FREE FROM SHADOW%
9AM	Doonside Park	0	0
10AM	Doonside Park	0	0
11AM	Doonside Park	54 Sqm	8.1%
12AM	Doonside Park	168 Sqm	25%
01PM	Doonside Park	321 Sqm	47.9%
02PM	Doonside Park	338 Sqm	50.3%
03PM	Doonside Park	269 Sqm	40.1%

COMMUNAL/PUBLIC OPEN SPACE FREE OF SHADOWS

ABBREVIATION KEY
TA - TOWER A
TB - TOWER B
TC - TOWER C
TD - TOWER D

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REVISION
A ISSUED FOR T.P 30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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DRAWING TITLE
SHADOW DIAGRAMS - PUBLIC OPEN SPACE

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP413

FENDER KATSALIDIS
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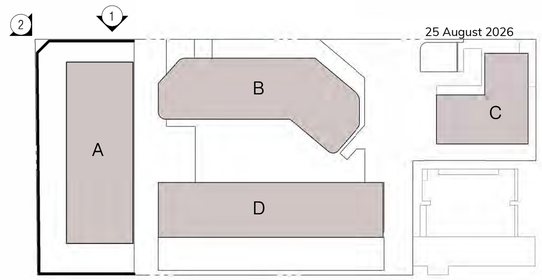
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

GENERAL LEGEND I EXTERNAL FINISHES

Ba1	Charcoal Palisade Balustrade	Cf1	Charcoal Concrete Finish	G1	Vision Glazing
Ba2	White Palisade Balustrade	Cf2	Natural Concrete Finish	G1a	Privacy Glazing
Ba3	Glazed Balustrade	Cf3	Concrete with Light Finish Look	G1s	Spandrel Glazing
Br1	Red Brick Finish	Cf4	Concrete with Applied Paint/Finish	G2	Vision Glazing Tenancy
Br2	Charcoal Brick Finish	M1	Metal Cladding, Charcoal Prefinish Colour	G3	Heritage Glazing
Br3	Cream Brick Finish	M2	Charcoal Colour Window Frames	G4	Skylight Glazing
Br4	Light Red Brick Finish	M3	White Prefinish Colour	G5	Shopfront Glazing GF
Br5	Existing Heritage Brick Finish	M4	Custom Steel Profile Canopy, Paint Finish	Lv1	Black Louvres
Br6	Light Grey Brick Finish	M5	Metal Cladding, Powdercoat Finish		



25 August 2026



1 TOWER A NORTHERN FACADE ELEVATION
SCALE 1 : 50



2 TOWER A HERITAGE FACADE N/W ELEVATION
SCALE 1 : 50

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER A NORTHERN ENTRY ELEVATION

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

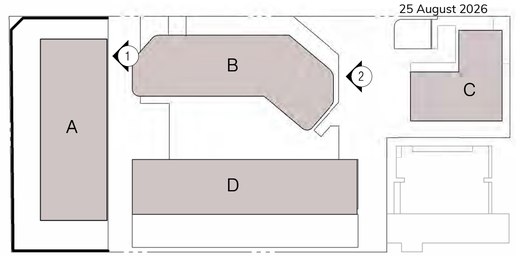
REV. A

DRAWING NO.
TP260

25 August 2026

GENERAL LEGEND I EXTERNAL FINISHES

Ba1	Charcoal Palisade Balustrade	Cf1	Charcoal Concrete Finish	G1	Vision Glazing
Ba2	White Palisade Balustrade	Cf2	Natural Concrete Finish	G1a	Privacy Glazing
Ba3	Glazed Balustrade	Cf3	Concrete with Light Finish Look	G1s	Spandrel Glazing
Br1	Red Brick Finish	Cf4	Concrete with Applied Paint/Finish	G2	Vision Glazing Tenancy
Br2	Charcoal Brick Finish	M1	Metal Cladding, Charcoal Prefinish Colour	G3	Heritage Glazing
Br3	Cream Brick Finish	M2	Charcoal Colour Window Frames	G4	Skylight Glazing
Br4	Light Red Brick Finish	M3	White Prefinish Colour	G5	Shopfront Glazing GF
Br5	Existing Heritage Brick Finish	M4	Custom Steel Profile Canopy, Paint Finish	Lv1	Black Louvres
Br6	Light Grey Brick Finish	M5	Metal Cladding, Powdercoat Finish		





1 TOWER A EAST PODIUM ENTRY ELEVATION
SCALE 1 : 50



2 TOWER B EAST RETAIL ENTRY ELEVATION
SCALE 1 : 50

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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DRAWING TITLE
TOWER A/B EAST RETAIL ENTRY ELEVATION

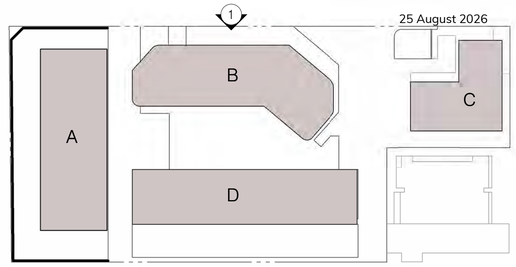
ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP261

GENERAL LEGEND I EXTERNAL FINISHES

Ba1	Charcoal Palisade Balustrade	Cf1	Charcoal Concrete Finish	G1	Vision Glazing
Ba2	White Palisade Balustrade	Cf2	Natural Concrete Finish	G1a	Privacy Glazing
Ba3	Glazed Balustrade	Cf3	Concrete with Light Finish Look	G1s	Spandrel Glazing
Br1	Red Brick Finish	Cf4	Concrete with Applied Paint/Finish	G2	Vision Glazing Tenancy
Br2	Charcoal Brick Finish	M1	Metal Cladding, Charcoal Prefinish Colour	G3	Heritage Glazing
Br3	Cream Brick Finish	M2	Charcoal Colour Window Frames	G4	Skylight Glazing
Br4	Light Red Brick Finish	M3	White Prefinish Colour	G5	Shopfront Glazing GF
Br5	Existing Heritage Brick Finish	M4	Custom Steel Profile Canopy, Paint Finish	Lv1	Black Louvres
Br6	Light Grey Brick Finish	M5	Metal Cladding, Powdercoat Finish		



25 August 2026



1 TOWER B PORTE COCHERE NORTH ELEVATION
SCALE 1 : 50

MULLION DARK METAL FINISH

PORTE COCHERE / DROP OFF

PORTE COCHERE SOFFIT TO BE RENDER FINISH WITH LED LIGHTING WITH RECESSED COFFER BEYOND, DESIGN TO BE FURTHER DEVELOPED

GF LOBBY/PORTE COCHERE ACCESSIBLE TO ALL RESIDENTS, ACCESSED VIA ELECTRONIC CARD ACCESS POINT.

BASEMENT ENTRY

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

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DRAWING TITLE
TOWER B PORTE COCHERE NORTH ELEVATION

ISSUE PURPOSE
TOWN PLANNING

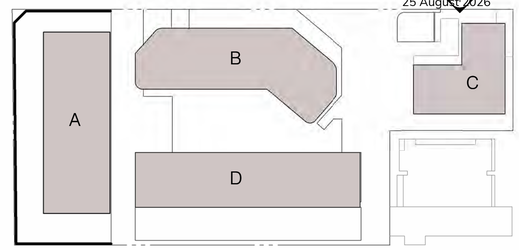
REV. A

DRAWING NO. TP262

25 August 2026

GENERAL LEGEND I EXTERNAL FINISHES

Ba1 Charcoal Palisade Balustrade	Cf1 Charcoal Concrete Finish	G1 Vision Glazing
Ba2 White Palisade Balustrade	Cf2 Natural Concrete Finish	G1a Privacy Glazing
Ba3 Glazed Balustrade	Cf3 Concrete with Light Finish Look	G1s Spandrel Glazing
Br1 Red Brick Finish	Cf4 Concrete with Applied Paint/Finish	G2 Vision Glazing Tenancy
Br2 Charcoal Brick Finish	M1 Metal Cladding, Charcoal Prefinish Colour	G3 Heritage Glazing
Br3 Cream Brick Finish	M2 Charcoal Colour Window Frames	G4 Skylight Glazing
Br4 Light Red Brick Finish	M3 White Prefinish Colour	G5 Shopfront Glazing GF
Br5 Existing Heritage Brick Finish	M4 Custom Steel Profile Canopy, Paint Finish	Lv1 Black Louvres
Br6 Light Grey Brick Finish	M5 Metal Cladding, Powdercoat Finish	





1 TOWER C HERITAGE FACADE NORTHERN ELEVATION
SCALE 1 : 50

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81-95 BURNLEY STREET & 26-34 DOONSIDE STREET RICHMOND VIC 3121

CLIENT: GURNER TM

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

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DRAWING TITLE: TOWER C HERITAGE FACADE NORTHERN ELEVATION

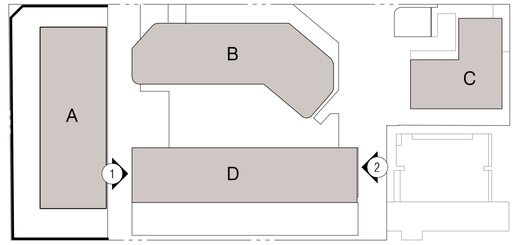
ISSUE PURPOSE: TOWN PLANNING

REV. A

DRAWING NO. TP263

GENERAL LEGEND I EXTERNAL FINISHES

Ba1 Charcoal Palisade Balustrade	Cf1 Charcoal Concrete Finish	G1 Vision Glazing
Ba2 White Palisade Balustrade	Cf2 Natural Concrete Finish	G1a Privacy Glazing
Ba3 Glazed Balustrade	Cf3 Concrete with Light Finish Look	G1s Spandrel Glazing
Br1 Red Brick Finish	Cf4 Concrete with Applied Paint/Finish	G2 Vision Glazing Tenancy
Br2 Charcoal Brick Finish	M1 Metal Cladding, Charcoal Prefinish Colour	G3 Heritage Glazing
Br3 Cream Brick Finish	M2 Charcoal Colour Window Frames	G4 Skylight Glazing
Br4 Light Red Brick Finish	M3 White Prefinish Colour	G5 Shopfront Glazing GF
Br5 Existing Heritage Brick Finish	M4 Custom Steel Profile Canopy, Paint Finish	Lv1 Black Louvres
Br6 Light Grey Brick Finish	M5 Metal Cladding, Powdercoat Finish	





1 TOWER D WEST RETAIL ELEVATION
SCALE 1 : 50

LOBBY, CO-WORKING, ACCESSIBLE TO ALL RESIDENTS. ACCESSED VIA ELECTRONIC CARD ACCESS POINT

DARK METAL FINISH TO MULLIONS

2 TOWER D EAST RETAIL ELEVATION
SCALE 1 : 50

GF LOBBY ACCESSIBLE TO BUILDING D RESIDENTS. ACCESSED VIA ELECTRONIC CARD ACCESS POINT

GF RETAIL ACCESS

DARK METAL FINISH TO MULLIONS

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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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DRAWING TITLE
TOWER D E/W RETAIL ENTRY ELEVATION

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ISSUE PURPOSE
TOWN PLANNING

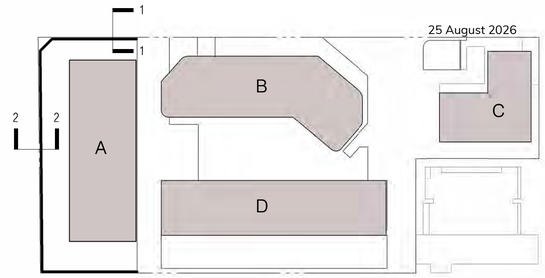
REV. A

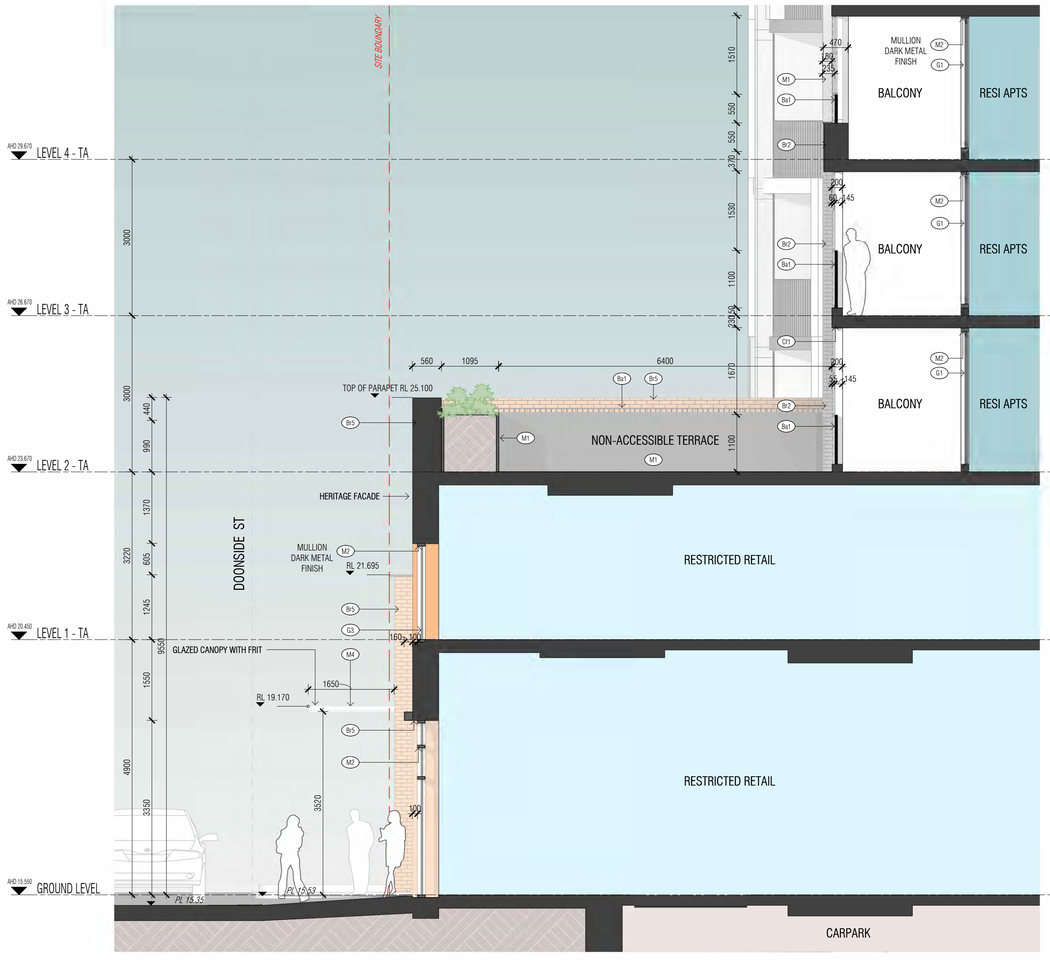
DRAWING NO. TP264

25 August 2026

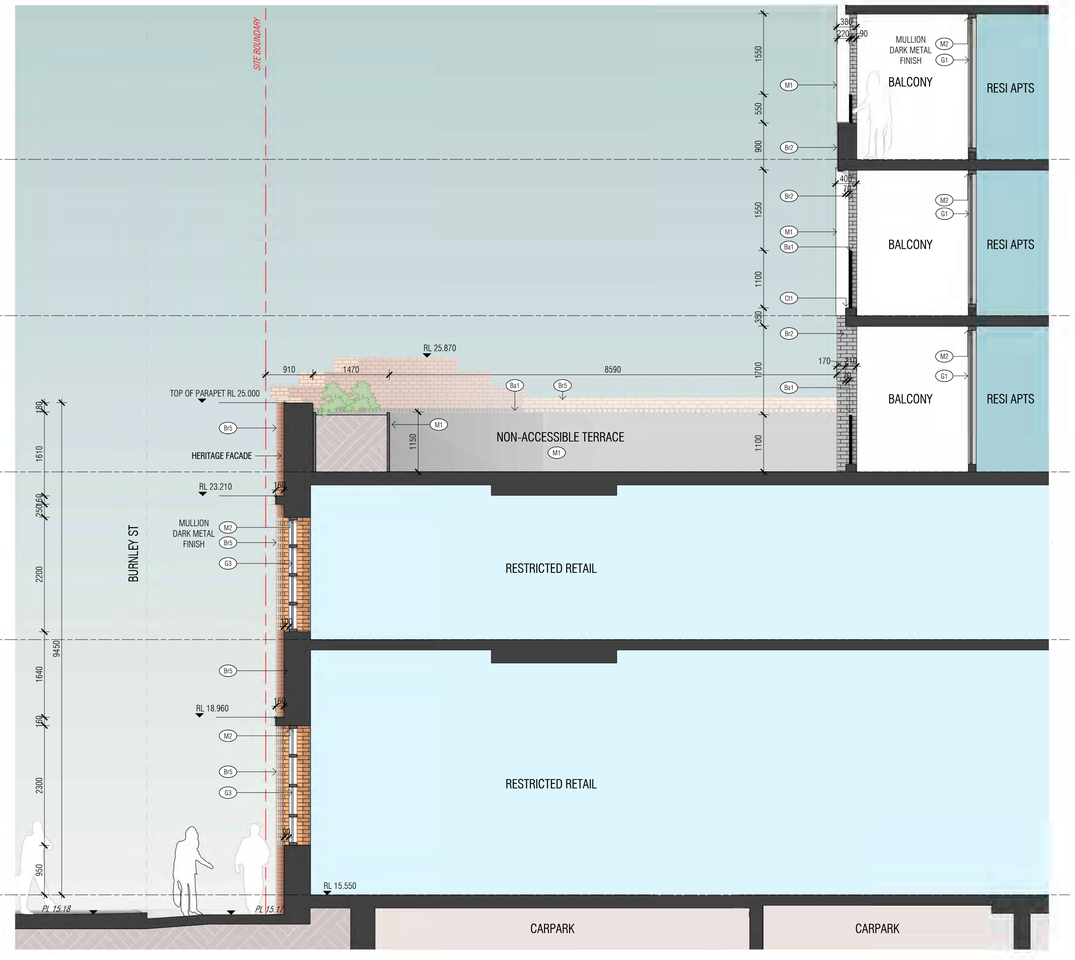
GENERAL LEGEND I EXTERNAL FINISHES

- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Lv1 Black Louvres





1 BUILDING A E/W SECTION
SCALE 1 : 50



2 TOWER A N/S SECTION
SCALE 1 : 50

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81-95 BURNLEY STREET & 26-34 DOONSIDE STREET RICHMOND VIC 3121

CLIENT: GURNER TM

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DRAWING TITLE: TOWER A NORTHERN ENTRY SECTION

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE: TOWN PLANNING

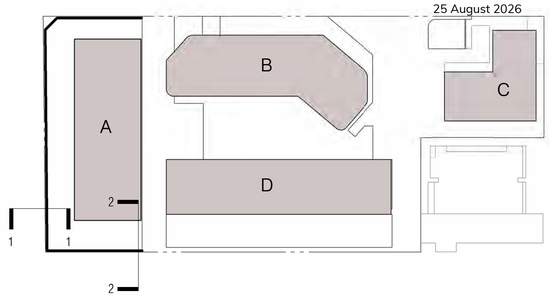
REV. A

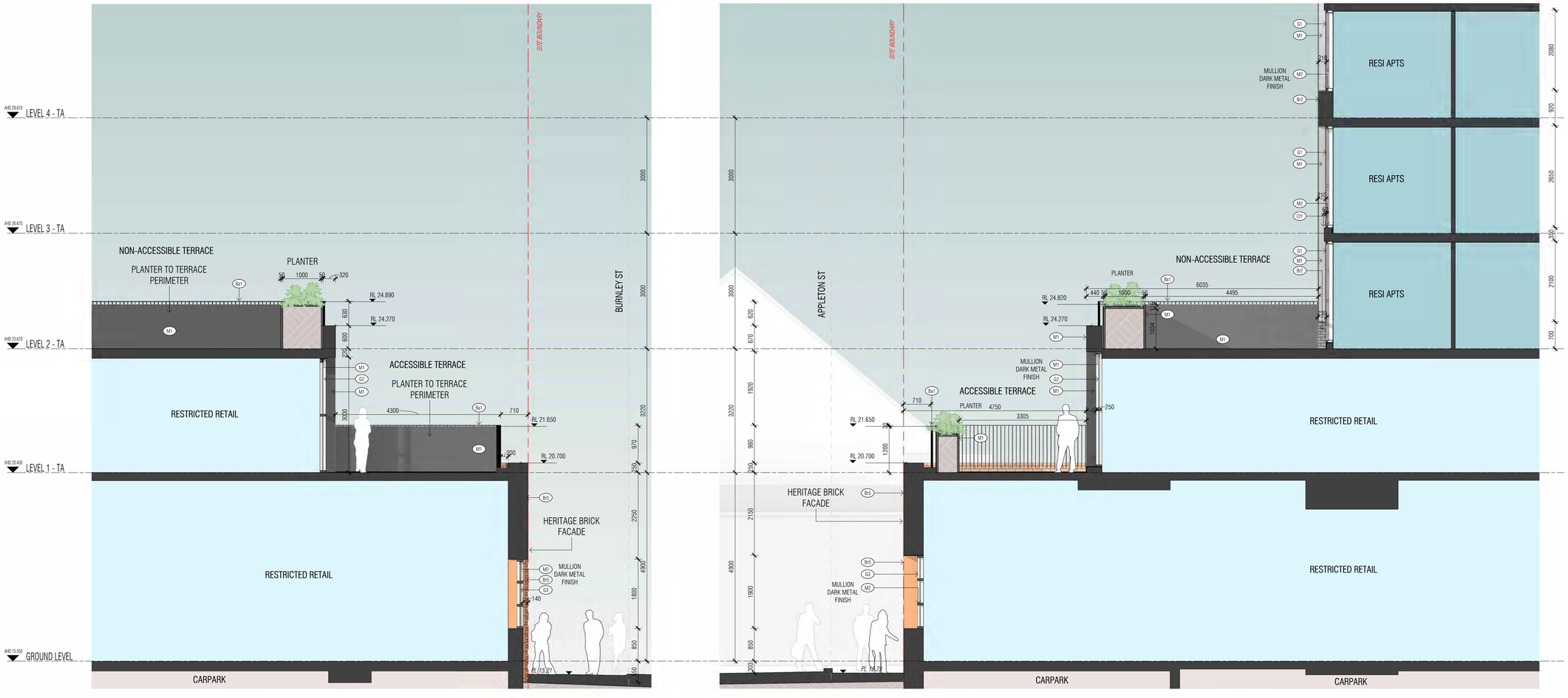
DRAWING NO. TP270

25 August 2026

GENERAL LEGEND I EXTERNAL FINISHES

- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Lv1 Black Louvres





1 TOWER A E/W SECTION
SCALE 1 : 50

2 TOWER A N/S STREET SECTION
SCALE 1 : 50

Autodesk Docs://20074 Doonside Yardu/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	ISSUED FOR T.P	30.06.2026

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JS	FP	30.06.2026	20074	1 : 50 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER A SOUTHERN ENTRY SECTION

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

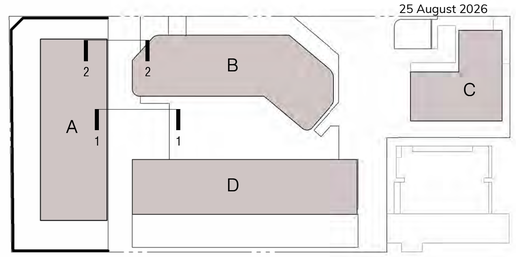
ISSUE PURPOSE
TOWN PLANNING

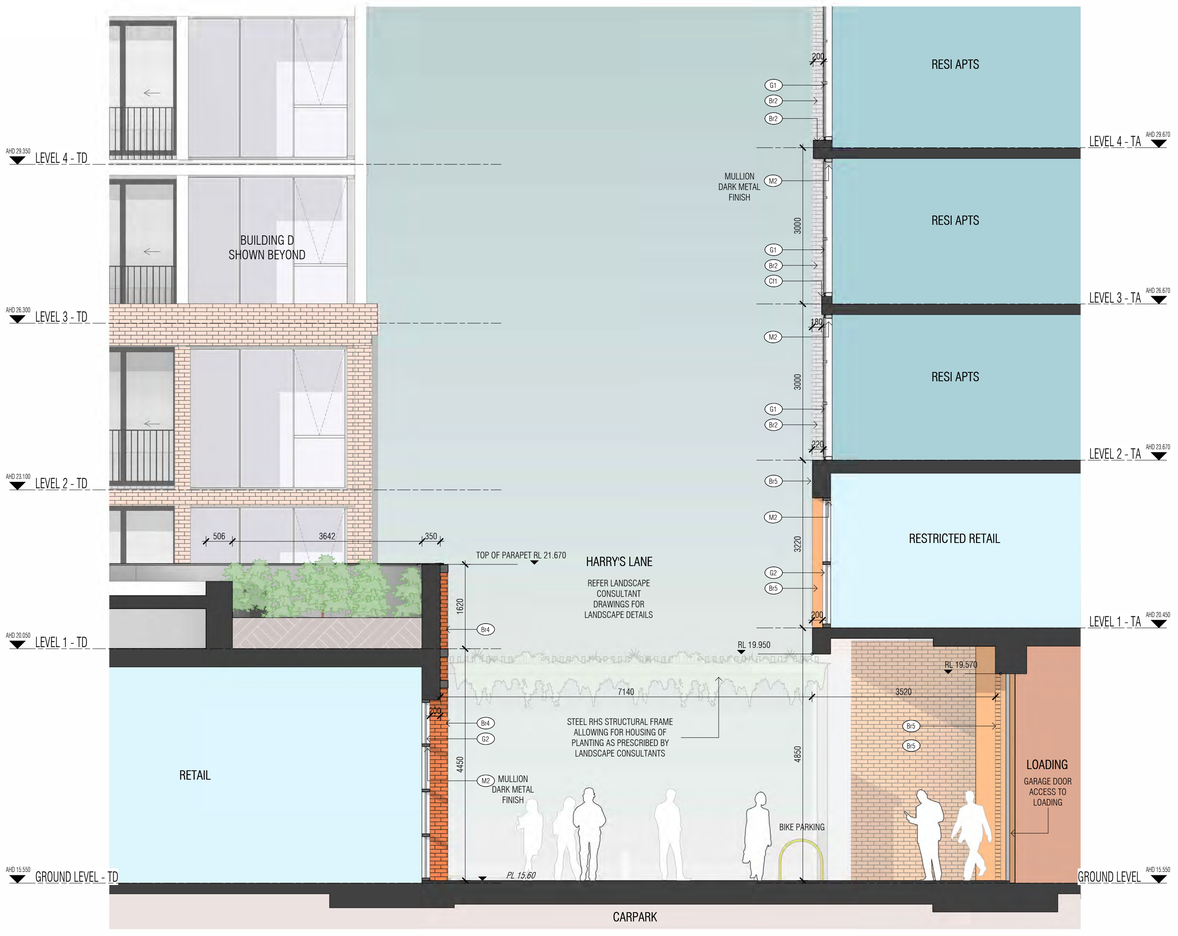
REV. A

DRAWING NO. TP271

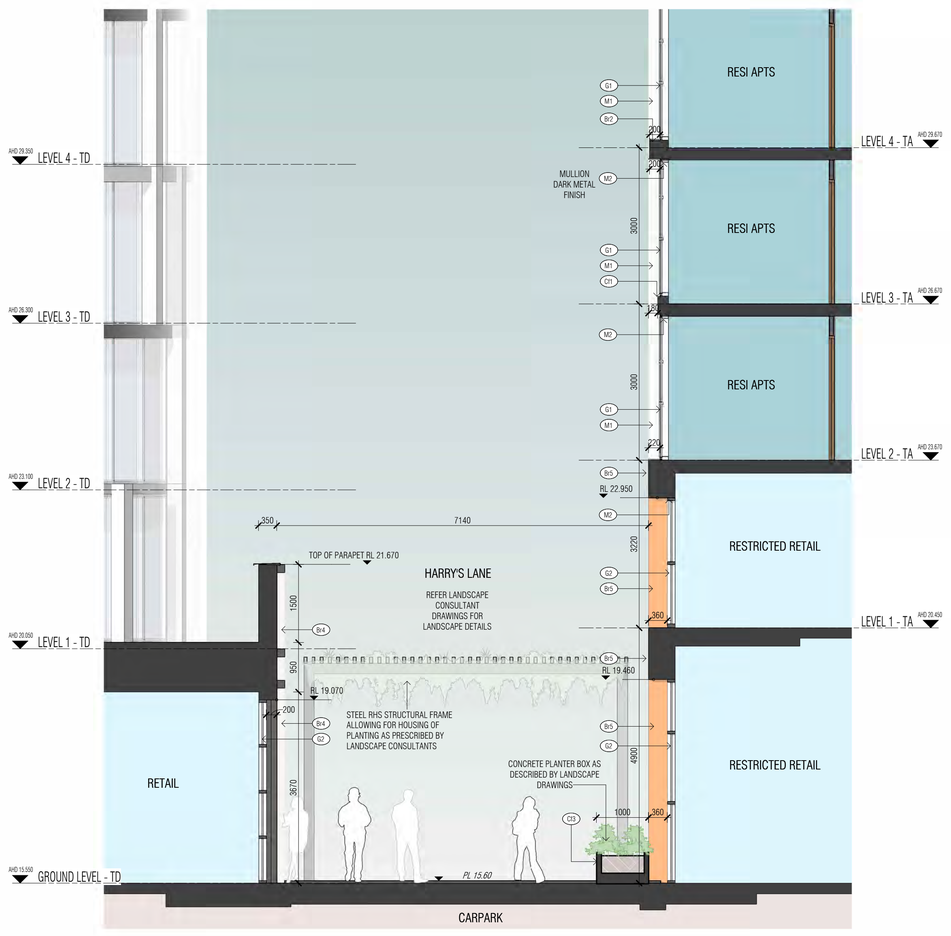
GENERAL LEGEND I EXTERNAL FINISHES

Ba1	Charcoal Palisade Balustrade	Cf1	Charcoal Concrete Finish	G1	Vision Glazing
Ba2	White Palisade Balustrade	Cf2	Natural Concrete Finish	G1a	Privacy Glazing
Ba3	Glazed Balustrade	Cf3	Concrete with Light Finish Look	G1s	Spandrel Glazing
Br1	Red Brick Finish	Cf4	Concrete with Applied Paint/Finish	G2	Vision Glazing Tenancy
Br2	Charcoal Brick Finish	M1	Metal Cladding, Charcoal Prefinish Colour	G3	Heritage Glazing
Br3	Cream Brick Finish	M2	Charcoal Colour Window Frames	G4	Skylight Glazing
Br4	Light Red Brick Finish	M3	White Prefinish Colour	G5	Shopfront Glazing GF
Br5	Existing Heritage Brick Finish	M4	Custom Steel Profile Canopy, Paint Finish	Lv1	Black Louvres
Br6	Light Grey Brick Finish	M5	Metal Cladding, Powdercoat Finish		





1 TOWER A HARRY'S LANE S SECTION
SCALE 1 : 50



2 TOWER A/B HARRY'S LANE S SECTION
SCALE 1 : 50

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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
JS	FP	30.06.2026	20074	1 : 50 @ A3

DRAWING TITLE
TOWER A/B HARRY'S LANE NORTHERN SECTION

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

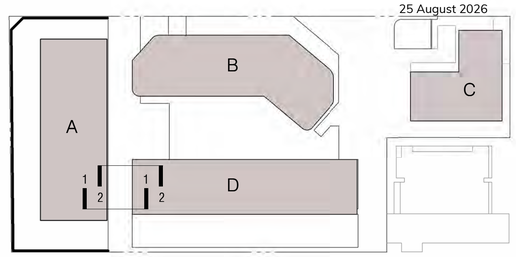
ISSUE PURPOSE
TOWN PLANNING

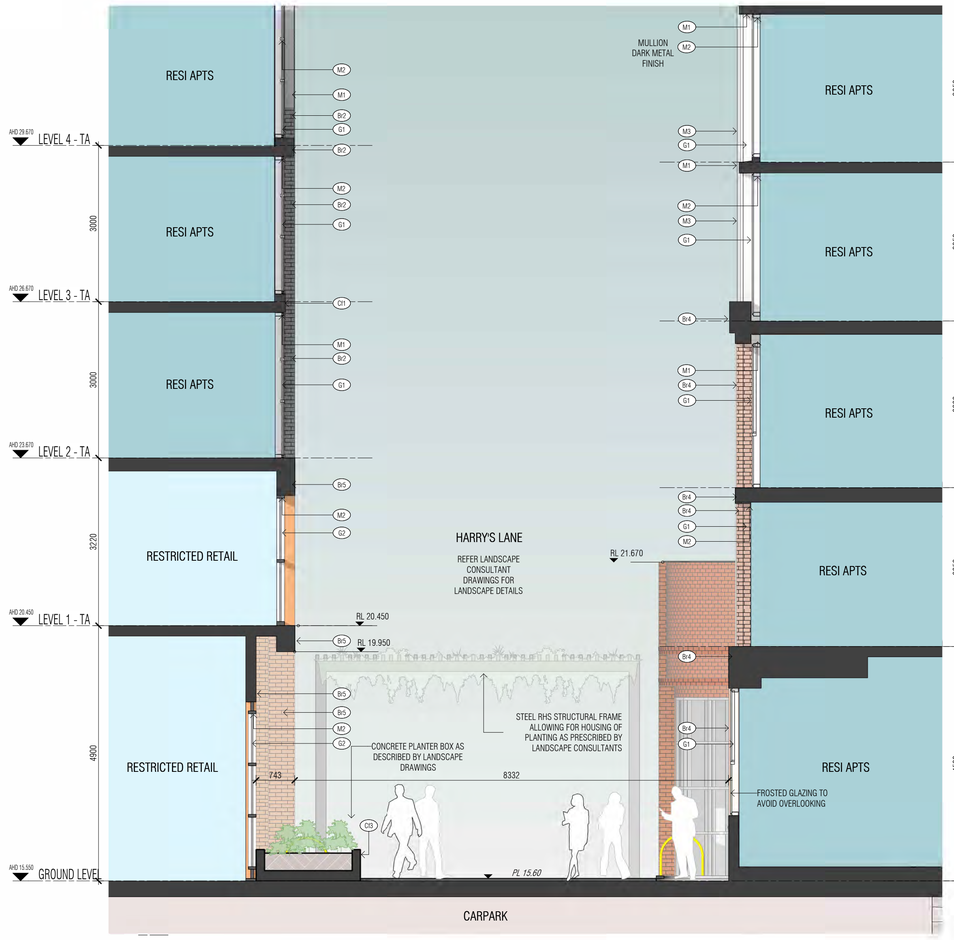
REV. A

DRAWING NO. TP272

GENERAL LEGEND I EXTERNAL FINISHES

- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Lv1 Black Louvres





1 TOWER A/D HARRY'S LANE E/W SECTION
SCALE 1 : 50

2 TOWER A/D HARRY'S LANE W/E SECTION
SCALE 1 : 50

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT GURNER TM

DRAWING TITLE TOWER A/D HARRY'S LANE SOUTHERN SECTION

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WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

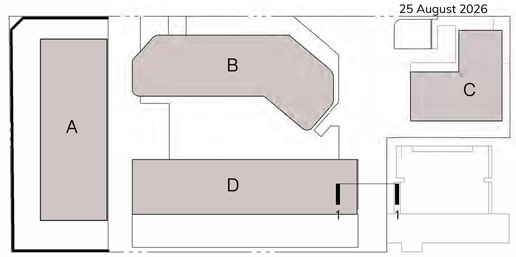
ISSUE PURPOSE TOWN PLANNING

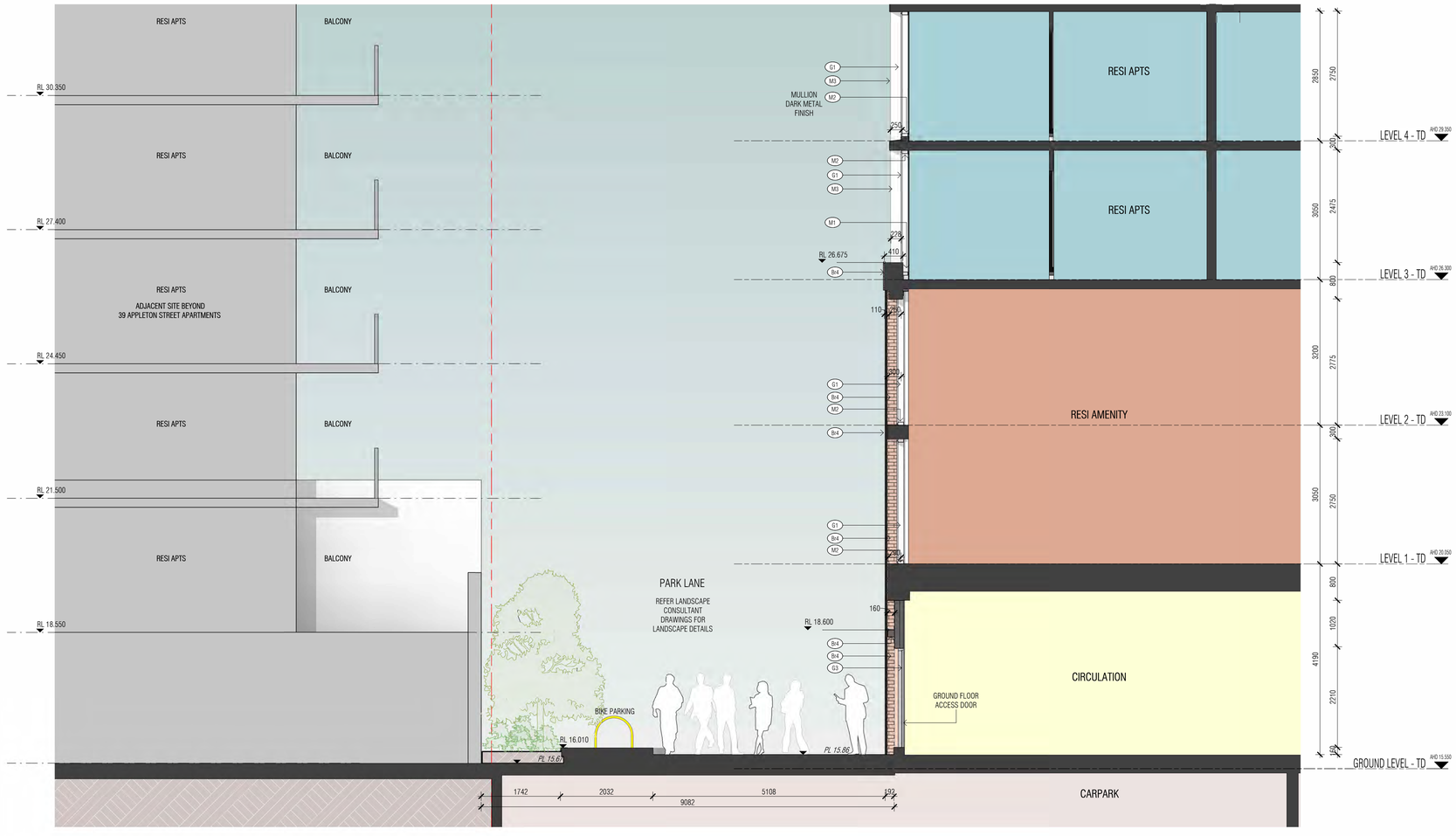
REV. A

DRAWING NO. TP273

GENERAL LEGEND I EXTERNAL FINISHES

- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Lv1 Black Louvres





1 TOWER D PARK LANE W/E SECTION
SCALE 1 : 50

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER D PARK LANE SOUTHERN SECTION

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L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

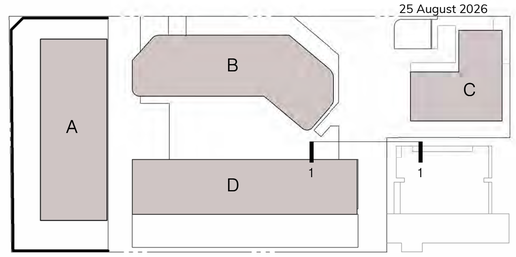
REV. A

DRAWING NO.
TP274

25 August 2026

GENERAL LEGEND I EXTERNAL FINISHES

Ba1	Charcoal Palisade Balustrade	Cf1	Charcoal Concrete Finish	G1	Vision Glazing
Ba2	White Palisade Balustrade	Cf2	Natural Concrete Finish	G1a	Privacy Glazing
Ba3	Glazed Balustrade	Cf3	Concrete with Light Finish Look	G1s	Spandrel Glazing
Br1	Red Brick Finish	Cf4	Concrete with Applied Paint/Finish	G2	Vision Glazing Tenancy
Br2	Charcoal Brick Finish	M1	Metal Cladding, Charcoal Prefinish Colour	G3	Heritage Glazing
Br3	Cream Brick Finish	M2	Charcoal Colour Window Frames	G4	Skylight Glazing
Br4	Light Red Brick Finish	M3	White Prefinish Colour	G5	Shopfront Glazing GF
Br5	Existing Heritage Brick Finish	M4	Custom Steel Profile Canopy, Paint Finish	Lv1	Black Louvres
Br6	Light Grey Brick Finish	M5	Metal Cladding, Powdercoat Finish		





1 TOWER D PARK LANE EAST/WEST SECTION
SCALE 1 : 50

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JS	FP	30.06.2026	20074	1 : 50 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER D PODIUM PARK LANE EAST/WEST SECTION

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

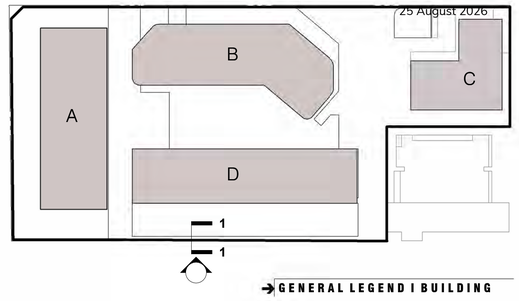
ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP275

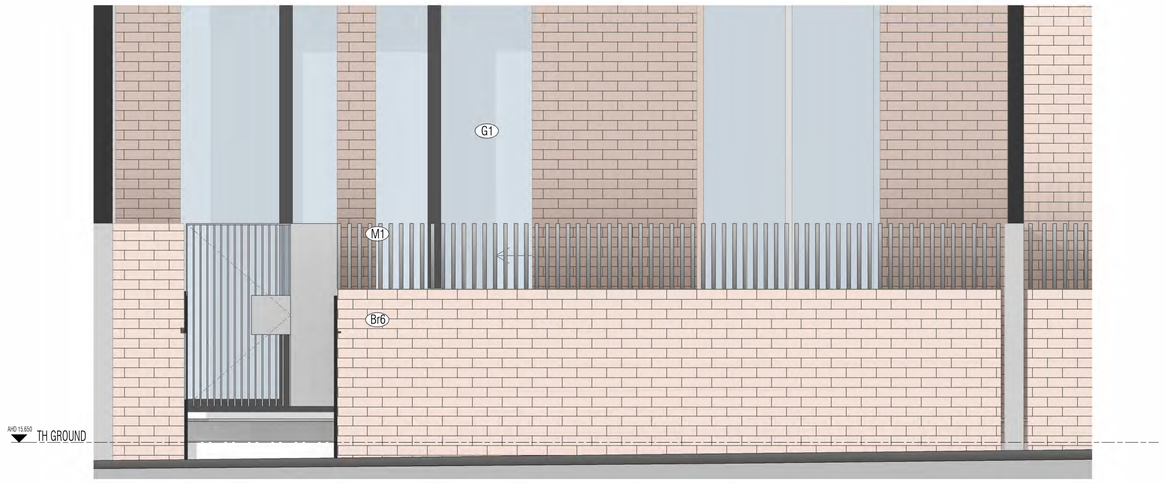
GENERAL LEGEND I EXTERNAL FINISHES

- Ba1 Charcoal Palisade Balustrade
- Ba2 White Palisade Balustrade
- Ba3 Glazed Balustrade
- Br1 Red Brick Finish
- Br2 Charcoal Brick Finish
- Br3 Cream Brick Finish
- Br4 Light Red Brick Finish
- Br5 Existing Heritage Brick Finish
- Br6 Light Grey Brick Finish
- Cf1 Charcoal Concrete Finish
- Cf2 Natural Concrete Finish
- Cf3 Concrete with Light Finish Look
- Cf4 Concrete with Applied Paint/Finish
- M1 Metal Cladding, Charcoal Prefinish Colour
- M2 Charcoal Colour Window Frames
- M3 White Prefinish Colour
- M4 Custom Steel Profile Canopy, Paint Finish
- M5 Metal Cladding, Powdercoat Finish
- G1 Vision Glazing
- G1a Privacy Glazing
- G1s Spandrel Glazing
- G2 Vision Glazing Tenancy
- G3 Heritage Glazing
- G4 Skylight Glazing
- G5 Shopfront Glazing GF
- Lv1 Black Louvres

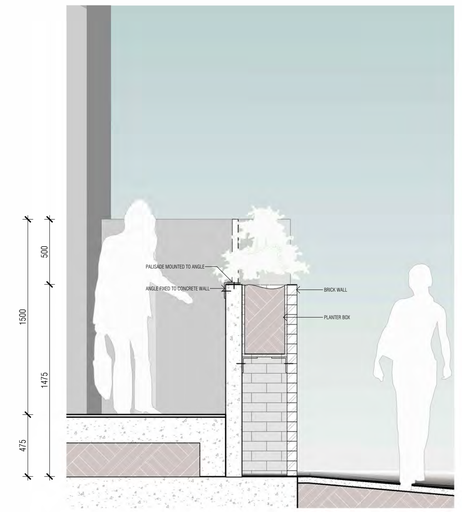


GENERAL LEGEND I BUILDING

- Br6 Light Grey Brick Finish
- M1 Metal Cladding, Charcoal Prefinish Colour



1 TD DETAIL ELEVATION - APPLETON STREET FENCE
SCALE 1 : 20



2 TD DETAIL SECTION - APPLETON STREET FENCE
SCALE 1 : 20

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REVISION

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JS	FP	30.06.2026	20074	1 : 50 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
TOWER D APPLETON FENCE DETAILS

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP276

GENERAL LEGEND I EXTERNAL FINISHES

Ba1	Charcoal Palisade Balustrade	Cf1	Charcoal Concrete Finish	G1	Vision Glazing
Ba2	White Palisade Balustrade	Cf2	Natural Concrete Finish	G1a	Privacy Glazing
Ba3	Glazed Balustrade	Cf3	Concrete with Light Finish Look	G1s	Spandrel Glazing
Br1	Red Brick Finish	Cf4	Concrete with Applied Paint/Finish	G2	Vision Glazing Tenancy
Br2	Charcoal Brick Finish	M1	Metal Cladding, Charcoal Prefinish Colour	G3	Heritage Glazing
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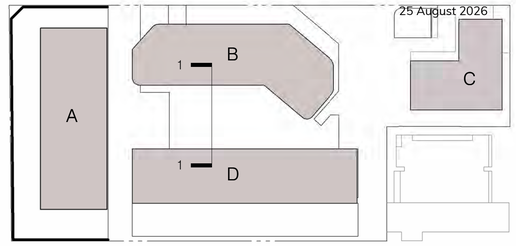



1 TB&TD PODIUM LANDSCAPE SECTION
SCALE 1 : 50

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	30.06.2026	20074	As indicated @A1

DRAWING TITLE
TOWER B&D LANDSCAPE

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
2 RIVERSIDE QUAY, SOUTHBANK
VICTORIA 3006 AUSTRALIA
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

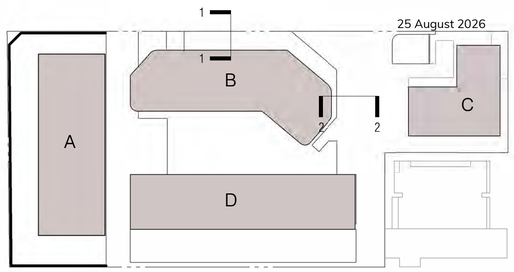
REV. A

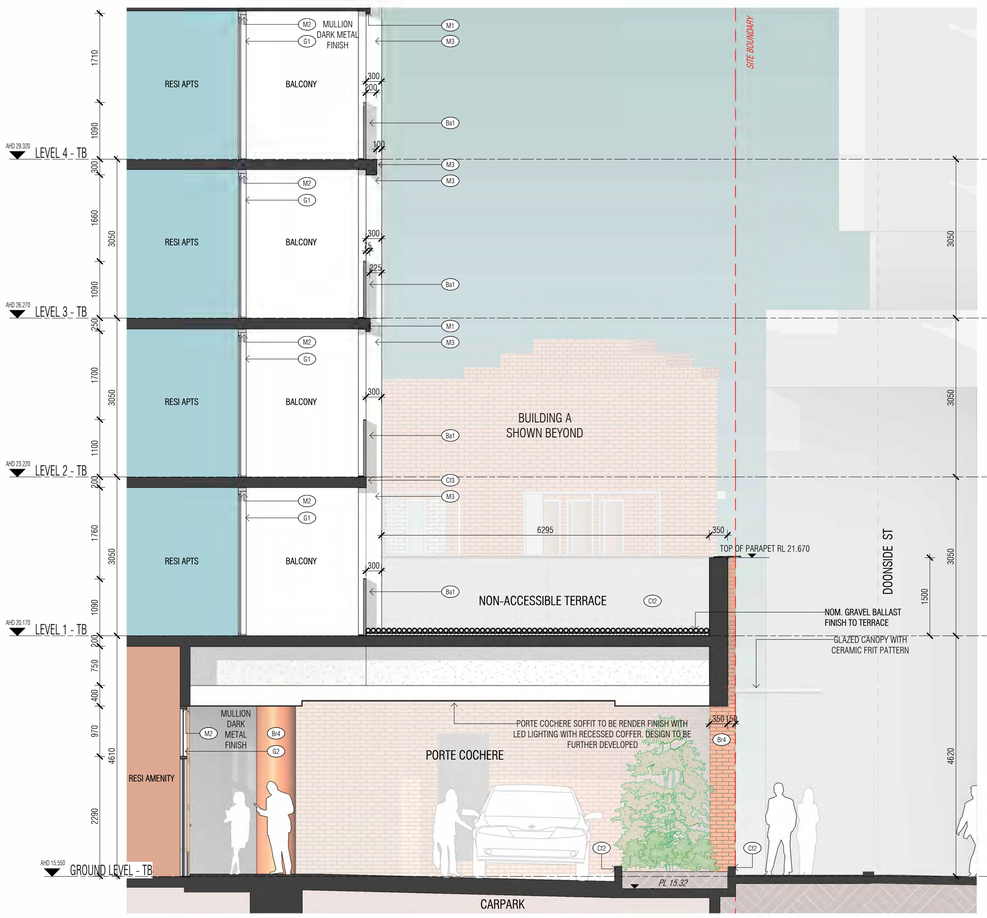
DRAWING NO. TP277

GENERAL LEGEND I EXTERNAL FINISHES

Ba1	Charcoal Palisade Balustrade	Cf1	Charcoal Concrete Finish	G1	Vision Glazing
Ba2	White Palisade Balustrade	Cf2	Natural Concrete Finish	G1a	Privacy Glazing
Ba3	Glazed Balustrade	Cf3	Concrete with Light Finish Look	G1s	Spandrel Glazing
Br1	Red Brick Finish	Cf4	Concrete with Applied Paint/Finish	G2	Vision Glazing Tenancy
Br2	Charcoal Brick Finish	M1	Metal Cladding, Charcoal Prefinish Colour	G3	Heritage Glazing
Br3	Cream Brick Finish	M2	Charcoal Colour Window Frames	G4	Skylight Glazing
Br4	Light Red Brick Finish	M3	White Prefinish Colour	G5	Shopfront Glazing GF
Br5	Existing Heritage Brick Finish	M4	Custom Steel Profile Canopy, Paint Finish	Lv1	Black Louvres
Br6	Light Grey Brick Finish	M5	Metal Cladding, Powdercoat Finish		







1 TOWER B N/S ENTRY SECTION
SCALE 1 : 50



2 TOWER B E/W DOONSIDE PARK SECTION
SCALE 1 : 50

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_27May2026_1838.rvt

REVISION

A	ISSUED FOR T.P	30.06.2026

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
JS	FP	30.06.2026	20074	1 : 50 @ A3

PROJECT: HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET RICHMOND VIC 3121

CLIENT: GURNER TM

DRAWING TITLE: TOWER B PODIUM ENRTY SECTION

FENDER KATSALIDIS
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L21, 259 GEORGE STREET, SYDNEY
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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE: TOWN PLANNING

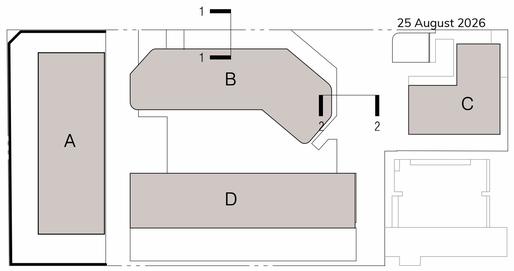
REV.: A

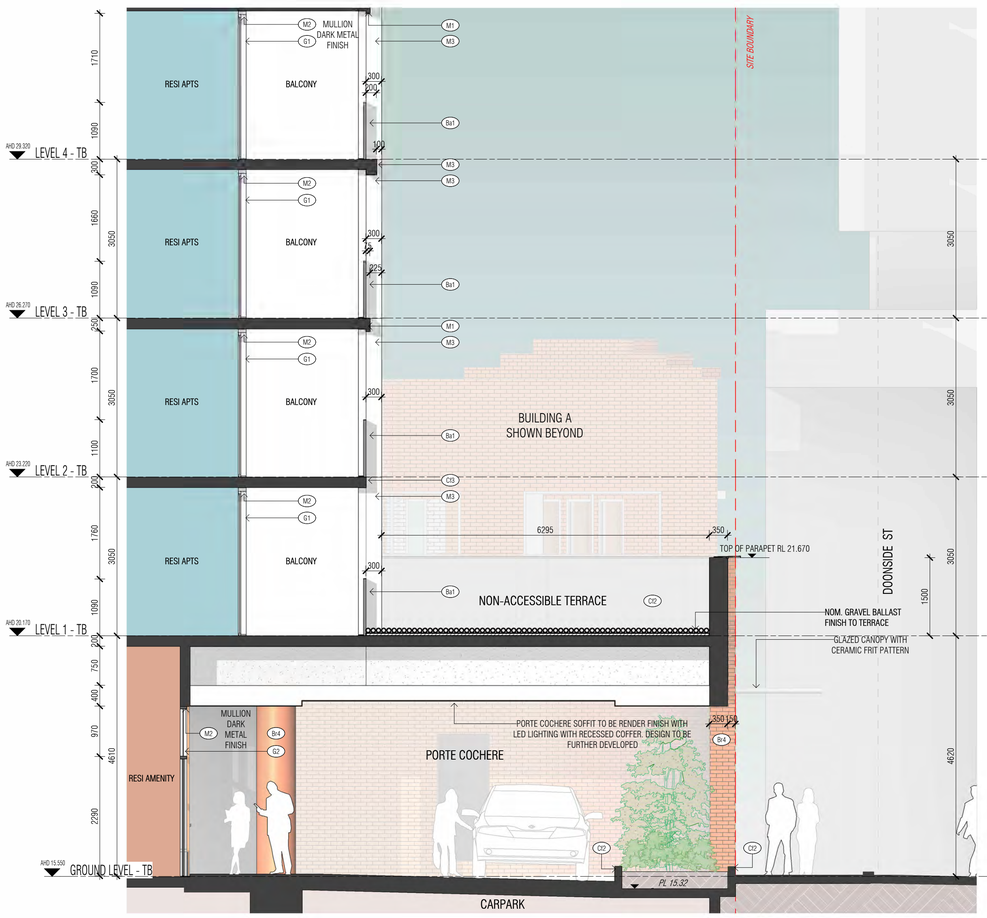
DRAWING NO.: TP278

GENERAL LEGEND I EXTERNAL FINISHES

Ba1	Charcoal Palisade Balustrade	Cf1	Charcoal Concrete Finish	G1	Vision Glazing
Ba2	White Palisade Balustrade	Cf2	Natural Concrete Finish	G1a	Privacy Glazing
Ba3	Glazed Balustrade	Cf3	Concrete with Light Finish Look	G1s	Spandrel Glazing
Br1	Red Brick Finish	Cf4	Concrete with Applied Paint/Finish	G2	Vision Glazing Tenancy
Br2	Charcoal Brick Finish	M1	Metal Cladding, Charcoal Prefinish Colour	G3	Heritage Glazing
Br3	Cream Brick Finish	M2	Charcoal Colour Window Frames	G4	Skylight Glazing
Br4	Light Red Brick Finish	M3	White Prefinish Colour	G5	Shopfront Glazing GF
Br5	Existing Heritage Brick Finish	M4	Custom Steel Profile Canopy, Paint Finish	Lv1	Black Louvres
Br6	Light Grey Brick Finish	M5	Metal Cladding, Powdercoat Finish		







1 TOWER B N/S ENTRY SECTION
SCALE 1 : 50



2 TOWER B E/W DOONSIDE PARK SECTION
SCALE 1 : 50

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REVISION

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PROJECT: HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET RICHMOND VIC 3121

CLIENT: GURNER TM

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DRAWN	CHECKED	DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV.	DRAWING NO.
JS	FP	30.06.2026	20074	1 : 50 @ A3	TOWER B PODIUM ENTRY SECTION	TOWN PLANNING	A	TP278

GENERAL LEGEND I EXTERNAL FINISHES

Ba1	Charcoal Palisade Balustrade	Cf1	Charcoal Concrete Finish	G1	Vision Glazing
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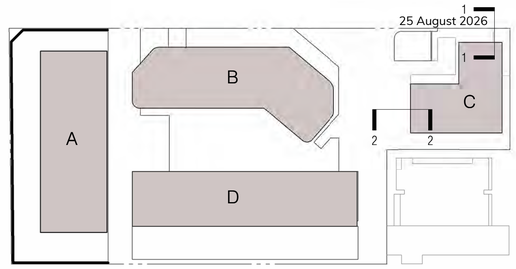

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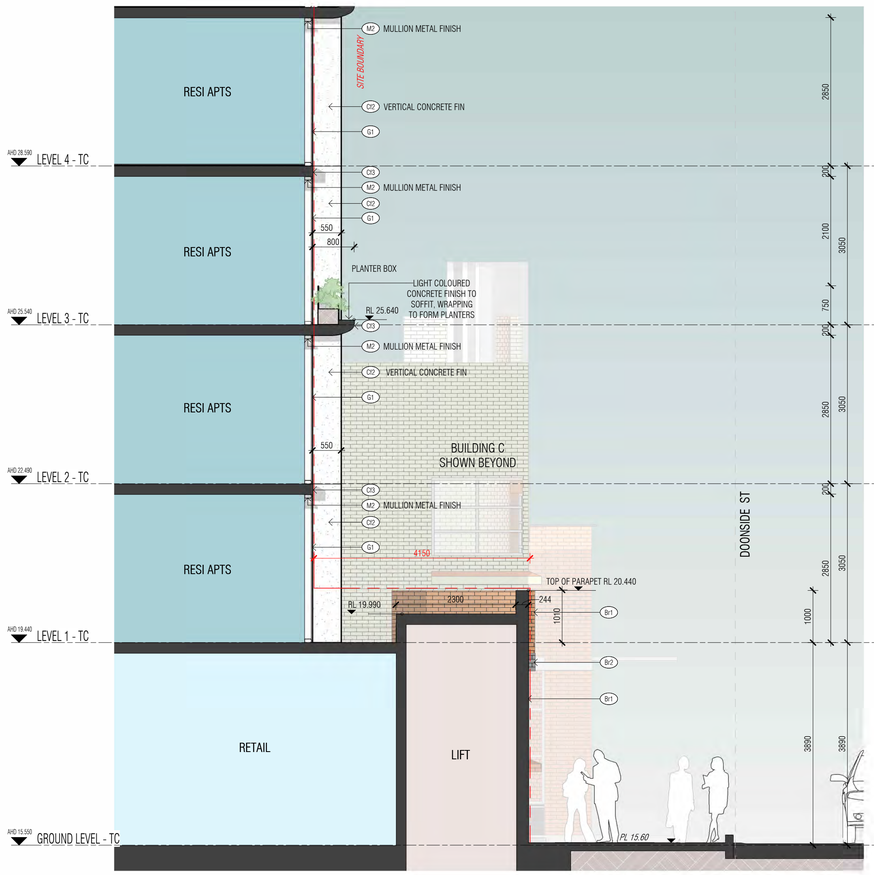
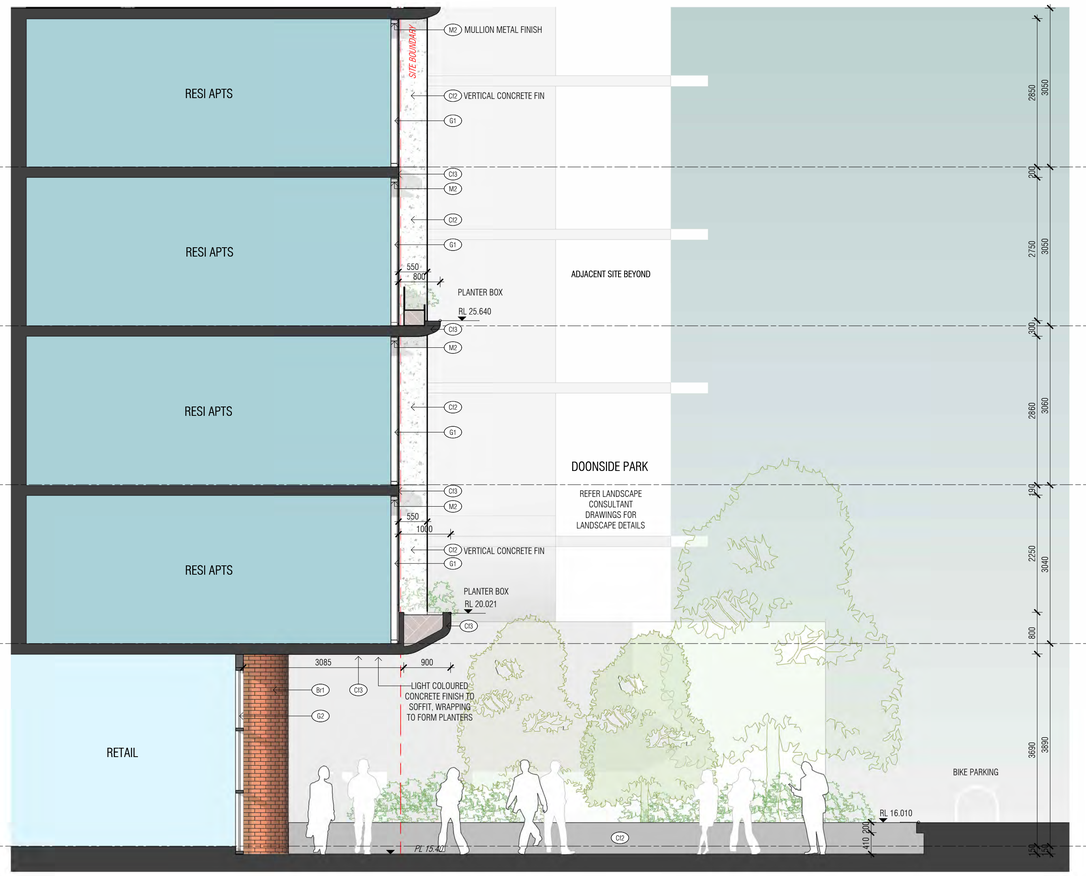
25 August 2026



1 TOWER C N/S SECTION
SCALE 1 : 50



2 TOWER C E/W DOONSIDE PARK SECTION
SCALE 1 : 50

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REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
JS	FP	30.06.2026	20074	1 : 50 @ A3

PROJECT: HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET RICHMOND VIC 3121

CLIENT: GURNER TM

DRAWING TITLE: TOWER C SOUTH/EAST ENTRY SECTION

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
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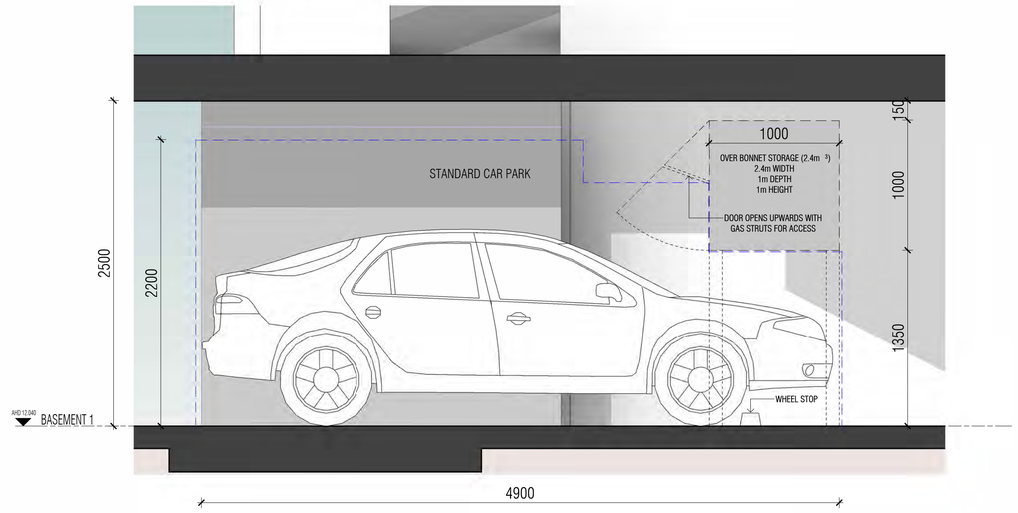
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE: TOWN PLANNING

REV. A

DRAWING NO. TP279



1 TYP DETAIL SECTION - CAR PARK OVER BONNET STORAGE
SCALE 1 : 20

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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
JS	FP	30.06.2026	20074	1 : 50 @ A3

DRAWING TITLE
TYPICAL DETAIL SECTION - CAR PARK OVER BONNET STORAGE

ISSUE PURPOSE
TOWN PLANNING

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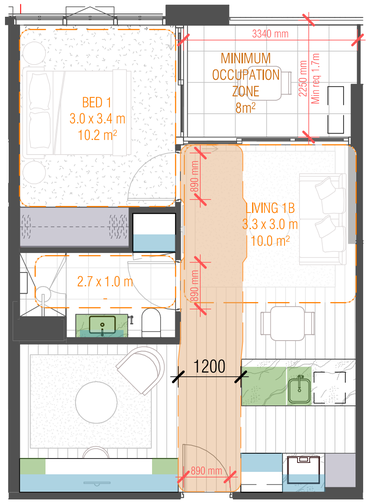
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

REV. A

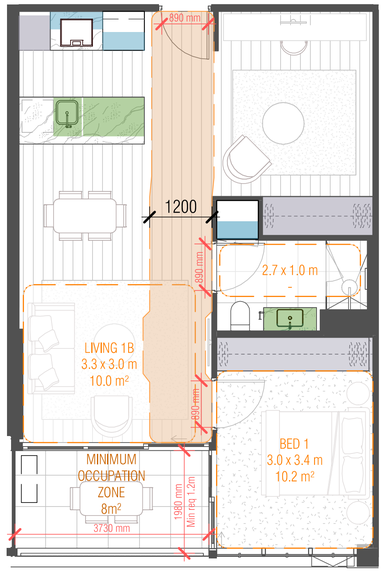
DRAWING NO. TP280



1 1 BED APARTMENT TYPE A01
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.01 m³
TALL	2	4.76 m³
UNDERBENCH	5	1.30 m³
INTERNAL	12	7.07 m³
MIN EXTERNAL REQUIRED		2.93m³
MIN TOTAL REQUIRED		10m³

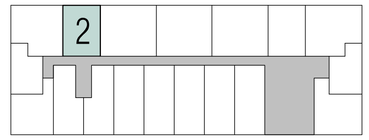


2 1 BED APARTMENT TYPE A02
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

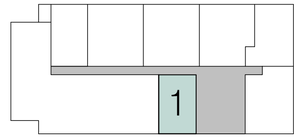
STORAGE	QTY	VOLUME
OVERHEAD	4	0.70 m³
TALL	3	9.29 m³
UNDERBENCH	2	0.96 m³
INTERNAL	9	10.95 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		10m³

BURNLEY STREET



TOWER A LEVEL 2-7

BURNLEY STREET



TOWER A LEVEL 8

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

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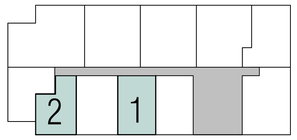
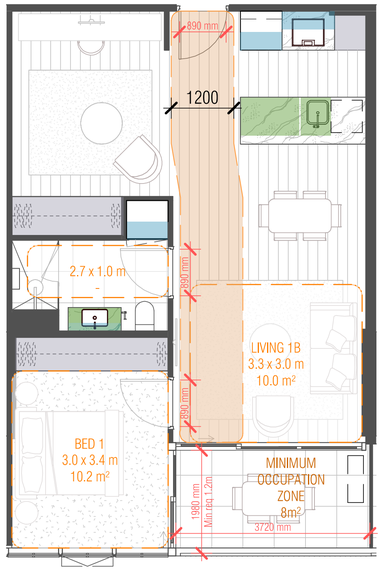
VICTORIA 3006 AUSTRALIA
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

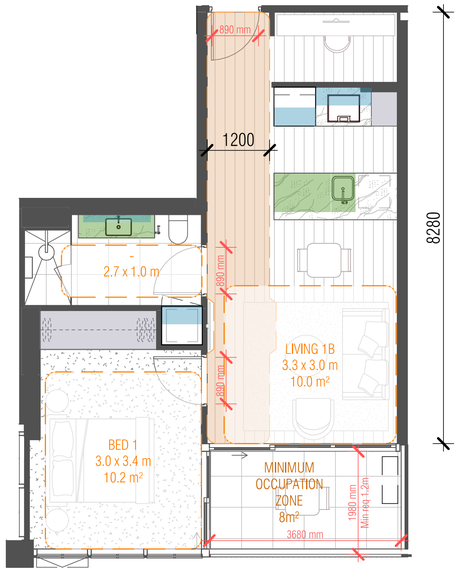
DRAWN	CHECKED	DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV.	DRAWING NO.
HB	FP	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 1	TOWN PLANNING	G	TPA601

BURNLEY STREET



TOWER A LEVEL 9-12





1 1 BED APARTMENT TYPE A02M

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.71 m³
TALL	3	9.39 m³
UNDERBENCH	2	0.90 m³
INTERNAL	9	11.00 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		10m³

2 1 BED APARTMENT TYPE A03

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.78 m³
TALL	2	4.84 m³
UNDERBENCH	3	1.02 m³
INTERNAL	9	6.64 m³
MIN EXTERNAL REQUIRED		3.36m³
MIN TOTAL REQUIRED		10m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_INTERIORS_R24.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

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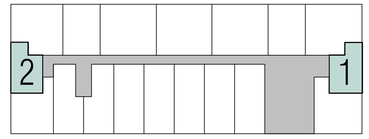
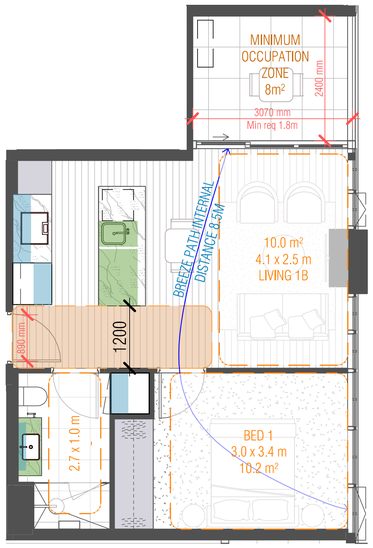
DRAWN	CHECKED	DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV.	DRAWING NO.
HB	FP	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 2	TOWN PLANNING	G	TPA602

BURNLEY STREET



TOWER A LEVEL 2-7

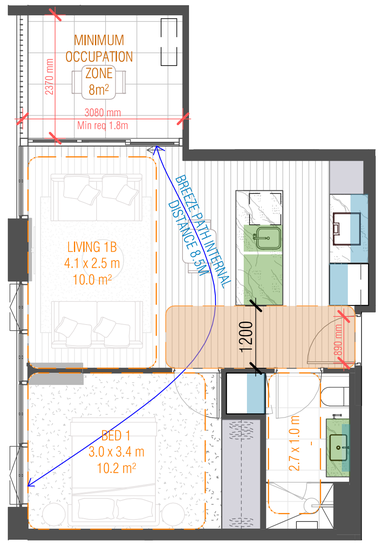


1 1 BED APARTMENT TYPE A04

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.78 m^3
TALL	2	4.86 m^3
UNDERBENCH	3	1.11 m^3
INTERNAL	9	6.75 m^3
MIN EXTERNAL REQUIRED		3.25m^3
MIN TOTAL REQUIRED		10m^3



2 1 BED APARTMENT TYPE A05

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.78 m^3
TALL	2	4.85 m^3
UNDERBENCH	3	1.10 m^3
INTERNAL	9	6.74 m^3
MIN EXTERNAL REQUIRED		3.26m^3
MIN TOTAL REQUIRED		10m^3

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_INTERIORS_R24.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWN HB | **CHECKED** FP | **DATE** 30.06.2026 | **JOB NO.** 20074 | **SCALE** 1 : 100 @A3

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 3

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2 RIVERSIDE QUAY, SOUTHBANK
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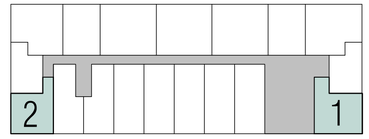
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

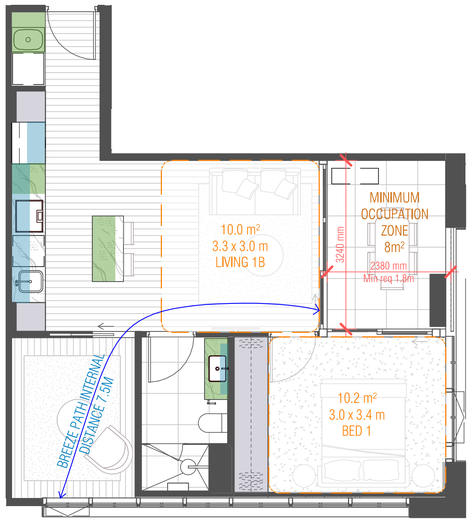
REV. G

DRAWING NO. TPA603

BURNLEY STREET



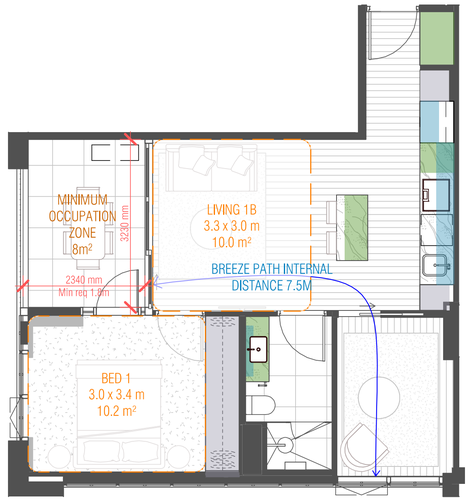
TOWER A LEVEL 2-7



1 1 BED APARTMENT TYPE A06

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	3	1.07 m³
TALL	3	6.24 m³
UNDERBENCH	4	1.31 m³
INTERNAL	10	8.62 m³
MIN EXTERNAL REQUIRED		1.38m³
MIN TOTAL REQUIRED		10m³



2 1 BED APARTMENT TYPE A07

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	3	1.09 m³
TALL	3	6.27 m³
UNDERBENCH	4	1.42 m³
INTERNAL	10	8.78 m³
MIN EXTERNAL REQUIRED		1.22m³
MIN TOTAL REQUIRED		10m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWN HB
CHECKED FP
DATE 30.06.2026
JOB NO. 20074
SCALE 1 : 100 @A3

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 4

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2 RIVERSIDE QUAY, SOUTHBANK
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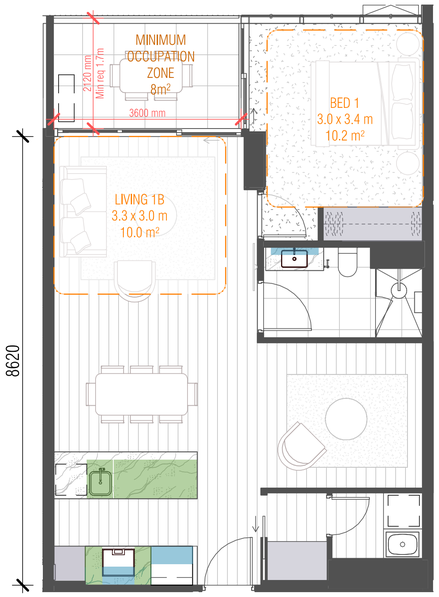
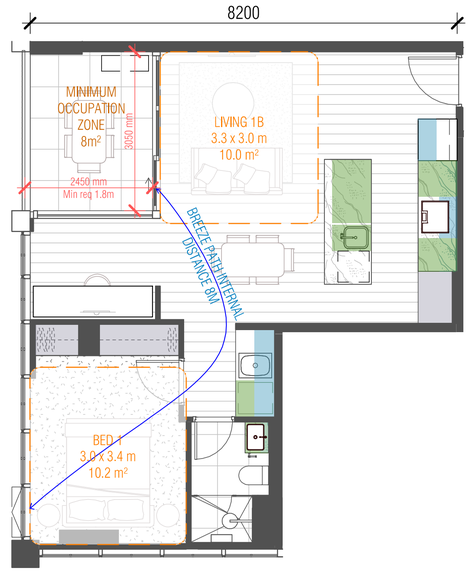
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

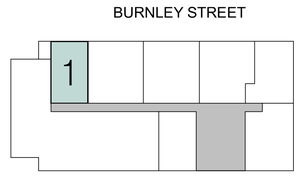
ISSUE PURPOSE
TOWN PLANNING

REV. G

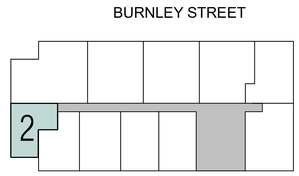
DRAWING NO. TPA604







TOWER A LEVEL 8



TOWER A LEVEL 9-12

1 1 BED APARTMENT TYPE A08
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	3	0.67 m³
TALL	3	6.00 m³
UNDERBENCH	4	1.41 m³
INTERNAL	10	8.09 m³
MIN EXTERNAL REQUIRED		1.91m³
MIN TOTAL REQUIRED		10m³

2 1 BED APARTMENT TYPE A09
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	4	1.09 m³
TALL	3	4.99 m³
UNDERBENCH	6	2.12 m³
INTERNAL	13	8.20 m³
MIN EXTERNAL REQUIRED		1.80m³
MIN TOTAL REQUIRED		10m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 5

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2 RIVERSIDE QUAY, SOUTHBANK
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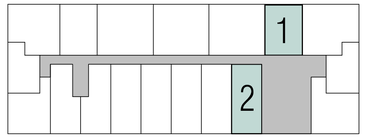
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

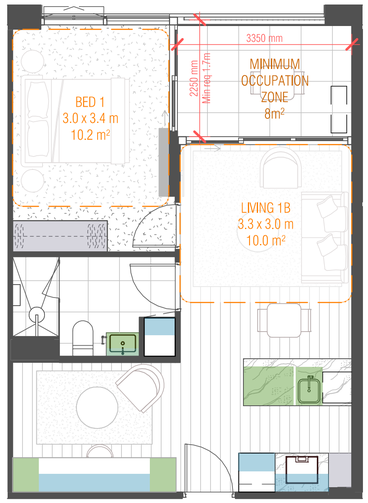
REV. G

DRAWING NO.
TPA605

BURNLEY STREET



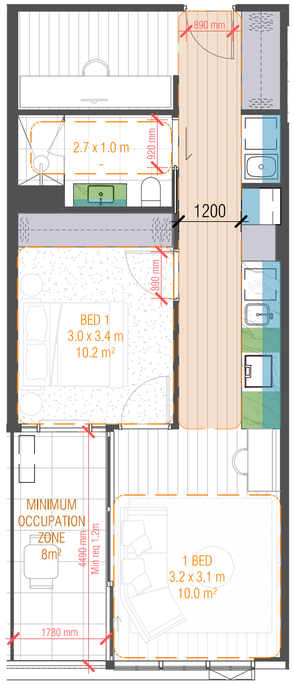
TOWER A LEVEL 2-7



1 1 BED APARTMENT TYPE A10

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	1.26 m³
TALL	2	3.34 m³
UNDERBENCH	5	1.29 m³
INTERNAL	12	5.89 m³
MIN EXTERNAL REQUIRED		4.11m³
MIN TOTAL REQUIRED		10m³



2 1 BED APARTMENT TYPE A11

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	1.21 m³
TALL	3	9.21 m³
UNDERBENCH	2	0.70 m³
INTERNAL	9	11.11 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		10m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

DRAWN HB | **CHECKED** FP | **DATE** 30.06.2026 | **JOB NO.** 20074 | **SCALE** 1 : 100 @A3

DRAWING TITLE APARTMENT DIAGRAMS SHEET 6

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2 RIVERSIDE QUAY, SOUTHBANK
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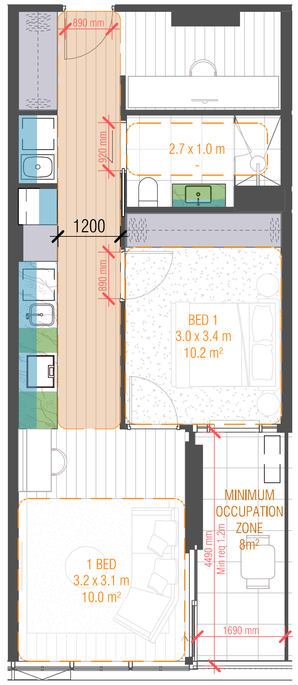
ISSUE PURPOSE TOWN PLANNING

REV. G | **DRAWING NO.** TPA606



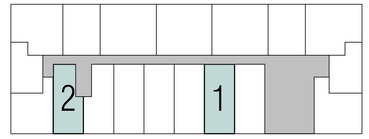
2 1 BED APARTMENT TYPE A11M

SCALE 1 : 100

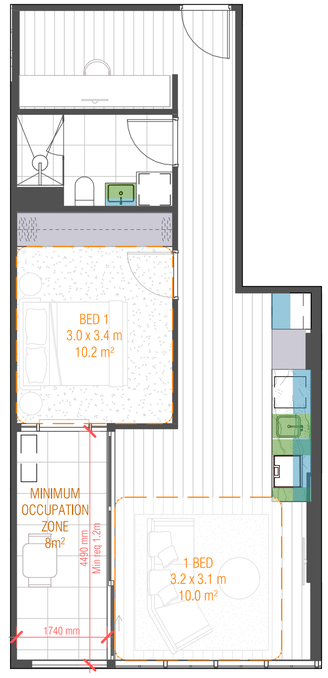
ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	1.21 m³
TALL	3	9.21 m³
UNDERBENCH	2	0.70 m³
INTERNAL	9	11.11 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		10m³

BURNLEY STREET



TOWER A LEVEL 2-7



1 1 BED APARTMENT TYPE A12

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	3	0.71 m³
TALL	2	5.89 m³
UNDERBENCH	4	0.57 m³
INTERNAL	9	7.17 m³
MIN EXTERNAL REQUIRED		3.26 m³
MIN TOTAL REQUIRED		10m³

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REVISION

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D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

DRAWN HB | **CHECKED** FP | **DATE** 30.06.2026 | **JOB NO.** 20074 | **SCALE** 1 : 100 @A3

DRAWING TITLE APARTMENT DIAGRAMS SHEET 7

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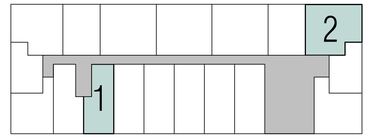
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE TOWN PLANNING

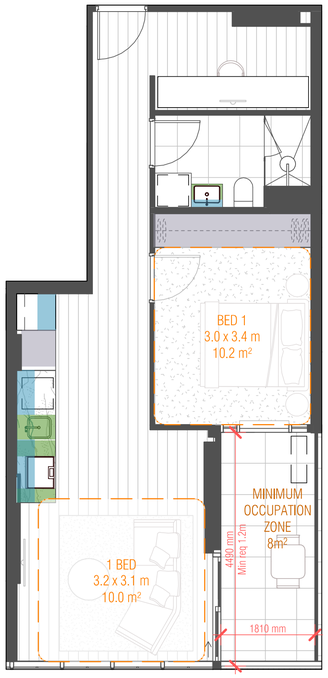
REV. G

DRAWING NO. TPA607

BURNLEY STREET



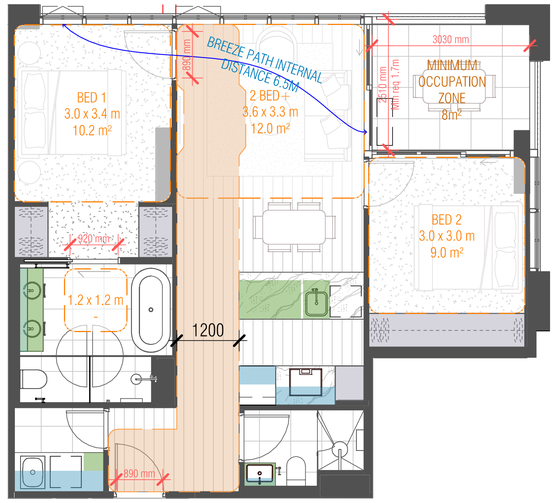
TOWER A LEVEL 2-7



1 1 BED APARTMENT TYPE A12M

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	3	0.71 m³
TALL	2	5.89 m³
UNDERBENCH	4	0.57 m³
INTERNAL	9	7.17 m³
MIN EXTERNAL REQUIRED		2.83m³
MIN TOTAL REQUIRED		10m³



2 2 BED APARTMENT TYPE B01

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.07 m³
TALL	4	8.62 m³
UNDERBENCH	3	1.07 m³
INTERNAL	12	10.76 m³
MIN EXTERNAL REQUIRED		3.24m³
MIN TOTAL REQUIRED		14m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_INTERIORS_R24.rvt

REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 8

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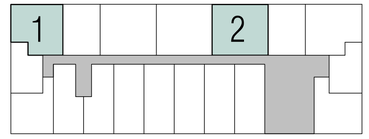
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

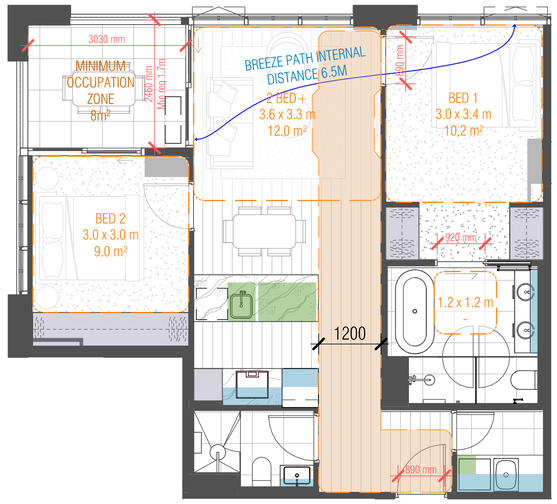
REV. G

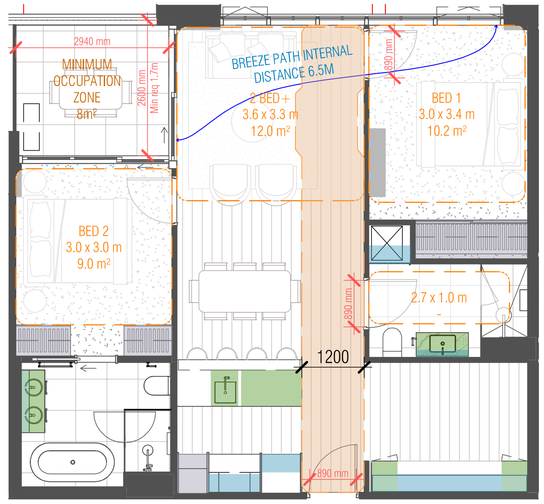
DRAWING NO. TPA608

BURNLEY STREET



TOWER A LEVEL 2-7





1 2 BED APARTMENT TYPE B01M

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.03 m^3
TALL	4	8.68 m^3
UNDERBENCH	3	1.04 m^3
INTERNAL	12	10.76 m^3
MIN EXTERNAL REQUIRED		3.24m^3
MIN TOTAL REQUIRED		14m^3

2 2 BED APARTMENT TYPE B02

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.26 m^3
TALL	4	7.84 m^3
UNDERBENCH	6	1.61 m^3
INTERNAL	16	10.71 m^3
MIN EXTERNAL REQUIRED		3.29m^3
MIN TOTAL REQUIRED		14m^3

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- ■ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
- □ TENDER DOCUMENTATION REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED.
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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

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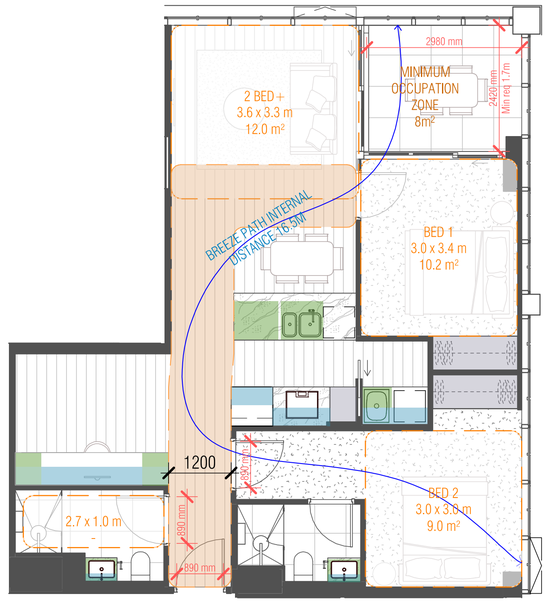
DRAWN	CHECKED	DATE	JOB NO.	SCALE	DRAWING TITLE
HB	FP	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 9

ISSUE PURPOSE TOWN PLANNING

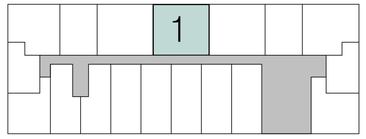
REV. G

DRAWING NO. TPA609



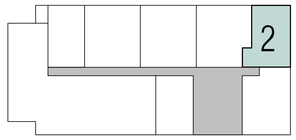


BURNLEY STREET



TOWER A LEVEL 2-7

BURNLEY STREET



TOWER A LEVEL 8

1 2 BED APARTMENT TYPE B02M

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.26 m^3
TALL	4	7.78 m^3
UNDERBENCH	6	1.70 m^3
INTERNAL	16	10.75 m^3
MIN EXTERNAL REQUIRED		3.25m^3
MIN TOTAL REQUIRED		14m^3

2 2 BED APARTMENT TYPE B03

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.30 m^3
TALL	3	5.83 m^3
UNDERBENCH	7	1.70 m^3
INTERNAL	16	8.84 m^3
MIN EXTERNAL REQUIRED		4.16m^3
MIN TOTAL REQUIRED		14m^3

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REVISION

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REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	1 : 100 @A3

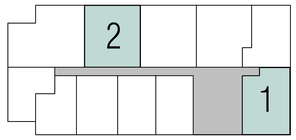
DRAWING TITLE
APARTMENT DIAGRAMS SHEET 10

ISSUE PURPOSE
TOWN PLANNING

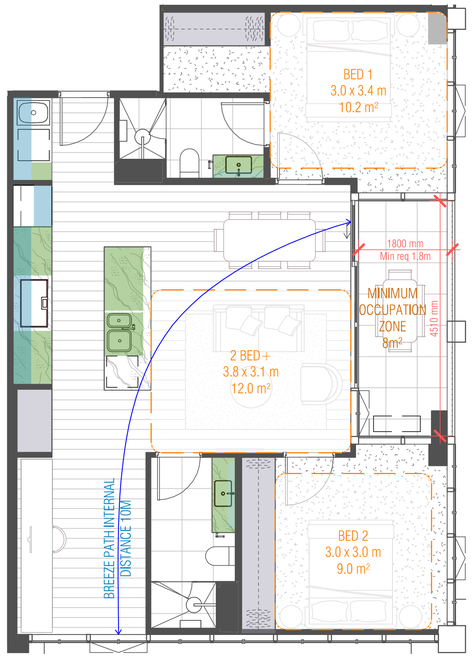
REV. G

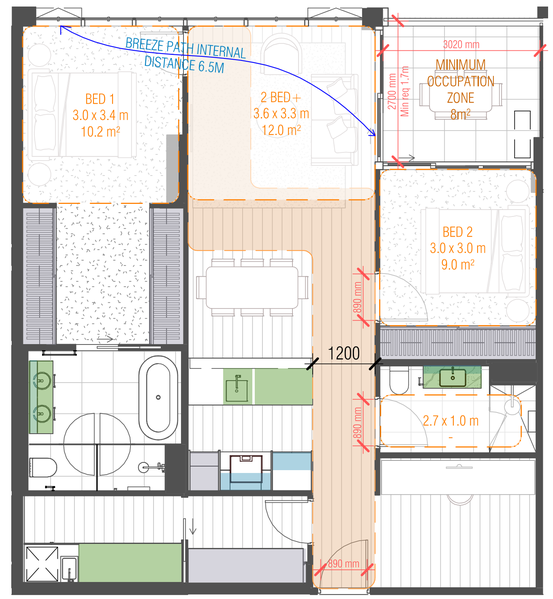
DRAWING NO. TPA610

BURNLEY STREET



TOWER A LEVEL 9-12





1 2 BED APARTMENT TYPE B04
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	1.58 m³
TALL	3	10.20 m³
UNDERBENCH	5	2.23 m³
INTERNAL	13	14.01 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		14m³

2 2 BED APARTMENT TYPE B05
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.84 m³
TALL	5	17.24 m³
UNDERBENCH	3	1.80 m³
INTERNAL	12	19.89 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		14m³

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REVISION

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E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 11

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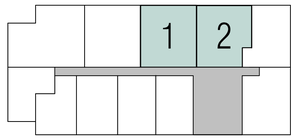
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

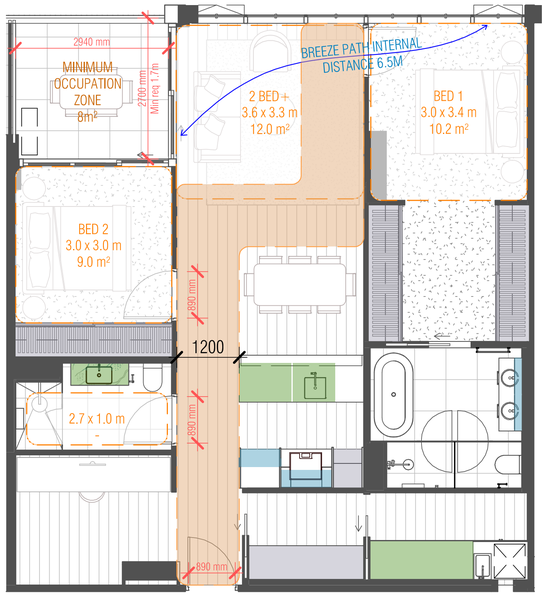
REV. G

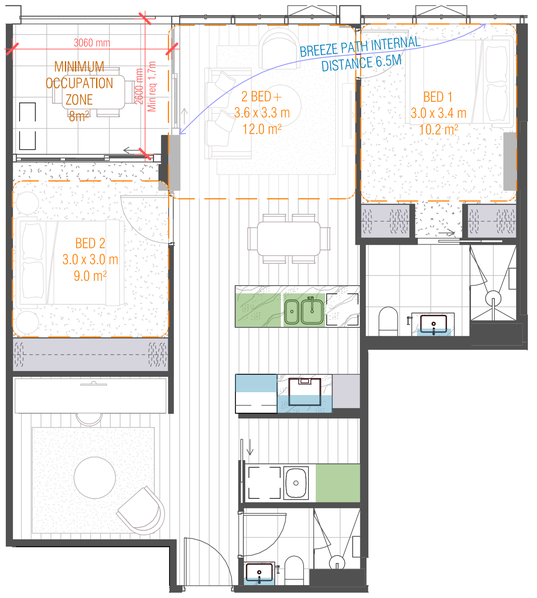
DRAWING NO. TPA611

BURNLEY STREET



TOWER A LEVEL 9-12





1 2 BED APARTMENT TYPE B05M

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.84 m³
TALL	5	17.24 m³
UNDERBENCH	3	1.80 m³
INTERNAL	12	19.89 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		14m³

2 2 BED APARTMENT TYPE B06

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	4	0.65 m³
TALL	4	8.48 m³
UNDERBENCH	3	1.06 m³
INTERNAL	11	10.19 m³
MIN EXTERNAL REQUIRED		3.81m³
MIN TOTAL REQUIRED		14m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 12

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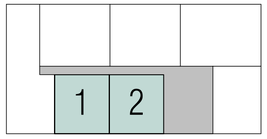
ISSUE PURPOSE
TOWN PLANNING

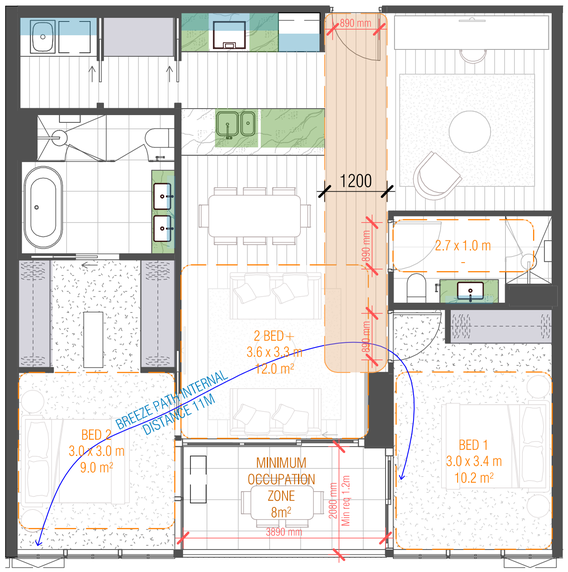
REV. G

DRAWING NO.
TPA612

BURNLEY STREET



TOWER A LEVEL 13-14

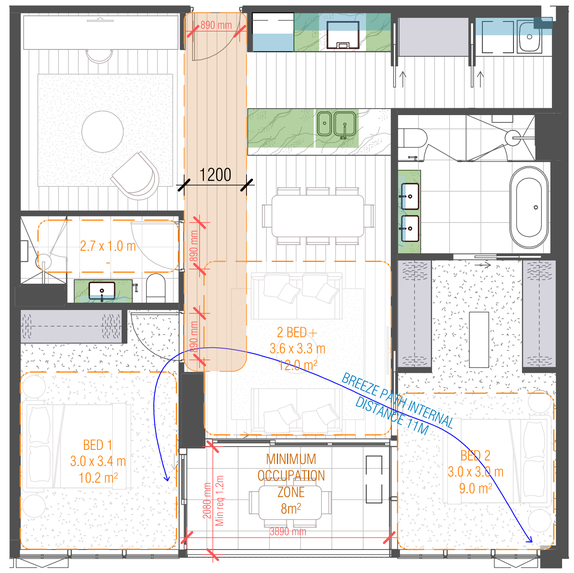


1 2 BED APARTMENT TYPE B07

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.25 m^3
TALL	4	12.03 m^3
UNDERBENCH	6	2.19 m^3
INTERNAL	15	15.47 m^3
MIN EXTERNAL REQUIRED		0 m^3
MIN TOTAL REQUIRED		14m^3



2 2 BED APARTMENT B07M

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.25 m^3
TALL	4	12.03 m^3
UNDERBENCH	6	2.19 m^3
INTERNAL	15	15.47 m^3
MIN EXTERNAL REQUIRED		0m^3
MIN TOTAL REQUIRED		14m^3

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REVISION

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REVISION

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
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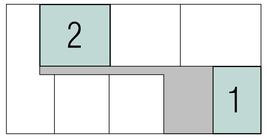
DRAWING TITLE APARTMENT DIAGRAMS SHEET 13

ISSUE PURPOSE TOWN PLANNING

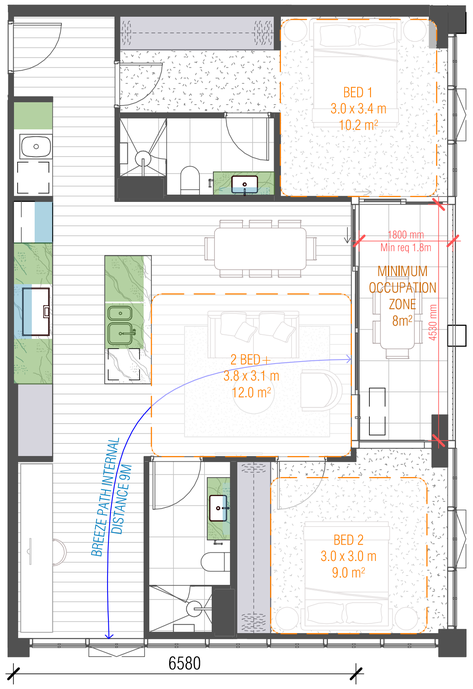
REV. G

DRAWING NO. TPA613

BURNLEY STREET



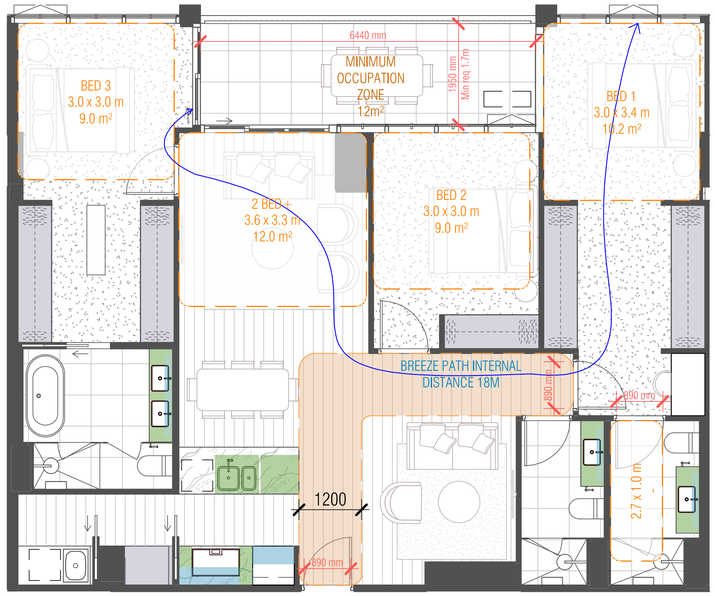
TOWER A LEVEL 13-14



1 2 BED APARTMENT TYPE B08

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	4	1.23 m³
TALL	3	12.01 m³
UNDERBENCH	7	2.59 m³
INTERNAL	14	15.84 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		14m³



2 3 BED APARTMENT TYPE C01

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.10 m³
TALL	6	21.32 m³
UNDERBENCH	7	1.73 m³
INTERNAL	18	24.15 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

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REVISION

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HB	FP	30.06.2026	20074	1 : 100 @A3

PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

DRAWING TITLE APARTMENT DIAGRAMS SHEET 14

ISSUE PURPOSE TOWN PLANNING

REV. G

DRAWING NO. TPA614

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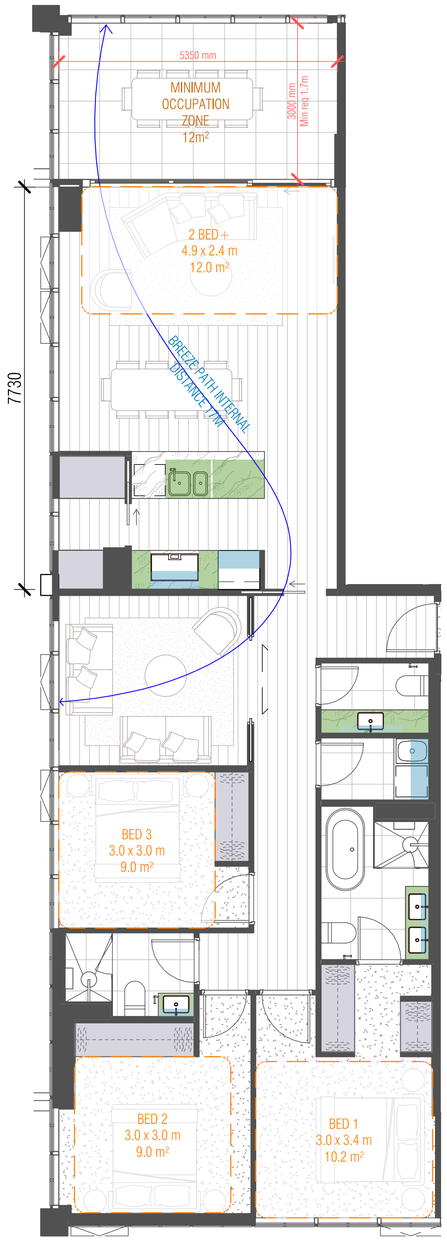
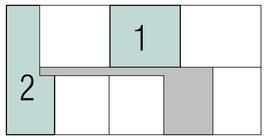
1 3 BED APARTMENT TYPE C02
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	1.02 m³
TALL	6	19.20 m³
UNDERBENCH	8	2.49 m³
INTERNAL	18	22.71 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³



BURNLEY STREET



TOWER A LEVEL 13-14

2 3 BED APARTMENT TYPE C03
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	6	1.40 m³
TALL	6	14.39 m³
UNDERBENCH	7	2.16 m³
INTERNAL	19	17.95 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	1 : 100 @A3

PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

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DRAWING TITLE APARTMENT DIAGRAMS SHEET 15

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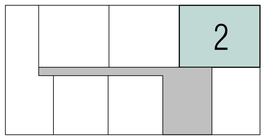
ISSUE PURPOSE TOWN PLANNING

REV. G

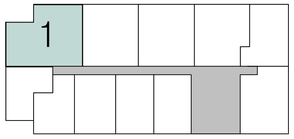
DRAWING NO. TPA615

BURNLEY STREET

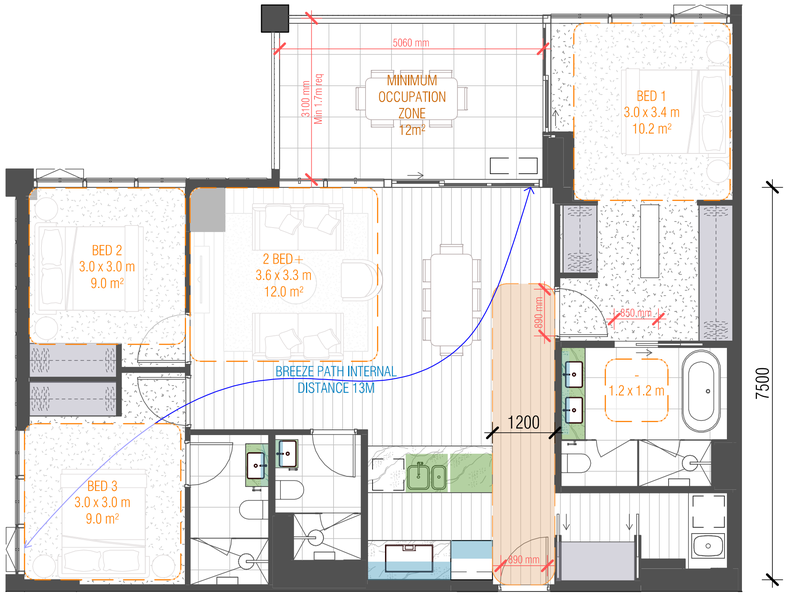


TOWER A LEVEL 13-14

BURNLEY STREET



TOWER A LEVEL 9-12

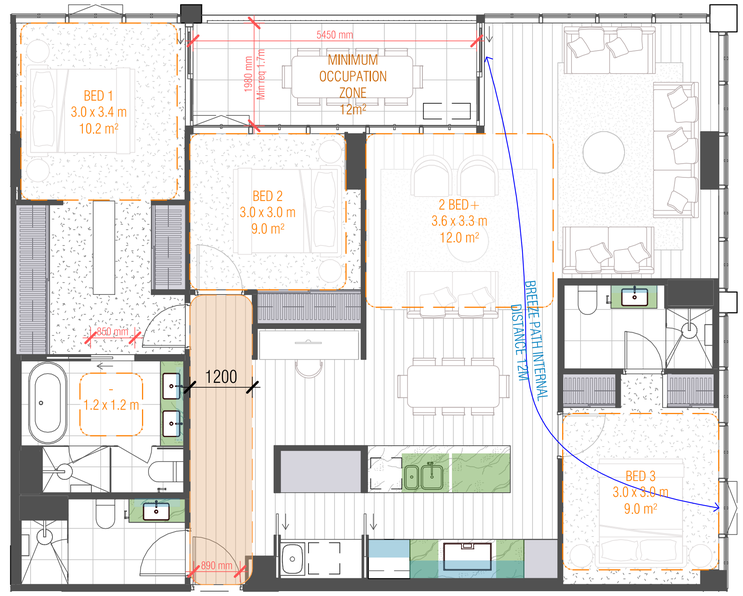


1 3 BED APARTMENT TYPE C04

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.05 m³
TALL	5	14.07 m³
UNDERBENCH	5	1.27 m³
INTERNAL	15	16.38 m³
MIN EXTERNAL REQUIRED		1.62m³
MIN TOTAL REQUIRED		18m³



2 3 BED APARTMENT TYPE C05

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.22 m³
TALL	7	16.74 m³
UNDERBENCH	7	2.20 m³
INTERNAL	19	20.16 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001:2015)

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

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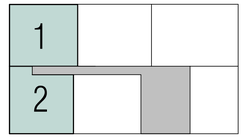
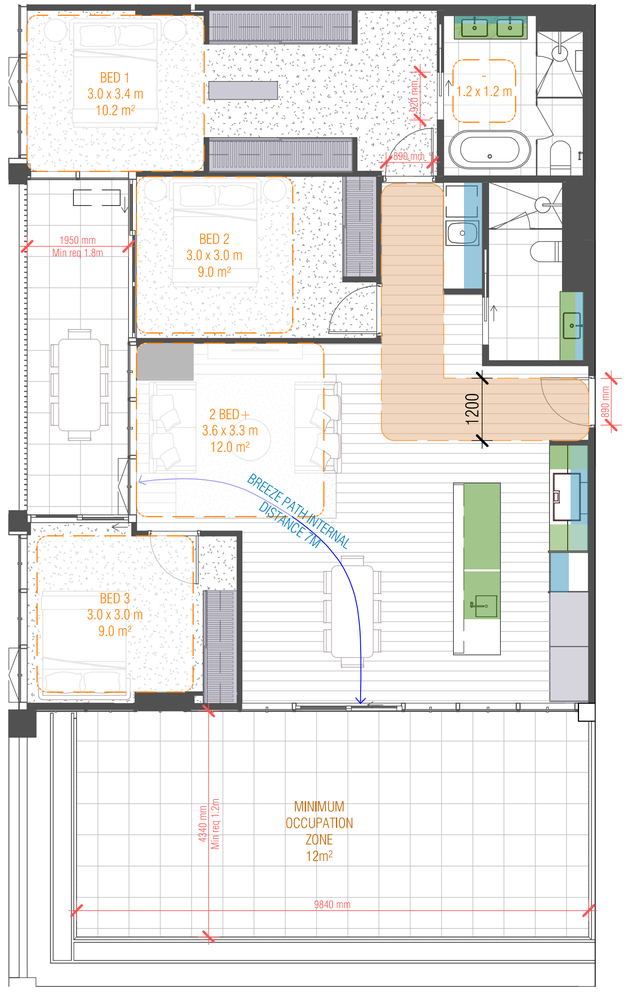
HB	FP	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 16	TOWN PLANNING	G	TPA616

BURNLEY STREET



TOWER A LEVEL 15

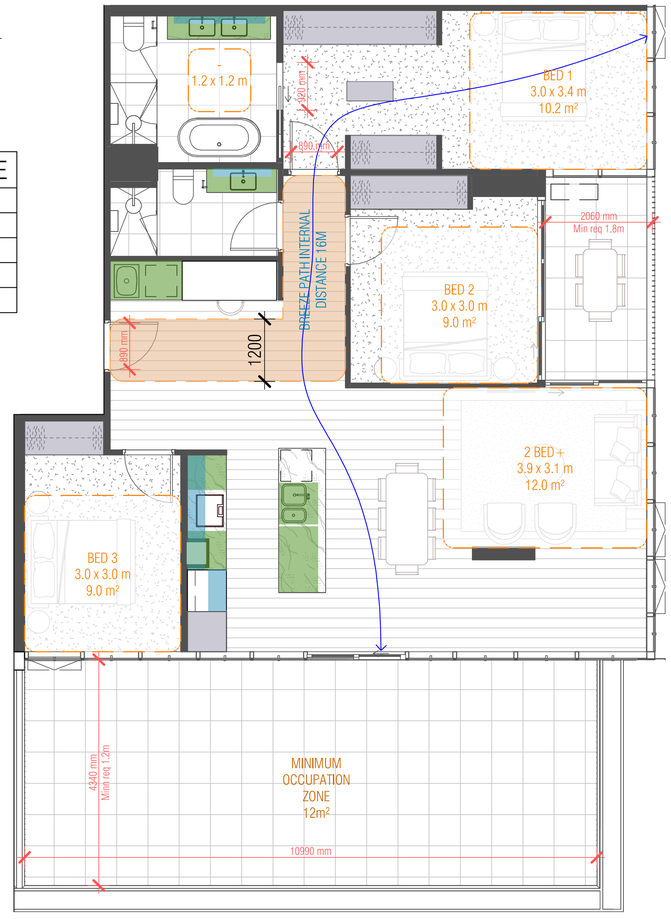


2 3 BED APARTMENT TYPE C07

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	3	0.56 m³
TALL	6	15.02 m³
UNDERBENCH	7	2.45 m³
INTERNAL	16	18.04 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³



1 3 BED APARTMENT TYPE C06

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.76 m³
TALL	5	18.80 m³
UNDERBENCH	6	2.30 m³
INTERNAL	16	22.86 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
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E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

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DRAWING TITLE APARTMENT DIAGRAMS SHEET 17

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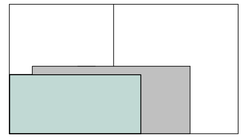
ISSUE PURPOSE TOWN PLANNING

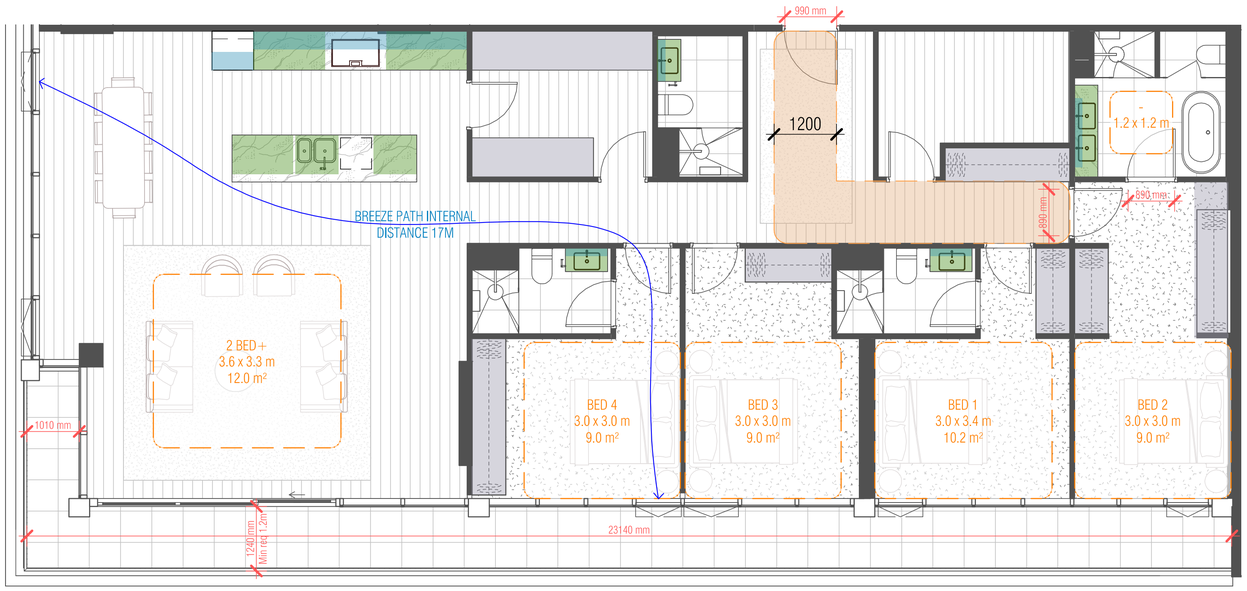
REV. G

DRAWING NO. TPA617

BURNLEY STREET



TOWER A LEVEL 16



1 PENTHOUSE APT TYPE PH01

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.83 m^3
TALL	8	31.29 m^3
UNDERBENCH	9	3.87 m^3
INTERNAL	23	36.99 m^3
MIN EXTERNAL REQUIRED		0m^3
MIN TOTAL REQUIRED		18m^3

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
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D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

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HB	FP	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

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DRAWING TITLE
APARTMENT DIAGRAMS SHEET 18

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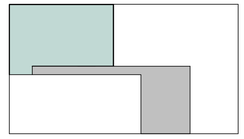
ISSUE PURPOSE
TOWN PLANNING

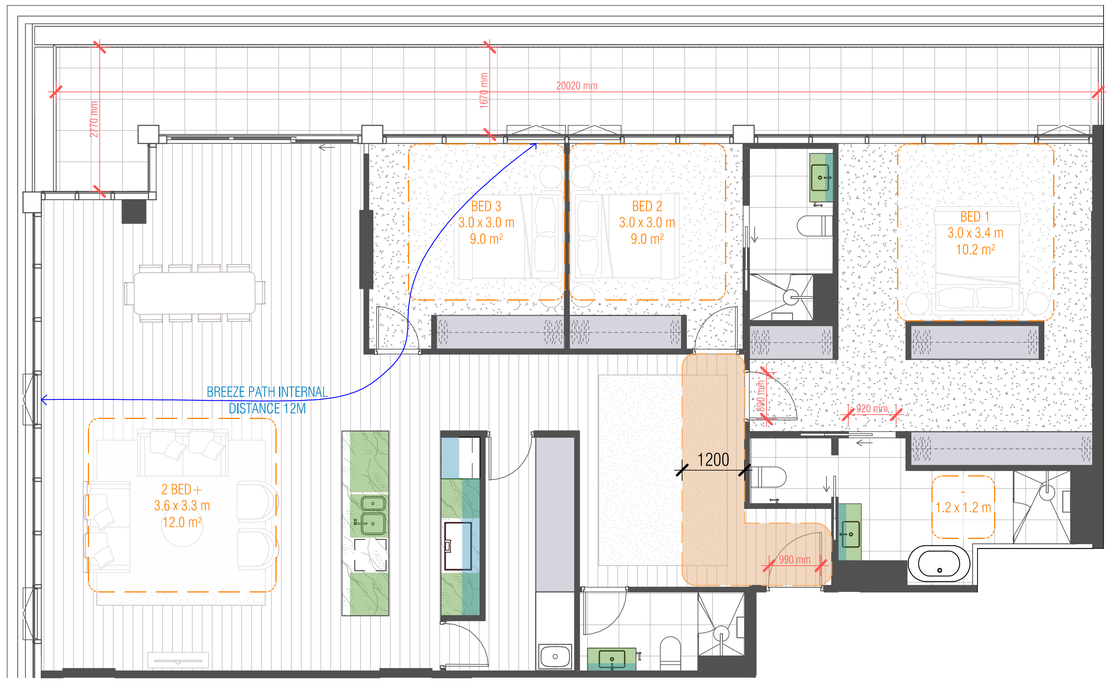
REV. G

DRAWING NO. TPA618

BURNLEY STREET



TOWER A LEVEL 16



1 PENTHOUSE APT TYPE PH02

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.37 m^3
TALL	6	24.38 m^3
UNDERBENCH	8	2.97 m^3
INTERNAL	19	28.72 m^3
MIN EXTERNAL REQUIRED		0m^3
MIN TOTAL REQUIRED		18m^3

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REVISION

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G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

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DRAWING TITLE
APARTMENT DIAGRAMS SHEET 19

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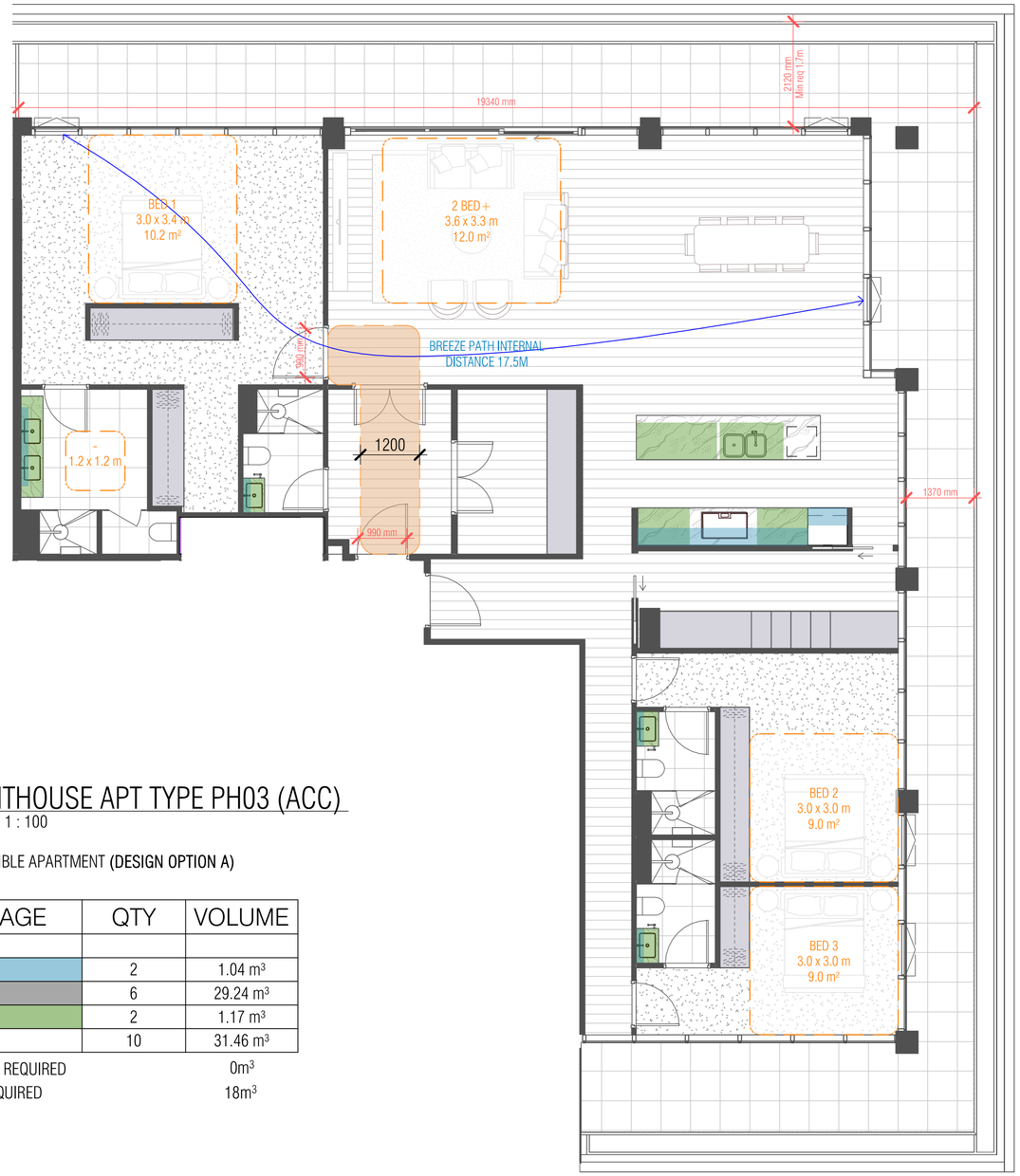
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPA619





1 PENTHOUSE APT TYPE PH03 (ACC)

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	2	1.04 m³
TALL	6	29.24 m³
UNDERBENCH	2	1.17 m³
INTERNAL	10	31.46 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

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REVISION

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

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DRAWING TITLE APARTMENT DIAGRAMS SHEET 20

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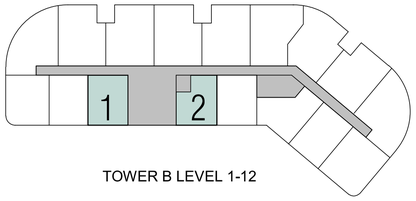
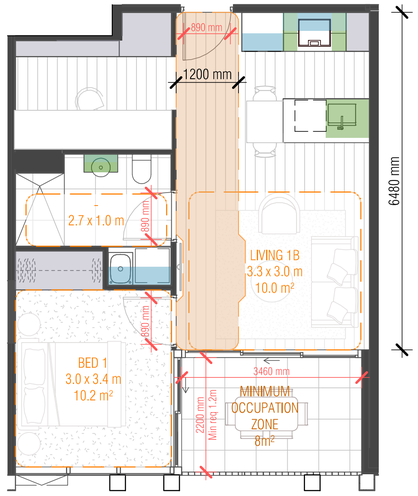
ISSUE PURPOSE TOWN PLANNING

REV. G

DRAWING NO. TPA620



TOWER B LEVEL 1-12

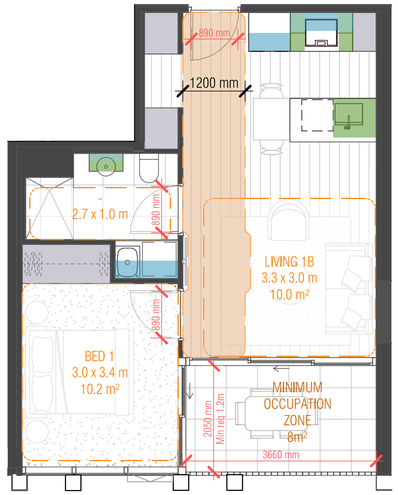


1 1 BED APARTMENT TYPE TB-1A

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.76 m^3
TALL	4	7.30 m^3
UNDERBENCH	5	0.95 m^3
INTERNAL	13	9.01 m^3
MIN EXTERNAL REQUIRED		0.99m^3
MIN TOTAL REQUIRED		10m^3



2 1 BED APARTMENT TYPE TB-1A.1

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	0.97 m^3
TALL	4	6.33 m^3
UNDERBENCH	4	0.87 m^3
INTERNAL	13	8.17 m^3
MIN EXTERNAL REQUIRED		1.83m^3
MIN TOTAL REQUIRED		10m^3

Autodesk Docs://20074 Doonside Yards/20074_TOWER_B-C_INTERIOR_R24_version_242_27May2026_1402.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR TJP	20.08.2025
C	ISSUED FOR TJP	03.10.2025
D	ISSUED FOR TJP	03.11.2025
E	ISSUED FOR TJP	05.12.2025
F	ISSUED FOR TJP	22.05.2026
G	ISSUED FOR TJP	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED, REVIEW DATE: 31.07.2024
- ■ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED, REVIEW DATE: 13.10.2025
- □ TENDER DOCUMENTATION REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED,
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PROJECT
HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND VIC 3121

CLIENT
GURNER TM

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

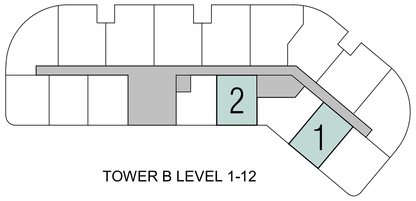
DRAWING TITLE
APARTMENT DIAGRAMS SHEET 1

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB601





TOWER B LEVEL 1-12

1 1 BED APARTMENT TYPE TB-1A.3

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.81 m³
TALL	3	6.98 m³
UNDERBENCH	3	0.52 m³
INTERNAL	10	8.31 m³
MIN EXTERNAL REQUIRED		1.69m³
MIN TOTAL REQUIRED		10m³

2 1 BED APARTMENT TYPE TB-1A.4

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.69 m³
TALL	3	9.64 m³
UNDERBENCH	4	0.76 m³
INTERNAL	11	11.09 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		10m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
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C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
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CLIENT
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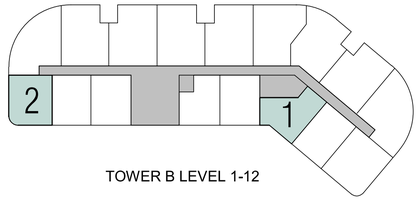
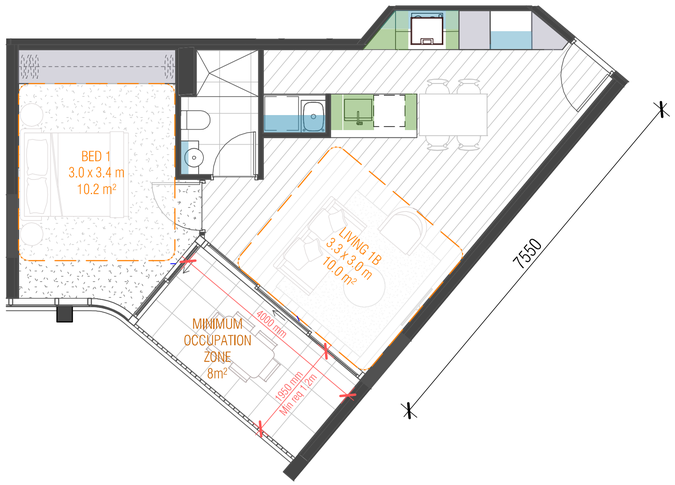
DRAWN	CHECKED	DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV.	DRAWING NO.
HB	JS	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 2	TOWN PLANNING	G	TPB602



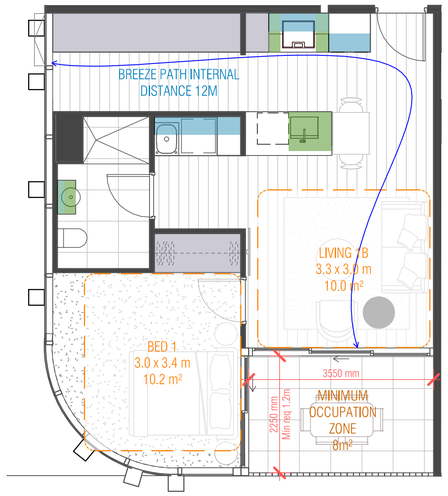
TOWER B LEVEL 1-12



1 1 BED APARTMENT TYPE TB-1C

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	0.93 m³
TALL	3	6.30 m³
UNDERBENCH	6	0.91 m³
INTERNAL	14	8.14 m³
MIN EXTERNAL REQUIRED		2.46m³
MIN TOTAL REQUIRED		10m³



2 1 BED APARTMENT TYPE TB-1E

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	1	0.33 m³
TALL	3	10.30 m³
UNDERBENCH	3	0.73 m³
INTERNAL	7	11.36 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		10m³

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REVISION

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B	ISSUED FOR T.P	20.08.2025
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D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT
HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 3

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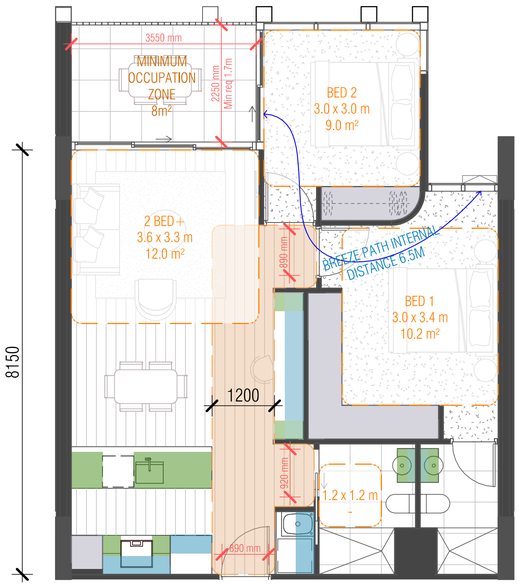
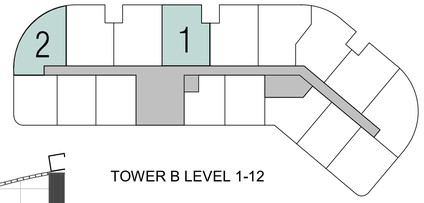
ISSUE PURPOSE
TOWN PLANNING

REV. G

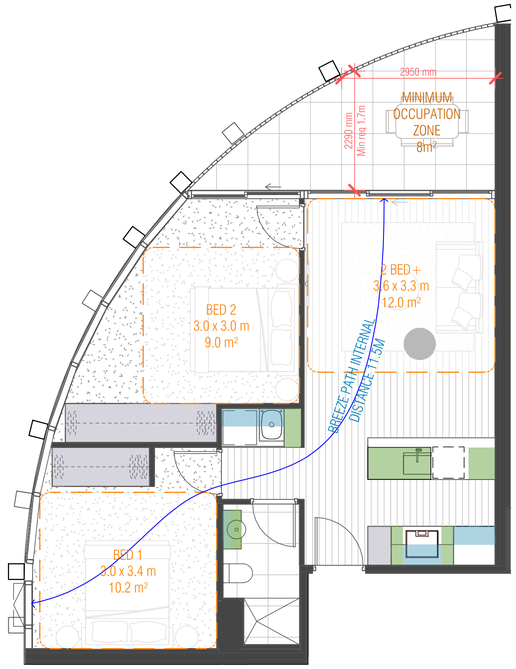
DRAWING NO. TPB603



1 2 BED APARTMENT TYPE TB-2A
SCALE 1 : 100



TOWER B LEVEL 1-12



2 2 BED APARTMENT TYPE TB-2K
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.24 m³
TALL	4	10.34 m³
UNDERBENCH	6	1.79 m³
INTERNAL	16	13.37 m³
MIN EXTERNAL REQUIRED		0.64m³
MIN TOTAL REQUIRED		14m³

STORAGE	QTY	VOLUME
OVERHEAD	5	1.48 m³
TALL	2	8.60 m³
UNDERBENCH	7	1.59 m³
INTERNAL	14	11.67 m³
MIN EXTERNAL REQUIRED		3.33m³
MIN TOTAL REQUIRED		14m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND VIC 3121

CLIENT
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DRAWING TITLE
APARTMENT DIAGRAMS SHEET 4

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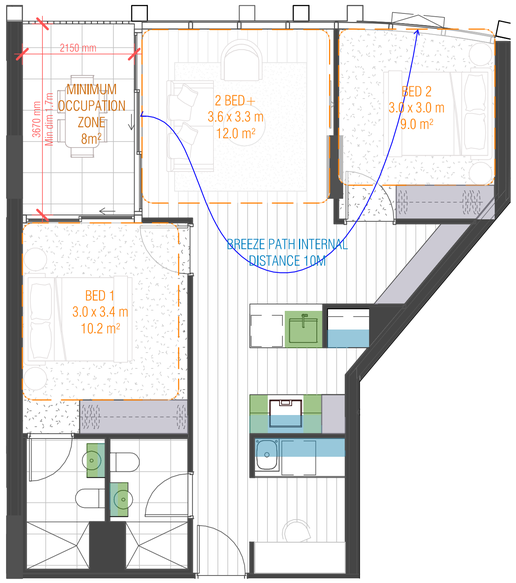
ISSUE PURPOSE
TOWN PLANNING

REV. G

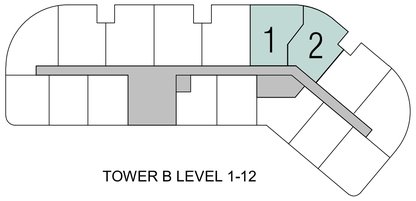
DRAWING NO. TPB604



1 2 BED APARTMENT TYPE TB-2I

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	4	0.91 m³
TALL	4	8.78 m³
UNDERBENCH	5	0.77 m³
INTERNAL	13	10.46 m³
MIN EXTERNAL REQUIRED		3.54m³
MIN TOTAL REQUIRED		14m³



TOWER B LEVEL 1-12



2 2 BED APARTMENT TYPE TB-2H

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	3	1.24 m³
TALL	3	6.81 m³
UNDERBENCH	4	1.28 m³
INTERNAL	10	9.33 m³
MIN EXTERNAL REQUIRED		4.67m³
MIN TOTAL REQUIRED		14m³

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REVISION

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E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
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RICHMOND VIC 3121

CLIENT
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DRAWING TITLE
APARTMENT DIAGRAMS SHEET 5

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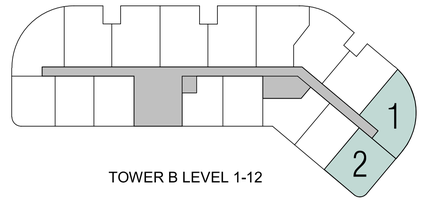
ISSUE PURPOSE
TOWN PLANNING

REV. G

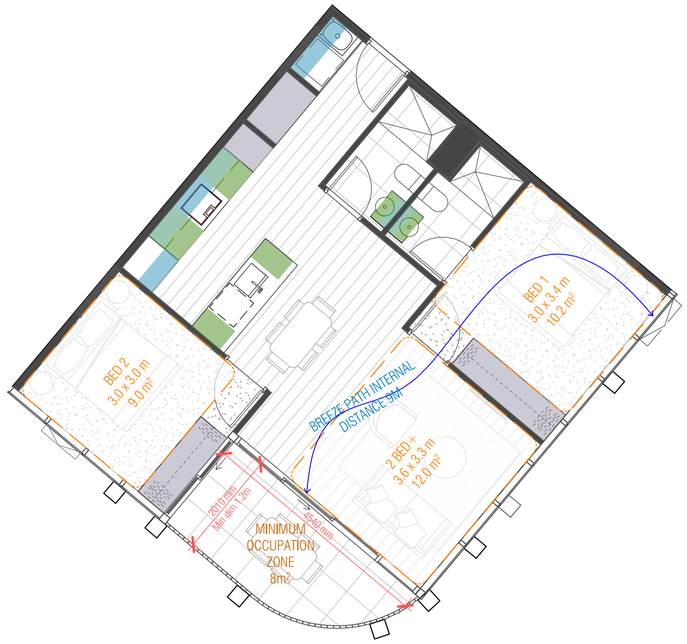
DRAWING NO.
TPB605



1 2 BED APARTMENT TYPE TB-2G
SCALE 1 : 100



TOWER B LEVEL 1-12



2 2 BED APARTMENT TYPE TB-2E
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	8	2.03 m^3
TALL	4	12.34 m^3
UNDERBENCH	6	1.38 m^3
INTERNAL	18	15.74 m^3
MIN EXTERNAL REQUIRED		0m^3
MIN TOTAL REQUIRED		14m^3

STORAGE	QTY	VOLUME
OVERHEAD	2	0.21 m^3
TALL	4	9.79 m^3
UNDERBENCH	6	1.45 m^3
INTERNAL	12	11.45 m^3
MIN EXTERNAL REQUIRED		3.55m^3
MIN TOTAL REQUIRED		14m^3

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REVISION

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CLIENT
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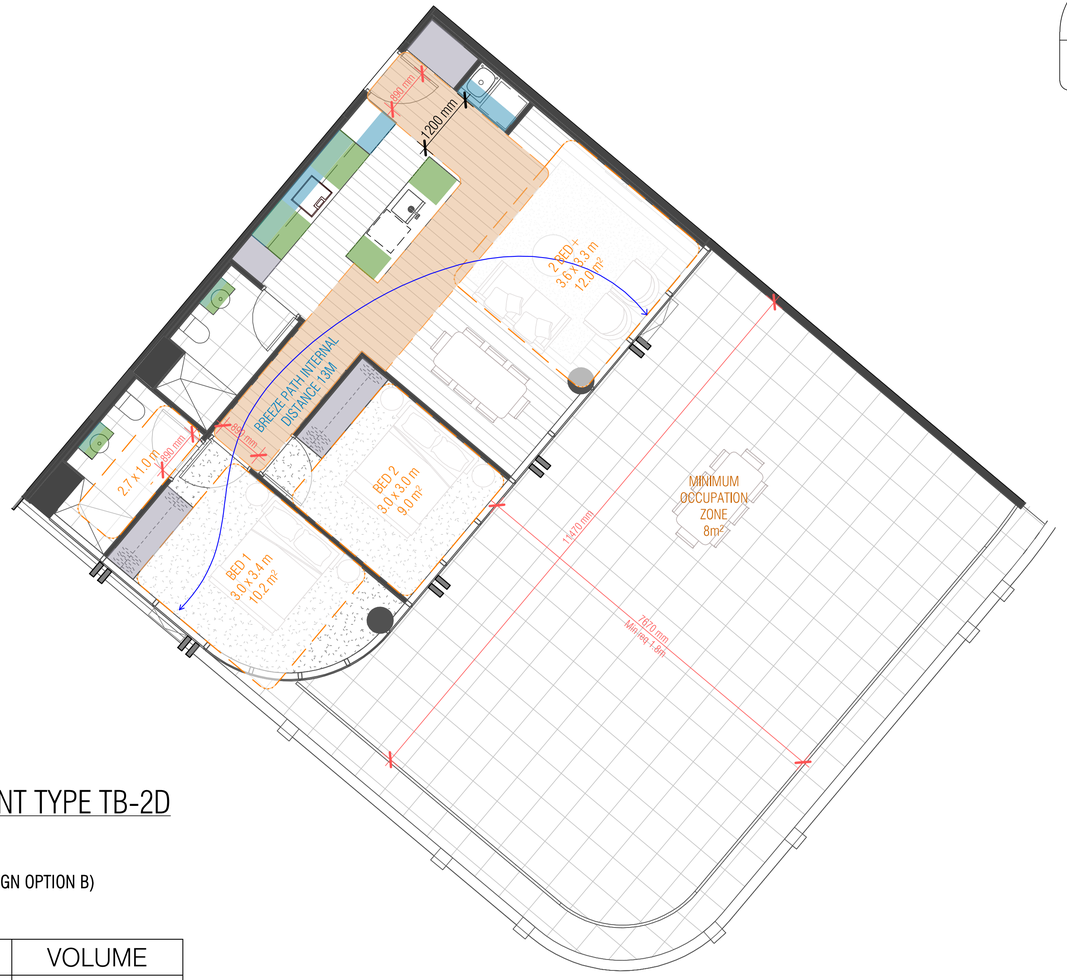
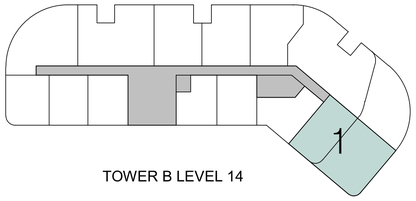
HB	JS	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 6	TOWN PLANNING	G	TPB606





1 2 BED APARTMENT TYPE TB-2D

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.37 m^3
TALL	4	9.04 m^3
UNDERBENCH	6	1.81 m^3
INTERNAL	15	12.22 m^3

MIN EXTERNAL REQUIRED	1.78m^3
MIN TOTAL REQUIRED	14m^3

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REVISION

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PROJECT
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81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
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HB	JS	30.06.2026	20074	1 : 100 @A3

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 7

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB607



1 3 BED APARTMENT TYPE TB-3L

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.90 m^3
TALL	7	14.19 m^3
UNDERBENCH	5	1.80 m^3
INTERNAL	18	17.88 m^3

MIN EXTERNAL REQUIRED	0.12m^3
MIN TOTAL REQUIRED	18m^3



TOWER B LEVEL 13

2 3 BED APARTMENT TYPE TB-3M

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.28 m^3
TALL	10	17.74 m^3
UNDERBENCH	5	2.07 m^3
INTERNAL	20	21.08 m^3

MIN EXTERNAL REQUIRED	0m^3
MIN TOTAL REQUIRED	18m^3

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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RICHMOND VIC 3121

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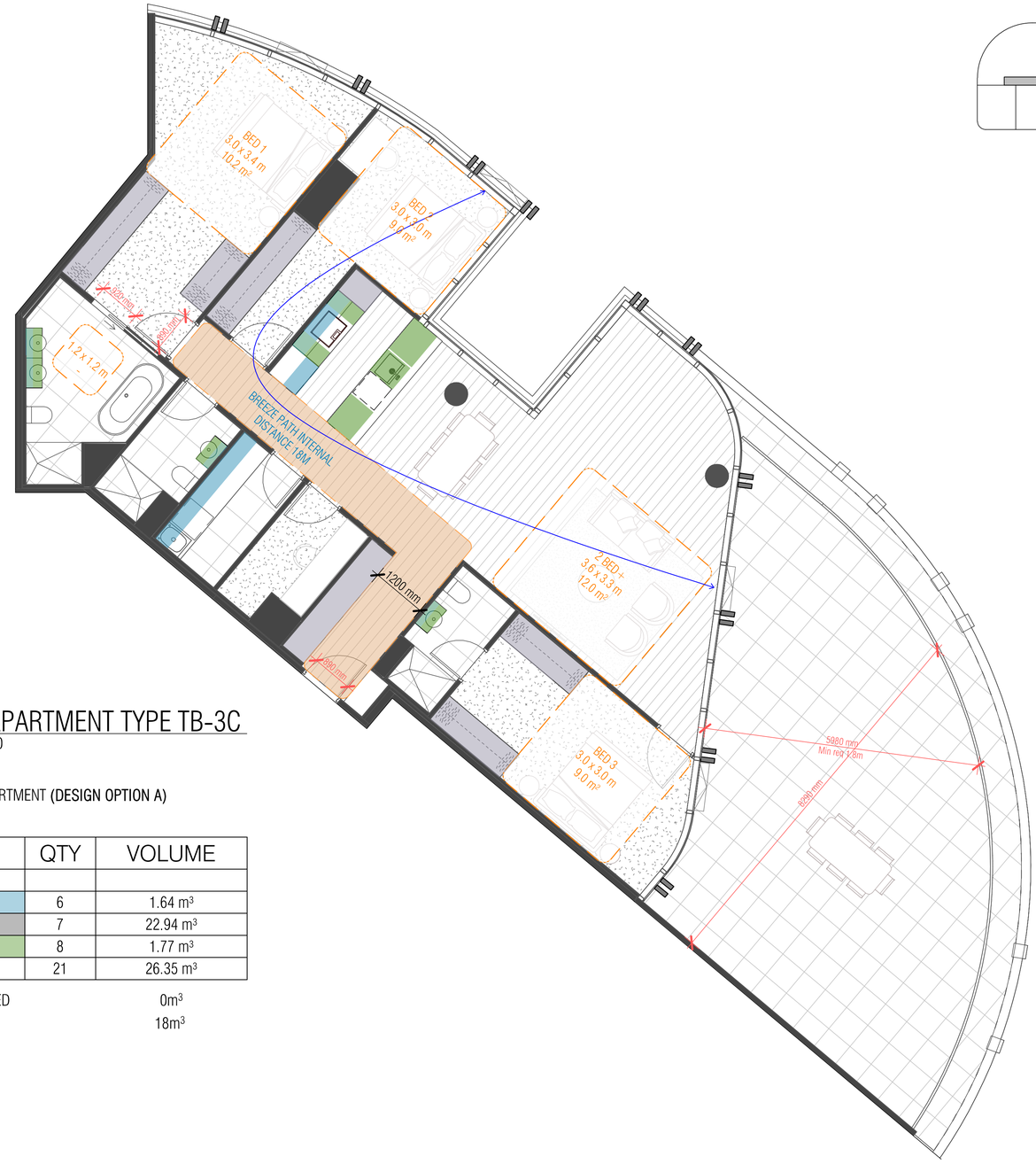
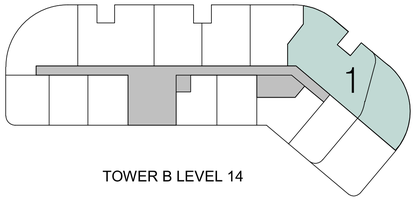
DRAWING TITLE
APARTMENT DIAGRAMS SHEET 8

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB608





TOWER B LEVEL 14

1 2 BED APARTMENT TYPE TB-3C
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.64 m^3
TALL	7	22.94 m^3
UNDERBENCH	8	1.77 m^3
INTERNAL	21	26.35 m^3
MIN EXTERNAL REQUIRED		$0m^3$
MIN TOTAL REQUIRED		$18m^3$

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REVISION

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DRAWING TITLE
APARTMENT DIAGRAMS SHEET 9

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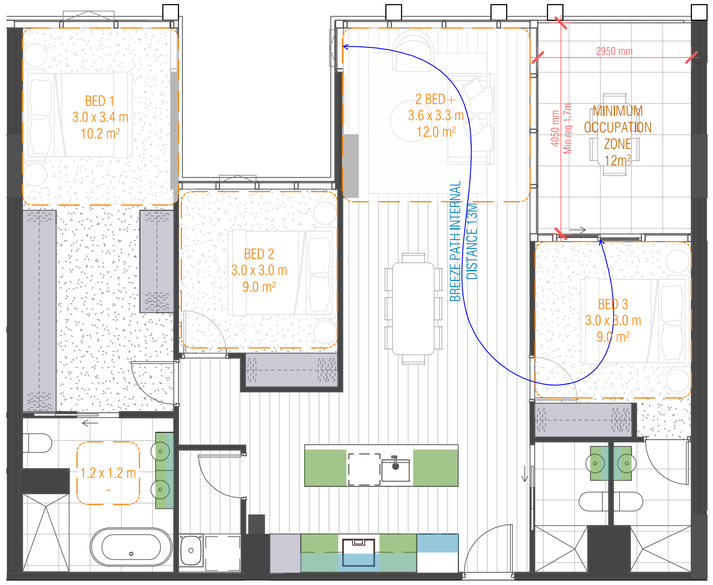
TOWN PLANNING

REV. G

DRAWING NO. TPB609



1 3 BED APARTMENT TYPE TB-3K

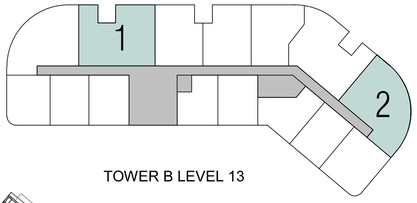
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

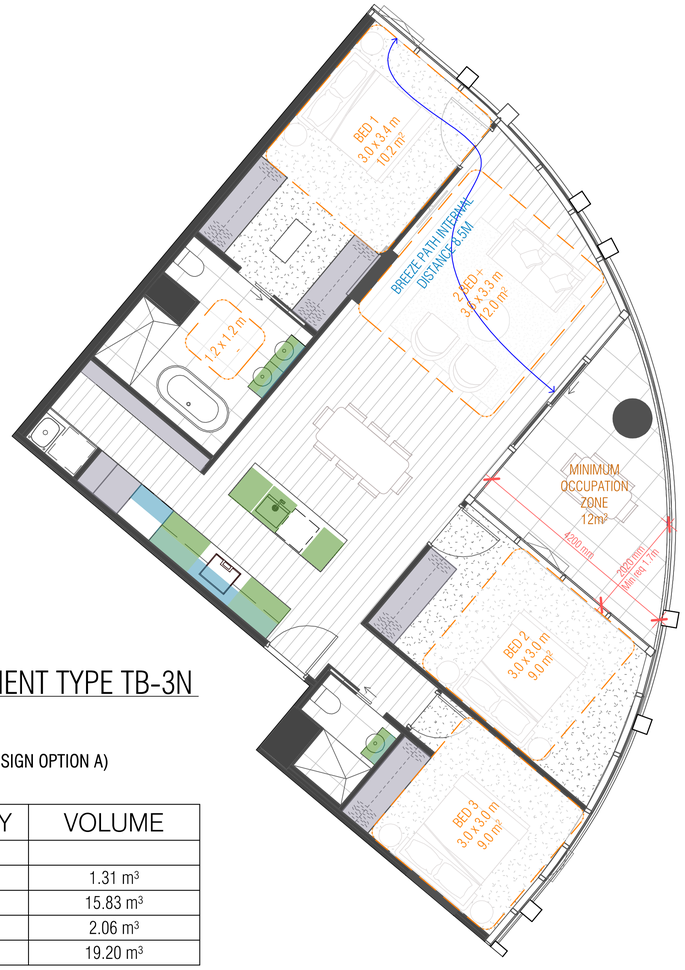
STORAGE	QTY	VOLUME
OVERHEAD	5	1.18 m³
TALL	5	15.90 m³
UNDERBENCH	7	2.05 m³
INTERNAL	17	19.14 m³

MIN EXTERNAL REQUIRED 0m³

MIN TOTAL REQUIRED 18m³



TOWER B LEVEL 13



2 3 BED APARTMENT TYPE TB-3N

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	4	1.31 m³
TALL	6	15.83 m³
UNDERBENCH	7	2.06 m³
INTERNAL	17	19.20 m³

MIN EXTERNAL REQUIRED 0m³

MIN TOTAL REQUIRED 18m³

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REVISION

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B	ISSUED FOR T.P	20.08.2025
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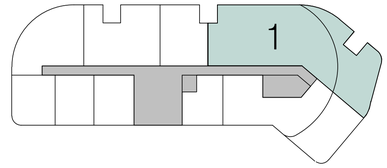
HB	JS	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 10	TOWN PLANNING	G	TPB610



TOWER B LEVEL 15



1 3 BED APARTMENT TYPE TB-3P

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	7	1.85 m³
TALL	12	40.64 m³
UNDERBENCH	8	2.21 m³
INTERNAL	27	44.70 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

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D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
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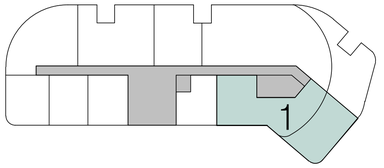
DRAWING TITLE
APARTMENT DIAGRAMS SHEET 11

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB611



TOWER B LEVEL 15



1 3 BED APARTMENT TYPE TB-30

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.09 m³
TALL	8	27.38 m³
UNDERBENCH	8	1.58 m³
INTERNAL	21	30.06 m³

MIN EXTERNAL REQUIRED	0m³
MIN TOTAL REQUIRED	18m³

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REVISION

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D	ISSUED FOR T.P	03.11.2025
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F	ISSUED FOR T.P	22.05.2026
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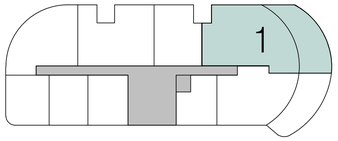
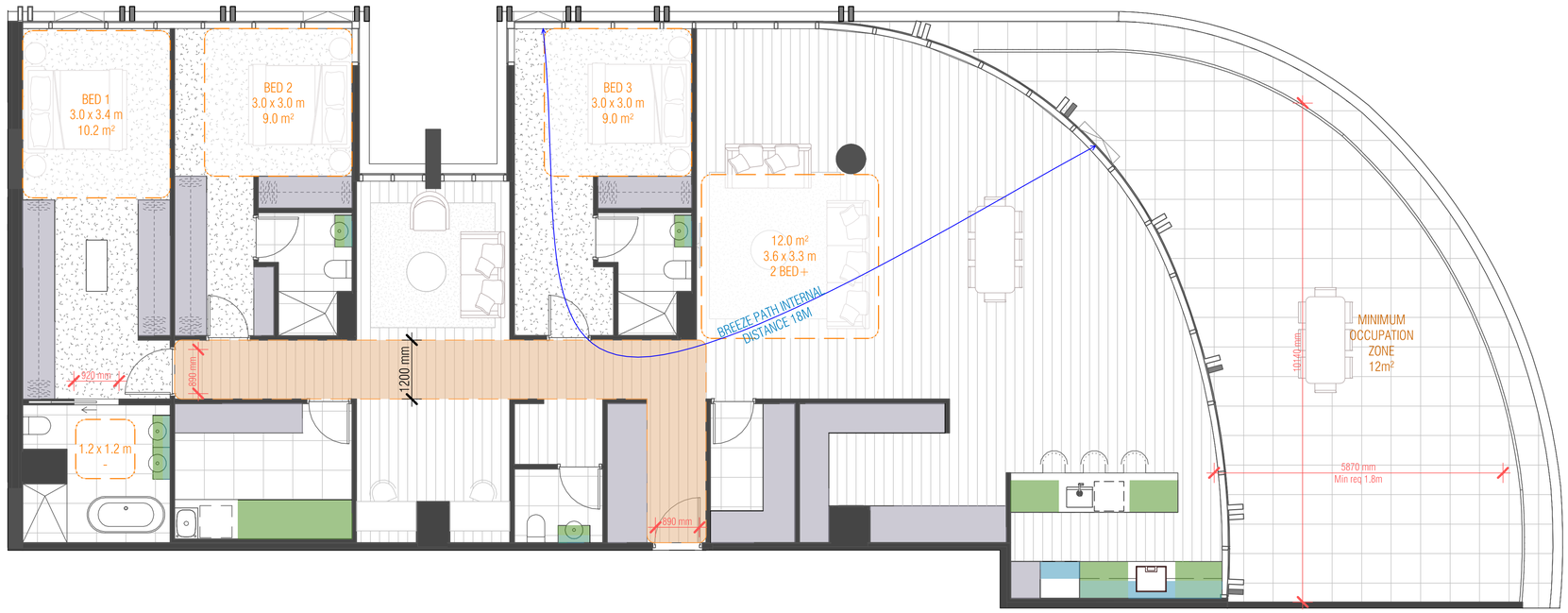
HB	JS	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 12	TOWN PLANNING	G	TPB612



TOWER B LEVEL 16



1 3 BED APARTMENT TYPE TB-3Q

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.52 m³
TALL	13	50.85 m³
UNDERBENCH	9	3.90 m³
INTERNAL	28	56.27 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

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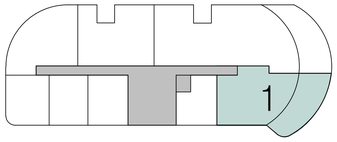
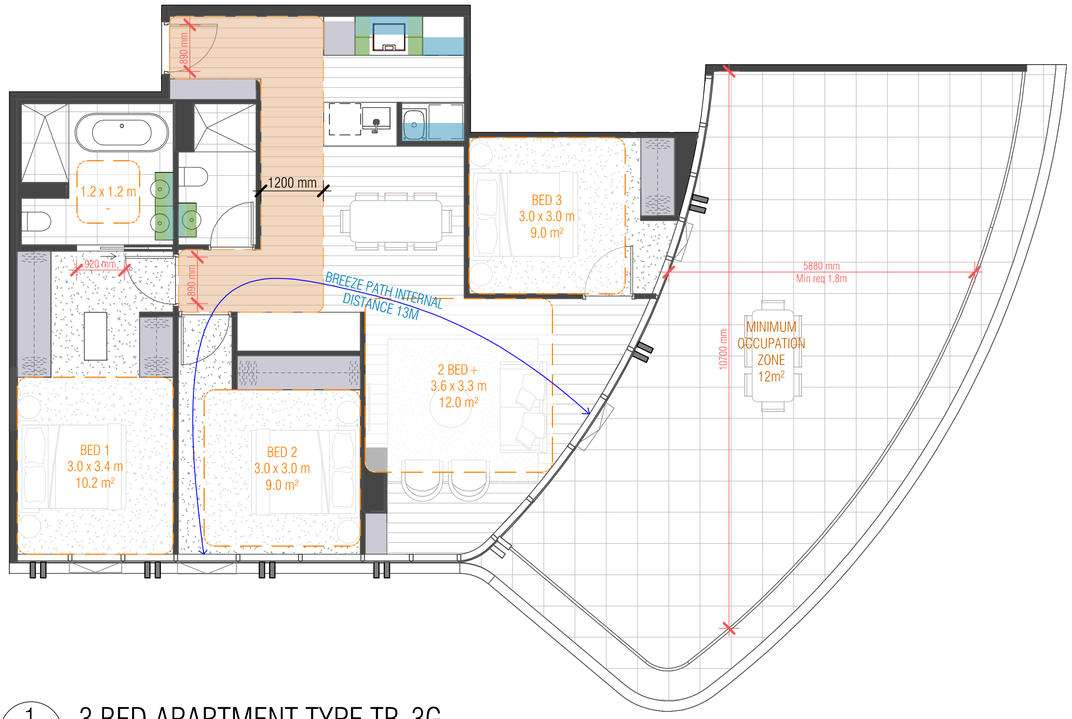
HB	JS	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 13	TOWN PLANNING	G	TPB613



TOWER B LEVEL 16



1 3 BED APARTMENT TYPE TB-3G

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.11 m³
TALL	7	15.10 m³
UNDERBENCH	4	0.59 m³
INTERNAL	16	16.79 m³
MIN EXTERNAL REQUIRED		3.21m³
MIN TOTAL REQUIRED		18m³

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REVISION

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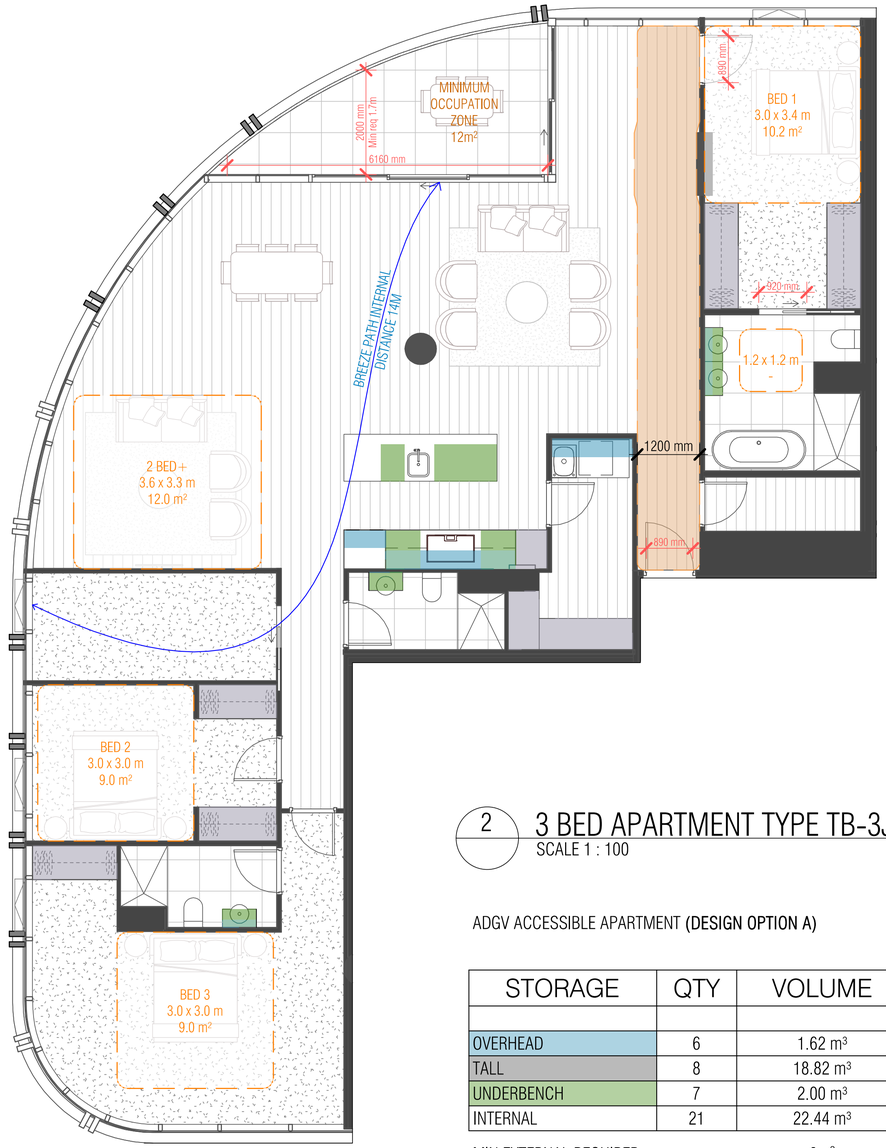
HB	JS	30.06.2026	20074	1 : 100 @A3

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 14

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB614

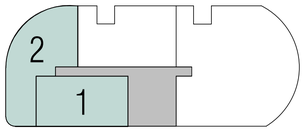


2 3 BED APARTMENT TYPE TB-3J
SCALE 1 : 100

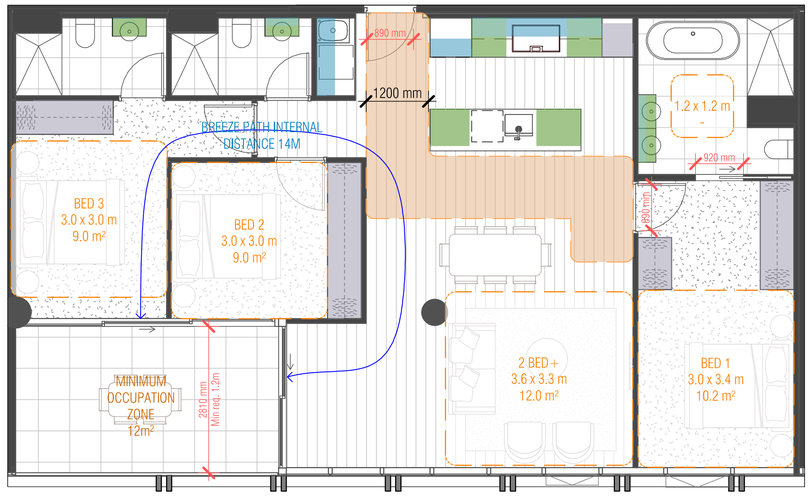
ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.62 m³
TALL	8	18.82 m³
UNDERBENCH	7	2.00 m³
INTERNAL	21	22.44 m³

MIN EXTERNAL REQUIRED	0m³
MIN TOTAL REQUIRED	18m³



TOWER B LEVEL 17



1 3 BED APARTMENT TYPE TB-3H
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.61 m³
TALL	5	13.53 m³
UNDERBENCH	7	1.97 m³
INTERNAL	18	17.11 m³

MIN EXTERNAL REQUIRED	0.89m³
MIN TOTAL REQUIRED	18m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_B-I-C_INTERIOR_R24_version_242_27May2026_1402.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- ■ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 15

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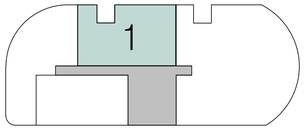
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

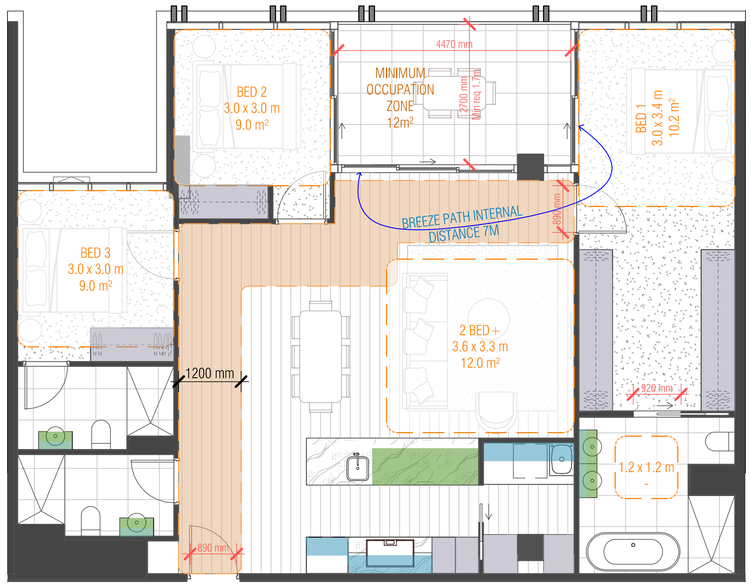
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPB615



TOWER B LEVEL 17



1 3 BED APARTMENT TYPE TB-3I

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	6	1.41 m³
TALL	7	18.57 m³
UNDERBENCH	4	1.44 m³
INTERNAL	17	21.43 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_B - C_INTERIOR_R24_version_242_27May2026_1402.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT
HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND VIC 3121

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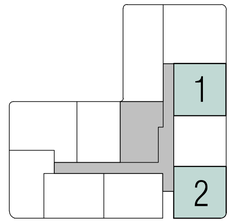
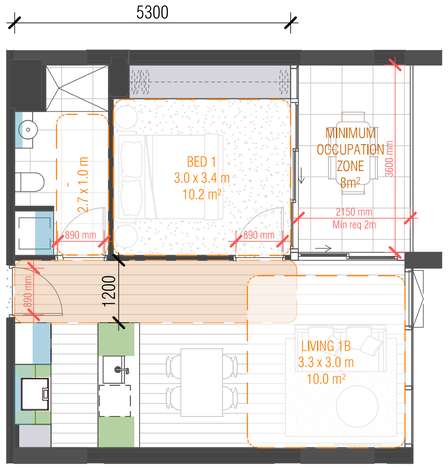
DRAWN	CHECKED	DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV.	DRAWING NO.
HB	JS	30.06.2026	20074	1 : 100 @A3	APARTMENT DIAGRAMS SHEET 16	TOWN PLANNING	G	TPB616



TOWER C LEVEL 1-8

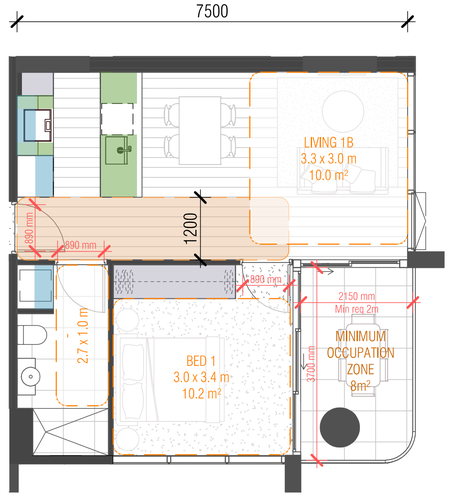


1 1 BED APARTMENT TYPE TC-1A

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.71 m³
TALL	2	5.49 m³
UNDERBENCH	4	0.91 m³
INTERNAL	10	7.11 m³
MIN EXTERNAL REQUIRED		2.89m³
MIN TOTAL REQUIRED		10m³



2 1 BED APARTMENT TYPE TC-1A.1

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.69 m³
TALL	2	4.32 m³
UNDERBENCH	5	1.07 m³
INTERNAL	11	6.08 m³
MIN EXTERNAL REQUIRED		3.92 m³
MIN TOTAL REQUIRED		10m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_B + C_INTERIOR_R24_version_242_27May2026_1402.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 1

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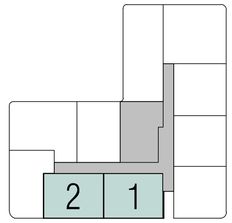
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

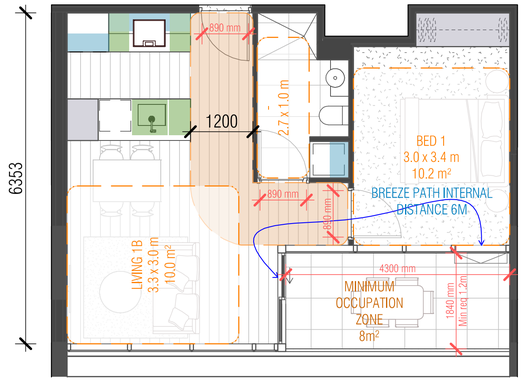
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPC601



TOWER C LEVEL 1-8



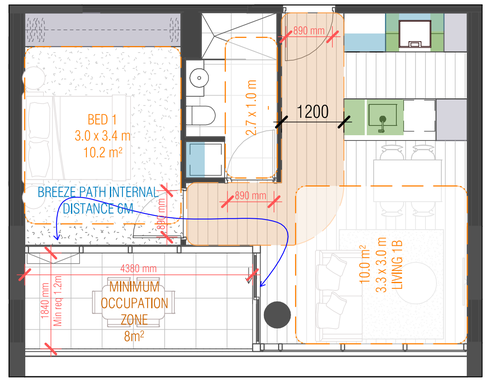
1 1 BED APARTMENT TYPE TC-1B

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	3	0.70 m³
TALL	2	3.96 m³
UNDERBENCH	4	0.85 m³
INTERNAL	9	5.50 m³

MIN EXTERNAL REQUIRED	4.50m³
MIN TOTAL REQUIRED	10m³



2 1 BED APARTMENT TYPE TC-1B.1

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	3	0.57 m³
TALL	3	6.64 m³
UNDERBENCH	4	0.70 m³
INTERNAL	10	7.91 m³

MIN EXTERNAL REQUIRED	2.09 m³
MIN TOTAL REQUIRED	10m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
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E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
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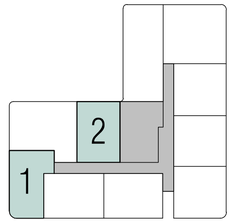
DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 2

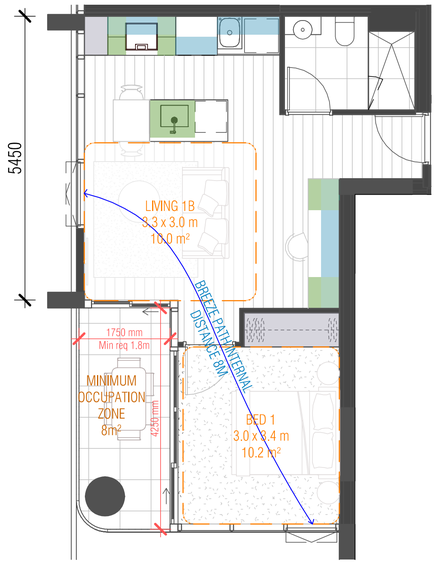
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPC602

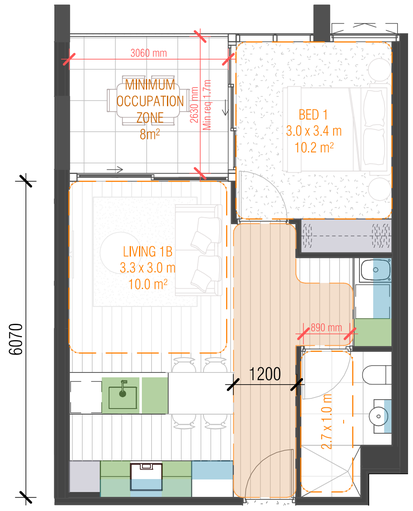


TOWER C LEVEL 1-8



2 1 BED APARTMENT TYPE TC-1D
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	4	0.98 m³
TALL	1	2.85 m³
UNDERBENCH	5	1.19 m³
INTERNAL	10	5.02 m³
MIN EXTERNAL REQUIRED		3.98 m³
MIN TOTAL REQUIRED		10m³



1 1 BED APARTMENT TYPE TC-1C
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	3	0.57 m³
TALL	3	6.64 m³
UNDERBENCH	4	0.70 m³
INTERNAL	10	7.91 m³
MIN EXTERNAL REQUIRED		2.09m³
MIN TOTAL REQUIRED		10m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_B-C_INTERIOR_R24_version_242_27May2026_1402.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 3

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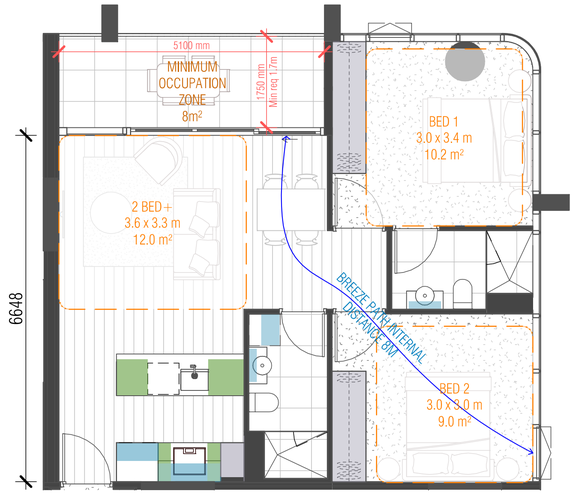
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

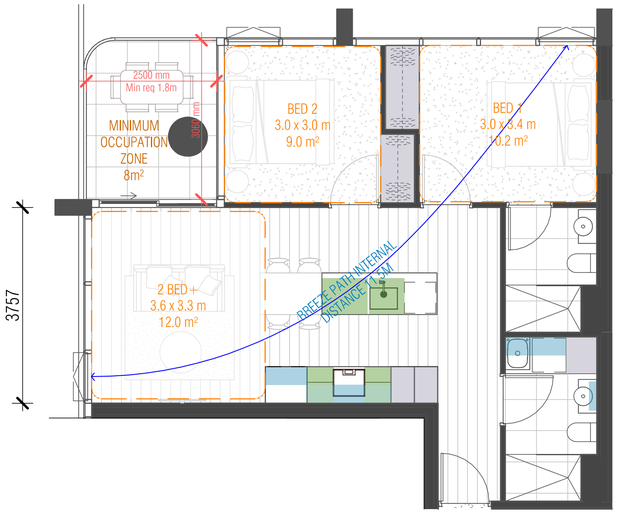
REV. G

DRAWING NO.
TPC603



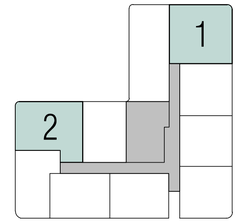
1 2 BED APARTMENT TYPE TC-2A
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	0.79 m³
TALL	3	7.98 m³
UNDERBENCH	5	1.27 m³
INTERNAL	13	10.03 m³
MIN EXTERNAL REQUIRED		3.97 m³
MIN TOTAL REQUIRED		14m³



2 2 BED APARTMENT TYPE TC-2B
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	4	0.85 m³
TALL	6	8.77 m³
UNDERBENCH	4	1.18 m³
INTERNAL	14	10.81 m³
MIN EXTERNAL REQUIRED		3.19m³
MIN TOTAL REQUIRED		14m³



TOWER C LEVEL 1-8

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REVISION

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F	ISSUED FOR T.P	22.05.2026
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HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
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RICHMOND VIC 3121

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DRAWING TITLE
APARTMENT DIAGRAMS SHEET 4

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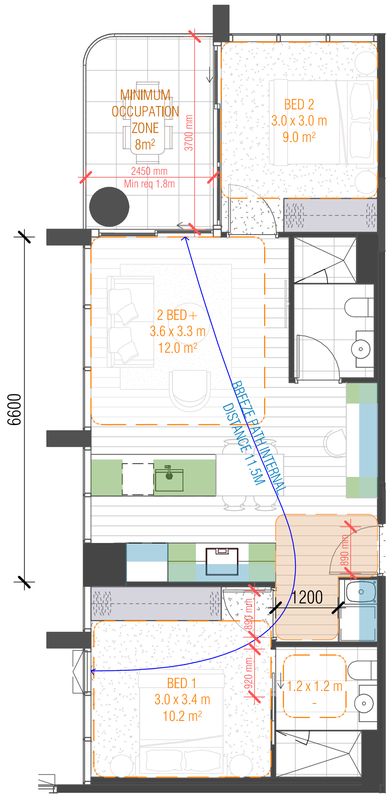
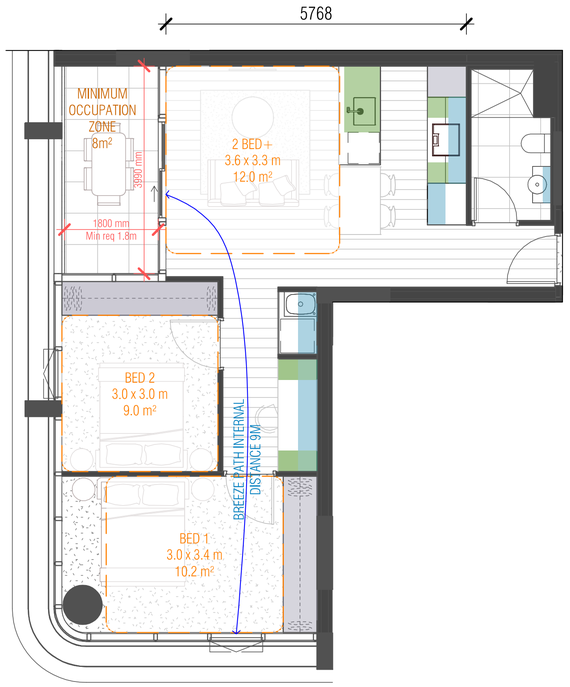
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

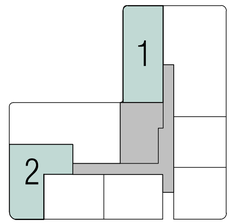
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPC604







TOWER C LEVEL 9-12

1 2 BED APARTMENT TYPE TC-2C

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	4	1.15 m³
TALL	2	6.71 m³
UNDERBENCH	7	1.58 m³
INTERNAL	13	9.45 m³
MIN EXTERNAL REQUIRED		4.55 m³
MIN TOTAL REQUIRED		14m³

2 2 BED APARTMENT TYPE TC-2D

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	1.18 m³
TALL	3	10.47 m³
UNDERBENCH	6	1.39 m³
INTERNAL	14	13.04 m³
MIN EXTERNAL REQUIRED		0.96m³
MIN TOTAL REQUIRED		14m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_B + C_INTERIOR_R24_version_242_27May2026_1402.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- ■ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
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PROJECT
HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND VIC 3121

CLIENT
GURNER TM

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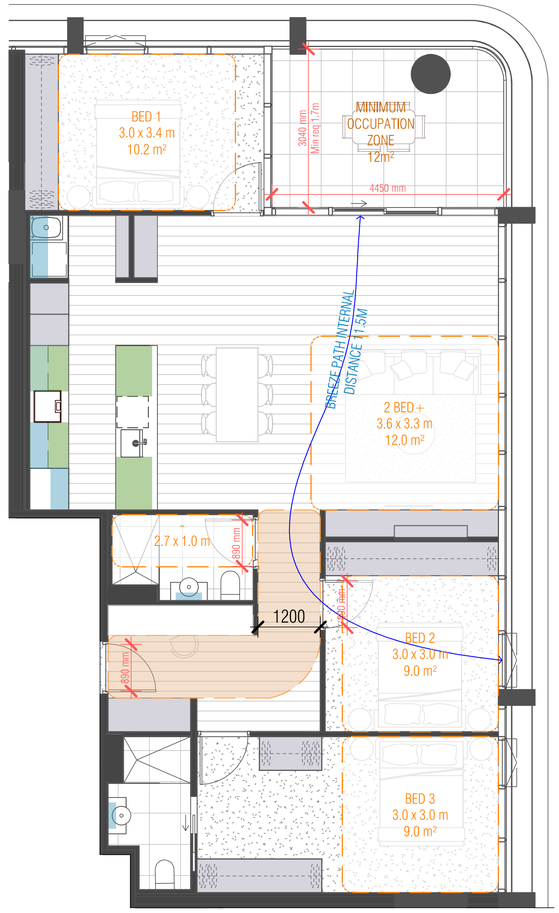
DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 5

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TPC605

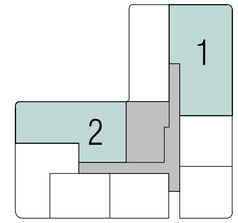


2 3 BED APARTMENT TYPE TC-3A

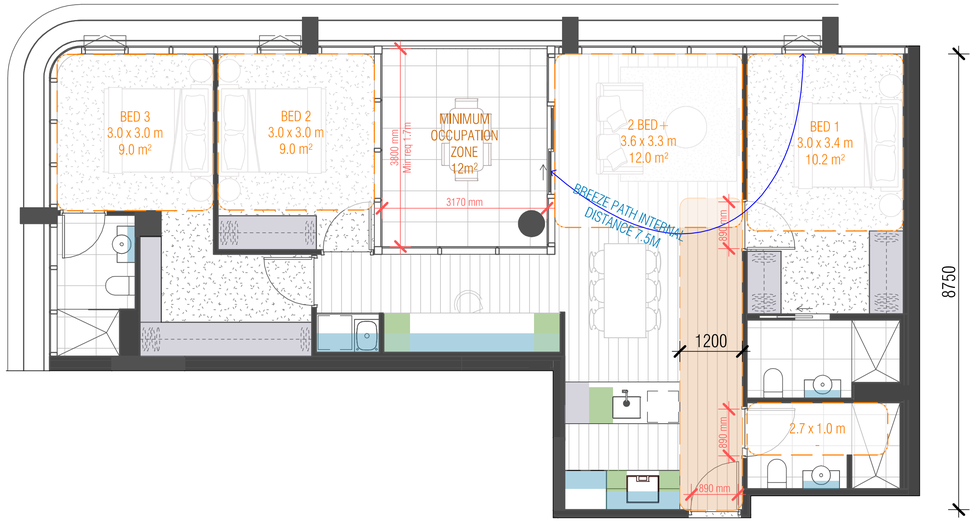
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	6	0.90 m³
TALL	9	26.34 m³
UNDERBENCH	4	2.04 m³
INTERNAL	19	29.28 m³
MIN EXTERNAL REQUIRED		0 m³
MIN TOTAL REQUIRED		18m³



TOWER C LEVEL 9-12



1 3 BED APARTMENT TYPE TC-3B

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	7	1.23 m³
TALL	6	14.95 m³
UNDERBENCH	5	1.24 m³
INTERNAL	18	17.42 m³
MIN EXTERNAL REQUIRED		0 m³
MIN TOTAL REQUIRED		18m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_B + C_INTERIOR_R24_version_242_27May2026_1402.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
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D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE
81-95 BURNLEY STREET & 26-34 DOONSIDE STREET
RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 6

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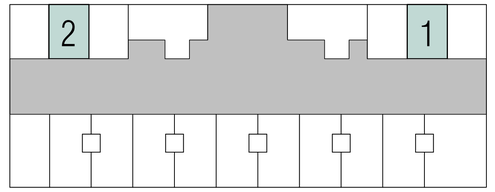
ISSUE PURPOSE
TOWN PLANNING

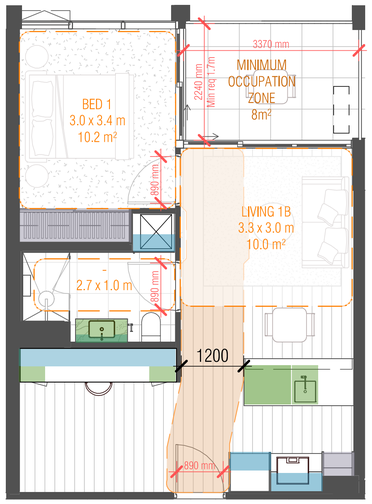
REV. G

DRAWING NO. TPC606

TOWER D LEVEL 1-2



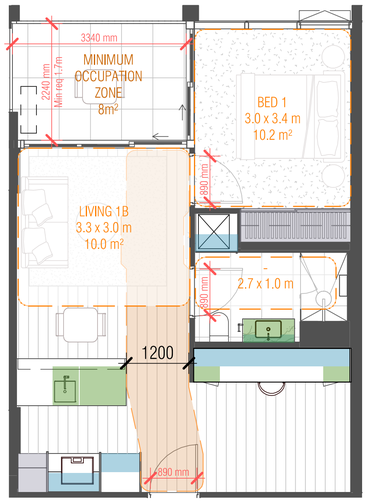
APPLETON STREET



1 1 BED APARTMENT TYPE A01
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.08 m³
TALL	2	4.02 m³
UNDERBENCH	5	1.32 m³
INTERNAL	12	6.41 m³
MIN EXTERNAL REQUIRED		3.59m³
MIN TOTAL REQUIRED		10m³



2 1 BED APARTMENT TYPE A01M
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.08 m³
TALL	2	4.02 m³
UNDERBENCH	5	1.32 m³
INTERNAL	12	6.41 m³
MIN EXTERNAL REQUIRED		3.59m³
MIN TOTAL REQUIRED		10m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_D_INTERIORS_R24.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
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G	ISSUED FOR T.P	30.06.2026

REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 1

CLIENT
GURNER TM

FENDER KATSALIDIS
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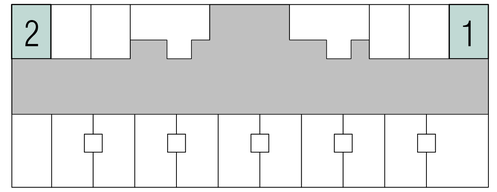
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

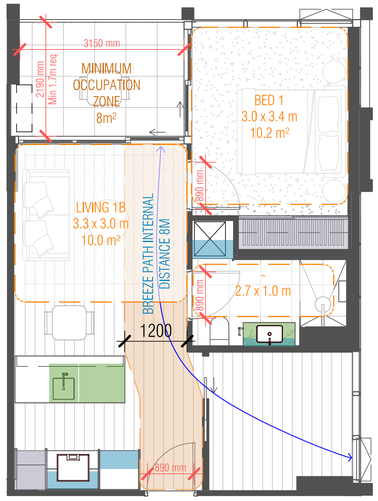
REV. G

DRAWING NO. TPD601

TOWER D LEVEL 1-2



APPLETON STREET

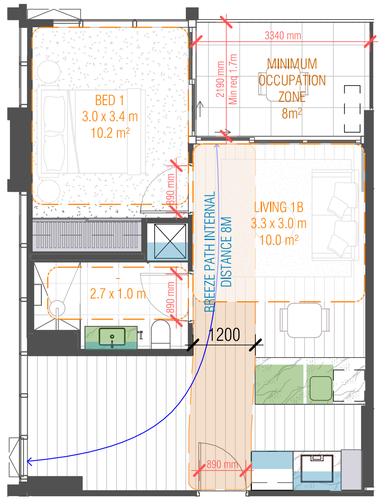


1 1 BED APARTMENT TYPE A02

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	4	0.63 m³
TALL	2	3.89 m³
UNDERBENCH	3	0.82 m³
INTERNAL	9	5.35 m³
MIN EXTERNAL REQUIRED		4.65m³
MIN TOTAL REQUIRED		10m³



2 1 BED APARTMENT TYPE A03

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	1	0.17 m³
TALL	2	4.40 m³
UNDERBENCH	3	0.59 m³
INTERNAL	6	5.15 m³
MIN EXTERNAL REQUIRED		4.85m³
MIN TOTAL REQUIRED		10m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_D_INTERIORS_R24.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWN HB | **CHECKED** JS | **DATE** 30.06.2026 | **JOB NO.** 20074 | **SCALE** 1 : 100 @A3

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 2

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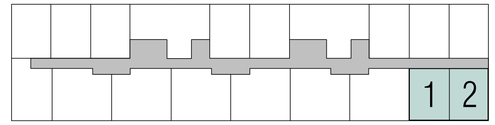
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

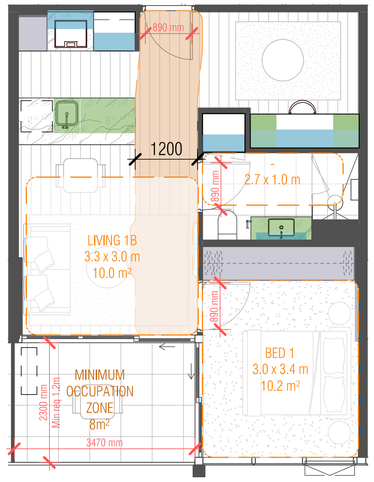
REV. G

DRAWING NO.
TPD602

TOWER D LEVEL 3-6



APPLETON STREET



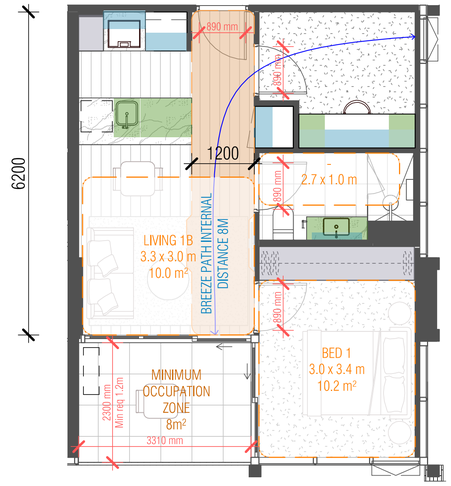
1 1 BED APARTMENT TYPE A04

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	0.93 m³
TALL	2	5.47 m³
UNDERBENCH	5	1.44 m³
INTERNAL	12	7.84 m³

MIN EXTERNAL REQUIRED	2.16m³
MIN TOTAL REQUIRED	10m³



2 1 BED APARTMENT TYPE A05

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	0.92 m³
TALL	2	5.58 m³
UNDERBENCH	5	1.40 m³
INTERNAL	12	7.90 m³

MIN EXTERNAL REQUIRED	2.10m³
MIN TOTAL REQUIRED	10m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_D_INTERIORS_R24.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
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E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

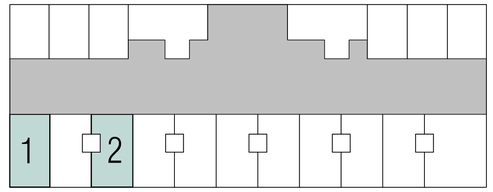
DRAWING TITLE
APARTMENT DIAGRAMS SHEET 3

ISSUE PURPOSE
TOWN PLANNING

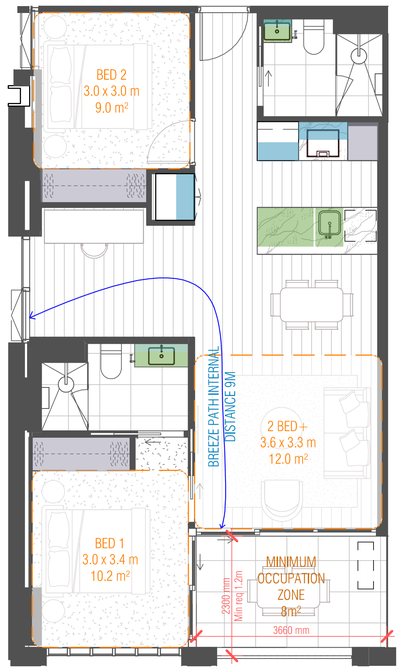
REV. G

DRAWING NO. TPD603

TOWER D LEVEL 1-2



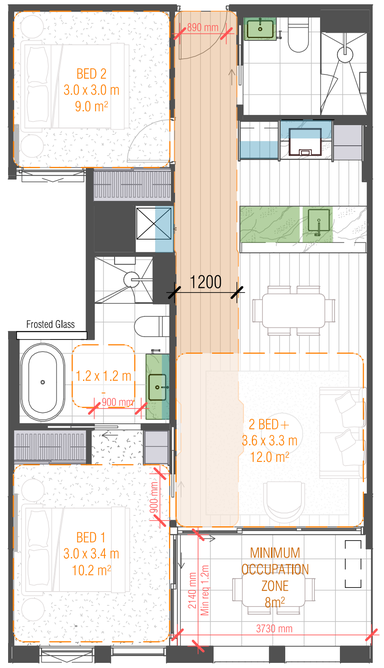
APPLETON STREET



1 2 BED APARTMENT TYPE TD-B01
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	0.98 m³
TALL	3	7.14 m³
UNDERBENCH	4	0.81 m³
INTERNAL	12	8.94 m³

MIN EXTERNAL REQUIRED 5.26m³
MIN TOTAL REQUIRED 14m³



2 2 BED APARTMENT TYPE TD-B02
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	0.91 m³
TALL	4	6.23 m³
UNDERBENCH	4	1.21 m³
INTERNAL	13	8.34 m³

MIN EXTERNAL REQUIRED 5.46m³
MIN TOTAL REQUIRED 14m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_D_INTERIORS_R24.rvt

REVISION

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F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT HARRINGTON VILLAGE
81-95 BURNLEY STREET

CLIENT GURNER TM

DRAWING TITLE APARTMENT DIAGRAMS SHEET 4

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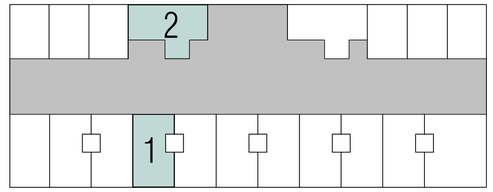
ISSUE PURPOSE TOWN PLANNING

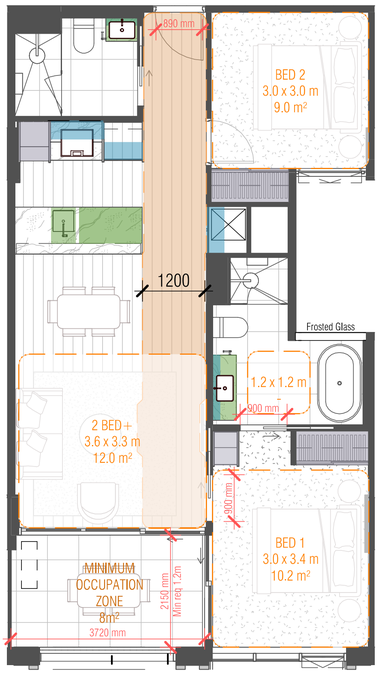
REV. G

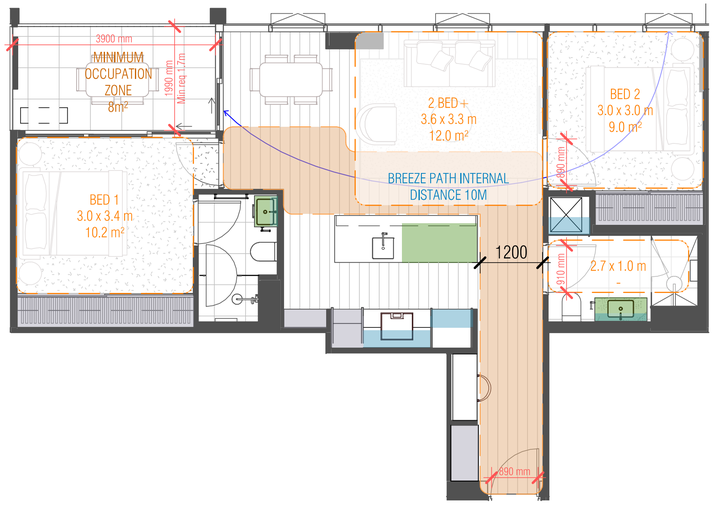
DRAWING NO. TPD604

TOWER D LEVEL 1-2



APPLETON STREET





1 2 BED APARTMENT TYPE B02M

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	0.91 m³
TALL	4	6.23 m³
UNDERBENCH	4	1.21 m³
INTERNAL	13	8.34 m³
MIN EXTERNAL REQUIRED		5.46 m³
MIN TOTAL REQUIRED		14m³

2 2 BED APARTMENT TYPE TD-B03

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	0.86 m³
TALL	5	11.55 m³
UNDERBENCH	3	1.10 m³
INTERNAL	13	13.51 m³
MIN EXTERNAL REQUIRED		0.49m³
MIN TOTAL REQUIRED		14m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_D_INTERIORS_R24.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- ■ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
- □ TENDER DOCUMENTATION REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED.
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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWN HB
CHECKED JS
DATE 30.06.2026
JOB NO. 20074
SCALE 1 : 100 @A3

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 5

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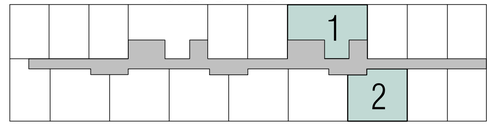
ISSUE PURPOSE
TOWN PLANNING

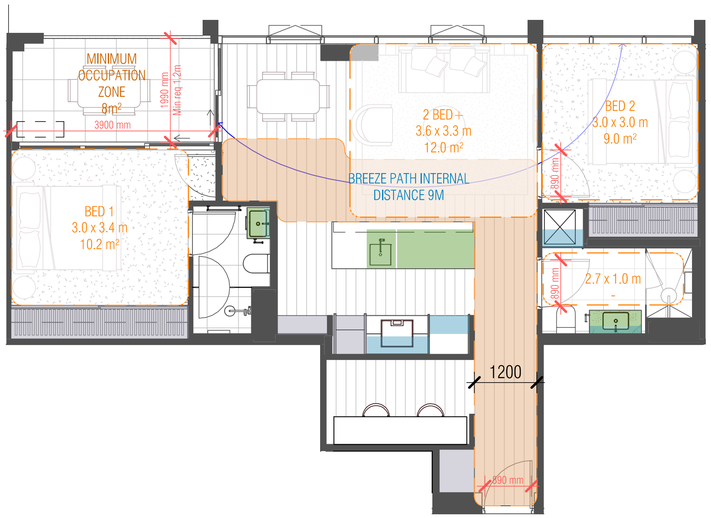
REV. G

DRAWING NO. TPD605

TOWER D LEVEL 3-6



APPLETON STREET



1 2 BED APARTMENT TYPE TD-B04

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	0.86 m^3
TALL	5	11.75 m^3
UNDERBENCH	4	1.41 m^3
INTERNAL	14	14.02 m^3
MIN EXTERNAL REQUIRED		0 m^3
MIN TOTAL REQUIRED		14m^3

2 2 BED APARTMENT TYPE TD-B05

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.29 m^3
TALL	3	6.86 m^3
UNDERBENCH	4	1.24 m^3
INTERNAL	12	9.39 m^3
MIN EXTERNAL REQUIRED		4.61m^3
MIN TOTAL REQUIRED		14m^3

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REVISION

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D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

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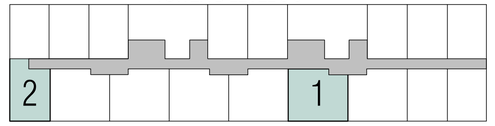
DRAWING TITLE
APARTMENT DIAGRAMS SHEET 6

ISSUE PURPOSE
TOWN PLANNING

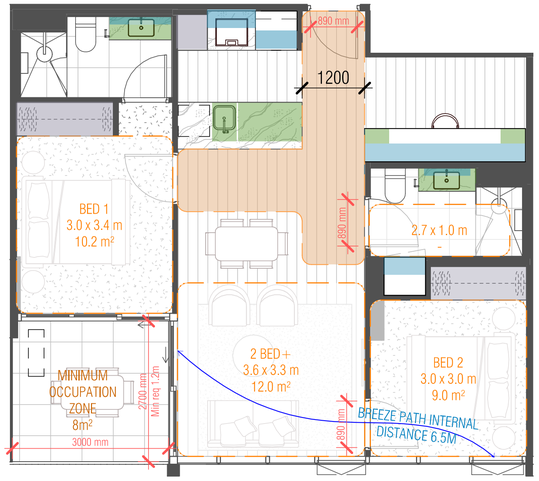
REV. G

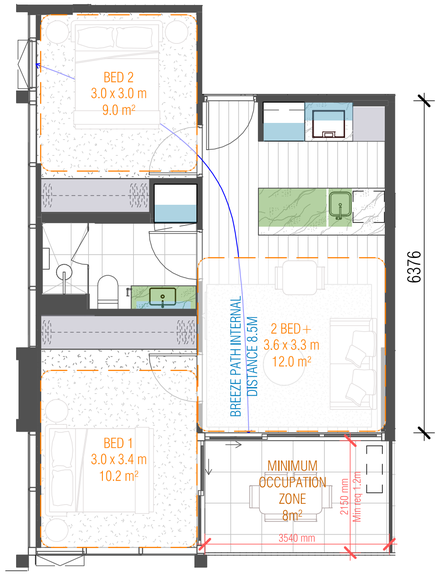
DRAWING NO. TPD606

TOWER D LEVEL 3-6



APPLETON STREET





1 2 BED APARTMENT TYPE TD-B05M

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION B)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.29 m^3
TALL	3	6.86 m^3
UNDERBENCH	4	1.24 m^3
INTERNAL	12	9.39 m^3
MIN EXTERNAL REQUIRED		4.61m^3
MIN TOTAL REQUIRED		14m^3

2 2 BED APARTMENT TYPE TD-B06

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	4	1.15 m^3
TALL	3	8.93 m^3
UNDERBENCH	3	0.75 m^3
INTERNAL	10	10.83 m^3
MIN EXTERNAL REQUIRED		3.17m^3
MIN TOTAL REQUIRED		14m^3

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
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E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 7

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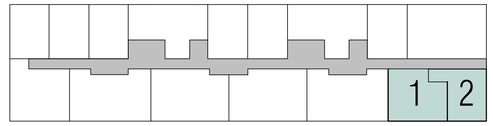
ISSUE PURPOSE
TOWN PLANNING

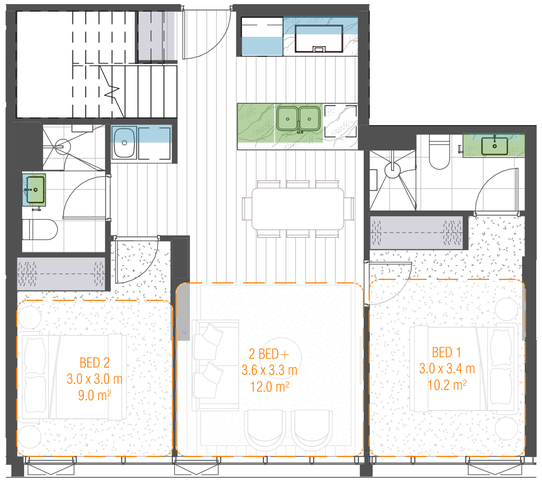
REV. G

DRAWING NO. TPD607

TOWER D LEVEL 7

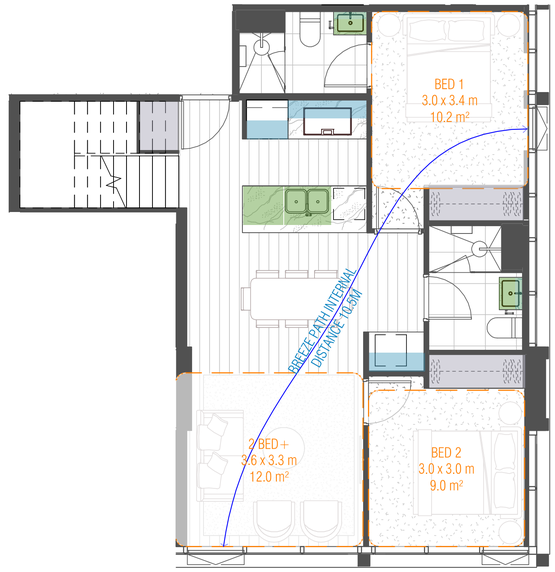


APPLETON STREET



1 2 BED APARTMENT TYPE TD-B07
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	2.22 m³
TALL	3	7.13 m³
UNDERBENCH	2	0.48 m³
INTERNAL	10	9.84 m³
MIN EXTERNAL REQUIRED		4.16m³
MIN TOTAL REQUIRED		14m³



2 2 BED APARTMENT TYPE TD-B08
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	0.93 m³
TALL	3	7.30 m³
UNDERBENCH	4	1.17 m³
INTERNAL	12	9.40 m³
MIN EXTERNAL REQUIRED		4.60m³
MIN TOTAL REQUIRED		14m³

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REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

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DRAWING TITLE APARTMENT DIAGRAMS SHEET 8

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ISSUE PURPOSE TOWN PLANNING

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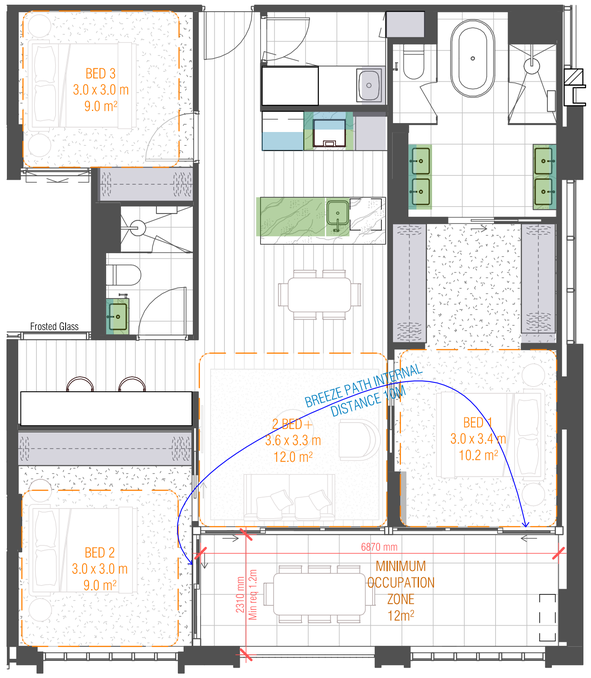
DRAWING NO. TPD608



1 3 BED APARTMENT TYPE TD-C01

SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	0.81 m³
TALL	7	18.08 m³
UNDERBENCH	7	1.21 m³
INTERNAL	19	20.11 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

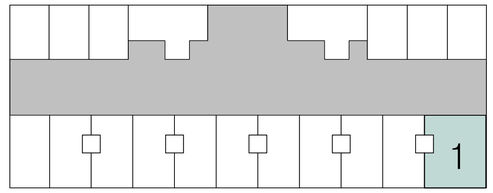
2 3 BED APARTMENT TYPE TD-C02

SCALE 1 : 100

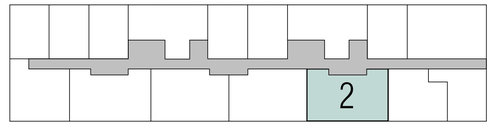
ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.33 m³
TALL	6	19.05 m³
UNDERBENCH	8	2.89 m³
INTERNAL	19	23.27 m³
MIN EXTERNAL REQUIRED		0m³
MIN TOTAL REQUIRED		18m³

TOWER D LEVEL 1-2



TOWER D LEVEL 7



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REVISION

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E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

DRAWING TITLE APARTMENT DIAGRAMS SHEET 9

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ISSUE PURPOSE TOWN PLANNING

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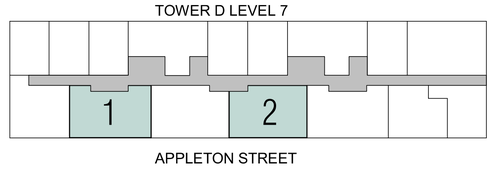
DRAWING NO. TPD609







1 3 BED APARTMENT TYPE TD-C02M

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.33 m^3
TALL	6	19.05 m^3
UNDERBENCH	8	2.89 m^3
INTERNAL	19	23.27 m^3
MIN EXTERNAL REQUIRED		0m^3
MIN TOTAL REQUIRED		18m^3

2 3 BED APARTMENT TYPE TD-C03

SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.12 m^3
TALL	6	13.31 m^3
UNDERBENCH	7	2.52 m^3
INTERNAL	18	16.94 m^3
MIN EXTERNAL REQUIRED		1.06m^3
MIN TOTAL REQUIRED		18m^3

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REVISION

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E	ISSUED FOR T.P	05.12.2025
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PROJECT HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT GURNER TM

DRAWN HB | **CHECKED** JS | **DATE** 30.06.2026 | **JOB NO.** 20074 | **SCALE** 1 : 100 @A3

DRAWING TITLE APARTMENT DIAGRAMS SHEET 10

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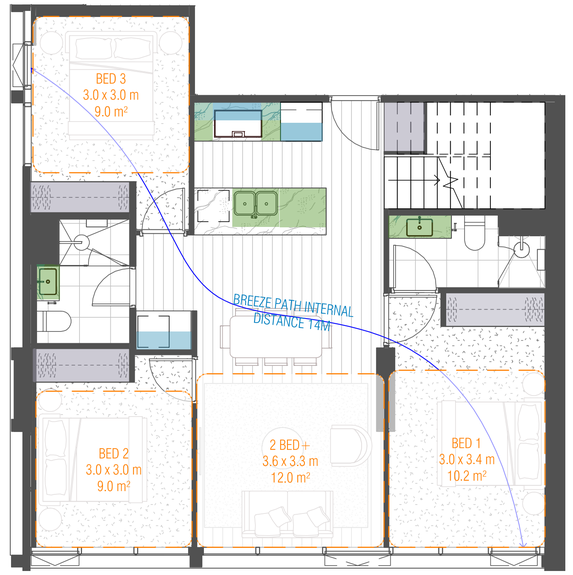
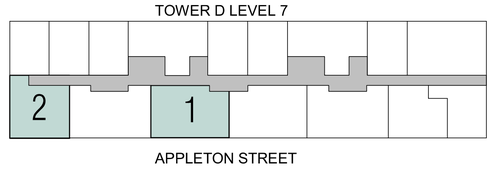
ISSUE PURPOSE TOWN PLANNING

REV. G

DRAWING NO. TPD610







1 3 BED APARTMENT TYPE TD-C03M
SCALE 1 : 100

ADGV ACCESSIBLE APARTMENT **(DESIGN OPTION A)**

STORAGE	QTY	VOLUME
OVERHEAD	5	1.12 m^3
TALL	6	13.31 m^3
UNDERBENCH	7	2.52 m^3
INTERNAL	18	16.94 m^3
MIN EXTERNAL REQUIRED		1.06m^3
MIN TOTAL REQUIRED		18m^3

2 3 BED APARTMENT TYPE TD-C04
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	5	1.04 m^3
TALL	4	10.38 m^3
UNDERBENCH	6	1.75 m^3
INTERNAL	15	13.17 m^3
MIN EXTERNAL REQUIRED		4.83m^3
MIN TOTAL REQUIRED		18m^3

Autodesk Docs://20074 Doonside Yards/20074_TOWER_D_INTERIORS_R24.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- ■ SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- ■ DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
- ☐ TENDER DOCUMENTATION REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED.
- ☐ CONSTRUCTION DOCUMENTATION REVIEW FOR THIS DRAWING IS YET TO BE COMPLETED.

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 11

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
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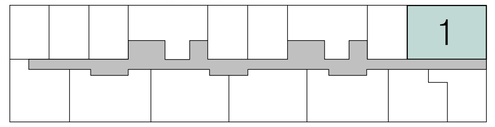
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

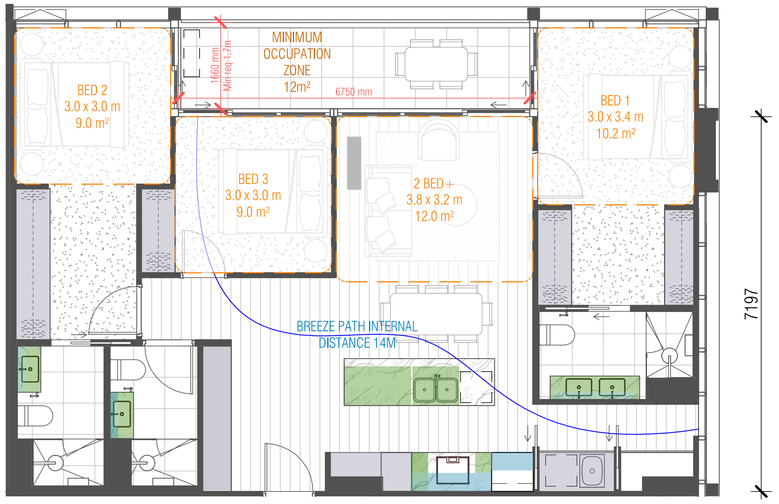
REV. G

DRAWING NO. TPD611

TOWER D LEVEL 7



APPLETON STREET



1 3 BED APARTMENT TYPE TD-C05
SCALE 1 : 100

STORAGE	QTY	VOLUME
OVERHEAD	8	2.52 m³
TALL	8	21.13 m³
UNDERBENCH	7	2.17 m³
INTERNAL	23	25.81 m³
MIN EXTERNAL REQUIRED		0 m³
MIN TOTAL REQUIRED		18m³

Autodesk Docs://20074 Doonside Yards/20074_TOWER_D_INTERIORS_R24.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

REVISION

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	JS	30.06.2026	20074	1 : 100 @A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET

CLIENT
GURNER TM

DRAWING TITLE
APARTMENT DIAGRAMS SHEET 12

FENDER KATSALIDIS
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TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO.
TPD612

TOWER A

APT TYPES	BEDROOM BED 1 (3.4X3m)		BEDROOM BED 2 (3X3m)		BEDROOM BED 3 (3X3m)		LIVING 10m2, 3.3m WIDTH (ST / 1BR) 12m2, 3.6m WIDTH (2BR)		ROOM DEPTH 9m MAX FOR SINGLE ASPECT	BALCONY 8m2, 1.8m DEEP (ST / 1BR) 8m2, 2m DEEP (2BR) 12m2, 2.4m DEEP (3BR)	STORAGE (INTERNAL / TOTAL) 5m3 / 8m3 (ST) 6m3 / 10m3 (1BR) 9m3 / 14m3 (2BR)		WINDOW All habitable rooms having windows on external wall	ACCESSIBILITY 1200mm clear access path Min. 50% compliance required	CROSS VENTILATION Min. 40% compliance required	NO. OF TICKS PER TYPE	NUMBER OF APARTMENTS PER TYPE	TOTAL NO. OF TICKS
TA-A01	✓		NA		NA		✓	*	✓	✓	✓	7.07m3 (INTERNAL)	✓	✓	✓	8 / 8	6	48 / 48
TA-A02	✓		NA		NA		✓		✓	✓	✓	10.95m3 (INTERNAL)	✓	✓	✓	8 / 8	8	64 / 64
TA-A02M	✓		NA		NA		✓		✓	✓	✓	11.00m3 (INTERNAL)	✓	✓	✓	8 / 8	4	32 / 32
TA-A03	✓		NA		NA		✓		✓	✓	✓	6.64m3 (INTERNAL)	✓	✓	✓	8 / 8	4	32 / 32
TA-A04	✓		NA		NA		✓	*	✓	✓	✓	6.75m3 (INTERNAL)	✓	✓	✓	8 / 8	6	48 / 48
TA-A05	✓	*	NA		NA		✓		✓	✓	✓	6.74m3 (INTERNAL)	✓	✓	✓	8 / 8	6	48 / 48
TA-A06	×	**	NA		NA		✓	*	✓	✓	✓	8.62m3 (INTERNAL)	✓	×	✓	6 / 8	6	36 / 48
TA-A07	×	**	NA		NA		✓	*	✓	✓	✓	8.78m3 (INTERNAL)	✓	×	✓	6 / 8	6	36 / 48
TA-A08	✓		NA		NA		✓		✓	✓	✓	8.09m3 (INTERNAL)	✓	×	×	6 / 8	1	6 / 8
TA-A09	×	**	NA		NA		×		✓	✓	✓	8.20m3 (INTERNAL)	✓	×	✓	5 / 8	4	20 / 32
TA-A10	✓	*	NA		NA		✓		✓	✓	×	5.89m3 (INTERNAL)	✓	×	×	5 / 8	6	30 / 48
TA-A11	✓		NA		NA		×	*	✓	✓	✓	11.11m3 (INTERNAL)	✓	✓	×	6 / 8	18	108 / 144
TA-A11M	✓		NA		NA		×	*	✓	✓	✓	11.11m3 (INTERNAL)	✓	✓	×	6 / 8	12	72 / 96
TA-A12	✓		NA		NA		×	*	✓	✓	✓	7.17m3 (INTERNAL)	✓	×	×	5 / 8	11	55 / 88
TA-A12M	✓		NA		NA		×	*	✓	✓	✓	7.17m3 (INTERNAL)	✓	×	×	5 / 8	1	5 / 8
TA-B01	✓	*	×	**	NA		✓		✓	✓	✓	10.76m3 (INTERNAL)	✓	✓	✓	8 / 9	6	48 / 54
TA-B01M	✓	*	×	**	NA		✓		✓	✓	✓	10.76m3 (INTERNAL)	✓	✓	✓	8 / 9	6	48 / 54
TA-B02	✓	*	✓	*	NA		✓		✓	✓	✓	10.71m3 (INTERNAL)	✓	✓	✓	9 / 9	12	108 / 108
TA-B02M	✓	*	✓	*	NA		✓		✓	✓	✓	10.75m3 (INTERNAL)	✓	✓	✓	9 / 9	6	54 / 54
TA-B03	×	**	✓	*	NA		×		✓	✓	×	8.84m3 (INTERNAL)	✓	✓	✓	6 / 9	5	30 / 45
TA-B04	✓	*	✓		NA		✓		✓	✓	✓	14.01m3 (INTERNAL)	✓	×	✓	8 / 9	5	40 / 45
TA-B05	✓	*	✓	*	NA		✓		✓	✓	✓	19.89m3 (INTERNAL)	✓	✓	✓	9 / 9	5	45 / 45
TA-B05M	✓	*	✓	*	NA		✓		✓	✓	✓	19.89m3 (INTERNAL)	✓	✓	✓	9 / 9	5	45 / 45
TA-B06	✓	*	✓	*	NA		×		✓	✓	✓	10.19m3 (INTERNAL)	✓	×	✓	7 / 9	5	35 / 45
TA-B07	✓		✓		NA		✓		✓	✓	✓	15.47m3 (INTERNAL)	✓	✓	✓	9 / 9	2	18 / 18
TA-B07M	✓		✓		NA		✓		✓	✓	✓	15.47m3 (INTERNAL)	✓	✓	✓	9 / 9	3	27 / 27
TA-B08	✓	*	✓		NA		✓		✓	✓	✓	15.84m3 (INTERNAL)	✓	×	✓	8 / 9	3	24 / 27
TA-C01	✓		✓		✓	*	✓	*	✓	✓	✓	24.15m3 (INTERNAL)	✓	✓	✓	10 / 10	3	30 / 30
TA-C02	✓	*	✓	*	✓	*	✓		✓	✓	✓	22.71m3 (INTERNAL)	✓	✓	✓	10 / 10	3	30 / 30
TA-C03	✓		✓		✓		✓		✓	✓	✓	17.95m3 (INTERNAL)	✓	×	✓	9 / 10	2	18 / 20
TA-C04	✓		✓		✓		✓	*	✓	✓	✓	16.38m3 (INTERNAL)	✓	✓	✓	10 / 10	4	40 / 40
TA-C05	✓		✓		✓		✓		✓	✓	✓	20.16m3 (INTERNAL)	✓	✓	✓	10 / 10	3	30 / 30
TA-C06	✓		✓		✓		✓	*	✓	✓	✓	22.86m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TA-C07	✓		✓		✓		✓	*	✓	✓	✓	18.04m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TA-PH01	✓		✓		✓		✓		✓	✓	✓	36.99 m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TA-PH02	✓		✓		✓		✓		✓	✓	✓	28.72 m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TA-PH01	✓		✓		✓		✓		✓	✓	✓	31.46 m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TOTAL APTS ACHIEVED	161		71		20		126		182	182	171		182	132	133	182		1360 / 1559
% ACHIEVED	88%		86%		100%		69%		100%	100%	94%		100%	73%	73%			87%
TOTAL APPLICABLE APARTMENTS	182		83		20		182		182	182	182		182	182	182			

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24_version_5166_2/May2026_1838.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

No	SYMBOL			RESULT
1	✓		This complies with all requirements as per BADS.	COMPLIANT
2	✓	*	Minor interferences are present but are compensated by the available space around the clear zone.	COMPLIANT
3	X	**	It meets the minimum clearances but is considered non-complian due to excessive overlaps	NON-COMPLIANT
4	X	*	Minor interferences are present but are no space available for compensation.	NON-COMPLIANT
5	X		Falls below the minimum requirements and is therefore non-compliant	NON-COMPLIANT

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWN	CHECKED	DATE	JOB NO.	SCALE
HB	FP	30.06.2026	20074	N.T.S.

DRAWING TITLE
OVERALL ADGV COMPLIANCE MATRIX SHEET TA

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
TELEPHONE: +61 2 8216 3500
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP016

TOWER B

APT TYPES	BEDROOM BED 1 (3.4X3m)		BEDROOM BED 2 (3X3m)		BEDROOM BED 3 (3X3m)		LIVING 10m2, 3.3m WIDTH (ST / 1BR) 12m2, 3.6m WIDTH (2BR)		ROOM DEPTH 9m MAX FOR SINGLE ASPECT	BALCONY 8m2, 1.8m DEEP (ST / 1BR) 8m2, 2m DEEP (2BR) 12m2, 2.4m DEEP (3BR)	STORAGE (INTERNAL / TOTAL) 5m3 / 8m3 (ST) 6m3 / 10m3 (1BR) 9m3 / 14m3 (2BR)		WINDOW All habitable rooms having windows on external wall	ACCESSIBILITY 1200mm clear access path Min. 50% compliance...	CROSS VENTILATION Min. 40% compliance...	NO. OF TICKS PER TYPE	NUMBER OF APARTMENTS PER TYPE	TOTAL NO. OF TICKS
TB-1A	✓		NA		NA		✓		✓	✓	✓	9.01m3 (INTERNAL)	✓	✓	×	7 / 8	32	224 / 256
TB-1A.1	✓		NA		NA		✓		✓	✓	✓	8.17m3 (INTERNAL)	✓	✓	×	7 / 8	16	112 / 128
TB-1A.3	✓		NA		NA		✓		✓	✓	✓	8.31m3 (INTERNAL)	✓	✓	×	7 / 8	13	91 / 104
TB-1A.4	✓		NA		NA		✓		✓	✓	✓	11.09m3 (INTERNAL)	✓	✓	×	7 / 8	14	98 / 112
TB-1C	✓		NA		NA		✓		✓	✓	✓	8.14m3 (INTERNAL)	✓	×	×	6 / 8	14	84 / 112
TB-1E	✓	*	NA		NA		✓	*	✓	✓	✓	11.36m3 (INTERNAL)	✓	×	✓	7 / 8	16	112 / 128
TB-2A	✓		✓		NA		✓		✓	✓	✓	13.37m3 (INTERNAL)	✓	✓	✓	9 / 9	65	585 / 585
TB-2K	✓	*	✓		NA		✓	*	✓	✓	✓	11.67m3 (INTERNAL)	✓	×	✓	8 / 9	12	96 / 108
TB-2I	✓		×	*	NA		✓		✓	✓	✓	10.46m3 (INTERNAL)	✓	×	✓	7 / 9	14	98 / 126
TB-2H	✓		✓		NA		✓		✓	✓	✓	9.33m3 (INTERNAL)	✓	×	✓	8 / 9	12	96 / 108
TB-2G	✓		✓		NA		✓		✓	✓	✓	15.74m3 (INTERNAL)	✓	✓	✓	9 / 9	12	108 / 108
TB-2E	✓		✓		NA		✓		✓	✓	✓	11.45m3 (INTERNAL)	✓	×	✓	8 / 9	13	104 / 117
TB-2D	✓	*	✓		NA		✓		✓	✓	✓	12.22m3 (INTERNAL)	✓	✓	✓	9 / 9	1	9 / 9
TB-3L	✓		✓		✓		✓		✓	✓	✓	17.88m3 (INTERNAL)	✓	✓	✓	10 / 10	4	40 / 40
TB-3M	✓	*	✓		✓		✓		✓	✓	✓	21.08m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TB-3C	✓		✓		✓		✓		✓	✓	✓	26.35m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TB-3K	×		✓		✓		✓	*	✓	✓	✓	19.14m3 (INTERNAL)	✓	×	✓	8 / 10	4	32 / 40
TB-3N	✓		✓		✓		✓		✓	✓	✓	19.20m3 (INTERNAL)	✓	×	✓	9 / 10	1	9 / 10
TB-3P	✓		✓		✓		✓		✓	✓	✓	44.70m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TB-3O	✓		✓		✓		✓		✓	✓	✓	30.06m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TB-3Q	✓		✓		✓		✓		✓	✓	✓	56.27m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TB-3G	✓		✓		✓		✓	*	✓	✓	✓	16.79m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TB-3J	✓	*	✓		✓		✓		✓	✓	✓	22.44m3 (INTERNAL)	✓	✓	✓	10 / 10	1	10 / 10
TB-3H	✓		✓		×		✓		✓	✓	✓	17.11m3 (INTERNAL)	✓	✓	✓	9 / 10	1	9 / 10
TB-3I	✓		×		×		✓		✓	✓	✓	21.43m3 (INTERNAL)	✓	✓	✓	8 / 10	1	8 / 10
TOTAL APTS...	248		132		16		252		252	252	252		252	166	163	252		1985 / 2181
% ACHIEVED	98%		90%		89%		100%		100%	100%	100%		100%	66%	65%			91%
TOTAL APARTMENTS	252		147		18		252		252	252	252		252	252	252			

No	SYMBOL			RESULT
1	✓		This complies with all requirements as per BADS	COMPLIANT
2	✓	*	Minor interferences are present but are compensated by the available space around the clear zone.	COMPLIANT
3	X	**	It meets the minimum clearances but is considered non-complian due to excessive overlaps	NON-COMPLIANT
4	X	*	Minor interferences are present but are no space available for compensation.	NON-COMPLIANT
5	X		Falls below the minimum requirements and is therefore non-compliant	NON-COMPLIANT

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REVISION

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D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026
G	ISSUED FOR T.P	30.06.2026

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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HB	FP	30.06.2026	20074	N.T.S.

DRAWING TITLE
OVERALL ADGV COMPLIANCE MATRIX SHEET TB

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ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP017

TOWER C

APT TYPES	BEDROOM BED 1 (3.4X3m)	BEDROOM BED 2 (3X3m)	BEDROOM BED 3 (3X3m)	LIVING 10m2, 3.3m WIDTH (ST / 1BR) 12m2, 3.6m WIDTH (2BR)	BALCONY 8m2, 1.8m DEEP (ST / 1BR) 8m2, 2m DEEP (2BR) 12m2, 2.4m DEEP (3BR)	STORAGE (INTERNAL / TOTAL) 5m3 / 8m3 (ST) 6m3 / 10m3 (1BR) 9m3 / 14m3 (2BR)	WINDOW All habitable rooms having windows on external wall	ACCESSIBILITY 1200mm clear access path Min. 50% compliance...	CROSS VENTILATION Min. 40% compliance...	NO. OF TICKS PER TYPE	NUMBER OF APARTMENTS PER TYPE	TOTAL NO. OF TICKS
TC-1A	✓	NA	NA	✓	✓	✓ 7.11m3 (INTERNAL)	✓	✓	×	6 / 7	20	120 / 140
TC-1A.1	✓	NA	NA	✓	✓	✓ 6.08m3 (INTERNAL)	✓	✓	×	6 / 7	12	72 / 84
TC-1B	✓	NA	NA	✓ *	✓	× 5.50m3 (INTERNAL)	✓	✓	✓	6 / 7	20	120 / 140
TC-1B.1	✓	NA	NA	✓ *	✓	✓ 7.91m3 (INTERNAL)	✓	✓	✓	7 / 7	4	28 / 28
TC-1C	✓	NA	NA	✓	✓	× 7.91m3 (INTERNAL)	✓	✓	×	5 / 7	8	40 / 56
TC-1D	✓	NA	NA	✓	✓	✓ 5.02m3 (INTERNAL)	✓	×	✓	6 / 7	8	48 / 56
TC-2A	✓ *	✓	NA	✓	×	✓ 10.03m3 (INTERNAL)	✓	✓	✓	7 / 8	8	56 / 64
TC-2B	✓	✓	NA	✓	×	✓ 10.81m3 (INTERNAL)	✓	×	✓	6 / 8	8	48 / 64
TC-2C	✓	✓	NA	✓	✓	✓ 9.45m3 (INTERNAL)	✓	✓	✓	8 / 8	12	96 / 96
TC-2D	✓	✓	NA	✓	✓	✓ 13.04m3 (INTERNAL)	✓	×	✓	7 / 8	4	28 / 32
TC-3A	✓	✓	✓	✓	✓	✓ 29.28m3 (INTERNAL)	✓	✓	✓	9 / 9	4	36 / 36
TC-3B	✓	✓	✓	✓	✓	✓ 17.42m3 (INTERNAL)	✓	✓	✓	9 / 9	4	36 / 36
TOTAL APTS ACHIEVED	112	40	8	112	96	84	112	92	72	112		728 / 832
% ACHIEVED	100%	100%	100%	100%	86%	75%		82%	64%			88%

TOTAL APARTMENTS	112	40	8	112	112	112	112	112	112		

No	SYMBOL			RESULT
1	✓		This complies with all requirements as per BADS	COMPLIANT
2	✓	*	Minor interferences are present but are compensated by the available space around the clear zone.	COMPLIANT
3	X	**	It meets the minimum clearances but is considered non-complian due to excessive overlaps	NON-COMPLIANT
4	X	*	Minor interferences are present but are no space available for compensation.	NON-COMPLIANT
5	X		Falls below the minimum requirements and is therefore non-compliant	NON-COMPLIANT

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E	ISSUED FOR T.P	05.12.2025
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ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP018

TOWER D

APT TYPES	BEDROOM BED 1 (3.4X3m)		BEDROOM BED 2 (3X3m)		BEDROOM BED 3 (3X3m)		LIVING 10m2, 3.3m WIDTH (ST / 1BR) 12m2, 3.6m WIDTH (2BR)		ROOM DEPTH 9m MAX FOR SINGLE ASPECT	BALCONY 8m2, 1.8m DEEP (ST / 1BR) 8m2, 2m DEEP (2BR) 12m2, 2.4m DEEP (3BR)	STORAGE (INTERNAL / TOTAL) 5m3 / 8m3 (ST) 6m3 / 10m3 (1BR) 9m3 / 14m3 (2BR)		WINDOW All habitable rooms having windows on external wall	ACCESSIBILITY 1200mm clear access path Min. 50% compliance...	CROSS VENTILATION Min. 40% compliance...	NO. OF TICKS PER TYPE	NUMBER OF APARTMENTS PER TYPE	TOTAL NO. OF TICKS
TD-A01	✓		NA		NA		✓	*	✓	✓	✓	6.41m3 (INTERNAL)	✓	✓	×	7 / 8	18	126 / 144
TD-A01M	✓		NA		NA		✓	*	✓	✓	✓	6.41m3 (INTERNAL)	✓	✓	×	7 / 8	19	133 / 152
TD-A02	✓		NA		NA		✓	*	✓	✓	×	5.35m3 (INTERNAL)	✓	✓	✓	7 / 8	6	42 / 48
TD-A03	✓		NA		NA		✓	*	✓	✓	×	5.15m3 (INTERNAL)	✓	✓	✓	7 / 8	7	49 / 56
TD-A04	✓	*	NA		NA		✓	*	✓	✓	✓	7.84m3 (INTERNAL)	✓	✓	×	7 / 8	4	28 / 32
TD-A05	✓		NA		NA		✓	*	✓	✓	✓	7.90m3 (INTERNAL)	✓	✓	×	7 / 8	4	28 / 32
TD-B01	×	**	×	**	NA		×	**	✓	✓	×	8.94m3 (INTERNAL)	✓	×	✓	4 / 9	3	12 / 27
TD-B02	✓	*	×	**	NA		✓		✓	✓	×	8.34m3 (INTERNAL)	✓	✓	✓	7 / 9	12	84 / 108
TD-B02M	✓		✓		NA		✓		✓	✓	×	8.34m3 (INTERNAL)	✓	✓	✓	8 / 9	15	120 / 135
TD-B03	✓		✓		NA		✓		✓	✓	✓	13.51m3 (INTERNAL)	✓	✓	✓	9 / 9	7	63 / 63
TD-B04	✓		✓		NA		✓		✓	✓	✓	14.02m3 (INTERNAL)	✓	✓	✓	9 / 9	7	63 / 63
TD-B05	✓		×	**	NA		✓		✓	✓	✓	9.39m3 (INTERNAL)	✓	✓	✓	8 / 9	12	96 / 108
TD-B05M	✓		×	**	NA		✓		✓	✓	✓	9.39m3 (INTERNAL)	✓	✓	✓	8 / 9	12	96 / 108
TD-B06	✓		✓		NA		×	**	✓	✓	✓	10.83m3 (INTERNAL)	✓	×	✓	7 / 9	4	28 / 36
TD-B07	✓		✓		NA		✓	*	✓	✓	✓	9.84m3 (INTERNAL)	✓	×	×	7 / 9	1	7 / 9
TD-B08	×	**	✓		NA		×	**	✓	✓	✓	9.40m3 (INTERNAL)	✓	×	✓	6 / 9	1	6 / 9
TD-C01	✓	*	✓		✓		✓		✓	✓	✓	20.11m3 (INTERNAL)	✓	×	✓	9 / 10	3	27 / 30
TD-C02	✓		✓		✓	*	✓	*	✓	✓	✓	23.27m3 (INTERNAL)	✓	✓	×	9 / 10	1	9 / 10
TD-C02M	✓		✓	*	✓		✓	*	✓	✓	✓	23.27m3 (INTERNAL)	✓	✓	×	9 / 10	1	9 / 10
TD-C03	✓	*	✓		✓	*	✓		✓	✓	✓	16.94m3 (INTERNAL)	✓	✓	×	9 / 10	1	9 / 10
TD-C03M	✓		✓	*	✓	*	✓		✓	✓	✓	16.94m3 (INTERNAL)	✓	✓	×	9 / 10	1	9 / 10
TD-C04	✓	*	✓		✓		✓	*	✓	✓	✓	13.17m3 (INTERNAL)	✓	×	✓	9 / 10	1	9 / 10
TD-C05	✓		✓		✓		✓	*	✓	×	✓	25.81m3 (INTERNAL)	✓	×	✓	8 / 10	1	8 / 10
TOTAL APTS...	137		44		9		133		141	140	98		141	127	91	141		1061 / 1220
% ACHIEVED	97%		53%		100%		94%		100%	99%	70%		100%	90%	65%			87%

TOTAL APPLICABLE APARTMENTS	141	83	9	141	141	141	141	141	141	141		

No	SYMBOL			RESULT
1	✓		This complies with all requirements as per BADS	**COMPLIANT**
2	✓	*	Minor interferences are present but are compensated by the available space around the clear zone.	**COMPLIANT**
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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
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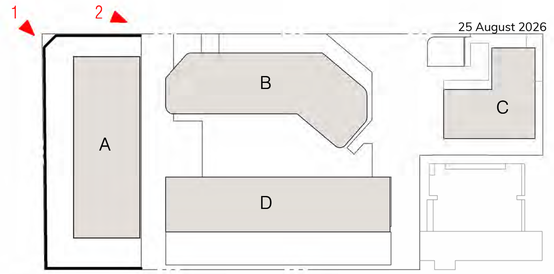
ISSUE PURPOSE
TOWN PLANNING

REV. G

DRAWING NO. TP019





1. TOWER A



2. TOWER A & B

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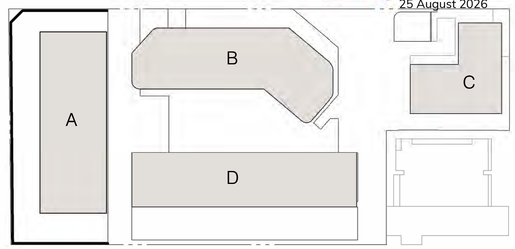
ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO. TP300

25 August 2026





3. TOWER B



4. TOWER C

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ISSUE PURPOSE
TOWN PLANNING

REV. B

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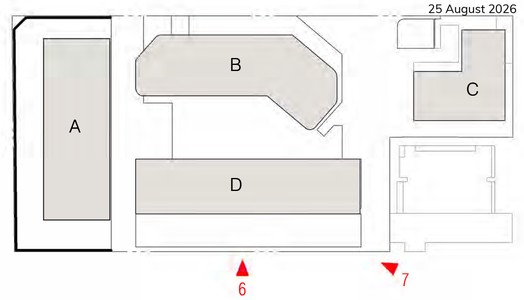



6. TOWER D



7. TOWER A & D

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ISSUE PURPOSE
TOWN PLANNING

REV. B

DRAWING NO.
TP302

Contour
Town Planners

Town Planning & Urban Context Report

81-95 Burnley Street & 26-34 Doonside Street, Richmond

Prepared April 2026 (amended July 2026)



Contour
Town Planners

Town Planning & Urban Context Report

81-95 Burnley Street & 26-34 Doonside Street, Richmond

Prepared April 2026 (amended July 2026)

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Attachment 1 Clause 58 Assessment

1 Executive Summary

The application seeks the staged redevelopment of the subject site comprising four buildings above basement car parking.

More specifically, the application proposes:

- Three stage, four building development;
- Partial demolition of the existing heritage buildings;
- 687 dwellings and an Affordable housing outcome pursuant to Clause 53.23 of the Yarra Planning Scheme;
- Approximately 8,300 square metres of commercial gross floor area;
- 612 car spaces & 929 bicycle spaces;
- Public open space;
- Public realm upgrades to Burnley Street, Doonside Street and Appleton Street; and
- Two publicly accessible links through the site, connecting Doonside Street and Appleton Street.

The estimated cost of development for this proposal is $304,228,000.

Figure 1.1
Architectural Render



2 Introduction

This report has been prepared on behalf of Burnley Street Developments by Gurner Pty Ltd to accompany a Planning Permit Application for the development of the land at 81-95 Burnley Street and 26-34 Doonside Street, Richmond.

The application proposes the staged redevelopment of the site for the purposes of a four-building mixed-use development, comprising 687 dwellings and approximately 8,300 square metres of commercial gross floor area and public open space.

This report provides:

- A description of the site and its surrounds;
- An analysis of the applicable planning controls, and policies contained within the Yarra Planning Scheme;
- A description of the proposal as detailed within the application material;
- An urban context analysis and explanation of the proposed design response; and
- An assessment of the proposal having regard to the applicable planning controls and policies.

This report is prepared in accordance with the relevant provisions of the Yarra Planning Scheme including the application sections of the Municipal Strategic Statement and all relevant Planning Policy Framework.



The project team comprises:

Burnley Street Developments by Gurner Pty Ltd
Client

Astrodome Hire Pty Ltd
Landowner

Contour Consultants
Town Planning

FK Architects
Project Architects

Bryce Raworth
Heritage Consultant

TCL
Landscape Architects

ADP
Acoustic & Sustainability Consultant

ASR Research
Community Infrastructure Consultant

Reeds Consulting
Land Surveyor

Traffix Group
Traffic Consultant

Leigh Design
Waste Management

Windtech
Wind Engineer

JBS&G
Environmental Consultant

Glenn Waters
Arborist

3 Subject Site and Surrounds

3.1 Subject Site

The site is known as 81-95 Burnley Street & 26-34 Doonside Street, Richmond, and is formally described as follows:

- Lot S2 on Plan of Subdivision 931705

The site is slightly irregular in shape and is bound as follows:

- North – Doonside Street
- East – Embassy Apartments
- South – Appleton Street
- West – Burnley Street

The site has a total land area of approximately 12,800 square metres, is relatively flat and without vegetation, save for a Lemon Scented Gum being sited along the Doonside Street frontage.

The site is currently occupied and operated by the "Harry the Hirer" business.

The western portion of the site (81-95 Burnley Street) is improved by a large brick building that expands the entire Burnley Street frontage. The building accommodates showrooms and ancillary office space. A portion of this site is located within HO375.

The eastern portion of the site (26-34 Doonside Street) is improved by mostly modest built form, which includes various outbuildings and car parking associated with the business. A portion of this site is located within HO252.

Vehicle access and loading is via Doonside Street, with redundant crossovers along each frontage. At grade car parking is provided throughout the eastern portion of the site, while rooftop podium parking is also provided along Appleton Street.

The site is encumbered by two covenants, as follows:

- AV961763D
  - This covenant burdens the land in respect to a supermarket or department store of over 2,000 sqm NLA.
- AV989654C
  - This covenant burdens the land in respect to a supermarket or department store.

Pertinently, the proposed commercial uses do not conflict with either covenant burdening the land.

3 Subject Site and Surrounds

A site survey, cadastral plan, locality plan, aerial photographs and site photos can be found on the following pages.

Figure 3.1
Site Survey—West

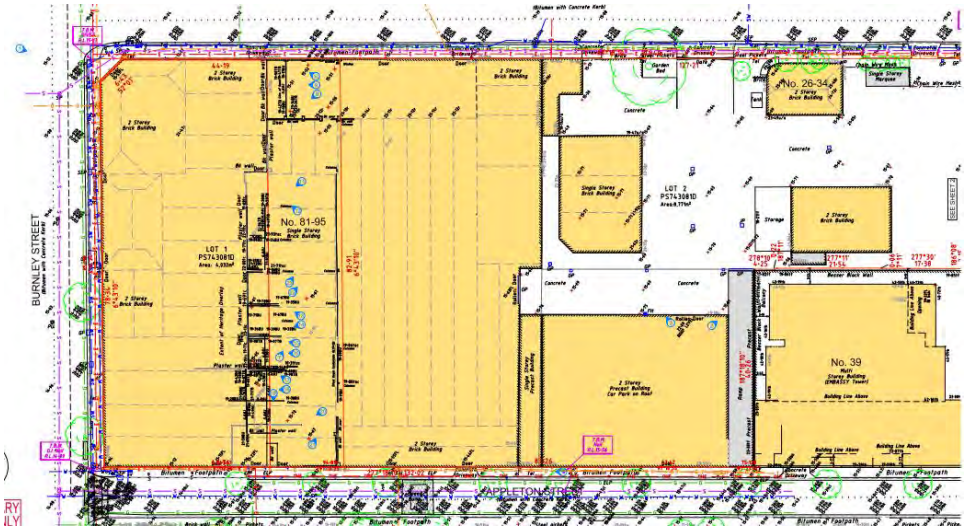


Figure 3.2
Site Survey—East

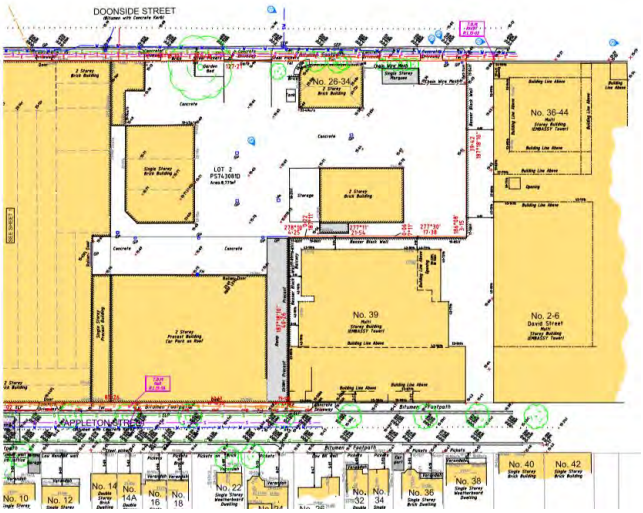


Figure 3.3
Cadastral Plan

Source: Landchecker.com.au



Figure 3.4
Locality Plan

Source: Melways

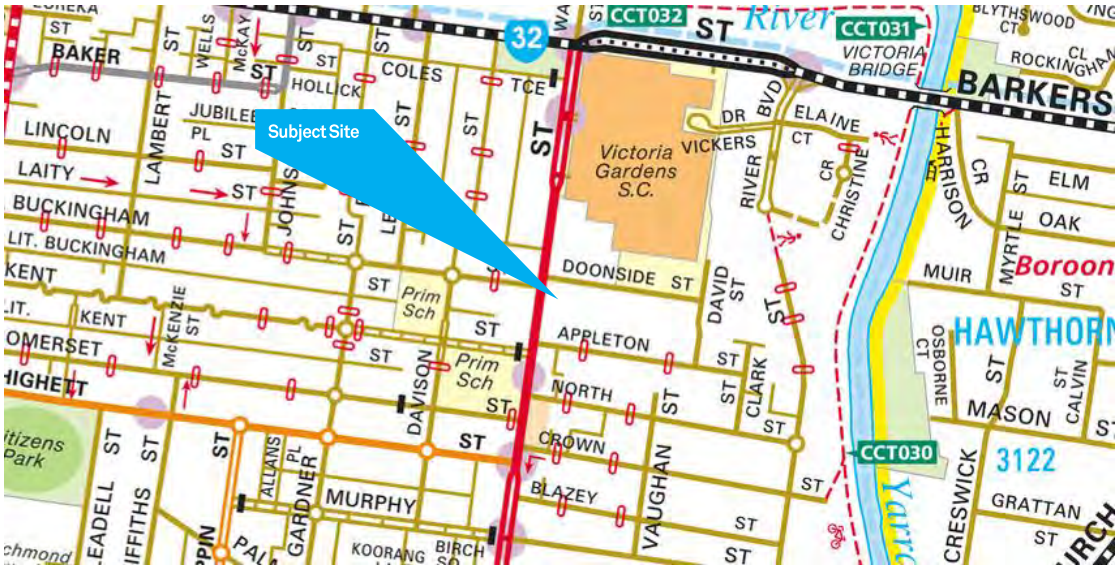


Figure 3.5
Aerial Photograph

Source: Landchecker



Figure 3.6
Aerial Photograph

Source: Landchecker



Figure 3.7
Harry the Hirer Frontage (Corner of Burnley and Doonside Streets)



Source: Contour Consultants

Figure 3.8
Doonside Street Frontage



Figure 3.9
Burnley Street Frontage

Source: Contour Consultants



Figure 3.10
Appleton Street Frontage

Source: Contour Consultants



Figure 3.11
Heritage Buildings: 81-95 Burnley Street (Left

Source: Contour Consultants





Figure 3.12
Lemon Scented Gum Tree

Source: Contour Consultants



3.2 Development Plan

A development plan for the site was in-principally approved on 16 August 2023, by way of Development Plan No. PLN21/0981, subject to conditions.

A Development Plan was subsequently endorsed on 18 October 2024, in accordance with the above-mentioned conditions.

The Development Plan includes the following:

- 545-645 Dwellings
- 12,000 – 16,000 square metres of Commercial / Retail NLA
- 576 square metre public open space
- 2 pedestrian links connecting Doonside and Appleton Streets
- 10% provision of affordable housing.
- 4 stage redevelopment
- 3 basement levels.

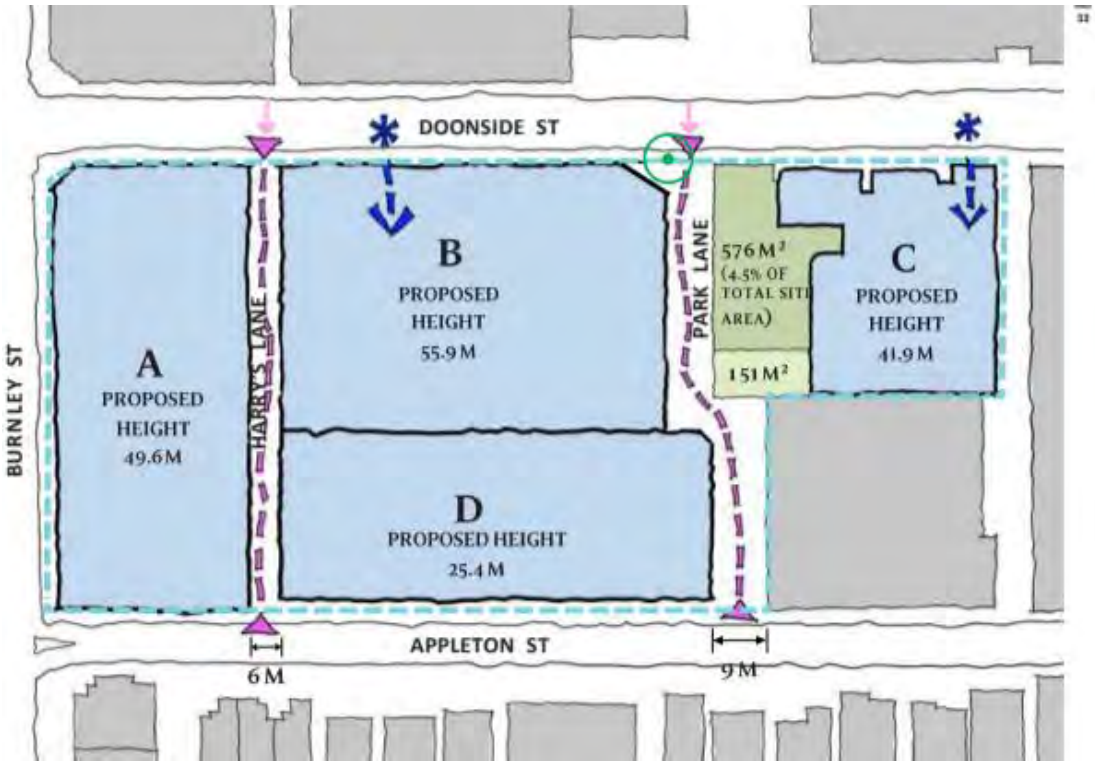
Inclusive of the public park spaces, the development plan as approved included public realm works along Doonside and Burnley Streets respectively. The scope of the public realm improvements includes the future installation of traffic lights at the Doonside and Burnley Streets intersection.

Broadly, the project vision of the endorsed Development Plan is:

- *A bona-fide mixed use development commensurate with the sites scale and its activity centre context, with the provision of 12,000 – 16,000 square metres of employment generating uses and 545-645 dwellings.*
- *Four purposefully designed buildings with a form and scale that responds to the sites redevelopment potential and emerging character, which includes a hierarchy of built form that responds to its interfaces.*
- *Retention and restoration of the existing heritage buildings to allow for their adaptive re-use to accommodate future employment uses and integration with the wider development.*
- *The prioritisation of pedestrian movements within the site through the provision of a pedestrian laneway network of approximately 1,400 square metres, a minimum of 576 square metres of public open space and 151 square metres of landscaping adjacent to supplement the park.*

- *Upgrades to the public realm to include new street tree planting, bicycle parking, footpaths and the reinstatement of redundance vehicle crossovers.*
- *The management of traffic and loading considerations with vehicle access limited to Doonside Street.*
- *To provide a high standard of internal amenity, building separation and best practice environmentally sustainable design.*
- *To ensure that the primary responsibility for noise attenuation rests with the agent of change.*
- *To ensure new development does not unreasonable prejudice by way of reason of reverse amenity the ongoing operation of nearby existing commercial, industrial and warehouse businesses, including Victoria Gardens Shopping Centre.*

Figure 3.13
DEVELOPMENT PLAN MASTERPLAN



3.3 Planning Control Background (Planning Scheme Amendment c223)

Planning Scheme Amendment c223yara was gazetted into the Yarra Planning Scheme on 6 May 2021.

The amendment rezoned the subject site from Industrial 3 Zone (I3Z) to the Mixed-Use Zone (MUZ). Additionally, the amendment applied the Development Plan Overlay, Schedule 15 (DPO15) and Environmental Audit Overlay (EAO) to the land.

The rezoning was in support of the Victoria Street Structure Plan 2010, which identified the land for 'larger scale office and residential' in addition to 'potential housing mixed with retail and businesses'.

The application of the EAO was required to manage any site contamination issues prior to a sensitive use (such as residential) commenced on the land to meet the requirements of Ministerial Direction No. 1.

Pursuant to the accompanying explanatory report, the application of the DPO was required to:

- *Manage the built form of new development, with special consideration to sensitive residential areas to the south of the land along Appleton Street;*
- *Ensure that new development respects the heritage significance of the land;*
- *Provide direction on the location of land uses on the land and facilitates at least 9000sqm GFA of employment generating uses;*
- *Provide a mechanism to deliver 10% affordable housing;*
- *Facilitate a new public park along Doonside Street, and a 9m wide pedestrian link between Doonside and Appleton Streets;*
- *Provide a mechanism for the delivery of traffic infrastructure to Doonside, Burnley and possibly Buckingham Streets; and*
- *Provide a mechanism for the delivery of public realm improvements and the requirement of a Public Realm Plan.*

The implementation of the DPO15, required a Development Plan for the site be approved and subsequently endorsed before a permit could be granted onsite.

3.4 Surrounds

The subject site is located within the North Richmond precinct that features a mix of commercial, residential and mixed-use development. Having regard to the immediate surrounds, the following is noted:

- North – On the north side of Doonside Street is Victoria Gardens. Subject of the recently approved Planning Scheme Amendment c307yara which was informed by Planning Permit No. PA2201662. The approval allows for the mixed-use development of the land for six buildings ranging between 7 storeys and 17 storeys. The subject site has a direct interface to the *Doonside Precinct*, which as approved, buildings range between 7 and 13 storeys. Partial development associated with this approval has commenced. Please refer to Section 3.5 of this report for further information.

- East – To the east of the subject site is the Embassy Apartment Development. Approved by way of Planning Permit No. PLN10/0790, the development includes two residential apartment buildings ranging between 10 and 12 storeys in height.

- South – On the south side of Appleton Street features predominantly one and two storey dwellings with frontages and vehicle access provided via Appleton Street.

- West – On the west side of Burnley Street are a range of residential dwellings. Ranging from one-storey townhouses up to between four and seven storey apartment developments.

In terms of locational attributes, the subject site is proximate to the following infrastructure and public transport options:

- Victoria Gardens Shopping Centre (120 metres north)
- 12 and 109 trams running along Victoria Street (150 metres north)
- Yarra River and associated walking trails (400 metres east)
- Trinity Catholic School (50 metres south)

3.5 Victoria Gardens Redevelopment Plan

Amendment c307yara was gazetted into the Yarra Planning Scheme on 18 April 2024. The amendment involved the rezoning and introduction of multiple overlays to the land on the north side of Doonside Street, part of the wider *Victoria Gardens Redevelopment Plan.* Anchored by the Victoria Gardens Shopping Centre located on the south-east corner of Victoria and Burnley Streets.

Of note, the Amendment included the Department of Transport and Planning adopting the Victoria Gardens –Comprehensive Development Plan (2024), being an extension of the Victoria Gardens Comprehensive Development Plan, October 2022.

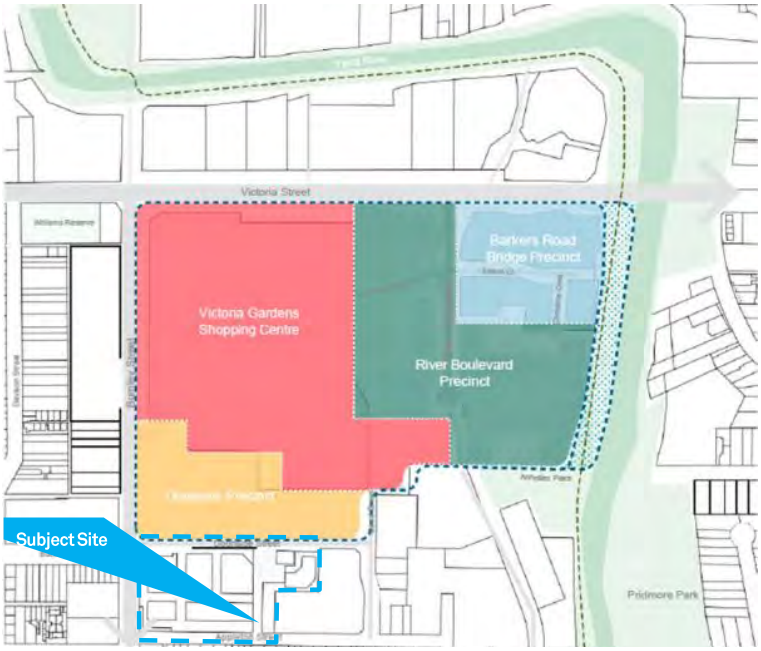
The proposed development planning permit application in conjunction with this planning scheme amendment, included the redevelopment of the land within the Doonside Precinct. Including the development of six key buildings, across a predominantly two-storey mixed-use podium (containing a mix of retail and commercial uses) and a two-storey basement car park. The residential component is proposed to include approximately 827 apartments.

Upon its adoption in April 2024, the project has an estimated timeframe of 7 years for construction, upon receipt of the relevant planning approvals and endorsement. Preliminary works have commenced on site.

It is noted that the Victoria Gardens Development and the proponent for this application have agreed to a 50/50 funding arrangement for the signalisation of the Doonside, Burnley and Buckingham Street intersection. Consistent with the provisions set out in the Development Plan Overlay, Schedule 15 (DPO15). This is proposed to be delivered in accordance with Stage 3 of this project.

Figure 3.14
Victoria Gardens Precinct Plan

Source: Yarra Planning Scheme



4 Planning Policy Framework

4.1 Planning Policy Framework

The planning application is subject to the provisions within the Yarra Planning Scheme and the following clauses of the Planning Policy Framework, as relevant:

- Clause 02.03 Strategic Direction
- Clause 02.04 Strategic Framework Plans
- Clause 11 – Settlement
  - Clause 11.03-1S Activity Centres
  - Clause 11.03-1R Activity Centres – Metropolitan Melbourne
  - Clause 11.03-1L Activity Centres
  - Clause 11.03-6L Victoria Street East Precinct
- Clause 12 – Water Bodies and Wetlands
  - Clause 12.03-1R – Birrarung (Yarra River)
- Clause 13 – Environmental Risks and Amenity
  - Clause 13.07-1S Land Use Compatibility
  - Clause 13.07-1L-01 Interfaces and Amenity
- Clause 15 – Built Environment and Heritage
  - Clause 15.01-1S Urban Design
  - Clause 15.01-1R Urban Design – Metropolitan Melbourne
  - Clause 15.01-1L Urban Design
  - Clause 15.01-2S Building Design
  - Clause 15.01-2L Building Design
  - Clause 15.01-2L-01 Environmentally Sustainable Development
  - Clause 15.01-4S Healthy Neighbourhoods
  - Clause 15.01-4R Healthy Neighbourhoods – Metropolitan Melbourne
  - Clause 15.01-5S Neighbourhood Character
  - Clause 15.03-1S Heritage Conservation

- Clause 15.03-1L Heritage
- Clause 16 – Housing
  - Clause 16.01-1S Housing Supply
  - Clause 16.01-1R Housing Supply – Metropolitan Melbourne
  - Clause 16.01-1L-01 Housing Diversity
  - Clause 16.01-2S Housing Affordability
  - Clause 16.01-2L Housing Affordability
- Clause 17 – Economic Development
  - Clause 17.01-1S Diversified Economy
  - Clause 17.01-1R Diversified Economy – Metropolitan Melbourne
  - Clause 17.01-1L Employment
  - Clause 17.02-1S Business
  - Clause 17.02-1L Retail
- Clause 18 – Transport
  - Clause 18.01-1S Land Use and Transport Integration
  - Clause 18.02-3R Principal Public Transport Network
- Clause 19 – Infrastructure
  - Clause 19.02-6S Open Space
  - Clause 19.02-6R Open Space – Metropolitan Melbourne
  - Clause 19.02-6L Open Space
  - Clause 19.03-3L Water Sensitive Urban Design

Clause 02.03-01 Strategic Direction

Relevantly, this clause seeks to:

- *Plan and manage employment and residential opportunities to ensure they strengthen activity centres as primary locations for economic activity, housing, leisure and recreation, tourism, arts and culture.*
- *Support a strong and diverse network of activity centres across Yarra by promoting development that:*
    - *Is of a scale appropriate to the role and capacity of the centre.*
    - *Supports each centre's unique character.*
    - *Provides a mix of uses.*
- *Encourage land use and development opportunities that create diverse and sustainable centres by:*
- *Reinforce Yarra's activity centres as compact, pedestrian-oriented, mixed-use communities that provide walkable access to daily and weekly shopping and service needs and are well-served by different modes of transport.*

Clause 02.03-3 Environmental Risks and Amenity

Relevantly, this clause seeks to create a built environment that mitigates and adapts to climate change by:

- *Directing growth to activity centres, major employment precincts, and employment land that are close to public transport.*
- *Promoting land use and development that support a shift to sustainable modes of transport—walking, cycling and public transport.*
- *Supporting environmentally sustainable development.*

Clause 02.03-4 Built Environment and Heritage

This Clause seeks to manage development and growth in Yarra to maintain and enhance the unique character and heritage of the city by:

- *Conserve and enhance the municipality's highly valued heritage places to retain and promote Yarra's distinctive character and sense of history.*
- *Retain and adapt Yarra's historic industrial buildings as a means of connecting with the past.*

- *Managing the scale, intensity and form of development in activity centres to protect highly intact heritage streetscapes and buildings.*

Clause 02.03-5 Housing

Relevantly, this Clause seeks to plan for future housing growth and for more housing choice to support Yarra's diverse community.

Clause 02.03-6 Economic Development

Relevantly, this clause seeks to:

- *Strengthen the role and hierarchy of the activity centres by:*
  - *Promoting them as the preferred locations for retail, services and entertainment.*
  - *Supporting a diverse land use mix.*
  - *Facilitating adaptable and functional commercial spaces.*
- *Support a night-time economy and entertainment precincts which provide a diverse range of activities while managing amenity impacts on residents.*
- *Minimise pressures for residential conversion of employment precincts.*
- *Maintain an adequate supply of employment land to accommodate projected economic and employment growth that meets the diversity of business needs.*
- *Ensure sensitive land uses (such as residential uses) are designed and located to minimise the potential conflict with existing surrounding employment uses (including existing retail, commercial, hospitality, nighttime economy, creative and cultural uses).*
- *Advance Yarra as a desirable location for creative industries and arts by supporting opportunities to increase the number of creative industries and cultural spaces in the municipality.*

Clause 02.03-7 Transport

Relevantly, this clause seeks to encourage developments to promote and prioritise sustainable transport modes.

Clause 02.03-9 Open Space

Relevantly, this Clause seeks to provide attractive and accessible open spaces for people to enjoy. Additionally, this clause seeks to:

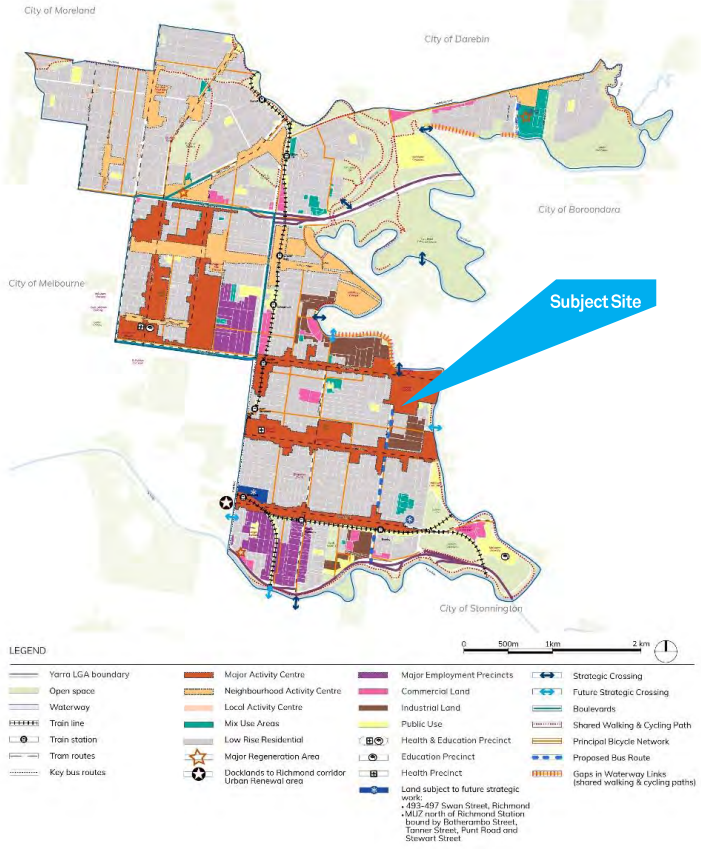
- *Aim to provide the community with access to high quality open space within walking distance of their home or work.*
- *Seek opportunities to improve and extend Yarra's open space network, particularly in areas that have an undersupply of open space with projected population increases.*

Clause 02.04 Strategic Framework Plan

Notably, the subject site is located within the Victoria Street Major Activity Centre.

Figure 4.1
Strategic Framework Plan

Source: Yarra Planning Scheme



Clause 11.03-1S Activity Centres

Broadly, this clause seeks to 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.

Clause 11.03-1R Activity Centres – Metropolitan Melbourne

This Clause seeks to support the development and growth of Metropolitan Activity Centres by ensuring they:

- *Are able to accommodate significant growth for a broad range of land uses.*
- *Are supported with appropriate infrastructure.*
- *Are hubs for public transport services.*
- *Offer good connectivity for a regional catchment.*
- *Provide high levels of amenity.*

Clause 11.03-1L Activity Centres

This Clause seeks to, as relevant:

- *To manage a sustainable network of activity centres that facilitate appropriate economic and housing growth and provide attractive places for social and community interaction.*
- *Support high quality mid-rise buildings in major and neighbourhood activity centres.*
- *Support development that improves the built form character of activity centres, while conserving heritage places, streetscapes and views to identified landmarks.*
- *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.*
- *Support development that sensitively transitions to interfaces with low-rise residential neighbourhoods.*
- *Promote use and development that support street level activation and passive surveillance of the public realm.*
- *Support development that improves the public realm and positively contributes to the streetscape environment within activity centres.*
- *Promote the metropolitan and local retail and commercial roles of each activity centre.*

Victoria Street, Abbotsford / Richmond

- *Capitalise on future opportunities such as provision of open space and links to the Yarra River, provided by commercial and industrial areas in Abbotsford, including the Carlton and United Brewery site.*

- *Manage licensed premises and the precinct's prominent night-time economy including the core entertainment precinct west of Burnley Street.*
- *Retain the visual prominence of the heritage buildings, on the north side of the street west of the railway line.*
- *Retain the visual prominence of the Victoria Street Gateway at the intersection with Hoddle Street.*
- *Support taller built form adjacent to the North Richmond Station to promote accessibility to public transport.*
- *Reinforce the concentration of height, density and mixed uses east of Burnley Street, to provide a visual mark to the east end of Victoria Street.*
- *Encourage development west of Church Street to have low-rise street walls.*
- *Allow for mid-rise development elsewhere in the activity centre that responds to the mix of heritage forms.*
- *Protect primary views to the Skipping Girl sign as defined in clause 15.01-2L-01 (Landmarks).*
- *Limit the installation of security shutters or other measures that reduce views into businesses on main retail strips to ensure that they are visually transparent.*

Clause 11.03-6L Victoria Street East Precinct

This Clause includes objectives, strategies and policies for development within the Victoria Street East Precinct. Specifically relating to Yarra River and Open Spaces, Vehicular Access and Car Parking, Land Use, Activity and Development Opportunities, Urban Design and Built Form, and Pedestrian and Cycle Routes. Those relevant are shown below.

Yarra River Open Spaces

- *To capitalise on the northerly aspect of the Yarra River environs, while protecting and maintaining the environmental qualities and recreational use of the river corridor.*
- *Design development to integrate with the Yarra River environs natural vegetation character by:*
  - *Planting with predominantly indigenous species.*
  - *Screening views of buildings from the Yarra River Main Trail and areas of public open space.*

- *Providing fencing, retaining walls and terracing that complement the natural landscape setting through design, materials and colours.*

- *Orientate habitable rooms to take advantage of the northerly aspect provided in this area of the river corridor.*

- *Improve natural surveillance, general safety and public accessibility of public spaces within the Yarra River environs.*

- *Consider as relevant:*

  - *Use of permeable fences and screen plantings.*

  - *Use of muted tones and natural colours and materials such as timber, bluestone or other basaltic rocks and discourage reflective materials.*

  - *Installation of external lighting in new development:*

    - *To illuminate pedestrian activity areas only and avoid light spill to tree canopies and other vegetated areas.*

    - *To be white lighting.*

    - *Discourage yellow lighting and the illumination of building facades oriented towards the Yarra River.*

  - *Apply building bases with graffiti proof paint.*

  - *Locate boat landings parallel to the water's edge, constructed of durable heavy timber or concrete in natural colours and materials.*

Vehicular Access and Car Parking

- *To provide for adequate access to, from and within redevelopment sites that contributes to an integrated pedestrian and cycling network within the precinct.*

- *Improve Doonside Street as a major vehicular entry to Victoria Gardens and the area to the south.*

- *Use existing signalised intersections where possible for vehicle access to new development, with priority given to minimising impacts on the Route 109 tram.*

- *Use existing rear lanes, where they exist, to provide service and vehicular access to sites.*

- *Visually conceal garage access to underground car parks from the river frontage and the Main Yarra Trail.*

- *Discourage driveway crossovers and service entries along Victoria Street if access can be provided through other properties. Where crossovers cannot be avoided, reduce their width.*
- *Discourage open air ground level car parks or car parking in structures exposed to street frontages, by incorporating car parking within development, preferably basement.*
- *Minimise run-off from car parking areas to protect water quality in the Yarra River.*

Land use, activity and development opportunities

- *To facilitate the development of the Victoria Street East Precinct with a high density mix of land uses.*
- *To maximise opportunities for new development on former industrial sites and other disused sites, while protecting the amenity of the surrounding area and enhancing the landscape character of the Yarra River corridor.*
- *To create new local employment opportunities and protect existing ones, especially in the nearby CUB precinct.*
- *Maximise opportunities for new development on former industrial sites and other unused sites.*
- *Protect the amenity of the surrounding residential area.*
- *Protect existing industrial activities in the Industrial 1 Zone adjacent to the precinct, while supporting opportunities to shift from the industrial zone to commercial and residential zones within the precinct.*
- *Encourage a mix of land uses in accordance with the Victoria Street East Precinct Framework Plan, having regard to site constraints.*
- *Discourage uses west of Walmer Street that prejudice the operation of nearby industry and the CUB complex.*
- *Encourage acoustic treatments in new residential development that would suitably protect it from existing uses.*
- *Encourage uses that activate the Victoria Street, Burnley Street and River Corridor frontages at ground level.*

Urban design and built form

- *To encourage high quality urban design and architecture throughout the precinct that contributes to the public realm, including the Yarra River environs and streetscapes.*

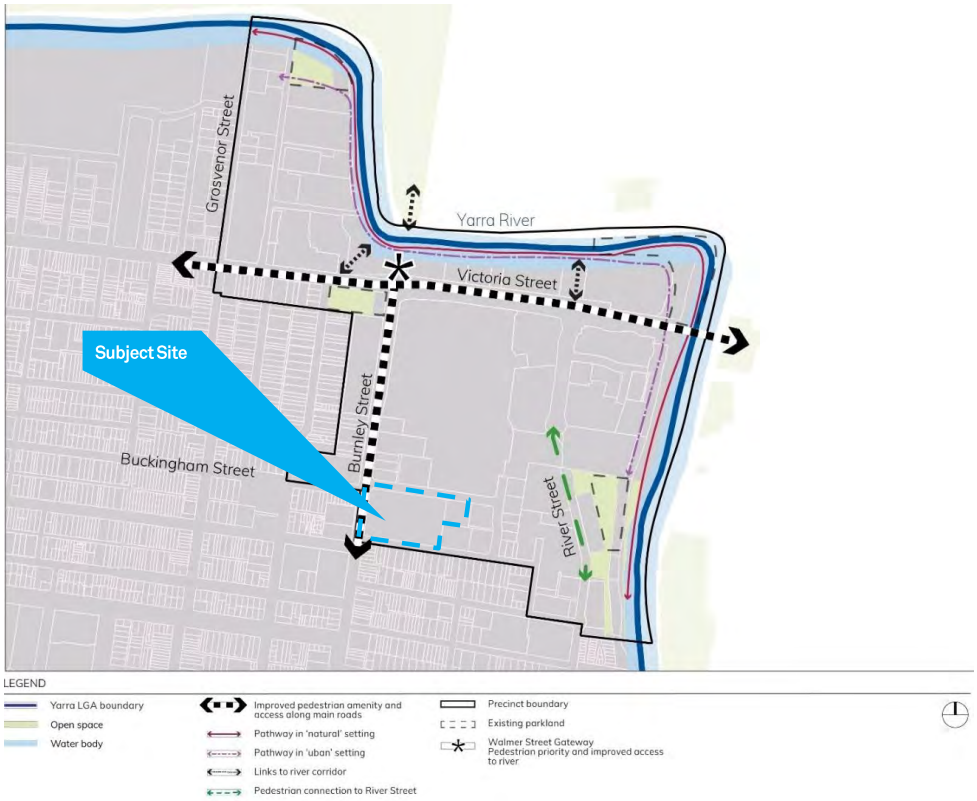
- *Ensure the siting, scale, bulk and massing of development responds to the distinctive landscape and ex-industrial character of the precinct.*
- *Support development that protects the character and amenity of neighbouring residential areas.*
- *Maintain access to sunlight and amenity in public spaces and sensitive community facilities and ensure they are protected from overshadowing and other detrimental impacts.*
- *Design buildings with active frontages, articulated building facades, upper-level building setbacks and windows to allow for passive surveillance of public realm.*
- *Design development on Burnley Street to provide a transition in scale and massing, including upper-level setbacks to minimise impacts on the amenity of adjacent lower-rise housing areas.*
- *Protect the amenity of Williams Reserve, Annettes Place and the Yarraberg Child Care and Community Centre in the design of adjacent development.*
- *Maintain the built form pattern in commercial and industrial interface areas including zero front or side setbacks, except for interfaces with adjoining public spaces or the Yarra River corridor.*

Pedestrian and cycle routes

- *To facilitate an integrated network of pedestrian and cycling access within the precinct.*
- *Support the widening of the northern Victoria Street footpath, west of Walmer Street, by setting any new building back from the existing property boundary to a new (recessed) property frontage, creating a colonnade within the existing building envelope or by other design features.*
- *Provide mid-block links through major redevelopment sites, including through the Yarra Gardens precinct to connect the riverside paths west to Flockhart and Grosvenor Streets and south to Davison Street.*

Figure 4.2
Victoria Street East Precinct Framework Plan

Source: Yarra Planning Scheme



Clause 12.03-1R Birrarung (Yarra River)

The objective of this Clause is:

- *To enhance the natural beauty, biodiversity, environmental health, cultural values, and recreational opportunities of the Birrarung (Yarra River).*

The following strategies apply, as relevant:

Development strategies

- *Ensure the siting and design of new buildings and infrastructure complements the Birrarung (Yarra River) Corridor's natural landscape setting and key viewing locations by:*
  - *Setting back development from the floodplain and park and conservation areas within the Birrarung (Yarra River) Corridor.*

- *Screening development using native tree canopy and understorey planting.*
- *Designing buildings to sit below the height of the tree canopy in areas where existing development is concealed from, or visually subordinate to, the Birrarung (Yarra River) Corridor's natural landscape setting.*

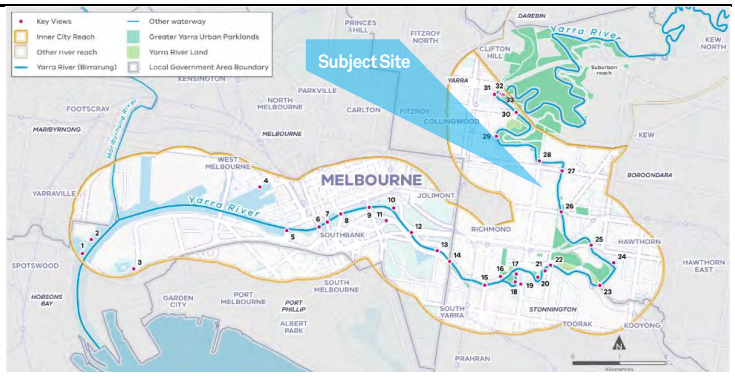
- *Discourage development on riverbanks in the Inner City Reach on Map 1 to this Clause.*
- *Conserve and enhance heritage values of the Birrarung (Yarra River).*

Key Views Strategy

- *Protect and maintain key views from and to the Birrarung (Yarra River) Corridor and its landscape setting at the key viewing locations specified in Table 1 and shown on Maps 1, 2, 3 and 4 to this Clause.*

Figure 4.3
Map 1 Birrarung (Yarra River) —Inner City Reach — Clause 12.03-1R

Source: Yarra Planning Scheme



Clause 13.07-1S Land Use Compatibility

Broadly, this clause seeks to *protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.*

Clause 13.07-1L-01 Interfaces and Amenity

Relevantly, this clause seeks to

- *To protect the operation of business and industrial activities from new residential use and development.*

- *To provide a reasonable level of amenity to new residential development within or adjacent to land in commercial and industrial zones.*
- *To support the growth and operation of surrounding non-residential development and uses.*

Relevant strategies are shown below:

Non-residential use and development

- *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.*
- *Locate fume and air emission generating uses (including plant and equipment) away from residential uses or, where appropriate, provide a reasonable buffer.*
- *Ensure that use and development with potential air quality impacts, including odours and emissions, do not adversely affect the amenity of the surrounding area.*
- *Support use and development that resolves legacy issues of odour and emissions and their impacts on residential amenity.*
- *Conceal commercial or industrial storage, waste or other processing activities from residential properties and locate them away from primary street frontages.*
- *Minimise odour and noise disruption to nearby residential properties from commercial or industrial waste (solid, gas and liquid) management practices and storage.*
- *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.*
- *Minimise unsightly views of business or industrial activity from adjoining residential properties.*
- *Minimise the potential for unreasonable overlooking of private open space areas and into habitable room windows of adjoining residential properties, through appropriate siting, setbacks and screening.*

Residential Development

- *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:

- *Locating noise-sensitive rooms (in particular, bedrooms) and private open space away from existing and potential noise sources, and where appropriate, incorporate other measures such as acoustic fencing, landscaping, acoustic glazing to balconies and windows and building setbacks.*
- *Providing for air ventilation that avoids compromising acoustic amenity when windows are closed.*

- *Incorporate measures to protect residents from unreasonable fumes or air emissions, light spillage, vibration and other likely disturbances from nearby business or industrial operations, including through appropriate orientation of windows, habitable rooms, balconies and ventilation systems.*
- *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.*

Clause 15.01-1S Urban Design

Relevantly, this clause seeks to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Clause 15.01-1R Urban Design – Metropolitan Melbourne

This clause supports the creation of well-designed places that are memorable, distinctive and liveable.

Clause 15.01-1L Urban Design

This clause seeks to, as relevant:

- *Support development that creates new public spaces to serve the needs of residents, workers, traders and visitors.*
- *Encourage developments to incorporate public art.*
- *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.*
- *Support development that provides weather protection of the public realm (including footpaths and plazas).*
- *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.

- *Ensure development provides a transition from any adjoining building with an individually significant or contributory heritage grading, having regard to height, street wall height, setbacks, building form and siting.*
- *Ensure development is sympathetic and respectful design response that does not dominate an adjoining heritage place.*
- *Ensure appropriate materials and finishes complement the area which do not detract from the fabric of the heritage place.*
- *Ensure development adopts a street wall height to the street frontage that is no higher than an adjoining heritage building with an individually significant or contributory grading.*

Clause 15.01-2S Building Design

Relevantly, this Clause seeks to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Clause 15.01-2L Building Design

Relevant extracts are shown below:

Building form

- *Reflect and respond to streetscape elements, including:*
  - *Pattern of development.*
  - *Building spacing.*
- *Provide separation between buildings to facilitate access to daylight, sunlight and an outlook, while preventing direct overlooking into adjacent secluded private open spaces and habitable room windows from, to and within the development.*
- *Make a positive contribution to the streetscape through high quality architecture and urban design.*
- *Discourage blank or unarticulated walls.*
- *Use articulation or massing or change of surface treatment or a combination of these to minimise visual bulk and integrate with the surrounding character.*

Building Heights

- *Ensure the height of new buildings respond to the building height requirements set out in the planning scheme, adjoining development building height or where there are no specified building height requirements, have regard to the physical and strategic context of the site.*
- *Ensure that development reflects the predominant low-rise character of the area, except in the areas below where mid-rise should be directed:*
    - *Major and neighbourhood activity centres as shown in the Strategic Framework Plan in clauses 02.04 and 11.03-1L.*
- *Support mid-rise development that:*
    - *Contributes to a high-quality built form.*
    - *Demonstrates architectural design excellence.*
    - *Provides a transitional scale to the buildings in adjoining low-rise neighbourhoods to protect amenity and discourage visual bulk.*
    - *Improves movement through the site.*
    - *Provides active frontages at street level.*
    - *Contributes to an improved public realm.*

Building Setbacks

- *Buildings should align with the street at ground level unless for the provision of public open space or landscaping.*
- *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 use of contextual materials and finishes at upper levels.*
    - *Provide space for soft landscaping including the planting of canopy trees, where appropriate.*
- *Discourage front setbacks that include:*
    - *Hard paving (other than footpaths and driveways) in the front setbacks in residential areas.*
    - *Recessed undercroft parking at ground level.*

- *Car parking, basement access and ventilation shafts.*
- *Balconies and building services.*

Walls on boundaries

- *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.*

Site Coverage

- *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.*

Internal Amenity

- *Provide a high-quality environment for building occupants, including internal spaces, access to private open space, daylight and ventilation.*

Impact of development on adjoining properties

- *Encourage developments to provide:*
  - *Lighting of common spaces.*
  - *Passive surveillance of common spaces.*
  - *Landscaping that maximises sightlines.*
- *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-street car parking from excessive crossovers.*

Roof form

- *Design development to reflect or complement the dominant roof form of the surrounding area.*

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.*

Landscaping

- *Encourage trees and vegetation planting to increase their canopies and coverage to contribute to an urban forest.*
- *Support landscaping (including planting in deep soil, planter boxes, green walls and green roofs) which:*
    - *Promote the on-going 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.*
    - *Retain existing mature trees where possible or incorporate suitable replacement planting where mature trees are removed.*
    - *Include indigenous plants.*
    - *Maximise internal sight lines to provide for pedestrian safety.*
- *Discourage landscaping in new development which uses existing or potentially invasive weed species.*

Pedestrian Access

- *Provide separate vehicular and pedestrian access.*
- *Provide clearly identifiable, accessible, well-lit and safe pedestrian entries with a sense of address to a street.*
- *Align entries at ground floor level with the street level to assist with universal access.*
- *Provide weather protection for entries.*

Frontages

- *Provide active frontages in commercial areas.*
- *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.*

Carparking, loading facilities and outbuildings

- *Encourage carports, car spaces, external car stackers, garages, loading facilities and outbuildings to be:*
    - *Setback behind the front building line to appear visually recessive when viewed from the street (excluding verandahs, porches, bay windows or similar projecting features).*
    - *Located at the rear of a building, in an area of lower pedestrian activity, where appropriate.*
- *Require car parking, including basement car parking and external car stackers, to incorporate high standards of design and amenity.*
- *Maintain the prominence of pedestrian entries.*
- *Minimise the number of garage doors facing a street.*
- *Discourage open, ground level multi-space car parks.*
- *Discourage blank walls of car parks visible from the street.*
- *Provide legible and safe vehicular entries.*
- *Conceal the view of cars at ground level and on upper levels of multi-deck car parking through design treatment.*
- *Conceal the view of car stackers from the public realm through design treatment.*
- *Minimise noise from deliveries through appropriate design, location and management of loading bays.*

Service Equipment

- *Ensure that service infrastructure is appropriately sited and incorporated into the design of new buildings which has limited visibility from the public realm.*

- *Allow plant rooms, lift over-runs 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.*

Clause 15.01-2L-01 Environmentally Sustainable Development

This Clause seeks to achieve best practice environmentally sustainable development that:

- *Is relevant to the type and scale of the development.*
- *Responds to site opportunities and constraints.*
- *Utilises a combination of locally available techniques, methodologies, and systems that, have been demonstrated to achieve optimum ESD outcomes; and*
- *Encompass the full life of the build.*

This Clause sets out strategies to achieve best practice in relation to Energy Performance, Integrated Water Management, Indoor Environment Quality, Transport, Waste Management and Urban Ecology.

Clause 15.01-4S Healthy Neighbourhoods

Relevantly, this clause seeks to achieve neighbourhoods that foster healthy and active living and community wellbeing.

Clause 15.01-4R Healthy Neighbourhoods – Metropolitan Melbourne

This Clause seeks to create a city of 20-minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

Clause 15.01-5S Neighbourhood Character

Relevantly, this clause seeks to recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.03-1S Heritage Conservation

Broadly, this Clause seeks to ensure the conservation of places of heritage significance.

Clause 15.03-1L Heritage

This Clause seeks to:

- *To conserve and enhance Yarra's natural and cultural heritage.*
- *To preserve the scale and pattern of streetscapes in heritage places.*
- *To ensure the adaptation of heritage places is consistent with the principles of good conservation practices.*
- *To promote signs that conserve and enhance the significance of a heritage place.*

Relevant strategies include:

New development, alterations or additions

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.*

Demolition

- *Prioritise the conservation and adaptive reuse of a heritage place over demolition.*
- *Prevent the demolition of any part of an individually significant or contributory building unless all of the following can be demonstrated:*
- *The demolition will not adversely affect the significance of the heritage place.*
- *The partial demolition will contribute to the long-term conservation of the heritage place.*
- *The fabric does not contribute to the significance of the place, or the area of demolition is not visible from:*
- *The street frontage (other than a laneway), unless:*
- *The principal façade addresses the laneway; or*
- *The fabric visible from the laneway is identified in the Statement of Significance.*
- *A park or public open space immediately adjoining the site.*
- *The demolition of part of the building allows its three-dimensional form to be retained and does not result in the retention of only the visible façade of the building and demolishing the remainder.*
- *The replacement building is a high-quality design.*
- *Encourage applications for demolition to be accompanied by an application for new development.*
- *Commercial and industrial heritage places*
- *Articulate new façades by incorporating simple architectural detailing that does not compete with the more elaborate detailing of adjoining individually significant or contributory building.*
- *Retain the visual prominence of both façades of buildings on corner sites (not including laneways).*
- *Discourage the following in the facades of individually significant and contributory buildings:*
- *New openings.*
- *Enlarging existing openings.*
- *New floor plates, walls, columns or structural supports cutting through openings.*

- *Highly reflective glazing in historic openings (not including solar panels).*
- *Large expanses of glazing with a horizontal emphasis, except for ground floor shop fronts.*
- *Unarticulated curtain glazing.*
- *Balconies in historic openings.*
- *Commercial heritage places*
- *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.*

Restoration and reconstruction

- *Retain the significance of the heritage place and the original fabric through:*
- *Restoration (returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material).*
- *Adaptive re-use.*
- *Reconstruction, where evidence exists (returning a place to a known earlier state, including the introduction of new material).*

- *Support the reconstruction of a building or works that previously existed in a heritage place if:*
- *The reconstruction will support the significance of the heritage place.*
- *Evidence exists to support the accuracy of the reconstruction.*

Painting and surface treatments

- *Support the removal of paint and other surface treatments from originally unpainted/untreated masonry surfaces by non-abrasive methods.*
- *Retain historic painted signs.*
- *Discourage painting, rendering or other surface treatments of unpainted surfaces.*
- *Where external paint controls apply, ensure paint colours and types are consistent with the period of construction and architectural style of the heritage place.*

Services and equipment

- *Ensure that the location and installation of services and equipment does not detract from the significance of the heritage place or damage the heritage fabric.*
- *Conceal solar panels, water tanks, hot water systems, air conditioners and other mechanical equipment from street view or where this is not possible, sensitively locate and install these services.*
- *Ensure fixed mobility services and equipment (including wheelchair ramps and grab-rails) are designed having regard to the heritage place.*

Clause 16.01-1S Housing Supply

This clause seeks:

- *To facilitate well-located, integrated and diverse housing that meets community needs.*

Relevant strategies include:

- *Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.*

- *Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.*
- *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
- *Identify opportunities for increased residential densities to help consolidate urban areas.*
- *Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.*
- *Encourage the development of well-designed housing that:*
- *Provides a high level of internal and external amenity.*
- *Incorporates universal design and adaptable internal dwelling design.*
- *Support opportunities for a range of income groups to choose housing in well-serviced locations.*

Clause 16.01-1L Location of Residential Development

This clause seeks:

- *To encourage new housing development to locations in a major or neighbourhood activity centre or major regeneration area as shown in clause 02.04 (Strategic Framework Plan).*

The site is identified as being within a High Change Area in the Strategic Housing Framework Plan for Richmond, Cremorne and Burnley. (refer Figure 4.3).

Relevant strategies include:

- *Manage housing growth in high and moderate change areas in accordance with the Strategic Housing Framework Plans in this clause and the strategies for each change area.*
- *Support residential growth that is appropriate to both its physical location and strategic context.*

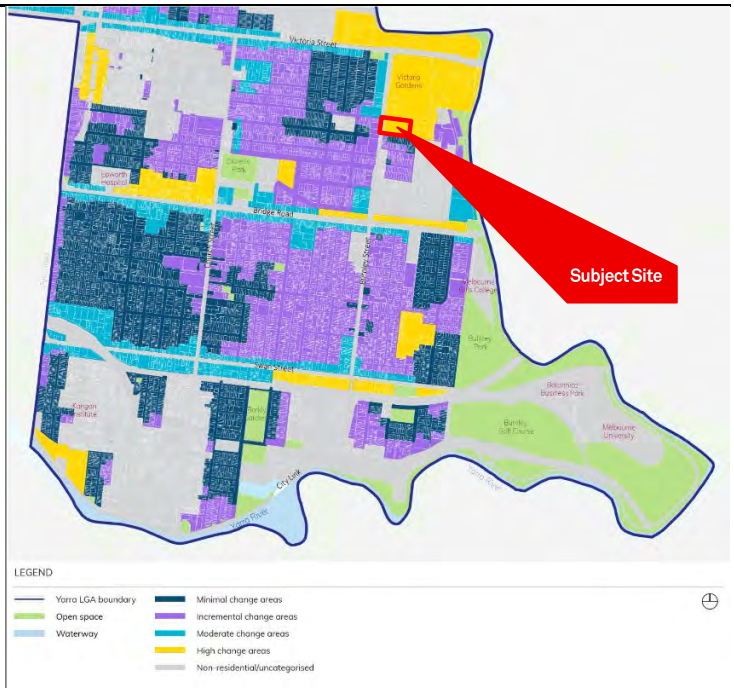
In high change areas as shown on the Strategic Housing Framework Plans in this clause:

- *Encourage high density residential and mixed-use development that establish a new character for the site or precinct.*

- *Encourage lot consolidation to facilitate increased densities and efficient use of land, where appropriate.*

Figure 4.4
Strategic Housing Framework Plan – Richmond, Cremorne and Burnley

Source: Yarra Planning Scheme



Clause 16.01-1L-01 Housing Diversity

Relevant strategies include:

- *Support well designed apartment development in high and moderate change areas as shown in the figures in clause 16.01-1L which include:*
- *A diverse range of housing types.*
- *The provision of larger dwellings suitable for families and shared households particularly on the lower levels of the building and the ground floor, with good access to well-designed communal open space.*
- *External spaces and large common rooms that promote social interaction as well as shared break out spaces and quiet areas.*
- *Support alterations and additions to existing dwellings which provide accommodation for larger household types.*

- *Support housing models such as cohousing which provide private and shared spaces.*

Clause 17.02-1L Retail

Relevant strategies include:

- *Support retail uses which enhance the sustainability and vitality of activity centres, including niche retailers that attract shoppers from the broader metropolitan area.*
- *Encourage improvements to shop fronts and retail premises to improve the quality and appearance of the built environment in activity centres.*
- *Ensure shopping centres or internalised mall developments provide active street frontages, a pedestrian interface and integrate with their surrounds through design, layout and access.*

Clause 18.01-3L Sustainable Transport

Relevantly this clause seeks to:

- *Encourage development to prioritise transport modes in order of the following transport hierarchy:*
  - *Walking.*
  - *Cycling.*
  - *Public transport.*
  - *Commercial vehicles serving businesses and institutions.*
  - *Subscription based vehicles such as car shares.*
  - *Private motor vehicles.*
- *Support development which reduces reliance on private cars.*
- *Encourage lower amounts of car parking within developments.*
- *Encourage increased infrastructure for active transport in developments (such as high levels of bicycle parking and end of trip facilities).*

Clause 19.02-6L Open Space

Relevantly, this Clause seeks to:

- *To protect and enhance existing public open space, increase the quantity and quality of open space and provide a linked network that meets existing and future community needs.*
- *Promote improvements to the quantity, quality and accessibility of open spaces, particularly in areas of the city where there are deficits in open space.*
- *Support a range of functions in open spaces, including leisure and recreation, and where appropriate, community gardens and urban agriculture.*

Clause 19.02-6L-01 Public Open Space Contribution

Relevantly, this Clause seeks to:

- *To identify when and where land contributions for public open space are preferred over cash contributions.*
- *To set aside land suitable for public open space as part of the design of a development so that it can be transferred to or vested in council, in satisfaction of the public open space contribution requirement specified in the schedule to clause 53.01.*

Clause 19.03-6L Water Sensitive Urban Design

This Clause applies to the construction of a building, and seeks to:

- *To achieve the best practice stormwater quality.*
- *To mitigate the effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.*
- *To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.*
- *To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and well-being.*
- *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.*
- *Incorporate works to maintain or improve the quality of stormwater within or exiting the site.*
- *Minimise adding to stormwater discharge or adversely affecting water quality entering the drainage system.*

4.2 Zoning

The site is within the Mixed Use Zone (MUZ) pursuant to the provisions of the Yarra Planning Scheme.

The purpose of the MUZ is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
- *To provide for housing at higher densities.*
- *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
- *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

Pursuant to Clause 32.04-2 (Table of Uses) the following is noted:

- Section 1 – Permit not required:
  - Dwelling
  - Shop (other than Adult sex product shop), subject to *the leasable floor area must not exceed 150 square metres.*
- Section 2 – Permit required
  - Retail premises (other than Food and drink premises and Shop)
  - Restricted retail premises

Pursuant to Clause 32.04-7 (Construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings) a permit is required to:

- Construct two or more dwellings on a lot.
- Construct or extend a residential building.

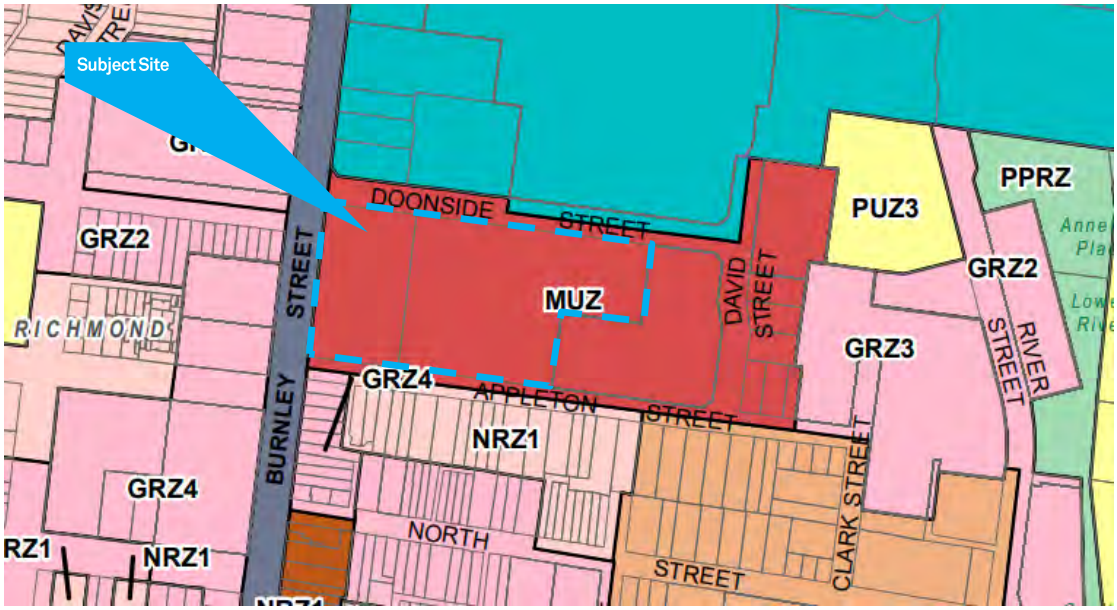
An apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.

Pursuant to Clause 32.04-9 (Buildings and works associated with a Section 2 Use), a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.04-2.

The Schedule to the MUZ, *Yarra Mixed Use Areas*, does not vary any of the parent provisions associated with the mixed use zone.

Figure 4.5
Zoning Map

Source: Yarra Planning Scheme



4.3 Overlays

The land is affected by the following overlays, pursuant to the provisions of the Yarra Planning Scheme:

- Development Plan Overlay (Schedule 15)
- Design and Development Overlay (Schedule 2)
- Heritage Overlay (Schedules 252 and 375)
- Environmental Audit Overlay
- Development Contributions Plan Overlay (Schedule 1)

Development Plan Overlay (Schedule 15)

The purpose of the Development Plan Overlay (DPO) is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.*

Pursuant to Clause 43.04-2 *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.*

The Development Plan Overlay, Schedule 15 (DPO15) specifically refers to *81-95 Burnley Street and 26-34 Doonside Street, Richmond.*

The vision of the development plan is:

- *To become a sustainable, mixed-use residential community, supported by convenience retailing services, community facilities, and employment opportunities augmenting the role of the Victoria Street Activity Centre.*
- *To recognise the opportunity of the site's activity centre context, whilst respecting the low rise residential development to the south.*
- *To protect the reasonable amenity of residential properties on the south side of Appleton Street and to the east of the subject site.*
- *To provide improvements to the public domain, including pedestrian friendly environments along all street frontages, the provision of public open space and a pedestrian laneway.*
- *To provide a high standard of internal amenity, building separation and best practice environmentally sustainable design.*
- *To respect the scale and form of heritage places within and adjacent to the site.*
- *To provide for the conservation of heritage places within the site.*
- *To ensure that new development mitigates any adverse impact it may generate upon local traffic conditions.*
- *To ensure that the primary responsibility for noise attenuation rests with the agent of change.*
- *To ensure new development does not unreasonably prejudice by way of reason of reverse amenity the ongoing operation of nearby existing commercial, industrial and warehouse businesses, including Victoria Gardens Shopping Centre.*
- *To provide for the sensitive adaptive re-use of heritage buildings in accordance with the Comprehensive Heritage Analysis referred to in Clause 4.2 of this schedule.*
    - *describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and*
    - *establishes principles for managing the significance of the heritage place and its relationship with its surroundings.*

Pursuant to Clause 3.0 of DPO15, the following conditions apply to permits which will be proportionate to the proposed staging of the project and subject to the relevant responsible authority:

Except for a permit granted in accordance with clause 1.0 of this Schedule, a permit must contain conditions that give effect to the provisions and requirements of the approved development plan, and the following conditions:

- *An agreement with the responsible authority under section 173 of the Planning and Environment Act 1987 which requires that the owner must facilitate the provision of 10 percent of the total number of dwellings (being the total number of dwellings provided within the DPO15 area) as affordable housing by:*
    - *Entering into an arrangement with a registered agency under the Housing Act 1983 for the provision of the affordable housing within the DPO15 area to a Registered Agency; and/or*
    - *Making other arrangements for the provision of affordable housing in conjunction with a not for profit (registered with the Australian Charities and Not-for-profits Commission) to the satisfaction of the responsible authority; and/or*
    - *Making other arrangements for the provision of for the provision of affordable housing as defined at Section 3AA of the Planning and Environment Act 1987, to the satisfaction of the Responsible Authority.*

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 reasonable costs borne by the responsible authority.

- *An agreement with the responsible authority under section 173 of the Planning and Environment Act 1987 for the provision of or a proportionate contribution to the following items of public infrastructure in accordance with the Public Realm Plan prepared and approved in accordance with this schedule. The works may include but are not limited to:*
    - *Streetscape and public realm improvements to Doonside Street;*
    - *Streetscape and public realm improvements to Appleton Street; and*
    - *A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street, generally in accordance with the Indicative Framework Plan at Figure 1.*

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 reasonable costs borne by the responsible authority.

- *An agreement with VicRoads and the responsible authority under section 173 of the Planning and Environment Act 1987 for the provision of works which are identified in the Traffic Impact Assessment Report prepared and approved in accordance with this schedule. The works may include but are not limited to:*
    - *Mitigating works required for each development stage in the development plan; and*
    - *A two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street if required, approved by VicRoads in consultation with the responsible authority.*

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 reasonable costs borne by the responsible authority.

- *A condition that specifies when any section 173 agreement required by other conditions on the permit must be entered into.*

For development of parts of the site within the Heritage Overlay a condition that requires:

- *The engagement of a suitably qualified person to:*
    - *Prepare a schedule of conservation works for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street, including time frames for each action to the Responsible Authority's satisfaction;*
    - *Undertake archival recordings of the heritage buildings (81-95 Burnley Street and 26-34 Doonside Street) to the responsible authority's satisfaction prior to any demolition on the site; and*
    - *Prepare a heritage maintenance plan defining the ongoing cyclical repair and maintenance for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street to the responsible authority's satisfaction.*

- *The permit holder to implement the conservation works and heritage management plan to the satisfaction of the responsible authority within the time frames provided.*

The Development Plan was approved by Council on 16 August 2023, subject to conditions. A Development Plan was subsequently endorsed by Council on 18 October 2024 in response to the above-mentioned conditions, and includes the following:

- 545-645 Dwellings (Provision of 10% affordable housing);
- 12,000 – 16,000 m^2 Commercial / Retail NLA
- 576 m^2 Public Park Space
- 4 Buildings
- 3 Basements

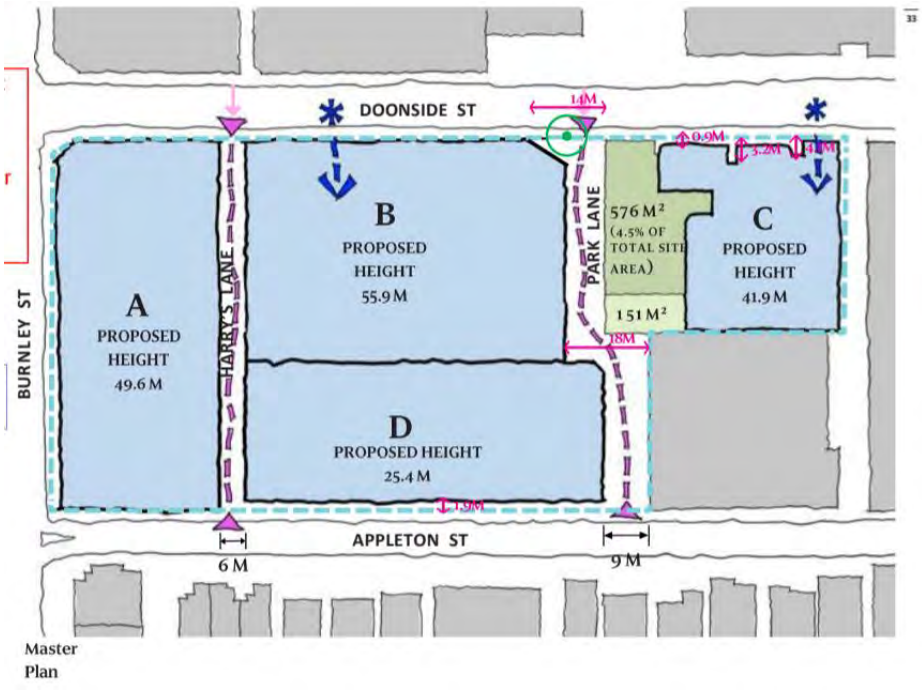
To that end, this planning permit application has been designed having regard to and considered to be generally in accordance with the approved Development Plan.

Figure 4.6
81-95 Burnley Street & 26-35 Doonside Street, Richmond Development Plan (DPO15)

Source: Yarra Planning Scheme



Figure 4.7
Endorsed Development Plan – Ground Floor Master Plan



Design and Development Overlay (Schedule 2)

The purpose of the Design and Development Overlay (DDO) is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

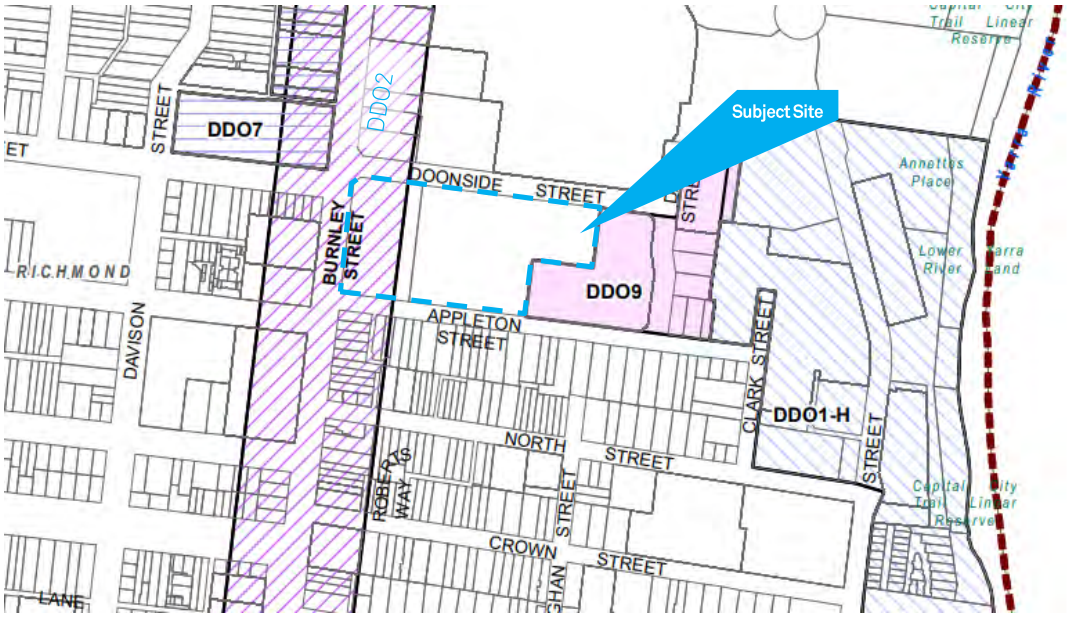
Pursuant to Clause 43.2-2, a permit is required to construct a building or construct or carry out works.

Design and Development Overlay, Schedule 2 (DDO2) refers to *Main Roads and Boulevards*. The DDO2 includes the following design objectives:

- *To recognise the importance of main roads to the image of the City.*
- *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
- *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
- *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
- *To encourage high quality contemporary architecture.*
- *To encourage urban design that provides for a high level of community safety and comfort.*
- *To limit visual clutter.*
- *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

Figure 4.8
Design and Development Overlay Map

Source: Yarra Planning Scheme



Heritage Overlay (Schedules 252 and 375)

The purpose of the Heritage Overlay (HO) is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Pursuant to Clause 43.01-1 a permit is required to demolish or remove a building, and to construct a building or construct or carry out works.

The subject site is partially affected by two site-specific Heritage Overlay's, Schedule 252 (HO252) and Schedule (HO375).

HO252 is identified as "Former Repco Offices", to which external paint controls and solar energy system controls apply.

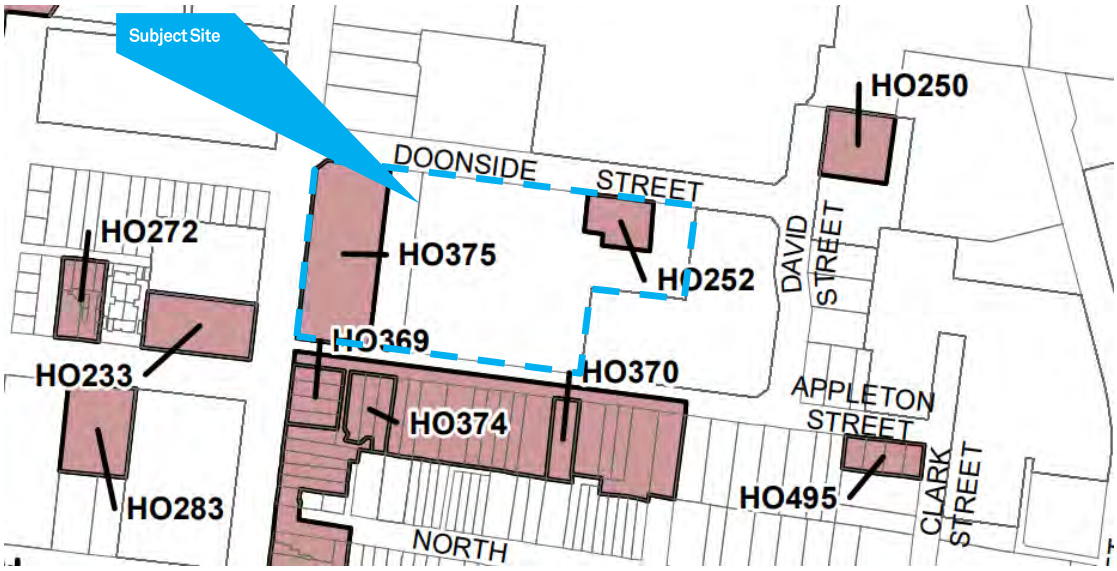
HO375 is identified as "Russell Manufacturing Company Pty Ltd later Repco", to which external paint controls and solar energy system controls apply.

Pursuant to the 'City of Yarra Database of Heritage Significant Areas' the following listings are made:

- 26 Doonside Street – *Individually Significant*
- 81-95 Burnley Street – *Individually Significant*

Figure 4.9
Heritage Overlay Map

Source: Yarra Planning Scheme



Development Contributions Plan Overlay, Schedule 1 (DCPO1)

The purpose of the Development Contributions Plan Overlay (DCPO) is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

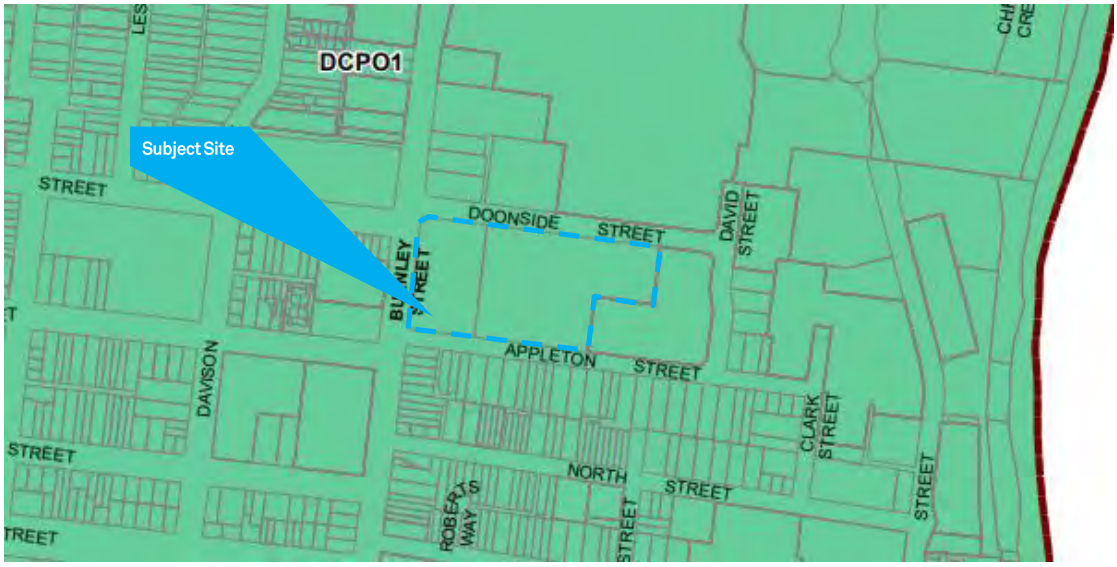
Clause 45.06-1 prescribes that a permit must not be granted to subdivide land, construct a building or construct or carry out works

until a development contributions plan has been incorporated into this scheme.

Development Contributions Plan Overlay, Schedule 1 (DCPO1) is identified as the "Yarra Development Contributions Plan" and applies to the entire municipality. The site is in Area 8 (North Richmond) under the DCPO1 in respect of levies payable.

Figure 4.10
Development Contributions Plan Overlay Map

Source: Yarra Planning Scheme



Environmental Audit Overlay

The purpose of the Environmental Audit Overlay (EAO) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

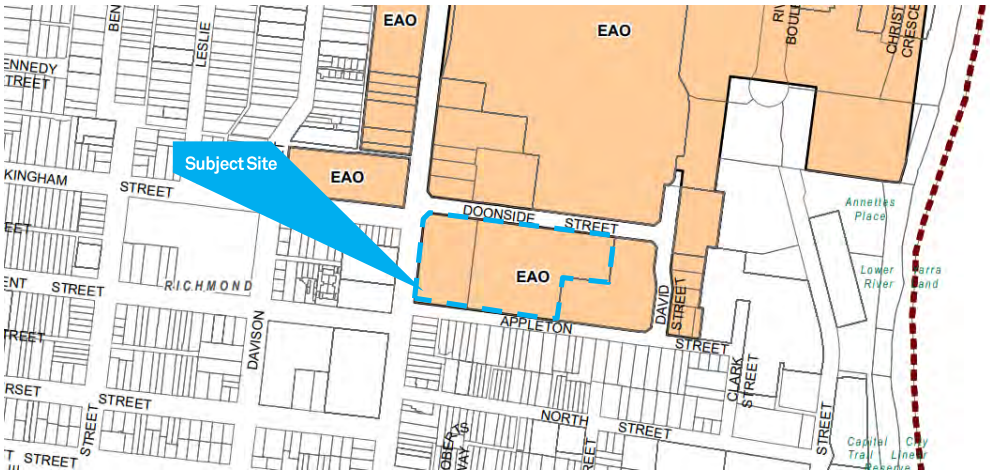
Pursuant to Clause 45.03-1 (Requirement) states *Before a sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences:*

- *A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or*

- *An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or*
- *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or*
- *A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.*

Figure 4.11
Environmental Audit Overlay Map

Source: Yarra Planning Scheme



4.4 Surrounding Planning Controls

Surrounding Zoning

Given the mixed use nature of the precinct, a range of zones surround the subject site, including:

- Comprehensive Development Zone, Schedule 1 – North
- Mixed Use Zone – East
- General Residential Zone – South, west and north-west
- Neighbourhood Residential Zone – South
- Industrial 1 Zone – South-east

As necessary, the proposed application has regard to the nearby zones.

Surrounding Overlays

A range of overlays surround the subject site, including:

- Environmental Audit Overlay – North
- Parking Overlay – North
- Design and Development Overlay – East
- Heritage Overlay – South and west

As necessary, the proposed application has regard to the nearby overlays.

4.5 Planning Scheme Amendments

The following Planning Scheme Amendments are noteworthy:

- Amendment C309 – Elevating ESD Standards

Amendment C309 – Elevating ESD Standards

C309yara seeks to encourage greater ESD outcomes and encourage net zero carbon developments. The amendment seeks to introduce a new particular provision named Elevated Environmentally Sustainable Development.

The Amendment is currently seeking Authorisation from the Minister for Planning to commence public exhibition.

4.6 Particular Provisions

The following Particular Provisions apply to the assessment of the site:

- Clause 52.06 Car Parking
- Clause 52.17 Native Vegetation
- Clause 52.29 Land Adjacent to the Principal Road Network
- Clause 52.34 Bicycle Parking
- Clause 52.37 Canopy Trees
- Clause 53.01 Public Open Space Contribution and Subdivision
- Clause 53.18 Stormwater Management in Urban Development
- Clause 53.23 Significant Residential Development with Affordable Housing
- Clause 58 Apartment Developments
- Clause 63 Existing Uses
- Clause 65 Decision Guidelines
- Clause 71.02 Operation of the Planning Policy Framework
- Clause 72.01 Responsible Authority for this Planning Scheme

Clause 52.06 Car Parking

Clause 52.06 sets out the statutory provisions for the design and quantum of car spaces to be provided in association with new use and development. The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*

- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The subject site is located within Category 2, and the following minimum car parking rates apply:

Use	Rate	Car Parking Measure
Dwelling	1	To each dwelling
Food and drink premises other than listed in this table	2	To each 100 sq m of leasable floor area.
Restricted Retail Premises	1.5	To each 100 sq m of net floor area.
Shop other than listed in this table	2	To each 100 sq m of leasable floor area.

In accordance with the above, the proposal generates a statutory requirement of 821 car spaces, inclusive of 136 commercial spaces and 685 residential spaces.

Concealed within the three basement levels is the provision of 612 car parking spaces. Allocated as follows:

- 474 residential car spaces (average provision of 0.69 spaces per apartment).
- 136 commercial/retail car spaces (average rate of 1.0 spaces per 100 sqm).
- 2 car share spaces.

Pursuant to Clause 52.06-3 (Permit Requirement) *A permit is required to reduce (including reduce to zero) the minimum number of car parking space sreuqired under clause 52.06-5.*

Separately, 8 motorcycle parking spaces are proposed.

A Traffic Engineering Assessment prepared by Traffix Group accompanies this application confirms the acceptability of the car parking provision and confirms the proposal meets the design standards of Clause 52.06-9.

Clause 52.17 Native Vegetation

The purpose of Clause 52.17 is:

- *To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):*
    - *Avoid the removal, destruction or lopping of native vegetation.*
    - *Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.*
    - *Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.*
- *To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.*

Pursuant to Cause 52.17-1, a permit is required to remove, destroy or lop native vegetation, including dead native vegetation.

In this instance, a Lemon Scented Gum is proposed to be removed as part of this application. The Lemon Scented Gum is not native, and therefore the native vegetation provisions of Clause 52.17 do not apply.

Clause 52.29 Land Adjacent to the Principal Road Network

The purpose of Clause 52.29 is:

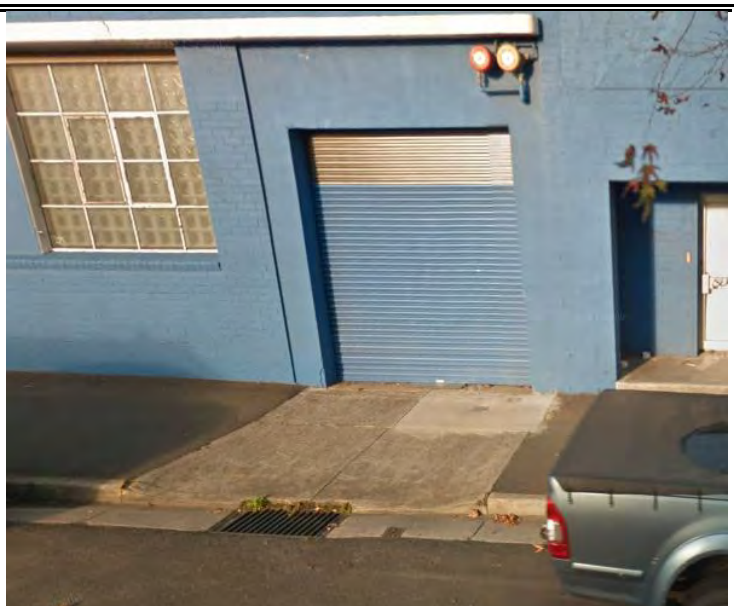
- *To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.*
- *To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.*

Burnley Street is identified as a Principal Road Network.

Pursuant to Clause 52.29-2 (Permit Requirement) a *permit is required to create or alter access to a road in a Transport Zone 2.*

No new accessways to Burnley Street are proposed, however an existing crossover along Burnley Street is proposed to be reinstated as outlined in the below figure.

Figure 4.12
Accessway on Burnley Street



Clause 52.34 Bicycle Parking

Clause 52.34 sets out the statutory provisions for the design and quantum of bicycle spaces to be provided in association with new use and development. The purpose of Clause 52.34 is:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

Pursuant to Clause 52.34-5 the following statutory bicycle parking rates are relevant:

Use	Employee / Resident	Visitor/Shopper/Student
Dwelling	In developments of four or more storeys, 1 to each 5 dwellings	In developments of four or more storeys, 1 to each 10 dwellings
Restaurant	1 to each 100 sq m of floor area available to the public	2 plus 1 to each 200 sq m of floor area available to the public if the floor area available to the public exceeds 400 sq m.
Retail premises other than specified in this table	1 to each 300 sq m of leasable floor area	1 to each 500 sq m of leasable floor area

Shop	1 to each 600 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres	1 to each 500 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres

In response to the above, the application proposes the provision of 929 bicycle spaces across the whole of the site.

The proposed layout of the bicycle spaces and associated facilities are considered appropriate, as detailed within the accompanying Traffic Engineering Assessment prepared by Traffix Group.

Clause 52.37 Canopy Trees

The purpose of Clause 52.37 is:

- *To protect and enhance canopy tree cover to support greener and cooler residential areas.*
- *To maximise the retention of existing canopy tree cover where no development is proposed.*
- *To ensure that development is designed to maximise the retention and long-term health of existing and new canopy trees and contributes to increasing canopy tree cover.*
- *To balance the retention of existing canopy trees and residential development to meet the housing needs of Victoria's growing population.*
- *To encourage canopy tree cover that is site and climate responsive and supports the local environment.*

Pursuant to Clause 52.37-2 *a permit is required to remove, destroy or lop a canopy tree in the Mixed Use Zone.*

Pursuant to Clause 52.37-3, any proposal onsite should achieve a total canopy cover within the site that is equal to at least 20 per cent of the site area.

1x canopy tree is proposed to be removed along the Doonside Street frontage, and subsequently a permit is required under Clause 52.37.

Clause 53.01 Public Open Space Contribution and Subdivision

Pursuant to Clause 53.01, *A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). If no amount is specified, a contribution for public open space may still be required under section 18 of the Subdivision Act 1988.*

This requirement does not apply if a public open space contribution requirement is specified in a schedule to the Built Form Overlay.

Pursuant to Section 1 (Subdivision and public open space contribution) of the schedule to Clause 53.01, the applicable amount of contribution for public open space is 8.65%.

Clause 53.18 Stormwater Management in Urban Development

The purpose of this Clause is:

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

Pursuant to Clause 53.18-3 (Requirements) *an application to construct a building or construct or carry out works:*

- Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.
- Should meet all the standards of Clause 53.18-5 and 53.18-6.

This application is accompanied by a Sustainability Management Plan prepared by ADP Consulting that provides a considered response to the above requirements.

Clause 53.23 Significant Residential Development with Affordable Housing

The purpose of Clause 53.23 is:

- *To facilitate residential development that includes affordable housing to meet existing and future needs.*
- *To facilitate the redevelopment and renewal of public housing stock to meet existing and future needs.*
- *To facilitate residential development carried out by the State of Victoria or jointly or in partnership with the private sector, including via innovative funding, investment and partnership approaches.*
- *To facilitate residential development with high quality urban design, architecture and landscape architecture.*
- *To provide opportunities for non-residential use and development in association with residential development.*

In this instance, consistent with Category 1 of Table 1 at Clause 53.23-1, the proposed application has an estimated cost of development greater than $50 million while an affordable housing contribution consistent with Clause 53.23-4 is proposed.

Further, Invest Victoria have provided confirmation regarding the acceptability of the project feasibility as part of the eligibility letter dated 1 September 2025.

Clause 58 Apartment Developments

The purpose of Clause 58 is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework*
- *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*
- *To encourage apartment development that is responsive to the site and the surrounding areas.*

Pursuant to Clause 32.04-7, *an apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.*

An assessment against the Clause 58 provisions has been prepared by Contour Consultants and accompanies this application.

Clause 63 Existing Uses

Pursuant to Clause 63.01, an existing use right is established in relation to use of land under this scheme if any of the following apply:

- *The use was lawfully carried out immediately before the approval date.*
- *A permit for the use had been granted immediately before the approval date and the use commences before the permit expires.*
- *A permit for the use has been granted under Clause 63.08 and the use commences before the permit expires.*
- *Proof of continuous use for 15 years is established under Clause 63.11.*
- *The use is a lawful continuation by a utility service provider or other private body of a use previously carried on by a Minister, government department or public authority, even where the continuation of the use is no longer for a public purpose.*

In this instance, the operation of Harry the Hirer is akin to a 'restricted retail premises'.

Harry the Hirer has been operational on-site since 1990. It is not considered that the existing use rights associated with the Harry the Hirer operation are contentious as part of this application. However, it is noted that an existing use right expires if either (per Clause 63.06):

- *The use has stopped for a continuous period of 2 years, or has stopped for two or more periods which together total 2 years in any period of 3 years.*
- *In the case of a use which is seasonal in nature, the use does not take place for 2 years in succession.*

Given the scale and complexity of the project, it is uncertain if the Harry the Hirer operation will cease (on-site) for a continuous period of 2 years, or stops for two or more periods which together total 2 years in any period of 3 years. As such, a permit for the restricted retail premises is sought for the avoidance of doubt.

Clause 65 Decision Guidelines

This Clause sets out decision guidelines the Responsible Authority must consider, as appropriate, before deciding on an application or approval of a plan.

Clause 71.02 – Operation of the Planning Policy Framework

Clause 71.02-3, integrated decision making, outlines the following:

- *Planning and responsible authorities should endeavour to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.*

Clause 72.01 - Responsible Authority for this Planning Scheme

Clause 72.01-1, Minister is responsible authority, outlines the following:

- *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.*

4.7 Melbourne Water Draft Flood Mapping

Melbourne Water have released Draft Flood Mapping for Yarra (amongst other municipalities) designating areas at risk of flooding. Whilst currently in draft map format, a formal Planning Scheme Amendment (PSA) is foreshadowed in the future.

As relevant to the subject site, Council's Engineering Department have advised the following is applicable for any redevelopment:

- *Council advised that the associated flood level under the 1 in 100-year (1%AEP) rainfall event at the subject site under the latest flood mapping data is 15.25 AHD.*

Council advised as a standard requirement for all developments within a designated flood zone to have 300mm freeboard for habitable areas and 150mm for uninhabitable areas from the 1 in 100-year (1%AEP) flood level.

The proposed development as shown within the architectural package has been designed to comply with the above-mentioned floor levels, and subsequent correspondence from the City of Yarra.

A detailed stormwater management strategy is included within the accompanying Sustainability Management Plan prepared by ADP.

4.8 Planning Permit Triggers

Pursuant to the provisions of the Yarra Planning Scheme, a Permit is required for the following:

- Clause 32.04 – Mixed Use Zone:
  - Use of the land for Retail premises and Restricted retail premises
  - Construction of two or more dwellings on a lot.
  - Construct or extend a residential building.
  - Buildings and works associated with a Section 2 use
- Clause 43.01 – Heritage Overlay:
  - Demolish or remove a building
  - Construct a building or construct or carry out works
- Clause 43.02 – Design and Development Overlay:
  - Construct a building or construct or carry out works
- Clause 52.06 – Car Parking:
  - Reduce (including reduce to zero) the minimum number of car parking spaces required under Clasue 52.06-5.
- Clause 52.29 – Land adjacent to the Principal Road Network
  - Create or alter access to a road in a Transport Zone 2
- Clause 52.37 – Canopy Trees
  - Remove a canopy tree in the Mixed Use Zone

Note: Although it is considered that the restricted retail premises benefits from existing use rights associated with the Harry the Hirer operation, a Planning Permit is still sought under the provisions of the Mixed Use Zone having regard to the complexity and scale of the proposed application and expiry provisions at Clause 63.06 of the Yarra Planning Scheme.

Subdivision of the subject site, as it relates to divesting of Doonside Part, will be dealt with as part of a separate subdivision application.

5 Urban Context Analysis and Design Response

5.1 Urban Context Analysis

Analysis of the subject land, its surrounding context and the applicable provisions in the Yarra Planning Scheme, determine the following opportunities associated with the redevelopment of the site.

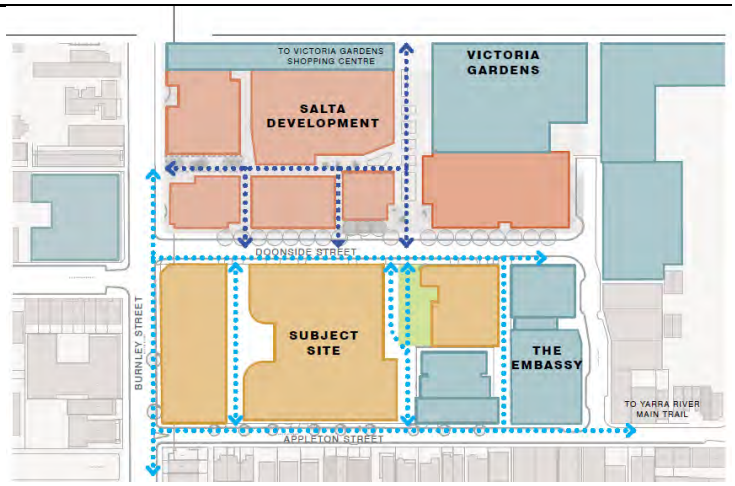
- The site's location provides a significant redevelopment opportunity due to its size, location within the Victoria Street Major Activity Centre, its proximity to central Melbourne and its proximity to a variety of social and urban infrastructure;
- The sites development potential provided within the Development Plan Overlay, Schedule 15;
- There are clear policy objectives at state and local levels supporting mixed-use high-density residential development in this location subject to a considered design response;
- The sites' location within the Mixed-Use Zone;
- The potential to provide a rationalised and consolidated access strategy, and simultaneously allowing for upgrade works along the three frontages activating each interface respectively;
- The potential to provide attractive ground floor interfaces to the street frontages to improve pedestrian amenity and encourage passive surveillance along each frontage;
- The potential to continue to provide for a major employment generating use within the municipality;
- The opportunity to deliver public open space within the site enhancing the public amenity of the surrounding area;
- The delivery of a portion of social housing assisting in the delivery of social infrastructure throughout the municipality;
- The existing site conditions make a poor contribution to the public realm, and there is the opportunity to significantly change this condition through an appropriate redevelopment;
- The opportunity to enhance the local heritage character of the site by way of considered heritage conservation works.

Constraints associated with the land and redevelopment of the subject site have been considered in the design response include:

- Ensuring the proposed development, whilst contemporary, is respectful to the two individual heritage forms onsite and associated considerations;
- Ensuring that the proposed development appropriately manages any off-site amenity impacts to the residential interface to the east;

- Ensuring that the proposed development appropriately manages any off-site amenity impacts to the approved Victoria Gardens Development Project to the north;
- Managing the existing vegetation considerations onsite;
- Appropriately managing loading and services for ground floor commercial uses, and any associated traffic considerations;
- Appropriately managing the concealment of additional built form from each streetscape;
- Appropriately managing the three separate frontages, each with differing streetscape characters.
- Ensuring high-level of internal amenity for future occupants;
- Ensuring each stage is managed cohesively having regard to the overall delivery of the proposal; and
- Managing the spatial requirements of all building services within development.

Figure 5.1
Urban Connectivity

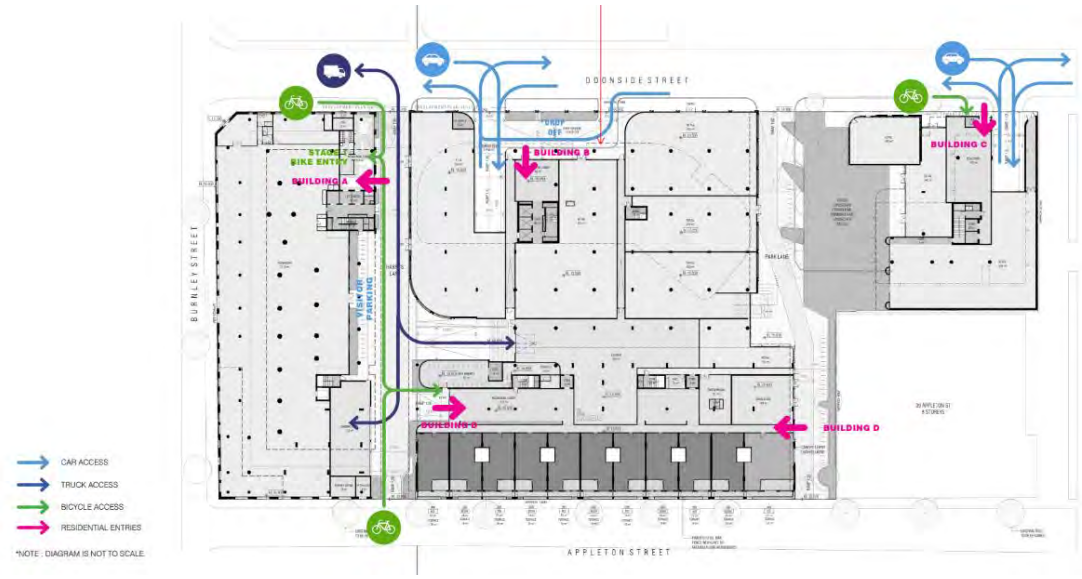


5.2 Design Response

Having regard to the preceding analysis, the design response adopts the following site planning and built form strategies:

- Consistent with the zoning of the land and applicable policy, pursuing a mixed-use development;
- Development in accordance with the endorsed Development Plan associated with the site;
- Provide a diverse commercial offering at ground floor;
- Development of two publicly accessible pedestrian links and public park;
- Create an intimate environment along Harry's Lane providing ground floor activation to commercial uses and the use of sustainable transport options;
- Adopt a well-managed massing strategy across the development that sufficiently responds to the surroundings and ensures no unreasonable amenity impact is caused;
- Accommodate parking predominantly within the basement levels to conceal this element from the public realm and therefore minimise any adverse impact;
- Provide an excess in bicycle parking spaces to encourage sustainable transport options to and from the site;
- Provide for commercial land uses at ground floor along Burnley Street, Doonside Street and Appleton Streets to create active street frontages;
- Adopting a visually interesting and articulated built form using contemporary and undulating façades that respect the heritage fabric of the subject site, to enhance the visual amenity of the proposal when viewed from different vantage points;
- Adapting design standards that ensure an appropriate level of internal amenity for dwellings;
- Catering for a design that meets and exceeds the relevant benchmark sustainability initiatives; and
- The project team has engaged in an agreement with the Victoria Gardens development to contribute to the delivery of the signalisation of the intersection of Doonside Street and Burnley Street.

Figure 5.2
Movement Networks



6 Proposal

The application proposes a staged development of the land for the purpose of four buildings, comprising apartments, public open space, residential amenity, commercial floor areas (retail and restricted retail premises), and 3 levels of basement car parking.

Specifically, the proposal development comprises 687 dwellings, twelve (12) commercial tenancies fronting Burnley Street, Appleton Street and Doonside Street, associated car parking provided via Doonside Street vehicle access points, bicycle parking, public park area, and landscaping.

Having regard to the staging of the development, Stage 1 includes excavation, partial basement and heritage conservation works. With Stages 2 and 3 associated with development of the 4x towers and residual basement works.

A description of the proposal is set out below:

The application proposes a three stage, four building redevelopment, comprising:

- Four buildings with building heights of 57.97m (Building A), 60.5m (Building B), 43.3m (Building C) and 29.2m (Building D).
- 687 Apartments
- An affordable housing contribution consistent with the requirements of Clause 53.23.
- 3,400+ sqm in residential amenity areas
- Approximately 8,300 sqm in commercial NLA.
- 3 Basement Levels comprising 612 car spaces.
- Two (2) pedestrian through links connecting Doonside Street to Appleton Street (north-to-south).
- Doonside Park Public Space (576 sqm) and adjacent landscaping (151 sqm)
- Removal of one lemon scented canopy tree along Doonside Street.

The breakdown of the above proposed facilities within the 4 buildings is noted in the accompanying Architectural Package prepared by Fender Katsalidis Architects. In summary:

- Building A:
  - 17 Storey Building
  - 182 Apartments

- 4,569 sqm in commercial GFA (Ground Floor and Level 1)
- 267sqm of internal residential amenity & 275sqm of external residential amenity.

- Building B:
  - 18 Storey Building
  - 252 apartments
  - 1,000+ sqm (external) amenity area
  - 2,293 sqm in commercial GFA
- Building C:
  - 13 Storey Building
  - 112 Apartments
  - 887sqm in commercial (retail) GFA.
- Building D:
  - 8 Storey Building.
  - 141 Apartments.
  - 1,431 sqm internal amenity area & 819 sqm external amenity area.
  - 576 sqm in Commercial GFA.

Materials and finishes for this project include masonry finishes, natural concrete and metal cladding.

Staging Plan

The proposed staging of the development is as follows:

- Stage 1
  - Early Works
  - Demolition
  - Basement Bulk Excavation, including piling and basement detention.
  - Works required in accordance with the environmental audit.

- Stage 2
    - Development of Buildings A and D
    - Partial basement construction
- Stage 3
    - Development of Buildings B and C
    - Residual basement works
    - Public open space

7 Planning Assessment

7.1 Preamble

Having regard to the applicable land use and development provisions within the Yarra Planning Scheme, an assessment of the proposal requires the following key matters to be considered and addressed:

- Significant Residential Development with Affordable Housing
- Consistency with Development Plan
- Strategic Planning Considerations
- Land Use Considerations
- Affordable Housing Considerations
- Heritage
- Design and built form
- Internal and external amenity
- Harry's Lane
- Public Realm Improvements
- Better Apartment Design Standards
- Environmentally Sustainable Design
- Landscaping
- Traffic
- Waste Management

An assessment of each of these considerations is undertaken below.



7.2 Significant Residential Development with Affordable Housing

Having regard to the provisions of Clause 53.23, the following is noted:

- The estimated cost of development is $304.228 million (exceeding the $50 million criteria).
- Affordable Housing contributions will be provided consistent with the mandatory permit condition set out in Clause 53.23-4. Whereby the contribution will be made by 10% dwelling provision or an alternative cash contribution to the satisfaction of the responsible authority.
- Written advice from the Chief Executive Officer, Invest Victoria has been received which notes:
    - *Based on our review of your submitted documentation, Invest Victoria considers that the 81-95 Burnley Street & 26-34 Doonside Street, Richmond project will likely be feasible subject to the normal considerations required as the project progresses.*
- The application is accompanied by the following material, as outlined in within the application requirements at Clause 53.23-3
    - A quantity surveyor report.
    - An affordable housing report.

7.3 Consistency with Development Plan

The proposed development has been designed to respond to the relevant principles contained within the approved and endorsed *81-95 & 26-34 Doonside Street, Richmond.*

The Development Plan was approved on 17 August 2023, subject to conditions. The Development Plan was subsequently endorsed on 18 October 2024 in response to these conditions.

The vision of the Development Plan is:

- *A bona-fide mixed use development commensurate with the sites scale and its activity centre context, with the provision of 12,000 – 16,000 square metres of employment generating uses and 545-645 dwellings.*
- *Four purposefully designed buildings with a form and scale that responds to the sites redevelopment potential and emerging character, which includes a hierarchy of built form that responds to its interfaces.*
- *Retention and restoration of the existing heritage buildings to allow for their adaptive re-use to accommodate future employment uses and integration with the wider development.*
- *The prioritisation of pedestrian movements within the site through the provision of a pedestrian laneway network of approximately*

1,400 square metres, a minimum of 576 square metres of public open space and 151 square metres of landscaping adjacent to supplement the park.

- *Upgrades to the public realm to include new street tree planting, bicycle parking, footpaths and the reinstatement of redundant vehicle crossovers.*
- *The management of traffic and loading considerations with vehicle access limited to Doonside Street.*
- *To provide a high standard of internal amenity, building separation and best practice environmentally sustainable design.*
- *To ensure that the primary responsibility for noise attenuation rests with the agent of change.*
- *To ensure new development does not unreasonably prejudice by way of reason of reverse amenity the ongoing operation of nearby existing commercial, industrial and warehouse businesses, including Victoria Gardens Shopping Centre.*

Key features of the Development Plan, as endorsed, include:

- A staged development
- Four Buildings of the following heights:
  - Building A – 49.6 metres
  - Building B – 55.9 metres
  - Building C – 41.9 metres
  - Building D – 25.4 metres
- 545-645 Residential Dwellings (10% Affordable Housing)
- 12,000 – 16,000 in total commercial area.
- 576 sqm Doonside Park Public Open Space.
- 151 sqm Landscaping adjacent to Doonside Park.
- 2x Pedestrian Through Links, Harry's Lane (6m width) and Park Lane (9m width)
- 770 – 830 car parking spaces.
- Commercial focused ground floor along Burnley and Doonside Streets, and Residential along Appleton Street.

Considering the above, and the scope of the proposal, the following is noted:

- Retention of existing heritage buildings, with the scope of demolition / works to the heritage fabric consistent with the Development Plan.
- Car parking provided within the basements, with vehicle access via Doonside Street.
- Retention of Doonside Park, two pedestrian links, Harry's Lane and Park Lane, providing pedestrian connectivity through the precinct.
- Sustainability initiatives / ambitions to achieve a BESS score of 54%.
- The proposed staged development is retained, with the four building include the following proposed heights:
    - Building A: 57.97 metres to the parapet.
    - Building B: 60.5 metres to the parapet.
    - Building C: 43.3 metres to the parapet.
    - Building D: 29.2 metres to the parapet.
- The buildings have been designed to appropriately respond to their respective sensitive interfaces, accompanied by overshadowing diagrams to ensure any offsite amenity impacts are managed by the proposed buildings.
- The development proposes 687 dwellings of varying scales. Continuing to provide the opportunity for increased dwelling densities in a well-located opportunity site.
- The proposal includes approximately 8,300 sqm in Commercial GFA. Largely consistent with the development plan. With the shortfall of commercial area, a consequence of expansion in onsite internal and external amenity areas.
- The development retains the commercial ground floor character along Burnley Street and Doonside Street, with a corresponding residential interface along Appleton Street.
- The provision of 612 car parking spaces. As contemplated within the accompanying Traffic Impact Assessment this is considered generally consistent with the transport objectives of the Development Plan, whereby a reduction is appropriately justified given the subject sites location within an activity century, proximity to public transport infrastructure and prioritisation of sustainable transport measures.

- The proposal retains the affordable housing contribution offering.

Figure 7.1
Development Plan

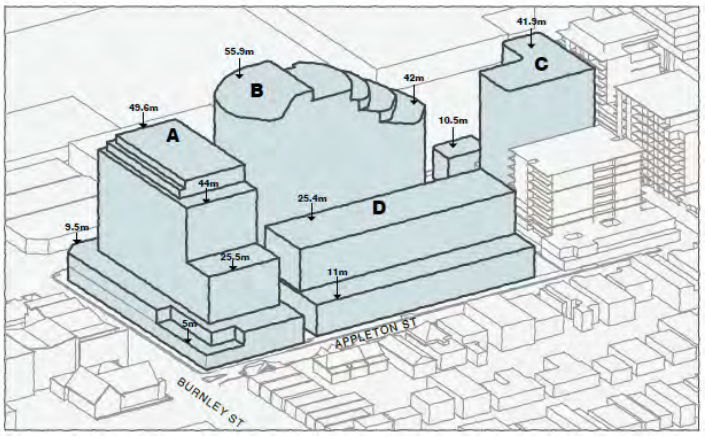
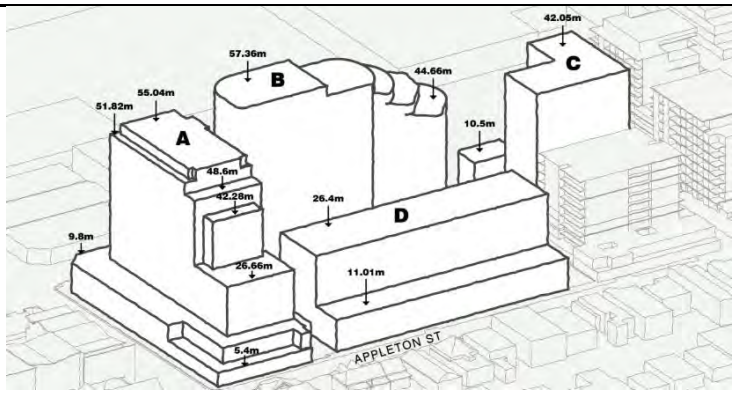


Figure 7.2
Proposed Application



7.4 Strategic Considerations

There is significant strategic support at both state and local policy levels of the Yarra Planning Scheme. Specifically, the policy credentials can be summarised as:

- The subject sites location within a *higher order major activity centre location*.
- Being a larger site allows for an optimal strategic development opportunity, and the opportunity to deliver a range of uses including

residential, commercial and open space servicing the wider community.

- The commercial offerings, in conjunction with the Victoria Gardens Site, will consolidate the area as a key destination within the Victoria Street Major Activity Centre economy, contributing to the employment and economic base of the activity centre.
- The delivery of 687 dwellings across the four buildings in different sizes will provide a significant contribution to housing supply.
- The delivery of affordable housing contributions will provide a generous and considerable contribution to social housing supply or financial support.
- There will be a positive heritage outcome in terms of removal of non-contributory fabric and conservation works associated with significant heritage aspects of the site.
- The urban design outcomes are significant, having regard to the improvements of the public realm and overall architectural merit.
- The proposed public park, and pedestrian thoroughfares will contribute to the surrounding network of pedestrian movement, public open space and community based services.

The proposal advances Councils Direction at Clause 2.3, which encourages land use and development opportunities that create diverse and sustainable centres. The proposal also responds to Clause 2.3 by facilitating accessible, adaptable and affordable housing options whilst maintaining an adequate supply of employment land to accommodate projected economic and employment growth.

The proposal is consistent with Clause 11.03-1L (Activity Centres), by reinforcing the concentration of height, density and mixed uses east of Burnley Street, providing a visual mark to the east end of Victoria Street.

The proposal is consistent with Clause 11.03-6L (Victoria Street East Precinct), which seeks to facilitate development with a high density mix of land uses, to create new local employment opportunities and protect existing ones and encourage uses that activate the Burnley Street frontage at ground level.

Clause 16.01-1L (Location of Residential Development) identifies the subject site as within a high (housing) change area. Policy encourages high density residential and mixed use development that establishes a new character for the site, within these high change areas.

It is noteworthy that Victoria is currently experiencing a significant shortage of housing to meet the demands of strong and ongoing population growth. As a response, the Victorian Government released the Victorian Housing Statement in September 2023. Broadly, the

statement sets a bold target to build 800,000 new homes by 2033 to address the housing affordability and availability housing for Victoria's emerging population. More specifically, the State Government have since set a draft target of 48,000 new homes within the City of Yarra by 2051. Larger sites such as the subject site provide a significant opportunity for increased dwelling density and play a key role in achieving the goals set out by the Victorian Government.

Therefore, a proposal of 687 additional dwellings provides a significant opportunity to ease the housing shortages as identified within the Victoria Housing Statement and assist in the new housing targets set for the City of Yarra.

The document establishes policy supporting the delivery of housing, in addition to social and affordable housing, in locations proximate to existing infrastructure, including transport and services. The proposal achieves this through the proposed affordable housing contributions and broader housing provided within a Major Activity Centre.

7.5 Land Use Considerations

The application is a bona-fide mixed use development comprising residential, restricted retail premises and retail premises. The breadth of land uses are consistent with the Development Plan and the overall purpose of the Mixed Use Zone, as extracted below:

- *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
- *To provide for housing at higher densities*

As outlined earlier within this report, the existing use of the land for a restricted retail premises (Harry the Hirer) is not considered to be contentious given it has operated on-site since 1990, however due to the scale and complexity of the build, it is unclear if the use will be operational on-site in accordance with the expiry provisions outlined at Clause 63.06. Therefore, for the avoidance of doubt, planning permission is sought as part of this application.

The mixture of land uses proposed advance Council's policy through an intensification of land uses that are appropriately located proximate to amenities and infrastructure, and will provide for significant employment generating land uses, consistent with the Development Plan.

The uses appropriately manage considerations associated with traffic, waste and acoustic as outlined within the accompanying application material.

7.6 Affordable Housing Considerations

The application is accompanied by a Housing Diversity & Adaptability Assessment prepared by ASR Research, and an Affordable Housing Statement prepared by Contour. The following is noted within the statement prepared by Contour:

This application seeks to provide affordable housing through one of the three options set out in Clause 53.23.

As relevant to this application, the contributions will be in the form of either:

- 10% housing stock; or
- 3% monetary contribution.

Having regard to the delivery and management of the affordable housing contributions, it will be managed by way of conditions of permit and subsequent Section 173 agreement, in accordance with the mandatory conditions set out in the DPO15 and Clause 53.23.

Development Plan Overlay, Schedule 15

Except for a permit granted in accordance with clause 1.0 of this Schedule, a permit must contain conditions that give effect to the provisions and requirements of the approved development plan, and the following conditions:

- *An agreement with the responsible authority under section 173 of the Planning and Environment Act 1987 which requires that the owner must facilitate the provision of 10 percent of the total number of dwellings (being the total number of dwellings provided within the DPO15 area) as affordable housing by:*
  - *Entering into an arrangement with a registered agency under the Housing Act 1983 for the provision of the affordable housing within the DPO15 area to a Registered Agency; and/or*
  - *Making other arrangements for the provision of affordable housing in conjunction with a not for profit (registered with the Australian Charities and Not-for-profits Commission) to the satisfaction of the responsible authority; and/or*
  - *Making other arrangements for the provision of for the provision of affordable housing as defined at Section 3AA of the Planning and Environment Act 1987, to the satisfaction of the Responsible Authority.*

  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 reasonable costs borne by the responsible authority.

Clause 53.23 – Significant Residential Development with Affordable Housing

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:

- *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.*

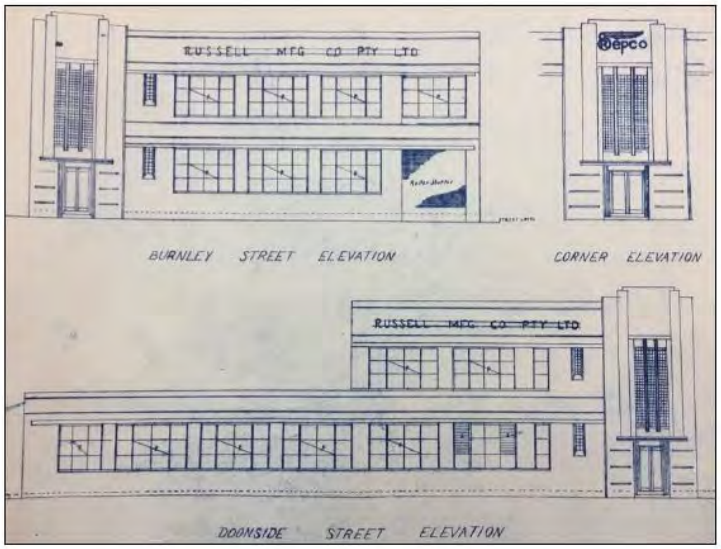
- *An alternative contribution towards the provision of affordable housing must be provided to the satisfaction of the responsible authority. The details of when and how the alternative contribution is to be made and the total value of the affordable housing contribution must be set out in the agreement to the satisfaction of the responsible authority.*

The land owner must pay the responsible authority's reasonable costs of the preparation, execution, registration and ending of the section 173 agreement (where applicable)."

7.7 Heritage Considerations

This application is accompanied by a Heritage Impact Assessment prepared by Bryce Raworth. The extent of heritage considerations is consistent with the Development Plan.

Figure 7.3
Russell Manufacturing / Repco Building



The report notes the following:

Demolition

As discussed, the former Repco laboratory at 26 Doonside Street will be retained to the extent of its existing external envelope. The interiors will be stripped out but this is not of concern given that internal alteration controls do not apply to this building. Proposed external demolition works are very minor in extent and will not adversely affect the significance of the place.

The heritage overlay building at 81-95 Burnley Street will undergo more extensive demolition works involving the removal of roofs and all other fabric behind the three street facades. Clause 15.03-1L encourages the conservation of roof forms that contribute to the significance of industrial heritage buildings 'particularly parts that are visible from the public realm or incorporate features such as lanterns, skylights and vents'. The roofs to the double-storey wings of the Burnley Street heritage building are concealed by parapets and are not integral to the architectural significance of the interwar Moderne façade. The sawtooth roofs to the single-storey factory wings are neither readily visible from the public realm nor a major element in the architectural composition of the place.

New Built Form

The proposed development will clearly bring about a substantial change to the urban context of the heritage overlay buildings occupying part of the subject site and those on Appleton Street opposite the subject site. This is nonetheless a change that aligns with the approved Development Plan for the site, including in terms of the overall scale, massing, siting and setbacks of new multistorey built form relative to the retained heritage facades – noting that Tower A has greater

setbacks from the Burnley Street frontage than shown in the Development Plan, and which exceed the DPO's preferred upper level setback of 8 metres.

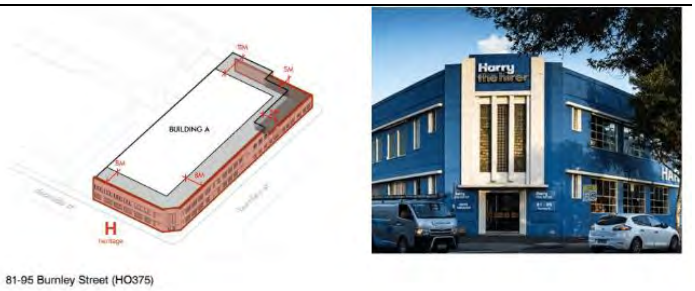
The report concludes:

In conclusion, the proposed development successfully balances outcomes in terms of the retention of heritage fabric and the more intensive use of the site and the height, setbacks and character of the new built form anticipated by the approved Development Plan .

The scheme is responsive to the form, character and materiality of industrial heritage buildings on subject site but is also consistent with the emerging character of the area, as defined by recently completed and approved multi-storey developments.

Although the works will result in a substantial degree of change to the site, this change will not have an unacceptable impact on the significance of heritage buildings on the subject site and in the environs of the site. The scheme has therefore been designed with appropriate regard for relevant Council heritage policy at Clause 15.03 and the Heritage Overlay decision guidelines at Clause 43.01.

Figure 7.4
Heritage Retention Strategy



81-95 Burnley Street (HO375)



26 Doonside Street (HO252)

7.8 Design and Built Form Considerations

The relevant considerations for the assessment of the proposed built form and design includes:

- Clause 15.01-1L (Urban Design)
- Clause 15.01-2L (Building Design)
- Clause 15.03-1L (Heritage)
- Design and Development Overlay (Schedule 2)
- Approved and Endorsed Development Plan (PLN21/0981 – Associated with DPO15)

Broadly, the built form composition is consistent with state planning policy (Clause 15.01-2S) by achieving a building design and siting outcomes that contribute positively at a local context and responds to the strategic context of the surrounding area.

With respect to compliance with Clause 15.01-1L, the development is sympathetic and respectful in design, does not detract from surrounding heritage places, and is designed to minimise any potential amenity impacts.

With respect to the proposal's compliance with Clause 15.01-2L (Building Design), we note:

- The building massing provides sufficient separation between buildings to facilitate access to daylight within the site and minimise any overlooking to adjacent private open spaces within the development, and to surrounding residential land.
- The development expresses architectural design excellence and makes a positive contribution to the streetscape, incorporating façade articulation and massing to minimise visual bulk and integration within the surrounding urban character.
- The mid-rise proposed development responds to its strategic location within an activity centre and employment area. The proposed building heights have direct relationships to the surrounding established, and approved, built form.
- Each building is designed to provide a transitional scale to each respective streetscape to enhance amenity along each streetscape.
- The commercial component of the development provides active frontages at street level along Burnley, Doonside and the west corner of Appleton Streets.
- The provision of a public park and two pedestrian through-links provides significant opportunities for movement through the site.

- A zero setback to the street is proposed for each buildings street frontages, reflecting the built form character of the surrounding area, and limits steps in upper levels in form to ensure buildings present as strong and simple forms.
- Car parking is confined within the basement with access solely via Doonside Street, to manage any off-site amenity impacts and minimise views from the public realm.
- The proposed at-grade loading area is confined internally to Buildings A, B and D, to mitigate any views from the public realm.
- Vehicle and pedestrian access are separated, with Harry's Lane designed to manage each discipline safely. Weather protection for the commercial, residential and open through-link entries is provided.
- The built form and siting are generally in accordance with the approved Development Plan, to which, the variations in heights and setbacks are typical for a project of this scale and complexity. Pertinently, the amendments appropriately manage considerations associated with visual bulk, overshadowing and character.

It is noted that the DDO2, only impacts the west portion of the site fronting Burnley Street. As shown in figure 4.4.

Notwithstanding, the development shows compliance to the provisions of the DDO2 by contributing positively to the Burnley Street character and is designed to manage interfaces with surrounding land uses along the streetscape.

Figure 7.5
Massing Strategy

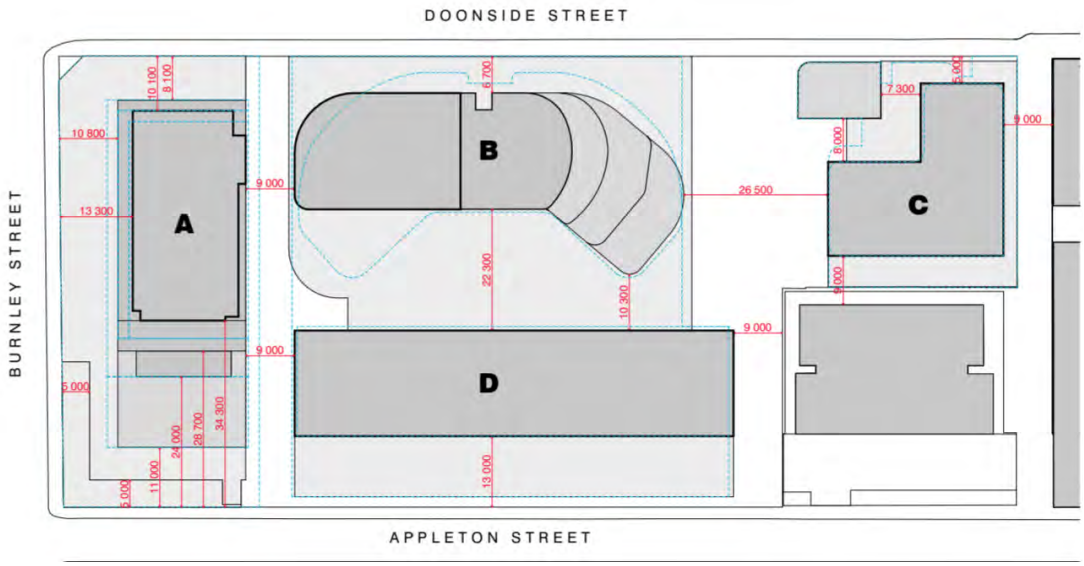


Figure 7.6
Harry's Lane – Detailed Section



7.9 Amenity Considerations

Internal Amenity

The proposed application delivers an appropriate amenity outcome for future residents for the following reasons:

- The overall architectural presentation is attractive as it presents to its surrounds.
- An appropriate level of built form separation is proposed, thereby ensuring any visual bulk considerations within the site are managed.

- The building entrances are attractive, functional and safe. The proposal incorporates building entrances that are a mix of being directly from the public realm (Doonside and Appleton Street), and orientated towards the internal pedestrian walkways (Harry's Lane and Park Lane).
- The apartment layouts are functional, attractive and provide for a high level of amenity and are designed to satisfy the objectives of Clause 58.
- Appropriate car parking and bicycle parking facilities are provided on-site, to which, the facilities are accessible and safe.
- Residents will have access to a range of commercial uses on-site which will provide for convenient access to services and employment options for residents.
- Communal amenities are provided in excess of the minimum requirements. To which, the spaces are attractive and easily maintained.
- Appropriate daylight access is provided to habitable room windows.
- A mix of dwelling typologies is proposed, ensuring a diversity of residents can be accommodated.
- The appropriate wind mitigation strategies are integrated into the scheme to ensure appropriate wind outcomes on-site.

An apartment schedules and matrix detailing an assessment of the proposal against the Better Apartment Design Standards (BADS) has been prepared by Fender Katsalidis Architects, detailing their assessment.

This assessment confirms that the relevant standards of Clause 58 of the Yarra Planning Scheme have been met. Pertinently, the following is noted:

- 67% of dwellings received compliant cross ventilation
- 75% of dwellings achieve accessibility.
- Bedroom dimensions, living room dimensions and private open space provisions predominantly satisfy the minimum requirements.

Having regard to instances of non-compliances to Clause 58, only minor variations are proposed and the quantum of non-compliance is confined having regard to the scale of the project. The application is accompanied by a detailed Clause 58 Assessment that provides a detailed assessment having regard to proposed non-compliances. Variations that are sought include:

- 94% of dwellings achieve D20 (Private Open Space) compliance.
- Condensers are proposed on balconies.
- 88% of dwellings achieve D21 (Storage)
- 90% of bedrooms achieve D26 (Bedroom Functional Layout)
- 91% of apartments achieve D26 (Living Room functional layout)

Additionally, as outlined in the application material, the project delivers precinct wide outcomes in relation to urban design, public realm, and communal amenity offerings, thereby ensuring on balance, an acceptable outcome is achieved.

Extracts of typical apartment layouts are provided below.

Figure 7.7
BADS Drawings





This material has been supplemented by an in-depth assessment prepared by our office and can be found at Attachment 1 of this report.

External Amenity

- Two pedestrian links are provided through the site which are publicly accessibly, subject to final management, safety and authority requirements. The links are attractive and have appropriately integrated CPTED principles through light strategies, window placement, view lines and landscaping.

- Building heights and setbacks to boundaries are generally in accordance with the Development Plan, which have been informed from an extensive Amendment and approval process.
- The proposal enhances the urban environment along Burnley Street by replacing blank concrete walls and unused crossovers, with an active commercial and residential ground floor presentation.
- The proposal significantly enhances the pedestrian environment along Doonside and Appleton Streets, through increased accessibility to the site and public open space.
- The proposed development does not prejudice, but instead enhances the integration with the Victoria Gardens redevelopment through the location of linkages, built form and public open space.
- Visual bulk is managed through high quality finishes, built form separation and variations to form.
- The building setbacks to the east interface has been well managed to ensure no unreasonable amenity impact upon the Embassy Apartment Development.
- Overshadowing of nearby footpaths, in the context of the sites surrounds, is indiscernible noting the need to balance Council's objectives
- Wind implications of the proposal in relation to the public realm have been considered and assessed by Windtech.

7.10 Harry's Lane

Harry's Lane is proposed to be a shared zone between pedestrians and vehicles. Through pedestrian access from Doonside Street to Appleton Street is proposed, while vehicle access is confined to Doonside Street (consistent with the Development Plan).

The design of Harry's Lane has been tailored to allow for:

- Integrated landscaping and lighting
- Active edges to the surroundings tenancies
- Spill out opportunities for the adjoining commercial tenancies

The operation and function of Harry's Lane provides for an attractive 'through link' that is proposed to be publicly accessibly 24/7 and will connect with the subsequent Victoria Gardens Development.

The configuration of Harry's Lane has undergone significant discussions with the State Government, which has resulted in the proposed design outcome. Key changes include the removal of the cantilever, and a consistent minimum 6m width 'open to the sky' component of the pedestrian laneway.

Furthermore, the provision of a port-cochere has been relocated to Doonside Street. A detailed traffic engineering memorandum has been prepared to inform the design of Harry's Lane and accompanies the application material.

This material has been supplemented by within the accompanying covering letter prepared by our office.

7.11 Environmentally Sustainable Design

A Sustainability Management Plan (SMP) has been prepared by ADP Consulting to accompany this application.

The following ESD initiatives are proposed:

- A Built Environment Sustainability Scorecard (BESS) of 54%
- A minimum NatHERS rating of 6 stars for any single dwelling
- An average NatHERS rating of 7 stars for all dwellings
- At least 10% improvement on NCC energy efficiency requirements for non-residential areas of the development
- Minimum 80% of the living areas and bedrooms to be compliant with BESS Residential Daylight Access
- 80% of construction and demolition waste to be reused or recycled (in weight)
- No gas connection will be provided to any residential dwelling.
- 100% STORM / BlueFactor rating
- 5x rainwater tanks with an overall capacity of 185 kL

7.12 Landscaping & Public Realm Considerations

In respect to post construction landscaping, a Landscape Report has been prepared by TCL accompanies this application. The landscape scheme provides for:

- Landscaping including garden beds interspersed along Harry's Lane, Park Lane, Doonside Park and Appleton Street
- Podium level landscaping on Buildings A and B
- Rooftop landscaping on Buildings A, B and D
- Integrated landscaping and public realm furniture, including paving, bicycle parking, park furniture, lighting and bins

The landscaping is attractive, functional and provides for a precinct wide landscape response. Specifically, the following is noted:

- *Doonside Park, Harry's Lane and the eastern link to Appleton Street will be publically accessible day and night. Seating, lighting, public*

bike parking (120 hoops) and bins are located throughout the precinct, adding to public amenity.

- *A significant central open space is located on the podium level providing residents with a range of social and recreation spaces. Enframed by gardens, the podium will feature a large pool and pool deck, a central recreation area with pickleball court, a range of social seating spaces and a bbq social space. The park space will be an important social destination as well as contributing to the overall greening of the development.*

- *Additional resident amenity spaces will be provided on levels 7 of building A, level 8 of Building D and level 17 of building B. These will complement the central podium park and provided external social spaces and pool recreation uses. Additional plantings will contribute to the overall greening and amenity of the development.*

The application proposes:

- Landscaping over 11.6% of the site area, whilst below the preferred 20% site cover, the development provides a high-quality landscaping strategy consistent with the public realm ambitions of the development plan.

- Deep soil planting of 576 square metres (ie, no encumbrance below)

- A variance in planting in planters with soil depth ranging from 300mm to 1,000mm

Figure 7.8
Landscape Concept – Ground Level

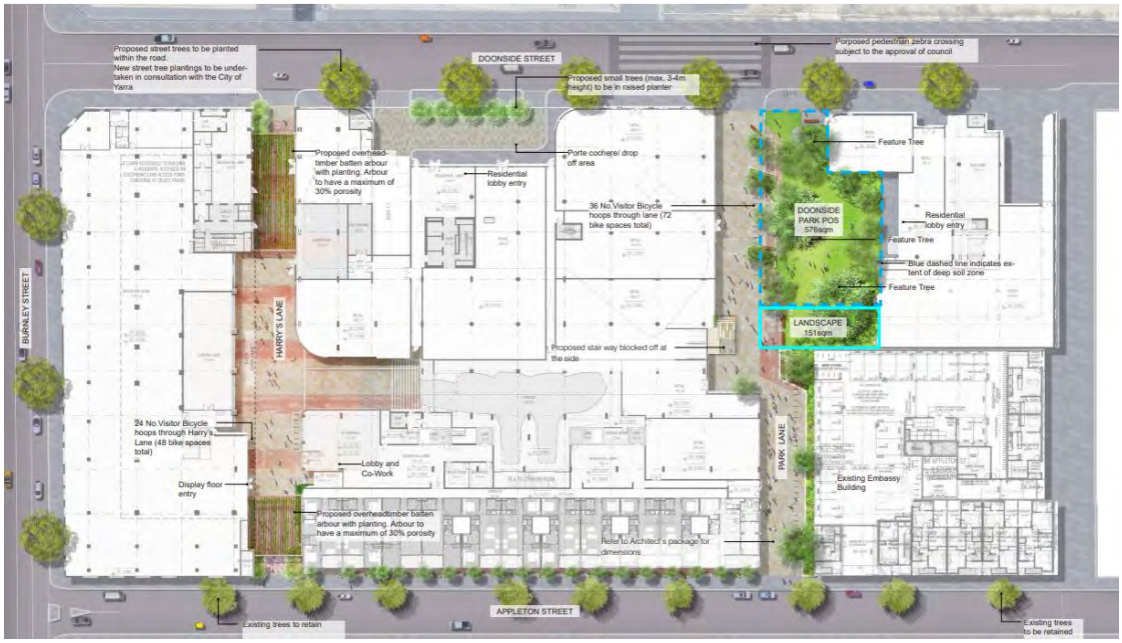


Figure 7.9
Landscape Concept Plan—Podium and Rooftops



Doonside Park

The application proposes 576 square metres of public open space 'Doonside Park' towards the north-east corner of the site. The siting and design of Doonside Park is consistent with DPO15 and the subsequent endorsed Development Plan.

Doonside Park is proposed to be unencumbered with built form below ground level, enabling the land to be transferred to Council as part of the public open space contributions.

Any shortfall in public open space contributions in respect to the size of the public open space (as a consequence of a recent planning scheme amendment gazettal) is sought to be a financial contribution which is specifically tied into the delivery of Doonside Park and not diverted to any other project. Further, our client is invested in participation in the design and delivery of the park. If appropriate, this can form a condition of Permit.

The development sets to provide a high-quality pocket park for its' residents, visitors and the broader community. While the public open space is 576 square metres of park unencumbered and gifted to Council, 151m2 is provided as adjacent landscaping. The full width of the lane is designed to read as part of the park, including the southern extent of the laneway.

The parks 12m Doonside Street frontage sits along side a 9m metre wide pedestrian laneway connecting from Doonside to Appleton Street. The eastern side of 9m wide shared pedestrian and cycling path demarcates the edge of the Doonside Park public open space.

The western side of the park lane has an active retail edge, providing all day activation and passive surveillance of the park space.

The key feature of the park is a specimen tree amongst a rich assortment of garden bed planting. This tree will provide verticality and canopy cover to the public park. The majority of the park consists of a deep soil profile unencumbered. The specimen tree will be further elevated on a gentle mound. The complementary landscape provided contains shallow soil and features raised garden beds to allow the area of lawn and garden bed situated over the carpark aisle below, where deep soil is not possible, to gain a minimum of 500mm depth of soil.

Garden beds to the west of the pedestrian path will be raised planter built upon the structural slab.

Both the public open space and lane side of the park will provide public seating.

The eastern interface of Doonside Park has been designed to complement the Heritage Building. The upgraded footpath widens to allow the entry access into the building, and garden beds frame the western façade of the built form.

Figure 7.10
Doonside Park

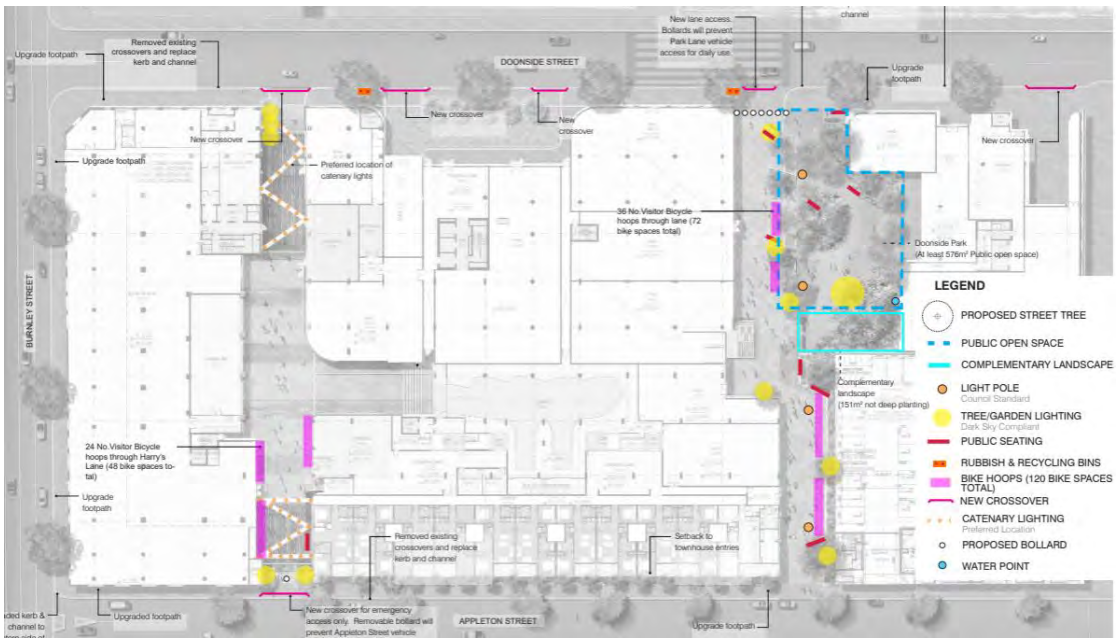


Public Realm

Across the perimeter of the site, the application proposes the following public realm improvements:

- Reinstatement of redundant vehicle crossovers
- New crossovers, designed to Council's satisfaction
- Upgraded footpaths
- New street tree planting
- Street trees / powerlines being undergrounded?
- Bicycle parking, lighting, landscaping, park furniture throughout the pedestrian links

Figure 7.11
Public Realm Plan



Vegetation Removal – Lemon Scented Gum

The application also proposes the removal of a Lemon Scented Gum Tree which is sited within a planter bed adjacent the northern boundary (Doonside Street).

The subject site has gone through an extensive Planning Scheme Amendment process, whereby the subsequent Development Plan

Overlay, Schedule 15 does not require the tree to be retained, nor were any specific landscaping controls applied to the site as part of the proposed Amendment process. To that end, no planning controls govern the trees retention / removal.

As outlined within the accompanying Arborist Report prepared by Glenn Waters, and the associated planning controls that apply in assessing its removal:

- *I have revised the Planning Controls covering this site and it is my opinion that there are no Environmental Planning Controls that apply to the subject site.*

  With regard to Clause 52:17 Native Vegetation: It is clear that this tree is a West Australian native tree and cannot be a remnant specimen and must be a planted tree. Therefore this Clause does not apply to this tree.

In respect to the associated observations of the tree, the following is noted:

- *The tree in question is sited off Doonside Street within a raised car parking area that is almost completely covered in hard paving. The tree is a mature Lemon Scented Gum (Corymbia citriodora) and is approximately 16.5 metres in height with a maximum canopy spread of 19.0 metres with a trunk diameter of 63cm and a basal diameter of 75cm.*

  This tree shows fair-poor health with some canopy thinning and low level deadwood and displays fair-poor structure with a number of small bifurcations in the upper canopy but with no major visible faults but with a major wound. It is considered to have 'Low-Moderate' arboricultural/retention value. I believe that this tree is in some overall decline and almost certainly due to the limited area of open space around the base of the tree.

In addition to the above, the site is affected by the Environmental Audit Overlay, to which an environmental auditor has been commissioned to prepare the associated Audit, to which the following is noted:

- *To date, the Audit (and all associated reporting) has been undertaken on the basis of tree removal and encapsulation of this area of the site.*

  Based on the findings of the Audit process and the information provided in the JBS&G (2024) Contamination Status Update report, the Auditor has concerns with the retention of the tree (and associated exposed soils) in an impacted area of the site where there is potential to exacerbate on-site/off-site risks related to remnant contamination at and adjacent to the site.

It is the Auditor's strong preference that this area of the site be encapsulated by hardstand as part of the development, based on the following considerations:

- *LNAPL mobilisation: It is noted that the tree is located on the north-eastern edge of the LNAPL plume beneath the site, down-hydraulic gradient of the LNAPL plume. Based on historical reporting to date, it is understood that LNAPL has been identified in the monitoring well closest to the tree (MW04). Should this area of the site be redesigned to increase the permeable/exposed soil area surrounding the tree, it is considered that surface water infiltration recharging this part of the site may result in the mobilisation of potential LNAPL, which may realise in LNAPL migrating beyond the site boundary.*

- *Requirements for Landscape Areas: As part of the Environmental Audit Statement Recommendations, any landscaped areas or garden beds are required to have at least 0.5 m thickness of clean topsoil below the finished surface to be protective of human health for site users/occupants. Given the elevated surface levels in this portion of the site, it is likely that 0.8 - 1.0 m of contaminated soil will be required to be removed around the tree for site levelling purposes. Furthermore, a marker layer is also required to be placed above the contaminated horizon, which may result in additional excavation of the area surrounding the tree. As noted by JBS&G, these landscaping works, required to be undertaken to ensure that the site is suitable for its intended use, would likely cause major encroachment and damage to the tree.*

Having regard to the above, it is considered that the removal of the Lemon Scented Gum is appropriate.

Figure 7.12
Lemon Scented Gum



7.13 Public Open Space Contributions

The Yarra Planning Scheme has a public open space contribution of 8.65% pursuant to Clause 53.01.

The public open space contribution proposed as part of this application includes:

- The vesting of "Doonside Park" to Council. This equates to 4.5% of the total site area.
- Improvements to Doonside Park. The costing associated with the delivery of Doonside Park are still to be confirmed, however the delivery of the park will be no more than 4.15%.
- It is proposed for Doonside Park to be vested to Council and delivered to Council within six months of the occupation of Stage 3. This will ensure that the viability of the park is not unreasonably impacted during construction.

7.14 Development Contributions

The project provides for significant development contributions that should offset the requirements of DCPO1. The contributions include:

- Creation and management of two publicly accessible pedestrian links through the site
- Undergrounding of powerlines to Appleton Street
- Upgrades to footpaths that surround the perimeter of the site
- New streetscape works to Doonside Street, including street tree planting and pedestrian crossings

Given the abovementioned contributions, these should offset the contributions required at DCPO1 once the costings are confirmed, in particular given the identification for infrastructure works for Doonside Street as part of the Incorporated Document to underpin DCPO1 (Project No. 875 – Pavement works).

7.15 Traffic Considerations

Traffic Considerations are addressed in the accompanying Traffic Impact Assessment prepared by Traffix Group.

The report concludes:

Having undertaken a detailed traffic engineering assessment of the proposed mixed-use development at 81-95 Burnley Street & 26-34 Doonside Street, Richmond, we are of the opinion that:

a) The proposed bike parking provisions are consistent with that contemplated by the Development Plan and are well in excess of standard Statutory Rates under Clause 52.34.
b) The proposed car parking provisions are generally consistent with the Development Plan rates, and include a reduction in the car parking requirements under Clause 52.06-6 such that sustainable transport modes will be encouraged
c) The design of parking and access is considered appropriate and meets the general intent of the Development Plan as well as the requirements of Clause 52.34, Clause 52.06 and the relevant parts of AS2890 (1, 2, 3 and 6).
d) On-site loading has been appropriately considered and meets the objectives of Clause 65.01 of the Planning Scheme and the Development Plan.
e) the level of traffic generated as a result of this proposal is acceptable and consistent with (if not less than) that contemplated by the Development Plan.
f) there are no traffic engineering reasons why a planning permit for the proposed mixed-use development at 81-95 Burnley Street & 26-34 Doonside Street, Richmond, should be refused, subject to appropriate conditions.

Further to the Traffic Impact Assessment, the proposed car parking strategy onsite aligns with the transport objectives within the Development Plan. Having regard to the proposed reduction sought, the subject site is appropriately located within an activity centre, within proximity to a variety of public transport infrastructure, and supports the prioritisation of sustainable transport options.

As outlined earlier within this report, a Planning Permit is required due to the reinstatement of the existing accessway along Burnley Street.

Preliminary comments have been received from Head Transport for Victoria (HTfV), to which, the proposed comments appear acceptable. We would the opportunity to discuss any proposed conditions direct with HTfV to refine any drafting of conditions to ensure that the obligations for the delivery of a signalised intersection is a shared responsibility between relevant stakeholders.

7.16 Waste Considerations

Waste Considerations are addressed in the accompanying Waste Management Plan prepared by Leigh Design.

The report notes:

- *The Operator, as defined below, shall be responsible for managing the waste system and for developing and implementing safe operating procedures.*
- *Waste shall be stored within the development (hidden from external view). Users shall deposit sorted waste into the chutes and/or into designated collection bins.*
- *Waste shall be collected within the basement of the subject land. The Operator shall present full bins at the Loading Bay in coordination with each collection.*
- *A private contractor shall provide waste collection services*

8 Conclusion

In conclusion, the proposal represents an appropriate town planning outcome for the land for the following reasons:

- The site is strategically located within the Victoria Street Major Activity Centre and therefore enjoys access to a range of urban infrastructure.
- The proposal responds to its urban context through its built form, scale and land use.
- The proposal offers a significant public benefit and urban uplift through the provision of public open space, and ground floor commercial and retail offerings.
- The proposal will accommodate 687 new dwellings and will provide a high level of residential amenity for its future occupants.
- The proposal effectively responds to the Burnley Street Corridor, Appleton Street residential character and the proposed Victoria Gardens Doonside Precinct, as to ensure no unreasonable amenity impact is caused.
- The proposal is generally in accordance with the approved Development Plan.
- The proposal is consistent and supported by the applicable Planning Policy Framework pursuant to the provisions of the Yarra Planning Scheme.
- The proposal incorporates a significant provision of bicycle parking to encourage the use of sustainable forms of transport in favour of motor vehicles.
- The proposal satisfies Councils best practice outlined in the Environmentally Sustainable Development Policy and represents a sustainable development.



Attachment 1
Clause 58 Assessment





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Clause 58 Assessment

Better Apartments Design Standards

81-95 Burnley Street & 26-34 Doonside Street, Richmond

April 2026 (amended July 2026)

Better Apartments Design Standards

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58.01 URBAN CONTEXT REPORT AND DESIGN RESPONSE

58.01-1 Application requirements

Requirements	Complies / Does Not Comply / Variation required
An application must be accompanied by: • An urban context report • A Design Response	✓ **Complies** See Urban Context Report material prepared by Fender Katsalidis Architects and the broader material that accompanies this application.

58.01-2 Urban context report

Requirements	Complies / Does Not Comply / Variation required
The urban context report may use a site plan, photographs or other techniques and must include: An accurate description of: - Site shape, size, orientation and easements. - Levels and contours of the site and the difference in levels between the site and surrounding properties. - The location and height of existing buildings on the site and surrounding properties. - The use of surrounding buildings. - The location of private open space of surrounding properties and the location of trees, fences and other landscape elements. - Solar access to the site and to surrounding properties. - Views to and from the site. - Street frontage features such as poles, street trees and kerb crossovers. - The location of local shops, public transport services and public open spaces within walking distance. - Movement systems through and around the site. - Any other notable feature or characteristic of the site. An assessment of the characteristics of the area including: - Any environmental features such as vegetation, topography and significant views. - The pattern of subdivision. - Street design and landscape. - The pattern of development.	✓ **Complies** See Urban Context Report material prepared by Fender Katsalidis Architects and the broader material that accompanies this application.

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Requirements	Complies / Does Not Comply / Variation required
- Building form, scale and rhythm. - Connection to the public realm. - Architectural style, building details and materials. - Off-site noise sources. - The relevant NatHERS climate zones (as identified in Clause 58.03-1). - Social and economic activity - Any other notable or cultural characteristics of the area	

58.01-3 Design response

Requirements	Complies / Does Not Comply / Variation required
The design response must explain how the proposed design: - Responds to any relevant planning provision that applies to the land. - Meets the objectives of Clause 58. - Responds to any relevant housing, urban design and landscape plan, strategy or policy set out in this scheme. - Selects materials and finishes for the external walls. - Derives from and responds to the urban context report. The design response must include correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings. If in the opinion of the responsible authority this requirement is not relevant to the evaluation of an application, it may waive or reduce the requirement.	✓ **Complies** See Urban Context Report material prepared by Fender Katsalidis Architects and the broader material that accompanies this application.

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58.02 URBAN CONTEXT

58.02-1 Urban context objectives

- To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.
- To ensure that development responds to the features of the site and the surrounding area.

Standard D1	Complies / Does Not Comply / Variation required
The design response must be appropriate to the urban context and the site.	✓ **Complies** A Design Report has been prepared by Fender Katsalidis Architects, while a Town Planning and Urban Context has been prepared by Contour. See accompanying application material.
The proposed design must respect the existing or preferred urban context and respond to the features of the site.	✓ **Complies** A Design Report has been prepared by Fender Katsalidis Architects, while a Town Planning and Urban Context has been prepared by Contour. See accompanying application material.

58.02-2 Residential policy objectives

- To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.
- To support higher density residential development where development can take advantage of public and community infrastructure and services.

Standard D2	Complies / Does Not Comply / Variation required
An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.	✓ **Complies** See accompanying Town Planning and Urban Context Report prepared by Contour that accompanies this application.

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58.02-3 Dwelling diversity objective

- To encourage a range of dwelling sizes and types in developments of ten or more dwellings.

Standard D3	Complies / Does Not Comply / Variation required
Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.	✓ **Complies** The proposed development provides for a total of 687 dwellings, comprising of the following mix: **Building A** - 100x one-bedroom apartments - 63x two-bedroom apartments - 16x three-bedroom apartments - 3x three-bedroom+ penthouses Total: 182 **Building B** - 89x one-bedroom apartments - 145x two-bedroom apartments - 18x three-bedroom apartments Total: 252 **Building C** - 72x one-bedroom apartments - 32x two-bedroom apartments - 8x three-bedroom apartments Total: 112 **Building D** - 58x one-bedroom apartments - 74x two-bedroom apartments - 9x three-bedroom apartments Total: 141

58.02-4 Infrastructure objectives

- To ensure development is provided with appropriate utility services and infrastructure.
- To ensure development does not unreasonably overload the capacity of utility services and infrastructure.

Standard D4	Complies / Does Not Comply / Variation required
Development should be connected to reticulated services, including reticulated sewerage, drainage and electricity, if available.	✓ **Complies** The proposed development will be appropriately connectives to services and infrastructure.
Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.	✓ **Complies** The proposed development will not unreasonably compromise the capacity of existing services. Notwithstanding, if required, upgrades will be included as part of the detailed design phase of the project.

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Standard D4	Complies / Does Not Comply / Variation required
In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.	✓ **Complies** Per the above, if required upgrades to existing infrastructure will be included as part of the detailed design phase of the project.

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58.02-5 Integration with the street objective

- To integrate the layout of development with the street.
- To support development that activates street frontage.

Standard D5	Complies / Does Not Comply / Variation required
Development should be oriented to front existing and proposed streets.	✓ **Complies** The development has been sited and designed to have active frontages to existing external streets and the internal laneway network.
Along street frontage, development should: - Incorporate pedestrian entries, windows, balconies or other active spaces. - Limit blank walls. - Limit high front fencing, unless consistent with the existing urban context. - Provide low and visually permeable front fences, where proposed. Conceal car parking and internal waste collection areas from the street.	✓ **Complies** The development proposes a highly active street frontage through the provision of habitable areas at ground level, and above. The accompanying architectural package illustrates elevations that demonstrate high-level façade articulation and visual interest through a mix of materiality and finishes, minimal blank walls, and design detailing. Car parking is proposed within the basement level, while loading is proposed via Harry's Lane, away from the street frontage.
Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.	**N/A** The site does not adjoin existing public open space. Notwithstanding, it is noted that the application *proposes* public open space. The interface with the public open space includes appropriate passive surveillance to the open space area.

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58.03 SITE LAYOUT

58.03-1 Energy efficiency objectives

- To achieve and protect energy efficient dwellings and buildings.
- To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.
- To ensure dwellings achieve adequate thermal efficiency.

Standard D6	Complies / Does Not Comply / Variation required
Buildings should be: • Oriented to make appropriate use of solar energy. • Sited and designed to ensure that the energy efficiency of existing dwellings or small second dwellings on adjoining lots is not unreasonably reduced.	✓ **Complies** The siting and design of the buildings makes appropriate use of solar energy and does not compromise the energy efficiency of existing dwellings.
Living areas and private open space should be located on the north side of the development, if practicable.	✓ **Complies** Where practical, living areas and private open space has a northern orientation.
Developments should be designed so that solar access to north-facing windows is optimised.	✓ **Complies** Where practical, solar access to north facing windows is maximised.
Dwellings located in a climate zone identified in Table D1 should not exceed the specified maximum NatHERS annual cooling load specified in the following table.	✓ **Complies** As outlined in the accompanying Sustainability Management Plan, the proposed application satisfies the relevant cooling load.

Table D1 Cooling load

NatHERS CLIMATE ZONE	NatHERS MAXIMUM COOLING LOAD MJ/M^2 PER ANNUM
Climate zone 21 Melbourne	30
Climate zone 22 East Sale	22
Climate zone 27 Mildura	69
Climate zone 60 Tullamarine	22
Climate zone 62 Moorabbin	21
Climate zone 63 Warrnambool	21
Climate zone 64 Cape Otway	19
Climate zone 66 Ballarat	23

Note: Refer to NatHERS zone map, Nationwide House Energy Rating Scheme (Commonwealth Department of Environment and Energy).

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58.03-2 Communal open space objective

- To provide communal open space that meets the recreation and amenity needs of residents.
- To ensure that communal open space is accessible, practical, attractive, easily maintained.
- To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.

Standard D7	Complies / Does Not Comply / Variation required
A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres.	✓ **Complies** The application proposes 2,621 square metres of communal outdoor open space as follows: Building A, Level 8 – 328 square metres Level 1 podium between Buildings B & D – 815 square metres Building B, Level 17 – 388 square metres Further open space areas are also contemplated as part of the application through the provision of internal pedestrian links and the public open space. Specifically, each building has access to at least one communal open space area. Having regard to residential access to each communal open space area: • Building A residents have access to communal open space located on Level 8, and open space located at the podium level 1 between Buildings B and D. • Building B residents have access to communal open space located at the podium level 1 between Buildings B and D, and communal open space located on level 17 of Building B. • Building C residents have access to open space located at the podium level 1 between Buildings B and D. Residents also benefit from access to internal amenity spaces and located adjacent to Doonside Park. • Building D residents have access to communal open space at the podium level 1 between Buildings B and D. Access to each communal space (to those permitted to access it) is provided via electronic card access provided to future residents of the development. Access points to the Level 1 podium communal open space for residents of Buildings A, B, C and D are provided via card access points located at Level 1 of Building B and D, and an access point located at the top of the stairwell connecting to Park Lane.
If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may	✓ **Complies** In addition to the 1,283 square metres of communal outdoor open space, the application also proposes the following internal amenity: Building A, Level 8 – 334 square metres

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Standard D7	Complies / Does Not Comply / Variation required
consist of multiple separate areas of communal open space.	Building D, GF – 147 square metres Building D, Level 1 – 649 square metres Building D, Level 2 – 301 square metres The internal amenity areas associated with Building D is accessible to residents of all buildings.

Each area of communal open space should be:
- Accessible to all residents.
- A useable size, shape and dimension.
- Capable of efficient management.
- Located to:
  - Provide passive surveillance opportunities, where appropriate.
  - Provide outlook for as many dwellings as practicable.
  - Avoid overlooking into habitable rooms and private open space of new dwellings.
  - Minimise noise impacts to new and existing dwellings and existing small dwellings.
	✓ **Complies**
	
	Communal open space is accessible, of a useable space and capable of efficient management. Specifically, body corporate rules will be implemented to manage which residents can access which open space area.

Any area of communal outdoor open space should be landscaped and include canopy cover and trees.	✓ **Complies** All communal open space areas are to be landscaped. Refer to the accompanying landscape package prepared by TCL.

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58.03-3 Solar access to communal outdoor open space objective

- To allow solar access into communal outdoor open space.

Standard D8	Complies / Does Not Comply / Variation required
The communal outdoor open space should be located on the north side of a building, if appropriate.	✓ **Complies** Where appropriate, the communal outdoor areas are provided with a northern orientation.
At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.	**Variation Required** Hollistically, 18.9% / 296 sqm of communal open space receive minimum of 2 hours of solar access between 9am and 3pm on 21 June. It is noted that the communal open space on Level 17 of Building B receives the greatest outcome for solar access. With the location and massing of communal open space within the development consistent with the endorsed development plan.

58.03-4 Safety objective

- To ensure the layout of development provides for the safety and security of residents and property.

Standard D9	Complies / Does Not Comply / Variation required
Entrances to dwellings should not be obscured or isolated from the street and internal accessways.	✓ **Complies** Dwelling entrances are clearly identifiable from the relevant streetscapes or internal accessways.
Planting which creates unsafe spaces along streets and accessways should be avoided.	✓ **Complies** The landscape scheme has been designed to ensure no unsafe planting areas along accessways.
Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.	✓ **Complies** Lighting, visibility and passible surveillance of car parks and accessways is proposed.
Private spaces within developments should be protected from inappropriate use as public thoroughfares.	✓ **Complies** The application proposed two pedestrian links through the site which will be publicly accessible. The links will benefit from integrated lighting, landscaping and passive surveillance to ensure that the links provide for the safety and security of residents.

58.03-5 Landscaping objectives

- To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.
- To preserve existing canopy cover and support the provision of new canopy cover.
- To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.

Standard D10	Complies / Does Not Comply / Variation required
Development should retain existing trees and canopy cover.	**Variation Required** An existing Lemon Scented Gum is sited adjacent the northern property boundary of the site. Per the accompanying application

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Standard D10	Complies / Does Not Comply / Variation required
	material, the tree is of low-moderate retention value and is recommended for removal having regard to the environmental audit being undertaken. Accordingly, the removal of the Lemon Scented Gum is acceptable and a variation should be supported.
Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.	**N/A** No trees have been removed in the past 12 months.

Development should:
- Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2.
- Provide canopy cover through canopy trees that are:
  - Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3.
  - Consistent with the canopy diameter and height at maturity specified in Table D4.
  - Located in communal outdoor open space or common areas or street frontages.
- Comprise smaller trees, shrubs and ground cover, including flowering native species.
- Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space.
- Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption.
- Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water.
- Protect any predominant landscape features of the area.
- Take into account the soil type and drainage patterns of the site.
- Provide a safe, attractive and functional environment for residents.
- Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.
	Variation Required
	
	A detailed landscape plan has been prepared by TCL which notes:
	• 565 square metres (11.6% site area) of deep soil area associated with the public park. (Table D2 requires 15% site area or 1,920 sqm).
	• 2,123 square metres of total planting area
	• Canopy planting within the proposed public open space
	• Landscaping throughout communal outdoor areas and along site laneways.
	• Tree soil and canopy types consistent with Tables D3 and D4.
	
	 
	
	Whilst the extent of deep soil planting area and canopy tree coverage is below the area contemplated within Table D2, the proposal provides for extensive on-street planting, landscaping and the proposed public open space, generally in accordance with the endorsed development plan.
	
	Specifically, the proposal provides significant landscaping opportunities at-grade and within above-ground communal areas to ensure the development maximises 'greenery' opportunities. Further, the proposal include street tree planting along Doonside Street, Burnley Street and Appleton Street that further enhances the amenity of the surrounding area. To that end, it is considered that the proposal achieves the objectives of Clause 58.03-5 and remains an acceptable outcome.

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Standard D10	Complies / Does Not Comply / Variation required

Table D2 Canopy cover and deep soil requirements

Site Area	Canopy cover	Deep soil
1000 square metres or less	5% site area Include at least 1 Type A tree	5% of site area or 12 square metres whichever is the greater
1001 – 1500 square metres	50 square metres plus 20% of site area above 1,000 square metres Include at least 1 Type B tree	7.5% of site area
1501-2500 square metres	150 square metres plus 20% of site area above 1,500 square metres Include at least 2 Type B trees or 1 Type C tree	10% of site area
2500 square metres or more	350 square metres plus 20% of site area above 2,500 square metres Include at least 2 Type B trees or 1 Type C tree	15% of site area

Table D3 Soil requirements for trees

Tree type	Tree in deep soil Area of deep soil	Tree in planter Volume of planter soil	Depth of planter soil
A	12 square metres (min. plan dimension 2.5 metres)	12 cubic metres (min. plan dimension of 2.5 metres)	0.8 metre
B	49 square metres (min. plan dimension 4.5 metres)	28 cubic metres (min. plan dimension of 6.5 metres)	1 metre
C	121 square metres (min. plan dimension 6.5 metres)	64 cubic metres (min. plan dimension of 6.5 metres)	1.5 metre

Note: Where multiple trees share the same section of soil the total required amount of soil can be reduced by 5% for every additional tree, up to a maximum reduction of 25%.

Table D4 Tree type

Tree type	Minimum canopy diameter at maturity	Minimum height at maturity
A	4 metres	6 metres
B	8 metres	8 metres

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C	12 metres	12 metres

58.03-6 Access objective

- To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.
- To ensure the vehicle crossovers are designed and located to minimise visual impact.

Standard D11	Complies / Does Not Comply / Variation required
Vehicle crossovers should be minimised.	✓ **Complies** Vehicle crossovers minimised and provided only for access into the basements and internal linkages, and emergency vehicle access.
Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building.	✓ **Complies** Car parking entries are consolidated and integrated into the design of the development.
Pedestrian and cyclist access should be clearly delineated from vehicle access.	✓ **Complies** All linkages / access points are clearly delineated to minimise potential for conflict.
The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees.	✓ **Complies** The crossovers have been sited and designed to minimise any impacts on the public realm and to maximise pedestrian safety.
Developments must provide for access for service, emergency and delivery vehicles.	✓ **Complies** Access for services, emergency and delivery vehicles has been integrated into the development.

58.03-7 Parking location objectives

- To provide convenient parking for resident and visitor vehicles.
- To protect residents from vehicular noise within developments.

Standard D12	Complies / Does Not Comply / Variation required
Car parking facilities should: - Be reasonably close and convenient to dwellings. - Be secure. - Be well ventilated if enclosed.	✓ **Complies** Car parking facilities are conveniently located for dwellings, secure and appropriately ventilated.
Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.	**N/A**

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Standard D12	Complies / Does Not Comply / Variation required

58.03-8 Integrated water and stormwater management objectives

- To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.
- To facilitate stormwater collection, utilisation and infiltration within the development.
- To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.

Standard D13	Complies / Does Not Comply / Variation required
Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.	✓ **Complies** A sustainability management plan has been prepared by ADP and accompanies the application.
Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.	✓ **Complies** A sustainability management plan has been prepared by ADP and accompanies the application.
The stormwater management system should be: Designed to meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater – Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee 1999). Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.	✓ **Complies** A sustainability management plan has been prepared by ADP and accompanies the application.

58.04 AMENITY IMPACTS

58.04-1 Building setback objectives

- To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.
- To allow adequate daylight into new dwellings.
- To limit views into habitable room windows and private open space of new and existing dwellings.
- To provide a reasonable outlook from new dwellings and existing small second dwellings.
- To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.

Standard D14	Complies / Does Not Comply / Variation required
The built form of the development must respect the existing or preferred urban context and respond to the features of the site.	✓ **Complies** The proposed built form is generally in accordance with the approved Development Plan.
Buildings should be set back from side and rear boundaries, and other buildings within the site to:	✓ **Complies** The proposed built form is generally in accordance with the approved Development Plan.

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Standard D14	Complies / Does Not Comply / Variation required
- Ensure adequate daylight into new habitable room windows. - Avoid direct views into habitable room windows and private open space of new and existing dwellings and existing small dwellings. Developments should avoid relying on screening to reduce views. - Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. - Ensure the dwellings are designed to meet the objectives of Clause 58.	

58.04-2 Internal views objective

- To limit views into the private open space and habitable room windows of dwellings within a development.

Standard D15	Complies / Does Not Comply / Variation required
Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.	✓ **Complies** No unreasonable internal overlooking within the development is proposed.

58.04-3 Noise impacts objectives

- To contain noise sources in developments that may affect existing dwellings.
- To protect residents from external and internal noise sources.

Standard D16	Complies / Does Not Comply / Variation required
Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings or small second dwellings.	✓ **Complies** See accompany Acoustic Report and Consultant Advice notice prepared by ADP Consulting.
The layout of new dwellings and buildings should minimise noise transmission within the site.	✓ **Complies** See accompany Acoustic Report and Consultant Advice notice prepared by ADP Consulting.
Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.	✓ **Complies** See accompany Acoustic Report and Consultant Advice notice prepared by ADP Consulting.
New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.	✓ **Complies** See accompany Acoustic Report and Consultant Advice notice prepared by ADP Consulting.
Buildings within a noise influence area specified in Table D5 should be designed and constructed to achieve the following noise levels:	✓ **Complies** See accompany Acoustic Report and Consultant Advice notice prepared by ADP Consulting.

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Standard D16	Complies / Does Not Comply / Variation required
- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. - Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.	
Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.	✓ **Complies** See accompany Acoustic Report and Consultant Advice notice prepared by ADP Consulting.
Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.	✓ **Complies** See accompany Acoustic Report and Consultant Advice notice prepared by ADP Consulting.

Table D5 Noise influence area

Noise Source	Noise Influence Area
Zone interface	
Industry	300 metres from the Industrial 1, 2 and 3 zone boundary
Roads	
Freeways tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
Railways	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track
Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track

Note: The noise influence area should be measured from the closest part of the building to the noise source.

58.04-4 Wind impacts objective

- To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.

Standard D17	Complies / Does Not Comply / Variation required
Development of five or more storeys, excluding a basement should: - not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and communal open space; and - achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land	✓ **Complies** A wind tunnel assessment and memorandum has been prepared which accompanies the application material. To that end, the relevant criteria is satisfied.

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Standard D17	Complies / Does Not Comply / Variation required
within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater.	
Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.	✓ **Complies** The application does not rely on trees and landscaping for wind mitigation purposes.
Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.	✓ **Complies** Wind mitigation techniques are confined to within the title boundaries.

Table D6 Wind conditions

Unsafe	Comfortable
Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.	Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than: - 3 metres per second for sitting areas, - 4 metres per second for standing areas, - 5 metres per second for walking areas

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58.05 ON-SITE AMENITY AND FACILITIES

58.05-1 Accessibility objective

- To ensure the design of dwellings meets the needs of people with limited mobility.

Standard D18	Complies / Does Not Comply / Variation required
At least 50 per cent of dwellings should have: - A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. - A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. - A main bedroom with access to an adaptable bathroom. - At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D7.	✓ **Complies** As outlined within the accompanying architectural material prepared by Fender Katsalidis, 75% of dwellings are designed to satisfy the accessibility criteria. More specifically: Building A: 132 of 182 apartments (73%) Building B: 166 of 252 apartments (66%) Building C: 92 of 112 apartments (82%) Building D: 127 of 141 apartments (90%) This includes bathroom designs in accordance with Table D7 which include a combination of both Design Option A and Design Option B. The application material is accompanied by an accessibility memorandum prepared by B4C Consultants. Pertinently, the memorandum confirms the proposal complies with Standard D18. See accompanying detailed BADS drawings prepared by SOM Architects.  1 3 BED APARTMENT TYPE TD-C03M SCALE 1 : 100 ADDV ACCESSIBLE APARTMENT (DESIGN OPTION A) STORAGE / QTY / VOLUME OVERHEAD 5 1.12 m² TALL 6 13.31 m² UNDERBENCH 7 2.52 m² INTERNAL 18 16.94 m² MIN EXTERNAL REQUIRED 1.06m² MIN TOTAL REQUIRED 18m²

Table D7 Bathroom design

	Design Option A	Design Option B
Door Opening	A clear 850mm wide door opening	A clear 820mm wide door opening located opposite the shower
Door design	Either: • A slide door, or • A door that opens outwards, or	Either: • A slide door, or • A door that opens outwards, or • A door that opens inwards and has readily removable hinges.

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	Design Option A	Design Option B
	• A door that opens inwards that is clear of the circulation area and has readily removable hinges	
Circulation Area	A clear circulation area that is: • A minimum area of 1.2m x 1.2m • Located in front of the shower and the toilet • Clear of the toilet, basin and the door swing The circulation area for the toilet and shower can overlap	A clear circulation area that is: • A minimum width of 1m • The full length of the bathroom and a minimum length of 2.7m • Clear of the toilet and basin. The circulation area can include a shower area.
Path to circulation area	A clear path with a minimum width of 900mm from the door opening to the circulation area.	Not Applicable.
Shower	A hobless (step-free) shower.	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.
Toilet	A toilet located in the corner of the room	A toilet located closest to the door opening and clear of the circulation area.

58.05-2 Building entry and circulation objectives

- To provide each dwelling and building with its own sense of identity.
- To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.
- To ensure internal communal areas provide adequate access to daylight and natural ventilation.

Standard D19	Complies / Does Not Comply / Variation required
Entries to dwellings and buildings should: - Be visible and easily identifiable. - Provide shelter, a sense of personal address and a transitional space around the entry.	✓ **Complies** Dwelling entrances are visible and provide for a sense of personal space and sense of address for future residents for each building.
The layout and design of buildings should: - Clearly distinguish entrances to residential and non-residential areas. - Provide windows to building entrances and lift areas. - Provide visible, safe and attractive stairs from the entry level to encourage use by residents. - Provide common areas and corridors that: ▪ Include at least one source of natural light and natural ventilation. ▪ Avoid obstruction from building services. ▪ Maintain clear sight lines.	✓ **Complies** Residential and commercial entrances are clearly distinguishable. Where appropriate, habitable windows are provided adjacent entrances to ensure the areas are safe.

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58.05-3 Private open space objective

- To provide adequate private open space for the reasonable recreation and service needs of residents.

Standard D20	Complies / Does Not Comply / Variation required
A dwelling should have private open space consisting of at least one of the following: - An area of 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room - A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room. - An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room An area on a roof of 10 square metres with a minimum dimension of 2 metres and convenient access from a living room.	**x Variation Required** Each dwelling contains an area of secluded private open space which accords with the objective of Clause 58.05-3. It is noted that the application proposes condensers within private open spaces. As outlined in the accompanying material prepared by Fender Katsalidis, a minimum of 94% of dwellings achieve the minimum private open space requirements. More specifically: Building A: 182 of 182 apartments (100%) Building B: 252 of 252 apartments (100%) Building C: 96 of 112 apartments (86%) Building D: 140 of 141 apartments (99%) The 5% of dwellings that do not satisfy this standard, require variations of less than 1sqm in area and/or 100mm or less in minimum dimensions pursuant to Table D8. It is noted that these minor non-compliances are offset by a significant communal amenity offering onsite, which includes a combination of both indoor and outdoor communal space, plus the provision of public open space (Doonside Park). For these reasons, it is submitted that this variation is acceptable.
If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres.	**Variation Required** The proposal incorporates condensers within apartment terraces. To offset the provision of condensers, the broader development incorporates significant open space opportunities for residents throughout internal and external residential amenity offerings. Subsequently a variation is acceptable.
If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.	✓ **Complies**

Table D8 Balcony size

Orientation of dwelling	Dwelling type	Minimum area	Minimum dimension
North (between north 20 degrees west to north 30 degrees east)	All	8 square metres	1.7 metres

South (between south 30 degrees west to south 30 degrees east)	All	8 square metres	1.2 metres
Any other orientation	Studio or 1 bedroom dwelling	8 square metres	1.8 metres
	2 bedroom dwelling	8 square metres	2 metres
	3 or more bedroom dwelling	12 square metres	2.4 metres

Table D9 Additional living area or bedroom area

Dwelling type	**Additional area**
Studio or 1 bedroom dwelling	8 square metres
2 bedroom dwelling	8 square metres
3 or more bedroom dwelling	12 square metres

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58.05-4 Storage objective

- To provide adequate storage facilities for each dwelling.

Standard D21	Complies / Does Not Comply / Variation required
Each dwelling should have convenient access to usable and secure storage space.	✓ **Complies** Each dwelling is provided with access to internal dwelling storage.
The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.	**Variation Required** 88% of dwellings are provided with usable and secure storage space. More specifically: Building A: 171 of 182 apartments (94%) Building B: 252 of 252 apartments (100%) Building C: 84 of 112 apartments (75%) Building D: 98 of 141 apartments (70%) The 13% of dwellings that do not meet the requirements of Table D10 require variations of less than 1 cubic metre. Accordingly, a variation should be supported in these circumstances.

Table D10 Storage

Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

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58.06 DETAILED DESIGN

58.06-1 Common property objectives

- To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.
- To avoid future management difficulties in areas of common ownership.

Standard D22	Complies / Does Not Comply / Variation required
Developments should clearly delineate public, communal and private areas.	✓ **Complies** Public, communal and private areas are clearly delineated.
Common property, where provided, should be functional and capable of efficient management.	✓ **Complies** Common areas are functional and capable of efficient management.

58.06-2 Site services objectives

- To ensure that site services are accessible and can be installed and maintained.
- To ensure that site services and facilities are visually integrated into the building design or landscape.

Standard D23	Complies / Does Not Comply / Variation required
Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically.	✓ **Complies** Where appropriate, sites services have been coordinated to ensured that they can be installed and maintained efficiently and economically.
Meters and utility services should be designed as an integrated component of the building or landscape.	✓ **Complies** Where appropriate, services have been integrated into the development.
Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.	✓ **Complies** Services have been integrated into the development to ensure that they are convenient for residents and integrated into the design.

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58.06-3 Waste and recycling objectives

- To ensure dwellings are designed to encourage waste recycling.
- To ensure that waste and recycling facilities are accessible, adequate and attractive.
- To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.

Standard D24	Complies / Does Not Comply / Variation required
Developments should include dedicated areas for:	
Waste and recycling enclosures which are: - Adequate in size, durable, waterproof and blend in with the development. - Adequately ventilated. Located and designed for convenient access by residents and made easily accessible to people with limited mobility.	✓ **Complies** See accompanying Waste Management Plan prepared by Leigh Design.
Adequate facilities for bin washing. These areas should be adequately ventilated.	✓ **Complies** See accompanying Waste Management Plan prepared by Leigh Design.
Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	✓ **Complies** See accompanying Waste Management Plan prepared by Leigh Design.
Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.	✓ **Complies** See accompanying Waste Management Plan prepared by Leigh Design.
Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.	✓ **Complies** See accompanying Waste Management Plan prepared by Leigh Design.
Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.	✓ **Complies** See accompanying Waste Management Plan prepared by Leigh Design.
Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:	
Be designed to meet the better practice design options specified in *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019)	✓ **Complies** See accompanying Waste Management Plan prepared by Leigh Design.
Protect public health and amenity of residents and adjoining premises from	✓ **Complies**

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the impacts of odour, noise and hazards associated with waste collection vehicle movements.	See accompanying Waste Management Plan prepared by Leigh Design.

58.06-4 External walls and materials objective

- To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.
- To ensure external walls endure and retain their attractiveness.

Standard D25	Complies / Does Not Comply / Variation required
External walls should be finished with materials that: - Do not easily deteriorate or stain. - Weather well over time. - Are resilient to the wear and tear from their intended use.	✓ **Complies** See accompanying architectural drawings and urban context report prepared by Fender Katsalidis.
External wall design should facilitate safe and convenient access for maintenance.	✓ **Complies** See accompanying architectural drawings and urban context report prepared by Fender Katsalidis.

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58.07 INTERNAL AMENITY

58.07-1 Functional layout objective

- To ensure dwellings provide functional areas that meet the needs of residents.

Standard D26	Complies / Does Not Comply / Variation required
Bedrooms should: - Meet the minimum internal room dimensions specified in Table D11. - Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.	**Variation required** A total of 90% of bedrooms achieve the minimum dimensions and requirements of Standard D26. More specifically: Building A: 252 of 285 bedrooms (88%) Building B: 396 of 417 bedrooms (95%) Building C: 160 of 160 bedrooms (100%) Building D: 188 of 244 bedrooms (77%) The remaining 10% of bedrooms that do not meet the requirements of Table D11 require variations of less than 1 square metre. Accordingly, a variation should be supported in these circumstances.
Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.	**Variation required** A total of 91% of apartments achieve the minimum living area requirements. More specifically: Building A: 126 of 182 apartments (69%) Building B: 252 of 252 apartments (100%) Building C: 112 of 112 apartments (100%) Building D: 133 of 141 apartments (94%) Of the remaining 9% of apartments that do not achieve the minimum living area and dimensions set out in Table D12, only variations of up to 300mm and 1sqm are required. Therefore it is considered that the variation is acceptable.

Table D11- Bedroom dimensions

Bedroom type	Minimum width	Minimum depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3.0 metres

Table D12 - Living area dimensions

Dwelling type	Minimum width	Minimum area
Studio and 1 bedroom dwelling	3.3 metres	10 sqm
2 or more bedroom dwelling	3.6 metres	12 sqm

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58.07-2 Room Depth Objective

- To allow adequate daylight into single aspect habitable rooms.

Standard D27	Complies / Does Not Comply / Variation required
Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.	✓ **Complies** See accompanying architectural drawings and urban context report prepared by Fender Katsalidis.
The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met: - The room combines the living area, dining area and kitchen. - The kitchen is located furthest from the window. - The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.	✓ **Complies** See accompanying architectural drawings and urban context report prepared by Fender Katsalidis.

58.07-3 Windows objective

- To allow adequate daylight into new habitable room windows.

Standard D28	Complies / Does Not Comply / Variation required
Habitable rooms should have a window in an external wall of the building.	✓ **Complies** All habitable rooms have a window on the external wall of the building. Where required, lightwells have been incorporated to ensure sufficient daylighting is proposed.
A window may provide daylight to a bedroom from a smaller secondary area within the bedroom, where the window is clear to the sky. The secondary area should be: - A minimum width of 1.2 metres. - A maximum depth of 1.5 times the width, measured from the external surface of the window.	✓ **Complies** Where proposed, the window openings and depth of the secondary area satisfy the minimum requirements.

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58.07-4 Natural ventilation objectives

- To encourage natural ventilation of dwellings.
- To allow occupants to effectively manage natural ventilation of dwellings.

Standard D29	Complies / Does Not Comply / Variation required
The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.	✓ **Complies** All dwellings will have external operable windows to habitable rooms (living areas and bedrooms).
At least 40% of dwellings should provide effective cross ventilation that has: - A maximum breeze path through the dwelling of 18 metres. - A minimum breeze path through the dwelling of 5 metres. - Ventilation openings with approximately the same area. The breeze path is measured between the ventilation openings on different orientations of the dwelling.	✓ **Complies** As outlined in the BADS analysis prepared by Fender Katsalidis, a minimum of 67% of dwellings achieve effective cross ventilation. More specifically: Building A: 133 of 182 apartments (73%) Building B: 163 of 252 apartments (65%) Building C: 72 of 112 apartments (64%) Building D: 91 of 141 apartments (62%)


HARRINGTON VILLAGE
81-95 BURNLEY STREET &
26-34 DOONSIDE STREET
RICHMOND
URBAN CONTEXT REPORT
& DESIGN RESPONSE
December, 2025
Harry the hirer.
GURNER™

CLIENT
Burnley Street Developments by Gurner Pty Ltd

LANDOWNER
Astrodome Hire Pty Ltd

ARCHITECTS
FK

PLANNER
Contour Consultants

HERITAGE
Bryce Raworth

LANDSCAPE AND PUBLIC REALM ARCHITECTS
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WASTE MANAGEMENT
Leigh Design

WIND ENGINEER
Windtech

ENVIROMENTAL
JBS&G

ARBORIST
Glenn Waters

STRUCTURE
Webber

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1.0 INTRODUCTION

1.1 Introduction

1.2 Project Vision

1.1 INTRODUCTION

The following Urban Context Report & Design Response for the subject site at 81-95 Burnley St & 26-34 Doonside St Richmond has been prepared by FK on behalf of Burnley Street Developments by Gurner Pty Ltd.

Located on the site of the former Repco Factory and current Harry the Hirer's, the site represents a rare opportunity to establish a new mixed-use precinct within an established inner suburb of Melbourne, transforming an area with a previous industrial use, into a human-centered precinct with a rich mix of retail, residential uses and public benefit.

A Development Plan has been previously prepared and approved for the site in accordance with the requirements of schedule 15 to clause 43.04 (DP015) of the Yarra Planning Scheme, outlining the sites key planning and built form objectives and guidelines for the development.



The former Repco/Russell Factory and current Harry the Hirer's



1.2 PROJECT VISION

The approved Development Plan provides guidance in terms of land use, engagement with the surrounding context, architecture and the built form, public space, landscaping, car parking and traffic, and response to heritage.

The Project Vision is:

• A bona-fide mixed use development commensurate with the sites scale and its activity centre context, with the provision of 8,053 square metres of employment generating uses and 685 dwellings.

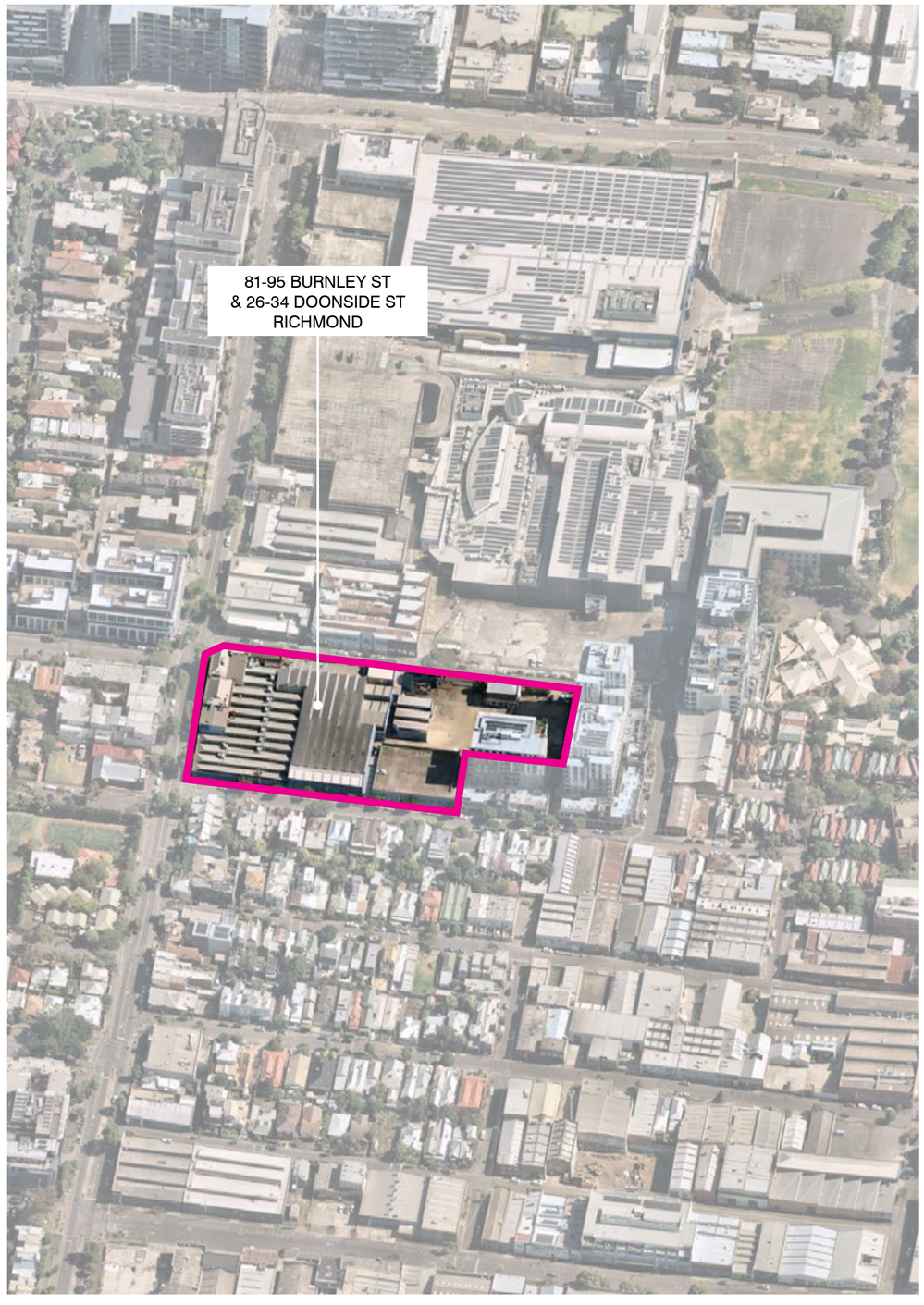
• Four purposefully designed buildings with a form and scale that responds to the site's redevelopment potential and emerging character, which includes a hierarchy of built form that responds to its interfaces.

• Retention and restoration of the existing heritage fabric to allow for their adaptive re-use to accommodate future employment uses and integration with the wider development.

• The prioritisation of pedestrian movements within the site through the provision of a pedestrian laneway network of approximately 2,000 square metres, a minimum of 576 square metres of public open space.

• Upgrades to the public realm to include new street tree planting, bicycle parking, footpaths and the reinstatement of redundant vehicle crossovers.

• The management of traffic and loading considerations with vehicle access limited to Doonside Street.



2.0 SITE CONTEXT AND ANALYSIS

2.1 Statutory Planning Context

2.2 Metropolitan Context

2.3 Neighbourhood Context

2.4 Neighborhood Character Assessment

2.5 Existing Site Conitions & Levels

2.6 Existing Buildings

2.7 Existing View Study

2.8 Views Around Site

2.9 Interface with *The Embassy*

2.10 Victoria Gardens

2.11 Site Vegetation Analysis

2.1 STATUTORY PLANNING CONTEXT

The following planning controls apply to the subject site:

- Mixed Use Zone
- Design and Development Overlay, Schedule 2
- Development Contributions Plan Overlay, Schedule 1
- Development Plan Overlay, Schedule 15
- Environmental Audit Overlay
- Heritage Overlay, Schedule 252 and 375

The purpose of the Development Plan Overlay is as follows:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

Schedule 15 to the Development Plan Overlay applies to the subject site and outlines the conditions and requirements for permits (Clause 3) and requirements for Development Plan (Clause 4).

The requirements of the Development Plan are as follows:

- A development plan must be generally in accordance with the Indicative Framework Plan as shown in Figure 1, and the vision set out in this schedule, to the satisfaction of the responsible authority.
- A development plan must be approved for the whole site, however the land may be developed in stages.
- The development plan must include the following sections, all prepared to the satisfaction of the responsible authority:
  - Development Plan Vision
  - Components of the Development Plan



Design And Development Overlay Map



Figure 1 of Development Plan Overlay, Schedule 15

2.2 METROPOLITAN CONTEXT

The site is located within the suburb of Richmond, 3km from the Melbourne CBD. Richmond includes three major activities centres along Victoria Street, Bridge Road and Swan Street, all within close proximity of the subject site.

Richmond is conveniently located to access broader amenities, including public open space, education facilities and public transport.

As a result of the proximity to the Melbourne CBD and amenities, the built form along main roads and strategic redevelopment sites within and around Richmond has evolved rapidly.



2.3 NEIGHBOURHOOD CONTEXT

Diversity of neighbourhood is an evident feature of this Richmond location.
Four distinct neighbourhood character precincts can be identified as:

- 1. Apartments / Multiple Dwelling
- 2. Houses / Single Dwelling
- 3. Industrial & Commercial
- 4. Victoria Gardens



1. VICTORIA GARDENS



2. APPLETON STREET



3. VICTORIA STREET



4. BURNLEY STREET



5. BRIDGE RD



6. YARRA RIVER



2.4 NEIGHBOURHOOD CHARACTER ASSESSMENT

Neighbourhood Character

Diversity of neighbourhood is an evident feature of this Richmond location.
Six distinct neighbourhood character precincts can be identified as:

1. Fine grain residential streets
2. New higher density residential housing
3. Composite industrial and commercial
4. Yarra riverside parks and landscape
5. Victoria gardens
6. Future and current developments



1. FINE GRAIN RESIDENTIAL STREETS



BURNLEY STREET

- Victorian/Edwardian terraces and stand-alone workers cottages
- Commercial tenancies fronting Burnley Street include shops, food and drink premises and retail premises



APPLETON ST LOOKING EAST

- Majority single storey, pitched roof dwellings
- Brick facades, finely detailed wrought iron lacework on cottages and garden frontages
- Semi-detached dwellings



APPLETON ST

- Limited off-street car parking
- Rear upper level extensions increasingly prevalent in street network

2. NEW HIGHER DENSITY RESIDENTIAL HOUSING



DOONSIDE + DAVID ST

- Higher density residential developments adjacent to site – The Embassy
- New apartment developments on Burnley Street



DOONSIDE ST LOOKING EAST

- Repco office building in foreground
- Embassy apartment building in middle ground
- Supply Co apartment building in background



DOONSIDE ST FROM SITE

- Outbuilding of the subject site within the foreground
- Embassy apartment building in the background, wrapping around the subject site

3. COMPOSITE INDUSTRIAL AND COMMERCIAL



CLARK + NORTH ST BLOCK

- Larger industrial buildings dispersed amongst the fine grain residential grid.
- Varying age and style but typically 2 to 3 storey factory and warehouse structures



CLARK + NORTH ST CORNER

- Majority red brick with varying levels of detail and elaboration on frontages
- Industrial structures are generally set back behind residential plots and on corner sites



DAVID ST LOOKING SOUTH

- The quality and contrast of these forms and rooflines with the finer grain is a strong element of the neighbourhood character.

4. YARRA RIVERSIDE PARKS AND LANDSCAPE



YARRA RIVER ADJACENT TO RIVER ST

- Site's proximity to the Yarra - north and east of the site is a key feature of the neighbourhood context



RIVER ST LOOKING SOUTH

- The river edge along the eastern boundary is partically disconnected from the site by residential blocks but can be accessed via River Street via Appleton Street.



ANNETTE'S PLACE YARRASIDE PARK

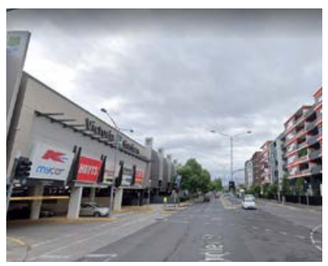
- East/West streets permeability to Yarra Main Yarra Trail and green spaces i.e. Annette's Place, Williams reserve and St James Park.

5. VICTORIA GARDENS



VICTORIA GARDENS

- Victoria Street and Bridge Road are primary east west streets running north and south of the site that offers shopping, food and drinks.



BURNLEY ST LOOKING SOUTH

- Both Victoria St and Bridge Rd have vehicular routes and are also popular tram routes that can get you to the site.



VICTORIA GARDENS SHOPPING CENTRE

- Victoria Gardens Shopping Centre is a frequented destination which also houses IKEA and other large retail brands.

6. FUTURE AND CURRENT DEVELOPMENTS



VICTORIA GARDENS RECENT APPLICATION VICINITY

- The Victoria Gardens Shopping Centre is located within the Comprehensive Development Zone, Schedule 1 (CDZ1). The CDZ1 extends from Victoria Street (north) to the Yarra River (east), Doonside Street (south) and Burnley Street (west).



APPROVED DEVELOPMENT - CORNER OF BURNLEY AND DOONSIDE ST VIEW

- Approved mixed use development at the corner of Burnley and Doonside Street. Comprising of 6 buildings, commercial floor area and approximately 827 apartments. Located within the Mixed Use Zone (MUZ).



BURNLEY ST MIXED USE DEVELOPMENT

- The Lily Gardens Development at the corner of Burnley Street and Buckingham Street development was completed in 2022. It is an eight storey building, comprising of commercial floor area and approximately 150 dwellings.

2.5 EXISTING SITE CONDITIONS & LEVELS



PHOTO 1



PHOTO 2



PHOTO 3



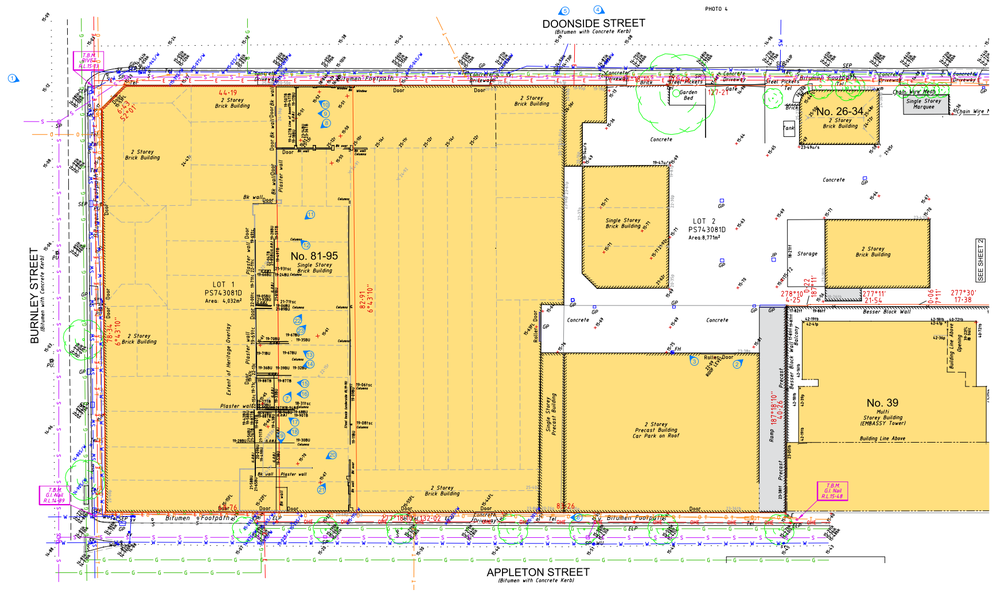
PHOTO 4



PHOTO 5



PHOTO 6



2.6 EXISTING BUILDINGS

Existing building stock on site broadly falls into three categories

– **Existing Heritage Buildings:**

The principal double-storey Moderne style building on the corner of Burnley and Doonside Streets was built for Repco in 1942. It has face brick walls and multi-pane steel framed windows with continuous concrete hoods, and vertical glass block windows above the corner entry. The 1942 Repco building remains broadly intact in terms of external form but has undergone various alterations, including an upper storey addition on the Doonside St facade, removal of original signage, replacement of some original window frames and overpainting brickwork. The former Repco complex also includes a double-storey interwar Moderne style office building at 26 Doonside St. This building has a parapeted facade, and a curved corner surrounded by rendered vertical fins and a cantilevered concrete canopy above the entry.

– **Large Industrial Structures:**

The site is currently utilised as showroom, offices, customer pick up/drop off, storage and carparking for the Harry the Hirer business. To service this current use, as well as the sites former use for warehouse and manufacturing, the majority of the site is made up of medium to large industrial structures. The western portion of the site is made up of a number of adjoining older 20th century warehouse styles, some of which have been converted and refurbished. The southern end of the site and upper deck of a warehouse contains 45 parking bays accessed from a ramp.

– **Smaller Industrial Structures and Buildings:**

– On the eastern and north east portion of the site sits a stand alone brick warehouse for storage purposes, overflow storage, storage cages, ground level parking as well as a small heritage building fronting Doonside St.

– All existing vehicle access points are off Doonside St, with open air access for customer parking and loading bays within the back of house zone.

– Due to the prevalence of buildings on-site and hardstand areas, the on-site permeability is less than 1%, owing to a small landscape strip site adjacent the Doonside Street frontage.



HERITAGE OVERLAY BUILDINGS

HARRY THE HIRER SHOWROOM, WAREHOUSES AND OFFICES

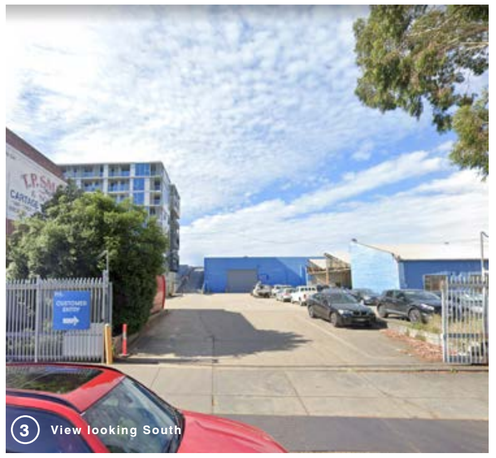
2.7 EXISTING VIEW STUDY

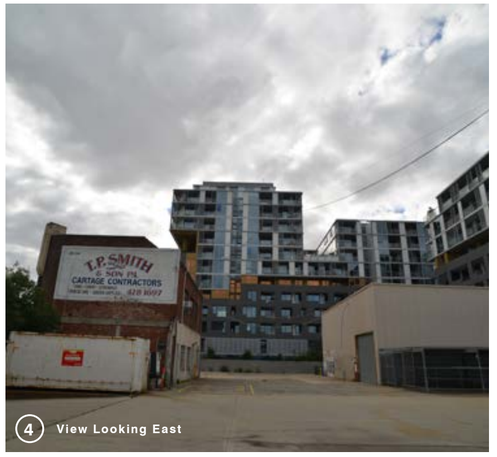
The site's proximity to the city and the Yarra River provides picturesque views both east and west. The Melbourne CBD skyline is visible from the western portion of the site, while the upper floors on the eastern portion will have views of the Yarra River and its environs. The blended neighbourhood characteristics of the surrounding Richmond suburbs and precincts will also provide views for south facing residents, and the expansive greenery of Studley Park for the north facing upper floor apartments.















PROJECT
81-95 BURNLEY ST & 26-34 DOONSIDE ST

PAGE
26

2.8 VIEWS AROUND SITE

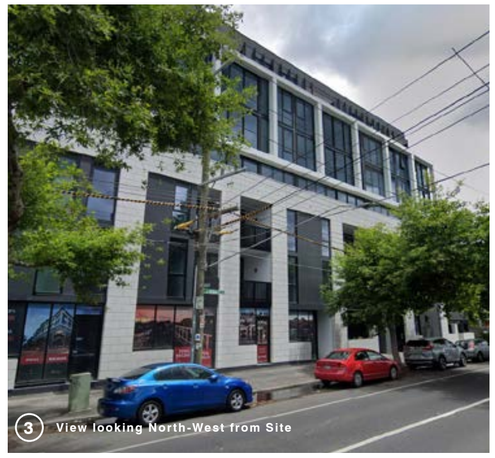


CLIENT
GURNER™

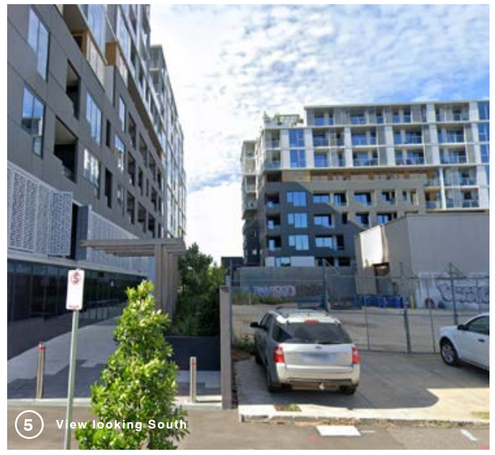
PAGE
27

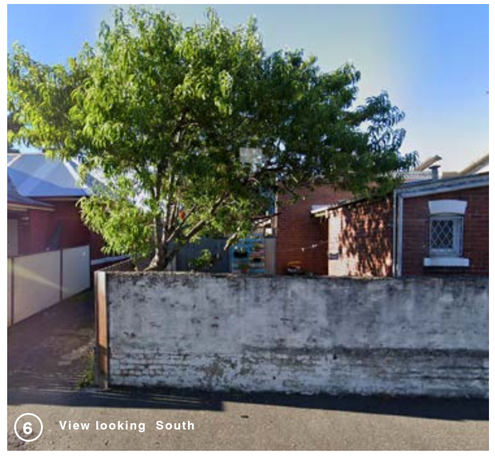












2.9 INTERFACE WITH *THE EMBASSY*

The Embassy apartment building at 36-44 Doonside Street is an L-shaped development that wraps around the sites eastern and southern-eastern boundary. The development comprises:

- Three buildings, nominated as Building A, B and C.
- The buildings are 9, 10 and 13 storeys in height respectively
- 289 dwellings
- 335 car spaces accessed via Appleton Street and David Street
- 414 square metres of commercial floor area

More specifically, towards Appleton Street, the development adopts a two storey built form with rooftop terraces, with the tower component setback, to Doonside Street the development adopts a 9 storey street wall.

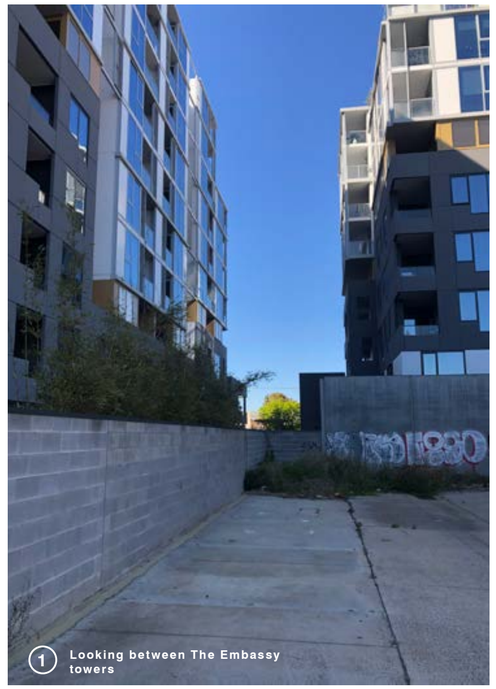
At ground floor, the development includes a pedestrian laneway adjacent the north-eastern common boundary of the site and car parking facilities in the south-eastern common boundary. Above ground, where walls are not sited on the common boundary with the subject site, a 3 metre setback is provided.

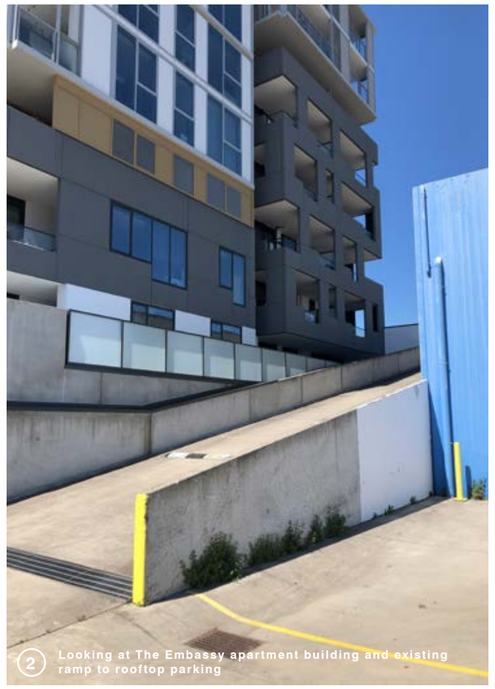


▼ Pedestrian Walkways - Entry

✱ Vehicle - Entry




1 Looking between The Embassy towers


2 Looking at The Embassy apartment building and existing ramp to rooftop parking


3 Looking between building C and The Embassy


4 Looking at the carpark ramp

2.10 VICTORIA GARDENS

The Victoria Gardens Shopping Centre represents a significant development parcel and landmark within the immediate, and broader, context.

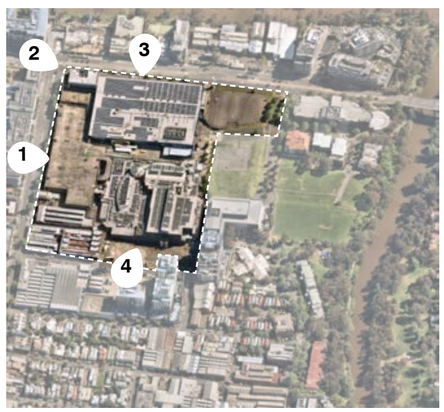
Victoria Gardens includes a lettable floor area of approximately 35,000 square metres, 2,000 car spaces and includes anchor tenants such as Ikea, Coles, Kmart and Hoyts Cinema amongst 80 speciality retailers.

The parcel of land associated with Victoria Gardens stretches from the corner of Victoria Street and Burnley Street (north-west) to the corner of Doonside Street and David Street (south-west).

The site is located within the Comprehensive Development Zone (CDZ), which includes a height control that ranges from 31 – 55 metres. More specifically, the interface with the subject site is marked as a 'sensitive use buffer'. The sensitive use buffer has a depth of approximately 36 metres (as measured from the Doonside Street frontage), whereby no "sensitive use" (residential use, child care centre, pre-school, primary school, or public open space) is permissible.

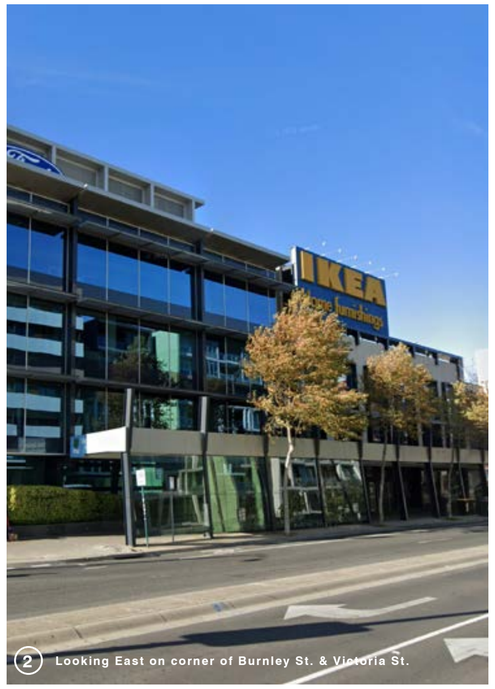
As a consequence, the Victoria Gardens Shopping Centre "turns its back" on the subject site, with loading facilities to the Coles Supermarket located further northward along David Street. Loading to the supermarket enters Doonside Street from Burnley Street, and then terns up David Street to enter the site. Loading occurs in the order of 1-2 times a day.

As apart of the Victoria Gardens land parcel, and adjacent to the subject site along Doonside Street. An approved Salta development will look to develop the currently unused land for a mixed use development. Which will include retail, commercial floor area and approx. 827 apartments. The retail and commercial uses form an extension of the exisiting shopping centre.





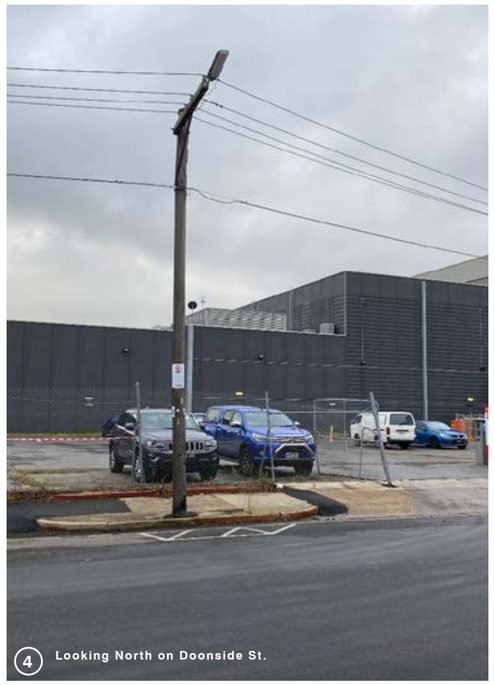
1 Looking East on Burnley



2 Looking East on corner of Burnley St. & Victoria St.



3 Looking South on Victoria St.



4 Looking North on Doonside St.

2.11 SITE VEGETATION ANALYSIS

Doonside Street
Aside from the recent street tree planting outside the development on the corner of David Street, Doonside Street does not have any street trees.

A medium sized Gum is located just within the property boundary to the west to the vehicle entry to the site and sits within the footprint of the proposed building. Insignificant small trees and shrubs such as Fig and Pittosporum are located in a garden bend along the wall of heritage building at 26 Doonside St.

Burnley Street
Medium-sized Platanus orientalis trees are planted in the roadway of Burnley Street breaking up the parallel parking. While trees on the site side of the street appear, for the most part well formed, trees on the opposite side of the road sit under power lines and have been heavily pruned.

Appleton Street
Gleditsia triacanthos are located in the roadway, on the development side of Appleton St. These trees are well formed and are better suited to being located under the power lines with only minor pruning to the top.







3.0 DESIGN RESPONSE

3.1 Development Summary

3.2 Development Plan Masterplan

3.3 Design Principles and Strategies

3.4 Urban Response

3.5 Retained Heritage Fabric

3.6 Massing & Heights

3.7 Building Setbacks

3.8 Solar Access

3.1 DEVELOPMENT SUMMARY

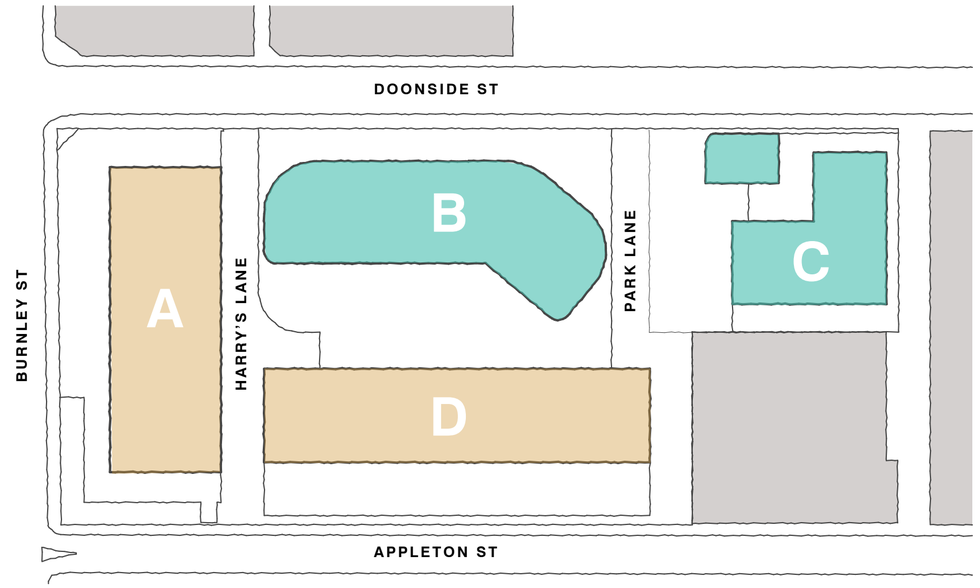
- **88,440m²** GBA
- **7,988m²** of Retail & Commercial NLA
- **687** Residential Dwellings
- **555** Cars
- **929** Bikes (Inc. 120 Visitor Bike spaces)
- **15** Motorbikes
- 10% of the total dwellings will be provided as affordable housing.
- The project is proposed to be delivered in three stages, with a portion of the Basment Levels forming Stage 1, following with Building A and D for Stage 2.

Residential Dwellings

	Dwellings
Building A	182
Building B	252
Building C	112
Building D	141
Total	**687**

Apt Types	Qty
1BR	319
2BR	314
3BR	51
PH	3
Total	**687**





STAGING DIAGRAM

STAGE ONE - A PORTION OF THE BASEMENT LEVELS

STAGE TWO

STAGE THREE

3.2 DEVELOPMENT PLAN MASTERPLAN

In accordance with the Yarra Planning Scheme the approved Development Plan for the site outlines the key criteria and principles for the development as follows:

- Four buildings across the site.

- A range of dwelling types from 1, 2, 3 bedroom apartments, with Penthouse apartments to building A.

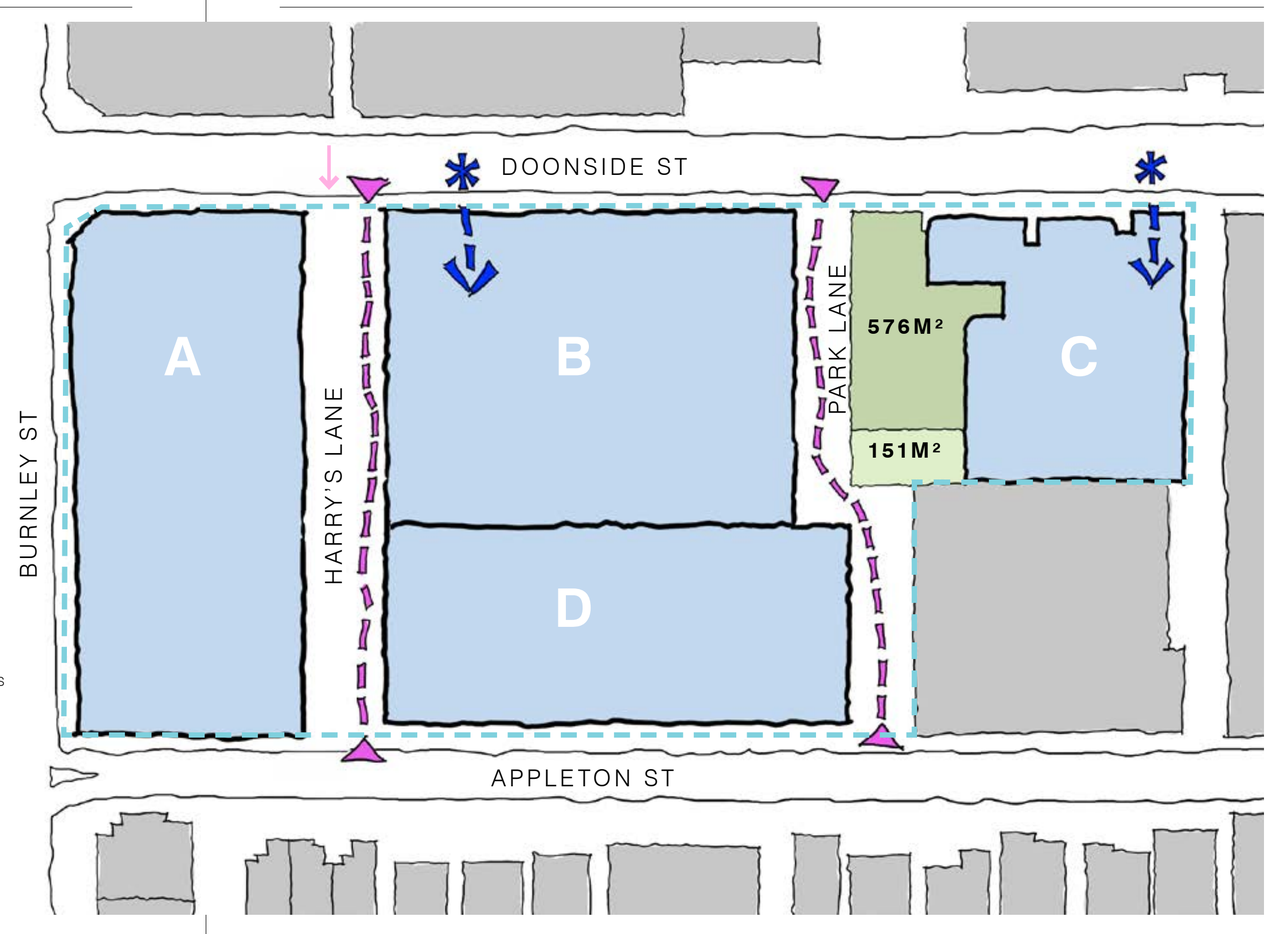
- Significant ground level retail and laneway activation.

- Retention of existing heritage fabric.

- Two pedestrian through-link laneways

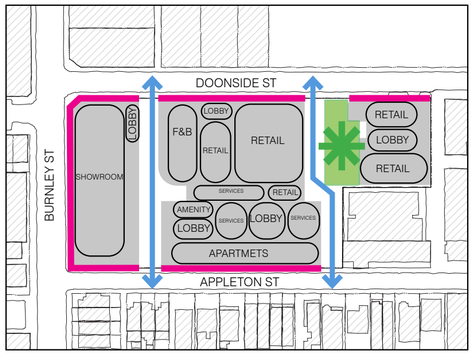
- Minimum 576 square metres of public open space.

- Upgrades to the public realm including new street tree planting and bicycle parking.



3.3 DESIGN PRINCIPLES & STRATEGIES

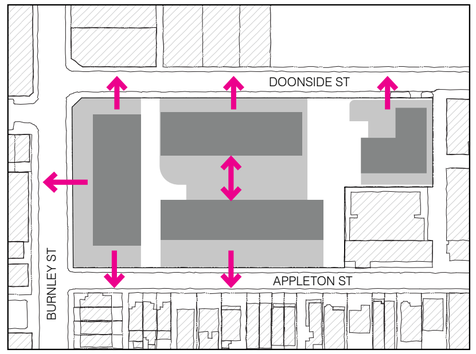
1.



PODIUM BUILT TO BOUNDARY WITH NORTH-SOUTH THROUGH LINKS & PARK

The podium containing retail, F&B, residential and car parking uses is built to the site's boundaries in keeping with the existing heritage structures on the site.
Dividing the site and podium is two north-south pedestrian laneway connections from Doonside St to Appleston St, including a proposed park at the north. The layout of uses within the podium are arranged along the streets and north-south laneway interfaces, ensuring activation to these frontages.

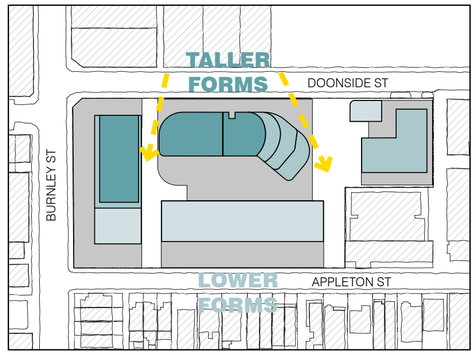
2.



UPPER FORMS ADDRESS STREETS AND PROVIDE SEPARATION & VIEWS

Above podium the upper residential built forms are placed to address the streets, providing building frontages to the streets rather than sides and gives the buildings their own street address and identity. The orientation and location of the buildings has been considered to provide separation between the upper forms and take advantage of the views towards the city and Yarra River environs from the upper levels.

3.

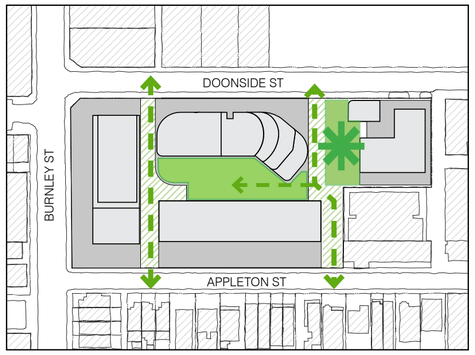


ARTICULATED BUILDING FORM

Each building form is articulated with varying heights and forms in response to their location on the site as well as the existing heritage character. Taller forms are concentrated towards the north of the site, with the height lowering towards the residential interface along Appleton St to the south.

The form of the central building along the north (Building B) is further articulated with curved edges to provide solar access and visual connections into the landscaped laneways whilst reducing the built form length along Doonside St.

4.



GREENERY IN LANEWAYS AND PARK

The north-south laneways and proposed park along Doonside St introduce greenery and public amenity into the site, creating landscaped gathering spaces for the residential community and wider neighbourhood. Between Buildings B and D a communal outdoor terrace area is also proposed for residents, providing additional greenery and amenity for the site.

3.4 URBAN RESPONSE

URBAN CONNECTIVITY

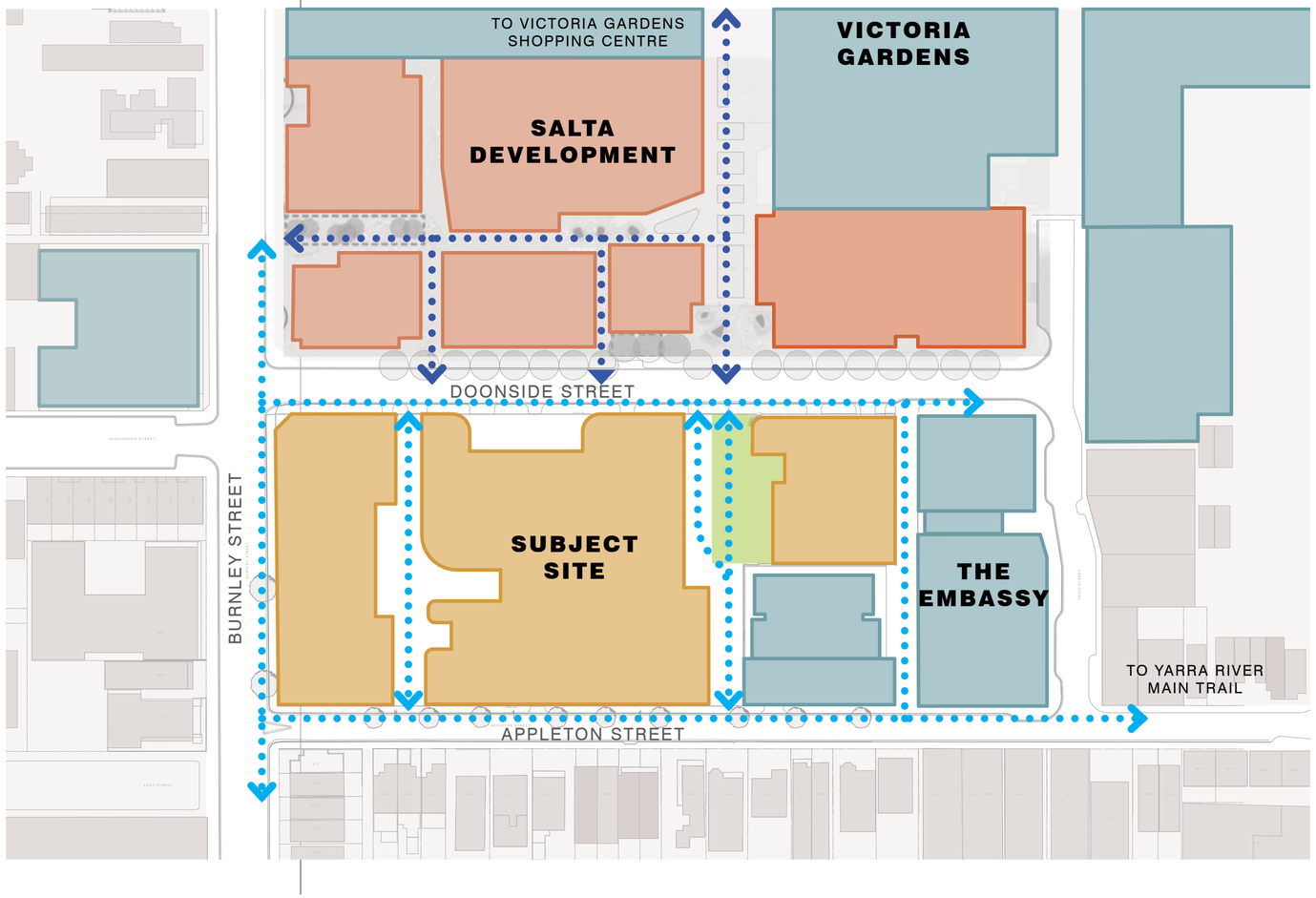
At the heart of the proposed development and strategy for the site is the two at-grade through-site laneways that connect from Doonside Street through to Appleton Street.
These laneways align with and connect directly through to the Victoria Gardens shopping precinct and recently approved Salta Development to the north along Doonside Street.

The through-site links will ensure that the wider precinct from Victoria Street down to Appleton Street will become a fully integrated and connected residential neighbourhood, with access to shopping, supermarket, amenities and open space.
The proposed park along Doonside Street will further act as a focal point for activity and interaction for the community and residents.





APPROVED SALTA DEVELOPMENT ALONG DOONSIDE ST



FULLY ENCLOSED / BUSINESS HOURS CONNECTION

OPEN ENDED / 24 HOUR PUBLIC CONNECTION

*NOTE : DIAGRAM IS NOT TO SCALE.

3.4 URBAN RESPONSE

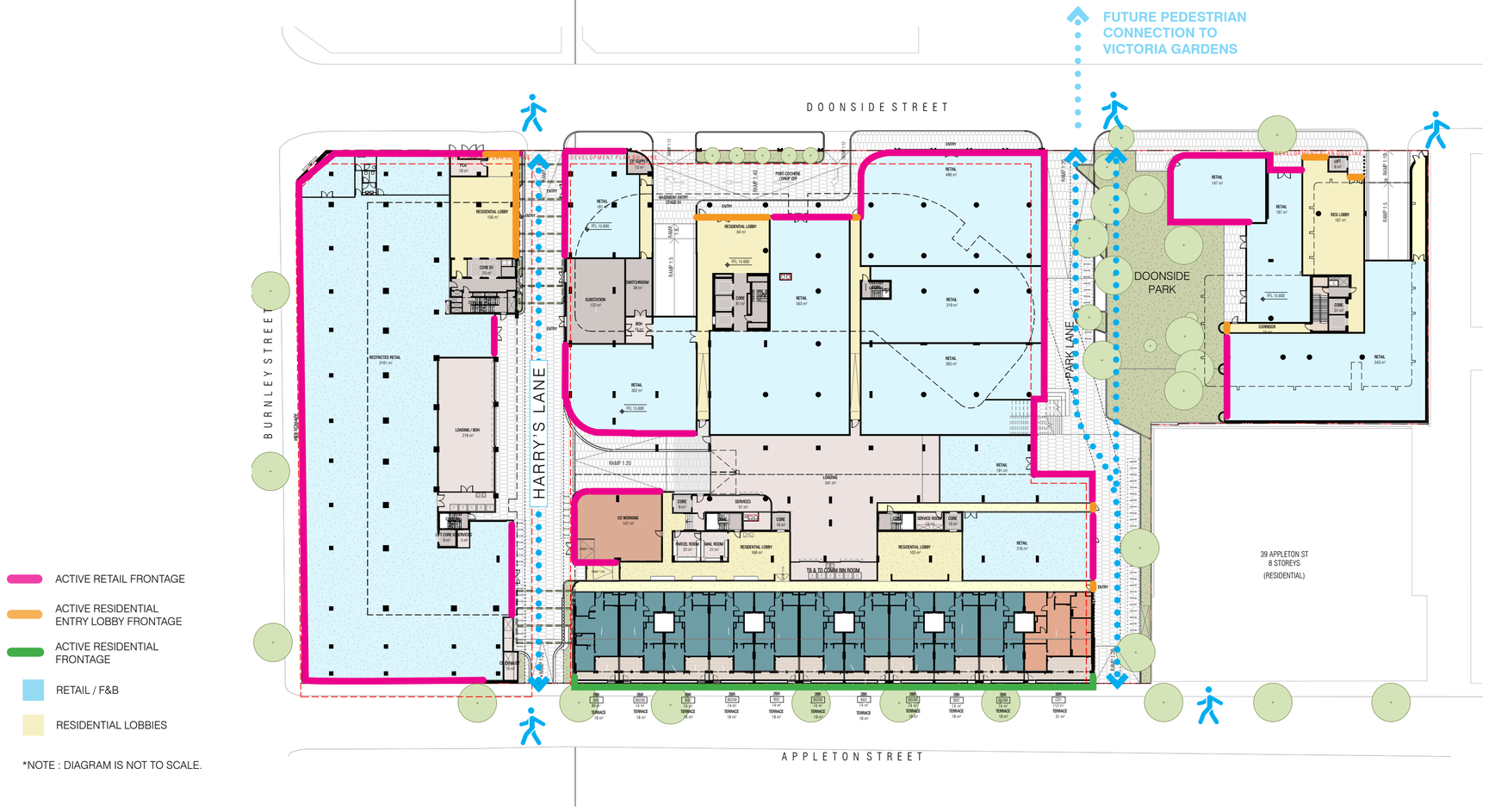
MIXED USE & ACTIVATED GROUND PLANE

Fundamental to the success of the proposal is a highly activated ground plane with a mix of retail, F&B and residential uses. These different interfaces have been deliberately interspersed around the ground plane and laneways to maximise pedestrian activity at all hours of the day, ensuring that the whole precinct will be an activated and lively neighbourhood.

Necessary service and traffic interfaces have been carefully planned to minimise impacts on the public realm, with the through site links further encouraging movement through and occupation of the site.

The two north-south laneways assist in drawing pedestrians into the site and helps to break up the mass and form of the development. The laneways, **Harry's Lane** and **Park Lane**, through paving, landscape features and planting create an intimate environment that will be continually activated by commercial uses and the building entries at ground level.

Doonside Park, at a minimum of 576 sqm with a provided additional 151 sqm in area, will receive good solar access due to its northern orientation and its abuttal with Doonside Street to its north and Park Lane to its west. Doonside Park will include provisions for deep soil planting, public lighting, decorative paving and integrated seating and will benefit from its relationship with commercial tenancies at the lower levels and residential above of surrounding buildings thereby ensuring passive surveillance and engagement with the park is maximised.



*NOTE : DIAGRAM IS NOT TO SCALE.

3.4 URBAN RESPONSE

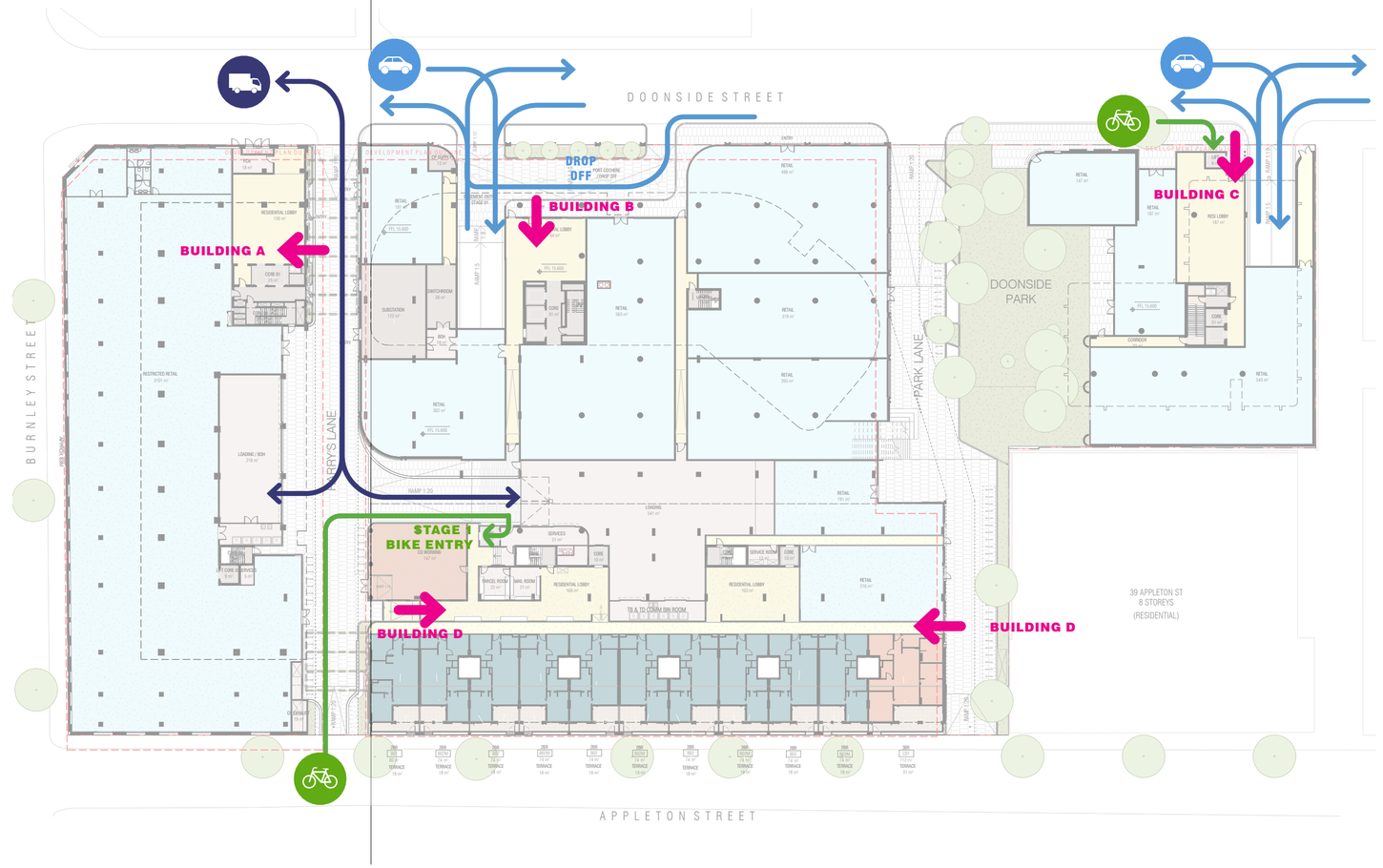
ACCESS

Pedestrian, cyclist and vehicular access to the site has been carefully considered in the proposal. By consolidating all car and truck access and exiting to occur along Doonside St the potential traffic impacts to Appleton St will be greatly minimised.

Two carpark entries to the basement are located along Doonside St at Buildings B and C, with a drop off zone also provided for cars along Doonside St. Loading has been located within Buildings A and B, with truck access and exiting occurring via Harry's Lane.

A dedicated bike lift is located within Building C with access off Doonside St, as well as via a lift along Park Lane. Access to the basement bike storage will be provided within the Building A lifts during Stage 1 of the project.

The two through-link laneways of Harry's Lane and Park Lane are able to be freely accessed by pedetrians and bikes from both north and south ends, allowing for convenient access through the site.



*NOTE : DIAGRAM IS NOT TO SCALE.

3.5 RETAINED HERITAGE FABRIC

81-95 Burnley Street (HO375)

The Russell Manufacturing Company Pty Ltd (later Repco) building at 81-95 Burnley Street, Richmond is significant to the extent of the pre-1945 fabric. Built in stages for the Russell Manufacturing Company Pty Ltd, the brick (overpainted) building has a strong Moderne styling, with horizontal banding on the main elevations.

Post-1945 alterations and additions to the building are not significant.

26 Doonside Street (HO252)

The building, built c.1939 as an office and laboratories for the Russell Manufacturing Co., which later became Repco at 26 Doonside Street, Richmond is significant. It is a two storey Moderne style bichromatic brick building. It is approximately square in plan, with a curved corner at the northwest.

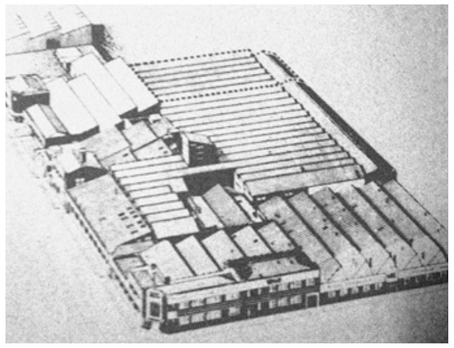
Proposal

The Development Plan proposes the retention and restoration of the former Repco factory facade and the office building. The restoration of the heritage buildings assists in enshrining the heritage significance of the subject site and surroundings, and allows for the buildings to be ameliorated into a bona-fixed mixed use development. The improvement of the existing heritage fabric into a new build assists in providing a sense of connection to place and history.

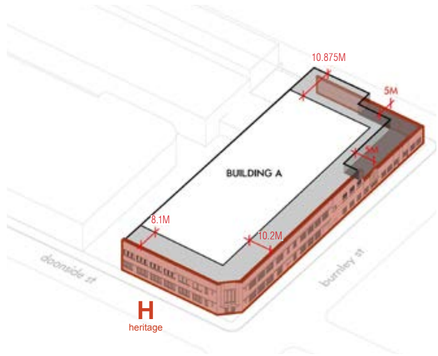
The scale of demolition and restorative works to the heritage buildings, plus the proposed new built form contemplated by the Development Plan have been resolved in conjunction with the project heritage consultant to ensure that the significance of the heritage and its surroundings is not unreasonably compromised.

Given the existing (and previous) commercial functions that have occurred within each building, and their two story form, each building is able to continue to accommodate commercial activity, which ensures limited modification to existing floor levels and fenestration patterns.

Surrounding the heritage building, pedestrian laneways, varied street wall heights and minimum setbacks behind the heritage façade are adopted (generally in accordance with Figure 1 of DPO15). This ensures that a three dimensional form of the retained heritage fabric is achieved from various vantage points within and surrounding the site.

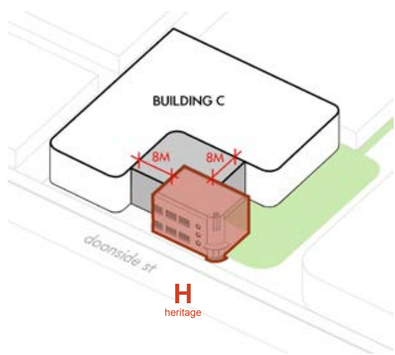


A c1962 illustration of the Repco/Russell factory



81-95 Burnley Street (HO375)





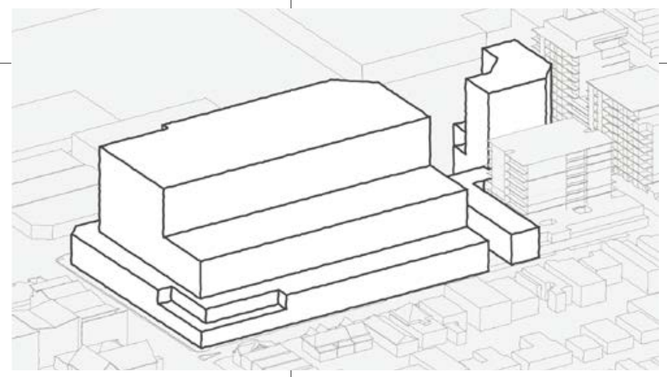
26 Doonside Street (H0252)



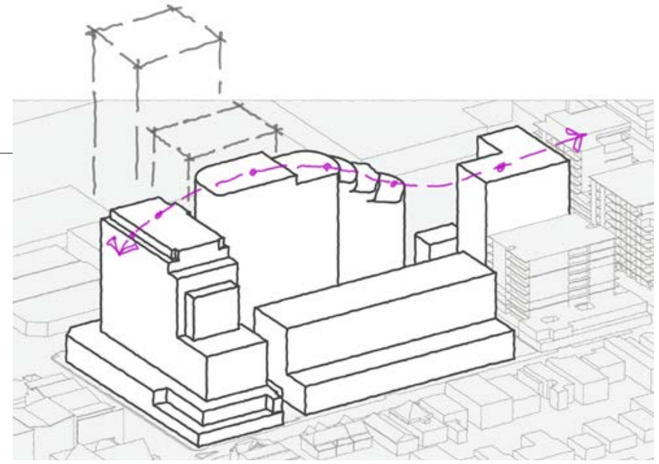
3.6 MASSING & HEIGHTS

DESIGN PRINCIPLES

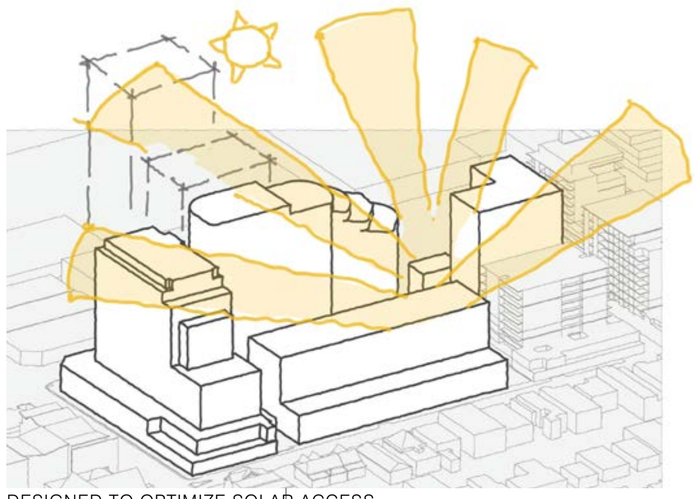
The heights and massing of the buildings have been refined from the DPO envelope to maximise the internal and external amenity of the development.
The varied heights and arrangement of buildings on the site are designed to respond to the surrounding context and conditions, providing a varied skyline along Doonside that steps down in height towards Appleton Street in order to optimize solar access through the site and to the south along Appleton Street.



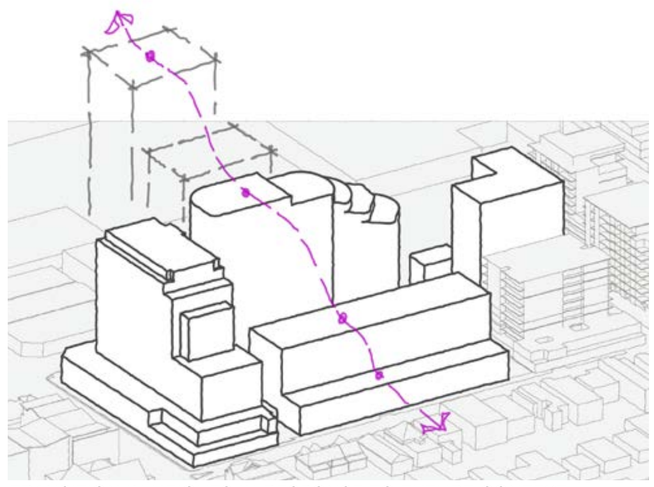
DPO HEIGHTS & ENVELOPE



VARIED SKYLINE ALONG DOONSIDE



DESIGNED TO OPTIMIZE SOLAR ACCESS



TRANSITION IN HEIGHTS IN RESPONSE TO FUTURE CONTEXT

3.6 MASSING & HEIGHTS

PROPOSED MASSING

The maximum building heights of the four buildings, measured from each building's respective adjacent footpath RL to the top of each roof slab, are as follows:

- **Building A – 55.04 metres**
- **Building B – 57.36 metres**
- **Building C – 42.05 metres**
- **Building D – 26.4 metres**

The varying heights across the buildings are designed and spaced to result in a visually interesting and coherent precinct. With each building displaying its own unique design language, together they form a collection of built forms that speak to each other's design expression, as well as tie into Richmond's rich industrial past and varied skyline.

Building A is seen as the development hero building and is the first building to be experienced when traveling along Burnley Street. Its relationship to the existing heritage wall plays an integral role in the proposed built form, along with its setback from Burnley Street and the stepping and height transition from Appleton Street.

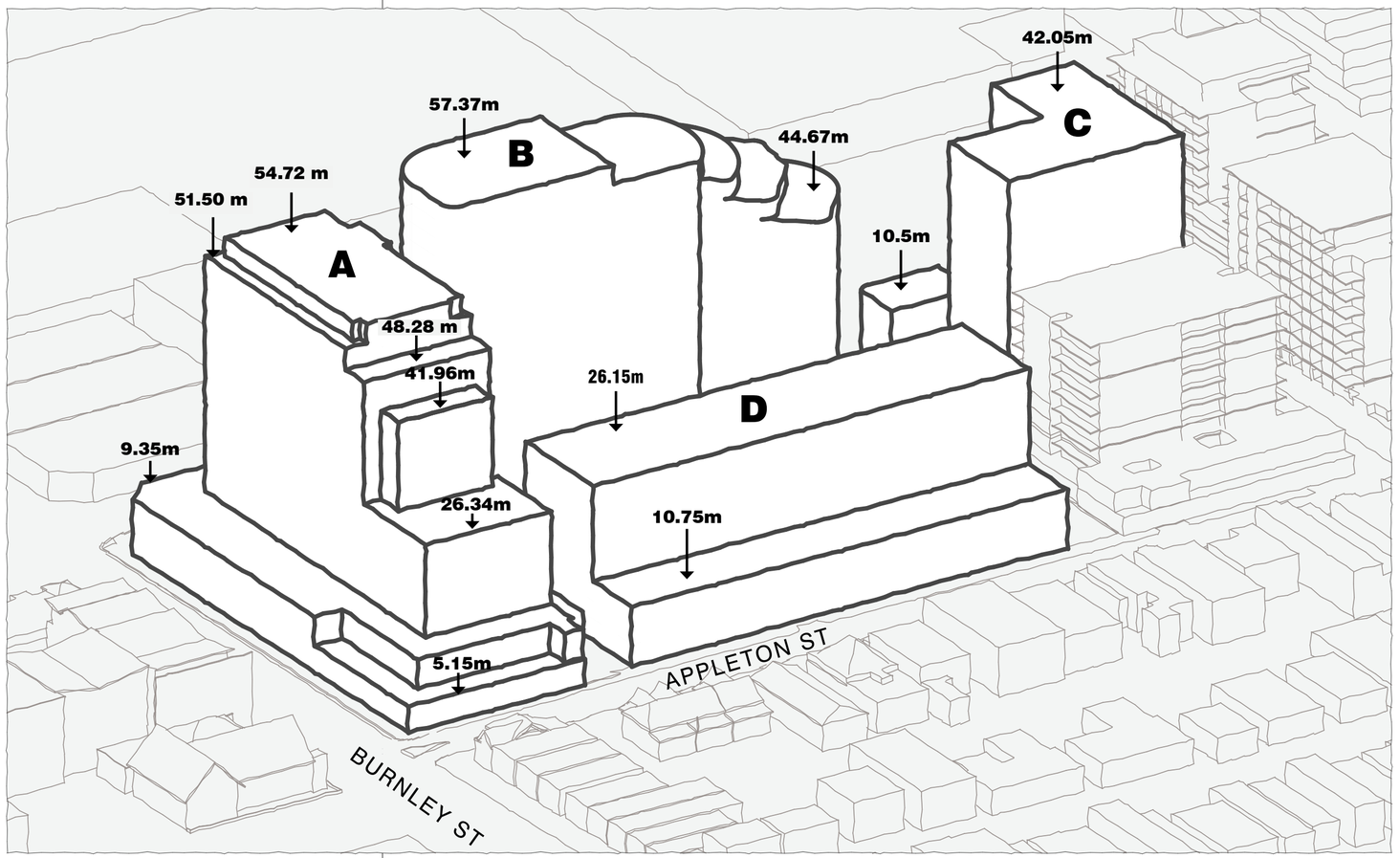
Adjacent to Building A is the curvilinear Building B, standing as the tallest building within the precinct. The targeted approach to the massing of Building B opposite a car park and a "sensitive use buffer" zone ensures that the external amenity impacts of the building are easier to manage.

Equally, the curved form of Building B enables a volume and mass to be extruded that maintains a high quality internal amenity outcome in respect to daylight, solar access and wind. The massing and volume of Buildimg B steps down as it approaches Building C. This breaks down the physical bulk and height of the building, while creating a varied and visually interesting silhouette along the skyline of Doonside St.

Further to the east, the height and form of Building C is complimentary to the neighbouring Embassy Apartments (approximately 39 metres) and visually engages with the existing heritage building in the foreground.

The transition in height across the site is also a response to the residential buildings along Appleton Street. Building D, is broken down into two distinct elements, one being the podium apartments fronting Appleton Street which display varying facade treatments that are grouped into two's, three's and fours to create a sense of fine grained detail, rythm and legibility along the Appleton St frontage.

The seven storey tower portion of Building D is designed to continue the tiered relationship of the existing workers cottages from a north-south cross-section. This addresses the transition of height from the proposed tower down to the podium apartments along Appleton Street, as well as offsetting any potential overshadowing impacts.



3.6 MASSING & HEIGHTS

DEVELOPMENT PLAN MASSING COMPARISON

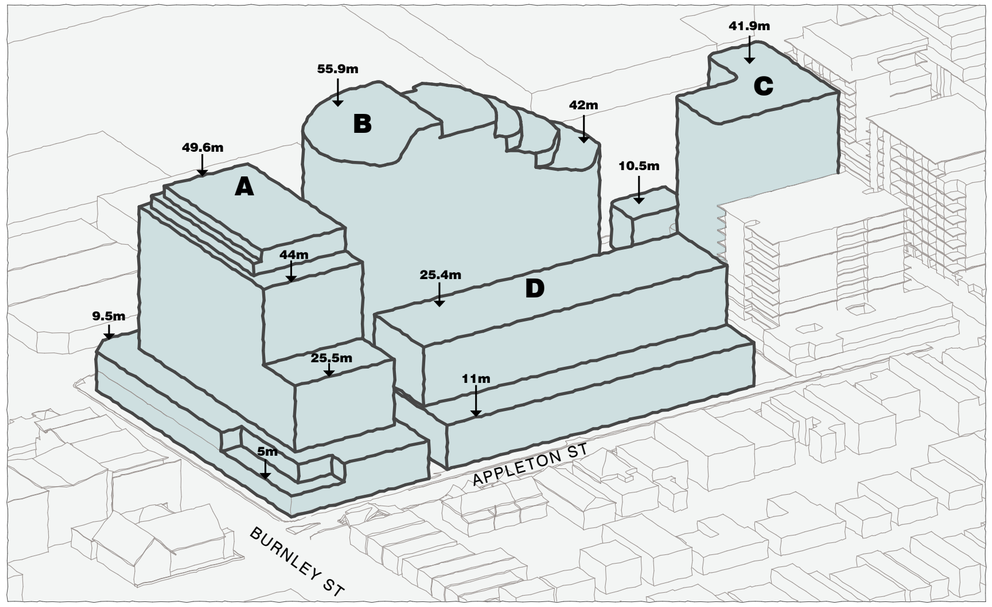
The proposed massing and heights have been further refined from the approved Development Plan towards achieving a better built form outcome for the site, whilst still remaining generally in accordance with the principles outlined in the Development Plan.

Building A has been refined to present a more simplified massing with less stepping setbacks at the top of the building. Towards Appleton Street the massing has been setback further in order to step down in height towards the finer grain buildings to the south. This reduced building volume has been redistributed within Building A, with the overall building height increased slightly from the Development Plan massing. The Level 1 showroom space has also been extended across Harry's Lane in order to provide a semi weather-protected connection through the site.

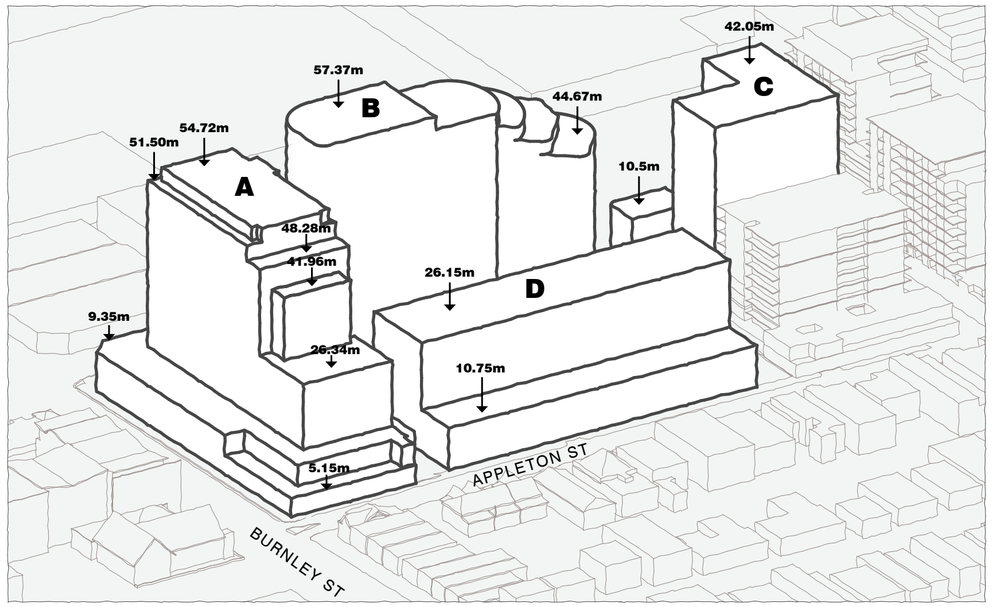
The shape of Building B's upper form has been further developed to improve the separation and solar access between Building B and D. The upper form and floorplate has been rationalised to a straighter massing expression, with reduced curvature of the massing to the west whilst still stepping down in height towards the park to the east. The overall height of Building B has been slightly increased towards the north of the site, in line with the principles of the Development Plan.

Building C remains largely the same as the Development Plan massing, with a slightly reduced overall height and reduced setback between the existing heritage building and western edge of the upper form.

Lastly, Building D also closely matches the massing of the Development Plan, with only a slight increase in the overall height in order to accommodate the Loading space on Ground Level.



DEVELOPMENT PLAN MASSING



PROPOSED MASSING

3.7 BUILDING SETBACKS

DEVELOPMENT PLAN SETBACKS COMPARISON

BUILDING A:
Building A is sited above the former factory building on the corner of Burnley Street, Doonside Street and Appleton Street.

To Doonside Street the building adopts a minimum street setback of 8.1m, with the upper form to Burnley Street setback a minimum of 10.1m, a further 2.1m than the approved Development Plan.

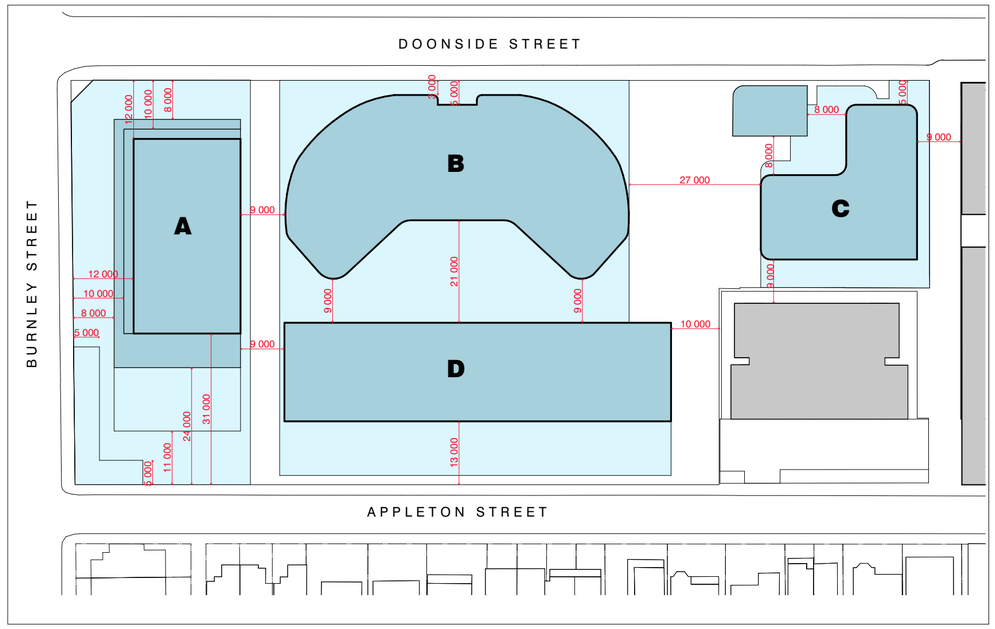
To Appleton Street the podium form is setback 5m from the Appleton Street frontage. The impact of the proposed form is mitigated further by the 5m indent that wraps around the corner of Appleton Street and Burnley Street, which ensures that the single storey heritage form remains the preeminent form on this corner location.

Above the podium, Building A adopts an 10.875m street setback with the upper levels setback further beyond the Development Plan, increasing the sense of stepping down in height towards Appleton Street.

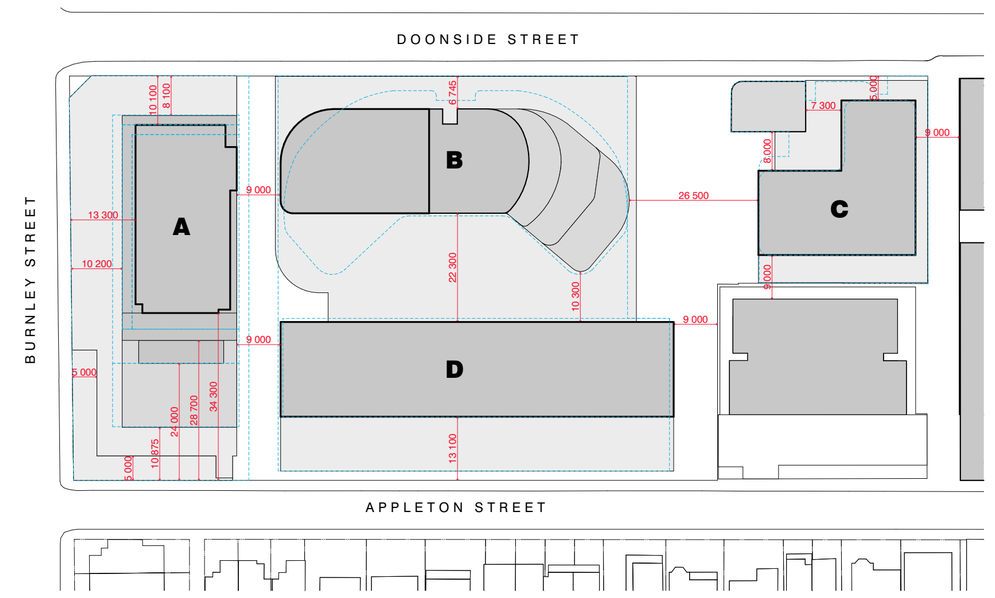
BUILDING B:
Building B is located centrally to the site with a frontage to Doonside Street, along which a continuous 1 storey street wall is proposed. Above the street wall, the building is setback further than the Development Plan to a street setback of 6.745m, increasing as the building curves away from Doonside Street on the east and west corners. The curvature of Building B's floorplate has been rationalised to a straighter form on the west, improving the separation and solar access between Building B and D.

BUILDING C:
The setbacks to Building C are largely in accordance with the Development Plan, with only a minor reduction in separation to the existing heritage building along the upper form's western side.
Building C adopts a minimum 7.3m-8m metre setback around the existing heritage building which assists in maintaining the three-dimensional form of heritage fabric. To Doonside Street, the tower elements adopts a 5m street setback, while to its side and rear – it adopts a minimum 9m setback to the Embassy Apartment Buildings in accordance with the Indicative Framework Plan.

BUILDING D:
Building D is expressed as two volumes, with podium apartments fronting Appleton Street and the taller apartment building to its rear, setback 13.1m from Appleton Street in accordance with the approved Development Plan setbacks.



DEVELOPMENT PLAN SETBACKS



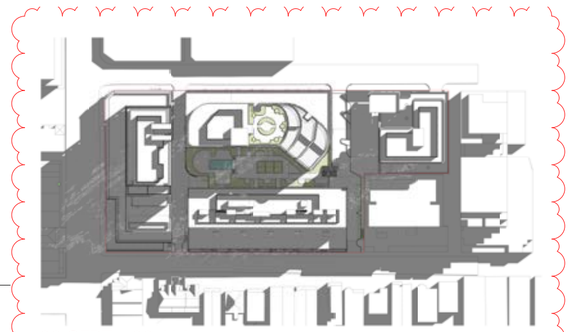
PROPOSED SETBACKS

DEVELOPMENT PLAN OUTLINE

3.8 SOLAR ACCESS (SEPTEMBER)

The built form of the proposed development has been designed to satisfy the overshadowing considerations outlined within DPO15, more specifically:

- *No overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September equinox.*
- *No overshadowing of the footpath on the western side of Burnley Street from 11am at the September equinox.*
- *Appropriate access to sunlight within the proposed park between the hours of 10am and 2pm at the September equinox to provide a reasonable standard of amenity and usability as a principally passive open space.*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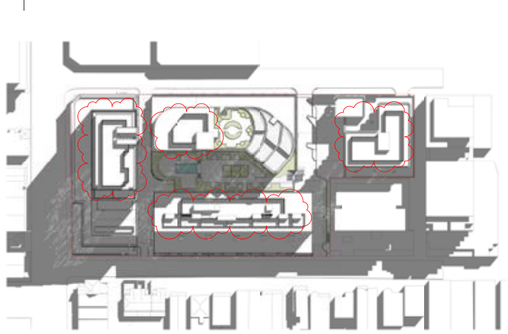
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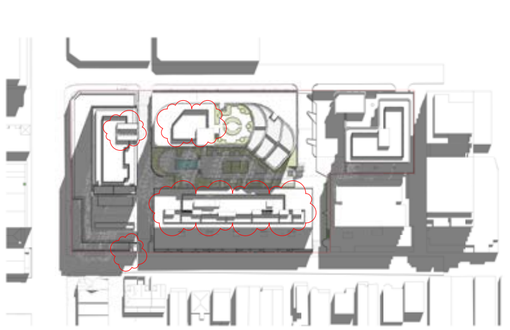
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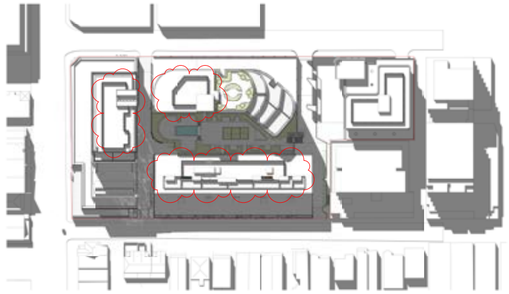
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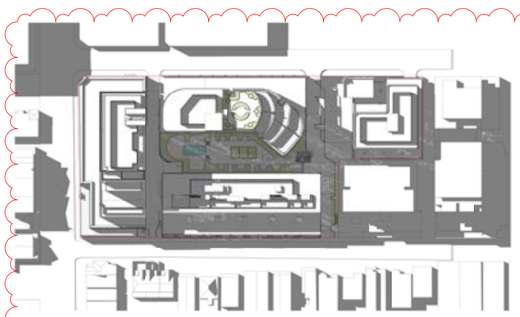
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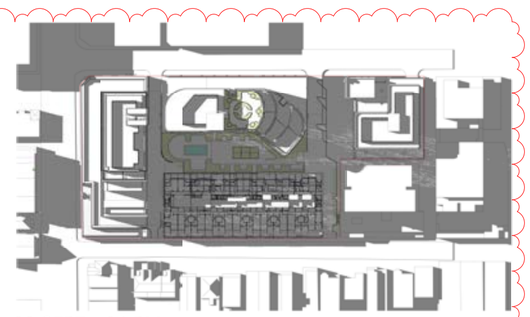
22 SEPT - 04 PM

PROJECT
81-95 BURNLEY ST & 26-34 DOONSIDE ST

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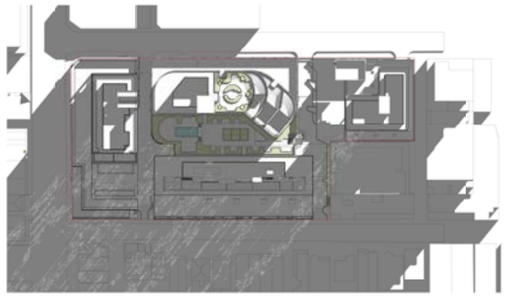
3.8 SOLAR ACCESS (JUNE)



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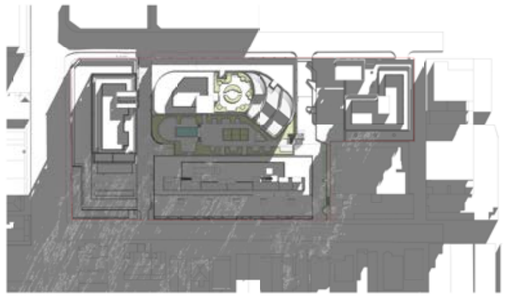

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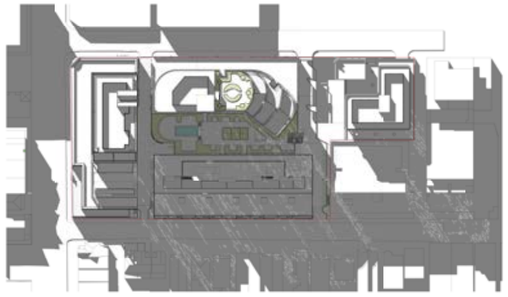


21 JUNE - 02 PM



21 JUNE - 03 PM

4.0 PROPOSAL

4.1 Architectural Expression

4.2 Building Finishes and Materials

4.3 Building A

4.4 Building B

4.5 Building C

4.6 Building D

4.1 ARCHITECTURAL EXPRESSION

The approach to the development is that of an engaging and lively contemporary precinct, enriched with Richmond's industrial heritage and character.

The individual buildings across the site form a diverse yet cohesive whole by use of a shared material palette that talks to the industrial character of the site, whilst also embracing and retaining the existing heritage fabric.
Each building is given its own sense of identity and distinct expression through facade detailing, material proportions and form.

The pedestrian-focused ground plane works to stitch the buildings together and connects the precinct with the broader surrounding context. With generous public spaces, deep planting and landscape features the laneways and park that permeate the site are further activated by retail and residential uses that help to create a highly active and valued addition to Richmond's urban fabric.









4.2 BUILDING FINISHES AND MATERIALS

SHARED MATERIAL PALETTE

The individual expression of each building forms a cohesive collection across the precinct with the use a shared material palette of brick textures, masonry and metal used in each of the buildings in differing proportions. This forms a strong contextual relationship between the neighbouring buildings as well as drawing from Richmond's rich industrial history. This is further enhanced by the landscaping integration within the ground plane as well as at building terraces. The row of podium apartments to the south are also designed with their own unique façade treatment which leads to a textured and engaging street front.

G1: VISION GLAZING



G2: LIGHT SILVER GLAZING



Ba1: CHARCOAL PALISADE BALUSTRADE



Ba2: WHITE PALISADE BALUSTRADE



Lv2: BLACK LOUVRES



Br1: RED BRICK FINISH



Br2: CHARCOAL BRICK FINISH



Br3: CREAM BRICK FINISH



Br4: LIGHT RED BRICK FINISH



Br6: LIGHT GREY BRICK FINISH



Cf1: CONCRETE WITH CHARCOAL FINISH LOOK



Cf2: CONCRETE WITH NATURAL FINISH LOOK



Cf3: CONCRETE WITH LIGHT FINISH LOOK

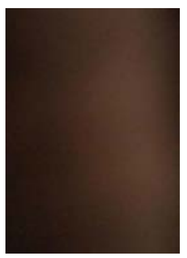


M1: CHARCOAL COLOUR METAL CLADDING



M2: CHARCOAL COLOUR WINDOW FRAMES

M3: WHITE COLOUR METAL CLADDING

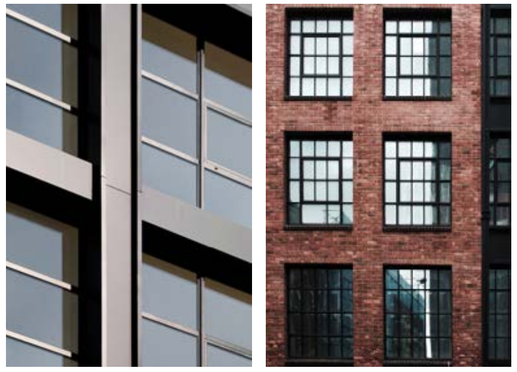


M5: POWDERCOAT FINISH METAL CLADDING

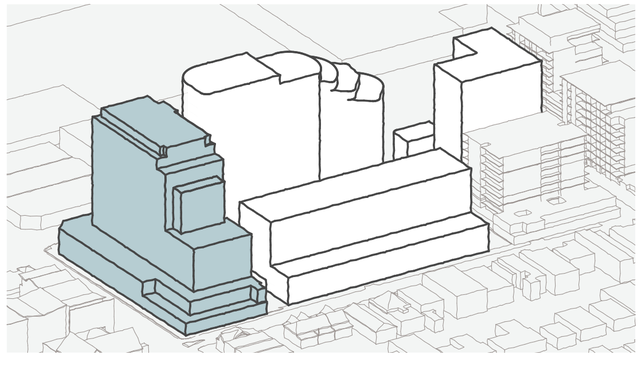
4.3 BUILDING A

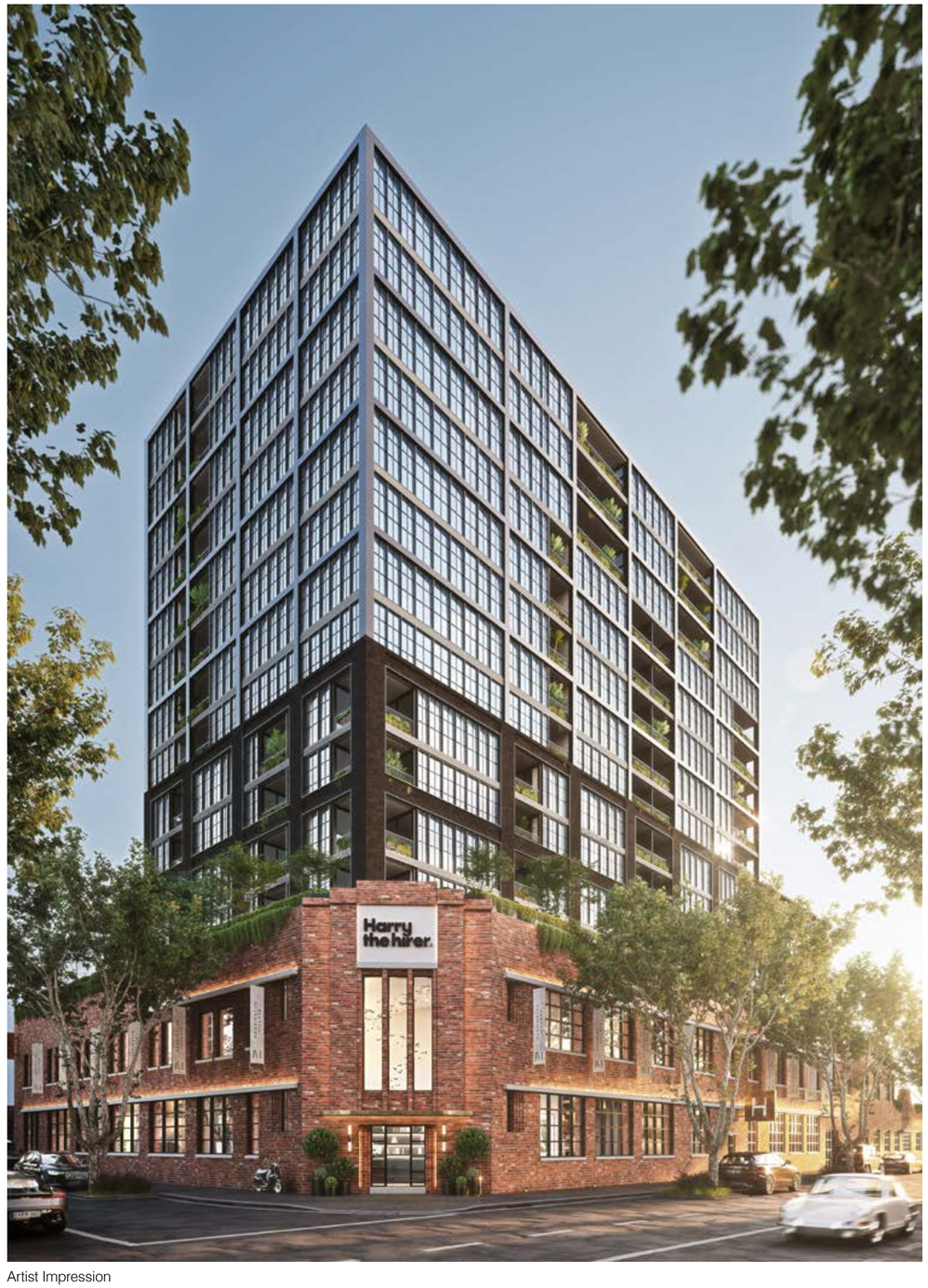
Building A

The driving force behind the architectural language of this building stems from the retention of the heritage brick facade on the ground plane. The proposed building, located above the podium is set back from the existing brick wall and transitions from a brick texture frame facade on the lower floors to a paired back charcoal grided facade with the upper floors capturing sweeping city views to the west. The materiality acknowledges Richmond's industrial legacy by celebrating the presence of brick textures, creating a sense of familiarity through place and context.



Inspiration





Artist Impression

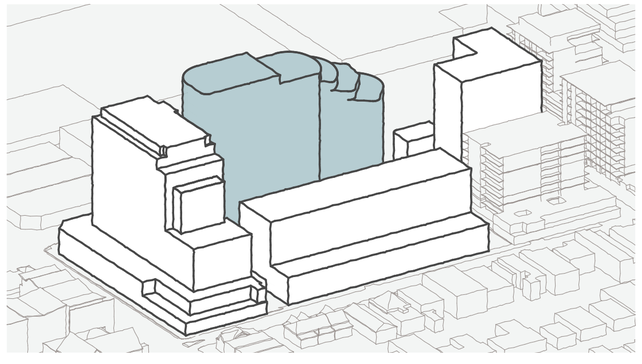
4.4 BUILDING B

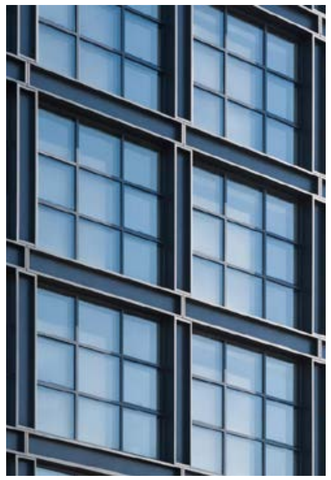


Inspiration

Building B

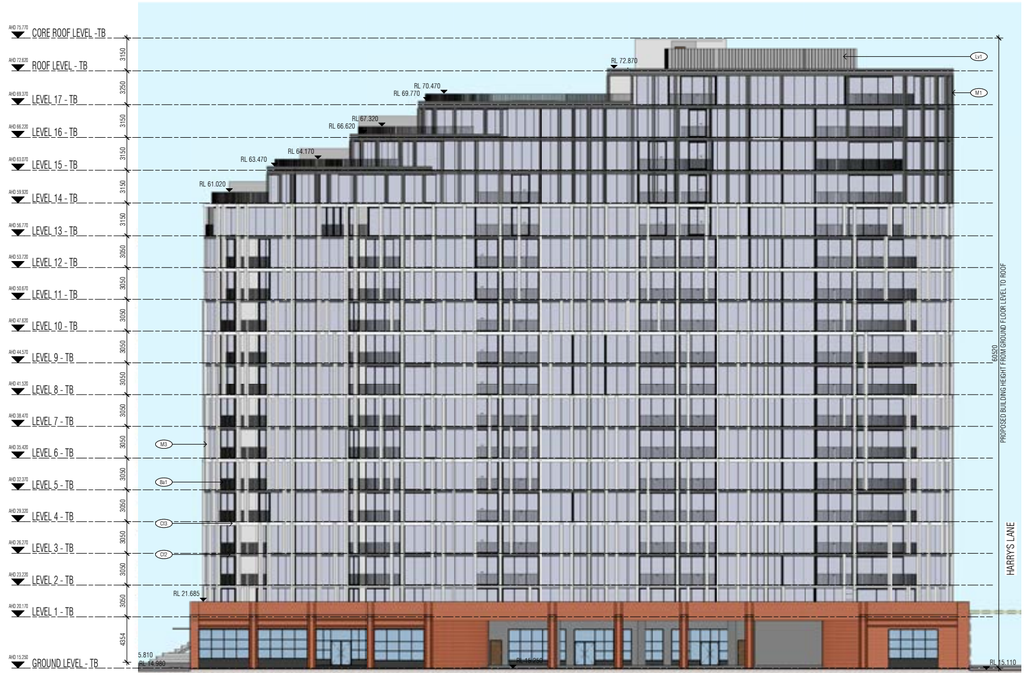
Acting as an anchor to the precinct, Building B is positioned with an expansive north-facing aspect which benefits the apartments across the length of the facade. The ground plane podium ties in with the industrial materiality across the precinct with brick textures and framed openings into lobbies and retail tenancies. With the curvilinear floorplates above, the design presents an expression of rythm and lightness as vertical and horizontal facade elements wrap around the building in an irregular grid pattern, celebrating the sculptural form of the building and art deco heritage character of the site. The top most floors are articulated in a crown of dark vertical fins, and include a series of landscaped terraces stepping down towards Park Lane.











NORTH ELEVATION
(DRAWING NOT TO SCALE)

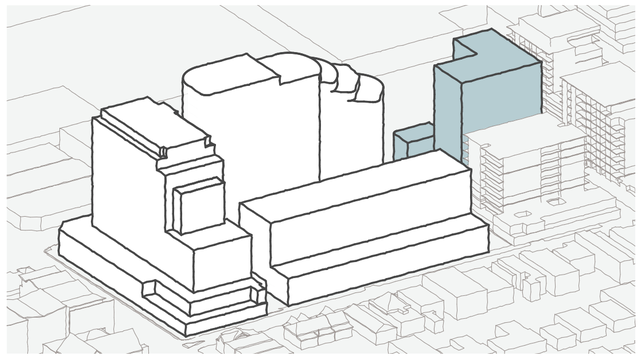
4.5 BUILDING C

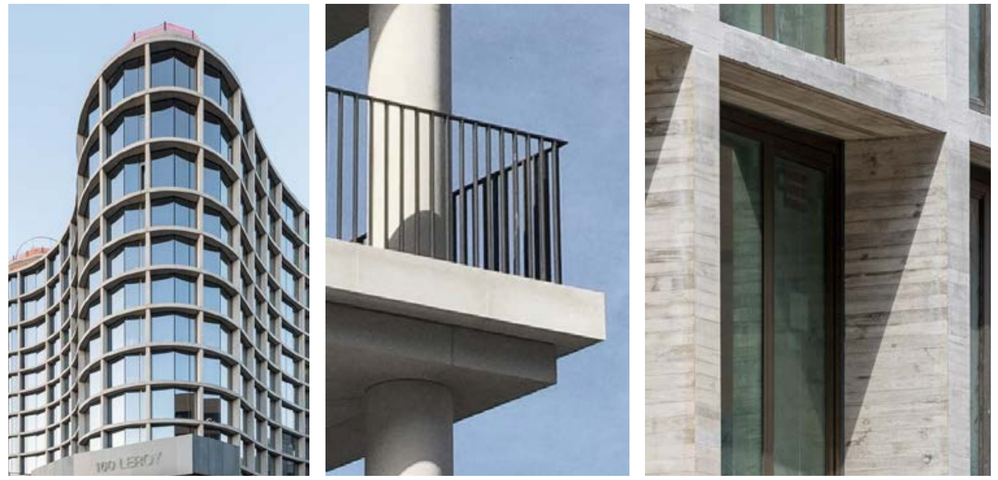
Building C

At the eastern end of the site, Building C presents itself with its curved form and filleted edges, creating a dialogue to the existing curvilinear Repco building in the foreground. When approaching this building from the internal laneways, the park presents itself and will be a hub of activity for the residents and surrounding community. The integrated landscaped planter boxes within the facade design enhances the connection to the park as well as softens the robust form.



26 Doonside Street





Inspiration



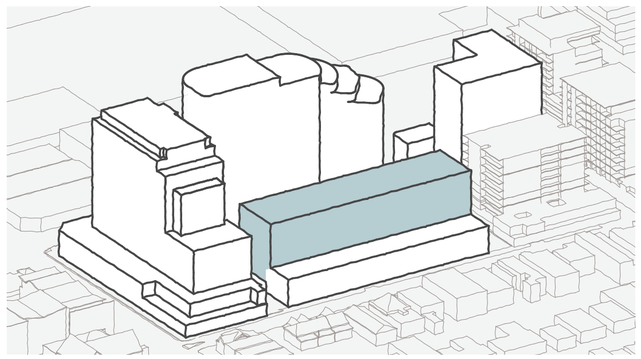
NORTH ELEVATION
(DRAWING NOT TO SCALE)

4.6 BUILDING D

APARTMENTS

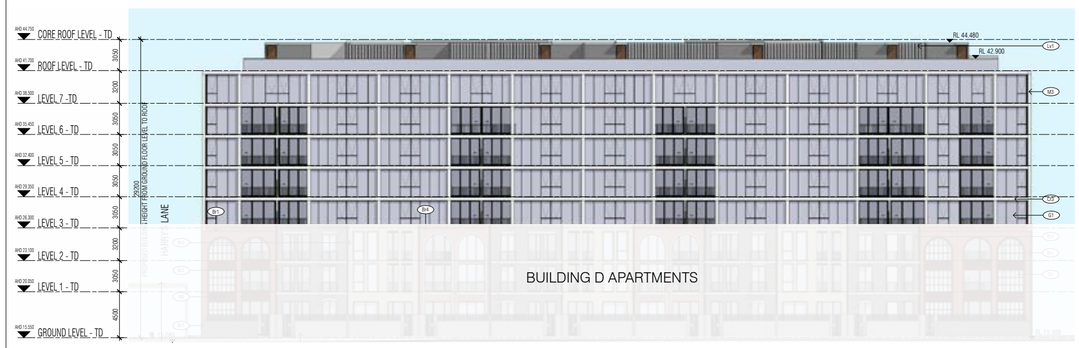
Building D

Building D is situated to the south and is the backdrop to the fine grain podium apartments located along Appleton Street. Its orthogonal form and simplicity takes cues from the gridded format of warehouse windows but reinterpreted at a larger scale and creates a coherent language of grids and frameworks across the site.





Inspiration



SOUTH ELEVATION
(DRAWING NOT TO SCALE)

4.7 BUILDING D

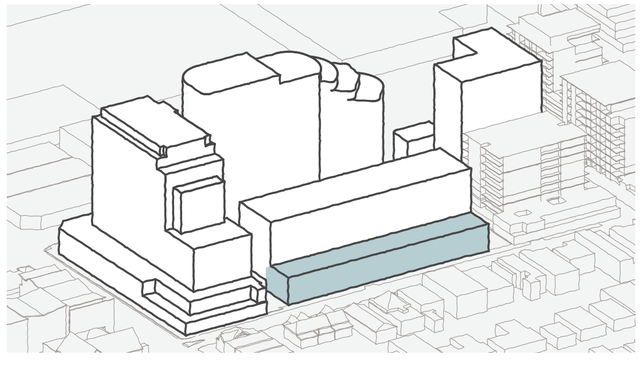
PODIUM APARTMENTS

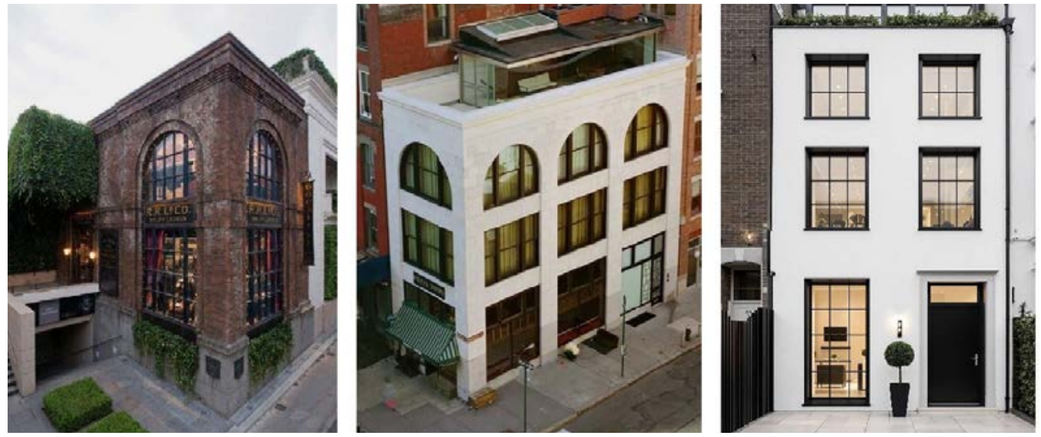


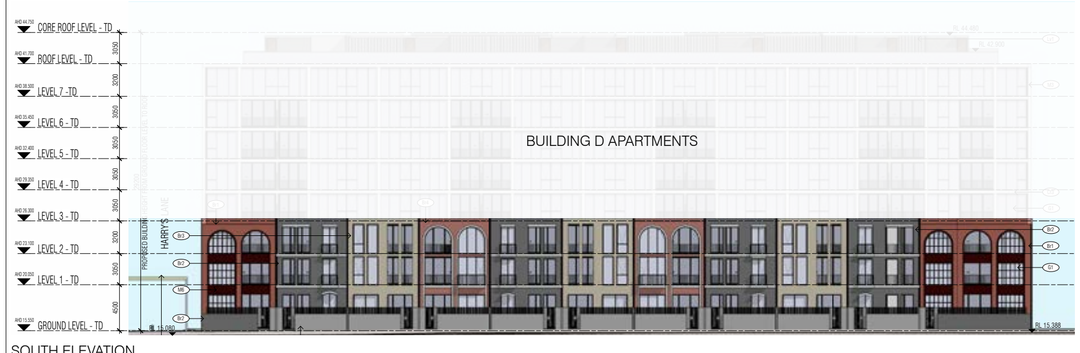
Inspiration

Building D

There will be a row of 3 levels of apartments located on the south side of the development on Appleton Street. Emphasis is placed on expressing a textured and engaging street front to reflect the scale and fine grain street character along Appleton Street. A sense of history and place is present through the use of brick textures, masonry and metal, which visually ties in with Building A's existing podium. This balances the relationship of individuality and cohesion through a consistency of materials combined with subtle modulations of form and expression across the site.







SOUTH ELEVATION
(DRAWING NOT TO SCALE)

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Harrington Village

Town Planning Documentation

Prepared for: Burnley Street Developments by Gurner Pty Ltd

Project No: MEL4383
Date: 2 July 2026
Revision: 05



Project:	Harrington Village
Location:	81-95 Burnley St Richmond VIC 3121
Prepared by:	ADP Consulting Pty Ltd Level 7, 17 Bennetts Lane Melbourne VIC 3000
Project No:	MEL4383
Revision:	05
Date:	2 July 2026

Rev	Date	Comment	Author	Signature	Technical Review	Signature	Authorisation & QA	Signature
01	29/07/25	Town Planning	Radhika Gupta	RG	Vickie Huang	VH	Luke Paspaliaris	LP
02	05/12/25	Town Planning	Vickie Huang	VH	Shruti Rajan	SR	Luke Paspaliaris	LP
03	01/04/26	1 Bed + MPR update	Radhika Gupta	RG	Vickie Huang	VH	Vickie Huang	VH
04	27/05/26	Town Planning	Radhika Gupta	RG	Vickie Huang	VH	Vickie Huang	VH
05	02/07/26	Lightwell daylight	Radhika Gupta	RG	Vickie Huang	VH	Vickie Huang	VH

Project Team	
Client / Principal	Burnley Street Developments by Gurner Pty Ltd
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Council Comments

DTP Comment	Project Response
3. SMP (either plan update or SMP update):	
a) Water tank locations are shown under Building A and indicate 105kl of storage. The SMP indicates 165kl of storage – please clarify provision and ensure consistency across documents, and outline how rainwater tanks will serve water needs across the site – for example in Building C.	> The following rainwater tanks will be connected to the toilets for flushing (165kL): – Tower A – 60 kL – Tower B – 40 kL – Tower C – 40 kL – Tower D – 25 kL > An additional 20kL RWT (from trafficable roof area) will be connected for landscape irrigation and bin washdown > This has been included in the architectural drawings.
4. In respect of the updated plans and drawings:	
b) Solar PV locations and annotations of sizing (20kw for Towers A, B, D and 10kw for C) in a font size that is readable. Note that at present the number of panels proposed for each roof does not correlate with the anticipated sizing in the SMP	> The number of panel and the total capacity has been indicated in the architectural drawings.
Clause 58 issues:	
c) Concerns about the quality of daylight access and suitability of the design response for Building D apartments with internal light courts for the secondary bedroom windows.	> The Building D secondary bedrooms overlooking the lightwells comply with the BESS Daylight Deemed to Satisfy requirements. > Refer to Appendix D for further details *(click here to view)*

1. Introduction

This report provides an overview of the environmentally sustainable development (ESD) strategy for the proposed mixed-use residential, office and food & beverage development at 81-95 Burnley St, Richmond within the municipal boundaries of the City of Yarra.

The objective of this report is to describe how best practice ESD will be incorporated in the Stage 1 of the development, including targets and proposed design approaches, and to demonstrate that the development meets or exceeds the standards required by the City of Yarra Planning Scheme, specifically the requirement to achieve the design potential to achieve a minimum 50% Built Environment Sustainability Scorecard (BESS) score.

1.1 Site overview

The site is located at 81-95 Burnley St, Richmond. The proposed mixed-use development has 4 towers Tower A, B, C and D and comprises of the following area types:

- B01-03: Carparks, End of Trip facilities and services
- GF: Retail, commercial
- L01: Showroom, apartments and residential amenities
- L02: Apartments and residential amenities
- L03-L07: Apartments
- L08: Apartments and residential amenities
- L09- L17: Apartments, penthouses

1.2 Statutory context

1.2.1 City of Yarra

The site is situated within the municipal boundaries of the City of Yarra. The City of Yarra requires developments to meet the national energy efficiency standards as outlined in Section J of the National Construction Code (NCC). When applying for a Planning Permit or a Building Permit, projects also need to include and demonstrate environmental sustainability measures.

The City of Yarra Planning Scheme outlines that the City acknowledges that the built environment has a significant impact on the wider natural environment and most current development practices are not sustainable in the long term and is committed to promoting sustainable design and development. Critical to achieving this commitment is for development to meet appropriate environmental design standards.

This policy provides a framework for early consideration of environmental sustainability at the building design stage to achieve the following efficiencies and benefits:

- Easier compliance with building requirements through passive design

- Reduction of costs over the life of the building
- Improved affordability over the longer term through reduced running costs
- Improved amenity and liveability
- More environmentally sustainable urban form
- Integrated water management

The City of Yarra Planning Scheme outlines key objectives. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

The following objectives should be satisfied, where applicable:

1.2.1.1 Energy performance

- To improve the efficient use of energy, by ensuring development demonstrates design potential for ESD initiatives at the planning stage.
- To reduce total operating greenhouse gas emissions.
- To reduce energy peak demand through design measures (e.g. appropriate building orientation, shading to glazed surfaces, optimise glazing to exposed surfaces, space allocation for solar panels and external heating and cooling systems).

1.2.1.2 Water resources

- To improve water efficiency.
- To reduce total operating potable water use.
- To encourage the collection and reuse of stormwater.
- To encourage the appropriate use of alternative water sources (e.g. greywater).

1.2.1.3 Indoor Environment Quality

- To achieve a healthy indoor environment quality for the wellbeing of building occupants, including the provision of fresh air intake, cross ventilation, and natural daylight.
- To achieve thermal comfort levels with minimised need for mechanical heating, ventilation and cooling.
- To reduce indoor air pollutants by encouraging use of materials with low toxic chemicals.
- To reduce reliance on mechanical heating, ventilation, cooling and lighting systems.
- To minimise noise levels and noise transfer within and between buildings and associated external areas.

1.2.1.4 Stormwater Management

- To reduce the impact of stormwater run-off.
- To improve the water quality of stormwater run-off.
- To achieve best practice stormwater quality outcomes.
- To incorporate the use of water sensitive urban design, including stormwater re-use.

1.2.1.5 Transport

- To ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order.
- To minimise car dependency.
- To promote the use of low emissions vehicle technologies and supporting infrastructure.

1.2.1.6 Waste management

- To promote waste avoidance, reuse and recycling during the design, construction, and operation stages of development.
- To ensure durability and long-term reusability of building materials.
- To ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

1.2.1.7 Urban Ecology

- To protect and enhance biodiversity within the municipality.
- To provide environmentally sustainable landscapes and natural habitats and minimise the urban heat island effect.
- To encourage the retention of significant trees.
- To encourage the planting of indigenous vegetation.
- To encourage the provision of space for productive gardens, particularly in larger residential developments.

These key objectives have been addressed by considering the following 9 key sustainable building categories as benchmarked in the BESS/Green Star assessment which adopts the Sustainable Design Assessment in the Planning Process:

- Management
- Water
- Energy
- Stormwater
- Indoor Environment Quality
- Transport
- Waste
- Urban Ecology
- Innovation

The Built Environment Sustainability Scorecard (BESS) has been utilised to benchmark the environmental performance of the project. The proposal has the preliminary design potential to achieve a BESS score of **54%,** with a minimum target of 50%**.** This pathway is subject to change at a later stage if directed by the Council.

Overall, the proposed ESD initiatives of this development will meet Council's overarching goal of promoting sustainable design and buildings.

1.3 Summary of ESD initiatives

Table below shows a summary of ESD initiatives in the different SDAPP categories including Management, Water, Energy, Stormwater, IEQ, Transport, Waste Management, Urban Ecology and Innovation. The project achieves a 54% BESS score by implementation of the following initiative:

Table 1 Summary of ESD initiatives.

	ESD Initiatives	
Management	> Improved thermal performance of building envelope	> Metering strategy > Building users guide
Water	> Water efficient fittings, fixtures and appliances: – Showers: 4 Stars (≥6, but ≤7.5) – Toilets: 4 Stars – Taps: 5 Stars – Urinals: 5 Stars – Dishwashers: 5 Stars	> Rainwater tanks to capture from nominated roof areas and connected to residential toilets, landscaping and bin wash. > Reduction in building systems water use
Energy	> High Performance Fabric and Glazing > >10% reduction in heating and cooling energy for non-residential areas. > The residential dwellings to demonstrate improvements on minimum energy efficiency requirements: > The dwellings and will be designed to achieve an average 7 star. > A minimum of 6-star NatHERS rating for each individual unit. > Additionally, the City of Yarra requires the dwellings to not exceed the maximum cooling load of 30 MJ/ m². > The non-residential areas will achieve a minimum 10% improvement over NCC 2019 Section J requirements – this has been demonstrated by a DTS assessment. > >10% Greenhouse Gas Emissions reduction. > High performance LED lighting. > Hot water supply form energy efficient heat pumps. > No gas connection will be provided to any residential dwelling.	> Ventilation and Air Conditioning – Energy efficient units within 1 star, or have a COP/EER within 85% of the best available system > Lighting – Lighting power density is reduced by at least 10% below the maximum lighting power density allowable for residences and all common areas accessible by residents. – Independent light switching is provided to each room of each sole-occupancy unit. Where open plan living, dining and kitchen areas are provided, each functional area is separately switched. – All common areas accessible by residents are provided with lighting control system(s), such as occupant detection and daylight adjustment. > Renewable electricity support from offsite solar PV supplier to common areas. > 100% renewable electricity either through Greenpower or renewable energy generated on-site)

	ESD Initiatives	
		> Electric cooktops will be provided for all residential dwellings.
Stormwater	> Minimum 100% STORM / BlueFactor Score	> Project team to meet council's best practice WSUD requirements
IEQ	> Minimum 80% of the living areas and bedrooms to be compliant with BESS Residential Daylight Access > 33% of non-residential spaces to achieve Daylight factor of minimum 2%	> High performance double glazing. > Min 60% VLT for all internal and external glazing > 90% VLT for the winter gardens
Transport	> Train and bus timetables installed at prominent locations. > Bike parking facilities to regular building occupants and visitors > A Green Travel Plan (GTP) will be provided to occupants and residents.	> Walk score of 92- Walker's Paradise. > Transit score of 76- Excellent Transit > 10% of all car parking spaces to have Electric Vehicle Charging Points > Minimum 1 car provided under the formal car share scheme integrated in the development. > 1 in every 50 car parking spaces has been allocated, designed and labelled for motorbikes.
Waste & Materials	> 80% of construction and demolition waste to be reused or recycled (in weight). > Recycling facilities as accessible as general waste facilities. > Use of recycled materials.	> Locally sourced building products. > Use of light-coloured and high SRI materials.
Urban Ecology	> Communal terrace spaces for development.	> The following communal amenities are provided: Tower A – Indoor Amenity – 335m^2 – Outdoor Amenity – 328m^2 Tower D - indoor amenity – Indoor Amenity – 809m^2 > 11.6% of the site area is covered with vegetation

2. ESD Strategy

The following section provides details of the ESD initiatives which have been deemed potentially suitable for the project. These form the overall benchmarking assessment of the building. These initiatives are currently adopted or under consideration; best endeavours will be made to include these in the fully developed design.

2.1 Management



The SDAPP 'Management' category encourages and rewards the adoption of practices and processes that enable and support best practice sustainability outcomes throughout the different phases of a project's design, construction, and its ongoing operation.

Throughout the 'Management' category, SDAPP intends to improve the sustainability performance of a project by influencing areas where decision-making is critical. This category rewards the implementation of processes and strategies that support positive sustainability outcomes during construction. The category also promotes practices that ensure a project will be used to its optimum operational potential.

The 'Management' category rewards projects that achieve the following outcomes:

- Coordinated approaches.
- Commitment to implementation
- Sustainable cultures and behaviours

Table 2 Actions for building management

Action	Response-Strategies and Innovation
Thermal Performance Assessment (non-residential)	> A preliminary façade performance calculation will be conducted in accordance with NCC 2019 Section J Façade Calculator with 10% improvement over NCC requirements for floors and ceilings. > Benefits include improved thermal comfort for occupants of the non-residential buildings and reduced operational costs.
NatHERS Ratings (residential)	> The project is targeting a 7-star average rating with 6 star minimum for individual units. > Cooling load of individual units will not exceed 30MJ/m2. > Benefits include improved thermal comfort for residents and reduced operational costs.
Metering strategy	> Utility meters provided to all individual commercial tenants and residential dwellings. > All major common area services to be separately sub-metered.
Building Users Guide	> Building Operation and Maintenance manuals and a CIBSE TM31 Building Logbook will be produced and made available to building owner and occupants. > Examples of nominated topics covered within the Building User's Guide include (but not limited to):

Action	Response-Strategies and Innovation
	– Mechanical systems (i.e. HVAC systems) and mechanically operable systems (e.g. blinds). – Building Management and Control Systems (BMCS) (if applicable) – Lighting and associated controls – Electrical systems (e.g. on-site generation, supply and distribution systems, security and access systems, and alarm systems). – Hydraulic systems (e.g. water supply distribution systems, sewerage collection and distribution, stormwater collection, pumps etc.) – Fire detection and projection systems (e.g. alarms, emergency warning systems, pumps etc.) – Lifts and vertical transportation – Any other systems that have an impact on the energy or water consumption of the building. – Building envelope (e.g. façades, roof and glazing systems). – Building user information will also be made available to all relevant tenants and further displayed on screens in real time to inform building users and visitors. > Additionally, the development will undertake a comprehensive services and maintainability review during the design stage, prior to construction. Following practical completion, a full commissioning review of the building and operations of the building systems will be completed after 12 months, with monthly monitoring and reporting.
BESS Score	**60%**

2.2 Water



The SDAPP 'Water' category aims to encourage and reward initiatives that reduce the consumption of potable water through measures such as the incorporation of water efficient fixtures and building systems and water re-use.

Reductions in operational water consumption may be achieved through maximisation of water-efficiency within a project, as well as through the utilisation of reclaimed water sources.

The 'Water' category rewards projects that achieve the following outcomes:

- The selection of equipment that is more water efficient than comparable standard practice equivalents;
- The use of water-efficient supplementary equipment;
- The selection of water-efficient toilets taps and showers.

Table 3 Actions to maximise water efficiency.

Action	Response-Strategies and Innovation
Potable Water Use Reduction	> >25% reduction in potable water consumption. > Water efficient fittings, fixtures, and appliances: – Showers: 4 Stars (>= 6.0 but <= 7.5) – Toilets: 4 Stars – Taps: 5 Stars – Urinals: 5 Stars (where proposed) – Dishwashers: 5 Stars
Rainwater Collection & Reuse	> Rainwater tank connected to residential toilets for flushing purposes, for landscape irrigation and bin wash-down. > The following rainwater tanks will be connected to the toilets for flushing: – Tower A – 60 kL – Tower B – 40 kL – Tower C – 40 kL – Tower D – 25 kL > A 20kL RWT (from trafficable roof area) will be connected for landscape irrigation and bin washdown > The above mentioned is one pathway demonstrating stormwater requirements for the development. The Bluefactor assessment tool has been utilised to demonstrate compliance with the project's water-sensitive urban design requirements, with rainwater tanks provided in accordance with the assessment outcomes. While there have been amendments to the ground floor layout associated with the substation and loading area revisions, these changes are not anticipated to alter the nominated rainwater tank capacity or the project's overall compliance outcomes. > As the design progresses, MUSIC modelling will be undertaken to further inform the WSUD strategy, with the project remaining committed to achieving compliance with Council's Best Practice WSUD requirements.

Water Efficient Landscaping	>	Low water use plant selection is proposed for the development
Building Systems Water Use Reduction	>	Where a fire sprinkler system and water-based heat rejection systems is proposed, at least 80% of AC chillers and/or fire system test water will be collected for re-use within the development subject to hydro and fire engineer's approval.
BESS Score		**57%**

2.3 Energy

The SDAPP 'Energy' category aims to reward projects that are designed and constructed to reduce their overall operational energy consumption below that of a comparable standard practice building. Such reductions are directly related to reduced greenhouse gas emissions, lower overall energy demand as well as reductions in operating costs for building owners and occupants.



Through the 'Energy' category, SDAPP aims to ensure reductions in greenhouse gas emissions by facilitating efficient energy usage and encouraging the utilisation of energy generated by low-emission sources.

The 'Energy' category rewards projects that achieve the following outcomes:

- The implementation of well-designed systems, aimed at lower operating emissions;
- The selection of high efficiency equipment over less energy efficient alternatives;
- The implementation of well-designed and zoned lighting that is energy efficient and appropriate for a space's use;
- The use of efficient supplementary equipment; and
- The procurement of zero carbon and low carbon energy sources.

Table 4 Actions to maximise energy efficiency.

Action	Response-Strategies and Innovation
Thermal Performance Assessment (non-residential)	> >10% reduction in heating and cooling energy consumption against the NCC 2019 reference case. > Benefits include reduced energy consumption and operating costs.
NatHERS Rating (residential)	> The preliminary NatHERS assessment has been conducted for Tower C, demonstrating improvements on minimum energy efficiency requirements: – The dwellings achieve an average of minimum 7 stars. – Minimum of 6-star NatHERS rating of individual units. – Additionally, the City of Yarra requires the dwellings to not exceed the maximum cooling load of 30 MJ/ m^2. > Benefits include improved thermal comfort for residents, reduced energy consumption and lower operating costs. > Refer to Appendix C for NatHERS report.
Heating and cooling (non-residential)	> Heating and cooling systems are to be: – Within one star of the most efficient equivalent capacity unit available, or – Have a Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available > Benefits include improved thermal comfort for occupants, reduced energy consumption and lower operating costs.

Action	Response-Strategies and Innovation
Heating and cooling (residential)	> Heating and cooling systems are to be within one star of the most efficient equivalent capacity unit available of the most efficient equivalent capacity unit available
Hot water	> Hot water to the development is to be from a centralised electric hot water heat pump units (to be confirmed during detailed design stage) > Benefits include elimination on reliance on gas (fossil fuel) for hot water.
All Electric development	> The residential development is committed to be all-electric. > Electric/induction cooktops will be provided for all residential dwellings > Benefits include elimination on reliance on gas (fossil fuel).
Greenhouse Gas Emissions Reduction	> Greenhouse gas emissions for the development will be 10% below the benchmark.
Electricity Consumption Reduction	> >10% reduction in the annual electricity consumption. – Energy efficient LED lighting installation – Energy efficient HVAC design
Internal Lighting Residential & Non-residential	High performance LED lighting with power density at least: > 20% lower than required by J6.2(a)(i) of the NCC BCA (2019) Volume 1 Section J for residences. > Meets the maximum illumination power density (W/m2) in at least 90% of the area of the relevant (non-residential) building class per Table J6.2a of the NCC BCA (2019) Volume 1 Section J.
Renewable energy	> Common areas of the development will be able to obtain power through embedded network provider. > 100% renewable electricity either through Greenpower or renewable energy generated on-site) > PV systems of the minimum following capacities will be installed: – Tower A – 20 kW – Tower B – 20 kW – Tower C – 10 kW – Tower D – 20 kW
External Lighting	> External lighting to be controlled by a motion detector
BESS Score	**57%**

2.3.1 National Construction Code

Section J of the NCC was introduced to set minimum energy efficiency measures for the various classifications of building types while still maintaining acceptable internal environmental conditions for occupants. The measures were designed to reduce the use of artificial heating and cooling, improve the energy performance of lighting, conditioning and ventilation, and reduce energy loss through air leakage.

These reductions are achieved by setting specific descriptive design criteria by which the building must be designed and built. When these criteria cannot be met the building must prove that the predicted annual energy demand is equal or better than the set design criteria, in accordance with a specific alternative verification method known as JV3 – verification using a reference building.

The project will be designed to meet the requirements of the National Construction Code (NCC) Section J – 2019 edition, Amendment 1.

2.3.1.1 NCC Classification

For Class 2 common area, Class 5, 6, 7, 8 or 9b building or a Class 9a building other than a ward area, the following table outlines the building envelope minimum requirements to comply with Section J of the National Construction code. Final insulation requirements may be higher than the minimums listed below, are to be confirmed upon completing the Section J report. Additionally, the report should take into consideration the impacts of thermal bridging on the facade Table 6: Minimum building envelope requirements

Table 5 NCC2019 thermal performance requirements

Building Envelope Element	NCC Total R-Values	Proposed 10% improvement	Solar Absorptance
Roofs/Ceilings	R3.2	3.52	<0.45
Walls	R1.4	1.54	-
Floors	R2.0	2.2	-

*For the purpose of calculating the Total R-Value of a floor, the sub-floor and soil R-Value must be calculated in accordance with NCC2019 Specification J1.6 or Section 3.5 of CIBSE Guide A.

The proposed building glazing performance requirements is assessed using the deemed to satisfy NCC 2019 Façade Calculator.

- The total system U-value of a wall-glazing construction must not exceed R0.5 (U2.0).
- The Total System U-Value of display glazing must not be greater than R0.17 (U5.8).
- Wall components of a wall-glazing construction must achieve a minimum Total R-Value of:
  - Where the wall is less than 80% of the area of the wall-glazing construction, R1.0 (U1.0); or
  - Where the wall is 80% or more of the area of the wall-glazing construction, R1.4 (U0.71)

Refer to Appendix D for glazing performance requirements. Final Section J report will be prepared based on the IFC drawing for building permit.

2.3.1.2 NCC Classification: Residential Class 2 Development

2.3.1.2.1 Minimum Targets

The Victorian amendment of the National Construction Code (NCC) 2019 requires that Class 2 sole occupancy units achieve the following performance for the building fabric when modelled in accordance with an approved House Energy Rating Software:

- 6-star NatHERS rating average for all apartments.
- 5-star NatHERS rating minimum for each individual apartment.

Further to the above NatHERS Star ratings, City of Yarra requires the units located in NatHERS Climate Zone 21, to not exceed the maximum cooling load of 30 MJ/m^2.

As part of the Gurner Green Initiative, this project is targeting the following performance targets:

- 7-star NatHERS rating average across all units.
- 6-star minimum NatHERS rating for all units.

Refer to Appendix C for the preliminary NatHERS Assessment.

2.4 Stormwater



The SDAPP 'Stormwater' category aims to ensure projects are responsibly treating stormwater to reduce the amount of polluted stormwater run-off entering local waterways such as rivers, streams, wetlands and bays. This can be achieved by the following water sensitive urban design strategies (WSUD); rainwater tanks, raingardens, porous paving and landscaping.

To demonstrate compliance, a score of 100% must be achieved using the Stormwater Treatment Objective – Relative Measure (STORM) tool, demonstrating that the following has been achieved:

Suspended solids – 80% retention of typical urban load

Total Nitrogen – 45% retention of typical urban load

Total Phosphorous – 45% retention of typical urban load

Litter – 70% reduction of typical urban load

Table 6 Actions to achieve WSUD

Action	Response-Strategies and Innovation
Stormwater Treatment	> The development will include Water Sensitive Urban Design (WSUD) and stormwater treatment systems to meet Best Practice pollutant reduction targets. > Rainwater tank connected to residential toilets for flushing purposes, for landscape irrigation and bin wash-down. > The following rainwater tanks will be connected to the toilets for flushing: – Tower A – 60 kL – Tower B – 40 kL – Tower C – 40 kL – Tower D – 25 kL > A 20kL RWT (from trafficable roof area) will be connected for landscape irrigation and bin washdown > The above mentioned is one pathway demonstrating stormwater requirements for the development. The Bluefactor assessment tool has been utilised to demonstrate compliance with the project's water-sensitive urban design requirements, with rainwater tanks provided in accordance with the assessment outcomes. While there have been amendments to the ground floor layout associated with the substation and loading area revisions, these changes are not anticipated to alter the nominated rainwater tank capacity or the project's overall compliance outcomes. > As the design progresses, MUSIC modelling will be undertaken to further inform the WSUD strategy, with the project remaining committed to achieving compliance with Council's Best Practice WSUD requirements.
BESS Score	**100%**

2.5 Indoor Environment Quality



The SDAPP 'Indoor Environment Quality' category aims to encourage and reward initiatives that enhance the comfort and well-being of occupants. The credits within this category address issues such as natural daylight, air quality and thermal comfort.

Through the 'Indoor Environment Quality' category, SDAPP aims to achieve sustainability performance improvements in a manner that also improves occupants' experience of the space. While it is possible to reduce a project's energy intensity by simply providing occupants with poor lighting quality for example, the 'Indoor Environment Quality' category recognises that buildings are designed for people and that reductions in energy use should never be made at the expense of the occupants' health and wellbeing.

By rewarding both energy efficiency and encouraging occupant well-being, the BESS rating system promotes and rewards a holistic approach to sustainability that results in multiple benefits.

The 'Indoor Environment Quality' category rewards projects that achieve the following outcomes:

- Increased comfort and wellbeing
- Reduced exposure to pollutants

Table 7 Actions to maximise Indoor environment quality.

Action	Response-Strategies and Innovation
Daylight (non-residential)	> The non-residential spaces in the development to receive adequate daylight ingress in >33% nominated floor area.
Daylight (residential)	> A preliminary daylight assessment has been undertaken and indicates adequate daylight is provided to living areas and bedrooms – – Minimum 80% of the living rooms comply with BESS daylight requirements – Minimum 80% on the bedroom comply with BESS daylight requirements > Benefits include improved indoor environment quality, less reliance on artificial lighting.
Thermal Comfort	> High-performance double-glazed window systems will be used to glaze the development. > Refer to Appendix C for the residential thermal performance requirements.
Effective Ventilation (non-residential)	> Provision of outdoor air to regular use areas are to be 50% greater than the minimums required by AS1668:2021. > Ventilation systems are to be designed to achieve, monitor and maintain a maximum CO2 concentration of 800ppm. > Benefits include improved indoor air and environment quality for occupants.
Effective Ventilation (residential)	> All residential dwellings will have external operable windows to habitable rooms (e.g. living and bedrooms).

Low VOC	> Low-volatile organic compound (VOC) paints, adhesives, sealants will be applied to the proposed development per limits outlined in Table 9, and carpets per limits outlined in Table 10 > Benefits include reduced healthier and improved indoor environment quality for occupants and residents.
Low formaldehyde	> Low-emission formaldehyde timber products will be applied to the proposed development. > Benefits include reduced healthier and improved indoor environment quality for occupants and residents.
BESS Score	**54%**

Table 8 Maximum TVOC Limits for Paints, Adhesives and Sealants

Product Category	Max TVOC content in grams per litre (g/L) of ready to use product.
General purpose adhesives and sealants	50
Interior wall and ceiling paint, all sheen levels	16
Trim, varnishes and wood stains	75
Primers, sealers and prep coats	65
One and two pack performance coatings for floors	140
Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesives and sealants	100

The following VOC test methods are relevant to paints:

> ISO Method 17895 (2005), for a material with a presumed VOC content <1%;
> ISO Method 11890-2 (2006), for a material with a presumed VOC <15%;
> ISO Method 11890-1 (2007), for a material with a presumed VOC content >15%; and
> ASTM D3960, which is comprised of four individual testing procedures that measures TVOC (D2369) as well as density (D1475) and water content (D4017). Exempt compounds (D4457) must not be subtracted in the calculation of VOC content.

The testing method for adhesive and sealants is the ASTM D3960 as detailed for paints. For more information on ASTM D3960 refer to South Coast Air Quality Management District Rule 1168.

Table 9 Carpet Test Standards and TVOC Emissions Limits

Compliance option	Test protocol	Limit
ASTM D5116	ASTM D5116 - Total VOC limit*	0.5mg/m2 per hour
	ASTM D5116 - 4-PC (4-Phenylcyclohexene)*	0.05mg/m2 per hour
ISO 16000 / EN 13419	ISO 16000 / EN 13419 - TVOC at three days	0.5 mg/m2 per hour
ISO 10580 / ISO/TC 219 (Document N238)	ISO 10580 / ISO/TC 219 (Document N238) - TVOC at 24 hours	0.5mg/m2 per hour

2.6 Transport

The SDAPP 'Transport' category aims to reward projects that facilitate a reduction of the dependency of occupants on private car use as an important means of reducing overall greenhouse gas emissions. The use of motor vehicles directly contributes to climate change in two ways – through the high amounts of energy required to produce cars and build and maintain supporting road transport infrastructure and services; and the direct emissions that result from car operations.

If reliance on individual motor vehicle transportation is to be reduced, it is necessary to maximise alternative transportation options. Rather than limiting access to private fossil fuel vehicles, the 'Transport' category aims to encourage and reward initiatives that reduce the need for their use. This may include initiatives that encourage the use of public transport options, cycling or walking, and the selection of sites that are close to local amenities.

The 'Transport' category rewards projects that achieve the following outcomes:

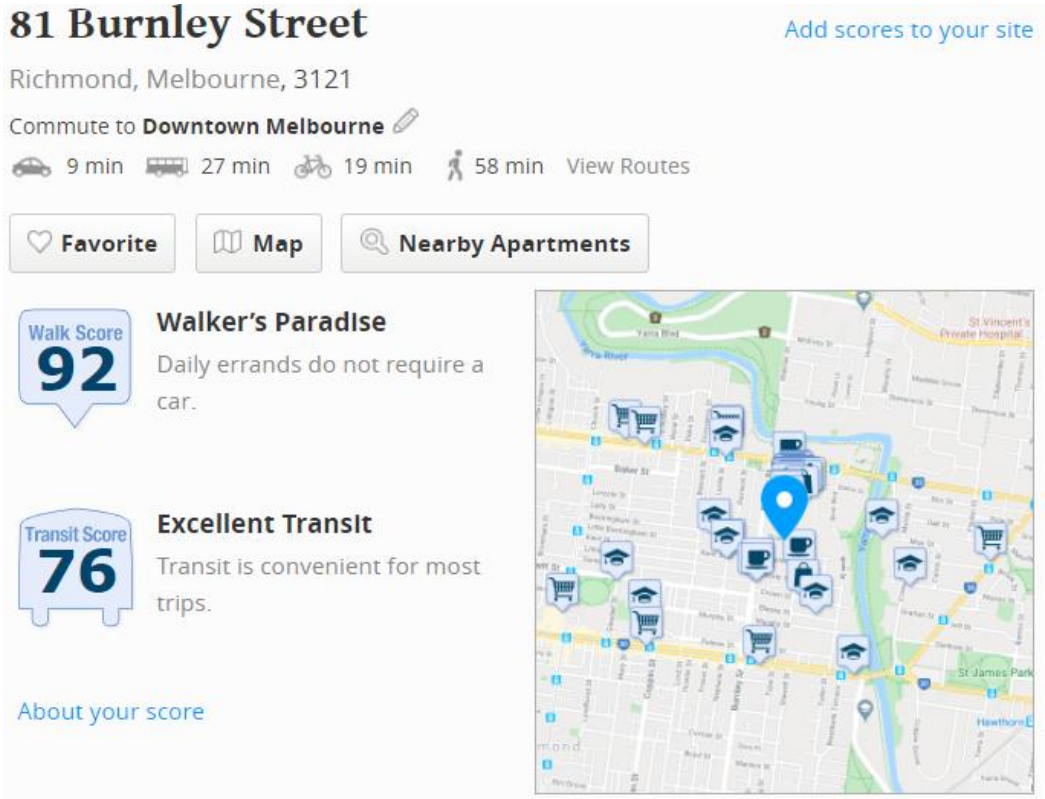
- The selection of sites that have readily accessible public transport options;
- The selection of sites within close proximity of a diversity of amenities;
- The facilitation and encouragement of the use of alternative transport options, such as bicycles or electric vehicles.



Table 10 Actions to maximise sustainable transport.

Action	Response-Strategies and Innovation
Electric Vehicle Support	> 10% of the car parking spaces to have electrical charging facilities.
Bicycle Parking	> A total of 929 bike parking provided for residents, residential visitors, non-residential staff and visitors. > Please note that the number may vary as the project progresses however, the bike parking number will comply with the best practice requirements. > Benefits include encouraging and facilitating reduced reliance on private vehicle use, and associated emissions. Additionally, there are health benefits for active forms of transport (e.g. cycling and walking). > A Green Travel Plan (GTP) will be developed and provided to the residential and non-residential residents to provide a strong focus on the sustainable transport options available. The GTP shall support a strong move for sustainable transport options and adopt a hierarchy of pedestrians, cyclists, PT users and private vehicles.
Walk score	> Walk score of 92- Walker's Paradise > Transit score of 76 - Excellent Transit
Car Share Scheme	> Minimum 1 car share spaces provided
Motorbikes/Mopeds	> 1 in every 50 car parking spaces has been allocated, designed and labelled for motorbikes.
BESS Score	**56%**

Figure 1 Walk Score of the development



2.7 Waste and Materials



The SDAPP 'Materials' category aims to address the consumption of resources within a building construction context, by encouraging the selection of lower-impact materials. The category also encourages absolute reductions in the amount of waste generated or the recycling of as much of the waste generated as possible.

The 'Materials' category rewards projects that achieve the following outcomes:

- Use of products and materials with lower impact.
- Reduction in waste to landfill

Table 11 Actions for sustainable material selection.

Action	Response-Strategies and Innovation
Operational Waste – Convenience of Recycling	> Recycling facilities will be as accessible as the general waste bins to minimise the recyclable materials entering the general waste stream. > Benefits include reduced waste going to landfill and increased levels of recycling.
Construction and demolition waste diversion	> The project is to target at least 80% of construction and demolition waste (by weight) to be diverted from landfill.
Circular Economy	> Four waste streams are already being considered by the development. A detailed circular economy strategy will be considered at the planning permit stage that will include considerations for e-waste and soft plastics.
Embodied Carbon	> A strong focus to incorporate recycled or post-consumer materials will be undertaken by the development, especially those that can be re-used from the demolition works that will occur onsite. > Multiple opportunities to minimize embodied carbon will be investigated during detailed design to reduce the embodied carbon of development. > Reductions in embodied carbon for the development, focusing on the top 4-6 materials, with this to be consistent with the embodied carbon reduction opportunities included in the ESD Assessment. > Some methods to reduce embodied carbon that will be considered will be: – Reduction in Structural Steel and Concrete via improvements in design and specification. – Reuse of material from the demolishing of the current building onsite.
Use of recycled materials	> Where practical, the project will commit to use recycled materials.
Locally sourced building products	> Where practical, the project will commit to locally source its building products.
Urban Heat Island	> The development will aim to reduce the Urban Heat Island Effect.

	> A minimum of 75% of the project site area will incorporate strategies to mitigate the effects of Heat Island Effect, through the following: – Landscaping – High SRI value finishes on roof and terrace surfaces > Above 11.6% of the site area is proposed as vegetation. Where practical, external material finishes such as roofs and hardscape pavements will be specified with light-coloured materials and a high Solar Reflective Index (RFI). > Detailed design will investigate the introduction of additional vegetation on the roof and balconies as well as incorporating shade to exposed high-mass elements and pedestrian routes.
BESS Score	**33%**

2.8 Urban Ecology

The SDAPP 'Land Use & Ecology' category aims to reduce the negative impacts on sites' ecological value as a result of urban development and reward projects that minimise harm and enhance the quality of local ecology.

The 'Land Use & Ecology' category rewards projects that achieve the following outcomes:

> Site sustainability.

> Reducing ecological impacts from occupied sites.

Table 12 Actions for land use and ecology.

Action	Response-Strategies and Innovation
Communal Spaces	> Rooftops will incorporate communal terraces for residents. Final areas for rooftop terraces will be confirmed during detailed design. > The following communal amenities are provided: Tower A – Indoor Amenity – 335m^2 – Outdoor Amenity – 328m^2 Tower D - indoor amenity – Indoor Amenity – 809m^2
Vegetation	> 11.6% of the site will be covered in vegetation through the inclusion of landscaping and planter boxes.
BESS Score	**32%**

3. Implementation Schedule

The following implementation schedule is provided to provide guidance on the responsibilities for implementation of the ESD initiatives outlined in this report:

Table 13 Implementation Schedule

Item	Responsible Party
Natural Ventilation Natural Lighting	> Architect
Individual Control of Indoor Environment	> Architect > Services Engineer
Mechanical Ventilation	> Services Engineer
Thermal Insulation Shading	> Architect
House Energy Rating	> Architect > ESD Consultant
Heating / Cooling / AC systems Domestic Hot Water Artificial Lighting Control Systems Energy Management and Metering	> Services Engineer
Water Efficient Fixtures	> Architect
Minimise Dead Legs	> Services Engineer > Builder
Public Area Water Consumption	> Services Engineer > Owner's Corporation
Rainwater Harvesting	> Services Engineer > Architect
Materials Selection	> Architect > Builder
Reduction of VOC's	> Architect > Builder
Bicycle Use	> Architect
Waste Management	> Waste Management Consultant
Construction Waste Management	> Builder
Topsoil Management	> Builder

Item	Responsible Party
Building Operation and Maintenance	> Services Engineer > Builder > Equipment Suppliers
Building Users Guide	> Services Engineer > Waste Management Engineer > Architect
Commissioning of Building Systems	> Builder

4. BESS Assessment Summary

BESS provides a framework for benchmarking the ESD achievement of a building design. The tool includes credits under a range of categories which may be used to guide ESD and tally a score which corresponds to the following benchmarks:

- +50% – Best Practice
- +70% – Excellence

A BESS assessment has been completed for the development to provide a guide to the sustainability initiatives that will be implemented in the design.

In summary, the development achieves a total BESS score of **54 out of 100** (Table 14). This highlights the high commitment to sustainable development in the design of the building.

Table 14 BESS Summary

SDAPP Criteria	Score Achieved
Management	60%
Water	57%
Energy	57%
Stormwater	100%
IEQ	54%
Transport	56%
Waste	33%
Urban Ecology	32%
Innovation	0%
BESS SCORE	**54%**

Appendix A BESS Assessment

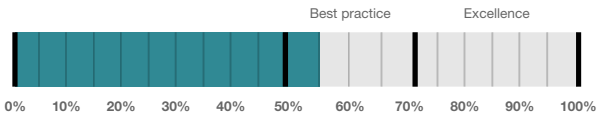
BESS Buildings Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 81-95 Burnley St Richmond Victoria 3121. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Yarra City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

Your BESS Score

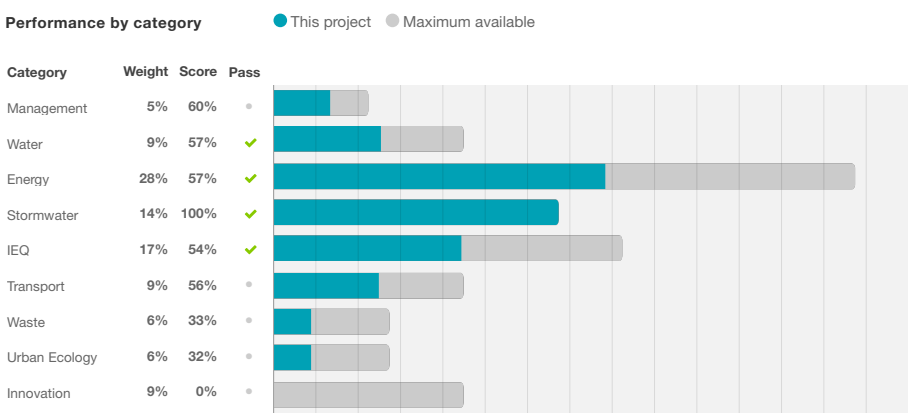


54%

Project details

Name	81-95 Burnley St, Richmond - Harrington Village
Address	81-95 Burnley St Richmond Victoria 3121
Project ID	091DAE77-R15
BESS Version	BESS-6
Date	02 July 2026
Software version	2.3.0-B.654
Site type	Mixed use development
Account	sustainabilityteam@adpconsulting.com.au
Application no.	
Site area	12,800 m²
Building floor area	54,903 m²

Performance by category



The Built Environment Sustainability Scorecard is an initiative of the Council Alliance for a Sustainable Built Environment (CASBE).
For more details see www.bess.net.au

Buildings

Name	Height	Footprint	% of total footprint
Tower A	17	2,334 m²	28%
Tower B	18	2,241 m²	27%
Tower C	13	1,197 m²	14%
Tower D	8	2,526 m²	30%

Dwellings & Non Res Spaces

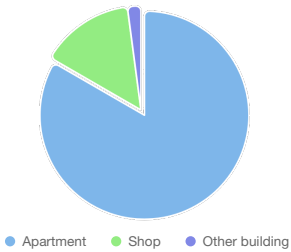
Dwellings

Name	Quantity	Area	Building	% of total area
Apartment				
Tower B - 2B	145	75.0 m²	Tower B	19%
Tower D - 2B	74	75.0 m²	Tower D	10%
Tower A - 1B	100	50.0 m²	Tower A	9%
Tower B - 1B	89	50.0 m²	Tower B	8%
Tower A - 2B	63	75.0 m²	Tower A	8%
Tower C - 1B	72	50.0 m²	Tower C	6%
Tower D - 1B	58	50.0 m²	Tower D	5%
Tower C - 2B	32	75.0 m²	Tower C	4%
Tower B - 3B	18	110 m²	Tower B	3%
Tower A - 3B	16	110 m²	Tower A	3%
Tower A - PH	3	220 m²	Tower A	1%
Tower D - 3B	9	110 m²	Tower D	1%
Tower C - 3B	8	110 m²	Tower C	1%
Total	**687**	**45,770 m²**	**83%**	

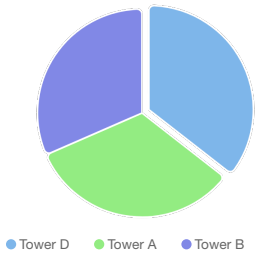
Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Shop				
Retail - TA	1	4,449 m²	Tower A	8%
Retail - TB	1	2,256 m²	Tower B	4%
Retail - TC	1	877 m²	Tower C	1%
Retail - TD	1	407 m²	Tower D	< 1%
Total	**4**	**7,989 m²**	**14%**	
Other building				
Residential Amenity - TD	1	809 m²	Tower D	1%
Residential Amenity - TA	1	335 m²	Tower A	< 1%
Total	**2**	**1,144 m²**	**2%**	

Project composition



Building composition



Supporting Evidence

Shown on Floor Plans

Credit	Requirement	Response	Status
Management 3.1	Individual utility meters annotated		-
Management 3.2	Individual utility meters annotated		-
Management 3.3	Common area submeters annotated		-
Water 3.1	Water efficient garden annotated		-
Energy 4.2	Floor plans showing location of photovoltaic panels as described.		-
Stormwater 1.1	Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips)		-
IEQ 1.1	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
IEQ 1.2	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
IEQ 1.3	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
IEQ 1.5	Floor plans with compliant bedrooms marked		-
Transport 1.1	All nominated residential bicycle parking spaces		-
Transport 1.4	All nominated non-residential bicycle parking spaces		-
Transport 2.1	Location of electric vehicle charging infrastructure		-
Transport 2.2	Location of car share parking space		-
Waste 2.2	Location of recycling facilities		-
Urban Ecology 1.1	Size and location of communal spaces		-
Urban Ecology 2.1	Vegetated areas		-

Supporting Documentation

Credit	Requirement	Response	Status
Management 2.2	Preliminary NatHERS assessments		-
Management 2.3a	Section J glazing assessment		-
Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-
Energy 3.6	Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used.		-
Energy 3.7	Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used.		-

The Built Environment Sustainability Scorecard is an initiative of the Council Alliance for a Sustainable Built Environment (CASBE).
For more details see www.bess.net.au

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Attachment 6.2.9
PPE26/0465 - 81-95 Burnley Street & 26-34 Doonside Street Richmond - Sustainabil
Management Plan

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Credit	Requirement	Response	Status
Energy 4.2	Specifications of the solar photovoltaic system(s).		-
Stormwater 1.1	STORM report or MUSIC model		-
IEQ 1.1	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-
IEQ 1.2	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-
IEQ 1.3	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-
IEQ 1.4	A short report detailing assumptions used and results achieved.		-
IEQ 1.5	A list of compliant bedrooms		-

Credit summary

Management Overall contribution 4.5%

	60%
1.1 Pre-Application Meeting	0%
2.2 Thermal Performance Modelling - Multi-Dwelling Residential	100%
2.3 Thermal Performance Modelling - Non-Residential	50%
3.1 Metering - Residential	100%
3.2 Metering - Non-Residential	100%
3.3 Metering - Common Areas	100%
4.1 Building Users Guide	100%

Water Overall contribution 9.0%

Minimum required 50%	57%	✔ Pass
1.1 Potable water use reduction	40%	
3.1 Water Efficient Landscaping	100%	
4.1 Building Systems Water Use Reduction	100%	

Energy Overall contribution 27.5%

	Minimum required 50%	57%	Pass
1.1 Thermal Performance Rating - Non-Residential		37%	
1.2 Thermal Performance Rating - Residential		50%	
2.1 Greenhouse Gas Emissions		100%	
2.2 Peak Demand		16%	
2.3 Electricity Consumption		100%	
2.4 Gas Consumption		N/A	Scoped Out
			No gas connection in use
3.1 Carpark Ventilation		0%	
3.2 Hot Water		100%	
3.4 Clothes Drying		0%	
3.6 Internal Lighting - Residential Multiple Dwellings		100%	
3.7 Internal Lighting - Non-Residential		100%	
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	Scoped Out
			No cogeneration or trigeneration system in use.
4.2 Renewable Energy Systems - Solar		83%	
4.4 Renewable Energy Systems - Other		0%	Disabled
			No other (non-solar PV) renewable energy is in use.

Stormwater Overall contribution 13.5%

	Minimum required 100%	100%	Pass
1.1 Stormwater Treatment		100%	

IEQ Overall contribution 16.5%

	Minimum required 50%	54%	Pass
1.1 Daylight Access - Living Areas		66%	
1.2 Daylight Access - Bedrooms		66%	
1.3 Winter Sunlight		100%	
1.4 Daylight Access - Non-Residential		33%	Achieved
1.5 Daylight Access - Minimal Internal Bedrooms		100%	
2.1 Effective Natural Ventilation		0%	
2.3 Ventilation - Non-Residential		66%	Achieved
3.4 Thermal comfort - Shading - Non-residential		0%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		0%	
4.1 Air Quality - Non-Residential		100%	

Transport Overall contribution 9.0%

	56%
1.1 Bicycle Parking - Residential	100%
1.2 Bicycle Parking - Residential Visitor	0%
1.3 Bicycle Parking - Convenience Residential	0%
1.4 Bicycle Parking - Non-Residential	100%
1.5 Bicycle Parking - Non-Residential Visitor	0%
1.6 End of Trip Facilities - Non-Residential	0%
2.1 Electric Vehicle Infrastructure	100%
2.2 Car Share Scheme	100%
2.3 Motorbikes / Mopeds	0%

Waste Overall contribution 5.5%

	33%
1.1 - Construction Waste - Building Re-Use	0%
2.1 - Operational Waste - Food & Garden Waste	0%
2.2 - Operational Waste - Convenience of Recycling	100%

Urban Ecology Overall contribution 5.5%

	32%
1.1 Communal Spaces	85%
2.1 Vegetation	50%
2.2 Green Roofs	0%
2.3 Green Walls and Facades	0%
2.4 Private Open Space - Balcony / Courtyard Ecology	0%
3.1 Food Production - Residential	0%
3.2 Food Production - Non-Residential	0%

Innovation Overall contribution 9.0%

	0%
1.1 Innovation	0%

Credit breakdown

Management Overall contribution 4.5%

60%

1.1 Pre-Application Meeting		0%
Score Contribution	This credit contributes 37.5% towards the category score.	
Criteria	Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council?	
Question	Criteria Achieved ?	
Project	No	
2.2 Thermal Performance Modelling - Multi-Dwelling Residential		100%
Score Contribution	This credit contributes 20.8% towards the category score.	
Criteria	Have preliminary NatHERS ratings been undertaken for all thermally unique dwellings?	
Annotation	Preliminary NatHERS modelling to achieve a 7 star average rating with 6 star minimum of individual units.	
Question	Criteria Achieved ?	
Apartment	Yes	
2.3 Thermal Performance Modelling - Non-Residential		50%
Score Contribution	This credit contributes 4.2% towards the category score.	
Annotation	Commitment to undertake preliminary façade performance calculations in accordance with NCC 2019 Section J Façade Calculator	
Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2019 Section J1.5?	
Question	Criteria Achieved ?	
Shop	Yes	
Other building	Yes	
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2019 Section J (Energy Efficiency), NABERS or Green Star?	
Question	Criteria Achieved ?	
Shop	No	
Other building	No	
3.1 Metering - Residential		100%
Score Contribution	This credit contributes 10.4% towards the category score.	
Criteria	Have utility meters been provided for all individual dwellings?	
Question	Criteria Achieved ?	
Apartment	Yes	

3.2 Metering - Non-Residential	100%
Score Contribution	This credit contributes 2.1% towards the category score.
Criteria	Have utility meters been provided for all individual commercial tenants?
Question	Criteria Achieved ?
Shop	Yes
Other building	Yes

3.3 Metering - Common Areas	100%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Have all major common area services been separately submetered?
Question	Criteria Achieved ?
Apartment	Yes
Shop	Yes
Other building	Yes

4.1 Building Users Guide	100%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Will a building users guide be produced and issued to occupants?
Question	Criteria Achieved ?
Project	Yes

Water Overall contribution 9.0%

		Minimum required 50%	**57%**	✔ **Pass**

Water Approach	
What approach do you want to use for Water?:	Use the built in calculation tools
Do you have a reticulated third pipe or an on-site water recycling system?:	No
Are you installing a swimming pool?:	No
Are you installing a rainwater tank?:	Yes
Fixtures, fittings & connections profile	
Showerhead:	
Tower A - 1B Tower A - 2B Tower A - 3B Tower B - 1B Tower B - 2B Tower B - 3B Tower C - 1B Tower C - 2B Tower C - 3B Tower D - 1B Tower D - 2B Tower D - 3B Tower A - PH	4 Star WELS (>= 6.0 but <= 7.5)
Retail - TA Retail - TB Retail - TC Retail - TD Residential Amenity - TA Residential Amenity - TD	Scope out
Bath: All	Scope out
Kitchen Taps: All	>= 5 Star WELS rating
Bathroom Taps: All	>= 5 Star WELS rating
Dishwashers: All	>= 5 Star WELS rating
WC: All	>= 4 Star WELS rating

Urinals:	
Tower A - 1B	Scope out
Tower A - 2B	
Tower A - 3B	
Tower B - 1B	
Tower B - 2B	
Tower B - 3B	
Tower C - 1B	
Tower C - 2B	
Tower C - 3B	
Tower D - 1B	
Tower D - 2B	
Retail - TB	
Tower D - 3B	
Tower A - PH	
Retail - TA	>= 5 Star WELS rating
Retail - TD	
Residential Amenity - TA	
Residential Amenity - TD	
Retail - TC	>= 6 Star WELS rating
Washing Machine Water Efficiency:	
Tower A - 1B	Occupant to Install
Tower A - 2B	
Tower A - 3B	
Tower B - 1B	
Tower B - 2B	
Tower B - 3B	
Tower C - 1B	
Tower C - 2B	
Tower C - 3B	
Tower D - 1B	
Tower D - 2B	
Tower D - 3B	
Tower A - PH	
Retail - TA	Scope out
Retail - TB	
Retail - TC	
Retail - TD	
Residential Amenity - TA	
Residential Amenity - TD	

Which non-potable water source is the dwelling/space connected to?:	
Tower A - 1B Tower A - 2B Tower A - 3B Retail - TA Tower A - PH	Tower A
Tower B - 1B Tower B - 2B Tower B - 3B Retail - TB Retail - TC	Tower B
Tower C - 1B Tower C - 2B Tower C - 3B Residential Amenity - TA	Tower C
Tower D - 1B Tower D - 2B Retail - TD Residential Amenity - TD Tower D - 3B	Tower D
Non-potable water source connected to Toilets: All	Yes
Non-potable water source connected to Laundry (washing machine): All	No
Non-potable water source connected to Hot Water System: All	No
Rainwater tank profile	
What is the total roof area connected to the rainwater tank?:	
Tower A	2,533 m²
Tower B	1,652 m²
Tower C	1,453 m²
Tower D	903 m²
Rainwater Tank Trafficable	1,646 m²
	-
Tank Size:	
Tower A	60,000 Litres
Tower B	40,000 Litres
Tower C	40,000 Litres
Tower D	25,000 Litres
Rainwater Tank Trafficable	20,000 Litres
	-

Irrigation area connected to tank:	
Tower A	0.0 m²
Tower B	0.0 m²
Tower C	0.0 m²
Tower D	0.0 m²
Rainwater Tank Trafficable	700 m²
	-

Is connected irrigation area a water efficient garden?:	
Tower A	Yes
Tower B	Yes
Tower C	Yes
Tower D	Yes
Rainwater Tank Trafficable	Yes
	-

Other external water demand connected to tank?:	
Tower A	0.0 Litres/Day
Tower B	0.0 Litres/Day
Tower C	0.0 Litres/Day
Tower D	0.0 Litres/Day
Rainwater Tank Trafficable	0.0 Litres/Day
	-

1.1 Potable water use reduction 40%

Score Contribution	This credit contributes 71.4% towards the category score.
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.
Output	Reference
Project	85181 kL
Output	Proposed (excluding rainwater and recycled water use)
Project	66731 kL
Output	Proposed (including rainwater and recycled water use)
Project	62467 kL
Output	% Reduction in Potable Water Consumption
Project	26 %
Output	% of connected demand met by rainwater
Project	43 %
Output	How often does the tank overflow?
Project	Very Often
Output	Opportunity for additional rainwater connection
Project	29099 kL

3.1 Water Efficient Landscaping 100%

Score Contribution	This credit contributes 14.3% towards the category score.
Criteria	Will water efficient landscaping be installed?
Question	Criteria Achieved ?
Project	Yes

4.1 Building Systems Water Use Reduction 100%

Score Contribution	This credit contributes 14.3% towards the category score.
Criteria	Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems?
Question	Criteria Achieved ?
Project	Yes

Energy Overall contribution 27.5%

		Minimum required 50%	57%	✔ Pass

Use the BESS Deem to Satisfy (DtS) method for Non-residential spaces?:	Yes
Do all exposed floors and ceilings (forming part of the envelope) demonstrate a minimum 10% improvement in required NCC2019 insulation levels (total R-value upwards and downwards)?:	Yes
Does all wall and glazing demonstrate meeting the required NCC2019 facade calculator (or better than the total allowance)?:	Yes
Are heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available?:	Yes
Are water heating systems within one star of the best available, or 85% or better than the most efficient equivalent capacity unit?:	Yes
Dwellings Energy Approach	
What approach do you want to use for Dwellings?:	Use the built in calculation tools
Are you installing any solar photovoltaic (PV) system(s)?:	Yes
Are you installing any other renewable energy system(s)?:	No
Gas supplied into building:	No gas connection
Dwelling Energy Profiles	
Building:	
Tower A - 1B Tower A - 2B Tower A - 3B Tower A - PH	Tower A
Tower B - 1B Tower B - 2B Tower B - 3B	Tower B
Tower C - 1B Tower C - 2B Tower C - 3B	Tower C
Tower D - 1B Tower D - 2B Tower D - 3B	Tower D
Below the floor is: All	Another Occupancy
Above the ceiling is: All	Another Occupancy
Exposed sides: All	2
NatHERS Annual Energy Loads - Heat: All	80.0 MJ/sqm
NatHERS Annual Energy Loads - Cool: All	20.0 MJ/sqm
NatHERS star rating: All	7.0
Type of Heating System: All	D Reverse cycle space

Heating System Efficiency: All	3 Star
Type of Cooling System: All	Refrigerative space
Cooling System Efficiency: All	3 Stars
Type of Hot Water System: All	C Electric Heat Pump
Is the hot water system shared by multiple dwellings?: All	Yes
Clothes Line: All	A No drying facilities
Clothes Dryer: All	Occupant to Install

Solar Photovoltaic system profile	
System Size (lesser of inverter and panel capacity):	
Tower A	20.0 kW peak
Tower B	20.0 kW peak
Tower C	10.0 kW peak
Tower D	20.0 kW peak
Orientation (which way is the system facing)?:	
Tower A	North
Tower B	North
Tower C	North
Tower D	North
Inclination (angle from horizontal):	
Tower A	10.0 Angle (degrees)
Tower B	10.0 Angle (degrees)
Tower C	10.0 Angle (degrees)
Tower D	10.0 Angle (degrees)
Which Building Class does this apply to?:	
Tower A	Apartment
Tower B	Apartment
Tower C	Apartment
Tower D	Apartment

1.1 Thermal Performance Rating - Non-Residential 37%

Score Contribution	This credit contributes 6.9% towards the category score.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC 2019 Section J)?

1.2 Thermal Performance Rating - Residential 50%

Score Contribution	This credit contributes 26.1% towards the category score.
Criteria	What is the average NatHERS rating?
Output	Average NATHERS Rating (Weighted)
Apartment	7.0 Stars

2.1 Greenhouse Gas Emissions 100%

Score Contribution	This credit contributes 10.4% towards the category score.
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?
Output	Reference Building with Reference Services (BCA only)
Apartment	3,835,668 kg CO2
Output	Proposed Building with Proposed Services (Actual Building)
Apartment	1,538,573 kg CO2
Output	% Reduction in GHG Emissions
Apartment	59 %

2.2 Peak Demand 16%

Score Contribution	This credit contributes 5.2% towards the category score.
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?
Output	Peak Thermal Cooling Load - Baseline
Apartment	7,527 kW
Output	Peak Thermal Cooling Load - Proposed
Apartment	7,372 kW
Output	Peak Thermal Cooling Load - % Reduction
Apartment	2 %

2.3 Electricity Consumption 100%

Score Contribution	This credit contributes 10.4% towards the category score.
Criteria	What is the % reduction in annual electricity consumption against the benchmark?
Output	Reference
Apartment	3,760,459 kWh
Output	Proposed
Apartment	1,508,404 kWh
Output	Improvement
Apartment	59 %

2.4 Gas Consumption N/A Scoped Out

No gas connection in use

This credit was scoped out	No gas connection in use

3.1 Carpark Ventilation 0%

Score Contribution	This credit contributes 10.4% towards the category score.
Criteria	If you have an enclosed carpark, is it: (a) fully naturally ventilated (no mechanical ventilation system) or (b) 40 car spaces or less with Carbon Monoxide monitoring to control the operation and speed of the ventilation fans?
Question	Criteria Achieved ?
Project	No

3.2 Hot Water 100%

Score Contribution	This credit contributes 5.2% towards the category score.
Criteria	What is the % reduction in annual energy consumption (gas and electricity) of the hot water system against the benchmark?
Output	Reference
Apartment	6,200,244 MJ
Output	Proposed
Apartment	2,445,187 MJ
Output	Improvement
Apartment	60 %

3.4 Clothes Drying 0%

Score Contribution	This credit contributes 4.3% towards the category score.
Criteria	What is the % reduction in annual energy consumption (gas and electricity) from a combination of clothes lines and efficient driers against the benchmark?
Output	Reference
Apartment	292,614 kWh
Output	Proposed
Apartment	292,614 kWh
Output	Improvement
Apartment	0 %

3.6 Internal Lighting - Residential Multiple Dwellings 100%

Score Contribution	This credit contributes 8.7% towards the category score.
Criteria	Is the maximum illumination power density (W/m2) in at least 90% of the relevant building class at least 20% lower than required by Table J6.2a of the NCC 2019 Vol 1 (Class 2-9) and Clause 3.12.5.5 NCC 2019 Vol 2 (Class 1 & 10)?
Question	Criteria Achieved ?
Apartment	Yes

3.7 Internal Lighting - Non-Residential 100%

Score Contribution	This credit contributes 1.7% towards the category score.
Criteria	Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J6.2a of the NCC 2019 Vol 1?
Question	Criteria Achieved ?
Shop	Yes
Other building	Yes

4.1 Combined Heat and Power (cogeneration / trigeneration) N/A Scoped Out

No cogeneration or trigeneration system in use.

This credit was scoped out	No cogeneration or trigeneration system in use.

4.2 Renewable Energy Systems - Solar 83%

Score Contribution	This credit contributes 5.2% towards the category score.
Criteria	What % of the estimated energy consumption of the building class it supplies does the solar power system provide?
Output	Solar Power - Energy Generation per year
Apartment	84,829 kWh
Output	% of Building's Energy
Apartment	5 %

4.4 Renewable Energy Systems - Other	0%	⊘ Disabled
	No other (non-solar PV) renewable energy is in use.	

This credit is disabled	No other (non-solar PV) renewable energy is in use.

Stormwater Overall contribution 13.5%

Minimum required 100%	**100%**	✔ **Pass**

Which stormwater modelling are you using?:	Melbourne Water STORM tool
1.1 Stormwater Treatment	100%

Score Contribution	This credit contributes 100% towards the category score.
Criteria	Has best practice stormwater management been demonstrated?
Annotation	The development is to demonstrate storm water Best Practice pollutant targets are met as part of the town planning application and SMP report.
Question	STORM score achieved
Project	100
Output	Min STORM Score
Project	100

IEQ Overall contribution 16.5%

	Minimum required 50%	54%	✔ Pass

Use the BESS Deemed to Satisfy (DtS) method for daylight to Dwellings?:	No	
What approach do you want to use for daylight to Dwellings?:	Provide our own calculations	
1.1 Daylight Access - Living Areas		66%
Score Contribution	This credit contributes 19.5% towards the category score.	
Criteria	What % of living areas achieve a daylight factor greater than 1%	
Annotation	Daylight compliance has been demonstrated by combination of In-built and DTS calculations. Refer to Appendix C of the SMP	
Question	Percentage Achieved ?	
Apartment	87 %	
1.2 Daylight Access - Bedrooms		66%
Score Contribution	This credit contributes 19.5% towards the category score.	
Criteria	What % of bedrooms achieve a daylight factor greater than 0.5%	
Annotation	Daylight compliance has been demonstrated by a combination of In-built and DTS calculations. Refer to Appendix C of the SMP	
Question	Percentage Achieved ?	
Apartment	89 %	
1.3 Winter Sunlight		100%
Score Contribution	This credit contributes 6.5% towards the category score.	
Criteria	Do 70% of dwellings receive at least 3 hours of direct sunlight in all Living areas between 9am and 3pm in mid-winter?	
Question	Criteria Achieved ?	
Apartment	Yes	
1.4 Daylight Access - Non-Residential		33% ✔ Achieved
Score Contribution	This credit contributes 7.8% towards the category score.	
Criteria	What % of the nominated floor area has at least 2% daylight factor?	
Question	Percentage Achieved?	
Shop	33 %	
Other building	33 %	
1.5 Daylight Access - Minimal Internal Bedrooms		100%
Score Contribution	This credit contributes 6.5% towards the category score.	
Criteria	Do at least 90% of dwellings have an external window in all bedrooms?	
Question	Criteria Achieved ?	
Apartment	Yes	
2.1 Effective Natural Ventilation		0%

Score Contribution	This credit contributes 19.5% towards the category score.
Criteria	What % of dwellings are effectively naturally ventilated?
Question	Percentage Achieved?
Apartment	0 %

2.3 Ventilation - Non-Residential	66%	✔ Achieved

Score Contribution	This credit contributes 7.8% towards the category score.

Criteria	What % of the regular use areas are effectively naturally ventilated?
Question	Percentage Achieved?
Shop	-
Other building	-

Criteria	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668.2:2012?
Question	Percentage Achieved?
Shop	50 %
Other building	50 %

Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?
Question	Value
Shop	800 ppm
Other building	800 ppm

3.4 Thermal comfort - Shading - Non-residential	0%
Score Contribution	This credit contributes 3.9% towards the category score.

Criteria	What percentage of east, north and west glazing to regular use areas is effectively shaded?
Question	Percentage Achieved?
Shop	-
Other building	-

3.5 Thermal Comfort - Ceiling Fans - Non-Residential	0%
Score Contribution	This credit contributes 1.3% towards the category score.
Criteria	What percentage of regular use areas in tenancies have ceiling fans?
Question	Percentage Achieved?
Shop	-
Other building	-

4.1 Air Quality - Non-Residential	100%
Score Contribution	This credit contributes 7.8% towards the category score.

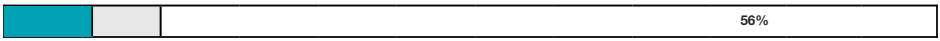
Criteria	Do all paints, sealants and adhesives meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Project	Yes

Criteria	Does all carpet meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Project	Yes

Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Project	Yes

BESS, 81-95 Burnley St, Richmond - Harrington Village 81-95 Burnley St, Richm…

Transport Overall contribution 9.0%



1.1 Bicycle Parking - Residential		100%
Score Contribution	This credit contributes 18.9% towards the category score.	
Criteria	How many secure and undercover bicycle spaces are there per dwelling for residents?	
Question	Bicycle Spaces Provided ?	
Apartment	687	
Output	Min Bicycle Spaces Required	
Apartment	687	
1.2 Bicycle Parking - Residential Visitor		0%
Score Contribution	This credit contributes 18.9% towards the category score.	
Criteria	How many secure bicycle spaces are there per 5 dwellings for visitors?	
Question	Visitor Bicycle Spaces Provided ?	
Apartment	69	
Output	Min Visitor Bicycle Spaces Required	
Apartment	138	
1.3 Bicycle Parking - Convenience Residential		0%
Score Contribution	This credit contributes 9.4% towards the category score.	
Criteria	Are bike parking facilities for residents located at ground or entry level?	
Question	Criteria Achieved ?	
Apartment	No	
1.4 Bicycle Parking - Non-Residential		100%
Score Contribution	This credit contributes 3.8% towards the category score.	
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?	
Question	Criteria Achieved ?	
Shop	Yes	
Other building	Yes	
Question	Bicycle Spaces Provided ?	
Shop	140	
Other building	3	
1.5 Bicycle Parking - Non-Residential Visitor		0%

Score Contribution	This credit contributes 1.9% towards the category score.
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?
Question	Criteria Achieved ?
Shop	No
Other building	No
Question	Bicycle Spaces Provided ?
Shop	25
Other building	5

1.6 End of Trip Facilities - Non-Residential 0%

Score Contribution	This credit contributes 1.9% towards the category score.
Criteria	Where adequate bicycle parking has been provided. Is there also: * 1 shower for the first 5 employee bicycle spaces plus 1 to each 10 employee bicycles spaces thereafter, * changing facilities adjacent to showers, and * one secure locker per employee bicycle space in the vicinity of the changing / shower facilities?
Question	Number of showers provided ?
Shop	0
Other building	0
Question	Number of lockers provided ?
Shop	0
Other building	0
Output	Min Showers Required
Shop	1
Other building	1
Output	Min Lockers Required
Shop	140
Other building	3

2.1 Electric Vehicle Infrastructure 100%

Score Contribution	This credit contributes 22.6% towards the category score.
Criteria	Are facilities provided for the charging of electric vehicles?
Question	Criteria Achieved ?
Project	Yes

2.2 Car Share Scheme 100%

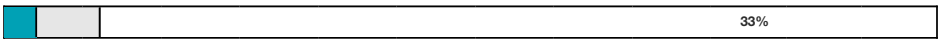
Score Contribution	This credit contributes 11.3% towards the category score.
Criteria	Has a formal car sharing scheme been integrated into the development?
Question	Criteria Achieved ?
Project	Yes

2.3 Motorbikes / Mopeds 0%

Score Contribution	This credit contributes 11.3% towards the category score.
Criteria	Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)?
Question	Criteria Achieved ?
Project	No

Waste Overall contribution 5.5%

	33%



1.1 - Construction Waste - Building Re-Use	0%
Score Contribution	This credit contributes 33.3% towards the category score.
Criteria	If the development is on a site that has been previously developed, has at least 30% of the existing building been re-used?
Question	Criteria Achieved ?
Project	No
2.1 - Operational Waste - Food & Garden Waste	0%
Score Contribution	This credit contributes 33.3% towards the category score.
Criteria	Are facilities provided for on-site management of food and garden waste?
Question	Criteria Achieved ?
Project	No
2.2 - Operational Waste - Convenience of Recycling	100%
Score Contribution	This credit contributes 33.3% towards the category score.
Criteria	Are the recycling facilities at least as convenient for occupants as facilities for general waste?
Question	Criteria Achieved ?
Project	Yes

Urban Ecology Overall contribution 5.5%

32%

1.1 Communal Spaces		85%
Score Contribution	This credit contributes 11.3% towards the category score.	
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?	
Question	Common space provided	
Apartment	1,472 m²	
Shop	324 m²	
Other building	53.0 m²	
Output	Minimum Common Space Required	
Apartment	437 m²	
Shop	337 m²	
Other building	53 m²	
2.1 Vegetation		50%
Score Contribution	This credit contributes 45.3% towards the category score.	
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?	
Question	Percentage Achieved ?	
Project	11 %	
2.2 Green Roofs		0%
Score Contribution	This credit contributes 11.3% towards the category score.	
Criteria	Does the development incorporate a green roof?	
Question	Criteria Achieved ?	
Project	No	
2.3 Green Walls and Facades		0%
Score Contribution	This credit contributes 11.3% towards the category score.	
Criteria	Does the development incorporate a green wall or green façade?	
Question	Criteria Achieved ?	
Project	No	
2.4 Private Open Space - Balcony / Courtyard Ecology		0%
Score Contribution	This credit contributes 9.4% towards the category score.	
Criteria	Is there a tap and floor waste on every balcony / in every courtyard?	
Question	Criteria Achieved ?	
Apartment	No	
3.1 Food Production - Residential		0%

Score Contribution	This credit contributes 9.4% towards the category score.
Criteria	What area of space per resident is dedicated to food production?
Question	Food Production Area
Apartment	0.0 m²
Output	Min Food Production Area
Apartment	301 m²

3.2 Food Production - Non-Residential	0%

Score Contribution	This credit contributes 1.9% towards the category score.
Criteria	What area of space per occupant is dedicated to food production?
Question	Food Production Area
Shop	0.0 m²
Other building	0.0 m²
Output	Min Food Production Area
Shop	200 m²
Other building	15 m²

Innovation Overall contribution 9.0%

	0%

1.1 Innovation	0%

Score Contribution	This credit contributes 100% towards the category score.
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?

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Appendix B Stormwater Calculations

Melbourne Water's Stormwater Treatment Objective – Relative Measure (STORM) Calculator is a simple analysis method for stormwater treatment and water sensitive urban design (WSUD). This has since been superseded by council's BlueFactor tool. Both tools rate the performance of treatment measures such as rainwater tanks, wetlands, and infiltration systems relative to best practice targets, and calculates a weighted average score. A STORM or BlueFactor tool score of 100 or greater indicates that treatment measures are of sufficiently high standard.

In order to demonstrate compliance, a score of 100% must be achieved using the Stormwater Treatment Objective – Relative Measure (STORM) tool, demonstrating that the following has been achieved:

- Suspended solids – 80% retention of typical urban load
- Total Nitrogen – 45% retention of typical urban load
- Total Phosphorous – 45% retention of typical urban load
- Litter – 70% reduction of typical urban load

As design progresses, the site stormwater management strategy will consider flows from the development as well as the streets, driveways and other impervious surfaces. The overall stormwater strategy will be detailed in the civil engineer's WSUD report and will be designed to ensure that council's best practice targets are met.

A preliminary BlueFactor assessment has been carried out, based on the following WSUD measures:

- Collection from nominated roof areas (non-trafficable) to rainwater tanks of the following capacities:
  - Tower A Roof – 60,000 L
  - Tower B Roof – 40,000 L
  - Tower C Roof – 40,000 L
  - Tower D Roof – 25,000 L
- Collection from nominated trafficable area on Tower D roof to rainwater tank of 20,000 L capacity for irrigation and bin washing.
- The rainwater collected will be reused for toilet flushing in residential units. The rainwater tank will be connected to the main water supply as a back up to ensure that there is continuous water supply for the plants in case the rainwater tank dries out.

The preliminary BlueFactor assessment is subject to change as the design develops. The project will demonstrate Best Practice objectives are met through a STORM, BlueFactor or MUSIC assessment.

B.1 BlueFactor Rating Report

The development achieves a BlueFactor rating of 108% as shown in below.

Figure 2 Melbourne Water BlueFactor Calculation

Project # 67C30D04 - MEL4383 - Harrington Village
81-95 Burnley St, Richmond VIC 3121, Australia
12 December 2025 10:38 a.m.

BLUE FACTOR.

MEL4383 - Harrington Village

The proposed stormwater treatments provide 'deemed to comply' compliance with the minimum planning requirement for total nitrogen but does not comply with all the relevant objectives for management of stormwater flows on-site.

108%
SCORE

Project details

Name	MEL4383 - Harrington Village
Street address	81-95 Burnley St, Richmond VIC 3121, Australia
Municipality	Yarra
Site area	12847.88 m^2
Planning Number	

Configuration 1

Roof Tower A 2533.33m2

Building A RWT Rainwater Tank,
Rainwater tank retention volume in kilolitres: 60,

Building A Residential Apartment, 283 bedroom(s)

Configuration 2

Roof Tower B 1652.96m2

Building B RWT Rainwater Tank,
Rainwater tank retention volume in kilolitres: 40,

Building B Residential Apartment, 433 bedroom(s)

Configuration 3

Roof Tower C 1453.88m2

Building C RWT Rainwater Tank,
Rainwater tank retention volume in kilolitres: 40,

Building C Residential Apartment, 160 bedroom(s)

Configuration 4

Roof Tower D 903.03m2

Building D RWT Rainwater Tank,
Rainwater tank retention volume in kilolitres: 25,

Building D Residential Apartment, 235 bedroom(s)

Configuration 5

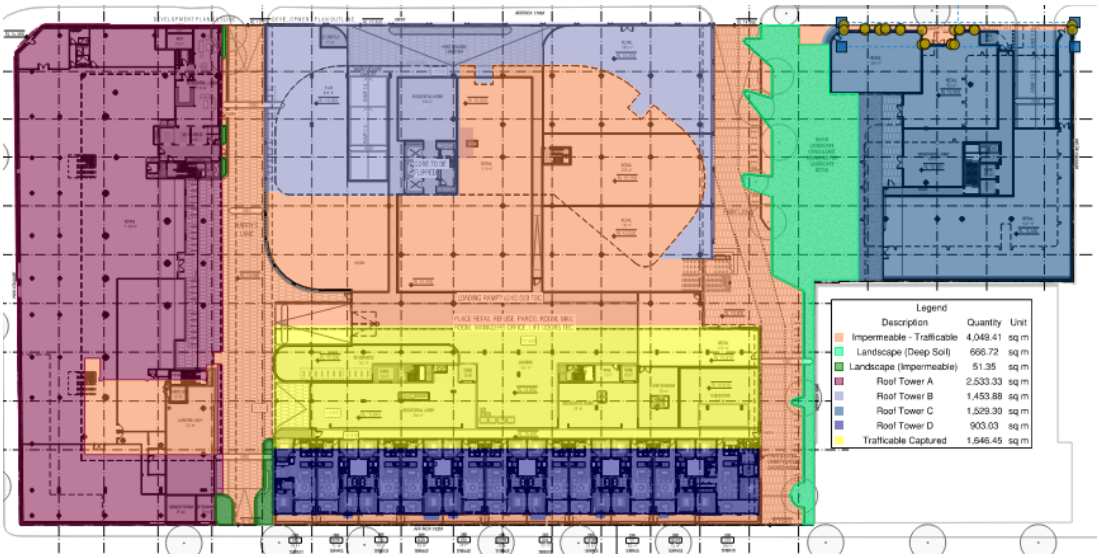
Trafficable / Plant Roof (tower D) 1646.45m2

Irrigation RWT Rainwater Tank,
Rainwater tank retention volume in kilolitres: 20,

Irrigation Non-Residential Mixed Use, 1 employee(s)

B.2 Stormwater Collection Areas

This section provides the rainwater collection area mark-ups used for BlueFactor calculations. Different colour highlights are used to denote different types of areas:



Appendix C Preliminary NatHERS Assessment

C.1 Introduction

A preliminary energy efficiency assessment has been carried out for the proposed development to establish the likely insulation and glazing thermal performance requirements and demonstrate compliance with the ESD targets nominated within this report.

C.2 Preliminary NatHERS Assessment – Residential Dwellings

The following tables outline the assumptions that have been included in the preliminary NatHERS assessment of the residential component of the development and the results obtained.

General Building Simulation Parameters	
Address	81-95 Burnley St, Richmond
NatHERS Climate Zone	21 Melbourne RO
Site Rotation from True North	12
Building Class	2
NCC Version	2019

Building Fabric	Performance Requirements
Floors	Exposed R2.5 added insulation Internal (i.e. between conditioned areas) Uninsulated
Roof / Ceiling	Typical R4.0 added insulation
Walls	External walls R2.5 added insulation Party walls R1.5 added insulation (or as required by acoustic engineer, whichever is greater) Internal walls Uninsulated
Floor coverings	Carpet (bedrooms) Floating timber (living/kitchens, corridors) Tiles (wet areas)
Glazing	Awning - U-Value: 2.3 (or less); SHGC: 0.33 (±5%) Sliding - U-Value: 2.3 (or less); SHGC: 0.33 (±5%) Fixed - U-Value: 2.3 (or less); SHGC: 0.34 (±5%) Casement - U-Value: 2.3 (or less); SHGC: 0.32 (±5%)

Shading	As per architectural drawings
Ceiling penetrations	Downlights Number assumed – all downlights shall be IC rated and sealed Exhaust fans Number assumed – all exhaust fans shall be provided with a self-closing damper and sealed.

The following assumptions of glazing were applied into the analysis:

- Where the glazing between the living room and balcony is not specified, sliding doors are assumed, unless otherwise noted
- Each bedroom has at least 1 awning, unless it has sliding door access to the balcony
- Remaining windows are fixed, unless otherwise noted

Unit	Tower	Level	Heating Energy (MJ/m²)	Cooling Energy (MJ/m²)	Total Energy (MJ/m²)	Star Rating	Notes/Required Changes
A 202	A	2	85.7	14.9	100.6	6.4	-
A 204	A	2	43.6	23.8	67.4	7.5	-
A 205	A	2	37.3	28.9	66.2	7.6	-
A201	A	2	46.5	20	66.5	7.6	-
A203	A	2	92.2	17.7	109.9	6.1	-
A 701	A	7	79.8	18.8	98.6	6.4	-
A 702	A	7	58.9	17.2	76.1	7.2	-
A 703	A	8	53	16.7	69.7	7.4	-
A 801	A	8	61.8	18.3	80.1	7.1	-
A 802	A	8	49.7	24	73.7	7.3	-
A1205	A	12	87.7	22.8	110.5	6.1	-
A1206	A	12	64.2	15.5	79.7	7.1	-
A1208	A	12	43.8	10.4	54.2	7.9	-
A1210	A	12	39.6	22.1	61.7	7.7	-
A1211	A	12	34.9	18.3	53.2	8	-
A1401	A	14	48.1	15.2	63.3	7.7	-
A1402	A	14	80.8	12.9	93.7	6.6	

A1403	A	14	34.5	9.9	44.4	8.3	
B101	B	1	50.3	22.9	73.2	7.3	-
B102	B	1	18.2	18.9	37.1	8.6	-
B103	B	1	48.6	29	77.6	7.2	Added awning
B104	B	1	74.9	25.6	100.5	6.4	-
B1301	B	13	61	22.6	83.6	6.9	-
B1302	B	13	36.6	20.1	56.7	7.9	-
B1303	B	13	64.4	24.7	89.1	6.8	-
B1304	B	13	85.7	25.3	111.0	6.1	Added awning and spandrel
B1305	B	13	56	18.6	74.6	7.3	-
B1701	B	17	52.8	26.4	79.2	7.1	-
B1702	B	17	44.1	7.4	51.5	8.1	-
B1703	B	17	76.1	8.8	84.9	6.9	-
C101	C	1	34.6	23.9	58.5	7.8	Added spandrels
C102	C	1	44.6	28.3	72.9	7.3	-
C103	C	1	36.6	23.4	60.0	7.8	-
C104	C	1	53.1	26	79.1	7.1	-
C105	C	1	81.5	27.8	109.3	6.1	-
C106	C	1	60.3	29.5	89.8	6.8	Added spandrels
C1201	C	12	65.6	16.7	82.3	7	-
C1202	C	12	73.9	26.3	100.2	6.4	-
C1203	C	12	53.4	21.9	75.3	7.3	-
C1204	C	12	54.8	19.7	74.5	7.3	-
C1205	C	12	76.8	22.2	99.0	6.4	-
C1206	C	12	75.6	19.7	95.3	6.6	-
DG11	D	G	103.8	3.4	107.2	6.2	-
DG02	D	G	79.6	7.2	86.8	6.9	-
DG00	D	G	86.7	2.8	89.5	6.8	-
D 212	D	2	61	15.2	76.2	7.2	-
D 211	D	2	43	11.8	54.9	7.9	-

D 205	D	2	69.3	12.6	81.9	7	-
D116	D	1	82.1	22.3	104.4	6.3	-
D 115	D	1	53.8	20.7	74.5	7.3	-
D 104	D	1	81.2	25.7	106.8	6.2	-
D 602	D	6	54.6	19.5	74.1	7.3	-
D 604	D	6	42.3	29.6	71.9	7.4	-
D 611	D	6	82.9	13.3	96.1	6.6	-
D 701	D	7	84.6	24.1	108.7	6.2	-
D 710	D	7	73.4	28.8	102.2	6.4	-
Average			**61.1**	**19.6**	**80.7**	**7.1**	-
Min			**18.2**	**2.8**	**37.1**	**6.1**	
Max			**103.8**	**29.6**	**111.0**	**8.6**	

Appendix D Residential Daylight Assessment

5. Daylight Report

5.1 Site Overview

The site is located at 81-95 Burnley St, Richmond. The proposed mixed-use development has 4 towers - Tower A to D and comprises of the following area types:

- B2-B1 : Carparks, bike parks, end-of-trip facilities and services
- GF : Showroom, retail, apartments, loading dock, and substation
- L01 : Showroom and apartments
- L03-L06 : Apartments
- L07 : Apartments and residential amenity hub and terrace
- L08 : Apartments and residential amenity rooftop
- L09-L16 : Apartments
- L17 : Apartments and residential amenity rooftop
-

5.2 Introduction

A daylight assessment has been carried out for the proposed development at proposed mixed-use residential, food & beverage development at 81-95 Burnley St, Richmond within the municipal boundaries of the City of Yarra. A mixed approach using daylight modelling and the BESS Built-in calculator and BESS DTS has been used to achieve compliance.

The assessment demonstrates compliance by:

- 87% of the living areas compliant with BESS Residential Daylight Access
- 89% of the bedrooms are compliant with BESS Residential Daylight Access

Daylight assessment of the non-residential spaces will be conducted to ensure

- A minimum of 33% of residential amenities compliant with BESS Non-residential Daylight access (min DF 2)
- A minimum of 33% of Retail and F&B compliant with BESS Non-residential Daylight access (min DF 2)

5.3 Assessment Criteria for BESS

Daylight performance is assessed against the different BESS Standards for Daylight. For mixed-use developments, the following pathways are accepted to prove compliance:

5.3.1 Deemed to Satisfy Standards - Residential

Residential units meet Deemed to Satisfy (DTS) requirements and achieve 100% in daylight access if they achieve ALL the following criteria:

- All living areas and bedrooms less than 8m deep (5m if south facing).
- All living areas and bedrooms have a floor-to-ceiling height of at least 2.7m.
- All glazing in living areas achieve at least 60% Visible Light Transmittance (VLT).

- All living areas have an external facing window (not into a courtyard, light well or other major obstruction).
- Buildings comply with all requirements of the building separation tables.

5.3.2 Built-in calculation tools - Residential

Residential units may achieve daylight credits using the BESS built-in calculator. All habitable rooms (living areas and bedrooms) are grouped into the following categories.

- Living rooms that meet the Deemed-to-Satisfy criteria. These can be assigned to Auto-Pass.
- Bedrooms that meet the Deemed-to-Satisfy criteria. These can be assigned to Auto-Pass.
- Living rooms that do not meet the Deemed-to-Satisfy criteria, including areas of varying orientations.
- Bedrooms that do not meet the Deemed-to-Satisfy criteria, including areas of varying orientations.

Each grouping of units can have their compliance assessed through an average of the following:

- Room Floor Area
- Vertical Angle
- Horizontal Angle
- Window Area
- Glass Type

5.3.3 Daylight modelling Pathway

- Living areas (including open plan kitchen and dining areas) to achieve a Daylight Factor of 1.0% for a minimum of 90% of the floor area.
- Bedrooms to achieve a Daylight Factor of 0.5% for a minimum of 90% of the floor area.

5.4 Methodology

5.4.1 Residential Daylight Assessments - DtS

Residential daylight assessments are carried out primarily using the DtS methodology. Units that do not comply under this methodology are then assessed using the BESS built-in calculation tools.

Sample floors for all towers have been assessed against BESS Daylight DtS criteria given below:

- **Criteria 1 -** Are all living areas and bedrooms less than 8m deep (5m if south facing)?
- **Criteria 2 -** Do all living areas and bedrooms have a floor-to-ceiling height of at least 2.7m?
- **Criteria 3 -** Does all glazing to living areas achieve at least 60% Visible Light Transmittance (VLT)?
- **Criteria 4 -** Do all living areas have an external facing window (not into a courtyard, light well or other major obstruction)?
- **Criteria 5 -** Does the building(s) comply with all of the requirements of the building separation tables?

Gurner has reviewed all nominated residential units that are deemed to meet the BESS Deemed to Satisfy criteria.

5.4.2 Residential Daylight Assessments – DtS – Bedrooms Overlooking Lightwells

The secondary bedrooms windows of the Tower D south-facing apartments lack windows on the outward facing facade. To ensure adequate daylight is received in these rooms, lightwells have been introduced. The proposed bedroom and lightwell design have been developed to achieve compliance with the BESS Deemed-to-Satisfy daylight requirements for habitable rooms overlooking lightwells.

The proposed design satisfies the BESS prescribed criteria relating to room depth, floor-to-ceiling height, visible light transmittance, and lightwell dimensions as noted in the table below:

BESS Requirement	Bedroom	Compliance Met (Y/N)
Maximum 8m deep (5m for south facing)	3 m depth	Y
Floor-to-ceiling height of at least 2.7m	2.7 m	Y
Minimum 60% Visible Light Transmittance	60% VLT	Y
Lightwell minimum area – 9 m^2	9 m^2	Y
Lightwell minimum width – 3 m	3 m	Y

Figure 3 Plan of a typical bedroom with lightwell



Additionally, to maximise daylight penetration and enhance the distribution of natural light within the rooms:

- The lightwells are open to the sky and free from obstructions.
- Lightwell walls will be finished in a light-coloured, high-reflectance coating.

Collectively, these design measures provide a compliant daylight outcome per the BESS tool that supports residential amenity and aligns with the intent of the BESS daylight provisions.

Residential Daylight Assessments - Modelling

The Level 1-7 1 Bed + MPR units in Tower A have been assessed via the daylight modelling pathway.

Table 15 General Building Simulation Parameters

General Building Simulation Parameters	
Location	Melbourne
Climate Zone	6
Sky	Uniform Design Sky @ 10,000 Lux (overcast)
Software	Climate Studio
Working Plane	Floor Level
Daylight Factor Threshold	2.0% - Non-residential – (33% of nominated floor area)
Daylight Factor Threshold	0.5% - Residential Bedrooms – (80% of all the bedroom floor area)
Daylight Factor Threshold	1.0% - Residential Living/Kitchen Rooms – (80% of all the nominated living room floor area)

Table 16 Surface Reflectance

Surface Reflectance	
Floors	60%
Walls	90%
Ceilings	90%
External shadings and adjacent buildings	40%
Glazing	70% VLT
Balcony privacy screens	54% VLT

Table 17 Geometry

Geometry	
Overshadowing	Neighbouring buildings that provide overshadowing have been included within the model.
Local shading	All balconies, canopies and reveals have been modelled as per the architectural drawings.

5.5 Daylight Results Summary

> All the analysed apartments meet at least one of the pathways to achieve BESS compliance.

> 87% of the living areas are compliant with BESS Residential Daylight Access.

> 89% of the bedrooms are compliant with BESS Residential Daylight Access.

The daylight pathway may change as the design progresses; however the best practice criteria and compliance will be achieved.

Table 18 Overall results

	Total Living	Complaint Living	Total Bed	Compliant Bed
Tower A	179	104	284	172
Tower B	224	223	385	385
Tower C	112	112	160	160
Tower D	121	114	188	188
TOTAL	**636**	**553**	**1017**	**905**
Compliant %		**87%**		**89%**

5.5.1 Tower A

Towe A - Level	Total Units	Note	Living Areas	Compliant Living Areas	Bedrooms	Compliant Bedrooms
L02	19	Same as L03	18	6	23	6
L03	17	**Assessed**	18	6	23	6
L04	21	Same as L03	18	6	23	6
L05	21	Same as L03	18	6	23	6
L06	21	Same as L03	18	6	23	6
L07	11	Same as L03	18	6	23	6
L08	11	Same as L11	7	7	12	12
L09	11	Same as L11	11	11	18	18
L10	11	Same as L11	11	11	18	18
L11	11	**Assessed**	11	11	18	18
L12	7	Same as L11	7	7	18	18
L13	7	Same as L14	7	7	18	18
L14	7	**Assessed**	7	7	18	18
L15	7	Same as L14	7	7	16	16
L16	3	Not assessed	3	0	10	0
Total	**181**		**179**	**104**	**284**	**172**

5.5.2 Tower B

Level	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5
Level 01	Yes	Yes	Yes	Yes	Yes
Level 13	Yes	Yes	Yes	Yes	Yes
Level 17	Yes	Yes	Yes	Yes	Yes

Level	Total Units	Note	Living Areas	Compliant Living Areas	Bedrooms	Compliant Bedrooms
L01	15	**Assessed**	15	15	25	25
L02	15	Same as L01	15	15	25	25
L03	15	Same as L01	15	15	25	25
L04	15	Same as L01	15	15	25	25
L05	15	Same as L01	15	15	25	25
L06	15	Same as L01	15	15	25	25
L07	15	Same as L01	15	15	25	25
L08	15	Same as L01	15	15	25	25
L09	15	Same as L01	15	15	25	25
L10	15	Same as L01	15	15	25	25
L11	15	Same as L01	15	15	25	25
L12	15	Same as L01	15	15	25	25
L13	14	**Partly Assessed***	14	14	25	25
L14	12	**Partly Assessed***	12	12	21	21
L15	8	**Partly Assessed***	8	8	16	16
L16	7	**Partly Assessed***	7	6	14	14
L17	3	**Partly Assessed***	3	3	9	9
Total	**224**		**224**	**223**	**385**	**385**

*Many units were the same as L01, but some units took on a different shape from L1 and thus assessed also

5.5.3 Tower C

Level	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5
Level 01	Yes	Yes	Yes	Yes	Yes
Level 08	Yes	Yes	Yes	Yes	Yes

Level	Total Units	Note	Living Areas	Compliant Living Areas	Bedrooms	Compliant Bedrooms
L01	10	**Assessed**	10	10	13	13
L02	10	Same as L01	10	10	13	13
L03	10	Same as L01	10	10	13	13
L04	10	Same as L01	10	10	13	13
L05	10	Same as L01	10	10	13	13
L06	10	Same as L01	10	10	13	13
L07	10	Same as L01	10	10	13	13
L08	10	Same as L01	10	10	13	13
L09	8	Same as L12	8	8	14	14
L10	8	Same as L12	8	8	14	14
L11	8	Same as L12	8	8	14	14
L12	8	**Assessed**	8	8	14	14
Total	**112**		**112**	**112**	**160**	**160**

5.5.4 Tower D

Level	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5
Level 01*	Yes	Yes	Yes	Yes	Yes
Level 03	Yes	Yes	Yes	Yes	Yes

**The light well meets the minimum BESS DtS daylight requirements.*

Level	Total Units	Note	Living Areas	Compliant Living Areas	Bedrooms	Compliant Bedrooms
L01	18	**Assessed**	18	17	29	29
L02	18	Same as L01	18	17	29	29
L03	17	**Assessed**	17	16	26	26
L04	17	Same as L03	17	16	26	26
L05	17	Same as L03	17	16	26	26
L06	17	Same as L03	17	16	26	26
L07	17	Same as L03	17	16	26	26
Total	**121**	**0**	**121**	**114**	**188**	**188**

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LANDSCAPE REPORT

81-95 BURNLEY STREET & 26-34 DOONSIDE STREET

T.C.L

24 JUNE 2026

SITE ANALYSIS
LOCATION



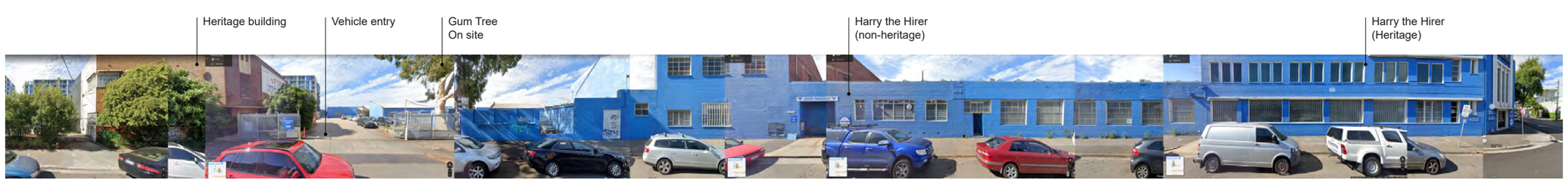
SITE ANALYSIS
SITE



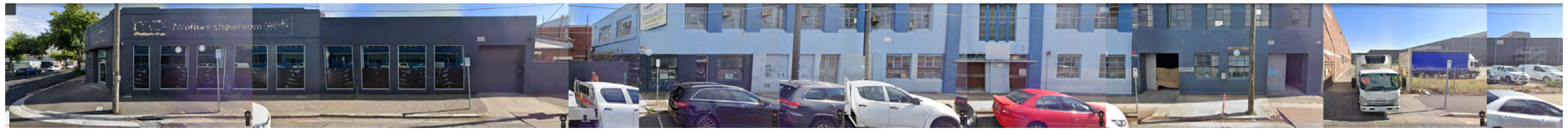
N

SITE ANALYSIS
DOONSIDE STREET





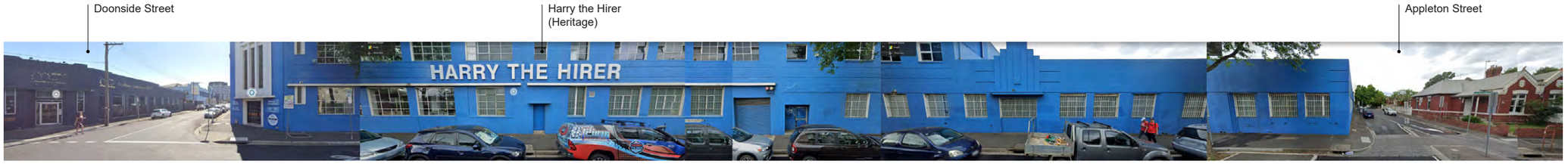
Doonside Street - Southern side (view of site)



Doonside Street - Northern side (view from site)

SITE ANALYSIS
BURNLEY STREET





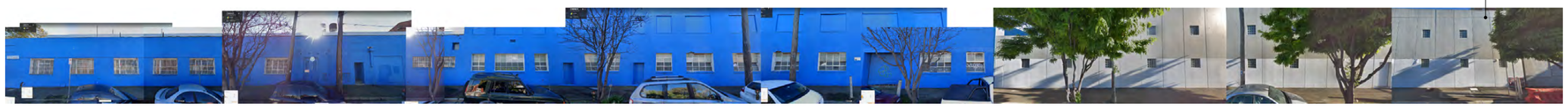
Burnley Street - Eastern side (View of site)



Burnley Street - Western side (View from site)

SITE ANALYSIS
APPLETON STREET





Appleton Street - Northern side (Site)



Appleton Street - Southern side

SITE ANALYSIS
EXISTING VEGETATION

Doonside Street

Aside from the recent street tree planting outside the development on the corner of David Street, Doonside Street does not have any street trees.

A medium sized Gum is located just within the property boundary to the west to the vehicle entry to the site and sits within the footprint of the proposed building.

Insignificant small trees and shrubs such as Fig and Pittosporum are located in a garden bend along the wall of heritage building at 26 Doonside St.

Burnley Street

Medium-sized *Platanus orientalis* trees are planted in the roadway of Burnley Street breaking up the parallel parking. While trees on the site side of the street appear, for the most part well formed, trees on the opposite side of the road sit under power lines and have been heavily pruned.

Appleton Street

Gleditsia triacanthos are located in the roadway, on the development side of Appleton St. These trees are well formed and are better suited to being located under the power lines with only minor pruning to the top of their crowns.









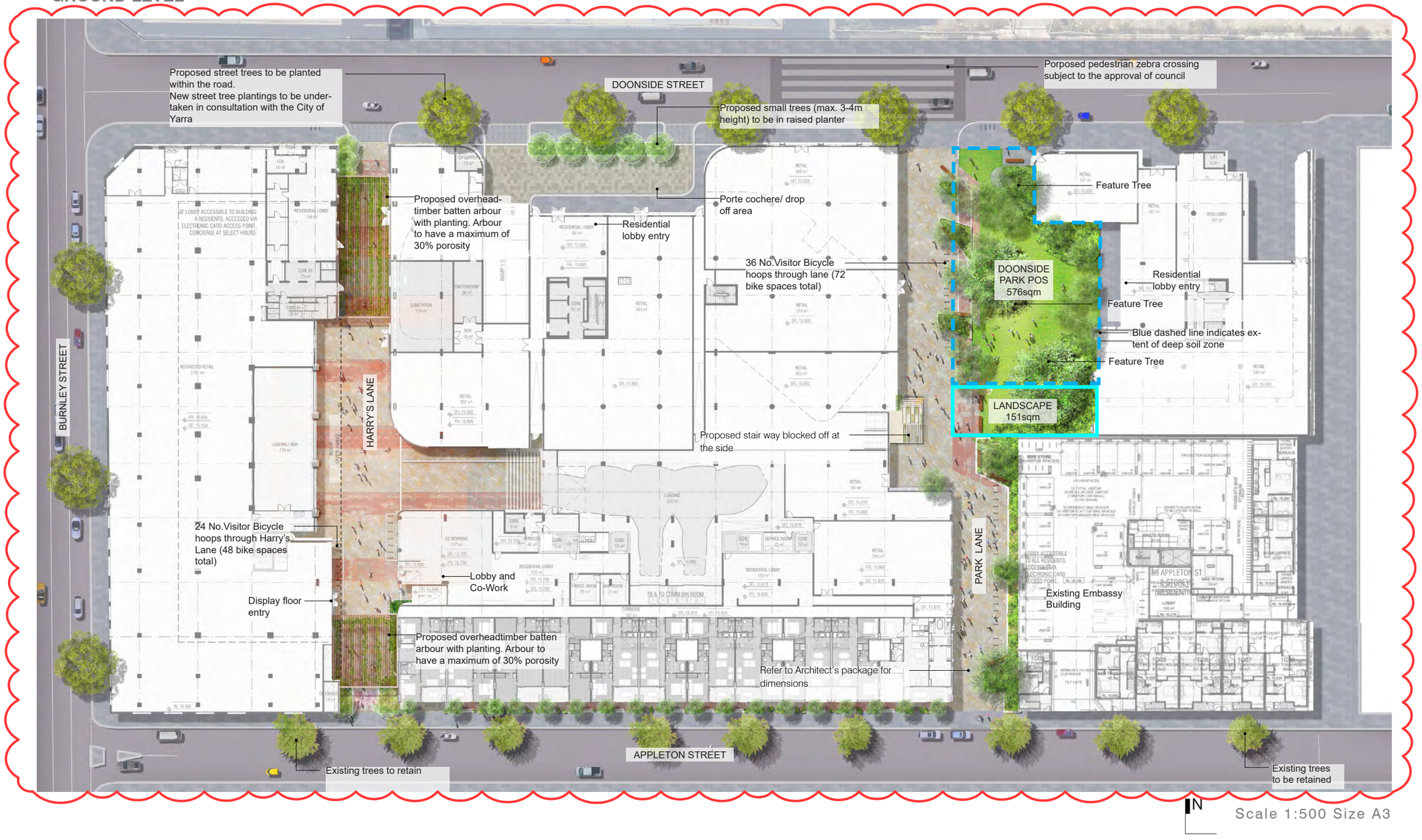
LEGEND

- Extent of Works
- Existing Trees

N

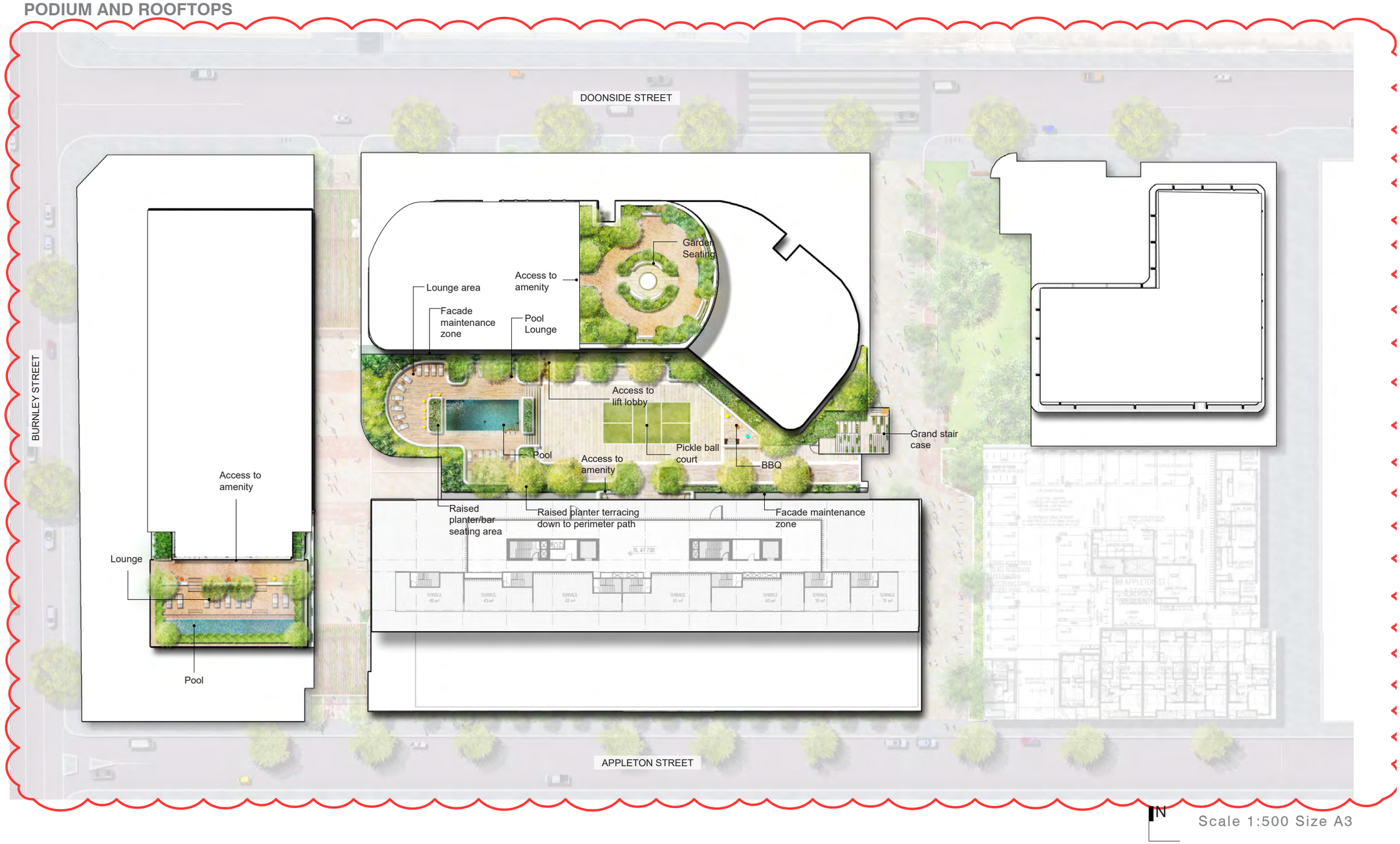
LANDSCAPE CONCEPT PLAN

GROUND LEVEL



LANDSCAPE CONCEPT PLAN

PODIUM AND ROOFTOPS



LANDSCAPE CONCEPT PLAN

Public Realm Upgrades

The development will contribute to the public realm with upgrades to Doonside, Appleton and Burnley Street interfaces through garden bed and tree planting, by upgrading footpaths and additional public seating, bike hoops and bins.

Doonside Park, Harry's Lane and Park Lane to Appleton Street will be publicly accessible day and night. Seating, lighting, public bike parking (120 spaces total) and bins are located throughout the precinct, adding to public amenity.

Within the development, pavement and lane way materials will consist of areas of stone paving and concrete, complemented with salvaged bricks.

Doonside Park

The development sets to provide a high-quality pocket park for its' residents, visitors and the broader community. While the public open space is 576m2 of park unencumbered and gifted to Council, an additional 151m2 is to be provided adjacent. The full width of the lane is designed to read as part of the park, including the southern extent of the laneway.

The parks 12m Doonside Street frontage sits along s ide a 9m metre wide pedestrian laneway connecting from Doonside to Appleton Street. The eastern side of 9m wide shared pedestrian and cycling path demarcates the edge of the Doonside Park public open space.

The western side of the park lane has an active retail edge, providing all day activation and passive surveillance of the park space.

The key feature of the park is a specimen tree amongst a rich assortment of garden bed planting. This tree will provide verticality and canopy cover to the public park. The majority of the park consists of a deep soil profile unencumbered. The specimen tree will be further elevated on a gentle mound. The complementary landscape provided contains shallow soil and features raised garden beds to allow the area of lawn and garden bed situated over the carpark aisle below, where deep soil is not possible, to gain a minimum of 500mm depth of soil.

Garden beds to the west of the pedestrian path will be raised planter built upon the structural slab.

Both the public open space and lane side of the park will provide public seating.

The eastern interface of Doonside Park has been designed to complement the Heritage Building. The upgraded footpath widens to allow the entry access into the building, and garden beds frame the western façade of the built form.

Podium Park

A significant central open space is located on the podium level providing residents with a range of social and recreation spaces. Enframed by gardens, the podium will feature a large pool and pool deck, a central recreation area with pickleball court, a range of social seating spaces and a bbq social space. The park space will be an important social destination as well as contributing to the overall greening of the development.

Materials, plantings and furnishings will be selected for their quality, durability and sustainability. Planting selection will utilise where possible, native species with a high amenity value that thrive in roof top landscapes and specific micro-climate conditions.

The central landscape is accessed via a grand stair connecting to Doonside Park as well as a central stairway connecting to resident's foyer space.

Secondary Roof Top Gardens

Additional resident amenity spaces will be provided on level 8 of building A and level 17 of building B. These will complement the central podium park and provided external social spaces and pool recreation uses. Additional plantings will contribute to the overall greening and amenity of the development.

Harry's Lane

Harry's Lane represents an important permeable link to the precinct. The 6m minimum wide lane connects through to Appleton Street and serves an important link through the development. A consistent Melbourne laneway typology will be represented via a shared zone treatment that prioritises pedestrians and encourage slow vehicle use. The use of high quality pavements will unify the lane and provide a textured surface to signify slow speed use and a pedestrian character.

Landscape Management

WSUD & Irrigation

Doonside Park, and any street trees added as part of upgrades to Doonside Street,will receive automatic irrigation as well as passive irrigation as stormwater run-off.

Where garden beds meet flush with the adjacent pavement, stormwater run-off will be directed into the garden as passive irrigation. Raised planters will be drip irrigated from stormwater tanks and programmed to allow for cycles of 'wet and dry' that allows beds to dry out on a regular cycle but without causing plant losses

Hardscape within the laneways will direct stormwater into holding tanks to be used as irrigation for garden beds and lawn areas. Drought tolerant, primarily Australian native plant species are chosen for the precinct.

Maintenance

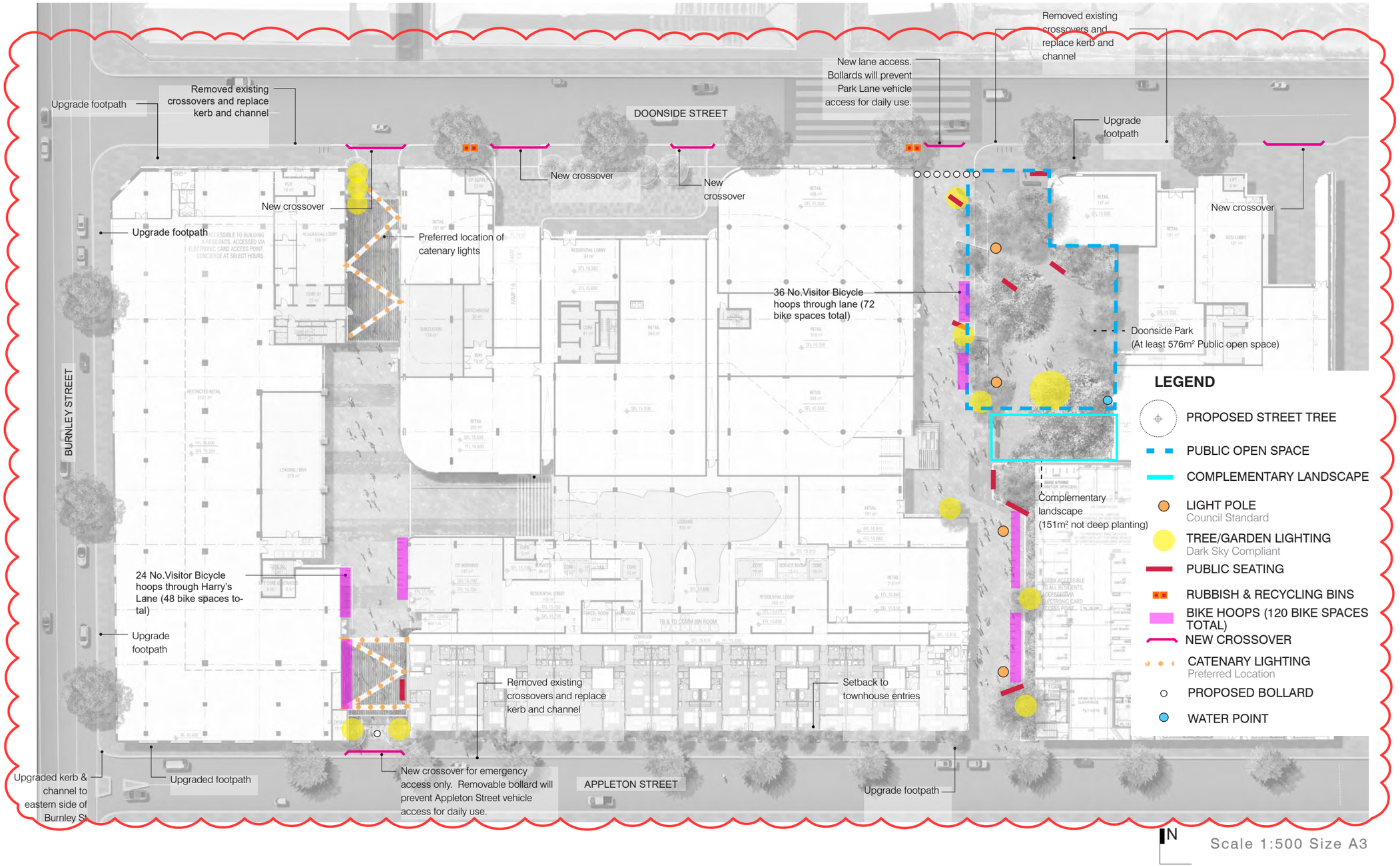
As a public open space managed by the City of Yarra, Doonside Park will consist of primarily council standard materials (such as bluestone paving, lawn and garden beds) and furniture and fixtures (such as seating, light poles and bike hoops) . The garden bed and lawn design will require standard management practises such as mowing, weed removal, mulching and seasonal pruning.

The areas of the precinct outside of park will be actively maintained by the development. Maintenance items will include, the weeding and re-mulching and fertilizing of garden beds, replacing dead plants and pruning. Other maintenance items will include the cleaning and repairing of paved surfaces, garden beds and furniture.

Site Remediation

Any existing contaminated soil will be managed, excavated, retained, encapsulated or disposed of in accordance with the Environmental Audit, CEMP and EPA requirements. Clean, quality topsoil will be imported for use in the garden beds and lawn areas.

PUBLIC REALM PLAN



LANDSCAPE PLAN
DOONSIDE PARK

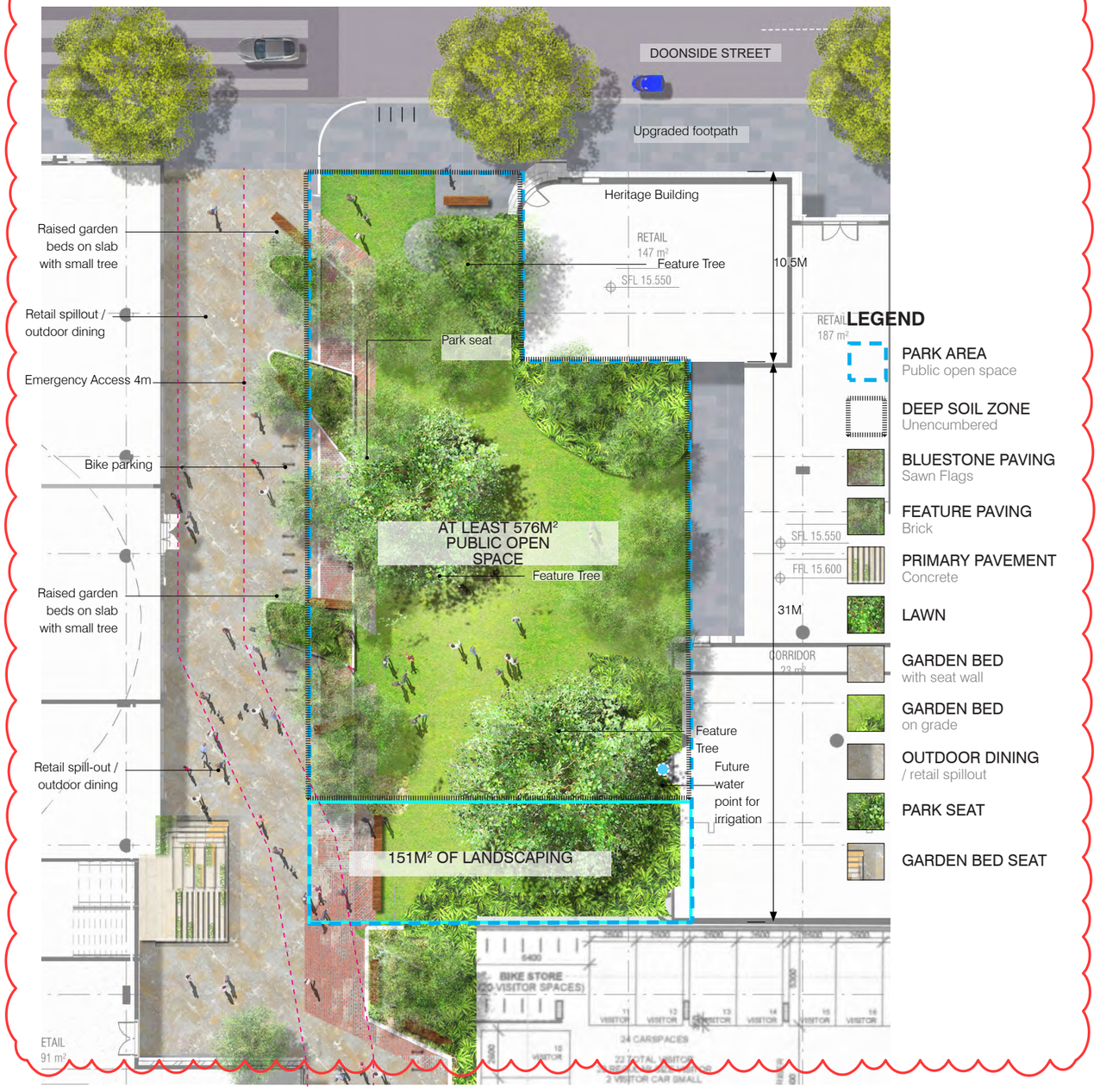












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LANDSCAPE CONCEPT SECTION

SECTION A - DOONSIDE PARK



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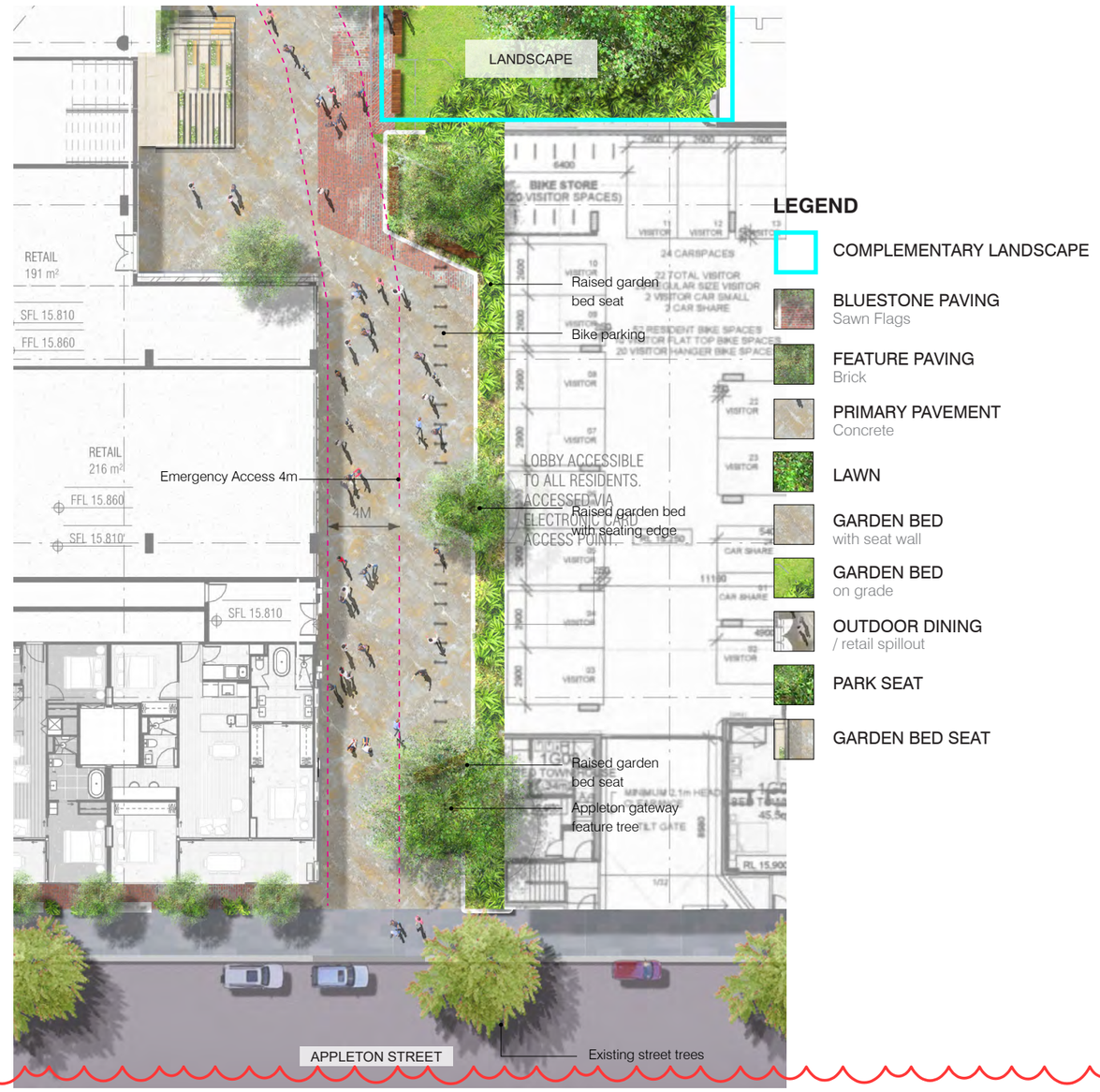
LANDSCAPE PLAN

DOONSIDE EASTERN LANE CONNECTION

A generous laneway connection will be provided from Doonside Park through to Appleton Street.

The laneway will include raised garden beds and tree planting, edged in seating. The paving materials reflect the rest of the precinct, with feature reclaimed brick paving interspersed into the concrete paving.

The laneway will be well lit at night, to ensure safe passage between the park and Appleton Street







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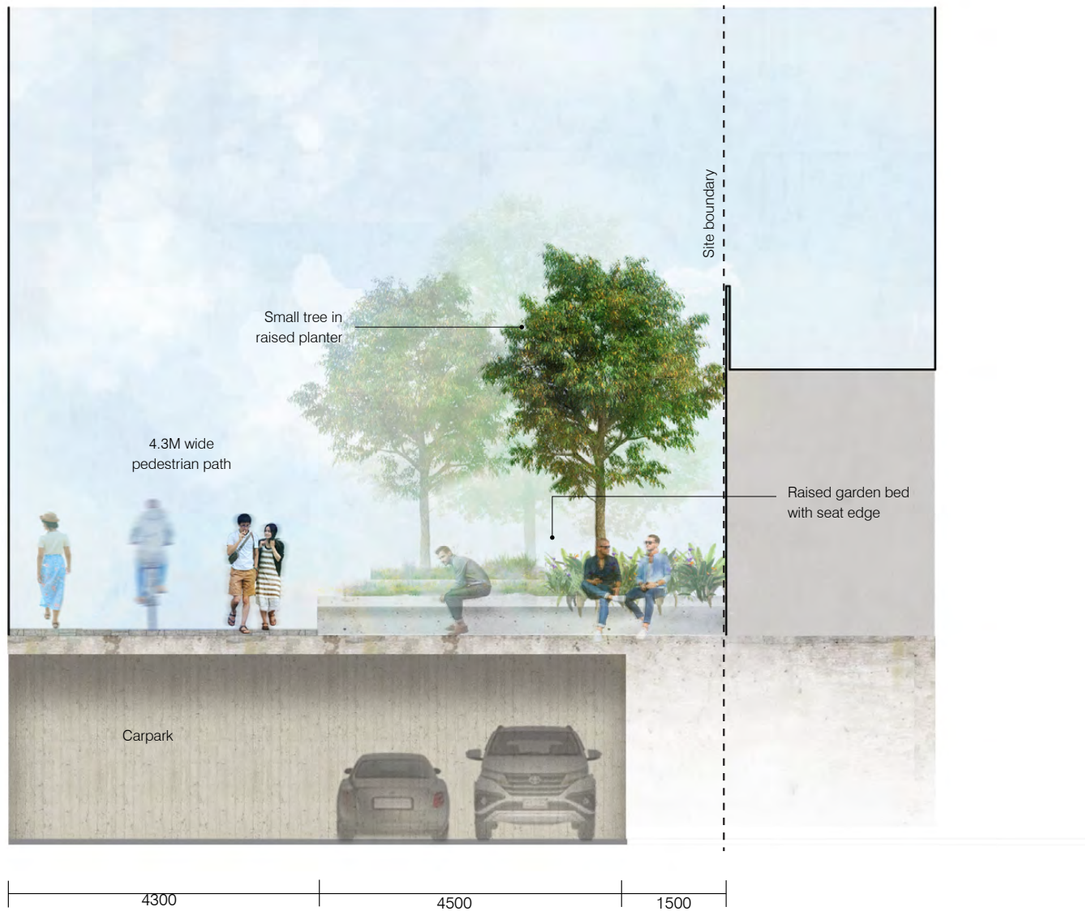
LANDSCAPE CONCEPT SECTION

SECTION B - DOONSIDE PARK LANE





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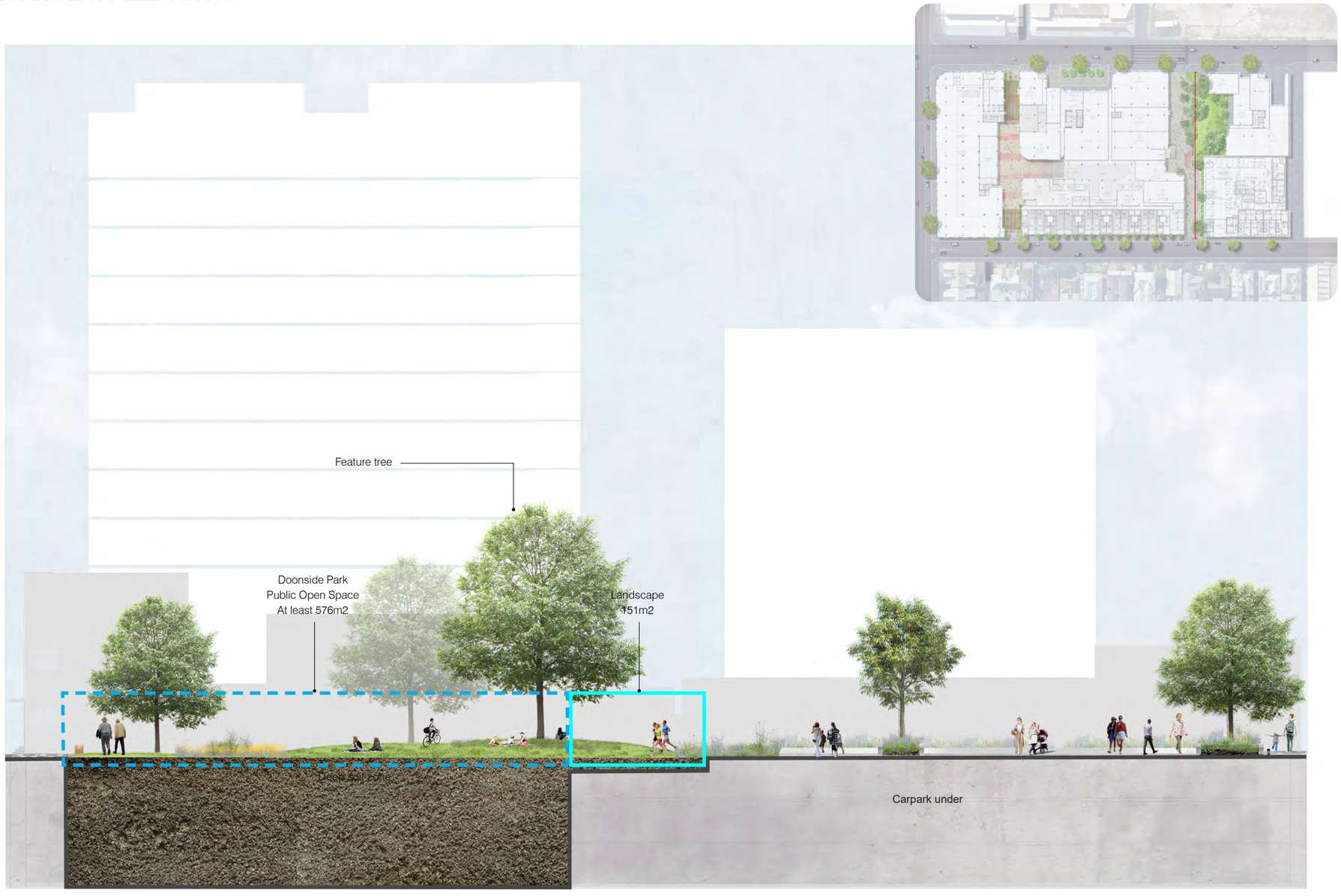
LANDSCAPE CONCEPT ELEVATION

DOONSIDE PARK EAST ELEVATION



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LANDSCAPE CONCEPT

HARRY'S LANE















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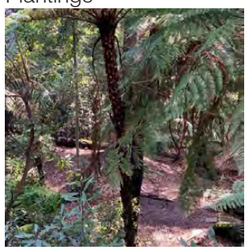
PLANTING PALETTE
HARRY'S LANE

Trees



Ulmus parvifolia

Plantings



Cyathea cunninghamii



Cycad sp.



Davallia pyxidata



Calochlaena



Doodia aspera



Alpinia arundelliana



Asplenium australasicum



Pteris umbrosa



Ficus hillii



Ficus pumila



Viola hederacea



Staghorns



Hoya carnosa



Hydrocotyle pedicellosa

IRRIGATION

Trees, shrubs and feature plants will all be supported by an in-ground and in-planter irrigation and misting system to ensure long-term horticultural viability

T.C.L

LANDSCAPE PLAN

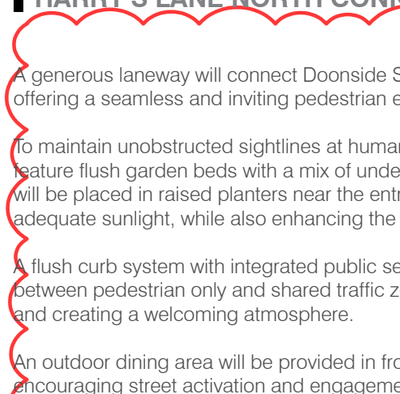
HARRY'S LANE NORTH CONNECTION

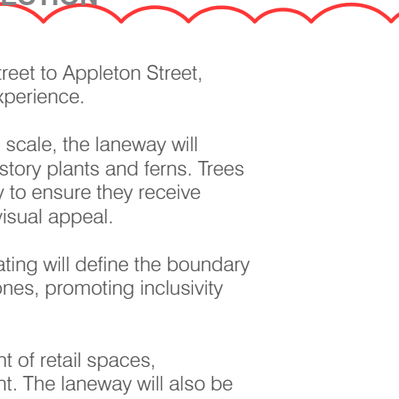
A generous laneway will connect Doonside Street to Appleton Street, offering a seamless and inviting pedestrian experience.

To maintain unobstructed sightlines at human scale, the laneway will feature flush garden beds with a mix of understory plants and ferns. Trees will be placed in raised planters near the entry to ensure they receive adequate sunlight, while also enhancing the visual appeal.

A flush curb system with integrated public seating will define the boundary between pedestrian only and shared traffic zones, promoting inclusivity and creating a welcoming atmosphere.

An outdoor dining area will be provided in front of retail spaces, encouraging street activation and engagement. The laneway will also be well-lit, ensuring safe passage and fostering a sense of warmth and safety for all visitors.







LEGEND

- PRIMARY PAVEMENT — Feature Brick & Concrete
- GARDEN BED — Understory/ Fern planting
- TREES — Raised Planter
- BENCH SEAT
- ARBOUR — Porosity of maximum 30%
- ROOF OVERHANG

N

Scale 1:250 Size A3

LANDSCAPE CONCEPT SECTION

SECTION C - HARRY'S LANE NORTH CONNECTION





Scale 1:75 Size A3

LANDSCAPE PLAN

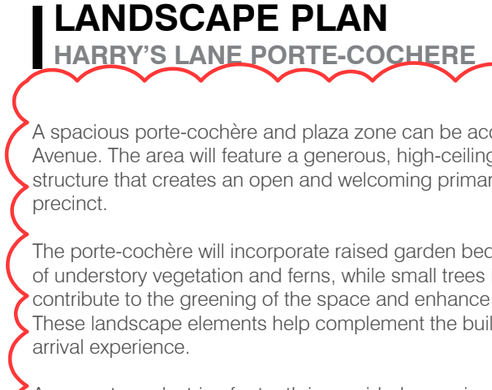
HARRY'S LANE PORTE-COCHERE

A spacious porte-cochère and plaza zone can be accessed via Doonside Avenue. The area will feature a generous, high-ceilinged overhead structure that creates an open and welcoming primary arrival for the precinct.

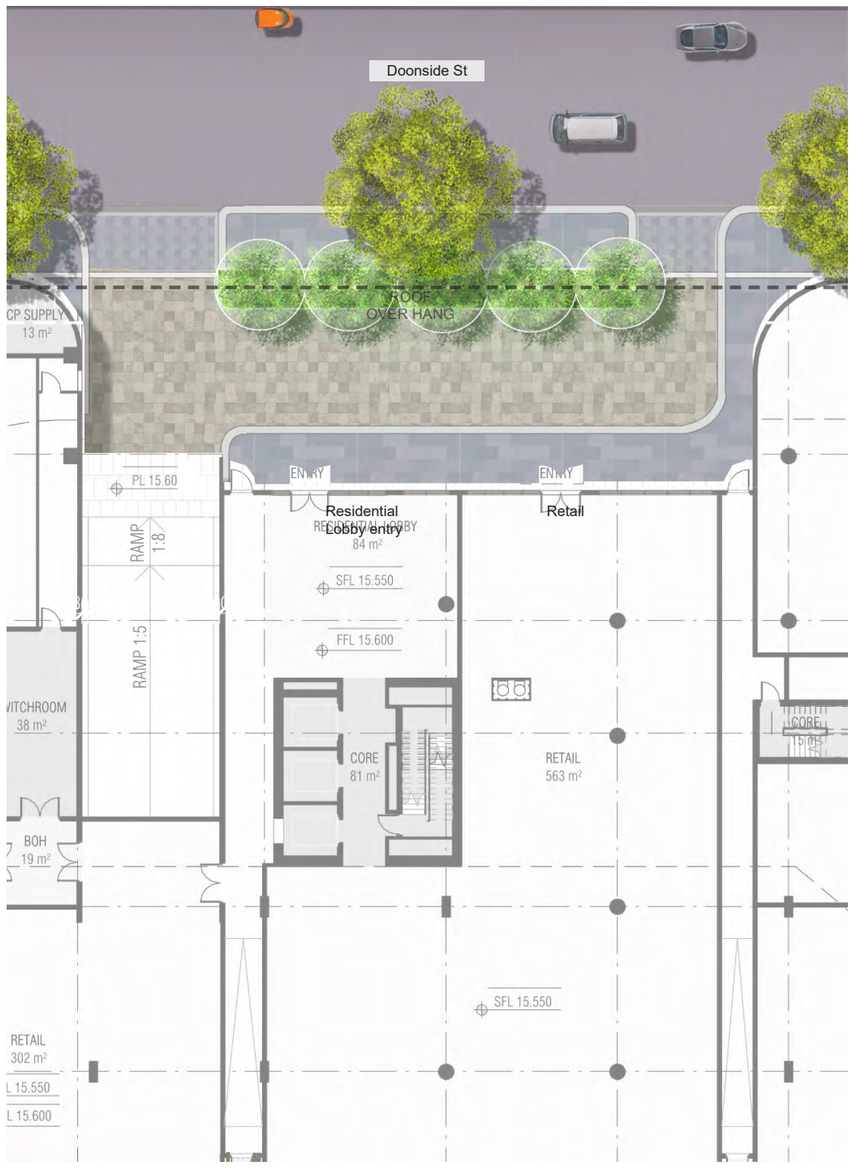
The porte-cochère will incorporate raised garden beds planted with a mix of understory vegetation and ferns, while small trees in raised planters will contribute to the greening of the space and enhance overall amenity. These landscape elements help complement the built form and overall arrival experience.

A separate pedestrian footpath is provided, ensuring a safe and accessible route distinct from the driveway. Integrated planting elements further contribute to the comfort and legibility of the space for all users.

The porte-cochère will be well-lit, supporting safe movement throughout the area and fostering a warm, inviting atmosphere for residents, visitors, and pedestrians.







LEGEND

- PRIMARY PAVEMENT — Sawn Flags
- GARDEN BED — Understory/ Fern planting
- TREES — Raised Planter
- ROOF OVERHANG

N

Scale 1:250 Size A3

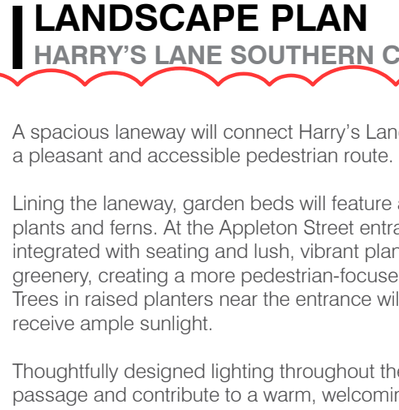
LANDSCAPE PLAN

HARRY'S LANE SOUTHERN CONNECTION

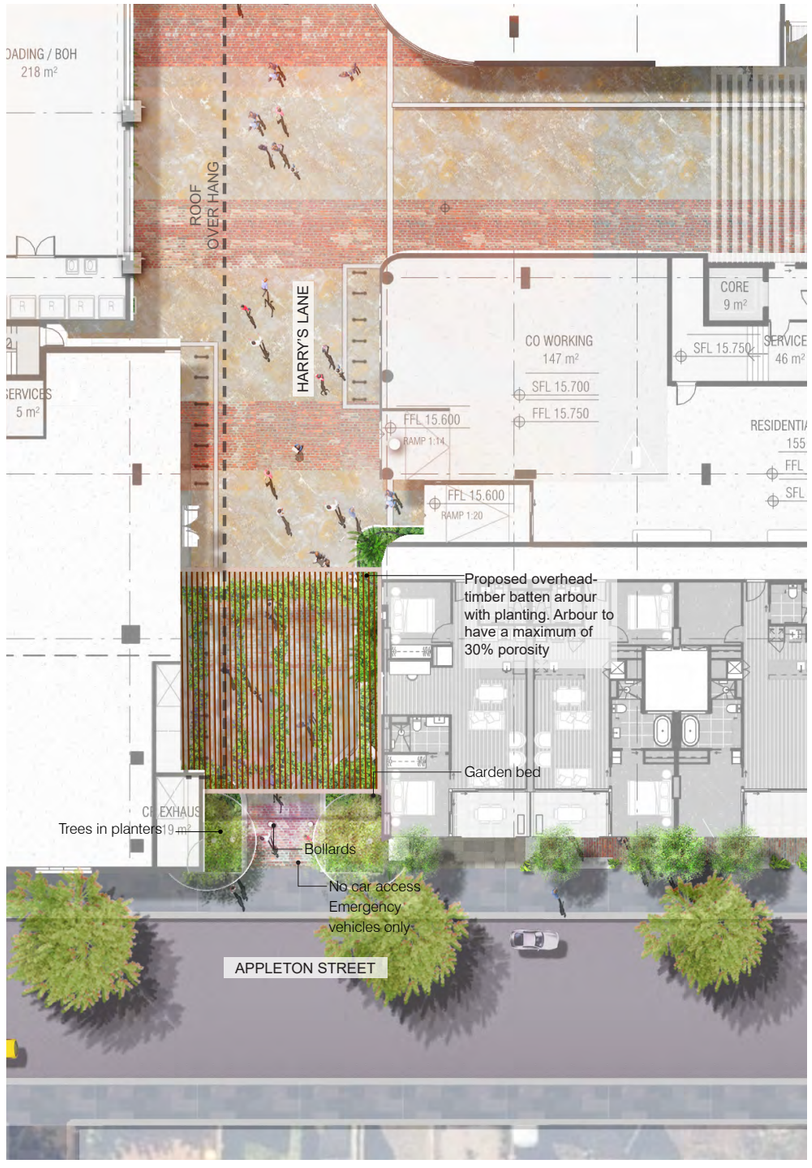
A spacious laneway will connect Harry's Lane to Appleton Street, offering a pleasant and accessible pedestrian route.

Lining the laneway, garden beds will feature a diverse mix of understory plants and ferns. At the Appleton Street entrance, a larger garden bed integrated with seating and lush, vibrant planting will enhance the greenery, creating a more pedestrian-focused and inviting environment. Trees in raised planters near the entrance will be strategically placed to receive ample sunlight.

Thoughtfully designed lighting throughout the laneway will ensure safe passage and contribute to a warm, welcoming atmosphere for all.







LEGEND

- PRIMARY PAVEMENT — Feature Brick and Concrete
- GARDEN BED — Understory/ Fern planting
- TREES — Raised Planter
- BENCH SEAT
- BIKE PARKING
- BOLLARDS
- ARBOUR — Porosity of maximum 30%
- ROOF OVERHANG

N

Scale 1:250 Size A3

LANDSCAPE CONCEPT SECTION

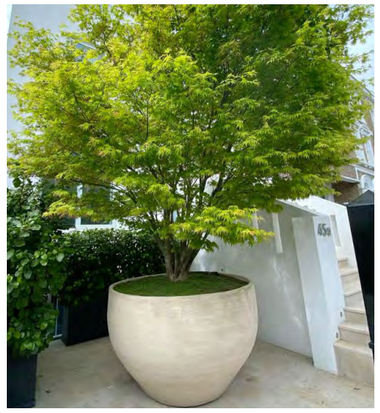
SECTION E - HARRY'S LANE SOUTHERN CONNECTION





Scale 1:75 Size A3

LANDSCAPE CONCEPT
GROUND LEVEL MATERIAL THEMES


Plants


Plants

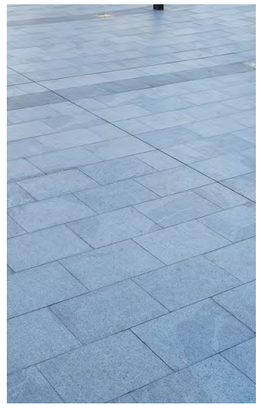

Shared traffic


Pavement


Arbour - Vertical Greening


Pavement

MATERIAL & FURNITURE PALETTE
GROUND LEVEL


Sawn Bluestone Paving


Mixed Granite-look Paving


Bike Hoop


Feature Brick Paving


Concrete Benches with Timber Finish


Timber Seating with Backrest


Bin Unit


Tree Pots


Sawn Bluestone Paving


Cobble Paving

PLANTING PALETTE
GROUND LEVEL

Trees


Eucalyptus melliodora


Eucalyptus leucoxylon


Eucalyptus leucoxylon

Ground Covers & Grasses


Brachyscome formosa


Arthropodium cirratum `Matapouri Bay


Grevillea langeria Mt Tamboritha

Shrubs & Perennials


Anigozanthos yellow gem


Grevillea rosmarinifolia Cherry Ripe


Hakea crassinervia (Burrendong Beauty)


Eucalyptus pulverulenta 'Baby Blue'


Grevillea eriostachya


Viola hederacea


Banksia calophylla


Hibbertia scandens


Banksia Birthday candles

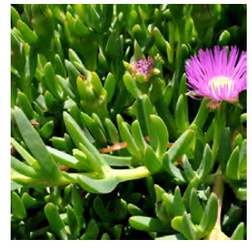

Alyogyne huegelii


Acacia cognata


Homoranthus papilatus

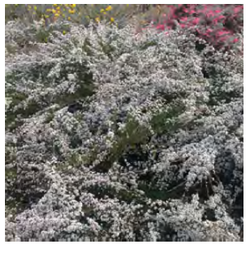

Doryanthes excelsa


Darwinia citriodora (prostrate)


Carpobrotus modestus


Zoysia tenuifolia


Corea reflexa


Thryptomene saxicola 'Supernova'


Epacris impressa


Eremophila nivea


Anigozanthos Bush Endevour

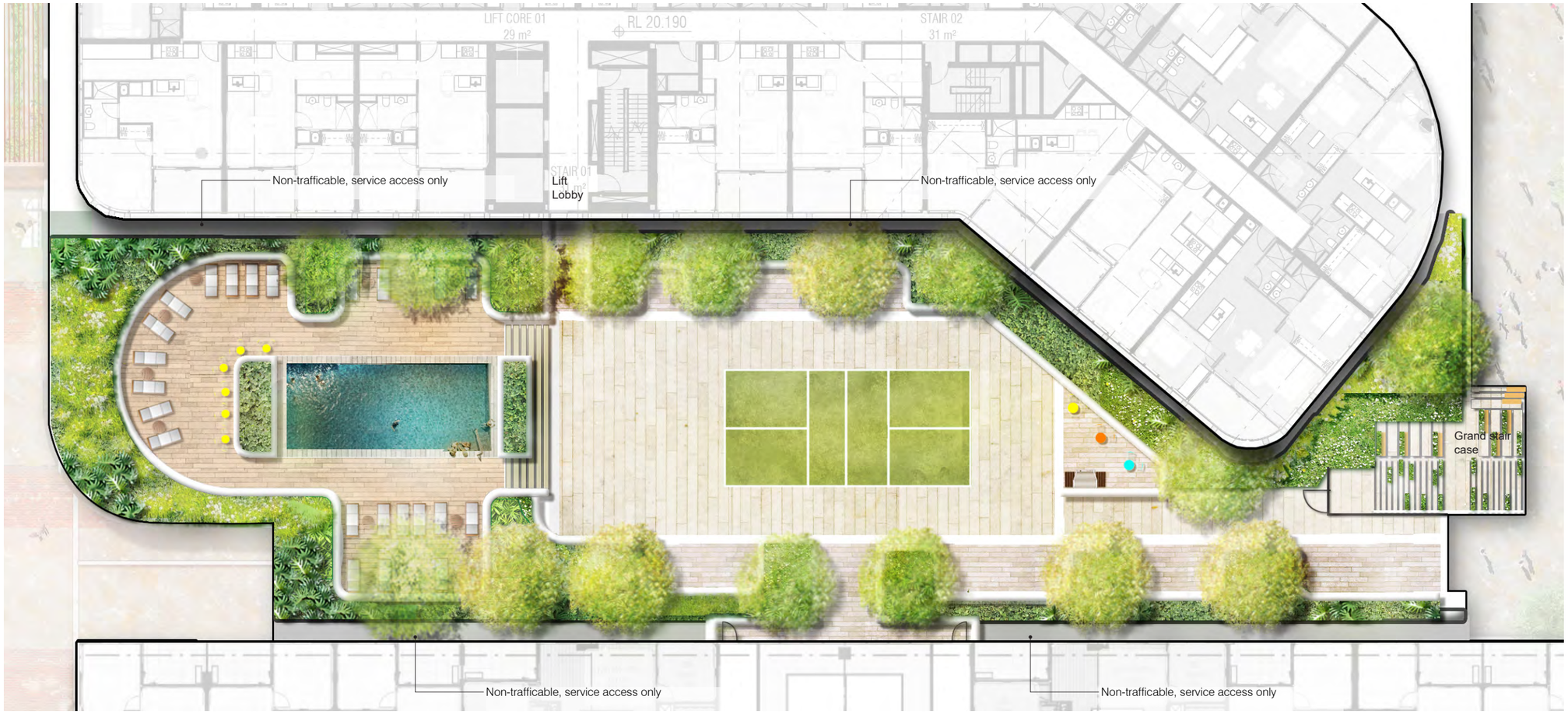

Themeda triandra


Wahlenbergia stricta

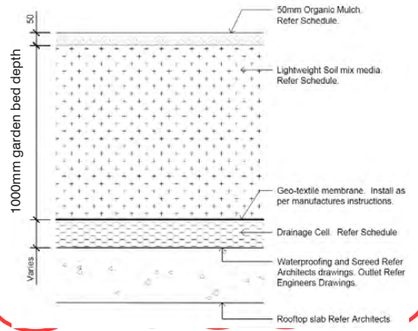

Austrostipa rudis

LANDSCAPE CONCEPT

PODIUM LEVEL



Detail-raised garden bed



LEGEND

- PODIUM POOL DECK PAVEMENT — Travertine-look Paving
- POOL
- POOL FENCE AND TERRACE STEPS
- GARDEN SEATING
- MEETING SPACE WITH BBQ
- PICKLE BALL COURT
- TREES
- BOUNDARY PLANTING TO APARTMENTS
- PODIUM ROOF PAVEMENT TYPE A — Granite-look Paving - Swan
- PODIUM ROOF PAVEMENT TYPE B — Granite-look Paving - Swan
- ARRIVAL

N

Scale 1:200 Size A3

T.C.L

LANDSCAPE PLAN

PODIUM - GRAND STAIR CASE

The grand staircase connecting Park Lane to the podium landscape has been designed as an extension of the public realm experience, providing a visually open and activated interface between the laneway and elevated communal landscape.

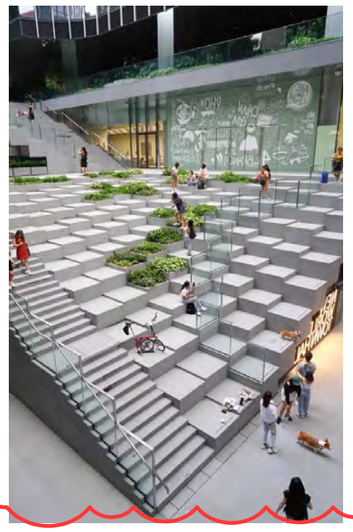
The staircase is intended to function as a secondary gathering and informal seating space, encouraging passive occupation and visual interaction between residents and the publicly accessible laneway below.

Generous integrated planting and seating elements soften the built form interface and contribute to the pedestrian character of Park Lane.

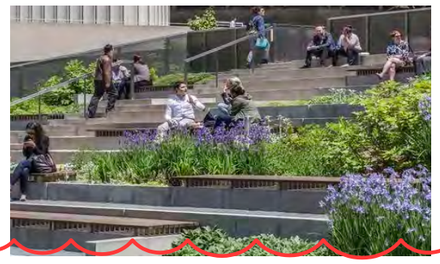
For resident security and access management, a discreet gate and fence line is proposed at the upper landing adjacent to the podium level.













LEGEND

- MEETING SPACE WITH BBQ
- PICKLE BALL COURT
- TREES
- BOUNDARY PLANTING TO APARTMENTS
- PODIUM ROOF PAVEMENT TYPE A
  Granite-look Paving - Swan
- PODIUM ROOF PAVEMENT TYPE B
  Granite-look Paving - Swan
- GRAND STAIR CASE PUBLIC AMENITY
- SECURE GATE & FENCING

L1 external podium top accessible to all residents. Accessed via electronic card access point from both Building B and Building D. A gate with an electronic card reader will also be provided at the top of the stairway from Park Lane, with CCTV also provided to ensure monitoring of space

N

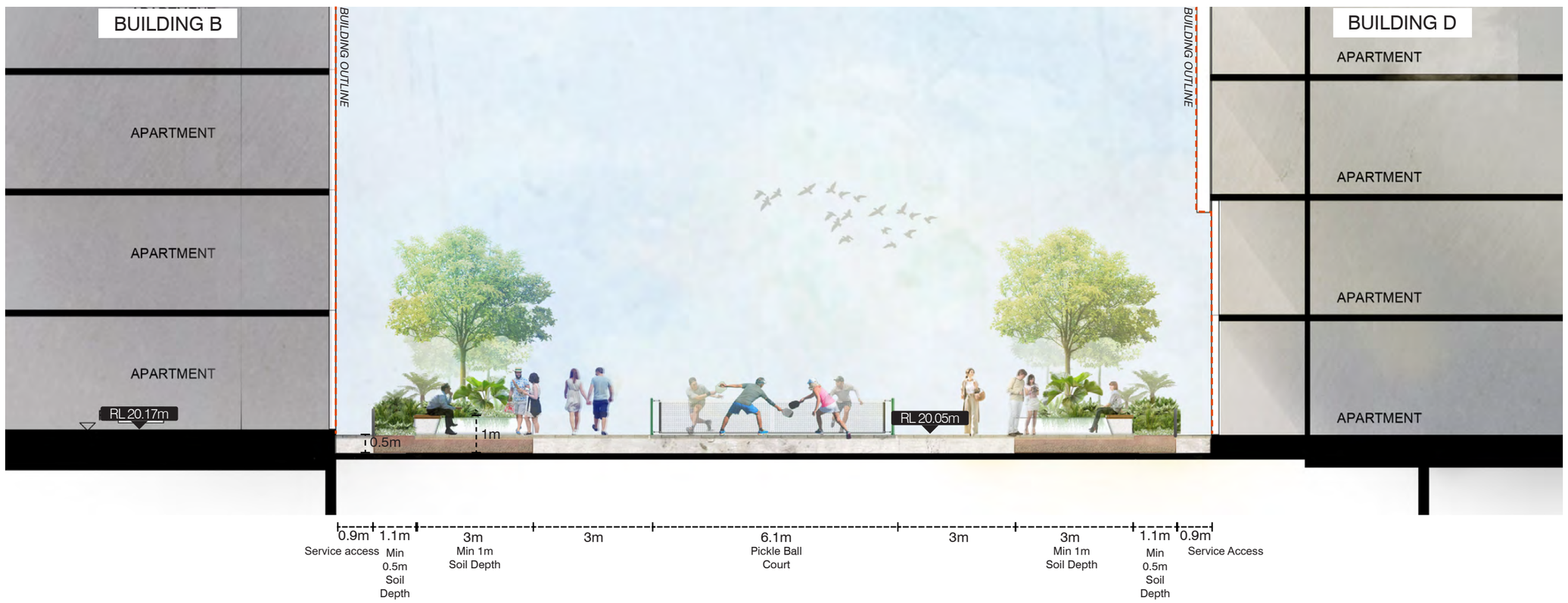
Scale 1:200 Size A3

T.C.L

LANDSCAPE CONCEPT SECTION

SECTION F - PODIUM LEVEL





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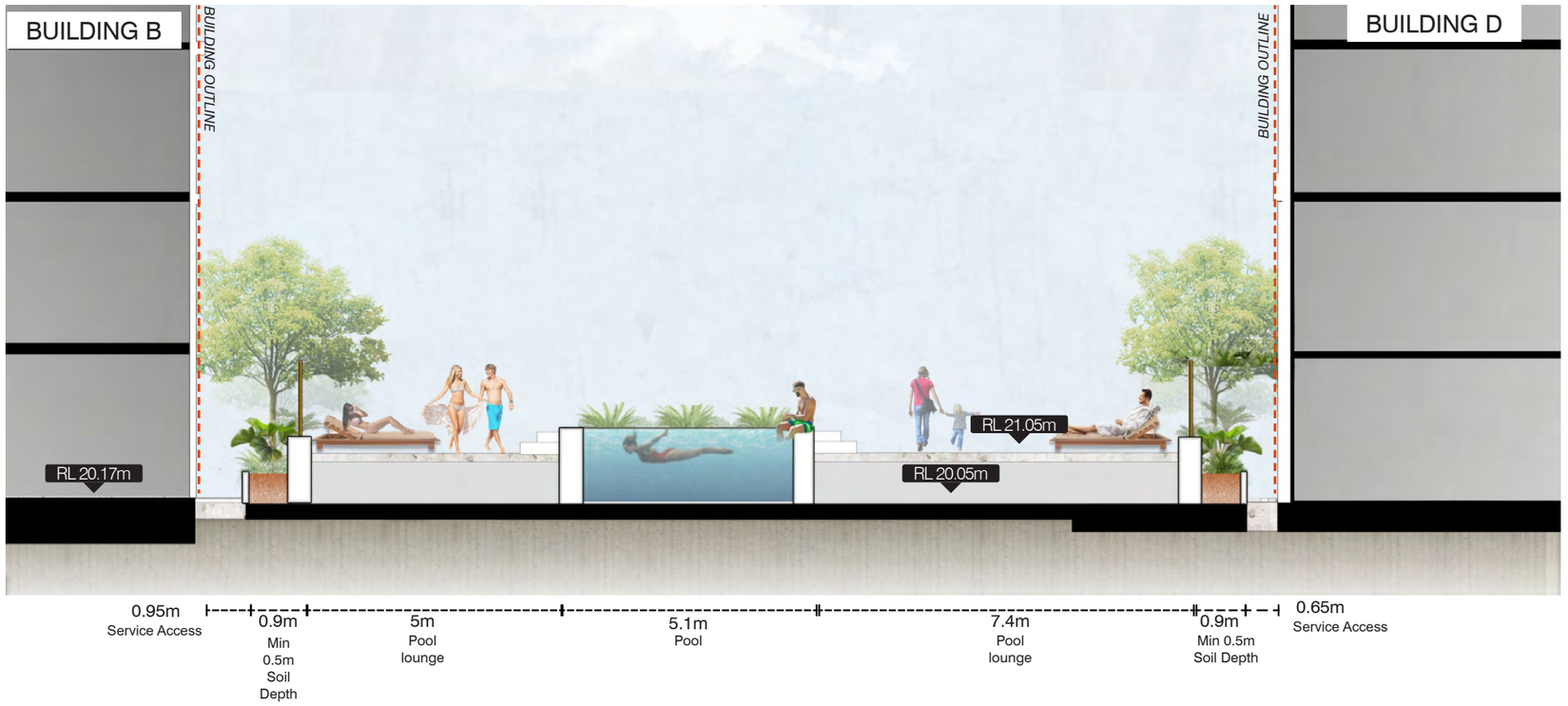
T.C.L

LANDSCAPE CONCEPT SECTION

SECTION G - PODIUM LEVEL





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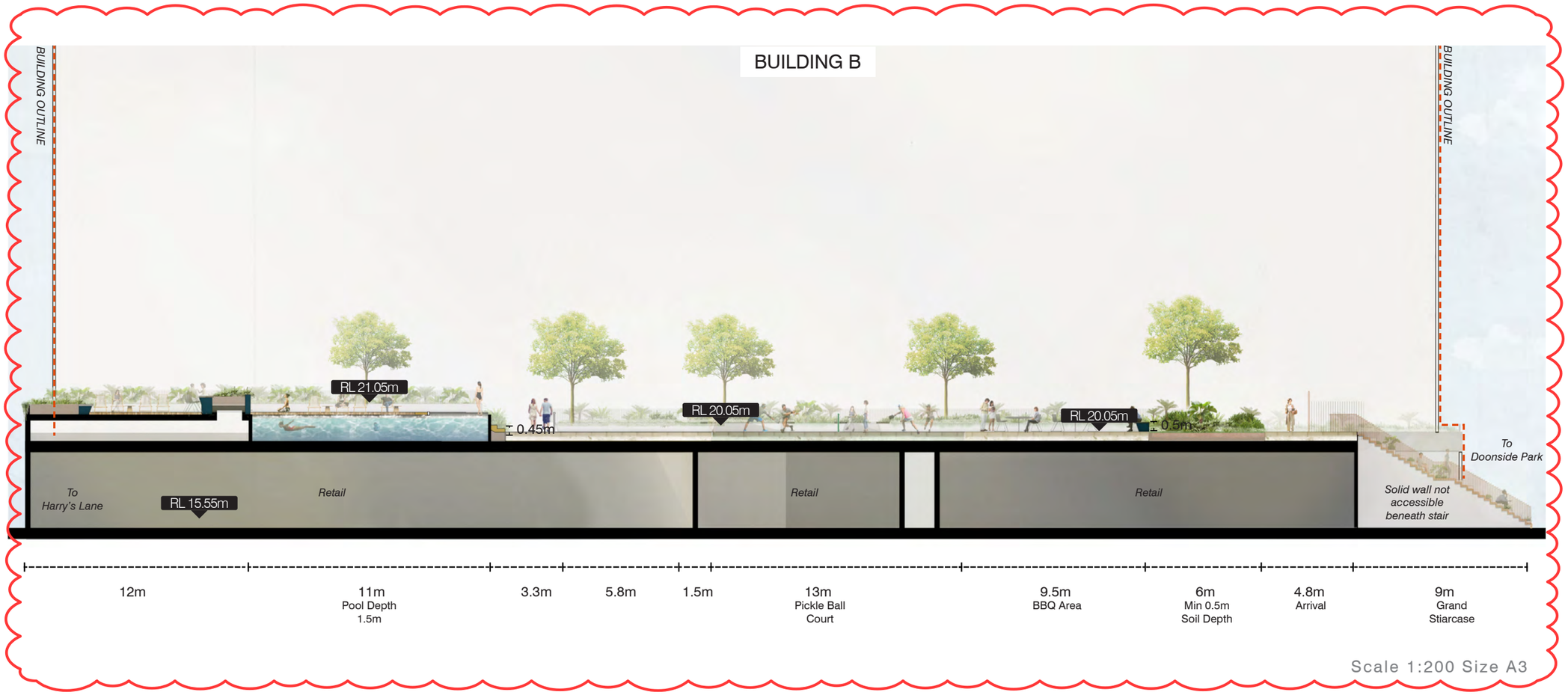
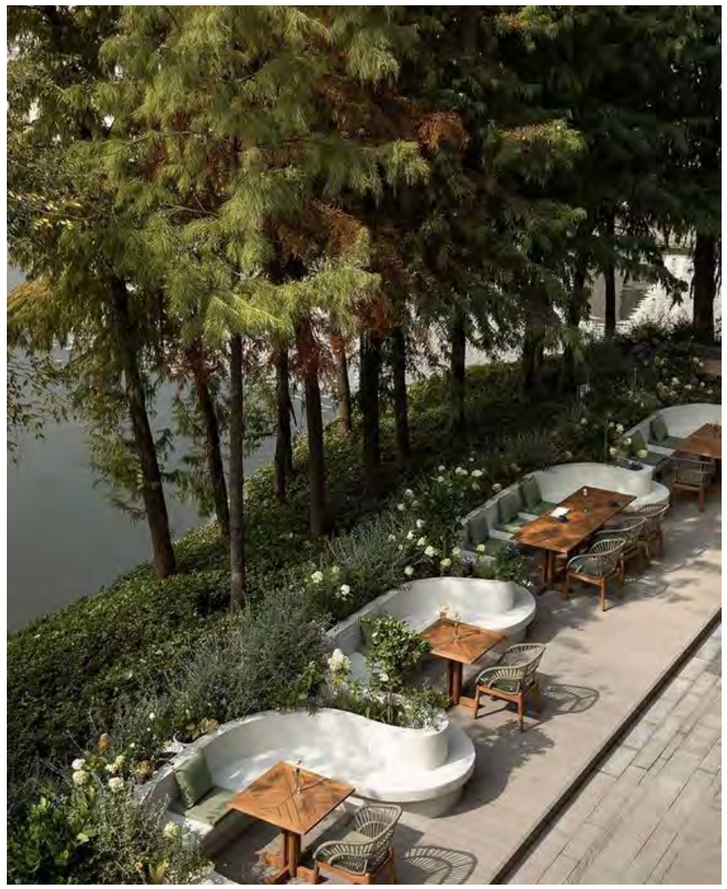
LANDSCAPE CONCEPT SECTION

SECTION H - PODIUM LEVEL





LANDSCAPE CONCEPT
PODIUM LEVEL MATERIAL THEMES


Garden Seating


Garden


Pool


Open Space


Paving


Garden Seating

LANDSCAPE CONCEPT
PODIUM LEVEL MATERIAL THEMES


Pool


Pool

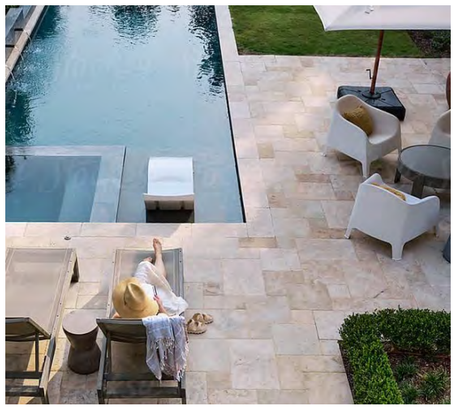

Pool

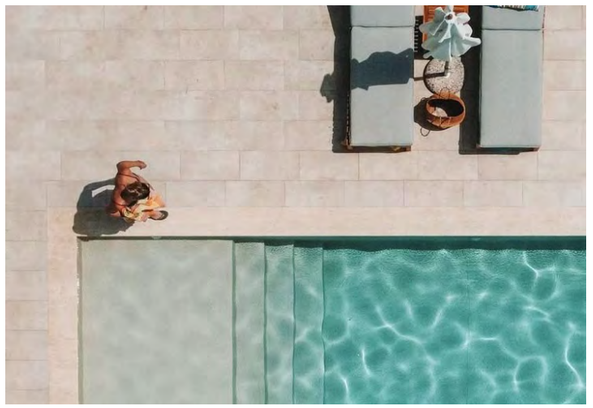

Pool Lounge

MATERIAL & FURNITURE PALETTE
PODIUM LEVEL


Granite-look Paving - Sawn


Granite-look Paving - Sawn

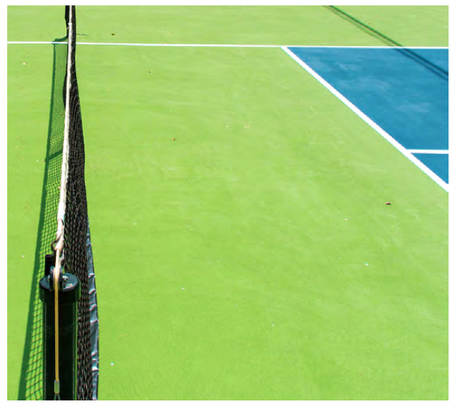

Travertine-look Paving


Travertine-look Paving - Sawn


Seating


Granite-look Paving - Sawn


In-built BBQ


Pickleball Court - Surface Coating

PLANTING PALETTE
PODIUM LEVEL

Trees


Lagerstroemia indica x L.fauriei 'Sioux' Indian Summer


Ficus microcarpa var. hillii

Ground Covers


Acacia cognata 'Mini cog'


Doryanthes excelsa


Molineria capitulata Palm Grass


Liriope gigantea Giant Lily-Turf

Shrubs


Rhaphiolepis indica 'Snow Maiden'. Inidian Hawthorn


Acmena smithii 'Allyn-Magic'


Syzygium australe 'Elite'

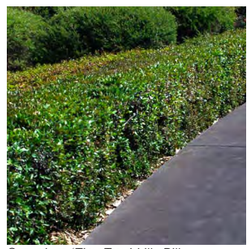

Parthenocissus tricuspidata Boston Ivy


Fatsia japonica Glossy-leaf Paper Plant


Agonis flexuosa Copper Wave


Pennisetum


Dietes robinsonania Lord Howe Wedding Lily


Syzygium 'Tiny Trev' Lilly Pilly


Vibernum


Rhaphiolepis


Dwarf plum ceratostigma


Blechnum nudum


Libertia peregrinans New Zealand Iris


Cycas revoluta Sago Palm


Lavender


Murraya paniculata


Hibbertia scandens


Clematis aristata Australian Clematis


Clematis aristata Australian Clematis


Aphanopetalum resinosum Gum Vine


Trachelospermum asiaticum 'Flat Mat'


Strelitzia reginae Bird of Paradise


Molineria capitulata Palm Grass

LANDSCAPE CONCEPT

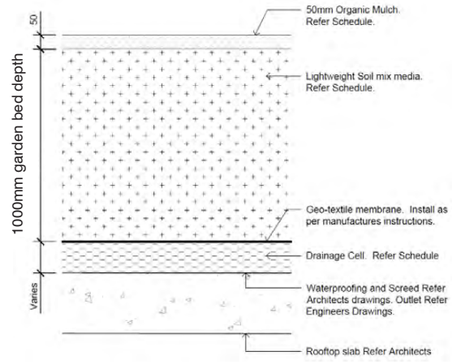
BUILDING A LEVEL 8 ROOF TOP



LEGEND

- OUTDOOR SEATING
- PRIMARY PAVEMENT
  Travertine-look Paving
- SECONDARY PAVEMENT
  Granite-look Paving - Swan
- LOUNGE
- POOL
- GARDEN BED
- TREES

Detail-raised garden bed



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Scale 1:200 Size A3

LANDSCAPE CONCEPT
BUILDING A LEVEL7 ROOF TOP MATERIAL THEMES


Furniture

Spa Lounge

Garden


Spa Lounge


Garden


Pool

LANDSCAPE CONCEPT

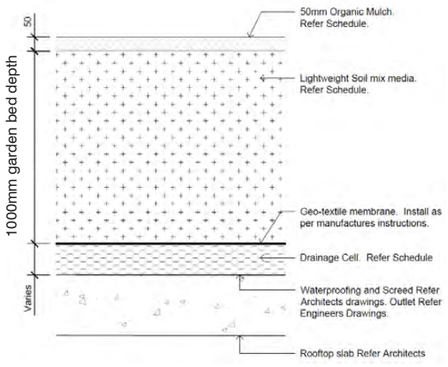
BUILDING D LEVEL8 & BUILDING B LEVEL 17 ROOF TOP



LEGEND

- BUIILDING B ROOF PAVEMENT
  Travertine-look Paving
- BUIILDING D ROOF PAVEMENT
  Granite-look Paving - Swan
- BBQ AREA
- GARDEN SEATING
- GARDEN BED
- TREES

Detail-raised garden bed



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LANDSCAPE CONCEPT
BUILDING B LEVEL 17 ROOF TOP MATERIAL THEMES


Garden Seating


Garden Seating


Garden Seating


Furniture

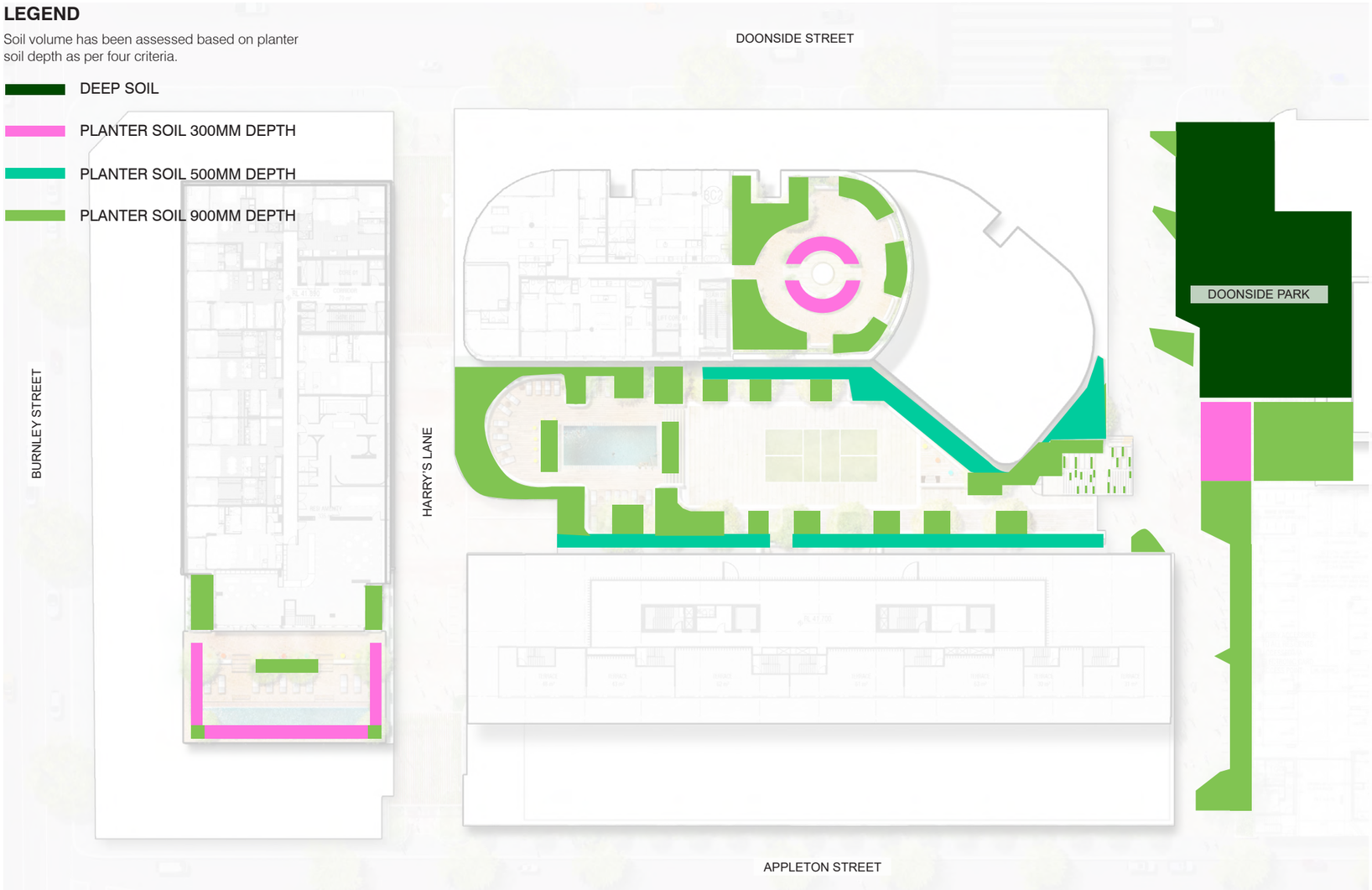

Garden


Garden Seating


Lush Planting

LANDSCAPE CONCEPT

DEEP SOIL DIAGRAMS AND PLANTER TYPES



The proposal allows for appropriate soil depth and drainage layers suitable for the long durable health of the gardens.

The development will plant in Deep soil zones where possible. Shrubs and feature plants on structure will be planted into garden beds and will receive a minimum of 500mm of imported soil media with an additional drainage layer.

The development seeks to integrate soil volume wherever possible. The deep soil areas have been included along Appleton Street and Doonside Park where practicable to provide street trees.

The development will incorporate architectural planters, planting on structure and creepers / climbers where possible. This will promote a responsive landscape that supports the thermal comfort of the building and help reduce urban heat island effect.

The rooftop and podium gardens play a vital role in the amenity of the building and will be vegetated to provide a green retreat for residence.

DEEP SOIL AREA
576m2

PLANTER SOIL 300MM DEPTH
210.7m2

PLANTER SOIL 500MM DEPTH
155.72m2

PLANTER SOIL 1000MM DEPTH
549.6m2

TOTAL SOIL AREA
1492 m2

SITE AREA
12,802m2

% OF SITE AREA
11.6%

LANDSCAPE CONCEPT
ACCESS AND MAINTENANCE

ACCESS
Access to common area, garden beds and planter box will be managed by owner corporation.

IRRIGATION
Trees, shrubs and feature plants will all be supported by an in-ground and in-planter irrigation system to ensure long-term horticultural viability

IMPLEMENTATION
Construction of the garden will be undertaken by a qualified landscape contractor under the supervision of the landscape architect.

MAINTENANCE
Gardens will be managed by owners corporation and maintained by a dedicated contract maintenance service to ensure plant replacements, pruning, fertilizer and water regimes are undertaken to maximize landscape health and appearance.










T.C.L

Traffix Group

Traffic Impact Assessment

Proposed Mixed Use Development

81-95 Burnley Street & 26-34 Doonside Street, Richmond

Prepared for
Burnley Street Developments by Gurner Pty Ltd

July 2026

G30102R-02M

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Document Control

Our Reference: G30102R-02M

Issue No.	Type	Date	Prepared By	Approved By
I	Amendment VC277	02/02/26	J. Lewis	C. Morello (RPE7781)
J	Updated Plans	26/05/26	J. Lewis	C. Morello (RPE7781)
K	Final	27/05/26	J. Lewis	C. Morello (RPE7781)
L	Final Update	19/06/26	J. Lewis	C. Morello (RPE7781)
L	Final Update v2	02/07/26	J. Lewis	C. Morello (RPE7781)

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems

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Appendix A **Swept Paths**

1. Introduction

Traffix Group has been engaged by Burnley Street Developments by Gurner Pty Ltd to undertake a Traffic Impact Assessment for the Proposed Mixed Use Development at 81-95 Burnley Street & 26-34 Doonside Street, Richmond.

In 2020, the Yarra Planning Scheme was amended (Amendment C122) to incorporate a Schedule to the Development Plan Overlay for the site.

Schedule 15 to Clause 43.04 requires that Development Plan be prepared to guide the future development of the site for the purposes of a Mixed-Use Development, including commercial and residential uses.

In mid-2023, the Development Plan prepared by Burnley Street Developments by Gurner Pty Ltd was conditionally approved by City of Yarra. The Development Plan was subsequently updated and resubmitted in July 2024 for Endorsement.

The Development Plan was accompanied by a Traffic Works Assessment (as required under Schedule 15 to the Clause) prepared by Traffix Group (Final Version Ref G30102R-01L dated July 2024).

That report included a detailed and comprehensive assessment of the mitigating traffic works for the Development Plan. It considered the development of the Victoria Gardens site and assessed and set out relevant parking rates and provisions for any future Planning Permit Application.

Schedule 15 to the Clause also requires that:

Traffic Impact Assessment Report

> *A permit application must include a Traffic Impact Assessment Report prepared by a suitably qualified traffic engineer in consultation with the owners of the Victoria Gardens Shopping Centre. The Traffic Impact Assessment Report must include all of the matters dealt with in the Traffic Works Assessment, as set out in 4.2 of this schedule, and include:*
>
> - *Details of the proposed car parking and bicycle parking provision and anticipated traffic generation of the proposal the subject of the permit application.*
> - *An assessment of the capacity of the existing road network to accommodate anticipated traffic generation.*
> - *Any mitigation works necessary to accommodate the anticipated traffic generation.*

This report has been prepared to address these items as part of a Planning Permit Application for the Staged Development of the site, generally in accordance with the Development Plan.

This report directly assesses the proposal, as captured in FK Architects plans, dated June 2026, against the outcomes of the Traffic Works Assessment and the requirements of the Development Plan in relation to parking, traffic, loading and access.

The proposal seeks approval to the "Ultimate Development", being all stages complete, but with a permit to allow for staging of the proposal.

2. Approved Development Plan

2.1. The Development

The approved Development Plan allows for the development of the site for the purposes of a mixed-use development comprising residential and commercial uses.

The contemplated development schedule (and staging) is provided in Table 1 and shown in Figure 1.

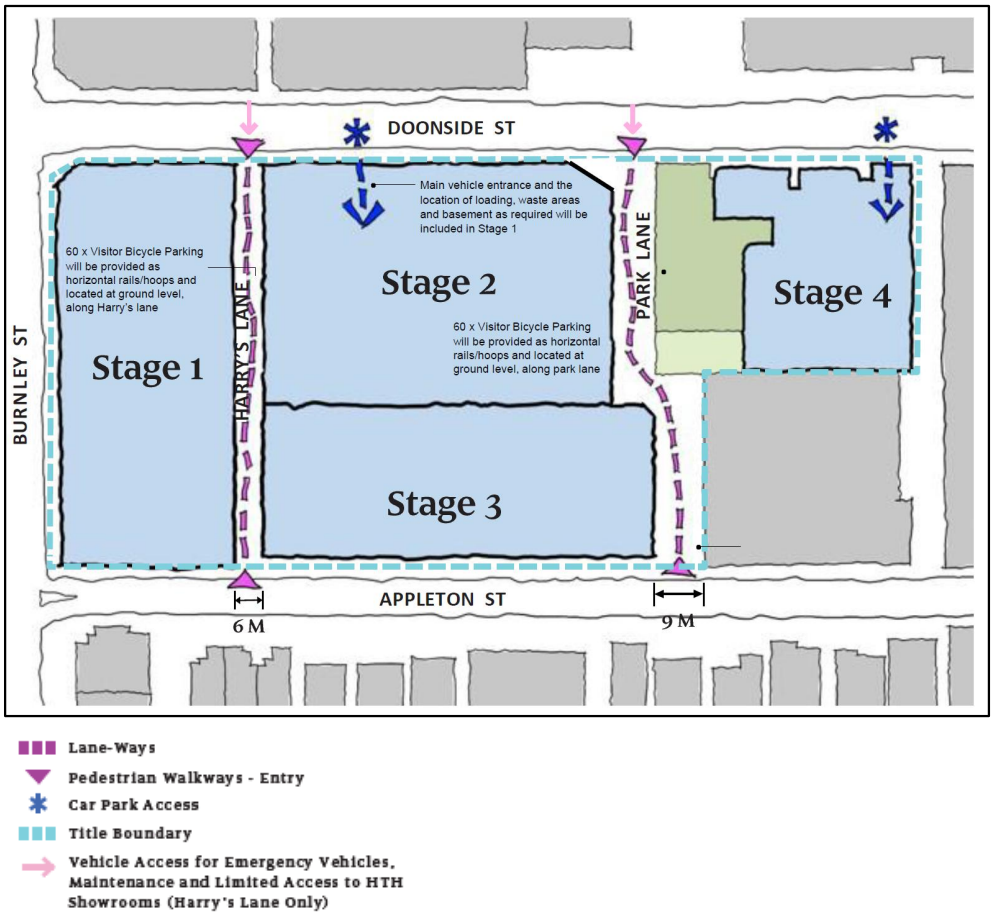

Figure 1: Endorsed Development Plan "Transport Access Plan" showing Originally Contemplated Staging

Table 1: Proposed Development Yields and Staging

Stage/Building	Land Use	Dwellings	Commercial Floor Area
Stage 1 / Building A	Commercial[1] & Residential	120-135 no.	4,500-5,500 m^2
Stage 2 / Building B	Commercial & Residential	275-330 no.	4,000-5,000 m^2
Stage 3 / Building D	Commercial & Residential	80-100 no.	2,000-3,500 m^2
Stage 4 / Building C	Commercial & Residential	65-80 no.	1,500-2,000 m^2
Total		**545-645 no.**	**12,000-16,000 m^2**

2.2. Access

2.2.1. Pedestrian Access

The Development Plan includes a series of laneways and internal pedestrian active spaces at ground level, including two a north-south linkages between Doonside Street and Appleton Street. The eastern has a width of 9 metres as dictated by the Schedule to the Development Plan Overlay. The laneways will also permit emergency vehicle and maintenance access.

Direct access to individual buildings is also contemplated from Burnley Street, Doonside Street and Appleton Street.

2.2.2. Cyclist Access

Burnley Street provides on-street bicycle lanes and will be the key linkage for residents, staff and visitors to access the site via bicycle, supported by Doonside Street, Appleton Street and the other surrounding road connections.

The internal site laneways will accommodate ride-up trips and will provide for visitor parking at-grade.

2.2.3. Vehicle Access

All vehicle access is contemplated from Doonside Street in the Development Plan. There is no vehicular access to Burnley Street or Appleton Street.

Two separate access points to basement car parking are proposed to Doonside Street.

Temporary vehicle access is approved proposed to Harry's Lane from Doonside Street during events.

Internal car parking areas will include spaces for short term pick-up/drop-off and valet arrangements which could include functions for site valet and/or taxi/uber.

[1] Commercial in Stage 1/Building A includes existing and proposed Harry the Hirer Floor Areas

2.3. Parking

2.3.1. Bicycle Parking & End of Trip Facilities

The Development Plan targets the following provisions/allocations:

- Resident parking is to be provided at a minimum rate of 1 space per dwelling.
- Staff parking is to be provided at a typical rate of 1 space per 100 square metres
- 120 bike parking spaces will be provided for visitors.
- End of Trip facilities are proposed for staff at a rate of 1 shower per 10 bikes.

2.3.2. Cars & Motorbikes

The Development Plan contemplates in the order of 775-825 car spaces on-site, with a target of 10% of car spaces provided with Electric Charging. Allocations are anticipated to be:

- 2 car share spaces (to be managed by the Owners Corp).
- Approximately 220-270 car spaces for commercial staff and visitors (approx. 1.5 spaces per 100 square metres on average).
- The remaining circa 550-560 car spaces allocate for residents on demand (an average rate of 0.85-1.0 cars per dwelling).

The Development Plan contemplates motorcycle at a general rate of 1 space per 50 cars.

2.3.3. Parking Rates Summary

A summary of the parking provisions is provided in Table 2.

Table 2: Development Plan Targeted Parking Rates

Use		Proposed
Bike Parking	Resident	1 space per dwelling
	Staff	1 space per 100 m^2
	Visitor	120 spaces
Motorcycle Parking		1 space per 50 car spaces
Car Parking	Car Share	2 spaces minimum.
	Commercial Uses	Average rate of 1.5 spaces per 100 m^2
	Residents	Average rate of 0.85-1.0 spaces per dwelling
	EV	10% of all cars on the site
	Total	**Circa 775-825 spaces in total**

2.4. Loading & Waste Collection

The Development Plan contemplates that primary loading is to take place on-site within dedicated loading areas, able to accommodate up to 8.8 metre long Medium Rigid Vehicles (MRVs).

2.5. External Works

The Development Plan contemplates the delivery of signals at the intersection of Burnley Street/Doonside Street.

Concept Plans for a 4-way intersection layout has been prepared and multiple operating arrangements analysed to determine the best operating conditions of the intersection.

Ultimately, the design, funding and timing of the delivery of the signals is to the satisfaction of Council and Department of Transport and Planning, but it is understood that the HTH site and the Victoria Gardens site have undertaken an agreement to fund the signals 50/50.

The exact timing of the signals was agreed to be deferred to the Planning Permit stage, as suggested by the Panel Report for the Victoria Gardens SAC.

That said, it is the intention that the signals will be delivered prior to the handover of Stage 3 of the proposal, which is also likely to coincide with the completion of the Victoria Gardens development.

External works for the proposed Burnley Street/Doonside Street intersection remains in accordance with the Development Plan, including the provision of cycle lanes and lane marking, subject to satisfaction of the Responsible Authority.

3. Proposal

3.1. The Development (at Full Development)

Plans prepared by Fender Katsalidis dated May 2026 propose the staged development of the site.

The development is generally in accordance with the Development Plan, albeit the staging of the proposal has been adjusted to reflect further consideration of construction requirements.

The proposal includes a staging of the development, starting from the western side of the property, and progressing to the east.

Stage 1 will include the demolition, heritage retention, bulk excavation, piling and retention works.

Stage 2 will include:

- a residential tower above the existing Heritage Harry the Hirer building (Building A), with a restricted retail use occupying the ground and first floor of the western building
- the southern central building (Building D), fronting Appleton Street.
- basement parking areas for the buildings above.

Stage 3 will include the northern central and eastern buildings (Buildings B & C), providing a further 364 apartments and some shop/food and drink uses including the remaining basement below. This stage will also see the park and eastern laneway connection provided.

A summary of the uses, by stage, is provided in Table 3.

Table 3: Contemplated Development Yields and Staging (No/Area)

Use	Type	Stage 2		Stage 3		Total
		Tower A	Tower D	Tower B	Tower C	
Residential	1-bed	100 no.	58 no.	89 no.	72 no.	**319 no.**
	2-bed	63 no.	74 no.	145 no.	32 no.	**314 no.**
	3-bed	19 no.	9 no.	18 no.	8 no.	**54 no.**
	Total	***182 no.***	***141 no.***	***252 no.***	***112 no.***	***687 no.***
Retail	Shop/F&B	-	407 m^2	2,256 m^2	877 m^2	**3,540 m^2**
	Restricted	4,449 m^2	-	-	-	**4,449 m^2**
	Total	***4,449 m^2***	***407 m^2***	***2,256 m^2***	***877 m^2***	***7,989 m^2***

3.2. Access

3.2.1. Pedestrian & Cyclist Access

Consistent with the Development Plan, the proposed plans include a series of laneways and internal pedestrian active spaces at ground level.

This includes two north-south linkages between Doonside Street and Appleton Street, with the eastern one at 9 metres width and western one at 6 metres width at its minimum.

Stage 2 (Towers A & D) will be provided with primary pedestrian access from the western laneway that operates within the site for Tower A and the southern part of the eastern laneway, adjacent to Tower D.

The restricted retail tenancy will take pedestrian access from the existing location, which is at the corner of Doonside Street and Burnley Street. It will have secondary pedestrian access from the new western internal lane and also internal access from car parking.

Stage 3 (Towers B & C) will have direct access to Doonside Street as well as the new public park which is to be provided adjacent the eastern laneway which will be constructed as part of Stage 3.

Access to the ground floor retail tenancies in all stages will be provided from abuttals to the adjacent streets, laneways and/or the new public park.

Lifts for each tower will connect resident and staff cyclists to secure basement bike parking areas.

3.2.2. Vehicle Access

All vehicle access is proposed via Doonside Street. There is no vehicular access to Burnley Street or Appleton Street.

Basement car parking is proposed to be accessed via two crossovers to Doonside Street.

A porte cochere is located off Doonside Street which is intended to act as the primary arrival point for pick-up/drop-off for visitors.

The western laneway (Harrys Lane) serves as an access point to serve loading for the restricted retail tenancy and the shared residential retail loading for Towers B & D.

This laneway will present as a ‘shared area’.

Loading for the restricted retail tenancy will use the laneway to access dedicated loading bays within the restricted retail tenancy.

Loading arrangements for Towers B and D will also use the laneway to access an internal loading dock.

Whilst the laneway will continue through Appleton Street for pedestrians, vehicular through access will not be permitted with the exception of service vehicles in the case of an emergency.

The western laneway will be delivered, in the most part, in Stage 2. The eastern side of the laneway will be delivered in Stage 3.

The eastern laneway will remain for pedestrians only and will be delivered in Stage 3.

The **western basement ramp** will be delivered in Stage 2. The **eastern basement ramp** will be delivered as part of Stage 3, when the final stage (and largest quantum) of the basement will be constructed.

The basement will provide for shared car and bicycle parking and storage, and there will be internal connections allowing for all parts of the development to use both of the eastern and western ramps.

A summary of the site access is shown at Figure 2.

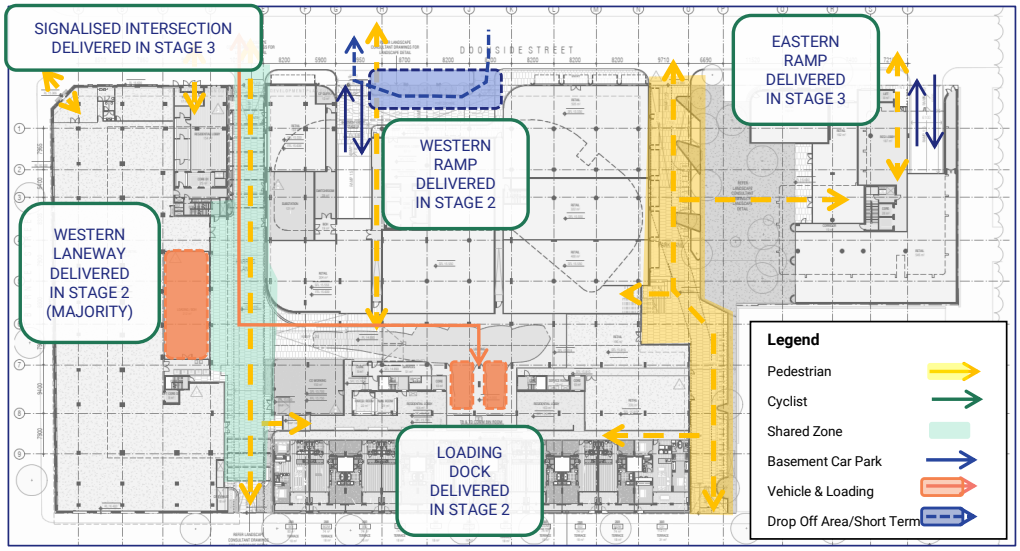

Figure 2: Proposed Access Arrangements

3.3. Considering External Works & the Victoria Gardens Site

3.3.1. Signalisation of Doonside Street/Burnley Street

The Development Plan and the Agreement with the Victoria Gardens Land Owners proposes that the signalisation of the intersection of Doonside Street / Burnley Street will be undertaken via agreement following discussions with Council, DTP and the Land Holders.

Traffic Works Assessment prepared as part of the Development Plan identifies that the signalisation is not required in early stages of the development of either site, and will likely be triggered at full development of both sites.

An excerpt of the concept for the proposed works, which is a modification of the concept plans for the intersection prepared and agreed as part of the Victoria Gardens SAC is provided below in Figure 3.

The ultimate design and detail of the works will be subject to authority approvals (Council and DTP) and discussions with the Victoria Gardens Development and the intention is to address this through Condition of Permit.

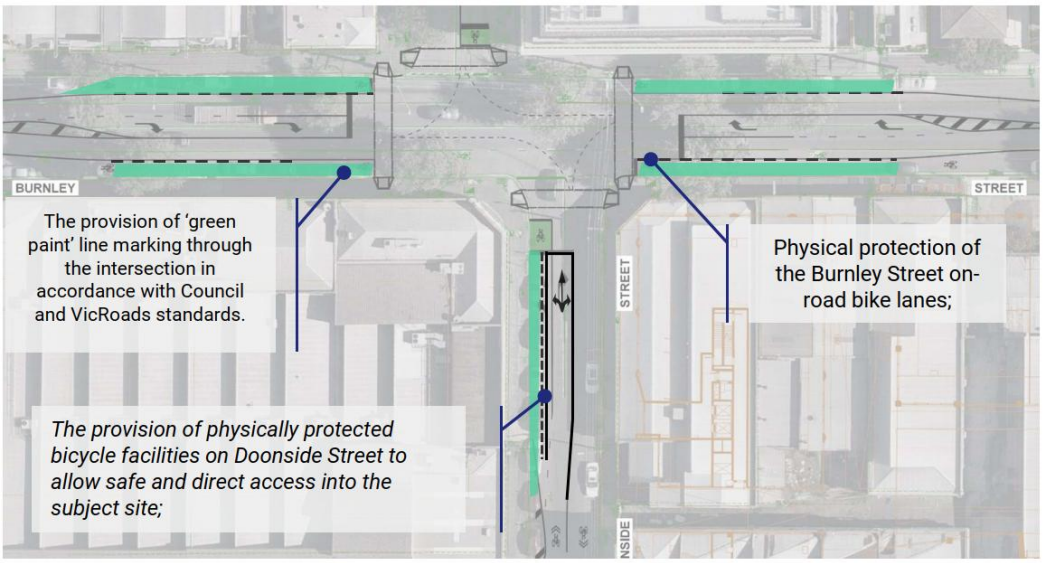

Figure 3: Potential signalisation, subject to the approved TIAR, authority approval and Conditions of Permit

The proposal includes upgrades to the intersection along with upgraded cycle infrastructure on Burnley Street and Doonside Street as agreed in the hearing.

At the time of writing of this report, and subject to agreement with the Victoria Gardens Development, the intention is that the signals will be delivered prior to the handover of Stage 3 of the proposal, which is also likely to coincide with the completion of the Victoria Gardens development.

3.3.2. Victoria Gardens & Doonside Street Updates

The proposal includes landscaped upgrades to Doonside Street, as shown in the Landscape Plans prepared by TCL.

We understand that these plans align with the future upgrades to Doonside Street that are contemplated as part of the Victoria Gardens Redevelopment works, and will include allowance for a future pedestrian crossing on Doonside Street that will link between Park Lane and the future public realm of the land to the north.

An excerpt of the TCL Landscape Plan is shown at Figure 4 and identifies the proposed works on the southern side of Doonside Street that will be undertaken by the proposed development, and the future location of the potential pedestrian crossing.

It can be seen that the proposed access points for the subject site appropriately consider the future crossing points as well as the existing centre loading dock, and are appropriately located away from these key access points.

It is understood that the pedestrian crossing will not be constructed until such time that the Victoria Gardens Redevelopment occurs. This is because access is required to the centre's loading dock (which is located at the pedestrian crossing alignment) and there are expected to be limited pedestrian crossing demands until such time that the redevelopment occurs.

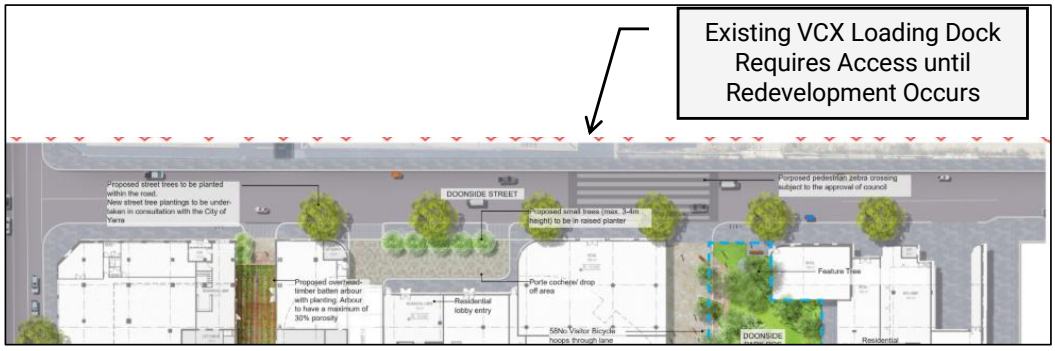

Figure 4: HTH TCL Landscape Plan - Ground Floor (Doonside Street)

3.3.3. Staging and Separation of Works

From a permit approval perspective, the above works are considered linked to the future signalisation works, however they are also separable portions of works given the staging and timing of the works,

The intention is that:

- the Doonside Streetscape upgrade works on the southern side of the road will occur at the time of the occupation of the relevant stage of the HTH proposal
- the signals will be undertaken via agreement with the relevant stakeholders (and likely at the completion of Stage 3 and the Victoria Gardens Development),
- the zebra crossing on Doonside Street will likely be delivered place once both the HTH and the Victoria Gardens Development have been completed; and
- the northern Doonside Street works are to be undertaken by the Victoria Gardens Redevelopment at the time of that development's construction.

3.4. Parking

3.4.1. Bicycles and End of Trip

The plans include 929 bicycle spaces across the whole of the site, inclusive of:

- 809 spaces within the basement areas, and
- 120 visitor spaces at ground floor.

In relation to staging, the provisions are as follows:

- Stage 2 will deliver 468 bikes, being 47 bikes for staff with 5 EoT units, 323 bikes for residents and 98 bikes for visitors.
- Stage 3 will deliver 461 bikes, being 37 bikes for staff with 5 EoT units, 402 bikes for residents, and 22 bikes for visitors.

3.4.2. Vehicles

The proposal includes a total of 612 car parking spaces across three levels of basement and ground level. It is our understanding that the overall allocations will include:

- 2 car share spaces;
- 474 resident spaces (average provision of 0.69 spaces per apartment); and
- 136 spaces for the commercial uses (average rate of 1.0 – 2.5 spaces per 100 m^2).

The proposal is to provide 8 motorcycle parking spaces in Stage 2 and 6 spaces in Stage 3.

From a staging perspective, the car parking is to be allocated to residents and commercial staff and visitors as follows:

- Stage 2 – A total of 336 car spaces are provided, which is intended to be allocated as:
  - 2 car share spaces,
  - 230 car spaces for residents, and
  - 104 car spaces for commercial use, including 4 spaces for the smaller retail tenancy staff, and 100 spaces allocated to the restricted retail (of which staff parking will be limited to 20-30 spaces and the remaining available for visitors).
- Stage 3 – A total of 276 car spaces will be constructed in Stage 3, allocated as 244 spaces to residents and 32 spaces to commercial staff.

Tandem spaces will be typically allocated to staff of the same tenancy or residents of the same apartments (particularly larger apartments) such that access to spaces is appropriately managed.

3.4.3. Summary of Parking

A summary of the parking provisions and allocations is provided in Table 4.

Table 4: Parking Provisions and Staging (Based on the plans)

Use	Type	No.		
		Stage 2 (Tower A & D)	Stage 3 (Towers B & C)	Total
Bike Parking	Resident	323	402	**725**
	Commercial Staff	47	37	**84**
	Visitor (Combined)	98	22	**120**
	Total	**468**	**461**	**929**
	EOT	*5*	*5*	***10***
Car Parking	Car Share	2	0	**2**
	Residential	230	244	**474**
	Commercial (Combined)	104	32	**136**
	Total	***336***	***276***	***612***
Motorbike Parking		**8**	**6**	**14**

3.5. Loading & Waste Collection

A dedicated on-site loading bay is proposed within Tower D, which also has direct access to the Tower B lobby and Back of House Areas and will be delivered in Stage 2.

Access to the loading dock will be provided via Harry's Lane. Harry's Lane has been designed to accommodate larger vehicle movements. The coordination of these movements within Harry's Lane will be addressed as part of a future Loading Management Plan.

The Loading Dock will service vehicle up to an 8.8 metre Medium Rigid Vehicle (MRV). Manoeuvring on-site will allow for forward entry and exit movements to/from the loading area as well as the site.

All Towers will rely on the shared loading area.

The restricted retail tenancy also has a loading area that will accommodate three 6.4 metre Small Rigid Vehicles (SRVs). These vehicles will manoeuvre partially within the laneway, but as they are smaller vehicles/vans, reversing manoeuvres will be managed to minimise impacts on pedestrian usage of the laneway.

Waste is proposed to be collected via private contractor as detailed in the Leigh Design Waste Management Plan.

4. Parking Considerations

4.1. Bicycle Considerations

4.1.1. Statutory Requirements

Clause 52.34 of the Planning Scheme specifies the bicycle parking requirement for new developments.

The relevant requirements are summarised in Table 5.

Table 5: Statutory Bicycle Parking Requirements

Use	Statutory Requirement
Dwellings	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors
Retail (other than listed)	1 space per 300 square metres for staff 1 space per 500 square metres for customers
End of Trip	**1 shower/changeroom for the first 5 staff bikes, and 1 shower/changeroom for the next 10 staff bikes thereafter**

Unlike car parking, the proposal seeks to provide bicycle parking well over and above the standard rates at Clause 52.34.

The following sets out the provisions in relation to the rates and provisions contemplated within the Approved Development Plan.

4.1.2. Endorsed Development Plan Rates

The Development Plan targets the following provisions/allocations:

- Resident parking is to be provided at a minimum rate of 1 bike space per dwelling.
- Staff parking is to be provided at a typical rate of 1 space per 100 square metres
- 154 bike parking spaces will be provided for visitors (as a minimum, visitor bike parking is targeted at 25% above the statutory rates, being 1 space per 8 dwellings and 1 space per 300 sqm)
- End of Trip facilities are proposed for staff at a rate of 1 shower per 10 bikes.

A summary of the parking requirements and provisions is provided in Table 6.

Table 6: Bicycle Parking Provisions and Development Plan Rates

	Use	No/Area	Rate	Req. (No.)
Stage 2 (Tower A & D)	Resi	323 no.	1 per dwelling for residents 1 per 8 dwellings for visitors	323 40
	Retail	4,856 m^2	1 per 100 sqm for staff 1 per 300 sqm for visitors 1 EOT per 10 staff bikes	49 16 5
Stage 3 (Towers B & C)	Resi	364 no.	1 per dwelling for residents 1 per 8 dwellings for visitors	364 46
	Retail	3,133 m^2	1 per 100 sqm for staff 1 per 300 sqm for visitors 1 EOT per 10 staff bikes	32 11 3
Total	**Resi**	**687 no.**	**1 per dwelling for residents 1 per 8 dwellings for visitors**	**687 86**
	Retail	***7,989 m^2***	**1 per 100 sqm for staff 1 per 300 sqm for visitors 1 EOT per 10 staff bikes**	**80 27 8**

Based on the above table, the requirement for the proposal under the target rates in the Development Plan is for:

- 433 bikes in Stage 2,
- 456 bikes in Stage 3, and
- The overall requirement would be for 889 bikes.

The Stage 2 provision will be for 468 spaces which will meet the requirements above.

The Stage 3 (completed development) will be in excess of the Development Plan rates.

Therefore, these overall provisions are considered to be acceptable and meet the intent of the Development Plan.

4.2. Car Parking

4.2.1. Statutory Requirements

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Yarra Planning Scheme.

The subject site falls within Category 2 of the Yarra Car Parking Requirement Maps.

Applicable rates under Clause 52.06 are provided at Table 7.

Table 7: Statutory Car Parking Minimum Requirements (Clause 52.06)

Use	Statutory Requirement
Residential Dwellings	1 car space to each dwelling
Restricted Retail	1.5 spaces to each 100 square metres
Shop / Food and Drink	2 spaces to each 100 square metres

Application of the above rates to the proposed dwelling numbers and commercial floor areas identifies the following parking requirements, if assessed under Clause 52.06 of the Planning Scheme.

The assessment of parking requirements, by stage, is provided in Table 8.

Based on the rates and application of Clause 52.06 rates, the proposal has a requirement to provide a minimum of 823 spaces, inclusive of 136 retail and commercial spaces and 687 residential spaces.

Clause 52.06 allows for a permit to be issued to reduce the parking requirements, based on a number of factors.

The Approved Development Plan and all previous planning for the site has targeted reduced car parking provisions, seeking to provide fewer spaces than is required under the standard Planning Scheme rates.

The proposal includes 612 allocated car spaces, inclusive of 474 residential spaces, 136 commercial/retail spaces and 2 car share spaces.

The proposal provides retail / commercial parking in accordance with the rates at Clause 52.06 and seeks a dispensation of parking related to residential allocations under Clause 52.06.

This is consistent with the expectations of the Development Plan (noting that this was based on historically higher parking rates being applicable prior to the change to Clause 52.06 in December 2025).

Table 8: Staged Parking Assessment under Clause 52.06

Use	Type	Stage 2		Stage 3		Total
		Tower A	Tower D	Tower B	Tower C	
Residential	1-bed	100 no.	58 no.	89 no.	72 no.	**319 no.**
	2-bed	63 no.	74 no.	145 no.	32 no.	**314 no.**
	3-bed	19 no.	9 no.	18 no.	8 no.	**54 no.**
	Total	***182 no.***	***141 no.***	***252 no.***	***112 no.***	***687 no.***
Retail	Shop / F&B	-	8 no.	45 no.	17 no.	**70 no.**
	Restricted	66 no.	-	-	-	**66 no.**
	Total	***66 no.***	***8 no.***	***45 no.***	***17 no.***	***136 no.***
Total		***248 no.***	***149 no.***	***297 no.***	***129 no.***	***823 no.***

An assessment of the parking provisions against the targeted rates from the Approved Development Plan is provided below.

4.2.2. Endorsed Development Plan Rates

The Approved Development Plan contemplated the following parking provisions and rates for the relevant uses.

- 2 car share spaces (to be managed by the Owners Corp).
- Approximately 220-270 car spaces for commercial staff and visitors (approx. 1.5 spaces per 100 square metres on average).
- The remaining circa 550-560 car spaces allocate for residents on demand (an average rate of 0.85-1.0 cars per dwelling).

In relation to the commercial uses, the Development Plan recognised that the restricted retail use has a potential requirement for visitor parking provisions, and therefore contemplated a car parking rate of up to 2.5 spaces per 100 square metres.

For all other commercial components, a rate of 1 space per 100 square metres was targeted, albeit this was not set as a minimum or a maximum. In fact, historical planning and advice in the precinct suggests that a lower rate would be readily supported for this site.

We understand that Council was overall supportive of reducing the allocated parking further from the rates identified above, where possible.

In relation to residential parking, the allocations contemplated a range of rates for different dwelling types.

The rates identified in the Development Plan Traffic Works Assessment were generally:

- 0.7-0.9 spaces per 1-bedroom apartment;
- 1 space per 2-bedroom apartment; and
- 1.5-2.0 spaces per 3 or more bed-room apartment.

Table 9 provides a summary of the intended allocations against the Development Plan contemplated rates.

Table 9: Proposed Car Parking Allocations and Development Plan Rates

	Use	Type	Allocation	Rate	Req. (No.)	Provision (No. and Rate)
Stage 2 (Towers A & D)	Car Share			2 spaces	2	2
	Res.	Total	323 no.	0.85-1 / dwelling	274-323	230 (0.71 / dwelling)
	Retail	Restricted	4,449m^2	2.5 /100sqm	111	100 (2.2 / 100sqm)
		Shop	407 m^2	1 /100sqm	4	4 (1 / 100sqm)
Stage 3 (Towers B & C)	Res.	Total	364 no.	0.85-1 / dwelling	309-364	244 (0.67 / dwelling)
	Retail	Shop	3,133 m^2	1 /100sqm	32	31 (1.0 / 100sqm)
Total	**Res.**	***Total***	**687no.**	***0.85-1 / dwelling***	***583-687***	**474 (0.69 / dwelling)**
	Retail	***Total***	**7,989m^2**	**1-2.5 / 100sqm**	***147***	**136 (1.7 / 100sqm)**

In terms of how the parking provisions align with that contemplated in the Development Plan, the following discussions the provisions per Stage and then overall.

4.2.3. Appropriateness of Stage 2 Provisions

In Stage 2, the car share spaces are delivered on Day 1, to establish sustainable behaviours early, and support reduced apartment rates in this phase.

Parking is lower than the expected residential range and equates to a rate of 0.71 spaces per dwelling.

In terms of allocations, this is likely to result in a significant number of 1-bed apartments with lower provisions than the rates contemplated by the Development Plan. The location of the site, and the provision of car share will support this reduced parking allocation.

Parking for the 2-bed apartments will likely be close to, if not in accordance with the Planning Scheme and Development Plan contemplated rate.

Parking for the 3-bed apartments is also likely to be lower than that expected in the Development Plan.

The location of the site, split of apartments (including the proportion of smaller apartments) and provision of 2 car share spaces will support the lower residential provisions.

There is a higher allocation of retail/commercial parking related to the primary restricted retail use, however this remains below the originally contemplated allocation under the Development Plan.

4.2.4. Appropriateness of Stage 3 and Overall Provisions

In Stage 3, the parking allocations for residential uses will be marginally lower than the Stage 2 rates, which is consistent with the Development Plan expectations.

The average commercial parking allocation will 'average down' with the introduction of additional floor area and continues to be at a rate expected under the Development Plan.

Overall, we are of the view that the proposed parking rates and likely allocations are supportable and in line with the expectations of the Development Plan and current Council and State Policy.

Ultimately, we expect that the best way to deal with car parking allocations and management will be to require that a Car Parking Management Plan (CPMP) be prepared at each Stage of development that contemplates the individual stages and parking allocations. This could be included as a Permit Condition and also include bike and motorbike parking provisions and allocations, and signage and linemarking.

4.3. Motorcycle Parking

The Development Plan contemplated a minimum provision of 1 motorbike space per 50 cars.

From a staging perspective, a summary of the parking requirements is provided in Table 10.

Table 10: Contemplated Development Yields and Staging

Stage	Car spaces (No.)	Rate	Req. (No.)
Stage 2 (Towers A & D)	336	1 space per 50 car spaces	7
Stage 3 (Towers B & C)	276	1 space per 50 car spaces	6
Total	**612**	**1 space per 50 car spaces**	**13**

The plans include the provision of 8 motorcycle spaces provided in Stage 2 and 6 motorcycle spaces provided in Stage 3.

Accordingly, these provisions are considered acceptable for motorcycle parking.

5. Design Considerations

5.1. Bike Parking & Access

Access is appropriately provided to on-site bike parking via footpaths and/or crossovers that have direct links to at-grade parking and/or pedestrian lifts that provide access to basement bike parking areas.

Basement bike parking areas are all secured and have a mixture of horizontal and vertical rails.

However, it is noted that the mix of horizontal vs vertical rails does not meet the minimum 20% horizontal requirement under AS2890.3 in Stage 3. The plans should be amended to reflect this requirement.

Access is appropriately provided to on-site bike parking via footpaths and/or crossovers that have direct links to at-grade parking and/or pedestrian lifts that provide access to basement bike parking areas.

Basement bike parking areas are all secured and have a mixture of horizontal and vertical rails.

Internal corridors between the street and bike parking should also be provided with a typical minimum width of 1.5 metres, as required under Clause 52.34. This is considered acceptable given the quantum of bike parking and predominantly residential/staff nature of parking.

Bicycle parking spaces should be provided in accordance with AS2890.3-2015 and/or the Bicycle Network Design Guidelines with a mix of vertical and horizontal rails as follows:

- Vertical rails are provided with dimensions of 1.2 metres length, spaced at 0.4 metre centres and accessible from a 1.5 metre aisle[2]; and
- Horizontal rails are provided with dimensions of 1.8 metre length and spaced at 1.0 metre centres, accessible from a 1.5 metre aisle.

Visitor bike parking will be provided throughout the landscaped design, design in accordance with AS2890.3.

It is considered that through further design resolution, these requirements can be incorporated into the design.

5.2. Car Parking Layout & Access Arrangements

The car park layout and access arrangements have been developed with design advice provided to the project architect (Fender Katsalidis) and is considered to principally meet the relevant requirements of the Yarra Planning Scheme and where applicable, the Australian Standard for Off-Street Parking (AS2890.1:2004).

A review of the car park layout reveals:

Car Parking Dimensions

- Car spaces have generally been designated with minimum dimensions meeting the Planning Scheme requirements, of:

[2] Whilst AS2890.3 requires a 500mm separation, the Bicycle Network Guidelines allow for a 400mm separation. AS2890.3 also allows for a reduced separation where bike rails are dynamic.

  - 2.6 metres width and 4.9 metres length, accessible from 6.4 metre wide aisles,
  - 2.8 metres width and 4.9 metres length, accessible from 5.8 metre wide aisles,
- Where spaces have been provided with a reduced access aisle, they have typically been widened in accordance with the requirements of Clause 52.06 – Design Standard 2.
- Tandem spaces have a length of 10.3 metres in accordance with Clause 52.06.
- Tandem spaces will be typically allocated to staff of the same tenancy or residents of the same apartments (particularly larger apartments) such that access to spaces is appropriately managed.
- Car spaces adjacent to walls have generally been provided with appropriate clearances to allow for satisfactory car door opening and/or columns are sited within 0.25-1.25 metres from the aisle end of car spaces in accordance with the Planning Scheme car parking envelope to allow for access into and out of spaces. That said, a number of spaces are noted within the basement that do not have this widened provision and should be amended to reflect this requirement.

Porte Cochere

- The porte cochere is provided with a minimum width of 4.0 metres providing for one-way, westbound traffic movements.
- The porte cochere widens to provide a minimum width of 5.7 metres to allow for parallel and pick-up/drop off spaces with functional dimensions that comply with Clause 52.06 and/or AS2890.1:2004.

Access & Ramps

- The proposed crossovers to Doonside Street are dimensioned with a widths appropriate for oneway and two-way traffic.
- Access points are appropriately separated from adjacent access points and the future signals at Burnley Street to allow for pedestrian access and safety. The kerbing along Doonside Street should be amended to align with the alignment and kerbing of the associated accesses and be coordinated through detailed design to align with Council standard drawings. This could be addressed as a Condition of Permit.
- Ramp grades within the basement are provided with a maximum grade of 1:5 with minimum transitions of 1 in 8 for no less than 2 metres and the grading to the street complies with the requirements of Clause 52.06 to manage vehicle and pedestrian conflicts.
- Ramps from ground to B1, B1 to B2 and B2 to B3 are provided as two-way ramps with a minimum width of 6.1 metres between walls as per AS2890.1:2004, with appropriate opportunities for passing, as demonstrated by the swept paths attached at Appendix A.
- Conflicts on these ramps are expected to be low and will be managed using signs, convex mirrors and/or potentially a signalling system. Appropriate space is provided for passing at the landings within each basement.
- Sight triangles should be detailed at the proposed driveways to Doonside Street, in accordance with Clause 52.06 of the Planning Scheme.

Pedestrians

- Safe pedestrian pathways have been provided at ground level to access each of the individual building entries either by the existing on-street footpaths on Doonside, Burnley or Appleton Streets, or within internal areas.
- The western laneway will also operate as a shared space with pavement choices, signage and materials to encourage low speeds, shared priority.
- In basement levels, pedestrians will share the car parking aisles, and safe landing areas are provided at each lobby to provide safe and protected areas for pedestrians to access lifts.

On the basis of the above we are comfortable that the car parking access, layouts and design is appropriate, fit for purpose, and in accordance with the relevant requirements of Clause 52.06 and/or AS2890.1:2004 and as noted above.

5.3. Commercial Vehicle & Loading

The main loading bays will be provided with the minimum width requirements under AS2890.2:2018, being at least 3.5 metres wide and 8.8 metres long based on an MRV.

Vehicle accessibility to the onsite loading bay has been demonstrated via swept paths attached at Appendix A.

A minimum clearance of 4.0 metres is provided where trucks will drive through the car parking areas, and it is understood that 4.5 metres is provided above the loading dock area.

The restricted retail tenancy includes a BOH loading area servicing 3 x Small Rigid Vehicles. Swept paths have been prepared and attached at Appendix A demonstrating vehicle access. Whilst it is acknowledged that these vehicles will require a reverse manoeuvre into or out of the loading areas, the small size of the vehicles and ability to manage these movements will not result in unacceptable or unmanageable outcomes on Harry's Lane.

A Loading Management Plan has been prepared to address the operation and management of the loading dock and Harry's Lane, including scheduling and entry and exit movements.

This is considered satisfactory and practical in the context of private collection and management of loading vehicles.

Accordingly, we are satisfied that appropriate loading and waste provisions can be accommodated in accordance with the objectives of the Planning Scheme.

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6. Traffic Considerations

6.1. The Development Plan

The Development Plan Traffic Works Assessment included a detailed and comprehensive assessment of the mitigating traffic works for the Development Plan. It considered the development of the Victoria Gardens site and assessed and set out relevant parking rates and provisions for any future Planning Permit Application.

The Traffic Works Assessment considered all transport modes and trip generation rates, however for the purposes of this assessment, we will focus predominantly on vehicular traffic movements.

Overall, the Development Plan was contemplated to generate in the order of 175 movements by private vehicle trips in the AM peak hour and 295 vehicle movements in the PM peak hours.

Residential traffic movements at a rate of 0.18 movements per dwelling with a car space in the peak hours.

Commercial traffic movements were split based on staff and customer traffic generation rates.

For general staff parking, it was presumed that 50% of spaces would generate a trip in the peak hour. There was an expectation that some customer traffic would be generated for destination based retail, however the Development Plan contemplated a larger proportion of customer based retail than the current proposal.

In relation to the existing Harry the Hirer use, it was presumed that the new restricted retail tenancy would continue to generate a comparable level of traffic to the existing use, and therefore it would not generate 'additional' trips to the network.

The following section applies the general traffic generation rates to each Stage to determine the level of traffic generation.

6.2. Proposed Development

6.2.1. General

We have applied the established rates from the Development Plan Traffic Works Assessment to each of the Stages of development, based on the provision/allocation of parking.

6.2.2. Considering the Restricted Retail and Visitor Parking

The previous assessment did not consider additional and significant traffic generation by the restricted retail use as this was existing and already accommodated in the base line traffic conditions.

In this scenario, however we have allowed for a level of traffic in this analysis, to consider what the traffic generation to the new access arrangements might be. We note that the allowance in this assessment assumes that 50% of parking spaces will turnover, similar to staff parking provisions. Given the type of use, and that the existing traffic generation of the HTH use is already accounted for in the base line traffic conditions, this is considered appropriately conservative.

6.2.3. Expected Traffic Generation of the Current Proposal

The summary of traffic generation for each of the stages is provided in Table 11.

It is clear from this table that the traffic generation of each stage is relatively moderate.

In Stage 2, the expected traffic generation of up to 64 vehicle movements is considered moderate, equal to approximately one vehicle every minute in a peak hour.

This will not trigger the need to signalise the intersection of Burnley Street/Doonside Street in the first instance, albeit this may depend on the extend of development completed on the Victoria Gardens site.

By the completion of Stage 3 (ie at full development) the traffic generation in the morning remains less than that contemplated by the Development Plan (175 vehicle movements in the DP vs 153 vehicle movements for the current proposal).

In the PM peak, at full development, the overall traffic generation is also expected to be significantly less than that contemplated in the original the Development Plan Traffic Works Assessment.

This means that the development as a whole could likely progress without signals, however when combined with the Victoria Gardens development, there is still merit in signalising the Burnley Street/Doonside Street intersection.

Table 11: Projected Traffic Generation by Stage

Stage	Allocation	No Spaces.	AM			PM		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Stage 2	Resi Cars	230	8	33	41	25	16	41
	Comm Cars	104	52	0	52	0	52	52
	Total		60	33	93	25	68	93
Stage 3	Resi Cars	244	9	35	44	26	18	44
	Comm Cars	32	16	0	16	0	16	16
	Total		25	35	60	26	34	60
Total	**Resi Cars**	**474**	**17**	**68**	**85**	**51**	**34**	**85**
	Comm Cars	**136**	**68**	**0**	**68**	**0**	**68**	**68**
	Total		**85**	**68**	**153**	**51**	**102**	**153**

6.3. Comparison of the Warrants Identified in the DP Traffic Works Assessment

The Traffic Works Assessment for the Development Plan included identification of 'triggers' at which development yields would likely require the signalisation of the intersection.

An example scenario was identified that essentially suggested that development in the precinct could progress to the following yields before it was likley that the signals would be required.

- The existing Harry the Hirer restricted retail use; plus
- Approximately 500 dwellings (with car parking); plus
- Approximately 4,000 square metres of commercial/office; plus
- Approximately 3,000 square metres of shop/retail.

The HTH proposal, alone, would not exceed these development yields and therefore based on the original assessment in the DP, the works would not be triggered by this development proposal.

That said, there remains agreement with the landholders to signalise the intersection. The timing of which remains something for resolution, and this can be resolved through Condition of Permit.

6.4. Consideration of Victoria Gardens Development

6.4.1. Consultation

Consultation was undertaken with the Victoria Gardens Development during the preparation of the Traffic Works Assessment for the Development Plan.

We understand that further consultation is to take place to resolve the signalisation of the Doonside Street/Burnley Street intersection to finalise the land owners agreement in relation to the funding and timing of the signals.

Advice has also been received from the Victoria Gardens Development in relation to existing and future access requirements.

The following is provided in relation to each of the key items for that proposal.

6.4.2. Traffic Generation & Signalisation

The south-east corner of the Victoria Gardens site (located at the intersection of Doonside Street and David Street) is proposed to be developed for the purposes of a mixed use development, including a substantial residential offering as proposed at the Victoria Gardens SAC.

Based on the information provided at the SAC, the Victoria Gardens development was expected to provide for some 484 residential cars and 34 office employee cars accessed via Doonside Street.

Based on the analysis provided within the original Development Plan Traffic Works Assessment report, we have summarised the projected traffic volumes expected to be generated to/from Doonside Street by the Victoria Gardens proposal, and summarised these in Table 12,

Notably, whilst the Victoria Gardens development volumes directly turning in and out of Doonside Street, as a whole are less than those generated by the HTH site, when considering the overall traffic generation of the retail use to the network (and potential through traffic on Burnley Street), the two developments are of a comparable size when you compare the floor areas and parking provisions overall.

Table 12: Projected Traffic Generation – Harrington Village + Victoria Gardens

Stage	AM			PM		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Harrington Village	85	68	153	51	102	153
Victoria Gardens	26	58	84	43	40	83
Total	111	126	237	94	142	236

Ultimately, the design, funding and timing of the delivery of the signals is to the satisfaction of Council and Department of Transport and Planning, but it is understood that the HTH site and the Victoria Gardens site have undertaken an agreement to fund the signals 50/50.

It is the intention that the signals will be delivered prior to the handover of Stage 3 of the proposal or the combined completion of the Victoria Gardens development plus the HTH site.

6.4.3. Victoria Gardens Doonside Street Access

The location of the proposed access points, including the porte cochere, are appropriately sited such that impacts to the existing Vitoria Gardens operations are not materially impacted.

The access points are offset and appropriately spaced, and the use of the porte cochere is unlikely to be significant at key loading times, meaning that there is unlikely to be impacts on access for the shopping centre to/from the loading dock as a result of the proposal.

6.4.4. Future Streetscape Upgrades

The TCL Landscape plans are understood to align with the future upgrades to Doonside Street that are contemplated as part of the Victoria Gardens Redevelopment works, and will include allowance for a future pedestrian crossing on Doonside Street that will link between Park Lane and the future public realm of the land to the north.

6.5. Staging and Separation of External Works

Based on the preceding, and as noted previously, from a permit approval perspective, the staging and delivery of the proposed external works is expected to be as follows:

- the Doonside Streetscape upgrade works on the southern side of the road will occur at the time of the occupation of the relevant stage of the HTH proposal.
- the signals will be undertaken via agreement with the relevant stakeholders (and likely at the completion of Stage 3 and the Victoria Gardens Development), and this can be further resolved through Condition of Permit and the landholders agreement.
- the zebra crossing on Doonside Street will likely be delivered place once both the HTH and the Victoria Gardens Development have been completed; and
- the northern Doonside Street works are to be undertaken by the Victoria Gardens Redevelopment at the time of that development's construction.

7. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 81-95 Burnley Street & 26-34 Doonside Street, Richmond, we are of the opinion that:

a. The proposed bike parking provisions are provided in excess of those contemplated by the Development Plan and are well in excess of standard Statutory Rates under Clause 52.34. The parking rates are acceptable.

b. The proposed residential car parking provisions less than that expected under the Development Plan, which is considered to be acceptable and supported.

c. The proposed retail parking allocations are generally consistent with the expected rates under the Development Plan, with a reduced provision proposed for the restricted retail use.

d. Subject to some relatively minor modifications and additional detail on the plans, the design of parking and access is considered appropriate and meets the general intent of the Development Plan as well as the requirements of Clause 52.34, Clause 52.06 and the relevant parts of AS2890 (1, 2, 3 and 6).

e. On-site loading has been appropriately considered and meets the objectives of Clause 65.01 of the Planning Scheme and the Development Plan.

f. the level of traffic generated as a result of this proposal is acceptable and consistent with (if not less than) that contemplated by the Development Plan.

g. there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 81-95 Burnley Street & 26-34 Doonside Street, Richmond, should be refused, subject to appropriate conditions.

Appendix A
Swept Paths

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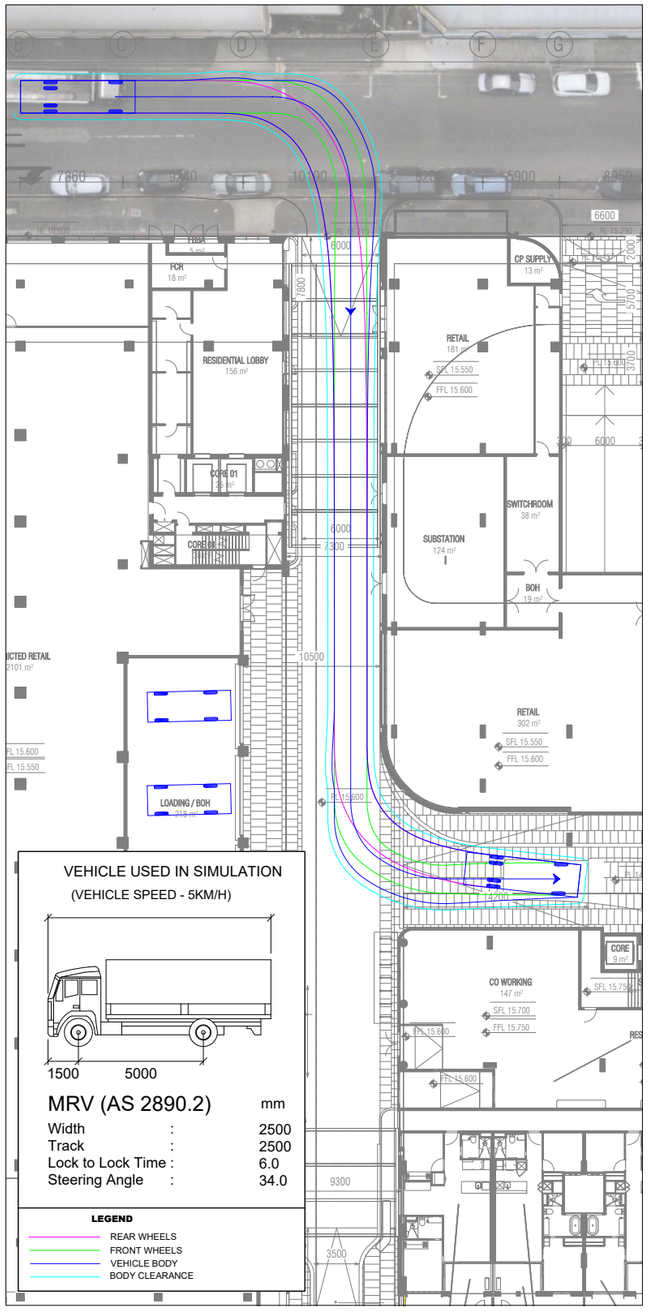
MRV HARRY'S LANE INGRESS



VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)

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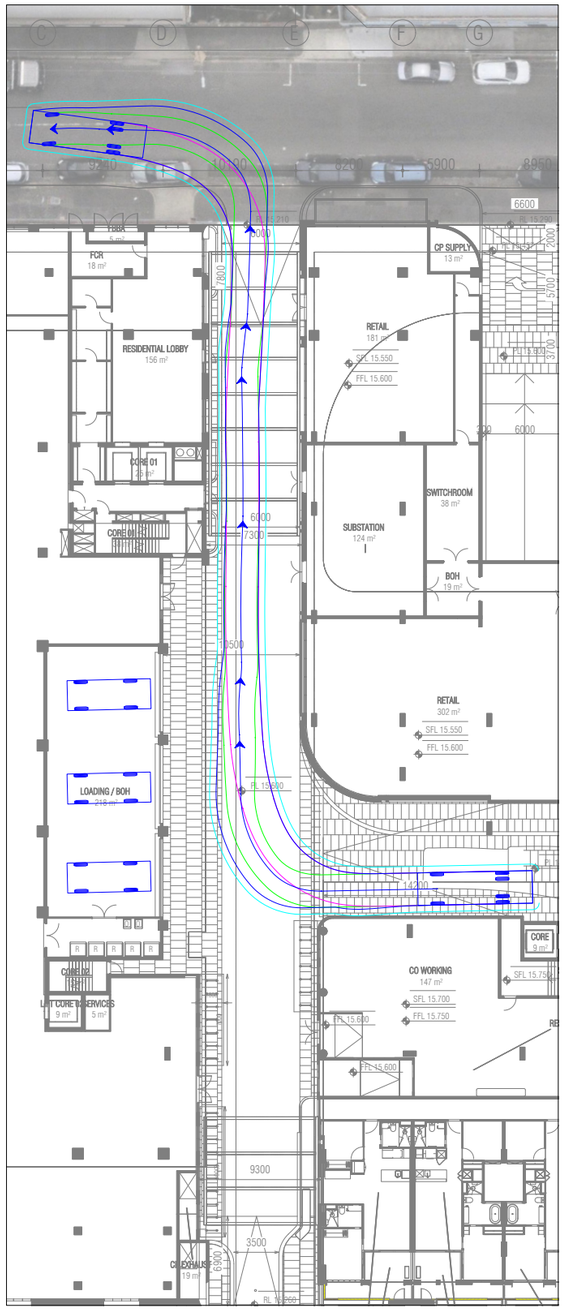
Track	:	2500
Lock to Lock Time	:	6.0
Steering Angle	:	34.0

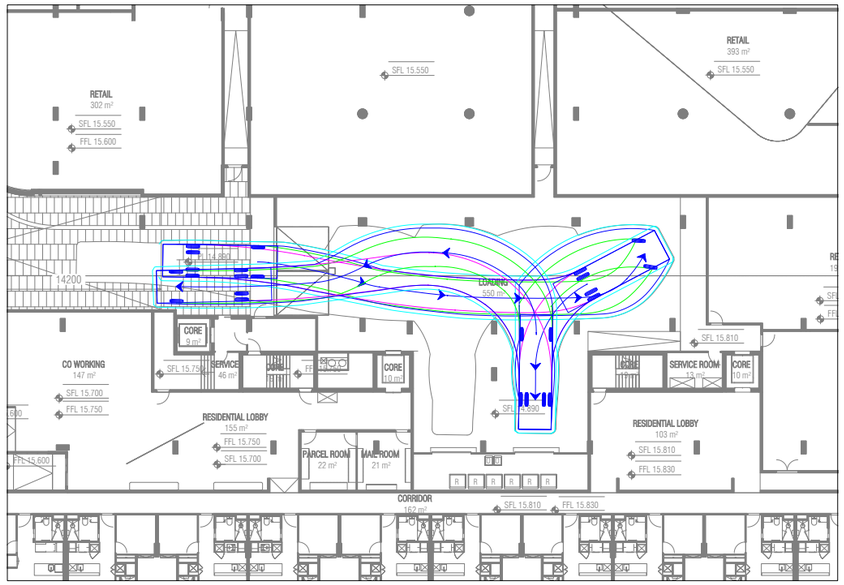
LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

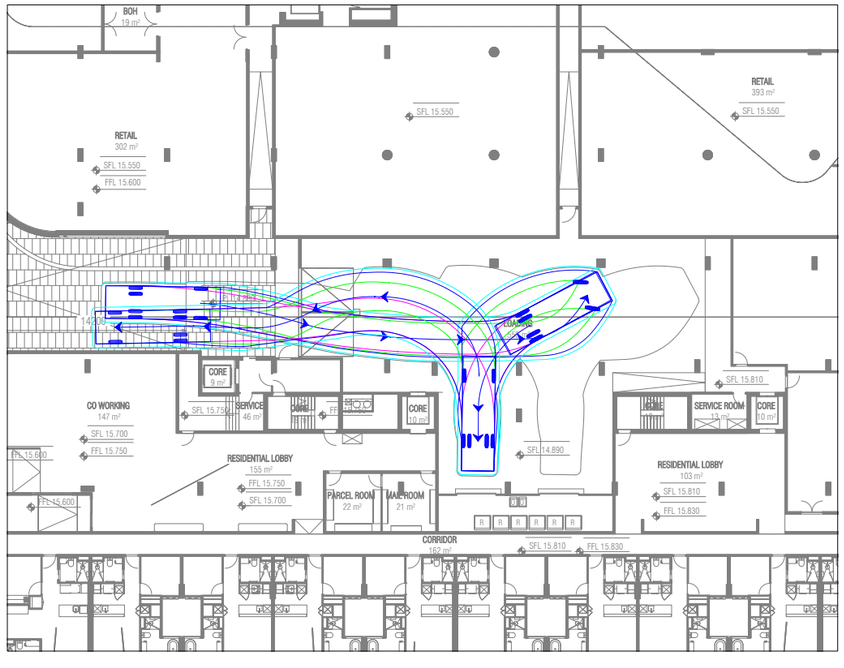
MRV HARRY'S LANE EGRESS



MRV LOADING BAY 1 INGRESS / EGRESS



MRV LOADING BAY 2 INGRESS / EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	31/07/2024	TOWN PLANNING	G. SINGH	C. MORELLO
B	25/09/2024	DTP COMMENTS	G. SINGH	C. MORELLO
C	10/12/2025	AMENDED PLANS	J. LEWIS	C. MORELLO
D	26/05/2026	AMENDED PLANS	J. LEWIS	C. MORELLO
E	01/07/2026	AMENDED PLANS	J. LEWIS	C. MORELLO

81 - 95 BURNLEY STREET, RICHMOND
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASED ON THE INFORMATION OBTAINED BY THE PLANS PROVIDED BY FK ARCHITECTS DATED JUNE 2026

FILE NAME: 30102-03
SHEET NO.: 01

N

SCALE: 1:400 (A3)
0 4 8

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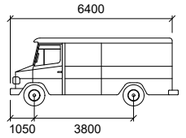
VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



SRV (AS 2890.2) mm

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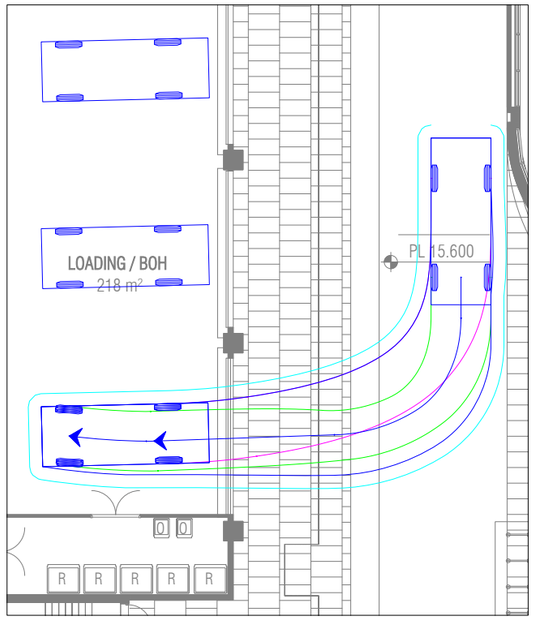
Track	:	2300
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

SRV LOADING BAY INGRESS #1



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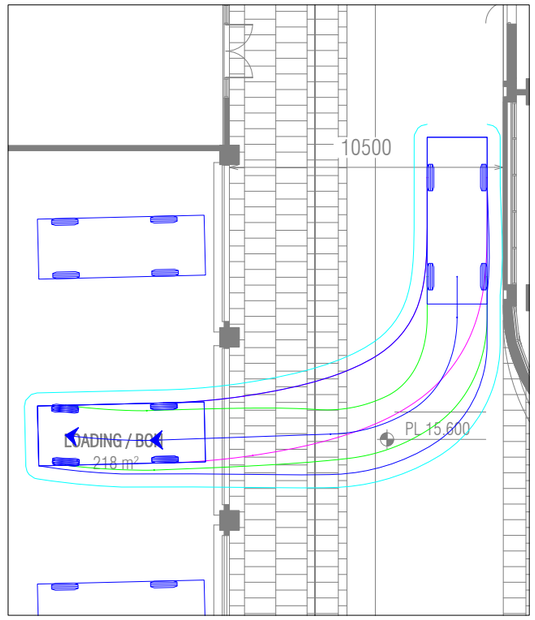

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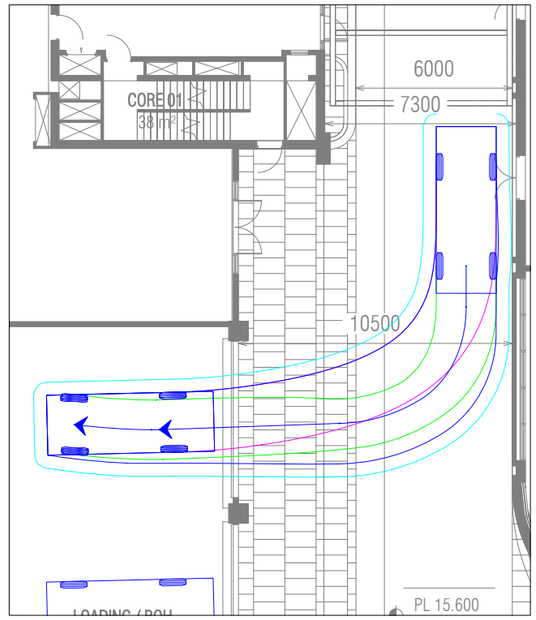

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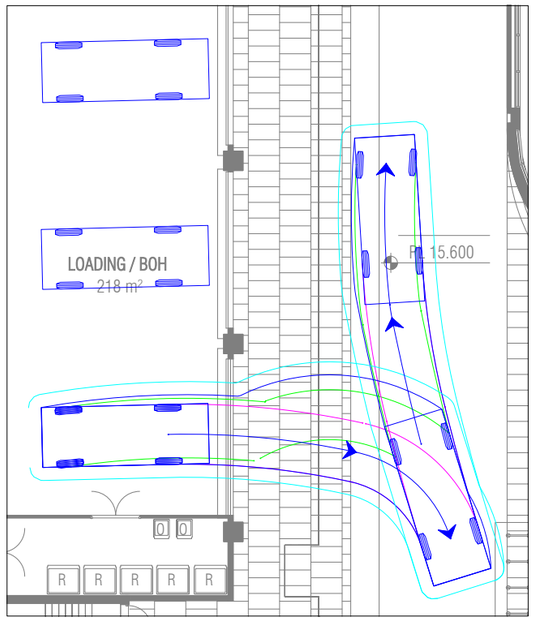

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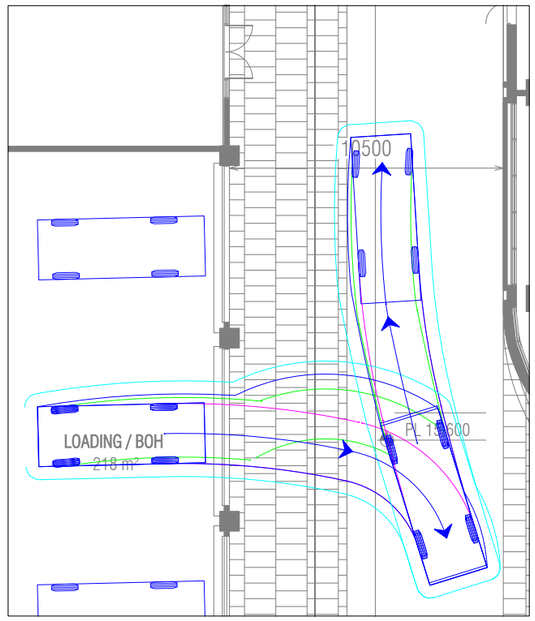

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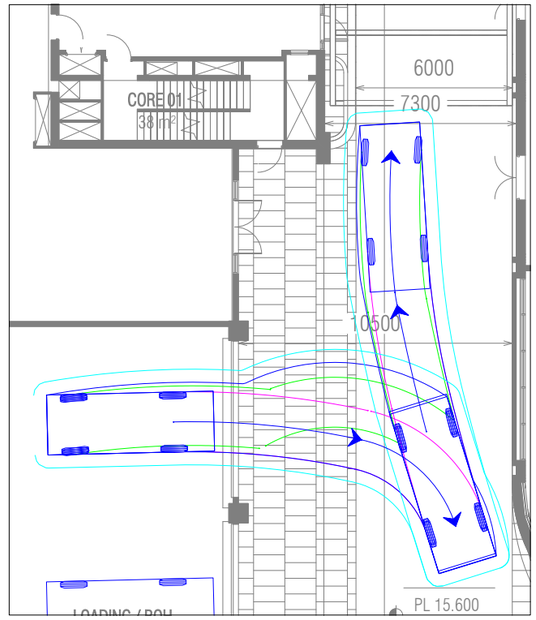

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E	01/07/2026	AMENDED PLANS	J. LEWIS	C. MORELLO

81 - 95 BURNLEY STREET, RICHMOND

PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASED ON THE INFORMATION OBTAINED BY THE PLANS PROVIDED BY FK ARCHITECTS DATED JUNE 2026

FILE NAME: 30102-03

SHEET NO.: 02

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SCALE: 1:200 (A3)

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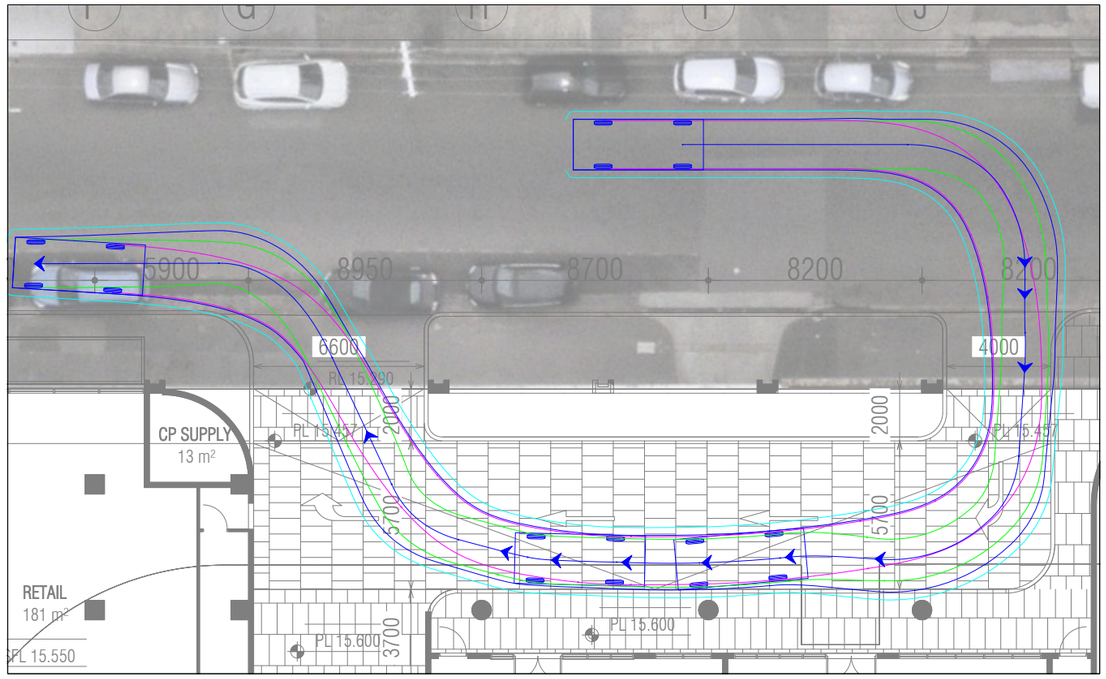
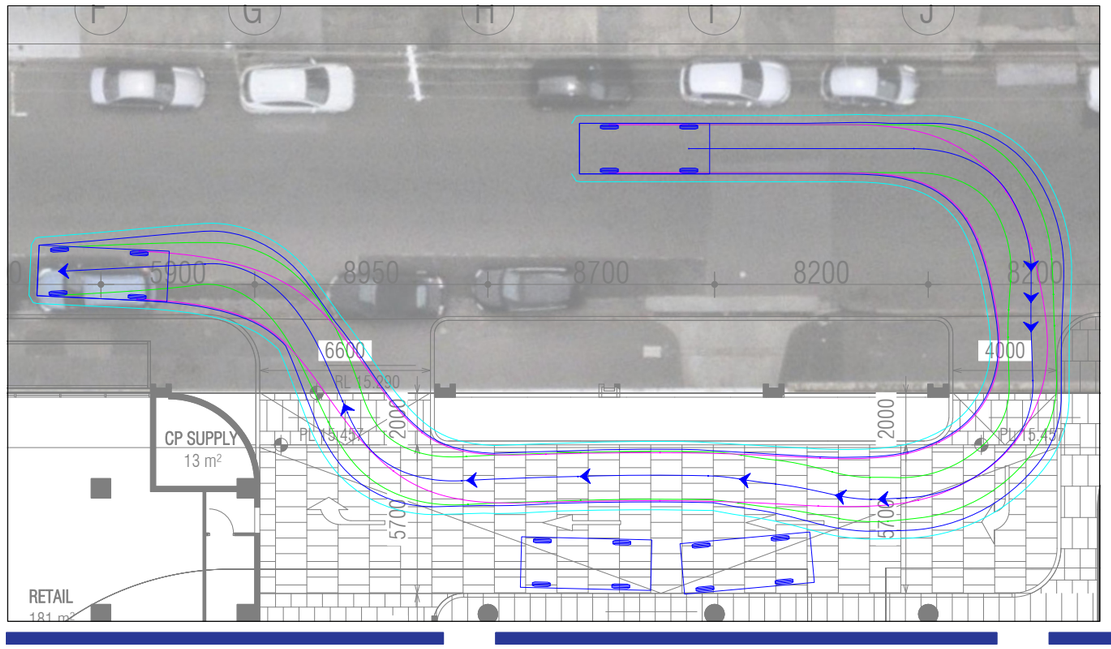
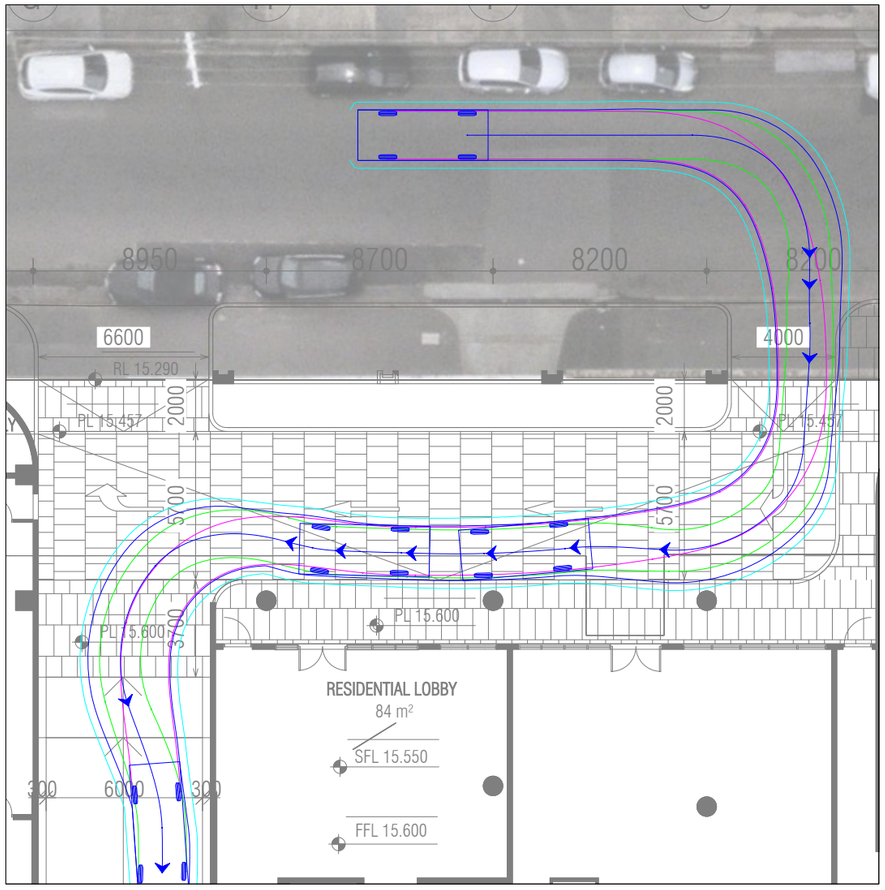
PORTE COCHERE CIRCULATION



PORTE COCHERE PASSING PROPPED VEHICLES

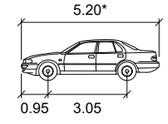


PORTE COCHERE CIRCULATION & RAMP ACCESS



VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



99th percentile
(AS/NZS 2890.1:2004)

Width	: 1.94
Track	: 1.84
Kerb to Kerb Radius	: 12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

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81 - 95 BURNLEY STREET, RICHMOND

PROPOSED MIXED USE DEVELOPMENT

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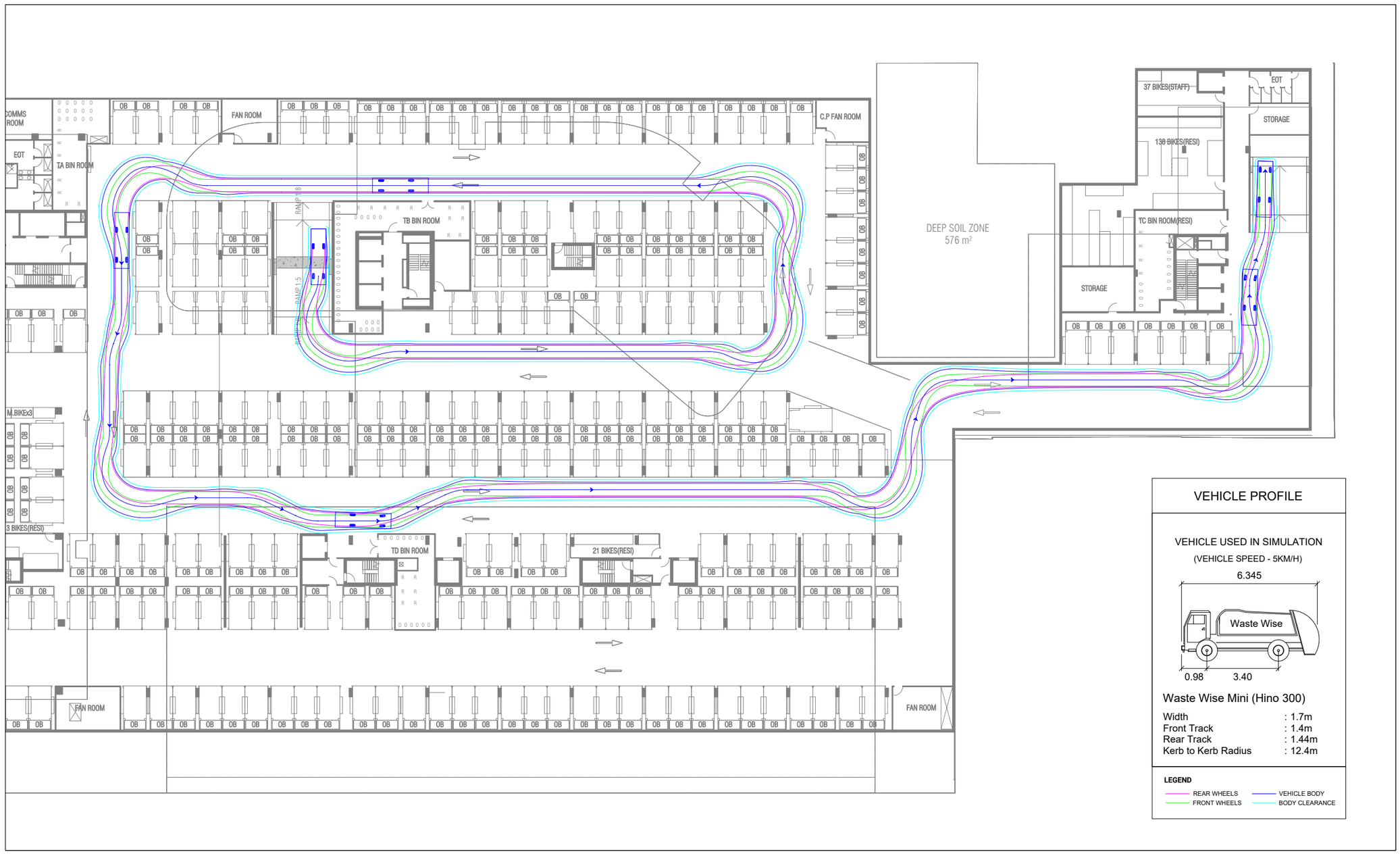
BASEMENT WASTE COLLECTION CIRCULATION



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)

Waste Wise Mini (Hino 300)

Width	: 1.7m
Front Track	: 1.4m
Rear Track	: 1.44m
Kerb to Kerb Radius	: 12.4m

LEGEND

REAR WHEELS — VEHICLE BODY

FRONT WHEELS — BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	31/07/2024	TOWN PLANNING	G. SINGH	C. MORELLO
B	25/09/2024	DTP COMMENTS	G. SINGH	C. MORELLO
C	10/12/2025	AMENDED PLANS	J. LEWIS	C. MORELLO
D	26/05/2026	AMENDED PLANS	J. LEWIS	C. MORELLO
E	01/07/2026	AMENDED PLANS	J. LEWIS	C. MORELLO

81 - 95 BURNLEY STREET, RICHMOND

PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASED ON THE INFORMATION OBTAINED BY THE PLANS PROVIDED BY FK ARCHITECTS DATED JUNE 2026.

FILE NAME: 30102-03

SHEET NO.: 04

N

SCALE: 1:400 (A3)

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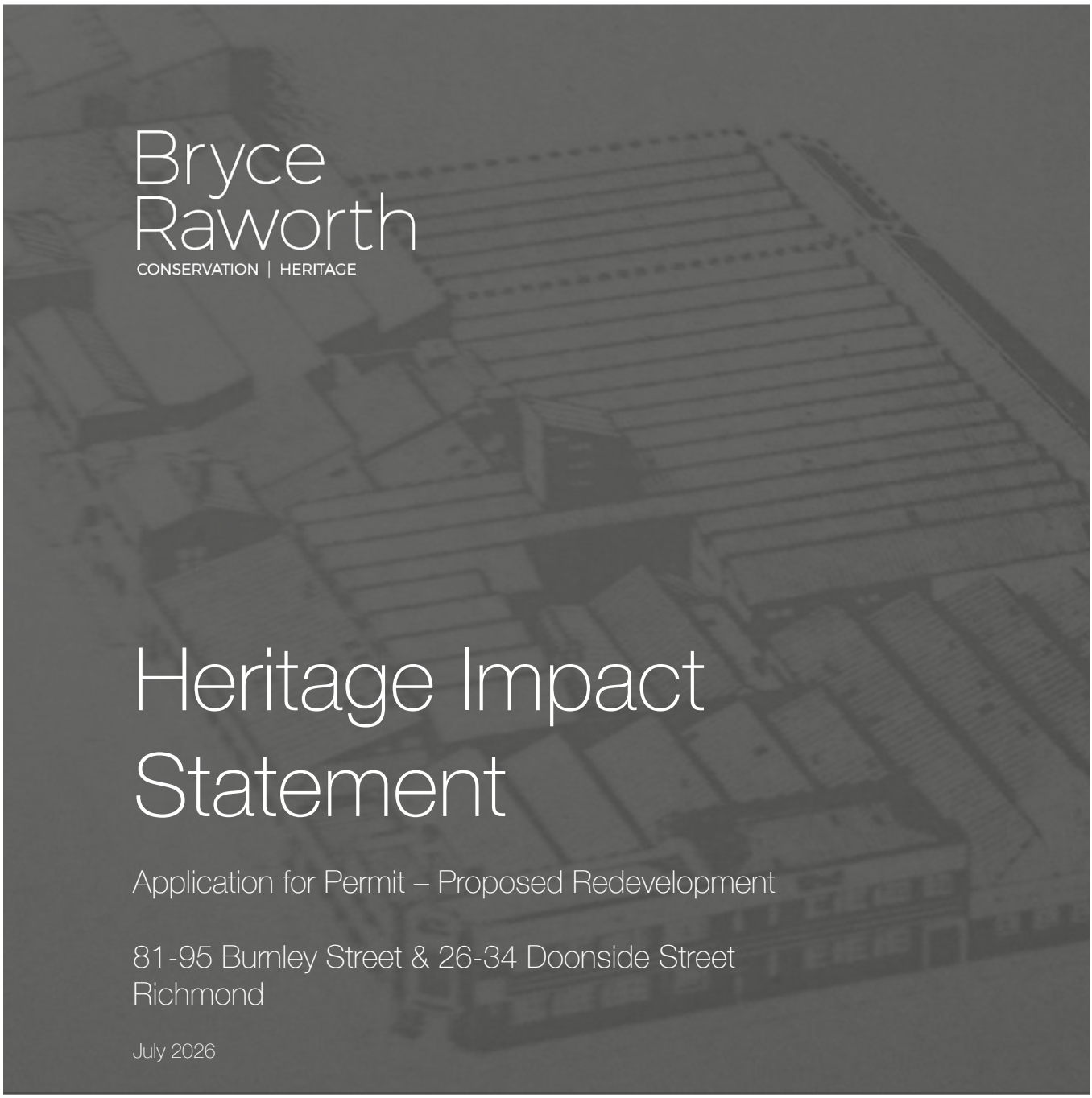

Bryce Raworth
CONSERVATION | HERITAGE

Heritage Impact Statement

Application for Permit – Proposed Redevelopment

81-95 Burnley Street & 26-34 Doonside Street
Richmond

July 2026

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1.0 Introduction

This heritage impact statement was prepared for Burnley Street Developments by Gurner Pty Ltd in relation to the application for the redevelopment of the site at 81-95 Burnley Street and 26-34 Doonside Street, Richmond. The proposal involves partial demolition of the Heritage Overlay buildings on the site and construction of multi-storey residential apartment towers with low rise podiums.

This report comments on whether the proposed development is appropriate, including in terms of it architectural character and detail, and acceptable in terms of its impact upon the significance of Heritage Overlay buildings on the subject site and on neighbouring Heritage Overlay places.

2.0 Sources of Information

The following documents have been reviewed in the preparation of this report:

- Yarra Planning Scheme, Schedule 15 to Clause 43.04 Development Plan, Clause 43.01 - Heritage Overlay, Clause 15.03-1S - Heritage Conservation and Clause 15.03-1L - Heritage.
- Heritage expert witness statements in relation to Amendment C223 to the Yarra Planning Scheme and associated panel report.
- *Heritage Gap Study: Review of 17 Heritage Precincts* (Context Pty Ltd, 2014).
- *City of Yarra Heritage Gap Study* (Graeme Butler & Assoc., 2007)
- *City of Yarra Heritage Review* (Allom Lovell & Assoc., 1998).

It is intended that this report be read in conjunction with the drawings by Fender Katsalidis Architects (dated 30 June 2026) and other documents submitted with respect to this application.

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3.0 History

By the end of the nineteenth century, a number of tanneries had been established along the banks of the Yarra River on the east side of Burnley Street. Industrial development in this area continued into the early twentieth century with the establishment of the Vickers Ruwolt engineering works on Victoria Street around 1915.

Concerns about the impact of noxious industries eventually resulted in zoning by-laws that divided Richmond into residential and factory areas. The east side of Burnley Street, in the vicinity of Appleton Street, was designated as a factory area in 1929. This included land occupied by 'Doonside', Dame Nellie Melba's birthplace (where her father David Mitchell resided until his death in 1916). Doonside was demolished in February 1931 and the estate subdivided and offered for sale in May of that year, providing 34 lots on Burnley, Doonside, Appleton Streets and David Streets (the latter named after David Mitchell).



Figure 1 *Part of a 1902 MMBW plan showing the subject site (shaded red). It was largely undeveloped land at that time apart from two dwellings on the Burnley Street frontage and several dwellings fronting Appleton Street. 'Doonside' (Dame Nellie Melba's birthplace) was located to the north of the subject site. Source: State Library of Victoria.*

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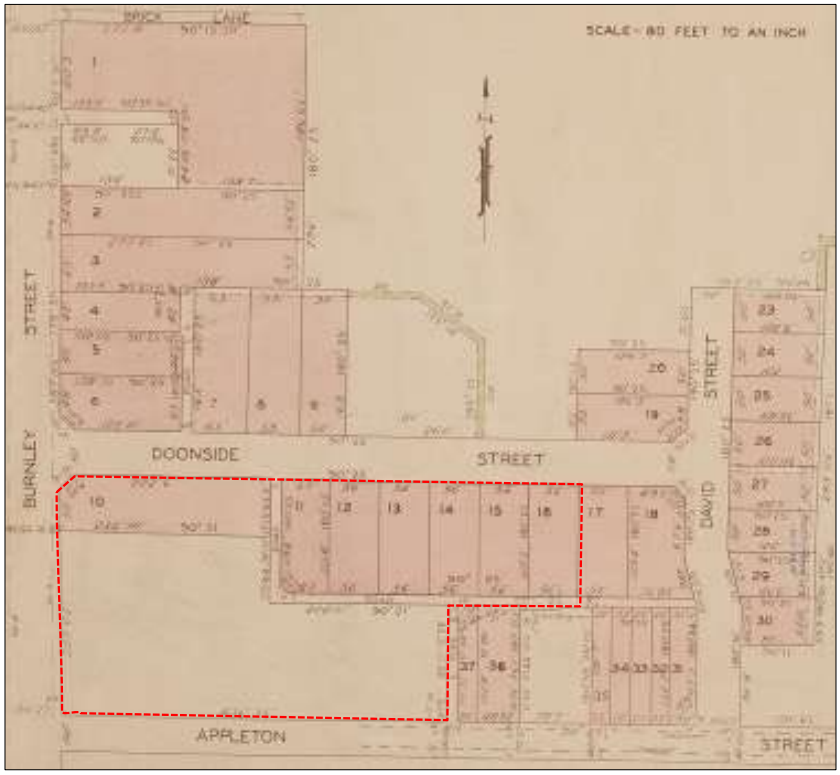

Figure 2 *Part of the 1930 plan of subdivision for the Doonside Estate. The dashed lined marks the extent of the subject site. Source: Yarra Ranges Regional Museum.*

Predating the Doonside Estate subdivision, a fibrous plaster factory was built c1925 on the north-east corner of Burnley Street and Appleton Street (first listed as in Sands and McDougall Directory as 89-95 Burnley Street). In 1930, the plaster factory was taken over by Russell Manufacturing Co. Pty Ltd, a firm allied with Repco. Established in 1926 as the Replacement Parts Co. (later abbreviated to become 'Repco') the company distributed automotive spare parts and accessories, stocking its own products and those of other firms. Russell Manufacturing are first listed at 89-95 Burnley Street in the 1931 Sands and McDougall directory. East of the factory, Appleton Street remained a residential streetscape.[1]

Repco reportedly selected the Burnley Street site because it was bound on three sides by roads and could accommodate a reasonably straight and uninterrupted production sequence.[2] The foundry buildings were open sided according to a 1933 description:

1 Sands and McDougall directory, 1931.
2 'A Modern Australian Foundry', in *Foundry Trade Journal*, September 7, 1933, p.129. Repco Ltd company records, University of Melbourne.

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…climatic conditions are such that no glazing is necessary for the shops, nor is there need for heating, whilst obviously, ventilation is automatic. The main foundry shop, which is 100 feet by 200 ft, is divided into two main bays, wherein the two main products, pistons and rings are self contained units…[3]

Around 1939, Repco/Russell Manufacturing constructed a double-storey office and laboratory building at present day 26 Doonside Street.[4] In March 1942, the company purchased additional land and expanded northwards along Burnley Street towards the Doonside Street corner.[5] A new office and stores building erected on this site in the same year was described in a contemporary advertisement as follows:

Repco is closely associated with Australia's war effort on the industrial front and is engaged in producing its quota of munitions and war equipment as well as a steady flow of automotive parts for essential services. To meet the extra strain placed on the manufacturing division, a new plant and extension of its foundry were completed…[6]

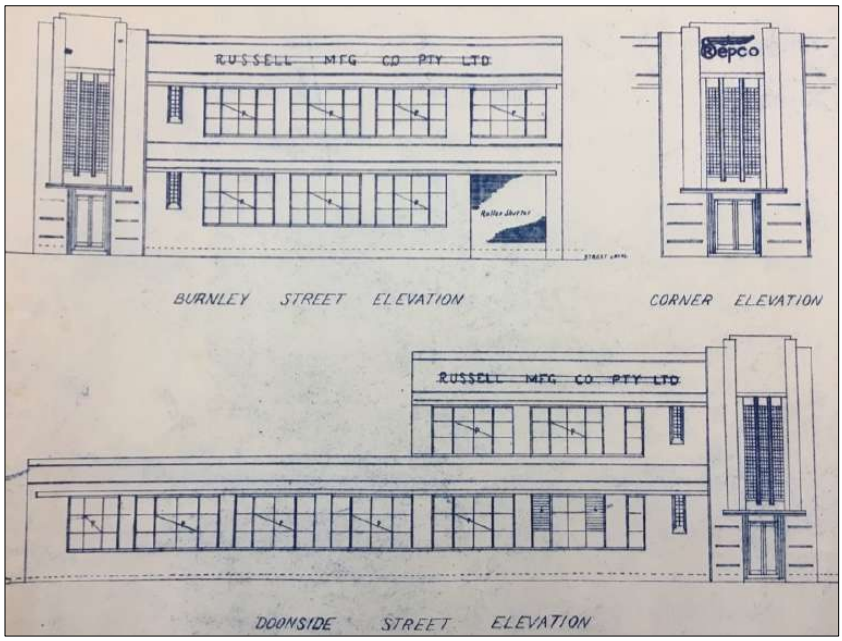

Figure 3 *Undated (c1942) elevations of the Russell Manufacturing/Repco building on the corner of Burnley and Doonside Streets. Source: Public Record Office Victoria.*

3 Ibid.
4 Allom Lovell & Assoc., *City of Yarra Heritage Review: Building Citations*, p.122.
5 Repco Company records, University of Melbourne Archives.
6 Sands and McDougall Directory, 1943, p. a58.

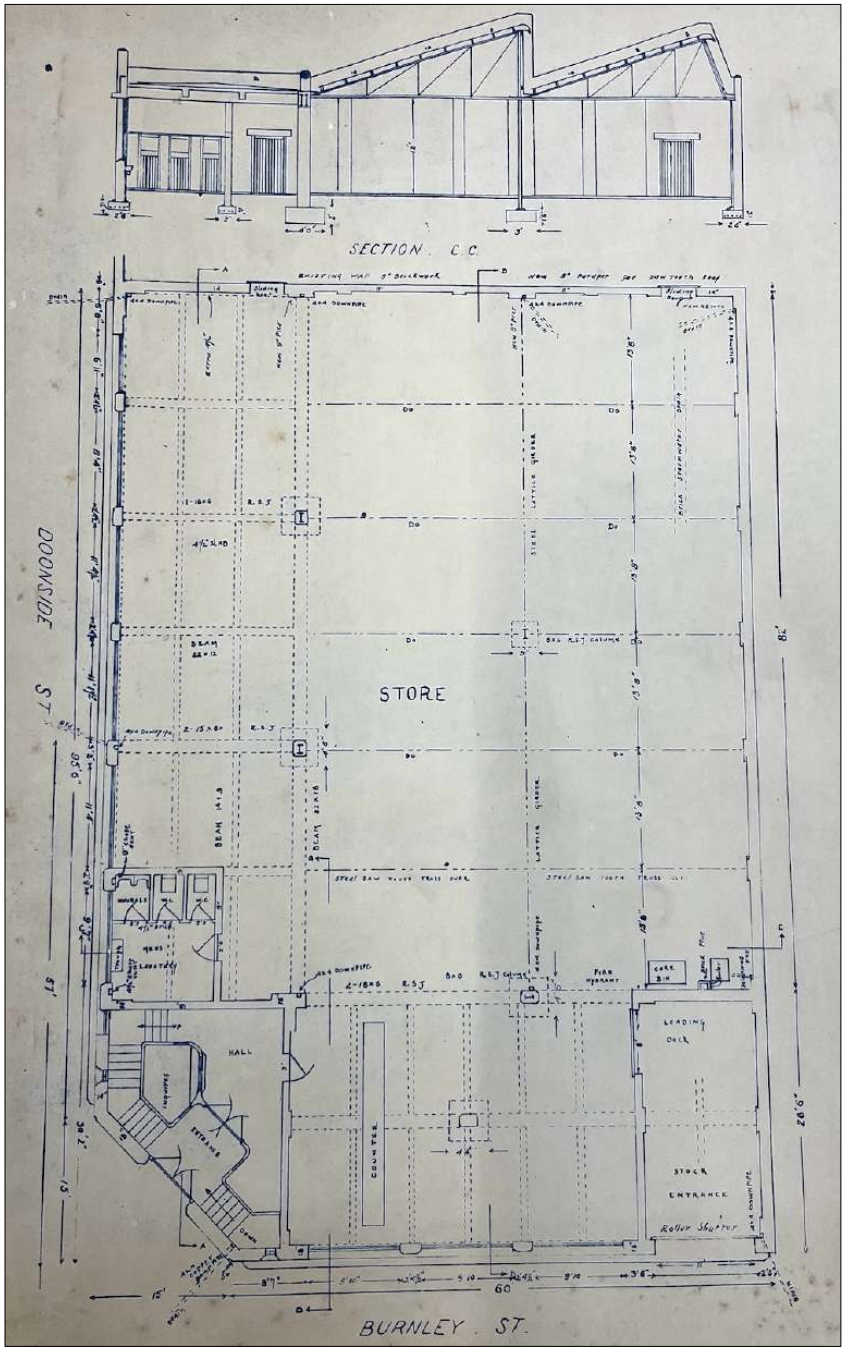

Figure 4 *Undated (c1942) ground floor plan of the Repco office and stores building on the corner of Burnley and Doonside Streets. Source: Public Record Office Victoria.*

During the Second World War, Russell Manufacturing supplied the United States Army with pistons and piston rings.[7] To meet wartime demand Repco acquired additional foundry floorspace in 1943, measuring 40 ft by 132 ft (12.2m x 40.2m).[8] Also in 1943, residences at 5 and 7 Appleton Street disappear from Sands and McDougall directories. These sites were presumably absorbed into the expanding Russell factory.

In the post war years Repco steadily increased its business, thriving on its manufacture of parts for the Holden motor car. By 1958, the Russell factory had expanded further east along Appleton Street to take over sites at no.13 and 15. From 1962, Sands and McDougall directories list a Russell Manufacturing storage facility at 21-27 Appleton Street.[9]

Repco was acquired by investment group Ariadne in 1985 and the company's manufacturing operations, including the Richmond factory, were sold off.

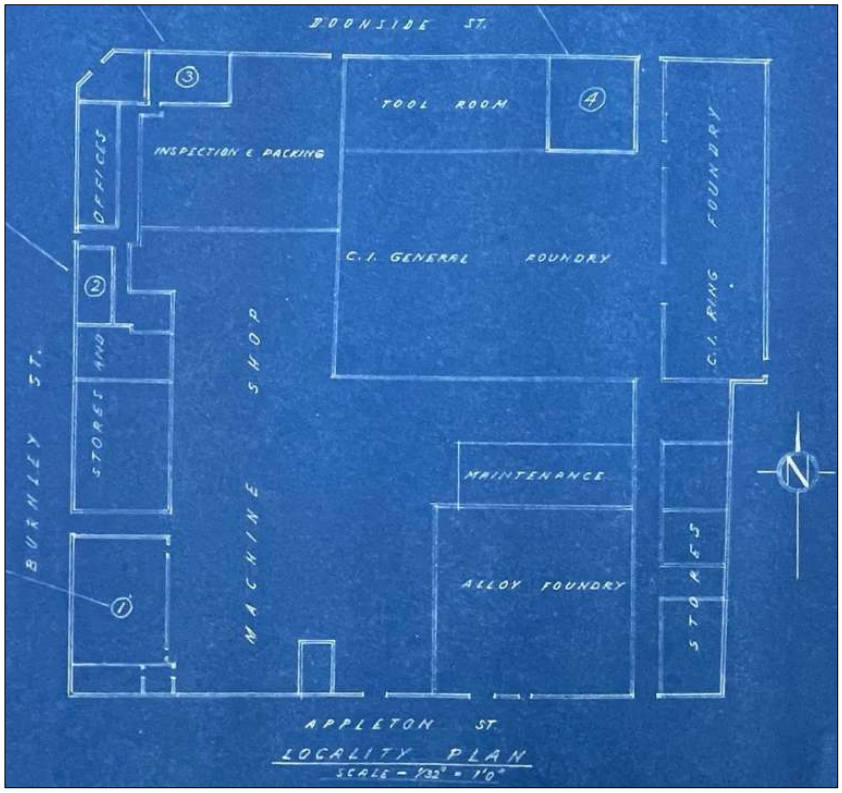

Figure 5 *1948 site plan showing the layout of the Russell Manufacturing/Repco factory at that time. Source: Public Record Office Victoria.*

7 Repco Company records, University of Melbourne Archives.
8 Repco Company records, University of Melbourne Archives.
9 Sands and McDougall Directory, 1962.



Figure 6 *A 1957 photograph Repco building on the corner of Burnley Street and Doonside Street. Source: 'Repco Record' (University of Melbourne Archives).*

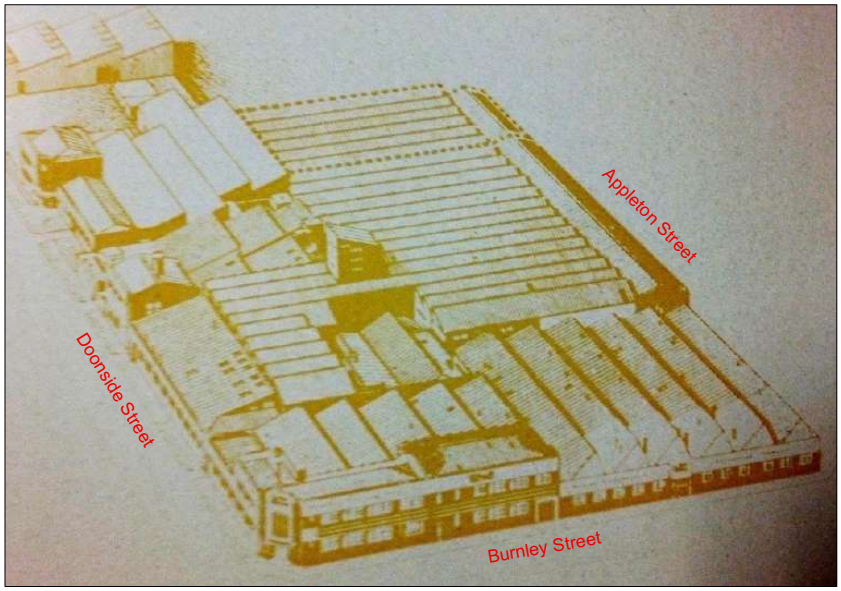

Figure 7 *A c1962 illustration of the Repco factory complex. Source: University of Melbourne Archives.*

4.0 Description

The subject site comprises a large parcel of land bound by Burnley Street to the west, Doonside Street to the north, Appleton Street to the south and recent multi-storey apartment development to the east. The site is, in part, occupied by the former Repco factory complex, which was constructed in stages from c1930 through to the late twentieth century.

The principal double-storey Moderne style building on the corner of Burnley and Doonside Streets was built for Repco in 1942. It has face brick walls and regularly spaced multi-pane steel framed windows with continuous concrete hoods providing a strong horizontal emphasis, counterposed by the vertical glass block windows above the corner entry.

The 1942 Repco building remains broadly intact in terms of its external form, but it has undergone various alterations, including an upper storey addition on the Doonside Street façade, removal of original signage, replacement of some original window frames and overpainting brickwork.

The southern end of the Burnley Street frontage (on the corner of Appleton Street) is occupied by a c1930s single-storey factory building with a sawtooth roof. It has face brick walls to the street boundaries with regularly spaced steel framed windows under a rendered parapet. The parapet has simple interwar Moderne style detailing in the form of horizontal incisions. The stepped pediment on the Burnley Street frontage is also characteristic of the interwar Moderne style. The street façade appears to remain largely intact to its interwar state but all the walls and rendered surfaces have been painted over and the Burnley Street entrance has been infilled. There is also a plainly designed first floor addition on the Burnley Street frontage (abutting the southern end of the 1942 double storey building).

The former Repco complex also includes a double-storey interwar Moderne style laboratory building at 26 Doonside Street. Brown/manganese bricks are used for the parapet and corner element with the main body of the façade constructed of cream brick. The curved corner is surrounded by rendered vertical fins and a cantilevered concrete canopy above the entry. Port hole windows on the facade are typical of the Moderne style. The west side elevation has a large painted sign for T P Smith and Sons Cartage Contractor – presumably dating from the mid 1980s to 1990s (after the closure of the Repco factory). The east elevation has been painted over.

The balance of the site is occupied by a series of utilitarian factory buildings of one to two storeys, typically with sawtooth roofs and overpainted brick walls. There is also a modern tilt-up concrete building with a roof top carpark deck at the eastern end of the Appleton Street boundary.

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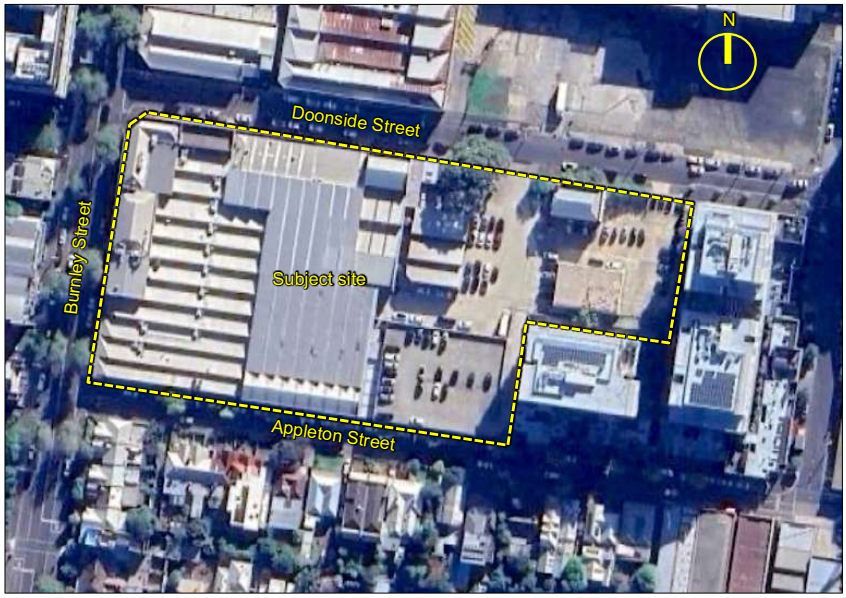

Figure 8 *Aerial photograph of the subject site.*



Figure 9 *The former Repco/Russell Manufacturing building on the corner of Burnley and Doonside Streets.*

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Figure 10 The Burnley Street façade.



Figure 11 The Doonside Street facade.



Figure 12 *The former Repco laboratory building at 26 Doonside Street, located at the eastern end of the subject site.*

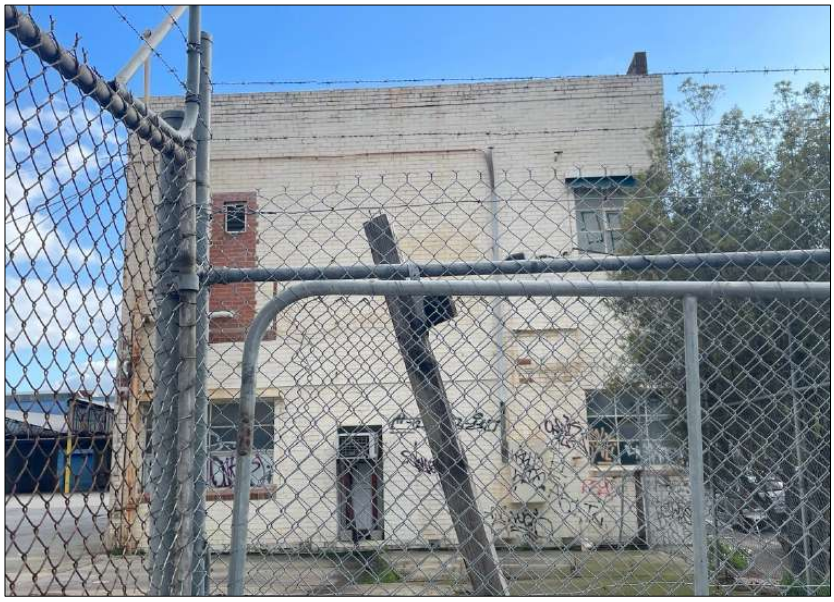

Figure 13 *The east (side) elevation of the former laboratory building.*

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Figure 14 Partial view of the Appleton Street frontage.



Figure 15 Modern building occupying the southern end of the Appleton Street frontage.

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In terms of its context, the subject site is located in a part of Richmond that was historically characterised by factories and warehouses of one to two storeys, but which is currently experiencing substantial change with a number of multi storey developments completed or approved for construction on redundant industrial sites.

The north side of Doonside Street, opposite the subject site, retains single and double-storey interwar industrial buildings (77 Burnley Street & 1 Doonside Street) and a large parcel of vacant land currently used as a carpark – all of which is proposed to be redeveloped with multi-storey built form as part of the expansion the Victoria Gardens shopping centre. A seven storey apartment development has recently been completed on the north-west corner of Burnley and Buckingham Streets, diagonally opposite the subject site.

The land to the immediate east of the subject site has been redeveloped with the 'Embassy' apartment complex, ranging from eight to thirteen storeys in height (36-44 Doonside Street and 27-41 Appleton Street). Further to the east, the single-storey façade of the former Builders' Steel Form Supply Co. was retained and incorporated into a multi-storey development (9-11 David Street). The subject site also interfaces with a fine grain residential streetscape on the south side of Appleton Street. Notwithstanding that this streetscape is partially included in a Heritage Overlay precinct, Appleton Street does not present as a homogenous or highly intact heritage environment. The south side of the street contains a relatively diverse mix of late-Victorian, Edwardian and interwar residences in varying states of intactness, along with c1990-2000 townhouses at no.14/14A and recent infill at no.8/8A.



Figure 16 *Recently completed apartment complex on the north-west corner of Burnley and Buckingham Streets (diagonally opposite the subject site).*

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Figure 17 *Interwar factory on the north-east corner of Burnley and Doonside Streets. A multi-storey mixed use development has recently been approved for this site.*



Figure 18 *View looking south along Appleton Street towards the multi-storey apartment building at 9-11 David Street. Vacant land to the left of the image is to be redeveloped as part of the Victoria Gardens expansion.*



Figure 19 *The 'Embassy' apartment complex abutting the eastern end of the subject site. The former Repco laboratory is visible to the right.*



Figure 20 *Residential streetscape on the south side of Appleton Street, opposite the subject site.*

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5.0 Heritage Listings

The subject site at 81-95 Burnley Street is partially covered by a site-specific heritage overlay HO375 – '*Russell Manufacturing Pty Ltd later Repco'*. The heritage overlay encompasses the pre-1945 office and stores building and factory to a depth of 34 metres from the Burnley Street frontage. The former Repco laboratory at 26 Doonside Street is listed separately on the Heritage Overlay schedule as HO252. External paint controls apply to both HO252 and HO375 but there are no internal alteration controls or tree controls. The balance of the subject site has no Heritage Overlay controls.

South of the subject site, the residential properties at 8-38 Appleton Street form part of the Yarraberg Precinct (HO460). Separate Heritage overlays apply to the dwellings at 2-6 Appleton Street (HO374) and adjoining properties at 97-103 Burnley Street (HO369). An individual heritage overlay control applies to 24 Appleton Street (HO370).

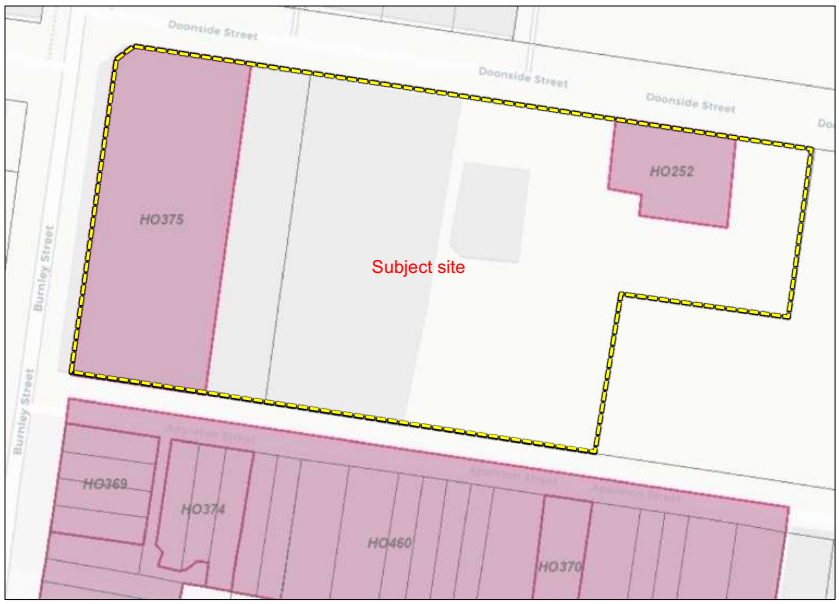

Figure 21 *Map showing individual Heritage Overlay controls applying to 26 Doonside Street (HO252) and the front part of 81-95 Burnley Street (HO375).*

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6.0 Statements of Significance

The statements of significance for the buildings at 81-95 Burnley Street and 26 Doonside Street are reproduced below.

81-95 Burnley Street (HO375):

What is significant?
The Russell Manufacturing Company Pty Ltd (later Repco) building at 81-95 Burnley Street, Richmond is significant to the extent of the pre-1945 fabric. Built in stages for the Russell Manufacturing Company Pty Ltd, the brick (overpainted) building has a strong Moderne styling, with horizontal banding on the main elevations.

Post-1945 alterations and additions to the building are not significant.

How is it significant?
The Russell Manufacturing Company Pty Ltd (later Repco) building is aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?
The Russell Manufacturing Company Pty Ltd (later Repco) building is aesthetically significant (Criterion E):

- *for its strong Moderne styling as ideally presented on a corner site.*
- *for the relationship with the significant Moderne style former Repco Building at 26 Doonside Street (HO256).*

The Russell Manufacturing Company Pty Ltd (later Repco) building is historically significant (Criteria A & H):

- *as tangible evidence of the large factories built during the interwar period when Richmond became a centre of manufacturing in Victoria.*
- *for the association with the successful motor spare parts firm of Russell Manufacturing Company Pty Ltd.*

26 Doonside Street (HO252):

What is significant?
The building, built c.1939 as an office and laboratories for the Russell Manufacturing Co., which later became Repco at 26 Doonside Street, Richmond is significant. It is a two storey Moderne style bichromatic brick building. It is approximately square in plan, with a curved corner at the northwest. The building is oriented north-west, and the composition of the main panels of brickwork is approximately symmetrical about a diagonal axis which runs through the corner entrance, which has a cantilevered concrete canopy. The north and west elevations are of face manganese brick, whilst large panels of cream brick give the appearance of wrapping around this, leaving a vertical strip of dark brown brick above the entrance. This corner element is decorated with a narrower vertical strip of horizontally-striped tapestry brickwork, and surmounted by three white painted vertical concrete fins. The north elevation features two bands of windows, each comprising three panels of multi-paned steel-framed windows with manganese brick spandrels and sills. These windows turn the corner to the east elevation; to their right are two vertically placed circular windows, probably to a staircase. The west wall of the building was once attached to a single-storey building which has since been demolished, with the exception of part of the front wall and cream brick parapet which adjoins No. 26.

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How is it significant?
The former Repco office and laboratory building at 26 Doonside Street, Richmond, is of local architectural significance of the City of Yarra.

Why is it significant?
It is architecturally and aesthetically significant as a particularly sophisticated example of a small building in the Moderne style, which exhibits an interesting composition of a limited palette of materials. It is thus distinctive for a building of its size and type. The demolition of other adjacent buildings has increased the aesthetic contribution of this building to an otherwise architecturally undistinguished industrial streetscape. (Criteria D & E)

7.0 Heritage Policy Provisions

As noted above, heritage overlay controls apply to two discrete areas of the subject site. These parts of the site are therefore subject to the Heritage Overlay provisions at Clause 43.01 of the Yarra Planning Scheme. The purpose of the heritage overlay is as follows:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To conserve and enhance heritage places of natural or cultural significance.

To conserve and enhance those elements which contribute to the significance of heritage places.

To ensure that development does not adversely affect the significance of heritage places.

To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority will need to consider, as appropriate:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *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 and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the lopping or development will adversely affect the health, appearance or significance of the tree.*

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- *Whether the location, style, size, colour and materials of the proposed solar energy system will adversely affect the significance, character or appearance of the heritage place.*

Proposals for redevelopment of heritage overlay sites must also be assessed in terms of Clauses 15.03-1S Heritage Conservation and 15.03-1L Heritage, the relevant provisions of which are reproduced below:

Clauses 15.03-1S
Strategies
Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

Provide for the protection of natural heritage sites and man-made resources.

Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

Encourage appropriate development that respects places with identified heritage values.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements of a heritage place.

Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings where their use has become redundant.

Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

Clauses 15.03-1L
Objectives
To conserve and enhance Yarra's natural and cultural heritage.

To preserve the scale and pattern of streetscapes in heritage places.

To ensure the adaptation of heritage places is consistent with the principles of good conservation practices.

To promote signs that conserve and enhance the significance of a heritage place.

Strategies
New development, alterations or additions
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.*

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- *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.

Demolition

Prioritise the conservation and adaptive reuse of a heritage place over demolition.

Prevent the demolition of individually significant or contributory buildings unless all of the following can be demonstrated:

- *The building is structurally unsound rather than in poor condition.*
- *Alternative stabilisation works have been investigated and are not feasible.*
- *The replacement building and/or works is appropriate for the heritage context.*

Prevent the demolition of any part of an individually significant or contributory building unless all of the following can be demonstrated:

- *The demolition will not adversely affect the significance of the heritage place.*
- *The partial demolition will contribute to the long-term conservation of the heritage place.*
- *The fabric does not contribute to the significance of the place or the area of demolition is not visible from:*
  - *The street frontage (other than a laneway), unless:*
    - *The principal façade addresses the laneway; or*
    - *The fabric visible from the laneway is identified in the Statement of Significance.*
    - *A park or public open space immediately adjoining the site.*
- *The demolition of part of the building allows its three-dimensional form to be retained and does not result in the retention of only the visible façade of the building and demolishing the remainder.*
- *The replacement building is a high quality design.*

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Encourage applications for demolition to be accompanied by an application for new development.

Prevent the demolition of an individually significant or contributory building unless new evidence has become available to demonstrate that the building is not of heritage significance and does not contribute to the significance of a heritage place.

Commercial and industrial heritage places

Articulate new façades by incorporating simple architectural detailing that does not compete with the more elaborate detailing of adjoining individually significant or contributory building.

Retain the visual prominence of both façades of buildings on corner sites (not including laneways).

Discourage the following in the facades of individually significant and contributory buildings:

- *New openings.*
- *Enlarging existing openings.*
- *New floor plates, walls, columns or structural supports cutting through openings.*
- *Highly reflective glazing in historic openings (not including solar panels).*
- *Large expanses of glazing with a horizontal emphasis, except for ground floor shop fronts.*
- *Unarticulated curtain glazing.*
- *Balconies in historic openings.*

[…]

Industrial heritage places

Conserve and enhance roof forms that contribute to the significance of the building, particularly parts that are visible from the public realm or incorporate features such as lanterns, skylights and vents.

Conserve and enhance features such as steel trusses, lanterns, chimneys, silos, towers and their visual prominence within industrial sites.

Encourage new development on small scale one or two storey industrial buildings that does not visually dominate the historic form when viewed from the public realm.

Retain redundant equipment on significant industrial sites where it aids the understanding of the heritage place.

[…]

Restoration and reconstruction

Retain the significance of the heritage place and the original fabric through:

- *Restoration (returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material).*
- *Adaptive re-use.*
- *Reconstruction, where evidence exists (returning a place to a known earlier state, including the introduction of new material).*

Support the reconstruction of a building or works that previously existed in a heritage place if:

- *The reconstruction will support the significance of the heritage place.*
- *Evidence exists to support the accuracy of the reconstruction.*

Encourage the reconstruction of a missing building in an otherwise identical row or pair of buildings if it supports the cultural significance of the heritage place.

Painting and surface treatments

Support the removal of paint and other surface treatments from originally unpainted/untreated masonry surfaces by non-abrasive methods.

Retain historic painted signs.

Discourage painting, rendering or other surface treatments of unpainted surfaces.

Where external paint controls apply, ensure paint colours and types are consistent with the period of construction and architectural style of the heritage place.

[…]

Subdivision

[…]

Ensure that the subdivision of former industrial complexes reflects or interprets the historical arrangement of the heritage buildings or processes.

8.0 Proposal

The proposal is for the redevelopment of the subject site with a four multi-storey residential apartment towers (identified as towers A through D). The towers are to be built over a 2-3 level basement carpark and podiums with 1-3 storey street frontages, bisected by pedestrian laneways.

The Heritage Overlay building at the western end of the site is to be retained to the extent of the Moderne style facades to Burnley, Doonside and Appleton Streets. A two storey podium with a retail use will be erected behind the retained heritage façade.

Tower A is setback 10.2 metres from the Burnley Street heritage façade, 10.875 metres from Appleton Street and 8.1 metres from Doonside Street. The tower has a maximum height of 17 storeys, stepping down to 8 storeys on the south side. It is rectilinear in form and adopts a contemporary architectural expression referencing the site's historical industrial built form character. This is achieved with the use of face brick cladding to the mid-rise section and expressed black steel frame to the upper level with large multi-pane windows.

Tower B is positioned at the centre of the subject site, outside of the Heritage Overlay curtilage. It is rises to a maximum of 18 storeys and has a sculptured, irregular plan form and single storey podium facing Appleton Street. Tower D is also sits outside of the Heritage Overlay curtilage. It has an eight storey rectangular plan envelope setback behind a three storey podium fronting Appleton Street.

Tower C is positioned at eastern end of the Doonside Street frontage adjacent to the former Repco laboratory (HO252). It has a 13 storey envelope arranged in an L shaped plan with curved corners echoing the curved façade of the former laboratory. The tower is setback from the east and south sides of the former laboratory, so that it is mostly outside of the heritage overlay curtilage. The former laboratory is retained to the extent of its existing external envelope, excluding the roof form. A remnant brick wall with a steel roller door to the west side of the building will be demolished. The western half of the former laboratory will interface with a new public park.

The retained heritage facades will undergo restoration works, including:

- Stripping paint and graffiti from face brick surfaces using non-abrasive methods.
- Repair of brickwork and pointing as necessary.
- If paint cannot be successfully removed and/or brickwork is beyond repair, seek alternative solutions, eg re-painting using a brick like colour or replacement of damaged face bricks to the satisfaction of the Responsible Authority.

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- Removal of redundant signage, pipework, electrical fittings etc and making good.
- Removal of non-original glass blocks from window openings to the Doonside Street façade and reinstatement of window frames consistent with the appearance of the original multi-pane windows.
- Replacement of steel framed windows with higher performing glazing system consistent with the industrial interwar architectural character of the heritage facades.
- Repair and repainting of rendered elements.

9.0 Discussion

From a heritage perspective, the key considerations in relation to the proposal arise from the extent of the demolition works and the appropriateness of new built form. These aspects of the proposal are discussed separately below.

Demolition

The former Repco laboratory at 26 Doonside Street will be retained to the extent of the interwar facades. The roof will be demolished and interiors will be stripped out but this will not diminish the architectural significance of the building given that (a) the roof is concealed by the parapet and (b) internal alteration controls do not apply to this building.

The heritage overlay building at 81-95 Burnley Street will undergo more extensive demolition works involving the removal of roofs and all other fabric behind the three street facades. Clause 15.03-1L encourages the conservation of roof forms that contribute to the significance of industrial heritage buildings '*particularly parts that are visible from the public realm or incorporate features such as lanterns, skylights and vents'*. The roofs to the double-storey wings of the Burnley Street heritage building are concealed by parapets and are not integral to the architectural significance of the interwar Moderne façade. The sawtooth roofs to the single-storey factory wings are neither readily visible from the public realm nor a major element in the architectural composition of the place.

Furthermore, the statement of significance for 81-95 Burnley Street makes no specific reference to existing roof forms. The building is considered to be significant for its strong interwar Moderne style, its relationship to the other Repco building at 26 Doonside Street, as tangible evidence of large factories built during the interwar period, and for the association with Russell Manufacturing (a company affiliated with Repco). These aspects of significance will not be diminished by the removal of the sawtooth roofs. The significance of the building primarily resides in the street facades and to that extent retention of the facades as proposed is deemed appropriate.

The retained façade will undergo very minor demolition works whereby an existing window sill is dropped to ground level to accommodate a booster cupboard – the width of the opening is unchanged so as to preserve the original fenestration rhythm.

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The retention of heritage facades at the western end of the site, wrapping around three street frontages, will preserve a sense of the three-dimensional form of the building and the scale of the manufacturing enterprise that formerly occurred on the site. Accepting that Clause 15.03-1L discourages demolition that results in the retention of visible facades only, it is an outcome that is clearly anticipated in the approved Development Plan. Further to this issue, the DPO for the subject site does not rule of the removal of existing fabric behind the heritage facades but instead seeks to mitigate the perception of a facadist outcome by ensuring that there is '*solid built form behind the retained facades*'. The proposal responds to this directive by providing enclosed and roofed over space behind the retained heritage façades.

The basement excavation occurring within close proximity to the retained heritage facades can be appropriately managed by temporary structural support and protection measures. A methodology for this can be prepared by a structural engineer as a condition of permit.

Overall, the proposed demolition works will not have an unacceptable impact on the significance of the place, and are considered to strike an appropriate balance between the outcomes for the retention of heritage fabric encouraged by local heritage policy and the broader strategic objectives for future development of the site.

New Built Form

The proposed development will clearly bring about a substantial change to the urban context of the heritage overlay buildings occupying part of the subject site and those on Appleton Street opposite the subject site. This is nonetheless a change that aligns with the approved Development Plan for the site, including in terms of the overall scale, massing, siting and setbacks of new multi-storey built form relative to the retained heritage facades – noting that Tower A has greater setbacks from the Burnley Street frontage than shown in the Development Plan, and which exceed the DPO's preferred upper level setback of 8 metres.

A key point to be made in relation to heritage issues is that Heritage Overlay controls only apply to a relatively small part of the subject site. The largest of the proposed multi-storey towers (Tower B) is outside of the Heritage Overlay curtilage, as is Tower D. Tower C is almost entirely outside of the Heritage Overlay other than parts of the ground floor podium and sliver of the north façade. As such, the impacts of the proposed development are more a matter to be assessed with regard to urban design considerations and non-heritage planning policies.

As already described, the environs of the subject site are undergoing substantial transformation with a number of multi-storey developments completed or approved. The heritage buildings on the subject site and on Appleton Street are, therefore, already experienced in the context of substantial multi-storey buildings with further development of this kind expected to occur.

This is an urban environment that can readily accommodate contemporary development of the scale proposed. It should also be recognised that the expectations of the heritage policy in regard to the scale and form of new development are moderated by broader strategic planning objectives and policies encouraging more intensive forms of development in this part of Richmond.

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The above notwithstanding, the proposal responds appropriately to the heritage overlay buildings on the subject site and on Appleton Street. A sympathetic scale relationship is established with the heritage buildings by the use low-rise, fine grain street walls. The development also places the tallest and most substantial of the new building envelopes on the Doonside Street frontage, transitioning to lower scale development at the interface with the heritage overlay streetscape on the south side of Appleton Street.

The proposal also utilises design elements and materials that relate to the industrial character of the heritage buildings, principally in the use of face brick cladding and large multi-pane windows that take their cue from the multi-pane steel framed windows found on the Burnley Street façade and other former factory buildings in the area. Tower C adopts the curved forms of the interwar Moderne style former Repco laboratory as its design inspiration.

The upper level setbacks are sufficient to maintain the primacy of the retained heritage fabric. The new first floor envelope at the corner of Burnley and Appleton Streets is setback from the single-storey heritage façade in accordance with the Development Plan and adopts a visually lightweight, recessive design with large expanses of glazing and dark coloured metal cladding distinct from the face brick heritage façade. In accordance with outcomes for industrial heritage places encouraged by Clause 15.03-1L, new floor plates, walls, columns and other structural elements do not cut through existing openings. Historic openings are not converted to balconies or fitted with highly reflective glazing, nor do the towers have unarticulated curtain glazing – the tower facades are well articulated by recessed and projecting elements and variations in cladding materials and finishes.

10.0 Conclusion

In conclusion, the proposed development successfully balances outcomes in terms of the retention of heritage fabric and the more intensive use of the site and the height, setbacks and character of the new built form anticipated by the approved Development Plan .

The scheme is responsive to the form, character and materiality of industrial heritage buildings on subject site but is also consistent with the emerging character of the area, as defined by recently completed and approved multi-storey developments.

Although the works will result in a substantial degree of change to the site, this change will not have an unacceptable impact on the significance of heritage buildings on the subject site and in the environs of the site. The scheme has therefore been designed with appropriate regard for relevant Council heritage policy at Clause 15.03 and the Heritage Overlay decision guidelines at Clause 43.01.

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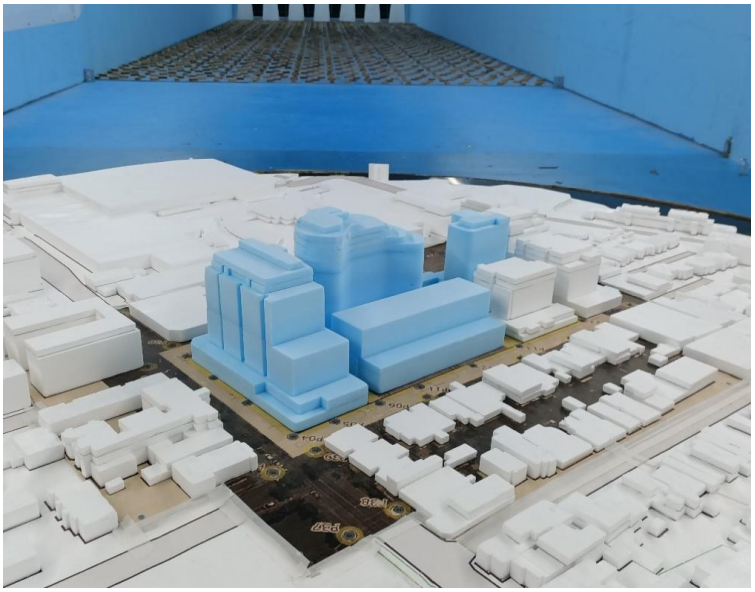

PEDESTRIAN WIND ENVIRONMENT STUDY

81-95 BURNLEY STREET & 26-34 DOONSIDE STREET, RICHMOND

WG433-04F02(REV3)- WE REPORT

JULY 13, 2023

Prepared for:

Burnley Street Developments by Gurner

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30 YEARS OF EXCELLENCE IN WIND ENGINEERING

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EXECUTIVE SUMMARY

This report presents the results of a detailed investigation into the wind environment impact of the masterplan of the 81-95 Burnley Street development, located in Richmond, Victoria. Testing was performed at Windtech's boundary layer wind tunnel facility. The wind tunnel has a 3.0m wide working section and a fetch length of 14m, and measurements were taken from 16 wind directions at 22.5 degree increments. Testing was carried out using a 1:300 scale model of the development massing. The effects of nearby buildings and land topography have been accounted for through the use of a proximity model which represents an area with a radius of 375m.

Peak gust and mean wind speeds were determined at selected critical outdoor trafficable locations within and around the subject development site. Wind velocity coefficients representing the local wind speeds are derived from the wind tunnel and are combined with a statistical model of the regional wind climate (which accounts for the directional strength and frequency of occurrence of the prevailing regional winds) to provide the equivalent full-scale wind speeds at the site. The wind speed measurements are compared with criteria for pedestrian comfort and safety, based on Gust-Equivalent Mean (GEM) and annual maximum gust winds, respectively.

The model was tested in the wind tunnel without the effect of any forms of wind ameliorating devices such as screens, balustrades, etc., which are not already shown in the architectural drawings. The effect of vegetation was also excluded from the testing. The existing site conditions were also tested, for comparison.

The results of the study indicate that wind conditions for many trafficable outdoor locations within and around the development will be suitable for their intended uses. Some areas will experience strong winds which will exceed the relevant criteria for safety and/or the existing site conditions. Additional wind tunnel testing was conducted with the inclusion of treatments for these areas. The results of the additional testing indicated the following treatment scheme was effective in wind mitigation and the outdoor trafficable areas within and around the development site will meet the safety limit criterion and/or better than the existing site conditions:

Doonside Park:

- Inclusion of 1-1.5m high raised garden beds along the public open space.
- Strategic inclusion of impermeable screens atop of the raised garden beds, with an overall height of 2.5m from the local ground level.
- Inclusion of a 2.5m high porous screen along the perimeter edge of the proposed paving at the centre of the public open space. The porosity of the screen is to be a maximum of 30%.
- The proposed bench adjacent to the heritage building is to have a 1.5m high impermeable backrest.

Building A:

- Inclusion of impermeable awnings along the northern and western façade of the podium.
- Inclusion of a Level 1 porous canopy along the eastern façade of the podium (between Buildings A and B) with a maximum porosity of 30%.

- Inclusion of fixed openings within the existing ground level windows/door systems at the north-western corner.
- An extension of the proposed north-western lobby entrance further along the southern boundary.
- Inclusion of 1.5m high impermeable balustrades on the Level 2 podium. The impermeable balustrade is to be offset 1.5m away from the podium edge along the northern and western boundaries.
- Inclusion of a north-western corner 4m x 4m wide balcony on all levels of the tower. A full-height porous screen is also to be included along the western perimeter edge of the balconies with a maximum porosity of 30%.

Building B:

- Inclusion of Level 2 impermeable awnings along the northern façade of the podium.
- Inclusion of a Level 2 porous canopy along the eastern façade of the podium with a maximum porosity of 30%.

Building C:

- Inclusion of 3m high impermeable screens along the north-western perimeter edge of the Level 2 podium rooftop.
- Inclusion of a porous canopy atop of the abovementioned 3m high impermeable screen. The porosity of the canopy is to be a maximum of 30%.
- Inclusion of 3m high porous screen along most of the eastern edge of the Level 2 podium rooftop.
- Inclusion of a north-eastern corner 3m x 3m wide balcony on all levels of the tower. A full-height porous screen is also to be included along the eastern perimeter edge of the balconies with a maximum porosity of 30%.

It should be noted that many of these issues are due to funnelling, downwash and corner acceleration effects of the northerly winds and will likely be improved or resolved with the inclusion of the Victoria Gardens development across Doonside Street to the north.

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Appendix C Directional Plots of Wind Tunnel Results
Appendix D Velocity and Turbulence Intensity Profiles
Appendix E IN-Principle Wind mitigation Strategies to address Wind Comfort CriteriA

1 INTRODUCTION

A wind tunnel study has been undertaken to determine wind speeds at selected critical outdoor trafficable areas within and around the subject development. The test procedures followed for this wind tunnel study were based on the guidelines set out in the Australasian Wind Engineering Society Quality Assurance Manual (AWES-QAM-1-2019), ASCE 7-16 (Chapter C31), and CTBUH (2013).

A scale model of the development massing was prepared, including the surrounding buildings and land topography. Testing was performed at Windtech's boundary layer wind tunnel facility. The wind tunnel has a 3.0m wide working section and a fetch length of 14m, and measurements were taken from 16 wind directions at 22.5 degree increments. The wind tunnel was configured to the appropriate boundary layer wind profile for each wind direction. Wind speeds were measured using either Dantec hot-wire probe anemometers or pressure-based wind speed sensors, positioned to monitor wind conditions at critical outdoor trafficable areas of the development.

The massing model was tested in the wind tunnel without the effect of any forms of wind ameliorating devices such as screens, balustrades, etc., which are not already shown in the architectural drawings. The effect of vegetation was also excluded from the testing. The wind speeds measured during testing were combined with a statistical model of the regional wind climate to provide the equivalent full-scale wind speeds at the site. The measured wind speeds were compared against appropriate criteria for pedestrian comfort and safety, and in-principle treatments have been recommended for any area which was exposed to strong winds. These treatments could be in the form of retaining vegetation that is already proposed for the site, or including additional vegetation, screens, awnings, etc. Note however that, in accordance with the AWES Guidelines (2014), only architectural elements or modifications are used to treat winds which represent an exceedance of the existing wind conditions and exceed the safety limit.

2 WIND TUNNEL MODEL

Wind tunnel testing was carried out using a 1:300 scale model of the development massing and surroundings. The massing study model was constructed using a Computer Aided Manufacturing (CAM) process to ensure that a high level of detail and accuracy is achieved. The effect of nearby buildings and land topography has been accounted for through the use of a proximity model, which represents a radius of 375m from the development site. Photographs of the wind tunnel model are presented in Figures 1. A plan of the proximity model is provided in Figure 2.

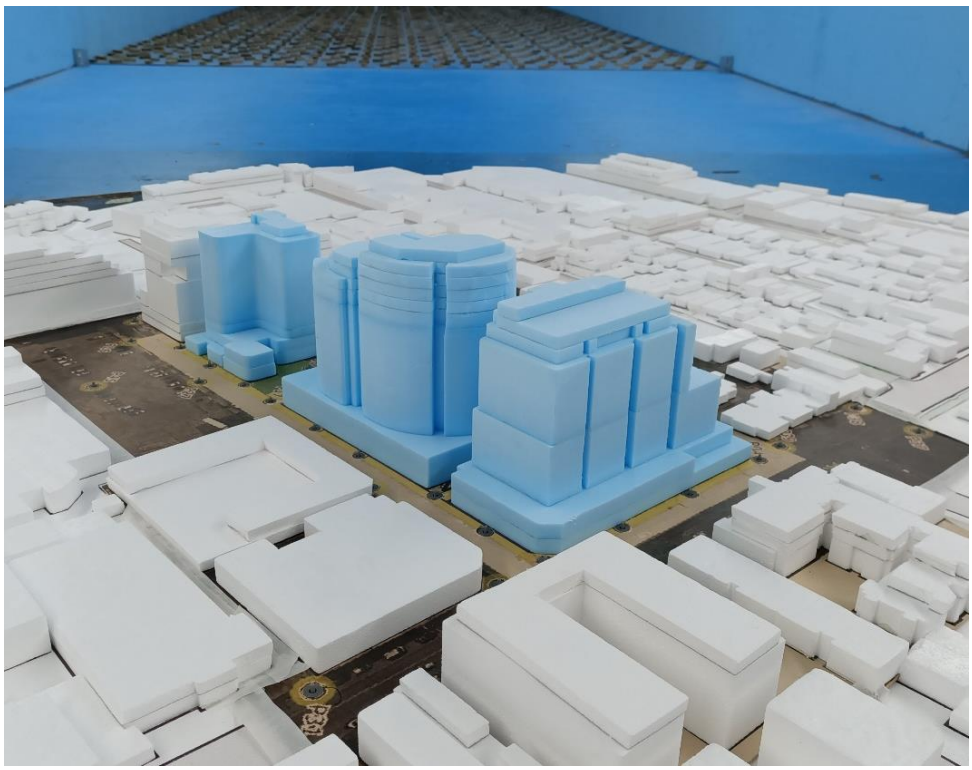

Figure 1a: Photograph of the Wind Tunnel Model (Proposed Site Conditions, view from the north-west)



Figure 1b: Photograph of the Wind Tunnel Model (Proposed Site Conditions, view from the north)



Figure 1c: Photograph of the Wind Tunnel Model (Proposed Site Conditions, view from the east)



Figure 1d: Photograph of the Wind Tunnel Model (Proposed Site Conditions, view from the south)

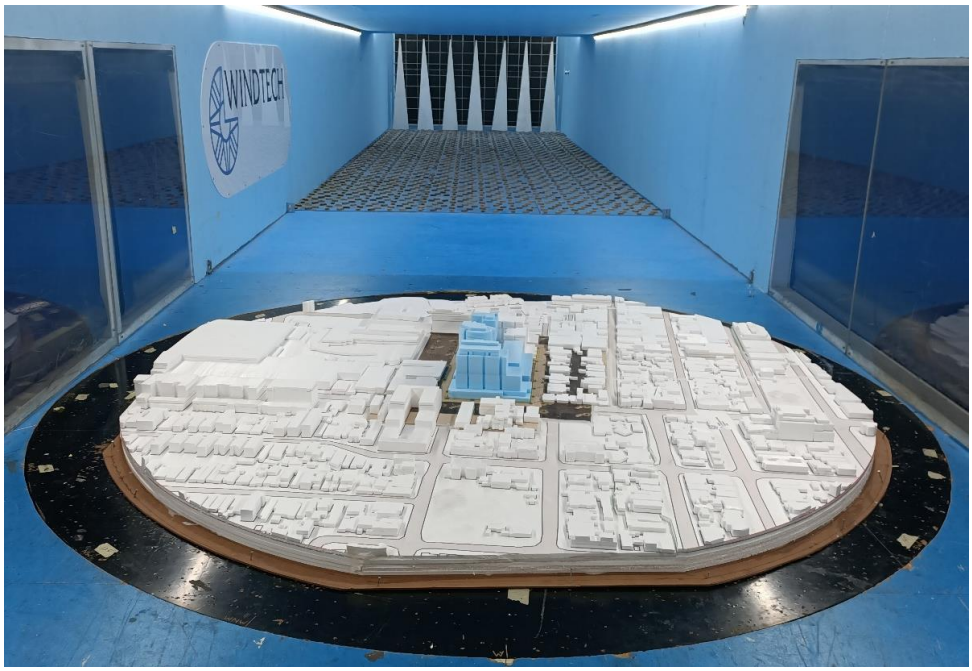

Figure 1e: Photograph of the Wind Tunnel Model (Proposed Site Conditions, view from the west)

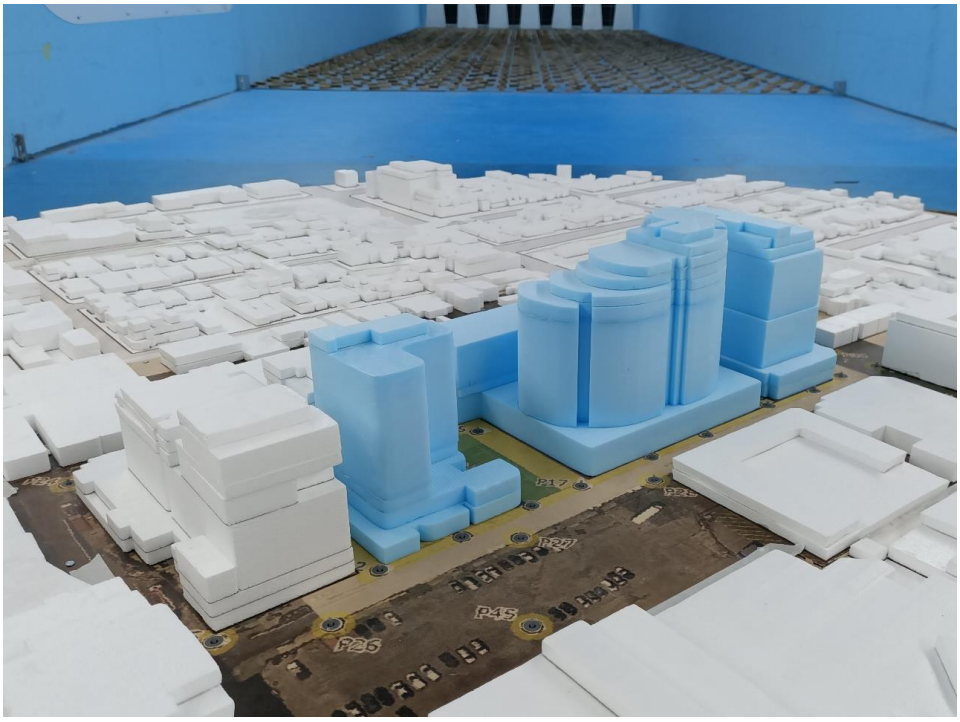

Figure 1f: Photograph of the Wind Tunnel Model (Proposed Site Conditions, close-up view from the north-east)



Figure 1g: Photograph of the Wind Tunnel Model (Existing Site Conditions, close-up view from the north-east)

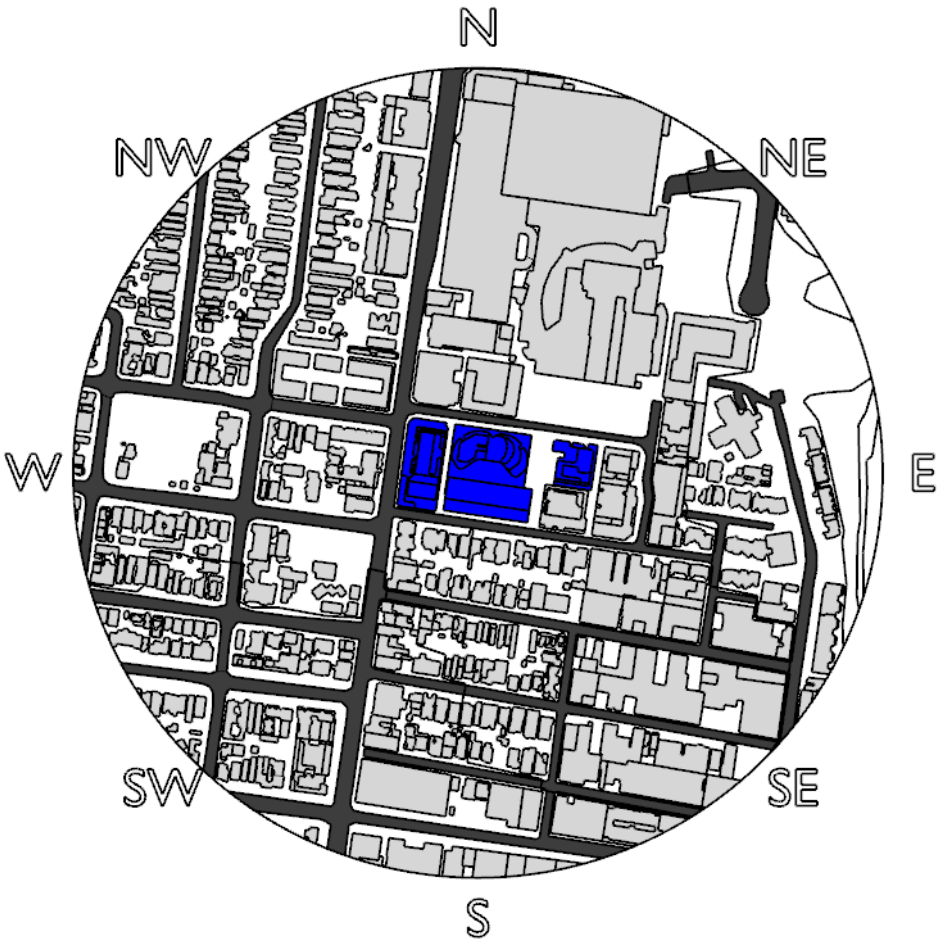

Figure 2a: Proximity Model Plan (Proposed Site Conditions)

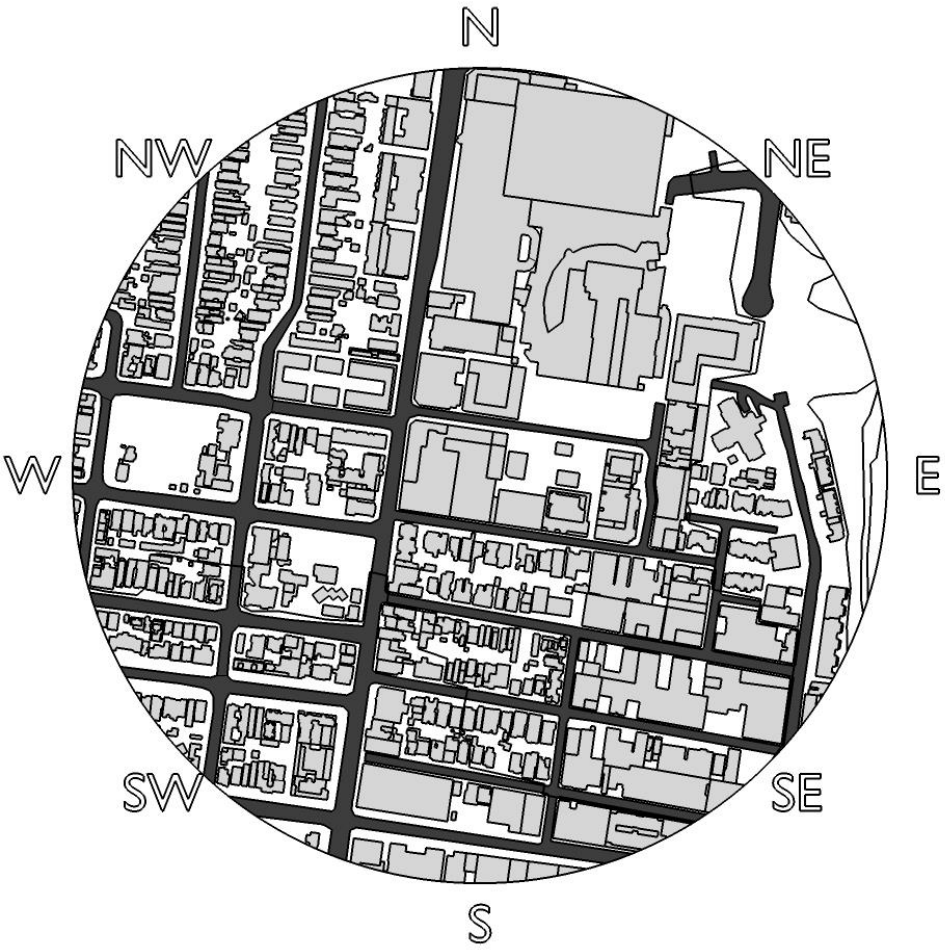

Figure 2b: Proximity Model Plan (Existing Site Conditions)

3 BOUNDARY LAYER WIND PROFILES AT THE SITE

The roughness of the surface of the earth has the effect of slowing down the wind near the ground. This effect is observed up to the boundary layer height, which can range between 500m to 3km above the earth's surface depending on the roughness of the surface (ie: oceans, open farmland, etc). Within this range the prevailing wind forms a boundary layer wind profile.

Various wind codes and standards and other publications classify various types of boundary layer wind flows depending on the surface roughness z_0. Descriptions of typical boundary layer wind profiles, based on D.M. Deaves and R.I. Harris (1978), are summarised as follows:

- Flat terrain (0.002m < z_0 < 0.003m). Examples include inland water bodies such as lakes, dams, rivers, etc, and the open ocean.
- Semi-open terrain (0.006m < z_0 < 0.01m). Examples include flat deserts and plains.
- Open terrain (0.02m < z_0 < 0.03m). Examples include grassy fields, semi-flat plains, and open farmland (without buildings or trees).
- Semi-suburban/semi-forest terrain (0.06m < z_0 < 0.1m). Examples include farmland with scattered trees and buildings and very low-density suburban areas.
- Suburban/forest terrain (0.2m < z_0 < 0.3m). Examples include suburban areas of towns and areas with dense vegetation such as forests, bushland, etc.
- Semi-urban terrain (0.6m < z_0 < 1.0m). Examples include centres of small cities, industrial parks, etc.
- Urban terrain (2.0m < z_0 < 3.0m). Examples include centres of large cities with many high-rise towers, and also areas with many closely-spaced mid-rise buildings.

The boundary layer wind profile does not change instantly due to changes in the terrain roughness. It can take many kilometres (at least 100km) of a constant surface roughness for the boundary layer wind profile to achieve a state of equilibrium. Hence an analysis of the effect of changes in the upwind terrain roughness is necessary to determine an accurate boundary layer wind profile at the development site location.

The proximity model accounts for the effect of the near field topographic effects as well as the influence of the local built forms. To account for further afield effects, an assessment of the upwind terrain roughness has been undertaken based on the method given in AS/NZS1170.2:2021, using a fetch ranging from 20 to 60 times the study reference height (as per the recommendation by AS/NZS1170.2:2021). An aerial image showing the surrounding terrain is presented in Figure 3 for a range of 1.8 km from the edge of the proximity model used for the wind tunnel study. The resulting mean and gust terrain and height multipliers at the site location are presented in Table 1, referenced to the study reference height (which is approximately half the height of the subject development since typically we are most interested in the wind effects at the ground plane). Details of the boundary layer wind profiles at the site are combined with the regional wind model (see Section 4) to determine the site wind speeds.

Table 1: Approaching Boundary Layer Wind Profile Analysis Summary (at the study reference height)

Wind Sector (degrees)	Terrain and Height Multiplier			Turbulence Intensity	Equivalent Terrain Category (AS/NZS1170.2:2011 naming convention)
	$k_{tr,T=1hr}$ (hourly)	$k_{tr,T=10min}$ (10min)	$k_{tr,T=3s}$ (3sec)	I_v	
0	0.64	0.68	1.05	0.213	2.8
30	0.64	0.67	1.05	0.216	2.9
60	0.61	0.65	1.03	0.225	3.0
90	0.61	0.65	1.03	0.225	3.0
120	0.61	0.65	1.03	0.225	3.0
150	0.67	0.71	1.07	0.200	2.7
180	0.63	0.66	1.04	0.220	2.9
210	0.59	0.63	1.01	0.238	3.1
240	0.61	0.65	1.03	0.225	3.0
270	0.58	0.62	1.00	0.246	3.2
300	0.59	0.63	1.01	0.242	3.1
330	0.64	0.68	1.05	0.214	2.9

NOTE: These terrain and height multipliers are to be applied to a basic regional wind speed averaged over 3-seconds. Divide these values by 1.10 for a basic wind speed averaged over 0.2-seconds, 0.69 for a basic wind speed averaged over 10-minutes, or 0.66 for a basic wind speed averaged over 1-hour.

For each of the 16 wind directions tested in this study, the approaching boundary layer wind profiles modelled in the wind tunnel closely matched the profiles listed in Table 1. Plots of the boundary layer wind profiles used for the wind tunnel testing are presented in Appendix D of this report.

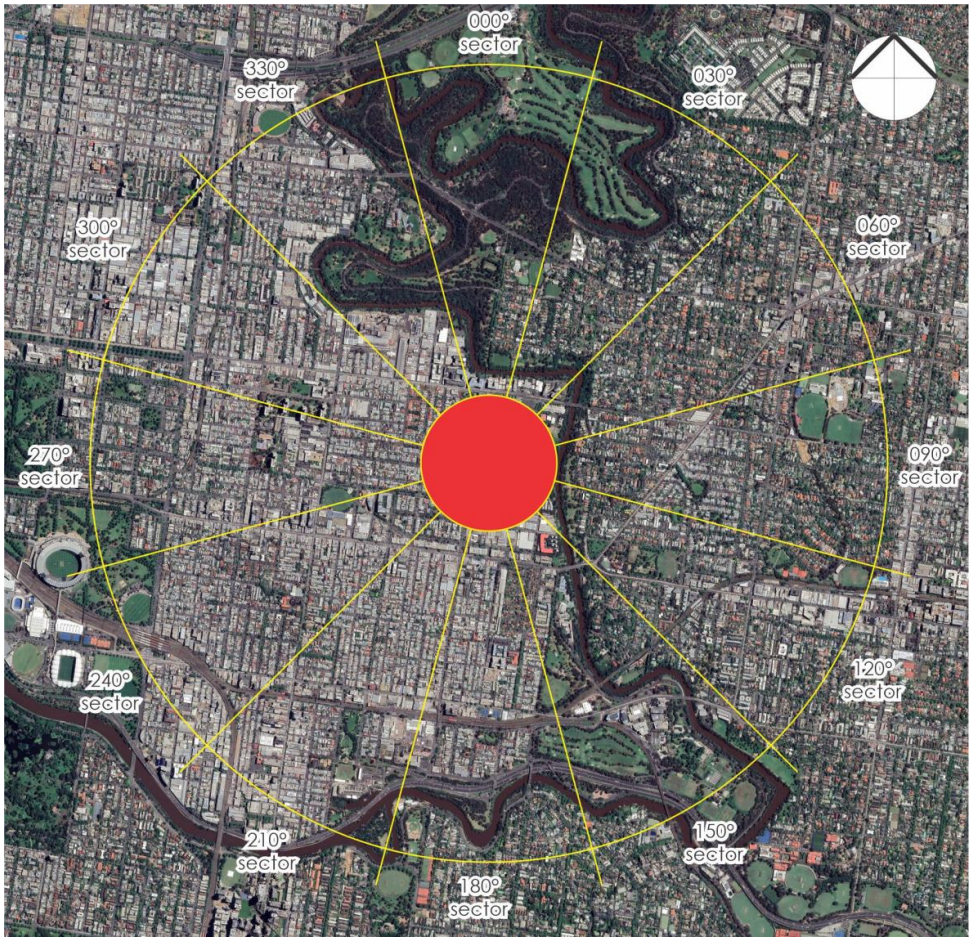

Figure 3: Aerial Image of the Surrounding Terrain (radius of 1.8 km from the edge of the proximity model)

4 REGIONAL WIND MODEL

The regional wind model used in this study was determined from an analysis of measured directional mean wind speeds obtained at the meteorological recording station located at the Melbourne Airport. Data was collected from 1970 to 2009 and corrected so that it represents winds over standard open terrain at a height of 10m above ground for each wind direction. From this analysis, directional probabilities of exceedance and directional wind speeds for the region are determined. The directional wind speeds are summarised in Table 2. The directional wind speeds and corresponding directional frequencies of occurrence are presented in Figure 4.

The northerly winds are by far the most frequent wind for the Melbourne region and the strongest. The southerly winds occur most frequently during the warmer months of the year. The far less frequent westerly winds are usually a cold wind since these occur during the spring and winter months and hence can be a cause for discomfort for outdoor areas. The northerly and southerly winds occur most frequently during the warmer months of the year for the Melbourne region, and hence are usually welcomed within outdoor areas.

The recurrence intervals examined in this study are for exceedances of 5% (per 90 degree sector) of the pedestrian comfort criteria using Gust-Equivalent Mean (GEM) wind speeds, and annual maximum wind speeds (per 22.5 degree sector) for the pedestrian safety criterion. Note that the 5% probability wind speeds presented in Table 2 are only used for the directional plot presented in Figure 4 and are not used for the integration of the probabilities.

Table 2: Regional Directional Wind Speeds (hourly means, at 10m height in standard open terrain) (m/s)

Wind Direction	20% Exceedance	Annual Maximum
N	10.1	15.7
NNE	0.5	11.4
NE	0.5	6.9
ENE	0.5	4.8
E	0.5	5.2
ESE	0.5	6.1
SE	0.5	8.8
SSE	0.5	9.3
S	7.0	11.4
SSW	2.9	10.5
SW	3.1	11.4
WSW	4.1	12.6
W	5.2	12.6
WNW	0.5	10.2
NW	0.5	9.7
NNW	2.3	11.4

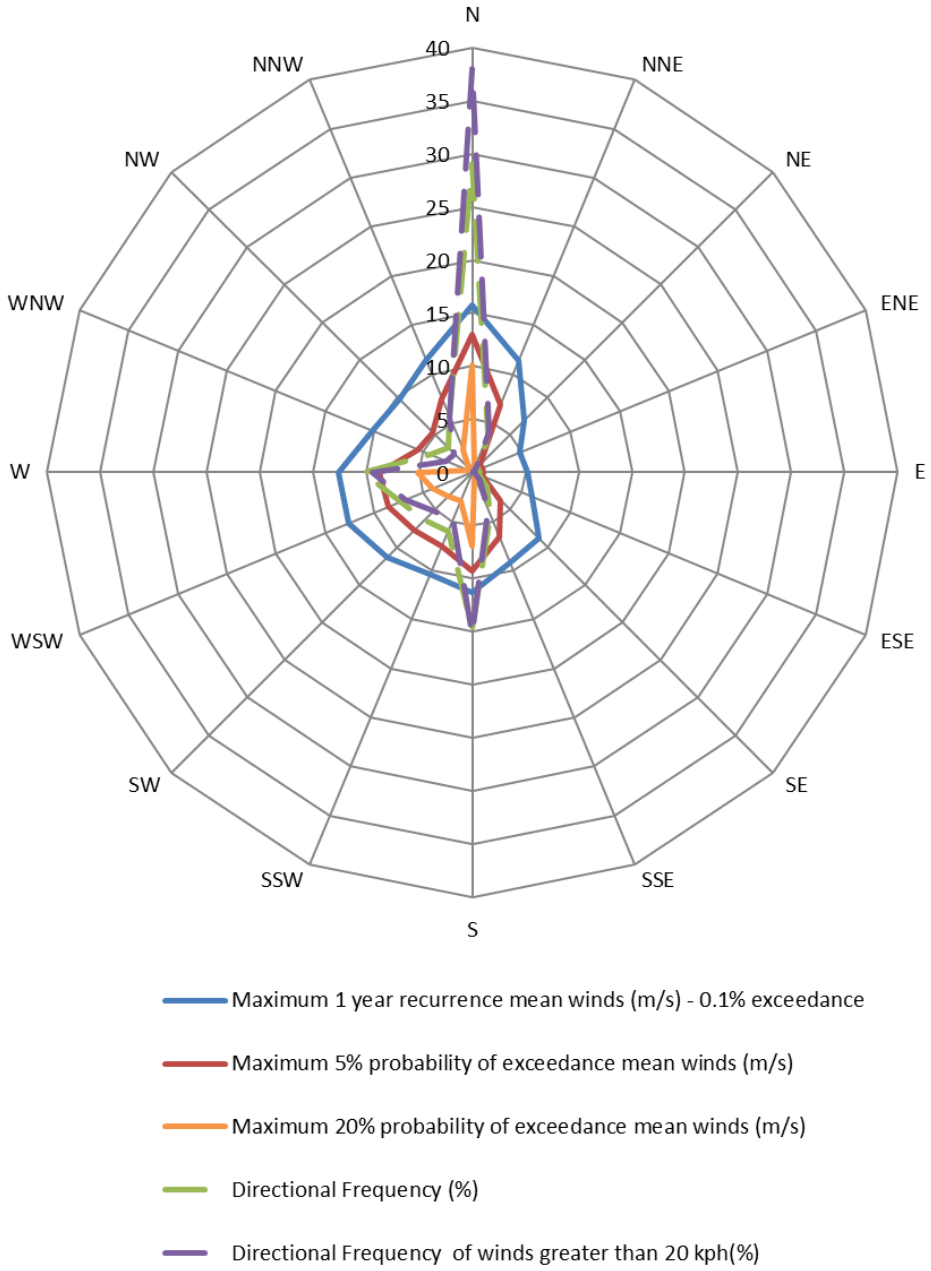

Figure 4: Annual and 5% Exceedance Hourly Mean Wind Speeds, and Frequencies of Occurrence, for the Melbourne Region (at 10m height in standard open terrain)

5 PEDESTRIAN WIND COMFORT AND SAFETY

The acceptability of wind conditions for an area is determined by comparing the measured wind speeds against an appropriate criteria. This section outlines how the measured wind speeds were obtained, the criteria considered for the development, as well as the critical trafficable areas that were assessed and their corresponding criteria designation.

5.1 Measured Wind Speeds

Wind speeds were measured using either Dantec hot-wire probe anemometers or pressure-based wind speed sensors, positioned to monitor wind conditions at critical outdoor trafficable areas of the development. The reference mean free-stream wind speed measured in the wind tunnel, which is at a full-scale height of 200m and measured 3m upstream of the study model.

Measurements were acquired for 16 wind directions at 22.5 degree increments using a sample rate of 1,024Hz. The full methodology of determining the wind speed measurements at the site from either the Dantec Hot-wire probe anemometers or pressure-based wind speed sensors is provided in Appendix B. Based on the results of the analysis of the boundary layer wind profiles at the site (see Section 3), and incorporating the regional wind model (see Section 4), the data sampling length of the wind tunnel test for each wind direction corresponds to a full-scale sample length ranging between 30 minutes and 1 hour. Research by A.W. Rofail and K.C.S. Kwok (1991) has shown that, in addition to the mean and standard deviation of the wind being stable for sample lengths of 15 minutes or more (full-scale), the peak value determined using the upcrossing method is stable for sample lengths of 30 minutes or more.

5.2 Wind Speed Criteria Used for This Study

For this study the measured wind conditions of the selected critical outdoor trafficable areas are compared against two sets of criteria; one for pedestrian safety, and one for pedestrian comfort. The safety criterion is applied to the annual maximum gust winds, and the comfort criteria is applied to Gust Equivalent Mean (GEM) winds. In accordance with ASCE (2003), the GEM wind speed is defined as follows:

$$GEM = max\left(\bar{V}, \frac{\hat{V}}{1.85}\right) \quad (5.1)$$

where:

- $\bar{V}$ is the mean wind speed.
- $\hat{V}$ is the 3-second gust wind speed.

The measured wind conditions for the various critical outdoor trafficable areas around the subject development are compared against the Melbourne Planning Scheme Amendment C270 (2016). This requires both the safety limit criteria and wind comfort criteria to be achieved for the various outdoor public areas. The safety criteria states that the 3-second gust wind speed must not exceed 20m/s for more than 0.1% of the time from any given wind direction.

Furthermore, the criteria for wind comfort must not also exceed more than 20% of the time (probability of exceedance) from all directions combined, measured across all hours of the year. The different comfort are presented in Table 3. These criteria are equivalent to the Davenport (1972) criteria. Research by A.W. Rofail (2007) has shown that the Davenport (1972) criteria, used in conjunction with a GEM wind speed, has proven over time and through field observations to be the most reliable indicator of pedestrian comfort. A more detailed comparison of published criteria has been provided in Appendix A.

The criteria considered in this study are summarised in Tables 3 and 4 for pedestrian comfort and safety, respectively. The results of the wind tunnel study are presented in the form of directional plots attached in Appendix C of this report. For each study point there is a plot of the GEM wind speeds using the comfort criteria, and a plot for the annual maximum gust wind speeds using the safety criterion.

Table 3: Comfort Criteria (from Melbourne Planning Scheme Amendment C270, 2016)

Classification	Description	Maximum 20% Exceedance GEM Wind Speed (m/s)
Sitting	Long duration stationary activities such as in outdoor restaurants and theatres, etc.	5.0
Standing	Short duration stationary activities (generally less than 1 hour), including window shopping, waiting areas, etc.	4.0
Walking	For pedestrian thoroughfares, private swimming pools, most communal areas, private balconies and terraces, etc.	3.0

Table 4: Safety Criterion (from W.H. Melbourne, 1978)

Classification	Description	Annual Maximum Gust Wind Speed (m/s)
Safety	Safety criterion applies to all trafficable areas.	20

5.3 Layout of Study Points

For this study a total of 45 study points along the pedestrian footpaths and other trafficable areas within and around the masterplan development were selected for analysis in the wind tunnel. The locations of the various study points tested for this study, as well as the target wind speed criteria for the various outdoor trafficable areas of the development, are presented in Figures 5 in the form of marked-up plans. It should be noted that only the most critical outdoor locations of the development have been selected for analysis.

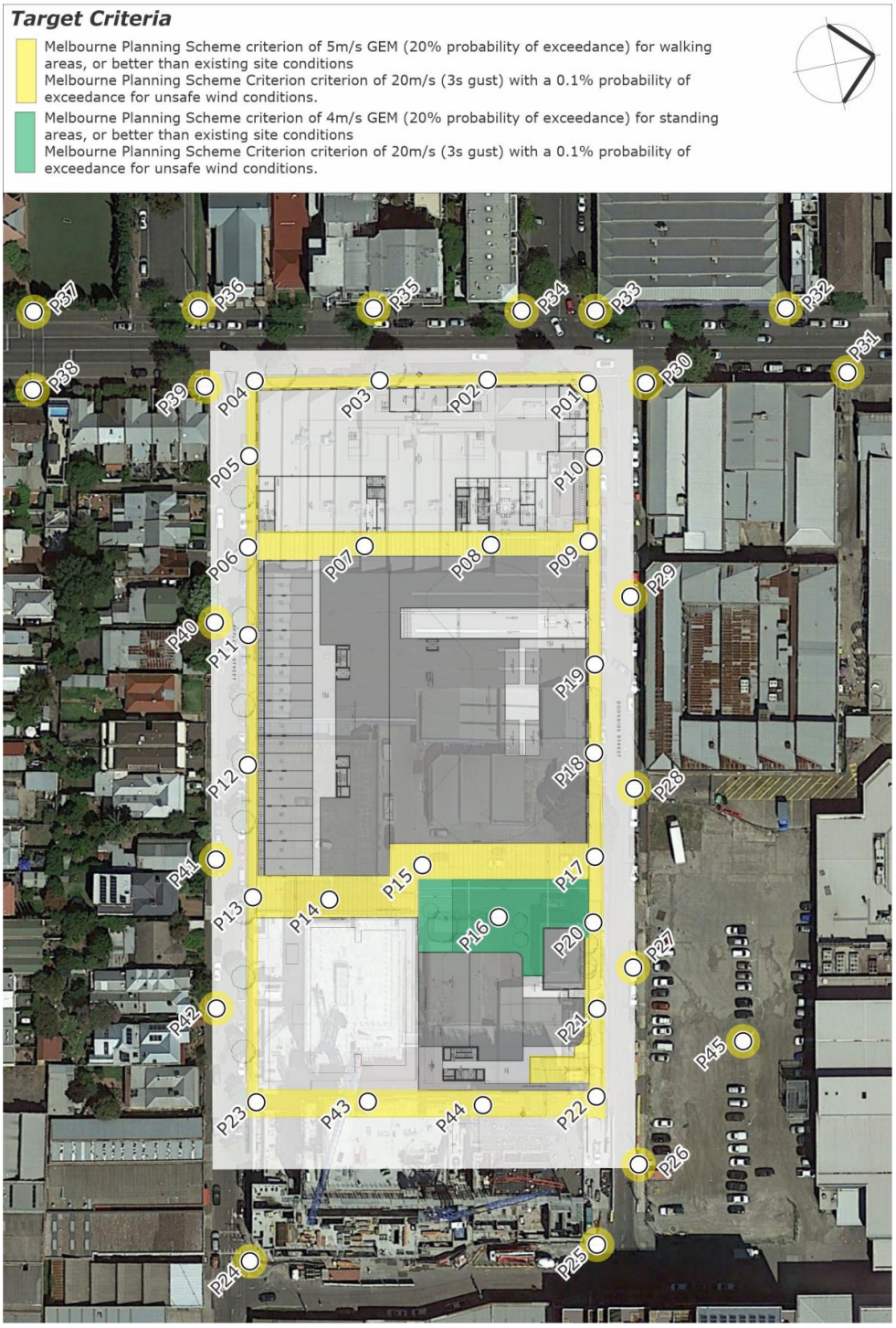

Figure 5: Study Point Locations and Target Wind Speed Criteria – Ground Floor Plan

6 RESULTS AND DISCUSSION

The results of the wind tunnel study are presented in the form of directional plots in Appendix C for all study points locations, summarised in Tables 5 and 6, and shown on marked-up plans in Figure 6. The wind speed criteria that the wind conditions should achieve are also listed in Tables 5 and 6 for each study point location, as well as in Figures 5.

The results of the study indicate that wind conditions for many trafficable outdoor locations within and around the development will be suitable for their intended uses. Some areas will experience strong winds which will exceed the safety criteria or the existing site conditions. Additional wind tunnel testing was conducted with the inclusion of the treatment scheme detailed below and indicated in Figures 7. The results of the additional testing indicated the treatment scheme was effective in wind mitigation and the outdoor trafficable areas within and around the development site will meet the safety limit criterion, or are equivalent/better than the existing site conditions. Of the various study points tested, the results show that the wind conditions at locations 25, 26 and 43 already exceed the safety limit. The results of the study indicate the proposed development does not exacerbate the existing strong wind conditions at these three study points which are predominantly exposed to direct wind effects travelling over the adjacent open carpark from the prevailing northerly direction. It should be noted the strong wind conditions at these locations are likely be improved or resolved with the inclusion of the Victoria Gardens development across Doonside Street to the north.

It should be noted that the treatment scheme is indicative for the current design of the development and verifies that wind conditions within the critical outdoor trafficable locations within and around can achieve the safety limit or are equivalent/better than to the existing site conditions. As the design is developed for the planning permit application, further modelling will be undertaken to optimise the scale and extent of the required treatments to suit the detailed design.

The tested treatments that have been demonstrated to meet the safety limit or existing site conditions are detailed as follows:

Doonside Park:

- Inclusion of 1-1.5m high raised garden beds along the public open space.
- Strategic inclusion of impermeable screens atop of the raised garden beds, with an overall height of 2.5m from the local ground level.
- Inclusion of a 2.5m high porous screen along the perimeter edge of the proposed paving at the centre of the public open space. The porosity of the screen is to be a maximum of 30%.
- The proposed bench adjacent to the heritage building is to have a 1.5m high impermeable backrest.

Building A:

- Inclusion of impermeable awnings along the northern and western façade of the podium.
- Inclusion of a Level 1 porous canopy along the eastern façade of the podium (between Buildings A and B) with a maximum porosity of 30%.

- Inclusion of fixed openings within the existing ground level windows/door systems at the north-western corner.
- An extension of the proposed north-western lobby entrance further along the southern boundary.
- Inclusion of 1.5m high impermeable balustrades on the Level 2 podium. The impermeable balustrade is to be offset 1.5m away from the podium edge along the northern and western boundaries.
- Inclusion of a north-western corner 4m x 4m wide balcony on all levels of the tower. A full-height porous screen is also to be included along the western perimeter edge of the balconies with a maximum porosity of 30%.

Building B:

- Inclusion of Level 2 impermeable awnings along the northern façade of the podium.
- Inclusion of a Level 2 porous canopy along the eastern façade of the podium with a maximum porosity of 30%.

Building C:

- Inclusion of 3m high impermeable screens along the north-western perimeter edge of the Level 2 podium rooftop.
- Inclusion of a porous canopy atop of the abovementioned 3m high impermeable screen. The porosity of the canopy is to be a maximum of 30%.
- Inclusion of 3m high porous screen along most of the eastern edge of the Level 2 podium rooftop.
- Inclusion of a north-eastern corner 3m x 3m wide balcony on all levels of the tower. A full-height porous screen is also to be included along the eastern perimeter edge of the balconies with a maximum porosity of 30%.

It should be noted that many of these issues are due to funnelling, downwash and corner acceleration effects of the northerly winds and will likely be significantly improved or resolved with the inclusion of the Victoria Gardens development across Doonside Street to the north.

A further investigation was undertaken with the wind speed measurements for the critical outdoor trafficable locations compared against the applicable criteria for pedestrian comfort. The results of the study indicate that wind conditions for many trafficable outdoor locations within and around the development will be suitable for their intended uses. Some areas will experience strong winds which will exceed the relevant criteria for wind comfort. Suggested in-principle treatments are described in Appendix E.

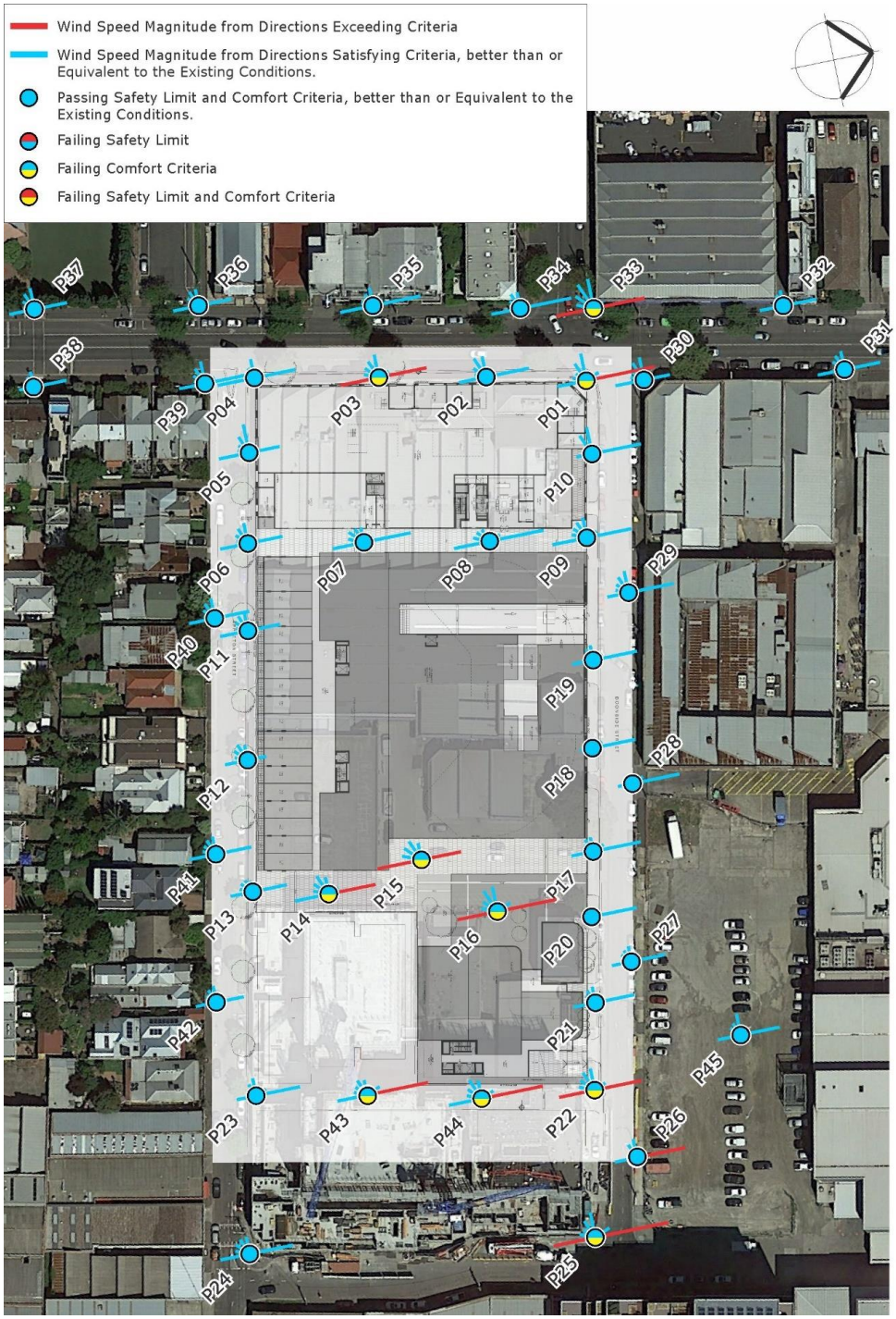

Figure 6: Wind Tunnel Results – Ground Floor Plan
(results shown with the inclusion of the treatment scheme)

Table 5: Wind Tunnel Results Summary – Annual Gust vs Safety Limit

Study Point	Annual Gust			Final Result	Description of Treatment
	Criterion (m/s)	Results (m/s)	Grade		
P01	20	20	Pass	Pass	Refer to Figures 7a to 7e.
Existing		19	Pass		
P02	20	18	Pass	Pass	Refer to Figures 7a to 7e.
Existing		14	Pass		
P03	20	20	Pass	Pass	Refer to Figures 7a to 7e.
Existing		14	Pass		
P04	20	17	Pass	Pass	Refer to Figures 7a to 7e.
Existing		14	Pass		
P05	20	18	Pass	Pass	
Existing		15	Pass		
P06	20	20	Pass	Pass	
Existing		13	Pass		
P07	20	16	Pass	Pass	Refer to Figures 7a to 7e.
P08	20	20	Pass		Refer to Figures 7a to 7e.
P09	20	17	Pass	Pass	Refer to Figures 7a to 7e.
Existing		15	Pass		
P10	20	20	Pass	Pass	Refer to Figures 7a to 7e.
Existing		18	Pass		
P11	20	14	Pass	Pass	
Existing		13	Pass		
P12	20	15	Pass	Pass	
Existing		17	Pass		
P13	20	20	Pass	Pass	
Existing		15	Pass		
P14	20	20	Pass	Pass	Refer to Figures 7a to 7e.
P15	20	17	Pass		Refer to Figures 7a to 7e.
Existing		20	Pass	Pass	
P16	20	20	Pass		Refer to Figures 7a to 7e.
Existing		20	Pass	Pass	
P17	20	20	Pass		Refer to Figures 7a to 7e.
Existing		19	Pass	Pass	
P18	20	20	Pass		
Existing		16	Pass	Pass	
P19	20	19	Pass		
Existing		18	Pass	Pass	
P20	20	19	Pass		Refer to Figures 7a to 7e.
Existing		20	Pass	Pass	
P21	20	17	Pass		

Study Point	Annual Gust			Final Result	Description of Treatment
	Criterion (m/s)	Results (m/s)	Grade		
Existing		19	Pass	Pass	
P22	20	19	Pass		Refer to Figures 7a to 7e.
Existing		24	Fail	Pass	
P23	20	20	Pass		
Existing		21	Fail	Pass	
P24	20	18	Pass		
Existing		18	Pass	Pass	
P25	20	26	Fail		Refer to Figures 7a to 7e..
Existing		26	Fail	Pass	
P26	20	21	Fail		Better than or equivalent to Existing Conditions.
Existing		23	Fail	Pass	
P27	20	15	Pass		
Existing		17	Pass	Pass	
P28	20	20	Pass		Refer to Figures 7a to 7e.
Existing		21	Fail	Pass	
P29	20	19	Pass		Refer to Figures 7a to 7e.
Existing		15	Pass	Pass	
P30	20	20	Pass		
Existing		15	Pass	Pass	
P31	20	15	Pass		
Existing		16	Pass	Pass	
P32	20	14	Pass		
Existing		17	Pass	Pass	
P33	20	19	Pass		Refer to Figures 7a to 7e.
Existing		18	Pass	Pass	
P34	20	20	Pass		
Existing		13	Pass	Pass	
P35	20	20	Pass		Refer to Figures 7a to 7e.
Existing		13	Pass	Pass	
P36	20	15	Pass		
Existing		15	Pass	Pass	
P37	20	13	Pass		
Existing		13	Pass	Pass	
P38	20	17	Pass		
Existing		20	Pass	Pass	
P39	20	16	Pass		Refer to Figures 7a to 7e.
Existing		14	Pass	Pass	
P40	20	15	Pass		
Existing		15	Pass	Pass	

Study Point	Annual Gust			Final Result	Description of Treatment
	Criterion (m/s)	Results (m/s)	Grade		
P41	20	16	Pass		
Existing		15	Pass	Pass	
P42	20	12	Pass		
Existing		13	Pass	Pass	
P43	20	23	Fail		Better than or equivalent to Existing Conditions.
Existing		24	Fail	Pass	
P44	20	20	Pass		Refer to Figures 7a to 7e.
Existing		20	Pass	Pass	
P45	20	17	Pass		
Existing		13	Pass	Pass	

Table 6: Wind Tunnel Results Summary – GEM vs Comfort Criteria for 20% exceedance

Study Point	GEM (20% exceedance)			Description of Treatment
	Criterion (m/s)	Results (%)	Grade	
P01	5.0	27%	Fail	Refer to In-principal recommendations in Appendix E
Existing		18%	Pass	
P02	5.0	16%	Pass	
Existing		5%	Pass	
P03	5.0	24%	Fail	Refer to In-principal recommendations in Appendix E
Existing		8%	Pass	
P04	5.0	16%	Pass	
Existing		7%	Pass	
P05	5.0	14%	Pass	
Existing		4%	Pass	
P06	5.0	19%	Pass	
Existing		5%	Pass	
P07	5.0	17%	Pass	
P08	5.0	20%	Pass	
P09	5.0	19%	Pass	
Existing		7%	Pass	
P10	5.0	20%	Pass	
Existing		14%	Pass	
P11	5.0	9%	Pass	
Existing		3%	Pass	
P12	5.0	10%	Pass	
Existing		13%	Pass	

Study Point	GEM (20% exceedance) Criterion (m/s)	Results (%)	Grade	Description of Treatment
P13	5.0	16%	Pass	
Existing		9%	Pass	
P14	5.0	22%	Fail	Refer to In-principal recommendations in Appendix E
P15	5.0	29%	Fail	Refer to In-principal recommendations in Appendix E
Existing		13%	Pass	
P16	4.0	35%	Fail	Refer to In-principal recommendations in Appendix E
Existing		25%	Fail	
P17	5.0	15%	Pass	
Existing		14%	Pass	
P18	5.0	14%	Pass	
Existing		11%	Pass	
P19	5.0	15%	Pass	
Existing		12%	Pass	
P20	5.0	10%	Pass	
Existing		16%	Pass	
P21	5.0	12%	Pass	
Existing		13%	Pass	
P22	5.0	23%	Fail	Refer to In-principal recommendations in Appendix E
Existing		22%	Fail	
P23	5.0	15%	Pass	
Existing		18%	Pass	
P24	5.0	14%	Pass	
Existing		14%	Pass	
P25	5.0	34%	Fail	Refer to In-principal recommendations in Appendix E
Existing		25%	Fail	
P26	5.0	14%	Pass	
Existing		24%	Fail	
P27	5.0	7%	Pass	
Existing		12%	Pass	
P28	5.0	14%	Pass	
Existing		19%	Pass	
P29	5.0	16%	Pass	
Existing		6%	Pass	
P30	5.0	16%	Pass	
Existing		10%	Pass	
P31	5.0	9%	Pass	
Existing		11%	Pass	
P32	5.0	6%	Pass	
Existing		14%	Pass	

Study Point	GEM (20% exceedance)			Description of Treatment
	Criterion (m/s)	Results (%)	Grade	
P33	5.0	31%	Fail	Refer to In-principal recommendations in Appendix E
Existing		15%	Pass	
P34	5.0	19%	Pass	
Existing		5%	Pass	
P35	5.0	16%	Pass	
Existing		5%	Pass	
P36	5.0	8%	Pass	
Existing		6%	Pass	
P37	5.0	5%	Pass	
Existing		4%	Pass	
P38	5.0	12%	Pass	
Existing		22%	Fail	
P39	5.0	14%	Pass	
Existing		4%	Pass	
P40	5.0	7%	Pass	
Existing		7%	Pass	
P41	5.0	12%	Pass	
Existing		8%	Pass	
P42	5.0	3%	Pass	
Existing		3%	Pass	
P43	5.0	21%	Pass	Better than or equivalent to Existing Conditions.
Existing		31%	Fail	
P44	5.0	24%	Fail	Refer to In-principal recommendations in Appendix E
Existing		16%	Pass	
P45	5.0	12%	Pass	
Existing		5%	Pass	

Note that, for any study points listed in Tables 5 and 6 with two rows of results data, the second row is for the existing site conditions. The test results shown in Tables 5 and 6 are without any treatments applied. If treatment is required, the treatment is described in Tables 5 and 6.

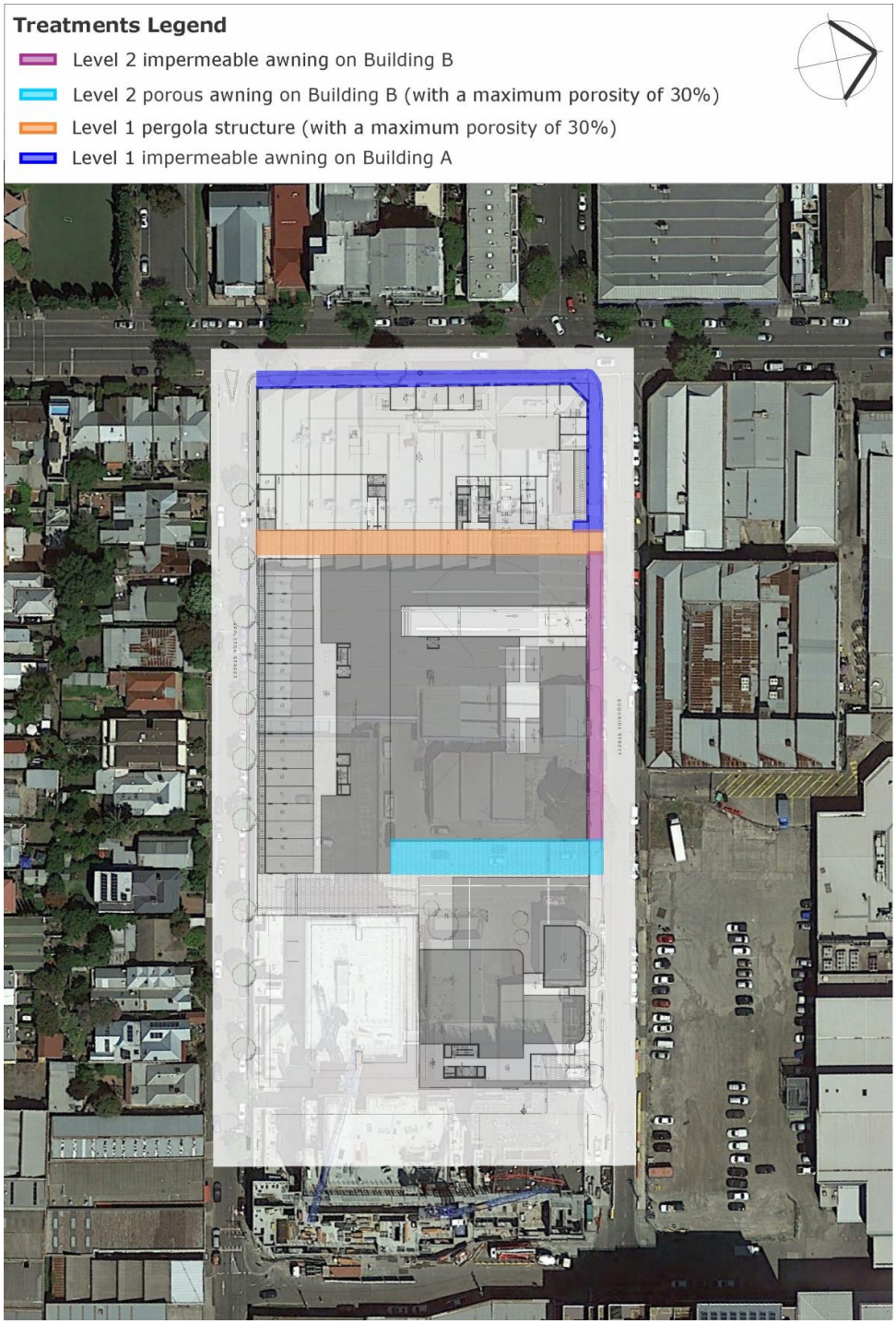

Figure 7a: Treatment Scheme – Level 1 and Level 2 Awnings on Buildings A and B

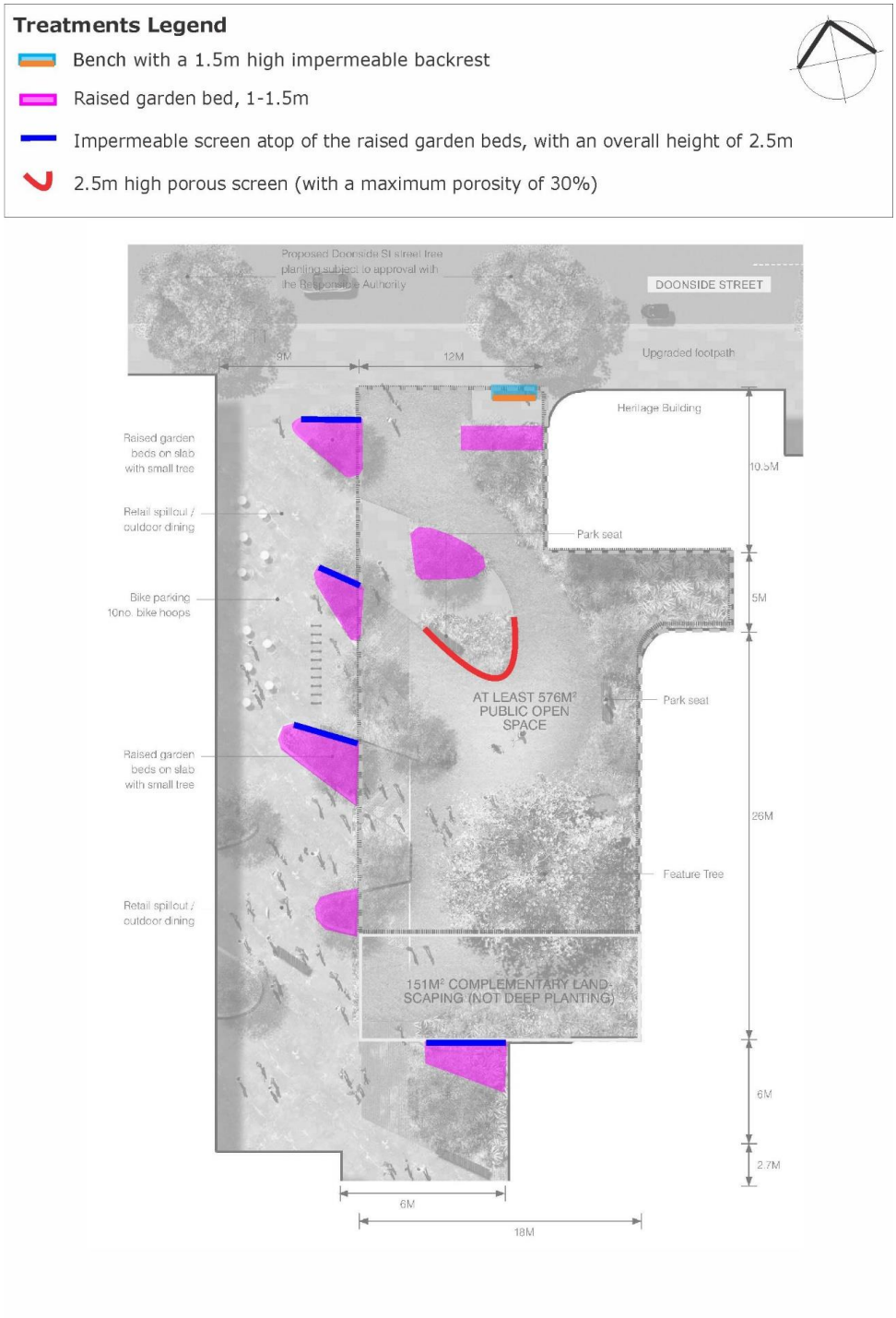

Figure 7b: Treatment Scheme – Doonside Park Communal Open Space

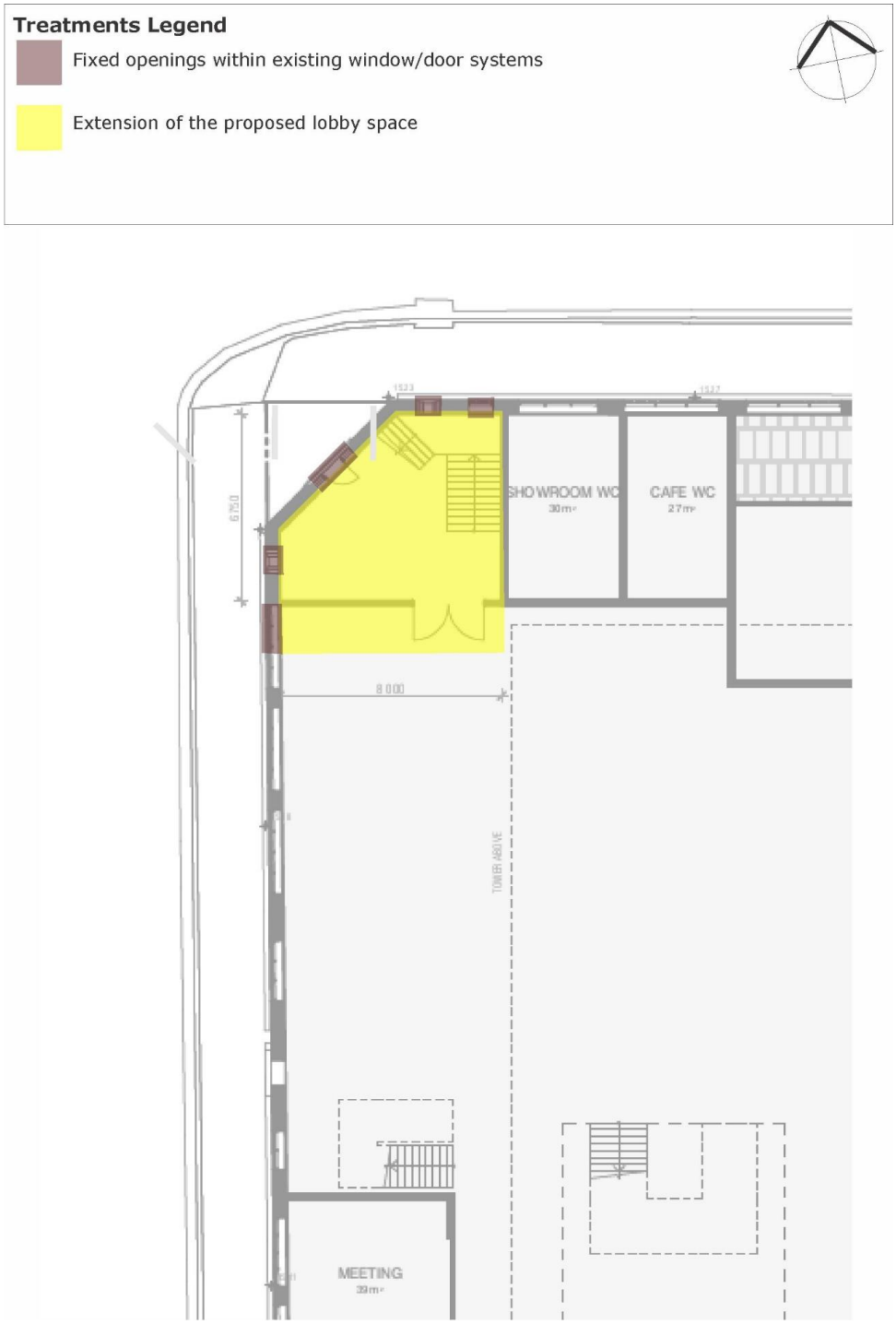

Figure 7c: Treatment Scheme – Building A – Proposed Lobby

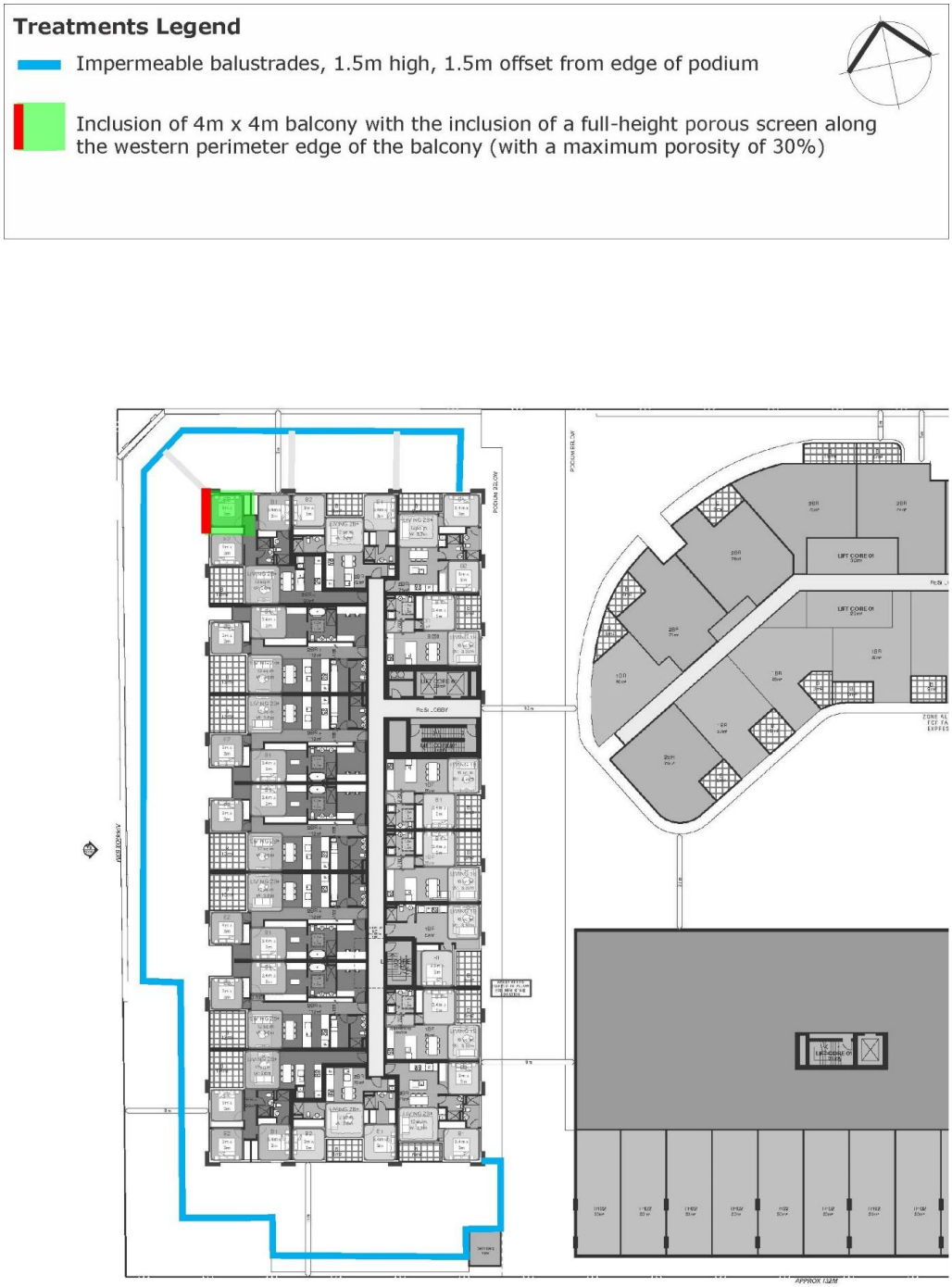

Figure 7d: Treatment Scheme – Building A – Level 2 Podium and Tower Balconies



Figure 7e: Treatment Scheme – Building C – Level 2 Podium and Tower Balconies

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APPENDIX A PUBLISHED ENVIRONMENTAL CRITERIA

A.1 Wind Effects on People

The acceptability of wind in an area is dependent upon the use of the area. For example, people walking or window-shopping will tolerate higher wind speeds than those seated at an outdoor restaurant. Quantifying wind comfort has been the subject of much research and many researchers, such as A.G. Davenport, T.V. Lawson, W.H. Melbourne, and A.D. Penwarden, have published criteria for pedestrian comfort for pedestrians in outdoor spaces for various types of activities. This section discusses and compares the various published criteria.

A.2 A.D. Penwarden (1973) Criteria for Mean Wind Speeds

A.D. Penwarden (1973) developed a modified version of the Beaufort scale which describes the effects of various wind intensities on people. Table A.1 presents the modified Beaufort scale. Note that the effects listed in this table refers to wind conditions occurring frequently over the averaging time (a probability of occurrence exceeding 5%). Higher ranges of wind speeds can be tolerated for rarer events.

Table A.1: Summary of Wind Effects on People (A.D. Penwarden, 1973)

Type of Winds	Beaufort Number	Hourly Mean Wind Speed (m/s)	Effects
Calm	0	0 - 0.3	
Calm, light air	1	0.3 - 1.6	No noticeable wind
Light breeze	2	1.6 - 3.4	Wind felt on face
Gentle breeze	3	3.4 - 5.5	Hair is disturbed, clothing flaps, newspapers difficult to read
Moderate breeze	4	5.5 – 8.0	Raises dust, dry soil and loose paper, hair disarranged
Fresh breeze	5	8.0 – 10.8	Force of wind felt on body, danger of stumbling
Strong breeze	6	10.8 – 13.9	Umbrellas used with difficulty, hair blown straight, difficult to walk steadily, wind noise on ears unpleasant
Near gale	7	13.9 – 17.2	Inconvenience felt when walking
Gale	8	17.2 - 20.8	Generally impedes progress, difficulty balancing in gusts
Strong gale	9	20.8 – 24.5	People blown over

A.3 A.G. Davenport (1972) Criteria for Mean Wind Speeds

A.G. Davenport (1972) also determined a set of criteria in terms of the Beaufort scale and for various return periods. Table A.2 presents a summary of the criteria based on a probability of exceedance of 5%.

Table A.2: Criteria by A.G. Davenport (1972)

Classification	Activities	5% exceedance Mean Wind Speed (m/s)
Walking Fast	Acceptable for walking, main public accessways.	7.5 - 10.0
Strolling, Skating	Slow walking, etc.	5.5 - 7.5
Short Exposure Activities	Generally acceptable for walking & short duration stationary activities such as window-shopping, standing or sitting in plazas.	3.5 - 5.5
Long Exposure Activities	Generally acceptable for long duration stationary activities such as in outdoor restaurants & theatres and in parks.	0 - 3.5

A.4 T.V. Lawson (1975) Criteria for Mean Wind Speeds

In 1973, T.V. Lawson, while referring to the Beaufort wind speeds of A.D. Penwarden (1973) (as listed in Table A.1), quoted that a Beaufort 4 wind speed would be acceptable if it is not exceeded for more than 4% of the time, and that a Beaufort 6 wind speed would be unacceptable if it is exceeded more than 2% of the time. Later, in 1975, T.V. Lawson presented a set of criteria very similar to those presented in A.G. Davenport (1972) (as listed in Table A.2). These criteria are presented in Table A.3 and Table A.4 for safety and comfort respectively.

Table A.3: Safety Criteria by T.V. Lawson (1975)

Classification	Activities	Annual Mean Wind Speed (m/s)
Safety (all weather areas)	Accessible by the general public.	0 – 15
Safety (fair weather areas)	Private areas, balconies/terraces, etc.	0 – 20

Table A.4: Comfort Criteria by T.V. Lawson (1975)

Classification	Activities	5% exceedance Mean Wind Speed (m/s)
Business Walking	Objective Walking from A to B.	8 - 10
Pedestrian Walking	Slow walking, etc.	6 - 8
Short Exposure Activities	Pedestrian standing or sitting for short times.	4 – 6
Long Exposure Activities	Pedestrian sitting for a long duration.	0 - 4

A.5 W.H. Melbourne (1978) Criteria for Gust Wind Speeds

W.H. Melbourne (1978) introduced a set of criteria for the assessment of environmental wind conditions that were developed for a temperature range of 10°C to 30°C and for people suitably dressed for outdoor conditions. These criteria are presented in Table A.5, and are based on maximum gust wind speeds with a probability of exceedance of once per year.

Table A.5: Criteria by W.H. Melbourne (1978)

Classification	Activities	Annual Gust Wind Speed (m/s)
Limit for Safety	Completely unacceptable: people likely to get blown over.	23
Marginal	Unacceptable as main public accessways.	16 - 23
Comfortable Walking	Acceptable for walking, main public accessways	13 - 16
Short Exposure Activities	Generally acceptable for walking & short duration stationary activities such as window-shopping, standing or sitting in plazas.	10 - 13
Long Exposure Activities	Generally acceptable for long duration stationary activities such as in outdoor restaurants & theatres and in parks.	0 - 10

A.6 Comparison of the Published Wind Speed Criteria

W.H. Melbourne (1978) presented a comparison of the criteria of various researchers on a probabilistic basis. Figure A.1 presents the results of this comparison, and indicates that the criteria of W.H. Melbourne (1978) are comparatively quite conservative. This conclusion was also observed by A.W. Rofail (2007) when undertaking on-site remedial studies. The results of A.W. Rofail (2007) concluded that the criteria by W.H. Melbourne (1978) generally overstates the wind effects in a typical urban setting due to the assumption of a fixed 15% turbulence intensity for all areas. It was observed in A.W. Rofail (2007) that the 15% turbulence intensity assumption is not real and that the turbulence intensities at 1.5m above ground is at least 20% and in a suburban or urban setting is generally in the range of 30% to 60%.

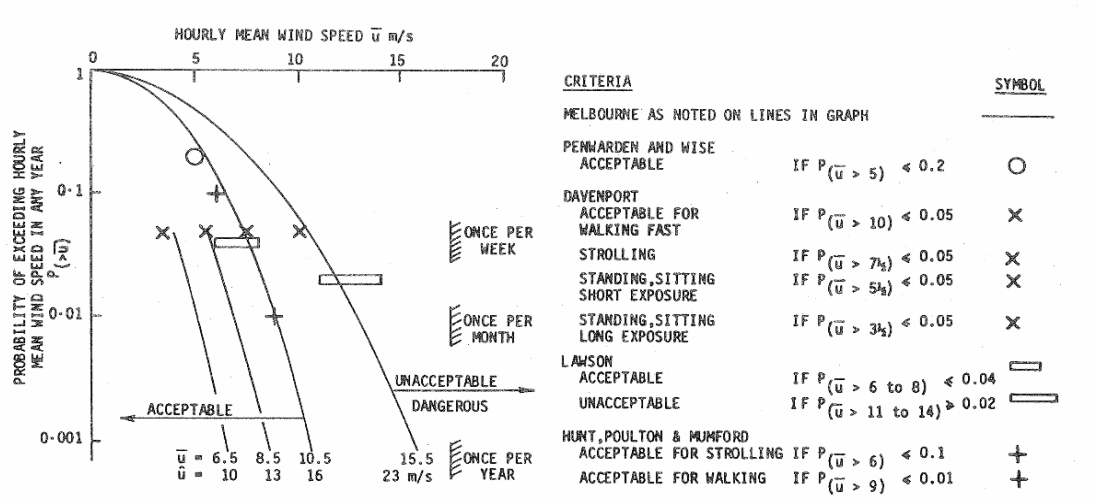


Figure A.1: Comparison of Various Mean and Gust Wind Environment Criteria, assuming 15% turbulence and a Gust Factor of 1.5 (W.H. Melbourne, 1978)

A.7 References relating to Pedestrian Comfort Criteria

Davenport, A.G., 1972, "An approach to human comfort criteria for environmental conditions". Colloquium on Building Climatology, Stockholm.

Davenport, A.G., 1977, "The prediction of risk under wind loading", 2nd International Conference on Structural Safety and Reliability, Munich, Germany, pp511-538.

Lawson, T.V., 1973, "The wind environment of buildings: a logical approach to the establishment of criteria". Bristol University, Department of Aeronautical Engineering.

Lawson, T.V., 1975, "The determination of the wind environment of a building complex before construction". Bristol University, Department of Aeronautical Engineering.

Melbourne, W.H., 1978, "Criteria for Environmental Wind Conditions". Journal of Wind Engineering and Industrial Aerodynamics, vol. 3, pp241-249.

Penwarden, A.D. (1973). "Acceptable Wind Speeds in Towns", Building Science, vol. 8: pp259–267.

Penwarden, A.D., Wise A.F.E., 1975, "Wind Environment Around Buildings". Building Research Establishment Report, London.

Rofail, A.W., 2007, "Comparison of Wind Environment Criteria against Field Observations". 12th International Conference of Wind Engineering, Cairns, Australia.

APPENDIX B DATA ACQUISITION

The wind tunnel testing procedures utilised for this study were based on the guidelines set out in the Australasian Wind Engineering Society Quality Assurance Manual (AWES-QAM-1-2019), ASCE 7-16 (Chapter C31), and CTBUH (2013). The wind speed measurements for the wind tunnel study were determined as coefficients using data acquired by either Dantec hot-wire probe anemometers or pressure-based wind speed sensors and converted to full-scale wind speeds using details of the regional wind climate obtained from an analysis of directional wind speed recordings from the local meteorological recording station(s).

B.1 Measurement of the Velocity Coefficients

The study model and proximity model were setup within the wind tunnel which was configured to the appropriate boundary layer profile, and the wind velocity measurements were monitored using either Dantec hot-wire probe anemometers or pressure-based wind speed sensors at selected critical outdoor locations. The wind velocity results presented in this study for each study point are representative of wind at a full-scale height of approximately 1.5m above ground/slab level. In the case of the Dantec hot-wire probe anemometers, the support of the probe is mounted such that the probe wire is vertical as much as possible to ensure that the measured wind speeds are independent of wind direction along the horizontal plane. In addition, care was taken in the alignment of the hot-wire probe wire and in avoiding wall-heating effects.

Wind speed measurements were made in the wind tunnel for 16 wind directions, at 22.5° increments. Data was acquired for each wind direction using a sample rate of 1024Hz. The sample length was determined to produce a full-scale sample time that is sufficient for this type of study. In the case of the pressure-based wind speed sensors, the phase lag between the various channels where data is acquired simultaneously is within 10% of a typical pressure cycle, and the signal is low-pass filtered at 500Hz and then digital filtering is applied over this range to provide an unbiased response from the pressure measurement system (A.W. Rofail, 2004).

The mean, gust and standard deviation velocity coefficients were determined from the data acquired in the wind tunnel. The gust velocity coefficients were also derived for each wind direction from by the following relation:

$$\hat{C}_V = \bar{C}_V + g \cdot \sigma_{C_V} \qquad \text{B.1}$$

where:

$\hat{C}_V$ is the gust velocity coefficient.

$\bar{C}_V$ is the mean velocity coefficient.

g is the peak factor, taken as 3.0 for a 3-sec gust and 3.4 for a 0.5-sec gust.

σ_{C_V} is the standard deviation of the velocity coefficient measurement.

In the case of a Dantec hot-wire probe anemometer, the velocity coefficient is obtained as follows:

$$C_V = \frac{C_{V,study}}{C_{V,200m}} \quad \text{B.2}$$

where:

$C_{V,study}$ is the velocity coefficient measurement obtained from the Dantec hot-wire probe anemometer at the study point location.

$C_{V,200m}$ is the velocity coefficient measurement obtained from the Dantec hot-wire probe anemometer at the free-stream reference location at 200m height upwind of the model in the wind tunnel.

However, in the case of the pressure-based wind speed sensors, these are determined from the measured differential mean, standard deviation and maximum pressure coefficients obtained from the wind speed sensor. For this analysis all calculations are performed on the square root of the differential pressure measurements. The velocity coefficient at the pressure-based wind speed sensor location is then calculated as follows:

$$C_V = \frac{\alpha + \beta\sqrt{\Delta p}}{V_{200m}} \quad \text{B.3}$$

where:

C_V is the velocity coefficient measurement at the study point location.

α is a calibration coefficient for the pressure-based wind speed sensor.

β is a calibration coefficient for the pressure-based wind speed sensor.

Δp is the differential pressure obtained from the pressure-based wind speed sensor at the study point location.

V_{200m} is the wind speed at the free-stream reference location of 200m height (full-scale) in the wind tunnel, which is determined directly in the wind tunnel using a pitot static probe.

B.2 Calculation of the Full-Scale Results

The full-scale results determine if the wind conditions at a study location satisfy the designated criteria of that location. More specifically, the full-scale results need to determine the probability of exceedance of a given wind speed at a study location. To determine the probability of exceedance, the measured velocity coefficients were combined with a statistical model of the local wind climate that relates wind speed to a probability of exceedance. Details of the wind climate model are outlined in Section 4 of the main report.

The statistical model of the wind climate includes the impact of wind directionality as any local variations in wind speed or frequency with wind direction. This is important as the wind directions that produce the highest wind speed events for a region may not coincide with the most wind exposed direction at the site.

The methodology adopted for the derivation of the full-scale results for the maximum gust and the GEM wind speeds are outlined in the following sub-sections.

B.3 Maximum Gust Wind Speeds

The full-scale maximum gust wind speed at each study point location is derived from the velocity coefficient using the following relationship:

$$V_{study} = V_{ref,RH}\left(\frac{k_{200m,tr,T=1hr}}{k_{RH,tr,T=1hr}}\right)C_V \qquad \text{B.4}$$

where:

V_{study} is the full-scale wind speed at the study point location.

$V_{ref,RH}$ is the full-scale reference wind speed at the study reference height. This value is determined by combining the directional wind speed data for the region (detailed in Section 4) and the upwind terrain and height multipliers for the site (detailed in Section 3).

$k_{200m,tr,T=1hr}$ is the hourly mean terrain and height multiplier at the free-stream reference location of 200m height.

$k_{RH,tr,T=1hr}$ is the hourly mean terrain and height multiplier at the study reference height (Section 3).

C_V is the velocity coefficient, obtained from either Equation B.2 (in the case of Dantec hot-wire probe anemometers) or Equation B.3 (in the case of pressure-based wind speed sensors).

The value of $V_{ref,RH}$ varies with each prevailing wind direction. Wind directions where there is a high probability that a strong wind will occur have a higher directional wind speed than other directions. To determine the directional wind speeds, a probability level must be assigned for each wind direction. These probability levels are set following the approach used in AS/NZS1170.2:2011, which assumes that the major contributions to the combined probability of exceedance of a typical load effect comes from only two 45 degree sectors.

B.4 Maximum Gust-Equivalent Mean Wind Speeds

The contribution to the probability of exceedance of a specified wind speed (ie: the desired wind speed for pedestrian comfort, as per the criteria) was calculated for each wind direction. These contributions are then combined over all wind directions to calculate the total probability of exceedance of the specified wind speed. To calculate the probability of exceedance for a specified wind speed a statistical wind climate model was used to describe the relationship between directional wind speeds and the probability of exceedance. A detailed description of the methodology is given by T.V. Lawson (1980).

The criteria used in this study is referenced to a probability of exceedance of 5% of a specified wind speed.

B.5 References relating to Data Acquisition

American Society of Civil Engineers (ASCE), ASCE-7-16, 2016, "Minimum Design Loads for Buildings and Other Structures".

Australasian Wind Engineering Society, QAM-1, 2019, "Quality Assurance Manual: Wind Engineering Studies of Buildings", edited by Rofail A.W., et al.

Council on Tall Buildings and Urban Habitat (CTBUH), 2013, "Wind tunnel testing of high-rise buildings", CTBUH Technical Guides.

Lawson, T.V., 1980, "Wind Effects on Buildings - Volume 1, Design Applications". Applied Science Publishers Ltd, Ripple Road, Barking, Essex, England.

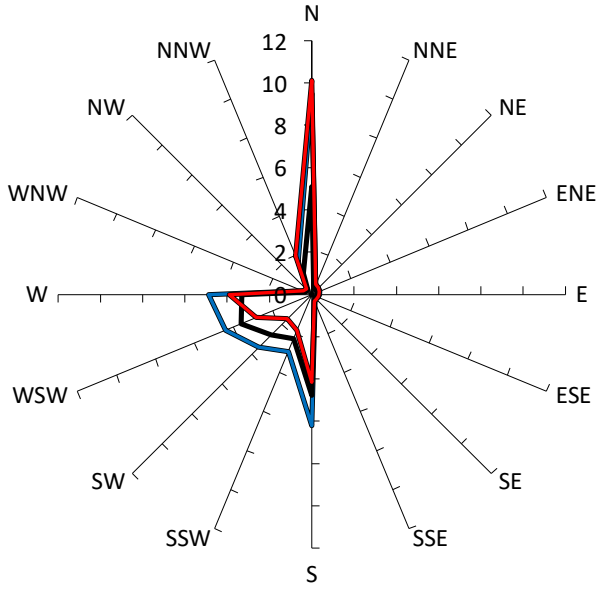
Rofail A.W., Tonin, R., and Hanafi, D., 2004, "Sensitivity of frequency response to type of tubing", Australasian Wind Engineering Workshop, Darwin.

Standards Australia and Standards New Zealand, AS/NZS 1170.2, 2011, "SAA Wind Loading Standard, Part 2: Wind Actions".

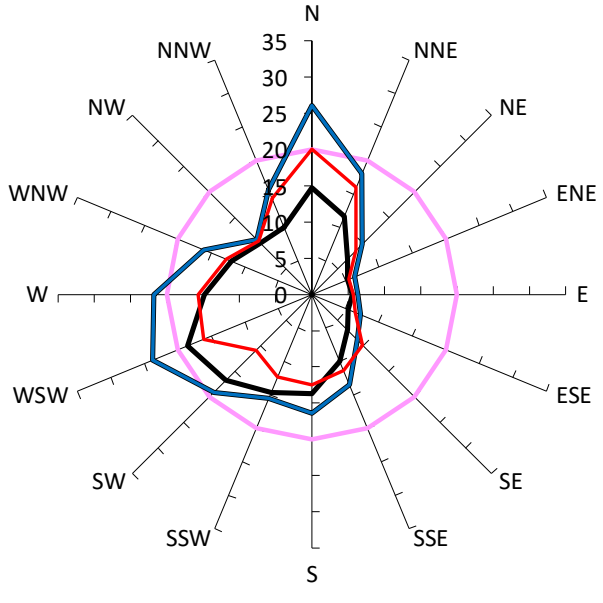
APPENDIX C DIRECTIONAL PLOTS OF WIND TUNNEL RESULTS

Results for P01

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	39%	26
Existing Site Conditions	18%	19
With the inclusion of the mitigation strategy detailed within the report.	27%	20

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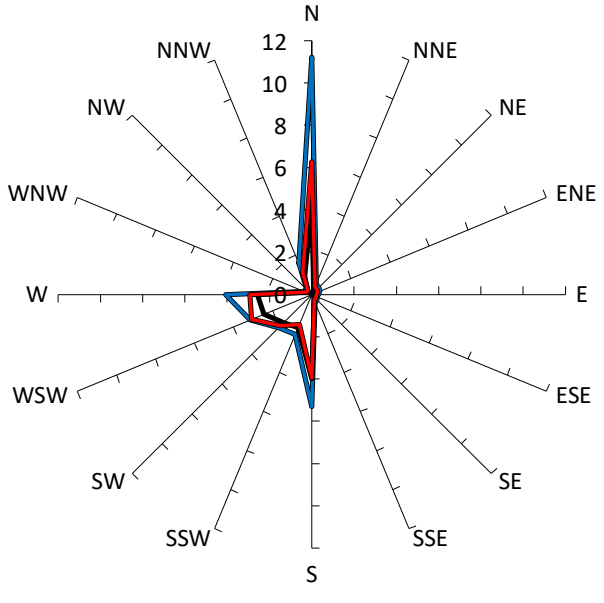
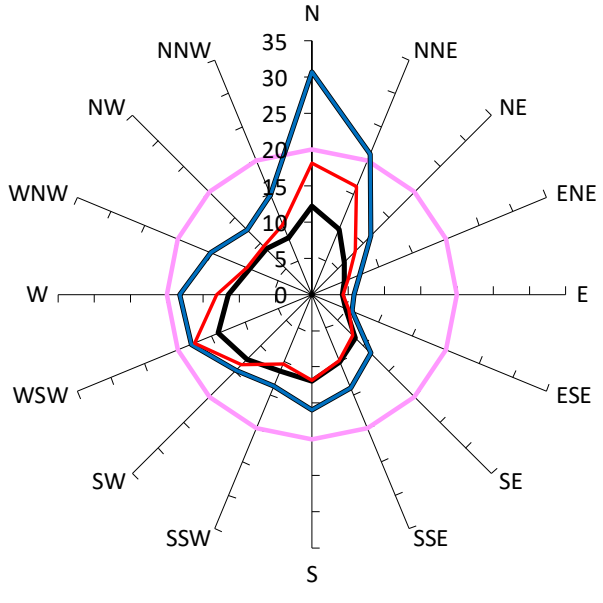
Results for P02

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	32%	31
Existing Site Conditions	5%	14
With the inclusion of the mitigation strategy detailed within the report.	16%	18

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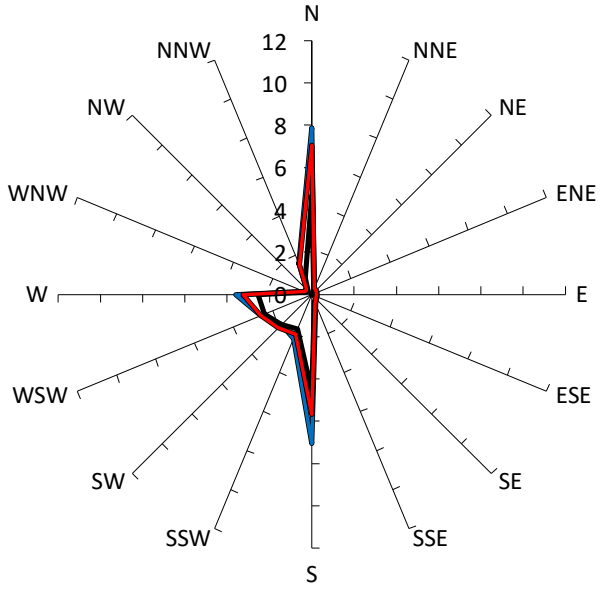
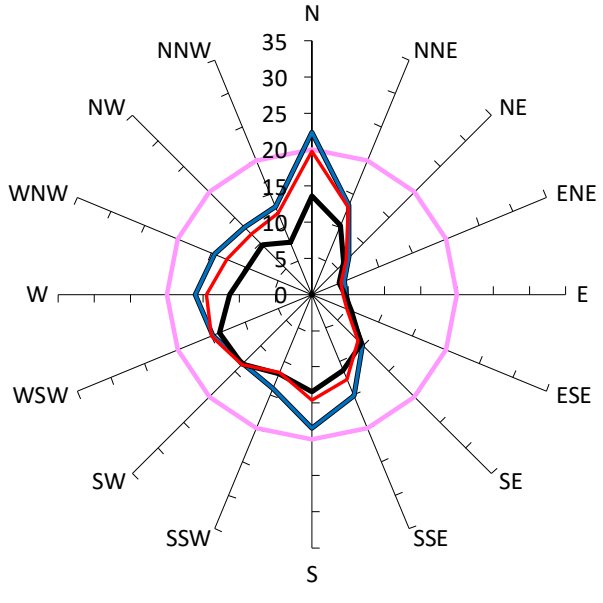
Results for P03

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	31%	22
Existing Site Conditions	8%	14
With the inclusion of the mitigation strategy detailed within the report.	24%	20

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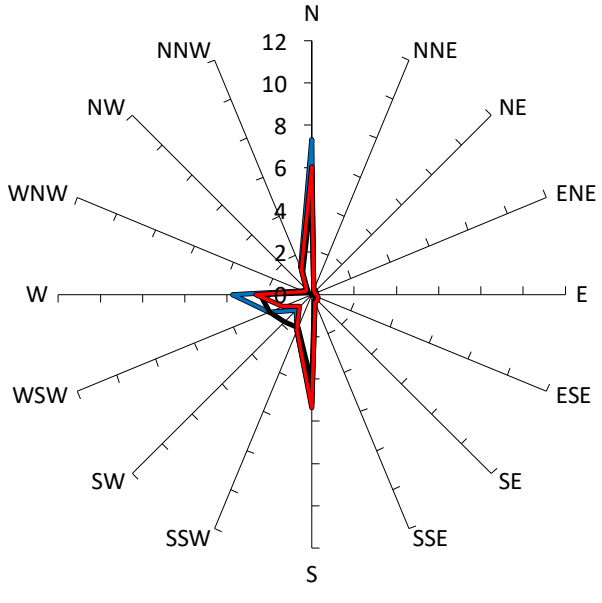
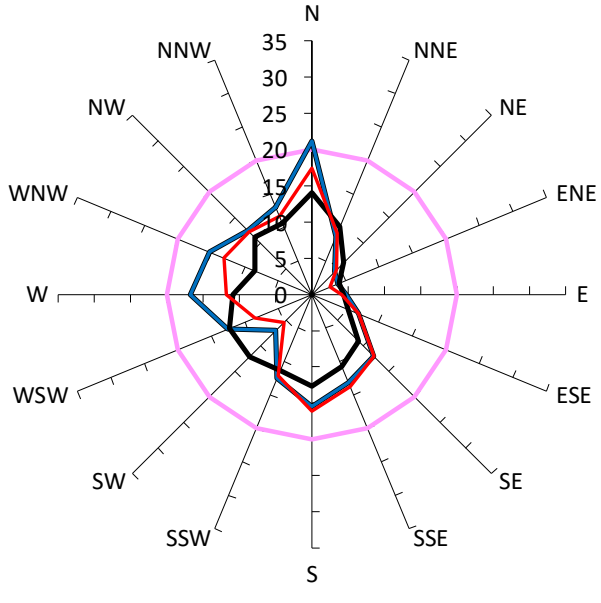
Results for P04

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	21%	21
Existing Site Conditions	7%	14
With the inclusion of the mitigation strategy detailed within the report.	16%	17

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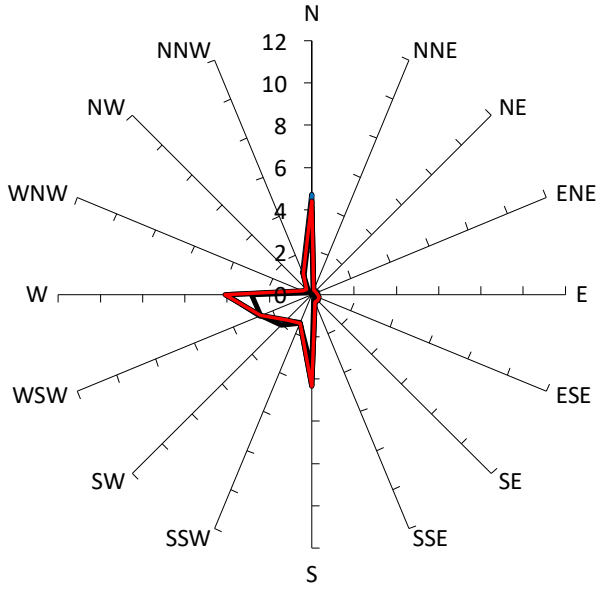
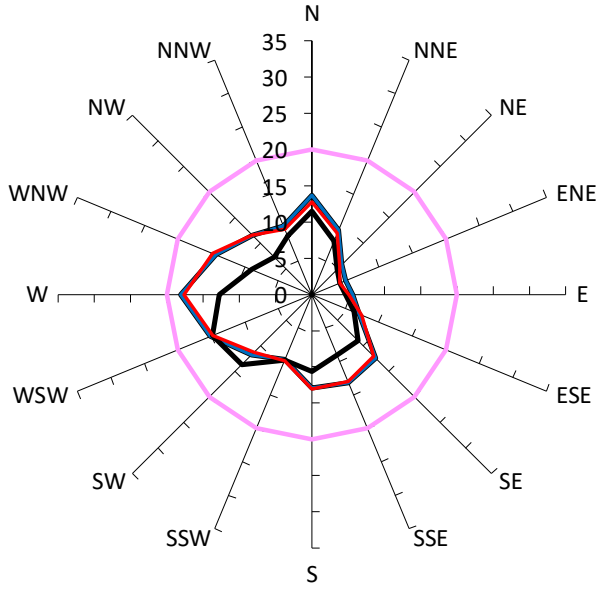
Results for P05

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	14%	18
Existing Site Conditions	4%	15
With the inclusion of the mitigation strategy detailed within the report.	14%	18

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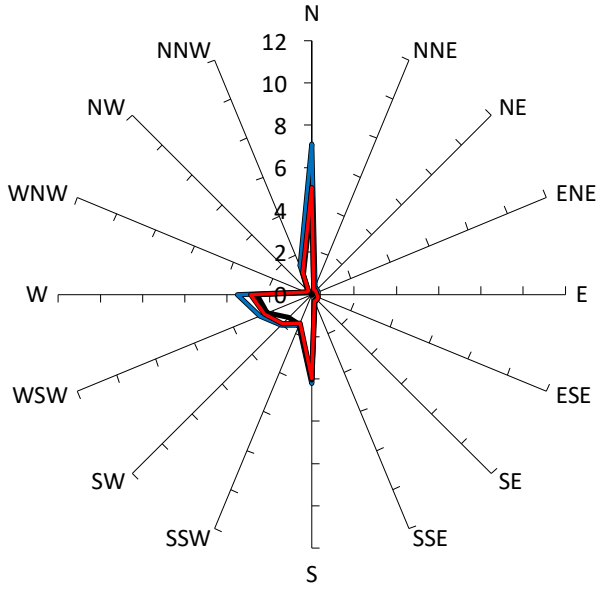
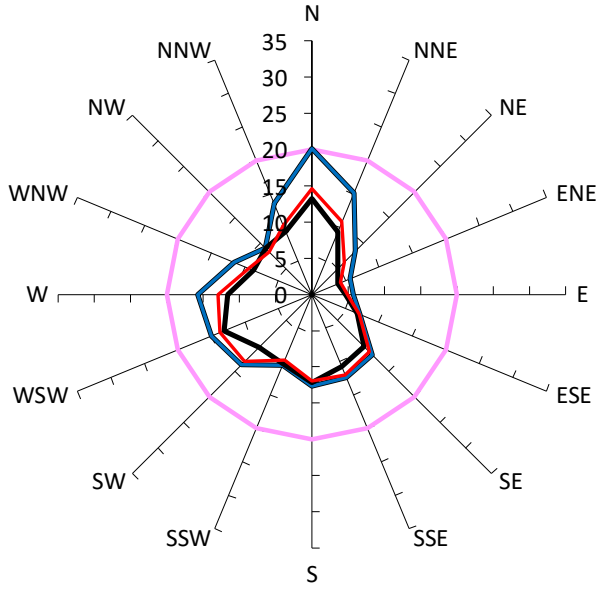
Results for P06

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	19%	20
Existing Site Conditions	5%	13
With the inclusion of the mitigation strategy detailed within the report.	9%	15

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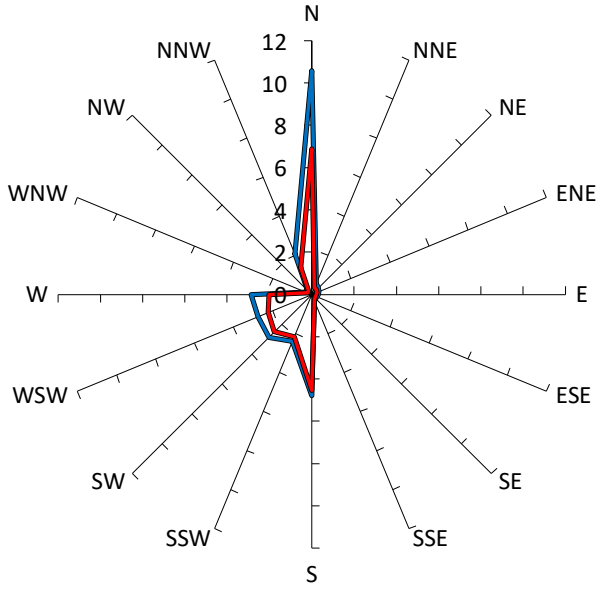
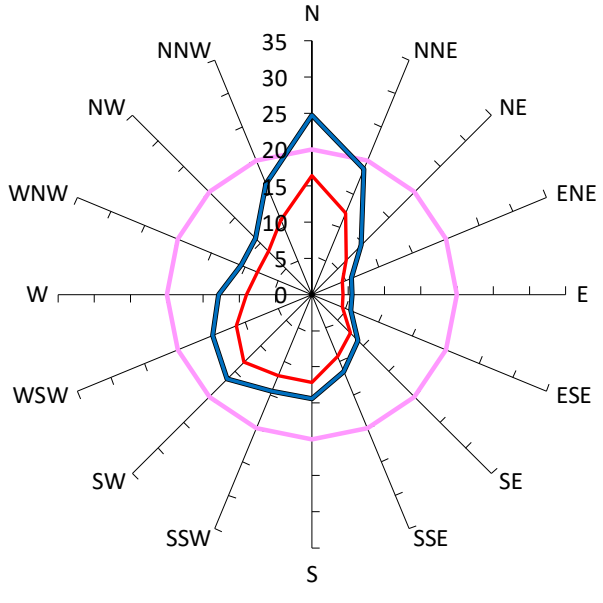
Results for P07

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	27%	25
With the inclusion of the mitigation strategy detailed within the report.	17%	16

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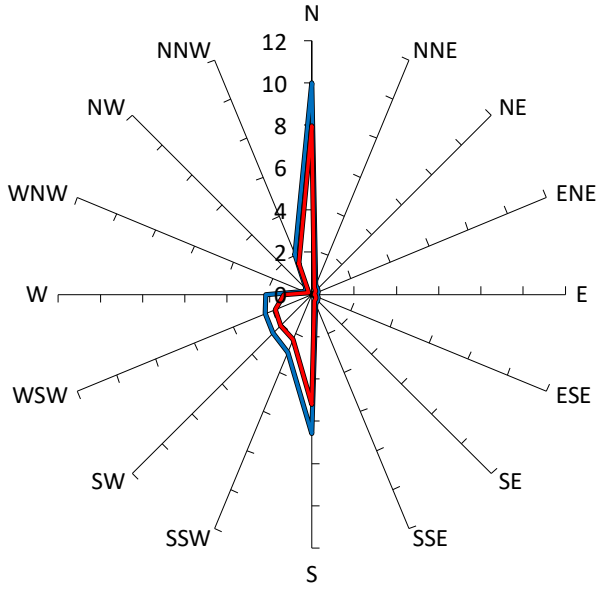
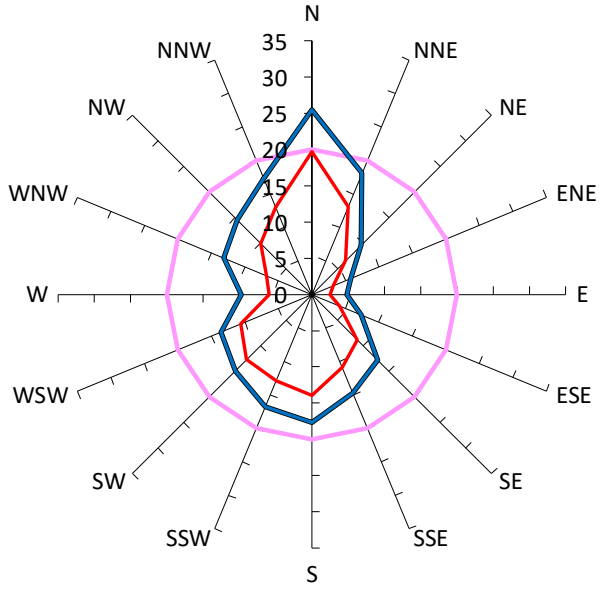
Results for P08

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	34%	25
With the inclusion of the mitigation strategy detailed within the report.	20%	20

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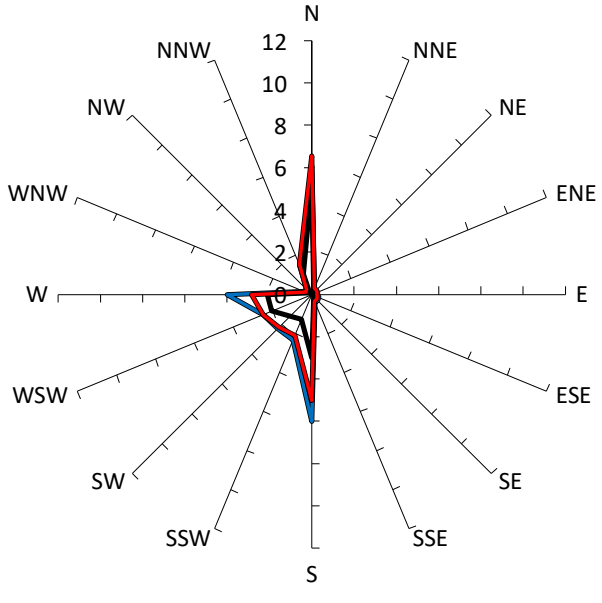
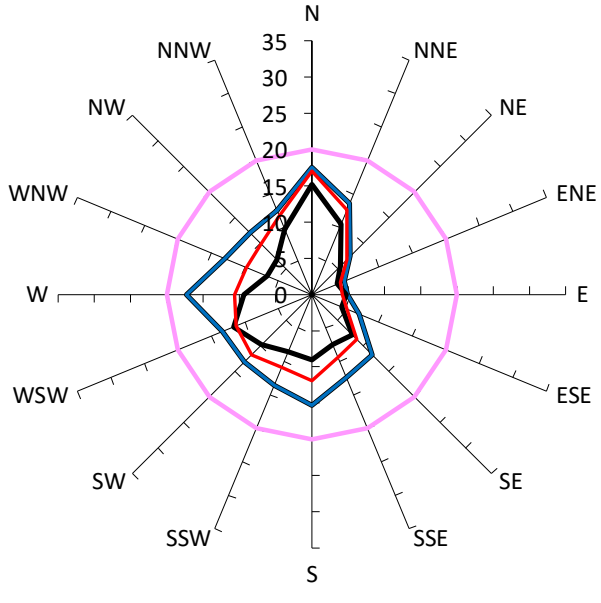
Results for P09

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	27%	18
Existing Site Conditions	7%	15
With the inclusion of the mitigation strategy detailed within the report.	19%	17

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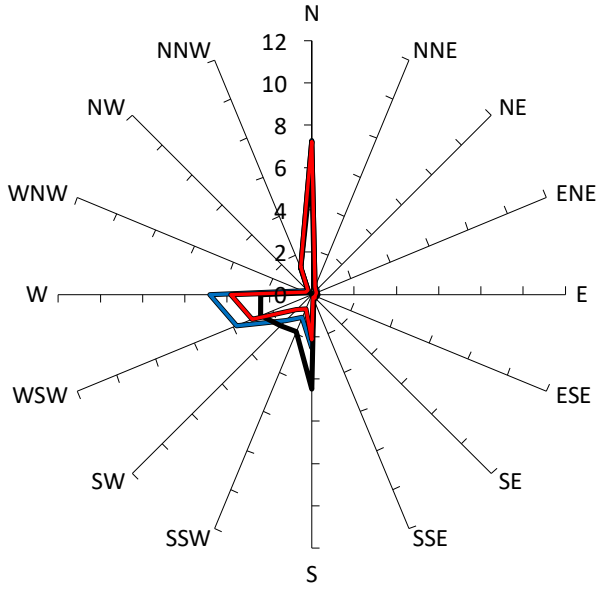
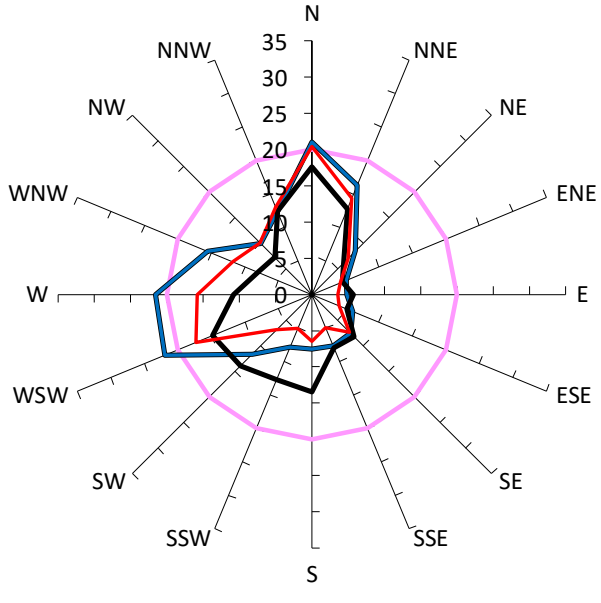
Results for P10

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence

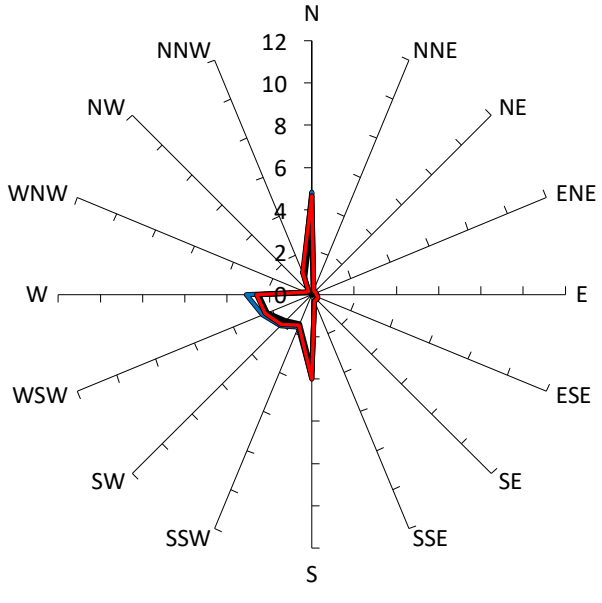


Safety Limit: 20m/s

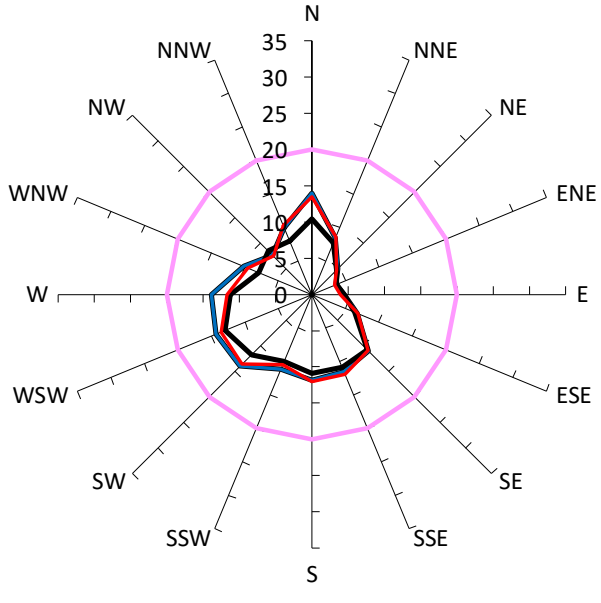
Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	24%	22
Existing Site Conditions	14%	18
With the inclusion of the mitigation strategy detailed within the report.	20%	20

Results for P11

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	9%	14
Existing Site Conditions	3%	13
With the inclusion of the mitigation strategy detailed within the report.	7%	14

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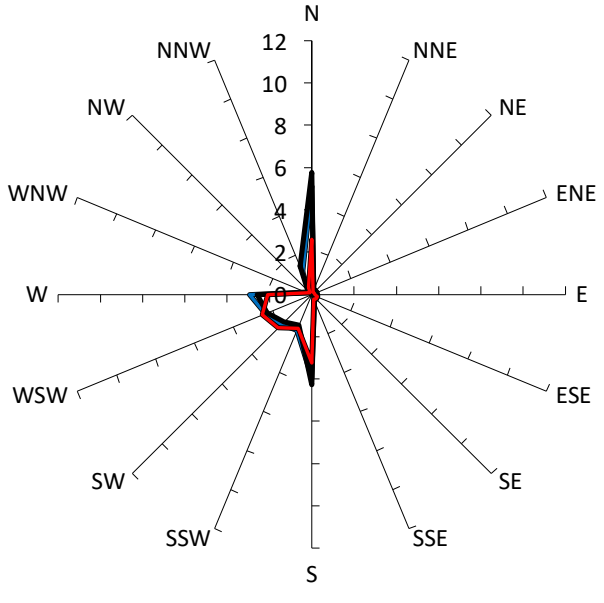
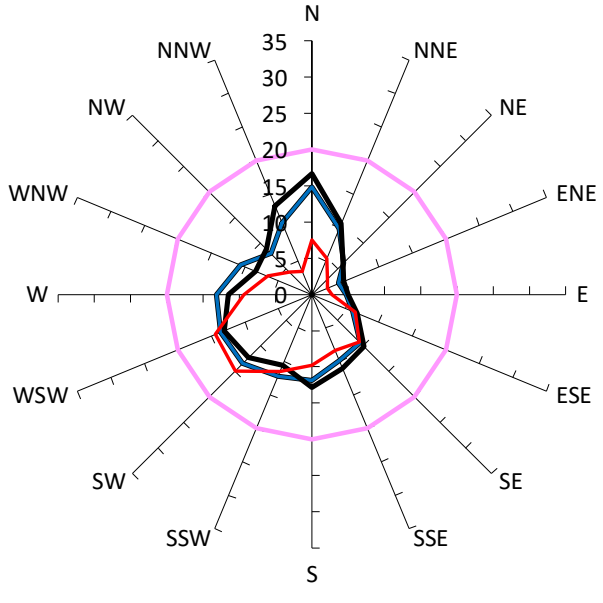
Results for P12

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	10%	15
Existing Site Conditions	13%	17
With the inclusion of the mitigation strategy detailed within the report.	3%	15

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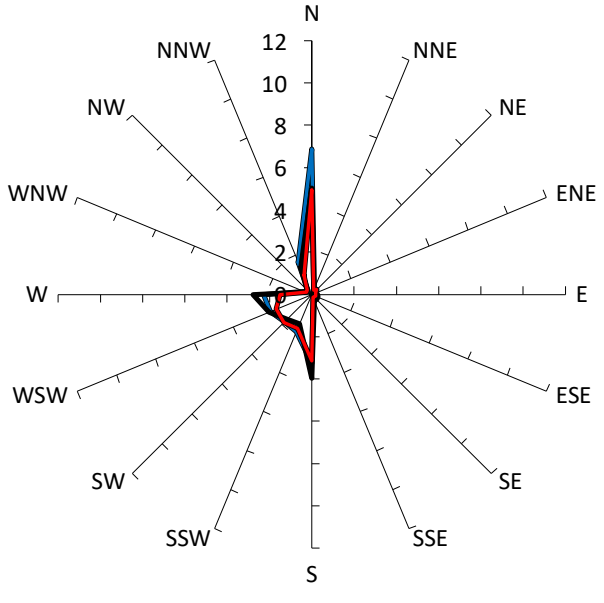
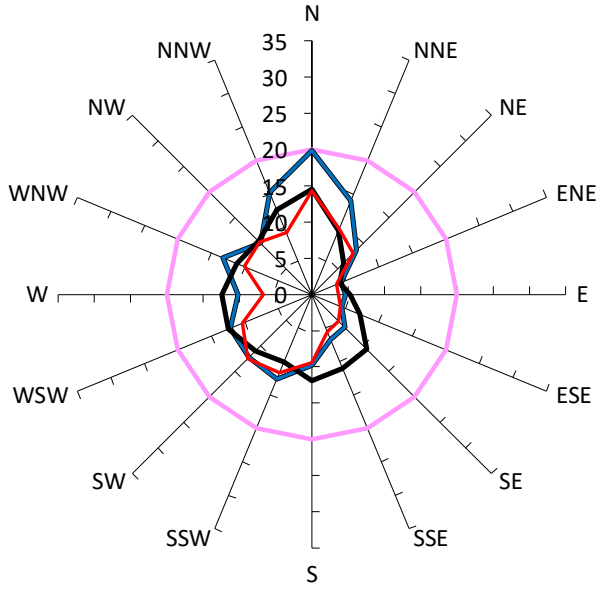
Results for P13

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	16%	20
Existing Site Conditions	9%	15
With the inclusion of the mitigation strategy detailed within the report.	6%	14

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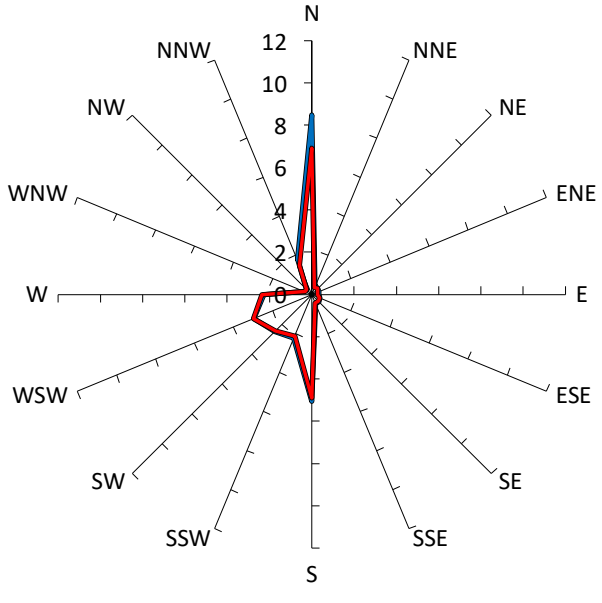
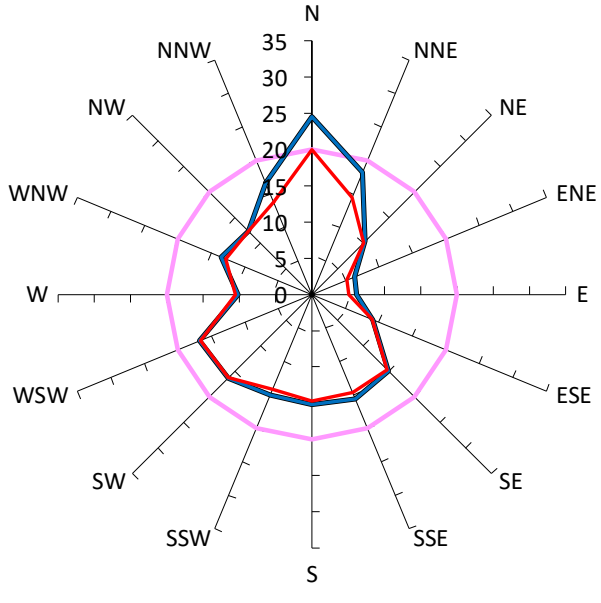
Results for P14

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	27%	25
With the inclusion of the mitigation strategy detailed within the report.	22%	20

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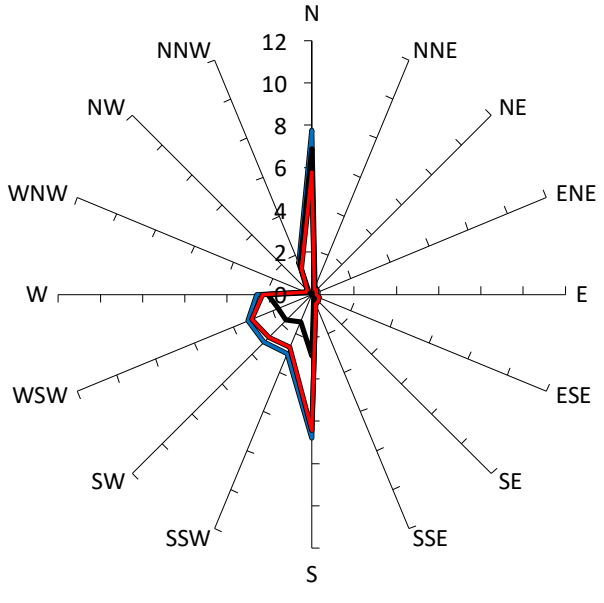
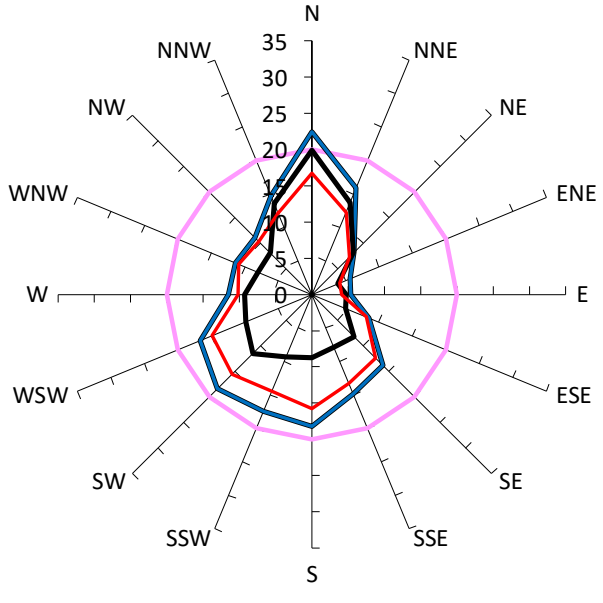
Results for P15

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	34%	22
Existing Site Conditions	13%	20
With the inclusion of the mitigation strategy detailed within the report.	29%	17

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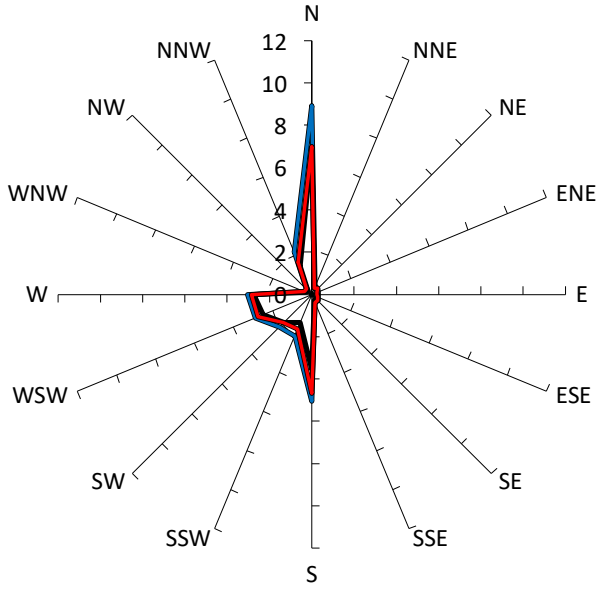
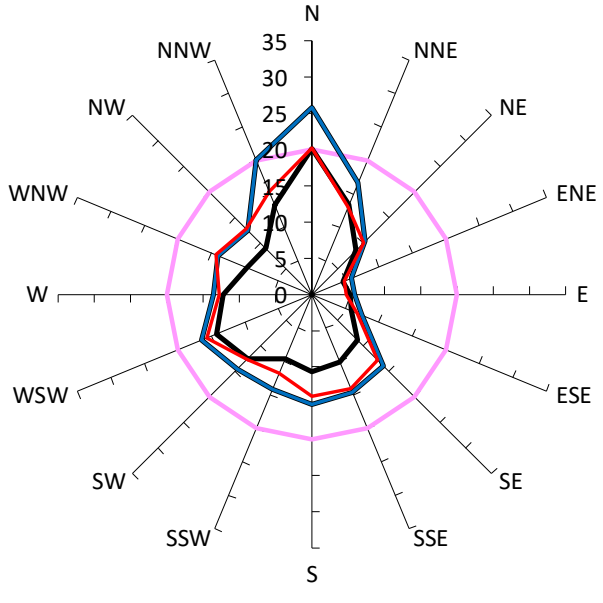
Results for P16

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 4m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Sitting comfort (4m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	42%	26
Existing Site Conditions	25%	20
With the inclusion of the mitigation strategy detailed within the report.	35%	20

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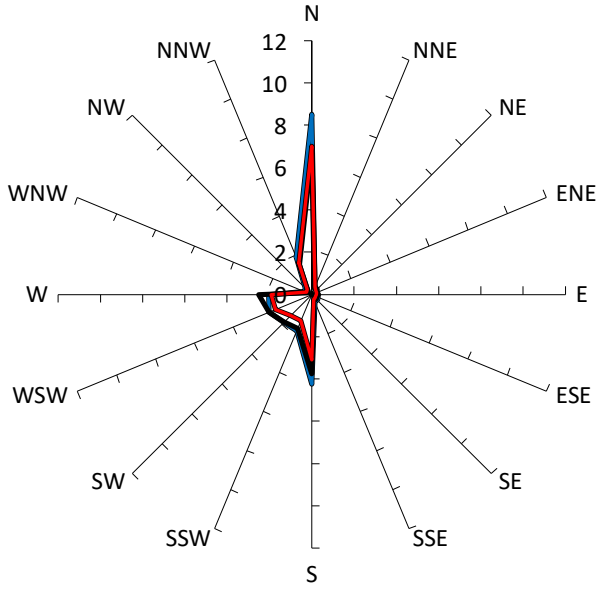
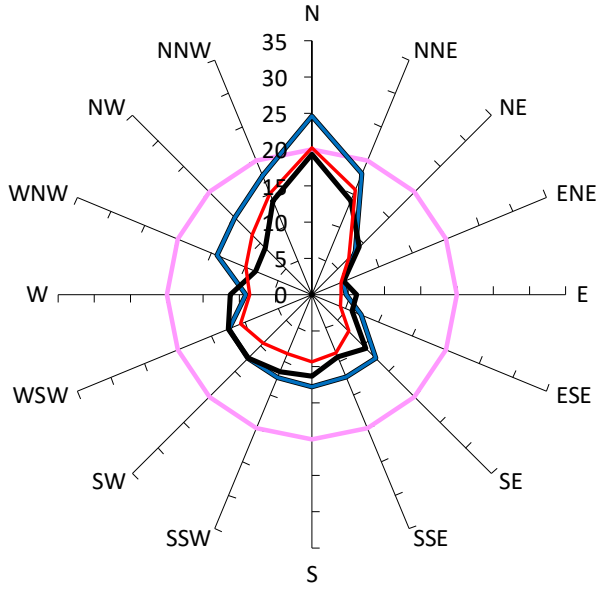
Results for P17

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	21%	25
Existing Site Conditions	14%	19
With the inclusion of the mitigation strategy detailed within the report.	15%	20

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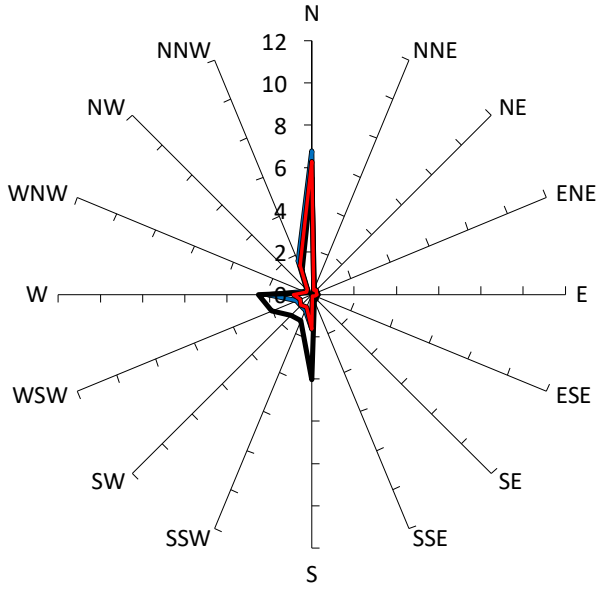
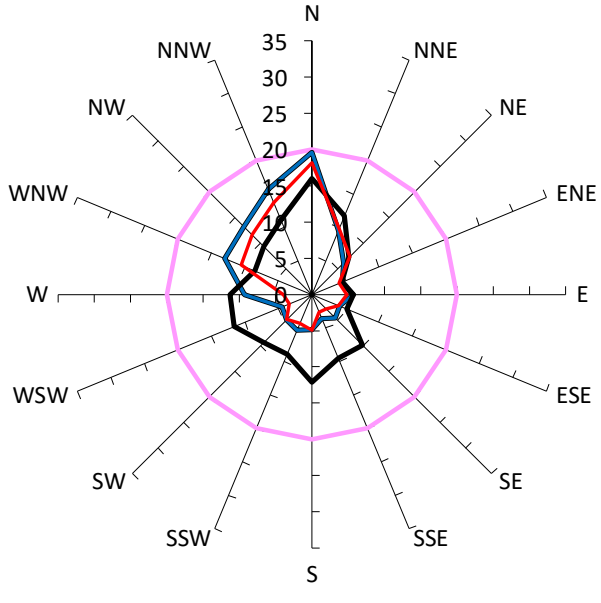
Results for P18

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	14%	20
Existing Site Conditions	11%	16
With the inclusion of the mitigation strategy detailed within the report.	11%	18

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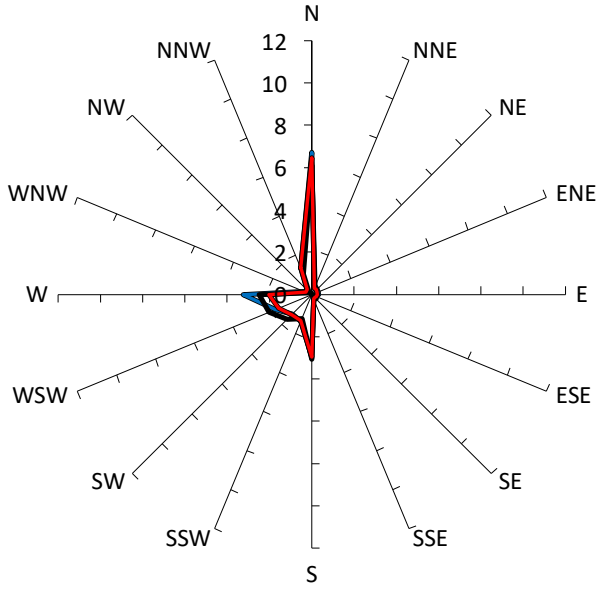
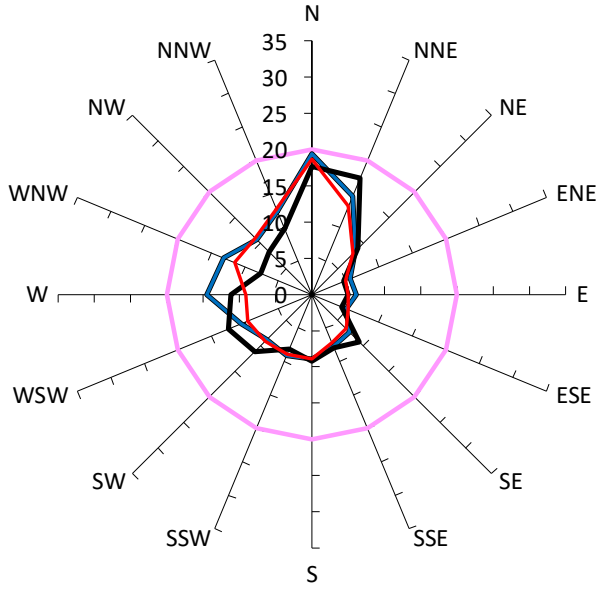
Results for P19

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	15%	19
Existing Site Conditions	12%	18
With the inclusion of the mitigation strategy detailed within the report.	12%	19

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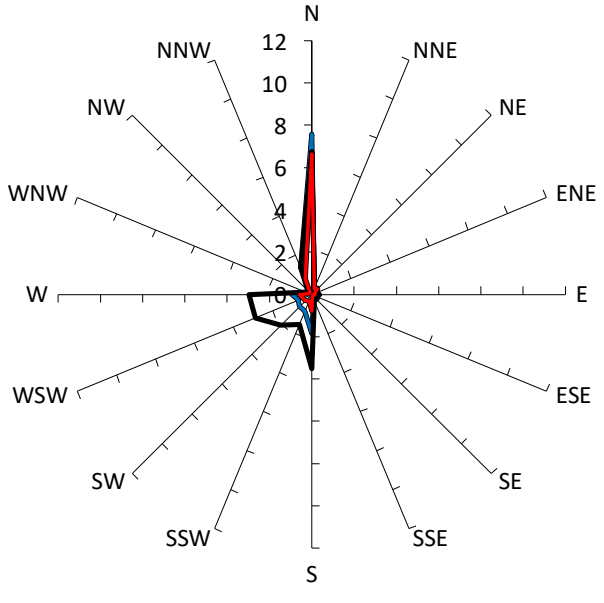
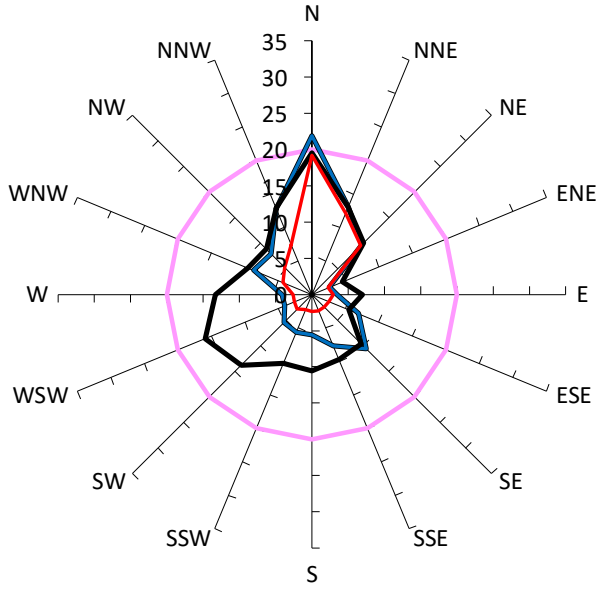
Results for P20

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	13%	22
Existing Site Conditions	16%	20
With the inclusion of the mitigation strategy detailed within the report.	10%	19

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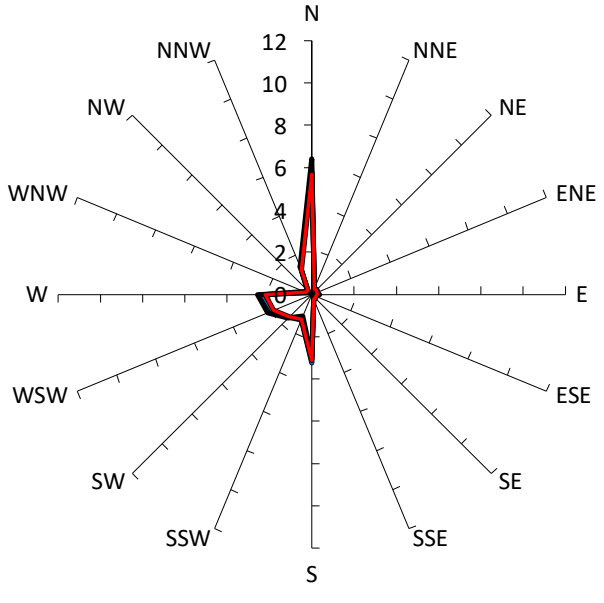
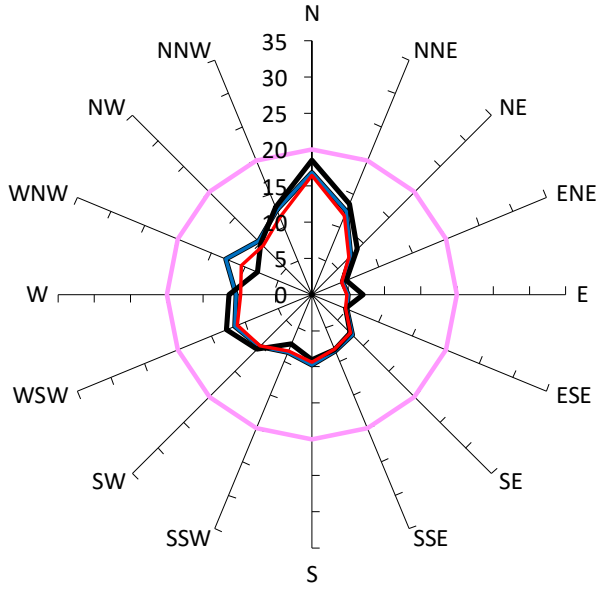
Results for P21

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	12%	17
Existing Site Conditions	13%	19
With the inclusion of the mitigation strategy detailed within the report.	10%	16

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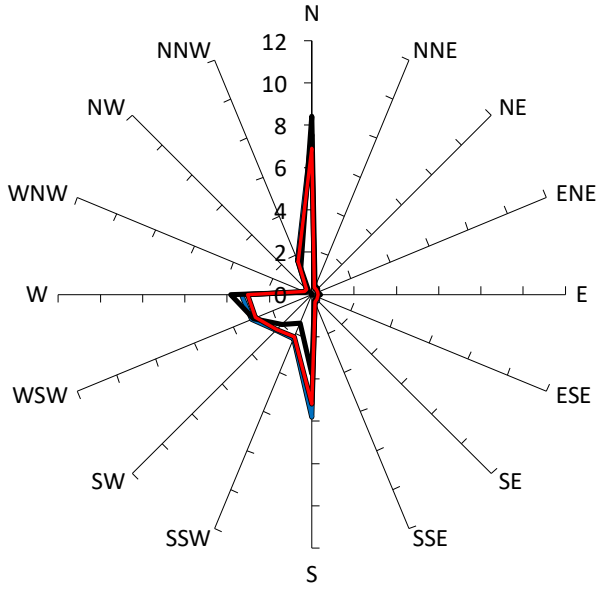
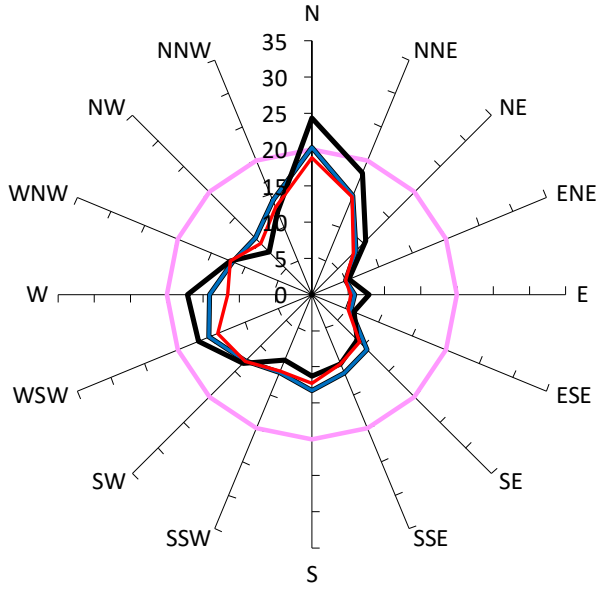
Results for P22

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	28%	20
Existing Site Conditions	22%	24
With the inclusion of the mitigation strategy detailed within the report.	23%	19

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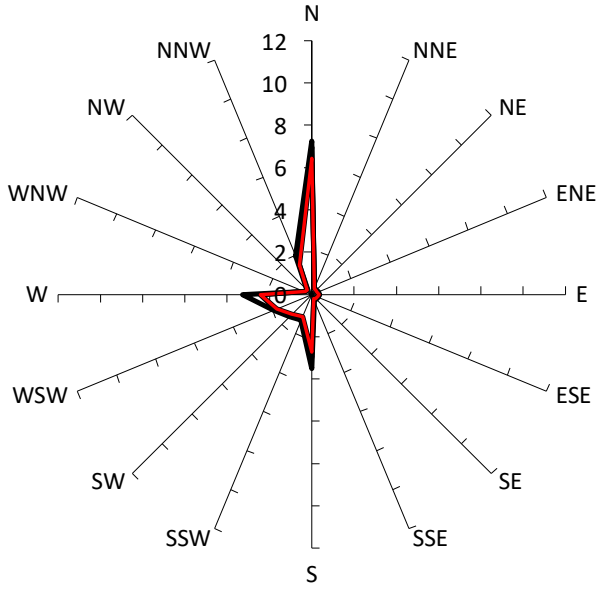
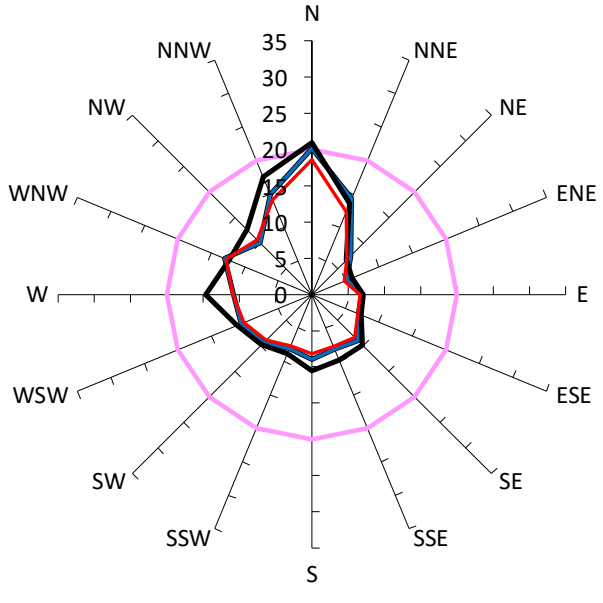
Results for P23

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence

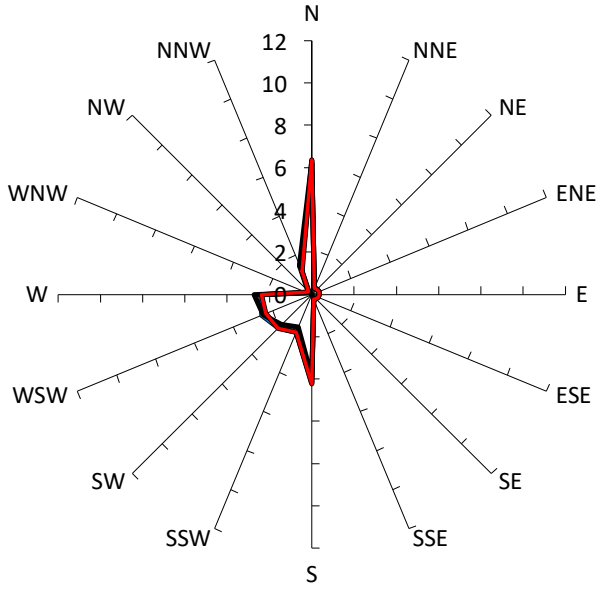


Safety Limit: 20m/s

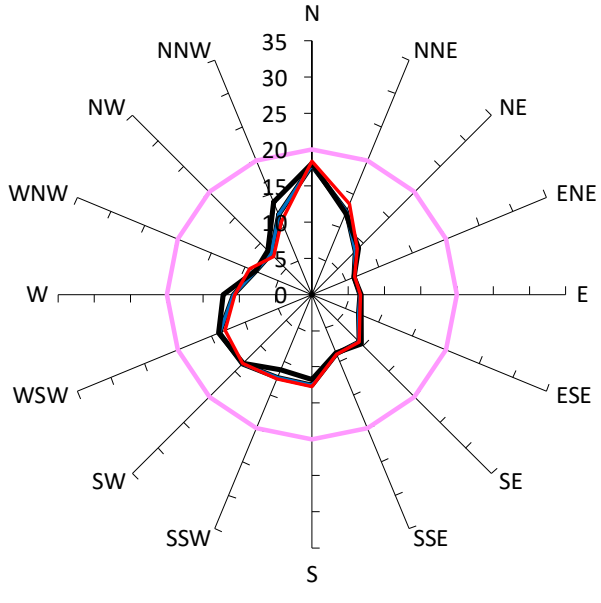
Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	15%	20
Existing Site Conditions	18%	21
With the inclusion of the mitigation strategy detailed within the report.	13%	19

Results for P24

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence

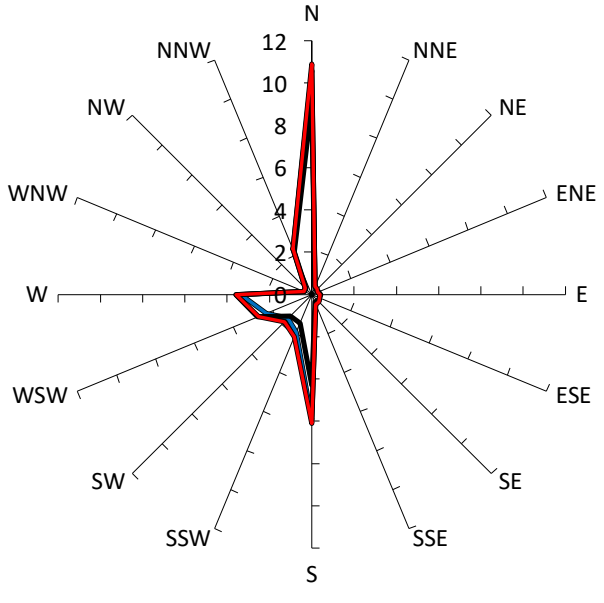


Safety Limit: 20m/s

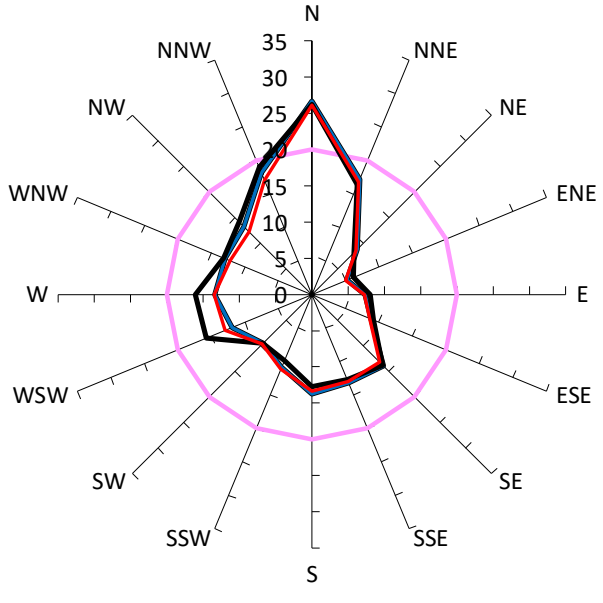
Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	14%	18
Existing Site Conditions	14%	18
With the inclusion of the mitigation strategy detailed within the report.	14%	18

Results for P25

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	31%	27
Existing Site Conditions	25%	26
With the inclusion of the mitigation strategy detailed within the report.	34%	26

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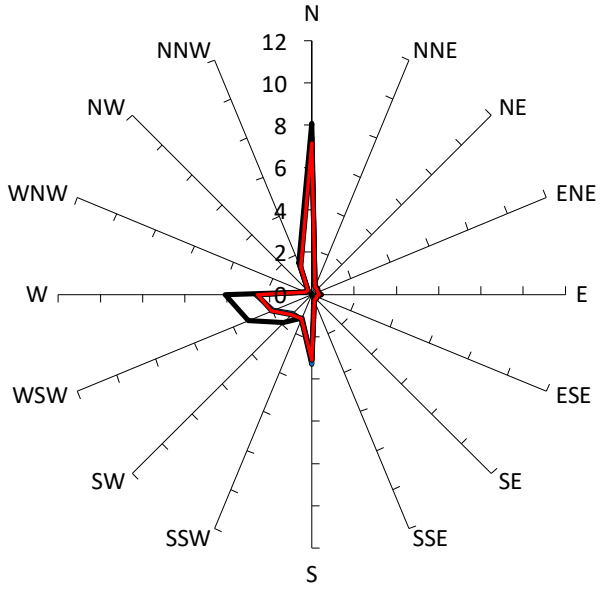
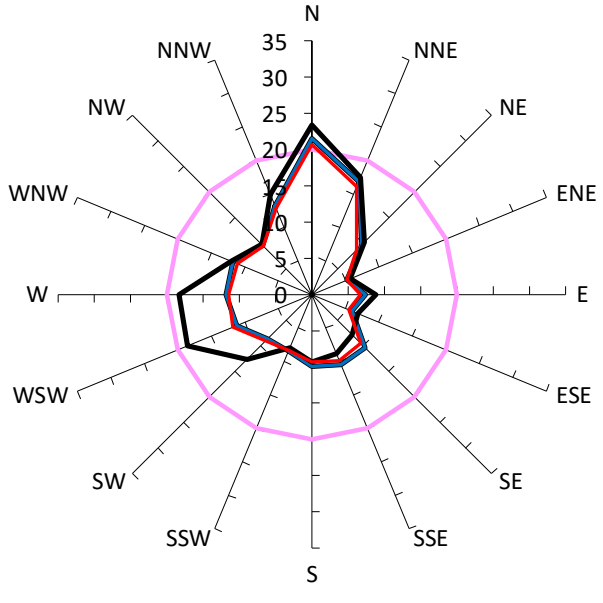
Results for P26

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	15%	22
Existing Site Conditions	24%	23
With the inclusion of the mitigation strategy detailed within the report.	14%	21

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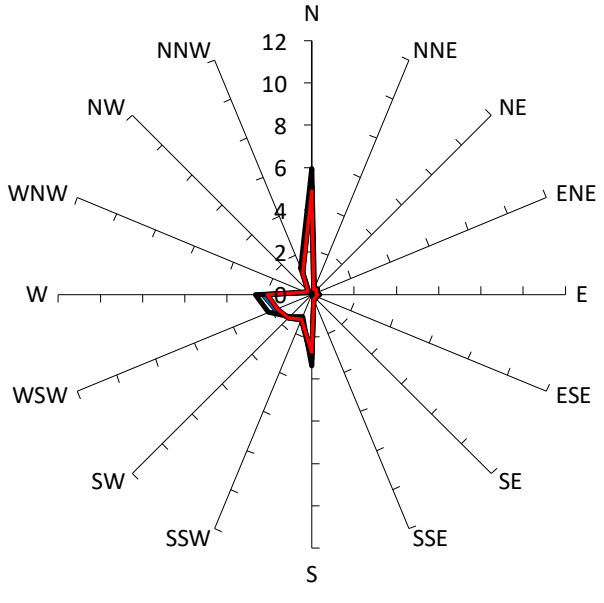
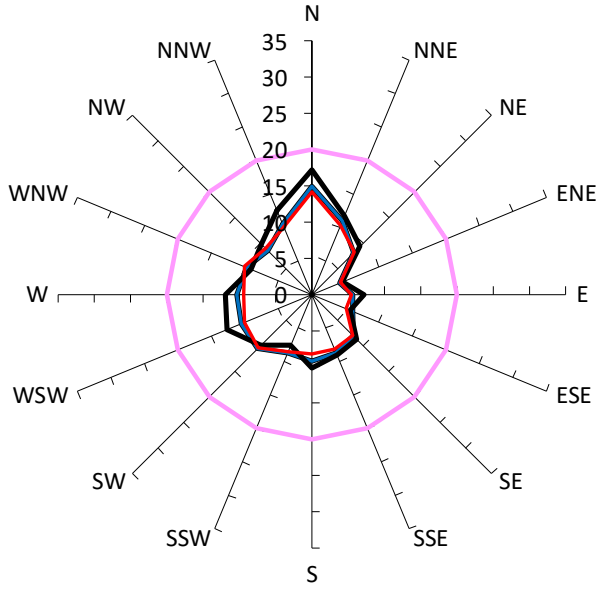
Results for P27

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	7%	15
Existing Site Conditions	12%	17
With the inclusion of the mitigation strategy detailed within the report.	5%	14

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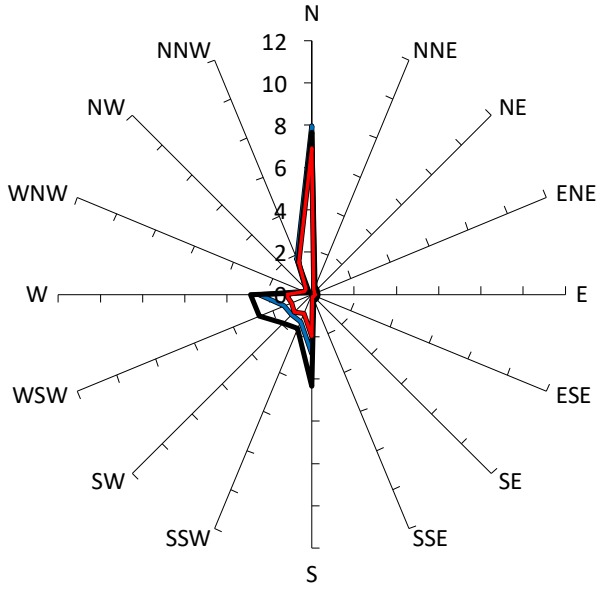
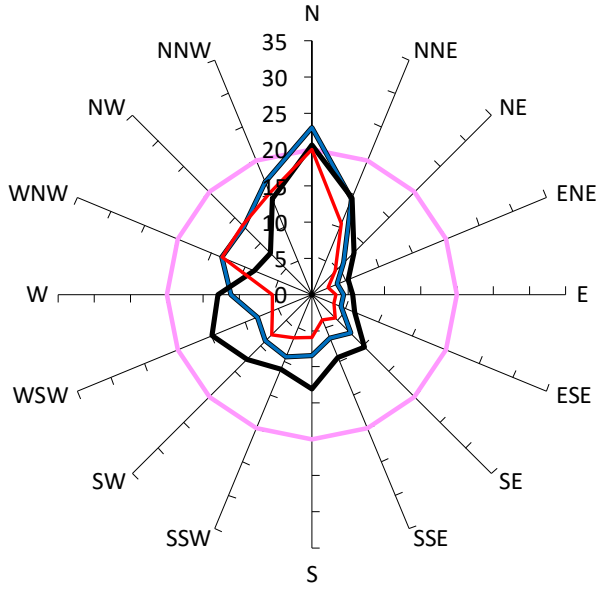
Results for P28

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	17%	23
Existing Site Conditions	19%	21
With the inclusion of the mitigation strategy detailed within the report.	14%	20

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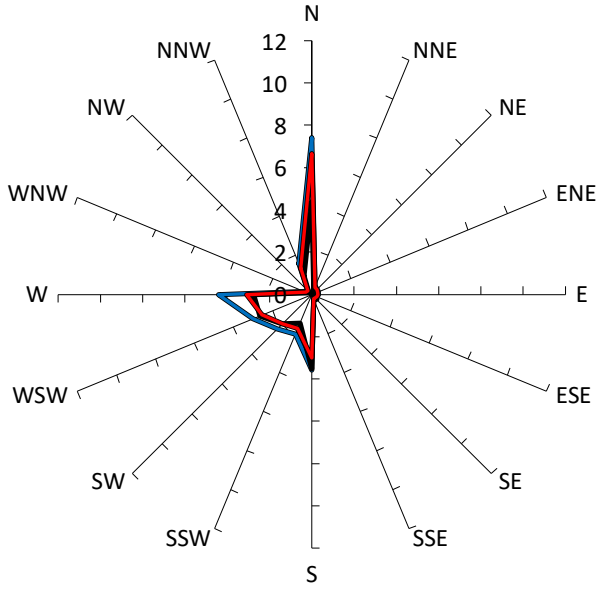
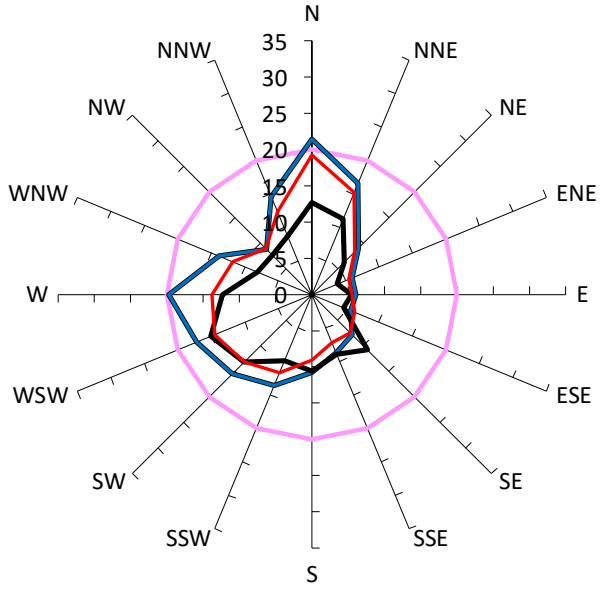
Results for P29

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	24%	21
Existing Site Conditions	6%	15
With the inclusion of the mitigation strategy detailed within the report.	16%	19

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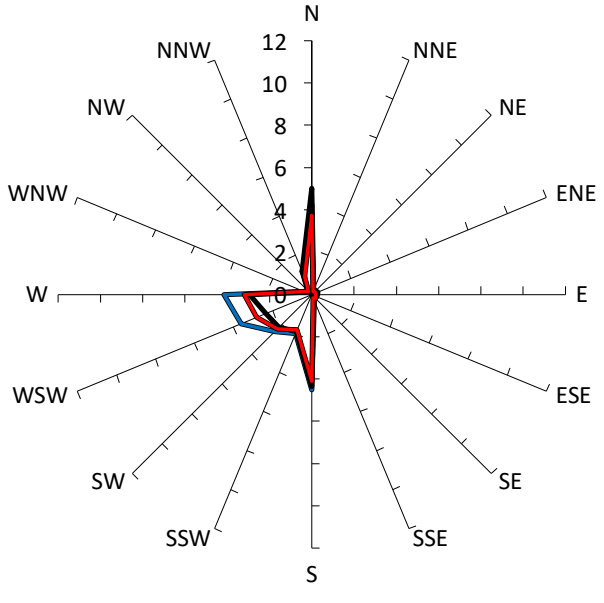
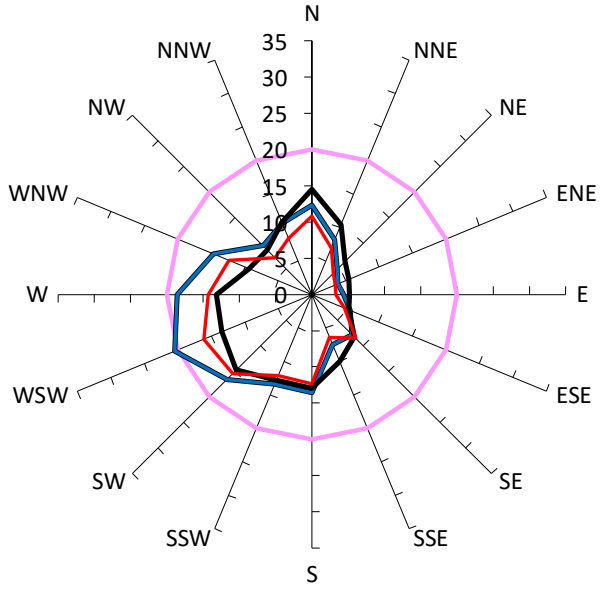
Results for P30

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	16%	20
Existing Site Conditions	10%	15
With the inclusion of the mitigation strategy detailed within the report.	7%	16

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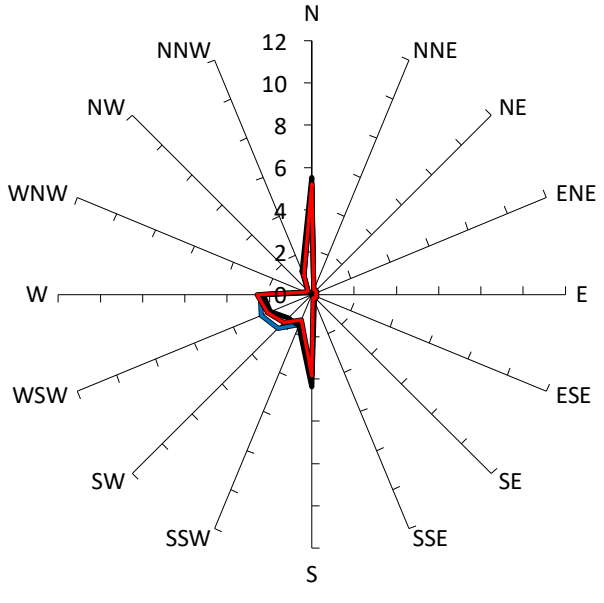
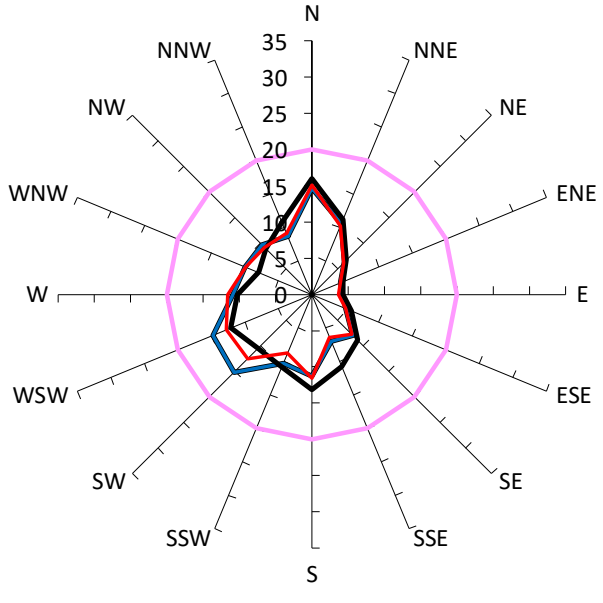
Results for P31

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	9%	15
Existing Site Conditions	11%	16
With the inclusion of the mitigation strategy detailed within the report.	8%	15

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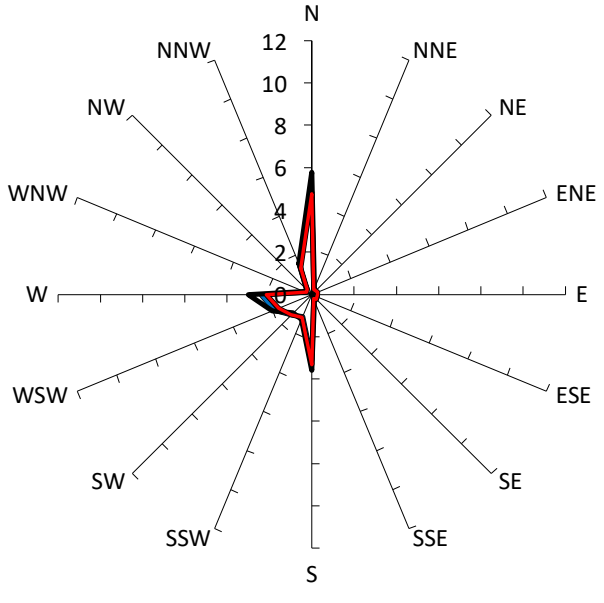
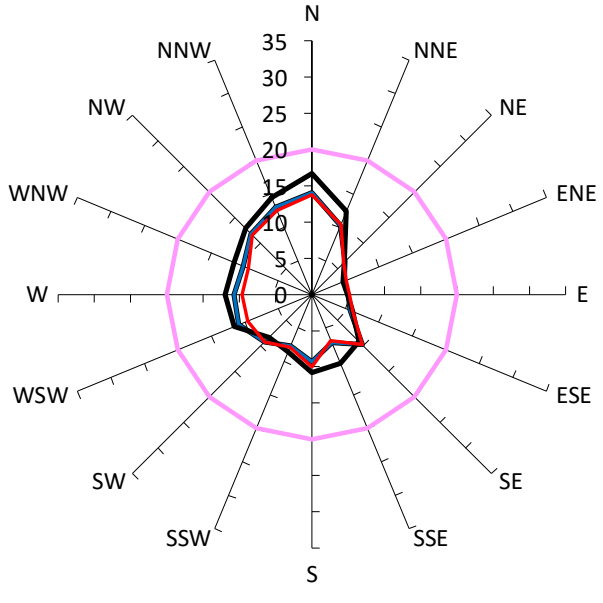
Results for P32

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	6%	14
Existing Site Conditions	14%	17
With the inclusion of the mitigation strategy detailed within the report.	5%	14

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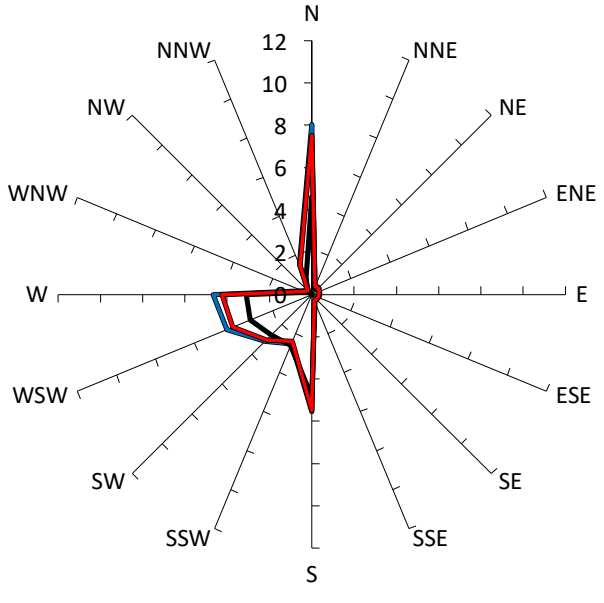
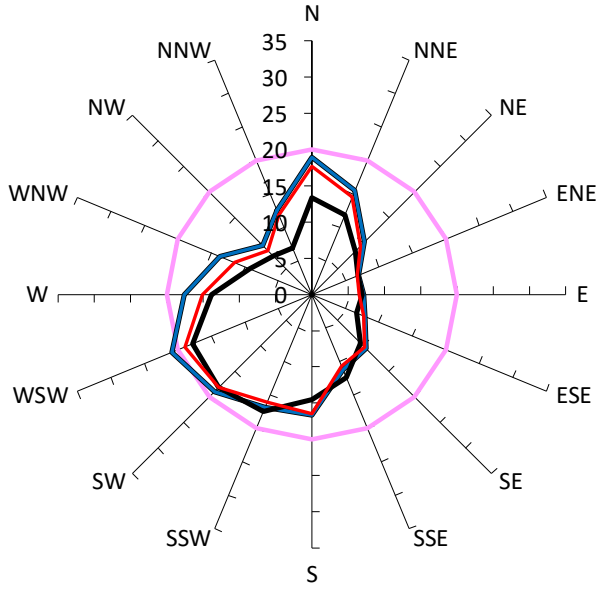
Results for P33

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	33%	21
Existing Site Conditions	15%	18
With the inclusion of the mitigation strategy detailed within the report.	31%	19

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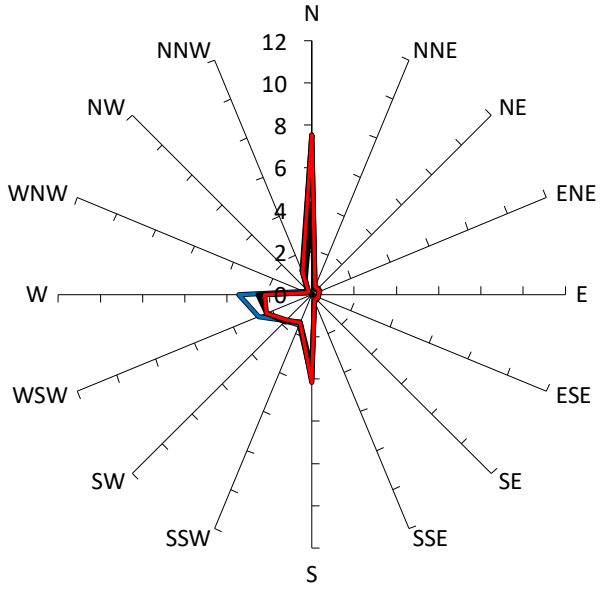
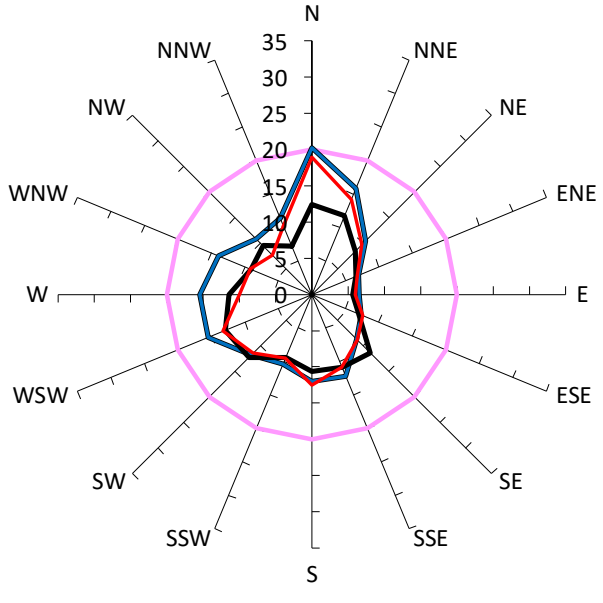
Results for P34

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	19%	20
Existing Site Conditions	5%	13
With the inclusion of the mitigation strategy detailed within the report.	15%	19

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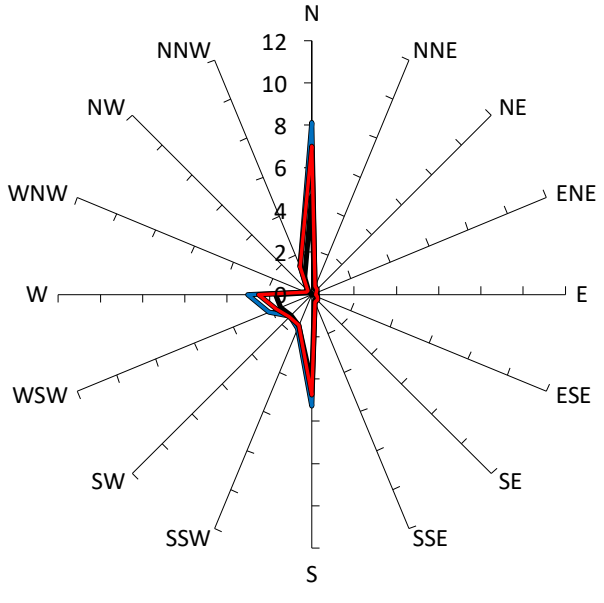
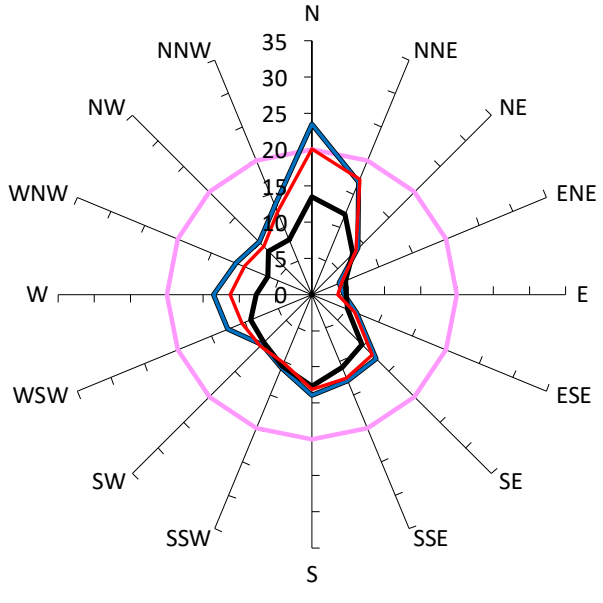
Results for P35

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	21%	23
Existing Site Conditions	5%	13
With the inclusion of the mitigation strategy detailed within the report.	16%	20

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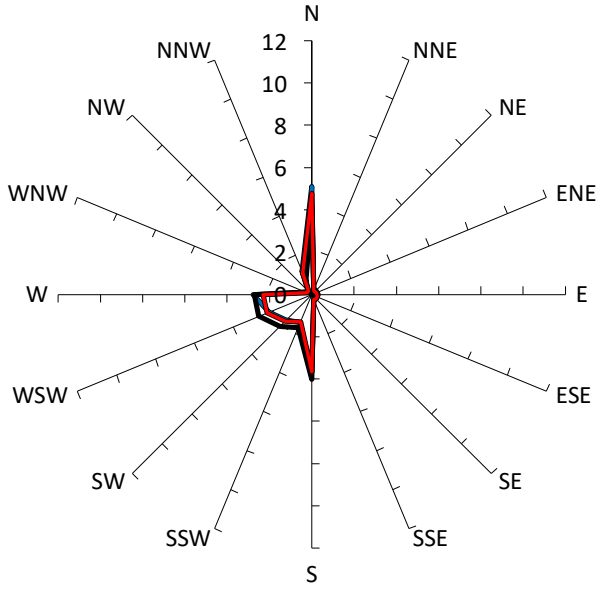
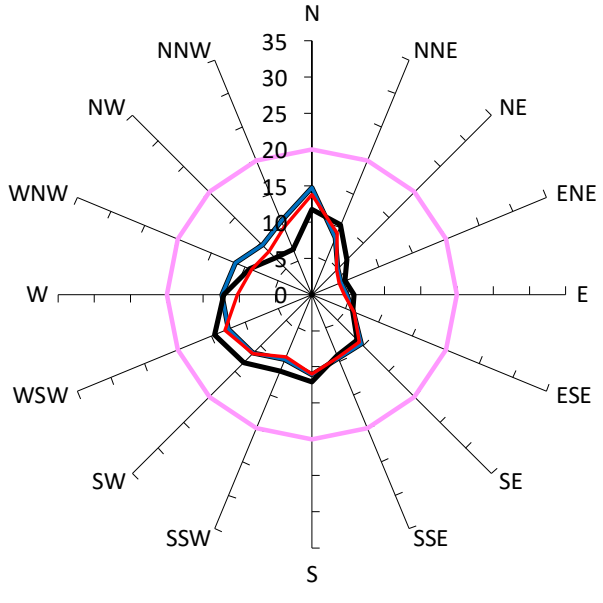
Results for P36

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	8%	15
Existing Site Conditions	6%	15
With the inclusion of the mitigation strategy detailed within the report.	5%	14

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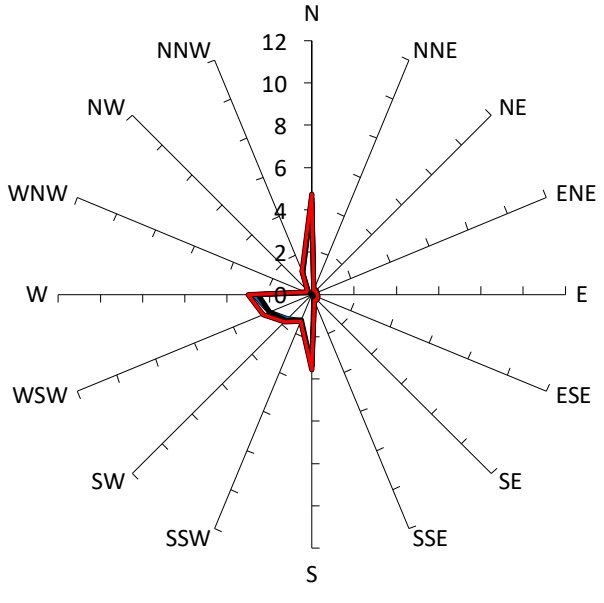
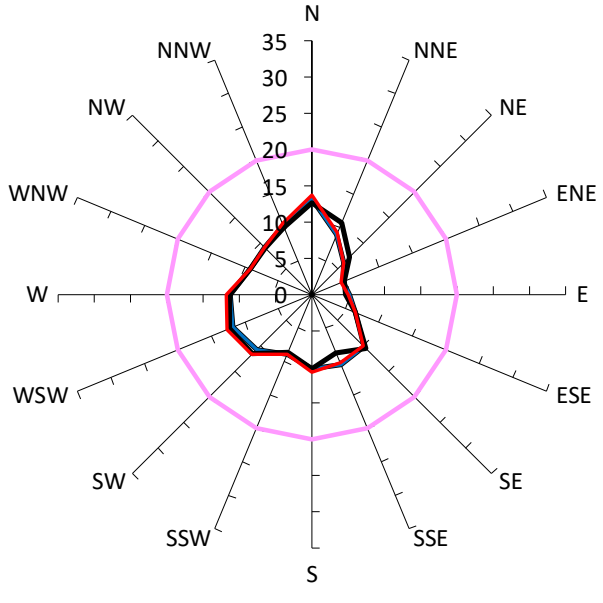
Results for P37

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	5%	13
Existing Site Conditions	4%	13
With the inclusion of the mitigation strategy detailed within the report.	7%	14

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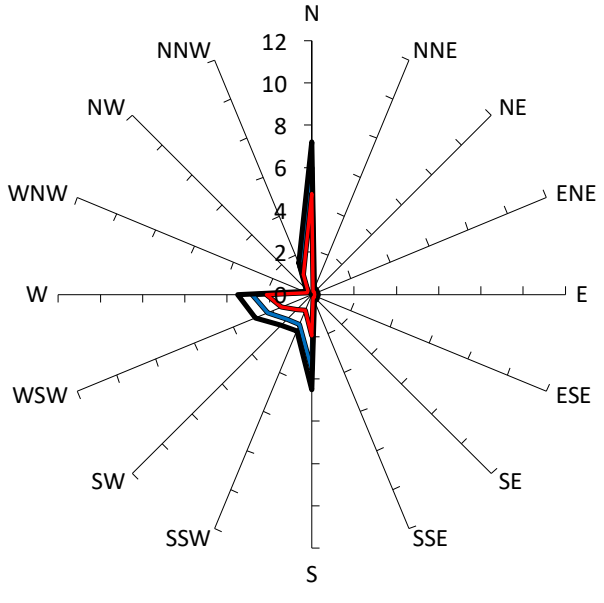
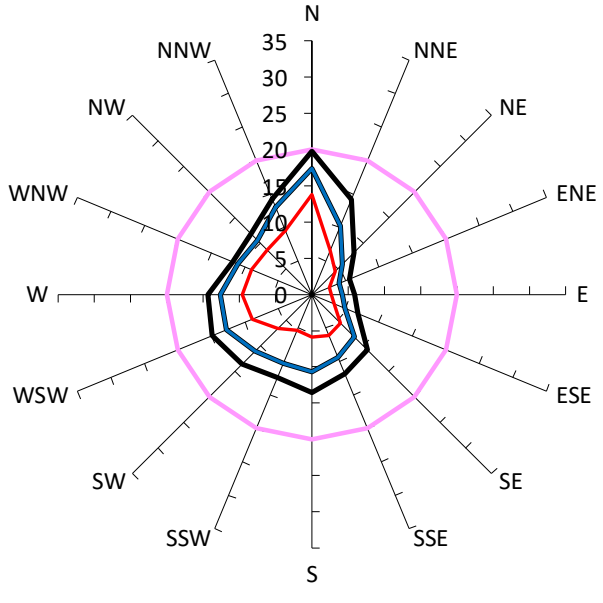
Results for P38

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	12%	17
Existing Site Conditions	22%	20
With the inclusion of the mitigation strategy detailed within the report.	4%	14

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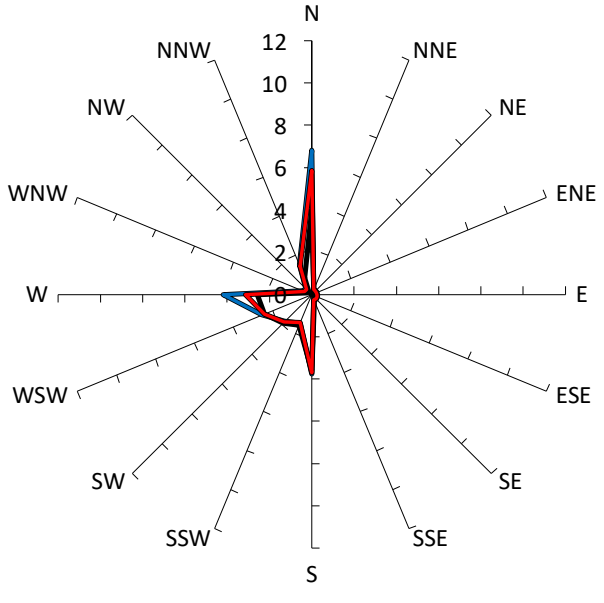
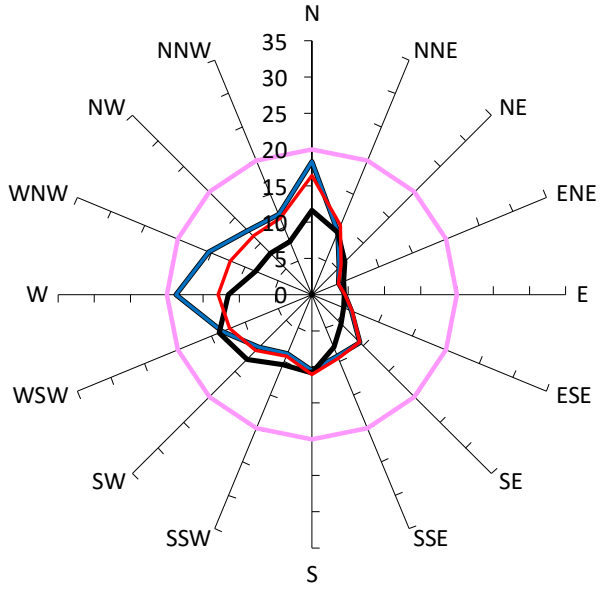
Results for P39

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	21%	19
Existing Site Conditions	4%	14
With the inclusion of the mitigation strategy detailed within the report.	14%	16

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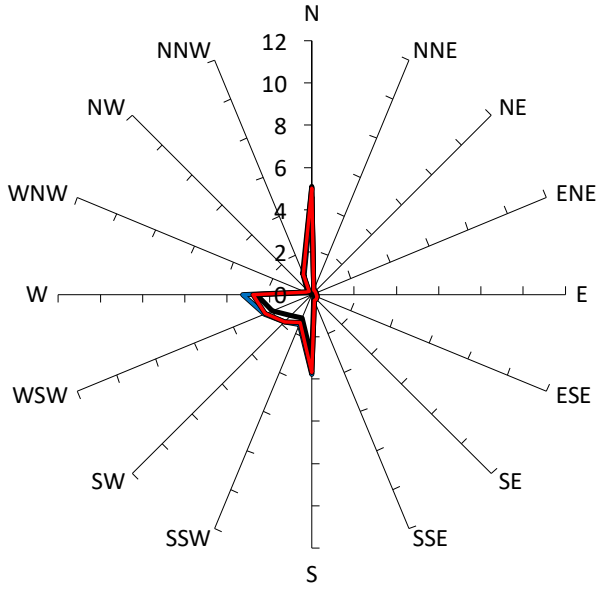
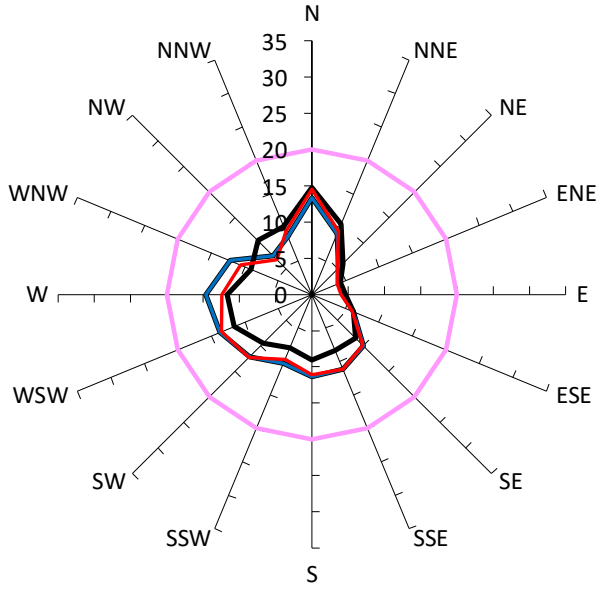
Results for P40

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	7%	15
Existing Site Conditions	7%	15
With the inclusion of the mitigation strategy detailed within the report.	8%	15

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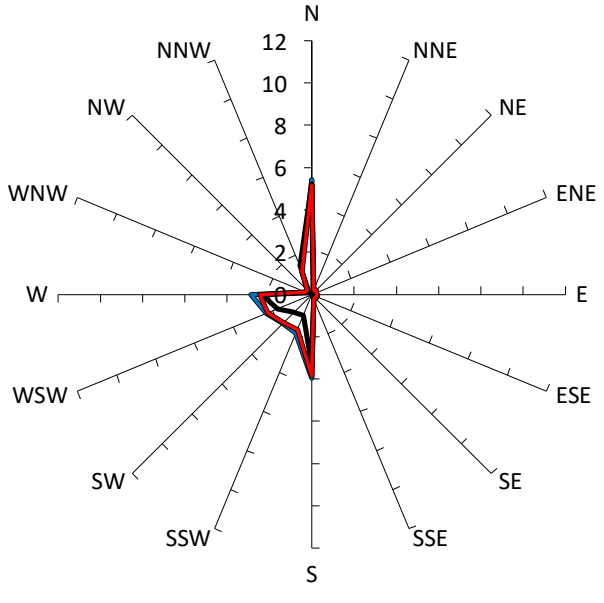
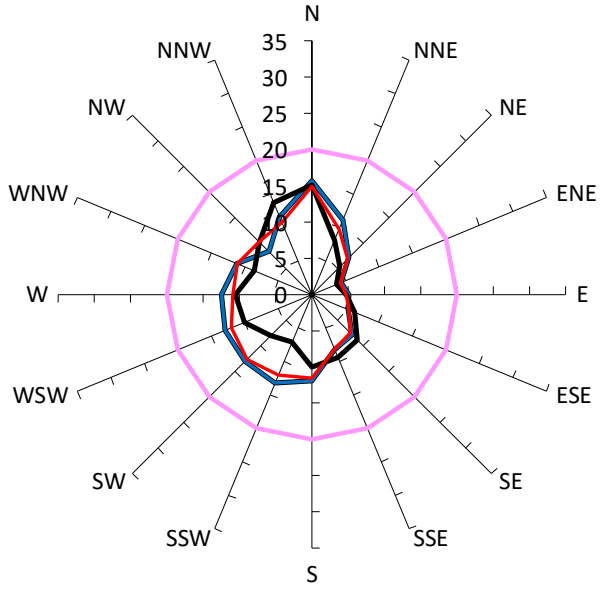
Results for P41

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	12%	16
Existing Site Conditions	8%	15
With the inclusion of the mitigation strategy detailed within the report.	9%	15

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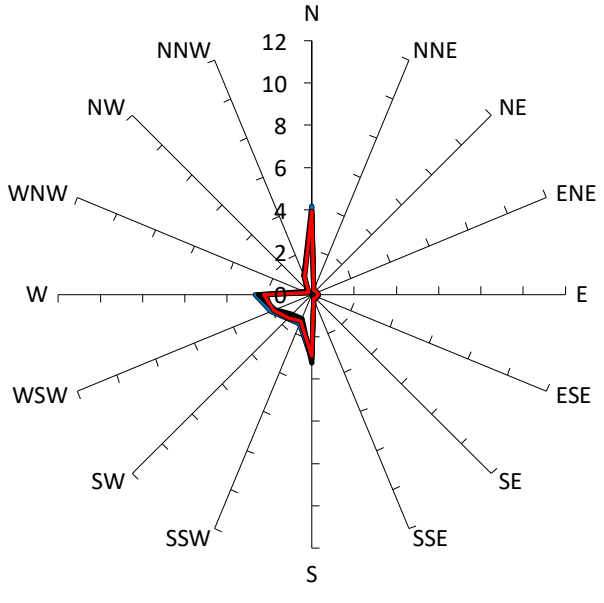
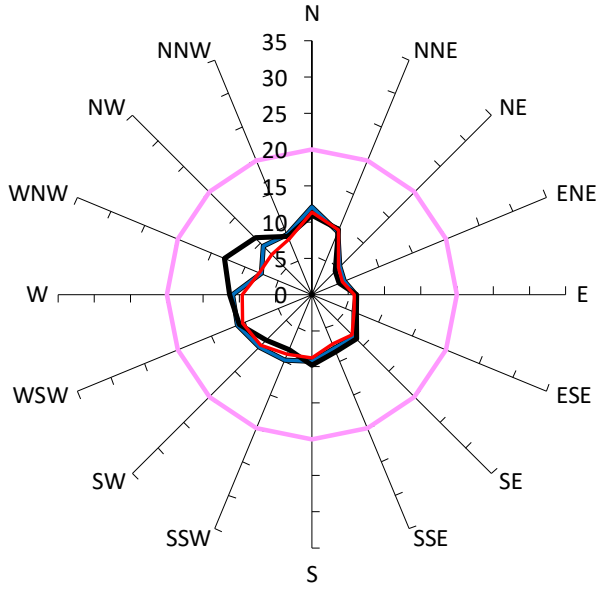
Results for P42

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	3%	12
Existing Site Conditions	3%	13
With the inclusion of the mitigation strategy detailed within the report.	2%	11

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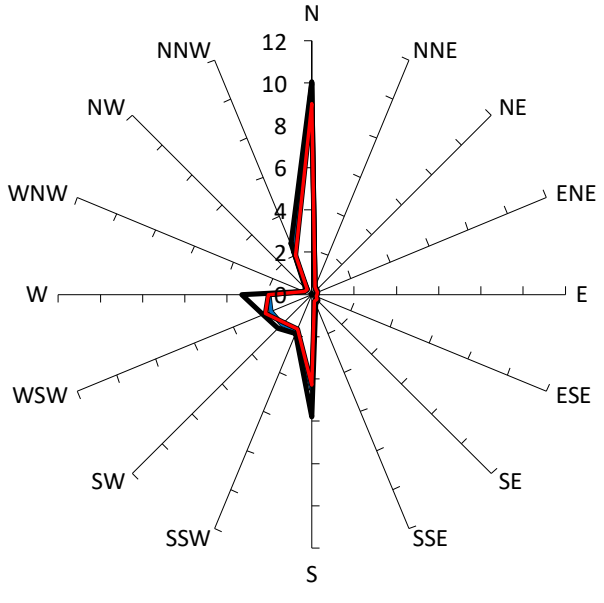
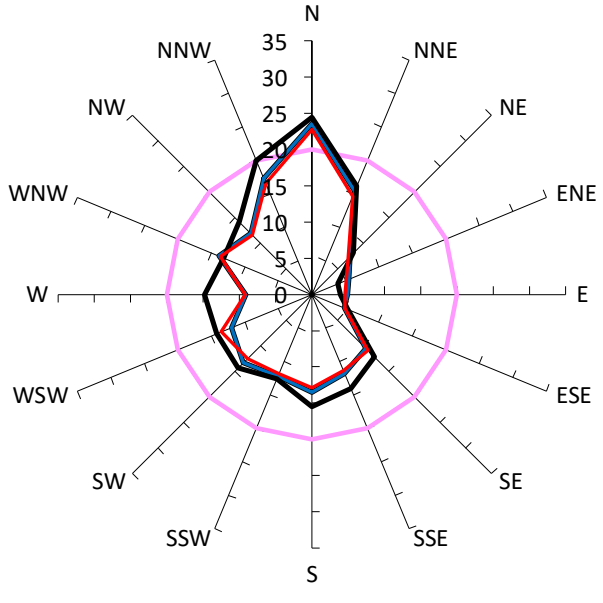
Results for P43

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	22%	24
Existing Site Conditions	31%	24
With the inclusion of the mitigation strategy detailed within the report.	21%	23

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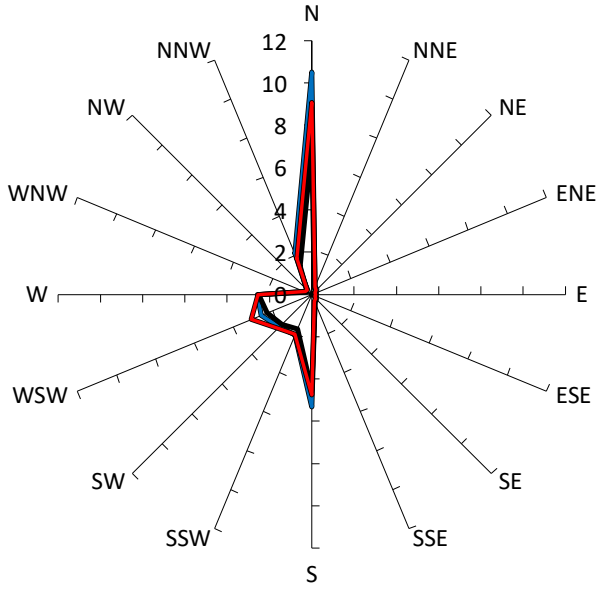
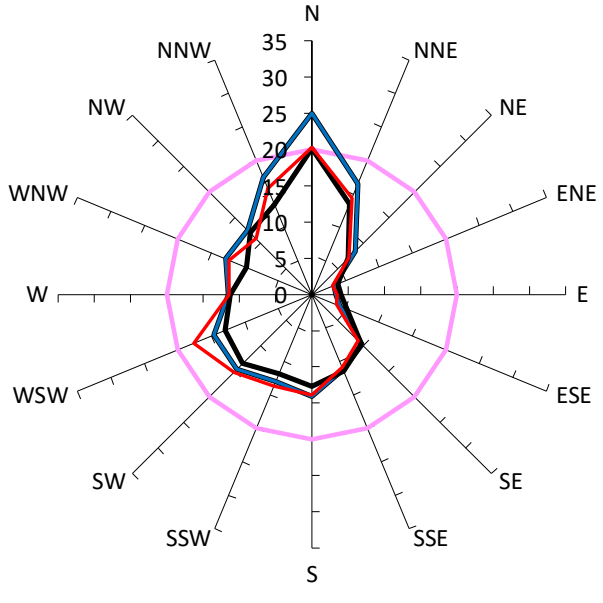
Results for P44

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	26%	25
Existing Site Conditions	16%	20
With the inclusion of the mitigation strategy detailed within the report.	24%	20

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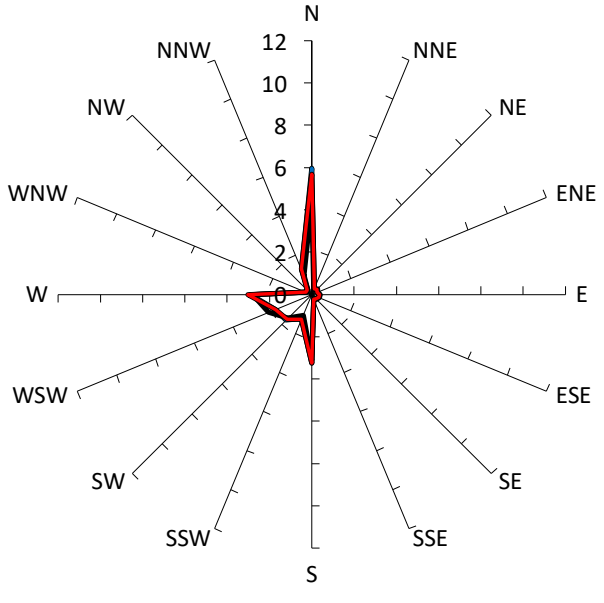
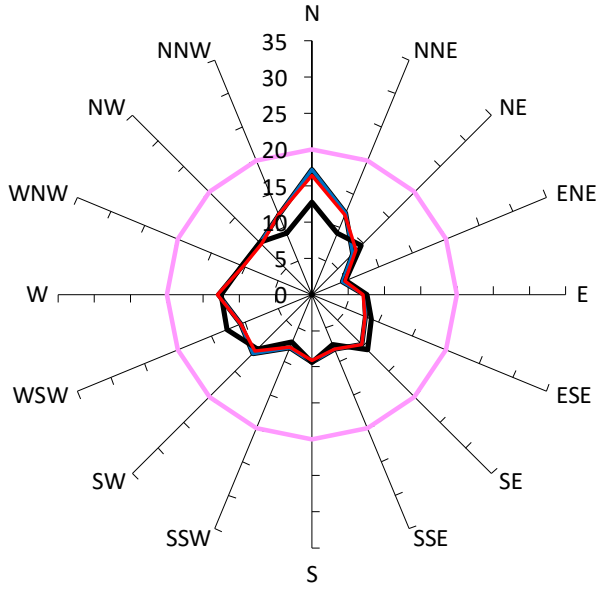
Results for P45

Gust Equivalent Mean (m/s)	Maximum Gust (m/s)



Comfort Criteria: 5m/s with 20% probability of exceedence



Safety Limit: 20m/s

Description	GEM Prob of Exceed %	Peak Gust m/s
Criterion: Walking comfort (5m/s) Safety Limit (23m/s).	20%	20
With development "as proposed", no vegetation or other treatments.	12%	17
Existing Site Conditions	5%	13
With the inclusion of the mitigation strategy detailed within the report.	12%	16

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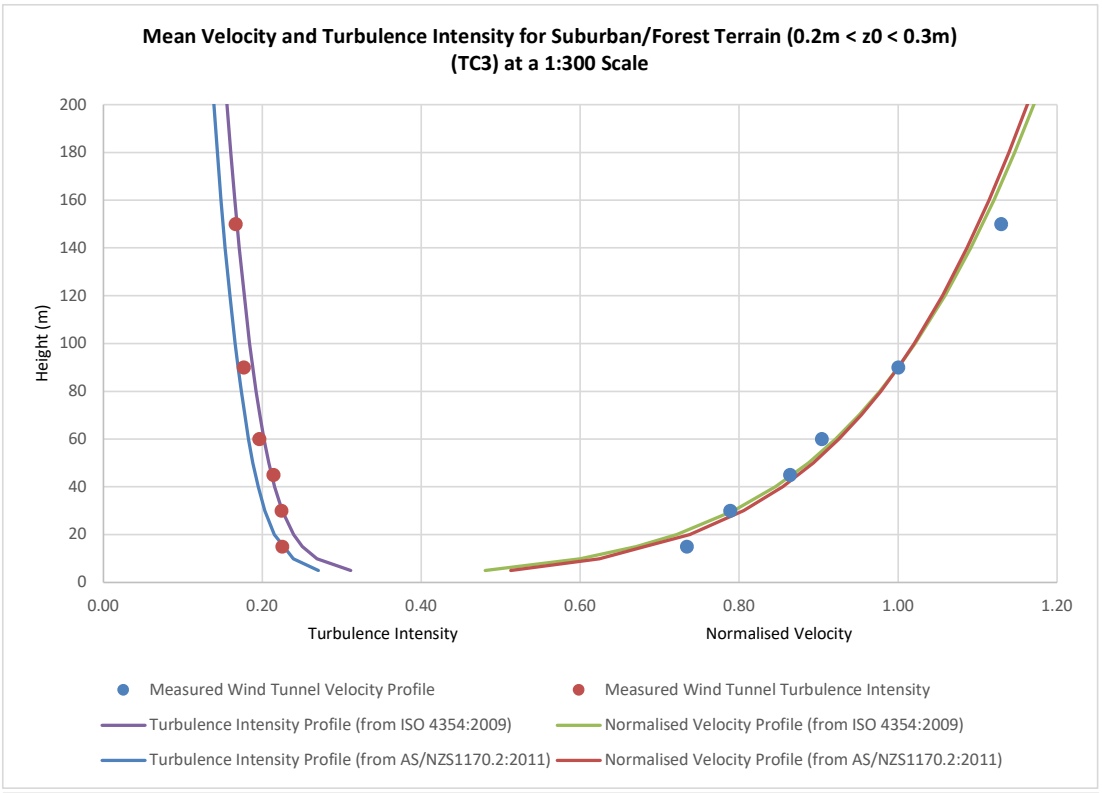
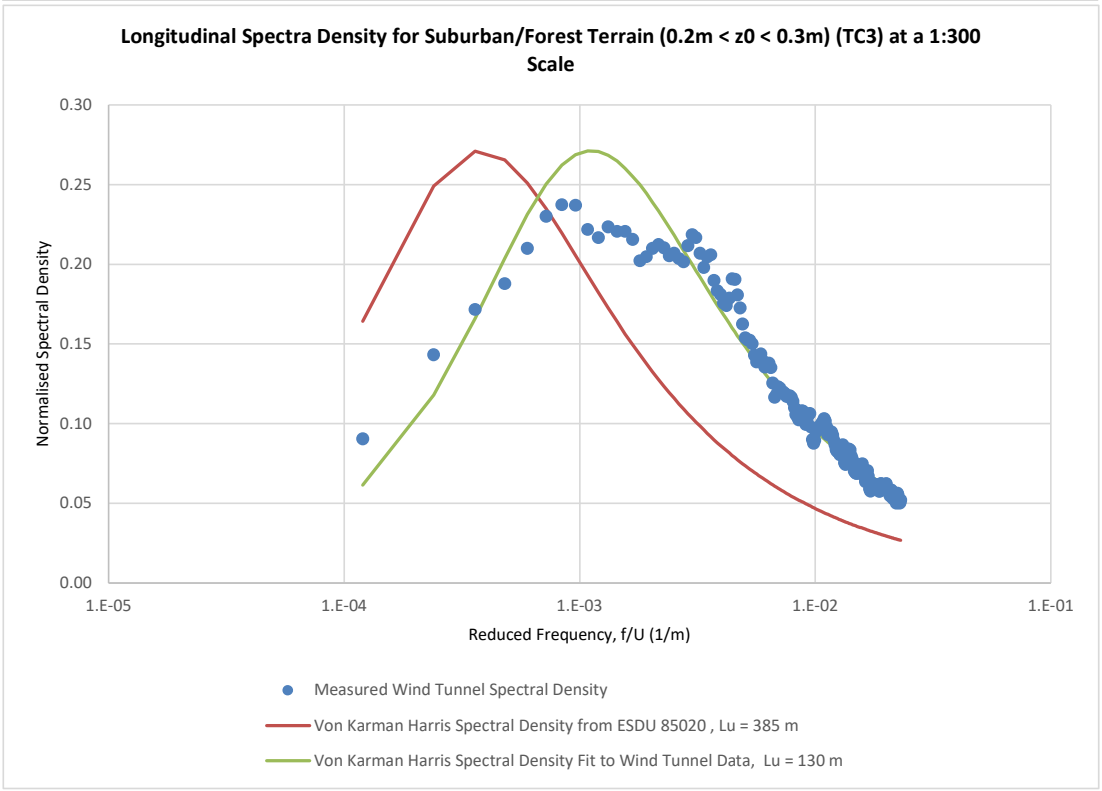
APPENDIX D VELOCITY AND TURBULENCE INTENSITY PROFILES





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APPENDIX E IN-PRINCIPLE WIND MITIGATION STRATEGIES TO ADDRESS WIND COMFORT CRITERIA

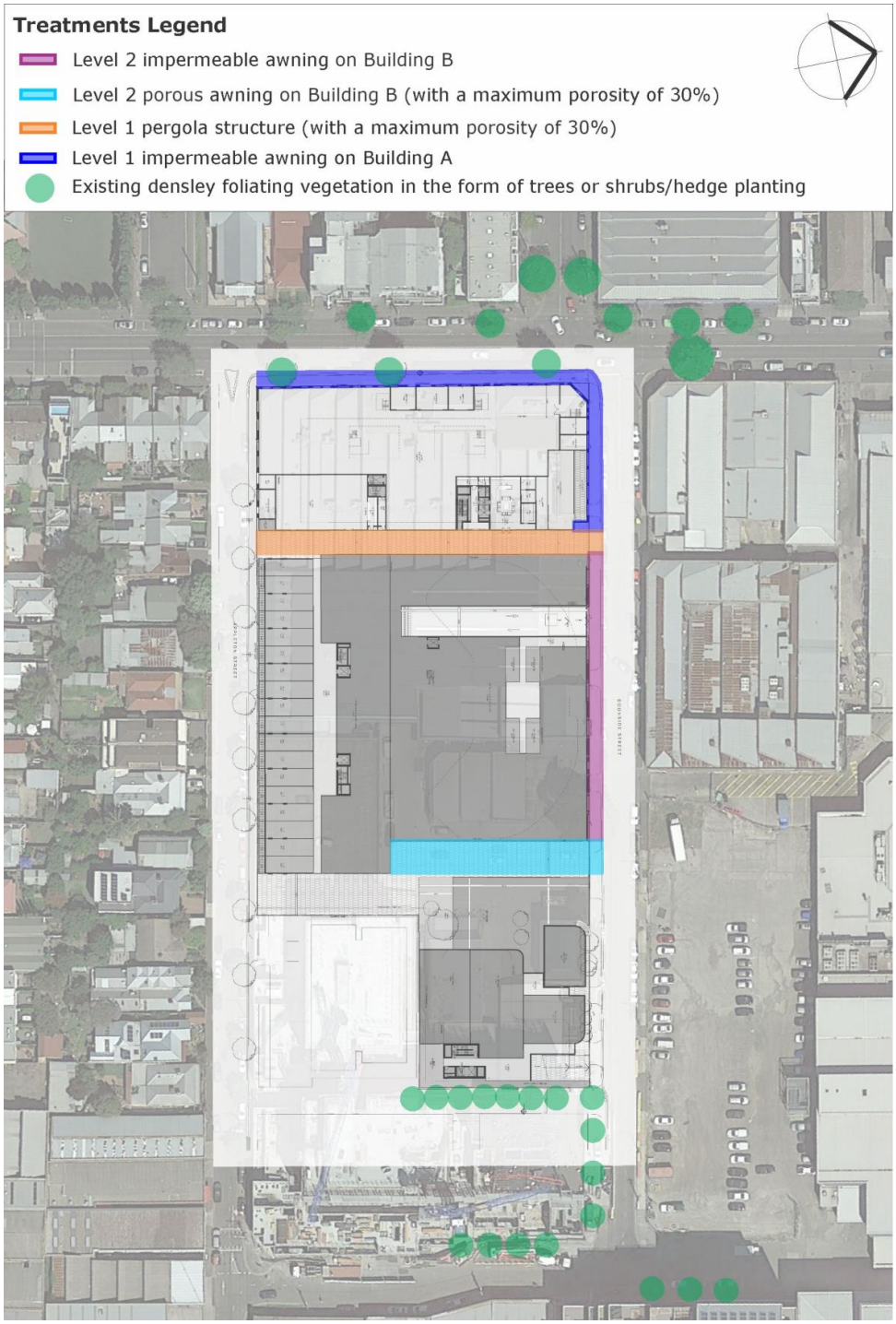

Figure E.1: Suggested Treatments – Overall Ground Level

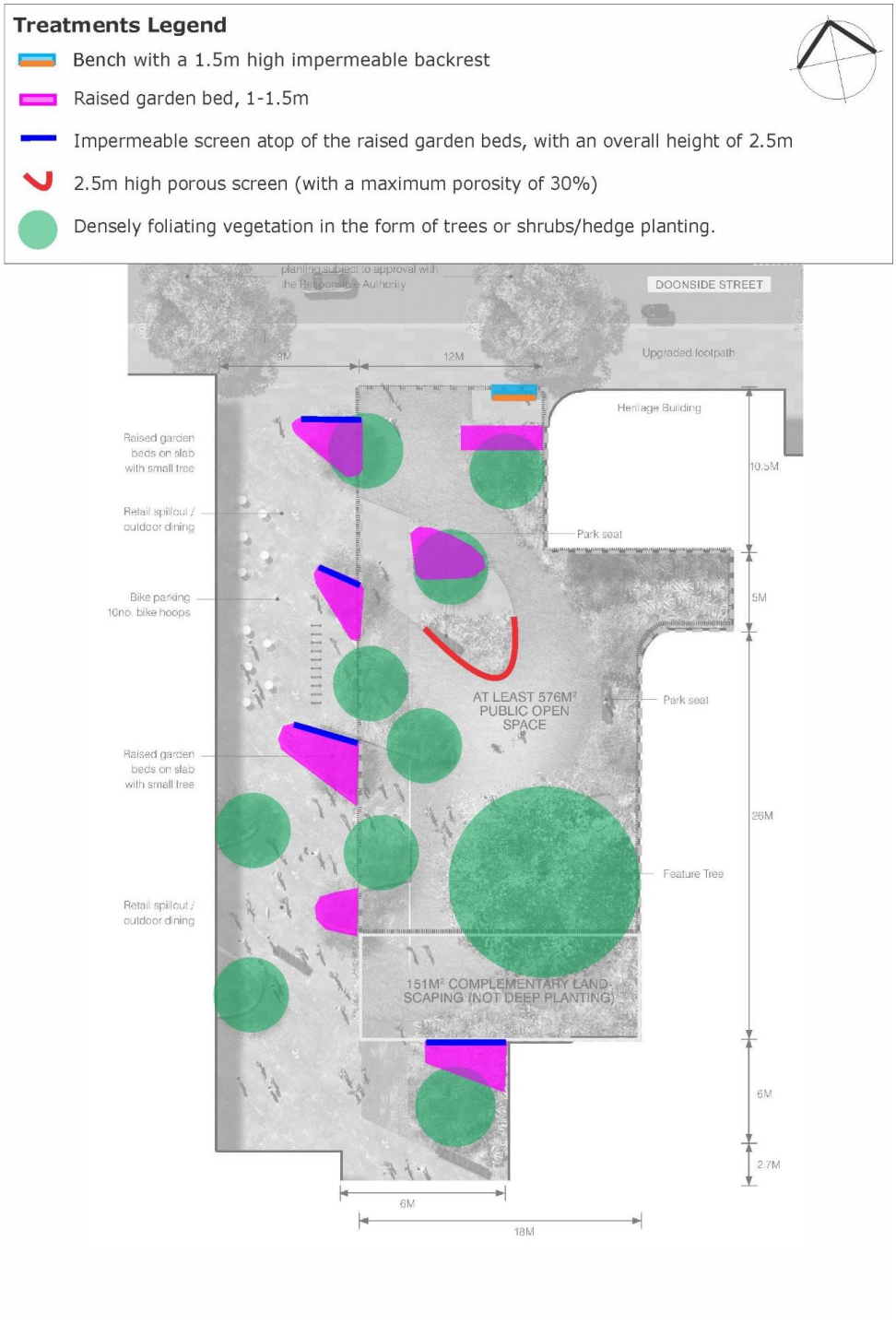

Figure E.2: Suggested Treatments – Doonside Park Communal Open Space

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81-95 Burnley Street & 26-34 Doonside Street, Richmond

Acoustic Town Planning Report

Prepared for: Burnley Street Developments by Gurner Pty Ltd

Project No: MEL2264
Date: 27 May 2026
Revision: 7



ADP Consulting : Engineering

Creating great environments with great people

Project:	81-95 Burnley Street & 26-34 Doonside Street, Richmond
Location:	81-95 Burnley Street & 26-34 Doonside Street, Richmond,, VIC 3121
Prepared by:	ADP Consulting Pty Ltd Level 13, 55 Collins Street Melbourne VIC 3000
Project No:	MEL2264
Revision:	7
Date:	27 May 2026

Rev	Date	Comment	Author	Signature	Technical Review	Signature	Authorisation & QA	Signature
00	02/09/21	DRAFT	AS		CC		DZ	
01	10/02/23	Issue	MLi		WG		DZ	
02	17/02/23	Update	WG		WG		DZ	
03	04/05/23	Update	MLi		WG		DZ	
04	20/06/23	Revised	MLi		WG		DZ	
05	11/12/25	Revised	MLi		WG		DZ	
06	02/03/26	Revised	Md		WG		DZ	
07	27/05/26	Revised	Md		WG		DZ	

Project Team	
Client / Principal	Burnley Street Developments by Gurner Pty Ltd
Architect	Fender Katsalidis

ADP Consulting : Engineering

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1. Introduction

1.1 Document purpose

ADP Consulting Pty Ltd has been engaged by Burnley Street Developments by Gurner Pty Ltd to undertake acoustic engineering services for the proposed mixed-use development at 81-95 Burnley Street & 26-34 Doonside Street, Richmond.

This report is a noise impact assessment that may be provided to the Responsible authority as part of the project planning process.

This report addresses design criteria and provides preliminary advice for the following:

- the impact of operations on nearby sensitive receivers (including noise emission from emergency plant and equipment)
- internal noise levels and reverberation times
- sound insulation between noisy areas and sensitive spaces
- vibration requirements

The design criteria and acoustic treatment concepts in this report demonstrate the pathways by which these will be addressed by ADP Consulting and the project team through further analysis, recommendations, and coordination as the design progresses.

Acoustic terminology is included in Appendix A.

1.2 Reference design documentation, codes and standards

The following guidelines, standards, regulatory requirements, drawings, conditions and other project-specific information have been referenced in preparing this report:

- Fender Katsalidis, Harrington Village Architectural Drawings, dated December 2025 (Architectural Drawings)
- Fender Katsalidis, Harrington Village Urban Context and Design Response Report, dated December 2025
- Schedule 15 to clause 43.04 Development Plan Overlay in City of Yarra Planning Scheme
- VIC EPA, Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, Publication 1826.4, dated 1 July 2021 (EPA Noise Protocol)
- VIC EPA, Summary of noise framework, Publication 1757.2, dated May 2021 (EPA Summary of Noise Framework)
- VIC EPA, Guide to the Environment Protection Regulations, Publication 1753.2, dated May 2021 (EPA Guide to the EP Regulations)
- National Construction Code 2019 – Volume One, Building Code of Australia, Class 2 to 9 Buildings (NCC)
- Apartment Design Guidelines for Victoria, Victoria State Government Environment, Land, Water and Planning, dated December 2022 (ADG)
- AS/NZS 2107:2016 Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors (AS/NZS 2107)

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- AS 1055.2:1997 Acoustics – Description and Measurement of Environmental Noise Part 2: Application to Specific Situations (AS 1055.2)
- AS 2670.2:1990 Evaluation of Human Exposure to Whole-Body Vibration Part 2: Continuous and Shock-Induced Vibration in Buildings (1 to 80 Hz) (AS 2670.2)
- AS/NZS 1668.1:2015 The Use of Ventilation and Air Conditioning in Buildings Part 1: Fire and Smoke Control in Buildings (AS/NZS 1668.1)
- Assessing Vibration: A Technical Guideline – NSW Department of Environment and Conservation, dated February 2006 (AVTG)
- BS 6472–1992 – Evaluation of Human Exposure to Whole-Body Vibration in Buildings (1 to 80 Hz) (BS 6472)
- Schedule 15 to Clause 43.04 Development Overlay (DP015) 81-95 Burnley Street and Doonside Street, Richmond.

1.3 Site description

The site is located within a Mixed-Use Zone (MUZ), with nearby land zones including general residential (GRZ2, GRZ3 an GRZ4), comprehensive development (CDZ1), health and community (PUZ3) industrial (INI1Z) neighbourhood residential (NRZ1), and road zones (RDZ1).

Specifically, the site is bounded by the following:

- Doonside Street to the north (MUZ and CDZ1)
- Appleton Street to the south (GRZ4 and NRZ1)
- Embassy Richmond (multi-level residential building on 39 Appleton Street to the east (MUZ)
- Burnley Street to the west (RDZ1 and GRZ4)

Other significant features surrounding the site include:

- Trinity Catholic School to the south-east (GRZ4)
- Victoria Gardens Shopping Centre to the north (CDZ1)
- Yarra River and Annettes Place to the east (PPRZ and PUZ1)

The nearest noise sensitive receivers are as follows:

- 2 – 38 Appleton Street 15 meters to the south,
- Embassy Residences (39 Appleton Street) on the eastern border of the site.
- 86 - 88 Burnley St 20 metres to the west
- Trinity Catholic School 50 metres to south-west

Figure 1 provides a site map of the proposed development and its surrounds.

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Figure 1 Site and surrounds of 81-95 Burnley Street



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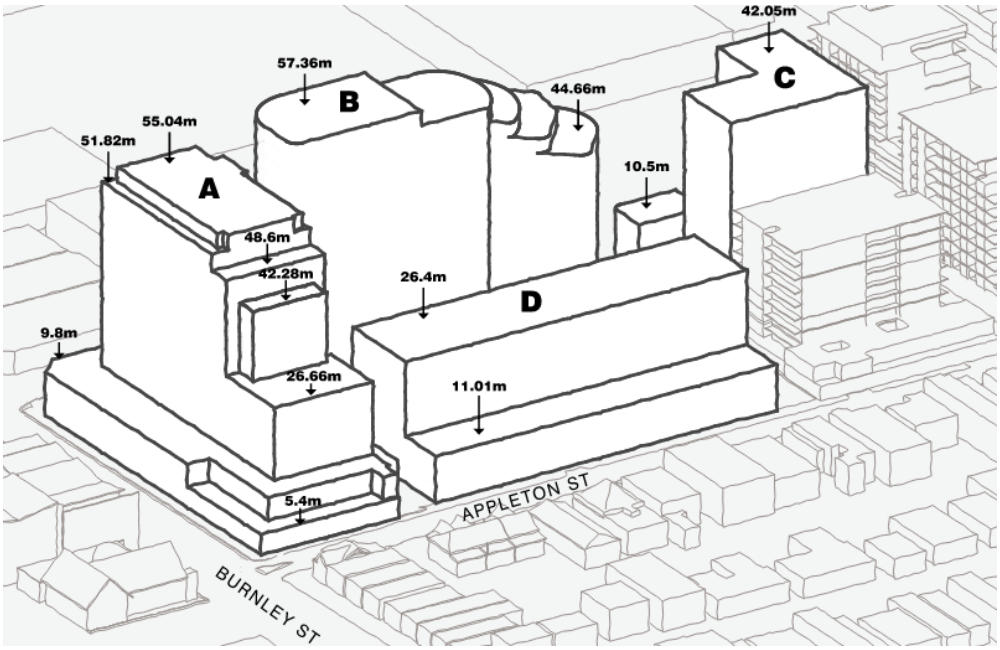
1.4 Project summary

The project proposes the following land uses:

- Approximately 17 storey mixed-use building (Building A), to include:
  - Residential Apartments
  - a multi-level retail/commercial Tenancy (Ground Floor, Level 1)
- Approximately 18 storey mixed-use building including (Building B), to include:
  - Residential Apartments
  - Retail Tenancies (Ground Floor)
- Approximately 13 storey residential building (Building C), to include:
  - Residential Apartments
  - Retail Tenancies (Ground Floor)
- Approximately 8 storey residential building (Building D), to include:
  - Residential Apartments
  - Retail Tenancies (Ground Floor)
  - Residential Amenity (Level 1 and 2)
- Basement area

Figure 2 Tower layout of 81-95 Burnley Street (from Architectural Drawings)



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2. Noise Measurements

2.1 Noise measurement equipment

The following instrumentation was used for noise measurements and analysis:

- Noise Sentry NSRT Mk3 Class 1 sound level meter data logger (S/N: AnNerf2Y0%2doBlCz0pRtD), utilised as an unattended noise logger (Location L1 – see Figure 1)
- Noise Sentry NSRT Mk3 Class 1 sound level meter data logger (S/N: AtHcpPWQ2%+3KBlCZwrxFD), utilised as an unattended noise logger (Location L2 – see Figure 1)
- Bruel and Kjaer 2250 Integrating Sound Level Meter (S/N: 3030531), with Bruel and Kjaer Type 1 microphone comprising of:
  - ZC 0032 preamplifier (S/N: 31407)
  - 4189 capsule (S/N: 3318503)
- Svan Type SV36 acoustic calibrator (S/N:106880)

All instrument systems has been laboratory calibrated using instrumentation traceable to Australian National Standards and certified within the last two years thus conforming to Australian Standards. The measurement system was also field calibrated prior to and after noise surveys. Calibration drift was found to be less than 0.2dB during attended measurements. No adjustments for instrument drift during the measurement period were warranted.

2.2 Unattended noise measurements

Unattended noise measurements were conducted for a period of 7 days between Friday 21 April 2023 and Friday 28 April 2023 at Location L1 and L2 (see Figure 1). The noise environment is not expected to have significantly changed between April 2023 and May 2026 as adjacent commercial operations remain similar and road traffic capacities have not changed.

At this location, the long-term monitoring devices were both located in free field conditions, with the microphone:

- L1 – top of carpark entry fence 3m above ground level
- L2 – level 1 of the existing development 5m above ground level

Located at the north and west boundary of the subject site, and chosen to collect background noise levels in the area to set noise emission criteria for the proposed development.

It was observed that the background noise levels of the site and surrounds were predominantly influenced by noise contributions from road traffic and vehicle traffic / pedestrian activity on Burnley Street and Doonside Street.

Background noise levels at Location L1 and L2 are summarised in Table 1.

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Table 1 Unattended background noise measurements, dB(A)

Location	Daytime (07:00-18:00)	Evening (18:00-22:00)	Night-time (22:00-07:00)	$L_{Aeq,16h}$ **06:00-22:00**	$L_{Aeq,8h}$ **22:00-06:00**
Location L1	50 dBL_{A90}	46 dBL_{A90}	47 dBL_{A90}	59	57
Location L2	59 dBL_{A90}	53 dBL_{A90}	42 dBL_{A90}	69	62

2.3 Attended noise measurements

ADP Consulting conducted attended noise measurements on Friday 21 April 2023 and Friday 28 April 2023 at Locations A1 to A3 (Figure 1).

These noise measurements were taken during key time periods to qualify and quantify the typical noise levels for the area, to inform acoustic requirements of the proposed development façades.

The ambient/traffic noise levels measured at Locations A1 to A3 are summarised in Table 2.

Table 2 Attended noise measurements, dB(A)

Date and time	Location and comments	Noise level, dB(A)		
		L_{eq}	L_{10}	L_{90}
Friday 21 April 2023, 4.23pm to 4.33pm	**Location A1** – Measuring local traffic and ambient noise levels along Doonside Street at the carpark entry of Harry the Hirer carpark, in proximity to the carpark entry driveway.	59	58	46
Friday 21 April 2023, 4.35pm to 4.45pm	**Location A2** – Measuring busy traffic and ambient noise levels along Burnley Street at the western façade of Harry the hirer, opposite carpark entry of 85-88 Burnley Street.	69	73	58
Friday 21 April 2023, 4.45pm to 4.55pm	**Location A3** – Measuring local traffic and ambient noise levels along Appleton Street, traffic noise audible from Burnley street.	51	54	41
Friday 28 April 2023, 10.29am to 10.39am	**Location A1** – Measuring local traffic and ambient noise levels along Doonside Street at the carpark entry of Harry the Hirer carpark, in proximity to the carpark entry driveway.	52	53	47
Friday 28 April 2023, 10.41am to 10.51am	**Location A2** – Measuring busy traffic and ambient noise levels along Burnley Street at the western façade of Harry the hirer, opposite carpark entry of 85-88 Burnley Street.	69	73	55

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Date and time	Location and comments	Noise level, dB(A)		
		L_{eq}	L_{10}	L_{90}
Friday 28 April 2023, 10.52am to 11.02am	**Location A3** – Measuring local traffic and ambient noise levels along Appleton Street, traffic noise audible from Burnley street.	53	57	41
Tuesday 20 June 2023, 3.46am to 3.56am	**Location A1** – Measuring ambient noise levels along Doonside Street at the carpark entry of Harry the Hirer carpark, in proximity to the carpark entry driveway.	46	45	43
Tuesday 20 June 2023, 3.58am to 4.08am	**Location A4** – Measuring ambient noise levels in front of Embassy Richmond.	43	43	41
Tuesday 20 June 2023, 4.11.am to 4.21am	**Location A3** – Measuring ambient noise levels along Appleton Street, light traffic noise audible from Burnley street.	42	42	38
Tuesday 20 June 2023, 4.22.am to 4.32am	**Location A2** – Measuring traffic and ambient noise levels along Burnley Street at the western façade of Harry the hirer, opposite carpark entry of 85-88 Burnley Street. 6 Large trucks pass-by during the measurement.	66	62	43
Tuesday 20 June 2023, 5.22.am to 5.32am	**Location A1** – Measuring ambient noise levels along Doonside Street at the carpark entry of Harry the Hirer carpark, in proximity to the carpark entry driveway. Commercial truck loading activity, truck idle and pickup during the measurement.	57	57	45
Tuesday 20 June 2023, 5.33.am to 5.43am	**Location A4** – Measuring ambient noise levels in front of Embassy Richmond. Loading activity not audible from Doonside Street.	48	49	45
Tuesday 20 June 2023, 5.45.am to 5.55am	**Location A3** – Measuring ambient noise levels along Appleton Street, traffic noise audible from Burnley street.	47	46	42
Tuesday 20 June 2023, 5.56.am to 6.06am	**Location A2** – Measuring traffic and ambient noise levels along Burnley Street at the western façade of Harry the hirer, opposite carpark entry of 85-88 Burnley Street. Multiple truck pass-by and two cars exiting apartment carpark.	69	74	50

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Date and time	Location and comments	Noise level, dB(A)		
		L_{eq}	L_{10}	L_{90}
Tuesday 20 June 2023, 6.08.am to 6.19am	**Location A1** – Measuring ambient noise levels along Doonside Street at the carpark entry of Harry the Hirer carpark, in proximity to the carpark entry driveway. Light traffic and 2 cars entry into Harry the Hirer.	57	57	47

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3. Acoustic design criteria

3.1 Noise emissions

New Environment Protection Regulations (EP Regulations) in Victoria started to take effect on 1 July 2021. The EP Regulations include the EPA Noise Protocol as the new reference document which sets the required approach to determine noise limits and assess noise emissions. The EPA Noise Protocol has replaced the following:

- State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade), SEPP N-1.
- State Environment Protection Policy (Control of Music Noise from Public Premises), SEPP N-2.

3.1.1 Commercial, industrial and trade premises noise – EPA Noise Protocol Part I

Noise emission restrictions apply to base building and commercial tenant activity and systems (e.g. plant/equipment). These must be planned, designed and installed to include suitable sound attenuation, vibration isolation, and other necessary acoustic treatments. This report provides an approach that need to be incorporated in the proposed development to meet the noise emission requirements of the EPA Noise Protocol Part 1.

The requirements include determination of noise limits at the nearest external residential receivers, as well as within the proposed development, based on background noise levels and a zoning level set based on upon surrounding land use. For emergency equipment such as standby generators, standby boilers and fire pumps increased noise limits apply.

Two zoning noise limit calculation points have been selected to represent the different noise sensitive receivers as follows:

- Embassy Richmond (39 Appleton Street, Richmond), on the eastern boundary of the project site
- 85-88 Burnley Street, Richmond, west of the project site

Table 3 below presents the noise limit criteria applicable.

Table 3 Noise emission criteria – noise sensitive area

	Measured Background noise levels, dBL_{A90}	EPA Noise Protocol Part I noise limits, $dBL_{Aeq,30min}$	
Type of operation		**Operational**	**Emergency**
Receivers:2-38 Appleton Street, and Embassy Residences at 39 Appleton Street			
Day (7am to 6pm)	50[1]	56	66
Evening (6pm to 10pm)	46[1]	49	54
Night (10pm to 7am)	43[2]	46	55
Receivers: 85-88 Burnley Street			
Day (7am to 6pm)	59[3]	65	75
Evening (6pm to 10pm)	53[3]	56	61
Night (10pm to 7am)	42[3]	45	50

Notes:
1. L_{A90} averaged from logger L1
2. Supplementary night period attended measurement at A4 was used as the night time logging data was deemed compromised by nearby commercial loading activity (Slide Productions, Victoria Gardens).
3. L_{A90} averaged from logger L2

The cumulative noise emissions from operations at the proposed development are to meet the specific noise criteria defined in Table 3.

At time of writing, the final use for the retail/commercial tenancies are yet to be identified / selected, therefore, each tenancy may be required to demonstrate compliance with the EPA Noise Protocol Part I and a separate submission to Council may be required if tenancy operation may introduce significant noise sources.

3.1.2 Entertainment venues and events – EPA Noise Protocol Part II

Noise emission restrictions also apply to potential commercial music and entertainment noise. A methodology to determine noise limits as well as to assess music noise is included in the EPA Noise Protocol Part II

There are no base build music noise sources expected.

Any tenants that are expected to create commercial music and entertainment noise are to advise on their operational conditions (e.g., patron numbers and music noise and a separate assessment and submission to the Yarra City Council may be necessary to demonstrate that the requirements of the EPA Noise Protocol Part II are complied with.

Preliminary assessment criteria have been derived based on the measured background noise levels in Section 3.1.1. The criteria are presented in Table 4 and Notes:

1. $L_{90,15min}$ from logger data at L1.
2. $L_{90,15min}$ from logger data at L2.\
3. The L_{Aeq} noise limits for indoor venues for the day/evening period are the background L_{A90}+5 dB, except where these fall below the base noise limit.

Table 5, and are applicable at noise sensitive receivers.

The assumed operating hours of the licensed premises are for the day, evening and night-time period.

Table 4 Day/evening period music noise limits (subject to change) – Indoor venue

Descriptor	**dB(A)**
Receivers:2-38 Appleton Street, and Embassy Residences at 39 Appleton Street	
Base noise limit, L_{eq}	32
Minimum measured period $L_{90,15min}$ falling within licensed operating hours of venue[1]	*46*
Calculated noise limit – any number of events, L_{eq}[3]	*51*
Receivers: 85-88 Burnley Street	
Base noise limit, L_{eq}	32
Minimum measured period $L_{90,15min}$ falling within licensed operating hours of venue[2]	*47*
Calculated noise limit – any number of events, L_{eq}[3]	*52*

Notes:

4. $L_{90,15min}$ from logger data at L1.
5. $L_{90,15min}$ from logger data at L2.\
6. The L_{Aeq} noise limits for indoor venues for the day/evening period are the background L_{A90}+5 dB, except where these fall below the base noise limit.

Table 5 Night period music noise limits (subject to change) – Indoor venue

Descriptor	**Frequency (Hz)**							
	63	**125**	**250**	**500**	**1000**	**2000**	**4000**	**dB(A)**
Receivers: 2-38 Appleton Street, and Embassy Residences at 39 Appleton Street								
Base noise limit, L_{10} (dB)	40	30	20	20	15	10	10	-
Minimum measured period $L_{90,15min}$ falling within licensed operating hours of venue (dB)[1]	*51*	*49*	44	*41*	*40*	*32*	*22*	-
Calculated noise limit, L_{10} (dB)[3]	*59*	*57*	*52*	*49*	*48*	*40*	*30*	-
Receivers: 85-88 Burnley Street								
Base noise limit, L_{10} (dB)	40	30	20	20	15	10	10	

Descriptor	Frequency (Hz)							
	63	125	250	500	1000	2000	4000	dB(A)
Minimum measured period $L_{90,15min}$ falling within licensed operating hours of venue (dB)[1]	52	47	43	42	37	28	20	
Calculated noise limit, L_{10} (dB)[3]	*60*	*55*	*51*	*50*	*45*	*36*	*28*	

Notes:
1. The spectrum data from attended measurements at location A1.
2. The spectrum data from attended measurements at location A2.
3. The L_{OCT10} noise limits for indoor venues for the night period are the background L_{OCT90} + 8 dB, except where this fall below the base noise limit.

3.2 Internal acoustic environment

3.2.1 Noise levels and reverberation times

Indoor background design noise levels, which are deemed acceptable to the majority of reasonable occupants are published in AS/NZS 2107. These apply to continuous/steady sources of noise (e.g. traffic, noise from plant equipment, etc.), and noise from fully fitted out and completed buildings, excluding occupant noise. The acoustic design will have to make appropriate allowances for the individual contributions from these different noise sources.

Furthermore, AS/NZS 2107:2016 refers to ideal reverberation times for various spaces. Low reverberation times are critical for speech intelligibility and perception of a space as having high acoustic quality.

The recommended design sound levels and reverberation times are presented in Table 6.

Table 6 AS/NZS 2107 recommended design sound levels and reverberation times

Type of occupancy	Design sound level, $dBL_{Aeq,T}$,	Design reverberation time (T), range, s
Apartment sleeping areas– in inner city areas	35 to 40	-
Apartment living areas – in inner city areas	35 to 45	-
Residential common areas (e.g. foyer, lift lobby, corridors)	45 to 50	-
Private dining area	45 to 50	-
Office corridors and lobbies	45 to 50	< 1.0
General office areas	40 to 45	0.4 to 0.6
Fitness room	< 50	< 1.0
Small retail stores (general)	<50	Minimised
Coffee shops	40 to 50	Minimised
Restaurants	40 to 50	Minimised

Type of occupancy	Design sound level, $dBL_{Aeq,T,}$	Design reverberation time (T), range, s
Games room	45 to 50	< 1.0
Washrooms and toilets	45 to 55	-
Kitchen and storage areas (including typical BOH areas)	< 55	-
Enclosed carparks	< 65	-

3.2.2 Fire mode noise conditions

Building systems which only operate in fire mode, and during periodic testing, do not add to background noise under typical conditions. In accordance with AS/NZS 1668.1:2015, these systems are subject to noise limits, relating not to occupant comfort but rather to occupant distress and the intelligibility of emergency commands.

The fire mode noise limits are presented in Table 7.

Table 7 Fire mode maximum sound pressure levels

Area type	Maximum SPL, L_{Aeq}, dB(A)
Occupied Area	65
Fire-isolated exit (e.g. fire stair)	80

3.2.3 Residential Amenity Areas

Residential amentiy areas include sauna, pickleball, libaray, yoga, gym, cinema, pool and outdoor terraces

The overall noise levels provided in 3.2.1 may not account for noise events associated with residential amentiy areas and additional noise criteria should be applies as follows:

To minimise noise levels caused by the usage of outdoor amenity areas and terraces, noise limits for adjacent occupied areas within this development are proposed in Table 8 below.

Table 8: Maximum internal airborne and structure-borne noise levels from communal amenity areas and gym

Adjacent space	Day/ Evening (7am to 10pm)	Night (10pm to 7am)
Residences	40 dBL_{Amax}	35 dBL_{Amax}
Other areas	45 dBL_{Amax}	

3.2.4 Noise intrusion

In cases where noise intrusion is not expected to be driven by commercial noise, the noise limit is based on the Australian Standards internal noise level provided in Section 3.2.1.

A summary of the noise intrusion criteria for the proposed development is provided in Table 9 below.

Table 9: Noise Intrusion Limits

Source	Noise limits,		Comment
	External	Internal	
Road traffic noise	NA	Bedrooms: 35dBL$_{Aeq,8h}$ Living Rooms 40dBL$_{Aeq,16h}$	Based on City of Yarra Guidelines and Standard D16 and primarily applicable to Burnley Street.
Commercial noise	45 dBL$_{Aeq,30min}$	25 dBL$_{Aeq,30min}$	The reverse amenity EPA noise limit based on measured night-time background noise levels and zoning information away from Burnley Street (20dB reduction for outside to inside with closed windows)

3.2.5 Acoustic separation

Acoustic separation is important where there is a need to protect personal and sensitive conversations and/or to control noise disturbance.

The amount of noise transferred between the source and receiving space depends on:

- The level of sounds created in the source room.
- The sound insulation provided by walls, doors, roof, floor, ductwork and other elements separating the source and receiving spaces.
- Sound flanking paths that allow sound to go around the intervening partition/floor.

Internal sound insulation of the residential component of the development needs to comply with the NCC requirements as a minimum.

As design progresses further specific internal sound insulation targets for other uses within the project will be determined on a case-by-case basis and with reference to sustainability targets and/or other design standards as required.

3.2.5.1 NCC requirements for residential buildings

For apartments of multi-residential buildings, the NCC specifies minimum sound insulation ratings between various occupancies. This is defined in terms of a weighted standardised level difference $D_{nT,w}$ and a weighted standardised level difference with adapted spectrum $D_{nT,w}+C_{tr}$. These ratings are determined by field testing conducted in accordance to AS/NZS 1276.1 or ISO 717.1.

The NCC also offers deemed-to-satisfy provisions based on wall sound insulation ratings determined by laboratory testing in accordance to AS/NZS 1276.1 or ISO 717.1 standards.

Table 10 schedules NCC field-tested sound insulation ratings needed to achieve compliance, along with corresponding NCC deemed-to-satisfy provisions.

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Table 10: Building construction requirements

Element	Description	NCC performance	
		Deemed to Satisfy	Field testing rating
Walls	Airborne Sound		
	Separating any two sole occupancy units	$R_w + C_{tr} \geq 50$	$D_{nT,w} + C_{tr} \geq 45$
	Separating a habitable room in one dwelling and a laundry, kitchen, bathroom or toilet in another dwelling	$R_w + C_{tr} \geq 50$ + impact	$D_{nT,w} + C_{tr} \geq 45$ + impact
	Separating a sole occupancy unit and a stairway, public corridor, public lobby or the like, or parts of a different classification	$R_w \geq 50$	$D_{nT,w} \geq 45$
	Separating a sole occupancy unit and a plant room or lift shaft	$R_w \geq 50$ + impact	$D_{nT,w} \geq 45$ + impact
Doors	Door that separates a sole occupancy unit from a stairway, public corridor, public lobby or the like	$R_w \geq 30$	$D_{nT,w} \geq 25$
Floors	Airborne Sound		
	Separating any two sole occupancy units, or separating a sole occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification	$R_w+C_{tr} \geq 50$	$D_{nT,w}+C_{tr} \geq 45$
	Impact Sound		
	Separating any two sole occupancy units, or separating a sole occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification	$L_{n,w} \leq 62$	$L_{nT,w} \leq 62$
Services	If the adjacent room is a habitable room	$R_w+C_{tr} \geq 40$	N/A
	If the adjacent room is a non-habitable (wet) room	$R_w+C_{tr} \geq 25$	N/A
	Access panel in acoustical walls and acoustical barrier ceilings	$R_w+C_{tr} \geq 25$ equivalent	N/A
	If a storm water pipe passes through a sole-occupancy unit, it must be separated as stated above		

Note: Open kitchens are considered non-habitable (wet) source rooms but also habitable receiver rooms. For instance, where services are adjacent to a kitchen which is open to a living room, the kitchen would then be a habitable room and an NCC performance requirement of $R_w + C_{tr} \geq 40$ would apply to the services.

Where there is an identified risk of structure-borne sound transmission, the NCC requires a discontinuous construction, as scheduled in Table 11.

Table 11: NCC specified constructions for wall impact sound insulation

Wall or door type	Discontinuous construction
Wall separating a non-habitable (wet) area in one unit from a habitable room in adjacent unit; OR Wall separating a unit from a plant room or a lift shaft	Discontinuous construction means a wall having a minimum 20mm cavity between 2 separate leaves and: For masonry walls where ties are required between leaves, they are to be of the resilient type, and For walls other than masonry, no mechanical linkage between the leaves, except at the perimeter.

In addition to codified ratings, specific higher-performing constructions may be required in some areas (e.g. plant rooms, etc.) to reduce noise to the adjacent sensitive spaces. Similarly, specific detailed constructions and treatments may be needed to maintain the specified sound insulation rating even across wall elements beyond typical wall types, such as at the junction of internal walls and the façade.

Notwithstanding deemed-to-satisfy provisions based on lab tests, field performance is critically dependent on good workmanship and installation quality, which is also a requirement of the acoustic design.

3.2.6 Internal vibration levels

Limits for vibration of the building structure potentially affecting human comfort have been derived from AS 2670.2 and BS 6472, both of which are referenced and discussed practically in the AVTG. These standards propose maximum vibration levels in terms of baseline curves and multiplication factors.

In addition, the AAAC Gym Guideline provides the same maximum vibration level criteria recommendations as those contained within the standards and AVTG.

For the purpose of minimising the disturbing perceptibility of vibration within the occupied areas of this development; Table 12 and Table 13 specify recommended appropriate limits for continuous and impulsive floor vibration respectively in a simplified form.

With regard to the proposed resident amenity gym on Level 2 of Building D, it shall be noted that the AAAC Gym Guideline states:

- *Perceived vibration resulting from the use and operation of gymnasiums and exercise facilities is generally not a significant issue at receiver locations. If structure-borne (regenerated) noise can be reduced to acceptable levels when designing mitigation, it is often the case that levels of vibration within receiver properties will be imperceptible.*
- *Tables from the (AVTG) are provided below for reference, however the AAAC notes that the vibration resulting from the operation of gymnasiums and exercise facilities is likely to be neither continuous, nor impulsive, as per the (AVTG) definitions. As such, a typical objective for vibration emission from a gymnasium or exercise facility, is likely to fall within the ranges given by the (AVTG) for impulsive and continuous vibration.*
- *For the provision of guidance, the AAAC considers that the "Continuous" levels may be used for guidance when assessing vibration from cardio areas, and repetitious or cyclical activities, given vibration resulting from such activities is typically continuous in nature, when in use.*
- *The vibration events resulting from the dropping of weights may be classified as "occasional", typically with several occurrences per day, or per assessment period. Where the number of such events is only occasional the Preferred "Impulsive" levels may be used for guidance when assessing vibration from the weights areas.*

Where many weight dropping events are expected to occur during each period values below the "Impulsive" levels may be more appropriate.

> *The vibration generated from the dropping of weights onto the gym floor typically induces maximum acceleration in the vertical axis. Accordingly, the "Preferred Value, z-axis" criteria in (the below tables) should be applied to the analysis and assessment.*

Table 12 Internal vibration limits – Continuous vibration

Adjacent space	Time	Weighted r.m.s. acceleration (mm/s^2) (1-80Hz)		Velocity (mm/s)	
		Preferred to Maximum values		Preferred to Maximum values	
		z axis	x/y axes	RMS velocity	Peak velocity
Residences, Sleeping areas	Day	10 to 20	7.1 to 14	0.20 to 0.40	0.28 to 0.56
	Night	7 to 14	5 to 10	0.14 to 0.28	0.20 to 0.40
Offices, Retail, Circulation / Other occupied spaces	Day or Night	20 to 40	14 to 28	0.40 to 0.80	0.56 to 1.10

Table 13 Internal vibration limits – Impulsive vibration

Adjacent space	Time	Weighted r.m.s. acceleration (mm/s^2) (1-80Hz)		Velocity (mm/s)	
		Preferred to Maximum values		Preferred to Maximum values	
		z axis	x/y axes	RMS velocity	Peak velocity
Residences	Day	300 to 600	210 to 420	6.0 to 12.0	8.6 to 17.0
	Night	100 to 200	71 to 140	2.0 to 4.0	2.8 to 5.6
Offices, Retail, Circulation / Other occupied spaces	Day or Night	640 to 1280	460 to 920	13.0 to 26.0	18.0 to 36.0

Radiated structure-borne noise caused by vibration from building services and plant shall be limited to ensure the internal noise limits are not exceeded.

3.2.7 Internal noise levels from gym tenancy impacts

Further to the vibration limits, airborne and structure-borne sound in sensitive areas adjacent to the gym tenancy and associated with impacts are recommended to comply with the limits scheduled in Table 14 which have been derived from the AAAC Gym Guideline.

Table 14 Maximum internal airborne and structure-borne sound pressure levels

Adjacent space	Internal noise criterion, L_{AFmax} (dB(A)) (31.5-250Hz)		
	Day (7am to 6pm)	Evening (6pm to 10pm)	Night* (10pm to 7am)

Residences	35	30	25
Offices, Retail, Circulation / Other occupied spaces	40	40	40

Note: *. In accordance with the AAAC Gym Guideline, the Night period shall be considered as 10pm to 8am on Sundays and public holidays.

3.2.8 Loading bays

The overall noise levels provided in 3.2.1 may not account for noise events associated with the loading bay and additional noise criteria applies. To minimise noise levels caused by the usage of loading dock, noise limits for adjacent occupied areas within this development are proposed in Table 8 below.

Table 15: Maximum internal airborne and structure-borne noise levels from loading dock

Adjacent space	Day/ Evening (7am to 10pm)	Night (10pm to 7am)
Residences	40 dBL_{Amax}	35 dBL_{Amax}
Other areas	45 dBL_{Amax}	

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4. Recommendations

4.1 Mechanical plant and equipment

Commercial noise emissions, including plant noise emissions, from any base-building systems and commercial tenancies within the subject development are required to comply with the EPA Noise Protocol Part I noise limits.

At time of writing, plant and equipment selection is yet to be finalised. It is anticipated that provision has been included in the current scheme to incorporate standard acoustic treatment, such as silencers, barriers, acoustically lined ductwork, acoustic louvres, etc. to meet the noise emission requirements the EPA Noise Protocol Part I.

As the design progresses through the detailed design phase, acoustic measures will be incorporated in the design so that the noise emission criteria presented in Section 3.1.1 will be complied with.

Generally, the following allowances should be made for in the design:

- Selection of low noise fans, allowance for smooth and low velocity airflow conditions in ductwork, use of attenuators and lined duct work while minimising regenerated noise at bends, take-offs and transitions.
- Support points for major plant items should be structurally rigid. Mid span areas of floor slab should be avoided where practical. Ideally columns, thick structural slabs or very strong beams (local stiffening) should be provided in such cases.
- For major plant items such as chillers, cooling towers and diesel generators, plant and associated motor and drive assemblies should be mounted on rigid integral steel chassis or concrete inertia bases (in accordance with ASHRAE).
- Vibration isolation for rotating plant should have an isolation efficiency greater than 90%.
- All penetrations to plant rooms should be properly dimensioned, packed and sealed. Main services ducts and pipes to have their own individual penetrations, with suitable spacing to allow good sealing.
- Speed controllers, if used, should be of good quality and compatible with the motor model. Poor quality controllers can result in significant increase in motor noise, as much as 10dB(A), with an offensive.

4.2 Façade treatment

The road traffic noise intrusion criteria provided in Section 3.2.4 of 35dB$L_{Aeq,8h}$ and 40dB$L_{Aeq,16h}$ for sleeping areas is predicted to be met on the following basis:

- The worst-case measured road traffic noise level of 69 dB$L_{Aeq,16h}$ and 62 dB$L_{Aeq,8h}$ measured 3m from Burnley Road during peak hour based on noise logging data.
- A 8m minimum setback to the façade from Burnley Street for Residential.
- A standard 6/12/6 DGU that meets R_w35 (windows closed).
- Any solid façade construction will have the same or higher acoustic performance as the DGU.

The commercial noise intrusion criteria provided in Section 3.2.4 of 25 dB(A) for any habitable space is predicted to be marginally exceeded on the following basis:

- The worst-case night-time commercial operational noise level of 57 dBL_{Aeq} measured opposite the Doonside Street parking and Victoria Gardens (location A1).
- An 8 m setback to the façade of the proposed development.
- A standard 6/12/6 DGU that meets R_w35 (windows closed).
- Any solid façade construction will have the same or higher acoustic performance as the DGU.

A standard 6/12/6 DGU façade is calculated to marginally exceed the indoor EPA commercial noise limit by in the order of 2 dB.

R_w40 glazing would only be required for façades up to approximately 8 m above ground level under the adopted 'marginal exceedance' approach, increasing to approximately 12 m above ground level where full compliance with the indoor commercial noise criterion is sought.

This exceedance is considered acceptable, reasonable amenity achieved and risk of noise nuisance and complaint addressed because:

- A change of noise level in the order of 2dB is not typically considered noticeable.
- The predicted noise level of 27 dB is very low and may be masked by typical apartment noise such as electronics or mechanical services; it is below other standards and guidelines for commercial noise.
- The worst-case night-time noise scenario occurs during a 'shoulder period' in the early morning.
- Some noise sources are not technically commercial noise and should be minimised through management of existing commercial operations (ie idling trucks on public roads).
- Future development in this area; including the commercial operation opposite the Doonside Street parking and Victoria Gardens is expected to be developed with mixed use residential and lighter commercial uses.

A standard 6/12/6 DGU façade is recommended to address road traffic noise and commercial noise ingress.

It is not practical to meet the most onerous external reverse amenity commercial noise criteria on the Doonside Street façade and so internal noise amenity is provided to reduce the risk of noise nuisance and complaint.

Windows are required to be closed to achieve the R_w35 rating and so there is a requirement for alternative ventilation pathways that do not compromise the acoustic performance of the façade, such as mechanical ventilation or acoustically attenuated natural ventilation subject to design development.

The final façade acoustic performance and construction should be refined during design development.

4.3 Music and patron noise

The development may include tenants that create commercial music and patron noise. These tenants are required to achieve compliance with the criteria presented in Section 3.1 and may require noise mitigation measures.

Tenants should provide specific details and operational conditions of this area (e.g. hours of operation, number of patrons, etc.) and assessed further during detailed design.

The tenants may consider best practice measures to limit venue noise emissions. Reference may be made to Victorian Planning Practice Note 81, dated May 2016, for measures to attenuate music venues. As stated in the Victorian Practice Note, these may include:

- Orienting and positioning the stage or loudspeakers of external entertainment spaces to direct noise away from any noise sensitive residential uses.
- Installing a sound limiter to cap the volume of any amplified sound to an appropriate level.
- Implementing a venue management plan focussed on minimising noise.

A separate application to council may be required prior to the operation of this facility.

4.4 Residents Gym

A residential gym is proposed on level 2 of Tower D adjacent to residential apartments with further residential apartments on the floor above and below.

Any noise and vibration transmitted by gyms within the proposed development is required to comply with the noise and vibration limits Section 3. Specific gym designs to achieve these limits will be determined through the final selection of gym equipment and layout.

Noise mitigation and management measures may include:

- 200mm concrete slab.
- Double stud walls > Rw60 when adjacent to residential apartments
- Gym floors to incorporate resilient floor finishes.
- Free weight area to include isolated floor construction (raised floor on springs)
- Gym equipment to include acoustic isolation pads.
- The development of an effective management strategy for body corporate and gym users.
- Restriction on the times of operation to only the day and evening periods.

4.5 Residents Pickleball Court

A pickleball court is proposed on level 1 of Tower D above the loading bay and adjacent to residential apartments with further residential apartments on the floor above.

Any noise and vibration transmitted by the pickleball court is required to comply with the noise and vibration limits Section 3.

To achieve the structureborne noise requirements, the Pickleball Court must be isolated from the base structure, which is expected to include:

- 200mm base concrete slab with natural frequency greater than 7Hz.
- Isolating springs with natural frequency less than 5Hz.
- Min 100mm suspended slab.
- The development of an effective management strategy for body corporate and court users.
- Restriction on the times of operation to only the day and evening periods (7am to 10pm).

4.6 Residents Cinema

A cinema is proposed on level 2 of Tower D with residential apartments nearby. The cinema is expected to require the following:

No shared walls, residential apartments above L2 cinema, floors between cinema and residential apartments

- Rw70 walls between cinema and circulation spaces

- Fully carpeted floors
- Resiliently hung, sound insulating ceiling with at least 1 layer of acoustically rated plasterboard.
- All loudspeakers and subwoofers to be resiliently hung and/or isolated from the base structure

4.7 Lifts

The contractor is to ensure the following items are complied with:

- The noise generated by the lift operation is to be 5dB(A) below the noise satisfactory levels presented in Section 3.2.1
- Lift passby noise is to be inaudible inside habitable spaces inside hotel rooms.
- Noise levels inside the lift care are not to exceed 55dB(A) under the following circumstances:
  - Door opening and closing
  - Accelerating and decelerating
- Noise levels inside the lift care are not to exceed 50dB(A) when running at constant speed.
- The lift chime is not to exceed 25dB(A) inside the apartment with the apartment door closed.
- Lift guide alignment should be accurate enough such as to not give rise to increased levels of noise during operation.
- Noise from lift shaft riser is to be inaudible in habitable spaces of apartments.
- Lift shafts are to be constructed with a minimum R_w of 50.

4.8 Pools

An external residential pool proposed on level 1 podium between Building B and D tower forms, with residential apartments surrounding the external amenity space. An external resident pool is also proposed on Level 8 of Building A adjacent to residential apartments with further residential apartments on the floor below. Additionally, internal swimming pools and spa facilities are located on Level 1 of Building D, within the residents' amenity area above the loading bay.

Any noise and vibration transmitted by the pool or pool plant within the proposed development is required to comply with the noise and vibration limits Section 3. Specific design to achieve these limits is the responsibility of the relevant contractor, and is expected to include:

- Pool shell to be supported on engineered pad isolation to achieve minimum of 90% isolation efficiency.
- Lateral restraints (rubber buffer pads) to be located between sides of pool shells and surrounding structure.
- Restriction on the times of operation to only the day and evening periods (7am to 10pm).

4.9 Outdoor terraces

Impact noise will need to be addressed in the outdoor terraces/amenity to protect adjacent habitable zones . The following treatment should be considered:

- 200mm concrete slab.
- Floor build-up to include an acoustic underlay for impact noise control

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> Apartment ceilings below to include resilient mounts and acoustic insulation in the cavity.

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5. Conclusion

A site investigation of the existing surrounds at 81-95 Burnley Street, Richmond has been completed to determine existing noise levels for the environment and surrounds for a proposed mixed-use redevelopment of the site.

Current standards associated with the development have been reviewed and assessed in accordance with existing site constraints. Preliminary construction standards have been provided to ensure that relevant guidelines are satisfied.

ADP Consulting believe there are no site conditions, statutory or other requirements that would preclude this development from complying with the criteria defined in this report.

Appendix A
Glossary of Acoustic Terminology

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Air-borne sound

The sound emitted directly from a source into the surrounding air, such as speech, television or music.

Ambient sound

Of an environment: the all-encompassing sound associated with that environment, being a composite of sounds from many sources, near and far. This is normally taken to be the L_{Aeq} value.

Background noise level

The average of the lowest levels of the noise levels measured in an affected area in the absence of noise from occupants and from unwanted external ambient noise sources. Usually, the L_{A90} value represents the background noise level.

dB(A)

Unit of acoustic measurement weighted to approximate the sensitivity of human hearing to sound frequency.

Decibel scale

The decibel scale is logarithmic, to better represent the response of the human ear. For example, a 3 dB increase in the sound pressure level corresponds to a doubling in the sound energy. It is generally accepted that a 10 dB increase in the sound pressure level corresponds to a perceived doubling in loudness.

Examples of decibel levels of common sounds are as follows:

- 0 dB(A) Threshold of human hearing
- 30 dB(A) A quiet country park
- 40 dB(A) Whisper in a library
- 50 dB(A) Open office space
- 70 dB(A) Inside a car on a freeway
- 80 dB(A) Outboard motor
- 90 dB(A) Heavy truck pass-by
- 100 dB(A) Jackhammer / Subway train
- 110 dB(A) Rock Concert
- 115 dB(A) Limit of sound permitted in industry
- 120 dB(A) 747 take off at 250 metres

Frequency

The repetition rate of the cycle measured in Hertz (Hz). The frequency corresponds to the pitch of the sound. A high frequency corresponds to a high-pitched sound and a low frequency to a low-pitched sound.

L_{90}, L_{10}, etc

A statistical measurement giving the sound pressure level which is exceeded for the given percentile of a measurement period (i.e., L_{90} is the level which is exceeded for 90 percent of a measurement period). L_{90} is commonly referred to as a basis for measuring the background sound level.

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$L_{Aeq,T}$

The equivalent continuous A-weighted sound pressure level. The value of the A-weighted sound pressure level of a continuous steady sound that, within a measurement time interval T, has the same A-weighted sound energy as the actual time-varying sound.

L_{Amax}

The maximum sound pressure level measured over the measurement period.

L_{Amin}

The minimum sound pressure level measured over the measurement period.

Day

Referred to as the period between 7 am and 6 pm for Monday to Saturday and 8 am to 6 pm for Sundays and Public Holidays.

Evening

Referred to as the period between 6 pm and 10 pm for Monday to Sunday and Public Holidays.

Night

Referred to as the period between 10 pm and 7 am for Monday to Saturday and 10 pm to 8 am for Sundays and Public Holidays.

Assessment background level (ABL)

The overall background noise level on each day, evening, and night periods for each day of the noise monitoring.

Rating background level (RBL)

The overall background level on each day, evening, and night periods for the entire length of noise monitoring.

Reverberation

The persistence, after emission by the source has stopped, of a sound field in an enclosure.

Sound isolation

A reference to the degree of acoustical separation between two spaces. Sound isolation may refer to sound transmission loss of a partition or to noise reduction from any unwanted noise source. The term 'sound isolation' does not specify any grade or performance quality and requires the units to be specified for any contractual condition.

Sound pressure level, L_p, dB of a sound

A measurement obtained directly obtained using a microphone and sound level meter. Sound pressure level varies with distance from a source and with changes to the measuring environment. Sound pressure level equals 20 times the logarithm to the base 10 of the ratio of the R.M.S. sound pressure to the reference sound pressure of 20 micro-Pascals.

Appendix B
Unattended Measurement Data

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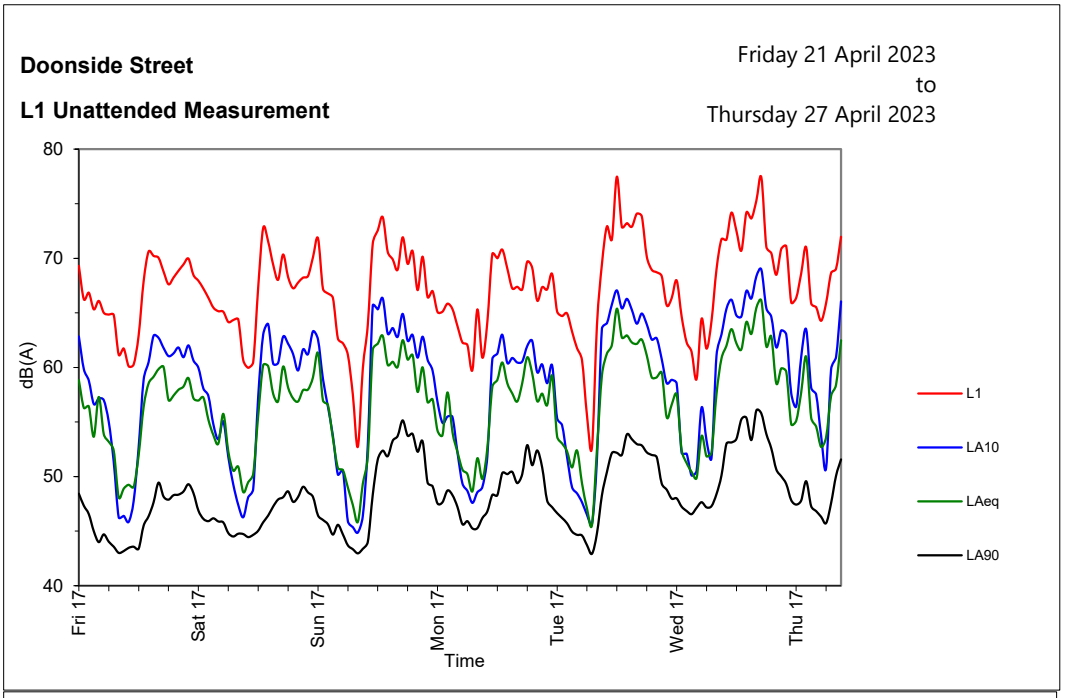

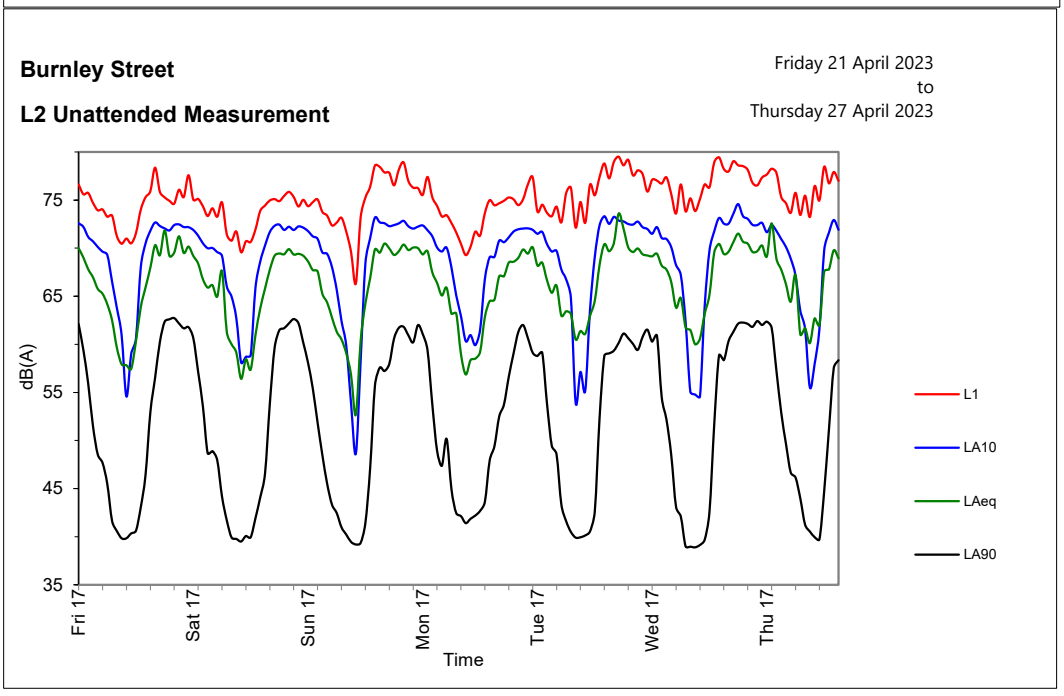

Project: MEL2264 81-95 Burnley Street & 26-34 Doonside Street, Richmond
Report: Acoustic Town Planning
Date: 27 May 2026 Rev: 7

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CONTOUR
PLANNING & ADVISORY

Affordable Housing Statement

81-95 Burnley Street, Richmond

May 2026

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1. Introduction

This report has been prepared on behalf of Burnley Street Developments by Gurner Pty Ltd to accompany a Planning Permit Application for the development of the land at 81-95 Burnley Street. The application proposes for a staged redevelopment of the site for the purposes of a four-building mixed-use development, comprising 687 dwellings and approximately 8000 square metres of commercial net leasable floor area and public open space.

The application has been lodged pursuant to Clause 53.23 Significant Residential Development with Affordable Housing. This pathway is part of the Development Facilitation Program (DFP) which seeks to make faster decisions for priority projects.



2. Clause 53.23 Significant Residential Development with Affordable Housing

Amendment VC242 was gazetted on 20 September 2023. It introduced two new particular provisions into the Planning Scheme to facilitate the approval of developments that provide a significant level of housing, which may include affordable housing, or make significant contribution to Victoria's economy and provide substantial public benefit, including new jobs.

One of these new provisions was Clause 53.23 Significant Residential Development with Affordable Housing.

The purpose of Clause 53.23 is:

- *To facilitate residential development that contributes to the provision of affordable housing to meet existing and future needs.*
- *To facilitate the redevelopment and renewal of public housing stock to meet existing and future needs.*
- *To facilitate residential development carried out by the State of Victoria or jointly or in partnership with the private sector, including via innovative funding, investment and partnership approaches.*
- *To facilitate residential development with high quality urban design, architecture and landscape architecture.*
- *To provide opportunities for non-residential use and development in association with residential development.*

The clause applies to an application under any provision of the Planning Scheme, provided the following are met:

- *The applicant submits written confirmation that the application is an application to which this clause applies.*
- *The application includes the proposed use or development of land for accommodation (other than camping and caravan park, group accommodation, residential hotel and small second dwelling).*
- *The conditions corresponding to a category in Table 1 are met.*

Table 1 is replicated below.

Category	Condition
Category 1	The estimated cost of the proposed development of land for accommodation (other than camping and caravan park, group accommodation, residential hotel and small second dwelling) as specified in a report prepared by a suitably qualified quantity surveyor must be one of the following to the satisfaction of the Minister for Planning: • At least $50 million if any part of the land is in metropolitan Melbourne. • At least $15 million if the land is not in metropolitan Melbourne. The application includes an affordable housing report required under clause 53.23-3 that demonstrates how the affordable housing contribution specified in clause 53.23-4 (being at least 10 per cent of the total number of dwellings in the proposed development provided as affordable housing or an alternative contribution towards the provision of affordable housing) is intended to be provided if a permit is granted. Information demonstrating the likely feasibility of the proposed development is provided to the satisfaction of the Minister for Planning. This must include written advice from the Chief Executive Officer or delegate, Invest Victoria.
Category 2	The proposed use or development of land for accommodation (other than camping and caravan park, group accommodation, residential hotel and small second dwelling) will be: • carried out by or on behalf of, or jointly or in partnership with, the State of Victoria or a public authority; or • funded, or partly funded, by the State of Victoria, the Commonwealth or a public authority; or • carried out on Crown land. If the application is made by or on behalf of the Chief Executive Officer, Homes Victoria, the proposed development includes at least 10 dwellings.
Category 3	The Minister for Planning has advised in writing that they are satisfied the proposed use or development of land for accommodation (other than camping and caravan park, group accommodation, residential hotel and small second dwelling) is of significance having regard to: • The purpose of clause 53.23. • Whether a contribution towards affordable housing is proposed.

	• The estimated cost of the proposed development. • The location of the proposed development and whether it has convenient access to jobs, services, infrastructure and community facilities. • Whether the design, liveability and sustainability of the proposed development is exemplary. Information demonstrating the likely feasibility of the proposed development is provided to the satisfaction of the Minister for Planning. This must include written advice from the Chief Executive Officer or delegate, Invest Victoria.

This permit application seeks to develop the land for accommodation with a development cost of at least $50 million and with an affordable housing contribution, consistent with Category 1 of Table 1.

Clause 53.23-3 requires, as appropriate and amongst others, a report outlining:

… how a proposed contribution to the provision of affordable housing is intended to be provided should a permit be granted, including the following:

- *The nature of the proposed contribution.*
- *The methodology for the delivery of the proposed contribution.*
- *The proposed monetary value of the contribution (as a percentage of the estimated cost of the proposed development of land for accommodation).*

Clause 53.23-4 outlines the following condition that must generally be included on any permit issued under this provision:

"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:

- *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.*
- *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.*

The land owner must pay the responsible authority's reasonable costs of the preparation, execution, registration and ending of the section 173 agreement (where applicable)."

3. Affordable Housing and Social Housing

Section 3AA of the *Planning and Environment Act 1987* defines affordable housing as follows:

> *Meaning of affordable housing*
>
> *(1) For the purposes of this Act, affordable housing is housing, including social housing, that is appropriate for the housing needs of any of the following—*
>
> *(a) very low income households;*
>
> *(b) low income households;*
>
> *(c) moderate income households.*
>
> *(2) For the purposes of determining what is appropriate for the housing needs of very low income households, low income households and moderate income households, regard must be had to the matters specified by the Minister by notice published in the Government Gazette.*
>
> *(3) Matters specified by the Minister by notice under subsection (2) cannot include price ranges or prices for the purchase or rent of housing.*

The following ranges are applicable as of 1 July 2025 for the Greater Capital City Statistical Area of Melbourne:

	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to $30,870	$30,871 to $49,380	$49,381 to $ 74,080
Couple, no dependent	Up to $46,290	$46,291 to $74,080	$74,081 to $111,110
Family (with one or two parents) and dependent children	Up to $64,810	$64,811 to $103,710	$103,711 to $155,550

Section 4(a) of the *Housing Act 1983* defines social housing as:

> *"social housing" means the following housing (other than under the Victorian Affordable Housing Programs)—*
>
> *(a) public housing;*
>
> *(b) housing owned, controlled or managed by a participating registered agency;*

4. Delivery Options

The Development Facilitation Program (DFP) website outlines the following three options for the delivery of the 10% affordable housing requirement.

Option 1 – Discounted sale or gifting of homes to a registered housing agency (RHA) or Homes Victoria delivery criteria

Affordable housing can be contributed as:

- 10% of all dwellings sold at a 30% discount to a Registered Housing Agency (RHA) or Homes Victoria for operation as social and/or affordable housing, or
- 3% of dwellings gifted to a RHA or Homes Victoria.
- an alternative percentage of dwellings or alternative discount rates may be considered where the total value is equivalent to the 3% contribution in option 2.

The applicant should provide evidence of an agreement that confirms support of the RHA.

Option 2 – Contribution to the social housing growth fund delivery criteria

- A cash contribution equal to 3% of the development cost to the Social Housing Growth Fund (SHGF).
- Payment to be made to the Department of Treasury (DTF) and Finance accounts receivable.
- The current contribution amount will be subject to review periodically.

Option 3 – Discounted rental in Build to Rent developments

- 10% of dwellings rented to eligible households in build to rent (BTR) projects over a defined period, until the affordable housing contribution has been fully acquitted.
- The total value of the contribution, to be acquitted over the defined period, must be equivalent to the 3% contribution in option 2.
- Reduced rent provided on the market rent of the dwelling must result in an affordable rental price for the eligible household (no more than 30 per cent of their household income).
- The proponent must report annually to the Minister for Planning on the rental discount provided and accrued contribution until the obligation has been met.

5. Proposed Affordable Housing Contribution

Consistent with above outlined options, this application seeks to provide affordable housing through one of the above options set out in Clause 53.23 of the Yarra Planning Scheme.

As outlined at Section 3 of this report, any permit issued for the proposal will include a condition requiring the owner of the land to enter into a Section 173 Agreement with the Responsible Authority to secure the affordable housing provision. The Section 173 Agreement will include details confirming the timing of the affordable housing contribution to be provided and scope of its provision.

If a monetary contribution equal to 3% of the estimated cost of development is provided, the monetary figure will be nominated in the Section 173 Agreement.

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Traffix Group

Green Travel Plan

Proposed Mixed Use Development

81-95 Burnley Street & 26-34 Doonside Street, Richmond

Prepared for
Burnley Street Developments by Gurner Pty Ltd

May 2026

G30102R-04D (GTP)

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AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems

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Appendix A Bicycle Parking Locations

1. Introduction

Traffix Group has been engaged by Burnley Street Developments by Gurner Pty Ltd to prepare a Green Travel Plan for the Proposed Mixed Use Development at 81-95 Burnley Street & 26-34 Doonside Street, Richmond.

This GTP is a management tool designed to reduce the reliance on motor vehicles, minimise the negative impacts of transport on the environment, manage car parking demands associated with the development, improve opportunities for those without access to a car and maximise the benefits associated with 'green travel' i.e. health and financial benefits.

This plan sets out a range of actions to be implemented by the Developer, Owners Corporation and Tenants to encourage sustainable travel choices and reduce car dependency by prospective residents, staff, visitors and customers and outlines an implementation program as well as the requirements for monitoring and review of the plan.

It is based on plans prepared by Fender Katsalidis dated May 2026.

2. Objectives and Methodology

The objectives of this GTP are to:

- promote travel alternatives such as public transport, cycling, and walking;
- reduce car dependency and greenhouse gas emissions;
- manage car parking demands;
- improve information and opportunities for those without access to a car; and
- benefit the community by minimising the traffic impacts of the development.

The methodology adopted in developing the GTP is as follows:

- review existing documentation and transport conditions;
- establish a management strategy;
- identify appropriate GTP actions for the site; and
- develop an implementation plan and monitoring regime.

The Owners Corporation/Commercial Building Manager(s) will be responsible for the implementation of the GTP and the annual reporting of Travel Demand Patterns to the relevant stakeholders.

3. The Development

3.1. General

The proposal includes a mixed-use development with multiple residential towers with ground and lower level retail and commercial uses, and multiple access points and internal laneways (for pedestrians only and also shared).

The proposal includes a staging of the development, starting from the western side of the property, and progressing to the east.

Stage 1 will include the demolition, heritage façade retention & partial basement construction below Buildings A & D.

Stage 2 will include:

- a residential tower above the existing Heritage Harry the Hirer building (Building A), with a restricted retail use occupying the ground and first floor of the western building
- the southern central building (Building D), fronting Appleton Street

Stage 3 will include the northern central and eastern buildings (Buildings B & C), providing a further 364 apartments and some shop and food and drink uses including the remaining basement below. This stage will also see the park and eastern laneway connection provided.

A summary of the uses, by stage, is provided in Table 1.

Table 1: Contemplated Development Yields and Staging (No/Area)

Use	Type	Stage 2		Stage 3		Total
		Tower A	Tower D	Tower B	Tower C	
Residential	1-bed	100 no.	58 no.	89 no.	72 no.	**319 no.**
	2-bed	63 no.	74 no.	145 no.	32 no.	**314 no.**
	3-bed	19 no.	9 no.	18 no.	8 no.	**54 no.**
	Total	***182 no.***	***141 no.***	***252 no.***	***112 no.***	***687 no.***
Retail	Shop/F&B	-	407 m^2	2,256 m^2	877 m^2	**3,540 m^2**
	Restricted	4,449 m^2	-	-	-	**4,449 m^2**
	Total	***4,449 m^2***	***407 m^2***	***2,256 m^2***	***877 m^2***	***7,989 m^2***

3.2. Parking

3.2.1. Bicycles and End of Trip

The plans include 929 bicycle spaces across the whole of the site, inclusive of:

- 809 spaces within the basement areas, and
- 120 visitor spaces at ground floor.

In relation to staging, the provisions are as follows:

- Stage 1/2 will deliver 418 bikes, being 47 bikes for staff with 5 EoT units, 323 bikes for residents and 48 bikes for visitors.
- Stage 3 will deliver 511 bikes, being 37 bikes for staff with 5 EoT units, 402 bikes for residents, and 72 bikes for visitors.

3.2.2. Vehicles

The proposal includes a total of 612 car parking spaces across three levels of basement and ground level. It is our understanding that the overall allocations will include:

- 2 car share spaces;
- 474 resident spaces (average provision of 0.69 spaces per apartment); and
- 136 spaces for the commercial uses (average rate of 1.0 spaces per 100 m^2).

The proposal is to provide 8 motorcycle parking spaces in Stage 2 and 8 spaces in Stage 3.

From a staging perspective, the car parking is to be allocated to residents and commercial staff as follows:

- Stage 2 – A total of 336 car spaces are provided, which is intended to be allocated as 2 car share spaces, 230 car spaces for residents, and 104 car spaces to commercial staff.
- Stage 3 – A total of 276 car spaces will be constructed in Stage B, allocated as 244 spaces to residents and 32 spaces to commercial staff.

3.2.3. Summary of Parking

A summary of the parking provisions and allocations is provided in Table 2.

Table 2: Parking Provisions and Staging (Based on the plans)

Use	Type	No.		
		Stage 2 (Tower A & D)	Stage 3 (Towers B & C)	Total
Bike Parking	Resident	323	402	**725**
	Commercial Staff	47	37	**84**
	Visitor (Combined)	48	72	**120**
	Total	**418**	**532**	**929**
	EOT	*5*	*5*	***10***
Car Parking	Car Share	2	0	**2**
	Residential	230	244	**474**
	Commercial (Combined)	104	32	**136**
	Total	***336***	***276***	***612***
Motorbike Parking		**8**	**8**	**16**

3.3. Access

3.3.1. Pedestrian & Cyclist Access

Consistent with the Development Plan, the proposed plans include a series of laneways and internal pedestrian active spaces at ground level.

This includes two north-south linkages between Doonside Street and Appleton Street, with the eastern one at 9 metres width and western one at 6 metres width at its minimum.

Stage 2 (Towers A & D) will be provided with primary pedestrian access from the western laneway that operates within the site for Tower A and the southern part of the eastern laneway, adjacent to Tower D.

The restricted retail tenancy will take pedestrian access from the existing location, which is at the corner of Doonside Street and Burnley Street. It will have secondary pedestrian access from the new western internal lane and also internal access from car parking.

Stage 3 (Towers B & C) will have direct access to Doonside Street as well as the new public park which is to be provided adjacent the eastern laneway which will be constructed as part of Stage 3.

Access to the ground floor retail tenancies in all stages will be provided from abuttals to the adjacent streets, laneways and/or the new public park.

Lifts for each tower will connect resident and staff cyclists to secure basement bike parking areas.

3.3.2. Vehicle Access

All vehicle access is proposed via Doonside Street. There is no vehicular access to Burnley Street or Appleton Street.

Basement car parking is proposed to be accessed via two crossovers to Doonside Street.

A porte cochere is located off Doonside Street which is intended to act as the primary arrival point for pick-up/drop-off for visitors.

The western laneway (Harrys Lane) serves as an access point to serve loading for the restricted retail tenancy and the shared residential retail loading for Towers B & D.

This laneway will present as a 'shared area'.

Loading for the restricted retail tenancy will use the laneway to access dedicated loading bays within the restricted retail tenancy.

Loading arrangements for Towers B and D will also use the laneway to access an internal loading dock.

Whilst the laneway will continue through Appleton Street for pedestrians, vehicular through access will not be permitted with the exception of service vehicles in the case of an emergency.

The western laneway will be delivered, in the most part, in Stage 2. The eastern side of the laneway will be delivered in Stage 3.

The eastern laneway will remain for pedestrians only and will be delivered in Stage 3.

The **western basement ramp** will be delivered in Stage 2. The **eastern basement ramp** will be delivered as part of Stage 3, when the final stage (and largest quantum) of the basement will be constructed.

The basement will provide for shared car and bicycle parking and storage, and there will be internal connections allowing for all parts of the development to use both of the eastern and western ramps.

A summary of the site access is shown at Figure 1.

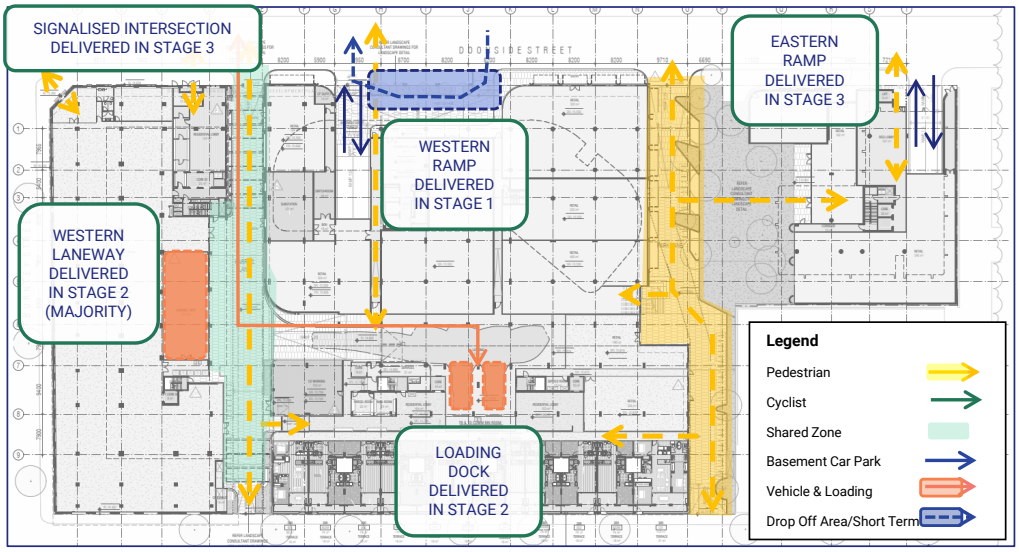


Figure 1: Proposed Access Arrangements

4. Sustainable Transport Opportunities

4.1. Information for Residents & Staff

The provision of information is essential to ensuring that residents, staff and visitors are aware of the opportunities that they may have to access the site in a form other than a private car.

This is important, particularly for those residents with multiple cars, in establishing non car-based travel behaviours in the early stages of occupation.

Accordingly, and following discussion with the applicant, we understand that to implement the GTP and provide residents with associated information, resident welcome packs will be distributed to all new tenants.

A notice board is to be provided within one (or more) of the public areas (i.e. entry lobby and/or lifts), which will provide basic Green Travel information (maps/timetables).

The Owners' Corporation/ may also choose to include relevant information (including a copy of this plan) electronically via the Owners' Corporation intranet or webpage.

It is recommended that this includes a copy of the TravelSMART map in the vicinity of the subject site and any other relevant bicycle and walking maps. An excerpt of the TravelSMART map for the City of Yarra is shown at Figure 2 below, and identifies the currently available bicycle and pedestrian infrastructure in the vicinity of the site. A description of these facilities and opportunities for the site to take advantage of them is provided in the following sections.

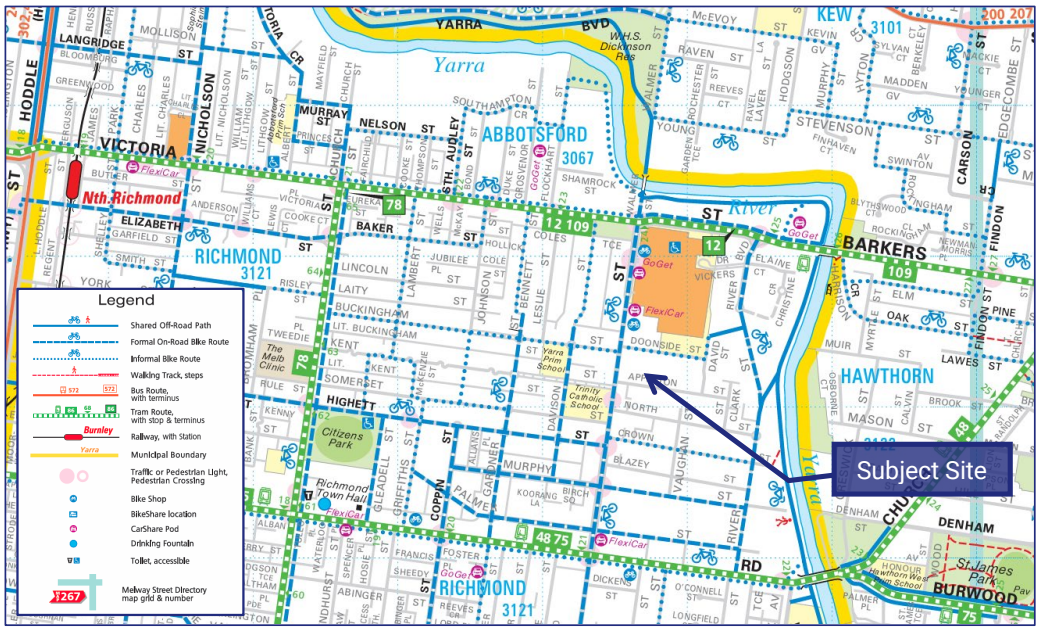


Figure 2: Excerpt of City of Yarra TravelSMART Map *Source: Yarra City Council*

4.2. Reduced Car Parking Provisions

A dispensation in car parking is proposed as part of the development associated with the commercial use and residential parking requirements.

The reduced provision of on-site car parking, will actively encourage residents and staff to utilise alternative transport modes to access the site as they may not be allocated an on-site car parking space.

Similarly, the provision of no on-site parking for visitors of each of the different uses will inherently allow visitors and customers of the site to take advantage of other sustainable modes of transport rather than a private motor vehicle.

4.3. Walking & Accessibility

The site is well located, providing excellent access to everyday services at Victoria Street (~350m north) and Victoria Gardens Shopping Centre (~100m north), such as supermarkets, restaurants/cafes, schools, and entertainment options via convenient pedestrian and shared paths. Accordingly, the site currently scores a Walk Score of 92, which means that it is a "Walker's Paradise" and that daily errands do not require a car.

A site's walk score is calculated based on the walking distance to local amenities, such as supermarkets, schools, parks, public transport, etc. Of note, the site is located approximately 100 metres to Victoria Gardens Shopping Centre, providing access to a full line supermarket in Coles Victoria Gardens.

Whilst residents may require a car for larger or more specific shopping trips, the majority of their daily convenience shopping trips and recreational trips can be completed by walking within the proximate area.

4.4. Taxi & Ride Share Accessibility

The site is accessible by taxi, UBER and other ride share services which can provide mobility for residents, employees, customers/guests when they require transport to/from off-site locations. Residents and staff should be provided with information regarding these services.

The site provides a porte cochere accessible off Doonside Street which provides excellent access for pick up/drop off activities that may occur via Taxi & Ride Share services.

On-street parking provided along Burnley Street, Doonside Street, and Appleton Street would be suitable to accommodate short term pick-up and drop-off parking.

4.5. Public Transport Accessibility

4.5.1. Access to Services

The subject site has good access to public transport, with multiple tram routes available within walking distance of the site, specifically along Victoria Street and Bridge Road.

These routes are premium services and operate at 6-10 minute frequencies during the peak hours. They also provide convenient access to/from the city, which would offer an alternative for larger shopping trips without the need for a car.

A summary of these services provided in the vicinity of the site are presented at Table 3 and Figure 3 below.

Table 3: Public Transport in the Vicinity of the Subject Site

Service	Between	Distance to Node
Metropolitan Tram Services		
Route 12	Victoria Gardens – St Kilda (Fitzroy St)	~350m north
Route 48	North Balwyn – Victoria Harbour Docklands	~500m south
Route 75	Vermont South – Central Pier Docklands	~500m south
Route 109	Box Hill – Port Melbourne	~350m north

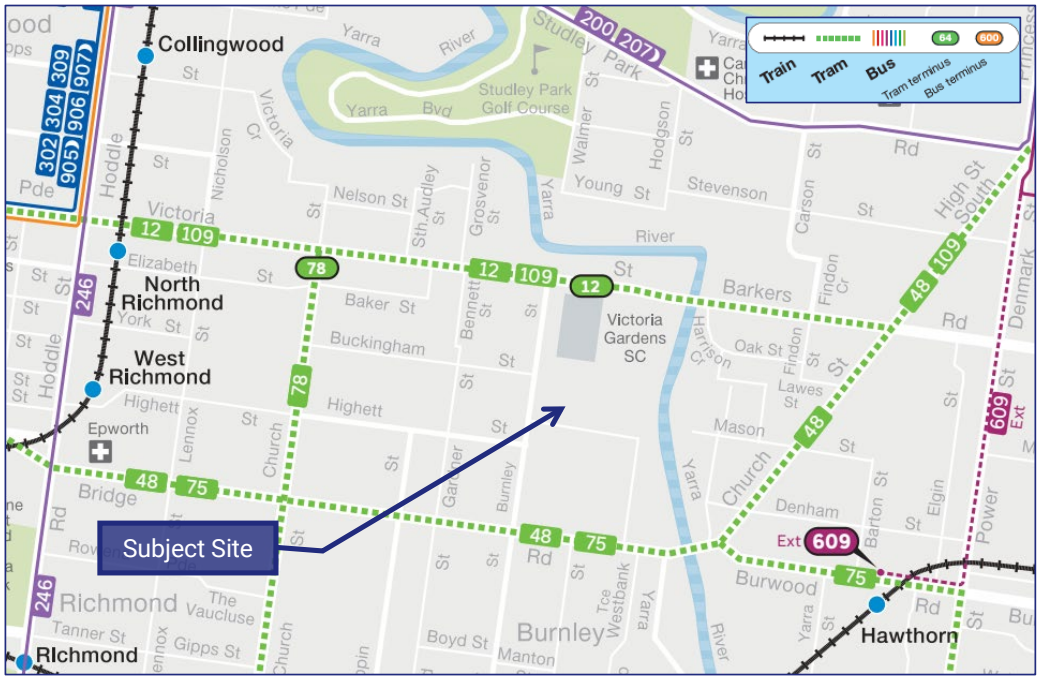


Figure 3: Public Transport Victoria Map – City of Yarra *Source: Public Transport Victoria*

4.5.2. Journey Planning

Staff and residents should be encouraged to utilise the "PTV Journey Planner" available online at the PTV website and via Smartphone Applications.

Additional information on public transport facilities and service times can be obtained from Public Transport Victoria (Ph: 1800 800 007, ptv.vic.gov.au).

4.5.3. Introductory myki Offer

As an incentive to encourage the use of public transport for new residents from "Day 1", the Residential Owners Corporation could consider the provision of a myki card to each new resident as part of a welcome pack.

The myki card could include a nominal amount of start-up credit. Residents would be responsible for 'topping-up' credit once the start-up credit was consumed.

4.6. Bicycle Network Accessibility

The City of Yarra is well served by the Principal Bicycle Network (PBN) with both on-road and off-road bicycle facilities directly linking the site with the surrounding municipalities and the CBD.

On-road bicycle lanes are provided on Burnley Street, Bridge Road and Victoria Street in the vicinity of the subject site. An off-road bicycle path is provided along the Yarra River by the Main Yarra Trail.

An excerpt from the Principal Bicycle Network is provided at Figure 4, illustrating the surrounding bicycle priority network.

The generous provision of on-site bicycle parking will actively encourage residents, staff visitors/customers to access the site using a bicycle, thereby reducing motor-vehicle trips.

The site should also consider the provision of a bike repair facility and with suitable repair and bike servicing tools and kits.

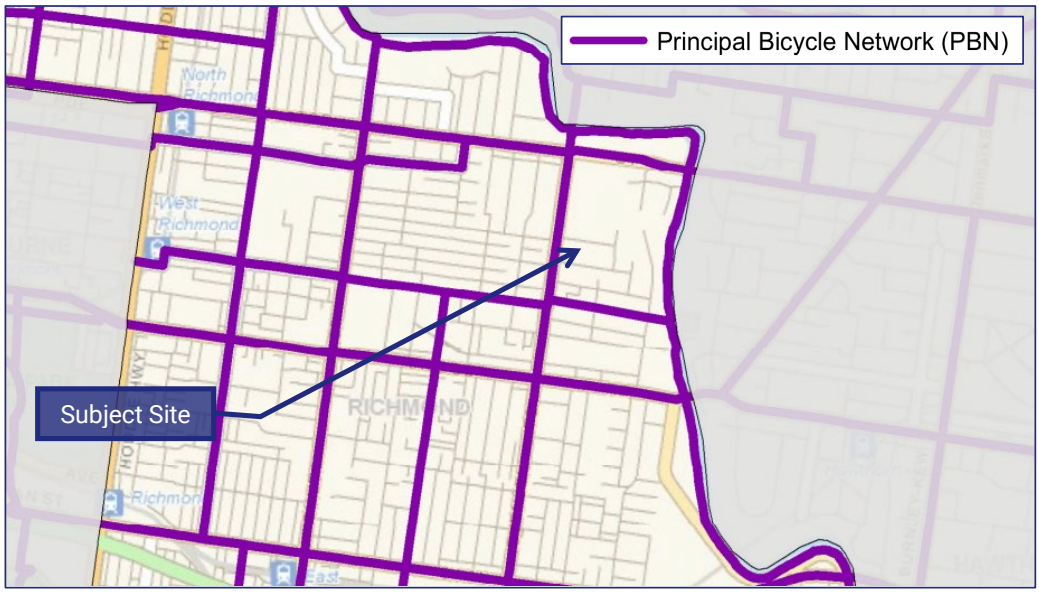


Figure 4: PBN Map – City of Yarra

4.7. Car Pooling

The Resident Owners Corporation should consider encouraging car pooling for residents, to actively reduce the number of single occupant car trips. This could be managed through the Owners Corporation or via an online subscription to an existing online car pooling website (such as coseats.com or shareurride.com.au).

4.8. Car Share

Car sharing schemes have been operating in Melbourne since 2003 with a number of inner metropolitan Councils actively supporting their use by allocating public spaces throughout their municipalities for the purposes of accommodating 'car share' cars[1].

Yarra City Council supports 'car sharing' schemes by allocating spaces within private developments and Council operated off-street car parks for the purposes of accommodating 'car share' cars operated by Flexicar, Go Get and GreenShareCar.

The car share scheme provides an alternative to private vehicles and encourages the use of sustainable modes of transport for the majority of trips. Car share facilities offer personal and commercial or business memberships, and can be more convenient for short trips as payment is generally on a per hour basis.

[1] The three main schemes supported by these Councils are Flexicar (www.flexicar.com.au), Go Get Car Share (www.goget.com.au) and Green Share Car (www.greensharecar.com.au).

Commercially operated car share cars currently available proximate to the subject site, include:

- Burnley Street near Victoria Gardens S.C. (Flexicar) (2 cars), approximately 150 metres walking distance.
- Burnley Street near Murphy Street (Flexicar) (1 car), approximately 280 metres walking distance.
- Gardiner Street near Buckingham Street (GoGet) (1 car), approximately 320 metres waking distance.
- IKEA Victoria Street (GoGet) (7 cars), approximately 350 metres walking distance.
- Burnley Street near Palmer Street (Flexicar) (1 car), approximately 400 metres walking distance.
- Palmer Street near Gardiner Street (GoGet) (1 car), approximately 600 metres walking distance.

The nearest existing car share pods (spaces) are shown in Figure 5.

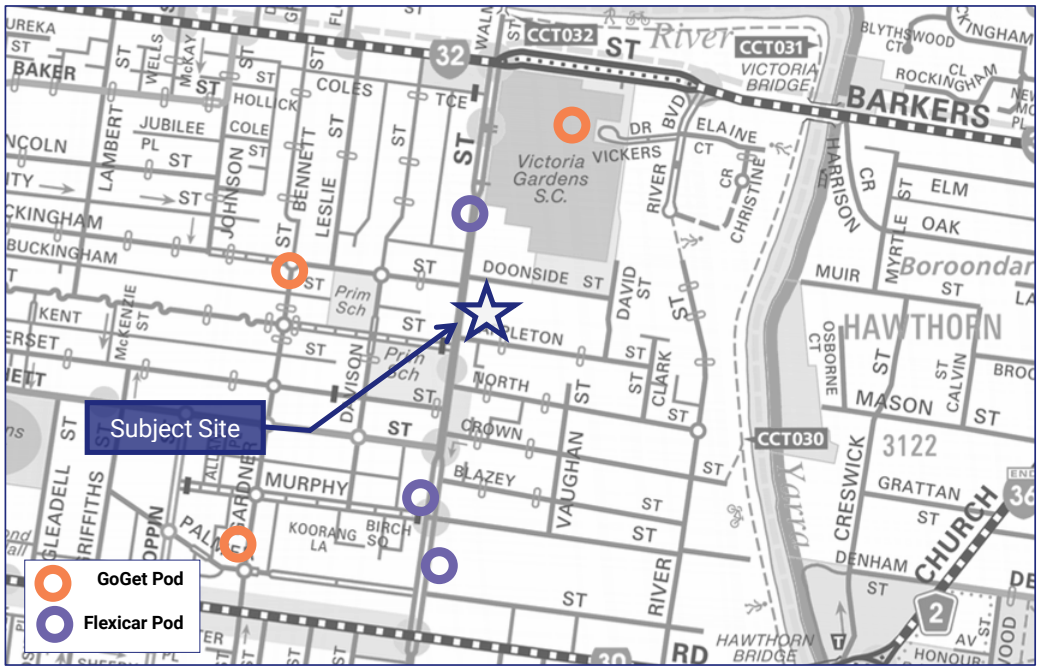


Figure 5: Proximate Car Share Pods

It is noted that 2 car share spaces are also proposed on-site which will be accessible for all residents of the development.

4.9. Electric Car Charging

The proposal includes the provision of 54 car spaces (10%) with dedicated on-site electric vehicle charging provisions.

The provision of electric car charging spots on site is in line with the sustainable transport goals set out by the City of Yarra.

It will also contribute to a reduction in Carbon Emissions by reducing the number of oil-fuel based vehicles.

5. Actions

The Green Travel Plan aims to reduce the number of single occupant vehicle trips undertaken by any residents, tenants and visitors of the proposed development.

The following actions aim to improve the overall accessibility of the site and foster sustainable travel behaviour. In general, the Owners Corporation will be responsible for the ongoing implementation of the actions identified within the Green Travel Plan.

An Owners Corporation representative/s should be nominated to 'Champion' and oversee the implementation of the Green Travel Plan and to discuss the opportunities available to the site with individual tenants and/or identify areas for improvement.

A summary of the responsible party for each action within the Green Travel Plan and the stage of implementation, has been provided at Table 4.

Table 4: Summary of the Responsible Party for Each Action within the Green Travel Plan

Action	Responsibility	Implementation
Information and Promotion		
Display information regarding alternate sustainable travel modes within a public area, i.e. notice boards in entry lobby and/or lift, or alternately provide relevant information via an Owners Corporation webpage or intranet. Minimum information required includes: - Map(s) indicating the location of the most proximate train, tram and bus stops to the facility, bicycle facilities and car share facilities (e.g. TravelSMART Map of Yarra, available from https://www.yarracity.vic.gov.au/climate-and-sustainability/travel-sustainably). - Information on public transport fares and nearby outlets selling public transport tickets. Information is available from Public Transport Victoria (Ph: 1800 800 007, ptv.vic.gov.au). - Provision of train, tram, and bus timetable information (or relevant links). - The board/webpage should display an overview of frequencies and service times, and provide relevant phone numbers and web links to Public Transport Victoria and Yarra Trams timetabling services. - Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips. - Details for taxi, UBER and ride share schemes to facilitate access to/from the site for staff, residents, visitors and customers.	Owners Corporation	On-going

Action	Responsibility	Implementation
Provide each apartment with a relevant Green Travel Welcome Pack. The welcome pack should include: - Train, tam and bus timetables of the key routes in the nearby area. - Map(s) indicating the location of the most proximate train, tram and bus stops to the facility, bicycle infrastructure, car share facilities and pedestrian walking paths (e.g. Travel Smart Map of Yarra, available from https://www.yarracity.vic.gov.au/climate-and-sustainability/travel-sustainably). - Map(s) indicating the location of both on-site and off-site bicycle parking facilities. - Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips.	Owners Corporation	On-going
Promote state and national sustainable events such as Walk to Work day, Ride to Work day and World Environment day (via email and intranet). The dates for these events and for other environmental events can be found at https://www.eev.vic.edu.au/environmental-days-and-weeks	Owners Corporation	On-going
Provide directional signage on the site for nearby public transport services, taxi services, bicycle paths, and bicycle parking areas.	Builder/ Developer	Owners Corporation
Public Transport		
Consider the provision of a myki card to each new resident as part of a welcome pack.	Builder/ Developer	Prior to Occupation
Cycling		
Bicycle facilities should be secure, easily accessible and clearly visible to residents and visitors to assist in promoting this mode. The location and details of access to the bicycle parking should be detailed to residents and staff as part of the welcome pack.	Builder/ Developer	Development Stage
Consider the provision of an on-site bicycle repair toolkit available for staff and residents within the secure bicycle parking area. Toolkit could include puncture repair equipment, bicycle pump, spanner, hex-keys etc.	Owners Corporation	On-going

Action	Responsibility	Implementation
Encourage meetings between Green Travel Champions to assist with the management and coordination of bicycle user needs. For example, the Champion may investigate or advocate for: - Group activities/rides - Additional bicycle parking (if there is a demand) through the reallocation of space within the car parking areas, including any underutilised car parking (as available).	Owners Corporation/ Tenants	Owners Corporation/ Tenants
Parking		
Parking spaces on-site should be secure and controlled. Residents & staff need to be aware of the allocation of parking spaces.	Builder/ Developer	Development Stage
Provide electric charging spaces on-site within parking areas.	Builder/ Developer	Prior to Occupation
Car Pooling		
Encourage car-pooling between residents.	Owner Corporation	On-going
Car Share Schemes		
As an added incentive to encourage the use of car share schemes the Owners Corporation could investigate/negotiate with existing operators in the area to provide discounted introductory memberships for new residents.	Owners Corporation	Prior to occupation

6. Monitoring & Review

This Green Travel Plan should be monitored and reviewed on a regular basis to ensure that it meets its objectives and has the intended impacts on car use and transport choice.

The Owners Corporation and nominated champion will be responsible for monitoring the Green Travel Plan in accordance with the monitoring program set out in Table 5 below.

The monitoring program should be undertaken annually over a three year period, with the first review of the program being conducted 12 months after occupation of the building.

It should be monitored a minimum of 5 yearly from that point forwards.

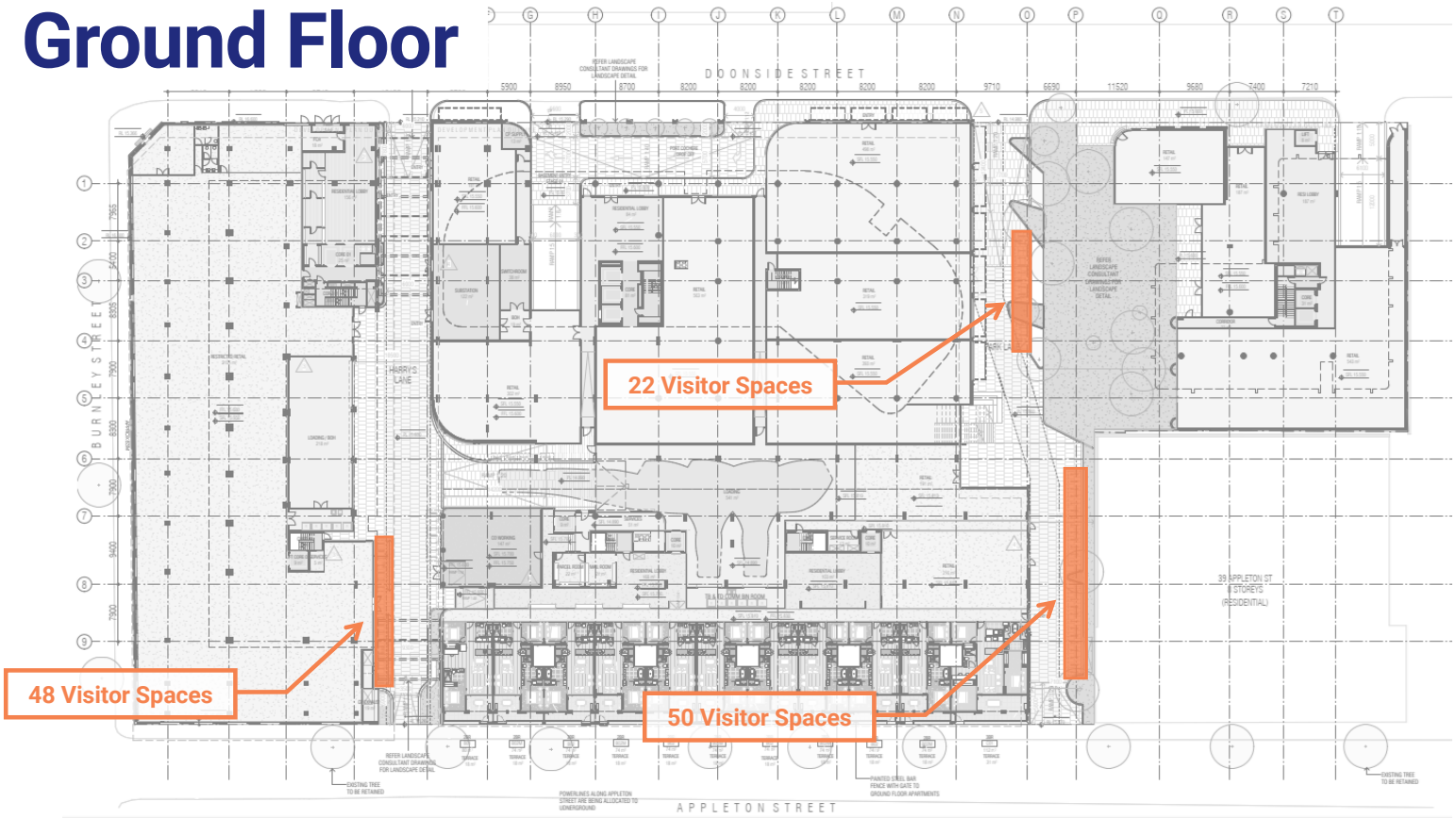
Table 5: Monitoring and Review Program

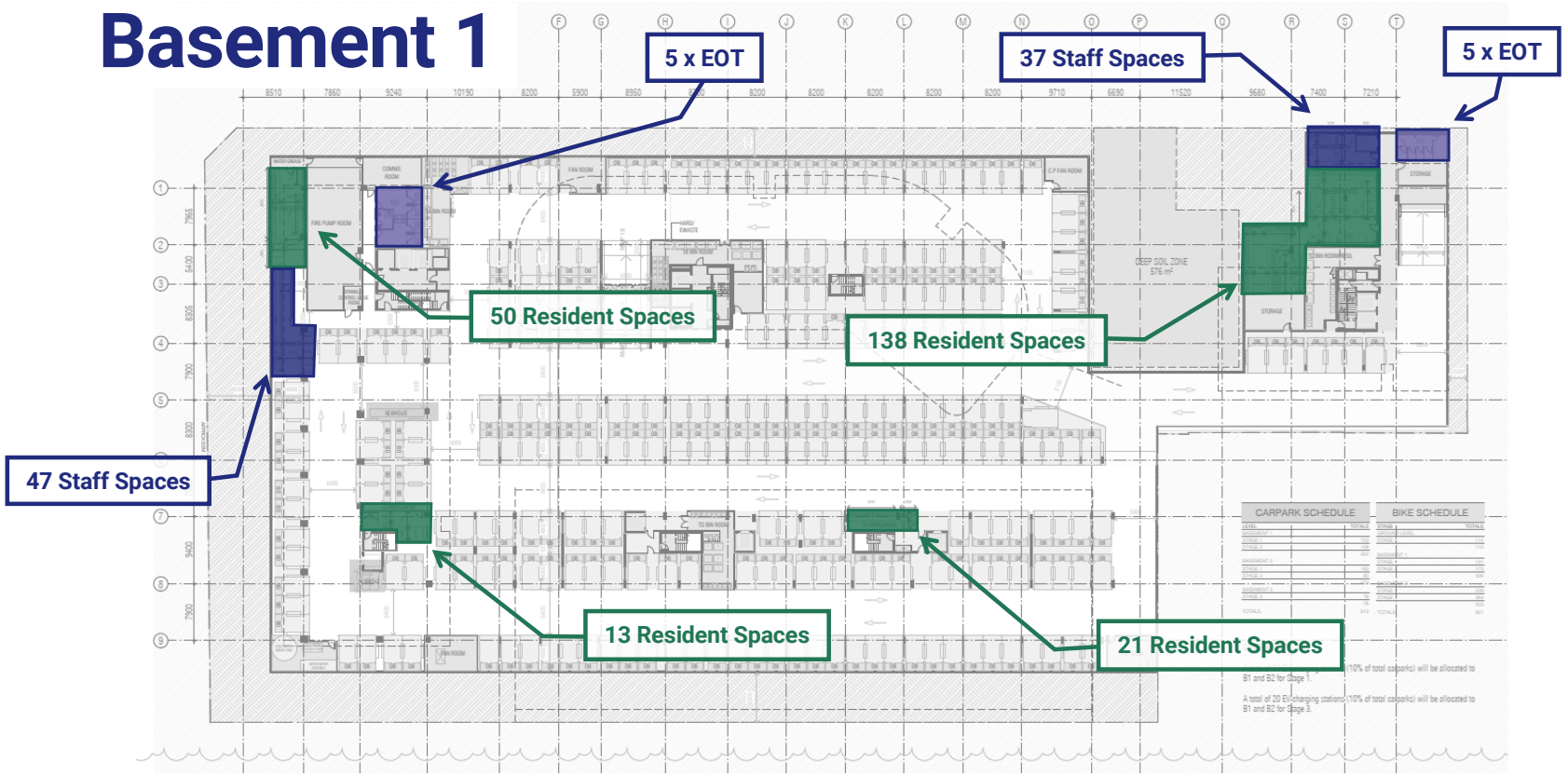
Monitoring/Review Action	Purpose
Undertake an occupancy survey of the car and bicycle parking provided on the site.	Gauge the level of use of car and bicycle parking facilities. If the bicycle parking usage is high, and there is demand for additional bicycle parking identified, then the Owners Corporation should investigate the potential to reallocate car parking for bicycles.
Undertake an Audit of the actions listed in Section 5 of this document and compile supporting evidence of actions implemented (i.e. notices, photos, etc).	To document the progress of the plan and ensure viability of the plan.
Review the plan/actions and identify any modifications and/or improvements.	To 'fine tune' the plan and ensure viability of the plan.
Undertake a questionnaire survey of residents and staff.	To determine the modal split of trips and determine progress and compliance of the plan.

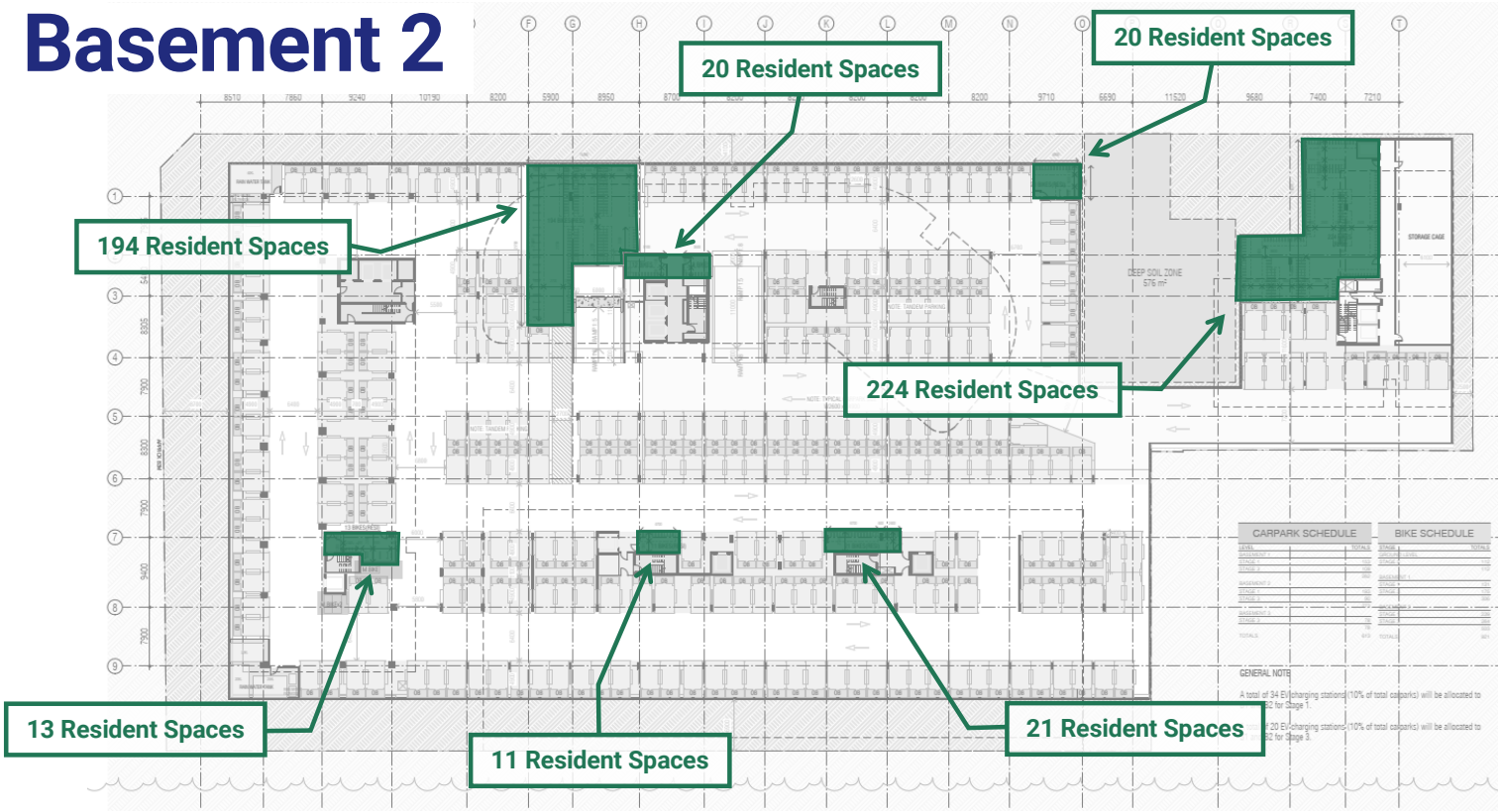
Appendix A
Bicycle Parking Locations

Traffix Group

Ground Floor




Basement 1
5 x EOT
37 Staff Spaces
5 x EOT
50 Resident Spaces
138 Resident Spaces
47 Staff Spaces
13 Resident Spaces
21 Resident Spaces
CARPARK SCHEDULE
BIKE SCHEDULE


Basement 2
20 Resident Spaces
20 Resident Spaces
194 Resident Spaces
224 Resident Spaces
13 Resident Spaces
11 Resident Spaces
21 Resident Spaces
CARPARK SCHEDULE
BIKE SCHEDULE
GENERAL NOTE

Traffix Group

Access, Parking and Loading Management Plan

Harry's Lane

81-95 Burnley Street & 26-34 Doonside Street, Richmond

Prepared for
Burnley Street Developments by Gurner Pty Ltd

May 2026

G30102R-03F (TMP)

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C	Updated Plans	11/12/25	J. Lewis	C. Morello
D	Updated Plans	11/12/25	J. Lewis	C. Morello
E	Updated Plans	26/05/26	J. Lewis	C. Morello
F	Final	27/05/26	J. Lewis	C. Morello

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems

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1. Introduction

Traffix Group has been engaged by Burnley Street Developments by Gurner Pty Ltd to prepare an Access, Parking and Loading Management Plan for Harry's Lane at 81-95 Burnley Street & 26-34 Doonside Street, Richmond.

This Access, Parking and Loading Management Plan has been prepared to demonstrate how the proposed "Harry's Lane" will be managed and will operate to support the proposed mixed-use development at 81-95 Burnley Street & 26-34 Doonside Street, Richmond.

2. The Development

2.1. General

The proposal includes a mixed-use development with multiple residential towers with ground and lower level retail and commercial uses, and multiple access points and internal laneways (for pedestrians only and also shared).

The proposal includes a staging of the development, starting from the western side of the property, and progressing to the east.

Stage 1 will include the demolition, heritage façade retention & partial basement construction below Buildings A & D.

Stage 2 will include:

- a residential tower above the existing Heritage Harry the Hirer building (Building A), with a restricted retail use occupying the ground and first floor of the western building
- the southern central building (Building D), fronting Appleton Street

Stage 3 will include the northern central and eastern buildings (Buildings B & C), providing a further 364 apartments and some shop and food and drink uses including the remaining basement below. This stage will also see the park and eastern laneway connection provided.

A summary of the uses, by stage, is provided in Table 1.

Table 1: Contemplated Development Yields and Staging (No/Area)

Use	Type	Stage 2		Stage 3		Total
		Tower A	Tower D	Tower B	Tower C	
Residential	1-bed	100 no.	58 no.	89 no.	72 no.	**319 no.**
	2-bed	63 no.	74 no.	145 no.	32 no.	**314 no.**
	3-bed	19 no.	9 no.	18 no.	8 no.	**54 no.**
	Total	***182 no.***	***141 no.***	***252 no.***	***112 no.***	***687 no.***
Retail	Shop/F&B	-	407 m^2	2,256 m^2	877 m^2	**3,540 m^2**
	Restricted	4,449 m^2	-	-	-	**4,449 m^2**
	Total	***4,449 m^2***	***407 m^2***	***2,256 m^2***	***877 m^2***	***7,989 m^2***

2.2. Access

2.2.1. Pedestrian & Cyclist Access

Consistent with the Development Plan, the proposed plans include a series of laneways and internal pedestrian active spaces at ground level.

This includes two north-south linkages between Doonside Street and Appleton Street, with the eastern one at 9 metres width and western one at 6 metres width at its minimum.

Stage 2 (Towers A & D) will be provided with primary pedestrian access from the western laneway that operates within the site for Tower A and the southern part of the eastern laneway, adjacent to Tower D.

The restricted retail tenancy will take pedestrian access from the existing location, which is at the corner of Doonside Street and Burnley Street. It will have secondary pedestrian access from the new western internal lane and also internal access from car parking.

Stage 3 (Towers B & C) will have direct access to Doonside Street as well as the new public park which is to be provided adjacent the eastern laneway which will be constructed as part of Stage 3.

Access to the ground floor retail tenancies in all stages will be provided from abuttals to the adjacent streets, laneways and/or the new public park.

Lifts for each tower will connect resident and staff cyclists to secure basement bike parking areas.

2.2.2. Vehicle Access

All vehicle access is proposed via Doonside Street. There is no vehicular access to Burnley Street or Appleton Street.

Basement car parking is proposed to be accessed via two crossovers to Doonside Street.

A porte cochere is located off Doonside Street which is intended to act as the primary arrival point for pick-up/drop-off for visitors.

The western laneway (Harrys Lane) serves as an access point to serve loading for the restricted retail tenancy and the shared residential retail loading for Towers B & D.

This laneway will present as a ‘shared area’.

Loading for the restricted retail tenancy will use the laneway to access dedicated loading bays within the restricted retail tenancy.

Loading arrangements for Towers B and D will also use the laneway to access an internal loading dock.

Whilst the laneway will continue through Appleton Street for pedestrians, vehicular through access will not be permitted with the exception of service vehicles in the case of an emergency.

The western laneway will be delivered, in the most part, in Stage 2. The eastern side of the laneway will be delivered in Stage 3.

The eastern laneway will remain for pedestrians only and will be delivered in Stage 3.

The **western basement ramp** will be delivered in Stage 2. The **eastern basement ramp** will be delivered as part of Stage 3, when the final stage (and largest quantum) of the basement will be constructed.

The basement will provide for shared car and bicycle parking and storage, and there will be internal connections allowing for all parts of the development to use both of the eastern and western ramps.

A summary of the site access is shown at Figure 1.

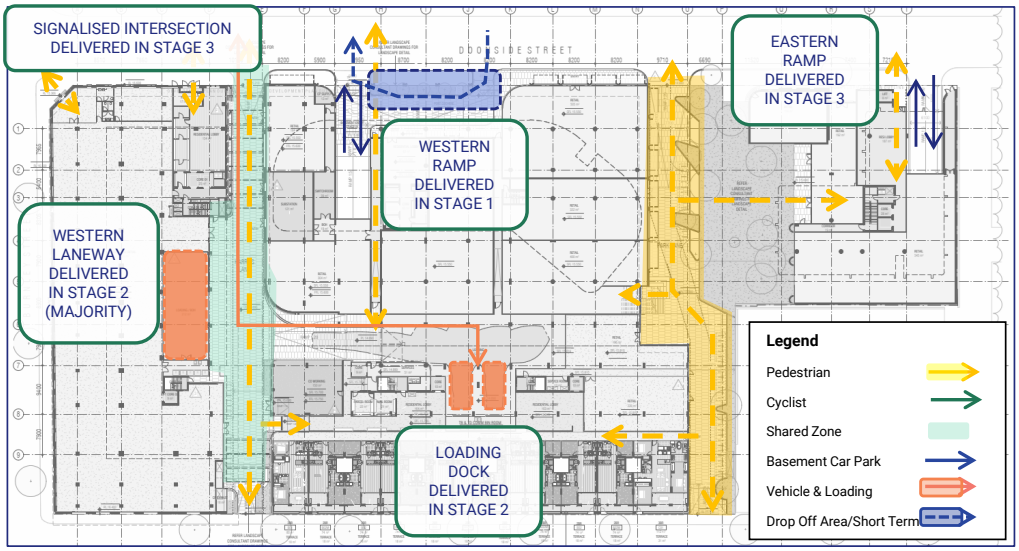

Figure 1: Proposed Access Arrangements

2.2.3. Signalisation of Doonside Street/Burnley Street

The intention is that the Burnley Street/Doonside Street intersection will be signalised in Stage 3, subject to discussions with Council, DTP and the Victoria Gardens development, and the expected staging of that development.

3. Access, Parking and Loading Management

3.1. Harrys Lane Design Intent

Harrys Lane is intended to be a true 'shared zone' that presents as a space that can be used by all modes.

Whilst the lane will be used by vehicles for access to loading and waste collection areas, the intention is that overall, the space will result in a mixing of modes.

To achieve this, the design:

- prioritises pedestrians and the shared use of the space over a vehicle access and priority,
- provides limited kerbing throughout the area, to encourage cross movements of pedestrians, and reduces the designation of space for individual modes,
- provides for safe pedestrian and trading areas through the use of planting, structure, hard landscaping and materials.

The vehicle access areas have been designed to be as rationalised as possible, whilst still managing the required functions of loading and waste collection.

The intention is that the whole of the lane will be accessible by pedestrians, and there are only some areas where vehicles can go. But even in those vehicle access areas, the materials and design of the space will not designate a priority for vehicles, or suggest that pedestrians are subservient.

3.2. Expected 'Harry's Lane' Traffic Volumes

3.2.1. General

To establish the expected traffic volumes throughout Harry's Lane we have made some estimates of likely traffic volumes and vehicle usage based on a first principal approach and advice from the future tenants and our experience of similar developments of this nature.

Our expected traffic generation is summarised as follows.

3.2.2. Loading & Waste Collection

Restricted Retail Loading

The restricted retail loading area has three (3) Small Rigid Vehicle (SRV) spaces, which will be used for load in and load outs that have been prebooked and managed by the tenant.

We expect that the restricted retail use could generate up to three deliveries per loading bay by a 6.4 metre Small Rigid Vehicle per day.

This results in a total of 18 loading movements per day within the dedicated restricted retail bays. We will presume that 50% of the bays turnover in a peak hour.

Due to the low number of movements, the use of Harrys Lane for some reversing manoeuvres is considered appropriate and acceptable.

Waste Collection

Waste collection frequencies have been set out in the Waste Management Plan prepared by Leigh Design, dated December 2025.

Based on the number of waste collections per week, it is expected that there will be on average 1 waste collection per day (7-day week) by an 8.8 metre Medium Rigid Vehicle (MRV). It is noted that waste collection vehicles will access the site outside of peak periods.

Shared Tower B/D Loading

For the shared loading area for the broader site, it is expected that there will be a mixture of 8.8 metre Medium Rigid Vehicles and 6.4 metre Small Rigid Vehicles spread throughout the day.

Given the number of dwellings, it has been assumed that there will be 2 move-in/move-outs per day within the shared dock.

We will then allow for up to 2 x MRV deliveries and 3 x SRV deliveries for the shared tenancies throughout the development that might utilise the shared dock.

Allowing for entry and exit movements, this equates to a total of 14 movements to the shared loading area per day, inclusive of 8 x Medium Rigid Vehicles and 6 x Small Rigid Vehicles. We will presume that up to 2 deliveries occur in the peak hour to/from the main dock.

3.2.3. Total Vehicle Movements

Based on the preceding assessment, Harry's Lane is expected to generate in the order of 34 vehicle movements per day, inclusive of up to 6 movements during a peak hour. A summary of the daily and peak hour vehicle movements for the site are provided at Table 2 and Table 3, respectively.

Table 2: Total Daily Traffic Volumes (vehicles per day) - Harry's Lane

Type	8.8m MRV	6.4m SRV or Vans	Total
Restricted Retail Staff Loading	0	18	18
Waste Collection	2	0	2
Shared Loading	8	6	14
Total (Daily)	**10**	**24**	**34**

Table 3: Peak Hour Traffic Volumes - Harry's Lane

Type	8.8m MRV	6.4m SRV or Vans	Total
Restricted Retail Staff Loading	0	3	3
Waste Collection	1	0	1
Shared Loading	0	2	2
Total (Daily)	**1**	**5**	**6**

3.2.4. Shared Zone Warrants/Requirements

Harry's Lane is proposed to operate as a Shared Zone' with pedestrian priority. Guidance for the operation and design aspects of shared zones is provided within the VicRoads Supplement to Austroads Guide to Traffic Management Part 8: Local Area Traffic Management (2008) October 2015.

Details of the design considerations are provided as follows:

A Shared Zone is a road or network of roads where pedestrians, cyclists and vehicles share the roadway.

Appropriate locations:

- low volume streets where pedestrians outnumber motor vehicles and where the pedestrian needs are best met by walking on the roadway, and
- where the street has been constructed or reconstructed to a sufficient degree to ensure significant visual interruption and where speed is physically restrained, and
- where there is no cross motor traffic.

A shared zone provides improved amenity for pedestrians and an improved streetscape. Locations for shared zones may include lanes and streets in central business districts, selected residential streets, shopping centres and caravan parks.

The speed limit shown on the shared zone sign should be 10 km/h or 20 km/h. No other speed limit values should be used unless there are exceptional circumstances.

Inappropriate locations:

Shared zones are not suitable in the following locations:

- on streets that carry over 200 vehicles per hour in peak periods, or over 1,000 vehicles between 7.00am and 7.00pm
- on streets with a history of vehicle speed problems
- on unprotected locations where approach speeds exceed 40-50 km/h.

Based on the preceding guidelines, a shared zone is an appropriate arrangement for a low-speed street that carries less than 1,000 vehicles per day, with no more than 200 vehicles per hour during the peak period.

Although Harry's Lane will be a private road (i.e. not transferred to Council or Department of Transport) the traffic volumes satisfy the relevant criteria.

Approval for the operation of the Shared Zone may be required from Council and/or Department of Transport.

3.3. Operational Provisions

3.3.1. Potential Restrictions to Improve Activation of Harry Lane

It is intended that the use of Harrys Lane for vehicle access for loading could include some timed restrictions that prevent vehicles from accessing the site during certain periods.

During these periods, more activated use of the laneway could occur and/or evening and weekend events could be accommodated.

As a guide, and subject to the ultimate operations of the site and on-site tenancies, access to the loading in the main dock (predominantly medium-larger vehicles) could be restricted as follows in Table 4.

These times align with evenings and weekends to allow events to occur within Harrys Lane.

Table 4: Proposed Harry's Lane - Hours of Access

	Mid-7am	7am-9am	9am-12pm	12pm-6pm	6pm-midnight
Monday	Closed to Loading	Open to Loading	Open to Loading	Open to Loading	Closed to Loading
Tuesday	Closed to Loading	Open to Loading	Open to Loading	Open to Loading	Closed to Loading
Wednesday	Closed to Loading	Open to Loading	Open to Loading	Open to Loading	Closed to Loading
Thursday	Closed to Loading	Open to Loading	Open to Loading	Open to Loading	Closed to Loading
Friday	Closed to Loading	Open to Loading	Open to Loading	Open to Loading	Closed to Loading
Saturday	Closed to Loading	Open to Loading	Open to Loading	Closed to Loading	Closed to Loading
Sunday	Closed to Loading	Closed to Loading	Closed to Loading	Closed to Loading	Closed to Loading

3.3.2. Building Manager & Loading Dock Manager

The residential towers will include the provision of a Building Manager.

The Building Manager will be responsible for ensuring orderly operation and maintenance of Harry's Lane, including security and general management of Harrys Lane (and other on-site publicly accessible areas) to ensure appropriate use and operations.

This may also include correspondence to relevant tenants/residents about upcoming events and operational requirements.

The Building Manager will also be responsible for organising/managing loading dock operations, likely through appointment of a Loading Dock Manager.

3.3.3. Scheduling for Loading Dock Operations

The Building & Loading Dock Managers will be responsible for managing the delivery schedule, booking system, and communicating the requirements to tenants and residents within the shared Loading Dock.

Scheduling may be able to be managed such that waste collection contractors, which typically collect waste early morning or late at night, can have access to the loading dock and secure waste areas for loading and unloading without the need for the presence of the Loading Dock Manager.

Ideally, all non-regular users of the loading, including residential load ins/load outs should be scheduled only during staff hours of the building.

3.3.4. General Operating Procedures/Requirements

The Building Management will be responsible for ensuring orderly use and monitoring of each of the on-site parking areas, loading areas/docks, and the porte cochere. This includes the following general requirements:

- Appropriate information is to be provided to staff, residents and visitors to ensure that they are appropriately inducted as to the safety and operational requirements of each of the areas.
- Space used for vehicle manoeuvring should be kept clear of vehicles and obstructions at all times through the use of linemarking and appropriate signage.
- Bollards, signs, linemarking and/or other means of protection (i.e. landscaping/street furniture) will be used to segregate pedestrians and protect equipment as required.
- Personal protective equipment (PPE) and safety vests are to be used for all pedestrians using the loading dock areas.
- The docks are to be used as intended for the loading and unloading of vehicles, goods and other associated activities.
- Parking of vehicles for long periods is not permitted within the dock, porte cochere and short term visitor parking areas, including the parking of passenger vehicles for staff. Building Management will actively monitor the use of parking areas and advise drivers, residents and staff when behaviour is not in accordance with these guidelines.
- Delivery vehicle drivers associated with the development must shut off the engine of their vehicle while loading and unloading is being undertaken.
- Gates/roller doors at the main dock areas are to be secured outside of delivery hours.

Leigh Design
Waste Management Plans for all urban developments

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Waste Management Plan



Proposed Development:

81-95 Burnley Street & 26-34 Doonside Street, Richmond

Prepared for:

Burnley Street Developments by Gurner Pty Ltd

Document Control

Report Date: 28 May 2026 (supersedes all previous reports)

Report No: L1087 - WMP.V2

Prepared By: Carlos Leigh / Daniel Edwards

Version	Date of Issue	Description
V1	11-12-2025	For Authority approval
V2	28-05-2026	Response to Authority RFI's & Section 50 Amendment

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Enclosures: Drawings (Ground Floor Plan & Basement 1 Floor Plan) and Swept Path drawings for the Waste Vehicles.

WASTE MANAGEMENT SUMMARY

- The Operator, as defined below, shall be responsible for managing the waste system and for developing and implementing safe operating procedures.
- Waste shall be stored within the development (hidden from external view).
- Users shall deposit sorted waste into the chutes and/or into designated collection bins.
- Waste shall be collected within the subject land.
- A private contractor shall provide waste collection services.

GLOSSARY

Operator: refers to the Owners Corporation and/or Facility Management, who shall manage site operations with the aid of cleaners and contractors (and if required, delegating waste management responsibilities to commercial tenants).

User: refers to residents, site staff, and commercial tenants, who shall utilise the waste system.

WMP UPDATE (RFI RESPONSE) – 28 MAY 2026

This Waste Management Plan (WMP) has been updated to respond to the following Department of Transport and Planning (DTP) request for further information (RFI) for items associated with waste:

DTP request for further information:	WMP Response
The proposed loading and/or waste collection times that enable overnight loading activity do not meet the conditions specified in the Waste Management Plan, and the times for loading between 12am and 4am are queried.	We understand that this RFI relates to times nominated for potential restrictions to loading, as set out within the Access, Parking and Loading Management Plan prepared by Traffix Group in Table 4 within Clause 3.3.1, which differ to what is set out in this Waste Management Plan (WMP). We understand that the Access, Parking and Loading Management Plan has now been updated to be reflective of the waste collection times nominated in this WMP, with loading to be undertaken as specified in Council's local laws and to be restricted to the hours of 7am to 6pm Monday to Saturday, as set out in Clause 3.1 of this WMP.
The intensity and location of waste collection (3 times per week); potentially indicating under-sized bin storage, and inadequate areas for collection.	Waste collections up to 3 times per week is common practice in developments of this scale. As a reference, the City of Melbourne Guidelines for Waste Management Plans 2021 sets out that the "The City of Melbourne provides residential garbage, commingled recycling and organics bin based collections up to 3 times per week depending on the size of the development." More frequent collections also have the advantage of waste not being left in the waste rooms for long periods, thus reducing the risk of odours. As shown in the amended architectural floor plans included as enclosures within this WMP, the Tower A Residential Bin Store and the Tower A Commercial Bin Store have both been increased in size and have improved bin layouts. Also, the architectural floor plans demonstrate that all Bin Stores are of an adequate size to accommodate the required bins as scheduled in this WMP, with Clause 1.5 in this updated WMP amended to reflect this.

Project staging added for clarification purposes.	Project staging to be as follows:
	- Stage 1
	  o Demolition
	  o Construction of basement works associated with Building's A & D
	  o Environmental Audit Works
	- Stage 2
	  o Construction of Building's A and D
	- Stage 3
	  o Construction of Building's B and C
	  o Construction of the balance of the basement works

WMP UPDATE (SECTION 50 AMENDMENT) – 28 MAY 2026

This Waste Management Plan (WMP) has also been updated to reflect the following proposed project changes, as part of a Section 50 Amendment:

- Tower D updated to be a total of 141 apartments (was previously 139 apartments), with 58 x 1-bedroom, 74 x 2-bedroom and 9 x 3-bedroom apartments. Table 1 waste estimates have been updated to reflect these changes, however, this did not result in any changes to the Table 2 Bin Schedule, as there was no change to the number of bins required for the Tower D Residential waste.
- A reduction in the area of Tower A Restricted Retail to 4,449m^2 (was previously 4,479m^2), with Table 1 waste estimates updated to reflect this change, however, this did not result in any change to the Table 2 Bin Schedule for the Tower A Commercial bin requirements.
- A reduction in the area of Tower B Retail to 2,290m^2 (was previously 2,491m^2), with Table 1 waste estimates updated to reflect this change, however, this did not result in any change to the Table 2 Bin Schedule for the Tower B & D combined Commercial bin requirements.
- A reduction in the area of Tower C Retail to 877m^2 (was previously 887m^2), with Table 1 waste estimates updated to reflect this change, however, this did not result in any change to the Table 2 Bin Schedule for the Tower C Commercial bin requirements.
- An increase in the area of Tower D Retail to 407m^2 with the inclusion of an additional shop (was previously a total of 196m^2), with Table 1 waste estimates updated to reflect this change, however, this did not result in any change to the Table 2 Bin Schedule for the Tower B & D combined Commercial bin requirements, given the reduction in the area of the Tower B Retail of a similar area to this Tower D Retail increase.

1 SPACE AND SYSTEM FOR WASTE MANAGEMENT

1.1 Development Description and Use

This development shall consist of residential apartments and commercial tenements (refer to Table 1).

1.2 Estimated Garbage and Recycling Generation

The following table summarises the waste estimate (Litres/Week):

Table 1: Waste Estimate

Waste Source	Base Qty (est.)		Garbage	Food	Recyc.	Glass
Residential						
A - Apartments (1 bed)	No. of units =	100	5,200	2,800	5,600	2,400
A - Apartments (2 bed)	No. of units =	63	4,095	2,205	4,410	1,890
A - Apartments (3 bed)	No. of units =	16	1,248	672	1,344	576
A - Penthouses	No. of units =	3	234	126	252	108
Total Residential - Tower A	**No. of units =**	**182**	**10,777**	**5,803**	**11,606**	**4,974**
B - Apartments (1 bed)	No. of units =	89	4,628	2,492	4,984	2,136
B - Apartments (2 bed)	No. of units =	145	9,425	5,075	10,150	4,350
B - Apartments (3 bed)	No. of units =	18	1,404	756	1,512	648
Total Residential - Tower B	**No. of units =**	**252**	**15,457**	**8,323**	**16,646**	**7,134**
C - Apartments (1 bed)	No. of units =	72	3,744	2,016	4,032	1,728
C - Apartments (2 bed)	No. of units =	32	2,080	1,120	2,240	960
C - Apartments (3 bed)	No. of units =	8	624	336	672	288
Total Residential - Tower C	**No. of units =**	**112**	**6,448**	**3,472**	**6,944**	**2,976**
D - Apartments (1 bed)	No. of units =	58	3,016	1,624	3,248	1,392
D - Apartments (2 bed)	No. of units =	74	4,810	2,590	5,180	2,220
D - Apartments (3 bed)	No. of units =	9	702	378	756	324
Total Residential - Tower D	**No. of units =**	**141**	**8,528**	**4,592**	**9,184**	**3,936**
Total Residential	**No. of units =**	**687**	**41,210**	**22,190**	**44,380**	**19,020**
Retail						
A - Restricted Retail	area (m^2) =	4,449	11,834	623	2,959	156
B - Retail (shop)	area (m^2) =	2,256	7,501	395	7,501	395
C - Retail (shop)	area (m^2) =	877	2,916	153	2,916	153
D - Retail (shop)	area (m^2) =	407	1,353	71	1,353	71
Total Retail	**area (m^2) =**	**7,989**	**23,605**	**1,242**	**14,729**	**775**
TOTALS (Litres/Week)			**64,815**	**23,432**	**59,109**	**19,795**

Notes:

- Residential waste figures are based on Sustainability Victoria Guidelines.
- Retail waste figures are based on adjusted Sustainability Victoria Guidelines (for food and glass separation, discretionary rates have been adopted)
- Residential amenity areas are included in the above apartment figures.

1.3 Collection Services

Municipal services are limited to weekly/fortnightly collections, with this being done on street only. However, given the importance of minimising waste stockpiling, a private contractor shall be engaged to collect waste with increased frequency and for this to be done on-site. The Operator shall choose a private waste collection provider, negotiate a service agreement, and pay for these services.

1.4 Location, Equipment, and System Used for Managing Waste

The waste management system is summarised as follows:

- Apartment receptacles for garbage, recycling and glass, plus an organics caddy.
- Waste receptacles located at residential amenity areas.
- Tenancy receptacles at internal areas.
- Four Garbage Chutes and Four Recycling Chutes (in pairs at each tower), each with residential level intakes and Residential Bin Store discharge.
- Four Residential Bin Stores at Basement 1, for Buildings A, B, C & D.
- Retail C Bin Store at Basement 1.
- Building A Showroom Bin Store within their dedicated Loading Bay and Back of House at Ground Floor.
- Retail B and D Bin Stores adjacent the Loading Bay at Ground Floor.
- Collection bins (kept within the Bin Stores - refer to Table 2).

The various collection waste-streams are summarised as follows:

Garbage: General waste shall be placed in tied plastic bags and stored within bins.

Recycling: All recyclables shall be commingled into a single type of collection bin (for paper, cardboard, glass, aluminium, steel, and plastics). However, if glass separation is required in future, the Operator shall provide dedicated glass bins.

Green Waste: Garden organics shall be collected and disposed by the landscape maintenance contractor.

Food Waste: Users shall place organic waste into Organics bins (a small caddy shall be employed at each tenement). Certified compostable liners shall be adopted for bins and/or caddies.

Other Waste Streams: Hard/electronic/liquid and other wastes (polystyrene, batteries, paint, chemicals and detox items, etc) shall be kept within the Bin Stores. The Operator shall organise a private collection from within the subject land noting that e-waste must not be disposed in landfill.

F&B tenants shall arrange the storage of used cooking oil and its collection by a recycler. The Operator shall organise Grease Interceptor Trap servicing.

Also, office managers shall arrange for the appropriate disposal of secured paper and toner/printer cartridges.

The following table summarises bin quantity/capacity, collection frequency, and area requirements (based on Table 1):

Table 2: Bin Schedule and Collection Frequency

Waste Source	Waste Stream	Bin Qty	Bin Litres	Collection Frequency	Net Area m²
A - Residential (shared private bins)	Garbage	4	1,100	3/week	6.4
	Food Organics	8	240	3/week	4.0
	Recycling	4	1,100	3/week	6.4
	Future Glass	7	240	3/week	3.5
	Hard/E-Waste	-	-	At Call	3.0
B - Residential (shared private bins)	Garbage	5	1,100	3/week	8.0
	Food Organics	12	240	3/week	6.0
	Recycling	6	1,100	3/week	9.6
	Future Glass	10	240	3/week	5.0
	Hard/E-Waste	-	-	At Call	3.0
C - Residential (shared private bins)	Garbage	2	1,100	3/week	3.2
	Food Organics	5	240	3/week	2.5
	Recycling	3	1,100	3/week	4.8
	Future Glass	5	240	3/week	2.5
	Hard/E-Waste	-	-	At Call	2.0
D - Residential (shared private bins)	Garbage	3	1,100	3/week	4.8
	Food Organics	7	240	3/week	3.5
	Recycling	3	1,100	3/week	4.8
	Future Glass	6	240	3/week	3.0
	Hard/E-Waste	-	-	At Call	2.0
A - Commercial (shared private bins)	Garbage	4	1,100	3/week	6.4
	Food Organics	1	240	3/week	0.5
	Recycling	1	1,100	3/week	1.6
	Future Glass	1	240	1/week	0.5
	Hard/E-Waste/Other	-	-	At Call	2.0
B & D - Commercial (shared private bins)	Garbage	3	1,100	3/week	4.8
	Food Organics	1	240	3/week	0.5
	Recycling	3	1,100	3/week	4.8
	Future Glass	1	240	3/week	0.5
	Hard/E-Waste/Other	-	-	At Call	2.0

Waste Source	Waste Stream	Bin Qty	Bin Litres	Collection Frequency	Net Area m^2
C - Commercial (shared private bins)	Garbage	2	1,100	3/week	3.2
	Food Organics	1	240	1/week	0.5
	Recycling	2	1,100	3/week	3.2
	Future Glass	1	240	1/week	0.5
	Hard/E-Waste/Other	-	-	At Call	2.0
Net Waste Storage Area (excludes circulation):					**134.1**

Notes:

- Private bins shall be sourced by the Operator (either purchased from a supplier or leased from the collection contractor).
- Pending the introduction of glass collections, future glass bins shall be used for recycling.
- Subject to stakeholders' preference (and as built constraints), bin sizes and quantities can be changed, subject to the same total bin volume being achieved for each waste stream. Also, recyclables can be either commingled or split into bins for separate recycling streams.

1.5 Planning Drawings, Waste Areas, and Management of the Waste System

The amended drawings as included as enclosures within this WMP, illustrate sufficient space for onsite bin storage as required by the above schedule (refer to the enclosed drawings).

Notwithstanding the above, collection days shall be staged appropriately, and the Operator shall stipulate procedures for effective management of the available space.

1.6 Collection Bin Information

The following bins shall be utilised (see Sect. 4.4 for signage requirements):

Table 3: Bin Details

Capacity (litres)	Height (mm)	Width (across front, mm)	Depth (side on, mm)	Empty Weight (kg)	Average* Gross Weight (kg)
120	930	480	545	10	26
240	1060	585	730	13	45
1100	1330	1240	1070	65	210

Notes:

- * = Average Gross Weight is based on domestic waste studies (which vary subject to locality and waste-type). Expect greater weight for wet or compacted waste.
- Use the above details as a guide only – variations will occur. The above is based on Sulo plastic (HDPE) flat-lid bins. Also, steel 1100L bins could be adopted.
- Also, bins that receive waste under the chute shall be protected to withstand loads from waste falling at high speed and the Operator shall bear the cost of replacing damaged bins.

Table 4: Yarra Colour Coding

Bin	Garbage	FOGO	Recycling	Glass
Lid	Red	Lime	Yellow	Purple
Body	Green	Green	Green	Green

Note: Private bins shall be labelled to identify the waste generator and site address.

2 ACCESS FOR USERS, COLLECTORS, AND COLLECTION VEHICLES

2.1 User Access to Waste Facilities

Apartment residents shall dispose sorted garbage and recyclables via dedicated chutes (available at each apartment level), in accordance with instructions from the chute supplier. For wastes unsuitable for chute disposal (organics, bulky waste, future-glass, etc), residents shall transfer sorted waste directly to their Bin Store (access via lift if required).

Commercial tenants shall dispose sorted waste into collection bins located within their respective Retail Bin Stores (if required, using a suitable trolley and the lift).

Similarly, the Operator shall maintain waste receptacles from amenity areas.

Note: The Operator shall have access to the Bin Stores to rotate the bins, ensuring that empty bins are available along the circulation area so that users are able to reach the bins. Also, the Operator shall monitor the filling of the bins under the chutes, changing these when full and swapping between Bin Stores as required.

2.2 Collection Arrangements and Access to Waste Facilities

- For the four Residential Bin Stores at Basement 1 for Buildings A, B, C & D, waste shall be collected within the aisles of Basement 1.
- For the Building C Retail Bin Store at Basement 1, waste shall be collected within the aisles of Basement 1.
- For the Showroom in Building A, waste shall be collected within their dedicated Building A Loading Bay.
- For the Building B and D Retail Bin Store(s), waste shall be collected within the Loading Bay at Ground Floor.
- Collection staff (driver and assistant) shall have access to the Bin Stores and transfer bins to the truck and back to the stores. The Operator may assist the driver with bin transfers.
- The waste collections within the Basement and the Building A Loading Bay shall be carried-out by small rear-lift trucks (nom. 6.4m long, 2.1m high and 6.4 tonnes gross vehicle mass, needing a 2.5m high clearance when lifting 1100L bins).
- The waste collections within the Loading Bay at Ground Floor shall be carried-out by medium rear-lift vehicles (nom. 8.8m long, 4m operational height, and 24 tonnes gross vehicle mass). Alternatively, small rear-lift trucks could also undertake these waste collections.
- The enclosed drawing illustrates the waste system. Also, the enclosed Swept Paths illustrate truck access.

3 AMENITY, LOCAL ENVIRONMENT, AND FACILITY DESIGN

3.1 Noise Minimisation Initiatives

- Collection bins shall feature rubber wheels for quiet rolling during transfers.
- The waste system and collections shall meet relevant acoustic requirements.
- Local laws shall be observed for all operations in public and private areas.
- For private services, the hours of waste collections shall be as specified in Council's local laws. Also, Section 5 of the Victorian EPA Noise Control Guideline Publication 1254 (see below) should be observed to protect the acoustic amenity of the development and surroundings.

Victorian EPA Noise Control Guideline Publication 1254.2 May 2021 (excerpt)

[Section] 5. Domestic [and Commercial] Refuse Collection

The main annoyance produced by domestic refuse collections occurs in the early morning (i.e. before 7:00am). Therefore, if possible, routes should be selected to provide the least impact on residential areas during that time.

Collection of refuse should be restricted to the following criteria:

- Collection occurring once a week should be restricted to the hours: 6am to 6pm Monday to Saturday.
- Collections occurring more than once a week should be restricted to the hours: 7am to 6pm Monday to Saturday.
- Compaction should only be carried out while on the move.
- Bottles should not be broken up at the point of collection.
- Routes which service entirely residential areas should be altered regularly to reduce early morning disturbance.
- Noisy verbal communication between operators should be avoided where possible.

3.2 Litter Reduction and Prevention of Stormwater Pollution

The Operator shall be responsible for:

- Promoting adequate waste disposal into the bins (to avoid waste-dumping).
- Securing the waste areas (whilst affording access to users/staff/contractors).
- Preventing overfilled bins, keeping lids closed and bungs leak-free.
- Abating any site litter and taking action to prevent dumping and/or unauthorised use of waste areas.
- Requiring the collection contractor to clean-up any spillage that might occur when clearing bins.

The above will minimise the dispersion of site litter and prevent stormwater pollution (thus avoiding impact to the local amenity and environment).

3.3 Ventilation, Washing, and Vermin-Prevention Arrangements

Waste areas shall feature:

- Ventilation in accordance with Australian Standard AS1668. For chute ventilation, a fan with riser to a rooftop exhaust shall be utilised.
- Adequate vermin-proofing and tight-fitting doors.
- Impervious flooring (also, smooth, slip-resistant, and appropriately drained). Also, impervious walls shall be provided near each chute discharge.
- A graded bin wash area, hosecock, hose, and a suitable floor-waste connected in accordance with relevant authority requirements (alternatively, the Operator shall engage a suitable contractor to wash bins in a mobile bin-wash vehicle). The bin

and wash areas may overlap, as stored bins can be moved so that a bin can be washed.

- A water-flushing nozzle with accessible water cock shall be provided at the head of each chute. Include a floor waste and hosecock near each chute outlet.

The Operator shall regularly clean waste areas/equipment. Also, access doors and bin-lids shall be kept closed.

3.4 Design and Aesthetics of Waste Storage Areas and Equipment

Waste shall be placed within collection bins and stored in designated onsite areas (hidden from external view). Following waste collection activities, bins shall be returned to the storage areas as soon as practicable.

Waste facilities shall be constructed of durable materials and finishes, and maintained to ensure that the aesthetics of the development are not compromised. These facilities and associated passages shall be suitably illuminated (this provides comfort, safety, and security to users, staff, and contractors). Access doors shall feature keyless opening from within.

The design and construction of waste facilities and equipment shall conform to the Building Code of Australia, Australian Standards, and local laws.

Chutes, associated shafts, and discharge areas shall be sized and designed as recommended by a reputable chute manufacturer (chutes and associated equipment are proprietary items). The chute supplier shall fix safe-operating instructions to each intake-door and place a warning sign on each chute outlet.

For improved safety, each chute outlet shall be shrouded with a suitable rubber skirt and designed to minimise the effect of falling waste into the associated bin (and to stop dispersion of debris). Also, access to each chute outlet shall be restricted to trained personnel only (these areas shall be suitably fenced and kept locked). The Operator shall train staff and waste collectors concerning hazards associated with the chute discharge area.

4 MANAGEMENT AND SUSTAINABILITY

4.1 Waste Sorting, Transfer, and Collection Responsibilities

Garbage shall be placed within tied plastic bags prior to transferring into the collection bins or chute. Cardboard shall be flattened and recycling containers un-capped, drained, and rinsed prior to disposal into the appropriate bin/chute. Bagged recycling is not permitted.

Refer to Section 2 for waste transfer requirements and collection arrangements.

4.2 Facility Management Provisions to Maintain & Improve the Waste System

The Operator shall be responsible for managing the waste system and for developing and implementing safe operating procedures (refer to the glossary in page 2).

It shall be the responsibility of the Operator to maintain all waste areas and components, to the satisfaction of users, staff, and the relevant authority (users shall maintain their internal waste receptacles).

The Operator shall ensure that maintenance and upgrades are carried out on the facility and components of the waste system. When required, the Operator shall engage an appropriate contractor to conduct services, replacements, or upgrades.

4.3 Arrangements for Protecting Waste Equipment from Theft and Vandalism

It shall be the responsibility of the Operator to protect the equipment from theft and vandalism. This shall include the following initiatives:

- Secure the waste areas.
- Label the bins according to property address.
- Waste bins shall be collected within the onsite Loading Bay (bins shall not be placed outside the site boundary at any time).

4.4 Arrangements for Bins/Equipment Labelling and Ensuring Users and Staff are Aware of How to Use the Waste System Correctly

- The Operator shall provide appropriate signage for the bins. Signage is available at the following internet address: www.sustainability.vic.gov.au.
- The Operator shall publish/distribute “house rules” and educational material to:
  - Inform users/staff about the waste management system and the use/location of the associated equipment (provide the summary in page 2 of this report).
  - Improve facility management results (lessen equipment damage and chute blockages, reduce littering, and achieve cleanliness).
  - Advise users/staff to sort and recycle waste with care to reduce contamination of recyclables.
- For safety when disposing waste and shifting bins, the Operator shall develop and provide safety instructions.

4.5 Sustainability and Waste Avoidance/Reuse/Reduction Initiatives

The *Environment Protection Amendment Act 2018* (and the principal EPA Act of 2017) includes fundamentals of environment protection and guidance for waste management decision making. Also, the *Sustainability Victoria Act 2005* established Sustainability Victoria as the statutory authority for delivering programs on integrated waste management and resource efficiency.

From a design perspective, the development shall support the Acts by providing an adequate waste system with ability to sort waste.

The Operator shall promote the observance of the Acts (where relevant and practicable) and encourage users and staff to participate in minimising the impact of waste on the environment. For improved sustainability, the Operator shall consider the following:

- Observe the *Environment Protection Amendment Act 2018* principle of waste management hierarchy, which states that waste should be managed in accordance with the following order of preference, so far as reasonably practicable: a) avoidance, b) reuse, c) recycling, d) recovery of energy, e) containment, and f) waste disposal.
- Peruse the Sustainability Victoria website: www.sustainability.vic.gov.au.
- Participate in Council and in-house programs for waste minimisation.
- Establish waste reduction and recycling targets; including periodic waste audits, keeping records, and monitoring of the quantity of recyclables found in landfill-bound bins (sharing results with users/staff).

4.6 Waste Management Plan Revisions

For any future appropriate Council request, changes in legal requirements, changes in the development's needs and/or waste patterns (waste composition, volume, or distribution), or to address unforeseen operational issues, the Operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including (if required):

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity/streams/collection frequency).
- Re-education of users/staff.
- Revision of the services provided by the waste collector(s).
- Any necessary statutory approval(s).

5 SUPPLEMENTARY INFORMATION

- The Operator shall observe local laws and ensure that bins aren't overfilled or overloaded.
- Waste incineration devices are not permitted, and offsite waste treatment and disposal shall be carried out in accordance with regulatory requirements.
- For bin traffic areas, either level surfaces (smooth and without steps) or gentle ramps are recommended, including a roll-over kerb or ramp. Should ramp gradients, bin weight, and/or distance affect the ease/safety of bin transfers, the Operator shall consider the use of a suitable tug.
- The Operator and waste collector shall observe all relevant OH&S legislation, regulations, and guidelines. The relevant entity shall define their tasks and:
  - Comply with Worksafe Victoria's Occupational Health and Safety Guidelines for the Collection, Transport and Unloading of Non-hazardous Waste and Recyclable Materials (June 2003).
  - Assess the Manual Handling Risk and prepare a Manual Handling Control Plan for waste and bin transfers (as per regulatory requirements and Victorian COP for Manual Handling).
  - Obtain and provide to staff and contractors equipment manuals, training, health and safety procedures, risk assessments, and adequate personal protective equipment (PPE) to control/minimise risks/hazards associated with all waste management activities. As a starting point, these documents and procedures shall address the following:

Task (to be confirmed)	Hazard (TBC)	Control Measures (TBC)
Sorting waste and cleaning the waste system	Bodily puncture. Biological & electrical hazards	Personal protective equipment (PPE). Develop a waste-sorting procedure
Bin/waste manual handling	Sprain, strain, crush	PPE, staff training. Maintain bin wheel-hubs. Limit bin weight. Provide mechanical assistance to transfer bins
Chute discharge	Strike & debris from falling waste	PPE, staff training, and signage, maintain access restrictions. Include a suitable curtain/skirt and a locked mesh fence around the discharge zone of the chute
Bin transfers and collections. User access to loading areas	Vehicular strike, run over	PPE. Develop a Hazard Control Plan for transfers and collections. Maintain visibility. Use a mechanical bin-tipper. Designate the Loading Bay and all driveways as Shared Zones
Truck access (reversing & manoeuvring)	Vehicular incident, strike, run over	PPE. Use a trained spotter. Develop a truck-manoeuvring and traffic-control procedure

Note: The above shall be confirmed by a qualified OH&S professional who shall also prepare site-specific assessments, procedures, and controls (refer to Section 6).

6 CONTACT INFORMATION

City of Yarra (local Council), ph 03 9205 5555

CSC Waste & Recycling (private waste collector) ph 1300 499 927

Veolia (private waste collector), ph 132955

Waste Wise Environmental (private waste collector), ph 1300 550 408

Shred-X (office paper recycler), ph 1300 747 339

PuraAir (odour control equipment supplier), ph 1300 972 736

FJP Safety Advisors (OH&S consultant), ph 03 9255 3660

Electrodrive (tug & trailer supplier – for bin transfers), ph 1300 934 471

Warequip (tug supplier – for bin transfers), ph 1800 337 711

Sabco Commercial (supplier of cleaner's trolleys), ph 1800 066 522

Sulo MGB Australia (bin supplier), ph 1300 364 388

Wastech Engineering (chute supplier), ph 1800 465 465

Elephant's Foot (chute supplier), ph 02 9780 3500

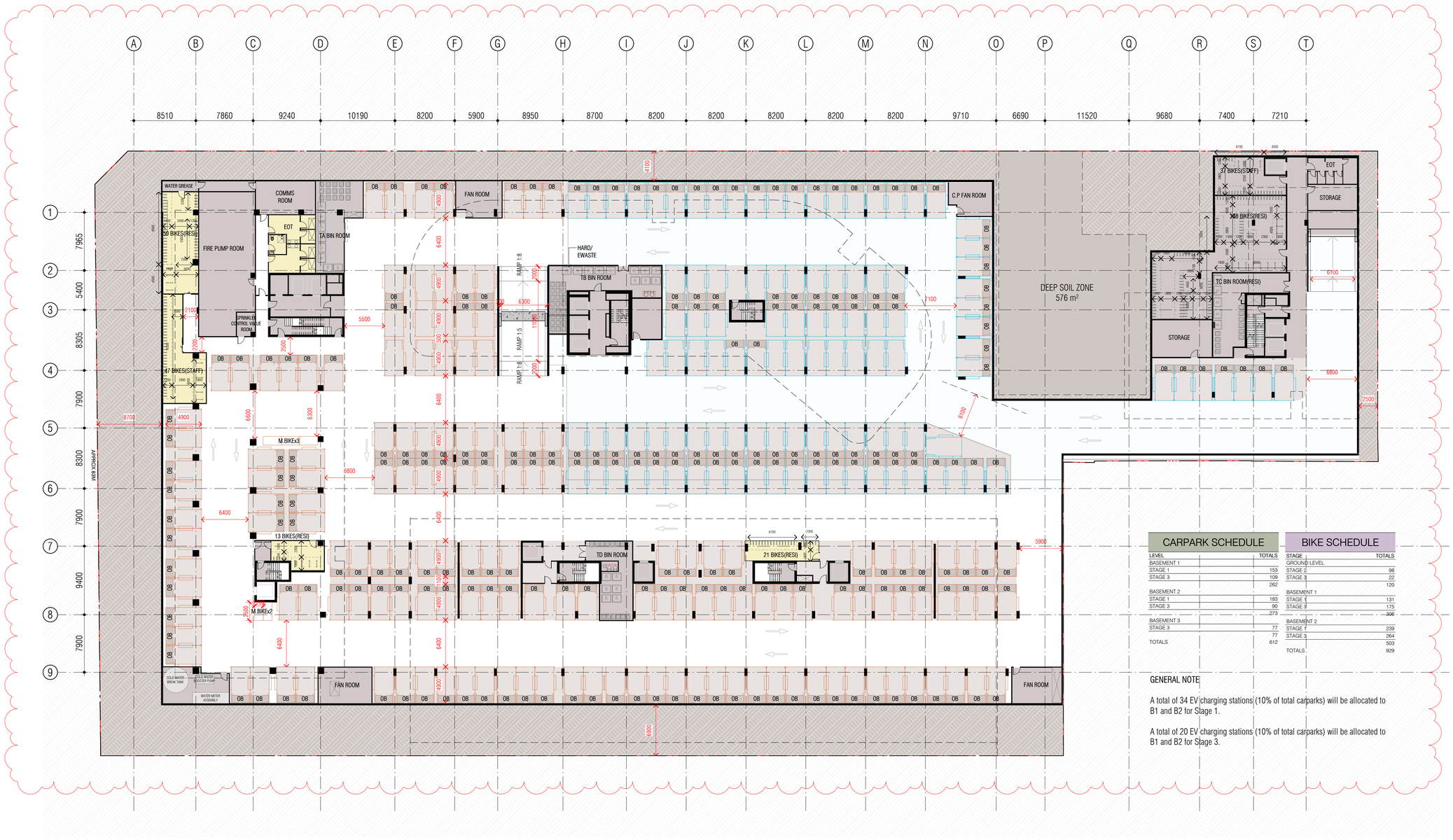
Note: The above includes a complimentary listing of contractors and equipment suppliers. The stakeholders shall not be obligated to procure goods/services from these companies. Leigh Design does not warrant (or make representations for) the goods/services provided by these suppliers.

7 LIMITATIONS

The purpose of this report is to document a Waste Management Plan, as part of a Planning Permit Application.

This report is based on the following conditions:

- Operational/on-going use of the development (excludes demolition/construction stages).
- Drawings and information supplied by the project architect.
- The figures presented in this report are estimates only. The actual amount of waste will depend on the development's occupancy rate and waste generation intensity, the user's disposition toward waste and recycling, and the Operator's approach to waste management. The Operator shall make adjustments, as required, based on actual waste volumes (if the actual waste volume is greater than estimated, then the number of bins and/or the number of collections per week shall be increased, STCA).
- This report shall not be used to determine/forecast operational costs, or to prepare feasibility studies, or to document operational/safety procedures.



CARPARK SCHEDULE

LEVEL	TOTALS
BASEMENT 1	
STAGE 1	153
STAGE 3	109
	262
BASEMENT 2	
STAGE 1	183
STAGE 3	90
	273
BASEMENT 3	
STAGE 3	77
	77
TOTALS	612

BIKE SCHEDULE

STAGE	TOTALS
GROUND LEVEL	
STAGE 2	98
STAGE 3	22
	120
BASEMENT 1	
STAGE 1	131
STAGE 3	175
	306
BASEMENT 2	
STAGE 1	239
STAGE 3	264
	503
TOTALS	929

GENERAL NOTE

A total of 34 EV charging stations (10% of total carparks) will be allocated to B1 and B2 for Stage 1.

A total of 20 EV charging stations (10% of total carparks) will be allocated to B1 and B2 for Stage 3.

ABBREVIATION KEY

PH - PENTHOUSE
FBA - FIRE BOOSTER ASSEMBLY
FCR - FIRE CONTROL ROOM
CP SUPPLY - CAR PARK SUPPLY AIR

Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24.rvt

REVISION

A	LETTER OF ELIGIBILITY	30.07.2025
B	ISSUED FOR T.P	20.08.2025
C	ISSUED FOR T.P	03.10.2025
D	ISSUED FOR T.P	03.11.2025
E	ISSUED FOR T.P	05.12.2025
F	ISSUED FOR T.P	22.05.2026

QUALITY ASSURANCE (FK IS A CERTIFIED COMPANY TO ISO 9001-2015)

THIS PROJECT IS SUBJECT TO THE FK QUALITY ASSURANCE SYSTEM

- [x] SCHEMATIC DESIGN REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 31.07.2024
- [x] DESIGN DEVELOPMENT REVIEW FOR THIS PROJECT IS COMPLETED. REVIEW DATE: 13.10.2025
- [ ] TENDER DOCUMENTATION REVIEW FOR THIS PROJECT IS YET TO BE COMPLETED.
- [ ] CONSTRUCTION DOCUMENTATION REVIEW FOR THIS DRAWING IS YET TO BE COMPLETED.

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	22.05.2026	20074	1 : 500 @ A3

PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

DRAWING TITLE
GENERAL ARRANGEMENT PLAN _BASEMENT 1

FENDER KATSALIDIS
WWW.FKAUSTRALIA.COM
L21, 259 GEORGE STREET, SYDNEY
NEW SOUTH WALES 2000 AUSTRALIA
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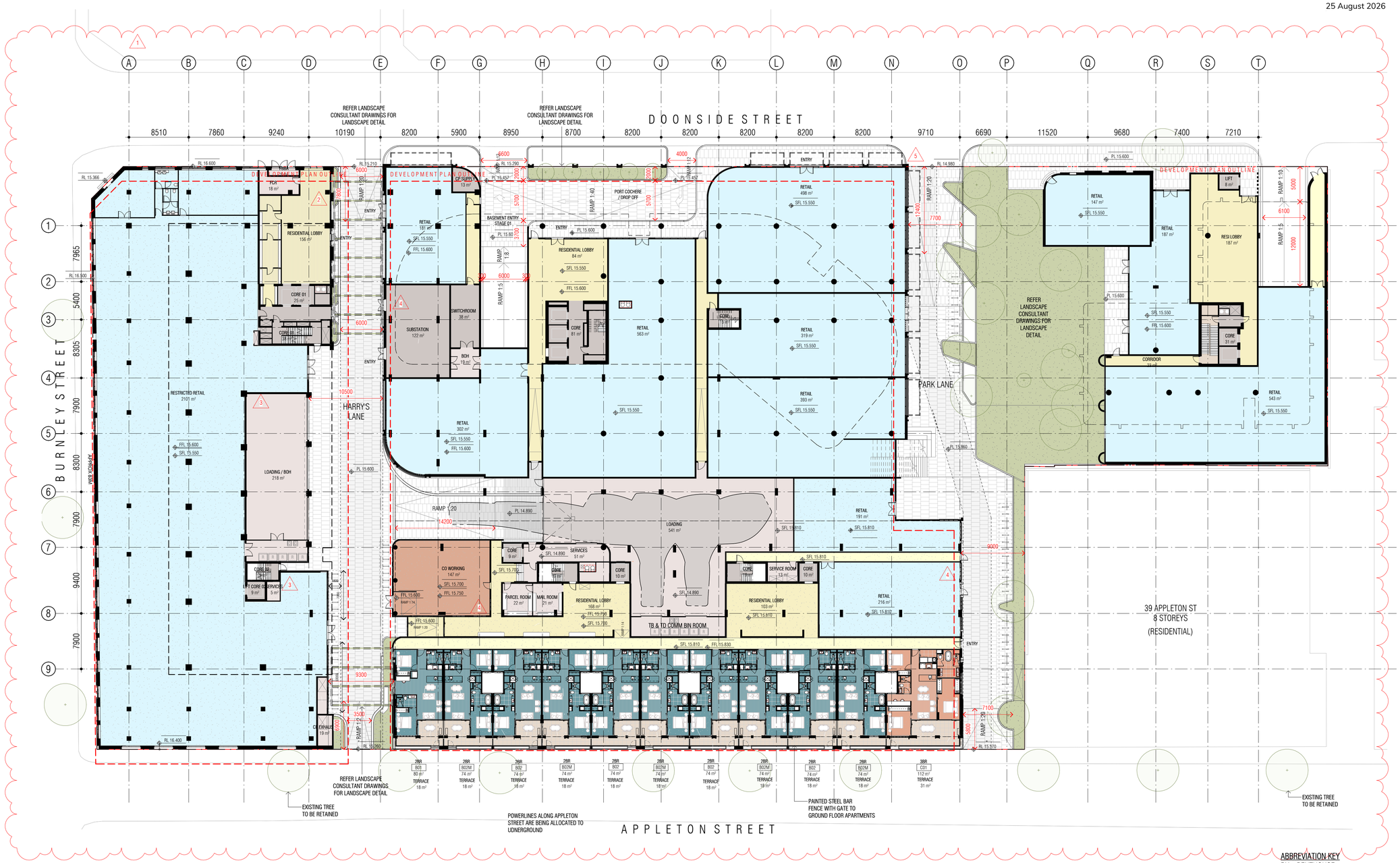
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. F

DRAWING NO.
TP099



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Autodesk Docs://20074 Doonside Yards/20074_TOWER_A_BASE_R24.rvt

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PROJECT
HARRINGTON VILLAGE

81-95 BURNLEY STREET & 26-34
DOONSIDE STREET RICHMOND VIC 3121

CLIENT
GURNER TM

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

DRAWN	CHECKED	DATE	JOB NO.	SCALE
YH	FP	22.05.2026	20074	1 : 500 @ A3

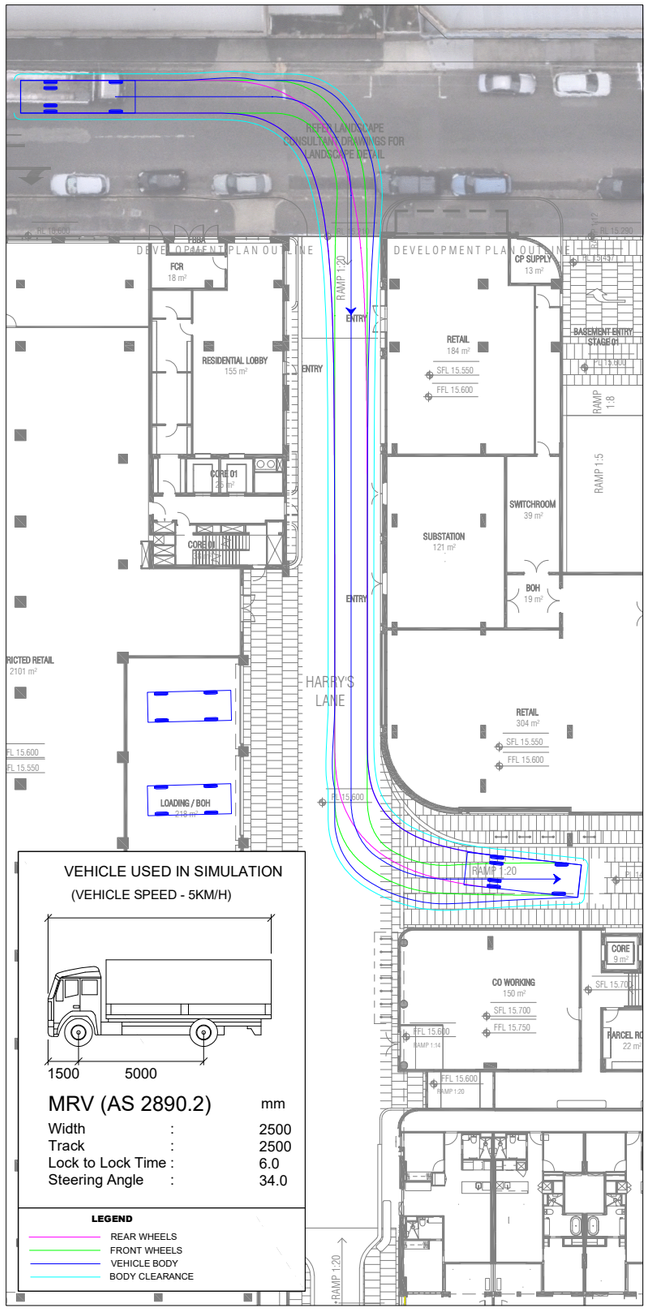
DRAWING TITLE
GENERAL ARRANGEMENT PLAN_GROUND FLOOR

ISSUE PURPOSE
TOWN PLANNING

REV. F

DRAWING NO. TP100

MRV HARRY'S LANE INGRESS



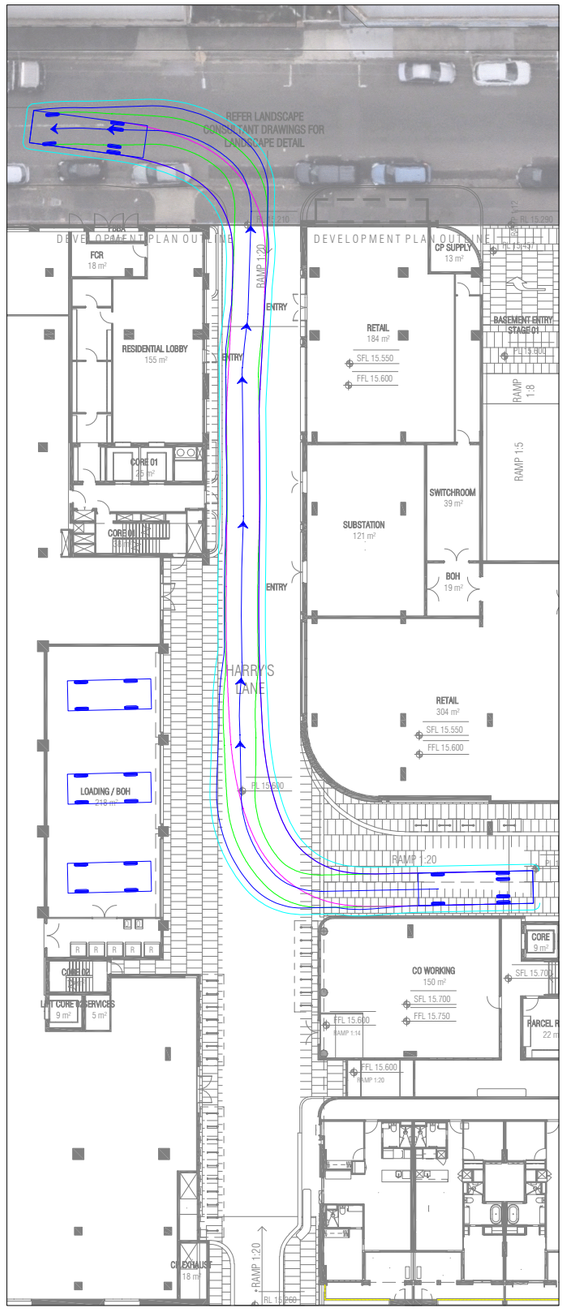
VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)

MRV (AS 2890.2)		mm
Width	:	2500
Track	:	2500
Lock to Lock Time	:	6.0
Steering Angle	:	34.0

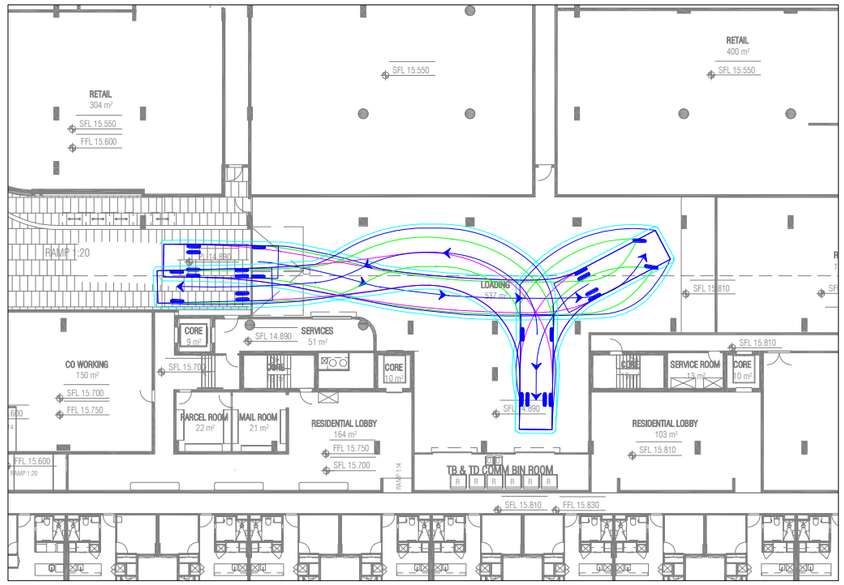
LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

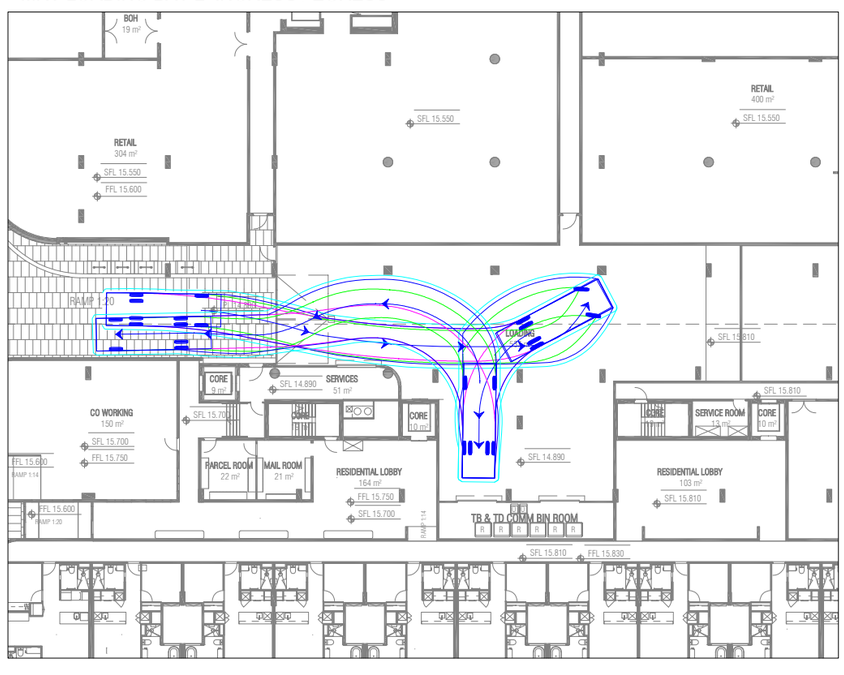
MRV HARRY'S LANE EGRESS



MRV LOADING BAY 1 INGRESS / EGRESS



MRV LOADING BAY 2 INGRESS / EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	31/07/2024	TOWN PLANNING	G. SINGH	C. MORELLO
B	25/09/2024	DTP COMMENTS	G. SINGH	C. MORELLO
C	10/12/2025	AMENDED PLANS	J. LEWIS	C. MORELLO
D	26/05/2026	AMENDED PLANS	J. LEWIS	C. MORELLO

81 - 95 BURNLEY STREET, RICHMOND

PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASED ON THE INFORMATION OBTAINED BY THE PLANS PROVIDED BY FK ARCHITECTS DATED MAY 2026

FILE NAME: 30102-03

SHEET NO.: 01

N

SCALE: 1:400 (A3)

0 4 8

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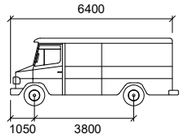
VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



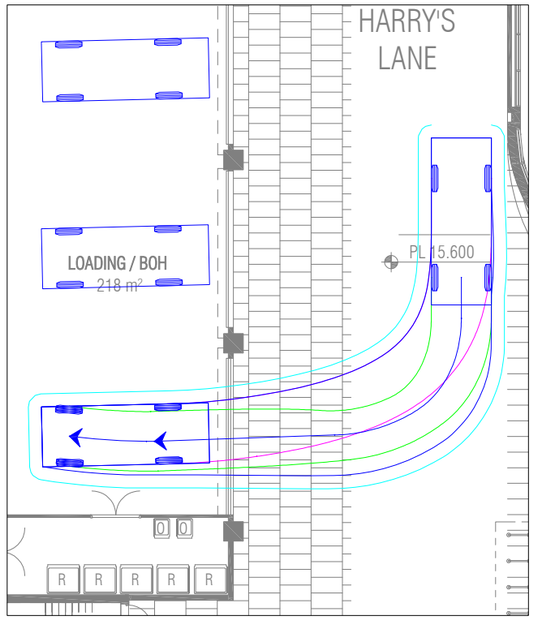
SRV (AS 2890.2) mm

Width	:	2300
Track	:	2300
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

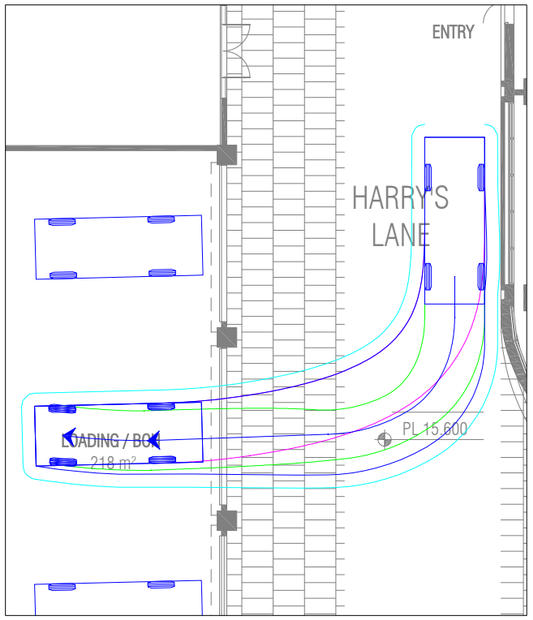
LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

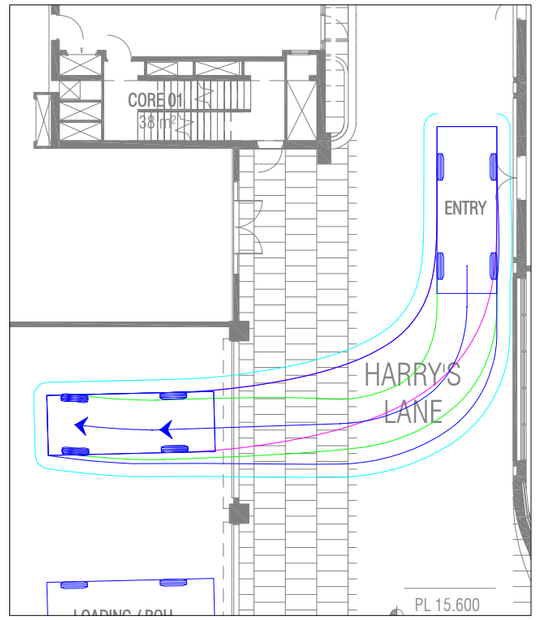
SRV LOADING BAY INGRESS #1



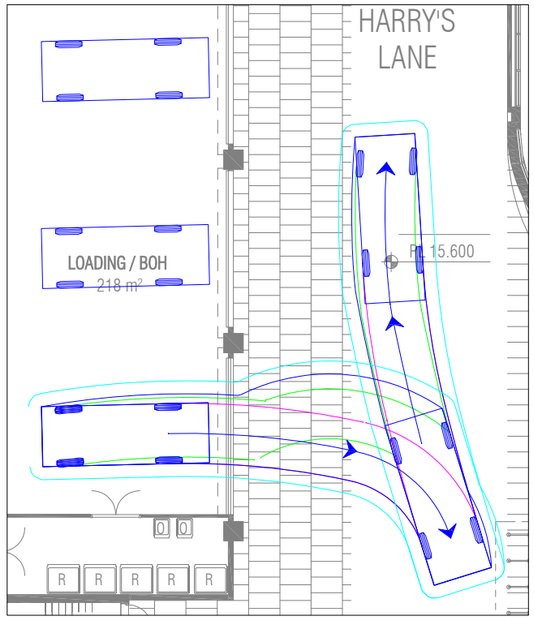
SRV LOADING BAY INGRESS #2



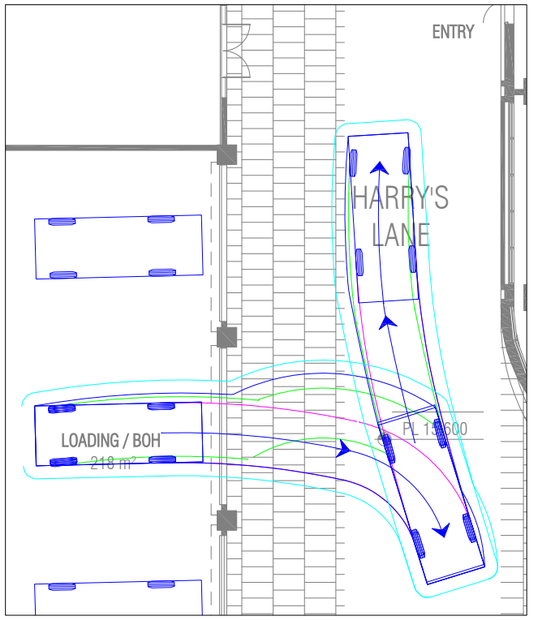
SRV LOADING BAY INGRESS #3



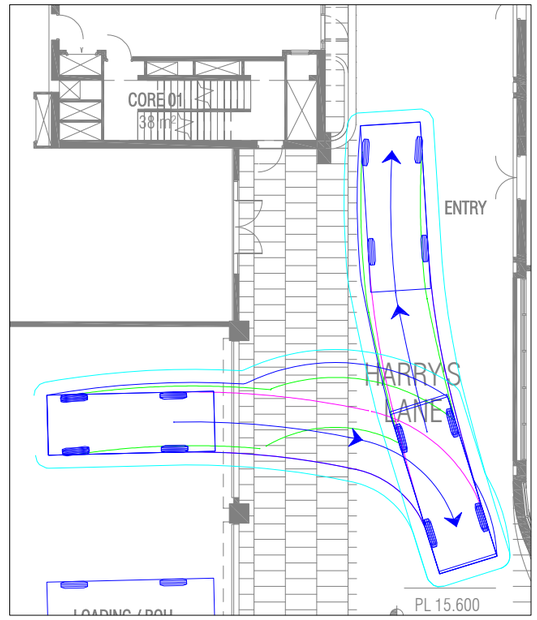
SRV LOADING EGRESS #1



SRV LOADING EGRESS #2



SRV LOADING EGRESS #3



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	31/07/2024	TOWN PLANNING	G. SINGH	C. MORELLO
B	25/09/2024	DTP COMMENTS	G. SINGH	C. MORELLO
C	10/12/2025	AMENDED PLANS	J. LEWIS	C. MORELLO
D	26/05/2026	AMENDED PLANS	J. LEWIS	C. MORELLO

81 - 95 BURNLEY STREET, RICHMOND

PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASED ON THE INFORMATION OBTAINED BY THE PLANS PROVIDED BY FK ARCHITECTS DATED MAY 2026

FILE NAME: 30102-03

SHEET NO.: 02

N

SCALE: 1:200 (A3)

0 2 4

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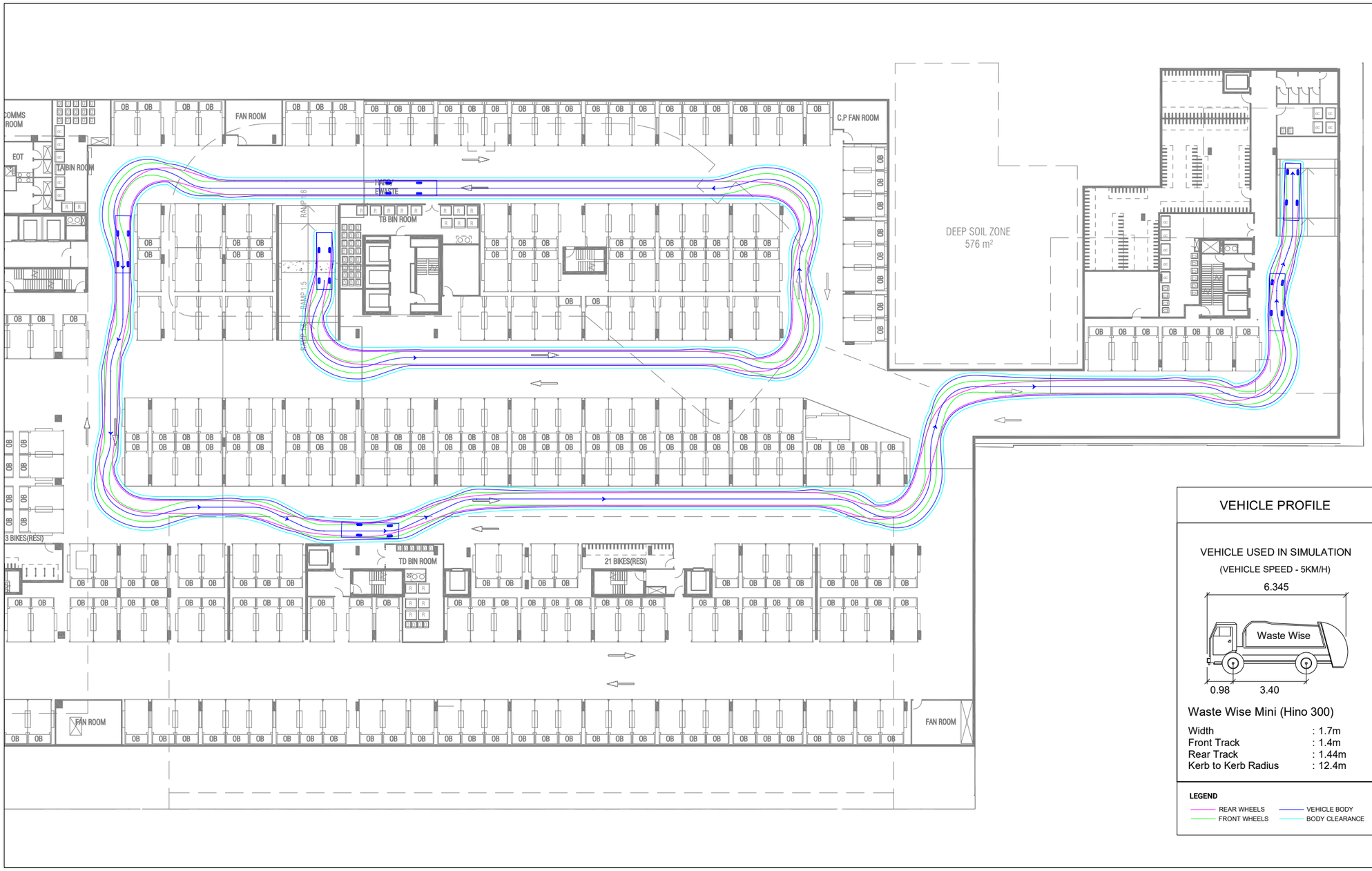
Traffix Group

Level 28, 459 Collins St, MELBOURNE VIC 3000

T: (03) 9822 2888

www.traffixgroup.com.au

BASEMENT WASTE COLLECTION CIRCULATION



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)

Waste Wise Mini (Hino 300)

Width	: 1.7m
Front Track	: 1.4m
Rear Track	: 1.44m
Kerb to Kerb Radius	: 12.4m

LEGEND

REAR WHEELS — VEHICLE BODY

FRONT WHEELS — BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	31/07/2024	TOWN PLANNING	G. SINGH	C. MORELLO
B	25/09/2024	DTP COMMENTS	G. SINGH	C. MORELLO
C	10/12/2025	AMENDED PLANS	J. LEWIS	C. MORELLO
D	26/05/2026	AMENDED PLANS	J. LEWIS	C. MORELLO

81 - 95 BURNLEY STREET, RICHMOND

PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASED ON THE INFORMATION OBTAINED BY THE PLANS PROVIDED BY FK ARCHITECTS DATED MAY 2026.

FILE NAME: 30102-03

SHEET NO.: 04

N

SCALE: 1:400 (A3)

0 4 8

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www.traffixgroup.com.au

Heritage Formal Referral Response

APPLICATION INFORMATION:

Referral Officer:	Diahnn McIntosh
Officer:	Erryn Megennis
Council Reference:	PPE26/0465
Address:	81-95 Burnley St, Richmond VIC 3121
Proposal:	Referral from Department of Transport and Planning - PA2604321, 81-95 Burnley Street & 26-34 Doonside Street Richmond

HERITAGE CONTEXT

The site contains two individually significant heritage buildings: 81-95 Burnley Street (HO375, Repco) and 26 Doonside Street (HO252, Former Repco Offices), both with strong Moderne architectural features.

The surrounding area is undergoing significant change, with multi-storey developments up to 13 storeys already present nearby.

INDEPENDENT HERITAGE REVIEW OF THE DEVELOPMENT PLAN (Prepared by Anita Brady, dated 26/04/2022)

Heritage Analysis and Recommendations

- **Retention and Demolition:** The proposal is largely consistent with DPO15 in retaining key heritage fabric, especially street-facing facades. Demolition is limited to areas of lesser significance.
- **Setbacks and Massing:** Setbacks from heritage facades are generally adequate, helping to preserve the visual prominence and three-dimensionality of heritage buildings. For example, the upper storey addition to the single-storey part of HO375 is set back to reduce its impact.
- **Height and Visual Impact:** Review recommends reducing the height of Building A in the northern half of HO375 by approximately 7m to better align with DPO15 and lessen the impact on the heritage context.
  No reduction is suggested for Building C near HO252.

- **Design and Materials:** The use of brickwork and multipaned windows in new buildings is considered sympathetic to the heritage character. The curved form and horizontal emphasis of Building C complement the Moderne style of HO252.
- **Missing Analysis:** The DP lacks sightline analysis and 3D modelling from key public viewpoints, making it difficult to fully assess the visual impact of new building heights on heritage places. Review recommends including these analyses in future submissions.

Key recommendations:

- ***Height Adjustment:*** *Reduce Building A's height in the northern half of HO375 to 42m or less, as per DPO15, to minimize visual dominance over the heritage building.*
- ***Conservation Works:*** *Include removal of paint from original brickwork and restoration of original façade details in the conservation schedule for heritage buildings.*
- ***Vegetation Management:*** *Remove unsympathetic rooftop vegetation and avoid dense planting near heritage facades to maintain visibility and integrity.*
- ***Further Analysis:*** *Provide sightline and 3D visual impact studies from key public viewpoints to support future heritage assessments.*

DEVELOPMENT PLAN (Approved 18/10/2024)

A Development Plan for 81-95 Burnley Street & 26-34 Doonside Street Richmond was approved by Yarra City Council on 18/10/2024. The Plan was prepared in accordance with Schedule 15 to the Development Plan Overlay.

The heritage aspects of the Plan are addressed in the 'Comprehensive Heritage Analysis' and 'Heritage Assessment' (Section 9.1), as well as the architectural and landscape responses to heritage buildings.

Heritage Objectives of the Development Plan

The heritage objectives set out in the Development Plan are both strategic *(preserving character and significance)* and practical *(specific requirements for conservation, maintenance, and integration with new development).*

1. Respect and Retain Significant Heritage Fabric

- The plan aims to **retain and celebrate the industrial history** of the site by preserving significant heritage elements, especially the brick facades and forms of the heritage buildings at 81-95 Burnley Street and 26-34 Doonside Street.

  Example: Building A retains the heritage brick wall at the ground plane, with new construction set back to ensure the heritage form remains visually dominant at the street corner.

2. Manage the Relationship Between Old and New

- New buildings are designed to respect the **scale, form, and setting** of the heritage buildings, ensuring that additions do not overwhelm or diminish their significance.

  Example: Building setbacks and podium heights are carefully managed so that heritage buildings remain the preeminent forms, especially at key street corners.

3. Conservation and Ongoing Maintenance

- The plan requires a **schedule of conservation works** for retained facades, including timeframes and ongoing cyclical repair and maintenance plans, to be approved by the Responsible Authority.

  Example: A heritage maintenance plan must be prepared for the facades of 81-95 Burnley Street and the exterior of 26-34 Doonside Street.

4. Documentation and Analysis

- Prior to any demolition, **archival recordings** of the heritage buildings must be submitted to the authority.
- A **Heritage Impact Statement** and **sightline analysis/3D modelling** are required to assess and minimize visual impacts of new development on heritage values.

5. Architectural and Material Response

- The architectural language and material palette of new buildings are inspired by the site's industrial legacy, using brick, masonry, and metal to create a sense of continuity and place.

  Example: The design of Doonside Park and adjacent landscaping references the heritage building at 26 Doonside Street through planting, seating, and built form choices.

6. Public Realm and Landscape Integration

- The landscape design complements heritage buildings, ensuring that new public spaces (like Doonside Park) enhance the setting and visibility of heritage elements.

  Example: Garden beds and paths are laid out to respond to the heritage facade of 26 Doonside Street, and public seating is integrated to encourage engagement with the heritage context.

IMPLEMENTATION REQUIREMENTS

- Conservation works schedule for heritage facades
- Archival documentation before demolition
- Ongoing maintenance plan for heritage elements
- Heritage Impact Statement and visual impact analysis
- Material and design guidelines that reference industrial heritage

Scale of the Development Plan and heritage response

Four main buildings (A, B, C, D) are approved, with a total of 545–645 residential dwellings and 12,000–16,000 sqm of commercial floor area.

Approved building heights ranged up to approximately 55.9 meters (notably for some towers), with podiums and setbacks designed to reduce visual bulk at street level.

NOTE: The scale of Building A in the Development Plan exceeded the preferred heights in the indicative framework plan (44–49.6m proposed vs. 42m preferred).

Setbacks were approved, especially around heritage buildings, to maintain their prominence and three-dimensional form. For example:

- *Building A: Set back 8 meters from Burnley and Doonside Streets, with an 11-meter upper-level setback to ensure the heritage brick wall remains visually dominant.*
- *Building C: Minimum 8-meter setback around the heritage building, maintaining its form and visibility.*

Podium heights and massing were approved to ensure heritage buildings remain the preeminent forms at key corners and street interfaces.

Specific implications for heritage were as follows:

- **Building A**: The new structure is set back from the heritage brick wall, which is retained at the ground plane, ensuring the heritage form is visually dominant at the corner.
- **Building C**: Setbacks maintain the three-dimensional form of the heritage building, and balconies are not located behind existing heritage facade openings.
- **Doonside Park**: Landscape design references the heritage building at 26 Doonside Street, enhancing its setting and public engagement.

APPLICATION FOR PLANNING PERMIT PA2604321 81-95 BURNLEY STREET & 26-34 DOONSIDE STREET RICHMOND VIC 3121

The current application has been lodged with the following accompanying heritage documents:

- Conservation works schedule for heritage facades - Prepared by Bryce Raworth
- Archival documentation before demolition– Prepared by Hin Lim
- Ongoing maintenance plan for heritage elements – Prepared by Bryce Raworth
- Heritage Impact Statement and visual impact analysis - Prepared by Bryce Raworth
- *Material and design guidelines that reference industrial heritage*

In regard to heritage, the key differences between the Approved Development Plan and the Current Application are:

	Approved Development Plan	Current Application
Heritage	The Development Plan focused on retention and adaptive reuse of heritage buildings.	The current application involves more extensive demolition at 81-95 Burnley Street (removal of roofs and fabric behind facades), but retains key facades and the external envelope at 26 Doonside Street.
Building Heights	A: 49.6m, B: 55.9m,	A: 57.97m, (+ 88.37m) & (+15.97m above DP015) B: 60.5m, (+4.6m)

	C: 41.9m, D: 25.4m	C: 43.3m, (+1.4m) D: 29.2m (+3.8)

COMMENTS REGARDING ADDITIONAL DEMOLITION OF HERITAGE FABRIC:

81-95 Burnley Street (Russell Manufacturing Company/Repco Building)

- The current application proposes the removal of the roofs and all other fabric behind the three street facades of the heritage building at 81-95 Burnley Street.
- The external facades facing the street will be retained, however the internal structure—including the roof and any non-facade walls or features—will be demolished.

The *Heritage Impact Statement* (HIS) prepared by Bryce Raworth (July 2026) states that the additional demolition at 81-95 Burnley Street will be limited to non-significant elements behind the principal facades, is consistent with heritage policy and will not have an unacceptable impact on the heritage significance of the site.

Heritage Comments: The extent of heritage fabric to be retained is generally consistent with that conceived by the Development Plan.

26 Doonside Street (Former Repco Laboratory)

- The entire external envelope of the heritage building will be retained
- The roof will be demolished
- The interiors will be stripped out – no internal alteration controls apply
- A remnant brick wall with a steel roller door on the west side of the building will be demolished.

The HIS states that the roof is concealed behind the parapet and does not form a significant component of the building's heritage significance. Accordingly, its removal would not materially diminish the heritage value of the place. The principal facades, which are the primary contributors to the building's significance, are to be retained and restored. The proposed demolition of the remnant wall and roller door is minor in nature and would not adversely affect the significance of the heritage place. Furthermore, the western portion of the former laboratory will be reoriented to address a new public park, increasing its visibility from the public realm and enhancing opportunities for public appreciation of the retained heritage fabric.

Heritage Comments: The extent of heritage fabric to be retained is generally consistent with that conceived by the Development Plan.

COMMENTS REGARDING ADDITIONAL BUILDING HEIGHTS ON RETAINED HERITAGE:

Policy Context

Heritage policy (Clause 15.03-1L and Clause 43.01) requires that new development:

- Does not visually dominate or detract from the significance of heritage places.
- Maintains the prominence and three-dimensional form of significant heritage elements.
- Ensures new built form is visually recessive and respectful in scale, massing, and materials.

Key comparisons:

- **Setbacks:**
  - The currently proposed setbacks for Tower A (10.2m, 10.875m, and 8.1m) **exceed or meet** the Development Plan's preferred 8m upper-level setback, providing greater separation from the heritage facades than required.
  - This increased setback helps maintain the visual prominence of the heritage buildings and aligns with heritage policy objectives.
- **Heights:**
  - The heights of the proposed towers are all higher than the scale anticipated in the Development Plan, particularly Tower A which will be 15.97m above the height anticipated by the DP015.
  - The tallest towers are positioned away from the most sensitive heritage interfaces, with podiums and setbacks used to transition down to the scale of the heritage buildings.
- **Design Response:**
  - The proposal uses materials and forms that reference the industrial heritage character, as encouraged by the Development Plan and heritage policy.

The HIS states that the additional building heights proposed for the site are carefully managed through setbacks, podium design, and sympathetic materials to ensure that the retained heritage buildings remain prominent and their significance is not diminished. The design aligns with heritage policy and responds to the evolving urban context, balancing heritage conservation with contemporary development.

Heritage Comments: As the tower with the most impact on the Burnley Street (which is the predominant public realm) the height of Building A continues to be of major heritage concern. Increased setbacks from Burnley Street will not mitigate the excessive height of the building. It continues to be strongly recommended that the tower be reduced to 42m or less in the northern half of HO375 to comply with DPO15 and minimize visual dominance over the remaining portions of the heritage building.

It is considered that Tower A will relieve the additional heights of the other towers as visible from Burnley Street, which is the predominant part of the public realm.

CONCLUSIONS

On heritage grounds, the current application (PA2604321, 81-95 Burnley Street & 26-34 Doonside Street Richmond) is considered generally in accordance with the approved Development except for the following:

- The finished height of the proposed tower A must be reduced to minimize the visual dominance over the remaining heritage building front Burnley Street.

NOTE: Sightline analyses and 3D modelling do not appear to have been carried out yet to assess and minimize the visual impact of new development on heritage values.

Heritage Advisor: Diahnn McIntosh

Date: 28 July 2026

Referral Meeting
ESD

Application Information for Referral IREF26/01150

Officer:	Erryn Megennis
Council Reference:	PPE26/0465
Address:	81-95 Burnley St, Richmond VIC 3121
Proposal:	DTP Referral
Zone:	Mixed Use Zone
Overlay(s):	Heritage Overlay – Schedules HO252 and HO375 Design and Development Overlay – Schedule DDO2 and DDO9 Development Plan Overlay – Schedule 15 Environmental Audit Overlay Development Contributions Plan Overlay – Schedule DCPO1 **Heritage Grade:** Individually Significant

Meeting Details

Date:	27 July 2026
Referral Officer	Euan Williamson
Relevant Information:	Click here to view the relevant documents in Content Manager: • Plans • SMP

Advice Provided at Meeting

1. The lack of private open space to some apartments is a concern from an amenity and thermal performance perspective, particularly on west-facing dwellings on Tower A which will perform like a solar oven. Local examples have shown that retrofitting tinting to poor quality-designed apartments is expensive, problematic and gives a sub-optimal outcome.

2. Daylight concerns with Tower A dwellings on the western side. If the windows are required to be tinted for thermal performance, there are concerns these apartments will have inadequate daylight access.

3. The daylight modelling hasn't used the correct surface reflectance values, which distorts the results. The reflectivity of all external and internal surfaces is not consistent with the BESS methodology and is therefore invalid. Update report using BESS methodology for daylight modelling demonstrating best practice has been achieved.

4. Elevations should show the different glazing types proposed. The extent of spandrel panels may obstruct daylight access into apartments. It's also unclear whether

spandrel panels have been included in the daylight modelling or the NatHERS thermal modelling. Update all reports and plans to be consistent and include clearly identified extent of spandrel glazing.

5. The development currently fails to balance summer cooling loads with access to daylight.

6. Rainwater tank capacities are inconsistent with the WSUD report. Tower A should be shown as 60kL on the plans.

7. The SMP refers to out of date NCC 2019, it should be referring to the current version of the construction code (2022).

8. The zero-carbon operation is supported.

9. Comfortable with a condition on permit for a MUSIC model, prior to commencement of works. The Blue Factor gives indication that best practice can be met, so this is a low risk condition.

10. 11% vegetation against a 20% standard in the DP not supported. It is standard practice to measure the vertical area of green walls and facades however, so it should be pretty straightforward to meet the 20% site area target & and the green walls and facades requirement. This should be finalized with Condition 1 plans though, in my humble opinion.

11. Council has had insufficient time to undertake a full, in depth assessment of the SMP. Items 1-5 are the most critical and must be addressed.

Planner Name: Erryn Megennis
Date: 27 July 2026

Referral Meeting

City Works - Projects Park & Open Space

Application Information for Referral IREF26/01156

Officer:	Erryn Megennis
Council Reference:	PPE26/0465
Address:	81-95 Burnley St, Richmond VIC 3121
Proposal:	DTP Referral
Zone:	Mixed Use Zone
Overlay(s):	Heritage Overlay – Schedules HO252 and HO375 Design and Development Overlay – Schedule DDO2 and DDO9 Development Plan Overlay – Schedule 15 Environmental Audit Overlay Development Contributions Plan Overlay – Schedule DCPO1 **Heritage Grade:** Individually Significant

Meeting Details

Date:	30 July 2026
Referral Officer	Tara Jolfaei
Relevant Information:	Click here to view the relevant documents in Content Manager: • Plans (D26/282482) • Urban Context Report (D26/283838)

Advice on Public Realm

1. Provide at least two kerb outstands on Burnley Street, incorporating trees and bicycle hoops (in addition to those already provided in the development)
2. Ensure ramps from Doonside St and Appleton St to the north-south laneways are DDA compliant
3. Break up bicycle parking to avoid visual clutter of multiple bicycles parking together. Preferably 4-5 rails in one group.
4. Upgrade the pram ramp on corner of Burnley St and Doonside St
5. A contribution for new street plantings along Doonside St will be required
6. Reconstruction of footpaths along Burnley St, Appleton St and Doonside St required, DDA compliant
7. Resurfacing of half road widths required
8. Question ability to accommodate canopy trees on front setbacks of Appleton St apartments
9. Proposed surface materials for Harry's and Park Lanes are supported
10. All seating to be DDA compliant

Street Tree Developer Contribution
Six (6) new street trees on Doonside are shown on plans which is in principle supported. An additional three (3) new street trees are also recommended on new kerb outstand along Burnley street.

The applicant must demonstrate feasibility to install all the new trees and Council seeks development contribution for the nine (9) new street trees.
The applicant is requested to contribute $37,200.00 including GST for planting, to cover tree sourcing, planting and two year's establishment maintenance.

- 9 no. trees = $29,700.00
- Contingency and inflation 20% = $5,940.00

The above figure includes supply, planting preparation, planting, and 2 year's establishment maintenance.

Developer must demonstrate feasibility to install the new street trees in the indicatively proposed locations in footpath cut outs along the subject site Burnley Street and Doonside Street frontages

Council will determine an appropriate tree species and undertake planting once the development is complete.

The developer is to notify Council as the development is nearing completion so that Council can program planting.

Streetscape layout (new furniture, fixtures and new trees) is to be marked out prior to any works being undertaken for Council review and approval.

Street tree footpath squares to be marked out at approximate 6m spacings, to be 1000 x 1000mm as per Council Standard Detail YSD803(b).

Council reserves the right to use the developer street tree contribution (in whole or partially) to install new trees in the broader neighbourhood (streets or open spaces) if nine (9) new trees cannot be accommodated along the subject site street frontages

Planner Name: Erryn Megennis
Date: 30 July 2026

Referral Meeting
Development Engineering

Application Information for Referral IREF26/01151

Officer:	Erryn Megennis
Council Reference:	PPE26/0465
Address:	81-95 Burnley St, Richmond VIC 3121
Proposal:	DTP Referral
Zone:	Mixed Use Zone
Overlay(s):	Heritage Overlay – Schedules HO252 and HO375 Design and Development Overlay – Schedule DDO2 and DDO9 Development Plan Overlay – Schedule 15 Environmental Audit Overlay Development Contributions Plan Overlay – Schedule DCPO1 **Heritage Grade:** Individually Significant

Meeting Details

Date:	29 July 2026
Referral Officer	Mark Pisani Artemis Bacani
Relevant Information:	Click here to view the relevant documents in Content Manager: • Plans • Traffic Report • Access, Parking and Loading Management Plan

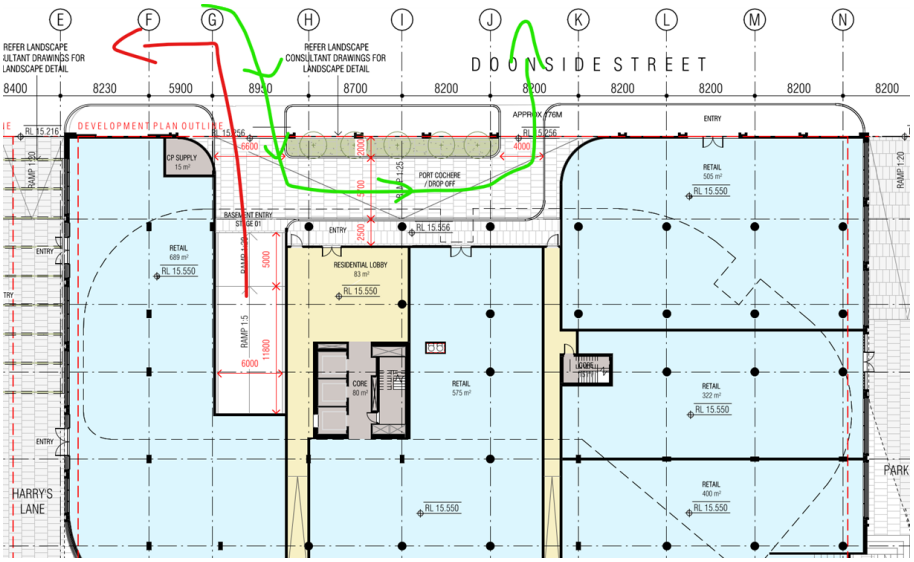
Advice Provided at Meeting

1. Submitted loading management plan is supported from a management perspective. However, the provision for loading in Harry's Lane remains inconsistent with the Development Plan and is not supported on this basis.

2. Car parking provision is supported.

3. Previous advice relating to porte-cochere and landscaping remains:

   a. *Porte-cochere: Better to have entry from the western access point and exit via the eastern point to minimise conflict with vehicles exiting the basement, or, line-marking or other signal system that gives right of way to porte-cochere vehicles. See mark-up below*
   b. *Ensure landscaping does not impact vehicle sightlines*



Planner Name: Erryn Megennis
Date: 29 July 2026

Referral Response
City Strategy - Open Space Design

Application Information:

Referral Officer:	Asher Wedding
Officer:	Erryn Megennis
Council Reference:	PPE26/0465
Address:	81-95 Burnley St, Richmond VIC 3121
Proposal:	DTP Referral
Comments Sought:	
Disclaimer:	Council's City Strategy Open Space Design team provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Comments and Recommendations:

All submitted documentation has been reviewed; and the following comments were recorded:

1. The removal of the mature Corymbia citriodora is not supported, as the tree is currently listed on the City of Yarra Significant Tree Register and provides substantial community benefits, including significant visual amenity, canopy cover, and habitat value. Its contribution to the local urban forest and ecological landscape warrants its ongoing retention and protection.
2. A total bond amount of $42,000 is suffcient for seven trees located along Appleton Street, Richmond.
3. A total bond amount of $75,000 is suffcient for the three trees located along Burnley Street, Richmond.
4. Arboricultural Impact Assessment (AIA) required
    a. Where development is proposed within the Notional Root Zone (NRZ) of any Public Tree/s, Significant Tree/s, Canopy Tree/s, or any tree protected under the planning scheme, an Arboricultural Impact Assessment (AIA) is required. This report must be prepared by a suitably qualified arborist (minimum AQF Level 5 in Arboriculture or equivalent) and must be prepared in accordance with AS 4970:2025 – Protection of Trees on Development Sites.
    b. The AIA must assess the likely impacts of the proposed development on all affected trees, specify methods to avoid or minimise impacts on trees to be retained, and provide justification demonstrating that the development will not detrimentally affect the health or longevity of those trees, including

justification for any proposed pruning or tree removal. The assessment must include the percentage of encroachment and a rating of minor, moderate, or major.

5. Tree Protection Specification (TPS) and Tree Protection Plan (TPP) required
    a. Where development is proposed within the Notional Root Zone (NRZ) of any Public Tree/s, Significant Tree/s, Canopy Tree/s, or any tree protected under the planning scheme, a Tree Protection Specification (TPS) and Tree Protection Plan (TPP) are required prior to the commencement of any works.
    b. These documents must be prepared by a suitably qualified arborist (minimum AQF Level 5 in Arboriculture or equivalent) and must be prepared in accordance with AS 4970:2025 – Protection of Trees on Development Sites.
    c. The TPS and TPP must detail all tree protection measures to be implemented before and during construction and demonstrate how impacts to retained trees will be avoided or minimised. All documentation must be submitted to, and approved by, the Responsible Authority prior to works commencing.
    d. The Responsible Authority reserves the right to undertake random on-site tree protection audits at any time. A copy of the endorsed TPP must be kept on site at all times and produced upon request to demonstrate that all site personnel are aware of, and complying with, the approved tree protection measures.

Completed: 27/07/2026 3:33 PM

Asher Wedding
Principal Tree Management - Open Spaces Services
City Works Team

E Asher.Wedding@yarracity.vic.gov.au
W yarracity.vic.gov.au

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We recognise their continuing connection to culture, land, water and community. 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.

We acknowledge people have diverse backgrounds, circumstances and needs.

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	Erryn Megennis
Council Reference:	PPE26/0465
Address:	81-95 Burnley St, Richmond VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Record D26/283946: IREF26/01159 - 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 81-95 Burnley Street & 26-34 Doonside Street, Richmond authored by Leigh Design and dated 28/5/26 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. To enable a proper assessment of whether sufficient space has been allocated to support an efficient and functional waste management system, please provide the proposed bin allocation for each tower and commercial space, together with the bin storage area in m² for each waste room.
2. Based on the plans provided, the bin storage areas for Towers A and B do not appear to provide adequate circulation space or convenient access to all bins. This may result in operational challenges for building management and future users, particularly with regard to bin manoeuvrability and accessibility.
3. Please ensure that the locations designated for hard waste and e-waste within each waste room are clearly identified.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:28/07/2026

6.3. – PPE26/0389 - 111 Queens Parade, Fitzroy North (Fitzroy Gasworks-Parcel A)

Author	John Theodosakis – Principal Planner
Authoriser	General Manager City Sustainability and Strategy - Mary Osman

Executive Summary

Property	111 Queens Parade Fitzroy North - Parcel A
Ward	Nicholls
Application number	Council Reference No. PPE26/0389 Application to amend planning permit PA2201764-1 This amendment application has been lodged with the Minister for Planning. The Minister is the decision maker for this application.
Proposal	The proposal seeks to amend Permit PA2201764-1 (issued by the Minister for Planning) Under Section 72 of the Planning and Environment Act, 1987, to facilitate the redevelopment of Parcel A with an amended scheme that includes an increase in height to 14-storeys (previously a 10-storey building amongst other changes). The proposal is described in the application material and briefly within this report for context.
Zoning & Overlay/s	• Mixed Use Zone • Development Plan Overlay – Schedule 16 • Heritage Overlay – Schedule 211 – (Former Fitzroy Gas Works Valve House and Store - Individually Significant) • Special Building Overlay • Specific Controls Overlay – Schedule 4 • Environmental Audit Overlay • Development Contributions Plan Overlay – Schedule 1
Strategic setting	The Former Fitzroy Gasworks Site is subject to a Development Plan. This is an attachment (see attachment 13). This application was made to the Minister for Planning under Section 72 of the Planning and Environment Act, 1987. The Minister for Planning is the responsible authority for the gasworks site.
Submissions	DTP notified Council in an informal capacity about this amendment application as the application is exempt from the notice requirements of Section 52(1)(a)(b) and (d) of the Planning and Environment Act 1987.

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 is not generally in accordance with the Development Plan, and changes are required to ensure an acceptable design response as outlined in the officer recommendation.
Recommendation	That Council write to DTP outlining that the height of Building B is not generally in accordance with the Development Plan and that affordable / social housing should be provided in perpetuity. Notwithstanding this, the recommended conditions that have been amended to address the current scheme, will be provided and should be included on any approval should the Department of Transport and Planning be of a mind to approve the amended development. Key conditions include a reduction in building height and delivery of social housing in perpetuity.
Contact Officer	John Theodosakis – Principal Planner

Officer Recommendation

That Council:

1. Note the officer report and the application material.
2. Delegate the Manager Development Services to write to the Department of Transport and Planning outlining Council's position that:
   (a) The application should not be supported in its current form for the following reasons:
      (i) The proposed 14-storey height of Building B is not generally in accordance with the Development Plan and would result in an unacceptable built form outcome;
      (ii) A clear, enforceable commitment is required to secure the delivery of social housing in perpetuity in accordance with the endorsed Development Plan at Section 7.2.3 (Longevity of Benefit);
      (iii) The reduced bicycle parking provision is inconsistent with the Development Plan and does not provide an acceptable sustainable transport outcome.
   (b) Other matters requiring attention by DTP include:
      (i) on and off-site amenity impacts;
      (ii) traffic and vehicle access;
      (iii) wayfinding measures and adequate and natural breakout areas for patrons and residents alike;

(iv) wind impacts (with a full peer review of the wind assessment report by an independent wind consultant) throughout;

(v) noise attenuation (with a full peer review of any acoustic report by an independent acoustic consultant); and

(vi) shadows cast into the central landscaped walkway and longevity of landscaping, including floodplain management and any further requirements that Melbourne Water may impose or have concerns with.

(c) Should DTP be of a mind to issue an amended permit, the following conditions should be included (Council officer modifications in **bold** and **underlined**):

Amended plans

1. Before the development commences, excluding demolition, site preparation, site retention and footings, 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 **Fender Katsalidis Architects dated 08 May 2026** but modified to show:

Design

(a) Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings;

(b) The overall building height of Building B reduced to the height depicted in the endorsed Development Plan for the Fitzroy Gasworks Site;

(c) The adoption of street wall heights and upper-level setbacks of buildings as depicted in the endorsed Development Plan for the Fitzroy Gasworks Site;

(d) Increased opportunities for rooftop solar PV arrays to better maximise onsite renewable energy generation;

(e) Rainwater tank volumes and connections;

(f) Proposed and existing ground levels on street elevations;

Car Parking

(g) Columns within the basement car parking levels clearly depicted in positions outside of the parking space clearance envelopes as required by Diagram 1 Clearance to car parking spaces of Clause 52.06-9 of the Yarra Planning Scheme;

(h) Provision of a convex mirror at the development entrance for the exit lane, as no pedestrian sight triangle is provided;

(i) Dimensions of the headroom clearance at the development entrance;

(j) Accessible parking dimensions and the required shared areas in accordance with AS/NZS 2890.6:2022;

(k) Cross-sectional drawings and B99 ground clearance checks for the proposed vehicle crossing and vehicle access points;

(l) **The ground floor plan updated to match the updated Gore Street layout and a further annotation that the Gore Street design is to accord with the Stage 2 Detailed Design being prepared by GHD and Development Victoria;**

(m) Details of ramp section lengths, transition grades and RL's to ensure compliance to the satisfaction of the Responsible Authority;

(n) Provision of a pedestrian sight triangle at the Gore Street vehicle entrance to ensure the safety of pedestrians and cyclists;

(o) The shared areas of the accessible car spaces shown with hatching and bollards so as to be generally in compliance with design standard AS/NZS 2890.6:2009;

(p) Cross sectional drawings together with B99 design vehicle and Small Rigid Vehicle for waste collection clearance templates to show spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement of the Gore Street extension and the east-west aligned southern access road (from George Street);

Bicycles

(q) **Bicycle numbers for residents provided in accordance with the endorsed Development Plan for the Fitzroy Gasworks Site with:**

(i) **direct and convenient bicycle access in both Buildings A and B;**

(ii) **increase visitor bicycle parking provision to a minimum of 100 spaces; and**

(iii) **cargo bike and e-bike facilities,**

whilst ensuring compliance with Clause 52.34 of the Yarra Planning Scheme and AS2890.3;

(r) All bicycle parking in the public realm must be designed in a way that does not obstruct current or future walking or cycling access, as per Australian Standard AS2890.3.

(s) All visitor bicycle parking spaces must be provided at a horizontal bicycle rail, in compliance with Clause 52.34-3 and Australian Standard AS2890.3.

(t) Dimensions of all bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.

(u) Provision of a note clarifying which bicycle storage spaces are to be secure.

Reports and Plans

(v) Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (Condition 4) (where relevant to show on plans).

(w) Any requirement of the endorsed Landscape Plan (where relevant to show on plans).

(x) Any requirement of the endorsed Tree Management Plan (where relevant to show on plans).

(y) Any requirement of the endorsed Sustainable Management Plan (where relevant to show on plans).

(z) Any requirement of the endorsed Wind Impact Assessment Report (where relevant to show on plans).

(aa) Any requirement of the endorsed Acoustic Report (where relevant to show on plans).

(bb) Any requirement of the endorsed Waste Management Plan (where relevant to show on plans).

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.

Conservation Management Plan

3. Prior to the occupation of **Buildings A and B**, or commencement of works on the Valve House, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will then form part of this permit. The plan must relate to the Valve House and must include:

   (a) Update the existing statement of significance;

   (b) Indicate the owner and manager of the place;

   (c) Consider its historical, current uses;

   (d) Document the current physical condition of the Valve House building (including interior as well as exterior) along with photos;

   (e) Preparation of a maintenance regime including impact from proximate landscape works; and

   (f) Prepare an action plan (in consultation with the owner and manager of the place; and key stakeholders) and assign responsibilities so that the Conservation Management Plan does not remain a paper document but gets adopted, funded and implemented.

Façade Strategy and Materials and Finishes Plan

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

   (a) A concise description by the architect of the building design concept and how the façade works to achieve this;

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

   (c) Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors, typical privacy screening and utilities, bike parking areas, and service areas of both Buildings L and M;

   (d) Details of all mechanical ventilation, including louvres in the facade, where relevant;

   (e) Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings; and

(f) Provide a façade maintenance strategy.

Ongoing Architect Involvement

5. As part of the ongoing progress and development of the site, **Fender Katsalidis Architects** or another 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.

Affordable Housing Report

6. Prior to the occupation of the development, an updated Affordable Housing Report, generally in accordance with the Affordable Housing Report authored by **Local: dated May 2026**, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The report is to be amended to include:

   (a) A clear commitment to the delivery of 120 social houses in Parcel A in perpetuity for the use of tenants from the Victorian Housing Register (VHR).

7. When approved, the Affordable Housing Report will be endorsed and will form part of this permit. The Affordable Housing Report may be amended from time to time, to the satisfaction of the Responsible Authority.

Affordable Housing – Section 173 Agreement

8. Before the Parcel A development is occupied or unless otherwise agreed by the Responsible Authority, the Owner must enter into an Agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 which sets out the terms on which the Owner is required to make a contribution towards affordable housing to the satisfaction of the Responsible Authority. This may include a staged contribution, subject to the satisfaction of the Responsible Authority. The section 173 Agreement must be generally in accordance with key requirements outlined within the Affordable Housing Report as it relates to prepared by **Local: dated May 2026**, or as otherwise agreed by the Responsible Authority.

9. 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.

Landscape Plan

10. In conjunction with the submission of development plans under Condition 1, a Landscape Plan generally in accordance with the Landscape Report prepared by **TCL Landscape Architects dated 8th May 2026 (Revision 02)** to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit.

    The Landscape Plan must include:

    (a) Full details of all plant species and their botanical names. Plant species should be appropriate within their setting and be able to withstand and cope with shaded conditions;

    (b) Consideration of the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity;

(c) Details of all paving, surface materials furniture and planters – showing dimensions, drainage, lining, materials and growing media including details of irrigation; and

(d) Cross sections of each vegetated area at ground floor between Buildings M and L specifying soil depth, volume and capacity to accommodate the tree nominated for that location.

11. Within 12 months of the issue of an Occupancy Permit, 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.

All to the satisfaction of the Responsible Authority.

Tree Management Plan

12. In conjunction with the submission of development plans under Condition 1, 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 existing street trees outside the property's frontage:

(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.

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

Sustainable Management Plan

14. 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 Sustainability Management Plan (SMP) prepared and authored by Lucid and dated **8 May 2026** but modified to show:

(a) A note confirming that vehicle spaces are capable of accommodating EV charge points;

(b) Clarify whether residual electricity demands will be supplied through a 100% Green Power contract for a minimum 10-year period;

(c) Provision of mechanical ventilation where required; and

(d) Updated daylight modelling for modified apartment layouts shown on plans submitted for endorsement.

15. Prior to the occupation of any dwelling 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, to the satisfaction of the Responsible Authority must be submitted to the Responsible Authority. The report must confirm that all measures specified in the endorsed Sustainable Management Plan have been implemented in accordance with the approved plan.

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

Wind Report

17. In conjunction with the Public Realm Plan, the Wind Assessment Report generally in accordance with the Wind Assessment prepared by Mel Consulting Report 27-22-WT-ENV-00 dated April 2022 should be submitted to the satisfaction of the Responsible Authority.

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

Acoustic Report

19. In conjunction with the submission of development plans under Condition 1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must be generally in accordance with the acoustic report prepared and authored by Stantec Australia Pty. Ltd. And dated 25 May 2022, but further modified to assess and include the following:

    (a) Confirmation to be provided that the design criteria are proposed to be met in unfurnished rooms, in accordance with the BADS requirements; and

    (b) Confirm background noise measurements for zoning levels and corresponding noise limits.

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

Green Travel Plan

21. Prior to the occupation of the development, a 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 Impact Traffic Engineering Pty. Ltd, but modified to

reference:

(a) The proposal as amended pursuant to Condition 1;

(b) Description of the location in the context of alternative modes of transport;

(c) Employee welcome packs (e.g. provision of Myki/transport ticketing);

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

(e) A designated 'manager' or 'champion' responsible for co-ordination and implementation;

(f) Details of bicycle parking and bicycle routes;

(g) Details of Green Travel funding and management responsibilities;

(h) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);

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

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

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

Waste Management Plan

23. In conjunction with the submission of development plans under Condition 1, 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 **8 May 2026** but modified to address:

(a) Assess the proposal as amended under Condition 1 and its requirements **with further details relating to Building B regarding:**

(i) bin transfer arrangements; and

(ii) Loading dock capacity for waste operations; and

(b) **Specify that Council does not provide a hard waste drop-off service or operates a transfer station.**

24. 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

25. Before the **commencement** of the development approved by this permit, or a later date as agreed in writing with the Responsible Authority, a public realm plan must be prepared and approved, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority. The Public Realm Plan must provide detailed designs for all parks, plazas, footpaths and roads interfacing with the subject site, including Gore Street, Alexandra Parade footpath, Southern Access Road and George Street interfaces,

including (where relevant):

(a) Detailed layout plan indicating all existing and proposed features and surface levels;

(b) Longitudinal sections along the property boundary, back of kerb and invert of the channel;

(c) Cross sections from property boundary to property boundary at 5 metre intervals indicating existing and proposed levels at changes in grade;

(d) Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details;

(e) Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type;

(f) Public lighting plan;

(g) Signage and line marking plan;

(h) Distinct delineation between public and private land along all interfaces;

(i) Location of all private aspects / infrastructure within the private property boundary and not within the public road reserve;

(j) **The footpaths along Alexandra Parade and George Street frontages reconstructed to achieve DDA-compliant grades and drainage away from the building line toward the kerb/channel, including sawn bluestone where appropriate;**

(k) Any level adjustments required to achieve DDA compliance must occur within the private title boundary;

(l) **Detailed design drawings for public realm/footpath works, including longitudinal sections, cross sections at 5 m intervals, existing/proposed levels and grade changes;**

(m) **Clarification of an discrepancies between existing and proposed levels at the basement/loading dock entrance and reassurance that external public realm levels are not altered unless approved by Council;**

(n) **Clarification of how the substation will be accessed and ensure access arrangements do not protrude into the Southern Access Road; and**

(o) **Provision of cross sections at all access points/frontages, extending 1 m into private property and 1 m into the external public area, showing existing/proposed levels and grades.**

Gore Street and Southern Access Road

26. Prior to the occupation of the first building in Parcel A, or a later date as agreed in writing with the Responsible Authority, Gore Street (Stage 1) and Southern Access Road **together with all works detailed in the public realm plan** must be delivered, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority and at the permit holder's cost.

Access Management Plan

27. 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 central communal courtyard (Public Spaces) 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 the Public Spaces;

(e) The Public Spaces complying with all applicable 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 the 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 the 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.

Drainage works (to include water sensitive design)

28. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority in consultation with Yarra City Council, any damage to public infrastructure (footpath, kerb and channel, etc.) caused by connection works for underground utility services, must be reconstructed:

    (a) At the permit holder’s cost; and

    (b) To the satisfaction of the Responsible Authority.

29. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority in consultation with Yarra City Council, the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:

    (a) At the permit holder’s cost; and

    (b) To the satisfaction of the Responsible Authority.

30. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority in consultation with Yarra City Council, any new vehicle crossing must be constructed:

    (a) In accordance with any requirements or conditions imposed by Yarra City Council;

    (b) At the permit holder’s cost; and

    (c) 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 in consultation with Yarra City Council, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
    (a) At the permit holder's cost; and
    (b) To the satisfaction of the Responsible Authority.

General

32. 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.
33. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
34. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

Privacy Screens

35. 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.

Environmental Audit Statement

36. Prior to the commencement of any works approved by this permit, including demolition, site preparation, site retention and footings, a written opinion from the Environmental Auditor appointed for the site under the Environment Protection Act 1970, must be submitted to and approved by the Responsible Authority. The written opinion must provide advice in relation to the impact of the works on the completion of the audit before the completion of an environmental audit statement pursuant to the Environment Protection Act 1970.
37. Prior to the commencement of the use or buildings and works associated with the development approved by this permit (except for demolition, site preparation, site retention and footings) the permit holder must provide:
    (a) An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit; or
    (b) An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit if the recommendations made in the statement are complied with.
38. If, pursuant to Condition 37 a Statement is issued:
    (a) The development authorised by this permit must be developed in accordance with and not be occupied until compliance with the recommendations of the environmental audit statement is achieved (excluding any ongoing maintenance or

monitoring recommendations);

(b) If any recommendations of the environmental audit statement requires any ongoing maintenance or monitoring, the owner of the land (or another person in anticipation of becoming the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 (Agreement). The Agreement must:

(i) provide for the undertaking of the ongoing maintenance and monitoring as required by the environmental audit statement; and

(ii) be executed before the sensitive use for which the land is being developed commences; and

(c) the owner of the land, or other person in anticipation of becoming the owner, must pay all costs and expenses (including legal expenses) of, and incidental to, the Agreement (including those incurred by the Responsible Authority).

Construction Management Plan

39. Before the development commences, a Construction Management Plan, to the satisfaction of the Responsible Authority in consultation with Yarra City Council, 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 Yarra City 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 Yarra City Council 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) 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.

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

Construction Times

41. Except with the prior written consent of the Responsible Authority in consultation with Yarra City Council, 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.

Melbourne Water conditions start

42. The finished floor levels of all ground floor areas of the buildings must be at least 23.43 metres to the Australian Height Datum (AHD), or to the satisfaction of Melbourne Water. 23.43 metres AHD is 300 millimetres above the highest applicable flood level on the site of 23.13 metres AHD.

43. All areas with electrical installations (e.g. electrical substations, switch rooms etc.) are recommended to be set no lower than 300 mm above the applicable flood level, but may be set lower at the discretion of the relevant authority.

44. The basement ramp(s) must incorporate a flood proof apex set no lower than 23.43 metres AHD, or to the satisfaction of Melbourne Water. 23.43 metres AHD is 300 millimetres above the highest applicable flood level on the site of 23.13 metres AHD.

45. All basement entry and exit points, including lift entries, stairwells, windows, openings and vents, that could allow entry of floodwaters to the basement, must be set no lower than 23.43 metres AHD, or to the satisfaction of Melbourne Water. 23.43 metres AHD is 300 millimetres above the highest applicable flood level on the site of 23.13 metres AHD.

46. Stormwater discharge should be directed to the local council drainage network. Any new or modified connection to Melbourne Water's Alexandra Parade Main Drain, which runs along Alexandra Parade, or to the North Fitzroy Main Drain, which runs along George St, requires separate approval from Melbourne Water. For a connection to be approved, council must provide a legal point of discharge letter, demonstrating why it is not possible to connect to the local council drainage system.

Melbourne Water Conditions end

Transport for Victora conditions start

47. Before the development of Parcel A of the Fitzroy Gasworks site commences, except for demolition, site preparation, and footings, or as otherwise agreed by the Head, Transport for Victoria, the Public Realm plans must be submitted to and approved by the Head, Transport for Victoria. The plans must show to the satisfaction of and at no cost to Head, Transport for Victoria the following, unless otherwise agreed in writing:

    (a) The scope extended to include the centre median of Alexandra Parade (extension of Gore Street) and include the alignment of Gore Street (south of the centre median) and Village Street;

    (b) Appropriate treatments or measures to discourage through traffic from Gore Street in the centre median from heading straight through north bound to Village Street (extension of Gore Street);

    (c) The maximisation of the length of the left turn deceleration land on Alexandra Parade east bound into Village Street to be compliant with AustRoads requirements;

    (d) The proposed width of the left turn deceleration lane to be compliant with AustRoads requirements;

    (e) The resulting width of the existing east bound kerbside lane on the north side of Alexandra Parade to include space for existing on road cycling;

    (f) Removal of any narrow pinch points at pedestrian waiting areas to facilitate adequate pedestrian storage, including the corner of Alexandra Parade and Village Street (Gore Street extension);

    (g) Modification including the removal of parking bays as a result of the inclusion of a deceleration lane along the Alexandra Parade property frontage; and

    (h) The linkage and connectivity of pedestrians and cyclists accessing the site, including consideration of adequate roadside footpath widths along the frontage and at the intersections.

48. All disused or redundant vehicle crossovers to be removed and reinstated to kerb and channel to the satisfaction of the Responsible Authority at no cost to Head, Transport for

Victoria.

Transport for Victoria conditions end

Use – Food and Drink Premises

49. Except with the prior written consent of the Responsible Authority, the food and drink premises (café) authorised by this permit may only operate between the following hours of 5am-10pm.

Office

50. Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between 8am – 8pm, Monday to Friday.

Time Expiry

51. 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 six years of the date of this permit; and

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

52. In accordance with section 69 of the Planning and Environment Act 1987, the Responsible Authority may extend:

    (a) The commencement date referred to if a request is made in writing before the permit expires or within six months afterwards.

    (b) The completion date referred to if a request is made in writing within twelve months after the permit expires and the development started lawfully before the permit expired.

DELWP Notes:

Before any construction may commence, the applicant must apply for and obtain appropriate building approval from a Registered Building Surveyor.

The applicant/owner will provide a copy of this planning permit and endorsed plans to any appointed Building Surveyor. It is the responsibility of the applicant/owner and the relevant Building Surveyor to ensure that all building (development) works approved by any building permit are consistent with this planning permit.

Nothing in this permit or any plans or documents approved in accordance with the conditions of this permit should be taken to imply that the development meets the requirements of the Building Act 1993 and its regulations.

Melbourne Water Notes:

Melbourne Water sets planning conditions for urban development with reference to the 1% Annual Exceedance Probability flood level (1% AEP). This is the flood level which has a 1% chance of being exceeded in any given year. This property is subject to flooding when the capacity of the Alexandra Parade Main Drain and North Fitzroy Main Drain is exceeded. The 1% AEP flood level for this property grades from 23.13 metres at the northern boundary to 22.54 metres AHD at the southern boundary.

If further information is required regarded flood levels at specific locations on the site, please contact Melbourne Water on 131 722, siting the reference number above.

Transport for Victoria Notes:

Separate consent and approval will be required for buildings and works undertaken within the arterial road reserve (Alexandra Parade) under the Road Management Act 2004.

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 111Queens Parade and 433 Smith Street, Fitzroy North (also known as the 'Gasworks site') is bound by Alexandra Parade, Smith Street, Queen's Parade and George 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 included within the approved Development plan 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; and
   (k) A new pedestrian crossing and traffic management works on Queens Parade; and 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 with additional work currently being completed under more recent permits.
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.

10. 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. Parcels B and C have previously been considered by the DTP and have permission to deliver 1,052 dwellings within a suite of buildings spread across the parcels.

11. The current application before the DTP relates to Parcel A only.

12. This report provides Council with an assessment of a planning application being considered by the Department of Transport and Planning (the 'DTP') to amend Planning Permit PA2201764 which was issued by the Minister on 29 November 2022 for Parcel A of the Fitzroy Gasworks Development Plan area.

13. Parcel A is identified as the portion of the former Fitzroy Gasworks site in the south-west corner of the Site and includes the Former Fitzroy Gas Works Valve House and Store at the corner of George Street and Alexandra Parade, which is graded 'Individually Significant' and covered by its own heritage overlay (See Figure 1 below).



Figure 1 - Fitzroy Gasworks staging plan identifying Parcel A in an orange outline (Development Plan, page 14)

14. The permit allows for the use and development of the land for a mixed-use project, including a food and drink premises, dwellings, associated buildings and works, heritage-

related works to the former Valve House, a car parking reduction, and access changes to a road in a Transport Zone 2, generally in accordance with the Development Plan.

15. Effectively, the existing planning permit allows for the redevelopment of Parcel A with:

    (a) Two 10-storey mixed-use buildings;

    (b) A total of 358 dwellings, including 120 social housing units and 71 affordable build-to-rent apartments;

    (c) Approximately 1,233 square metres of publicly accessible courtyard open space;

    (d) 232 on-site car parking spaces;

    (e) Retail uses and commercial office tenancies; and

    (f) Delivery of the Gore Street extension, providing a new road connection from Alexandra Parade.



Figure 2 – Approved Development Scheme of Parcel A (Artists Impression prepared by ARM Architecture) – birds eye view looking north-east from the south-west corner / intersection of George Street and Alexandra Parade – with the Former Fitzroy Gas Works Valve House and Store in the foreground.

16. An extension of time was granted on 15 October 2025, extending the commencement date of this permit to 29 November 2027. To date, architectural plans have not been endorsed.

Proposal

17. The amended proposal keeps the general built form principles of the approved development while refining the layout, design, public spaces and housing mix. The most significant departure from the existing permit is the increase in the overall building height of the southern building to Alexandra Parade (labelled as Building B on the plans) from 10 to 14 storeys. It is acknowledges that there are increases to the setbacks of the western upper levels of the same building, further from the Valve House. Another key

aspect is the refinement of ground floor uses through the conversion of the Valve house in the south-west corner into an art gallery.

18. Building A is modified from a part 6 and part 10 storey building to a part 3, 8 and 10 storey building and Building B is modified from a part 6 and 10 storey building, to a part 3, 5, 13 and 14 storey building along Alexandra Parade.

19. The following table provides a summary of the key changes to the particulars between the two schemes for ease of reference:

Item	**Approved**	**Proposed**
Dwellings	358	399
Affordable housing	238 affordable and 120 social (100%)	132 affordable with **no** social (33%)
Commercial and retail floor area	522 sqm	330 sqm
Car parking	232 spaces across two basement levels	128 spaces across one basement level
Bicycle parking	660 spaces	576 spaces
Valve House	Not applicable – not part of the original scheme.	Proposed adaptive reuse as an art gallery

20. The building materials and colour palette have also been refined to provide a more cohesive and subdued design response. This is an improvement on the previous design as it assists in reducing the visual prominence of the upper levels, provides a calmer and more integrated presentation to the surrounding streetscape, and better responds to the site's heritage and mixed-use context.



Figure 3 – Proposed Parcel A Render extracted from the Façade Strategy Report prepared by Fender Katsalidis and dated May 2026 looking north-east from the south-west corner / intersection of George Street and Alexandra Parade.



Figure 4 – Proposed South elevation of Building B identifying the part 3, 5, 13 and 14 storeys to Alexandra Parade.

21. The Council Officer Application Assessment Table that forms an attachment (attachment 1) to this report sets out:

    (a) a brief overview of the application;

    (b) the relevant planning framework key aspects of the proposal; and

    (c) internal consultation undertaken.

Proposed changes to Permit Preamble and Conditions

22. To facilitate these changes, the permit applicant has proposed amendments to the planning permit conditions that have also been detailed within the Council Officer Application Assessment Table under their own separate heading.

23. In addition to amendments to the plans, the permit would require Condition 1 to be amended to reference the architectural plans and all relevant updated reports.

Legislation Provisions

24. The amendment has been requested pursuant to Section 72 of the *Planning and Environment Act 1987* (the Act). Section 72 of the Act states:

    (1) A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.

    (2) This section does not apply to—

    (a) a permit or a part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or

    (b) a permit issued under Division 6.

25. The planning permit was issued on 29 November 2022 by the Minister for Planning in accordance with the endorsed addendum to the Development Plan.

26. Section 73 of the Act states that Sections 47 to 62 of the Act apply to the amendment application. This allows the Responsible Authority (in this instance being the Minister for Planning) to apply the abovementioned sections of the Act to the amendment application as if it was an application for a permit.

Advertising

Advertising

27. 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.

28. 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

The application 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** on heritage grounds, subject to the continued requirement for a Conservation Management Plan and the submission of detailed

	plans and specifications for all works affecting the former Valve House to the satisfaction of Council, prior to the commencement of works

Development Engineering	**Supported**, subject to:
	• the applicant addressing all engineering requirements listed in Table 2 in their advice prior to endorsement;
	• revised plans clearly identifying amendments by red clouding;
	• inclusion of the recommended civil engineering permit conditions relating to:
	  ○ footpath reconstruction;
	  ○ detailed design plans;
	  ○ construction and handover of public realm works;
	  ○ amendment to Condition 25;
	• clarification and approval of public realm levels, DDA compliance, drainage grades, access cross sections and substation access arrangements;
	• all public realm and Council infrastructure works being delivered to Council standards and to Council's satisfaction.

ESD	**Supported.** One deficiency was identified in relation to the daylight assessment methodology.
Strategic Transport	**Not supported.** Recommendation for plans to be amended to provide direct and convenient bicycle access in both Buildings A and B, increase visitor bicycle parking to a minimum of 100 spaces, provide suitable cargo bike and e-bike facilities, and ensure compliance with Clause 52.34 and AS2890.3.
Waste Management	**Not supported.** Council's City Works Branch does not support the Fitzroy Gasworks Parcel A Waste Management Plan in its current form. Further information is required on Building B bin transfer arrangements, loading dock capacity for waste operations, and the plan must be corrected to reflect that Council does not provide a hard waste drop-off service or operate a transfer station.

Officer Assessment

29. 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.

30. This has led to the recommendation that the application should not be supported in its current form.

31. Notwithstanding this, should the DTP be of a mind to grant a permit, recommended updated / amended conditions are also provided.

Legal and Legislative Obligations

Conflict of interest disclosure

32. 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.

33. 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 Application Assessment Table
2. 6.3.2 Applicant's Planning Report
3. 6.3.3 Amended Architectural Plans - Parcel A
4. 6.3.4 Urban Context Report
5. 6.3.5 Facade Strategy Report
6. 6.3.6 Environmental Wind Conditions Study
7. 6.3.7 Affordable Housing Report
8. 6.3.8 Landscape Plan
9. 6.3.9 Transport Impact Assessment
10. 6.3.10 Waste Management Plan
11. 6.3.11 Tree Protection Specifications & Tree Protection Plan
12. 6.3.12 Referral advice collated
13. 6.3.13 Endorsed Development Plan for the Former Gasworks Site
14. 6.3.14 Planning Permit issued for Parcel A by the Minister for Planning
15. 6.3.15 PPE 26/0389 - 111 Queens Parade Fitzroy North - Former Gaswroks site - Parcel A - Original decision

DTP Application assessment table

Overview	
Property	111 Queens Parade Fitzroy North
DTP Ref & Status/ reason for referral	Application to amend planning permit PA2201764-1 Application received 23 June 2026. The Minister for Planning is the responsible authority for the Gasworks site.
Council Ref	PPE26/0389
Proposal	The proposal seeks to amend Permit PA2201764-1 (Council Ref PPE22/0190) issued by the Minister for Planning to facilitate the redevelopment of Parcel A with an amended scheme that includes an increase to 14-storeys (in lieu of a 10-storey building amongst other changes). 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 111 Queens Parade and 433 Smith Street Fitzroy North (the site) and also known as the 'former Gasworks site' is bounded by Alexandra Parade, Smith Street, Queen's Parade and George 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 the Department of Transport and Planning) advised Council that the Fitzroy Gasworks Development Plan (DP) for 433 Smith Street, North Fitzroy was endorsed by the Minister for Planning. 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 application before DTP relates to Parcel A only. 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) Heritage Overlay – Schedule 211 – (Former Fitzroy Gas Works Valve House and Store - Individually Significant) 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 (the Scheme): • Food and drink premises (as the leasable floor area exceeds 150sq.m.); • Office (as the leasable floor area exceeds 250sq.m.); Pursuant to Clause 32.04-7 (Mixed Use Zone) of the 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 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. An application is subject to the controls detailed within the endorsed development plan.

Clause 52.06 - Car parking

The Site is identified within the **Category 2** area with the car parking requirement (as set out in Table 1 of Clause 52.06-5 of the Scheme) and proposed provision detailed below:

Parcel A:

Dwelling Type	**No./Area**	**Parking Rate (minimum requirement)**	**Parking Requirement**	**Car Parking Allocation**
Dwelling	399 dwellings	1 space per dwelling	399 spaces	128
Café (food and drink premises)	159 m²	2 spaces to each 100 m² of leasable floor area	3 spaces	0
Office	499.5 m²	0.45 spaces to each 100 m² of leasable floor area	2 spaces	0
Gallery (place of assembly)	144.6 m² / 70 patrons*	0.15 spaces to each patron permitted	10 spaces	0
Total			**414 spaces**	**128**

Based on the above calculations, the amended scheme is required to provide a total of 414 spaces, including 399 resident spaces and 15 non-resident commercial spaces.

	The approved scheme by the DTP, provides a two-level basement with a total of 232 car parking spaces. The amended scheme currently before Council provides a one-level basement with a total of 128 car parking spaces. 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 of the Scheme. The DP anticipates a total provision of 790 car spaces across the entire former Gasworks site. Under the current approvals, Parcels B and C are expected to deliver a combined 750 car spaces of the total in the DP. As such, there is only a shortfall of 40 car spaces, and therefore the further delivery 128 car space on Parcel A is in accordance with the DP and equates to a surplus of 88 car spaces. *Clause 52.34 – Bicycle Facilities* Applying the statutory rates at Clause 52.34-5 of the Scheme, the development of Parcel A has a statutory requirement of: • 80 resident spaces; • 1 employee spaces; and • 40 visitor spaces Parcel A provides a total of: • 524 resident spaces • 30 resident visitor spaces • 10 staff spaces • 12 commercial visitor spaces within the public realm. Parcel A significantly exceeds the Scheme's bicycle parking requirements but does not meet the higher requirements of the approved DP. The table below compares the proposed bicycle parking provision against the requirements of the DP which has a bicycle requirement of two bicycle spaces per dwelling with up to 50% of those located at ground level and in highly visible locations (see p. 89 of the endorsed Development Plan which forms an attachment).

<table>
<tr><td></td><td>
<table>
<tr><th colspan="2">Component</th><th>Requirement</th><th>Provision</th><th>Difference</th></tr>
<tr><td rowspan="2">Residential</td><td>Residents</td><td rowspan="2">798</td><td>524</td><td rowspan="2">-244</td></tr>
<tr><td>Visitors</td><td>30</td></tr>
<tr><td rowspan="2">Commercial</td><td>Employees</td><td>1</td><td>10</td><td>+9</td></tr>
<tr><td>Customers / Visitors</td><td>0</td><td>12</td><td>+12</td></tr>
</table>
</td></tr>
<tr><td>Relevant planning policies</td><td>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.</td></tr>
<tr><td>Other relevant documents</td><td>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.</td></tr>
<tr><td colspan="2">Internal & External consultation</td></tr>
<tr><td>Consultation</td><td>Council’s advice has been sought to assist DTP in their deliberation of the amended scheme for Parcel A, noting that there is no formal requirement for public notice or referral to Council.</td></tr>
<tr><td>Internal referrals</td><td>The original scheme was previously referred to:
Strategic Planning, with particular emphasis on the Social Housing aspect;
Heritage Advisor;
Urban Designer, external consultant Simon McPherson of Global South Pty. Ltd.;
Urban Design Unit, with regard to public realm and open space design;
ESD Advisor;
Wind, external consultants Eric Yuen and Zhuyun Xu of Vipac Engineers and Scientists Pty. Ltd.;
Acoustic consultant, external consultant Dianne Williams of SLR Consulting Australia Pty. Ltd.;
Open Space, landscaping;
City Works Branch, Waste;
Engineering Services Unit;
Strategic Transport Unit;</td></tr>
</table>

	Based on the scope of changes to the scheme and conditions already provided in the existing permit, the amended proposal was 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 with track changes to assist in identifying the changes proposed but also those recommended as a consequence of Council's officer assessment: • Heritage; • ESD Advisor; • City Works – Waste management; • Development Engineering; 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?**
Strategic support	**Yes – Supported.** 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. The Minister for Planning has already determined that the site can be redeveloped in accordance with the existing permit that allows for the redevelopment of the site with two ten-storey buildings. The current application seeks to amend this scheme with a revised scheme that proposes more dwellings providing greater housing opportunities.

<table>
<tr><td>Land use</td><td>Yes – Supported.

The amended ground floor commercial uses continue to be supported as these are aligned with the DP which has paved the way for flexible uses which can potentially be provided in the form of retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms (see Section 5.1 of the DP). The proposed commercial uses on the ground floor of each building, including use of the Fitzroy Gas Works Valve House as a gallery is broadly consistent with the overall objectives of the DP and are therefore supported.

The proposed office use would operate from the ground floor and is separate from the art gallery use. As the office exceeds 250 square metres, a planning permit is required under the Mixed Use Zone. The use is considered generally consistent with the purpose of the zone, which supports a mix of residential, commercial and other compatible uses, provided amenity impacts are managed. In the absence of nominated operating hours, a condition limiting the office use to 8:00am to 8:00pm, Monday to Friday, is appropriate to protect the amenity of nearby sensitive uses.</td></tr>
<tr><td>Social & Affordable Housing</td><td>No –Further conditions required

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).

The following table shows the spread of affordable housing currently approved within Parcels A, B and C:

<table>
<tr><th>Parcel</th><th>Total dwellings</th><th>Affordable housing</th><th>Social housing</th><th>Total social, affordable and innovative housing</th></tr>
<tr><td>Parcel A</td><td>358</td><td>238</td><td>120</td><td>358 (100%)</td></tr>
</table>
</td></tr>
</table>

Parcel B	513	43	121	164 (32%)
Parcel C	539	42	0	42 (8%)
Total	**1,451**	**323**	241	**206 (20%) Parcels B and C, only** **564 (38%) Parcels A, B and C combined.**

The Affordable Housing Report prepared by Local and dated May 2026, explains how the proposed development of Parcel A, will deliver affordable housing as part of a Build to Rent project. The proposal includes 399 dwellings, along with resident amenities, commercial spaces and a central courtyard. It has been prepared to support the planning amendment process and to show how the development meets the affordable housing requirements in the Fitzroy Gasworks Development Plan.

The overall amended scheme being considered proposes to provide 33% of all dwellings in Parcel A as Affordable Housing, which is equal to 132 dwellings based on the 399 dwellings proposed. This is higher than the 20% affordable housing target for the entire Fitzroy Gasworks Precinct. The table below depicts the combined commitment for the delivery of affordable housing for each parcel of the wider Fitzroy Gasworks Precinct (combined response factoring Parcels B and C).

Proposed as part of the current amendment application before Council:

Parcel	**Total dwellings**	**Affordable housing**	**Social housing**	**Total social, affordable and innovative housing**
Parcel A	**399**	**132**	**0**	**132 (33%)**
Parcel B	513	43	121	164 (32%) - no change

Parcel C	539	42	0	42 (8%) - no change
Total	**1,451**	**217**	**121**	**206 (20%) Parcels B and C, only** **338 (23%) Parcels A, B and C combined.**

Parcel B contains 513 dwellings and Parcel C contains 539 dwellings. Together with Parcel A, the former Gasworks site would deliver 1,451 dwellings, with an overall 338 dwellings that will be deliver affordable housing outcomes, representing 23% of total dwellings across the overall former Gasworks site. This is greater than the 20% required by the DP.

Parcel A

Specific to Parcel A, the affordable homes will include a mix of studio, one-bedroom, two-bedroom and three-bedroom apartments, with at least 10% of the affordable dwellings allocated to Aboriginal and Torres Strait Islander households in partnership with Aboriginal Housing Victoria or another approved First Peoples-led housing provider.

The affordable dwellings will be rented to eligible households whose income falls within the income bands set under the Planning and Environment Act 1987 and subsequent Governor in Council Order. Rents will be set at an amount that does not exceed 30% of the relevant household income benchmark. This is intended to keep the homes genuinely affordable over time. Tenant eligibility will be checked when people apply and reviewed annually to confirm that the homes continue to be used for their intended affordable housing purpose.

The affordable dwellings will be spread throughout the two Parcel A buildings and will be externally indistinguishable from the market rental apartments. Affordable housing tenants will have the same access to shared spaces and services as other residents, including the courtyard, gym and wellness areas, bookable dining

	spaces, rooftop terrace, on-site management and community events. This approach is designed to make the housing tenure blend and integrated into the wider residential community. The affordable housing will be managed by Storey Residential, with support from specialist Community Housing Providers where needed. The homes will be delivered through two affordable housing arrangements: one covering at least 20% of dwellings for a minimum of 20 years, and another covering the balance up to 33% for a minimum of 10 years. Tenants may be offered leases of up to five years, supporting greater rental security than typical private rental arrangements. Whilst the proposal is intended to continue to respond to the strong need for affordable rental housing in the City of Yarra, particularly for lower income renters, local workers, smaller households, families, older people and First Peoples households, the absence of any social housing commitment within Parcel A is not supported. At the time when Parcels B and C were considered, Parcel A was delivering 100% affordable housing, including a social housing commitment of 120 dwellings that formed part of the broader precinct-wide housing response. Parcel A is now proposed to provide no social housing, representing a departure from the approved provision of 120 social housing dwellings, and a 44% reduction in affordable housing, with 132 dwellings proposed in lieu of the approved 238 dwellings. Given these changes, it is considered that a provision of social housing should be continued to be provided within Parcel A, in addition to the social housing now provided within Parcel B. This is particularly important when factoring in the increase in the overall housing yield across the wider precinct. Despite Council officer support for the provision of affordable housing, it is also considered appropriate that the requirement of Section 7.2.3 – Longevity of Benefit at page 63 of the endorsed DP, which requires 100% of social housing to be provided in perpetuity for the use of tenants from the VHR, or as otherwise agree by the Directory of Housing be fully implemented. Accordingly, a condition has been included that requires the Affordable Housing Report to be updated to make this commitment. Such a condition is necessary to ensure consistency with the

	Development Plan and to secure the long-term public benefit intended through the provision of social housing. Without this commitment for Parcel A, the entire Gasworks Precinct will have no social housing provided in perpetuity, as all social housing in Parcel B is limited to a tenure of 20 years, approved on the basis that at the time Parcel A was already fulfilling this aspect.
Built Form – Heritage	**Yes – Supported subject to a further condition** The subject land includes the former Fitzroy Gas Works Valve House and Store in the south-west corner, which is identified as an individually significant heritage place under HO211, recognised as the only surviving remnant of the former gasworks complex. From a heritage perspective, it is considered to provide an improved response to the retained heritage building when compared with the approved scheme. Although the proposal introduces taller built form within the broader development, Council's Heritage Advisor has expressed support for the massing, increased separation and clearer architectural hierarchy, that in combination are considered to reduce the perceived dominance of the new buildings and assist in maintaining the legibility of the Valve House as a distinct heritage element within the site. Council's heritage Advisor is supportive of the architectural expression which is considered to be more appropriate in heritage terms. The more restrained and cohesive material palette, regular façade rhythm and simplified building composition are considered to provide a more recessive contemporary backdrop to the heritage building, avoiding unnecessary visual competition and allowing the former Valve House to retain its landmark qualities and heritage prominence. The proposed adaptive re-use of the Valve House as an art gallery is also supported by Council's Heritage Advisor as it has the potential to facilitate the ongoing conservation, activation and interpretation of the heritage place. However, the submitted material provides limited detail regarding the extent and nature of works to the heritage building and further documentation is required to ensure that any internal alterations, building services, fit-out works, signage and interpretation measures are undertaken in a manner that conserves the significance of the place. On this basis, the proposed amendments are supported on heritage grounds, subject to the continued requirement for a Conservation Management Plan and the submission of detailed plans and specifications for all works affecting the former Valve House to the satisfaction of Council, prior to the commencement of works. Condition 3 is already included and aside from requiring a correction to accurately reflect Buildings A and B will be carried over.

<table>
<tr>
<td>Built Form – Development Plan</td>
<td>
No – Conditions required

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 amended scheme, it is necessary to consider, once again, whether the proposal is 'generally in accordance' with the Fitzroy Gasworks Development Plan.

Fundamentally, the overall height as proposed for Building B within Parcel A is a departure from that envisaged by the DP, with a height exceedance of 4 storeys, and therefore cannot arguably be said to be '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 A</td></tr>
<tr><td>Building A</td><td rowspan="2">33-35m / 10 storeys</td><td>37.7m / 10 storeys</td><td>Generally complies</td></tr>
<tr><td>Building B</td><td>51.7m / 14 storeys</td><td>No</td></tr>
</table>

As shown in the table above, the adopted height to Building B is not generally in accordance with the DP and is not supported. It is considered appropriate to identify this aspect of the amended scheme as a concern and include a condition that requires its height to be reduced to fully comply with the DP.

<u>Street walls</u>

The DP prescribes the following street wall heights (of relevance to the current scheme before Council):

George Street: 6 storeys (20m) –south towards Alexandra Parade only (i.e. Building A)
Alexandra Parade: 6 storeys (20m) – west towards George Street only (i.e. Building B)

</td>
</tr>
</table>

	Buildings A and B do 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 that lowers to 6 storeys as a response to the former Valve House in the south-west corner. This is not generally in accordance with the DP, which requires clearly defined street walls that transition towards the former Valve House . These design features would ensure that upper levels read more recessively whilst providing a transitional relationship with the former Valve House. . In light of this, conditions are recommended to require modifications to building height, upper-level setbacks and street walls in accordance with the DP.
Built Form – Public realm	**Yes - supported subject to further conditions** Condition 25 of the planning permit requires the preparation of a Public Realm Plan in consultation with the City of Yarra. This condition is maintained, except for the deletion of current condition 25(j), which required a solid screen at the junction of the Southern Access Road and Southern Gore Street extension. The deletion of Condition 25(j) is supported, as the Environmental Wind Condition Study prepared by MEL Consultants dated 13 May 2026 provided the DTP with updated wind advice to inform appropriate mitigation measures. The DTP will need to turn its mind to whether this should be supported or not. Additional requirements for the public realm plan are included to address comments from Council's Engineering team.
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. The existing planning permit condition 25(f) requires the submission of a public lighting plan as part of the Public Realm Plan in consultation with the City of Yarra is maintained.
Public Realm - Landscaping	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 Parcel A 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 A is required to be reviewed by the DTP as the Responsible Authority for the site. Condition 10 includes the requirement for the submission of landscape plan.
Public Realm – Management	**No – conditions required** The following conditions focus on public realm works and detailed design approval and have been raised by Council's Development Engineers. Recommended conditions include: • Footpath reconstruction condition: Before occupation, the footpaths along the George Street and Alexandra Parade frontages must be reconstructed in asphalt, at the permit holder's cost, to DDA-compliant standards and to the satisfaction of the Responsible Authority in consultation with Yarra City Council. Any level adjustments required to achieve DDA compliance must occur within the private title boundary. • Detailed design plans condition: Before development commences, detailed design drawings for public realm and road infrastructure works must be submitted to and approved by Council's Civil Engineering Department. Once approved, these drawings should be endorsed and form part of the permit. • Construction and handover condition: Before occupation, all works shown on the endorsed detailed design/public realm plans must be fully constructed and completed to Council's satisfaction at no cost to the Responsible Authority. • Amendment to Condition 25 – Public Realm Plan: This condition should be amended to require detailed public realm designs for Gore Street, Alexandra Parade, Southern Access Road and George Street interfaces, including (additional details shown in bold): o existing/proposed features and surface levels; o longitudinal and cross sections; o drainage design; o services/utilities; o public lighting; o signage and line marking; o public/private land delineation; o location of private infrastructure within private land;

	○ **footpath reconstruction on Alexandra Parade and George Street;** ○ **sawn bluestone in pedestrian traversable paths;** ○ **Council infrastructure built to Council standard drawings.**
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 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.* Council officers generally support the architectural expression and consider the amended scheme provides an improvement to that previously considered and permitted by the Minister for Planning. However, Council officers disagree that the height of Building B is in general 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, particularly when considered in combination with the already approved buildings supported across Parcels B and C. As previously stated, buildings should have clearly defined podiums that respond to the human scale, with upper levels appearing more recessive so as not to dominate the public realm. Council officers maintain that the departure from the building heights envisaged by the endorsed DP remains an ongoing concern throughout the site,

	particularly given its contribution to visual bulk, reduced upper-level setbacks and the dominance of the built form within the surrounding public realm. These issues have previously been raised in relation to Parcels B and C, and now further relate to Building B's departure from the DP. It is recommended that these inform Council's response to DTP in relation the current amendment application.
Sustainable development	**Yes - Generally supported** Council's ESD advisor confirmed that the amended scheme generally meets Council's ESD standards. Accordingly, the proposal includes a number of positive commitments, including a 5 Star Green Star certification target, an average 7.5 Star NatHERS rating, satisfactory daylight and natural ventilation outcomes, and a stormwater management strategy intended to meet best practice water quality standards. One ESD deficiency was identified in relation to the daylight assessment methodology. While the daylight outcome is generally satisfactory, the combined use of daylight modelling and the BESS Deemed-to-Satisfy calculator was not considered appropriate for a development of this scale and complexity. It was considered that the daylight assessment should be revised to rely on daylight modelling only and should clearly identify the percentage of each room's floor area that passes or fails the relevant daylight factor thresholds. Further clarification was also required regarding EV readiness for car parking spaces, the depiction of rainwater tank volumes and connections on the plans, and the applicability of the permit condition relating to mechanical ventilation. These matters should be addressed in an updated Sustainable Management Plan and clearly reflected on the relevant Condition 1 drawings for endorsement. Opportunities for further ESD improvement have also been identified. In particular, the applicant should consider increasing the proposed rooftop solar PV array to better maximise onsite renewable energy generation, and clarify whether residual electricity demands will be supplied through a 100% Green Power contract for a minimum 10-year period. Existing permit conditions can be modified to address the above requirements.

Off-site amenity impacts	**Yes - Generally supported – conditions required and maintained with DTP assessment required** In relation to noise impacts, DTP should undertake an independent review of the applicant's acoustic report submitted in response to Condition 19 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.
Internal amenity	**Yes - Subject to 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.
Carparking & traffic	**Yes - Supported subject to further conditions.** Car parking provision meets the requirements of the DP and is therefore considered to be acceptable. Council's Development Engineers support the car parking provision of 128 spaces, subject to the applicant addressing all outstanding engineering and traffic matters through amended plans, written responses and appropriate permit conditions. Key matters requiring amended reports / plans include: • Provision of a convex mirror at the development entrance for the exit lane, as no pedestrian sight triangle is provided. • Dimensions of the headroom clearance at the development entrance. • Accessible parking dimensions and the required shared areas in accordance with AS/NZS 2890.6:2022. • Cross-sectional drawings and B99 ground clearance checks for the proposed vehicle crossing and vehicle access points. • Details of footpaths, kerb alignments, services, road infrastructure and dimension footpath/carriageway widths.

	• The ground floor plan updated to match the updated Gore Street layout and a further annotation that the Gore Street design is to accord with the Stage 2 Detailed Design being prepared by GHD and Development Victoria. • The footpaths along Alexandra Parade and Gore Street frontages reconstructed in asphalt to achieve DDA-compliant grades and drainage away from the building line toward the kerb/channel. • Detailed design drawings for public realm/footpath works, including longitudinal sections, cross sections at 5 m intervals, existing/proposed levels and grade changes. • Clarification of any discrepancies between existing and proposed levels at the basement/loading dock entrance and reassurance that external public realm levels are not altered unless approved by Council. • Clarification of how the substation will be accessed and ensure access arrangements do not protrude into the Southern Access Road. • Provision of cross sections at all access points/frontages, extending 1 m into private property and 1 m into the external public area, showing existing/proposed levels and grades. Some of the conditions above are already captured in the existing permit. Where necessary the conditions will be updated at Condition 1 to better reflect and capture the above requirements as set out by Council's development engineers.
Bicycle provision	**Not supported – conditions required** Council's Strategic Transport Unit does not support the amendment proposal in its current form. While the proposal provides a substantial number of bicycle spaces, the design does not adequately support bicycle use as a primary transport mode for future residents, particularly given the limited car parking provision and the site's location near key cycling corridors. Key concerns include the location and accessibility of resident bicycle parking, reliance on a single basement access point, lack of direct ground-level access from both buildings, insufficient provision for cargo bikes and e-bikes, inadequate visitor bicycle parking, and employee bicycle parking that is not appropriately secure or separated. The proposal also falls short of the Gasworks Development Plan requirement for 798 bicycle parking spaces for Parcel A and does not provide sufficient EV or e-bike charging infrastructure.

	The plans should therefore be amended to provide direct and convenient bicycle access in both Buildings A and B, increase visitor bicycle parking to a minimum of 100 spaces, provide suitable cargo bike and e-bike facilities, and ensure compliance with Clause 52.34 and AS2890.3.
City Works – Waste Management	**Not supported – conditions required** Council's City Works Branch does not support the Fitzroy Gasworks Parcel A Waste Management Plan in its current form. Further information is required on Building B bin transfer arrangements, loading dock capacity for waste operations, and the plan must be corrected to reflect that Council does not provide a hard waste drop-off service or operate a transfer station.
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 provide 33% of all dwellings in Parcel A as Affordable Housing, which is equal to 132 dwellings based on the 399 dwellings which is a positive contribution. Council's submission will highlight that the commitment to social housing must be maintained.

The following table provides a comparison between the existing permit conditions, the modified / deleted conditions proposed by the permit applicant, and the officer recommended conditions based on the above provided assessment. Where highlighted in the 'Proposed by Permit Holder' column, these are intended to be modified, with the 'Officer Recommendation' adapting those modifications to the necessary documents / reports submitted and considered by Council's internal departments listed in earlier sections of the assessment. Applicant and officer recommended changes to conditions are all detailed in red for ease of reference and regard.

Proposed changes to Permit Conditions

Condition No.	Current	Proposed by Permit Holder	Officer Recommendation
Amended plans **1.**	Before the development commences, excluding demolition, site preparation, site retention and footings, 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 ARM Architecture plans dated 21 September 2022 but modified to show: Design a. Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings. b. Relocation of the Bin Store	Before the development commences, excluding demolition, site preparation, site retention and footings, 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 ARM Architecture plans dated 21 September 2022 but modified to show: Design a. Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings.	Before the development commences, excluding demolition, site preparation, site retention and footings, 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 **Fender Katsalidis Architects dated 08 May 2026** but modified to show: Design a. Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings

		to upper basement, generally in accordance with sketch plan ARM-0108[02] prepared by ARM Architects, dated 17/11/2022. c. Proposed and existing ground levels on street elevations. d. Building L Façade with: *i.* Modified materials of the ground floor external façade to a brick face finish, generally in accordance with ARM-0117a Rev-2, ARM-0117b Rev-2, ARM-0117c Rev-2 & ARM-0117d Rev-2, dated 15/11/2022 specifying materials to the soffit underside of level 1 and height of materials to columns. *ii.* Reduced number and composition of pattern types with a maximum of ten different graphic print panels. *iii.* The avoidance of 'literal' materiality of	~~b. Relocation of the Bin Store to upper basement, generally in accordance with sketch plan ARM-0108[02] prepared by ARM Architects, dated 17/11/2022.~~ c. Proposed and existing ground levels on street elevations. ~~d. Building L Façade with:~~ ~~*i.* Modified materials of the ground floor external~~	b. **Deleted – New conditions b. to e:** b. **The overall building height of Building B reduced to the height depicted in the endorsed Development Plan for the Fitzroy Gasworks Site.** c. **The adoption of street wall heights and upper level setbacks of buildings as depicted in the endorsed Development Plan for the Fitzroy Gasworks Site.** d. **Increased opportunities for rooftop solar PV arrays to better maximise onsite renewable energy generation.** e. **Rainwater tank volumes and connections.** **Renumbered from c.** f. Proposed and existing ground levels on street elevations. d. **Deleted**

	prints such as brickwork and bluestone. *iv.* Floor to ceiling heights at all levels dimensioned on the sections. Improved Amenity e. Alterations to Building L generally in accordance with the sketch plans ARM-0111[00], ARM-0112[00], ARM-0113[00], RWA-DD-SK-019 and 'Parcel A - Building L Apartment Layout Changes - Rev 3' prepared by ARM Architecture and Lucid Daylight Modelling – Apartment Layout Changes (Rev 1) (LCE21298-043) dated 14 November 2022 to: *i.* Relocate the communal area from level 9 of Building L to level 1. *ii.* Relocate dwellings from level 1 to levels 8 and 9. *iii.* Modify the layouts of dwelling type L01 at locations SH2, SH3	~~façade to a brick face finish, generally in accordance with ARM-0117a Rev-2, ARM-0117b Rev-2, ARM-0117c Rev-2 & ARM-0117d Rev-2, dated 15/11/2022 specifying materials to the soffit underside of level 1 and height of materials to columns.~~ ~~*ii.* Reduced number and composition of pattern types with a maximum of ten different graphic print panels.~~ ~~*iii.* The avoidance of 'literal' materiality of prints such as brickwork and bluestone.~~ ~~*iv.* Floor to ceiling heights at all levels dimensioned on the sections.~~ Improved Amenity ~~e. Alterations to Building L generally in accordance with the sketch plans ARM-0111[00], ARM-0112[00], ARM-0113[00], RWA-DD-~~	e. **Deleted**	

	(Level 2-8), SH4 (Level 2-9) and SH13 (Level 1–8). *iv.* Modify the layouts of dwelling type L04 at locations SH9 (L1-L9). *v.* Modify the layouts of dwelling type L05 at locations SH8 (Level 1-3 with balcony). *vi.* Modify the layouts of dwelling type L07 at locations SH7 (Level 1-9) and SH8 (Level 4-9). *vii.* Add additional window to the living room facade of dwelling type L015 at locations SH5 (Level 2 – 3). *viii.* Annotate the dimensions and size of windows to all dwelling types consistent with the Lucid modelling assumptions. f. Replacement of dwelling type L11 at locations SH1 (Levels 1-8) with dwelling type L06 modified to locate	~~SK-019 and 'Parcel A - Building L Apartment Layout Changes - Rev 3' prepared by ARM Architecture and Lucid Daylight Modelling – Apartment Layout Changes (Rev 1) (LCE21298-043) dated 14 November 2022 to:~~ ~~*i.* Relocate the communal area from level 9 of Building L to level 1.~~ ~~*ii.* Relocate dwellings from level 1 to levels 8 and 9.~~ ~~*iii.* Modify the layouts of dwelling type L01 at locations SH2, SH3 (Level 2-8), SH4 (Level 2-9) and SH13 (Level 1–8).~~ ~~*iv.* Modify the layouts of dwelling type L04 at locations SH9 (L1-L9).~~ ~~*v.* Modify the layouts of dwelling type L05 at locations SH8 (Level 1-3 with balcony).~~ ~~*vi.* Modify the layouts of dwelling type L07 at locations SH7 (Level 1-9) and SH8 (Level 4-~~	

		the living area to the western side with additional window to the living room facade, relocate the balcony outside of the view line and/or reduce the balcony depth and relocate the apartment entry to ensure compliance with Performance Requirement D1.4 of the National Construction Code. g. Provide updated daylight modelling to dwelling type L11 as required by condition 1.f) to quantify the improved daylight. This modelling is to specify the daylight performance of dwelling types L01, L04, L05, L07 if further changes are made from plans entitled 'Parcel A - Building L Apartment Layout Changes - Rev 3' prepared by ARM. h. Alterations to Building L generally in accordance with the sketch plans ARM-0111[00], ARM-0112[00] that shows the relocation of the communal area from level 9 to level 1, but further	~~9).~~ ~~*vii.* Add additional window to the living room facade of dwelling type L015 at locations SH5 (Level 2 – 3).~~ ~~*viii.* Annotate the dimensions and size of windows to all dwelling types consistent with the Lucid modelling assumptions.~~ ~~f. Replacement of dwelling type L11 at locations SH1 (Levels 1-8) with dwelling type L06 modified to locate the living area to the western side with additional window to the living room facade, relocate the balcony outside of the view line and/or reduce the balcony depth and relocate the apartment entry to ensure compliance with Performance Requirement D1.4 of the National Construction Code.~~ ~~g. Provide updated daylight~~	f. **Deleted**	

	modified to provide access to the bathroom(s) within the communal area from the adjacent corridor. i. Nomination of privacy screens (or other form of screening) between apartments BTR15 and BTR16, BTR11 and BTR10, BTR12 and BTR13, and SH3 and SH4 **Car Parking** j. Columns within the basement car parking levels clearly depicted in positions outside of the parking space clearance envelopes as required by Diagram 1 Clearance to car parking spaces of Clause 52.06-9 of the Yarra Planning Scheme. k. Details of ramp section lengths, transition grades and RL's to ensure compliance to the satisfaction of the Responsible Authority. l. Provision of a pedestrian sight triangle at the Gore Street vehicle entrance to ensure the safety of	~~modelling to dwelling type L11 as required by condition 1.f) to quantify the improved daylight. This modelling is to specify the daylight performance of dwelling types L01, L04, L05, L07 if further changes are made from plans entitled 'Parcel A - Building L Apartment Layout Changes - Rev 3' prepared by ARM.~~ ~~h. Alterations to Building L generally in accordance with the sketch plans ARM-0111[00], ARM-0112[00] that shows the relocation of the communal area from level 9 to level 1, but further modified to provide access to the bathroom(s) within the communal area from the adjacent corridor.~~ ~~i. Nomination of privacy screens (or other form of screening) between apartments BTR15 and BTR16, BTR11 and BTR10, BTR12 and BTR13, and SH3 and SH4~~	g. **Deleted** h. **Deleted** i. **Deleted**	

		pedestrians and cyclists. m. The shared areas of the accessible car spaces shown with hatching and bollards so as to be generally in compliance with design standard AS/NZS 2890.6:2009. n. Cross sectional drawings together with B99 design vehicle and Small Rigid Vehicle for waste collection clearance templates to show spot levels which include the reduced level 2.0 metres inside the property, the propery boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement of the Gore Street extension and the east-west aligned southern access road (from George Street). **Bicycles** o. All bicycle parking in the public realm must be designed in a way that does not obstruct current or future	**Car Parking** j. Columns within the basement car parking levels clearly depicted in positions outside of the parking space clearance envelopes as required by Diagram 1 Clearance to car parking spaces of Clause 52.06-9 of the Yarra Planning Scheme.	**Car Parking** **Renumbered from j.** **g)** Columns within the basement car parking levels clearly depicted in positions outside of the parking space clearance envelopes as required by Diagram 1 Clearance to car parking spaces of Clause 52.06-9 of the Yarra Planning Scheme. **New conditions h) to l):** **h) Provision of a convex mirror at the development entrance for the exit lane, as no pedestrian sight triangle is provided.** **i) Dimensions of the headroom clearance at the development entrance.** **j) Accessible parking**

	walking or cycling access, as per Australian Standard AS2890.3. p. All visitor bicycle parking spaces must be provided at a horizontal bicycle rail, in compliance with Clause 52.34-3 and Australian Standard AS2890.3. q. Dimensions of all bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority. r. Provision of a note clarifying which bicycle storage spaces are to be secure. **Reports and Plans** s. Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (Condition 4) (where relevant to show on plans). t. Any requirement of the endorsed Landscape Plan (where relevant to show on plans).	k. Details of ramp section lengths, transition grades and RL's to ensure compliance to the satisfaction of the Responsible Authority. l. Provision of a pedestrian sight triangle at the Gore	**dimensions and the required shared areas in accordance with AS/NZS 2890.6:2022** **k) Cross-sectional drawings and B99 ground clearance checks for the proposed vehicle crossing and vehicle access points.** **l) The ground floor plan updated to match the updated Gore Street layout and a further annotation that the Gore Street design is to accord with the Stage 2 Detailed Design being prepared by GHD and Development Victoria.** **k. l. m. n. renumbered to m. n. o. p.** **m)** Details of ramp section lengths, transition grades and RL's to ensure compliance to the satisfaction of the

		u. Any requirement of the endorsed Tree Management Plan (where relevant to show on plans). v. Any requirement of the endorsed Sustainable Management Plan (where relevant to show on plans). w. Any requirement of the endorsed Wind Impact Assessment Report (where relevant to show on plans). x. Any requirement of the endorsed Acoustic Report (where relevant to show on plans). y. Any requirement of the endorsed Waste Management Plan (where relevant to show on plans).	Street vehicle entrance to ensure the safety of pedestrians and cyclists. m. The shared areas of the accessible car spaces shown with hatching and bollards so as to be generally in compliance with design standard AS/NZS 2890.6:2009. n. Cross sectional drawings together with B99 design vehicle and Small Rigid Vehicle for waste collection clearance templates to show spot levels which include the reduced level 2.0 metres inside the property, the propery boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement of the Gore Street extension and the east-west aligned southern access road (from George Street).	Responsible Authority. **n)** Provision of a pedestrian sight triangle at the Gore Street vehicle entrance to ensure the safety of pedestrians and cyclists. **o)** The shared areas of the accessible car spaces shown with hatching and bollards so as to be generally in compliance with design standard AS/NZS 2890.6:2009. **p)** Cross sectional drawings together with B99 design vehicle and Small Rigid Vehicle for waste collection clearance templates to show spot levels which include the reduced level 2.0 metres inside the property, the propery boundary level, the bottom of kerb (invert) level, the edge

					of the channel level and a few levels on the road pavement of the Gore Street extension and the east-west aligned southern access road (from George Street).
				Bicycles	
			Bicycles		
					New condition q). **q) Bicycle numbers for residents provided in accordance with the endorsed Development Plan for the Fitzroy Gasworks Site with:** **i. direct and convenient bicycle access in both Buildings A and B;** **ii. increase visitor bicycle parking provision to a minimum of 100 spaces; and** **iii. cargo bike and e-bike**

			o. All bicycle parking in the public realm must be designed in a way that does not obstruct current or future walking or cycling access, as per Australian Standard AS2890.3. p. All visitor bicycle parking spaces must be provided at a horizontal bicycle rail, in compliance with Clause 52.34-3 and Australian Standard AS2890.3. q. Dimensions of all bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the	**facilities,** **whilst ensuring compliance with Clause 52.34 of the Yarra Planning Scheme and AS2890.3 at all times.** **o. p. q. r. s. t. u. v. w. x. y. renumbered to r. s. t. u. v. w. x. y. z. aa. and bb.** **r)** All bicycle parking in the public realm must be designed in a way that does not obstruct current or future walking or cycling access, as per Australian Standard AS2890.3. **s)** All visitor bicycle parking spaces must be provided at a horizontal bicycle rail, in compliance with Clause 52.34-3 and Australian Standard AS2890.3. **t)** Dimensions of all bicycle storage spaces,

			satisfaction of the Responsible Authority. r. Provision of a note clarifying which bicycle storage spaces are to be secure. **Reports and Plans** s. Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (Condition 4) (where relevant to show on plans). t. Any requirement of the endorsed Landscape Plan (where relevant to show on plans). u. Any requirement of the endorsed Tree Management Plan (where relevant to show on plans). v. Any requirement of the endorsed Sustainable	and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority. **u)** Provision of a note clarifying which bicycle storage spaces are to be secure. **Reports and Plans** **v)** Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (Condition 4) (where relevant to show on plans). **w)** Any requirement of the endorsed Landscape Plan (where relevant to show on plans). **x)** Any requirement of the endorsed Tree Management Plan (where relevant to

			Management Plan (where relevant to show on plans). w. Any requirement of the endorsed Wind Impact Assessment Report (where relevant to show on plans). x. Any requirement of the endorsed Acoustic Report (where relevant to show on plans). y. Any requirement of the endorsed Waste Management Plan (where relevant to show on plans).	show on plans). **y)** Any requirement of the endorsed Sustainable Management Plan (where relevant to show on plans). **z)** Any requirement of the endorsed Wind Impact Assessment Report (where relevant to show on plans). **aa)** Any requirement of the endorsed Acoustic Report (where relevant to show on plans). **bb)** Any requirement of the endorsed Waste Management Plan (where relevant to show on plans).

Façade Strategy and Materials and Finishes Plan **4.**	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 approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this document. This must detail: a. A concise description by the architect of the building design concept and how the façade works to achieve this. b. Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form. c. Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors, typical privacy screening and utilities, bike parking areas, and service areas of	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 approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this document. This must detail: a. A concise description by the architect of the building design concept and how the façade works to achieve this. b. Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form. c. Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors, typical privacy screening and utilities, bike parking areas, and service areas of	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 approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this document. This must detail: a. A concise description by the architect of the building design concept and how the façade works to achieve this. b. Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form. c. Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors, typical privacy screening and utilities, bike parking areas, and service areas

		both Buildings L and M. d. Details of screening and extent of transparency to all walls above the footpath to Gore Street and George Street, ensuring good activation. e. Details of all mechanical ventilation, including louvres in the facade, where relevant. f. Imagery and final design of compressed fibre cement panels for the development. g. Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings. h. The strategy must illustrate the legibility of the proposal from short and distant views including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This	both Buildings L and M. d. ~~Details of screening and extent of transparency to all walls above the footpath to Gore Street and George Street, ensuring good activation~~. e. Details of all mechanical ventilation, including louvres in the facade, where relevant. ~~f. Imagery and final design of compressed fibre cement panels for the development.~~ g. Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings. ~~h. The strategy must illustrate the legibility of the proposal~~	of both Buildings L and M. d. **Deleted** **e. renumbered to d** **d.** Details of all mechanical ventilation, including louvres in the facade, where relevant. **f. Deleted** **g. renumbered to e.** **e.** Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings. **h. Deleted**

		is to be provided through montages and renders from various vantage points. i. Provide a façade maintenance strategy. j. Building L Façade with: *i.* Modified materials of the ground floor external façade to a brick face finish, generally in accordance with ARM-0117a Rev-2, ARM-0117b Rev-2, ARM-0117c Rev-2 & ARM-0117d Rev-2, dated 15/11/2022. *ii.* Reduced number and composition of pattern types with a maximum of ten difference graphic prints panels. *iii.* The avoidance of 'literla materiality of prints such as brickwork and bluestone.	~~from short and distant views including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This is to be provided through montages and renders from various vantage points.~~ i. Provide a façade maintenance strategy. ~~j. Building L Façade with:~~ ~~*iv.* Modified materials of the ground floor external façade to a brick face finish, generally in accordance with ARM-0117a Rev-2, ARM-0117b Rev-2, ARM-0117c Rev-2 & ARM-0117d Rev-2, dated 15/11/2022.~~ ~~*v.* Reduced number and composition of pattern types with a maximum of ten difference graphic prints panels.~~	**i. renumbered to f.** **f.** Provide a façade maintenance strategy. **j. Deleted**

		~~*vi.* The avoidance of 'literla materiality of prints such as brickwork and bluestone.~~	
Ongoing Architect Involvement **5.**	As part of the ongoing progress and development of the site, ARM Architecture or another 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.	As part of the ongoing progress and development of the site, ARM Architecture or another 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.	As part of the ongoing progress and development of the site, ~~ARM Architecture~~ **Fender Katsalidis Architects** or another 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.
Affordable Housing Report **6.**	Prior to the occupation of the development, an updated Affordable Housing Report, generally in accordance with	Prior to the occupation of the development, an updated Affordable Housing Report, generally in accordance with	Prior to the occupation of the development, an updated Affordable Housing Report, generally in accordance with

		the Affordable Housing Report authored by Development Victoria dated 29 July 2022, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The report is to be amended to include: a. All reference to the social housing within Building L as being provided "in perpetuity" is to be removed.	the Affordable Housing Report authored by Development Victoria dated 29 July 2022, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. ~~The report is to be amended to include:~~ ~~a. All reference to the social housing within Building L as being provided "in perpetuity" is to be removed.~~	the Affordable Housing Report authored by ~~**Development Victoria dated 29 July 2022**~~ **Local: dated May 2026**, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The report is to be amended to include: (a) **Deleted** **New condition a** (a) **A clear commitment to the delivery of social housing in perpetuity for the use of tenants from the Victorian Housing Register (VHR).**

Affordable Housing – Section 173 Agreement **8.**	Before Building M of Parcel A development is occupied or unless otherwise agreed by the Responsible Authority, the Owner must enter into an Agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 which sets out the terms on which the Owner is required to make a contribution towards affordable housing in relation to Building M, to the satisfaction of the Responsible Authority. This may include a staged contribution, subject to the satisfaction of the Responsible Authority. The section 173 Agreement must be generally in accordance with key requirements outlined within the Affordable Housing Report as it relates to Building M prepared by Development Victoria and dated 29 July 2022, or as otherwise agreed by the Responsible Authority	Before Building M of Parcel A development is occupied or unless otherwise agreed by the Responsible Authority, the Owner must enter into an Agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 which sets out the terms on which the Owner is required to make a contribution towards affordable housing ~~in relation to Building M,~~ to the satisfaction of the Responsible Authority. This may include a staged contribution, subject to the satisfaction of the Responsible Authority. The section 173 Agreement must be generally in accordance with key requirements outlined within the Affordable Housing Report ~~as it relates to Building M~~ prepared by Development Victoria and dated 29 July 2022,	Before **~~Building M of~~ the** Parcel A development is occupied or unless otherwise agreed by the Responsible Authority, the Owner must enter into an Agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 which sets out the terms on which the Owner is required to make a contribution towards affordable housing, to the satisfaction of the Responsible Authority. This may include a staged contribution, subject to the satisfaction of the Responsible Authority. The section 173 Agreement must be generally in accordance with key requirements outlined within the Affordable Housing Report prepared by **~~Development Victoria and dated 29 July 2022,~~ Local: dated May 2026** or as

		or as otherwise agreed by the Responsible Authority	otherwise agreed by the Responsible Authority
Landscape Plan **10.**	In conjunction with the submission of development plans under Condition 1, a Landscape Plan generally in accordance with the Landscape Report prepared by Rush Wright Rev 4 dated 14 October 2022 to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit.	In conjunction with the submission of development plans under Condition 1, a Landscape Plan generally in accordance with the Landscape Report prepared by Rush Wright Rev 4 dated 14 October 2022 to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit.	In conjunction with the submission of development plans under Condition 1, a Landscape Plan generally in accordance with the Landscape Report prepared by ~~Rush Wright Rev 4 dated 14 October 2022~~ **TCL Landscape Architects dated 8th May 2026 (Revision 02)** to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit.
Sustainable Management Plan **14.**	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	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	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 Sustainability Management Plan (SMP) prepared and authored by Lucid and dated 23 June 2022 but modified to show: a. A note outlining that vehicle spaces in Building L and Building M are capable of accommodating EV charge points as appropriate. b. Provide updated daylight modelling for modified apartment layouts shown on plans submitted for endorsement. c. Provision of mechanical ventilation to Building L apartments, where required. The mechanical ventilation solution must include, but not be limited to the following: *i.* Mechanical ventilation to the kitchen, bathroom, laundry and bedrooms of each dwelling. *ii.* Specification of a minimum run-on-time for bathroom and laundry	part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainability Management Plan (SMP) prepared and authored by Lucid and dated 23 June 2022 but modified to show: ~~a. A note outlining that vehicle spaces in Building L and Building M are capable of accommodating EV charge points as appropriate.~~ ~~b. Provide updated daylight modelling for modified apartment layouts shown on plans submitted for endorsement.~~ ~~c. Provision of mechanical ventilation to Building L apartments, where required. The mechanical ventilation solution must include, but not be limited to the following:~~ ~~i. Mechanical ventilation to the kitchen, bathroom, laundry and bedrooms of each dwelling.~~	part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainability Management Plan (SMP) prepared and authored by Lucid and dated ~~23 June 2022~~ **8 May 2026** but modified to show: **a. Deleted** **b. Deleted** **c. Deleted**

		exhausts. *iii.* Ensure the ventilation design (including any louvres in the external building façade) aligns with the recommendation of the amended Acoustic Report to achieve the required acoustic performance for the non-glazed building façade.	~~ii. Specification of a minimum run-on-time for bathroom and laundry exhausts.~~ ~~iii. Ensure the ventilation design (including any louvres in the external building façade) aligns with the recommendation of the amended Acoustic Report to achieve the required acoustic performance for the non-glazed building façade.~~	**New conditions a. to d.** **a. A note confirming that vehicle spaces are capable of accommodating EV charge points.** **b. Clarify whether residual electricity demands will be supplied through a 100% Green Power contract for a minimum 10-year period.** **c. Provision of mechanical ventilation where required.** **d. Updated daylight modelling for modified apartment layouts shown on plans submitted for endorsement**

Wind Report **17.**	In conjunction with the Public Realm Plan, the Wind Assessment Report generally in accordance with the Wind Assessment prepared by Mel Consulting Report 27-22-WT-ENV-00 dated April 2022 should be submitted to the satisfaction of the Responsible Authority.	In conjunction with the Public Realm Plan, the Wind Assessment Report generally in accordance with the Wind Assessment prepared by Mel Consulting Report 27-22-WT-ENV-00 dated April 2022 should be submitted to the satisfaction of the Responsible Authority.	In conjunction with the Public Realm Plan, the Wind Assessment Report generally in accordance with the Wind Assessment prepared by Mel Consulting Report 27-22-WT-ENV-00 dated April 2022 should be submitted to the satisfaction of the Responsible Authority. **Adopted as is, as the updated Wind Assessment Report will need to be peer reviewed by an independent consultant engaged by the DTP before the condition can be adopted and implemented.**

Acoustic Report **19.**	In conjunction with the submission of development plans under Condition 1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must be generally in accordance with the acoustic report prepared and authored by Stantec Australia Pty. Ltd. And dated 25 May 2022, but further modified to assess and include the following: a. Confirmation to be provided that the design criteria are proposed to be met in unfurnished rooms, in accordance with the BADS requirements. b. Confirm background noise measurements for zoning levels and corresponding noise limits. c. Confirm that the mechanical ventilation	In conjunction with the submission of development plans under Condition 1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must be generally in accordance with the acoustic report prepared and authored by Stantec Australia Pty. Ltd. And dated 25 May 2022, but further modified to assess and include the following: a. Confirmation to be provided that the design criteria are proposed to be met in unfurnished rooms, in accordance with the BADS requirements. b. Confirm background noise measurements for zoning levels and corresponding noise limits. ~~c. Confirm that the~~	In conjunction with the submission of development plans under Condition 1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must be generally in accordance with the acoustic report prepared and authored by Stantec Australia Pty. Ltd. And dated 25 May 2022, but further modified to assess and include the following: a. Confirmation to be provided that the design criteria are proposed to be met in unfurnished rooms, in accordance with the BADS requirements. b. Confirm background noise measurements for zoning levels and corresponding noise limits. c. **Deleted**

	strategy (including any louvres in the external building façade) nominated in the Sustainability Management Plan will achieve the required acoustic performance for the non-glazed building façade. d. Recommend noise attenuation works to the indoor communal area in Building L at level 1 to mitigate noise impact from the communal spaces to adjoining apartments.	~~mechanical ventilation strategy (including any louvres in the external building façade) nominated in the Sustainability Management Plan will achieve the required acoustic performance for the non-glazed building façade.~~ ~~d. Recommend noise attenuation works to the indoor communal area in Building L at level 1 to mitigate noise impact from the communal spaces to adjoining apartments.~~	**Adopted with updated deleted changes, noting that the updated Acoustic Report will need to be peer reviewed by an independent consultant engaged by the DTP before the condition can be adopted and implemented.**
Waste Management Plan **23.**	In conjunction with the submission of development plans under Condition 1, 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	In conjunction with the submission of development plans under Condition 1, 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	In conjunction with the submission of development plans under Condition 1, 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 25 July 2022 but modified to address: a. Assess the proposal as amended under Condition 1 and its requirements. b. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority. c. Specify the method of collection for waste from the relocated bin store at Building L.	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 25 July 2022 but modified to address: a. Assess the proposal as amended under Condition 1 and its requirements. b. ~~The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.~~ c. ~~Specify the method of~~	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 ~~25 July 2022~~ **8 May 2026** but modified to address: **New condition a. ii and ii. requirements.** **a.** Assess the proposal as amended under Condition 1 and its requirements **with further details relating to Building B regarding:** **i. bin transfer arrangements; and** **ii. Loading dock capacity for waste operations.** **b. Deleted** **c. Deleted**

			~~collection for waste from the relocated bin store at Building L.~~	**New Condition b. requirement.** **b. Specify that Council does not provide a hard waste drop-off service or operates a transfer station.**	

Public Realm Plan **25.**	Before the occupation of the development approved by this permit, or a later date as agreed in writing with the Responsible Authority, a public realm plan must be prepared and approved, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority. The Public Realm Plan must provide detailed designs for all parks, plazas, footpaths and roads interfacing with the subject site, including Gore Street, Alexandra Parade footpath, Southern Access Road and George Street interfaces, including (where relevant): a. Detailed layout plan indicating all existing and proposed features and surface levels. b. Longitudinal sections along the property boundary, back of kerb and invert of the channel. c. Cross sections from property boundary to property boundary at 5 metre intervals indicating	Before the occupation of the development approved by this permit, or a later date as agreed in writing with the Responsible Authority, a public realm plan must be prepared and approved, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority. The Public Realm Plan must provide detailed designs for all parks, plazas, footpaths and roads interfacing with the subject site, including Gore Street, Alexandra Parade footpath, Southern Access Road and George Street interfaces, including (where relevant): a. Detailed layout plan indicating all existing and proposed features and surface levels. b. Longitudinal sections along the property boundary, back of kerb and invert of the channel. c. Cross sections from property boundary to property boundary at 5 metre ntervals indicating	Before the **commencement** ~~**occupation**~~ of the development approved by this permit, or a later date as agreed in writing with the Responsible Authority, a public realm plan must be prepared and approved, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority. The Public Realm Plan must provide detailed designs for all parks, plazas, footpaths and roads interfacing with the subject site, including Gore Street, Alexandra Parade footpath, Southern Access Road and George Street interfaces, including (where relevant): a. Detailed layout plan indicating all existing and proposed features and surface levels. b. Longitudinal sections along the property boundary, back of kerb and invert of the channel. c. Cross sections from property boundary to property boundary at 5

		existing and proposed levels at changes in grade. d. Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details. e. Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type. f. Public lighting plan. g. Signage and line marking plan. h. Distinct delineation between public and private land along all interfaces. i. Location of all private aspects / infrastructure within the private property boundary and not within the public road reserve. j. Details of the 1.5-metre-high solid screen in the junction between the Southern Access Road and Southern Gore Street extension to meet the wind mitigation measures	existing and proposed levels at changes in grade. d. Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details. e. Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type. f. Public lighting plan. g. Signage and line marking plan. h. Distinct delineation between public and private land along all interfaces. i. Location of all private aspects / infrastructure within the private property boundary and not within the public road reserve. ~~j. Details of the 1.5-metre-high solid screen in the~~	metre intervals indicating existing and proposed levels at changes in grade. d. Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details. e. Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type. f. Public lighting plan. g. Signage and line marking plan. h. Distinct delineation between public and private land along all interfaces. i. Location of all private aspects / infrastructure within the private property boundary and not within the public road reserve. **j. Deleted and replaced with Condition j. to o.:**

		detailed in the Wind Impact Assessment prepared and authored by MEL Consultants titled Environmental Wind Speed Measurements dated April 2022.	~~junction between the Southern Access Road and Southern Gore Street extension to meet the wind mitigation measures detailed in the Wind Impact Assessment prepared and authored by MEL Consultants titled Environmental Wind Speed Measurements dated April 2022.~~	**j. The footpaths along Alexandra Parade and Gore Street frontages reconstructed in asphalt to achieve DDA-compliant grades and drainage away from the building line toward the kerb/channel.** **k. Any level adjustments required to achieve DDA compliance must occur within the private title boundary.** **l. Detailed design drawings for public realm/footpath works, including longitudinal sections, cross sections at 5 m intervals, existing/proposed levels and grade changes** **m. Clarification of an discrepancies between existing and proposed levels at the basement/loading dock entrance and reassurance that external public realm levels are not altered**

				unless approved by Council. n. Clarification of how the substation will be accessed and ensure access arrangements do not protrude into the Southern Access Road. o. Provision of cross sections at all access points/frontages, extending 1 m into private property and 1 m into the external public area, showing existing/proposed levels and grades. **Adopted with updated deleted changes and further requested changes to be adopted by Council's development engineers, noting that no updated public realm plan has been provided to Council for further review as part of the current application before Council.**

New Office Hours – Condition 50			**Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between 8am - 8pm, Monday to Friday.**



Section 72 Amendment - PA2201764

Wurundjeri Country
Fitzroy Gasworks – Parcel A (111Queens Parade, Fitzroy North)

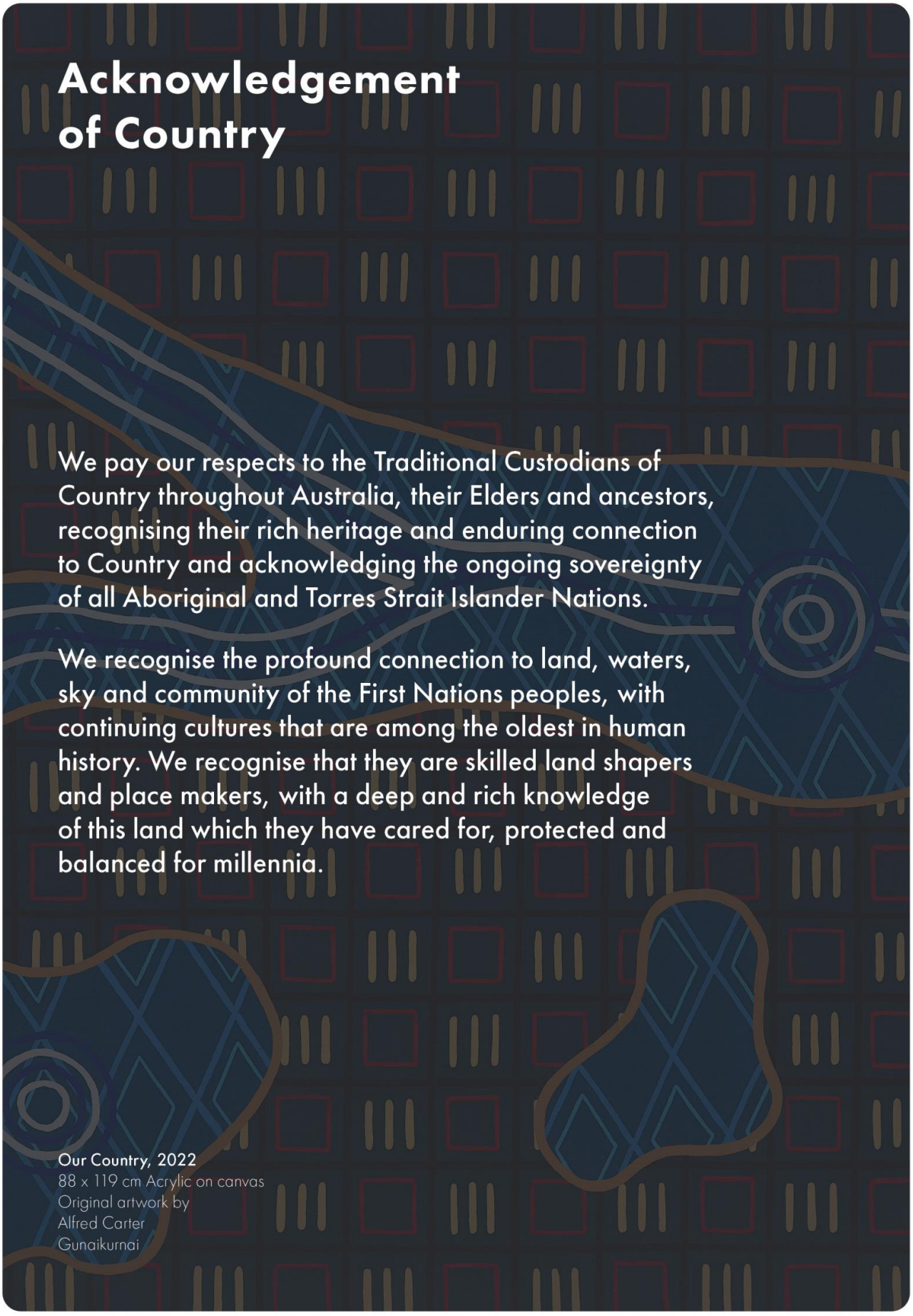
Prepared for Local: Residential

Tract
Wurundjeri Country
Level 6, 6 Riverside Quay, Southbank VIC 3006
(03) 9429 6133
www.tract.com.au
25 May 2026

Acknowledgement of Country

We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.



Our Country, 2022
88 x 119 cm Acrylic on canvas
Original artwork by
Alfred Carter
Gunaikurnai

Overview

Applicant / Owner	Local: Residential
Address	Parcel A 111Queens Parade, Fitzroy North
Lot Description	Crown Allotment 2025 Title Plan Volume No. 11831 and Folio No. 313.
Easements/Restrictions	Crown reservation which retains ownership of all minerals and petroleum in favour of the State.
Lot Size	0.62 Ha
Planning Scheme	Yarra Planning Scheme
Responsible Authority	Minister for Planning

Permit Application Details

Description of Proposal	Section 72 Amendment to Planning Permit No. PA2201764	
Additional Permit Requirements (above existing Permit approval)	Clause 32.04-2 (MUZ)	Use of land for office.
	Clause 32.04-10 (MUZ)	To construct a building or construct or carry out works for a Section 2 Use (office).

Relevant Planning Provisions

Zone	Mixed Use Zone (MUZ)
Overlays	Design and Development Overlay – Schedule 2 (DDO2) Development Plan Overlay – Schedule 16 (DPO16) Special Building Overlay (SBO) Environmental Audit Overlay (EAO) Heritage Overlay – Schedule 211 (HO211) Development Contributions Plan Overlay - Schedule 1 (DCPO1) Special Control Overlay – Schedule 4 (SCO4)
Particular Provisions	Clause 52.06 – Car Parking Clause 52.29 – Land Adjacent to the Principal Road Network Clause 52.34 – Bicycle Facilities Clause 58 – Apartment Developments
Aboriginal Cultural Heritage	Not Applicable

Principal Public Transport Network (PPTN) Area	Yes
Bushfire Prone Area	Not Applicable

Quality Assurance

Planning Report

Section 72 Amendment - PA2201764
Wurundjeri Country
Fitzroy Gasworks – Parcel A (111Queens Parade, Fitzroy North)

Project Number

325-0266-00-P-03

Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
00	25/05/2026	Planning Permit Application	NC	PL	PL

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1 Introduction

This report has been prepared by Tract upon the instructions of **Local: Residential** (the 'Applicant').

The purpose of the report is to accompany a Section 72 Amendment application to amend Planning Permit No. PA2201764 (the 'Permit') which applies to Parcel A of the Fitzroy Gasworks (FGW) Precinct at 111 Queens Parade, Fitzroy North ("Site").

The proposal seeks to amend the existing Permit to enable a more holistic, coordinated and high-quality redevelopment of Parcel A. The amended proposal will deliver a more refined, integrated and design led outcome while retaining the remaining consistent with the overarching planning vision for the FGW Precinct and the approved Development Plan (DP).

The Applicant has assembled a highly experienced project team and undertaken extensive pre-application engagement with the Department of Transport and Planning's (DTP) Development Assessment Team to ensure a well-considered and responsive scheme.

The Applicant and project team are pleased to present a revised proposal that delivers a broad range of benefits for both the Site and the wider Precinct, while maintaining strong alignment with the FGW Development Plan. Key elements of the proposal include:

- The delivery of approximately 33% of dwellings as affordable housing, representing a significant and meaningful contribution to housing diversity within the Precinct.
- A development comprising two predominantly Build-to-Rent (BTR) residential buildings (Buildings A and B), incorporating active ground floor cafe and commercial uses. These buildings are organised around a centrally located, publicly accessible courtyard and include the sensitive retention and integration of the existing Valve House.
- A strong emphasis on high-quality residential amenity and community focused outcomes. A network of generous communal and outdoor spaces is distributed throughout the Site, designed to be shared across the development and to support a diverse range of households while fostering a strong sense of community.
- An architectural approach conceived as a "village of buildings", unified by consistent design principles, while allowing for variation in massing, materiality and tonal expression. This creates a cohesive yet varied built form that responds thoughtfully to its surrounding context and establishes a clear architectural identity.

Overall, the amended proposal represents a substantive improvement on the approved scheme and achieves a well-balanced planning and design outcome.

Accordingly, it is recommended that the DTP support the proposal and ultimately recommend that the Minister for Planning (the 'Minister') issue an amended Permit for the development.

1.1 Permit Requirements

The Permit currently allows:

> *"Use of the land for a food and drinks premises (café); construct a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay; construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay; reduction in the car parking requirements; and create or alter access to a road in a Transport Zone 2, in accordance with the endorsed plans".*

Under the *Yarra Planning Scheme* ("**Planning Scheme**"), an additional planning permit is triggered for the revised scheme:

Planning scheme clause	Matter for which the permit has been granted
Clause 32.04-2 (MUZ)	Use of land for office.
Clause 32.04-10 (MUZ)	To construct a building or construct or carry out works for a Section 2 Use (office)

1.2 Project Team

- **Architect** – Fender Katsalidis Architects (FKA)
- **Landscape Architects** – TCL
- **Town Planning** – Tract
- **Traffic and Waste** – OneMileGrid (OMG)
- **Arborist** – Arbkey
- **Sustainability** – Lucid
- **Wind** – MEL Consultants
- **Acoustic** – Stantec
- **Stormwater** – MCG Consult
- **Environmental** – Bluesphere

1.3 Application Documents

- Architectural Plans, FKA, 8 May 2026, [Revision A]
- Urban Context Report, FKA, May 2026, [Revision 1]
- Façade Strategy, FKA, May 2026, [Revision 1]
- Landscape Plan, TCL, 8 May 2026, [Revision 2]
- Tree Management Plan, Arbkey, 8 May 2026, [Revision 3]
- Sustainability Management Plan (SMP), Lucid, 8 May 2026, [Revision 3]
- Wind Report, MEL Consultants, 13 May 2026, [Revision 1]
- Acoustic Report, Stantec, 8 May 2026, [Revision P03]
- Transport Impact Assessment (TIA), OMG, 8 May 2026, [Revision 1]
- Waste Management Plan (WMP), OMG, 8 May 2026, [Revision 1]
- Affordable Housing Report, Local, May 2026, [Revision 1]
- Statement of Environmental Audit, BlueSphere, 2024, [Revision 1]

This report has only considered those documents explicitly referenced throughout the document.

1.4 Fitzroy Gasworks History & Background

1.4.1 Urban Renewal Background

The FGW Precinct has a long industrial history, originally operating as a gas production and storage facility from the mid-19th century through to the early 20th century. Following the discontinuation of gas operations, the precinct continued to accommodate various industrial and ancillary uses until the 1970s.

The broader FGW Precinct forms part of a major State Government-led urban renewal initiative being delivered by Development Victoria (DV). In conjunction with the rezoning of the FGW Precinct via Amendment C243yara, a comprehensive DP was prepared and approved in September 2022 to guide the future redevelopment of the land and establish a clear planning and design framework.

The Minister is the responsible authority for all planning permit applications associated with the precinct. Accordingly, all applications are lodged with and assessed by the DTP.

The DP facilitates the delivery of approximately 1,200 dwellings, including a minimum of 20% affordable housing, alongside new community infrastructure, public open space and the retention and adaptive reuse of the heritage significant Valve House.

Parcel A represents the final residential component within the broader precinct and will complete the residential vision and overall urban renewal outcome for the FGW Precinct.



Figure 1 – FGW DP Staging Plan

1.4.2 Planning Permit History

On 29 November 2022, Permit No. PA2201764 was issued by the Minister for Parcel A of the FGW DP, and allows for:

> *"Use of the land for a food and drinks premises (café); construct a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay; construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay; reduction in the car parking requirements; and create or alter access to a road in a Transport Zone 2, in accordance with the endorsed plans".*

Specifically, the proposal comprised the following key elements:

- The construction of two 10 storey mixed-use buildings accommodating a total of 358 dwellings, including 120 social housing units and 71 affordable build-to-rent (BTR) apartments;
- The provision of approximately 1,233 sqm of publicly accessible courtyard open space

- A total of 232 onsite car parking spaces
- A mix of retail uses and commercial office tenancies
- Approval for the delivery of the Gore Street extension, providing a new road connection from Alexandra Parade.

An extension of time for commencement was granted on 15 October 2025, extending the commencement date to 29 November 2027.



Figure 2 – Original Parcel A Scheme Artist Impression (ARM Architecture)

1.4.3 Development Partner Selection

At the time the Permit for Parcel A was issued, the project was intended to be delivered by DV, subject to the securing of government funding for the proposed social housing component.

DV subsequently reached out to development partners to leverage private sector expertise and capital to transform the precinct. Local was subsequently selected as the preferred development partner for Parcel A following a competitive procurement process undertaken by DV.

This process involved potential proponents demonstrating capability in delivering inner urban residential projects and achieving high-quality urban design and affordable housing outcomes. The proponents were required to provide proposals that were then assessed against a range of criteria, including alignment with the approved DP, design excellence, delivery capability, financial capacity and ability to meet affordable housing targets.

Under this delivery arrangement, Local is responsible for securing planning approval as well as the ultimate delivery and construction of the project.

1.5 Pre-Application Engagement

1.5.1 DTP

Two pre-application meetings have been held with the DTP on 5 February 2026 and 21 April 2026, in relation to the proposal.

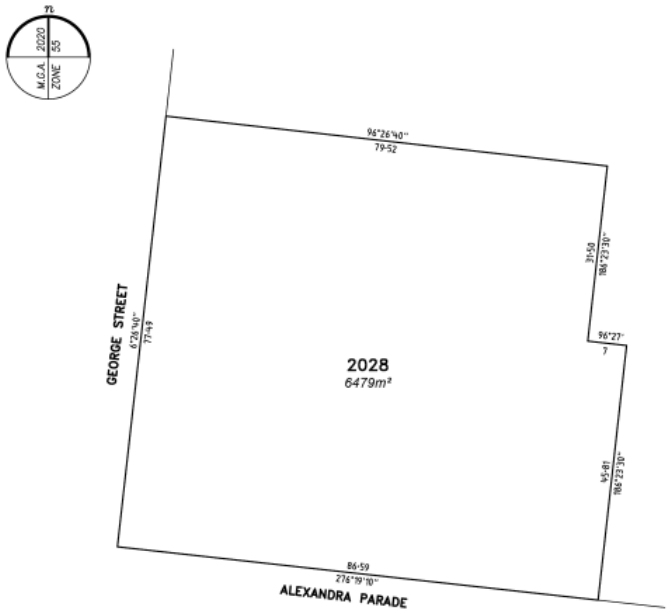
Following these meetings the design has been reviewed and refined to respond to this feedback, with further consideration given to built form transitions, presentation to the Alexandra Parade frontage as well as secondary interfaces and overall architectural expression to align with DTP's advice and the objectives of the FGW DP.

2 Site & Surrounds

2.1 Title Particulars (Subject Land)

The Site is located at 111 Queens Parade, Fitzroy North also known as Parcel A of the FGW DP, and formally described as Crown Allotment 2028 at North Fitzroy Parish of Jika Jika.

Title Plan 97131327K which applies to the Site is affected by a Crown reservation which retains ownership of all minerals and petroleum in favour of the State. The reservation also provides the Crown or its authorised licence holders, with rights to access the land for the purposes of exploration, extraction and associated infrastructure. These rights include the ability to undertake works and, if required, resume the land for mining purposes, subject to statutory requirements and compensation provisions – this is detailed in Figure 3.



RESERVATIONS EXCEPTIONS CONDITIONS AND POWERS

The reservation to the Crown of:

- any minerals as defined in the *Mineral Resources (Sustainable Development) Act 1990* and petroleum as defined in the *Petroleum Act 1998* (the "reserved minerals");
- rights of access to any part of the land to search and obtain the reserved minerals; and
- rights of access to any part of the land for pipelines, works and other purposes necessary to obtain and convey the reserved minerals on and from the land;

The right to resume the said land for mining purposes under Section 205 of the *Land Act 1958*; and

The right of a licensee under the *Mineral Resources (Sustainable Development) Act 1990* or any corresponding previous enactment, to enter on the land and do work, within the meaning of that Act, and to erect and occupy mining plant or machinery on the land, in the same manner and under the same conditions and provisions as such licensee currently has on Crown land, provided compensation is paid under Part 8 of that Act for surface damage to the lands.

Figure 3 – Extract of Title Plan 97131327K

2.2 FGW Precinct Context

The broader FGW Precinct is located within Melbourne's inner north, approximately 3km north-east of the Melbourne Central Business District. The precinct occupies a strategically positioned site within an established urban area, characterised by strong connectivity to the central city, nearby activity centres and public transport networks.

The Precinct is an island site, with no shared boundaries to privately owned land. It has frontages to Queens Parade, Smith Street, Alexandra Parade and George Street.

The surrounding context is predominantly defined by established residential neighbourhoods, interspersed with local centres, community infrastructure and pockets of employment and institutional uses. Built form within the surrounding area is varied, ranging from low-scale heritage dwellings and traditional subdivision patterns to more recent medium and higher-density residential and mixed-use development along key corridors. This diversity reflects the area's ongoing evolution and growing role in accommodating urban intensification within an inner city setting. This transition reflects the influence of the Smith Street Major Activity Centre, located to the south of Alexandra Parade as well as the Queens Parade Neighbourhood Activity Centre.

The Precinct contains a number of existing and approved developments, which contribute to the evolving built form and provide important context for the assessment of the current proposal. A summary of the existing and approved developments within the Precinct is provided in Table 1, and additional context graphics provided in Figure 4, Figure 5 and Figure 6 below.

Table 1 – FGW Development Context

Item	Wurun Senior Campus	Bundha Sports Centre	Parcel B	Parcel C
Land Address	111 Queens Parade, Fitzroy North	111 Queens Parade, Fitzroy North	1/433 Smith Street, Fitzroy North	1/433 Smith Street, Fitzroy North
Development	The Wurun Senior Campus is a vertical school for 650 students.	The Bundha Sports Centre is a multi-purpose indoor sports centre with community facilities.	A mixed-use development comprising five buildings, predominantly residential, with retail and office uses, including a supermarket.	A mixed-use development comprising six buildings and retail premises.
Maximum Height	6 storeys	4 storeys	Up to 14 storeys	Up to 14 storeys
Land Uses (Approx)	Secondary School	Sports and recreation and community facility	• Dwellings: 513 • Shop/F&B: 1,329 sqm • Supermarket: 3,163sqm • Office: 158sqm	• Dwellings: 539 • Shop/F&B: 721 sqm • Commercial/Office: 658sqm
Current Status	Completed	Completed	Permit Approved (Dec 2025). Construction anticipated to commence in April 2026.	Permit Approved (Dec 2025). Construction anticipated to commence in Mid-2027.



Figure 4 – FGW Development Context (noting Parcel A in this image provides the outline of the existing planning approval).



Figure 5 – Parcel B and C Approvals (Artist Impression Only)

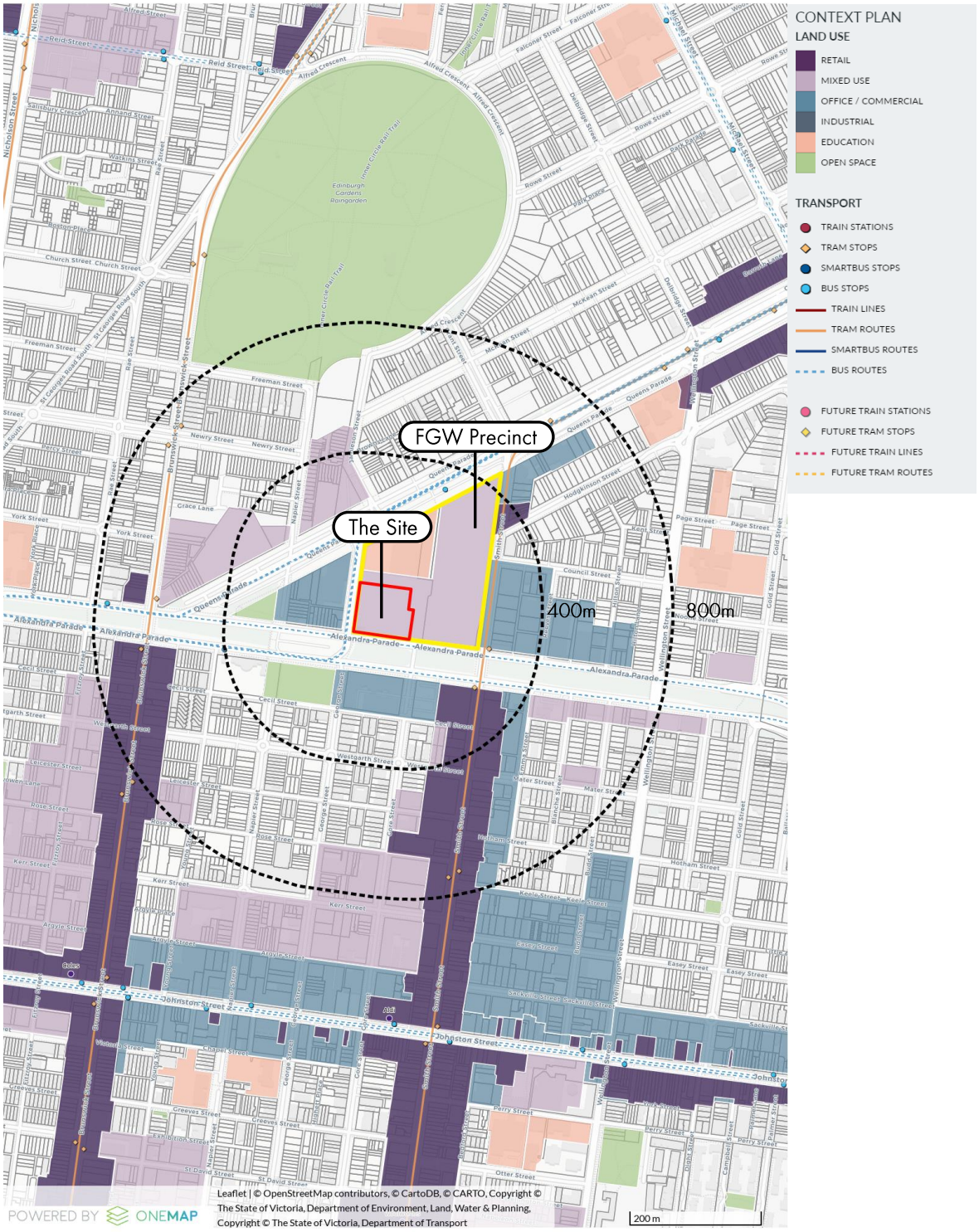


Figure 6 – Site Context Plan

2.3 Site Analysis

Parcel A is located at the south-western corner of the Precinct. The overall site is slightly irregular in shape and has an area of approximately 0.62 Ha.

Parcel A is bounded by Alexandra Parade along its southern boundary (87m), George Street to the west (77.5m), the future Gore Street extension to the east (approximately 84m), and future east-west connector road / public realm to the north (79.5m).

It is noted that public realm works to the north and east (within Gore Street) is being addressed and coordinated by DV.

Buildings & Development

The Site has been substantially cleared of former buildings and structures as part of earlier remediation works, with the exception of the existing Valve House.

The Valve House is a remnant element of the Site's former gasworks infrastructure and is subject to heritage planning controls under the Heritage Overlay – Schedule 211 (HO211).

The Valve House exhibits a utilitarian industrial character, expressed through its modest scale, simple form and robust construction. Its significance is primarily contextual contributing to the understanding of the historical operation of the FGW Precinct rather than representing a highly articulated architectural structure.

Topography & Vegetation

The Site is generally flat, with minimal changes in level across its extent and has been substantially cleared of vegetation. Existing vegetation is limited to three (3) established Dutch Elm (*'Ulmus xhollandica'*) street trees located within the Alexandra Parade Road reserve, which are proposed to be retained as part of the proposal.

Refer to the Tree Management Plan prepared by Arbkey for further details.

2.4 Site Interfaces

The Site has the following direct interfaces:

- **North** – To the north of the Site is a future east-west connector road and public realm corridor, incorporating pedestrian connections that are proposed to be delivered as part of broader Precinct redevelopment by DV. Directly opposite the Site is the Wurun Senior Campus, with Parcel C located to the north-east, as described above.

  Beyond that is Queens Parade, a dual carriageway road reserve accommodating a tram corridor and located within the Transport Zone 2 (TRZ2). Land beyond Queens Parade is predominantly residential in nature and is zoned for neighbourhood residential (NRZ), general residential (GRZ) and mixed use (MUZ) purposes.
- **East** – To the east of the Site is the future north-south extension of Gore Street being delivered by DV. The northern section of this public realm has already been constructed. Directly opposite Gore Street is Parcel B, as described above.

  Beyond Parcel B is Smith Street, a local road with a dual carriageway, surrounded by a diverse mix of uses accommodated within the Commercial 1 Zone (C1Z), Commercial 2 Zone (C2Z) and NRZ.
- **South** – To the south, the Site is bounded by Alexandra Parade, a major arterial road that forms an important east-west transport corridor within the TRZ2. The road is characterised by a wide road reserve accommodating multiple traffic lanes in each direction, on-road cycling facilities, a broad central median and generous pedestrian footpaths on both sides.

  Land beyond Alexandra Parade comprises a mix of land uses, reflecting the transitional character of the surrounding area.
- **West** – To the west of the site is George Street, a local road accommodating multiple traffic lanes, with three lanes operating in one direction and a single lane operating in the opposite direction. Land located beyond George Street is zoned C1Z and is characterised by a mix of low-scale development, comprising predominantly single and double storey commercial and residential uses.

Refer to **Figure 7** for existing site conditions and site interfaces.



Figure 7 – Parcel A Aerial Plan

3 Proposal

This section should be read in conjunction with the Architectural Plans (2026) and Urban Context Report (2026) prepared by Fender Katsalidis Architects (FKA).

3.1 Overview

In summary, the proposal seeks to amend the existing Permit to facilitate a more holistic, coordinated and high-quality redevelopment of Parcel A. While the amended proposal retains the general built form principles previously approved and is consistent with the planning vision for the FGW Precinct, it delivers a more refined and integrated development outcome that more directly references the architectural language and materiality of its Fitzroy and Collingwood environs.



Figure 8 – Artist Render of the southern elevation of Building B from Alexandra Parade (FKA)

Key features of the amendment include:

- Provision of generous communal open spaces that enhance residential amenity and support social interaction, health and wellbeing.
- Delivery of substantial publicly accessible open space, contributing positively to the broader public realm and providing benefits beyond the site boundary.
- Carefully articulated built form, incorporating graduated building heights and active, human scaled street interfaces, with building forms designed to prioritise sunlight access and minimise overshadowing of the central courtyard.
- Integrated precinct connections, including a new diagonal pedestrian link through the site to improve permeability and strengthen connectivity within the wider FGW Precinct with clearer sight lines and more generous dimensions.

- Creation of a cohesive internal street environment, featuring generous footpaths, clearly legible building entrances and a strong sense of address.
- High levels of activation at ground level, with active uses and passive surveillance supporting a safe, welcoming and engaging environment adjoining public and communal spaces.
- Retention and sensitive integration of the Valve House, maintaining its legibility and acknowledging the Site's historical and infrastructural significance.
- Multi-storey development across two buildings, comprising:
  - Building A: A part 3, part 8 and part 10 storey mixed-use development located in the northern and western portions of the site.
  - Building B: A part 2, 5, 13 and 14 storey mixed-use development located in the southern and eastern portions of the site.
- An urban structure centred around a publicly accessible central courtyard.
- An integrated landscape strategy, achieving:
  - A total deep soil on structure equivalent to 17% of the site area; and
  - A canopy cover target of 17% of the site area.
- An environmentally sustainable design response targeting a minimum 5 Star Green Star rating.
- Provision of 399 apartments in a range of typologies and layouts, 33% of which will be provided as affordable housing in a proportional mix of apartment typologies.
- Provision of 128 car parking spaces, including 5% EV ready spaces at completion and infrastructure to support future expansion of EV charging capacity.
- Provision of 576 bicycle parking spaces within secure and accessible bicycle storage facilities distributed across the precinct.

3.1.1 Proposed Amendments

When compared with the previous approval, the following amendments are sought and identified in the table below:

	Approved	Proposed
Total GFA	47,998 sqm	41,853 sqm
Total GFA Above Ground	36,568 sqm	35,708 sqm
Apartments	358	399
Studio	65 (18%)	130 (32.6%)
1BR	111 (31%)	149 (37.3%)
2 BR	154 (43%)	102 (25.6%)
3 BR	28 (8%)	18 (4.5%)
Building Height		
Building A	Part 6 and 10 storeys	Part 3, 8 and 10 storeys
Building B	Part 6 and 10 storeys	Part 3, 5, 13 and 14 storeys

Architectural Expression		
Affordable Housing	16%	33%
Residential Amenity	760 sqm	2,638 sqm
Internal	-	1,642 sqm
External	-	996 sqm
Commercial/Retail	522 sqm	330 sqm
Valve House	N/A	Proposed to be adaptively reused to an Art Gallery
Car Parking	232 spaces within two levels of basement	128 spaces within one level of basement
Bikes	660 spaces	576 spaces
Basement Access	Access provided via the Gore Street Extension with loading and servicing via the northern east-west accessway	Single consolidated access and loading via to the northern east-west accessway

3.2 Planning Permit Amendments

The Permit currently allows:

> *"Use of the land for a food and drinks premises (café); construct a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay; construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay; reduction in the car parking requirements; and create or alter access to a road in a Transport Zone 2, in accordance with the endorsed plans".*

Under the *Yarra Planning Scheme* ("**Planning Scheme**"), an additional planning permit is triggered for the revised scheme:

Planning scheme clause	**Matter for which the permit has been granted**
Clause 32.04-2 (MUZ)	Use of land for office.
Clause 32.04-10 (MUZ)	To construct a building or construct or carry out works for a Section 2 Use (office)

A tracked changes version of the proposed amendments to the planning permit conditions is provided in Appendix C.

3.3 Staging

No staging is proposed with the project to be delivered in a single stage.

3.4 Land Use Program

The following tables provide an overview of key metrics for the proposal, residential land uses and to non-residential land uses.

Table 2. Residential proposal metrics

Residential	Building A	Building B
Total Apartments	227	172
Studio	94 (41.4%)	36 (20.9%)
1 Bedroom	89 (39.2%)	60 (34.9%)
2 Bedroom	40 (17.7%)	62 (36.0%)
3 Bedroom	4 (1.8%)	14 (8.1%)
Communal Space (indoor)	315 sqm Residential Lounge 358 sqm Co-working Space 94 sqm Bike Workshop	310 sqm Gym and Wellness Area 116 sqm Games Room 442 sqm Indoor Rooftop Amenity
Communal Space (outdoor)	255 sqm Ground Floor Terraces	720 sqm Roof Top Terrace

Table 3. Non-residential metrics

Non-Residential	Building A	Building B	Valve House
Café (food and drink premises)	159 sqm	-	-
Commercial (office)	-	503 sqm	-
Art Gallery	-	-	145 sqm

3.4.1 Building Program

The land use program for each of the buildings is summarised below.

Shared Basement

- Car parking.
- Waste areas to service both commercial and residential.
- Bicycle storage area.
- 162 residential storage cages.
- Various building services, including fire pump, tank rooms.

Building A

Ground Plane

- 159 sqm café (food and drink premises)
- 315 sqm residential lounge and 355 sqm co-working space.
- Residential lobby.
- Loading, basement entry and site office.
- Dwellings.

Level 1 to 10

- Dwellings.

Building B

Ground Floor

- 503 sqm commercial (office).
- 310 sqm residential gym and wellness, 116 sqm games room and 94 sqm bike workshop.
- Residential lobby.
- Dwellings

Level 1 to 13

- Dwellings

Rooftop

- 720 sqm landscaped rooftop terrace and 442 sqm internal communal space.

Valve House

The Valve House heritage building is proposed to be retained and restored on Site and adaptively reused for the purpose of an Art Gallery with a NLA of circa 145 sqm.

3.5 Development

3.5.1 Massing Response

The proposed amendment includes a refined massing strategy that builds upon the permitted built form and FGW DP to deliver a more coherent, efficient and contextually responsive outcome, while maintaining the intent of the approved development envelope and height framework.

Key design and massing principles include:

- Rationalisation of the approved built form to remove inefficiencies and clarify the overall architectural composition, improving amenity, permeability and visual coherence across the site.
- Articulation of building volumes into smaller, legible components to reduce perceived bulk and allow the development to read as a collection of buildings rather than a single continuous form.
- Adoption of a graduated height strategy that responds to surrounding development, key public spaces and sensitive interfaces, establishing a clear hierarchy across the site.

Building B

Building B (identified as Building L in the DP) has been designed to respond to its prominent interfaces and strategic location within the precinct. Taller built form is concentrated along Alexandra Parade and the Gore Street corner, where the width and scale of the arterial road network can appropriately accommodate increased height. The Gore Street corner aligns with the approved 14 storey development opposite, reinforcing this location as a gateway into the precinct.

From this point, building heights step down progressively to the west and north, providing a sensitive transition toward the Village Heart and the retained valve house. A setback and re-oriented sawtooth roof form accommodates resident amenities and rooftop gardens while moderating the visual impact of upper levels, reducing the extent of taller forms and

improving daylight access to the central courtyard. Variation within the roofscape further reduces apparent scale and contributes to architectural interest when viewed from surrounding streets and public spaces.

Building A

Building A (identified as Building M in the DP) has been designed to respond directly to its surrounding context and local interfaces. An 8 storey northern portion aligns with the approved built form of the adjacent Parcel B, improving solar access to the central open space and providing a more human-scaled interface to the Village Heart.

Along George Street, a consistent 10 storey street wall is maintained, responding to the established scale of nearby educational and recreational uses and supporting a cohesive streetscape outcome. Built form stepping and setbacks are provided around the valve house to create visual and spatial relief, reinforce its heritage presence, and ensure an appropriate transition in scale.

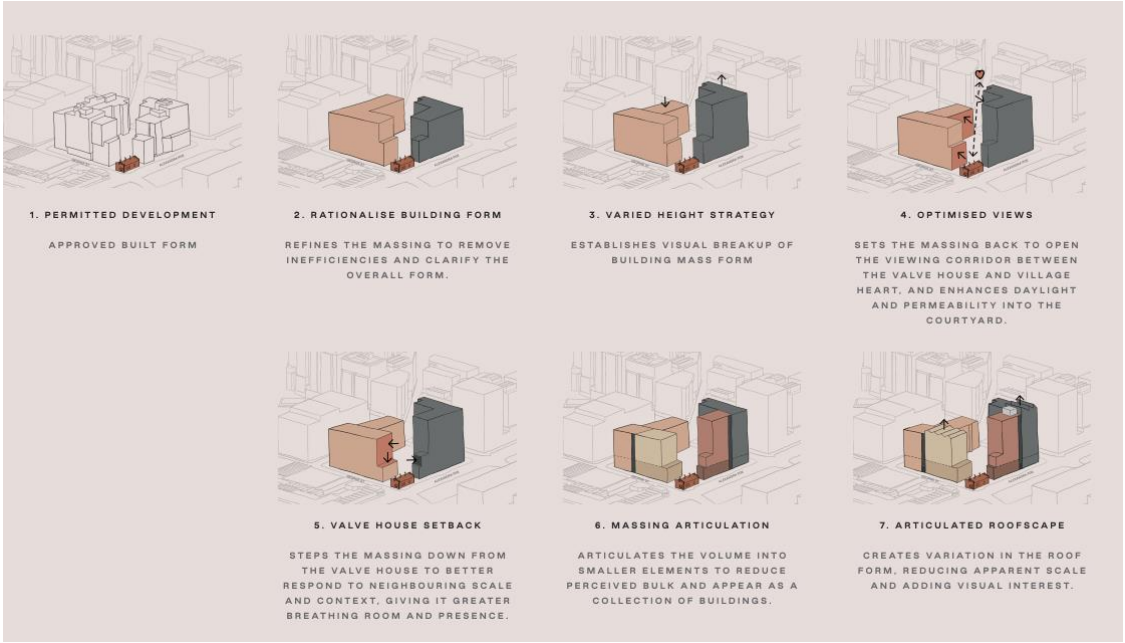


Figure 9 – Proposed Massing response (UCR, FKA)

3.5.2 Building Heights, Street Wall Heights, Setbacks

A summary of the proposed massing arrangements, including building heights, street wall heights and setbacks is provided in the table below.

Built Form Element	Building A	Building B
Number of Storeys	Part 3, 8 and 10 storeys	Part 3, 5, 13 and 14 storeys
Maximum building height	37.8m (10 storeys)	51.5m (14 storeys)

3.5.3 Materials, Finishes and Colours

The design response is strongly informed by the heritage significance of the Fitzroy Valve House, with its materiality and distinct character guiding the redevelopment. The restoration and activation of the Valve House at ground level reinforce its role as a key precinct anchor and contributor to site identity, connections, and a vibrant community-focused environment.

The architectural language and material palette draw from Country, local history, and the Site's industrial legacy, translated into a contemporary yet enduring design. This approach is underpinned by themes of colour, texture, pattern and industry, and guided by principles of robust materiality, timelessness and legibility.

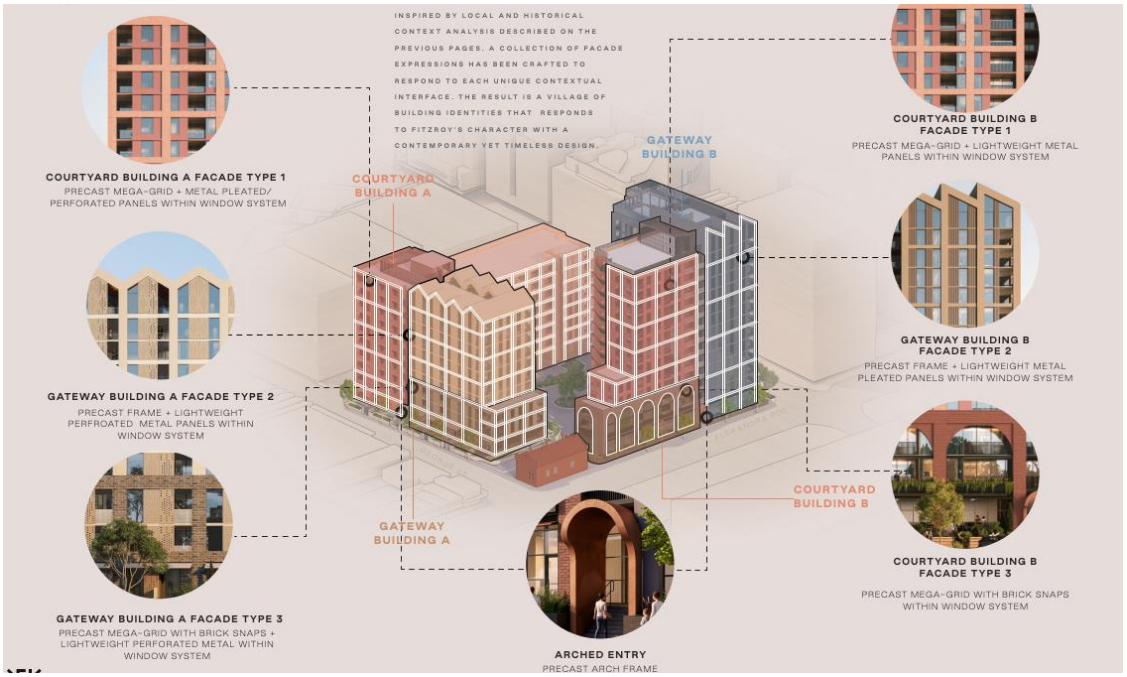


Figure 10 – Proposed Façade Expression (UCR, FKA)

3.6 Public Realm & Landscape Response

This section should be read in conjunction with the Landscape Plans prepared by TCL.

The proposed ground plane layout and landscape design are guided by four key moves. These moves form part of the broader landscape and public realm strategy, and have been developed in response to, and in alignment with, the expectations set out in the DP, including the following:

- *Link – The landscape approach firstly establishes strong connections and views to the Valve House, reinforcing its role as a key heritage focal point within the precinct.*
- *Welcoming – A welcoming central hub is created through integrated seating edges and a sculptural canopy, supporting gathering, interaction, and creative use of the space.*
- *Represent – Cultural narratives of Naarm and the Birrarung are expressed through textured paving, artworks, and canopy elements, embedding meaningful stories of place within the public realm.*
- *Envelope – This is complemented by a surrounding layer of endemic planting, which envelopes the site and contributes to a cohesive, place-responsive landscape character.*

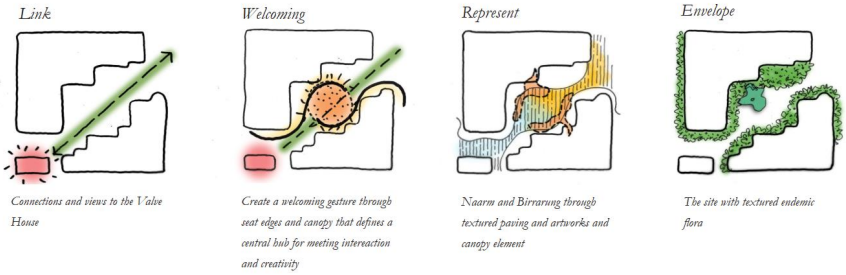


Figure 11 – Key landscape Moves (Landscape Plan, TCL)

Building on the four key moves, the landscape response integrates the following:

- *Clear sightlines to support safety and legibility*
- *Adaptive planting approach that responds to the site's varied microclimates.*
- *Design ensures comfortable and usable spaces throughout the day andseasons*
- *Rich palette of native and Indigenous planting*
- *Strong integration with built form to create seamless transitions*
- *Continuation of landscaped nodes strengthens connections across the precinct*
- *Tree-lined landscape buffers soften edges*
- *Green roofs enhance biodiversity outcomes*
- *Sculptural canopy encourages meandering movement through the site*
- *Creates opportunities to sit, dwell, and engage*
- *Supports cohesive public realm outcomes, including connections to Parcels H and I*

Overall, the proposal achieves the following targets:

- On structure total deep soil area of 17% site area
- Canopy cover target of 17% site area.
- Green Factor score of 0.58.



Figure 12 – Ground Plane Landscape Strategy (Landscape Plan, TCL)

3.7 Affordable Housing

This section should be read in conjunction with the Affordable Housing Report prepared by Local.

The applicant will deliver the project as a purpose-built BTR development, held in single ownership as a long-term investment. The proposal will deliver 33% (rounded) of total dwellings as Affordable Housing, structured across two head leases and managed by Storey Residential. This will contribute to a total of 23% affordable housing across the Gasworks precinct.

- AH 1: 20% of total dwellings, rounded up to the nearest whole dwelling (~80 dwellings on a preliminary design of 399 units), held as Affordable Housing for a minimum of 20 years from the date of occupation of the first dwelling.
- AH 2: The balance of 33% (rounded) (~52 dwellings on a preliminary design of 399 units), held as Affordable Housing for a minimum of 10 years from the date of occupation of the first dwelling.

Dwelling counts will be adjusted to provide 33% (rounded) of the overall dwelling count within the final endorsed design, rounding upward as required.

The proposed apartment mix for the project has been designed to provide a range of tenure-blind typologies suited to different household needs for both Affordable and Market Rental. The overall dwelling mix is consistent with the Affordable Housing dwelling mix outlined in the DP, as per below.

Typology	Total Units	Total Mix	AH 1	AH 2	Total Affordable	% of Affordable	Development Plan
Studios	130	33%	20	13	33	25.0%	Up to 60% 1-bedroom and Studio, no more than approximately 25% of total being studios.
1 Bedroom	149	37%	28	18	146	34.8%	
2 Bedroom	102	26%	30	19	49	37.1%	Up to 60%
3 Bedroom	18	5%	2	2	4	3.0%	Up to 10%
Total	**399**	**100%**	**80**	**52**	**132**	**100%**	

*Table 4 of the Affordable Housing Report – Proposed allocation of dwellings in Parcel A. *Unit counts are based on preliminary designs and subject to change. Total Units and Ave Size include proposed SDA HPS units, which will form part of the 2-bedroom unit allocation.*

3.8 Parking, Access and Waste

This section should be read in conjunction with the TIA and Waste Management Reports prepared by OMG.

The parking, access and waste arrangements for the proposal are set out below.

Access

Vehicle access to the basement is proposed from George Street via the accessway along the northern boundary of the Site. It is noted that this accessway is proposed to be extended further east and is being coordinated with and delivered as part of public realm works by DV.

Access will be restricted to left-in/left-out.

Car and Bicycle Parking

A total of 128 car parking spaces is proposed onsite at the basement level, inclusive of two (2) accessible spaces. It is noted that no staff or visitor spaces are proposed onsite.

A total of 576 bicycle spaces are proposed across the site inclusive of:

- 524 resident spaces within a secure compound within the basement,
- 30 resident visitor and 10 staff spaces within the ground floor bike workshop, and
- 12 commercial visitor spaces within the public realm.

Waste

Waste management will be undertaken by a private contractor, with dedicated residential and commercial bin storage areas provided within the basement. The proposal incorporates a dual-chute system for general waste and recycling, supplemented by separate arrangements for organics and glass.

Waste will be collected and consolidated in basement bin storage areas, with building management responsible for internal handling and transfer to the ground floor loading dock. Collection will occur via a suitably sized waste vehicle accessing the Site from George Street.

3.9 ESD & Stormwater Management

3.9.1 Environmentally Sustainable Design

This section should be read in conjunction with the SMP prepared by Lucid.

The SMP sets out the project's ESD commitments which include but are not limited to:

- A BESS score of 63%
- A certified 5 Star Green Star Buildings (v1) rating
- A minimum NatHERS rating of 6.5 stars for any single apartment
- An average NatHERS rating of at least 7.5 stars across the development
- Total 80kL capacity rainwater tanks for reuse in toilet flushing and irrigation.
- Commitment to install approx. 30kW capacity solar PV panels.
- Best practice water quality performance objectives as demonstrated with MUSIC.

3.9.2 Stormwater Management

This section should be read in conjunction with the SWMP prepared by MCG Consult.

The proposal provides a stormwater management system that meets and exceeds the minimum requirements of the Best Practice Environmental Management Guidelines (BPEMG), having been designed to target Green Star performance ratings. Refer excerpt from Stormwater Management Plan (SWMP) below.

The proposal incorporates water retention, reuse, and treatment measures and also incorporates distributed WSUD elements.

	Unit	Source Load	Residual Load	Reduction %	Target Reduction %	Reduction Target Achieved
Flow	ML/yr	3.204	1.294	59.62	40	YES
Total Suspended Solids, TSS	kg/yr	209.7	31.45	85.00	85	YES
Total Phosphorus, TP	kg/yr	0.2398	0.2398	62.96	65	YES
Total Nitrogen, TN	kg/yr	2.492	2.492	61.96	45	YES
Gross Pollutants	kg/yr	111.2	1.163	98.95	90	YES

Figure 13 – Extract of Stormwater Treatment Train Effectiveness (MCG)

4 Planning Provisions

4.1 Zoning

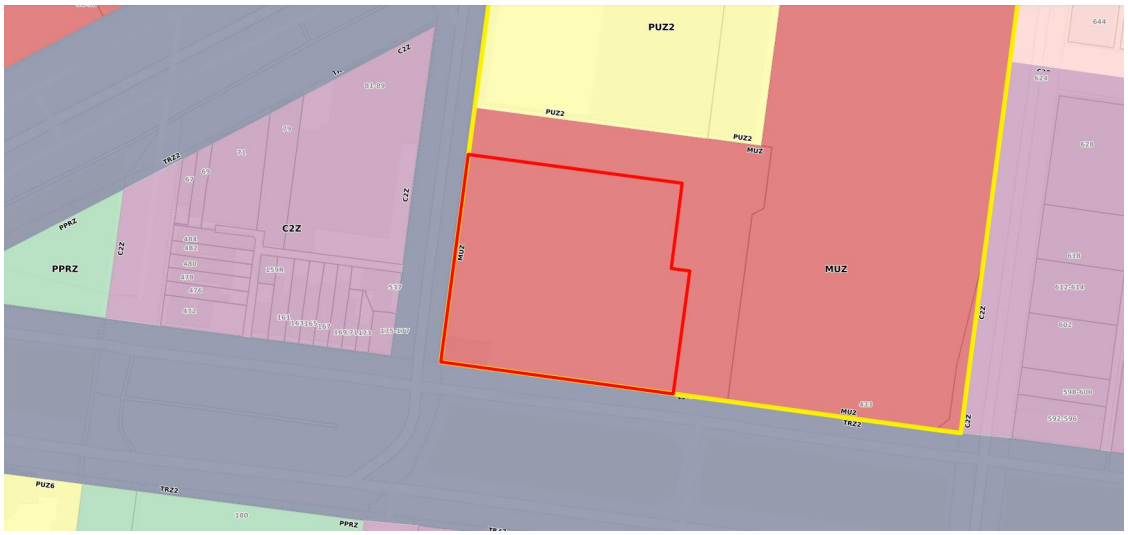


Figure 14 – Zone Plan

Mixed Use Zone

The purpose of the MUZ is to:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
- *To provide for housing at higher densities.*
- *To encourage development that responds to the existing or preferred neighbourhood character of the area.*

Land Use

Pursuant to Clause 32.04-2, land used for a 'Dwelling' and 'Art Gallery' is as-of-right and does not require a permit.

It is noted that the residential amenities, including the gym, co-working space, wellness and lounge areas and the like are ancillary to the primary land use for Dwellings and similarly do not require a permit.

However, a permit is required for the following uses:

- Food and drink premises (159 sqm café within Building A), as the leasable floor area exceeds 150 sqm.
- Office (a total of 502 sqm of commercial tenancies within Building B), as the leasable floor area exceeds 250 sqm.

It is noted that the existing Permit already approves the café use. Accordingly, this amendment seeks approval only for the additional office use.

Buildings and Works

Pursuant to Clause 32.04-7, a permit is required to construct two or more dwellings on a lot.

Pursuant to Clause 32.04-10, a permit is required to construct a building or construct or carry out works for a Section 2 Use.

It is noted that the existing Permit already provides approval for the construction of the dwellings and the café. Accordingly, the introduction of the office use triggers an additional building and works permit requirement for a section 2 use.

Clause 58

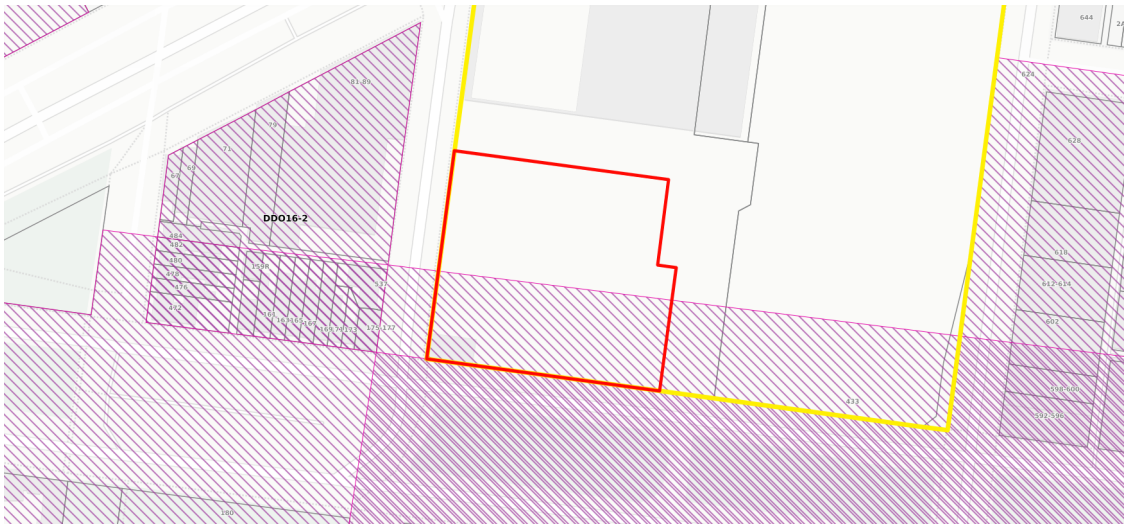
An apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.

4.2 Overlays

The Site is subject to the following overlays:

- Clause 43.01 – Heritage Overlay – Schedule 211 (HO211)
- Clause 43.02 – Design and Development Overlay – Schedule 2 (DDO2)
- Clause 43.04 – Development Plan Overlay – Schedule 16 (DPO16)
- Clause 44.05 – Special Building Overlay (SBO)
- Clause 45.03 – Environmental Audit Overlay (EAO)
- Clause 45.06 – Development Contributions Plan Overlay – Schedule 2 (DCPO2)
- Clause 45.12 – Special Controls Overlay – Schedule 4 (SCO4).

4.2.1 Design and Development Overlay



The Site is affected by the DDO2 (Main Roads and Boulevards).

Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works.

However, it is noted that the existing Permit already provides approval under DDO2.

DDO2 - Main Roads and Boulevards

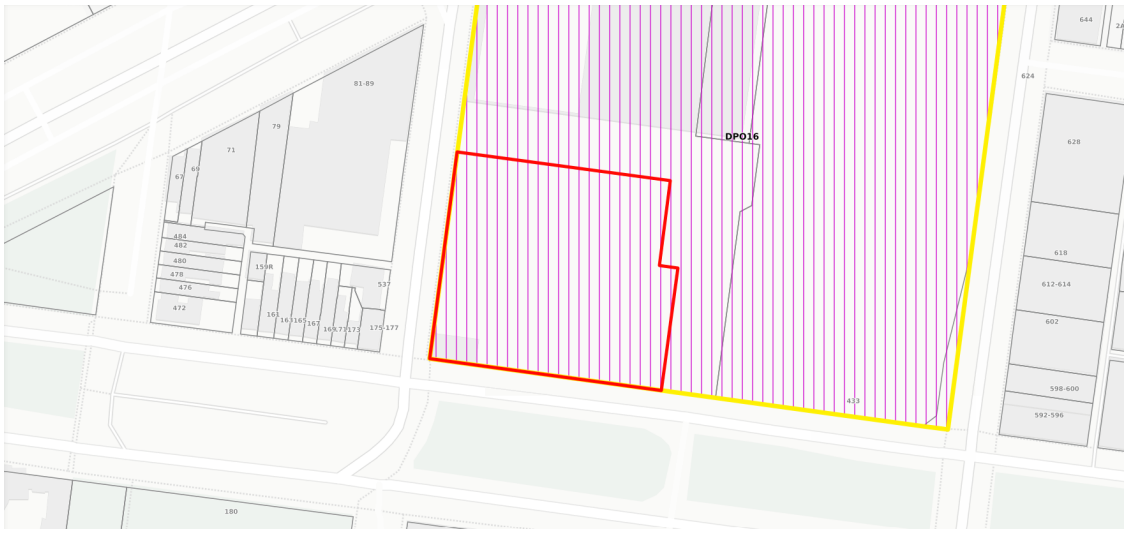
The purpose of the is to identify area which are affected by specific requirements relating to the design and built form of new development. There are no specific built form controls prescribed by the DDO2 however the design objectives outlined which are relevant to this proposal are:

- *To recognise the importance of main roads to the image of the City.*
- *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
- *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*

- *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
- *To encourage high quality contemporary architecture.*
- *To encourage urban design that provides for a high level of community safety and comfort.*
- *To limit visual clutter.*
- *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

The FGW DP includes consideration of the DDO2 requirements, and therefore, an assessment against the DDO2 has not been provided.

4.2.2 Development Plan Overlay



The Site is affected by the DPO16 (111 Queens Parade and 433 Smith Street, Fitzroy North (Former Fitzroy Gasworks)).

The purpose of the DPO is:

- *'To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority'.*

Pursuant to Clause 43.04-2, a planning permit granted must:

- Be generally in accordance with the development plan.
- Include any conditions or requirements specified in a schedule to this overlay.

A FGW DP has been endorsed under the provisions of DPO16. Refer to Section 5.3.1 of this report for further information.

4.2.3 Special Building Overlay



A portion of the western frontage is affected by the SBO.

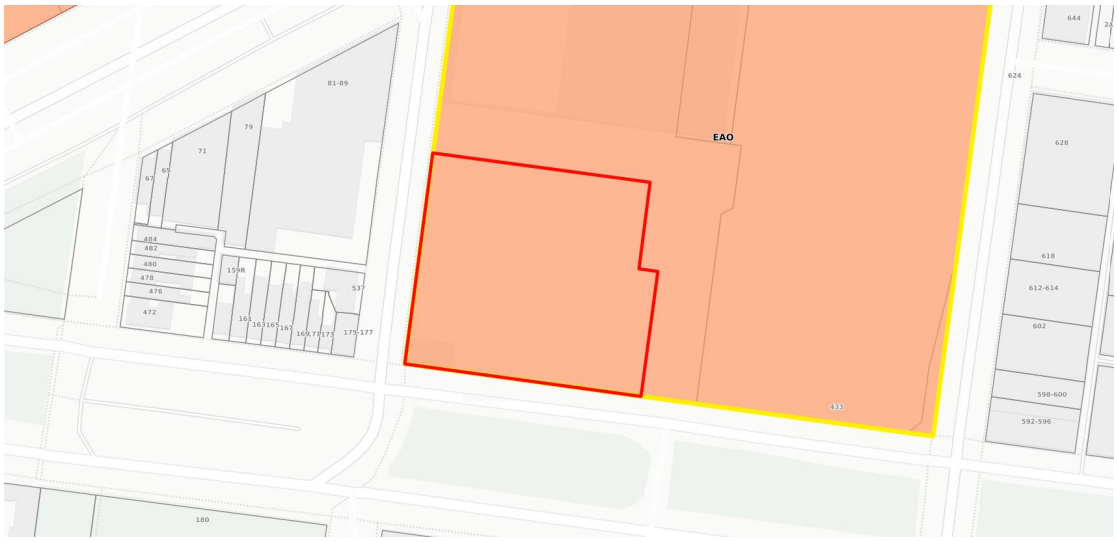
The purpose of SBO includes:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *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.*
- *To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.*

Pursuant to Clause 44.05-2, a permit is required to construct a building or to construct or carry out works.

However, it is noted that the existing Permit already provides approval under SBO.

4.2.4 Environmental Audit Overlay



The Site is affected by the Environmental Audit Overlay (EAO).

The purpose of the EAO is to:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.*

The EAO requires that before a sensitive use (residential use, childcare centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school commences or before the construction of carrying out of buildings and works in association with these uses commences:

A Certificate of Environmental Audit was issued by the appointed environmental auditor confirming the Site is suitable for the proposed sensitive use of high density residential as well as recreation/open space and commercial land uses.

4.2.5 Heritage Overlay



A portion of the south-western part of the Site is subject to HO211, specifically over the existing brick heritage building known as 'Valve House'.

The purpose of the HO includes:

- *'To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place'.*

Pursuant to Clause 43.01-1, a permit is required under the HO211 to, as relevant, construct a building or construct or carry out works, and externally paint a building, noting that external paint controls apply for this building.

However, it is noted that the existing Permit already provides approval under the HO.

HO211 – Valve House

The Valve House is of local heritage significance primarily for its historical and contextual value, rather than for architectural distinction. Its significance is derived from:

- Its direct association with the former gasworks and utility operations that historically occupied the site.
- Its contribution to the understanding of the site's former industrial and infrastructural function within the broader Fitzroy Gasworks precinct.

- Its role as a surviving physical element that helps demonstrate the evolution and operation of gas and utility services in the inner-north.

The Valve House is characterised by a utilitarian industrial form, modest scale and simple construction materials, consistent with its original functional purpose. The heritage value is therefore associative and representative, rather than aesthetic or stylistic.

Under the heritage grading system, structures of this nature are typically identified as 'Contributory' elements within a broader heritage context. The Valve House is not considered to be an individually significant building in architectural terms however, it makes a meaningful contribution to the heritage understanding of the former gasworks site.

4.2.6 Development Contributions Plan Overlay – Schedule 1 (DCPO1)



The entire Site is affected by the DCPO1 (Yarra Development Contributions Plan).

The purpose of the DCPO1 includes:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

DCPO1 implements the Yarra Development Contributions Plan 2017, which applies across defined charge areas within the municipality and is administered by Yarra City Council as both the collecting and development agency.

4.2.7 Specific Controls Overlay



The SCO4 applies to the Site applies to the entire FGW DP area.

Clause 45.12-1 of the SCO states that land affected by this overlay may be used or developed in accordance with a specific control contained in the incorporated document corresponding to the notation on the planning scheme map (as specified in the schedule to this overlay).

The relevant incorporated document listed at SCO4 is '*Fitzroy Former Gasworks Site Incorporated Document, February 2018;*. This incorporated document allows for works relating to the remediation of land including removal of soil, demolition or removal of a building and removal, destruction or lopping or native vegetation to occur without the need for a planning permit.

As remediation works requiring these exemptions have been carried out, this overlay is no longer relevant to this application.

4.3 Particular Provisions

Clause 52.06 – Car Parking

The purpose of Clause 52.06 is:

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

Clause 52.06 applies to:

- a new use; or
- an increase in the floor area or site area of an existing use; or
- an increase to an existing use specified in Table 1 to clause 52.06-5 by the corresponding measure specified in Table 1 to clause 52.06-5.

Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car parking spaces

- Reduce (including reduce to zero) the minimum number of car parking spaces required under clause 52.06-5 or in a schedule to the Parking Overlay.
- Provide some or all of the car parking spaces required under clause 52.06-5 or in a schedule to the Parking Overlay on another site.
- Provide more than the maximum parking requirement specified in clause 52.06-5 or in a schedule to the Parking Overlay.

Transitional Provisions

Pursuant to the transitional provisions of Clause 52.06-12, as the original planning permit application was lodged prior to the gazettal date of Planning Scheme Amendment VC277 (18 December 2025), the amendment is entitled to the lower of the former or newly introduced car parking rates.

For the purpose of this amendment, the newly introduced rates have been applied.

Permit Requirement

The Site is identified within the Category 2 area with the car parking requirement (as set out in Table 1 of Clause 52.05-6) and proposed provision detailed below:

Dwelling Type	No/ Area	Parking Rate	Parking Requirement
Dwelling	399 dwellings	1 space per dwelling	399 spaces
Café (food and drink premises)	159 m²	2 to each 100 m² of leasable floor area	3 spaces
Office	499.5 m²	0.45 to each 100 m² of leasable floor area	2 spaces
Gallery (place of assembly)	144.6 m² 70 patrons*	0.15 to each patron permitted	10 spaces
Total			**414 spaces**

**Indicative patronage capacity based on floor area.*

Figure 15 – Car Parking Requirement (Table 11 of TIA, OMG)

Component	Requirement	Provision	Difference	Provision Rate
Residential	399	128	-271	0.32 spaces per dwelling
Non-Residential	15	0	-15	-

Figure 16 – Car Parking Provision Summary (Table 12 of TIA, OMG)

The proposal has an onsite provision of 128 car parking spaces, which equates to a total shortfall of 284 spaces comprising 271 resident spaces and all 15 spaces for the non-residential tenancies. As such, a planning permit is required under Clause 52.06.

It is noted that the existing Permit already provides approval under 52.06.

Clause 52.29 – Land Adjacent to the Principal Road Network

This Clause applies to land adjacent to a Transport Zone 2 (TRZ2) 'Principal Road Network' (George Street and Alexandra Parade).

The purpose of Clause 52.29 is:

- *To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.*
- *To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.*

The proposal seeks to relocate the vehicle entry to George Street from Alexandra Parade as previously proposed.

Permit Requirement

Pursuant to Clause 52.29-2 a permit is required to alter access to a road in a TRZ2.

It is noted that the existing Permit already provides approval under 52.29.

Clause 52.34 – Bicycle Facilities

The purpose of Clause 52.34 is:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

A permit is required to reduce or vary the following bicycle requirements, identified as relevant to the land uses proposed for this Site.

Notwithstanding the requirements set out within this clause, the DP requirements for resident bike parking are significantly higher than those specified in this Clause, being two spaces per dwelling (compared with 1 resident space to each 5 dwellings and 1 visitior space to each 10 dwellings).

Clause 52.34 rates will apply for all other land uses in the building. Refer to the below for a summary of bike parking requirements and provision, considering both the DP and Clause 52.34 requirements.

Component		Requirement	Provision	Difference
Residential	Residents	798	524	-244
	Visitors		30	
Commercial	Employees	1	10	+9
	Customers / Visitors	0	12	+12

Figure 17 – Bicycle Parking Summary (Table 12 of TIA, OMG)

Permit Requirement

A total of 576 bicycle parking spaces is proposed throughout the development. Bicycle parking for the commercial component exceeds the required provision, while bicycle parking for residents falls short by 244 spaces compared to the DP requirements.

Although there is an overall surplus when assessed against Clause 52.34 (due to the excess in commercial provisions), the residential shortfall does not trigger a permit requirement under Clause 52.34. Accordingly, no permit is required under this clause.

Clause 58 – Apartment Developments

As stated above, apartment developments within the MUZ must meet the requirements of Clause 58.

A detailed assessment of the proposed apartment against Clause 58 is provided in Appendix A of this report below and summarised in the Assessment of this report.

5 Planning Policy

5.1 Municipal Planning Strategy

The Municipal Planning Strategy sets out the vision for the municipality and key strategic directions under a range of themes (such as settlement, housing, built environment and heritage, economic development and transport) to guide planning within the municipality. Relevant clauses are set out below.

- **Clause 01.02 – Vision for Victoria –** aims for Victoria to be a 'vibrant, accessible and connected community, valued for its diverse cultures, sustainable environmental practices and respect for the First Peoples of Victoria by 2050'.
- **Clause 02.01-1 – Location –** acknowledges the 'traditional lands of the Wurundjeri people, their creator spirit Bunjil, their ancestors and their Elders. Yarra acknowledges 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'.
- **Clause 02.01-2 – Community and Population Growth –** commits to 'supporting a diverse community, including advancing equitable opportunities for people with disability and promoting the availability of diverse and affordable housing to support social inclusion and maintain Yarra's community into the future.'
- **Clause 02.03-3 – Climate Change –** acknowledges that 'increased population in the inner city can bring sustainability benefits through more efficient use of existing infrastructure, more people being able to access existing services, local recreation and employment opportunities, increased use of sustainable transport modes and reduced sprawl on Melbourne's fringe'.
- **Clause 02.03-6 – Built Environment and Heritage –** identifies that 'apartments will become the predominant form of housing over the next 15 years'.
- **Clause 02.01-7 – Housing –** earmarks 'three major former industrial precincts to transition to residential and mixed-use neighbourhoods – including, the former Gasworks site in Fitzroy North'.

5.2 Planning Policy Framework

To ensure that the overarching objectives of planning in Victoria are met, policies contained within the Planning Policy Framework (PPF) must be considered. The PPF clauses of most relevance to the Site and proposal are detailed below:

Clause 11 – Settlement

Clause 11 states that planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Further, planning is to prevent environmental, human health and amenity problems created by siting incompatible land uses close together.

- **Clause 11.01-1S – Settlement –** seeks to 'facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements'.
- **Clause 11.01-1R – Settlement (Metropolitan Melbourne) –** seeks to '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'.

Clause 12 – Environmental and Landscape Values

Clause 12 states that planning should protect, restore and enhance sites and features of nature conservation, biodiversity, geological or landscape value.

- **Clause 12.06-1S – Urban Forests –** seeks to 'protect and enhance tree canopy in urban areas, and sets out strategies to contribute to achieving an overall 30 per cent tree canopy target for urban areas'.

Clause 13 – Environmental Risks and Amenity

Clause 13 states that planning should strengthen the resilience and safety of communities by adopting a best practice environmental management and risk management approach.

- **Clause 13.01-1S – Natural hazards and climate change –** seeks to 'minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning'.
- **Clause 13.01-3S – Urban heat –** seeks to 'reduce urban heat and minimise impacts of urban heat on human health and wellbeing'.
- **Clause 13.03-1S – Floodplain management –** sets out 'strategies including to avoid intensifying the impact of flooding through inappropriately located use and development'.
- **Clause 13.07-1L-01 – Interfaces and Amenity –** seeks to 'protect the operation of business and industrial activities from new residential use and development'.

Clause 15 – Built Environment and Heritage

Clause 15 states that planning is to ensure that all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context. Further, it notes that planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design. Specific sub-clauses of relevance to the proposal are as follows:

- **Clause 15.01-1S – Urban Design** – seeks to 'create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity'.
- **Clause 15.01-1R – Urban Design – Metropolitan Melbourne** – seeks to 'create a distinctive and liveable city with quality design and amenity'.
- **Clause15.01-1L – Urban Design –** seeks to 'achieve high quality urban design and built form outcomes which enhance streetscapes, maintain amenity and cater to a diversity of user needs'.
- **Clause 15.01-2S – Building Design** – seeks to 'achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development'.
- **Clause 15.01-2L – Building Design –** identifies that 'major regeneration areas as shown in the Strategic Framework Plan will include the Gas Works site in Fitzroy North'.
- **Clause 15.01-2L-01 – Environmentally Sustainable Development –** seeks to 'achieve best practice in environmentally sustainable development from the design stage through to construction and operation'.
- **Clause 15.01-4S – Healthy Neighbourhoods** – seeks to 'achieve neighbourhoods that foster healthy and active living and community wellbeing.
- **Clause 15.01-4R – Healthy neighbourhoods – Metropolitan Melbourne** – seeks to 'create a city of 10 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home'.

Clause 16 – Housing

Clause 16 states that planning should provide for housing diversity and ensure the efficient provision of supporting infrastructure. Further, planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space. Specific sub-clauses of relevance to the proposal are as follows:

- **Clause 16.01-1S – Housing Supply** – seeks to facilitate well-located, integrated and diverse housing that meets community needs. This policy includes strategies to:
  - Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.
  - Identify opportunities for increased residential densities to help consolidate urban areas.

  Table 1 to Clause 16.01-1S further sets out housing targets for the City of Melbourne at 44,00 to the year 2051.
- **Clause 16.01-1R – Housing Supply (Metropolitan Melbourne)** – seeks to 'facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport. It also prioritises residential development in metropolitan activity centres'.
- **Clause 16.01-1L-0L – Housing Diversity –** aims to 'support well designed apartment development in high and moderate change areas as shown in the figures in clause 16.01-1L which include:

- A diverse range of housing types.
- The provision of larger dwellings suitable for families and shared households particularly on the lower levels of the building and the ground floor, with good access to well-designed communal open space.
- External spaces and large common rooms that promote social interaction as well as shared break out spaces and quiet areas'.

- **Clause 16.01-2S – Housing Affordability** – seeks to 'deliver more affordable housing closer to jobs, transport and services.'
- **Clause 16.01-2L – Housing Affordability –** aims to 'facilitate the provision of affordable housing and social housing (public and affordable community housing), including new social housing and upgrades to existing social housing'.

Clause 17 – Economic Development

Clause 17 states that planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.

- **Clause 17.01-1S – Diversified Economy –** seeks to 'strengthen and diversify the economy and sets out strategies to improve access to jobs closer to where people live'.
- **Clause 17.01-1R – Diversified economy – Metropolitan Melbourne –** includes 'strategies to plan for the redevelopment of Priority Precincts and Urban-Renewal Precincts in and around the Central City to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses'.

Clause 18 – Transport

Clause 18 states that planning should ensure a safe, integrated and sustainable transport system.

- **Clause 18.01-1L – Land Use and Transport Planning –** includes 'strategies to support development that encourages other transport modes and discourages the use of private motor vehicles'.
- **Clause 18.01-3S – Sustainable and Safe Transport –** seeks to 'facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing'.
- **Clause 18.01-3R – Sustainable and Safe Transport – Metropolitan Melbourne –** includes 'strategies to improve local travel options for walking and cycling to support 20 minute neighbourhoods'.
- **Clause 18.012-2S – Cycling –** seeks to 'facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling'.

Clause 19 – Infrastructure

Clause 19 states that planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.

- **Clause 19.02-4S – Social and cultural Infrastructure –** seeks to 'provide fairer distribution of and access to social and cultural infrastructure and includes strategies to plan and design community places and buildings so they can adapt as the population changes and different patterns of work and social life emerge'.
- **Clause 19.02-6S – Open space –** seeks to 'establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community. The policy sets out strategies to:
  - Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.
  - Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction, opportunities to connect with nature and peace and solitude'.
- **Clause 19.02-6R – Open space – Metropolitan Melbourne – s**eeks to 'strengthen the integrated metropolitan open space network'.
- **Clause 19.03-3S – Integrated water management –** seeks to 'sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach'.
- Clause 19.03-3L – Stormwater management (Water sensitive urban design) – sets out strategies to improve the quality of stormwater and reduce the flow of water discharged to waterways including through collection and reuse of rainwater and stormwater on site.

5.3 Other Planning Considerations

5.3.1 FGW DP

The FGW DP (approved in 2022) provides the strategic framework to guide the coordinated redevelopment of the former gasworks site into a mixed-use, high-amenity urban precinct.

The FGW DP seeks to deliver a sustainable, integrated and well-connected precinct that accommodates new housing, employment and community uses while respecting the Site's industrial heritage and the established character of the inner north. It identifies the Precinct as a significant urban renewal opportunity capable of contributing to housing diversity, affordable housing delivery and improved public realm outcomes.

Key objectives of the DP include:

- Establishing a legible urban structure, defined by a network of new streets, pedestrian connections and publicly accessible open spaces.
- Supporting mid-rise to taller built form in appropriate locations, particularly along key arterials and primary frontages, with graduated transitions to lower scale interfaces.
- Ensuring development achieves high-quality urban design, including articulated built form, active street edges and a strong relationship to the public realm.
- Retaining and integrating heritage elements, including remnant gasworks infrastructure, to maintain legibility of the site's historical function.
- Facilitating a strong public open space and landscape framework, including central open spaces and green links that enhance amenity, permeability and microclimate outcomes.
- Promoting sustainable development principles, including environmentally sustainable design, reduced car reliance, and strong pedestrian and cycling connectivity.
- Encouraging mixed use outcomes, with residential development supported by employment, retail and community uses to create an active and resilient precinct.
- Supporting affordable housing outcomes consistent with State and local policy objectives.

The DP acts as a guiding document to inform permit applications within the Precinct, ensuring that individual parcels are developed in a coordinated manner that contributes positively to the overall vision.

5.3.2 Plan for Victoria

Plan for Victoria (released 28 February 2025) (PfV) is a long-term plan for all of Victoria, recently replacing Plan Melbourne, and is now the guiding strategy for the development of housing, transport infrastructure and employment land for both Melbourne and the regions.

The development of PfV is a key tenet of the Victorian Housing Statement – September 2023 (the 'Housing Statement') which sought the creation of one document to address land use planning across the State, noting that Plan Melbourne and its predecessors were limited to metropolitan Melbourne.

The five key pillars outlined within PfV are:

- Pillar 1: Housing for all Victorians
- Pillar 2: Accessible Jobs and Services
- Pillar 3: Great Places, Suburbs and Towns
- Pillar 4: Sustainable Environments
- Pillar 5: Self Determination and caring for Country

Each of these pillars are supported by a series of actions, which detail short term milestones, expected outcomes, delivery responsibility and implementation measures. These are identified below:

> Pillar 1: Housing for all Victorians
>
> At the centre of PfV is the objective to build 2.24 million homes across Melbourne and Victoria's regional cities and towns over the next 30 years. The Housing for all Victorians pillar focuses on supporting housing diversity and affordability. The Housing Targets assist in providing greater certainty as to where significant housing growth is expected.

Pillar 2: Accessible Jobs and Services

This pillar identifies key actions relating to the delivery of more jobs and services closer to homes, the continued transition to renewable energy and the safeguarding of Victoria's critical mineral resources.

Pillar 3: Great Places, Suburbs and Towns

PfV recognises that the development of new homes and creation of employment land will need to be complemented by community infrastructure, accessible open spaces and walkable and cyclable streets. This pillar also focuses on enhancing safety and wellbeing through urban design and ensuring that places are safe and inclusive for all people.

Pillar 4: Sustainable Environments

Climate-resilient urban planning is the key focus of this pillar with strategies relating to the protection of natural habitats, energy efficient design in new homes, investment in renewable energy and sustainable agriculture.

Pillar 5: Self-Determination and Caring for Country

The rights and obligations that Traditional Owners have to speak and make decisions for their Country are a key focus of PfV, and while this focus sits within the fifth pillar, its actions are evident throughout the document – with connections to each of the four preceding pillars, and ensures that the principles of self-determination are embedded within key planning decisions.t.

The Victorian Government has set a target of 44,000 new homes by 2051 for the Yarra municipality.

6 Planning Assessment

6.1 Overview

When assessing the proposal against the *Yarra Planning Scheme* and FGW DP, the following matters must be considered:

- Is the proposal consistent with relevant provisions in the PPF and the MPS?
- Is the proposal consistent with the purpose and requirements of the MUZ?
- Is the proposal generally in accordance with the approved FGW DP?
- Is the proposal consistent with the objectives and requirements of the overlays?
- Is the proposal's design response consistent with the objectives and standards of Clause 58?
- Does the proposal deliver appropriate traffic, access, parking, and waste arrangements?
- Does the proposal provide for an appropriate environmentally sustainable design and stormwater management response?

These matters are addressed in turn below.

6.2 Is the proposal consistent with relevant provisions in the PPF and the MPS?

The proposal is consistent with relevant directions, objectives, and strategies set out in the MPS and PPF, as follows:

- **Settlement & Housing –** The proposal increases the supply of high quality and diverse BTR apartment dwellings and associated commercial, food and drink premises and art gallery use in a location that is exceptionally serviced by a range of public transport options, public open spaces, employment opportunities and other services, consistent with the objectives under Clauses 02.01-1. 02.02-2 and 11.

  The proposal contributes positively to affordability and diversity of housing in Fitzroy North and the municipality more broadly, providing for a mix of studio, one, two and three bedroom BTR typologies. The proposed dwellings present a high level of internal amenity, with excellent access to daylight and outlook, thereby increasing the quality of the available rental housing stock in the FGW Precinct. Accessible and flexible indoor and outdoor communal facilities are dispersed throughout the proposal which will contribute to the sense of belonging and social cohesion of future residents. The proposal will also provide the equivalent in value 33% of the dwellings as affordable housing. In this regard the proposal is consistent with specific housing related provisions at Clauses 02.01-6, 02.02-7 and 16.
- **Built Environment –** The proposal delivers an architectural outcome that represents design excellence consistent with relevant policy provisions at Clauses 02.03-6 and 15 by way of:
  - Its carefully graduated building heights, articulated street facades, engaging public realm and cohesive façade expression.
  - The elegantly proportioned building forms that assist in breaking down the Site's frontages to Alexandra Parade and George Street, as well as the future public realm corridors to both Gore Street to the east and to the north.
  - Its massing arrangement designed to maximise sunlight to the public realm while ensuring appropriate daylight access and opportunities for outlook to all dwellings.
  - The provision of new public connections and public open spaces through the central courtyard.

- **Environment & Sustainability –** The proposal has been designed to achieve an ESD and water sensitive urban design response for the Site that demonstrates Australian Excellence as detailed in the SMP prepared by Lucid. In this regard the proposal is consistent with Clauses 02.03-3, 13 and 15.01-2L-01. Moreover, the proposal responds to current flooding data and advice from Melbourne Water by ensuring floor levels are adapted to flooding and storm events.
- **Transport & Land Use Integration –** The proposal delivers a circulation and movement outcome that appropriately responds to the needs of pedestrians, cyclists, and vehicles. Specifically:
    - The proposal provides for increased residential density and commercial opportunities in a location well-serviced by a range of public transport options.
    - The proposal prioritises active modes of transport through the provision of bicycle parking at a rate generally consistent with the requirements of the DP and provides communal bicycle workshop facilities at the ground floor.
- **Infrastructure –** The proposal delivers much needed open space in the FGW precinct and is designed to ensure the public open space is programmed and sited to receive passive surveillance from and integrate positively with surrounding land uses.

6.3 Is the proposal consistent with the purpose and requirements of the MUZ?

The MUZ expressly seeks 'to provide for housing at higher densities.'

The additional housing delivered by the proposal will ensure improved access for more people living in Melbourne's inner north, contributing to the local economy and activity of the FGW Precinct.

The MUZ further seeks 'to provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.'

The non-residential uses proposed on site as part of this proposal, including a café (food and drink premises), commercial tenancies (office) and art gallery, will support the housing provided both on and off site, as well as provide additional activation and diversity of land uses within FGW Precinct more broadly.

On this basis, the land uses proposed are consistent with the MUZ.

6.4 Is the proposal generally in accordance with the approved FGW DP?

An assessment of the proposed amendment against the DP is provided below and in further detail within Appendix B.

The assessment confirms that, while the amendment introduces some minor variations to the approved scheme, these changes are considered appropriate and continue to achieve general consistency with the objectives and requirements of the DP.

Requirement (as relevant to the proposal)		Assessment
Vision		
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.	Consistent with the DP. The proposal comprises a residential development together with a range of complementary commercial uses to support the delivery of a vibrant and active mixed-use precinct. A diversity of housing typologies is provided across the parcel to accommodate a broad range of housing needs. The development also includes substantial communal open space, both internal and external, in addition to the provision of publicly accessible courtyard within the parcel, which will be secured for ongoing public use.

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	The interface to Alexandra Parade, south of Building B, has been carefully designed to respond to the heritage significance and established boulevard character of the street. Greater building height is directed toward Alexandra Parade, where the scale, width, and function of the boulevard are well suited to accommodating increased height, consistent with the emerging development pattern along this corridor. The built form is articulated to read as a series of distinct volumes, avoiding the appearance of a continuous or dominant wall. Active ground floor uses, including commercial office tenancies, are incorporated along the street frontage to provide a high degree of transparency, enhance pedestrian amenity and contribute positively to the vitality and activation of the public realm.
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.	Consistent with the DP. The proposal for Parcel A delivers a well-integrated network of publicly accessible and private open spaces that aligns with the precinct wide open space and movement principles established in the DP. A centrally located, publicly accessible open space courtyard forms the primary focus of Parcel A, providing a high-quality communal environment that supports passive recreation, social interaction and everyday use. This space is complemented by a series of smaller communal areas within the development, including a co-working space, residential lounge and landscaped rooftop collectively contributing to residential amenity. Cycling access is supported through the provision of integrated bicycle parking facilities within buildings, supplemented by a bike workshop and visitor parking spaces within the public realm. This approach supports the DP's objectives for sustainable movement. The proposal also seeks to consolidate vehicle access to Building A, improving pedestrian and cyclist amenity and safety within the new Gore Street extension. Together, the open space network, pedestrian connections and bicycle infrastructure ensure that Parcel A contributes positively to the creation of a connected, active and inclusive precinct.
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	Consistent with the DP. The proposal includes the provision of 33% affordable housing.

	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.	When considered alongside the affordable and social housing already approved within Parcels B and C, the overall affordable housing delivery across the precinct will represent approximately 23% of all approved dwellings. The affordable housing is delivered across a diverse mix of studio, one, two and three-bedroom typologies, ensuring a range of dwelling sizes that respond to identified local housing needs.
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.	Consistent with the DP. No community infrastructure is proposed within the Parcel noting this has already been delivered through the Wurun Secondary School campus and the Bundha Sports Centre.
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.	Consistent with the DP. The Proposal will incorporate sustainable design features that aim to address water management, solar access and energy saving, including achieving a 5-star Green Star rating.
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.	Consistent with the DP. Parcel A represents the final stage of the development, ensuring that all previously approved elements have been appropriately incorporated and accounted for within the proposal.

6.5 Is the proposal consistent with the objectives and requirements of the overlays?

The relevant planning controls have been appropriately considered and addressed as part of the proposal and supporting technical assessments. In particular:

- The DDO2 requirements have been largely resolved through the DP process, with the proposal demonstrating general consistency with the built form, design and precinct objectives.
- The SWMP confirms that the requirements of the SBO have been satisfactorily addressed, ensuring appropriate management of flood risk and drainage.
- The EAO has been addressed through the preparation of a Statement of Environmental Audit, confirming the land is suitable for the proposed sensitive uses.
- The Valve House is proposed to be adaptively reused as an art gallery, with works limited to internal alterations, thereby maintaining its heritage significance and external presentation as per HO211.
- The SCO4 which applied to site remediation is no longer relevant as the necessary remediation works have been completed and endorsed.

6.6 Is the proposal's design response consistent with the objectives and standards of Clause 58?

A detailed assessment of the proposal against Clause 58 is set out below in Appendix A. The following table provides a summary of compliance, noting compliance with the standard or compliance with objectives in instances where the design response does not meet all requirements in a standard.

Standard	Complies?	Standard	Complies?
D1 - Urban Context	Complies with the standard	**D16 – Noise impacts**	Complies with the standard
D2 - Residential Policy	Complies with the standard	**D17 – Wind impacts**	Complies with the standard
D3 - Dwelling Diversity	Complies with the standard	**D18 – Accessibility**	Complies with the standard
D4 - Infrastructure	Complies with the standard	**D19 – Building entry and circulation**	Complies with the standard
D5 – Integration with the Street	Complies with the standard	**D20 – Private open space**	Complies with the standard
D6 – Energy efficiency	Complies with the standard	**D21 – Storage**	Complies with the standard
D7 – Communal open space	Complies with the standard	**D22 – Common property**	Complies with the standard
D8 – Solar access to communal outdoor open space	Complies with the standard	**D23 – Site services**	Complies with the standard
D9 – Safety	Complies with the standard	**D24 – Waste and recycling**	Complies with the standard
D10 - Landscaping	Complies with the standard	**D25 – External walls and materials**	Complies with the standard
D11 – Access	Complies with the standard	**D26 – Functional layout**	Complies with the objective
D12 – Parking location	Complies with the standard	**D27 – Room depth**	Complies with the standard
D13 – Integrated water and stormwater management	Complies with the standard	**D28 – Windows**	Complies with the standard
D14 – Building setback	Complies with the standard	**D29 – Natural ventilation**	Complies with the objective
D15 – Internal views	Yes – The Standard		

6.7 Does the proposal deliver appropriate traffic, access, parking, and waste arrangements?

The proposal delivers appropriate traffic, access, parking and waste solutions for the Site in line with relevant guidelines in the Clause 52.06, Clause 52.34, and the DP. We highlight the following points:

Traffic, Access and Loading

The proposed access and loading arrangements from George Street differ from the originally approved access via Alexandra Parade and do not strictly align with the indicative locations nominated within the DP.

Sections 5.4 (Pages 33-36), 6 (Page 37), 9 (Pages 51-58) and 10 (Pages 59-61) of the TIA provide a detailed justification for the proposed George Street access arrangement. In summary, the assessment demonstrates that the revised access is appropriate and generally consistent with the intent of the DP, for the following reasons:

- The George Street access represents an improvement over the previously approved Alexandra Parade access. Alexandra Parade functions as a major arterial road and experiences significant congestion and queuing during peak periods. In comparison, George Street offers a simpler and more legible access arrangement, allowing vehicles to enter and exit the site more safely and efficiently without the need for complex manoeuvres such as multi-lane crossings or U-turns.
- While the proposed access does not strictly match the location identified in the DP, it aligns with the broader strategic objective of consolidating vehicle access points across the site. Importantly, the proposal does not introduce a new crossover but instead intensifies the use of the existing George Street access, thereby minimising additional disruption to the surrounding road network.
- The SIRDA analysis confirms that the surrounding road network has sufficient capacity to accommodate the projected traffic generated by the development including cumulative impacts with existing uses such as the adjacent school. Vehicles entering the Site are expected to do so without delay while vehicles exiting the site will benefit from regular gaps in traffic created by nearby signalised intersections. These signals also act to moderate traffic speeds along George Street supporting safe and efficient vehicle movements.
- The integration of residential access with loading requirements including those associated with the adjacent school, introduces some additional complexity. However, these can be effectively managed through the proposed design designated waiting bay which allows loading vehicles to temporarily hold and give way to resident vehicles. This ensures that access to basement parking is unobstructed and that the overall operation of the access is safe and efficient.
- The removal of vehicle access from Gore Street presents a positive outcome for the broader public realm, enabling improved pedestrian and cyclist conditions, which are likely to be compromised due to the access requirements of Parcel B and C. The relocated access to George Street is positioned away from key pedestrian and cyclist corridors, thereby reducing the potential for conflict and enhancing overall safety.

Overall, the TIA demonstrates that the proposed access arrangement not only functions effectively from a traffic and operational perspective but also maintains general alignment with the strategic intent of the DP.

Car Parking

The proposal results in an overall shortfall of 284 car parking spaces, comprising 271 residential spaces and 13 spaces for the non-residential tenancies.

Section 8.2.3 (Page 50) of the TIA concludes that the proposed level of parking provision is appropriate, based on the following considerations:

- *"The provision of 128 parking spaces for residents equates to a parking provision rate of 0.32 spaces per dwelling, which is in excess of the case study demand of 124 parking spaces*
- *BTR case study data identifies a market exists for apartments without a parking space*
- *The parking provision is generally in accordance with several Yarra Council strategies and polices*
- *The site has excellent access to public transport, with numerous train, tram and bus services in the immediate vicinity, providing access options for residents and employees with no on-site parking space*
- *The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities*
- *Staff will be encouraged to change behaviour and utilise the other modes of transport. Staff have a realistic means of accessing the site via these alternative modes based on the items above*

- *Any visitor parking demands that may be generated can be suitably accommodated by the on-street parking in the vicinity of the site'.*

Section 10 (Page 60) of the TIA also confirms that the car parking provision and design is generally consistent with the DP 'Private Vehicle Access and Car Parking' requirements.

Given the above, the proposed provision of car parking is considered appropriate.

Bicycle Facilities

The DP specifies a requirement of two bicycle spaces per dwelling. The proposal provides a total of 576 bicycle spaces across the development. While the commercial component exceeds the required provision under Clause 52.34, the residential component results in a shortfall of 244 spaces relative to the DP, equating to an average provision of approximately 1.44 spaces per dwelling.

Sections 7 (Pages 38-41) and 10 (Page 59) of the TIA conclude that the proposed bicycle parking provision is appropriate, having regard to the nature of the proposal and expected demand. In summary, the assessment demonstrates that the provision is appropriate and generally consistent with the intent of the DP, for the following reasons:

- A significant proportion of the dwellings comprise studio and one-bedroom apartments which are likely to be occupied by single persons with lower bicycle storage needs. Accordingly, the provision of one bicycle space for studio and one-bedroom dwellings, and two spaces for two- and three-bedroom dwellings (as outlined in Figure 18) reflects anticipated occupancy patterns and travel behaviour.

Bedrooms	Rate	Proposed Dwellings	Required Bicycle Spaces	Proposed Bicycle Parking	Difference
Studio	1 per dwelling	130	130	524	+5
1-bedroom	1 per dwelling	149	149		
2-bedroom	2 per dwelling	102	204		
3-bedroom	2 per dwelling	18	36		
Total		**399**	**519**	**524**	**+5**

Figure 18 – Table 10 Proposed Car Parking Provision (Table 10 of the TIA, OMG)

- This tailored approach delivers a more practical and efficient outcome, aligning the supply of bicycle parking with expected usage, while still supporting sustainable transport objectives. The provision ensures that adequate and convenient facilities are available to meet demand and is consistent with the broader intent of the DP to encourage active transport within the development.
- It is also relevant that the proposed bicycle parking significantly exceeds the requirements of Clause 52.34 which would require only 80 spaces for the proposal. This further supports the adequacy of the proposed provision, notwithstanding the numerical shortfall against the DP standard.
- In addition, the amendment seeks to remove one level of basement parking due to feasibility and delivery constraints including cost and site complexity. As a result, the remaining basement and ground level are subject to competing demands for space. Within this context, the proposed bicycle parking provision represents a balanced outcome, optimising available space while still delivering a functional and appropriate provision.

Overall, while the proposal does not strictly meet the prescriptive rate set out in the DP, the variation is an appropriate and site responsive outcome.

Waste

The WMP sets out the relevant waste generation rates and provides details on the nature of storage arrangements.

The waste management system is summarised as follows:

- Bin rooms located at the basement level.
- Dual chute systems for the disposal of residential garbage and recycling waste streams.
- Receptacles for general waste, recycling, food organics, glass and hard waste.
- Collection bins (kept within the abovementioned bin rooms).

Refer to the TIA and WMP prepared by OMG for further information.

6.8 Does the proposal provide for an appropriate environmentally sustainable design and stormwater management response?

The proposal strongly aligns with the ESD policy objectives set out under Clause 15.01-2L-01and the FGW DP requirements.

It is further demonstrated to meet the relevant provisions of Clause 58, including provisions for internal amenity considerations around daylight modelling and functional private open spaces.

The proposal commits to the following key achievements and initiatives:

- Green Factor score of 0.58
- A certified 5 Star Green Star Building Rating.
- A minimum NatHERS rating of 6.5 stars for any single apartment and average NatHERS rating of at least 7.5 stars across the development.
- A BESS score of 63%
- Best practice water quality performance objectives as demonstrated with MUSIC, having been designed to comply with Green Star ratings.
- Total 80kL capacity rainwater tanks for reuse in toilet flushing and irrigation.
- Commitment to install at least 30kW solar PV capacity.

Refer to the SMP prepared by Lucid and SWMP prepared by MCG Consult for further information.

7 Conclusion

This report supports an application to amend the approved Permit for Parcel A at 111 Queens Parade, Fitzroy North for a mixed-use development within the FGW Precinct Area.

The proposed architectural response seeks to translate the design intent, objectives and principles of the DP into a fine-grained, materially distinctive and legible urban form in a "village of buildings" that responds to the site's varied interface conditions through a range of architectural treatments derived from a detailed analysis of the Site's context. The proposal will provide an active and highly curated land use programme comprising commercial office, food and drink premises and an art gallery as well as series of communal amenities to enhance opportunities for community to build organically and capitalise on synergies with the surrounding Precinct.

At a time when Melbourne faces a critical shortage of new housing supply, the proposed development delivers a substantial quantum of high-quality BTR dwellings in a range of typologies, supplemented with indoor and outdoor communal amenities that far exceed relevant planning requirements. Moreover, the proposal will deliver 33% affordable dwellings to assist in achieving the housing targets and objectives by the State Government.

Capitalising on the characteristics of the Site and the surrounding precinct, the proposal represents an ideal location for a high-quality mixed-use BTR development that will achieve the vision and objectives of the DP and deliver a clear net-community benefit.

It is also noted that the revised scheme represents a substantial improvement in terms of architectural expression and built form outcomes. On this basis, it is respectfully requested that an amendment to the Permit be granted for the proposal.

Appendices

Appendix A	Clause 58 Assessment
Appendix B	DP Assessment
Appendix C	Proposed Amendment to Planning Permit Conditions
Appendix D	Conditions Compliance

Appendix A Clause 58 Assessment

Clause 58 Better Apartment Design Standards

1.1 Purpose

- To implement the Municipal Planning Strategy and Planning Policy Framework.
- To encourage apartment development that provides reasonable standards of amenity for existing and new residents.
- To encourage apartment development that is responsive to the site and the surrounding area

1.2 Requirements

A development:

- Must meet all of the objectives of this clause.
- Should meet all of the standards of this clause.

If a zone or a schedule to a zone, or a schedule to an overlay specifies a requirement different from a requirement of a standard set out in Clause 58 (excluding Clause 58.04-1), the requirement in Clause 58 applies.

For Clause 58.04-1 (Building setback):

- If a zone or a schedule to a zone specifies a building setback requirement different from a requirement set out in Clause 58.04-1, the building setback requirement in the zone or a schedule to the zone applies.
- If the land is included in an overlay and a schedule to the overlay specifies a building setback requirement different from the requirement set out Clause 58.04-1 or a requirement set out in the zone or a schedule to the zone, the requirement for building setback in the overlay applies.

1.3 Definition

An Apartment is defined in Clause 73.01 as:

- A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings.

Clause 58.02 – Neighbourhood Character and Infrastructure

Clause 58.02-1 – Urban Context Objectives

Objectives	To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area. To ensure that development responds to the features of the site and the surrounding area.
	Achieved
Standard D1	The design response must be appropriate to the urban context and the site. The proposed design must respect the existing or preferred urban context and respond to the features of the site.
	Complies with the standard

Clause 58.02-1 – Urban Context Objectives Assessment

The proposal represents a considered design response that respects the historic industrial and evolving mixed-use character of the inner-north, while also responding to the vision for the Fitzroy Gasworks (FGW) Precinct as a mixed-use, mid-rise neighbourhood with a distinct inner-urban character.

The design of the building has had regard to the surrounding character and current and emerging scale of the area as identified in the FGW DP.

For the reasons outlined above, the proposal responds to the features of the Site and is entirely appropriate having regard to the emerging urban context.

Refer to the Urban Context Report prepared by FK Architects and Planning Report prepared by Tract for further detail.

Clause 58.02-2 – Residential Policy Objectives

Objectives	To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework. To support higher density residential development where development can take advantage of public and community infrastructure and services.
	Achieved
Standard D2	An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.
	Complies with the standard

Clause 58.02-2 – Residential Policy Objectives Assessment

Chapter 6 of the Planning Report outlines the compliance of the proposal with the various housing provisions of the *Yarra Planning Scheme*.

Notwithstanding, the proposal provides for an appropriate level of residential densification in an urban renewal area that has excellent access to public transport, community infrastructure, services and amenity, and in a location that identified for high density residential development. Furthermore, the wide range of dwelling typologies provided in the residential offering seek to accommodate various household types.

Clause 58.02-3 – Dwelling Diversity Objectives	
Objectives	To encourage a range of dwelling sizes and types in developments of ten or more dwellings.
	Achieved
Standard D3	Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.
	Complies with the standard

Clause 58.02-3 – Dwelling Diversity Objectives Assessment

The development proposes multiple different dwelling typologies of varying size, resulting in compliance with Standard D3. The range of dwelling typologies are applied across 399 dwellings within two buildings The following mix is proposed across several typologies:

- 130 x studios (32.6%).
- 149 x one-bedrooms (37.3%).
- 102 x two-bedrooms (25.6%).
- 18 x three-bedrooms (4.5%).

The dwelling diversity ensures that a variety household structures and residents of differing socio-economic levels can be accommodated within the development, promoting a sense of community. We further note that the affordable housing component of the delivery is proposed to be tenure blind.

Clause 58.02-4 – Infrastructure Objectives	
Objectives	To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload the capacity of utility services and infrastructure.
	Achieved
Standard D4	Development should be connected to reticulated services, including reticulated sewerage, drainage and electricity, if available. Connection to a reticulated gas service is optional. Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads. In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.
	Complies with the standard

Clause 58.02-4 – Infrastructure Objectives Assessment

The proposal is designed to integrate with existing and planned services infrastructure.

The development will continue to provide appropriate utility connection and infrastructure to ensure the existing infrastructure capacity is not overladed or adversely impacted.

Clause 58.02-5 – Integration with the Street Objectives

Objectives	To integrate the layout of development with the street. To support development that activates street frontage.
	Achieved
Standard D5	Development should be oriented to front existing and proposed streets. Along street frontage, development should: • Incorporate pedestrian entries, windows, balconies or other active spaces. • Limit blank walls. • Limit high front fencing, unless consistent with the existing urban context. • Provide low and visually permeable front fences, where proposed. • Conceal car parking and internal waste collection areas from the street. Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.
	Complies with the standard

Clause 58.02-5 – Integration with the Street Objectives Assessment

Entrances to apartment buildings are located in highly visible locations from primary roads such as George Street and Alexandra Parade. Where dwellings are proposed at ground level, they incorporate raised floor levels to effectively balance privacy outcomes with flood mitigation requirements.

Car parking is accommodated within the basement, while loading and waste collection areas have been designed to integrate with the streetscape and are appropriately located on a secondary street to minimise impacts on primary frontages.

Refer to the Urban Context Report prepared by FK and Planning Report prepared by Tract for further detail.

Clause 58.03 – Site Layout

Clause 58.03-1 – Energy Efficiency Objectives

Objectives	To achieve and protect energy efficient dwellings and buildings. To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. To ensure dwellings achieve adequate thermal efficiency.
	Achieved
Standard D6	Buildings should be: • Oriented to make appropriate use of solar energy. • Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Living areas and private open space should be located on the north side of the development, if practicable. Developments should be designed so that solar access to north-facing windows is optimised. A dwelling located in a climate zone identified in Table D1 should not exceed the specified maximum NatHERS annual cooling load specified in the following table

NatHERS Climate Zone	NatHERS Maximum Cooling Load (MJ/M² per annum)
Climate Zone 21 Melbourne	30
Climate Zone 22 East Sale	22
Climate Zone 27 Mildura	69
Climate Zone 60 Tullamarine	22
Climate Zone 62 Moorabbin	21
Climate Zone 63 Warrnambool	21
Climate Zone 64 Cape Otway	19
Climate Zone 66 Ballarat	23

Table B4 Cooling Load
Refer to NatHERS zone map, Nationwide House Energy Rating Scheme (Commonwealth Department of Environment and Energy

Complies with the standard

Clause 58.03-1 – Energy Efficiency Objectives Assessment

As stated in the Sustainability Management Plan prepared by Lucid, the proposal ensures that dwellings do not exceed a NatHERS cooling load of 30 MJ/M2, which is the maximum cooling load specified for Climate Zone 21 'Melbourne'.

On this basis, the proposal complies with Standard D6.

Clause 58.03-2 – Communal Open Space Objective

Objectives	To provide communal open space that meets the recreation and amenity needs of residents. To ensure that communal open space is accessible, practical, attractive, easily maintained. To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.
	Achieved

Standard D7	A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres.
	If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space.
	Each area of communal open space should be:
	• Accessible to all residents.
	• A useable size, shape and dimension.
	• Capable of efficient management
	• Located to:
	  ◦ Provide passive surveillance opportunities, where appropriate.
	  ◦ Provide outlook for as many dwellings as practicable.
	  ◦ Avoid overlooking into habitable rooms and private open space of new dwellings.
	  ◦ Minimise noise impacts to new and existing dwellings.
	Any area of communal outdoor open space should be landscaped and include canopy cover and trees.

	Complies with the standard

Clause 58.03-2 – Communal Open Space Objective Assessment

A total of 1,258 sqm of communal space is provided across the development distributed between Buildings A and B to support a range of resident needs including 794 sqm landscaped rooftop terrace.

Building A includes:

- 315 sqm ground floor residential lounge.
- 357 sqm ground floor co-working space.

Building B includes:

- 398 sqm ground floor residential gym and wellness facility.
- 123 sqm ground floor bike workshop.
- 794 sqm landscaped rooftop terrace.
- 396 sqm rooftop internal communal area.

The total provision of communal open space at rooftop level significantly exceeds the minimum requirement of 250 sqm and therefore complies with the relevant standard.

Clause 58.03-3 – Solar Access to Communal Outdoor Open Space Objective

Objectives	To allow solar access into communal outdoor open space.
	Achieved
Standard D8	The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.
	Complies with the standard

Clause 58.03-3 – Solar Access to Communal Outdoor Open Space Objective Assessment

Given that the communal outdoor open space is located at rooftop level, it is expected to naturally achieve the required daylight access standard.

Clause 58.03-4 – Safety Objective

Objectives	To ensure the layout of development provides for the safety and security of residents and property.
	Achieved
Standard D9	Entrances to dwellings should not be obscured or isolated from the street and internal accessways. Planting which creates unsafe spaces along streets and accessways should be avoided. Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways. Private spaces within developments should be protected from inappropriate use as public thoroughfares.
	Complies with the standard

Clause 58.03-4 – Safety Objective Assessment

The proposal promotes a safe and legible environment through clearly defined and visible building entries, supported by active frontages and passive surveillance of streets and accessways.

Landscaping is designed to avoid concealed spaces.

Private spaces are clearly delineated and secured to prevent unauthorised access.

Clause 58.03-5 – Landscaping Objectives

Objectives	To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape. To preserve existing canopy cover and support the provision of new canopy cover. To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.
	Achieved

Standard D10	Development should retain existing trees and canopy cover
	Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.
	
	Development should:
	• Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2.
	• Provide canopy cover through canopy trees that are:
	  ◦ Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3.
	  ◦ Consistent with the canopy diameter and height at maturity specified in Table D4.
	  ◦ Located in communal outdoor open space or common areas or street frontages.
	• Comprise smaller trees, shrubs and ground cover, including flowering native species.
	• Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space.
	• Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption.
	• Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water.
	• Protect any predominant landscape features of the area.
	• Take into account the soil type and drainage patterns of the site.
	• Provide a safe, attractive and functional environment for residents.
	• Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.

Site Area	Canopy cover	Deep soil
1000 square meters or less	5% of site area Include at least 1 Type A tree	5% of site area or 12 square metres whichever is the greater
1001 – 1500 square meters	50 square metres plus 20% of site area above1,000 square metres Include at least 1 Type B tree	7.5% of site area
1501 – 2500 square meters	150 square metres plus 20% of site area above1,500 square metres Include at least 2 Type B trees or 1 Type C tree	10% of site area

2500 square meters or more	350 square metres plus 20% of site area above 2,500 square metres Include at least 2 Type B trees or 1 Type C tree	15% of site area

Table D2 Canopy cover and deep soil requirements

Tree Type	Tree in deep soil Area in deep soil	Tree in planter Volume of planter soil	Depth of planter soil
A	12 square meters (min. plan dimension 2.5 metres)	12 cubic meters (min. plan dimension of 2.5 metres)	0.8 metre
B	49 square meters (min. plan dimension 4.5 metres)	28 cubic meters (min. plan dimension of 4.5 metres)	1 metre
C	121 square meters (min. plan dimension 6.5 metres)	64 cubic meters (min. plan dimension of 6.5 metres)	1.5 metre

Table D3 Soil requirements for trees

Note: Where multiple trees share the same section of soil the total required amount of soil can be reduced by 5% for every additional tree, up to a maximum reduction of 25%

Tree Type	Minimum canopy diameter at maturity	Minimum height at maturity
A	4 metres	6 metres
B	8 metres	8 metres
C	12 metres	12 metres

Table D4 Tree types

Complies with the standard

Clause 58.03-5 – Landscaping Objectives Assessment

The proposed landscape design prepared by TCL landscape is conceived as a dynamic and inclusive public realm, structured around a series of interconnected "stories" that shape its identity and function.

The ground floor landscape is designed as a dynamic, inclusive gathering space—an evolving garden centred around a communal hub with generous seating, a sculptural canopy, and layered textures inspired by Country. The landscape embraces the building, creating a welcoming setting for socialising, rest, and rejuvenation.

The landscape design integrates the following key elements:

- Clear sightlines to support safety and legibility
- Adaptive planting approach that responds to the site's varied microclimates.
- Design ensures comfortable and usable spaces throughout the day and seasons
- Rich palette of native and Indigenous planting
- Strong integration with built form to create seamless transitions
- Continuation of landscaped nodes strengthens connections across the precinct
- Tree-lined landscape buffers soften edges
- Green roofs enhance biodiversity outcomes

- Sculptural canopy encourages meandering movement through the site
- Creates opportunities to sit, dwell, and engage
- Supports cohesive public realm outcomes, including connections to Parcels H and I

Having regard to the requirements of the standard, the proposal complies as follows:

- The landscape design incorporates 59 x Type A trees and 9 x Type B trees, which is greater than the required 2 x Type B trees.
- The landscape design provides for 1,117sqm of deep soil on structure at the ground floor with a minimum soil depth of 1m, which is greater than the required 1,020 sqm.
- The landscape design will allow for 1,147sqm of canopy coverage, which is greater than the required 1,139sqm. In addition to this, a proposed canopy structure will provide 708m2 of coverage across the site.

Clause 58.03-6 – Access Objective

Objectives	To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles. To ensure the vehicle crossovers are designed and located to minimise visual impact.
	Achieved
Standard D11	Vehicle crossovers should be minimised. Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building. Pedestrian and cyclist access should be clearly delineated from vehicle access. The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees. Developments must provide for access for service, emergency and delivery vehicles.
	Complies with the standard

Clause 58.03-6 – Access Objective Assessment

The proposal consolidates vehicle access via George Street and the new east–west accessway, with basement parking entry located on a secondary frontage to minimise impacts on primary streets. This approach prioritises pedestrian safety, while supporting the retention of existing street trees.

The proposal maintains access for service, delivery and emergency vehicles.

Clause 58.03-7 – Parking Location Objectives

Objectives	To provide convenient parking for resident and visitor vehicles. To protect residents from vehicular noise within developments.
	Achieved
Standard D12	Car parking facilities should: • Be reasonably close and convenient to dwellings. • Be secure. • Be well ventilated if enclosed. Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.
	Complies with the standard

Clause 58.03-7 – Parking Location Objectives Assessment

Car parking is provided within a shared single level basement.

Direct access via internal lifts and stairwells is available for residents. The car parking areas are designed to be secure and well ventilated.

Given the car park ramp is located on the north of the Site with access via the new east-west connector road, there are no habitable room windows which have an interface with any shared accessways.

Clause 58.03-8 – Integrated Water and Stormwater Management Objectives

Objectives	To encourage the use of alternative water sources such as rainwater, stormwater and recycled water. To facilitate stormwater collection, utilisation and infiltration within the development. To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.
	Achieved
Standard D13	Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use. Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority. The stormwater management system should be: • Designed to meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater – Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee 1999) as amended. • Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.
	Complies with the standard

Clause 58.03-8 – Integrated Water and Stormwater Management Objectives Assessment

The response to integrated water and stormwater management objectives is set out in the Sustainability Management Plan prepared by MCG Consult.

Rainwater reuse is proposed for toilet flushing and irrigation, incorporating best practice stormwater management measures and reducing stormwater runoff with 40 kL rainwater tanks allocated to each system.

Clause 58.04 – Amenity Impacts

Clause 58.04-1 – Building Setback Objectives

Objectives	To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area. To allow adequate daylight into new dwellings. To limit views into habitable room windows and private open space of new and existing dwellings. To provide a reasonable outlook from new dwellings. To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.
	Achieved
Standard D14	The built form of the development must respect the existing or preferred urban context and respond to the features of the site. Buildings should be set back from side and rear boundaries, and other buildings within the site to: • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58.
	Complies with the standard

Clause 58.04-1 – Building Setback Objectives Assessment

Building massing, in particular setbacks and building separation, is contextually appropriate as is outlined within the town planning report and Urban Context Report. Refer to the Architectural Plans prepared by FKA and Planning Report prepared by Tract for further detail.

Clause 58.04-2 – Internal Views Objective	
Objectives	To limit views into the private open space and habitable room windows of dwellings within a development.
	Achieved
Standard D15	Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.
	Complies with the standard

Clause 58.04-2 – Internal Views Objective Assessment

Each dwelling is provided with secluded private open space in the form of a private balcony. Where a balcony adjoins another balcony of a neighbouring apartment, measures will be adopted to ensure internal views are mitigated, such as screens or planter boxes.

The habitable room windows and balconies between the buildings are setback a minimum distance of 9m therefore limiting overlooking. Where apartments are less than 9m apart – primarily where apartments are located in the internal corner of Building A – internal layouts, balconies and windows have been sited to minimise direct views with primary outlooks directed towards the central courtyard space to avoid the need for screening.

Clause 58.04-3 – Noise Impacts

Objectives	To contain noise sources in developments that may affect existing dwellings. To protect residents from external and internal noise sources.
	Achieved
Standard D16	Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings. The layout of new dwellings and buildings should minimise noise transmission within the site. Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings. New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources. Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels: • Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. • Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements. Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed. **Note:** The noise influence area should be measured from the closest part of the building to the noise source.

Noise Source	Noise Influence Area
Zone Interface	
Industry	300 metres from the Industrial 1, 2 and 3 zone boundary
Roads	
Freeways, tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
Railways	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track
Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track

Table D3 Noise Influence Area

Complies with the standard

Clause 58.04-3 – Noise Impacts Assessment

The Site is within the noise influence area of roads (Alexandra Parade) carrying more than 40,000 Annual Average Daily Traffic Volume. The proposal has been designed with due consideration of noise impacts which are detailed in the Acoustic Report prepared by Stantec.

Clause 58.04-4 – Wind Impacts Objective	
Objectives	To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.
	Achieved
Standard D17	Development of five or more storeys, excluding a basement should: • not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and communal open space; and • achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater. Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements. Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.

Unsafe	Comfortable
Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.	Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than: • 3 metres per second for sitting areas, • 4 metres per second for standing areas, • 5 metres per second for walking areas

Table D6 Wind Conditions

Complies with the standard

Clause 58.04-4 – Wind Impacts Objective Assessment

The proposal complies with the standard for all relevant areas.

Refer to the Wind Impact Assessment prepared by MEL consultants for relevant details.

Clause 58.05 – On Site Amenity and Facilities

Clause 58.05-1 – Accessibility Objective

Objectives	To ensure the design of dwellings meets the needs of people with limited mobility.
	Achieved
Standard D18	At least 50 per cent of dwellings should have: • A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. • A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. • A main bedroom with access to an adaptable bathroom. • At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D7.

	Design option A	Design Option B
Door Opening	A clear 850mm wide door opening	A clear 820mm wide door opening located opposite the shower
Door Design	Either: • A slide door, or • A door that opens outwards, or • A door that opens inwards that is clear of the circulation area and has readily removable hinges	Either: • A slide door, or • A door that opens outwards, or • A door that opens inwards and has readily removable hinges
Circulation Area	A clear circulation area that is: • A minimum area of 1.2 meters by 1.2 meters • Located in front of the shower and the toilet • Clear of the toilet, basin and the door swing The circulation area for the toilet and shower can overlap	A clear circulation area that is: • A minimum width of 1 meter • The full length of the bathroom and a minimum length of 2.7 meters • Clear of the toilet and basin The circulation area can include a shower area
Path to Circulation Area	A clear path with a minimum width of 900mm from the door opening to the circulation area	Not applicable
Shower	A hobless (step-free) shower	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening
Toilet	A toilet located in the corner of the room	A toilet located closest to the door opening and clear of the circulation area

Table D7 Bathroom Design

Complies with the standard

Clause 58.05-1 – Accessibility Objective Assessment

The proposal complies with the minimum requirements with 216 of the proposed 399 dwellings (54%) of apartments designed to be accessible.

Clause 58.05-2 – Building Entry and Circulation Objectives

Objectives	To provide each dwelling and building with its own sense of identity. To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents. To ensure internal communal areas provide adequate access to daylight and natural ventilation.
	Achieved

Standard D19	Entries to dwellings and buildings should:
	• Be visible and easily identifiable.
	• Provide shelter, a sense of personal address and a transitional space around the entry.
	The layout and design of buildings should:
	• Clearly distinguish entrances to residential and non-residential areas.
	• Provide windows to building entrances and lift areas.
	• Provide visible, safe and attractive stairs from the entry level to encourage use by residents.
	• Provide common areas and corridors that:
	  ◦ Include at least one source of natural light and natural ventilation.
	  ◦ Avoid obstruction from building services.
	  ◦ Maintain clear sight lines.

	Complies with the standard

Clause 58.05-2 – Dwelling Entry Objectives Assessment

The entry to residential lobbies within each building is provided separate to any communal, recreation, retail or commercial entrance to ensure a sense of security and identity for residents. As identified in the accompanying architectural plans, each entryway is clearly visible and identifiable from the public realm. Each lobby is provided with internal circulation space with multiple access points and opens onto an area of the public realm or internal accessway to maintain accessibility for all users. Further, each entry point is under cover (awning) to provide a sense of shelter for residents and visitors alike.

All dwellings are accessible via the corresponding lobby in each building.

Clear sight lines have been encouraged, common areas and corridors throughout the development make provision for natural light and natural ventilation. Clearly identifiable apartment numbering will be utilised to provide a sense of personal address for all dwellings.

For these reasons, the proposal demonstrates a strong level of compliance with Standard D19.

Clause 58.05-3 – Private Open Space Objective

Objectives	To provide adequate private open space for the reasonable recreation and service needs of residents.
	Achieved
Standard D20	A dwelling should have private open space consisting of at least one of the following: • An area at ground level of at least 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room. • An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room. If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres. If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.

Orientation of dwelling	Dwelling Type	Minimum Area	Minimum Dimension
North (between north 20 degrees west to north 30 degrees east)	All	8 square metres	1.7 metres
South (between south 30 degrees west to south 20 degrees east)	All	8 square metres	1.2 metres
Any other orientation	Studio or 1 bedroom dwelling	8 square metres	1.8 metres
	2 bedroom dwelling	8 square metres	2 metres
	3 or more bedroom dwelling	12 square metres	2.4 metres

Table D8 Balcony Size

Dwelling Type	Additional area
Studio or 1 bedroom dwelling	8 square metres
2 bedroom dwelling	8 square metres
3 or more bedroom dwelling	12 square metres

Table D9 Additional living area or bedroom area

	Complies with the standard

Clause 58.05-3 – Private Open Space Objective Assessment

All apartment typologies across the development achieve full compliance with the SPOS requirements.

Clause 58.05-4 – Storage Objective

Objectives	To provide adequate storage facilities for each dwelling.
	Achieved
Standard D21	Each dwelling should have convenient access to usable and secure storage space. The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.

Dwelling Type	Total Minimum Storage Volume	Minimum Storage Volume within the Dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

Table D10 Storage

Complies with the standard

Clause 58.05-4 – Storage Objective Assessment

All apartment typologies achieve both the minimum internal and overall storage volumes.

Clause 58.06 – Detailed Design

Clause 58.06-1 – Common Property Objectives

Objectives	To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. To avoid future management difficulties in areas of common ownership.
	Achieved
Standard D22	Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management.
	Complies with the standard

Clause 58.06-1 – Common Property Objectives Assessment

The common property provided in form of communal open space, car parking, internal corridors and site facilities will be capable of efficient management. Furthermore, the development has been designed to clearly delineate public, communal and private spaces by way of appropriate signage and wayfinding.

Clause 58.06-2 – Site Services Objectives

Objectives	To ensure that site services are accessible and can be installed and maintained. To ensure that site services and facilities are visually integrated into the building design or landscape.
	Achieved
Standard D23	Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically. Meters and utility services should be designed as an integrated component of the building or landscape. Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.
	Complies with the standard

Clause 58.06-2 – Site Services Objectives Assessment

Site services are integrated within the car parking facilities and core of each building with convenient access for maintenance as required.

Mailbox areas will be provided in the lobby within each building to ensure protection from weather and convenient access. The design will ensure they are durable and adequate in size.

Clause 58.06-3 – Waste and Recycling Objectives

Objectives	To ensure dwellings are designed to encourage waste recycling. To ensure that waste and recycling facilities are accessible, adequate and attractive. To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.
	Achieved

Standard D24	Developments should include dedicated areas for:
	• Waste and recycling enclosures which are:
	  ◦ Adequate in size, durable, waterproof and blend in with the development.
	  ◦ Adequately ventilated.
	  ◦ Located and designed for convenient access by residents and made easily accessible to people with limited mobility.
	• Adequate facilities for bin washing. These areas should be adequately ventilated.
	• Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.
	• Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.
	• Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.
	• Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.
	Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:
	• Be designed to meet the better practice design options specified in *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019).
	• Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.

	Complies with the standard

Clause 58.06-3 – Waste and Recycling Objectives Assessment

The application is accompanied by a Waste Management Plan (WMP) prepared by OMG. The WMP confirms the following:

- The dwellings are provided access to waste and recycling chutes at each level of the building.
- The chutes directly connect to the designated residential bin store within the basement, which is appropriately dimensioned, ventilated and located to allow convenient access for collection.
- Appropriate signage and wayfinding will be provided in accordance with the recommendations of the WMP.

Clause 58.06-4 – External Walls and Materials Objectives	
Objectives	To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area. To ensure external walls endure and retain their attractiveness.
	Achieved
Standard D25	External walls should be finished with materials that: • Do not easily deteriorate or stain. • Weather well over time. • Are resilient to the wear and tear from their intended use. External wall design should facilitate safe and convenient access for maintenance
	Complies with the standard

Clause 58.06-4 – External Walls and Materials Objectives Assessment

The proposed materials for external walls have been carefully selected to be contextually appropriate, tactile, durable and capable of weathering well over time. The proposal therefore meets Standard D25.

Refer to the Urban Context Report prepared by FKA for further detail.

Clause 58.07 – Internal Amenity

Clause 58.07-1 – Functional Layout Objective

Objectives

To ensure dwellings provide functional areas that meet the needs of residents.

Achieved

Standard D26

Bedrooms should:

- Meet the minimum internal room dimensions specified in Table D11.
- Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.

Dwelling Type	Minimum Width	Minimum Depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3 metres

Table D11 Bedroom Dimensions

Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.

Dwelling Type	Minimum Width	Minimum Area
Studio and 1 bedroom dwelling	3.3 metres	10 square metres
2 or more bedroom dwelling	3.6 metres	12 square metres

Table D12 Living Area Dimensions

Complies with the objective

Clause 58.07-1 – Functional Layout Objective Assessment

A limited number of apartment typologies seek minor variations to the minimum requirements for room widths. These non-compliances are modest in scale and are confined to studio apartments, where the conventional application of the standards can be challenging due to the integrated nature of living, sleeping and kitchen functions.

While it is acknowledged that these apartments do not meet the minimum room requirements, in studio configurations, due to multiple components accommodated within a single space and the overlapping nature of living and bedroom areas, result in departures from the strictly prescribed minimum width dimensions. Notwithstanding this, each studio is capable of providing a high level of internal amenity, with layouts that are functional, flexible and well resolved.

The studios are generally well-designed with strong access to daylight provided through wide apartment apertures, efficient layouts, functional internal circulation, favourable outlooks or interface conditions. These positive attributes ensure that the minor shortfalls do not materially impact the living experience.

The development as a whole delivers substantial communal open space, diverse amenity offerings, high levels of natural light across the precincts. These elements further support the conclusion that the minor internal variations do not diminish overall residential amenity.

Importantly, the variations are limited in extent, do not affect larger typologies and do not compromise the overall usability, daylight access or furnishing efficiency of the studios. The design outcomes continue to meet the objectives by delivering studios that are comfortable, functional and suitable for contemporary urban living.

Given the above, the identified variations are considered acceptable and appropriately justified. They represent minor departures that do not compromise internal amenity, particularly in the context of generous living spaces, strong environmental performance and the broader high-quality design outcomes achieved across the development.

Clause 58.07-2 – Room Depth Objective

Objectives	To allow adequate daylight into single aspect habitable rooms.
	Achieved
Standard D27	Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met: • The room combines the living area, dining area and kitchen. • The kitchen is located furthest from the window. • The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.
	Complies with the standard

Clause 58.07-2 – Room Depth Objective Assessment

All apartments have been designed to achieve the room depth requirements with appropriate levels of daylight and functionality and demonstrate a strong level of compliance with the requirements of the standard.

Clause 58.07-3 – Windows Objective

Objectives	To allow adequate daylight into new habitable room windows.
	Achieved
Standard D28	Habitable rooms should have a window in an external wall of the building. A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky. The secondary area should be: • A minimum width of 1.2 metres. • A maximum depth of 1.5 times the width, measured from the external surface of the window.
	Complies with the standard

Clause 58.07-3 – Windows Objective Assessment

All habitable rooms have a window in an external wall of the building. No snorkel bedrooms or rooms have been proposed.

Clause 58.07-4 – Natural Ventilation Objectives

Objectives	To encourage natural ventilation of dwellings. To allow occupants to effectively manage natural ventilation of dwellings.
	Achieved
Standard D29	The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate. At least 40 per cent of dwellings should provide effective cross ventilation that has: • A maximum breeze path through the dwelling of 18 metres. • A minimum breeze path through the dwelling of 5 metres. • Ventilation openings with approximately the same area. The breeze path is measured between the ventilation openings on different orientations of the dwelling.
	Complies with the objective

Clause 58.07-4 – Natural Ventilation Objectives Assessment

The FK plans detail that 155 of the 399 dwellings achieve compliance with the cross ventilation provision above. This equates to 39% of the total number of dwellings achieving compliance with the standard.

While the proposal does not technically achieve full compliance with the standard (with a shortfall of five apartments) when considered in the context of the development's broader environmental and amenity performance, the natural ventilation outcomes are considered an acceptable design response having regard to the relevant decision guidelines under Clause 58.07-4.

More particularly we note that before deciding on an application, the responsible authority must consider:

- The design response.
- The size, orientation, slope and wind exposure of the site.
- The extent to which the orientation of the building and the layout of dwellings maximises opportunities for cross ventilation.
- Whether an alternative design meets the relevant objectives having regard to the amenity of the dwelling and the site context.

The nature of the site and the existing planning approved envelope is such that it includes long building edges which creates limited opportunities for cross ventilation, particularly where smaller dwelling typologies are proposed. Wherever possible however, the building form has been shaped and massaged to increase opportunities for corner apartments to facilitate this. Albeit noting, where vertical recesses are proposed these have been aligned to balconies to create a more distinct visual break.

The proposal delivers a strong ESD response, including high levels of daylight access, improved thermal performance, passive heating and cooling opportunities and significant energy efficiency measures. Collectively, these elements materially elevate overall internal amenity and mitigate the impacts of reduced natural ventilation across some apartment types.

Having regard to the above, and when assessed holistically, the natural ventilation performance is considered reasonable and appropriate for the development and meets the relevant objective.

Appendix B DP Assessment

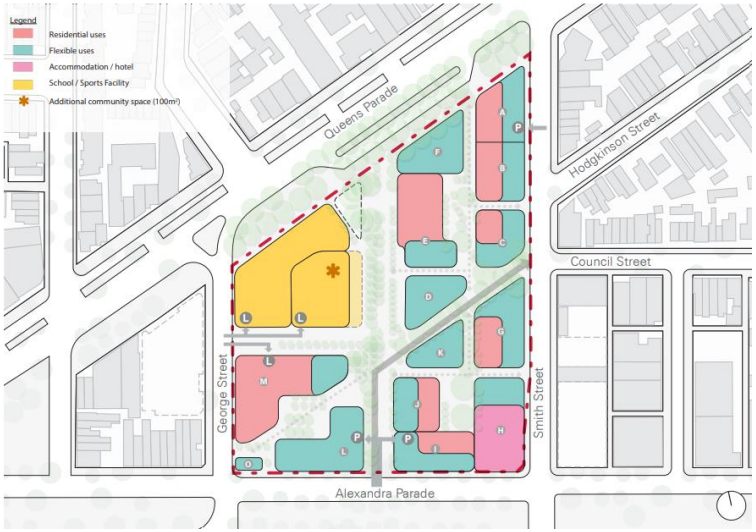
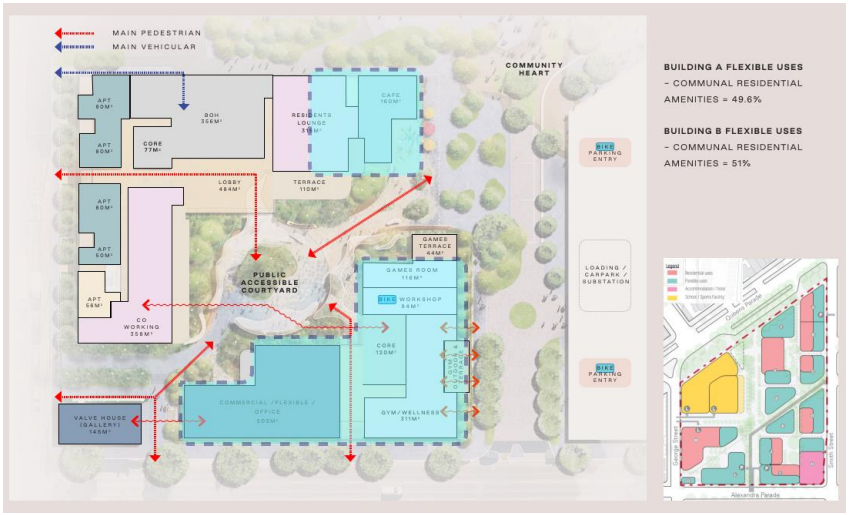
Requirement (as relevant to the proposal)	Assessment
5.0 Land Use	
5.1 Ground Floor Uses	
Flexible spaces "may include retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms". 	Generally consistent with the DP. The proposal aligns with the ground floor land use framework identified in the DP, providing a mix of active, semi-active and residential uses that respond appropriately to the Sites interfaces, movement corridors and public realm objectives. This ground floor mix identified in Figure 20 below. 

Figure 19 – Ground Floor Uses (UCR, FKA)

Building A

Along the George Street frontage and the northern east-west public realm, Building A is predominantly residential in character, consistent with the DPs expectations for this interface. Ground floor activation is supported through the integration of ancillary residential amenities, including co-working spaces, which is located along the southern and south-western edges of the building. These uses provide opportunities for passive activation and support resident amenity.

A café is proposed at the north-eastern portion of Building A, addressing the future Gore Street extension. This use contributes to the activation of the future public realm, supports pedestrian movement along this key connection and provides a focal point at a highly visible corner within the precinct.

Where flexible uses are designated in the DP, the proposal includes 49.6% communal amenities.

Building B

Building B delivers active ground floor response along its primary interfaces. Commercial (office) use is provided along Alexandra Parade, consistent with the arterial road's role as a major movement corridor and its capacity to support higher levels of activity and commercial exposure.

A variation to the DP is proposed along part of the Gore Street interface, where a gym ancillary to the residential use is located at ground level. While this use is residential in nature and not classified as a flexible or commercial use, it has been deliberately designed to positively engage with the public realm. The gym interface incorporates glazing, landscaping and outdoor breakout areas to promote visual interaction, passive surveillance and activation along the street. This approach ensures the interface contributes to the public realm despite the use being ancillary to residential development.



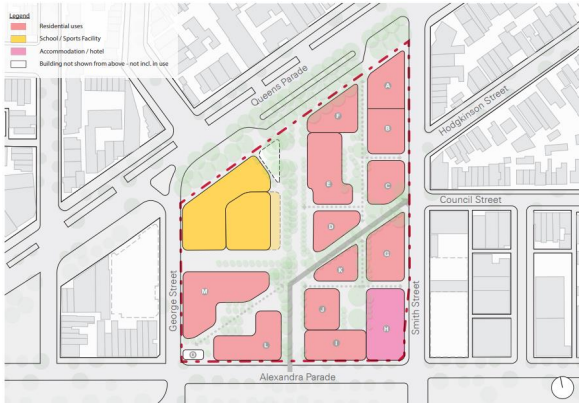
Figure 20 – Gym Interface Response (UCR, FKA)

In addition, a games room and bicycle workshop is proposed at the northern end of Building B. This facility supports sustainable transport objectives, provides a functional and active edge to the courtyard and contributes to the creation of a lively and purposeful streetscape environment.

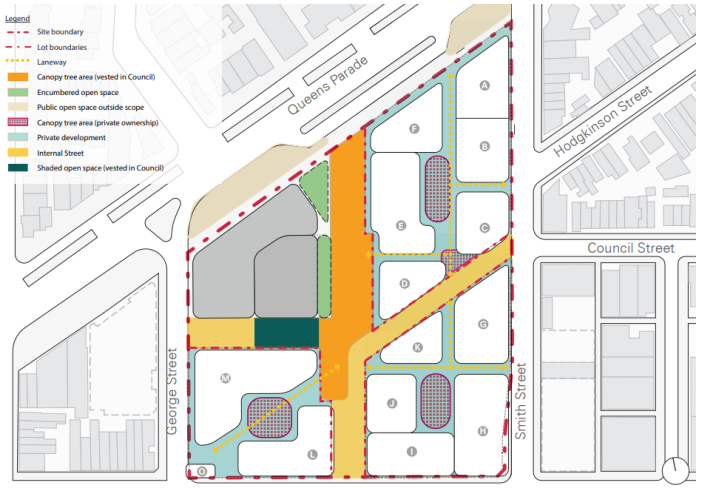
Where flexible uses are designated in the DP, the proposal includes 51% communal amenities.

Valve House

It is proposed to adaptively reuse the Valve House for an art gallery – this is considered an appropriate land use and is in line with the DP requirements.

5.2 Podium & Upper Level Uses	
The upper levels of the buildings are predominantly residential uses, with some shared common spaces on rooftops 	Consistent with the DP. Consistent with the requirements of the DP, all upper levels of the proposal are dedicated to residential use. These levels accommodate apartments together with a range of shared communal facilities, including rooftop amenity areas at Level 14 of Building B.
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.	Consistent with the DP. The proposal includes the retention and adaptive reuse of Valve House for the purpose of an art gallery.
5.7 Laneways & Urban Greening	
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	Consistent with the DP.

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.	The proposal incorporates the laneway aligned with the axis identified in the DP ensuring a clear line of sight and visual connection across the Precinct. The laneway is provided with a minimum width substantially in excess of 3m.



5.7.3 Urban Greening

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**	Generally consistent with the DP. Due to the basement extent and shared arrangement, the basement is constrained by the need to accommodate vehicle circulation, parking requirements, structural element, and servicing infrastructure within a consolidated footprint. These competing requirements limit opportunities to provide deep soil zones above the basement within the courtyard area.

• **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.**	In response, the courtyard will incorporate on-structure planting (with a minimum soil depth of 1m) of approximately 17% of the Site area to achieve appropriate tree canopy outcomes and support the landscape objectives of the DP. Furthermore, the design of Building A, where a shorter form at 8 storeys to the north, ensures that adequate sunlight is provided to the central courtyard.
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.**	Consistent with the DP. The DP shows courtyard areas, internal streets and publicly accessible internal spaces as being largely subject to shadowing. In contrast, the proposal adopts a more responsive massing arrangement that reduces building heights in key locations, including Building A (ranging from 8 to 10 storeys) and the built form directly to the north (limited to 8 storeys). This moderation in height has been deliberately applied to improve solar access across. As a result, the proposal achieves an improved daylight and overshadowing outcome for both the central courtyard and internal street network as shown in Figure 21.



Figure 21 – Overshadowing Diagrams (Arch Set, FKA)

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	Consistent with the DP. Refer to the Acoustic Report prepared by Stantec.

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.	The report includes a detailed assessment of all relevant noise generating elements associated with the proposal. Based on this assessment, it identifies a suite of acoustic attenuation measures to be incorporated into the design to achieve compliance with the relevant BADS requirements.
5.9.3 Wind Conditions	
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.	Consistent with the DP. Refer to the Wind Impact Assessment prepared by MEL Consultants. A wind assessment has been undertaken to evaluate potential wind conditions associated with the proposal and to identify any required mitigation measures. The assessment confirms that appropriate design responses can be implemented to effectively manage wind impacts and achieve acceptable pedestrian comfort and safety outcomes. Where wind conditions marginally depart from the requirements of the DP these instances are consistent with the existing approved development under the permit.
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 82. Alternatively, for roof pitched >15°: an initial SRI > 39; Unshaded**	Generally consistent with the DP. Refer to the SMP prepared by Lucid and Landscape Plan prepared by TCL. The development is proposed to be compliant with best practice provisions of urban heat island mitigation and is anticipated to claim Credit 19 of the Green Star Buildings criteria 5 Star pathway.

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.	
6.0 Built Form	
6.1.1 Siting and Orientation	
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 northsouth through the site acting as a continuation of Gore Street, beginning as a street, before becoming a linear park.	Consistent with the DP. The proposal retains the approved siting and orientation established under the existing Permit and the DP. The proposal continues to comprise two L-shaped buildings arranged to define a central internal courtyard and a through site pedestrian link, consistent with the approved urban structure. No changes are proposed to the siting or orientation of the buildings, ensuring continuity with the previously endorsed layout.
6.1.1 Building Heights & Setback Controls	
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.	Generally consistent with the DP. The proposal generally aligns with the scale and height parameters envisaged for Parcel A under the DP, while incorporating context responsive design refinements to achieve a coherent precinct wide outcome. Building A



Building A exhibits a stepped height profile that responds sensitively to adjoining heritage and public realm interfaces. The building is limited to 3 storeys (13m) at the interface with the retained Valve House ensuring a low-scale response and appropriate visual separation.

The built form then sets back approximately 4.8m then rising to a maximum height of 10 storeys (37.8m) at the corner condition. The north-eastern portion of Building A is limited to a maximum height of 8 storeys (27.1m), providing a suitable transition in scale toward the Village Heart. This reduced height assists in maintaining adequate daylight access to the central courtyard and ensures that amenity for courtyard facing dwellings is retained.

An outline of the proposed heights and setbacks have been provided below, against the original DPO schedule requirements.

Building A				
Street Interface	Distance from Boundary	Proposal	Maximum Height within Setback	Proposal
George Street	Greater than 2 metres	3.6m	33–35 metres (10 storeys)	37.8m (10 storeys)
Gore Street easement east	Greater than 3 metres	4.65m	33–35 metres (10 storeys)	27.1m (8 storeys)
Northern façade of valve house	0–10 metres	9.3m	0 m	13m (3 storeys)
	10–18 metres	14.1m	20 metres (6 storeys)	37.8m (10 storeys)

Street Interface	Distance from Boundary	Maximum Height within Setback
George Street	0-2 metres	0m
	Greater than 2 metres	33-35 metres (10 storeys)
Gore Street easement east	0-3 metres	14-25 metres (4-8 storeys)
	Greater than 3 metres	33-35 metres (10 storeys)
Northern facade of valve house	0-10 metres	0m
	10-18 metres	20 metres (6 storeys)
Eastern facade of valve house	0-9 metres	0m
	9-20 metres	20 metres (6 storeys)
Alexandra Parade between Smith Street and Village Street	0-22 metres	33-35 metres (10 storeys)
	Greater than 22 metres	33-35 metres (10 storeys)
Alexandra Parade between Village Street and George Street	0-1 metres	0m
	1-22 metres	33-35 metres (10 storeys)
	Greater than 22 metres	33-35 metres (10 storeys)

Building B

Building B also adopts a graduated height strategy. At the interface with the Valve House, the building is limited to 3 storeys (13.1m), stepping back approximately 4.7m and then rising to 5 storeys (19.2m) to maintain a sensitive response to the heritage element. From this point, the building increases in height to 13 storeys (45.1m), with a maximum height of 14 storeys (51.5m) located at the Alexandra Parade and Gore Street corner. The northern portion of Building B is limited to 13 storeys (44.2m), reinforcing a stepped built form and reducing the visual prominence of upper levels away from primary street frontages.

While the maximum height of Building B exceeds the preferred height identified in the DP, this variation is considered appropriate in its context. The increased height responds directly to the approved 14 storey development on adjacent Parcel B, ensuring visual consistency along the Gore Street extension and reinforcing the corner condition as a key gateway into the Precinct. The variation from 13 to 14 storeys allows the built form to read cohesively within its immediate context while avoiding abrupt changes in scale.

An outline of the proposed heights and setbacks have been provided below, against the original DPO schedule requirements.

Building B				
Street Interface	Distance from Boundary	Proposal	Maximum Height within Setback	Proposal
Gore Street easement east	Greater than 3 metres	3m	33–35 metres (10 storeys)	51.5m (14 storeys)
Eastern façade of valve house	0–9 metres	6.8m	0 m	13.1m (3 storeys)
	9–20 metres	11.6m to 18.5m	20 metres (6 storeys)	19.2m (5 storeys) to

				44.2m (13 storeys)
Alexandra Parade (between Village Street and George Street)	1–22 metres	1.25m	33–35 metres (10 storeys)	13 (45.1m) to 14 storeys (51.5m)

Massing Rationale

The proposal has been carefully designed through an integrated massing strategy that responds to the overall redevelopment of the FGW Precinct. The built form has been designed having regard to an average building height outcome rather than a strict application of the maximum preferred height limit, resulting in an overall variation from the preferred maximum building height of 5%, representing an average overall building height 10.5 storeys, marginally above the 10 storeys envisaged for Parcel A.

Across the FGW Precinct, the average building heights are as follows:

- Parcel A: approximately 10.5 storeys (proposed)
- Parcel B: approximately 10.2 storeys (approved)
- Parcel C: approximately 9.9 storeys (approved)

When considered collectively, the overall precinct achieves an average height of approximately 10.2 storeys.

While this is a technical exceedance in the preferred height within Parcel A (at a maximum of 14 storeys), the additional height should be considered within the broader Precinct. The proposal adopts a refined and balanced massing approach, which ranges in height from 3-14 storeys, to provide a more sensitive transition in scale and an improved response to adjoining areas, including Valve House, as well as the emerging built form within Parcels B and C.

	These design measures deliver a more cohesive and contextually appropriate outcome. The reduction in height in some location assists in minimising perceived visual bulk, while also improving solar access and reducing overshadowing impacts to the central courtyard and internal streets. While the increased form responds to the height approved within Parcel B as well as the less sensitive interface to Alexandra Parade. This contributes to enhanced amenity outcomes for future residents and a higher quality public realm. On this basis, while there is a technical exceedance at an average of 10.5 storeys, the proposal is considered to remain broadly consistent with the strategic intent of the DP, achieving an average of 10.2 storeys.
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.	Consistent with the DP The central courtyard is provided in accordance with the DP requirements with substantially greater proportions than the existing approval due to the rationalisation of the building footprints.
6.2 Parcel Vision	
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.	Consistent with the DP Refer to the UCR prepared by FKA. The proposal has been designed to respond directly to the locational, character and interface expectations for Parcel A as identified in the DP. The architectural identity of the proposal draws upon the established character of Fitzroy and Collingwood, with particular reference to the area's industrial heritage. This response is reinforced through the retention and integration of the historic valve house, which remains a key reference

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.	point within the Site and contributes to the ongoing legibility of the precinct's former gasworks and utility function. In combination with the valve house, the proposal adopts a robust architectural language expressed through durable materials and well articulated and modulated built form. Material selections and façade treatment have been deliberately designed to be robust and enduring, allowing the development to sit comfortably within its inner urban context while supporting contemporary residential outcomes. This approach ensures that the built form does not compete with the retained heritage elements but instead provides a coherent setting that enhances their visibility and significance. Consistent with the DP's guidance for entry treatments, the proposal differentiates responses across the precinct edges. Overall, the proposal demonstrates a considered and site responsive approach that aligns with the DP's aspirations for Parcel A, balancing heritage recognition, robust architectural expression and contemporary urban design outcomes appropriate to its prominent gateway location.
7.0 Affordable Housing	
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).	Generally consistent with the DP. Refer to the Affordable Housing Report prepared by Local. The report confirms that Local is intending to deliver the project as a purpose-built BTR development, held in single ownership as a long-term investment. The proposal will deliver 33% (rounded) of total dwellings as Affordable Housing, structured across two head leases and managed by Storey Residential. This will contribute to a total of 23% precinct wide, which is above the 20% requirement. • AH 1: 20% of total dwellings, rounded up to the nearest whole dwelling (~80 dwellings on a preliminary design of 399 units), held as Affordable Housing for a minimum of 20 years from the date of occupation of the first dwelling.

- AH 2: The balance of 33% (rounded) (~52 dwellings on a preliminary design of 399 units), held as Affordable Housing for a minimum of 10 years from the date of occupation of the first dwelling.

This structure enables a greater number of households to benefit from affordable housing over time rather than limiting access to a smaller group of long-term occupants. It also allows the proponent to deliver a greater overall supply of affordable housing, supporting improved housing accessibility and delivering a positive social outcome by assisting more people to access affordable accommodation sooner.

Dwelling counts will be adjusted to provide 33% (rounded) of the overall dwelling count within the final endorsed design, rounding upward as required.

The proposed apartment mix for the project has been designed to provide a range of typologies suited to different household needs for both Affordable and Market Rental. The overall dwelling mix is consistent with the Affordable Housing dwelling mix outlined in the DP, as per below.

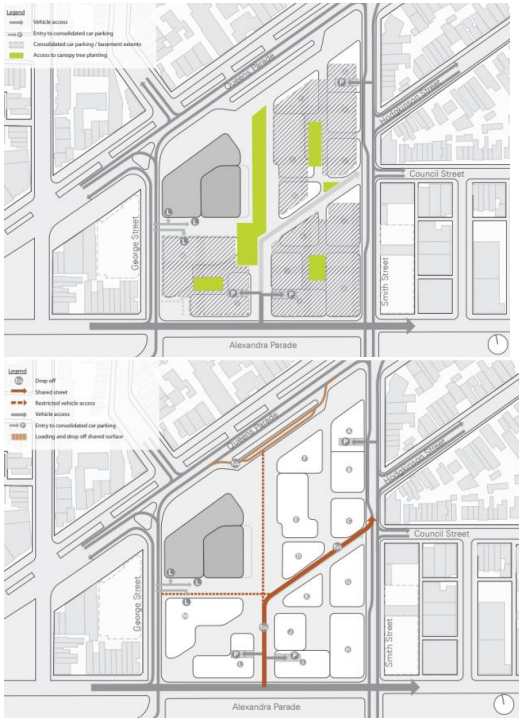
Typology	Total Units	Total Mix	AH 1	AH 2	Total Affordable	% of Affordable	Development Plan
Studios	130	33%	20	13	33	25.0%	Up to 60% 1-bedroom and Studio, no more than approximately 25% of total being studios.
1 Bedroom	149	37%	28	18	146	34.8%	
2 Bedroom	102	26%	30	19	49	37.1%	Up to 60%
3 Bedroom	18	5%	2	2	4	3.0%	Up to 10%

Total	**399**	**100%**	**80**	**52**	**132**	**100%**	

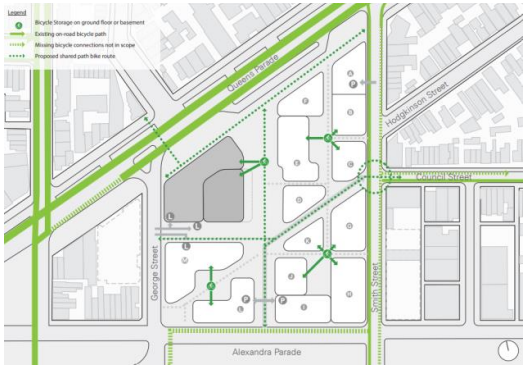
*Table 4 of the Affordable Housing Report – Proposed allocation of dwellings in Parcel A. *Unit counts are based on preliminary designs and subject to change. Total Units and Ave Size include proposed SDA HPS units, which will form part of the 2-bedroom unit allocation.*

8.0 Movement	
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. • 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.	Consistent with the DP. Clear pedestrian, cycling and vehicular connection has been provided throughout the proposal to ensure the proposal integrates with the existing and future network hierarchy and will be design in accordance with AMCORD.
8.3 Cycling	
Two bicycle parking spaces are provided per dwelling unless further justification is submitted at planning application to the satisfaction of the Responsible Authority.	Generally consistent with the DP. Refer to Section 6.7 of this Report and the TIA prepared by OMG for further details. As described above in Section 6.7 and Sections 7 (Pages 38-41) and 10 (Page 59) of the TIA, the proposed bicycle parking provision is appropriate having regard to the nature of the development and the expected demand. In this context, the shortfall of 244 spaces and average

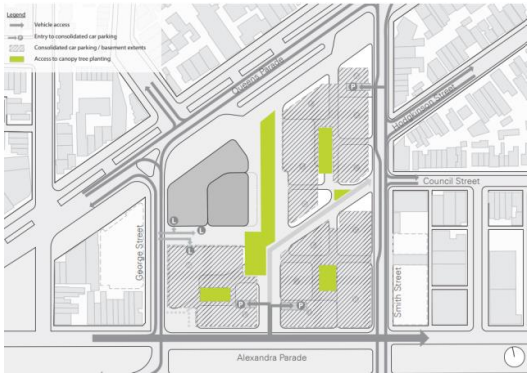
	provision of approximately 1.44 spaces per dwelling is considered suitable and aligned with the anticipated occupancy patterns and travel behaviour.
8.5 Private Vehicle Access & Car Parking	
Private vehicular access is to be limited. To achieve this, the following design requirements should be met: **Access points to car parking, loading and unloading and pickup/ drop-off areas as shown in Figure 87 and Figure 88.**	Generally consistent with the DP. Refer to Section 6.7 of this Report and the TIA prepared by OMG for further details. As described above in Section 6.7 and within Sections 5.4 (Pages 33-36), 6 (Page 37), 9 (Pages 51-58) and 10 (Pages 59-61) of the TIA, while the proposed access and loading arrangements from George Street differ from the originally approved access via Alexandra Parade and do not strictly align with the nominated location within the DP, it is demonstrated that the proposed access arrangement not only functions effectively from a traffic and operational perspective but also maintains general alignment with the strategic intent of the DP. Moreover, the DP does not identify a minimum number of access points or a requirement for vehicle access via Gore Street to be provided.



• **A shared street with bike paths and clear pedestrian routes as per Figure 84 Pedestrian Network Plan and Figure 85 Cycling Network Plan.**	Consistent with the DP. The proposal provides for bike paths and clear pedestrian routes in accordance with the DP requirement.



- 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.



Generally consistent with the DP.

All private parking is accommodated within the basement. While the basement extent and shared basement arrangement do not directly align with the access to canopy tree planting requirement, the basement is constrained by the need to accommodate vehicle circulation, parking requirements, structural element, and servicing infrastructure within a consolidated footprint. These competing requirements limit opportunities to provide deep soil zones above the basement.

In response, the public open space will incorporate on-structure planting to achieve appropriate tree canopy outcomes and support the landscape objectives of the DP.

8.6 Service & Emergency Access	
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. 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.	Consistent with the DP. Refer to Section 6.7 of this Report and the TIA prepared by OMG for further details. Loading and waste collection is proposed to occur via a ground level loading dock, accessed from the existing George Street accessway located to the north of the Site. The loading dock is designed to accommodate waste collection by larger vehicles operating within the internal access street. All waste storage and collection will be undertaken entirely within the private realm, with no bins stored or collected from the public realm, in accordance with the DP requirements. Careful consideration has been given to the integration of loading, waste and building services within the overall design. These elements are designed to minimise visual and amenity impacts on the public realm and surrounding interfaces.
9.0 ESD	
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.	Consistent with DP. Refer to the SMP prepared by Lucid for further details. The SMP confirms that the project has been designed to target ESD performance benchmarks for a 5-star Green Star Building.

Appendix C Proposed Amendment to Planning Permit Conditions

Planning and Environment Regulations 2015
Form 4
Sections 63, 64, 64A and 86

PLANNING PERMIT

Permit No.: PA2201764

Yarra Planning Scheme

Responsible Authority: Minister for Planning

ADDRESS OF THE LAND:	111 Queens Parade, Fitzroy North
THE PERMIT ALLOWS:	Use of the land for a food and drinks premises (café); construct a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay; construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay; reduction in the car parking requirements; and create or alter access to a road in a Transport Zone 2, in accordance with the endorsed plans.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT

Amended plans

1. Before the development commences, excluding demolition, site preparation, site retention and footings, 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 ARM Architecture plans dated 21 September 2022 but modified to show:

Design

a. Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings.
b. ~~Relocation of the Bin Store to upper basement, generally in accordance with sketch plan ARM-0108[02] prepared by ARM Architects, dated 17/11/2022.~~
c. Proposed and existing ground levels on street elevations.
d. ~~Building L Façade with:~~
   i. ~~Modified materials of the ground floor external façade to a brick face finish, generally in accordance with ARM-0117a Rev-2, ARM-0117b Rev-2, ARM-0117c Rev-2 & ARM-0117d Rev-2, dated 15/11/2022 specifying materials to the soffit underside of level 1 and height of materials to columns.~~
   ii. ~~Reduced number and composition of pattern types with a maximum of ten different graphic print panels.~~
   iii. ~~The avoidance of 'literal' materiality of prints such as brickwork and bluestone.~~
   iv. ~~Floor to ceiling heights at all levels dimensioned on the sections.~~

Improved Amenity

e. Alterations to Building L generally in accordance with the sketch plans ARM-0111[00], ARM-0112[00], ARM-0113[00], RWA-DD-SK-019 and 'Parcel A - Building L Apartment Layout Changes - Rev 3' prepared by ARM Architecture and Lucid Daylight Modelling – Apartment Layout Changes (Rev 1) (LCE21298-043) dated 14 November 2022 to:
   i. Relocate the communal area from level 9 of Building L to level 1.
   ii. Relocate dwellings from level 1 to levels 8 and 9.
   iii. Modify the layouts of dwelling type L01 at locations SH2, SH3 (Level 2-8), SH4 (Level 2-9) and SH13 (Level 1–8).
   iv. Modify the layouts of dwelling type L04 at locations SH9 (L1-L9).
   v. Modify the layouts of dwelling type L05 at locations SH8 (Level 1-3 with balcony).
   vi. Modify the layouts of dwelling type L07 at locations SH7 (Level 1-9) and SH8 (Level 4-9).
   vii. Add additional window to the living room facade of dwelling type L015 at locations SH5 (Level 2 – 3).
   viii. Annotate the dimensions and size of windows to all dwelling types consistent with the Lucid modelling assumptions.

f. Replacement of dwelling type L11 at locations SH1 (Levels 1-8) with dwelling type L06 modified to locate the living area to the western side with additional window to the living room facade, relocate the balcony outside of the view line and/or reduce the balcony depth and relocate the apartment entry to ensure compliance with Performance Requirement D1.4 of the National Construction Code.
g. Provide updated daylight modelling to dwelling type L11 as required by condition 1.f) to quantify the improved daylight. This modelling is to specify the daylight performance of dwelling types L01, L04, L05, L07 if further changes are made from plans entitled 'Parcel A - Building L Apartment Layout Changes - Rev 3' prepared by ARM.
h. Alterations to Building L generally in accordance with the sketch plans ARM-0111[00], ARM-0112[00] that shows the relocation of the communal area from level 9 to level 1, but further modified to provide access to the bathroom(s) within the communal area from the adjacent corridor.
i. Nomination of privacy screens (or other form of screening) between apartments BTR15 and BTR16, BTR11 and BTR10, BTR12 and BTR13, and SH3 and SH4.

Car Parking

j. Columns within the basement car parking levels clearly depicted in positions outside of the parking space clearance envelopes as required by Diagram 1 Clearance to car parking spaces of Clause 52.06-9 of the Yarra Planning Scheme.
k. Details of ramp section lengths, transition grades and RL's to ensure compliance to the satisfaction of the Responsible Authority.
l. Provision of a pedestrian sight triangle at the Gore Street vehicle entrance to ensure the safety of pedestrians and cyclists.
m. The shared areas of the accessible car spaces shown with hatching and bollards so as to be generally in compliance with design standard AS/NZS 2890.6:2009.
n. Cross sectional drawings together with B99 design vehicle and Small Rigid Vehicle for waste collection clearance templates to show spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement of the Gore Street extension and the east-west aligned southern access road (from George Street).

Bicycles

o. All bicycle parking in the public realm must be designed in a way that does not obstruct current or future walking or cycling access, as per Australian Standard AS2890.3.
p. All visitor bicycle parking spaces must be provided at a horizontal bicycle rail, in compliance with Clause 52.34-3 and Australian Standard AS2890.3.
q. Dimensions of all bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
r. Provision of a note clarifying which bicycle storage spaces are to be secure.

Reports and Plans

s. Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (Condition 4) (where relevant to show on plans).
t. Any requirement of the endorsed Landscape Plan (where relevant to show on plans).
u. Any requirement of the endorsed Tree Management Plan (where relevant to show on plans).
v. Any requirement of the endorsed Sustainable Management Plan (where relevant to show on plans).
w. Any requirement of the endorsed Wind Impact Assessment Report (where relevant to show on plans).
x. Any requirement of the endorsed Acoustic Report (where relevant to show on plans).
y. Any requirement of the endorsed Waste Management Plan (where relevant to show on plans).

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.

Conservation Management Plan

3. Prior to the occupation of development of Building M or L, or commencement of works on the Valve House, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will then form part of this permit. The plan must relate to the Valve House and must include:

a. Update the existing statement of significance.
b. Indicate the owner and manager of the place.
c. Consider its historical, current uses.
d. Document the current physical condition of the Valve House building (including interior as well as exterior) along with photos.
e. Preparation of a maintenance regime including impact from proximate landscape works.
f. Prepare an action plan (in consultation with the owner and manager of the place; and key stakeholders) and assign responsibilities so that the Conservation Management Plan does not remain a paper document but gets adopted, funded and implemented.

Façade Strategy and Materials and Finishes Plan

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

a. A concise description by the architect of the building design concept and how the façade works to achieve this.
b. Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form.
c. Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors, typical privacy screening and utilities, bike parking areas, and service areas of both Buildings L and M.
~~d. Details of screening and extent of transparency to all walls above the footpath to Gore Street and George Street, ensuring good activation.~~
e. Details of all mechanical ventilation, including louvres in the facade, where relevant.
~~f. Imagery and final design of compressed fibre cement panels for the development.~~
g. Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings.
~~h. The strategy must illustrate the legibility of the proposal from short and distant views including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This is to be provided through montages and renders from various vantage points.~~
i. Provide a façade maintenance strategy.

j. Building L Façade with:
   i. Modified materials of the ground floor external façade to a brick face finish, generally in accordance with ARM-0117a Rev-2, ARM-0117b Rev-2, ARM-0117c Rev-2 & ARM-0117d Rev-2, dated 15/11/2022.
   ii. Reduced number and composition of pattern types with a maximum of ten different graphic prints panels.
   iii. The avoidance of 'literal' materiality of prints such as brickwork and bluestone.

Ongoing Architect Involvement

5. As part of the ongoing progress and development of the site, ARM Architecture or another 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.

Affordable Housing Report

6. Prior to the occupation of the development, an updated Affordable Housing Report, generally in accordance with the Affordable Housing Report authored by Development Victoria dated 29 July 2022, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The report is to be amended to include:

   a. All reference to the social housing within Building L as being provided "in perpetuity" is to be removed.

7. When approved, the Affordable Housing Report will be endorsed and will form part of this permit. The Affordable Housing Report may be amended from time to time, to the satisfaction of the Responsible Authority.

Affordable Housing – Section 173 Agreement

8. Before Building M of Parcel A development is occupied or unless otherwise agreed by the Responsible Authority, the Owner must enter into an Agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 which sets out the terms on which the Owner is required to make a contribution towards affordable housing in relation to Building M, to the satisfaction of the Responsible Authority. This may include a staged contribution, subject to the satisfaction of the Responsible Authority. The section 173 Agreement must be generally in accordance with key requirements outlined within the Affordable Housing Report as it relates to Building M prepared by Development Victoria and dated 29 July 2022, or as otherwise agreed by the Responsible Authority.

9. 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.

Landscape Plan

10. In conjunction with the submission of development plans under Condition 1, a Landscape Plan generally in accordance with the Landscape Report prepared by Rush Wright Rev 4 dated 14 October 2022 to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit.

    The Landscape Plan must include:
    a. Full details of all plant species and their botanical names. Plant species should be appropriate within their setting and be able to withstand and cope with shaded conditions.
    b. Consideration of the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity.
    c. Details of all paving, surface materials furniture and planters – showing dimensions, drainage, lining, materials and growing media including details of irrigation.

d. Cross sections of each vegetated area at ground floor between Buildings M and L specifying soil depth, volume and capacity to accommodate the tree nominated for that location.

11. Within 12 months of the issue of an Occupancy Permit, 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.
c. Replacing any dead, diseased, dying or damaged plants.

All to the satisfaction of the Responsible Authority.

Tree Management Plan

12. In conjunction with the submission of development plans under Condition 1, 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 existing street trees outside the property's frontage:
   i. pre-construction;
   ii. during construction; and
   iii. post construction.
b. The provision of any barriers.
c. Any pruning necessary.
d. Watering and maintenance regimes.

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

Sustainable Management Plan

14. 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 Sustainability Management Plan (SMP) prepared and authored by Lucid and dated 23 June 2022 ~~but modified to show~~:
a. ~~A note outlining that vehicle spaces in Building L and Building M are capable of accommodating EV charge points as appropriate.~~
b. ~~Provide updated daylight modelling for modified apartment layouts shown on plans submitted for endorsement.~~
c. ~~Provision of mechanical ventilation to Building L apartments, where required. The mechanical ventilation solution must include, but not be limited to the following:~~
   i. ~~Mechanical ventilation to the kitchen, bathroom, laundry and bedrooms of each dwelling.~~
   ii. ~~Specification of a minimum run-on-time for bathroom and laundry exhausts.~~
   iii. ~~Ensure the ventilation design (including any louvres in the external building façade) aligns with the recommendation of the amended Acoustic Report to achieve the required acoustic performance for the non-glazed building façade.~~

15. Prior to the occupation of any dwelling 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, to the satisfaction of the Responsible Authority must be submitted to the Responsible Authority. The report must confirm that all measures specified in the endorsed Sustainable Management Plan have been implemented in accordance with the approved plan.

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

Wind Report

17. In conjunction with the Public Realm Plan, the Wind Assessment Report generally in accordance with the Wind Assessment prepared by Mel Consulting Report 27-22-WT-ENV-00 dated April 2022 should be submitted to the satisfaction of the Responsible Authority.

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

Acoustic Report

19. In conjunction with the submission of development plans under Condition 1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must be generally in accordance with the acoustic report prepared and authored by Stantec Australia Pty. Ltd. And dated 25 May 2022, but further modified to assess and include the following:

    a. Confirmation to be provided that the design criteria are proposed to be met in unfurnished rooms, in accordance with the BADS requirements.
    b. Confirm background noise measurements for zoning levels and corresponding noise limits.
    c. ~~Confirm that the mechanical ventilation strategy (including any louvres in the external building façade) nominated in the Sustainability Management Plan will achieve the required acoustic performance for the non-glazed building façade.~~
    d. ~~Recommend noise attenuation works to the indoor communal area in Building L at level 1 to mitigate noise impact from the communal spaces to adjoining apartments.~~

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

Green Travel Plan

21. Prior to the occupation of the development, a 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 Impact Traffic Engineering Pty. Ltd, but modified to reference:

    a. The proposal as amended pursuant to Condition 1.
    b. Description of the location in the context of alternative modes of transport.
    c. Employee welcome packs (e.g. provision of Myki/transport ticketing);
    d. Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes.
    e. A designated 'manager' or 'champion' responsible for co-ordination and implementation.
    f. Details of bicycle parking and bicycle routes.
    g. Details of Green Travel funding and management responsibilities.
    h. The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces).
    i. Security arrangements to access the employee bicycle storage spaces.
    j. Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3

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

Waste Management Plan

23. In conjunction with the submission of development plans under Condition 1, 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 225 July 2022 but modified to address:

    a. Assess the proposal as amended under Condition 1 and its requirements.
    ~~b. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.~~
    ~~c. Specify the method of collection for waste from the relocated bin store at Building L.~~

24. 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

25. Before the occupation of the development approved by this permit, or a later date as agreed in writing with the Responsible Authority, a public realm plan must be prepared and approved, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority. The Public Realm Plan must provide detailed designs for all parks, plazas, footpaths and roads interfacing with the subject site, including Gore Street, Alexandra Parade footpath, Southern Access Road and George Street interfaces, including (where relevant):

    a. Detailed layout plan indicating all existing and proposed features and surface levels.
    b. Longitudinal sections along the property boundary, back of kerb and invert of the channel.
    c. Cross sections from property boundary to property boundary at 5 metre intervals indicating existing and proposed levels at changes in grade.
    d. Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details.
    e. Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type.
    f. Public lighting plan.
    g. Signage and line marking plan.
    h. Distinct delineation between public and private land along all interfaces.
    i. Location of all private aspects / infrastructure within the private property boundary and not within the public road reserve.
    ~~j. Details of the 1.5-metre-high solid screen in the junction between the Southern Access Road and Southern Gore Street extension to meet the wind mitigation measures detailed in the Wind Impact Assessment prepared and authored by MEL Consultants titled Environmental Wind Speed Measurements dated April 2022.~~

Gore Street and Southern Access Road

26. Prior to the occupation of the first building in Parcel A, or a later date as agreed in writing with the Responsible Authority, Gore Street (Stage 1) and Southern Access Road must be delivered, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority and at the permit holder's cost.

Access Management Plan

27. 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 central communal courtyard (Public Spaces) 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 the Public Spaces.
e. The Public Spaces complying with all applicable 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 the 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 the Public Spaces.
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.

Drainage works (to include water sensitive design)

28. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority in consultation with Yarra City Council, any damage to public infrastructure (footpath, kerb and channel, etc) caused by connection works for underground utility services, must be reconstructed:
    a. At the permit holder's cost; and
    b. To the satisfaction of the Responsible Authority.

29. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority in consultation with Yarra City Council, the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:
    a. At the permit holder's cost; and
    b. To the satisfaction of the Responsible Authority.

30. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority in consultation with Yarra City Council, any new vehicle crossing must be constructed:
    a. In accordance with any requirements or conditions imposed by Yarra City Council.
    b. At the permit holder's cost; and
    c. 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 in consultation with Yarra City Council, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
    a. At the permit holder's cost; and
    b. To the satisfaction of the Responsible Authority.

General

32. 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.

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

34. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

Privacy Screens

35. 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.

Environmental Audit Statement

36. Prior to the commencement of any works approved by this permit, including demolition, site preparation, site retention and footings, a written opinion from the Environmental Auditor appointed for the site under the Environment Protection Act 1970, must be submitted to and approved by the Responsible Authority. The written opinion must provide advice in relation to the impact of the works on the completion of the audit before the completion of an environmental audit statement pursuant to the Environment Protection Act 1970.

37. Prior to the commencement of the use or buildings and works associated with the development approved by this permit (except for demolition, site preparation, site retention and footings) the permit holder must provide:
    a. An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit; or
    b. An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit if the recommendations made in the statement are complied with.

38. If, pursuant to Condition 37 a Statement is issued:
    a. The development authorised by this permit must be developed in accordance with and not be occupied until compliance with the recommendations of the environmental audit statement is achieved (excluding any ongoing maintenance or monitoring recommendations).
    b. If any recommendations of the environmental audit statement requires any ongoing maintenance or monitoring, the owner of the land (or another person in anticipation of becoming the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 (Agreement). The Agreement must:
        i. provide for the undertaking of the ongoing maintenance and monitoring as required by the environmental audit statement; and
        ii. be executed before the sensitive use for which the land is being developed commences; and

    c. the owner of the land, or other person in anticipation of becoming the owner, must pay all costs and expenses (including legal expenses) of, and incidental to, the Agreement (including those incurred by the Responsible Authority).

Construction Management Plan

39. Before the development commences, a Construction Management Plan, to the satisfaction of the Responsible Authority in consultation with Yarra City Council, 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 Yarra City 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 Yarra City Council 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. 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.
u. All litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

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

Construction Times

41. Except with the prior written consent of the Responsible Authority in consultation with Yarra City Council, 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.

Melbourne Water conditions start

42. The finished floor levels of all ground floor areas of the buildings must be at least 23.43 metres to the Australian Height Datum (AHD), or to the satisfaction of Melbourne Water. 23.43 metres AHD is 300 millimetres above the highest applicable flood level on the site of 23.13 metres AHD.

43. All areas with electrical installations (e.g. electrical substations, switch rooms etc.) are recommended to be set no lower than 300 mm above the applicable flood level, but may be set lower at the discretion of the relevant authority.

44. The basement ramp(s) must incorporate a flood proof apex set no lower than 23.43 metres AHD, or to the satisfaction of Melbourne Water. 23.43 metres AHD is 300 millimetres above the highest applicable flood level on the site of 23.13 metres AHD.

45. All basement entry and exit points, including lift entries, stairwells, windows, openings and vents, that could allow entry of floodwaters to the basement, must be set no lower than 23.43 metres AHD, or to the satisfaction of Melbourne Water. 23.43 metres AHD is 300 millimetres above the highest applicable flood level on the site of 23.13 metres AHD.

46. Stormwater discharge should be directed to the local council drainage network. Any new or modified connection to Melbourne Water's Alexandra Parade Main Drain, which runs along Alexandra Parade, or to the North Fitzroy Main Drain, which runs along George St, requires separate approval from Melbourne Water. For a connection to be approved, council must provide

a Legal Point of Discharge letter, demonstrating why it is not possible to connect to the local council drainage system.

Melbourne Water conditions end

Transport for Victoria conditions start

47. Before the development of Parcel A of the Fitzroy Gasworks site commences, except for demolition, site preparation, and footings, or as otherwise agreed by the Head, Transport for Victoria, the Public Realm plans must be submitted to and approved by the Head, Transport for Victoria. The plans must show to the satisfaction of and at no cost to Head, Transport for Victoria the following, unless otherwise agreed in writing:
    d. The scope extended to include the centre median of Alexandra Parade (extension of Gore Street) and include the alignment of Gore Street (south of the centre median) and Village Street,
    e. Appropriate treatments or measures to discourage through traffic from Gore Street in the centre median from heading straight through north bound to Village Street (extension of Gore Street),
    f. The maximisation of the length of the left turn deceleration land on Alexandra Parade east bound into Village Street to be compliant with AustRoads requirements,
    g. The proposed width of the left turn deceleration lane to be compliant with AustRoads requirements,
    h. The resulting width of the existing east bound kerbside lane on the north side of Alexandra Parade to include space for existing on road cycling,
    i. Removal of any narrow pinch points at pedestrian waiting areas to facilitate adequate pedestrian storage, including the corner of Alexandra Parade and Village Street (Gore Street extension),
    j. Modification including the removal of parking bays as a result of the inclusion of a deceleration lane along the Alexandra Parade property frontage,
    k. The linkage and connectivity of pedestrians and cyclists accessing the site, including consideration of adequate roadside footpath widths along the frontage and at the intersections.

48. All disused or redundant vehicle crossovers to be removed and reinstated to kerb and channel to the satisfaction of the Responsible Authority at no cost to Head, Transport for Victoria.

Transport for Victoria conditions end

Use – Food and Drink Premises

49. Except with the prior written consent of the Responsible Authority, the food and drink premises (café) authorised by this permit may only operate between the following hours of 5am-10pm.

Time Expiry

50. 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 six years of the date of this permit.
    c. The use is not commenced within seven years of the date of this permit.

    In accordance with section 69 of the Planning and Environment Act 1987, the Responsible Authority may extend:
    a. The commencement date referred to if a request is made in writing before the permit expires or within six months afterwards.
    b. The completion date referred to if a request is made in writing within twelve months after the permit expires and the development started lawfully before the permit expired.

Date Issued: 29 November 2022 Note: Under Part 4, Division 1A of the Planning and Environment Act 1987, a permit may be amended. Please check with the responsible authority that this permit is the current permit and can be acted upon.	**Signature for the responsible authority** 

DELWP Notes:

- Before any construction may commence, the applicant must apply for and obtain appropriate building approval from a Registered Building Surveyor.
- The applicant/owner will provide a copy of this planning permit and endorsed plans to any appointed Building Surveyor. It is the responsibility of the applicant/owner and the relevant Building Surveyor to ensure that all building (development) works approved by any building permit are consistent with this planning permit.
- Nothing in this permit or any plans or documents approved in accordance with the conditions of this permit should be taken to imply that the development meets the requirements of the Building Act 1993 and its regulations.

Melbourne Water Notes:

- Melbourne Water sets planning conditions for urban development with reference to the 1% Annual Exceedance Probability flood level (1% AEP). This is the flood level which has a 1% chance of being exceeded in any given year. This property is subject to flooding when the capacity of the Alexandra Parade Main Drain and North Fitzroy Main Drain is exceeded. The 1% AEP flood level for this property grades from 23.13 metres at the northern boundary to 22.54 metres AHD at the southern boundary.
- If further information is required regarded flood levels at specific locations on the site, please contact Melbourne Water on 131 722, siting the reference number above.

Transport for Victoria Notes:

- Separate consent and approval will be required for buildings and works undertaken within the arterial road reserve (Alexandra Parade) under the Road Management Act 2004.

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The responsible authority has issued a permit. (Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

CAN THE RESPONSIBLE AUTHORITY AMEND THIS PERMIT?

The responsible authority may amend this permit under Division 1A of Part 4 of the **Planning and Environment Act 1987**.

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from -
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if **–**
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the **Subdivision Act 1988** and a plan is not certified within two years of the issue of a permit, unless the permit contains a different provision; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within five years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if -
   - the use does not start within the time specified in the permit, or if no time is specified, within two years of the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if -
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in Section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision-
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on the relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must also be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Appendix D Conditions Compliance

The table below outlines the compliance requirements for pre-commencement conditions.

Condition	Response
1. Amended Plans	Refer to Architectural Plans, FKA, 8 May 2026, [Revision A]
4. Façade Strategy and Materials and Finishes Plan	Refer to Façade Strategy, FKA, May 2026, [Revision 1]
6. Affordable Housing Report	Refer to Affordable Housing Report, Local, May 2026, [Revision 1]
10. Landscape Plan	Refer to Landscape Plan, TCL, 8 May 2026, [Revision 2]
12. Tree Management Plan	Refer to Tree Management Plan, Arbkey, 8 May 2026, [Revision 3]
14. Sustainable Management Plan	Refer to Sustainability Management Plan (SMP), Lucid, 8 May 2026, [Revision 3]
17. Wind Report	Refer to Wind Report, MEL Consultants, 13 May 2026, [Revision 1]

19. Acoustic Report	Refer to Acoustic Report, Stantec, 8 May 2026, [Revision P03]
23. Waste Management Plan	Refer to Waste Management Plan (WMP), OMG, 8 May 2026, [Revision 1]
36. and 37. Environmental Audit Statement	Refer to Statement of Environmental Audit, BlueSphere, 2024, [Revision 1]

FENDER KATSALIDIS

25047 FITZROY GASWORKS PARCEL A
433 SMITH STREET FITZROY
NORTH VIC 3068

25047

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TP0010	A	SURVEY PLAN
TP0050	A	DEVELOPMENT SUMMARY
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TP1000	A	GROUND FLOOR PLAN
TP1001	A	LEVEL 01 FLOOR PLAN
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TP1003	A	LEVEL 03 FLOOR PLAN
TP1004	A	LEVEL 04 FLOOR PLAN
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TP5011	A	APARTMENT TYPES - 1 BED
TP5012	A	APARTMENT TYPES - 1 BED
TP5020	A	APARTMENT TYPES - 2 BED
TP5021	A	APARTMENT TYPES - 2 BED
TP5022	A	APARTMENT TYPES - 2 BED
TP5023	A	APARTMENT TYPES - 2 BED
TP5024	A	APARTMENT TYPES - 2 BED
TP5030	A	APARTMENT TYPES - 3 BED
TP5031	A	APARTMENT TYPES - 3 BED
TP5050	A	CLAUSE 58 MATRIX



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REVISION

A	ISSUE FOR TP SUBMISSION	08.05.26

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

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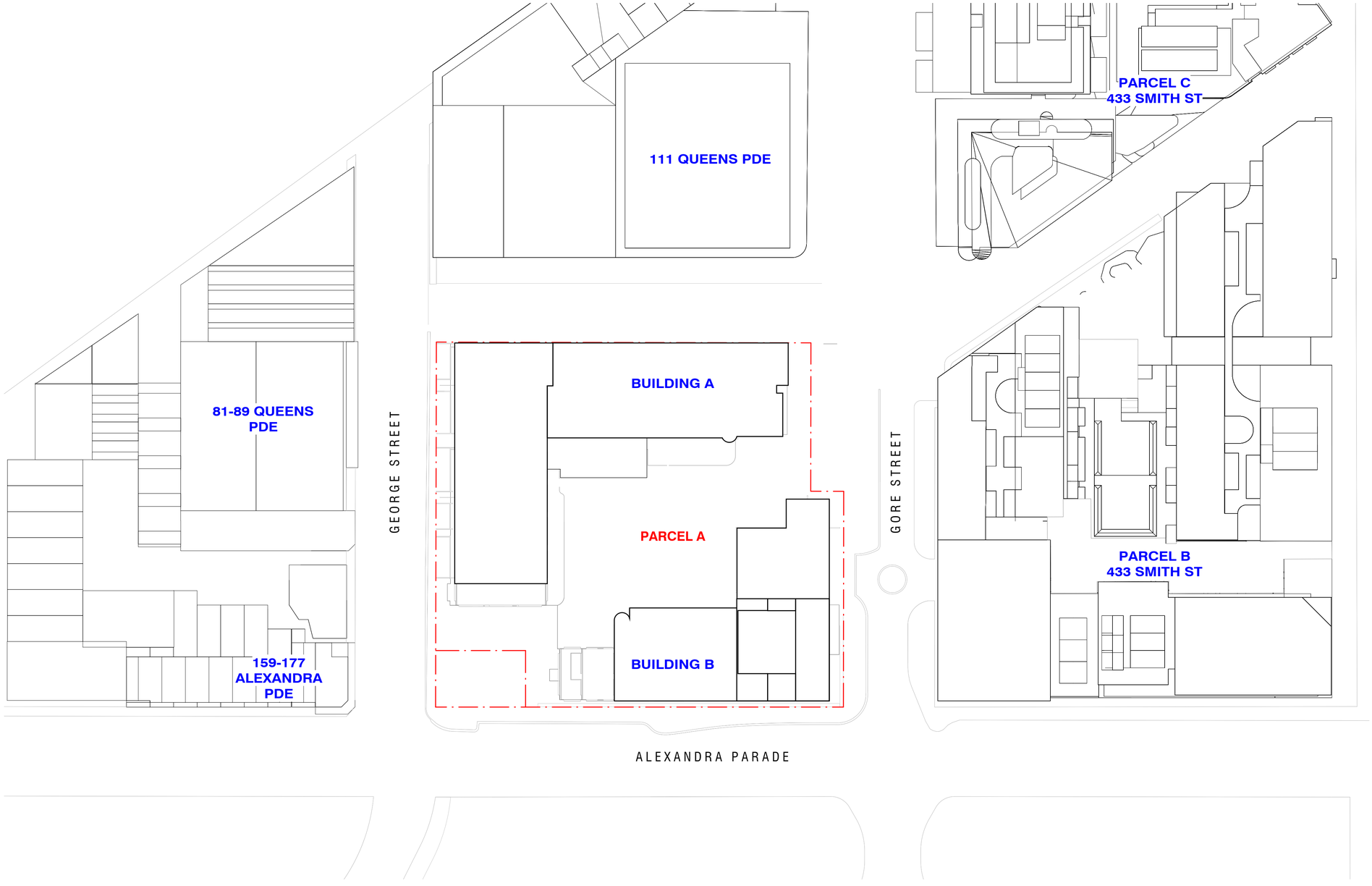
DRAWN	CHECKED	DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV.	DRAWING NO.
VN	JS	08.05.26	25047	N.T.S.@A1	COVER SHEET	TOWN PLANNING	A	TP0001



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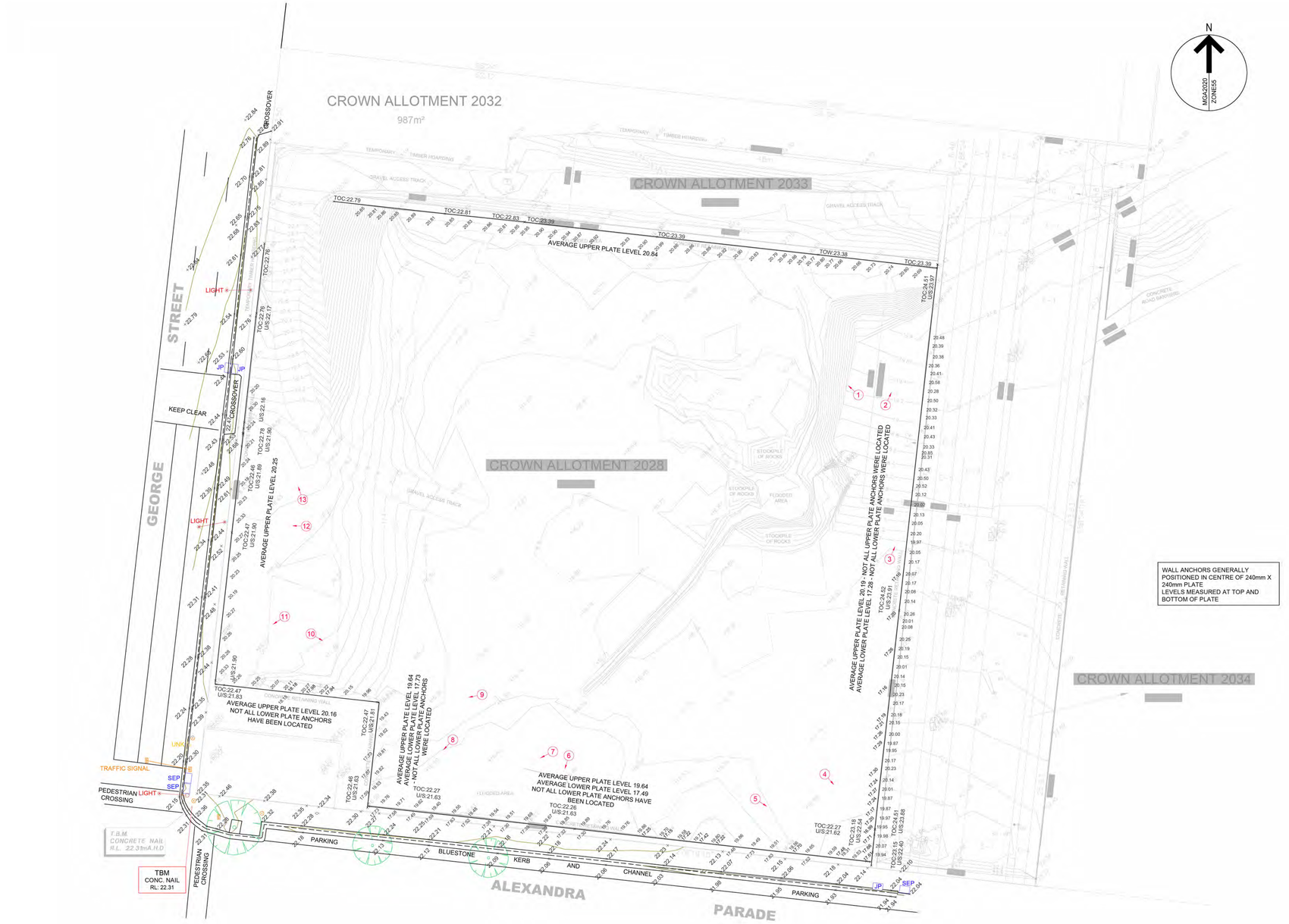
DRAWN	CHECKED	DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV.	DRAWING NO.
VN	JS	08.05.26	25047	1 : 400 @A1	SITE PLAN	TOWN PLANNING	A	TP0005



SURVEY NOTES:

25 August 2026

DATA ON THIS PLAN MAY ONLY BE MANIPULATED WITH THE PERMISSION OF TAYLORS DEVELOPMENT STRATEGISTS PTY. LTD.

WHILST EVERY EFFORT HAS BEEN MADE TO LOCATE ALL FEATURES AND SERVICES WITHIN THE SURVEYED AREA, TAYLORS CANNOT BE HELD RESPONSIBLE FOR FEATURES CONCEALED, BURIED, OR UNDER CONSTRUCTION AT THE TIME OF SURVEY.

SURVEY DATUM:

BEARING DATUM - VIDE VERIS SURVEY - MGA2020 ZONE 55

CO-ORDINATE DATUM - VIDE VERIS SURVEY

LEVEL DATUM - SITE DATUM VIDE VERIS SURVEY - CONNECTED TO PM446 WITH A VALUE OF RL 36.700m

FEATURE & LEVEL SURVEY:

THE FOLLOWING ACCURACIES HAVE BEEN ACHIEVED:

POSITIONAL ACCURACY	
HARD SURFACES	H ± 0.05m V +0.03m
SOFT SURFACES	H ± 0.05m V +0.05m

DIGITAL TERRAIN MODEL (DTM):
CONTOUR HAVE BEEN GENERATED AT INTERVALS OF 0.2m AND LABELLED AT 1.0m INTERVALS.
HAS BEEN PROVIDED ON LAYER "TO_DTM_TRIANGLES" WITHIN THE CAD FILE.

GENERAL:
AN AERIAL IMAGE WITH A DATE OF CAPTURE OF 21/02/2026 HAS BEEN PROVIDED ON LAYER "Y_IMAGE_AERIAL" WITHIN THE CAD FILE. THE IMAGE HAS BEEN SOURCED FROM NEARMAP AND IS INDICATIVE ONLY.
SOME LEVELS AND LAYERS WITHIN THE CAD FILE HAVE BEEN TURNED OFF OR FROZEN FOR CLARITY PURPOSES.

VEGETATION:
ONLY SIGNIFICANT TREES WITH A DIAMETER GREATER THAN 100mm HAVE BEEN LOCATED.
TREE TRUNK DIAMETERS (AT 1m ABOVE GROUND LEVEL) AND SPREADS ARE SHOWN TO SCALE.
TREE HEIGHTS SHOWN ARE APPROXIMATE ONLY.

PLAN PREPARED FROM:
THE FEATURES AND LEVELS WITHIN THE TITLE BOUNDARIES WAS COMPLETED BY VERIS ON 17/07/2025.

ADDITIONAL CAPPING BEAM DETAIL AND ANCHOR DETAIL WAS COMPLETED BY TAYLORS ON 15/04/2026.

TITLE RE-ESTABLISHMENT SURVEY COMPLETED BY VERIS.

THE FEATURES AND LEVELS IN THE ROAD RESERVE WAS COMPLETED BY TAYLORS ON 15/04/2026.

ALL VERIS SURVEY DATA HAS BEEN PLACED IN THIS DRAWING AS AN X-REF.

ALL FEATURES AND LEVELS SHOWN IN THIS DRAWING THAT ARE NOT PART OF THE XREF ARE THE RESULTS OF SURVEY BY TAYLORS.

CLIENT:

LOCAL RESIDENTIAL

PROJECT:

FITZROY GASWORKS
433 SMITH STREET
FITZROY NORTH 3068

DRAWING:

PLAN OF FEATURE & LEVEL SURVEY

Proj. Ref:	22831/S	Approved by:	AFI (LS)
Sheet:	1 of 2	Approval Date:	23/04/2026

5 0m 5 10 15 20
1:250 @ A1

DRAWING NUMBER: 22831-D2

VERSION: 01

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DRAWN	CHECKED	DATE	JOB NO.	SCALE
VN	JS	08.05.26	25047	N.T.S.@A1

PROJECT
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433 SMITH STREET FITZROY NORTH VIC 3068

DRAWING TITLE
SURVEY PLAN

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ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP0010

FITZROY GASWORKS DEVELOPMENT SUMMARY EFFICIENCY BY LEVEL - TOWER A

LEVEL	TOTAL	APARTMENT MIX STUDIO	1 BED	2 BED 1 BATH	2 BED 2 BATH	3 BED	RESI - NSA	GFA	GFA excl Balc	RESI - GFA
GROUND FLOOR	5	0	2	0	3	0	346.5 m²	2233.3 m²	2142.6 m²	1311.5 m²
LEVEL 1	28	12	11	1	2	2	1452.2 m²	2076.4 m²	1764.1 m²	1764.1 m²
LEVEL 2	28	12	11	1	2	2	1452.2 m²	2076.4 m²	1764.1 m²	1764.1 m²
LEVEL 3	28	12	11	2	3	0	1387.4 m²	1983.5 m²	1691.3 m²	1691.3 m²
LEVEL 4	28	12	11	2	3	0	1376.9 m²	1983.5 m²	1680.8 m²	1680.8 m²
LEVEL 5	28	12	11	2	3	0	1376.9 m²	1983.5 m²	1680.8 m²	1680.8 m²
LEVEL 6	28	12	11	2	3	0	1376.9 m²	1983.5 m²	1680.8 m²	1680.8 m²
LEVEL 7	28	12	11	2	3	0	1376.9 m²	1983.5 m²	1680.8 m²	1680.8 m²
LEVEL 8	13	5	5	1	2	0	653.0 m²	991.0 m²	851.6 m²	851.6 m²
LEVEL 9	13	5	5	1	2	0	653.0 m²	991.0 m²	851.6 m²	851.6 m²
LEVEL 10	0	0	0	0	0	0	0.0 m²	59.4 m²	59.4 m²	59.4 m²
Total	227	94	89	14	26	4	11451.8 m²	18344.9 m²	15848.0 m²	15016.9 m²

TOWER	STUDIO	1 BED	2 BED 1 BATH	2 BED 2 BATH	3 BED	TOTAL
A	41.4%	39.2%	6.2%	11.5%	1.8%	100%

FITZROY GASWORKS DEVELOPMENT SUMMARY EFFICIENCY BY LEVEL - TOWER B

LEVEL	TOTAL	APARTMENT MIX STUDIO	1 BED	2 BED 1 BATH	2 BED 2 BATH	3 BED	RESI - NSA	GFA	GFA excl Balc	RESI - GFA
GROUND FLOOR	0	0	0	0	0	0	0.0 m²	1316.6 m²	1316.6 m²	266.7 m²
LEVEL 1	15	3	5	0	5	2	1001.3 m²	1382.6 m²	1213.5 m²	1213.5 m²
LEVEL 2	15	3	5	0	5	2	1001.3 m²	1382.6 m²	1213.5 m²	1213.5 m²
LEVEL 3	15	3	5	0	6	1	969.0 m²	1334.3 m²	1181.2 m²	1181.2 m²
LEVEL 4	15	3	5	0	6	1	969.0 m²	1345.9 m²	1181.2 m²	1181.2 m²
LEVEL 5	14	3	5	0	5	1	892.2 m²	1257.5 m²	1104.4 m²	1104.4 m²
LEVEL 6	14	3	5	0	5	1	892.2 m²	1257.8 m²	1104.4 m²	1104.4 m²
LEVEL 7	14	3	5	0	5	1	892.2 m²	1257.8 m²	1104.4 m²	1104.4 m²
LEVEL 8	14	3	5	0	5	1	892.2 m²	1257.8 m²	1104.4 m²	1104.4 m²
LEVEL 9	14	3	5	0	5	1	892.2 m²	1257.8 m²	1104.4 m²	1104.4 m²
LEVEL 10	14	3	5	0	5	1	892.2 m²	1257.8 m²	1104.4 m²	1104.4 m²
LEVEL 11	14	3	5	0	5	1	892.2 m²	1257.8 m²	1104.4 m²	1104.4 m²
LEVEL 12	14	3	5	0	5	1	892.2 m²	1257.8 m²	1104.4 m²	1104.4 m²
LEVEL 13	0	0	0	0	0	0	0.0 m²	503.1 m²	525.6 m²	525.6 m²
LEVEL 14 ROOF	0	0	0	0	0	0	0.0 m²	36.0 m²	36.0 m²	36.0 m²
Total	172	36	60	0	62	14	11077.8 m²	17362.9 m²	15502.8 m²	14453.0 m²

TOWER	STUDIO	1 BED	2 BED 1 BATH	2 BED 2 BATH	3 BED	TOTAL
B	20.9%	34.9%	0.0%	36.0%	8.1%	100%

FITZROY GASWORKS DEVELOPMENT SUMMARY EFFICIENCY BY LEVEL

LEVEL	TOTAL	APARTMENT MIX STUDIO	1 BED	2 BED 1 BATH	2 BED 2 BATH	3 BED	RESI - NSA	GFA	GFA excl Balc	RESI - GFA	GF RESI - AMENITIES	OFFICE	CAFE / RETAIL	EXTERNAL RESI AMENITY	VALVE HOUSE	RESI - AMENITY L13	BASEMENT CARPARK	BASEMENT GFA
BASEMENT 1																	4588.4 m²	6145.0 m²
GROUND FLOOR	5	0	2	0	3	0	346.5 m²	3549.9 m²	3459.2 m²	1578.2 m²	1219.5 m²	502.5 m²	159.0 m²	276.0 m²	144.6 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 1	43	15	16	1	7	4	2453.5 m²	3459.0 m²	2977.6 m²	2977.6 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 2	43	15	16	1	7	4	2453.5 m²	3459.0 m²	2977.6 m²	2977.6 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 3	43	15	16	2	9	1	2356.3 m²	3317.8 m²	2872.5 m²	2872.5 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 4	43	15	16	2	9	1	2345.9 m²	3329.4 m²	2862.1 m²	2862.1 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 5	42	15	16	2	8	1	2269.1 m²	3241.0 m²	2785.2 m²	2785.2 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 6	42	15	16	2	8	1	2269.1 m²	3241.3 m²	2785.2 m²	2785.2 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 7	42	15	16	2	8	1	2269.1 m²	3241.3 m²	2785.2 m²	2785.2 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 8	27	8	10	1	7	1	1545.1 m²	2248.7 m²	1956.0 m²	1956.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 9	27	8	10	1	7	1	1545.1 m²	2248.7 m²	1956.0 m²	1956.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 10	14	3	5	0	5	1	892.2 m²	1317.2 m²	1163.8 m²	1163.8 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 11	14	3	5	0	5	1	892.2 m²	1257.8 m²	1104.4 m²	1104.4 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 12	14	3	5	0	5	1	892.2 m²	1257.8 m²	1104.4 m²	1104.4 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
LEVEL 13	0	0	0	0	0	0	0.0 m²	503.1 m²	525.6 m²	525.6 m²	0.0 m²	0.0 m²	0.0 m²	719.7 m²	0.0 m²	422.2 m²	0.0 m²	0.0 m²
LEVEL 14 ROOF	0	0	0	0	0	0	0.0 m²	36.0 m²	36.0 m²	36.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²
TOTAL	399	130	149	14	88	18	22529.6 m²	35707.9 m²	31350.9 m²	29469.9 m²	1219.5 m²	502.5 m²	159.0 m²	995.7 m²	144.6 m²	422.2 m²	4588.4 m²	6145.0 m²

STUDIO	1 BED	2 BED 1 BATH	2 BED 2 BATH	3 BED	TOTAL
32.6%	37.3%	3.5%	22.1%	4.5%	100%

BICYCLE PARKING SCHEDULE

LEVEL	RESIDENTIAL	VISITOR	STAFF / RETAIL	TOTAL
BASEMENT 1	524	0	0	524
GROUND FLOOR	0	42	10	52
TOTAL	524	42	10	576

NOTES:
- GFA includes Total Building Fully Enclosed Areas, excluding basement, plus unenclosed balconies
- GFA excl Balc is per GFA. excluding balconies
- BASEMENT GFA includes areas of basement carpark, lift cores, services bike storage and retention walls.

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REVISION

A	ISSUE FOR TP SUBMISSION	08.05.26

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

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LOCAL: RESIDENTIAL PTY LTD

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

DRAWN	CHECKED	DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV.	DRAWING NO.
VN	JS	08.05.26	25047	N.T.S.@A1	DEVELOPMENT SUMMARY	TOWN PLANNING	A	TP0050



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BASEMENT FLOOR PLAN

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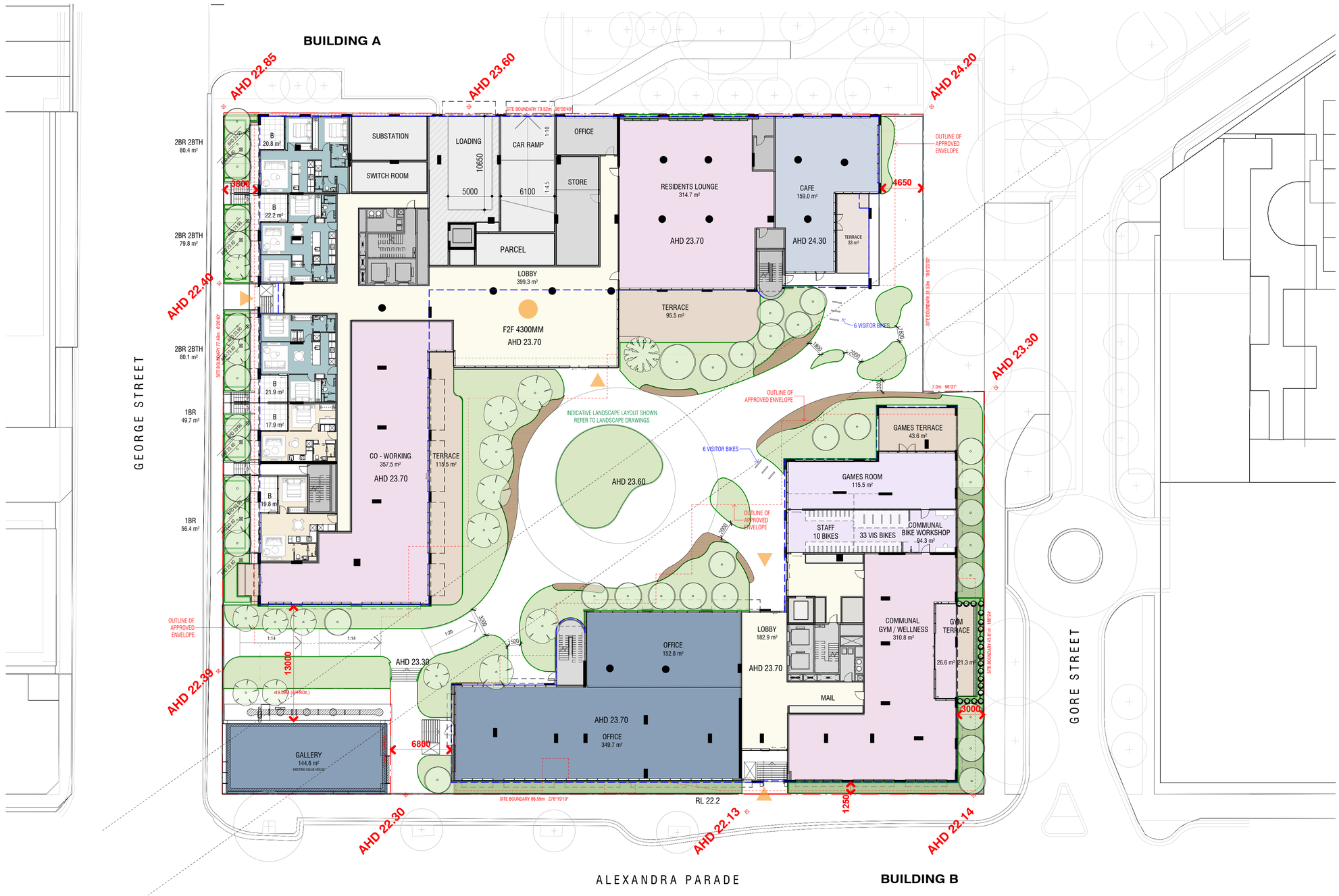
ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP0999



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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
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GROUND FLOOR PLAN

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ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1000



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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
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DRAWING TITLE
LEVEL 01 FLOOR PLAN

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ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1001



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PROJECT
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LEVEL 02 FLOOR PLAN

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REV. A

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ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1006



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ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1007



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PROJECT
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ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1008



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DRAWN	CHECKED	DATE	JOB NO.	SCALE
VN	JS	08.05.26	25047	1 : 200 @A1

PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

DRAWING TITLE
LEVEL 09 FLOOR PLAN

FK
WWW.FKAUSTRALIA.COM
2 RIVERSIDE QUAY, SOUTHBANK
VICTORIA 3006 AUSTRALIA
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1009



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VN	JS	08.05.26	25047	1 : 200 @A1

PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

DRAWING TITLE
LEVEL 10 FLOOR PLAN

FK
WWW.FKAUSTRALIA.COM
2 RIVERSIDE QUAY, SOUTHBANK
VICTORIA 3006 AUSTRALIA
TELEPHONE +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1010



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VN	JS	08.05.26	25047	1 : 200 @A1

PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

DRAWING TITLE
LEVEL 11 FLOOR PLAN

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VICTORIA 3006 AUSTRALIA
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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1011



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VN	JS	08.05.26	25047	1 : 200 @A1

PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

DRAWING TITLE
LEVEL 12 FLOOR PLAN

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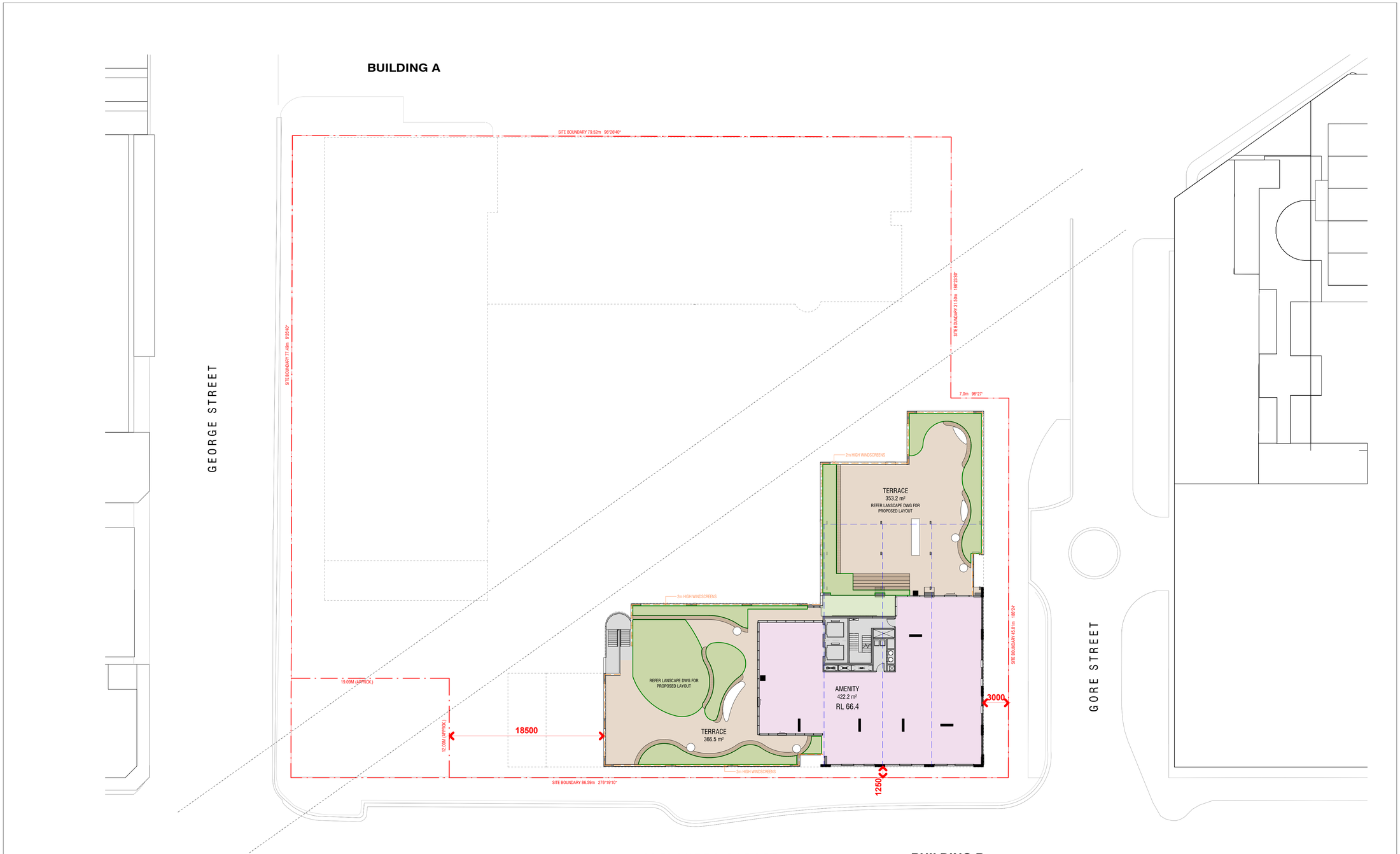
VICTORIA 3006 AUSTRALIA
TELEPHONE +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1012



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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

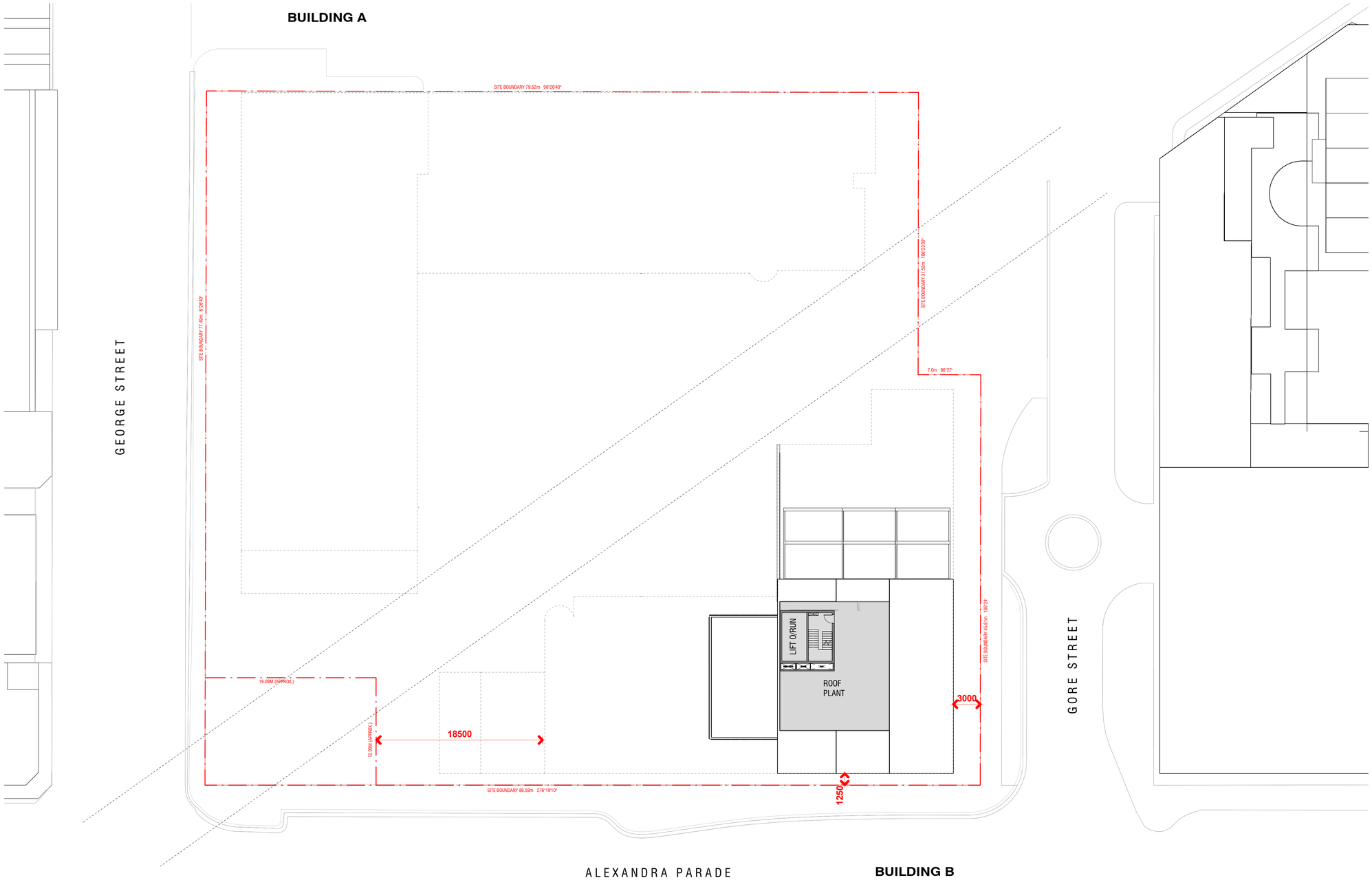
DRAWING TITLE
LEVEL 13 FLOOR PLAN

FK
WWW.FKAUSTRALIA.COM
2 RIVERSIDE QUAY, SOUTHBANK
VICTORIA 3006 AUSTRALIA
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP1013



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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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VN	JS	08.05.26	25047	1 : 200 @A1	LEVEL 14 ROOF PLAN	TOWN PLANNING	A	TP1014



MATERIAL LEGEND

Cf1	COLOURED CONCRETE FINISH - COLOUR 01
Cf2	COLOURED CONCRETE FINISH - COLOUR 02
Cf3	COLOURED CONCRETE FINISH - COLOUR 03
Cf4	COLOURED CONCRETE FINISH - COLOUR 04
Cf5	COLOURED CONCRETE FINISH - COLOUR 13
M1	METAL CLADDING - COLOUR 01
M2	METAL CLADDING - COLOUR 02
M3	METAL CLADDING - COLOUR 03
M4	METAL CLADDING - COLOUR 04
Mb	PERFORATED METAL CLADDING - COLOUR 04
M5	METAL CLADDING - COLOUR 05
M5a	PLEATED METAL CLADDING - COLOUR 05
M5b	PERFORATED METAL CLADDING - COLOUR 05
M6	PERFORATED METAL CLADDING - COLOUR 06
M7	METAL CLADDING - COLOUR 07
M8	PLEATED METAL CLADDING - COLOUR 08
M9	METAL SHROUD - COLOUR 09
M10	METAL - COLOUR 10
M11	PERFORATED METAL - COLOUR 11
M12a	PLEATED METAL - COLOUR 12
M12b	PERFORATED METAL - COLOUR 12
M13	METAL DOOR - COLOUR 13
Br1	MASONRY BRICK - LIGHT COLOUR
Br2	MASONRY BRICKS - DARK COLOUR
Br3	MASONRY BRICK - PLANTERS LIGHT COLOUR
Br4	MASONRY BRICK - PLANTERS DARK COLOUR
Ba1	METAL BALUSTRADE
Lv1	LOUVRED PLANT SCREEN
Lv2	LOUVERS GROUND FLOOR
G1	TINTED GLAZING WITH ALUMINIUM FRAMES
G2	CLEAR GLAZING WITH ALUMINIUM FRAMES
T01	TIMBER FENCE

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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VN	JS	08.05.26	25047	1 : 200 @A1

DRAWING TITLE
NORTH ELEVATION

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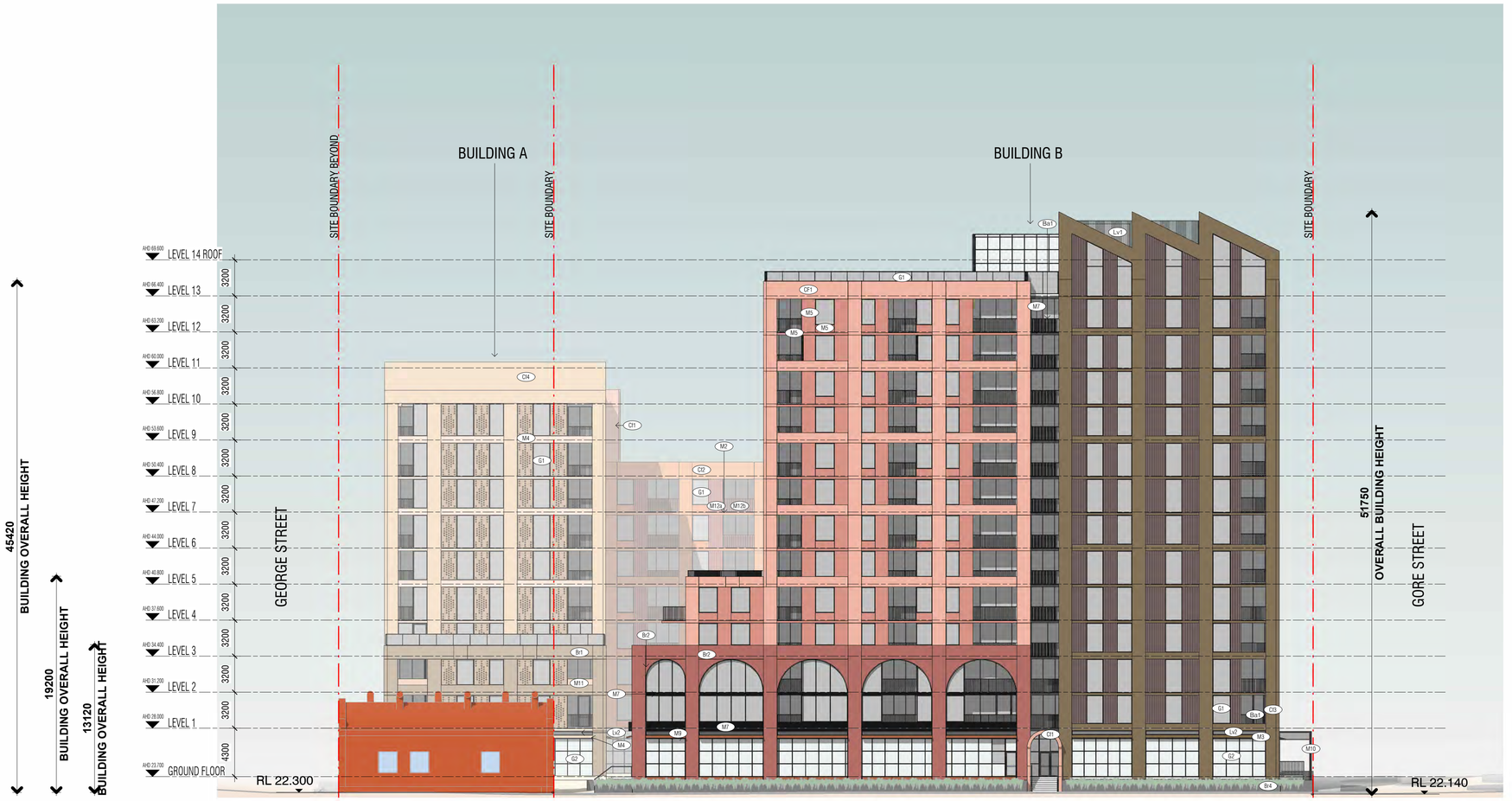
VICTORIA 3006 AUSTRALIA
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP2001



MATERIAL LEGEND

- Cf1 COLOURED CONCRETE FINISH - COLOUR 01
- Cf2 COLOURED CONCRETE FINISH - COLOUR 02
- Cf3 COLOURED CONCRETE FINISH - COLOUR 03
- Cf4 COLOURED CONCRETE FINISH - COLOUR 04
- Cf5 COLOURED CONCRETE FINISH - COLOUR 13
- M1 METAL CLADDING - COLOUR 01
- M2 METAL CLADDING - COLOUR 02
- M3 METAL CLADDING - COLOUR 03
- M4 METAL CLADDING - COLOUR 04
- Mb PERFORATED METAL CLADDING - COLOUR 04
- M5 METAL CLADDING - COLOUR 05
- M5a PLEATED METAL CLADDING - COLOUR 05
- M5b PERFORATED METAL CLADDING - COLOUR 05
- M6 PERFORATED METAL CLADDING - COLOUR 06
- M7 METAL CLADDING - COLOUR 07
- M8 PLEATED METAL CLADDING - COLOUR 08
- M9 METAL SHROUD - COLOUR 09
- M10 METAL - COLOUR 10
- M11 PERFORATED METAL - COLOUR 11
- M12a PLEATED METAL - COLOUR 12
- M12b PERFORATED METAL - COLOUR 12
- M13 METAL DOOR - COLOUR 13
- Br1 MASONRY BRICK - LIGHT COLOUR
- Br2 MASONRY BRICKS - DARK COLOUR
- Br3 MASONRY BRICK - PLANTERS LIGHT COLOUR
- Br4 MASONRY BRICK - PLANTERS DARK COLOUR
- Ba1 METAL BALUSTRADE
- Lv1 LOUVRED PLANT SCREEN
- Lv2 LOUVERS GROUND FLOOR
- G1 TINTED GLAZING WITH ALUMINIUM FRAMES
- G2 CLEAR GLAZING WITH ALUMINIUM FRAMES
- T01 TIMBER FENCE

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PROJECT
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433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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VN	JS	08.05.26	25047	1 : 200 @A1

DRAWING TITLE
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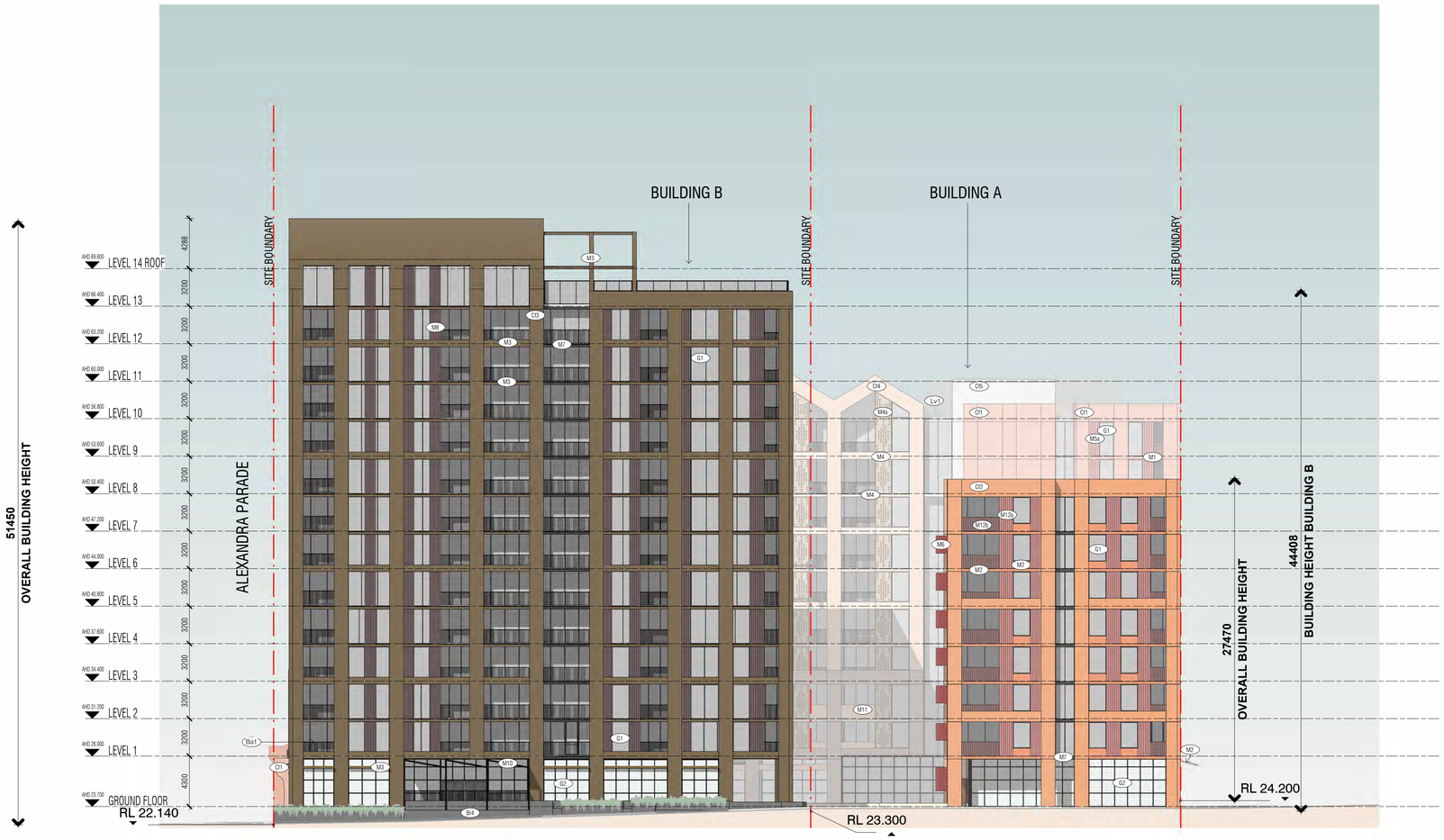
VICTORIA 3006 AUSTRALIA
TELEPHONE: + 61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP2002



MATERIAL LEGEND

- Cf1 COLOURED CONCRETE FINISH - COLOUR 01
- Cf2 COLOURED CONCRETE FINISH - COLOUR 02
- Cf3 COLOURED CONCRETE FINISH - COLOUR 03
- Cf4 COLOURED CONCRETE FINISH - COLOUR 04
- Cf5 COLOURED CONCRETE FINISH - COLOUR 13
- M1 METAL CLADDING - COLOUR 01
- M2 METAL CLADDING - COLOUR 02
- M3 METAL CLADDING - COLOUR 03
- M4 METAL CLADDING - COLOUR 04
- Mb PERFORATED METAL CLADDING - COLOUR 04
- M5 METAL CLADDING - COLOUR 05
- M5a PLEATED METAL CLADDING - COLOUR 05
- M5b PERFORATED METAL CLADDING - COLOUR 05
- M6 PERFORATED METAL CLADDING - COLOUR 06
- M7 METAL CLADDING - COLOUR 07
- M8 PLEATED METAL CLADDING - COLOUR 08
- M9 METAL SHROUD - COLOUR 09
- M10 METAL - COLOUR 10
- M11 PERFORATED METAL - COLOUR 11
- M12a PLEATED METAL - COLOUR 12
- M12b PERFORATED METAL - COLOUR 12
- M13 METAL DOOR - COLOUR 13
- Br1 MASONRY BRICK - LIGHT COLOUR
- Br2 MASONRY BRICKS - DARK COLOUR
- Br3 MASONRY BRICK - PLANTERS LIGHT COLOUR
- Br4 MASONRY BRICK - PLANTERS DARK COLOUR
- Ba1 METAL BALUSTRADE
- Lv1 LOUVRED PLANT SCREEN
- Lv2 LOUVERS GROUND FLOOR
- G1 TINTED GLAZING WITH ALUMINIUM FRAMES
- G2 CLEAR GLAZING WITH ALUMINIUM FRAMES
- T01 TIMBER FENCE

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

DRAWING TITLE
EAST ELEVATION

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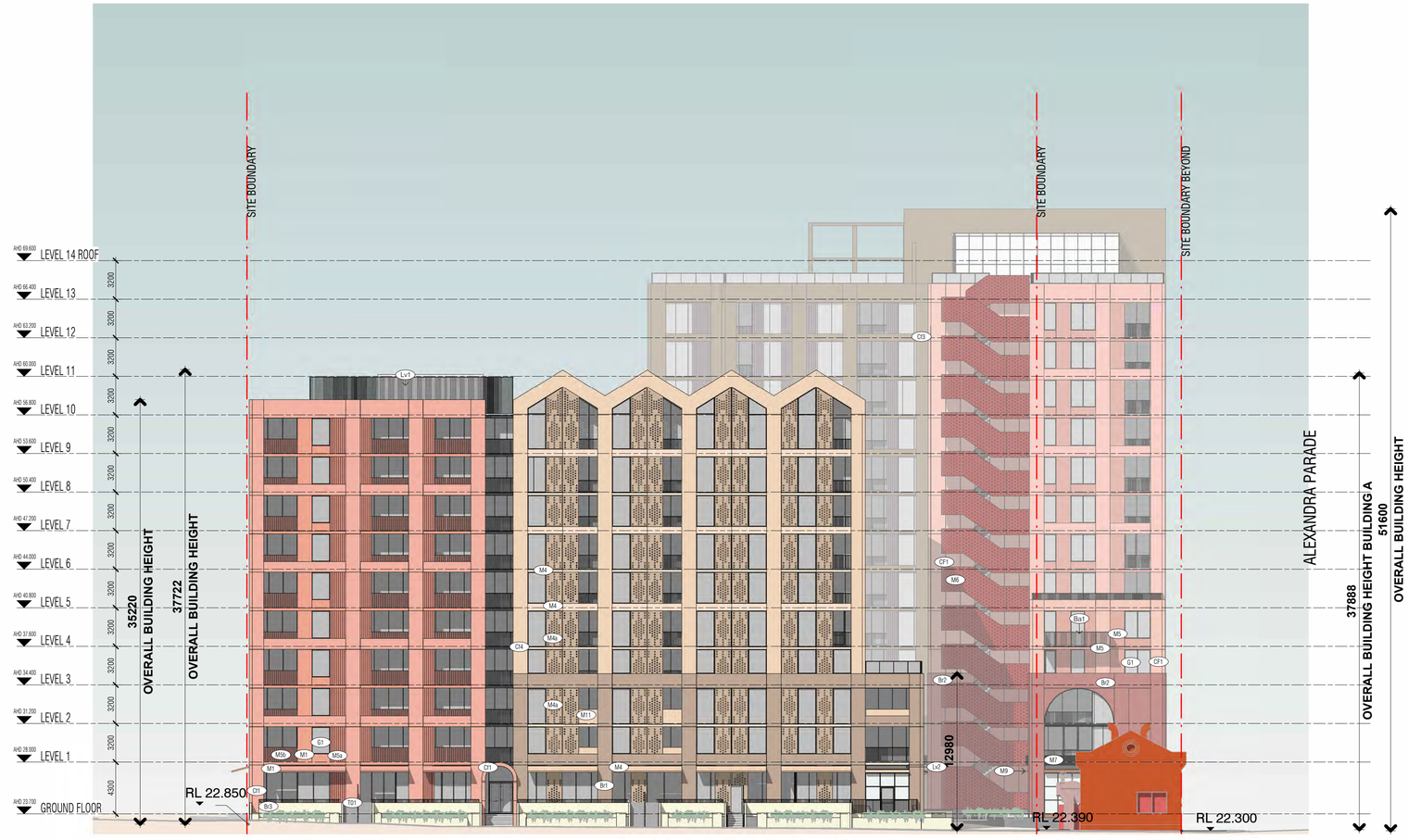
VICTORIA 3006 AUSTRALIA
TELEPHONE: + 61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP2003



MATERIAL LEGEND

- CF1 COLOURED CONCRETE FINISH - COLOUR 01
- CF2 COLOURED CONCRETE FINISH - COLOUR 02
- CF3 COLOURED CONCRETE FINISH - COLOUR 03
- CF4 COLOURED CONCRETE FINISH - COLOUR 04
- CF5 COLOURED CONCRETE FINISH - COLOUR 13
- M1 METAL CLADDING - COLOUR 01
- M2 METAL CLADDING - COLOUR 02
- M3 METAL CLADDING - COLOUR 03
- M4 METAL CLADDING - COLOUR 04
- Mb PERFORATED METAL CLADDING - COLOUR 04
- M5 METAL CLADDING - COLOUR 05
- M5a PLEATED METAL CLADDING - COLOUR 05
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- M7 METAL CLADDING - COLOUR 07
- M8 PLEATED METAL CLADDING - COLOUR 08
- M9 METAL SHROUD - COLOUR 09
- M10 METAL - COLOUR 10
- M11 PERFORATED METAL - COLOUR 11
- M12a PLEATED METAL - COLOUR 12
- M12b PERFORATED METAL - COLOUR 12
- M13 METAL DOOR - COLOUR 13
- Br1 MASONRY BRICK - LIGHT COLOUR
- Br2 MASONRY BRICKS - DARK COLOUR
- Br3 MASONRY BRICK - PLANTERS LIGHT COLOUR
- Br4 MASONRY BRICK - PLANTERS DARK COLOUR
- Ba1 METAL BALUSTRADE
- Lv1 LOUVRED PLANT SCREEN
- Lv2 LOUVERS GROUND FLOOR
- G1 TINTED GLAZING WITH ALUMINIUM FRAMES
- G2 CLEAR GLAZING WITH ALUMINIUM FRAMES
- T01 TIMBER FENCE

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VN	JS	08.05.26	25047	1 : 200 @A1

PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

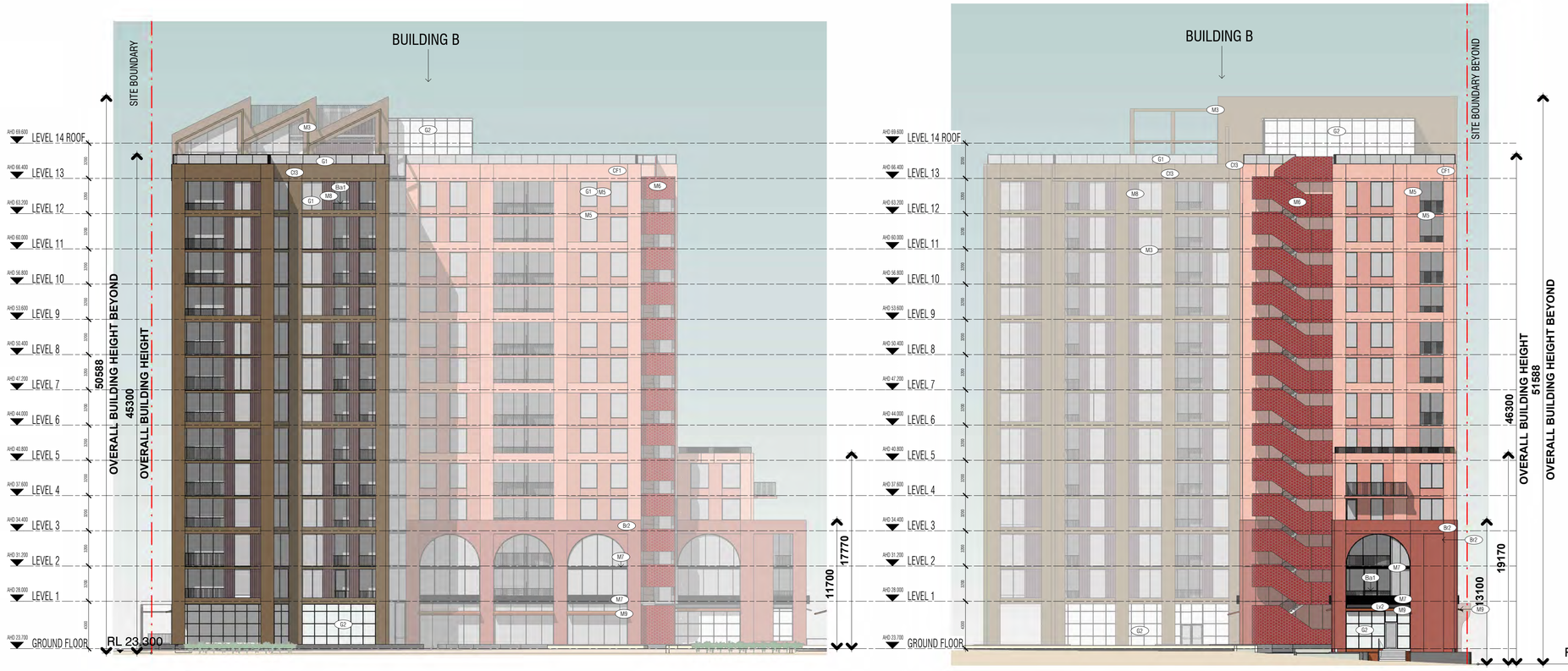
DRAWING TITLE
WEST ELEVATION

FK
WWW.FKAUSTRALIA.COM
2 RIVERSIDE QUAY, SOUTHBANK
VICTORIA 3006 AUSTRALIA
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP2004



1 NORTH ELEVATION INTERNAL

2 WEST ELEVATION INTERNAL

MATERIAL LEGEND

- Cf1 COLOURED CONCRETE FINISH - COLOUR 01
- Cf2 COLOURED CONCRETE FINISH - COLOUR 02
- Cf3 COLOURED CONCRETE FINISH - COLOUR 03
- Cf4 COLOURED CONCRETE FINISH - COLOUR 04
- Cf5 COLOURED CONCRETE FINISH - COLOUR 13
- M1 METAL CLADDING - COLOUR 01
- M2 METAL CLADDING - COLOUR 02
- M3 METAL CLADDING - COLOUR 03
- M4 METAL CLADDING - COLOUR 04
- Mb PERFORATED METAL CLADDING - COLOUR 04
- M5 METAL CLADDING - COLOUR 05
- M5a PLEATED METAL CLADDING - COLOUR 05
- M5b PERFORATED METAL CLADDING - COLOUR 05
- M6 PERFORATED METAL CLADDING - COLOUR 06
- M7 METAL CLADDING - COLOUR 07
- M8 PLEATED METAL CLADDING - COLOUR 08
- M9 METAL SHROUD - COLOUR 09
- M10 METAL - COLOUR 10
- M11 PERFORATED METAL - COLOUR 11
- M12a PLEATED METAL - COLOUR 12
- M12b PERFORATED METAL - COLOUR 12
- M13 METAL DOOR - COLOUR 13
- Br1 MASONRY BRICK - LIGHT COLOUR
- Br2 MASONRY BRICKS - DARK COLOUR
- Br3 MASONRY BRICK - PLANTERS LIGHT COLOUR
- Br4 MASONRY BRICK - PLANTERS DARK COLOUR
- Ba1 METAL BALUSTRADE
- Lv1 LOUVRED PLANT SCREEN
- Lv2 LOUVERS GROUND FLOOR
- G1 TINTED GLAZING WITH ALUMINIUM FRAMES
- G2 CLEAR GLAZING WITH ALUMINIUM FRAMES
- T01 TIMBER FENCE

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REVISION

A	ISSUE FOR TP SUBMISSION	08.05.26

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VN	JS	08.05.26	25047	1 : 200 @A1

PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

DRAWING TITLE
NORTH & WEST INTERNAL ELEVATIONS

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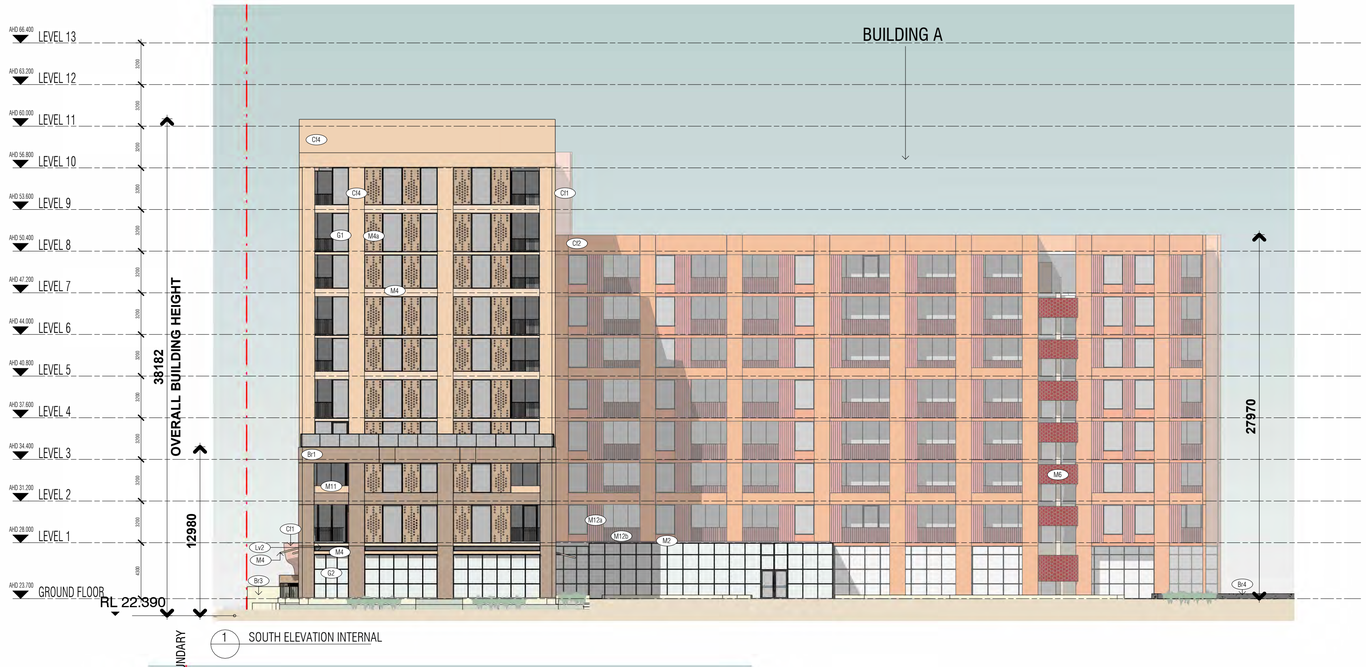
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP2005



1 SOUTH ELEVATION INTERNAL



2 EAST ELEVATION INTERNAL

MATERIAL LEGEND

Cf1	COLOURED CONCRETE FINISH - COLOUR 01
Cf2	COLOURED CONCRETE FINISH - COLOUR 02
Cf3	COLOURED CONCRETE FINISH - COLOUR 03
Cf4	COLOURED CONCRETE FINISH - COLOUR 04
Cf5	COLOURED CONCRETE FINISH - COLOUR 13
M1	METAL CLADDING - COLOUR 01
M2	METAL CLADDING - COLOUR 02
M3	METAL CLADDING - COLOUR 03
M4	METAL CLADDING - COLOUR 04
Mb	PERFORATED METAL CLADDING - COLOUR 04
M5	METAL CLADDING - COLOUR 05
M5a	PLEATED METAL CLADDING - COLOUR 05
M5b	PERFORATED METAL CLADDING - COLOUR 05
M6	PERFORATED METAL CLADDING - COLOUR 06
M7	METAL CLADDING - COLOUR 07
M8	PLEATED METAL CLADDING - COLOUR 08
M9	METAL SHROUD - COLOUR 09
M10	METAL - COLOUR 10
M11	PERFORATED METAL - COLOUR 11
M12a	PLEATED METAL - COLOUR 12
M12b	PERFORATED METAL - COLOUR 12
M13	METAL DOOR - COLOUR 13
Br1	MASONRY BRICK - LIGHT COLOUR
Br2	MASONRY BRICKS - DARK COLOUR
Br3	MASONRY BRICK - PLANTERS LIGHT COLOUR
Br4	MASONRY BRICK - PLANTERS DARK COLOUR
Ba1	METAL BALUSTRADE
Lv1	LOUVRED PLANT SCREEN
Lv2	LOUVERS GROUND FLOOR
G1	TINTED GLAZING WITH ALUMINIUM FRAMES
G2	CLEAR GLAZING WITH ALUMINIUM FRAMES
T01	TIMBER FENCE

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VN	JS	08.05.26	25047	1 : 200 @A1

PROJECT: 25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT: LOCAL: RESIDENTIAL PTY LTD

DRAWING TITLE: SOUTH & EAST INTERNAL ELEVATIONS

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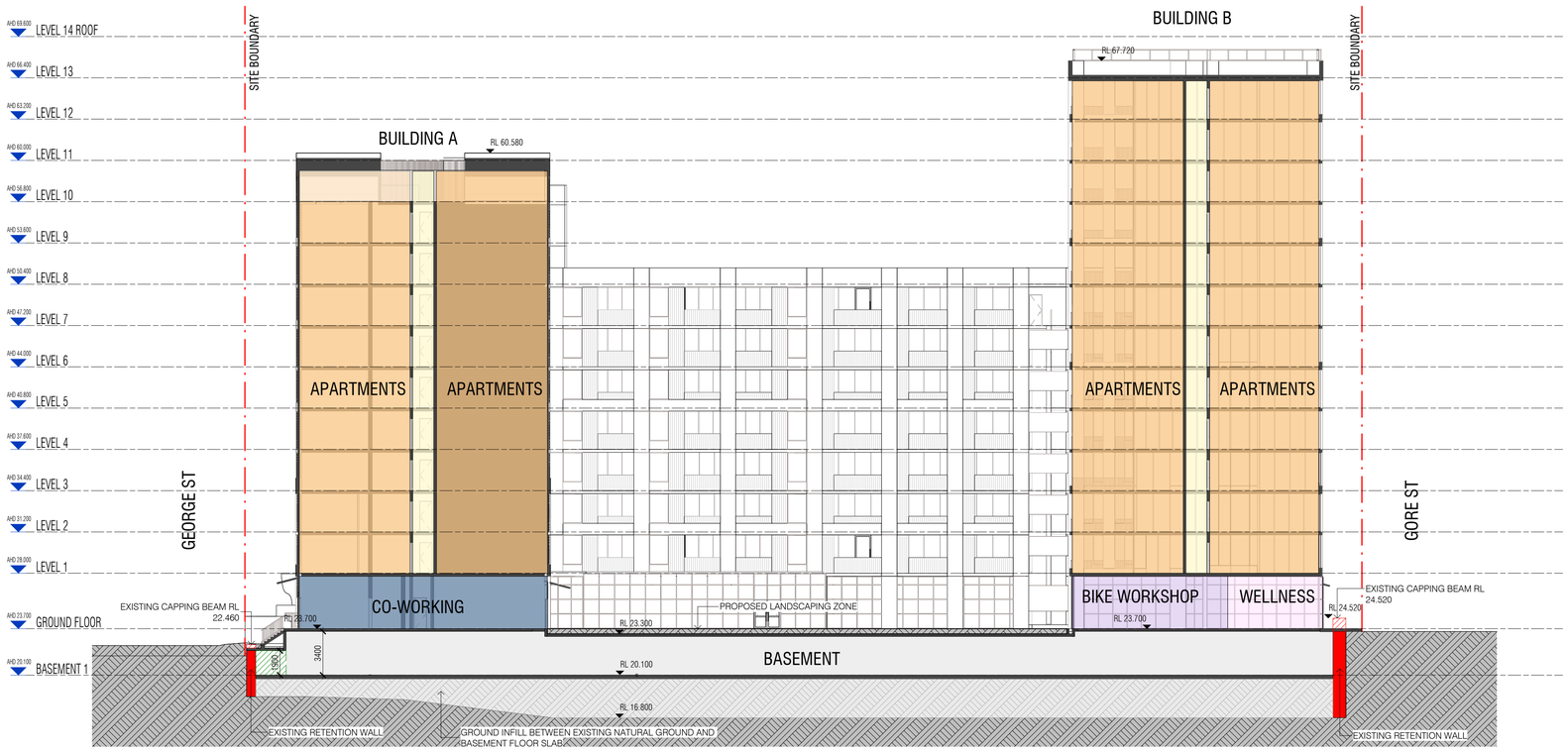
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE: TOWN PLANNING

REV.: A

DRAWING NO.: TP2006



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REVISION

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PRELIMINARY / WORK-IN-PROGRESS

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VN	JS	08.05.26	25047	1 : 200 @A1

PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

DRAWING TITLE
SECTION AA

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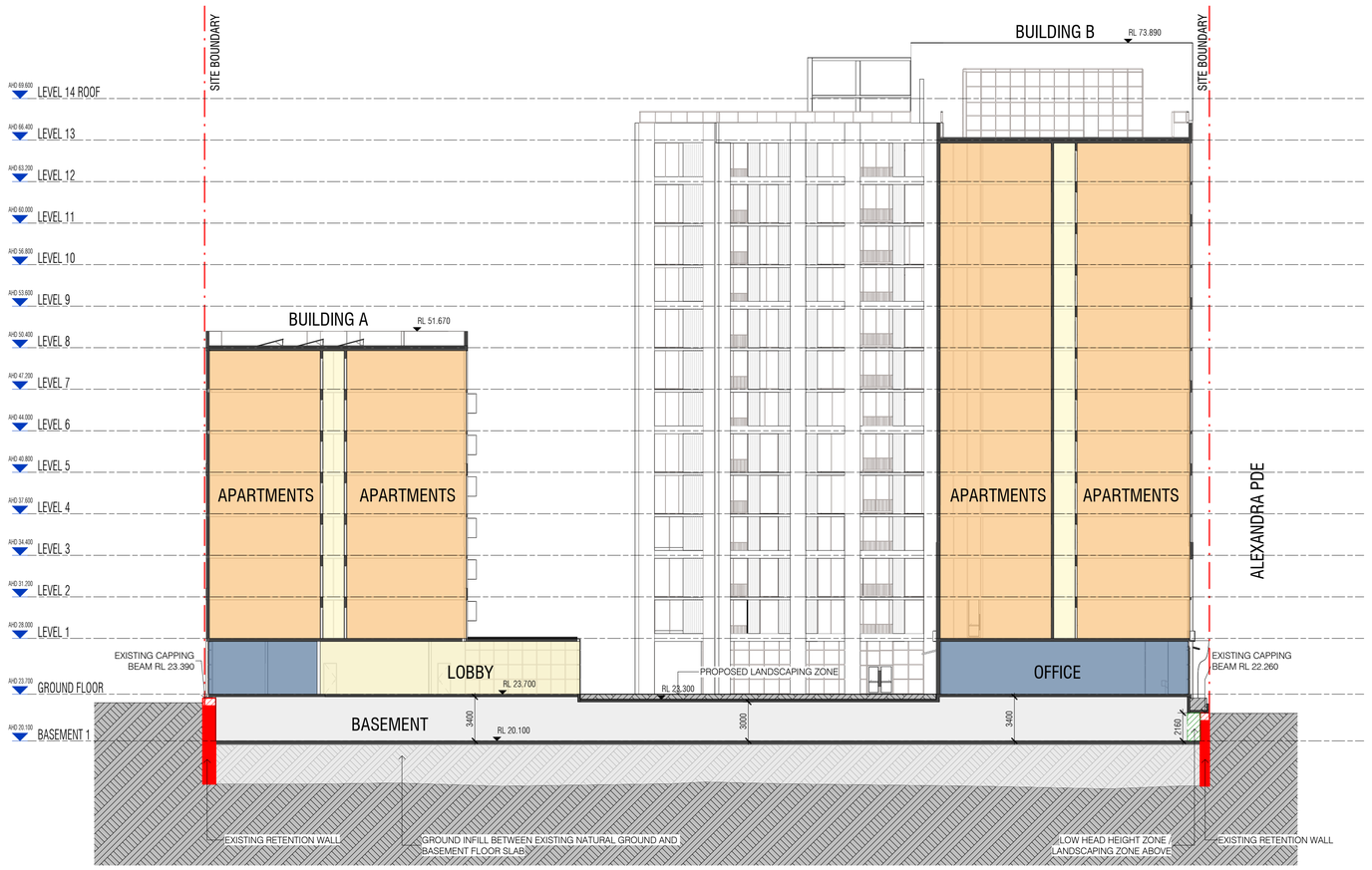
FENDER KATSALIDIS (AUST) PTY. LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP2500



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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

DRAWING TITLE
SECTION BB

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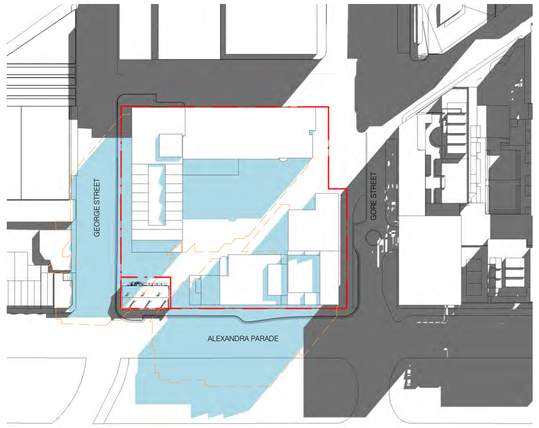
ISSUE PURPOSE
TOWN PLANNING

REV. A

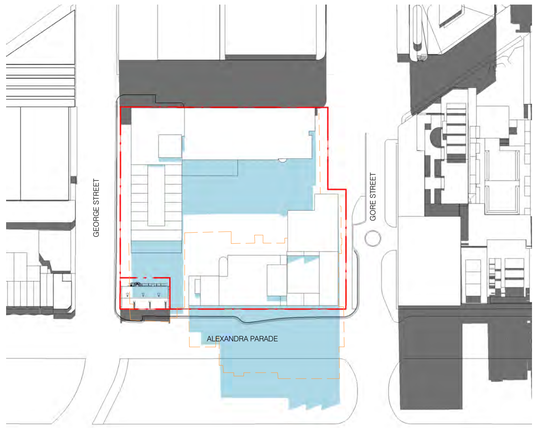
DRAWING NO.
TP2501



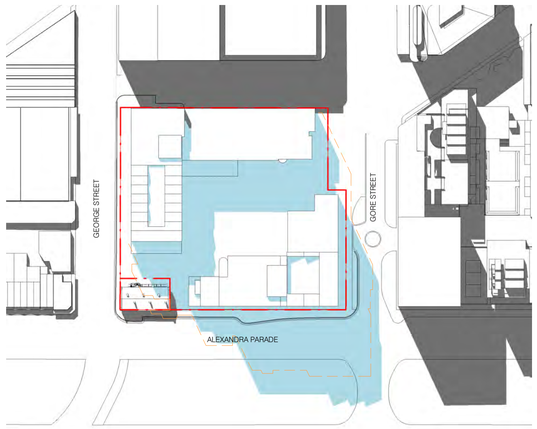
1 SHADOW DIAGRAM - SEPTEMBER 22 10AM



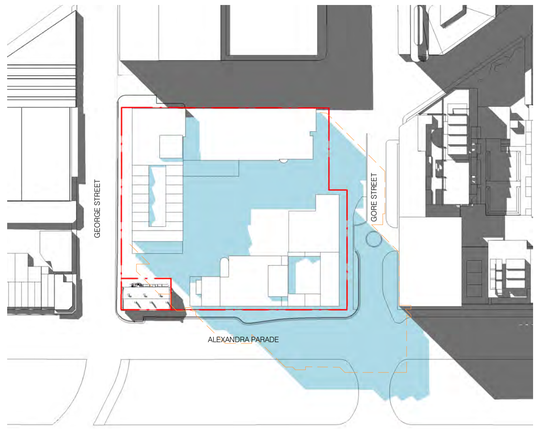
2 SHADOW DIAGRAM - SEPTEMBER 22 11AM



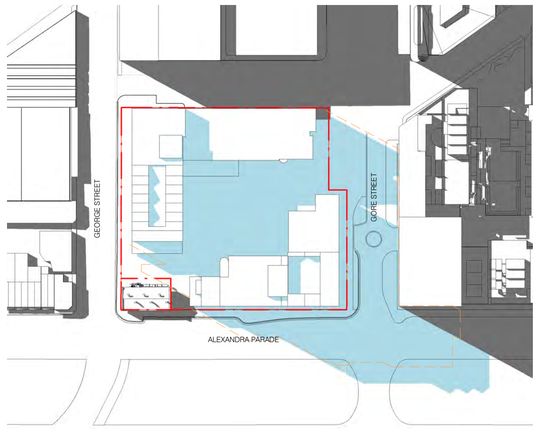
3 SHADOW DIAGRAM - SEPTEMBER 22 12PM



4 SHADOW DIAGRAM - SEPTEMBER 22 01PM



5 SHADOW DIAGRAM - SEPTEMBER 22 02PM



6 SHADOW DIAGRAM - SEPTEMBER 22 03PM

- PROPOSED SHADOWS
- OUTLINE OF APPROVED ENVELOPE SHADOWS

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REVISION

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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VICTORIA 3006 AUSTRALIA
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY. LTD ACN 092 943 032

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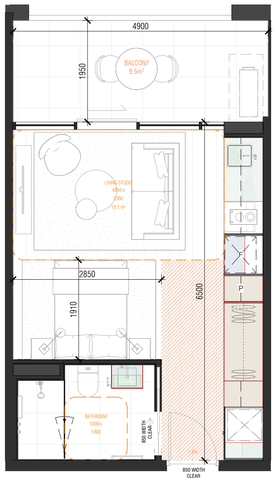
DRAWING TITLE
SHADOW DIAGRAMS - SEPTEMBER

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP4000

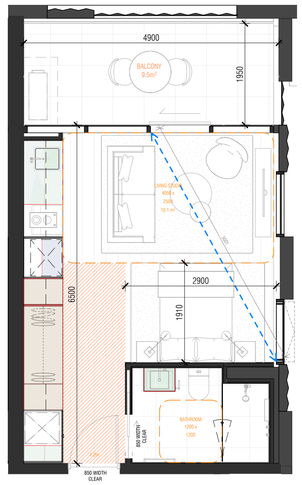


1 APT TYPE S01

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
S01	STUDIO	Yes	No	90

STORAGE TYPE	VOLUME
LOW	1.24 m³
OVERHEAD	0.82 m³
TALL	4.50 m³
	6.57 m³

EXTERNAL STORAGE	YES

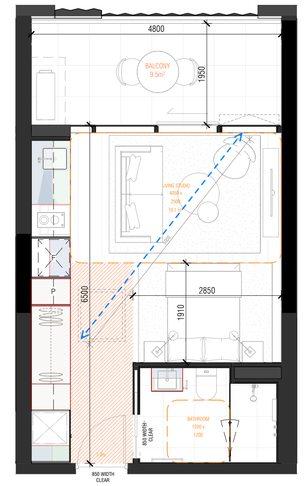


2 APT TYPE S01.1

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
S01.1	STUDIO	Yes	Yes	2

STORAGE TYPE	VOLUME
LOW	1.24 m³
OVERHEAD	0.73 m³
TALL	4.51 m³
	6.48 m³

EXTERNAL STORAGE	YES



3 APT TYPE S01.2

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
S01.2	STUDIO	Yes	Yes	5

STORAGE TYPE	VOLUME
LOW	1.24 m³
OVERHEAD	0.82 m³
TALL	4.50 m³
	6.57 m³

EXTERNAL STORAGE	YES

CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

- ALL APARTMENT SHOWERS ARE HOBLESS.
- ALL ADAPTABLE BATHROOM HINGE DOORS TO HAVE READILY REMOVABLE HINGE.
- ALL APARTMENT CONDENSERS LOCATED ON BALCONIES



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REVISION

A	ISSUE FOR TP SUBMISSION	08.05.26

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

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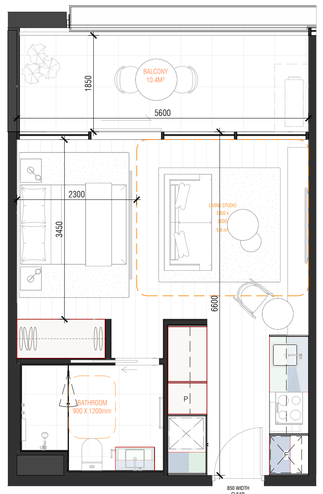
VN	JS	08.05.26	25047	1:50@A1

DRAWING TITLE
APARTMENT TYPES - STUDIO

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP5000

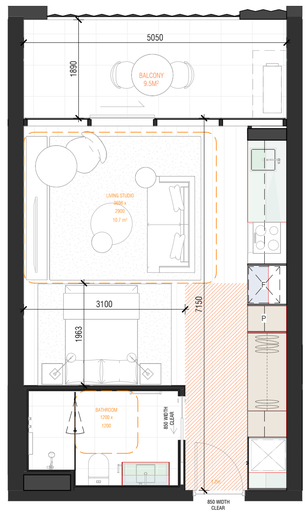


1 APT TYPE S02

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
S02	STUDIO	No	No	12

STORAGE TYPE	VOLUME
LOW	1.26 m³
OVERHEAD	0.83 m³
TALL	6.02 m³
	8.12 m³

EXTERNAL STORAGE	NO

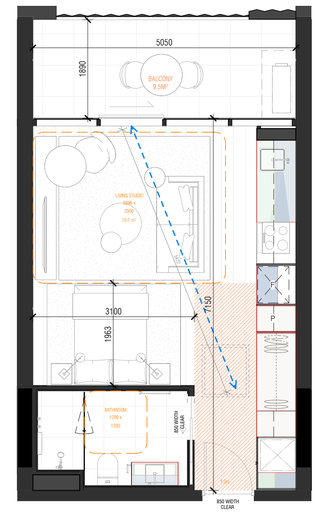


2 APT TYPE S03

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
S03	STUDIO	Yes	No	18

STORAGE TYPE	VOLUME
LOW	1.59 m³
OVERHEAD	0.98 m³
TALL	4.51 m³
	7.09 m³

EXTERNAL STORAGE	YES



3 APT TYPE S03.1

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
S03.1	STUDIO	Yes	Yes	3

STORAGE TYPE	VOLUME
LOW	1.59 m³
OVERHEAD	0.98 m³
TALL	4.51 m³
	7.09 m³

EXTERNAL STORAGE	YES



CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

- ALL APARTMENT SHOWERS ARE HOBLESS.
- ALL ADAPTABLE BATHROOM HINGE DOORS TO HAVE READILY REMOVABLE HINGE.
- ALL APARTMENT CONDENSERS LOCATED ON BALCONIES

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REVISION

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

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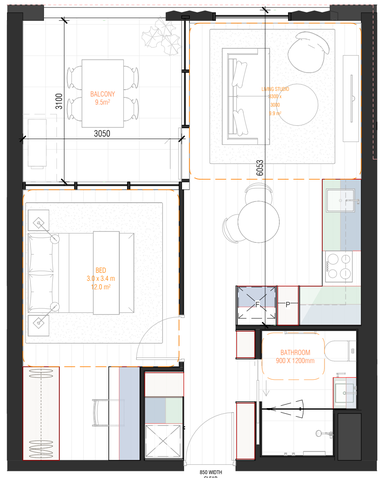
DRAWING TITLE
APARTMENT TYPES - STUDIO

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP5001

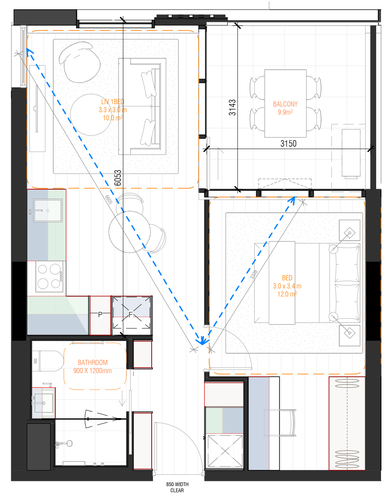


1 APT TYPE A01

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
A01	1 BED	No	No	87

STORAGE TYPE	VOLUME
LOW	2.25 m³
OVERHEAD	1.89 m³
TALL	5.91 m³
	10.05 m³

EXTERNAL STORAGE	NO



2 APT TYPE A01.1

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
A01.1	1 BED	No	Yes	9

STORAGE TYPE	VOLUME
LOW	2.25 m³
OVERHEAD	1.89 m³
TALL	5.91 m³
	10.05 m³

EXTERNAL STORAGE	NO



3 APT TYPE A01.2

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
A01.2	1 BED	No	Yes	7

STORAGE TYPE	VOLUME
LOW	2.25 m³
OVERHEAD	1.89 m³
TALL	5.91 m³
	10.05 m³

EXTERNAL STORAGE	NO

CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

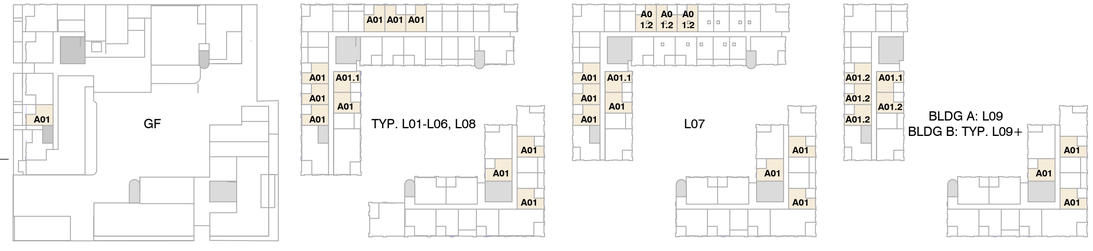
UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES
- ALL APARTMENT SHOWERS ARE HOBLESS.
- ALL ADAPTABLE BATHROOM HINGE DOORS TO HAVE READILY REMOVABLE HINGE.
- ALL APARTMENT CONDENSERS LOCATED ON BALCONIES



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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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VN	JS	08.05.26	25047	1:50@A1

DRAWING TITLE
APARTMENT TYPES - 1 BED

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TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP5010



1 APT TYPE A02

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
A02	1 BED	No	No	12

STORAGE TYPE	VOLUME
LOW	1.52 m³
OVERHEAD	1.40 m³
TALL	9.19 m³
	12.12 m³

EXTERNAL STORAGE	NO

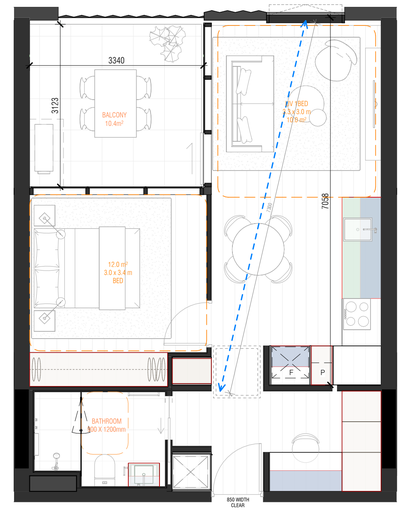


2 APT TYPE A02.1

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
A02.1	1 BED	No	Yes	7

STORAGE TYPE	VOLUME
LOW	1.52 m³
OVERHEAD	1.40 m³
TALL	9.19 m³
	12.12 m³

EXTERNAL STORAGE	NO

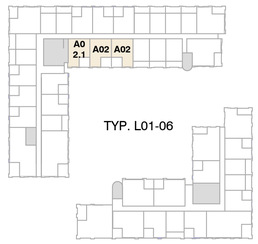


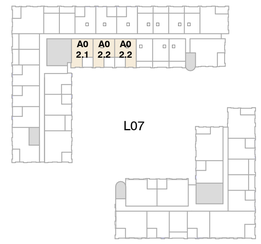
3 APT TYPE A02.2

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
A02.2	1 BED	No	Yes	2

STORAGE TYPE	VOLUME
LOW	1.52 m³
OVERHEAD	1.40 m³
TALL	9.19 m³
	12.12 m³

EXTERNAL STORAGE	NO





CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

- ALL APARTMENT SHOWERS ARE HOBLESS.
- ALL ADAPTABLE BATHROOM HINGE DOORS TO HAVE READILY REMOVABLE HINGE.
- ALL APARTMENT CONDENSERS LOCATED ON BALCONIES

Autodesk Docs://25047 Fitzroy Gasworks Site A/25047_BASE_R24.rvt

REVISION

A	ISSUE FOR TP SUBMISSION	08.05.26

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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DRAWING TITLE
APARTMENT TYPES - 1 BED

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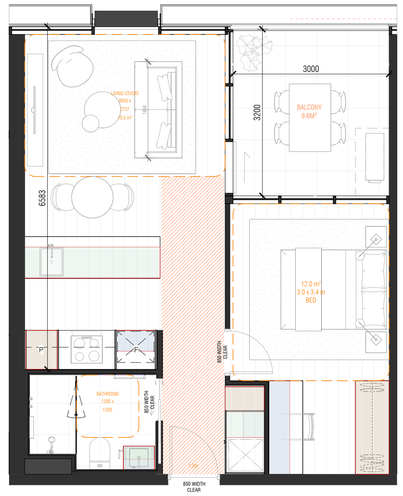
ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP5011

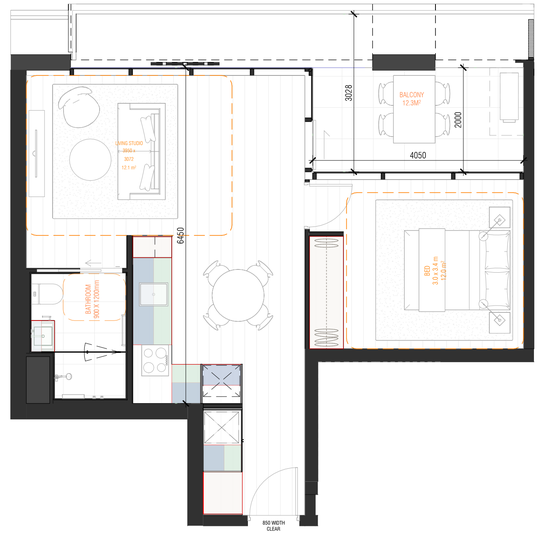


1 APT TYPE A03

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
A03	1 BED	Yes	No	24

STORAGE TYPE	VOLUME
LOW	1.93 m³
OVERHEAD	1.07 m³
TALL	4.72 m³
	7.72 m³

EXTERNAL STORAGE	YES



2 APT TYPE A04

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
A04	1 BED	No	No	1

STORAGE TYPE	VOLUME
LOW	2.03 m³
OVERHEAD	1.21 m³
TALL	5.55 m³
	8.79 m³

EXTERNAL STORAGE	YES



CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

- ALL APARTMENT SHOWERS ARE HOBLESS.
- ALL ADAPTABLE BATHROOM HINGE DOORS TO HAVE READILY REMOVABLE HINGE.
- ALL APARTMENT CONDENSERS LOCATED ON BALCONIES

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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APARTMENT TYPES - 1 BED

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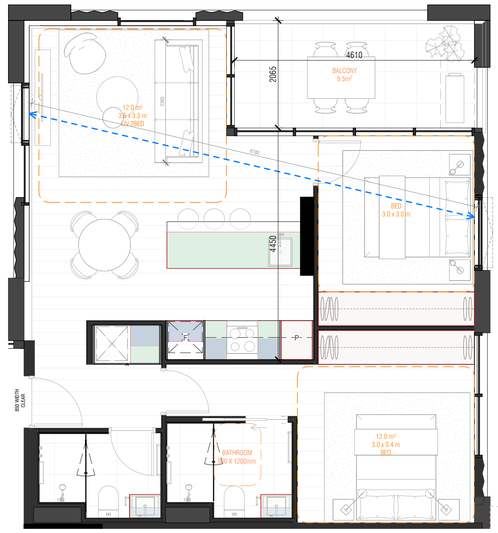


1 APT TYPE B01

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B01	2 BED + 2 BATH	No	Yes	12

STORAGE TYPE	VOLUME
LOW	2.97 m³
OVERHEAD	0.86 m³
TALL	10.44 m³
	14.27 m³

EXTERNAL STORAGE	NO

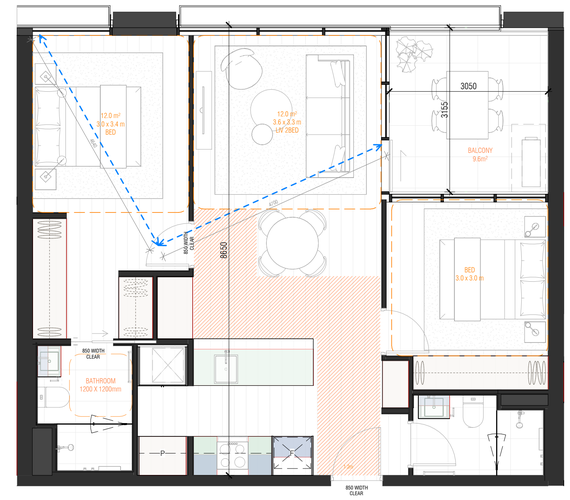


2 APT TYPE B02

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B02	2 BED + 2 BATH	Yes	Yes	12

STORAGE TYPE	VOLUME
LOW	2.94 m³
OVERHEAD	0.84 m³
TALL	10.60 m³
	14.38 m³

EXTERNAL STORAGE	NO



3 APT TYPE B03

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B03	2 BED + 2 BATH	Yes	Yes	4

STORAGE TYPE	VOLUME
LOW	2.49 m³
OVERHEAD	0.72 m³
TALL	14.15 m³
	17.36 m³

EXTERNAL STORAGE	NO



CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

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- ALL ADAPTABLE BATHROOM HINGE DOORS TO HAVE READILY REMOVABLE HINGE.
- ALL APARTMENT CONDENSERS LOCATED ON BALCONIES

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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APARTMENT TYPES - 2 BED

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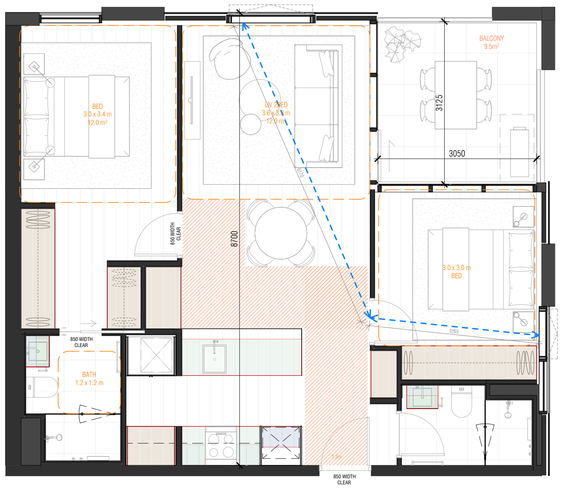
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP5020

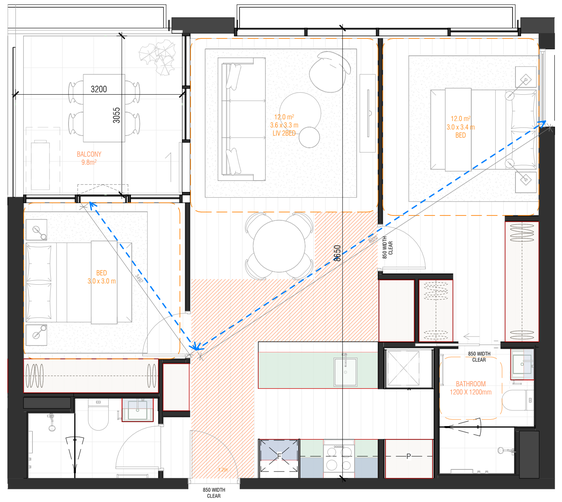


3 APT TYPE B03.1

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B03.1	2 BED + 2 BATH	Yes	Yes	15

STORAGE TYPE	VOLUME
LOW	2.49 m³
OVERHEAD	0.72 m³
TALL	14.15 m³
	17.36 m³

EXTERNAL STORAGE	NO

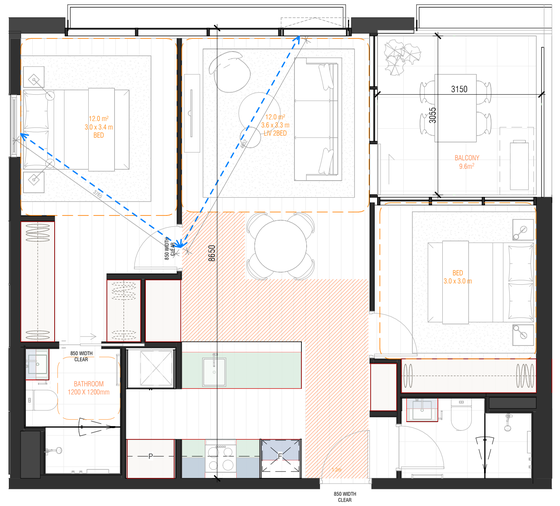


1 APT TYPE B03.2

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B03.2	2 BED + 2 BATH	Yes	Yes	12

STORAGE TYPE	VOLUME
LOW	2.49 m³
OVERHEAD	0.72 m³
TALL	14.15 m³
	17.36 m³

EXTERNAL STORAGE	NO

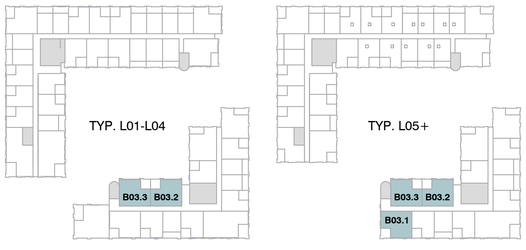


2 APT TYPE B03.3

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B03.3	2 BED + 2 BATH	Yes	Yes	12

STORAGE TYPE	VOLUME
LOW	2.49 m³
OVERHEAD	0.72 m³
TALL	14.15 m³
	17.36 m³

EXTERNAL STORAGE	NO



CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

- ALL APARTMENT SHOWERS ARE HOBLESS.
- ALL ADAPTABLE BATHROOM HINGE DOORS TO HAVE READILY REMOVABLE HINGE.
- ALL APARTMENT CONDENSERS LOCATED ON BALCONIES

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REVISION

A	ISSUE FOR TP SUBMISSION	08.05.26

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

DRAWN	CHECKED	DATE	JOB NO.	SCALE
VN	JS	08.05.26	25047	1:50@A1

DRAWING TITLE
APARTMENT TYPES - 2 BED

FK
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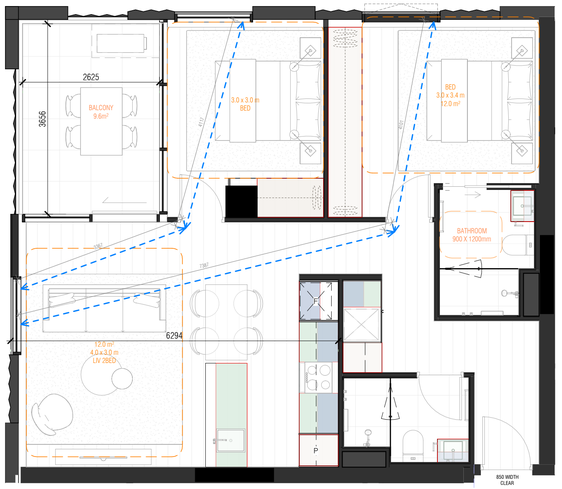
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

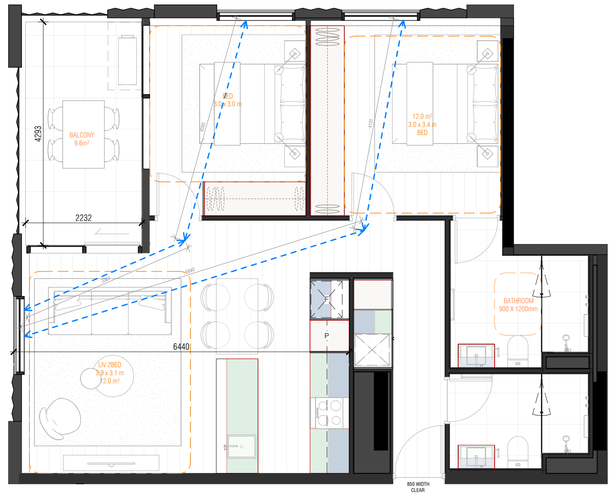
ISSUE PURPOSE
TOWN PLANNING

REV. A

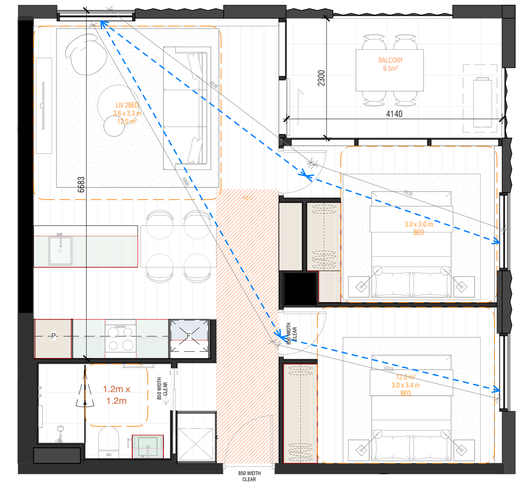
DRAWING NO.
TP5021



2 APT TYPE B04



3 APT TYPE B05



1 APT TYPE B06

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B04	2 BED + 2 BATH	No	Yes	10

STORAGE TYPE	VOLUME
LOW	2.87 m³
OVERHEAD	1.09 m³
TALL	10.11 m³
	14.06 m³

EXTERNAL STORAGE NO

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B05	2 BED + 2 BATH	No	Yes	7

STORAGE TYPE	VOLUME
LOW	3.14 m³
OVERHEAD	1.16 m³
TALL	10.80 m³
	15.09 m³

EXTERNAL STORAGE NO

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B06	2 BED + 1 BATH	Yes	Yes	7

STORAGE TYPE	VOLUME
LOW	2.11 m³
OVERHEAD	0.73 m³
TALL	8.32 m³
	11.17 m³

EXTERNAL STORAGE YES

CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

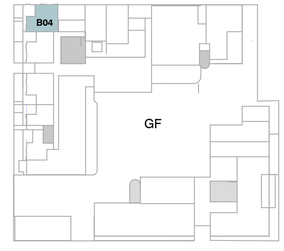
UNDER BENCH STORAGE

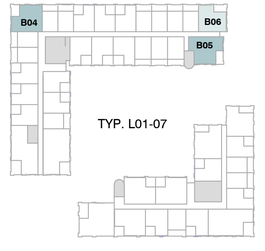
OVERHEAD STORAGE

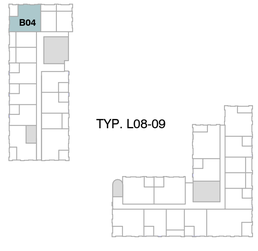


EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES
- ALL APARTMENT SHOWERS ARE HOBLESS.
- ALL ADAPTABLE BATHROOM HINGE DOORS TO HAVE READILY REMOVABLE HINGE.
- ALL APARTMENT CONDENSERS LOCATED ON BALCONIES







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A	ISSUE FOR TP SUBMISSION	08.05.26

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PROJECT
25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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VICTORIA 3006 AUSTRALIA
TELEPHONE: +61 3 8696 3888
FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

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DRAWING TITLE
APARTMENT TYPES - 2 BED

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP5022



2 APT TYPE B07

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B07	2 BED + 1 BATH	No	Yes	6

STORAGE TYPE	VOLUME
LOW	2.82 m³
OVERHEAD	0.88 m³
TALL	7.78 m³
	11.48 m³

EXTERNAL STORAGE	NO



3 APT TYPE B07.1

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B07.1	2 BED + 1 BATH	No	Yes	1

STORAGE TYPE	VOLUME
LOW	2.82 m³
OVERHEAD	0.88 m³
TALL	7.78 m³
	11.48 m³

EXTERNAL STORAGE	NO



CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

- ALL APARTMENT SHOWERS ARE HOBLESS.
- ALL ADAPTABLE BATHROOM HINGE DOORS TO HAVE READILY REMOVABLE HINGE.
- ALL APARTMENT CONDENSERS LOCATED ON BALCONIES

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433 SMITH STREET FITZROY NORTH VIC 3068

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LOCAL: RESIDENTIAL PTY LTD

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REV. A

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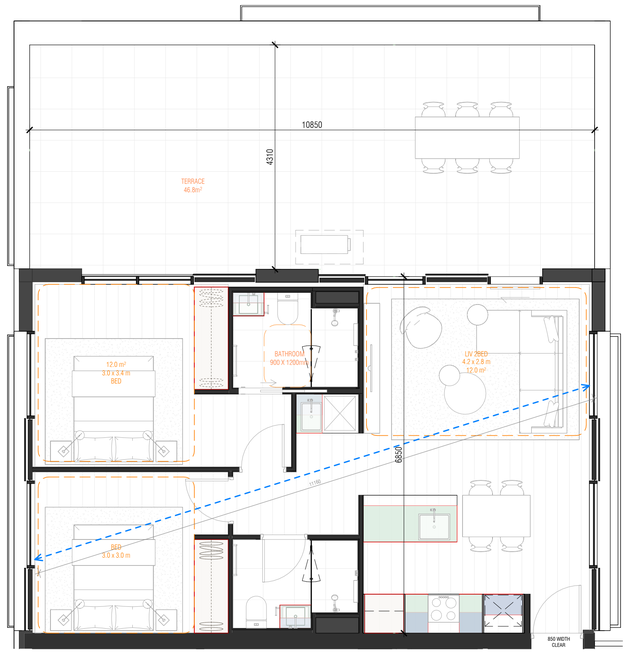
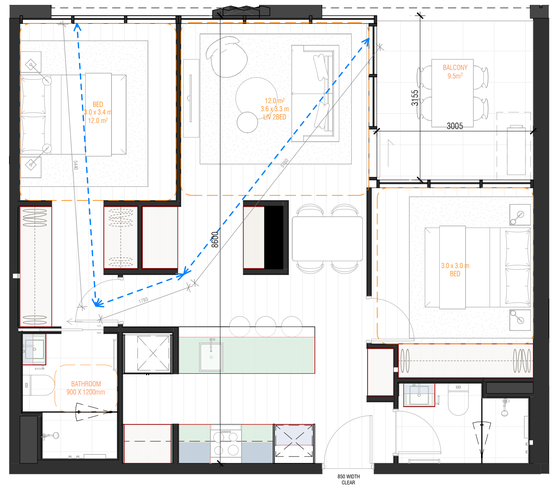


1 APT TYPE B08

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B08	2 BED + 2 BATH	No	Yes	2

STORAGE TYPE	VOLUME
LOW	2.50 m³
OVERHEAD	0.88 m³
TALL	7.23 m³
	10.60 m³

EXTERNAL STORAGE	YES

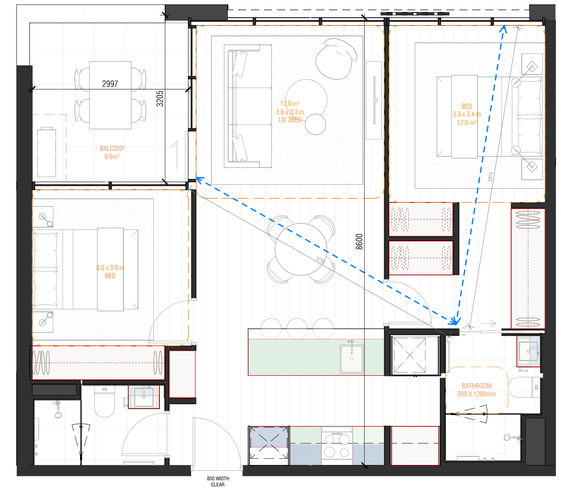


2 APT TYPE B09

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B09	2 BED + 2 BATH	No	Yes	1

STORAGE TYPE	VOLUME
LOW	2.89 m³
OVERHEAD	0.82 m³
TALL	15.11 m³
	18.81 m³

EXTERNAL STORAGE	NO



3 APT TYPE B10

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
B10	2 BED + 2 BATH	No	Yes	1

STORAGE TYPE	VOLUME
LOW	2.89 m³
OVERHEAD	0.82 m³
TALL	14.12 m³
	17.83 m³

EXTERNAL STORAGE	NO

CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

- ALL APARTMENT SHOWERS ARE HOBLESS.
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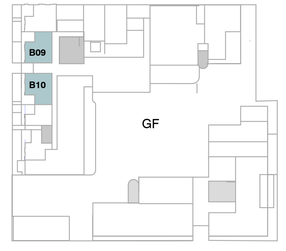

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25047 FITZROY GASWORKS PARCEL A

433 SMITH STREET FITZROY NORTH VIC 3068

CLIENT
LOCAL: RESIDENTIAL PTY LTD

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP5024



1 APT TYPE C01

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
C01	3 BED	No	Yes	2

STORAGE TYPE	VOLUME
LOW	3.47 m³
OVERHEAD	0.92 m³
TALL	10.96 m³
	15.35 m³

EXTERNAL STORAGE	YES

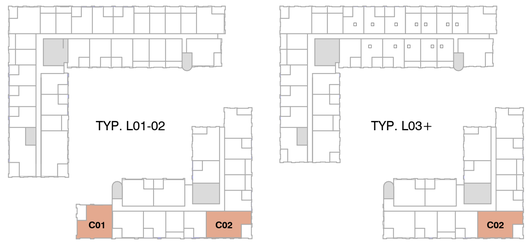


2 APT TYPE C02

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
C02	3 BED	Yes	Yes	12

STORAGE TYPE	VOLUME
LOW	4.30 m³
OVERHEAD	1.99 m³
TALL	15.36 m³
	21.65 m³

EXTERNAL STORAGE	NO



CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

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LOCAL: RESIDENTIAL PTY LTD

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DRAWING TITLE
APARTMENT TYPES - 3 BED

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2 RIVERSIDE QUAY, SOUTHBANK
VICTORIA 3006 AUSTRALIA
TELEPHONE: + 61 3 8696 3888
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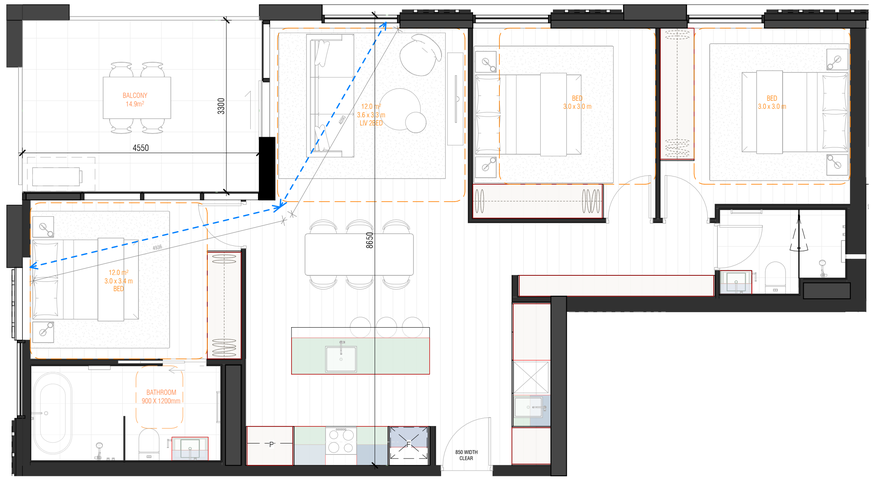
ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO.
TP5030

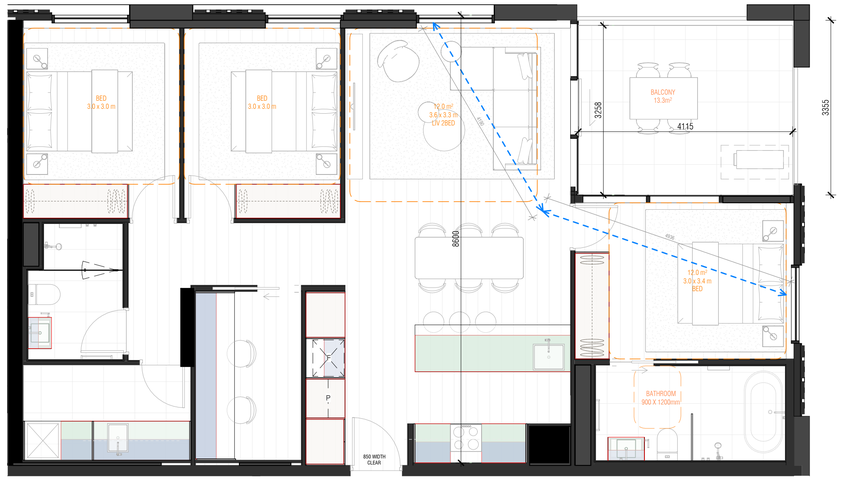


1 APT TYPE C03

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
C03	3 BED	No	Yes	2

STORAGE TYPE	VOLUME
LOW	3.33 m³
OVERHEAD	1.03 m³
TALL	19.32 m³
	23.68 m³

EXTERNAL STORAGE	NO

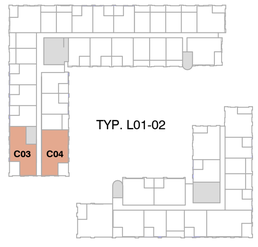


2 APT TYPE C04

TYPE	CATEGORY	ACCESSIBLE	CROSS VENTILATION	QTY
C04	3 BED	No	Yes	2

STORAGE TYPE	VOLUME
LOW	4.98 m³
OVERHEAD	2.74 m³
TALL	13.79 m³
	21.51 m³

EXTERNAL STORAGE	NO



CLAUSE 58 ASSESMENT LEGEND

FULL HEIGHT STORAGE

UNDER BENCH STORAGE

OVERHEAD STORAGE



EXTERNAL STORAGE CAGE PROVISION

GENERAL NOTES

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433 SMITH STREET FITZROY NORTH VIC 3068

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DRAWING TITLE
APARTMENT TYPES - 3 BED

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP5031

FITZROY GASWORKS PARCEL A - CLAUSE 58 MATRIX

REVISION 8/05/2026

APARTMENT TYPE		APT QTY	ACCESSIBILITY		CROSS VENTILATION		CEILING HEIGHT	TOTAL STORAGE REQUIRED	INTERNAL STORAGE	EXTERNAL STORAGE PROVIDED	TOTAL STORAGE PROVIDED
			ACHIEVED	QTY	ACHIEVED	QTY					
S01	STUDIO	90	YES	90			2.7 m	8.00 m3	6.57 m3	2.50 m3	9.07 m3
S01.1	STUDIO	2	YES	2	YES	2	2.7 m	8.00 m3	6.48 m3	2.50 m3	8.98 m3
S01.2	STUDIO	5	YES	5	YES	5	2.7 m	8.00 m3	6.57 m3	2.50 m3	9.07 m3
S02	STUDIO	12					2.7 m	8.00 m3	8.12 m3		8.12 m3
S03	STUDIO	18	YES	18			2.7 m	8.00 m3	7.09 m3	2.50 m3	9.59 m3
S03.1	STUDIO	3	YES	3	YES	3	2.7 m	8.00 m3	7.09 m3	2.50 m3	9.59 m3
A01	1 BED	87					2.7 m	10.00 m3	10.05 m3		10.05 m3
A01.1	1 BED	9			YES	9	2.7 m	10.00 m3	10.05 m3		10.05 m3
A01.2	1 BED	7			YES	7	2.7 m	10.00 m3	10.05 m3		10.05 m3
A02	1 BED	12					2.7 m	10.00 m3	12.12 m3		12.12 m3
A02.1	1 BED	7			YES	7	2.7 m	10.00 m3	12.12 m3		12.12 m3
A02.2	1 BED	2			YES	2	2.7 m	10.00 m3	12.12 m3		12.12 m3
A03	1 BED	24	YES	24			2.7 m	10.00 m3	7.72 m3	3.50 m3	11.22 m3
A04	1 BED	1					2.7 m	10.00 m3	8.79 m3	3.50 m3	12.29 m3
B01	2 BED	12			YES	12	2.7 m	14.00 m3	14.27 m3		14.27 m3
B02	2 BED	12	YES	12	YES	12	2.7 m	14.00 m3	14.38 m3		14.38 m3
B03	2 BED	4	YES	4	YES	4	2.7 m	14.00 m3	17.36 m3		17.36 m3
B03.1	2 BED	15	YES	15	YES	15	2.7 m	14.00 m3	17.36 m3		17.36 m3
B03.2	2 BED	12	YES	12	YES	12	2.7 m	14.00 m3	17.36 m3		17.36 m3
B03.3	2 BED	12	YES	12	YES	12	2.7 m	14.00 m3	17.36 m3		17.36 m3
B04	2 BED	10			YES	10	2.7 m	14.00 m3	14.06 m3		14.06 m3
B05	2 BED	7			YES	7	2.7 m	14.00 m3	15.09 m3		15.09 m3
B06	2 BED	7	YES	7	YES	7	2.7 m	14.00 m3	11.17 m3	4.00 m3	15.17 m3
B07	2 BED	6			YES	6	2.7 m	14.00 m3	11.48 m3	4.00 m3	15.48 m3
B07.1	2 BED	1			YES	1	2.7 m	14.00 m3	11.48 m3	4.00 m3	15.48 m3
B08	2 BED	2			YES	2	2.7 m	14.00 m3	10.60 m3	4.00 m3	14.60 m3
B09	2 BED	1			YES	1	2.7 m	14.00 m3	18.81 m3		18.81 m3
B10	2 BED	1			YES	1	2.7 m	14.00 m3	17.83 m3		17.83 m3
C01	3 BED	2			YES	2	2.7 m	18.00 m3	15.35 m3	4.00 m3	19.35 m3
C02	3 BED	12	YES	12	YES	12	2.7 m	18.00 m3	21.65 m3		21.65 m3
C03	3 BED	2			YES	2	2.7 m	18.00 m3	23.20 m3		23.20 m3
C04	3 BED	2			YES	2	2.7 m	18.00 m3	21.51 m3		21.51 m3
	TOTAL	**399**		**216**		**155**					
				54%		**39%**					

STORAGE CAGE SUMMARY

	2.5 m3	3.5 m3	4 m3	TOTAL
BASEMENT	87	38	37	162

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FENDER KATSALIDIS (AUST) PTY LTD ACN 092 943 032

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DRAWING TITLE
CLAUSE 58 MATRIX

ISSUE PURPOSE
TOWN PLANNING

REV. A

DRAWING NO. TP5050

FITZROY GASWORKS

URBAN CONTEXT REPORT

MAY 2026



FENDER KATSALIDIS


IN THE SPIRIT OF RECONCILIATION,
LET US BEGIN BY ACKNOWLEDGING THE PEOPLES OF THE WURUNDJERI WOI-WURRUNG NATION & BUNURONG / BOON WURRUNG PEOPLES OF THE KULIN NATION AND THEIR CONTINUING CONNECTION TO COUNTRY, WATERWAYS AND SKY ABOVE FITZROY NORTH WHERE THIS SITE IS LOCATED

CONTENTS

1. INTRODUCTION

2. SITE

SUBJECT SITE
LOCAL NEIGHBOURHOOD
CONTEXT ANALYSIS

3. FITZROY GASWORKS DEVELOPMENT PLAN

SITE PARCELS
BUILT FORM & HEIGHTS
APPROVED SCHEME - OVERALL MASSING
APPROVED SCHEME - PARCEL A
APPROVED SCHEME - PARCEL B & C

4. DESIGN RESPONSE

DESIGN OVERVIEW
MASSING RATIONALE
SHADOW STUDIES
MASSING VIEWS
LANDSCAPE APPROACH
GROUND FLOOR LANDSCAPE
PUBLIC REALM INTERFACE
TRADITIONAL OWNERS ENGAGEMENT
RESIDENTIAL PLANNING PRINCIPLES
LOCAL HERITAGE CHARACTER
CONTEXTUAL MATERIAL PALETTE
BUILDING EXPRESSION
MATERIALITY & FINISHES
PERSPECTIVE VIEWS
DEVELOPMENT SUMMARY

5. SCHEME COMPARISON

PERSPECTIVE VIEWS
GROUND FLOOR PLAN
TYPICAL FLOOR PLAN

1. INTRODUCTION

1 INTRODUCTION

PROJECT OVERVIEW

This Urban Context Report describes the proposed development at the Fitzroy Gasworks Parcel A site, setting out the overarching project vision and the design rationale prepared by Fender Katsalidis. It explains how the design has evolved in response to the site's unique characteristics and its broader urban setting.

The report assesses the key planning and design considerations that have informed the proposal, with a focus on urban design principles and the built form and design response. Through this analysis, it demonstrates how the development has been carefully shaped to address strategic objectives, contextual conditions, and best-practice design outcomes.

Overall, the report concludes that the proposed development represents an appropriate and considered response to the Fitzroy Gasworks context. It aims to positively contribute to the architectural character of the local area and the wider city, while enhancing the quality of the public realm and supporting the ongoing activation and vitality of the surrounding neighbourhood.

PROJECT DESCRIPTION

The proposed building is for a residential development consisting of apartments, affordable housing, carparking, office spaces, retail tenancy, and a range of resident-only internal and external amenities.

The project comprises a total gross floor area of approximately 41,853 m^2 and incorporates the retained heritage Valve House, which occupies approximately 145 m^2, ensuring the site's historic character is preserved and embedded within the new development.

Prominently located within the historic Gasworks precinct alongside Queens Parade and Alexandrea Parade, the project is designed to balance heritage recognition with a contemporary architectural response. The development seeks to create a vibrant and connected community, activating the public realm while offering a diverse mix of uses that support both residents and the broader neighbourhood.

PROJECT TEAM

Applicant
LOCAL

Town Planning
TRACT

Architecture
Fender Katsalidis

Landscape Consultant
TCL

Traffic & Waste
OneMileGrid

ESD
LUCID Consulting

Wind
MEL Consultants

Land Survey
VERIS & Taylors

Structure
PIVOT

Civil
MCG Consult

Building Services
IGS

Fire Consultant
RFE

Acoustic
STANTEC

First Nations Engagement
Greenshoot

2. SITE

2 SITE
SUBJECT SITE

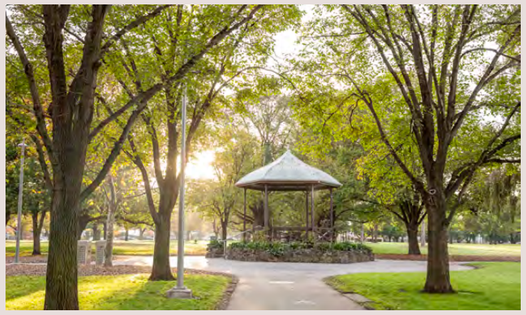
The subject site, identified as Parcel A within the Fitzroy Gasworks redevelopment precinct, occupies a prominent and strategic position at the intersection of George Street and Alexandra Avenue, with the proposed extension of Gore Street forming its side boundary. The site benefits from substantial street frontages of approximately 65.5 metres to George Street, 67.5 metres to Alexandra Avenue, and a combined 77.3 metres to Gore Street, providing strong visual presence and multiple points of engagement with the surrounding public realm.

Occupying a key corner location, the retained heritage Valve House will act as a visual and urban anchor within Fitzroy, contributing to the legibility and identity of this significant junction. The redevelopment of the site presents an opportunity to reinforce a human-scaled architectural outcome that responds sensitively to its context while contributing positively to the evolving urban fabric and broader place-making objectives of Melbourne.

The site is situated within a rich, fine-grain urban context characterised by a diverse mix of building typologies and heights. The surrounding area reflects the established character of Smith Street and nearby 20th-century brick warehouses, alongside heritage elements such as the Fitzroy Gasworks Valve House located within the site. While the broader neighbourhood remains largely defined by fine-grain development, recent years have seen the emergence of larger-scale projects, signalling a transition toward increased density that remains grounded in the area's historic and architectural character.



2 SITE
LOCAL NEIGHBOURHOOD



DARLING GARDENS



FITZROY SKATEPARK



CORNER ALEXANRA PDE & BRUNSWICK ST



FITZROY SWIMMING POOL



SMITH STREET RETAIL STRIP

2 SITE
LOCAL NEIGHBOURHOOD



421 SMITH ST



25-56 QUEENS PDE



425 SMITH ST



58 QUEENS PDE



WURUN SENIOR CAMPUS



466 SMITH ST

2 SITE
CONTEXT ANALYSIS

ACCESS AND AMENITY

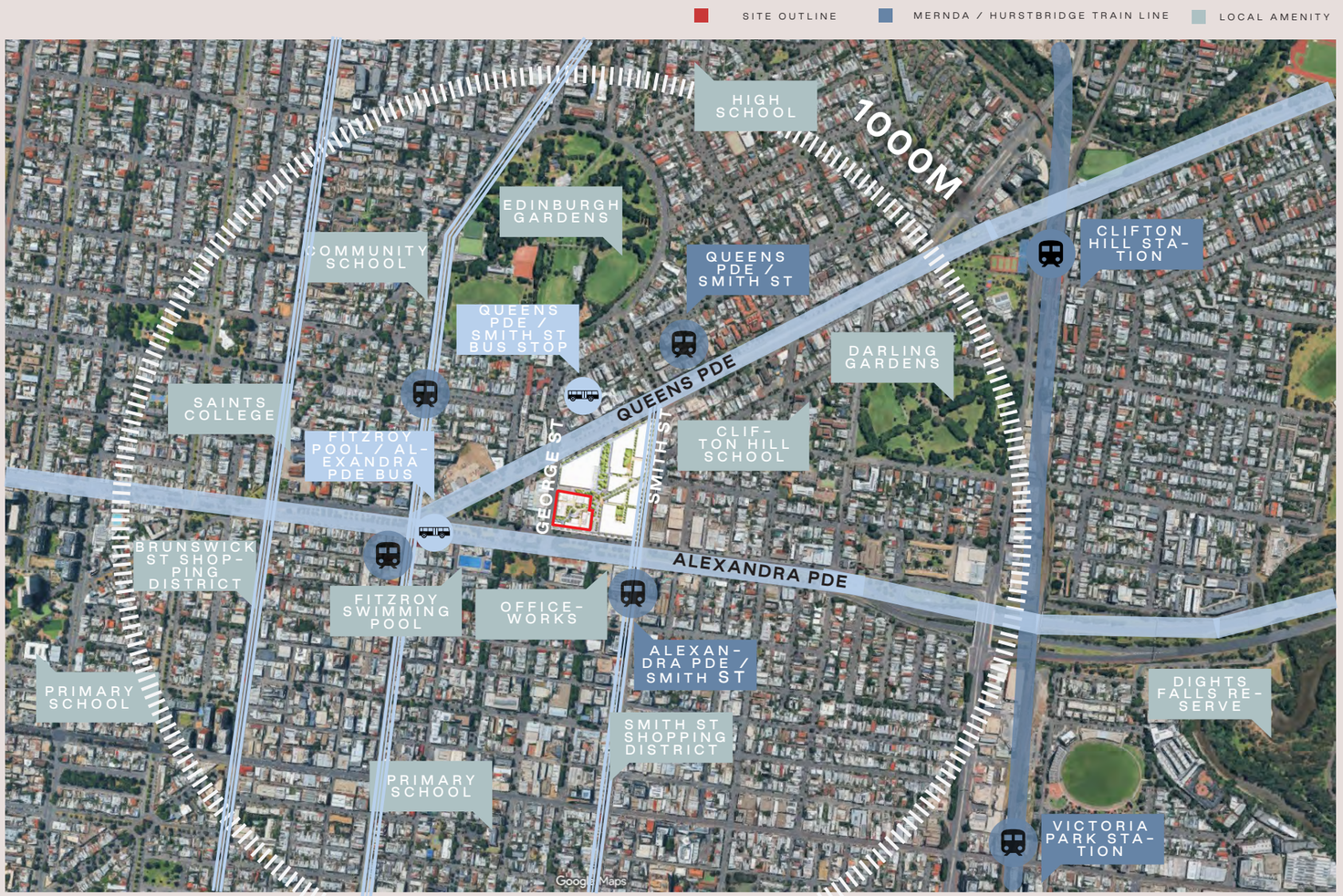
The site benefits from excellent access to established amenities, including schools, parks, community facilities, and key inner-city destinations, supporting a high level of day-to-day convenience and liveability.

PUBLIC TRANSPORT

Public transport access is convenient, with direct access to the Smith Street tram corridor and the Brunswick Street tram line located approximately 300 metres from the site. Clifton Hill railway station is within a 1.6-kilometre walking distance, supporting sustainable and well-connected travel options.

SITE CONDITIONS

The site is subject to traffic noise from Alexandra Parade, requiring appropriate acoustic mitigation through built form and design. Heritage controls associated with the Valve House require careful protection and sensitive interface treatments, while the site's former industrial gasworks use may present soil contamination and subsurface challenges for excavation and basement construction.



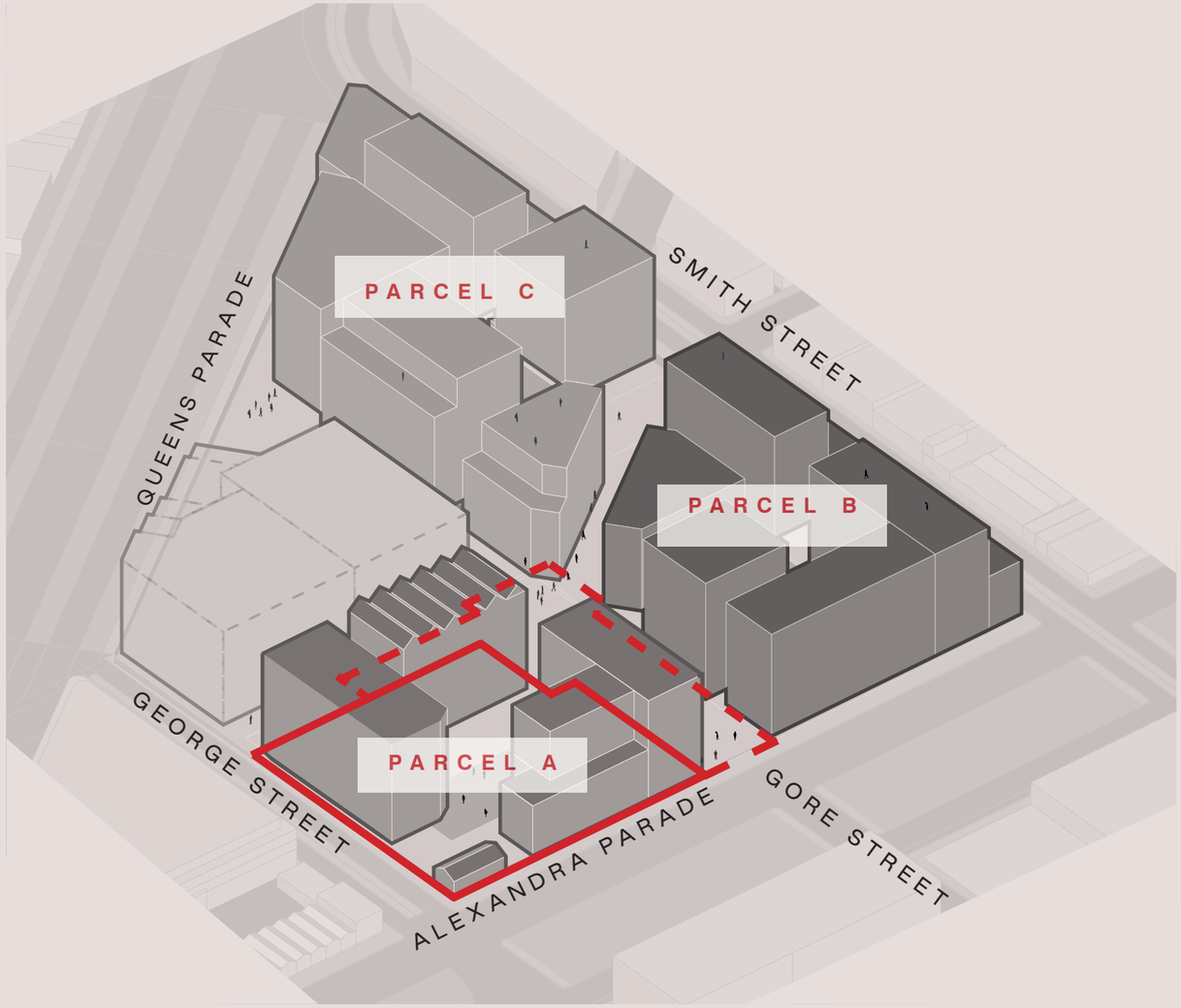
3. FITZROY GASWORKS DEVELOPMENT PLAN

3 FITZROY GASWORKS DEVELOPMENT PLAN
SITE PARCELS

Fitzroy Gasworks Development Plan is guided by a clear set of design principles that shape the overall precinct vision. Central to the plan is the creation of a village heart that links a series of diverse public spaces and play areas, supported by open perimeter block forms that respond to the local context and promote permeability through the site. Active and varied ground-floor uses are curated to reinforce human scale, encourage interaction, and animate the public realm.

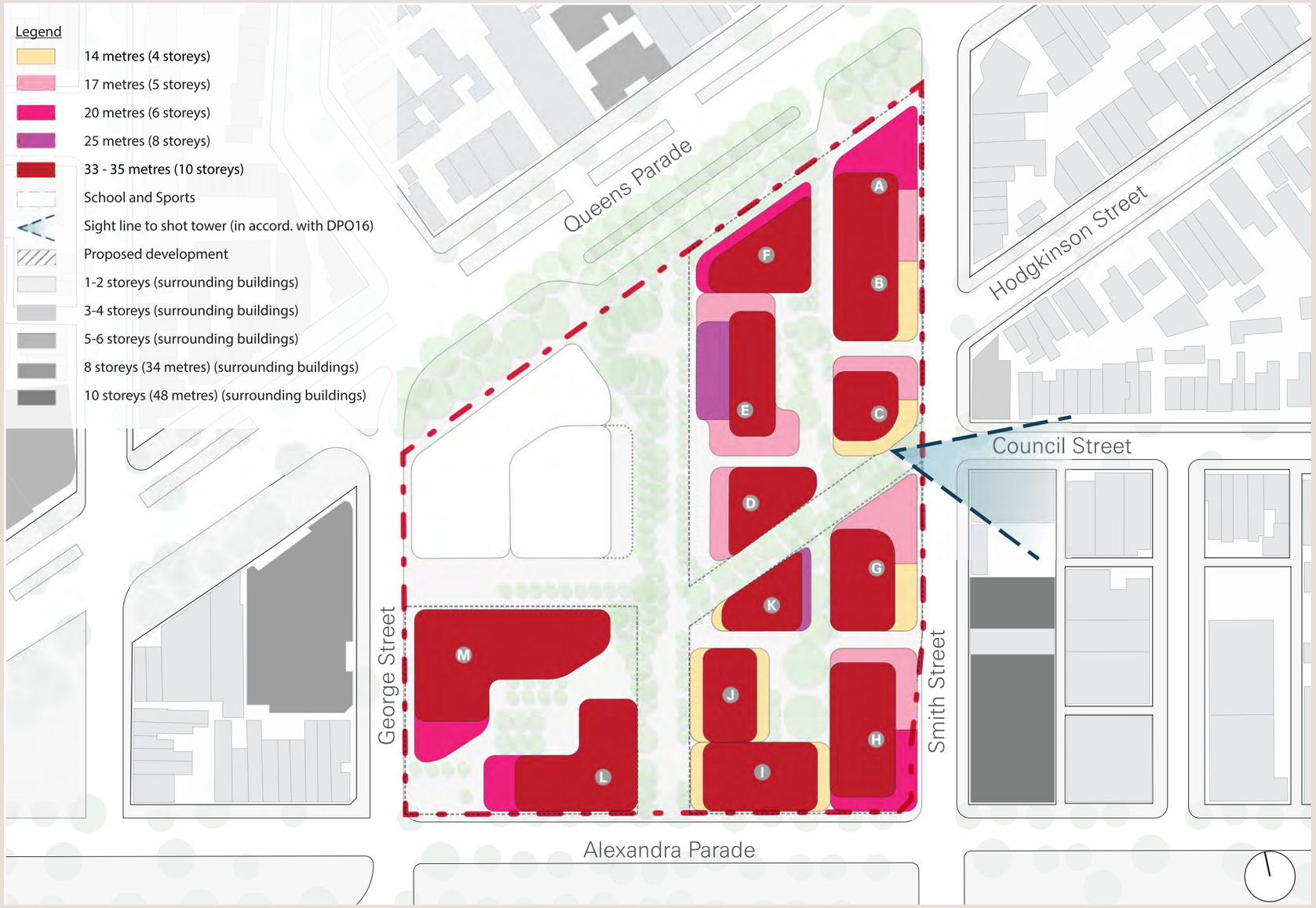
The plan also encourages diversity in building heights, forms, and materiality to reflect the individual identity of each parcel. Parcels B and C have recently been approved with articulated height variations that avoid a flat skyline and improve legibility across the precinct.

While Parcel A previously had approval for a 10-storey building, there is an opportunity for the proposed amended scheme to further refine and articulate its massing and height distribution to achieve diversity in building heights, strengthening key intersections and corner conditions and contributing to a more dynamic skyline outcome.



SOURCE: "FITZROY GASWORKS DEVELOPMENT PLAN" BY DEVELOPMENT VICTORIA & VICTORIA STATE GOVERNMENT

3 FITZROY GASWORKS DEVELOPMENT PLAN
BUILT FORM & HEIGHTS



SOURCE: "FITZROY GASWORKS DEVELOPMENT PLAN" BY DEVELOPMENT VICTORIA & VICTORIA STATE GOVERNMENT

3 FITZROY GASWORKS DEVELOPMENT PLAN
APPROVED SCHEME - OVERALL MASSING



SOURCE: "PLANNING ASSESSMENT OFFICER REPORT - DEVELOPMENT ASSESSMENT" BY VICTORIA STATE GOVERNMENT, DEPARTMENT OF TRANSPORT & PLANNING

3 FITZROY GASWORKS DEVELOPMENT PLAN
APPROVED SCHEME - PARCEL A



SOURCE: "FITZROY GASWORKS PARCEL A TOWN PLANNING DOCUMENTS" BY ARM ARCHITECTURE

3 FITZROY GASWORKS DEVELOPMENT PLAN
APPROVED SCHEME - PARCEL B & C









SOURCE: "PLANNING ASSESSMENT OFFICER REPORT - DEVELOPMENT ASSESSMENT" BY VICTORIA STATE GOVERNMENT, DEPARTMENT OF TRANSPORT & PLANNING

4. DESIGN RESPONSE

4 DESIGN RESPONSE
DESIGN OVERVIEW

The proposed amended scheme for Fitzroy Gasworks Parcel A responds to the site's industrial legacy and layered urban setting through a contemporary architectural language that reinterprets colour, texture, pattern, and form. The design draws abstracted cues from the former Gasworks to establish a forward-looking environment focused on community, identity, and connection.

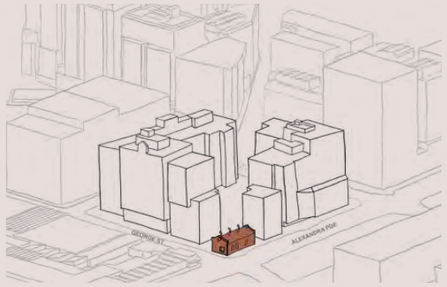
The built form is arranged as a collection of clearly defined yet complementary buildings, working together to create a village-scaled composition with a strong sense of cohesion and place. A deliberate massing strategy steps buildings back to preserve and frame key view corridors between the heritage Valve House and the Village Heart, improving access to daylight, enhancing visual permeability, and elevating the spatial quality of the central courtyard

Variation in roof forms is used to reduce the apparent scale of the development and introduce visual interest within the skyline, contributing to a more nuanced and legible built form outcome.

At ground level, the scheme strengthens precinct-wide connectivity through consistent placemaking, clear sightlines, and integrated wayfinding, ensuring intuitive movement throughout the site. Full inclusivity underpins the design, supporting equitable access for all users while delivering a range of diverse and flexible spaces and amenities.

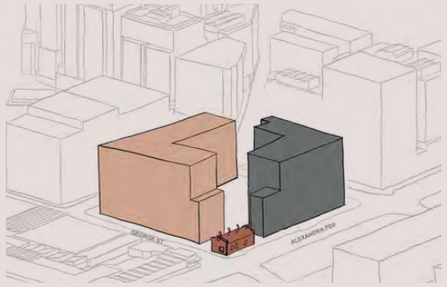


4 DESIGN RESPONSE
MASSING RATIONALE



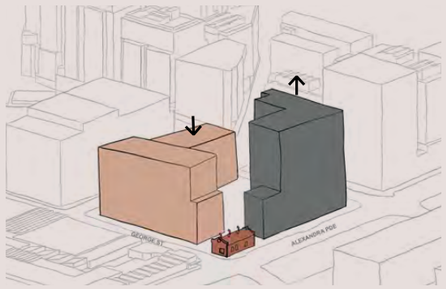
1. PERMITTED DEVELOPMENT

APPROVED BUILT FORM



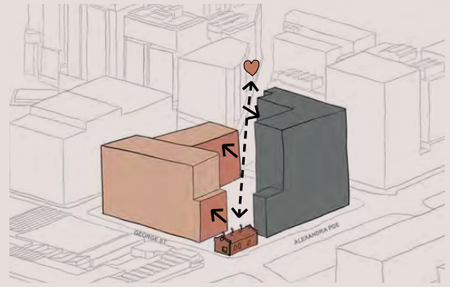
2. RATIONALISE BUILDING FORM

REFINES THE MASSING TO REMOVE INEFFICIENCIES AND CLARIFY THE OVERALL FORM.



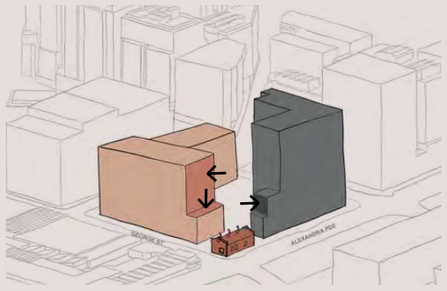
3. VARIED HEIGHT STRATEGY

ESTABLISHES VISUAL BREAKUP OF BUILDING MASS FORM



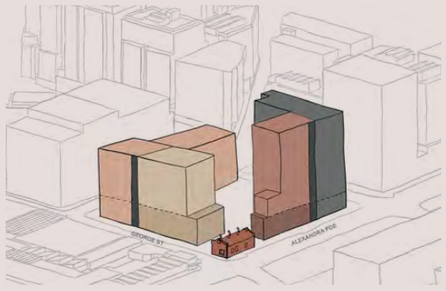
4. OPTIMISED VIEWS

SETS THE MASSING BACK TO OPEN THE VIEWING CORRIDOR BETWEEN THE VALVE HOUSE AND VILLAGE HEART, AND ENHANCES DAYLIGHT AND PERMEABILITY INTO THE COURTYARD.



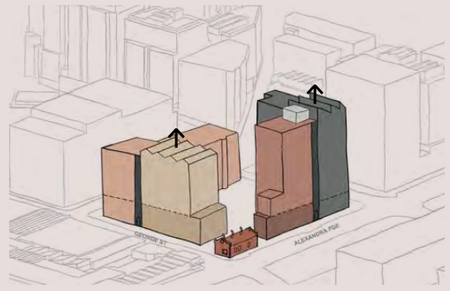
5. VALVE HOUSE SETBACK

STEPS THE MASSING DOWN FROM THE VALVE HOUSE TO BETTER RESPOND TO NEIGHBOURING SCALE AND CONTEXT, GIVING IT GREATER BREATHING ROOM AND PRESENCE.



6. MASSING ARTICULATION

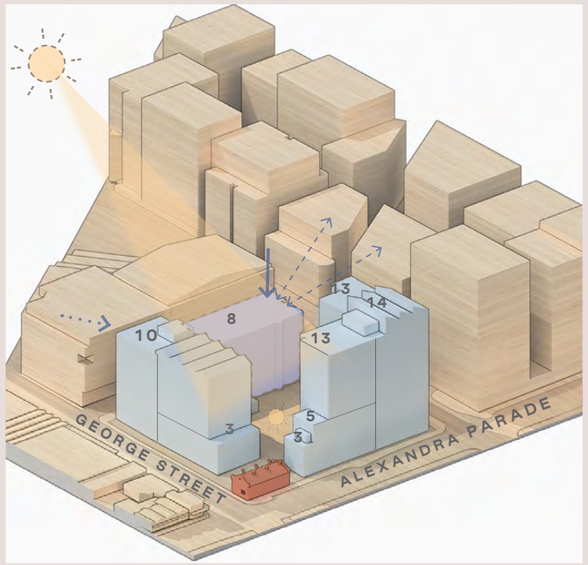
ARTICULATES THE VOLUME INTO SMALLER ELEMENTS TO REDUCE PERCEIVED BULK AND APPEAR AS A COLLECTION OF BUILDINGS.



7. ARTICULATED ROOFSCAPE

CREATES VARIATION IN THE ROOF FORM, REDUCING APPARENT SCALE AND ADDING VISUAL INTEREST.

4 DESIGN RESPONSE
MASSING RATIONALE

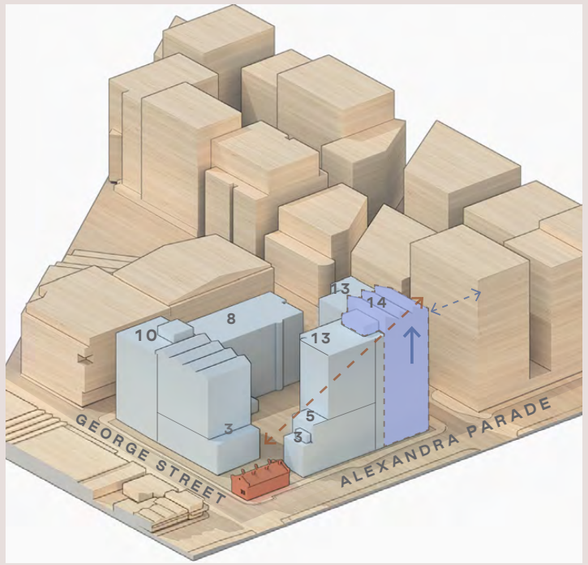


REDUCE OVERSHADOWING

LOWERING THE NORTH OF BUILDING A PROVIDES INCREASED SUN EXPOSURE TO THE CENTRAL OUTDOOR SPACE AND A LOWER SCALED BUILT FORM TO THE VILLAGE HEART.

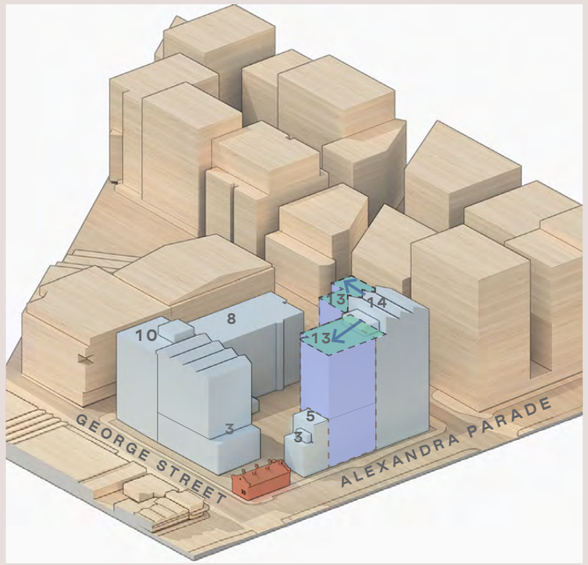
THE GEORGE STREET ELEVATION IS MAINTAINED AT 10 STORIES FOR A CONSISTENT STREET WALL HEIGHT RELATIVE TO THE SCHOOL AND RECREATIONAL CENTER TO THE NORTH.

THE 8 STOREY NORTH PORTION OF BUILDING A RESPONDS TO THE 8 STOREY APPROVED BUILT FORM OF THE ADJACENT PARCEL B, THEREBY FRAMING FRAMING THE VILLAGE SQUARE



ALEXANDRA PARADE EAST BUILDING HEIGHT

ALEXANDRA PARADE'S SCALE, PROPORTIONS AND ORIENTATION TO THE SITE ARE CONSIDERED MOST APPROPRIATE FOR ACCOMMODATING THE TALLEST BUILT FORMS WITHIN THE PRECINCT. IN RESPONSE, THE HEIGHT OF BUILDING B HAS BEEN INCREASED AT THIS PROMINENT CORNER CONDITION, REINFORCING ITS ROLE AS A GATEWAY ELEMENT. THIS APPROACH IS ALSO ALIGNED WITH THE APPROVED MASSING STRATEGY ESTABLISHED FOR PARCEL B.

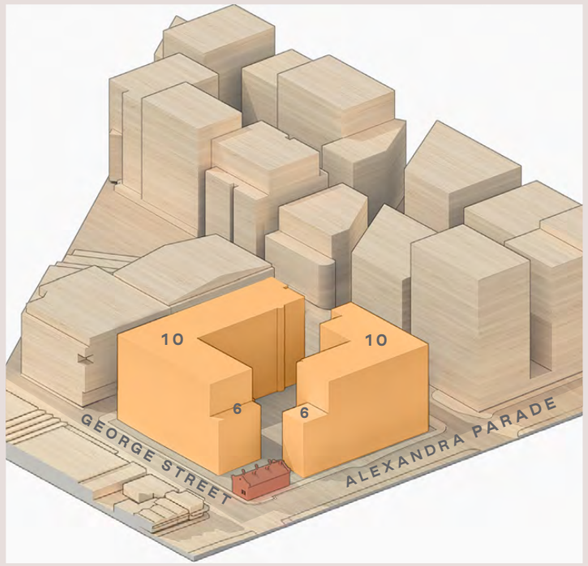


AMENITY ON LEVEL 13

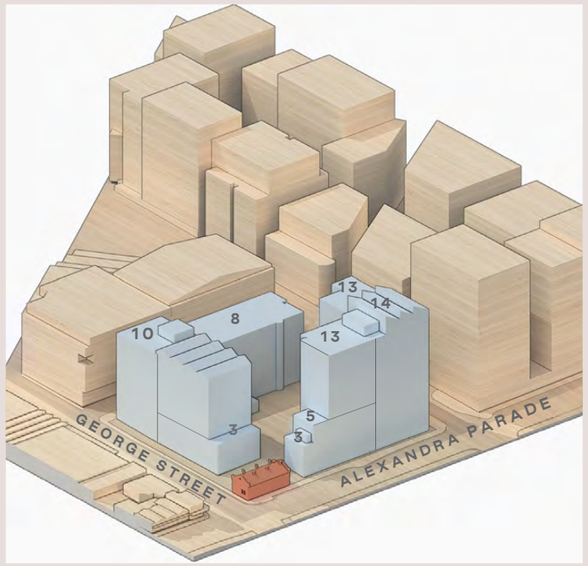
THE CORNER OF BUILDING B AT ALEXANDRA PARADE AND GORE STREET HAS BEEN ELEVATED TO 14 STOREYS, WITH THE UPPER-LEVEL SAW-TOOTH ROOF FORM ACCOMMODATING RESIDENT AMENITIES AND DUAL ROOFTOP GARDENS OVERLOOKING THE CBD. THE PROPOSED HEIGHT ALIGNS WITH PARCEL B'S APPROVED 14-STOREY BUILT FORM, ESTABLISHING A STRONG MID-BLOCK GATEWAY TO THE PRECINCT.

FROM THIS TALLEST CORNER ELEMENT, THE BUILDING STEPS DOWN PROGRESSIVELY TO THE WEST TOWARD THE VALVE HOUSE AND TO THE NORTH TOWARD THE VILLAGE HEART, PROVIDING AN APPROPRIATE TRANSITION IN SCALE ACROSS THE PRECINCT. THE SAW-TOOTH ROOF HAS BEEN REORIENTED TO REDUCE PERCEIVED BULK AND MODERATE SCALE TOWARD GORE STREET AND THE VILLAGE HEART, WHILE THE WESTERN EXTERNAL STAIR HAS BEEN ROTATED TO CREATE AN IMPROVED FORMAL TRANSITION TO THE VALVE HOUSE.

4 DESIGN RESPONSE
MASSING RATIONALE



PERMISSIBLE MASSING (10 STOREYS)



PROPOSED MASSING (8-14 STOREYS)

PERMISSIBLE SCHEME (10 STOREYS)

BUILDING A GFA	20,680 SQM
BUILDING B GFA	13,387 SQM
TOTAL GFA	34,067 SQM

PROPOSED SCHEME (8-14 STOREYS)

BUILDING A GFA	18,345 SQM
BUILDING B GFA	17,363 SQM
TOTAL GFA	35,708 SQM

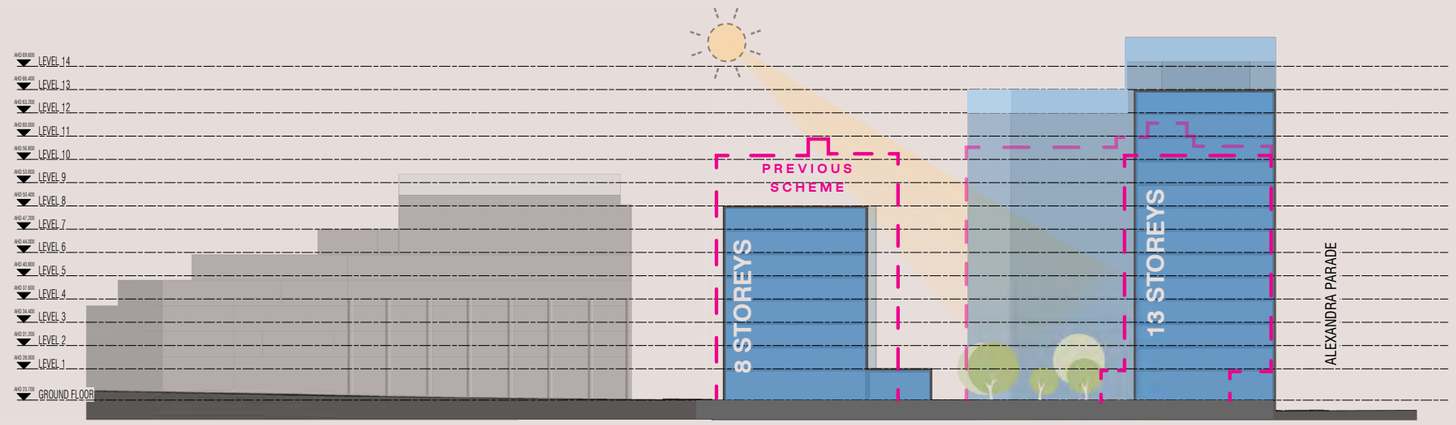
GFA VARIATION 1,641 SQM

% GFA VARIATION
= 1,641 / 34,067
= 5%

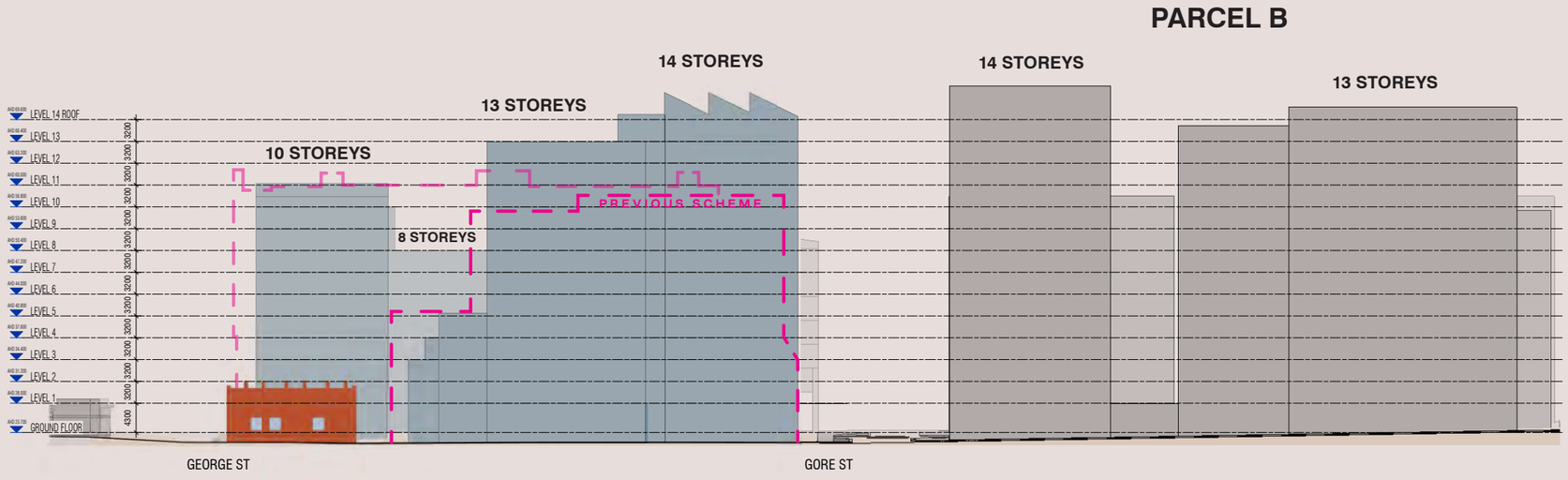
APPROVED SCHEME GFA	36,568 SQM
PROPOSED SCHEME GFA	35,078 SQM (-860)

ALL GFA SHOWN IN THIS PAGE IS ABOVE GROUND EXCLUDING BASEMENT GFA

4 DESIGN RESPONSE
MASSING RATIONALE



GEORGE STREET - SITE SECTION

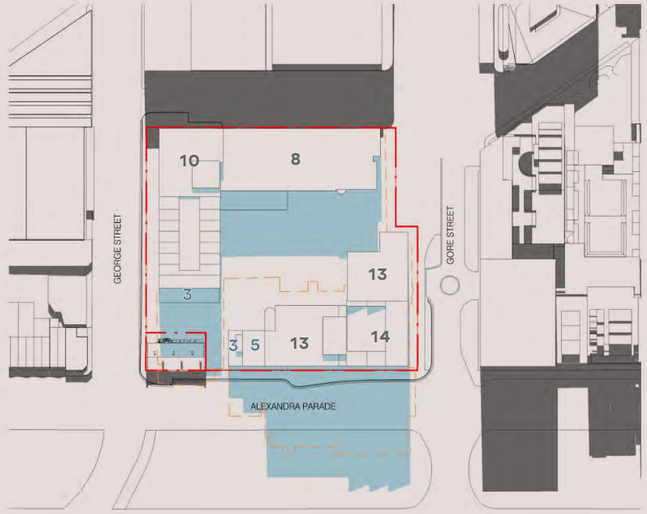


ALEXANDRA PDE - ELEVATION

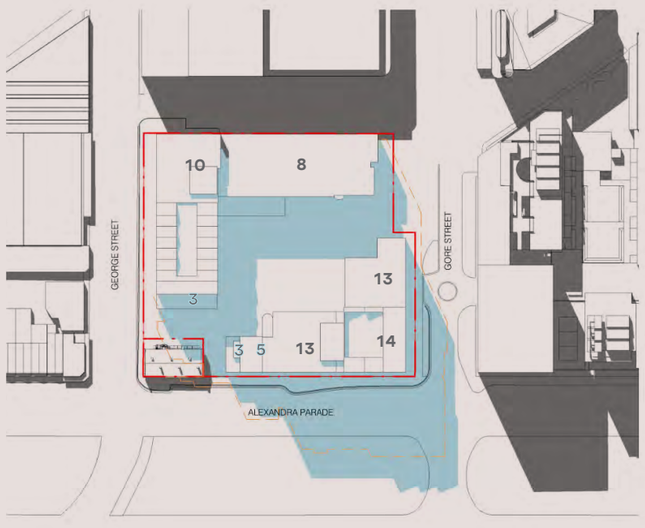
4 DESIGN RESPONSE
SHADOW ANALYSIS - 22 SEP



11:00 AM



12:00 PM



1:00 PM



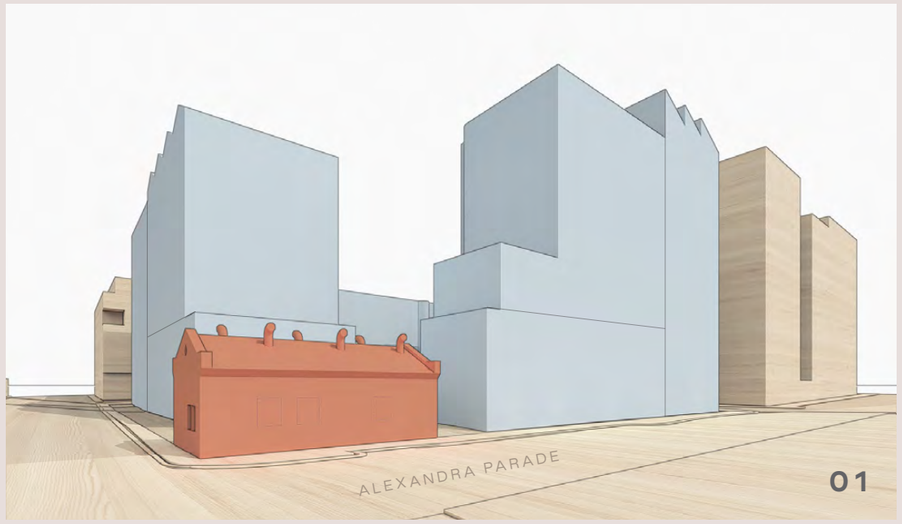
2:00 PM

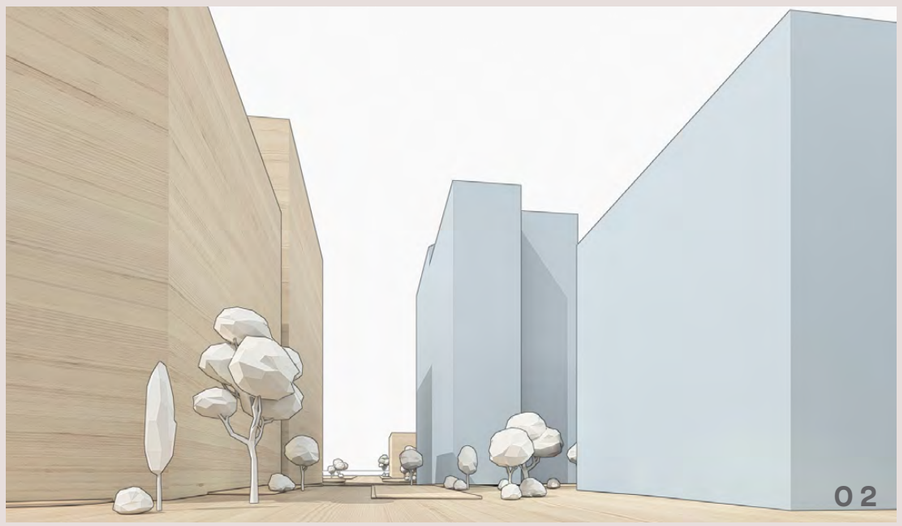
Proposed Shadows

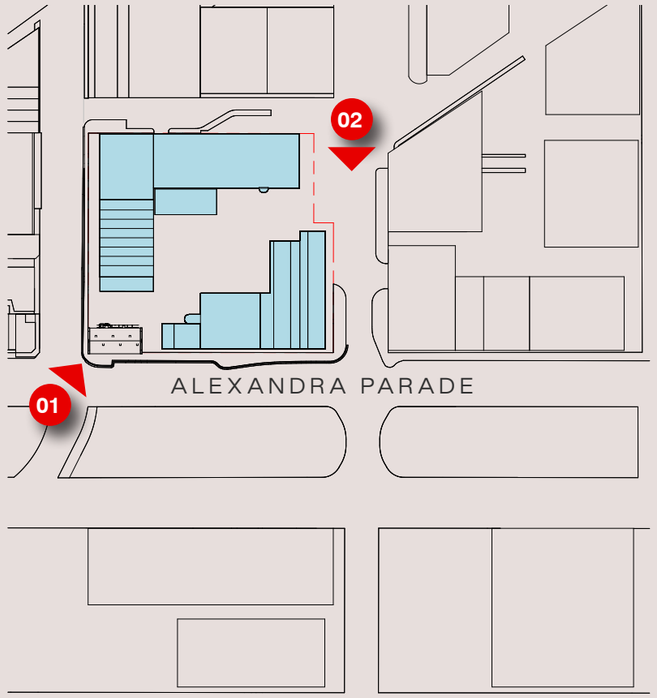
Existing Shadows

Previous Approved

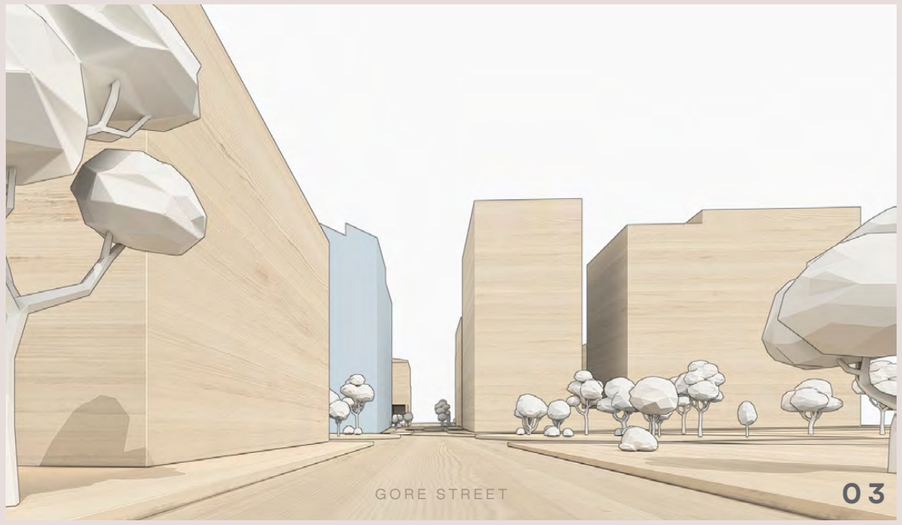
4 DESIGN RESPONSE
MASSING VIEWS

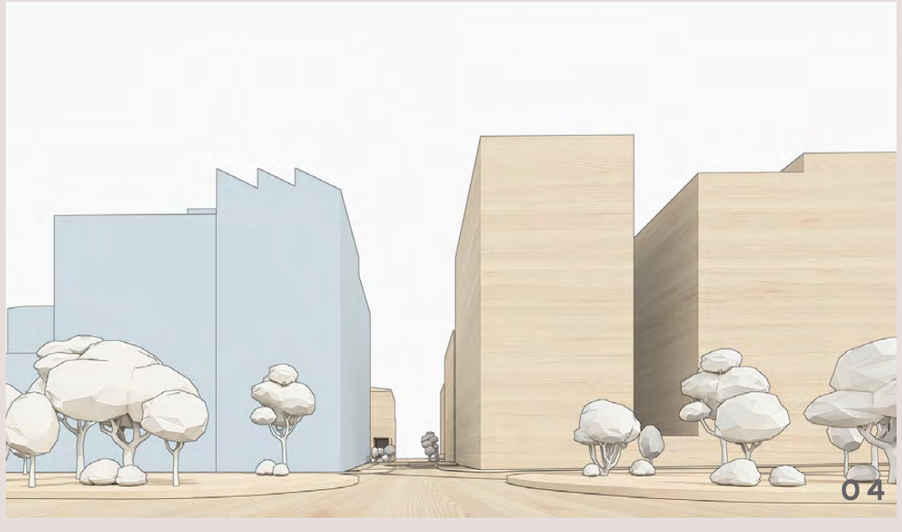


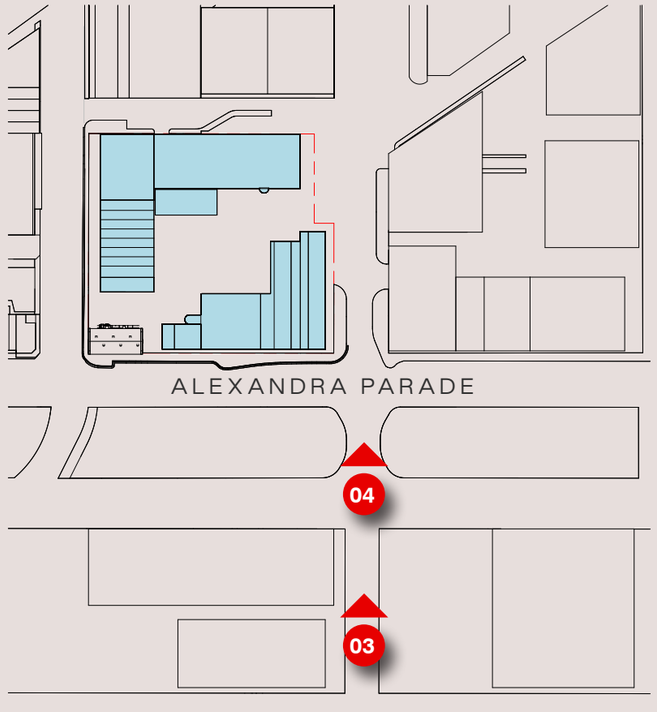




4 DESIGN RESPONSE
MASSING VIEWS



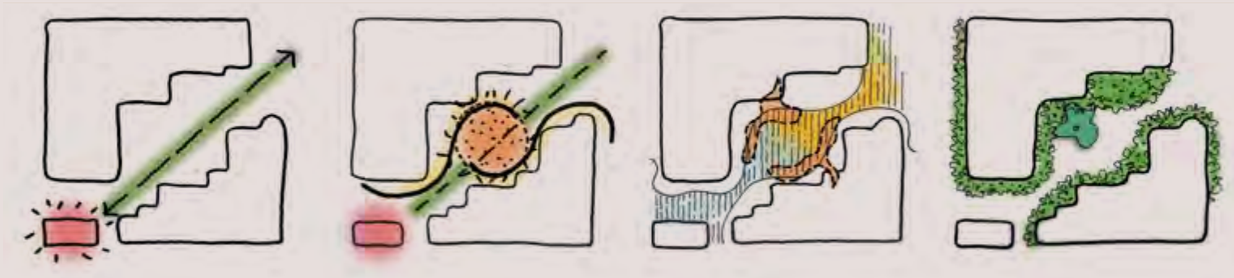




4 DESIGN RESPONSE
GROUND FLOOR LANDSCAPE APPROACH

The ground-floor landscape is conceived as a welcoming communal hub, combining generous seating, a sculptural canopy, and Country-inspired materials to create an inclusive and lively public space.

A strong connection to Country is embedded through spatial arrangement and materiality, supporting cultural practice and knowledge exchange, while the integration of fire as a cultural element provides a focal point for gathering, learning, and fostering a shared sense of belonging.



LINK

THE LANDSCAPE APPROACH FIRSTLY ESTABLISHES STRONG CONNECTIONS AND VIEWS TO THE VALVE HOUSE, REINFORCING ITS ROLE AS A KEY HERITAGE FOCAL POINT WITHIN THE PRECINCT.

WELCOMING / CENTRAL

A WELCOMING CENTRAL HUB IS CREATED THROUGH INTEGRATED SEATING EDGES AND A SCULPTURAL CANOPY, SUPPORTING GATHERING, INTERACTION, AND CREATIVE USE OF THE SPACE.

REPRESENT

CULTURAL NARRATIVES OF NAARM AND THE BIRRARUNG ARE EXPRESSED THROUGH TEXTURED PAVING, ARTWORKS, AND CANOPY ELEMENTS, EMBEDDING MEANINGFUL STORIES OF PLACE WITHIN THE PUBLIC REALM.

ENVELOPE

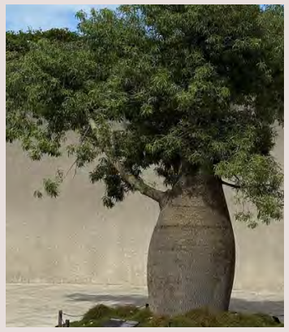
THIS IS COMPLEMENTED BY A SURROUNDING LAYER OF ENDEMIC PLANTING, WHICH ENVELOPES THE SITE AND CONTRIBUTES TO A COHESIVE, PLACE-RESPONSIVE LANDSCAPE CHARACTER.

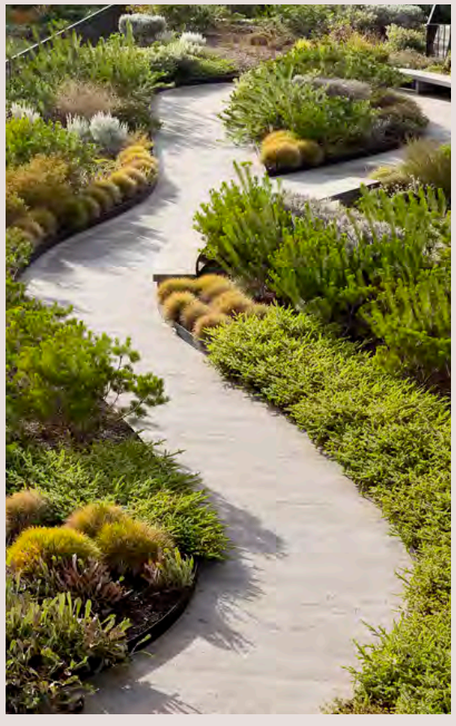


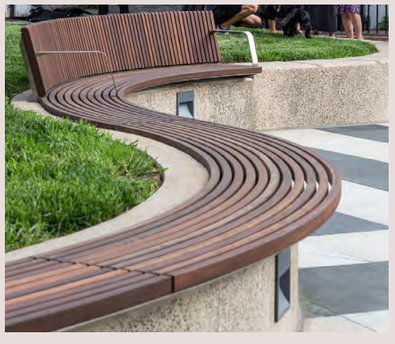
T.C.L

4 DESIGN RESPONSE
GROUND FLOOR LANDSCAPE APPROACH







BUILDING ON THE 4 KEY MOVES, THE LANDSCAPE RESPONSE INTEGRATES THE FOLLOWING:

- CLEAR SIGHTLINES TO SUPPORT SAFETY AND LEGIBILITY
- ADAPTIVE PLANTING APPROACH THAT RESPONDS TO THE SITE'S VARIED MICROCLIMATES.
- RICH PALETTE OF NATIVE AND INDIGENOUS PLANTING WITH CENTRAL FEATURE TREE
- INTEGRATED WATER SENSITIVE URBAN DESIGN (WSUD) WHERE POSSIBLE
- INTEGRATION WITH BUILT FORM TO CREATE SEAMLESS TRANSITIONS
- CONTINUATION OF LANDSCAPED NODES STRENGTHENING CONNECTIONS ACROSS THE PRECINCT
- TREE-LINED LANDSCAPE BUFFERS TO SOFTEN EDGES
- GREEN ROOFS ENHANCING BIODIVERSITY OUTCOMES
- SCULPTURAL CANOPY ENCOURAGES MEANDERING MOVEMENT THROUGH THE SITE AND THE PROVISION OF SHADE
- OPPORTUNITIES TO SIT, DWELL, AND ENGAGE
- COHESIVE PUBLIC REALM, INCLUDING CONNECTIONS TO PARCELS H AND I

T.C.L

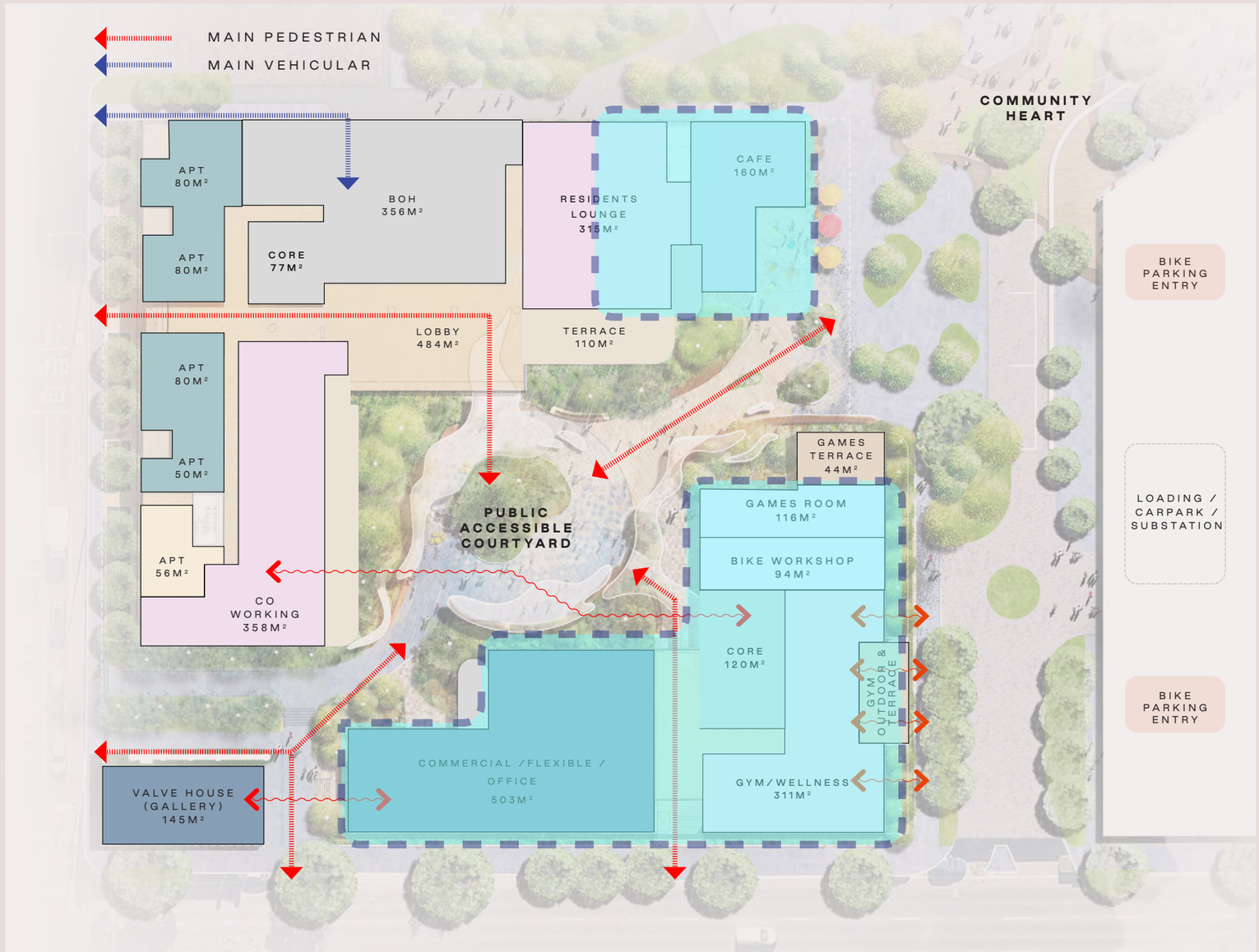
4 DESIGN RESPONSE
GROUND FLOOR CONCEPT LANDSCAPE PLAN



REFER TO LANDSCAPE DESIGN REPORT PREPARED BY TCL FOR DETAIL

T.C.L

4 DESIGN RESPONSE
GROUND FLOOR USES



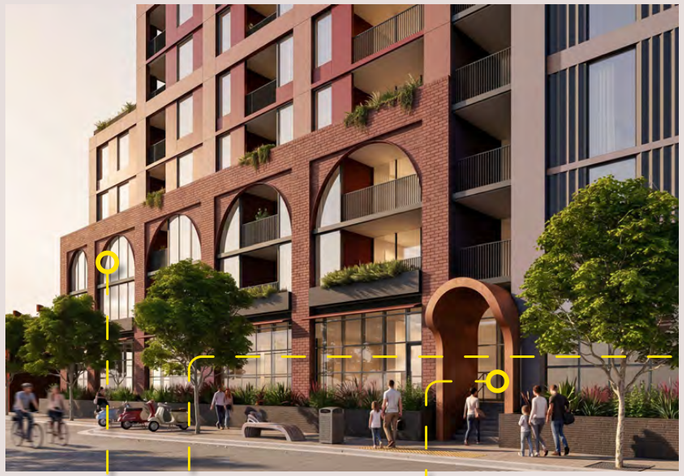
BUILDING A FLEXIBLE USES
- COMMUNAL RESIDENTIAL AMENITIES = 49.6%

BUILDING B FLEXIBLE USES
- COMMUNAL RESIDENTIAL AMENITIES = 51%



4 DESIGN RESPONSE
PUBLIC REALM INTERFACE - ALEXANDRA PDE

ALEXANDRA PARADE VIEW FROM GORE STREET



GROUND FLOOR LANDSCAPE PLAN





ARCHED
COMMERCIAL
GLAZING



ARCHED
ENTRY



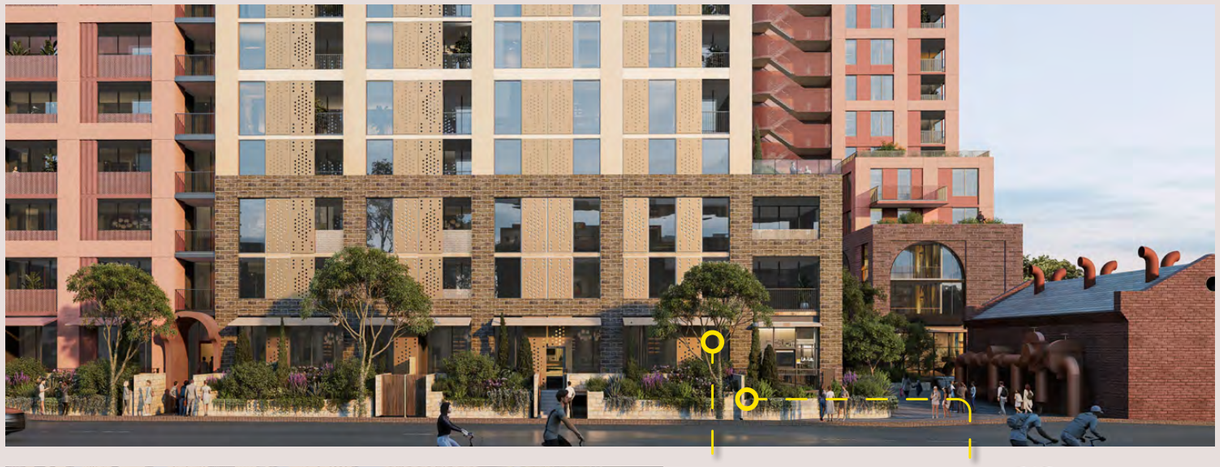
WAREHOUSE
WINDOWS



ALEXANDRA PARADE ELEVATION VIEW

4 DESIGN RESPONSE
PUBLIC REALM INTERFACE - GEORGE ST

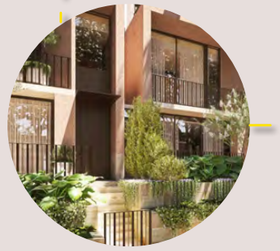
GEORGE STREET ELEVATION VIEW





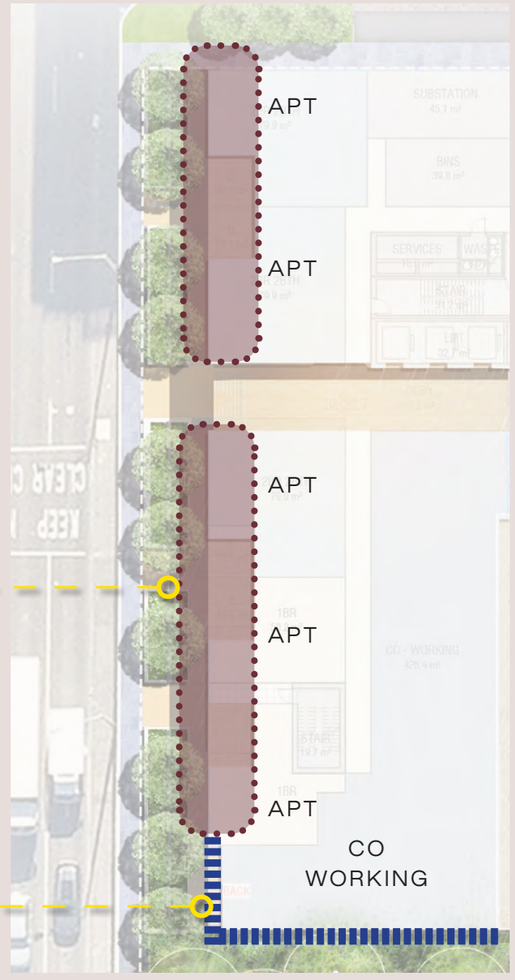
GEORGE STREET VIEW FROM ALEXANDRA PARADE

GARDEN TERRACES



WAREHOUSE WINDOWS





GROUND FLOOR LANDSCAPE PLAN

4 DESIGN RESPONSE
PUBLIC REALM INTERFACE - GORE ST



GROUND FLOOR LANDSCAPE PLAN

GORE STREET ELEVATION VIEW





RECESS /
COURTYARD



WAREHOUSE
WINDOWS



GORE STREET VIEW FROM ALEXANDRA PARADE

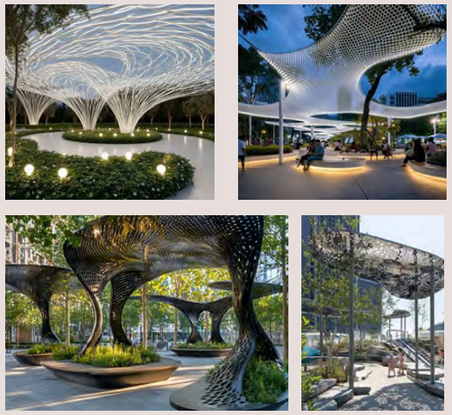
4 DESIGN RESPONSE
TRADITIONAL OWNERS ENGAGEMENT

We acknowledge the importance of demonstrating an authentic and respectful approach to the area's local Indigenous history and culture along with an approach to sustainability, ecology, heritage, regenerative design, and pathways to heal and care for country. This proposaL demonstrates the execution of this multidisciplinary approach to this project that goes beyond pure design. Through a comprehensive engagement strategy and co-design process, the design response will inbed a deeply considered connection to country in the following locations:



LANDSCAPE SPACES USES & ART INSTALLATIONS

THE LANDSCAPE, DEVELOPED IN PARTNERSHIP WITH THE WURUNDJERI PEOPLE, CENTRES ON NATIVE PLANTING AND SYMBOLIZES CULTURAL REPAIR AND ENVIRONMENTAL SUSTAINABILITY THROUGH 4 KEY THEMES OF STORIES OF PLACE, ACTIVITY, ENVIRONMENT AND TRANSFORMATION. FIRST NATIONS ART IS WOVEN THROUGHOUT THE SITE TO CREATE AN ENGAGING EXPERIENCE COLLABORATING WITH UNDERREPRESENTED GROUPS.



COURTYARD CANOPY STRUCTURES

STORIES OF ACTIVITY BRING LIFE AND MOVEMENT TO THE LANDSCAPE, CENTRED AROUND A COMMUNAL HEART WHERE PEOPLE GATHER, PAUSE, AND CONNECT. A SCULPTURAL CANOPY OVER THE CENTRAL MEETING SPACE WILL BE A KEY ELEMENT IN THE WURUNDJERI CO-DESIGN PROCESS.



BUILDING FACADE EXPRESSION

THE FACADE EXPRESSION CURRENTLY INCLUDES A MOTIF INSPIRED BY THE WILLIAM BARAK SHIELD ACHIEVED WITH PERFORATED AND DIMPLED METAL. THIS IS AN ELEMENT WHICH WILL BE PROPOSED AND VERIFIED THROUGHOUT THE WURUNDJERI CO-DESIGN PROCESS.

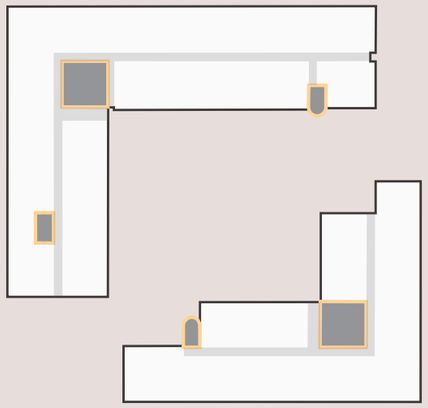


STREET SCAPE FIRST NATIONS CONTRIBUTION

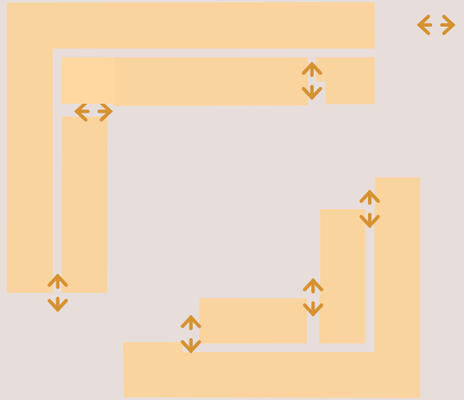
THE PORTAL-STYLE BUILDING ENTRIES ARE A KEY ELEMENT OF THE STREETSCAPE AND WILL BE FURTHER DEVELOPED AS PART OF THE WURUNDJERI CO-DESIGN PROCESS.

4 DESIGN RESPONSE
RESIDENTIAL PLANNING PRINCIPLES

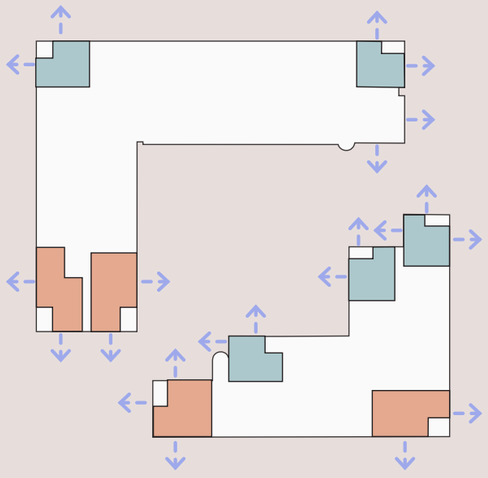
- A DIVERSE MIX OF ADAPTABLE APARTMENT TYPES AND SIZES PROPOSED TO SUIT DIFFERENT HOUSEHOLDS AND LIFE STAGES.
- APARTMENTS ARE ARRANGED WITH LARGER TYPES TO EACH CORNER, DUAL ASPECT TYPES MAXIMISED, AND A VARIETY OF ASPECTS FOR EACH TYPE FOR RESIDENT CHOICE AND VARIETY OF OUTLOOK/AMENITY OPTIONS FOR EACH TYPE.
- NATURALLY LIT LIFT LOBBIES AND WIDE CORRIDORS ENHANCE PLEASANT RESIDENTIAL ENVIRONMENT AND SOCIAL INTERACTION.



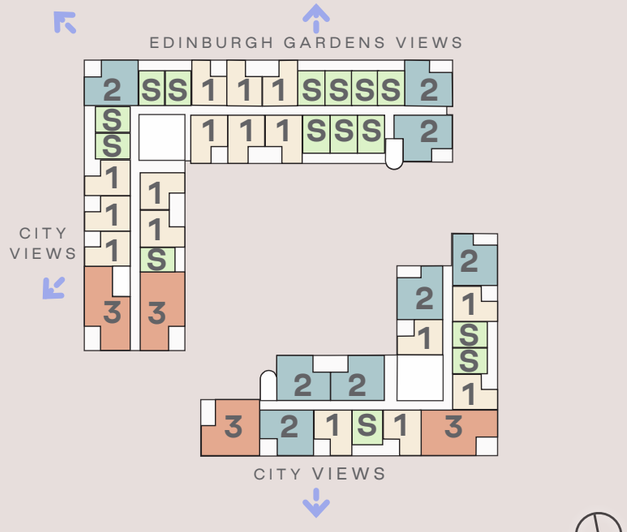
CORES ARRANGED TO MINIMISE THE DISRUPTION TO DAYLIGHT AND VIEWS ACCESS.



MAXIMISED DAYLIGHT TO LIFT LOBBIES AND CORRIDORS.



LARGER APARTMENTS TO CORNERS WITH DUAL AND TRIPLE FACADE ASPECT.



A VARIETY OF APARTMENT TYPES WITH VARYING VIEW ASPECTS FOR RESIDENTS' CHOICE.

4 DESIGN RESPONSE
LOCAL HERITAGE CHARACTER

The heritage materiality and distinct character of Fitzroy's Valve House guide the Parcel A design, with restoration and ground plane activation amplifying its role as an iconic precinct anchor.

As the sole remaining gasworks building, the Valve House shapes site identity and key connections, supporting a vibrant, community focused daily experience.

The architectural language and material palette draw from Country, history and the site's industrial legacy, using robust materials, timeless design and placemaking principles to create a cohesive collection of character-rich buildings.











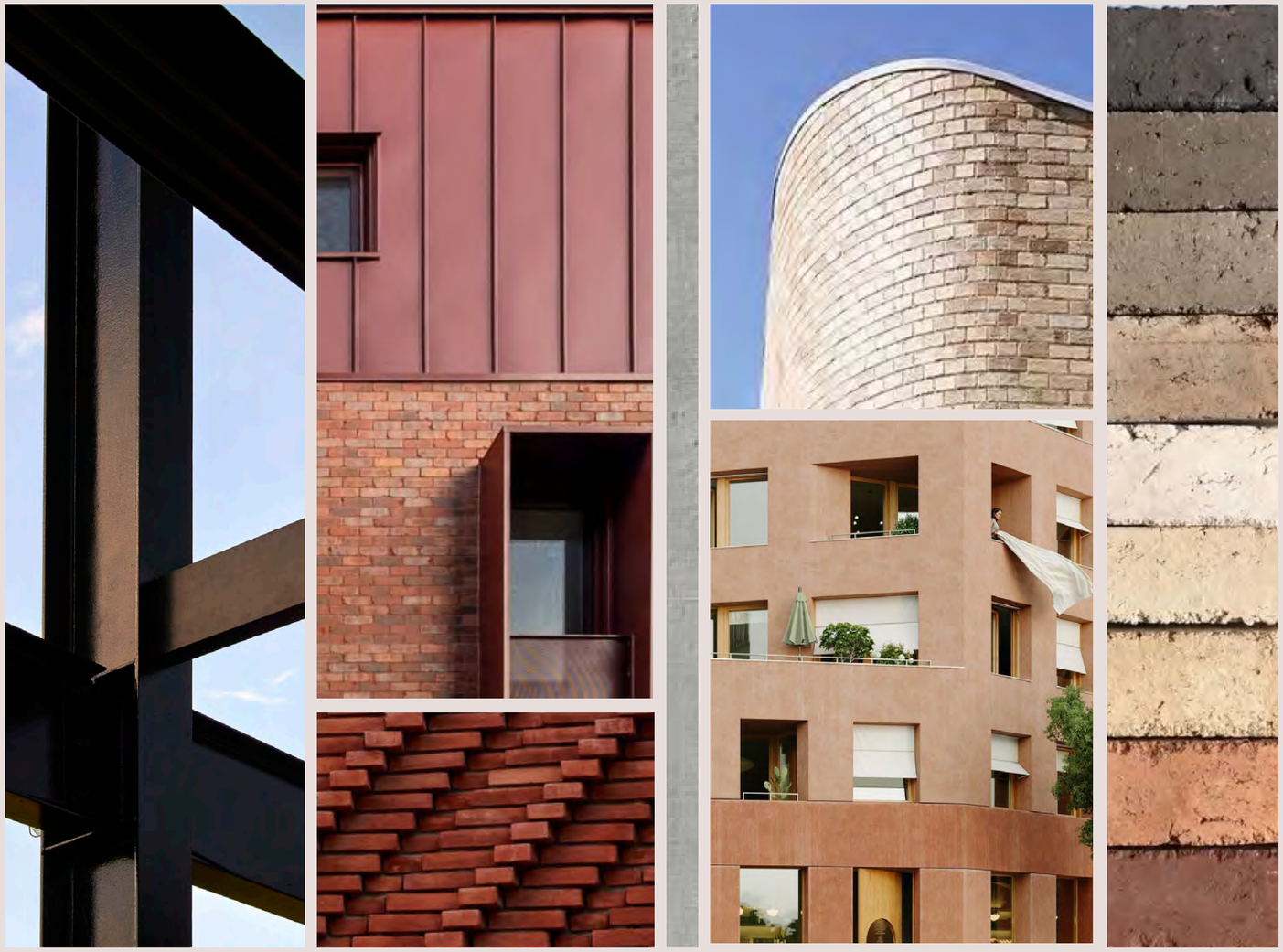


4 DESIGN RESPONSE
CONTEXTURAL MATERIAL PALETTE

Following careful analysis of the local area and it's history, a material palette has been developed that responds to Fitzroy's character and industrial past with a contemporary yet timeless design.

Four key themes were initially identified, capturing the history and character of Fitzroy colour, texture pattern and industry. Core design principles of robust materials, timeless design and legibility have been used as the foundations for this selection.

Each building is uniquely expressed yet cohesively integrated. A system of façade typologies brings balance across the precinct, transforming a former industrial site into a well grounded, people focused neighbourhood.



4 DESIGN RESPONSE
BUILDING FACADE EXPRESSION

INSPIRED BY LOCAL AND HISTORICAL CONTEXT ANALYSIS DESCRIBED ON THE PREVIOUS PAGES, A COLLECTION OF FACADE EXPRESSIONS HAS BEEN CRAFTED TO RESPOND TO EACH UNIQUE CONTEXTUAL INTERFACE. THE RESULT IS A VILLAGE OF BUILDING IDENTITIES THAT RESPONDS TO FITZROY'S CHARACTER WITH A CONTEMPORARY YET TIMELESS DESIGN.



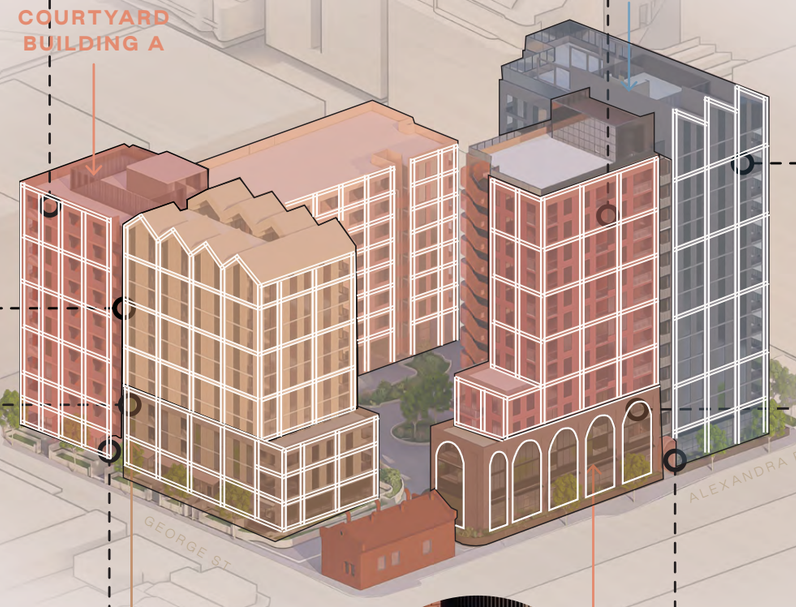
COURTYARD BUILDING A FACADE TYPE 1
PRECAST MEGA-GRID + METAL PLEATED/ PERFORATED PANELS WITHIN WINDOW SYSTEM



GATEWAY BUILDING A FACADE TYPE 2
PRECAST FRAME + LIGHTWEIGHT PERFROATED METAL PANELS WITHIN WINDOW SYSTEM



GATEWAY BUILDING A FACADE TYPE 3
PRECAST MEGA-GRID WITH BRICK SNAPS + LIGHTWEIGHT PERFORATED METAL WITHIN WINDOW SYSTEM





COURTYARD BUILDING B FACADE TYPE 1
PRECAST MEGA-GRID + LIGHTWEIGHT METAL PANELS WITHIN WINDOW SYSTEM



GATEWAY BUILDING B FACADE TYPE 2
PRECAST FRAME + LIGHTWEIGHT METAL PLEATED PANELS WITHIN WINDOW SYSTEM



COURTYARD BUILDING B FACADE TYPE 3
PRECAST MEGA-GRID WITH BRICK SNAPS WITHIN WINDOW SYSTEM



ARCHED ENTRY
PRECAST ARCH FRAME

4 DESIGN RESPONSE
MATERIALITY & FINISHES



Cf1 COLOURED PRECAST CONCRETE FINISH COLOUR 01



Cf2 COLOURED PRECAST CONCRETE FINISH COLOUR 02



Cf3 COLOURED PRECAST CONCRETE FINISH COLOUR 03



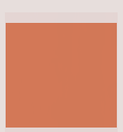
Cf4 COLOURED PRECAST CONCRETE FINISH COLOUR 04



Cf5 COLOURED PRECAST CONCRETE FINISH COLOUR 05



M1 METAL CLADDING COLOUR 01



M2 METAL CLADDING COLOUR 02



M3 METAL CLADDING COLOUR 03

M4 METAL CLADDING COLOUR 04



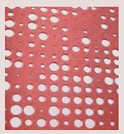
M4b PERFORATED METAL CLADDING COLOUR 04



M5 METAL CLADDING COLOUR 05



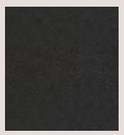
M5a PLEATED METAL CLADDING COLOUR 05



M5b PERFORATED METAL CLADDING COLOUR 05



M6 PERFORATED METAL CLADDING COLOUR 06



M7 METAL CLADDING COLOUR 07



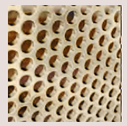
M8 PLEATED METAL CLADDING COLOUR 08



M9 METAL SHROUD COLOUR 09



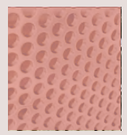
M10 METAL COLOUR 10



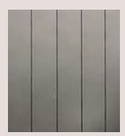
M11 PERFORATED METAL COLOUR 11



M12a PLEATED METAL CLADDING COLOUR 12



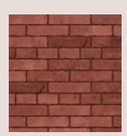
M12b PERFORATED METAL CLADDING COLOUR 12



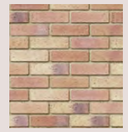
M13 METAL DOOR CLADDING COLOUR 13



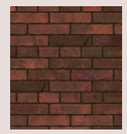
Br1 MASONRY BRICK LIGHT COLOUR



Br2 MASONRY BRICK DARK COLOUR



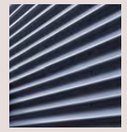
Br3 MASONRY BRICK PLANTERS LIGHT COLOUR



Br4 MASONRY BRICK PLANTERS DARK COLOUR



Ba1 METAL BALUSTRADE



Lv1 LOUVRED PLANT SCREEN

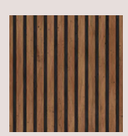


Lv2 LOUVRES GROUND FLOOR



G1 TINTED GLAZING WITH ALUMINIUM FRAMING

G2 CLEAR GLAZING WITH ALUMINIUM FRAMING



T01 TIMBER FENCE

4 DESIGN RESPONSE

PERSPECTIVE VIEW – CORNER GEORGE ST & ALEXANDRA PDE





4 DESIGN RESPONSE

PERSPECTIVE VIEW – LOOKING FROM ALEXANDRA PDE





4 DESIGN RESPONSE

PERSPECTIVE VIEW – LOOKING FROM GEORGE ST





4 DESIGN RESPONSE
DEVELOPMENT SUMMARY

TOTAL GFA	41,853 SQM
TOTAL GFA ABOVE GROUND	35,708 SQM
APTS	399
STUDIO	130 (32.6%)
1BR	149 (37.3%)
2BR	102 (25.6%)
3BR	18 (4.5%)
AFFORDABLE HOUSING	33%
RESI AMENITY (INTERNAL)	1,642 SQM
COMMERCIAL / FLEXI / RETAIL	662 SQM
VALVE HOUSE	145 SQM
CARPARKING	128 SPACES (1 BASEMENT)
BIKES	576 SPACES (B1: 524) (GF: 40) (P. REALM: 12)



5. SCHEME COMPARISON

5 SCHEME COMPARISON
PERSPECTIVE VIEW – FROM CORNER GEORGE ST & ALEXANDRA PDE



PLANNING APPROVED SCHEME



PROPOSED AMENDED SCHEME

5 SCHEME COMPARISON
PERSPECTIVE VIEW - FROM GEORGE ST

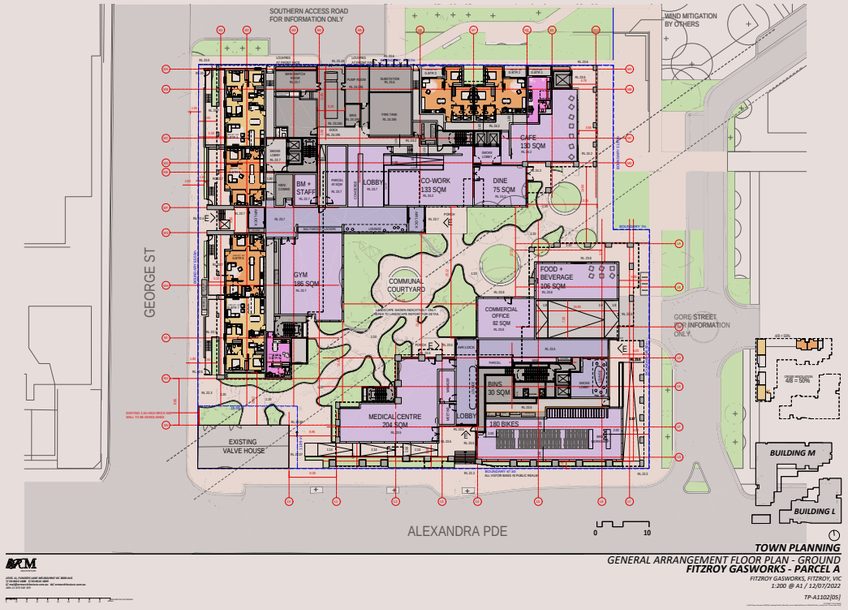


PLANNING APPROVED SCHEME

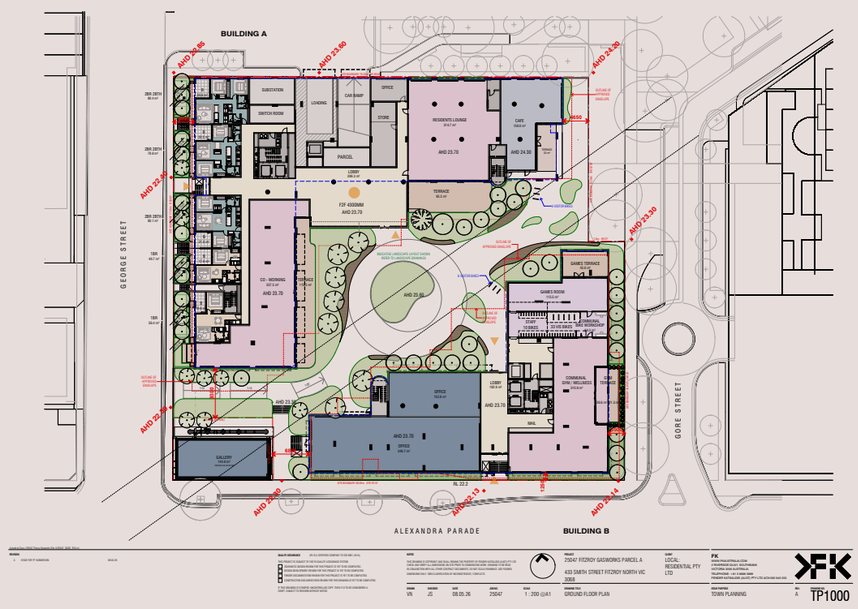


PROPOSED AMENDED SCHEME

5 SCHEME COMPARISON
GROUND FLOOR PLAN

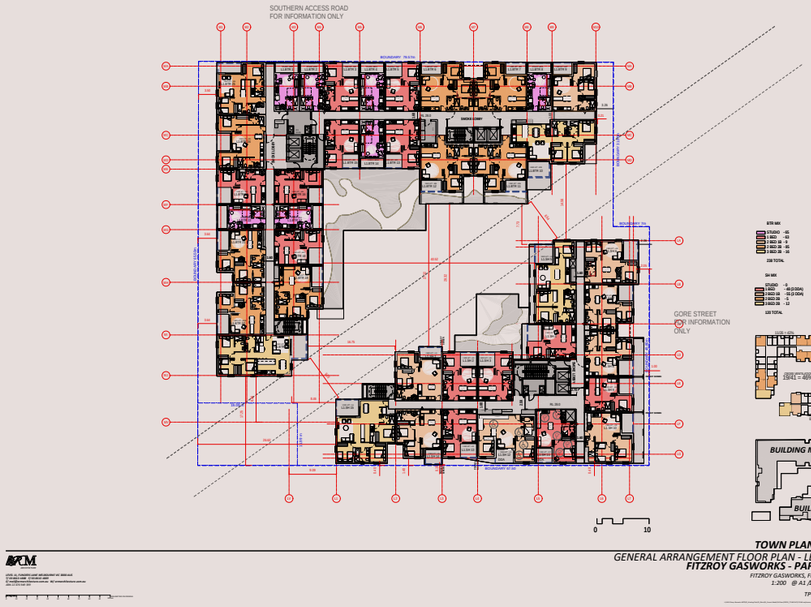


PLANNING APPROVED SCHEME

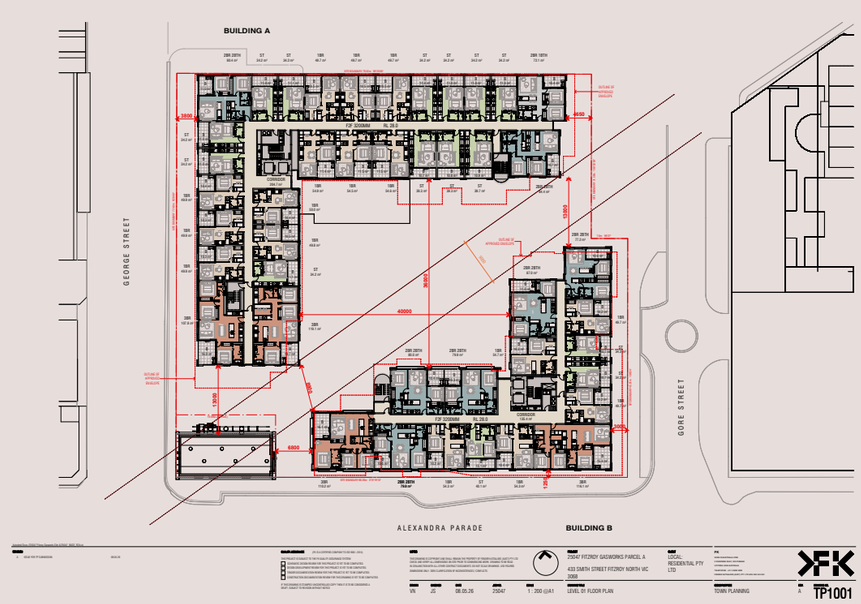


PROPOSED AMENDED SCHEME

5 SCHEME COMPARISON
TYPICAL LOWER APARTMENT LEVEL

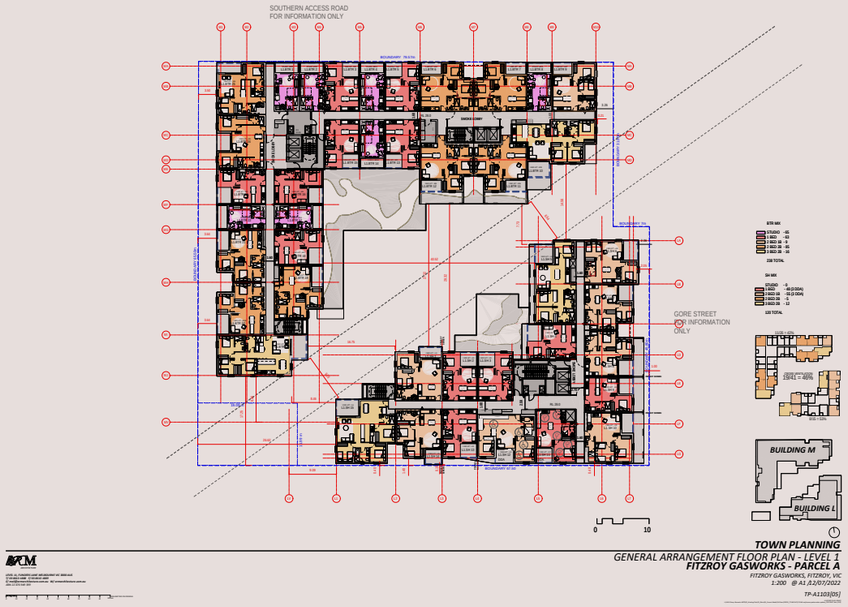


PLANNING APPROVED SCHEME



PROPOSED AMENDED SCHEME

5 SCHEME COMPARISON
TYPICAL UPPER APARTMENT LEVEL



PLANNING APPROVED SCHEME



PROPOSED AMENDED SCHEME

5 SCHEME COMPARISON
DEVELOPMENT SUMMARY

	APPROVED	PROPOSED	
TOTAL GFA	47,998 SQM	41,853 SQM	-6,145
TOTAL GFA ABOVE GROUND	36,568 SQM	35,708 SQM	-860
APTS	358	399	+41
STUDIO	65 (18%)	130 (32.6%)	
1BR	111 (31%)	149 (37.3%)	
2BR	154 (43%)	102 (25.6%)	
3BR	28 (8%)	18 (4.5%)	
RESI AMENITY (INTERNAL)	760 SQM	1,642 SQM	+882
COMMERCIAL / FLEXI / RETAIL	522 SQM	662 SQM	+140
VALVE HOUSE	145 SQM	145 SQM	
CARPARKING	232 SPACES (2 BASEMENTS)	128 SPACES (1 BASEMENT)	-104
BIKES	660 SPACES (B1: 480) (GF: 180) (P. REALM: 6)	576 SPACES (B1: 524) (GF: 40) (P. REALM: 12)	-84

LOCATIONS

Fender Katsalidis is based in Melbourne, Sydney and Brisbane.

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FITZROY GASWORKS
FACADE STRATEGY REPORT
MAY 2026
FENDER KATSALIDIS


IN THE SPIRIT OF RECONCILIATION,
LET US BEGIN BY ACKNOWLEDGING THE PEOPLES OF THE WURUNDJERI WOI-WURRUNG NATION & BUNURONG / BOON WURRUNG PEOPLES OF THE KULIN NATION AND THEIR CONTINUING CONNECTION TO COUNTRY, WATERWAYS AND SKY ABOVE FITZROY NORTH WHERE THIS SITE IS LOCATED

FACADE STRATEGY

The purpose of this document is to demonstrate that the current façade strategy is consistent with the endorsed plans prepared by Fender Katsalidis Architects and the approved built form, dated May, 2026.

The buildings are conceived as a collection of unique identities to present two buildings as a village of individual characters. The facade design delivers on this vision through a series of facade expressions within a cohesive language and material palette. The architectural language draws from the industrial heritage of the Fitzroy Gasworks site and the retained Valve House, using warm brickwork, expressed structure and gridded glazing to establish a robust yet contemporary material character.

Articulation is achieved through depth, layering and modulation rather than changes in form. Solid elements provide weight and legibility, while recessed glazing, framed openings and expressed structural rhythms introduce shadow and texture, reducing perceived scale and enriching the pedestrian experience. These strategies allow the façade to read a family of unique but related buildings that remain.

At street level, the façade is highly permeable and visually connected to the public realm. Generous glazing, recessed entries and sheltered threshold elements promote activation, passive surveillance and a strong relationship between interior spaces and the surrounding streetscape. The ground plane is integrated seamlessly into the overall façade language, reinforcing continuity and coherence.

Environmental performance is embedded within the façade design, with high-performance glazing, deep reveals and screening elements responding to orientation, solar exposure and wind conditions. This approach balances daylight access and outward views with comfort, energy efficiency and durability.



CORNER OF ALEXANDRA PARADE & GEORGE STREET

CONTENTS

FACADE STRATEGY 3

INSPIRATION & PRECEDENCE 5

HERITAGE

CONTEXT

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FACADE TYPE A3

FACADE TYPE A4

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FACADE TYPE B2

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FACADE TYPE B4

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INSPIRATION & PRECEDENT
HERITAGE

HERITAGE CONTEXT

- THE FITZROY VALVE HOUSE DEFINES THE HISTORIC IDENTITY OF THE SITE
- SOLE REMAINING GASWORKS BUILDING ANCHORING MEMORY AND PLACE
- BRICK INDUSTRIAL FABRIC EXPRESSING DURABILITY AND CRAFTSMANSHIP

DESIGN CUE FROM THE VALVE HOUSE

- INDUSTRIAL BRICKWORK INFORMING MATERIAL WARMTH AND TEXTURE
- ARCHED OPENINGS REFERENCED THROUGH CONTEMPORARY INTERPRETATION
- GRIDDED GLAZING REFLECTING UTILITARIAN, WAREHOUSE-STYLE FENESTRATION

MATERIAL + ARCHITECTURAL RESPONSE

- ROBUST MASONRY AND CONCRETE REINFORCING PERMANENCE AND WEIGHT
- EXPRESSED STRUCTURE AND RHYTHM DRAWING FROM INDUSTRIAL PRECEDENTS
- TIMELESS MATERIAL PALETTE SUPPORTING LONGEVITY AND LEGIBILITY

PLACE + IDENTITY

- HERITAGE RESTORATION COMPLEMENTED BY ACTIVE GROUND-PLANE ENGAGEMENT
- BUILT FORM REINFORCING KEY CONNECTIONS AND DAILY COMMUNITY MOVEMENT
- ARCHITECTURE INFORMED BY COUNTRY, HISTORY AND INDUSTRIAL LEGACY TO CREATE A COHESIVE, CHARACTER-RICH PRECINCT



INSPIRATION & PRECEDENT
CONTEXT

SURROUNDING BUILT CONTEXT

- STRONG INDUSTRIAL AND WAREHOUSE CHARACTER DEFINING THE SURROUNDING BUILT FORM
- MASONRY, CONCRETE AND EXPRESSED STRUCTURE REINFORCING A ROBUST MATERIAL LANGUAGE
- WARM, EARTHY TONES REFLECTING THE PATINA OF FITZROY'S HERITAGE BUILDINGS

CONTEXT-LED DESIGN RESPONSE

- CONTEMPORARY BUILDINGS REINTERPRET HERITAGE THROUGH MATERIAL WEIGHT AND DEPTH
- SOLID PODIUMS ESTABLISHING A CLEAR STREET-SCALE PRESENCE
- LIGHTER, ARTICULATED UPPER FORMS PROVIDE MODULATION AND REFINEMENT

FORM + MASSING

- DEFINED BASE RESPONDING TO PEDESTRIAN SCALE AND STREETSCAPE CHARACTER
- UPPER LEVELS MODULATED THROUGH SETBACKS AND VARIED ARTICULATION
- CLEAR READING OF PODIUM AND TOWER ELEMENTS WITHIN THE URBAN FABRIC

FACADE ARTICULATION

- LAYERED FAÇADES WITH DEPTH, SHADOW AND EXPRESSED FRAMING
- REPETITION OF GRIDS, BANDS AND VERTICAL RHYTHMS FOR LEGIBILITY
- CONTEMPORARY DETAILING LAYERED OVER HEAVIER BASE MATERIALS



421 Smith St



425 Smith St



58 Queens Pde



25-56 Queens Pde



Wurun Senior Campus



466 Smith St

MATERIALITY
LOOK & FEEL

MATERIALITY + FORM

- WARM, ROBUST MATERIALS DRAWN FROM FITZROY'S INDUSTRIAL AND HERITAGE CHARACTER
- PRECAST CONCRETE EXPRESSING SOLIDITY AND PERMANENCE AT TOWER CORNERS
- MASONRY AND METAL ELEMENTS GROUNDING THE BUILDING WITHIN ITS URBAN CONTEXT

DEPTH + ARTICULATION

- STRONG FOREGROUND ELEMENTS PROVIDING SCALE AND LEGIBILITY
- RECESSIVE PLANES DETAILED MORE FINELY TO ADD DEPTH AND REFINEMENT
- LAYERED FAÇADE COMPOSITION BALANCING WEIGHT AND OPENNESS

LIGHT + VIEWS

- HIGH-PERFORMANCE GLAZED WALL SYSTEM TO LIVING AREAS
- MAXIMISED VIEWS OUT AND DAYLIGHT INTO PRIMARY SPACES
- TRANSPARENT ELEMENTS CONTRASTED AGAINST SOLID MATERIAL EXPRESSION

TEXTURE + DETAIL

- EXPRESSED BANDS AND GRID PATTERNS CREATING RHYTHM AND TEXTURE
- SUBTLE VARIATION IN MATERIALS REINFORCING A CONTEMPORARY YET TIMELESS DESIGN
- COHESIVE PALETTE UNIFIED ACROSS THE TOWER WHILE ALLOWING INDIVIDUAL EXPRESSION



MATERIALITY
EXTERNAL MATERIALS & FINISHES



Cf1 COLOURED PRECAST CONCRETE FINISH COLOUR 01



Cf2 COLOURED PRECAST CONCRETE FINISH COLOUR 02



Cf3 COLOURED PRECAST CONCRETE FINISH COLOUR 03



Cf4 COLOURED PRECAST CONCRETE FINISH COLOUR 04



Cf5 COLOURED PRECAST CONCRETE FINISH COLOUR 05



M1 METAL CLADDING COLOUR 01



M2 METAL CLADDING COLOUR 02



M3 METAL CLADDING COLOUR 03

M4 METAL CLADDING COLOUR 04



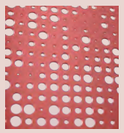
M4b PERFORATED METAL CLADDING COLOUR 04



M5 METAL CLADDING COLOUR 05



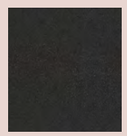
M5a PLEATED METAL CLADDING COLOUR 05



M5b PERFORATED METAL CLADDING COLOUR 05



M6 PERFORATED METAL CLADDING COLOUR 06



M7 METAL CLADDING COLOUR 07



M8 PLEATED METAL CLADDING COLOUR 08



M9 METAL SHROUD COLOUR 09



M10 METAL COLOUR 10



M11 PERFORATED METAL COLOUR 11



M12a PLEATED METAL CLADDING COLOUR 12



M12b PERFORATED METAL CLADDING COLOUR 12



M13 METAL DOOR CLADDING COLOUR 13



Br1 MASONRY BRICK LIGHT COLOUR



Br2 MASONRY BRICK DARK COLOUR



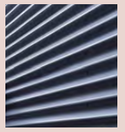
Br3 MASONRY BRICK PLANTERS LIGHT COLOUR



Br4 MASONRY BRICK PLANTERS DARK COLOUR



Ba1 METAL BALUSTRADE



Lv1 LOUVRED PLANT SCREEN



Lv2 LOUVRES GROUND FLOOR



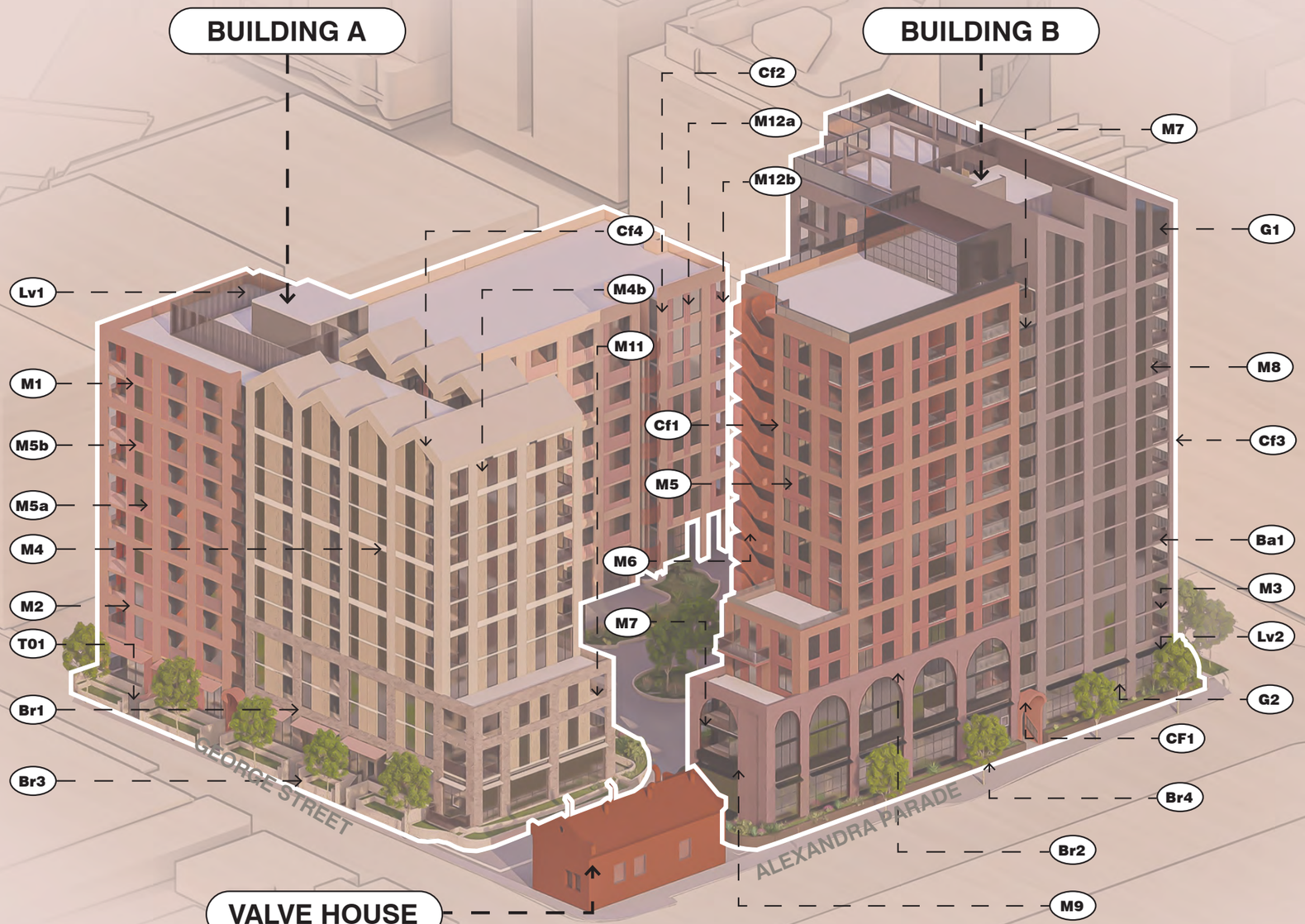
G1 TINTED GLAZING WITH ALUMINIUM FRAMING

G2 CLEAR GLAZING WITH ALUMINIUM FRAMING



T01 TIMBER FENCE

GASWORKS BUILDINGS
OVERVIEW



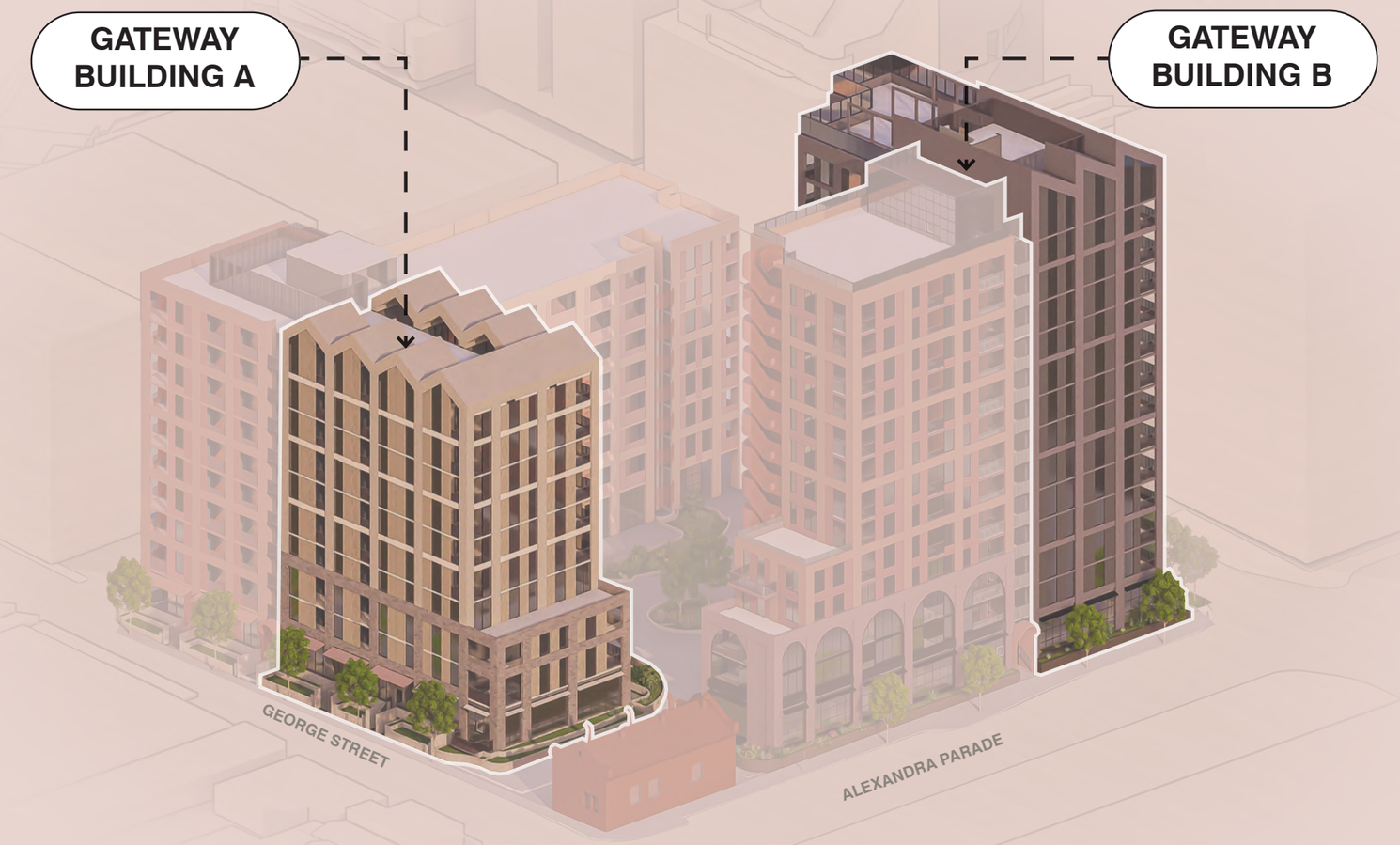
The Gasworks precinct is organised around two primary buildings: Building A to the Northwest and Building B to the southeast, collectively defining the site edges and framing key public spaces.

Each building is composed of two complementary parts defined by a Gateway building addressing the street and key arrival points, and a Courtyard building shaping shared internal spaces. Together, they establish a cohesive built form that balances urban presence with a human-scaled, community-focused environment, anchored by the retained Valve House.

MATERIAL SCHEDULE

Cf1	COLOURED CONCRETE FINISH - 01
Cf2	COLOURED CONCRETE FINISH - 02
Cf3	COLOURED CONCRETE FINISH - 03
Cf4	COLOURED CONCRETE FINISH - 04
Cf5	COLOURED CONCRETE FINISH - 05
M1	METAL CLADDING - COLOUR 01
M2	METAL CLADDING - COLOUR 02
M3	METAL CLADDING - COLOUR 03
M4	METAL CLADDING - COLOUR 04
M4b	PERFORATED METAL CLADDING - COLOUR 04
M5	METAL CLADDING - COLOUR 05
M5a	PLEATED METAL CLADDING - COLOUR 05
M5b	PERFORATED METAL CLADDING - COLOUR 05
M6	PERFORATED METAL CLADDING - COLOUR 06
M7	METAL CLADDING - COLOUR 07
M8	PLEATED METAL CLADDING - COLOUR 08
M9	METAL SHROUD - COLOUR 09
M10	METAL - COLOUR 10
M11	PERFORATED METAL - COLOUR 11
M12a	PLEATED METAL - COLOUR 12
M12b	PERFORATED METAL - COLOUR 12
M13	METAL DOOR CLADDING - COLOUR 13
Br1	MASONRY BRICK - LIGHT COLOUR
Br2	MASONRY BRICK - DARK COLOUR
Br3	MASONRY BRICK PLANTERS - LIGHT COLOUR
Br4	MASONRY BRICK PLANTERS - DARK COLOUR
Ba1	METAL BALUSTRADE
Lv1	LOUVRED PLANT SCREEN
Lv2	LOUVRES GROUND FLOOR
G1	TINTED GLAZING WITH ALUMINIUM FRAMES
G2	CLEAR GLAZING WITH ALUMINIUM FRAMES
T01	TIMBER FENCE

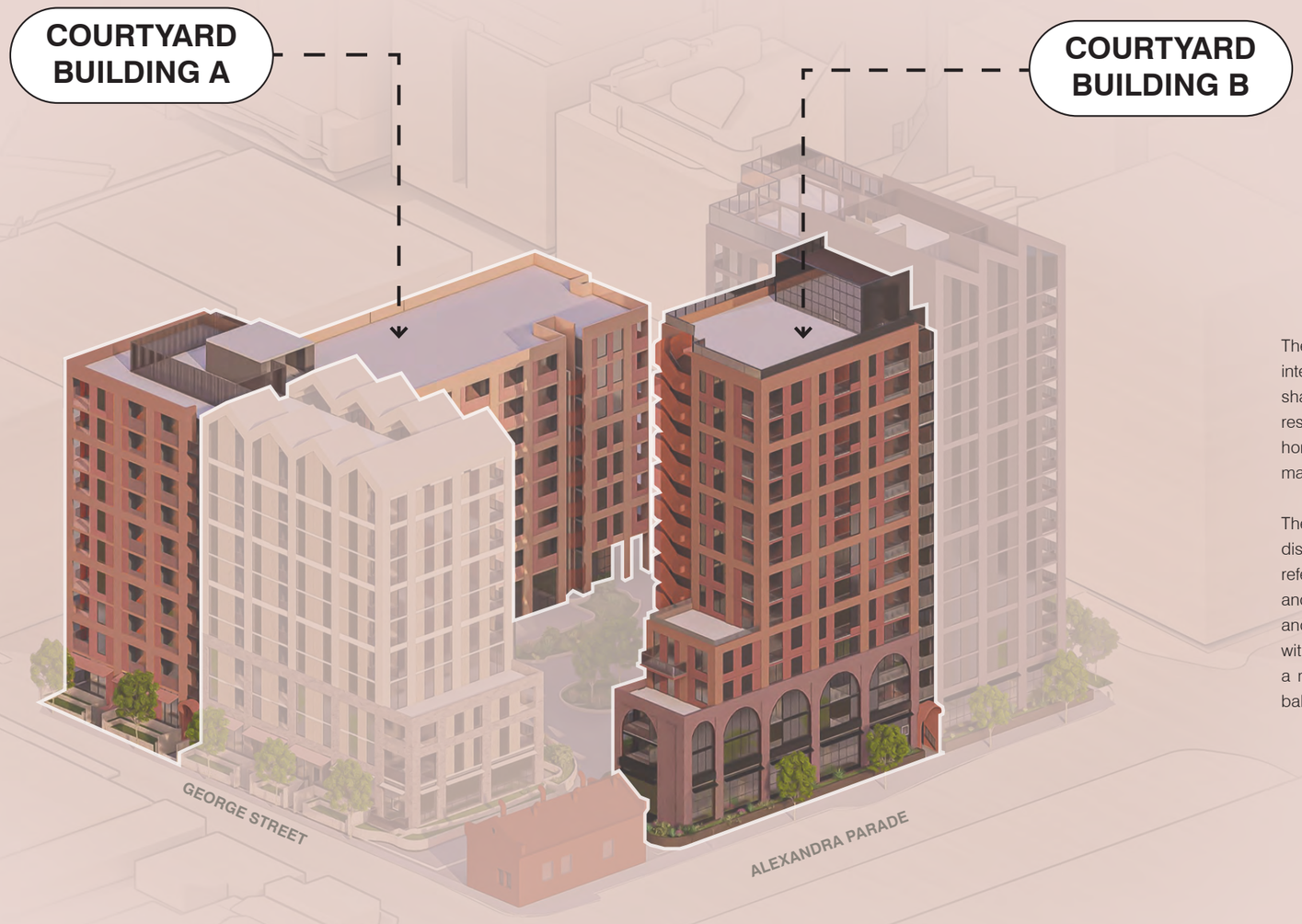
GATEWAY BUILDINGS
OVERVIEW



The Gateway Buildings for Building A and Building B are defined by their expressive saw-tooth roof forms, drawing directly from the industrial heritage of the Fitzroy Gasworks and the retained Valve House. These roof profiles establish strong markers at key entry points to the precinct, creating a legible and memorable arrival experience from George Street and Alexandra Parade.

The articulated roof form enables generous internal volumes, with cathedral-height ceilings to apartments and shared amenity spaces. Vertically expressed façades, gridded glazing and framed openings reinforce the gateway condition, combining heritage reference with a contemporary architectural expression that clearly signals entry while contributing to a cohesive precinct identity.

COURTYARD BUILDINGS
OVERVIEW



The Courtyard Buildings for Building A and Building B form the internal heart of the Gasworks precinct, enclosing generous shared courtyard space and supporting a more intimate, residential character. Their facades are defined by strong horizontal expression, regular structural grids and layered materiality, creating rhythm, order and human-scaled tactility.

The Courtyard Building along Alexandra Parade is distinguished by brick arches at the podium level, directly referencing the heritage language of the retained Valve House and surrounding industrial fabric. This arched expression anchors the building to the street and reinforces continuity with the site's historic character, while the upper levels adopt a more refined grid of openings and recessed elements to balance solidity, lightness and depth.

BUILDING A
OVERVIEW

Building A is defined by a robust and grounded architectural expression that draws directly from the industrial heritage of the Fitzroy Gasworks precinct. Along George Street, the Courtyard component presents a strong horizontal language through textured brickwork, continuous banding and a clearly expressed structural grid. Recessed balconies and varied solid-to-void relationships generate depth and shadow, reinforcing a human-scaled façade that is tactile and legible at street level.

A deliberately darkened setback zone is introduced between the Courtyard Building and the Gateway Building to clearly articulate the architectural shift between the two forms. This recess visually separates the massing while enhancing legibility across the streetscape. Within this setback, a prominent arched opening marks a key pedestrian entry point, signaling arrival and creating a moment of transition from the public realm into the precinct.

The Gateway portion of Building A is further distinguished through a vertically emphatic façade and expressive saw-tooth roof profile, referencing the industrial roof forms of the Gasworks and the retained Valve House. Integrated perforated and dimpled metal panels incorporate a motif inspired by the William Barak shield, introducing cultural narrative, filtered light and texture to the façade. This element is intended to be refined and verified through ongoing collaboration with the Wurundjeri co-design process, ensuring a culturally sensitive and meaningful outcome.

A podium expression responds sensitively to the scale, character and materiality of the adjacent Valve House. This consistent architectural language across the buildings closest to the Valve House reinforces continuity with the site's industrial heritage and strengthens the relationship between the new built form and retained heritage fabric.

Materiality transitions subtly between brick, tinted concrete and lightweight metal elements, maintaining consistency across the building while allowing for variation in detail and expression.



BUILDING A
WEST ELEVATION

FORM & IDENTITY
- slender volume marks George Street entry
- building signals arrival and site transition
- setback reduces perceived bulk at street

FACADE TYPE A1
TINTED CONCRETE + METAL



FACADE TYPE A2
TINTED CONCRETE + METAL



COURTYARD BUILDING A

GATEWAY BUILDING A



HORIZONTAL EXPRESSION
- horizontal banding expresses floor plate levels
- continuous slab edges create layered composition
- strong datums unify facade across volume

FORM & COMPOSITION
- perimeter block encloses communal courtyard space
- regular structural grid establishes rhythm and order

FACADE ARTICULATION
- regular window grid reflects internal planning
- recessed balconies add depth and shadow
- varying solid-to-void articulates room types
- openings align with expressed structural grid

RELATIONSHIP TO PODIUM
- horizontal expression aligns with podium height
- aligned datums unify George Street facade

VERTICAL EXPRESSION
- expressed structure emphasises height and slenderness
- deep vertical bays create facade rhythm
- vertical language distinguishes from courtyard building

FACADE ARTICULATION
- vertical openings reinforce tower proportion
- consistent solid-to-void emphasises verticality
- facade organised within strong vertical grid

PODIUM (GF-L02)
- expressed three-storey podum defines street edge
- material variation reinforces grounded podium base
- strong datum marks transition to upper levels

VALVE HOUSE RESPONSE



GEORGE STREET

FACADE TYPE A4
TEXTURED CONCRETE



FACADE TYPE A3
TEXTURED BRICK



BUILDING A
NORTH ELEVATION



FACADE TYPE A1.1
TINTED CONCRETE + METAL



FACADE TYPE A1
TINTED CONCRETE + METAL

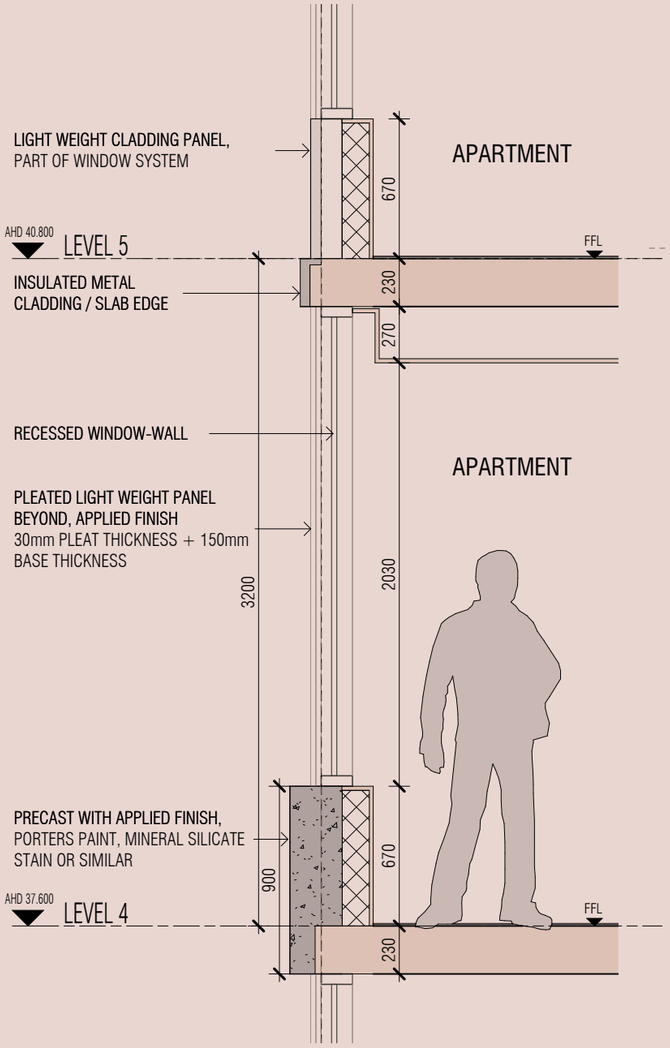
FACADE ARTICULATION
- regular window grid reflects internal planning
- recessed balconies add depth and shadow
- varying solid-to-void articulates room types
- openings align with expressed structural grid

HORIZONTAL EXPRESSION
- horizontal banding expresses floor plate levels
- continuous slab edges create layered composition
- strong datums unify facade across volume

FORM & COMPOSITION
- perimeter block encloses communal courtyard space
- stepped massing responds to surrounding context
- regular structural grid establishes rhythm and order

BUILDING A
FACADE TYPE A1





1. FACADE TYPE A1 APARTMENT

SCALE 1:25
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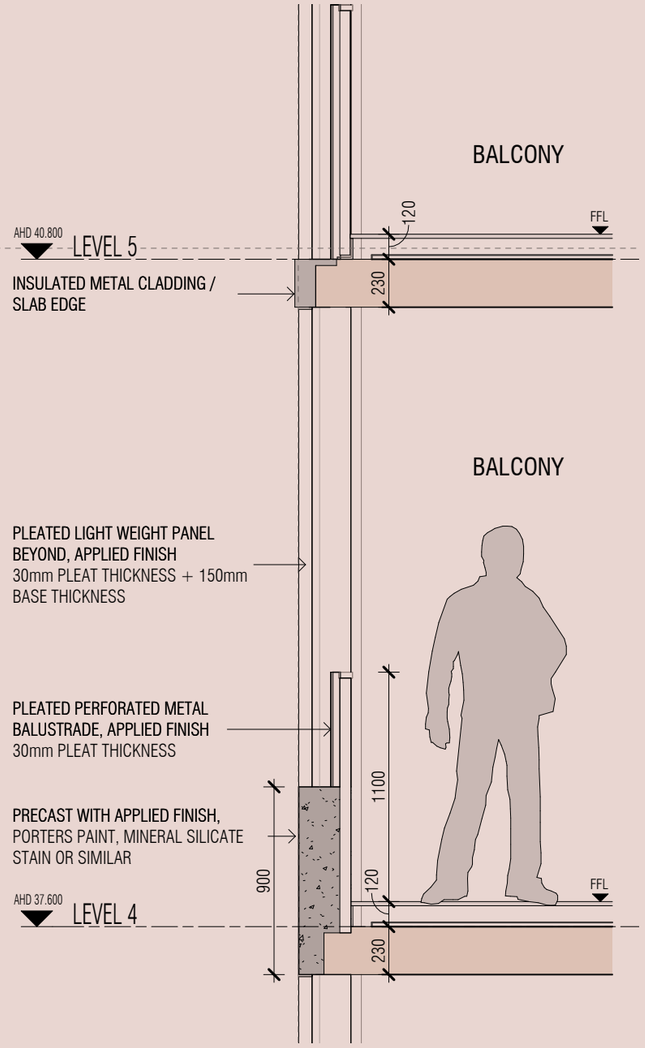

2. FACADE TYPE A1 BALCONY

SCALE 1:25
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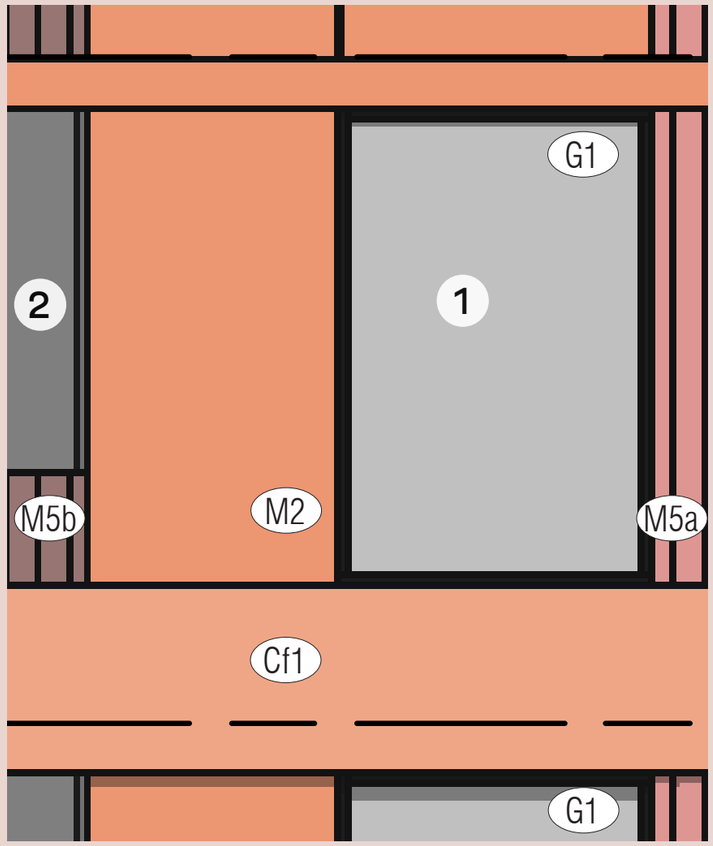
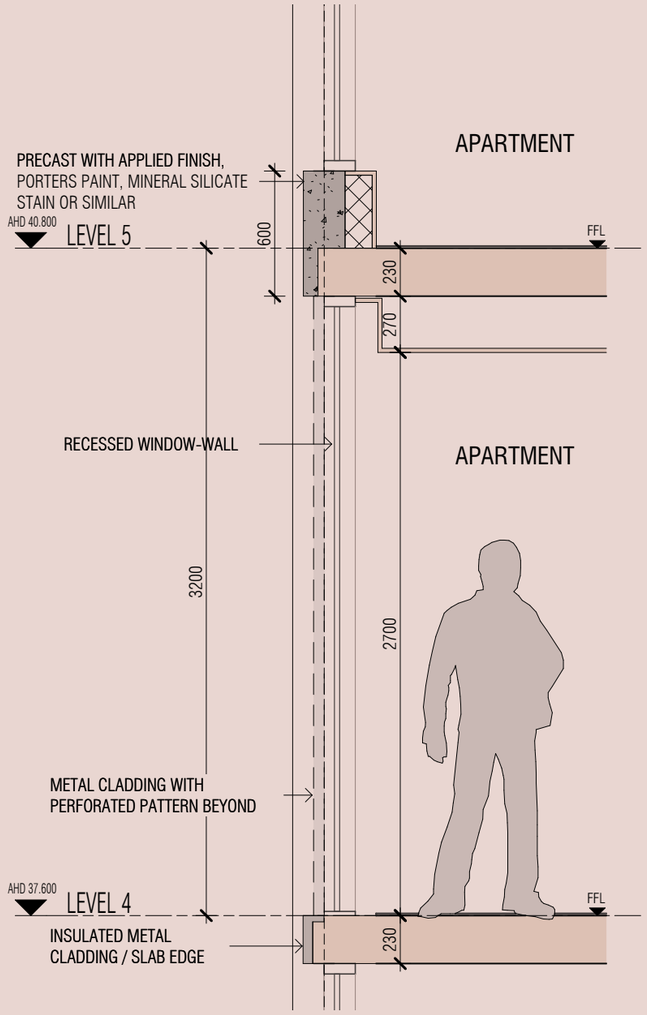


WEST ELEVATION - FACADE TYPE A1

SCALE 1:25
500 MM 0 MM

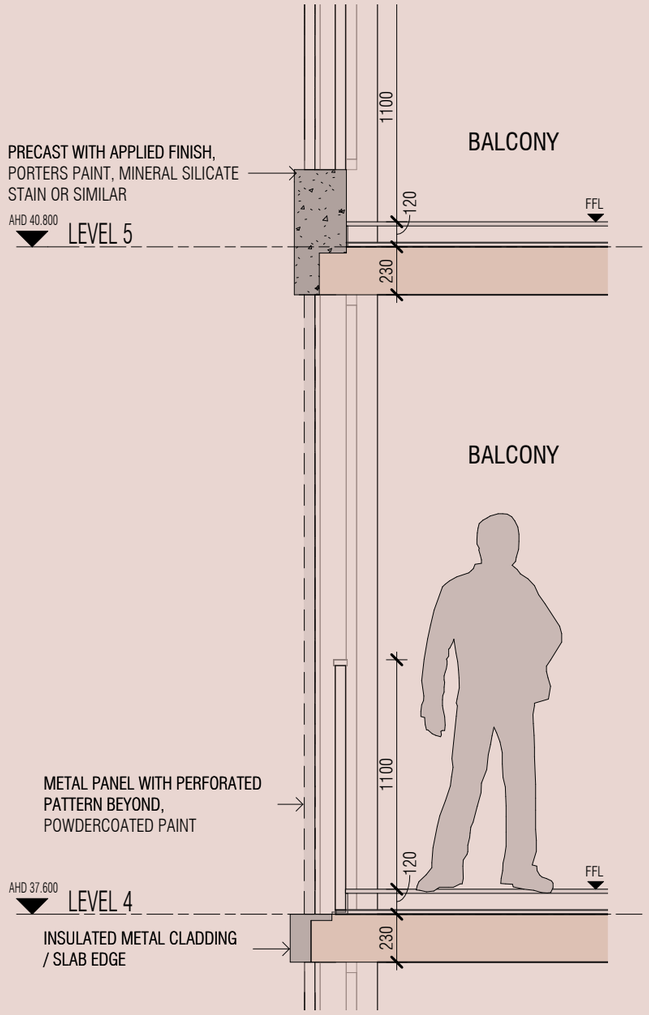
BUILDING A
FACADE TYPE A2





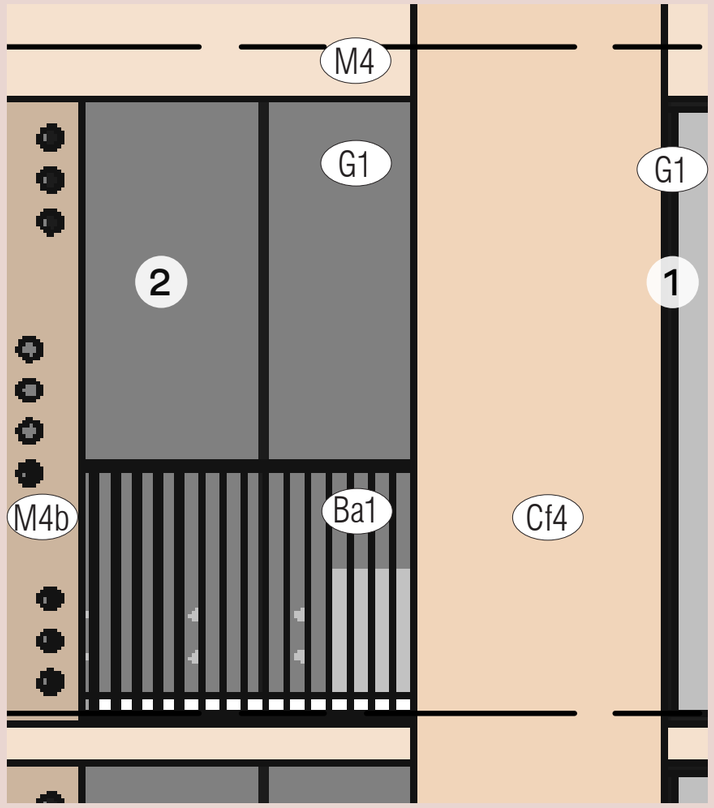
1. FACADE TYPE A2 APARTMENT

SCALE 1:25



2. FACADE TYPE A2 BALCONY

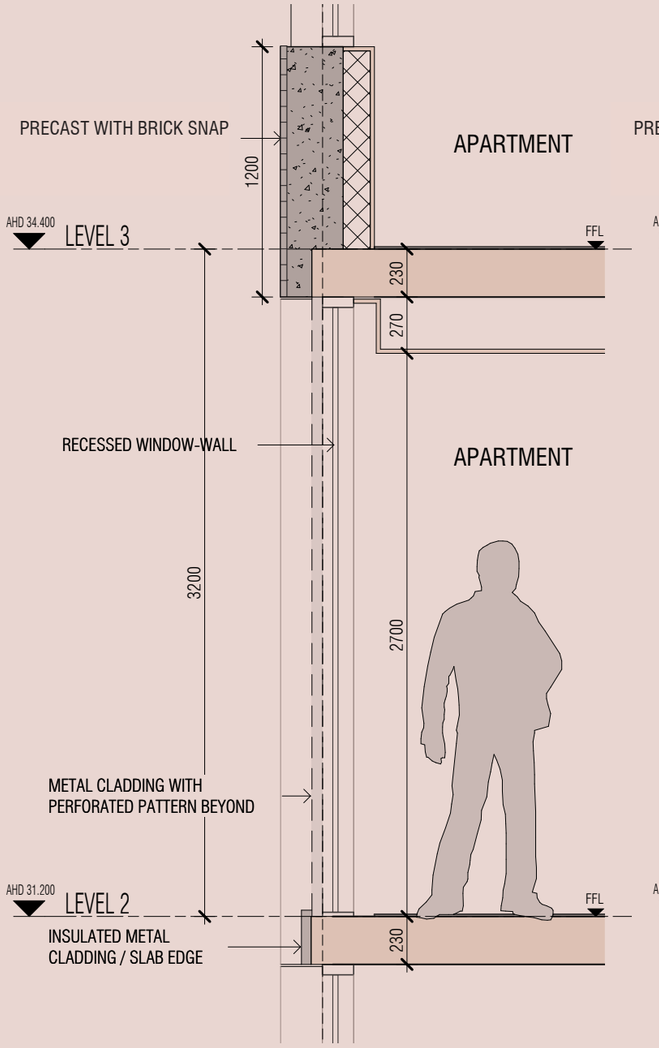
SCALE 1:25



WEST ELEVATION - FACADE TYPE A2

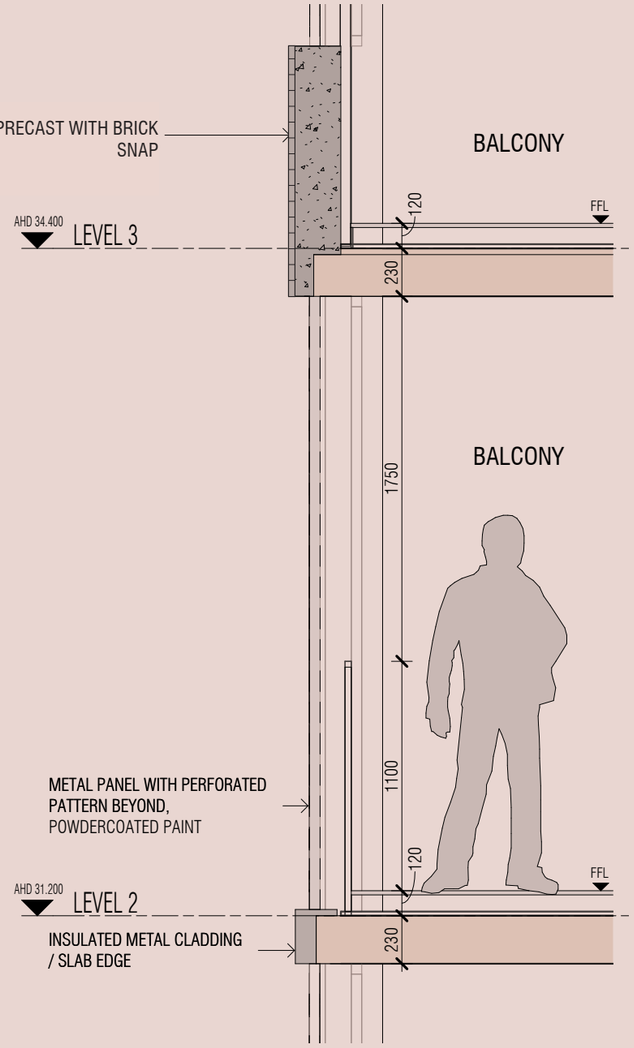
SCALE 1:25

BUILDING A
FACADE TYPE A3



1. FACADE TYPE A3 APARTMENT

SCALE 1:25

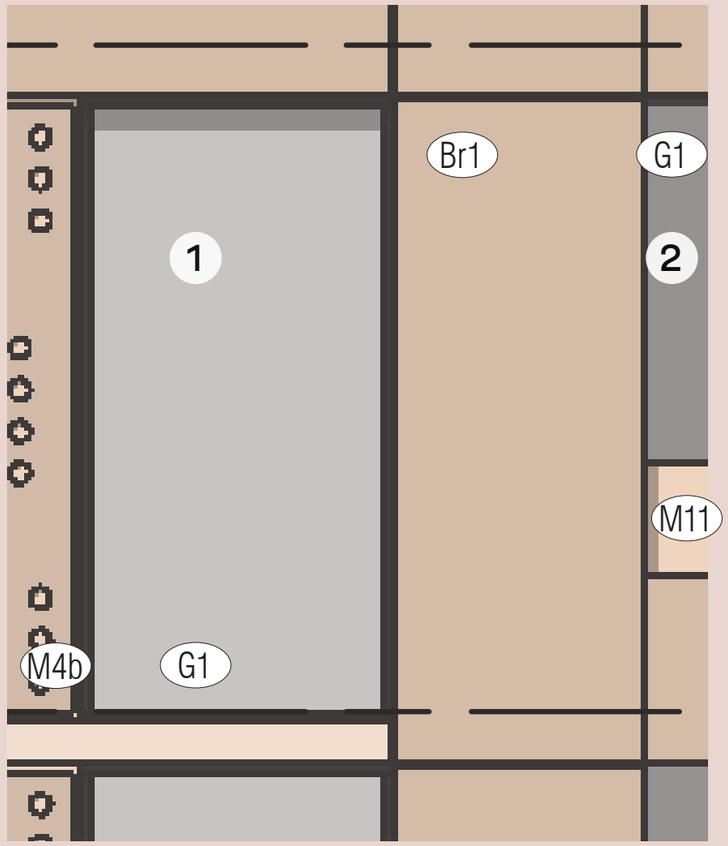


2. FACADE TYPE A3 BALCONY

SCALE 1:25

BUILDING A
FACADE TYPE A3

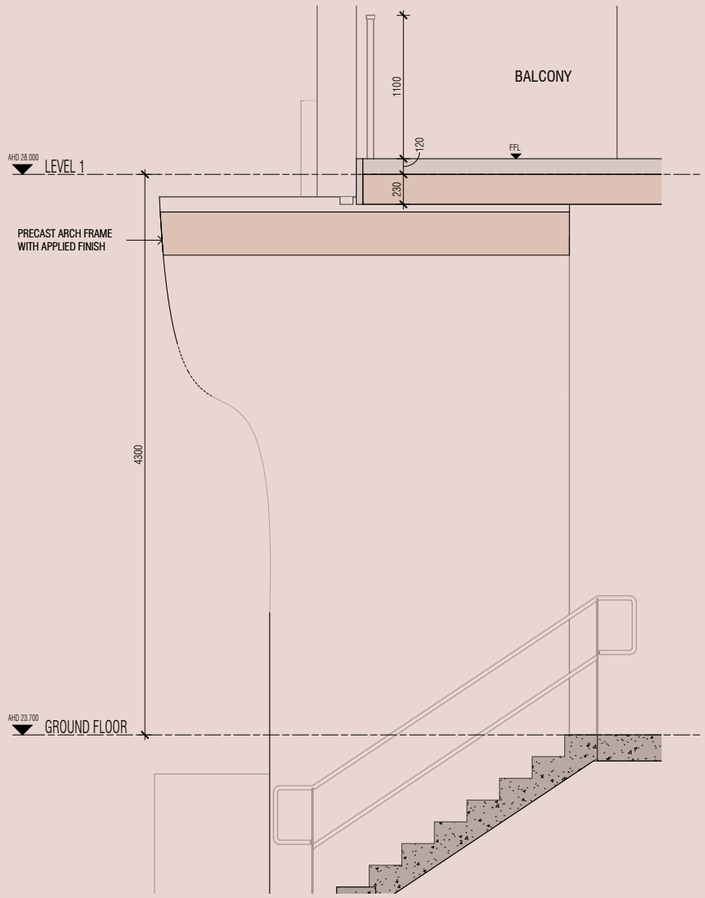




WEST ELEVATION - FACADE TYPE A3

SCALE 1:25

BUILDING A
FACADE TYPE A4



1. FACADE TYPE A4 ARCHED ENTRY

SCALE 1:40
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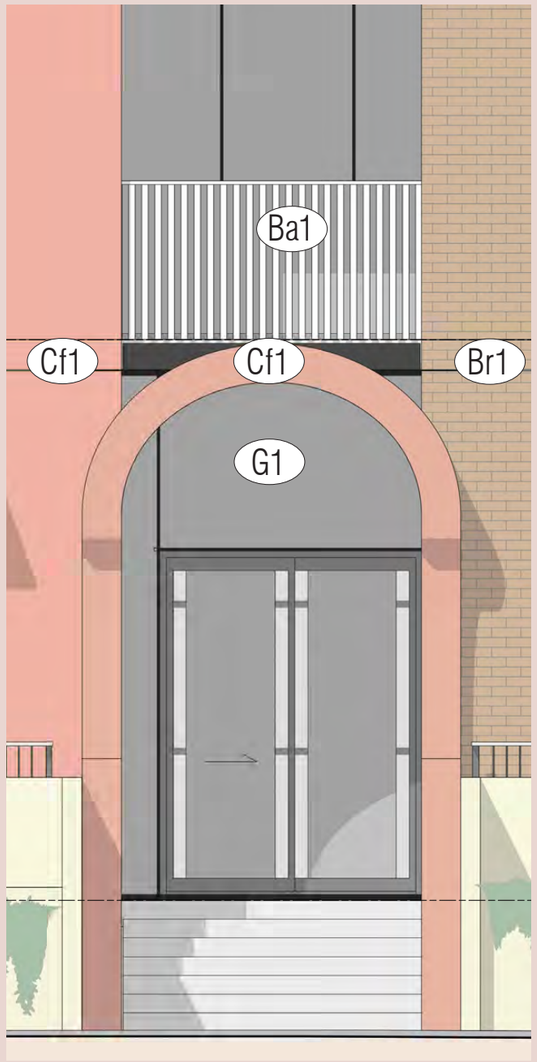


WEST ELEVATION - FACADE TYPE A4

SCALE 1:40
500 MM 0 MM

BUILDING A
FACADE TYPE A4



BUILDING B
OVERVIEW

Building B is articulated as two clearly legible architectural parts, the Gateway Building and the Courtyard Building, separated by a deliberately expressed setback that reinforces the distinction in form, use and scale. This setback is emphasised through a darker, more recessive material treatment and culminates in an arched portal entry that provides a clear point of arrival and transition from the public realm into the precinct. The arched form draws directly from the heritage language of the retained Valve House and nearby industrial structures, reinforcing continuity and legibility along Alexandra Parade and Gore Street.

The Courtyard component of Building B adopts a strong horizontal expression defined by a regular structural grid, recessed balconies and a layered material composition. Along Alexandra Parade, arched window frames at lower levels anchor the building to the street and reference historic industrial façades, while upper levels transition to a more refined rhythm of rectilinear openings. Materials including textured brick, tinted concrete and metal elements are used to create warmth, depth and durability, supporting a human-scaled residential character.

The Gateway component is distinguished through a vertically emphasised façade and an expressive saw-tooth roof form that references the industrial roofscape of the Gasworks site. This geometry reduces perceived bulk, creates a strong skyline profile and supports generous internal volumes. Deep vertical bays, expressed precast framing and high-performance glazing establish a clear architectural identity and signal the building's gateway role within the precinct.

Along Gore Street, the façade steps back to form a recessed courtyard addressing a shared gym and wellness space. This interface is activated through warehouse-style glazing and a lightweight saw-tooth canopy that echoes the Gateway roof form above. The canopy provides shelter, articulation and visual continuity, reinforcing the industrial narrative while softening the interface with landscape and pedestrian movement.

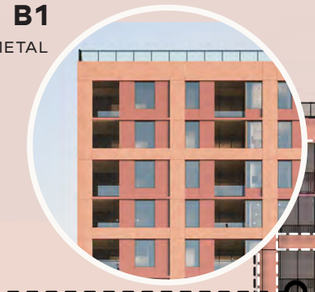


BUILDING B
SOUTH ELEVATION

FORM & IDENTITY
- slender volume marks Gore Street entry
- building signals arrival and site transition
- setback reduces perceived bulk at street

GATEWAY BUILDING B

FACADE TYPE B1
TINTED CONCRETE + METAL



COURTYARD BUILDING B

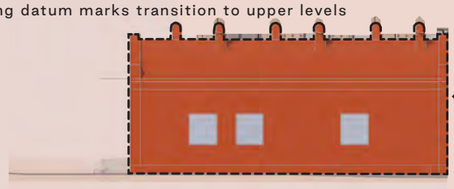
VERTICAL EXPRESSION
- expressed structure emphasises height and slenderness
- deep vertical bays create facade rhythm
- vertical language distinguishes from courtyard building

HORIZONTAL EXPRESSION
- horizontal banding expresses floor plate levels
- continuous slab edges create layered composition
- strong datums unify facade across volume

FORM & COMPOSITION
- perimeter block encloses communal courtyard space
- stepped massing responds to surrounding context
- regular structural grid establishes rhythm and order

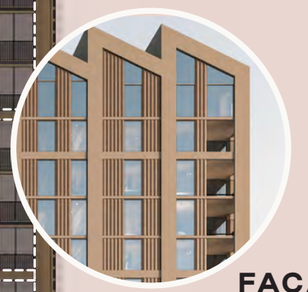
FACADE ARTICULATION
- regular window grid reflects internal planning
- recessed balconies add depth and shadow
- varying solid-to-void articulates room types
- openings align with expressed structural grid

PODIUM (GF-L02)
- expressed three-storey podum defines street edge
- arched openings reference heritage Valve House
- material variation reinforces grounded podium base
- strong datum marks transition to upper levels



VALVE HOUSE RESPONSE

GEORGE STREET



FACADE TYPE B2
TINTED CONCRETE + METAL

FACADE ARTICULATION
- vertical openings reinforce tower proportion
- consistent solid-to-void emphasises verticality
- facade organised within strong vertical grid

RELATIONSHIP TO PODIUM
- horizontal expression aligns with podium height
- aligned datums unify Alexandra Parade facade

GORE STREET

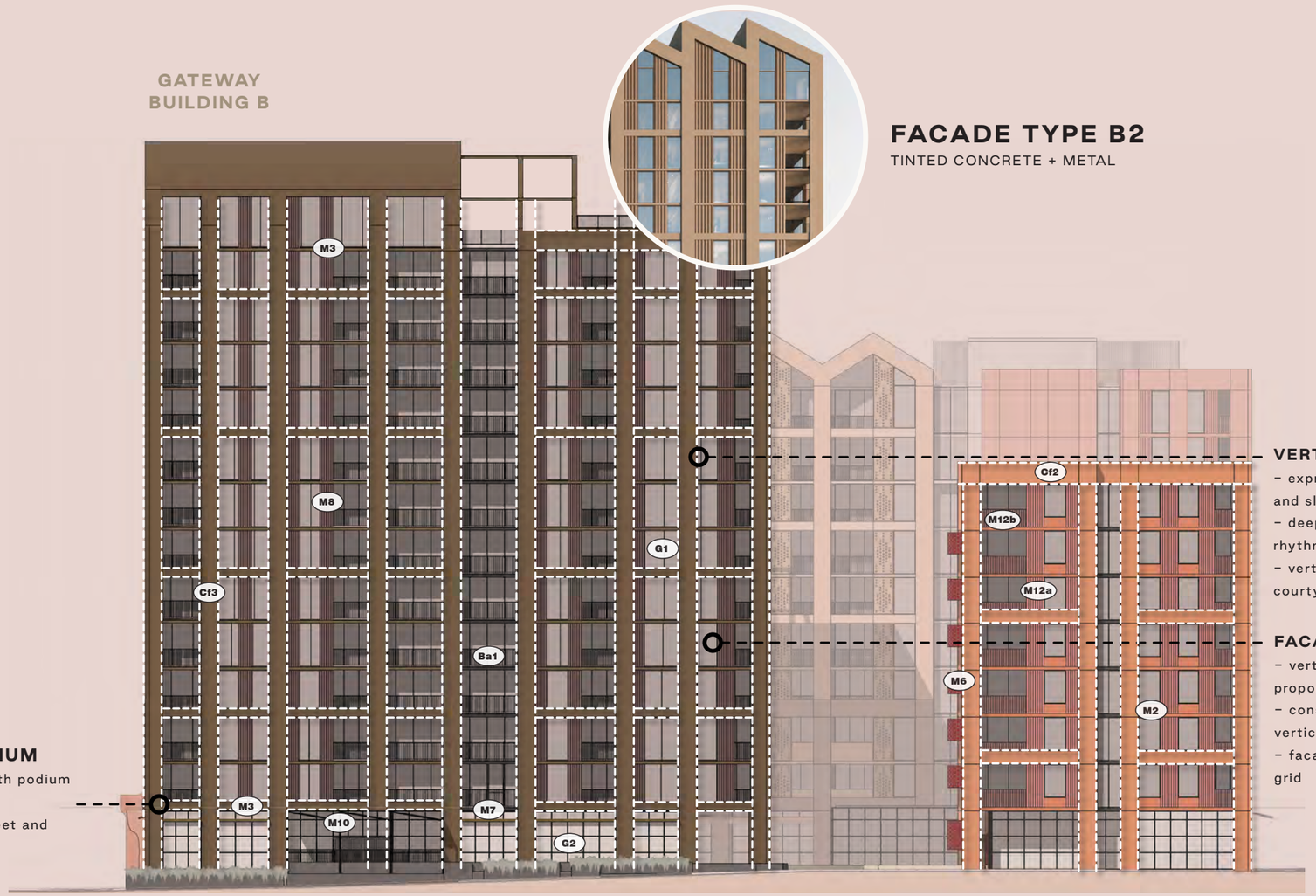


FACADE TYPE B3
TEXTURED BRICK



FACADE TYPE B4
TEXTURED CONCRETE

BUILDING B
EAST ELEVATION



FACADE TYPE B2
TINTED CONCRETE + METAL

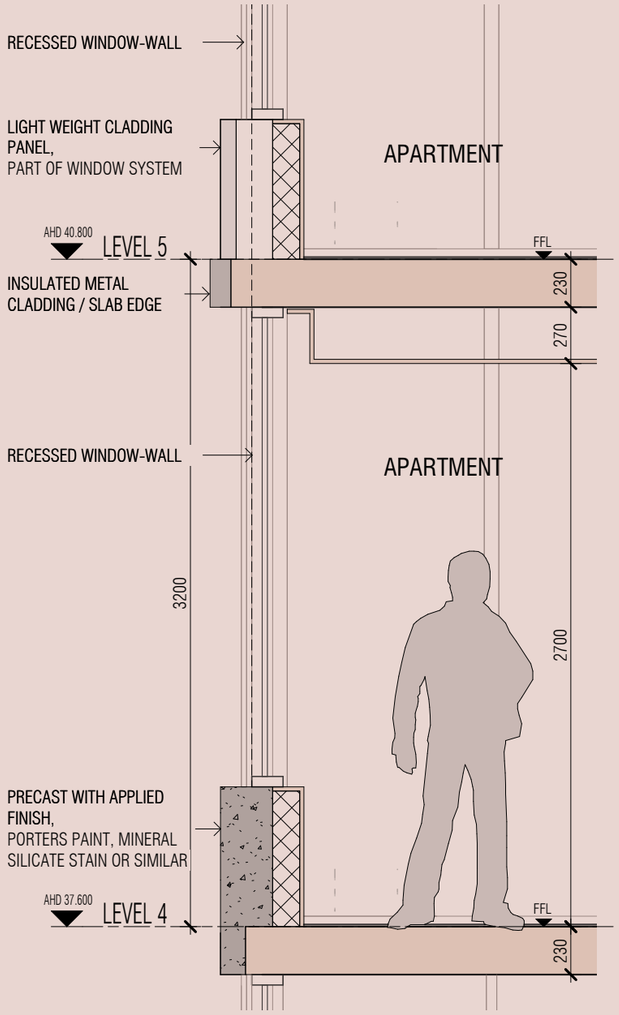
VERTICAL EXPRESSION
- expressed structure emphasises height and slenderness
- deep vertical bays create facade rhythm
- vertical language distinguishes from courtyard building

FACADE ARTICULATION
- vertical openings reinforce tower proportion
- consistent solid-to-void emphasises verticality
- facade organised within strong vertical grid

RELATIONSHIP TO PODIUM
- horizontal expression aligns with podium height
- aligned datums unify Gore Street and Alexandra Parade facade

BUILDING B
FACADE TYPE B1





1. FACADE TYPE B1 APARTMENT

SCALE 1:25
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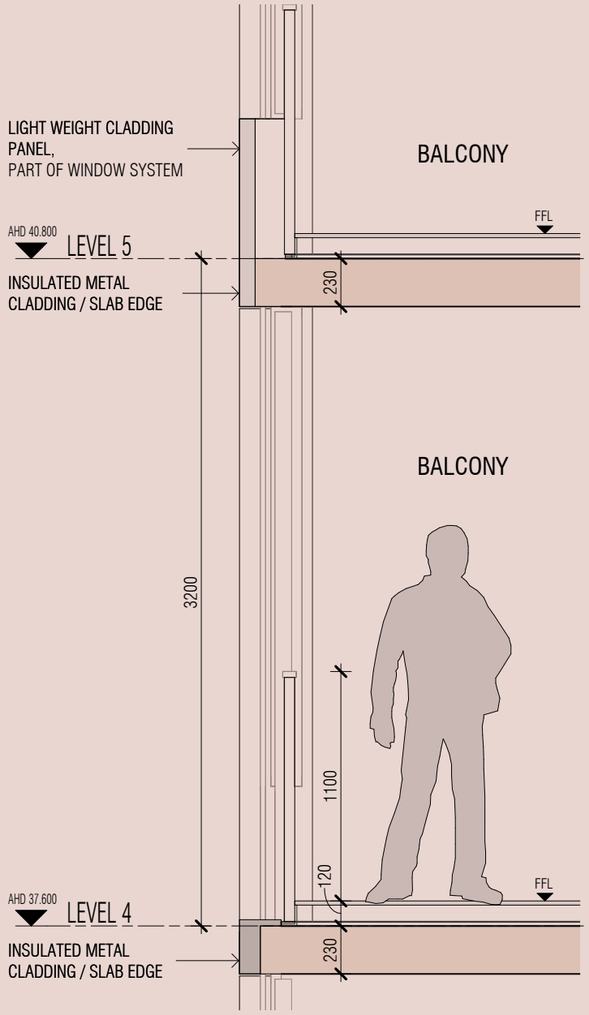

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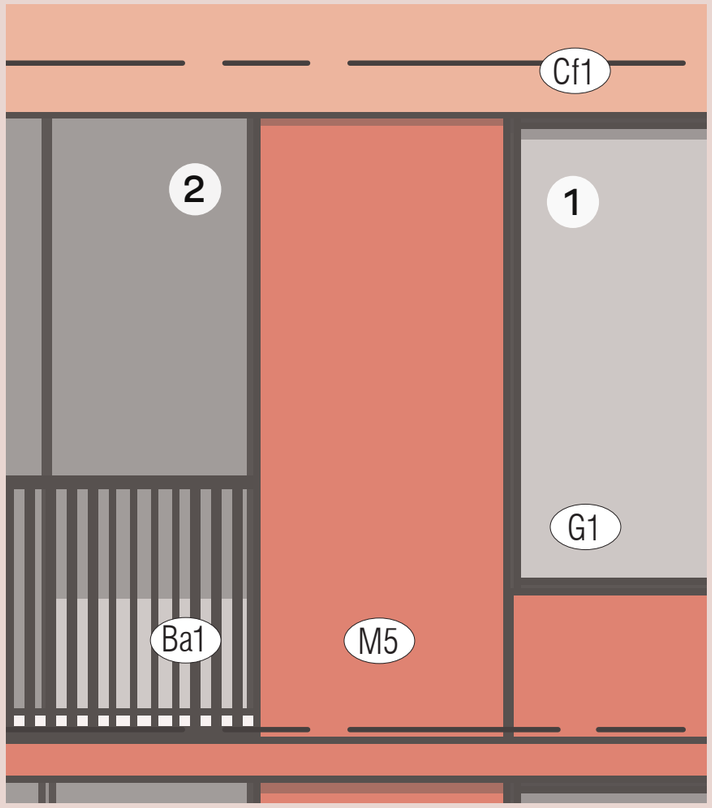

SOUTH ELEVATION - FACADE TYPE B1

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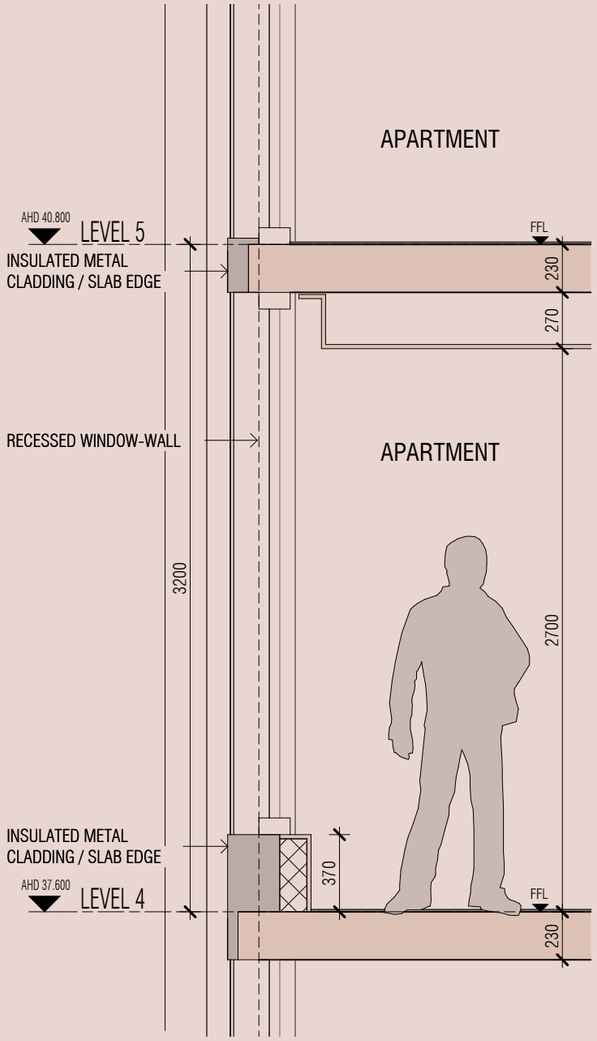
BUILDING B
FACADE TYPE B2





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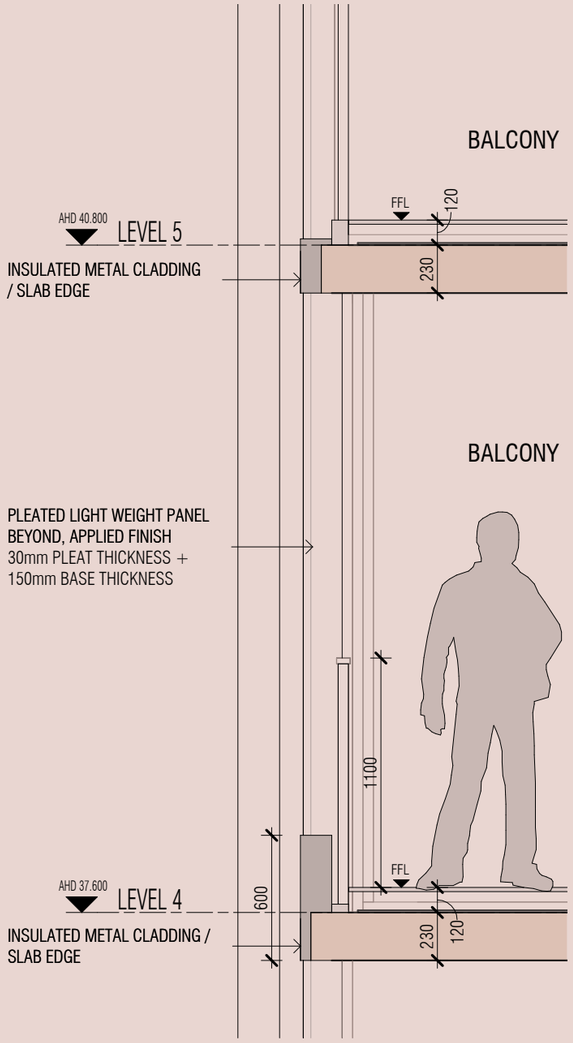

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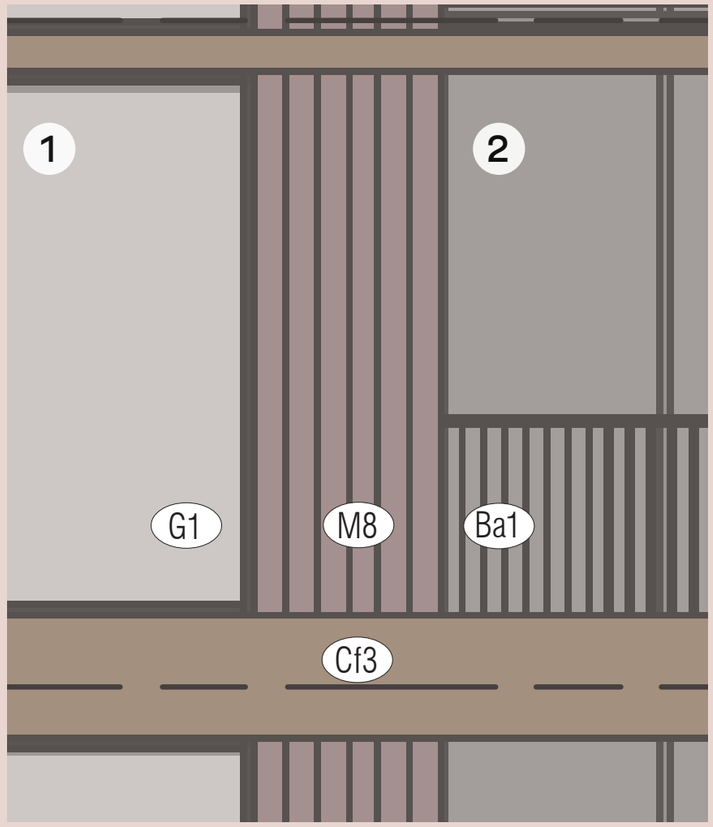

SOUTH ELEVATION - FACADE TYPE B2

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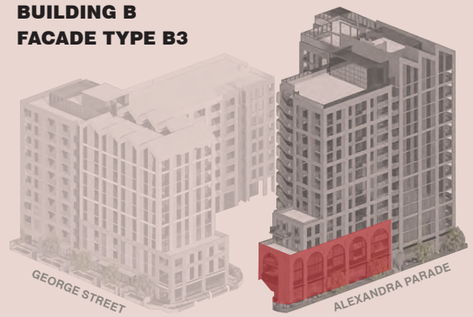
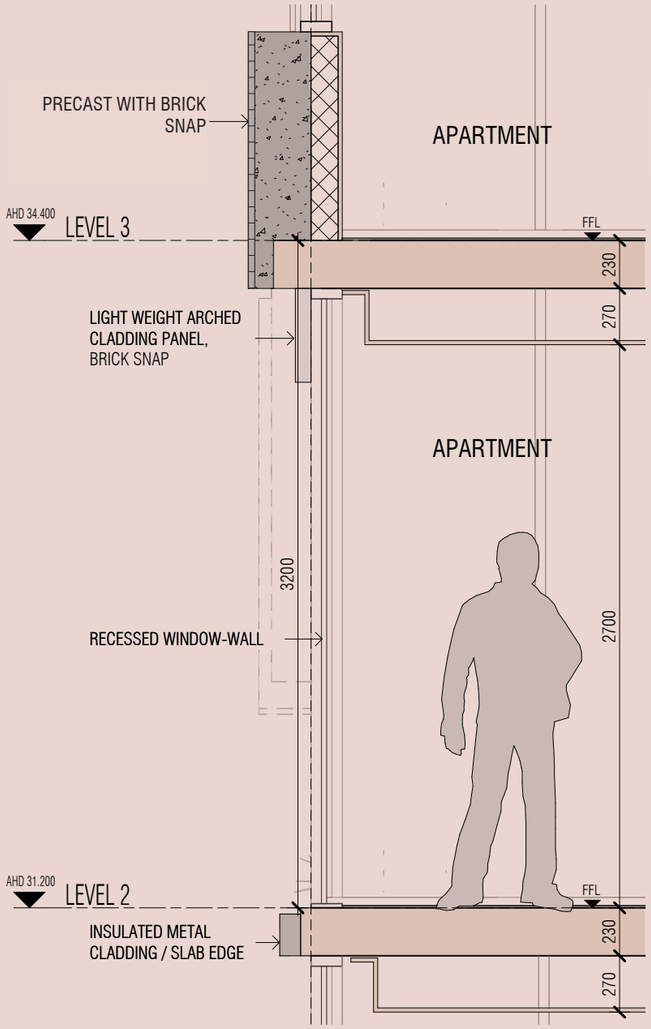
BUILDING B
FACADE TYPE B3





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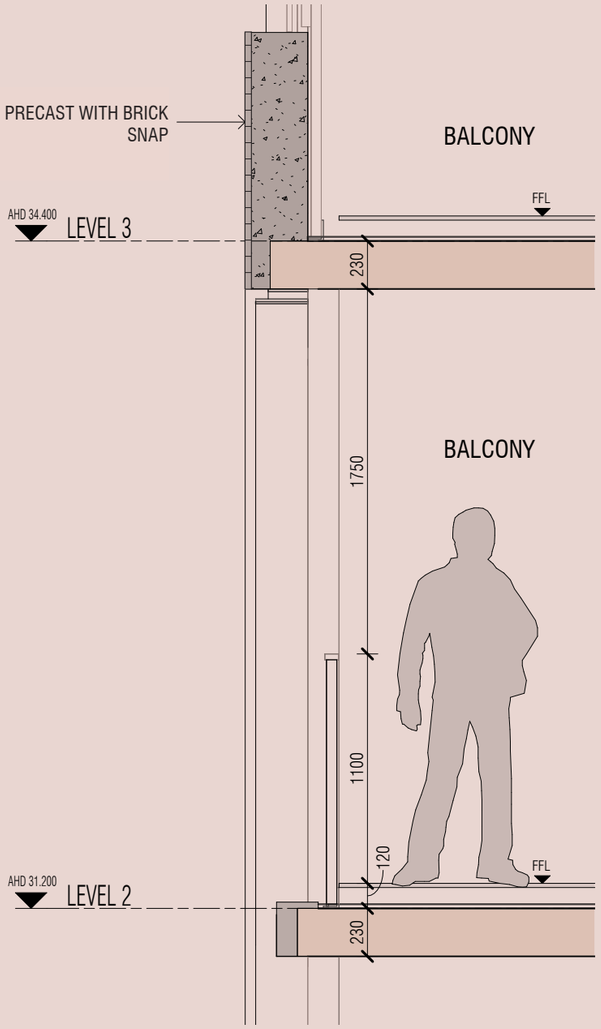

2. FACADE TYPE B3 BALCONY

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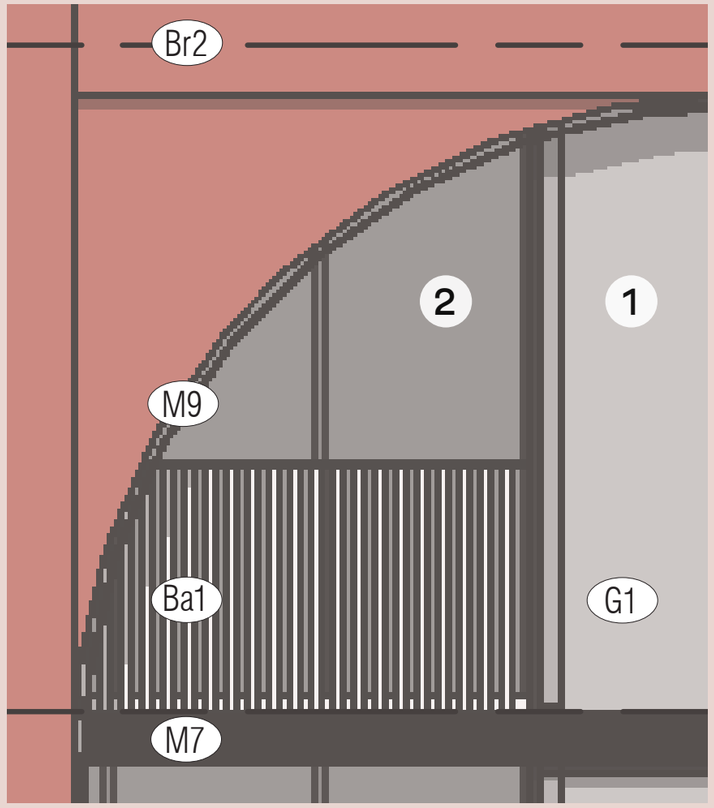


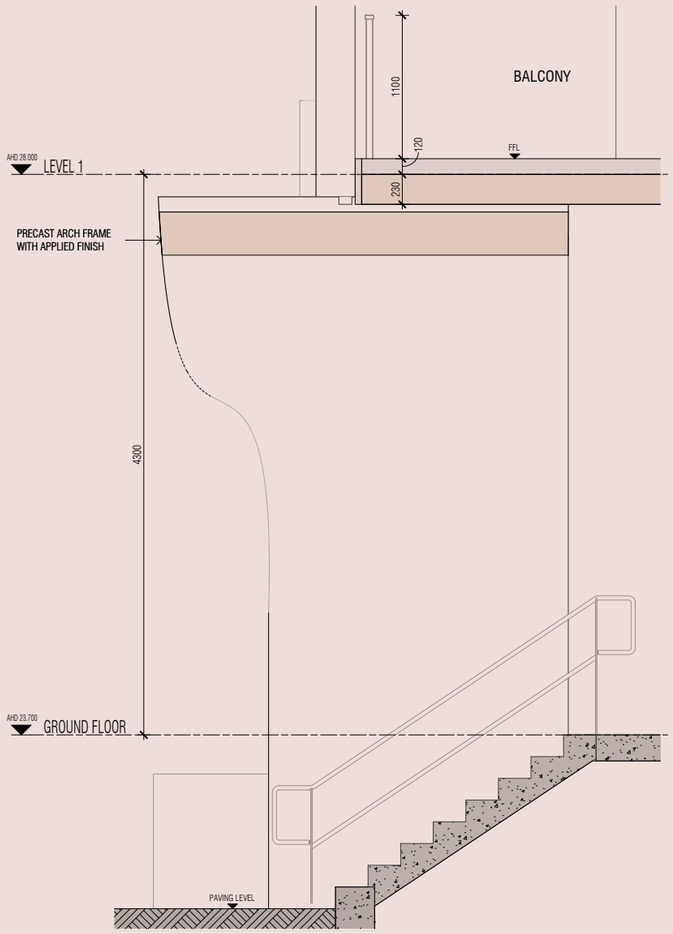
WEST ELEVATION - FACADE TYPE B3

SCALE 1:25
500 MM 0 MM

BUILDING B
FACADE TYPE B4

BUILDING B
FACADE TYPE B4





1. FACADE TYPE B4 ARCHED ENTRY / RECESS

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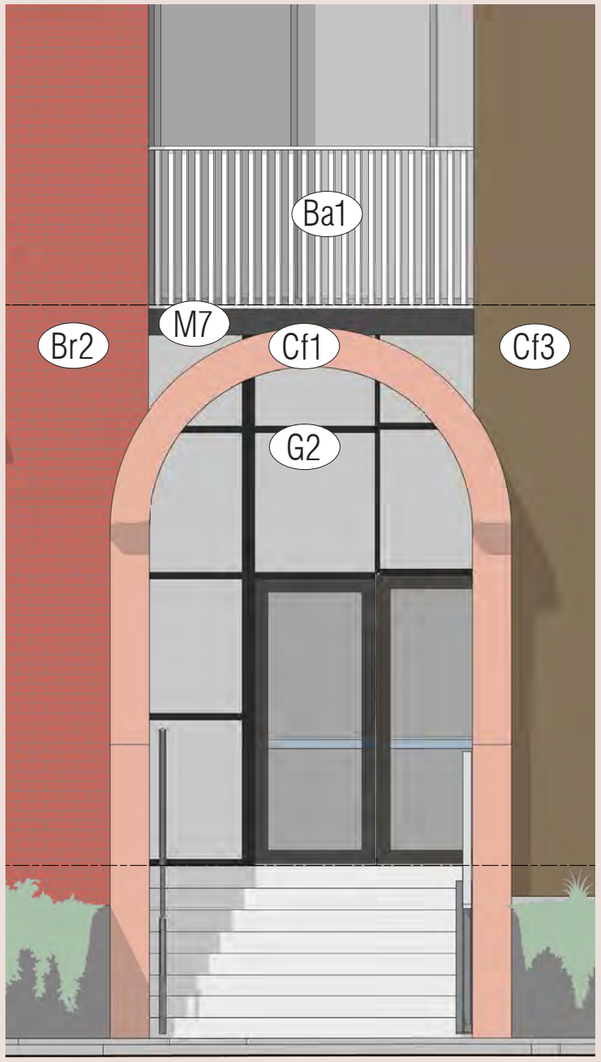

SOUTH ELEVATION - FACADE TYPE B4

SCALE 1:40
500 MM 0 MM



CORNER OF ALEXANDRA PARADE & GEORGE STREET

FACADE ACCESS & MAINTENANCE STRATEGY

A façade access and maintenance strategy has been considered to ensure safe, efficient, and discreet ongoing upkeep of the buildings.

Access to external façades and elements is primarily achieved with rope access systems, supported by a combination of concealed and integrated anchor points distributed across roof and terrace areas.

These systems are intentionally designed to be unobtrusive, maintaining the integrity of the architectural form and public realm while enabling reliable maintenance access.



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MEL CONSULTANTS

FITZROY GASWORKS - PARCEL A DEVELOPMENT, FITZROY

ENVIRONMENTAL WIND CONDITIONS STUDY



MEL CONSULTANTS IS A WIND ENGINEERING CONSULTANCY SPECIALISING IN DETERMINING WIND EFFECTS ON BUILDINGS, STRUCTURES AND THE ENVIRONMENT

13 May 2026

Prepared for:
Local:

Report: 26013A-WT-ENV01

SUMMARY

A wind tunnel study has been conducted to quantify the pedestrian wind safety and comfort conditions for the proposed Fitzroy Gasworks - Parcel A development in Fitzroy. The wind tunnel study was completed in MEL Consultants boundary layer wind tunnel facility for 360 degrees of wind direction at 22.5-degree increments. The testing was performed using a 1/400 scale model of the proposed development based on architectural drawings from Fender Katsalidis (FK) received on 17 April 2026. The model was inserted into a proximity model that included topography, existing, Parcels B & C developments and under construction buildings out to a minimum radius of 300m.

The model of the development within surrounding buildings, was tested in a simulated upstream boundary layer of the natural wind to determine likely environmental wind conditions. Mean and peak wind speeds were measured at locations within and around the development using hot-wire anemometers. The wind speed ratios determined from the wind tunnel measurements were combined with local wind climate data for the site to determine equivalent full-scale wind conditions around the proposed development. These full-scale wind conditions were compared against the City of Yarra Planning Scheme Clause 58.04-4 (Standard D17) wind safety and comfort criteria. These criteria are based on the 3 second gust wind speed for pedestrian safety and the Gust Equivalent Mean (GEM) wind speed for pedestrian comfort. The wind conditions for the Existing Configuration were also quantified to allow that assessment of the wind impacts of the proposed development. The study did not include the effects any landscaping or street trees.

The findings of this study are as follows:

For the ground level

- For the Proposed Configuration, wind conditions at the pedestrian areas within the development and the surrounding streetscapes satisfy the walking comfort criteria at a minimum, with the majority of locations satisfying the standing or sitting comfort criteria.
- The wind conditions at the building entrances satisfy the suggested standing criterion.
- The wind conditions for the Proposed Configuration at all Test Locations on the ground level satisfy the wind safety criterion with exception of one Test Location at the northwest of the Parcels B & C development and has been shown to be the same as the Existing Configuration.

For the upper levels

- For the Proposed Configuration, the wind conditions on the Wurun Campus Outdoor Area to the north of the development have been shown to satisfy the walking comfort criterion or better.
- For the Proposed Configuration, the wind conditions on the communal terraces satisfy the safety criterion and the suggested standing comfort criterion with a 2m high perimeter balustrade.
- For the Proposed Configuration, the wind conditions on the private terraces satisfy the safety and the suggested walking comfort criteria with most of the terraces satisfying the standing comfort criterion or better. Larger open terraces required 2m high balustrades to satisfy the safety and walking comfort criteria.

MEL CONSULTANTS

Report 26013A-WT-ENV01

FITZROY GASWORKS - PARCEL A, FITZROY
ENVIRONMENTAL WIND TUNNEL MODELLING

MEL CONSULTANTS REPORT NO: **26013A-WT-ENV01**

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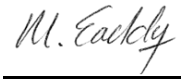

M. Eaddy (RPEV)
Managing Director Date: 13 May 2026

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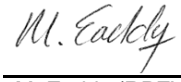

M. Eaddy (RPEV)
Managing Director Date: 13 May 2026

REVISION HISTORY

Revision No:	Date Issued	Reason/Comment
0	8 May 2026	Initial Issue
1	13 May 2026	Development Plan Comment

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1. INTRODUCTION

The proposed Fitzroy Gasworks - Parcel A development in Fitzroy is located on a site bounded by Alexandra Parade, George Street and Gore Street, as shown in Figure 1. The development will consist of two residential towers of 10-levels (approximately 38m) and 12-levels (approximately 45m) with retail tenancy at the ground level.



Figure 1 - Satellite imagery showing the proposed Fitzroy Gasworks - Parcel A development site in Fitzroy (highlighted red).

A wind tunnel study was commissioned by Local: to examine the wind conditions for the proposed development and, if necessary, to develop wind mitigation strategies. This report details the environmental wind assessment of the 1/400 scale model of the proposed development within a proximity model of surrounding buildings out to a minimum radius of 300m. These tests were carried out in the MEL Consultants 400kW Boundary Layer Wind Tunnel during May, 2026.

2. WIND TUNNEL MODEL

A 1/400 scale model of Fitzroy Gasworks - Parcel A development was constructed from architectural drawings from Fender Katsalidis (FK) received on 17 April 2026. The model of the Fitzroy Gasworks - Parcel A development was inserted into a proximity model of the local topography and existing, Parcels B and C, and under construction) surrounding buildings out to a minimum radius of 300m. No existing or proposed landscape trees were included within the model. Photographs of wind tunnel model inserted into the proximity model are presented in Figures 2a – 2c.



Figure 2a - View from the north of the 1/400 scale model of the proposed Fitzroy Gasworks - Parcel A development in the wind tunnel.



Figure 2b - View from the south of the 1/400 scale model of the proposed Fitzroy Gasworks - Parcel A development in the wind tunnel.



Figure 2b - View from the northwest of the 1/400 scale model of the proposed Fitzroy Gasworks - Parcel A development in the wind tunnel.

3. ENVIRONMENTAL WIND CRITERIA

The advancement of wind tunnel testing techniques, using large boundary layer flows to simulate the natural wind, has facilitated the prediction of wind speeds likely to be induced around a development. To assess whether the predicted wind conditions are likely to be acceptable or not, the City of Yarra Planning Scheme Clause 58.04-4 (Standard D17) wind safety and comfort criteria will be used. The criteria are as follows:

Unsafe wind conditions means the annual maximum 3 second gust wind speed which exceeds 20 metres/second with the probability of exceedance of 0.1% from any wind direction considering at least 16 wind directions with the corresponding probability of exceedance percentage.

Comfortable wind conditions means hourly mean wind speed or gust equivalent mean speed from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than:

- 3 metres/second for sitting areas
- 4 metres/second for standing areas
- 5 metres/second for walking areas

Mean wind speed means the maximum of:

- Hourly mean wind speed, or
- Gust equivalent mean wind speed (3 second gust wind speed divided by 1.85)

The above comfort criteria are pass/fail criteria which assess the integrated probability of all wind directions to determine whether a location passes or fails the threshold criterion. The safety criterion is a pass/fail criterion based upon exceedance of the wind speed for any one wind direction.

The wind condition must be assessed within a distance of half the greatest length of the building, or half the total height of the building, whichever is greater.

The criteria use the definition of mean wind speed as based on the hourly wind speed so the probabilities will be determined from the hourly wind data for an applicable automatic weather station of Melbourne Airport. The probability data used have been corrected for the approach terrain at the location of the automatic weather station and referenced to 10m in Terrain Category 2. This is the standard reference height of AS/NZS1170.2:2021. The wind climate rose for Melbourne Airport is shown in Figure 3.

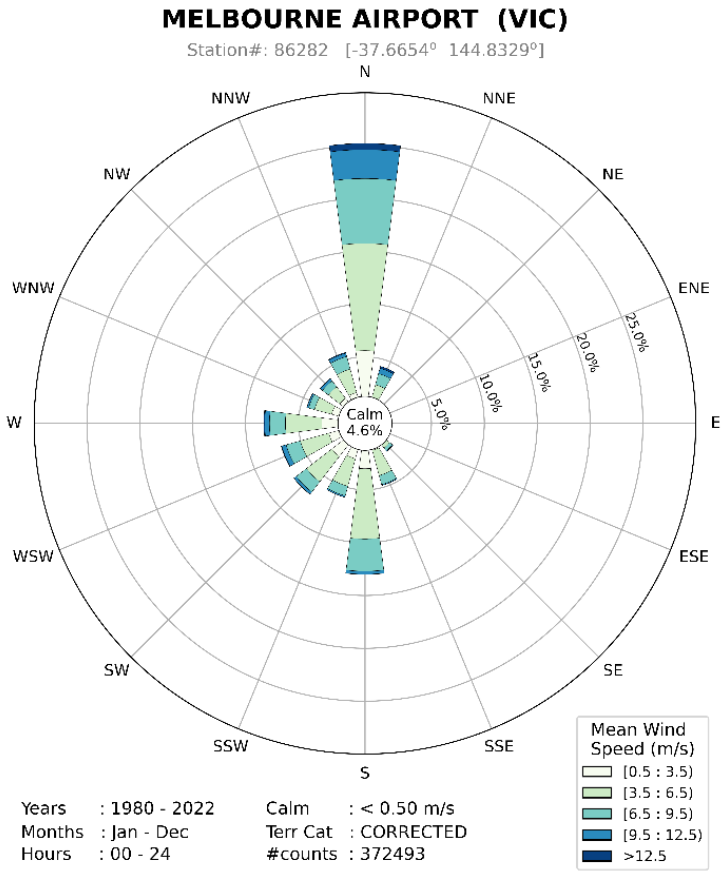

Figure 3: Wind Rose for Melbourne Airport

3.1 Suggested Comfort Criteria

The suggested comfort criteria for the proposed Fitzroy Gasworks - Parcel A development are as follows:

- Pedestrian transit areas — Walking Criterion
- Building entrances — Standing Criterion
- Private terraces — Walking Criterion†
- Communal terraces — Standing Criterion†

†The wind conditions at outdoor terraces have been suggested to satisfy the standing criterion as these terraces could be considered elective when external conditions would be perceived as acceptable for the desired activity. Users of these terraces will need to be educated on the wind effects and loose objects should not be left unattended in outdoor areas.

The activation of the public realm external to the site would depend on the existing wind conditions in the streetscapes that are often beyond the control of the proposed development. For cases where the existing wind conditions in the public realm external to the site are on the walking criterion, then the proposed Development should not have any adverse wind effects in these areas.

All areas of the development must satisfy the pedestrian wind safety criterion.

4. EXPERIMENTAL TECHNIQUE

The building model was tested in a model of the natural wind generated by flow over roughness elements augmented by vorticity generators at the beginning of the wind tunnel working section. The approach Terrain Categories have been assessed based on the definitions in AS/NZS1170.2:2021 and has been determined as Terrain Category 3 (suburban terrain) for all wind directions.

The velocity and turbulence profiles for the Terrain Category is provided in Appendix A.

Hot-wire anemometers were used to measure the local wind speeds at locations in and around the development. The positions of the measurement locations satisfied the minimum study radius from the development as required by Clause 58.04-4. Some of the positions of the measurement locations were outside the minimum radius where significant pedestrian spaces were identified. The minimum radius examined was half the building height or width, whichever is greater, measured from the site boundaries. Since the development consists of multiple buildings, the minimum radius used by MEL Consultants is large compared to a radius for an individual development site. The Test Locations at the ground level, Wurun Campus Outdoor Area, and upper level terraces (typical locations) are shown in Figures 4a-4d.

The wind tunnel velocity measurements were made for an equivalent 1 hour period in full scale and filtered to determine the mean and an equivalent full scale 3 second gust wind speed for 16 wind directions.

The following velocity ratios were measured in the wind tunnel:

$$\text{mean } \bar{V}_R = \frac{\bar{V}_{local}}{\bar{V}_{300m}}$$

$$\text{gust } \hat{V}_R = \frac{\hat{V}_{local}}{\bar{V}_{300m}}$$

where:

$\bar{V}_{local}$ is the mean velocity

$\hat{V}_{300m}$ is the gust velocity

V_{300m} is the velocity at the free-stream reference height of 300m

These measured velocity ratios were combined with a statistical model of the local wind climate that relates wind speed to a probability of exceedance. The model of the wind climate also includes the directional variation of wind speed (frequency). The measured wind speeds are assessed against the pedestrian safety and the pedestrian comfort criteria. The pedestrian safety criterion is applied to the annual hourly maximum wind gusts for each wind direction. The pedestrian comfort criteria are based on all wind directions combined (i.e. summation of exceedances across 360° of wind direction) and the pedestrian comfort criterion utilises the maximum of either the hourly mean wind speed, or the gust equivalent mean wind speed (GEM) as follows

$$\text{Mean wind speed for comfort criterion} = \max\left(\bar{V}, \frac{\hat{V}}{1.85}\right)$$

where:

$\bar{V}$ is the mean wind speed

$\hat{V}$ is the 3-second gust wind speed

$\frac{\hat{V}}{1.85}$ is the gust equivalent mean (GEM) velocity

The three model configurations examined by this study are as follows:

Existing Configuration

- Existing surrounding proximity model
- Existing empty site
- Parcels B and C

Proposed Configuration

- Existing surrounding proximity model
- Proposed Fitzroy Gasworks - Parcel A development
- Parcels B and C

Proposed Configuration with wind mitigation strategies

- Existing surrounding proximity model
- Proposed Fitzroy Gasworks - Parcel A development
- Parcels B and C
- 2m balustrade on Level 13 communal terraces

The wind tunnel study has been undertaken to exceed the requirements of the Australasian Wind Engineering Society Quality Assurance Manual for Wind Tunnel Studies.

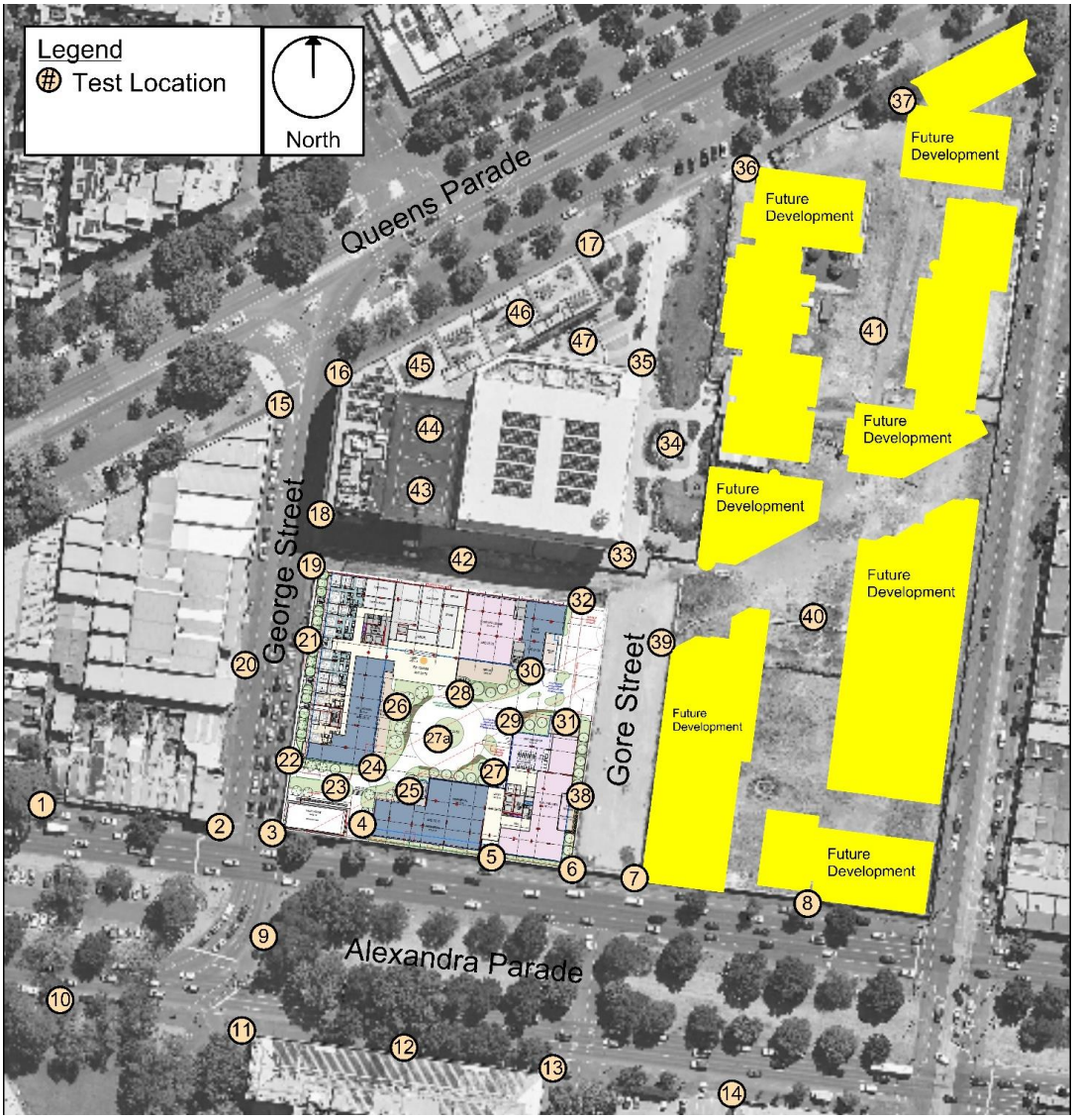

Figure 4a - Ground Level Test Locations in the surrounding streetscapes and on the Wurun Campus for the proposed Fitzroy Gasworks - Parcel A with Parcels B & C development buildings.



Figure 4b - Level 3 and 5 Terraces Test Locations on the proposed Fitzroy Gasworks - Parcel A development.

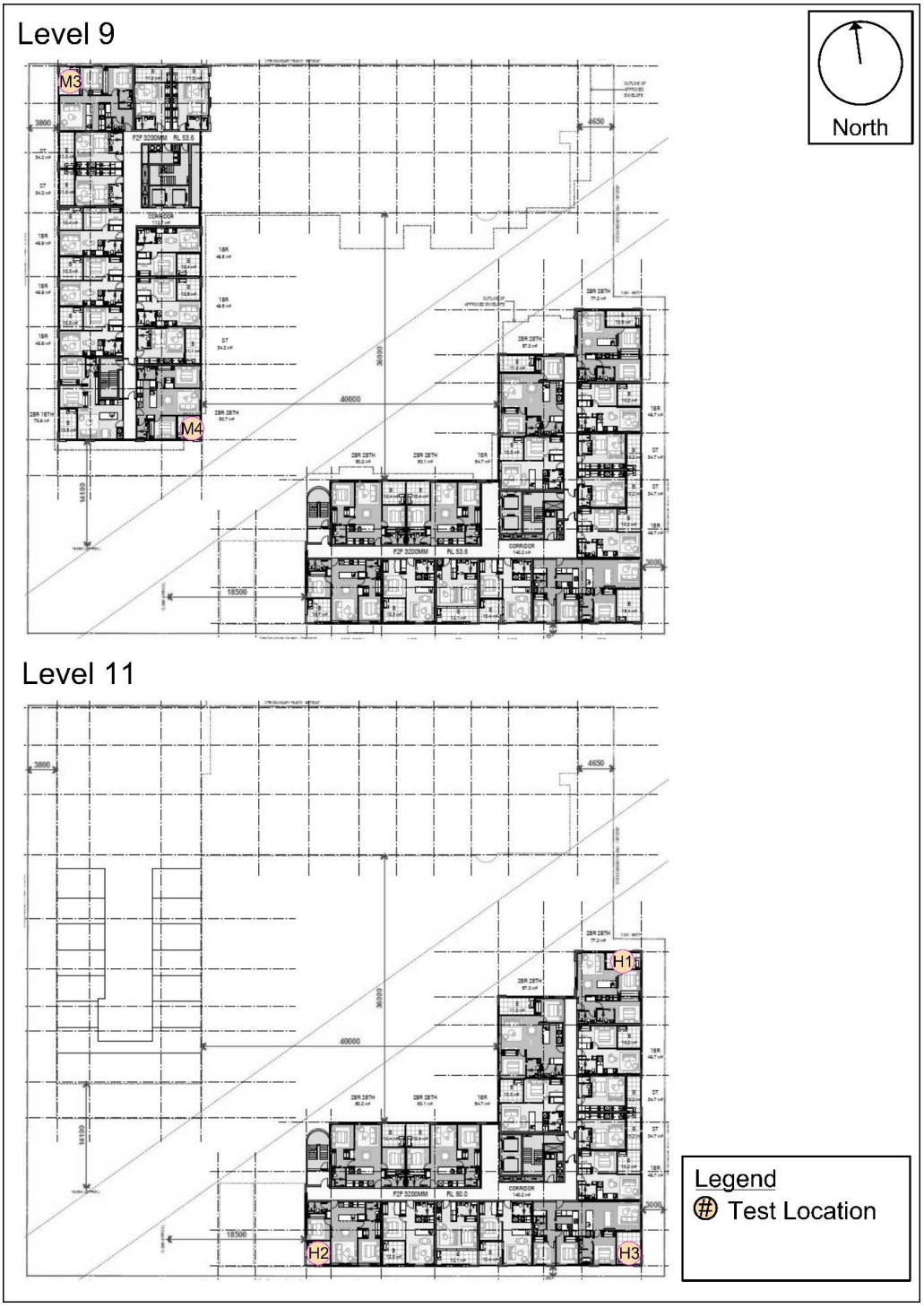

Figure 4c - Level 9 and 11 Terraces Test Locations on the proposed Fitzroy Gasworks - Parcel A development.



Figure 4d - Level 13 Communal Terraces Test Locations on the proposed Fitzroy Gasworks - Parcel A development.

5. DISCUSSION OF RESULTS

The assessment of the wind safety and comfort criteria are presented in Tables 1 to 3. The Tables detail the yearly exceedances and mean wind speed for wind comfort, peak wind speed for wind safety, and the result compared to the suggested wind safety and comfort criteria. The wind conditions for the Existing Configuration have been provided where applicable, for comparison purposes.

In addition to the tabular format, the assessment of the pedestrian comfort and safety are summarised in the following;

Figure 5	Existing Configuration
Figures 6a - 6d	Proposed Configuration
Figure 7	Proposed Configuration with wind mitigation strategies

The figures present the pedestrian comfort criteria satisfied using colour code system, where different colours have been used to represent the wind criteria satisfied at each Test Location.

5.1 Wind Safety Assessment

The wind conditions for the Proposed Configurations at all ground level and on Wurun Campus satisfy the safety criterion with the exception of Test Locations 13 and 36 but has been shown to be similar to the Existing Configuration. Test Location 13 exceeded the safety criterion for the Existing Configuration and improved to satisfy the safety criterion for the Proposed Configuration.

The wind conditions on the communal terrace at level 13 of the south tower (Test Location R6) exceeded the safety criterion.

The wind conditions on the private terraces (typical locations) that are located on the corners of the towers (Test Location P1) exceeded the safety criterion.

The mitigation strategies for the above exceedances will be discussed in Section 5.3.

The annual maximum 3 second gust wind speed from each of the 16 wind directions are also presented in polar plots and compared against the safety criterion in Appendix B.

5.2 Wind Comfort Assessment

5.2.1 Ground Level

The wind conditions for the Proposed Configuration on the ground level (Test Locations 1 - 62) satisfy the pedestrian walking comfort criterion at a minimum, with the majority of locations satisfying the standing or sitting comfort criteria.

5.2.2 Building Entrances

The wind conditions for the Proposed Configuration at the building entrances (Test Locations 4, 5, 21, 25, 26, 27, 28, 31 and 38) satisfy the suggested standing comfort criterion or better.

5.2.3 Wurun Campus – Rooftop Outdoor Area

The wind conditions for the Proposed Configuration on the on Wurun Campus Rooftop Outdoor Area (Test Locations 43 to 47) satisfy the walking comfort criterion or better. These Proposed Configuration wind criteria have been shown to be similar or better compared to the Existing Configuration.

5.2.4 Communal and Private Terraces

The wind conditions for the Proposed Configuration at the communal terraces on level 13 satisfy the standing comfort criterion at Test Location R4 and walking comfort criterion at Test Locations R1, R2, R3, R5, R7 and R8. This outcome is irrelevant due to the exceedance of the safety criterion discussed in Section 5.1 and the effect of the mitigation strategy on the wind comfort will be discussed in Section 5.3.

The wind conditions for the Proposed Configuration on the private terraces on Levels 3, 5, 9 and 11 have been shown to satisfy the suggested walking comfort criterion, with many of the terraces satisfying the sitting or standing comfort criteria. The wind mitigation strategies to address the safety criterion exceedance will be discussed in Section 5.3.

Table 1: Pedestrian Wind Comfort and Safety – Ground Level

Configuration		Wind Criteria							
		Comfort						Safety	
		Yearly exceedence of given wind speed			Mean wind speed (exceeded 20% of year)	Recommended criterion	Result (compared against Recommended criterion)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
		Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s		Pass/Fail	m/s	Pass/Fail
1	Proposed Configuration	34.8%	17.1%	6.8%	3.8	Walking	Pass	13.5	Pass
	Existing Configuration	34.9%	17.5%	7.2%	3.8	Walking	Pass	14.0	Pass
2	Proposed Configuration	35.0%	17.4%	7.1%	3.8	Walking	Pass	13.5	Pass
	Existing Configuration	31.7%	15.4%	5.7%	3.7	Walking	Pass	14.4	Pass
3	Proposed Configuration	30.7%	15.9%	7.8%	3.7	Walking	Pass	14.6	Pass
	Existing Configuration	23.9%	9.3%	2.8%	3.2	Walking	Pass	12.0	Pass
4	Proposed Configuration	29.5%	16.3%	8.4%	3.7	Standing	Pass	15.1	Pass
	Existing Configuration	19.5%	5.9%	1.3%	3.0	Walking	Pass	10.8	Pass
5	Proposed Configuration	25.3%	11.1%	4.7%	3.3	Standing	Pass	14.3	Pass
	Existing Configuration	34.3%	16.5%	6.6%	3.8	Walking	Pass	13.9	Pass
6	Proposed Configuration	41.6%	24.0%	12.1%	4.3	Walking	Pass	17.9	Pass
	Existing Configuration	47.2%	28.7%	15.1%	4.6	Walking	Pass	17.8	Pass
7	Proposed Configuration	48.9%	32.6%	19.3%	4.9	Walking	Pass	19.3	Pass
	Existing Configuration	54.7%	37.5%	22.4%	5.2	Walking	Fail	23.3	Fail
8	Proposed Configuration	31.0%	16.5%	8.5%	3.7	Walking	Pass	19.7	Pass
	Existing Configuration	33.8%	18.4%	9.8%	3.9	Walking	Pass	18.8	Pass
9	Proposed Configuration	40.8%	22.7%	10.2%	4.2	Walking	Pass	14.1	Pass
	Existing Configuration	37.2%	18.2%	7.4%	3.9	Walking	Pass	14.1	Pass
10	Proposed Configuration	35.6%	19.0%	8.9%	3.9	Walking	Pass	15.9	Pass
	Existing Configuration	34.1%	17.3%	7.4%	3.8	Walking	Pass	14.6	Pass
11	Proposed Configuration	26.8%	12.0%	4.9%	3.4	Walking	Pass	15.0	Pass
	Existing Configuration	38.6%	22.8%	13.2%	4.2	Walking	Pass	19.7	Pass
12	Proposed Configuration	25.4%	14.0%	6.8%	0.0	Walking	Pass	15.5	Pass
	Existing Configuration	24.9%	15.1%	8.8%	3.4	Walking	Pass	16.8	Pass
13	Proposed Configuration	48.2%	29.2%	17.3%	4.7	Walking	Pass	19.3	Pass
	Existing Configuration	52.1%	33.7%	21.8%	5.2	Walking	Fail	22.4	Fail
14	Proposed Configuration	37.5%	18.9%	9.3%	3.9	Standing	Pass	17.2	Pass
	Existing Configuration	36.3%	18.1%	9.1%	3.9	Walking	Pass	16.2	Pass
15	Proposed Configuration	31.3%	18.6%	12.0%	3.8	Walking	Pass	18.9	Pass
	Existing Configuration	34.2%	20.5%	12.9%	4.1	Walking	Pass	18.6	Pass
16	Proposed Configuration	44.0%	27.6%	17.8%	4.7	Walking	Pass	18.9	Pass
	Existing Configuration	43.3%	28.6%	19.4%	4.9	Walking	Pass	19.7	Pass
17	Proposed Configuration	28.4%	16.0%	7.2%	3.6	Walking	Pass	14.2	Pass
	Existing Configuration	27.3%	14.9%	6.8%	3.6	Walking	Pass	13.5	Pass
18	Proposed Configuration	27.8%	13.8%	6.2%	3.5	Walking	Pass	14.8	Pass
	Existing Configuration	38.6%	20.5%	9.2%	4.0	Walking	Pass	14.8	Pass
19	Proposed Configuration	27.3%	12.9%	5.7%	3.4	Walking	Pass	14.8	Pass
	Existing Configuration	35.2%	19.2%	9.6%	3.9	Walking	Pass	16.2	Pass
20	Proposed Configuration	32.8%	16.5%	6.6%	3.7	Walking	Pass	14.9	Pass
	Existing Configuration	28.4%	12.4%	4.4%	3.5	Walking	Pass	13.1	Pass

(continued on next page)

Table 1 (continued): Pedestrian Wind Comfort and Safety – Ground Level

Configuration		Wind Criteria							
		Comfort						Safety	
		Yearly exceedence of given wind speed			Mean wind speed (exceeded 20% of year)	Recommended criterion	Result (compared against Recommended criterion)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
		Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s		Pass/Fail	m/s	Pass/Fail
21	Proposed Configuration	2.12%	8.4%	3.1%	3.1	Standing	Pass	13.0	Pass
	Existing Configuration	34.2%	19.0%	9.9%	3.9	Walking	Pass	16.6	Pass
22	Proposed Configuration	4.14%	23.0%	11.9%	4.2	Walking	Pass	16.6	Pass
	Existing Configuration	29.5%	13.5%	5.5%	3.5	Walking	Pass	13.4	Pass
23	Proposed Configuration	29.1%	15.1%	6.7%	3.6	Walking	Pass	14.8	Pass
	Existing Configuration	22.3%	8.7%	2.7%	3.1	Walking	Pass	11.7	Pass
24	Proposed Configuration	39.6%	22.4%	11.1%	4.2	Walking	Pass	15.7	Pass
	Existing Configuration	30.3%	13.0%	4.6%	3.5	Walking	Pass	12.7	Pass
25	Proposed Configuration	29.0%	15.1%	6.4%	3.6	Standing	Pass	13.5	Pass
	Existing Configuration	22.2%	8.2%	1.9%	3.1	Walking	Pass	10.8	Pass
26	Proposed Configuration	16.6%	5.8%	1.6%	2.8	Standing	Pass	11.7	Pass
	Existing Configuration	28.2%	11.8%	3.7%	3.4	Walking	Pass	12.6	Pass
27	Proposed Configuration	20.8%	6.7%	1.3%	3.0	Standing	Pass	10.6	Pass
	Existing Configuration	35.5%	17.5%	6.7%	3.8	Walking	Pass	13.3	Pass
27a	Proposed Configuration	40.3%	23.6%	11.5%	4.2	Walking	Pass	16.3	Pass
	Existing Configuration	24.1%	8.6%	2.5%	3.2	Walking	Pass	11.9	Pass
28	Proposed Configuration	22.1%	8.2%	2.3%	3.1	Standing	Pass	12.0	Pass
	Existing Configuration	22.3%	7.6%	1.9%	3.1	Walking	Pass	11.5	Pass
29	Proposed Configuration	2.12%	9.6%	3.8%	3.1	Walking	Pass	13.5	Pass
	Existing Configuration	2.12%	7.5%	2.0%	3.1	Walking	Pass	12.1	Pass
30	Proposed Configuration	39.5%	21.7%	9.8%	4.1	Walking	Pass	16.7	Pass
	Existing Configuration	30.7%	14.6%	5.5%	3.6	Walking	Pass	13.5	Pass
31	Proposed Configuration	10.8%	2.6%	0.5%	2.5	Standing	Pass	9.9	Pass
	Existing Configuration	27.6%	12.1%	4.9%	3.4	Walking	Pass	13.0	Pass
32	Proposed Configuration	11.8%	2.4%	0.4%	2.6	Walking	Pass	9.0	Pass
	Existing Configuration	37.5%	21.8%	12.0%	4.1	Walking	Pass	16.4	Pass
33	Proposed Configuration	22.9%	9.3%	3.1%	3.2	Walking	Pass	12.5	Pass
	Existing Configuration	41.0%	23.4%	12.4%	4.3	Walking	Pass	18.6	Pass
34	Proposed Configuration	33.0%	19.9%	11.4%	4.0	Walking	Pass	16.0	Pass
	Existing Configuration	39.7%	23.5%	13.8%	4.3	Walking	Pass	16.8	Pass
35	Proposed Configuration	31.3%	21.2%	15.5%	4.2	Walking	Pass	19.6	Pass
	Existing Configuration	31.7%	20.7%	14.6%	4.1	Walking	Pass	19.4	Pass
36	Proposed Configuration	39.5%	26.0%	17.3%	4.7	Walking	NA - Safety criterion failed	20.1	Fail
	Existing Configuration	43.3%	28.5%	19.6%	5.0	Walking	NA - Safety criterion failed	22.0	Fail
37	Proposed Configuration	16.1%	6.6%	2.4%	2.8	Walking	Pass	12.5	Pass
	Existing Configuration	13.9%	5.3%	1.8%	2.6	Walking	Pass	11.5	Pass
38	Proposed Configuration	36.4%	18.6%	7.9%	3.9	Standing	Pass	13.6	Pass
	Existing Configuration	50.4%	32.3%	19.0%	4.9	Walking	Pass	18.8	Pass
39	Proposed Configuration	37.0%	20.6%	10.2%	4.0	Walking	Pass	15.5	Pass
	Existing Configuration	43.6%	25.8%	14.4%	4.4	Walking	Pass	17.1	Pass
40	Proposed Configuration	22.2%	9.2%	3.6%	3.1	Walking	Pass	13.8	Pass
	Existing Configuration	25.9%	13.3%	7.0%	3.4	Walking	Pass	18.4	Pass
41	Proposed Configuration	2.18%	8.2%	2.7%	3.1	Walking	Pass	12.1	Pass
	Existing Configuration	20.3%	7.5%	2.5%	3.0	Walking	Pass	12.3	Pass
42	Proposed Configuration	26.8%	13.6%	6.3%	3.4	Walking	Pass	16.1	Pass
	Existing Configuration	16.6%	7.0%	2.7%	2.8	Walking	Pass	14.0	Pass

(continued on next page)

Table 2: Pedestrian Wind Comfort and Safety – Wurun Campus – Rooftop Outdoor Area

Configuration		Wind Criteria							
		Comfort						Safety	
		Yearly exceedence of given wind speed			Mean wind speed (exceeded 20% of year)	Recommended criterion	Result (compared against Recommended criterion)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
		Sitting (3m/s)	Standing (4m/s)	Walking (5m/s)					
		%	%	%	m/s		Pass/Fail	m/s	Pass/Fail
43	Proposed Configuration	43.5%	25.8%	13.7%	4.4	Walking	Pass	17.3	Pass
	Existing Configuration	49.6%	31.2%	17.8%	4.8	Walking	Pass	17.3	Pass
44	Proposed Configuration	44.5%	26.4%	15.0%	4.5	Walking	Pass	17.3	Pass
	Existing Configuration	52.5%	33.3%	20.3%	5.0	Walking	Fail	19.5	Pass
45	Proposed Configuration	21.2%	12.6%	6.3%	3.1	Walking	Pass	15.8	Pass
	Existing Configuration	23.7%	14.4%	8.1%	3.3	Walking	Pass	16.8	Pass
46	Proposed Configuration	25.9%	16.1%	10.0%	3.5	Walking	Pass	18.2	Pass
	Existing Configuration	23.7%	13.9%	7.3%	3.3	Walking	Pass	16.1	Pass
47	Proposed Configuration	11.7%	4.2%	1.1%	2.3	Walking	Pass	11.3	Pass
	Existing Configuration	14.1%	7.0%	2.7%	2.4	Walking	Pass	13.2	Pass

Table 3: Pedestrian Wind Comfort and Safety – Upper Level Terraces

Configuration		Wind Criteria							
		Comfort						Safety	
		Yearly exceedence of given wind speed			Mean wind speed (exceeded 20% of year)	Recommended criterion	Result (compared against Recommended criterion)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
		Sitting (3m/s)	Standing (4m/s)	Walking (5m/s)					
		%	%	%	m/s		Pass/Fail	m/s	Pass/Fail
L1	Proposed Configuration	4.7%	0.6%	0.1%	2.0	Walking	Pass	8.1	Pass
P1	Proposed Configuration	29.6%	16.7%	9.4%	3.7	Walking	Pass	21.8	Fail
	Proposed Configuration with wind mitigation strategies	15.6%	6.2%	2.3%	2.7	Walking	Pass	14.0	Pass
P2	Proposed Configuration	21.0%	10.9%	6.0%	3.1	Walking	Pass	17.3	Pass
P3	Proposed Configuration	15.3%	4.4%	1.1%	2.7	Walking	Pass	11.2	Pass
P4	Proposed Configuration	46.2%	29.6%	16.0%	4.7	Walking	Pass	15.9	Pass
M1	Proposed Configuration	36.0%	19.6%	9.5%	4.0	Walking	Pass	17.9	Pass
M2	Proposed Configuration	2.9%	0.8%	0.2%	1.9	Walking	Pass	10.0	Pass
M3	Proposed Configuration	21.7%	14.2%	9.1%	3.1	Walking	Pass	17.6	Pass
M4	Proposed Configuration	21.5%	14.0%	8.2%	3.2	Walking	Pass	15.5	Pass
H1	Proposed Configuration	18.2%	10.9%	5.0%	2.8	Walking	Pass	14.6	Pass
H2	Proposed Configuration	15.8%	7.6%	3.6%	2.7	Walking	Pass	14.2	Pass
H3	Proposed Configuration	9.6%	2.8%	0.6%	2.3	Walking	Pass	12.1	Pass
R1	Proposed Configuration	35.5%	23.6%	16.2%	4.5	Walking	Pass	19.7	Pass
	Proposed Configuration with wind mitigation strategies	17.9%	7.0%	2.2%	2.9	Standing	Pass	11.7	Pass
R2	Proposed Configuration	44.1%	26.8%	15.5%	4.5	Standing	Fail	18.4	Pass
	Proposed Configuration with wind mitigation strategies	19.6%	6.5%	1.9%	3.0	Standing	Pass	11.9	Pass
R3	Proposed Configuration	35.1%	22.4%	14.8%	4.3	Standing	Fail	19.4	Pass
R4	Proposed Configuration	28.1%	17.5%	9.1%	3.7	Standing	Pass	16.0	Pass
R5	Proposed Configuration	44.9%	26.8%	15.9%	4.6	Standing	Fail	19.0	Pass
R6	Proposed Configuration	41.8%	25.5%	16.4%	4.6	Standing	Fail	20.4	Fail
	Proposed Configuration with wind mitigation strategies	22.0%	7.3%	1.9%	3.1	Standing	Pass	11.0	Pass
R7	Proposed Configuration	38.6%	22.9%	13.5%	4.3	Standing	Fail	17.6	Pass
	Proposed Configuration with wind mitigation strategies	21.2%	11.1%	4.9%	3.1	Standing	Pass	13.3	Pass
R8	Proposed Configuration	36.5%	20.1%	9.1%	4.0	Standing	Fail	16.1	Pass

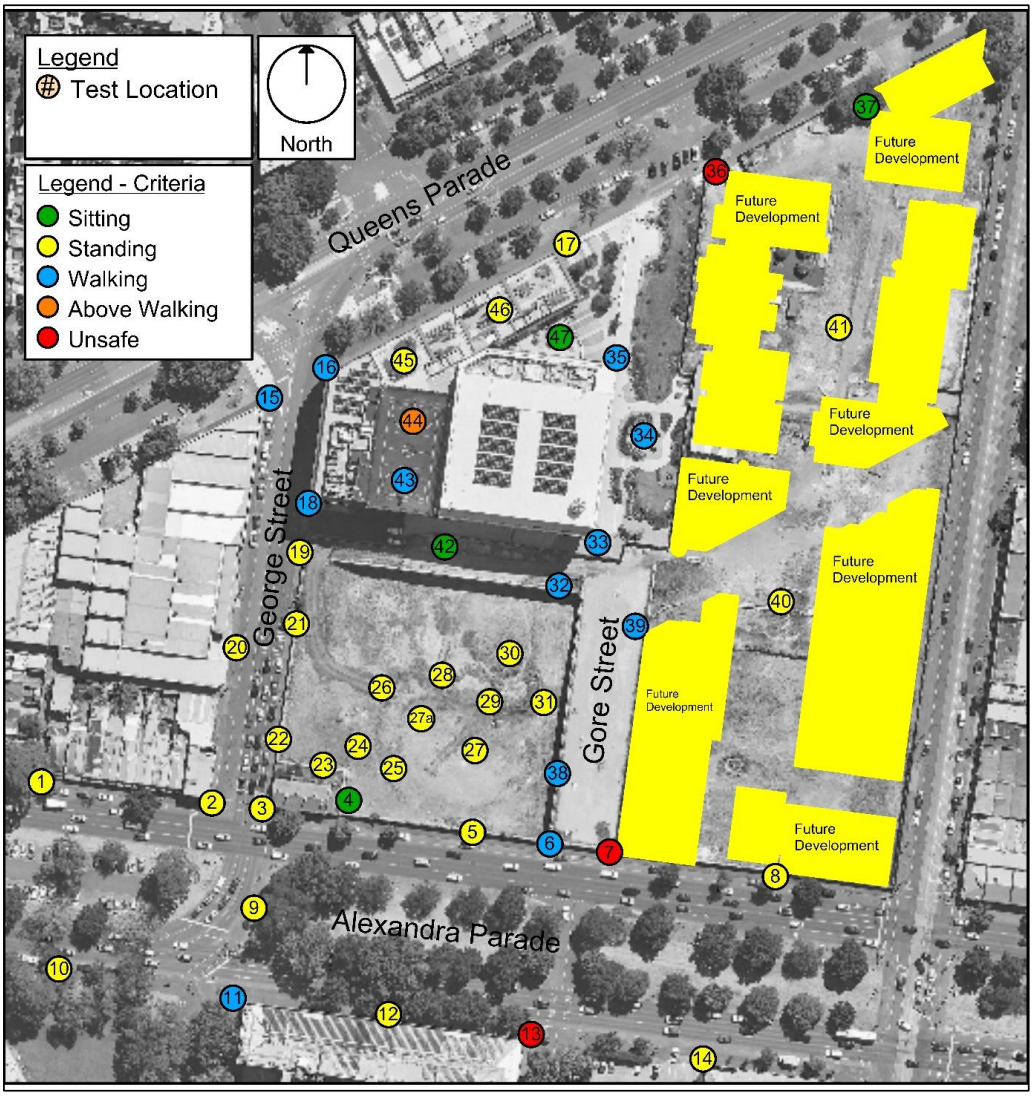

Figure 5 - Summary of wind criteria satisfied on the ground level surrounding and on the Wurun Campus for the proposed Fitzroy Gasworks - Parcel A (empty site) with Parcels B & C development buildings for the Existing Configuration.

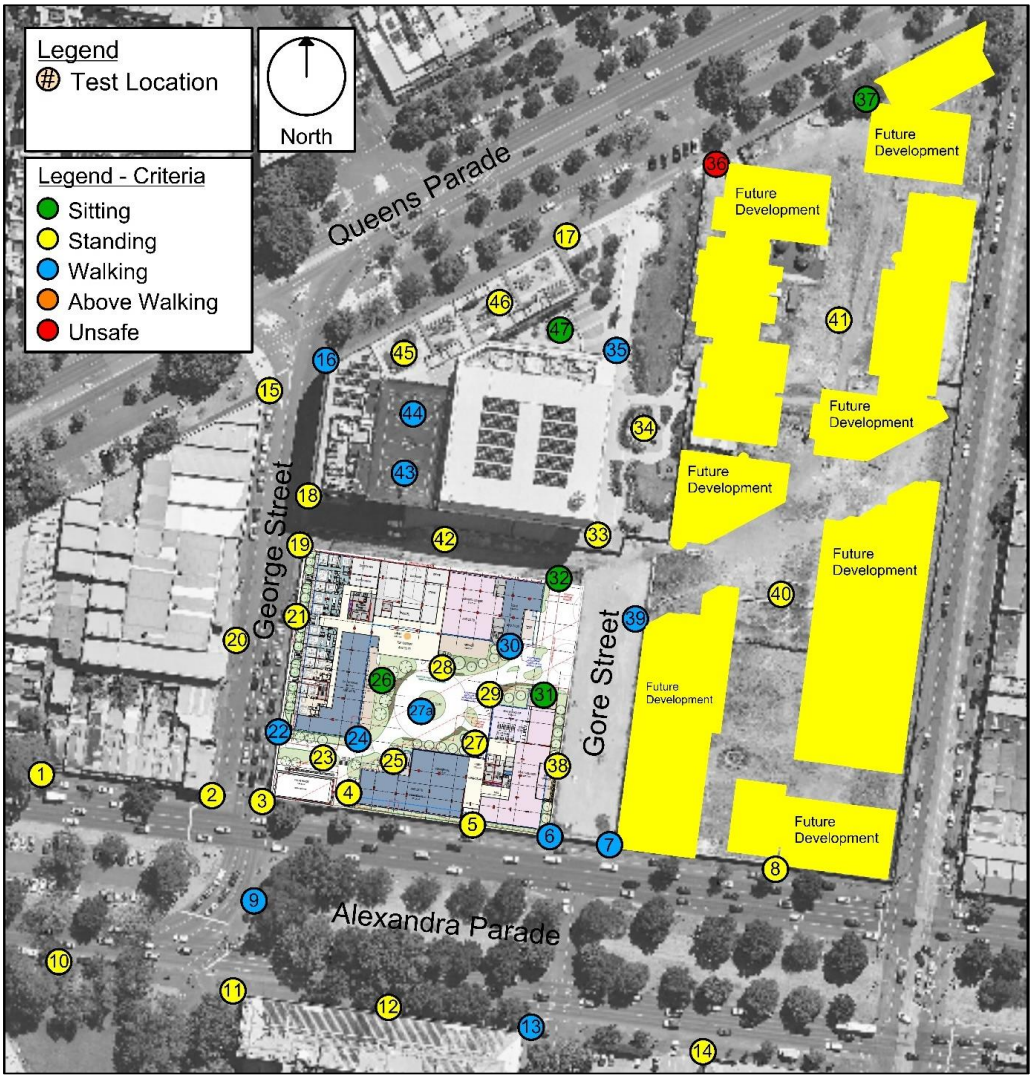

Figure 6a - Summary of wind criteria satisfied on the ground level surrounding and on the Wurun Campus for the proposed Fitzroy Gasworks - Parcel A with Parcels B & C development buildings for the Proposed Configuration.

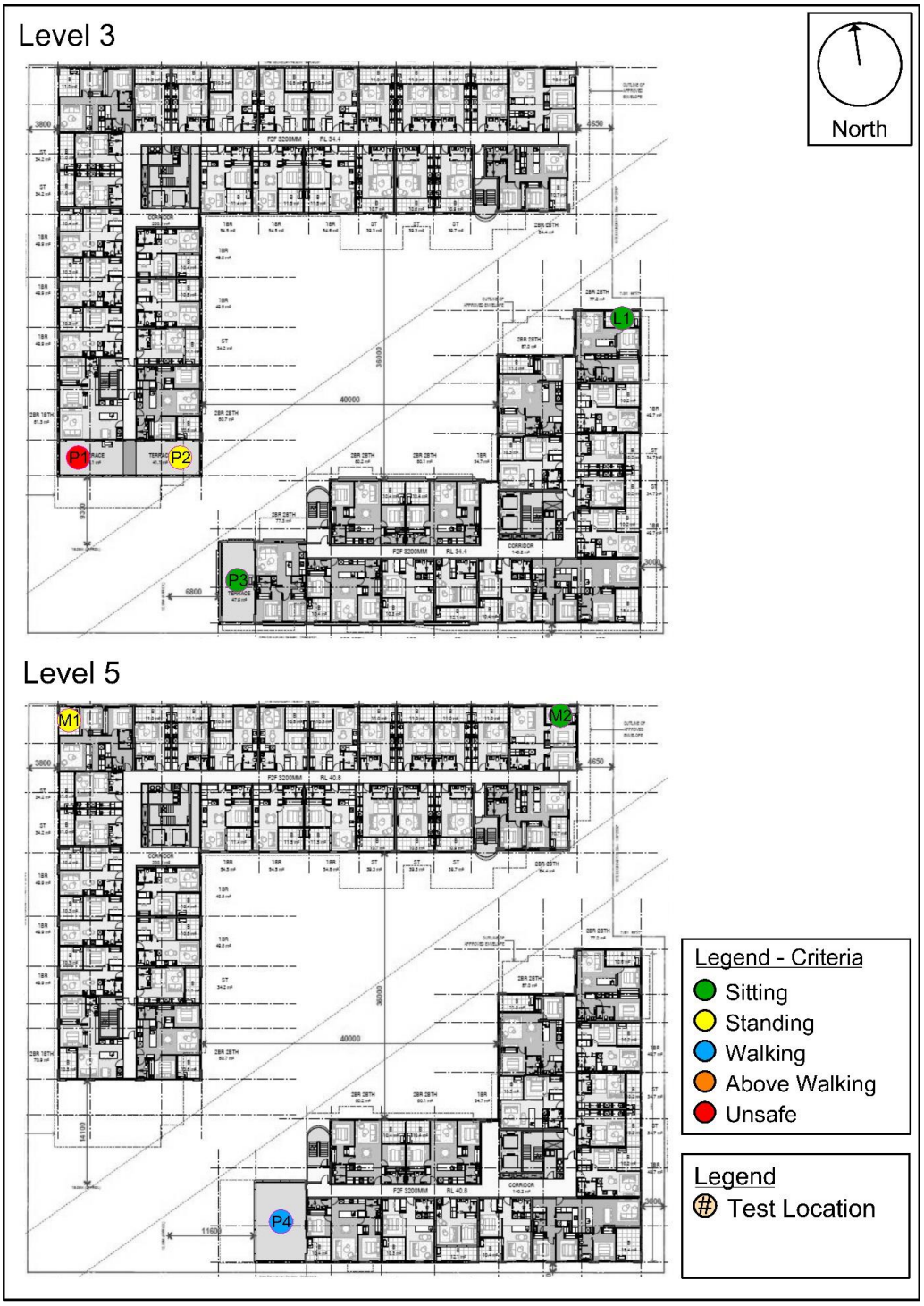

Figure 6b - Summary of wind criteria satisfied on the Level 3 and 5 terraces of the Fitzroy Gasworks - Parcel A development for the Proposed Configuration.

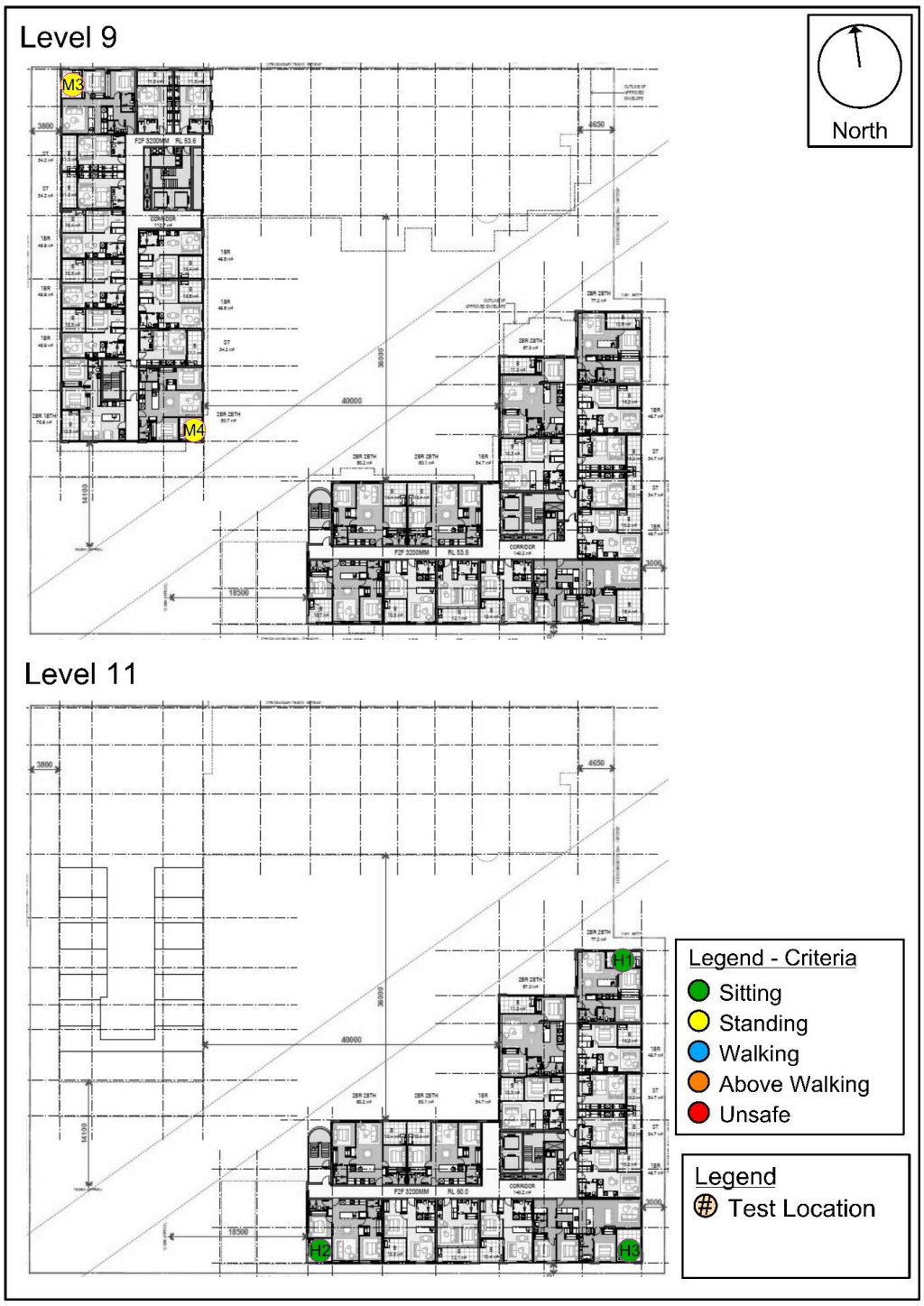

Figure 6c - Summary of wind criteria satisfied on the Level 9 and 11 terraces of the Fitzroy Gasworks - Parcel A development for the Proposed Configuration.

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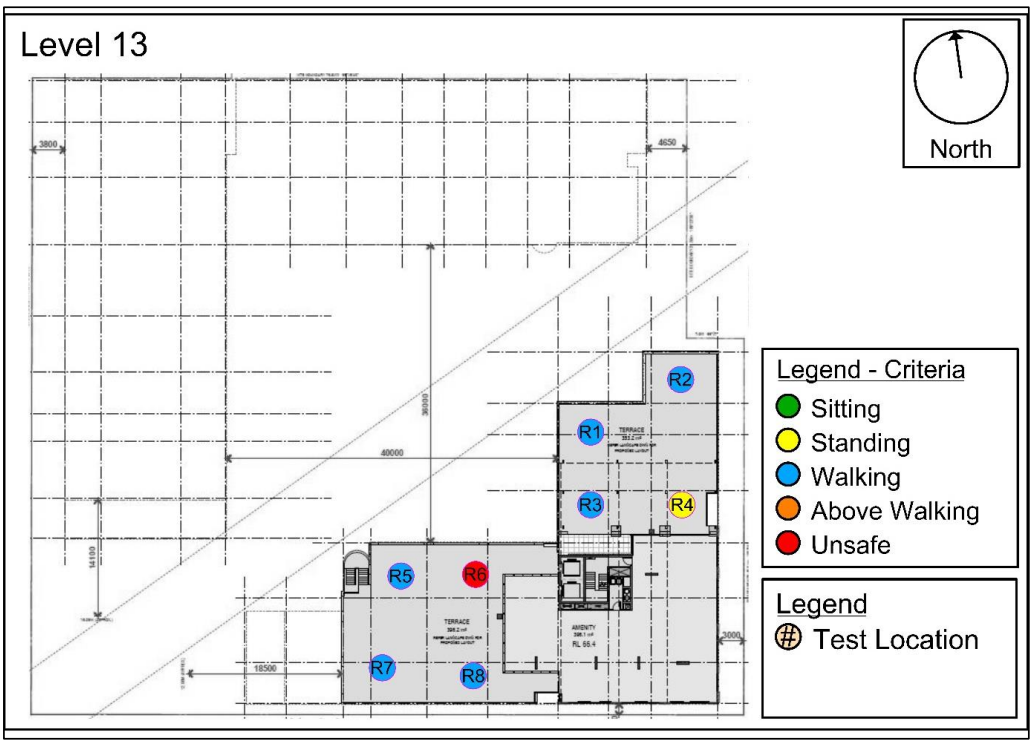


Figure 6d - Summary of wind criteria satisfied on the Level 13 communal terraces of the Fitzroy Gasworks - Parcel A development for the Proposed Configuration.

5.3 Wind Mitigation Strategies

Wind mitigation strategies to address the exceedances of the safety criterion on the communal and private terraces have been developed and tested.

To improve the wind conditions on the Level 13 communal terraces (Test Locations R1, R2, R6 and R7), it has been shown that 2m high perimeter balustrades, shown in Figure 7, improved wind conditions to satisfy the safety criterion. Furthermore, the 2m perimeter balustrade also improved the wind comfort to satisfy the standing comfort criterion. The improvement of the wind comfort was demonstrated at these Test Locations and a similar outcome is expected to Test Locations R3, R5 and R8.

The wind conditions on the private terraces at level 3 (Test Location P1) have been improved to satisfy the sitting and safety criteria by the addition of 2m high perimeter balustrades (see details in Figure 7).

5.4 Fitzroy Gasworks Development Plan

The development plan for the Fitzroy Gasworks details target wind comfort criteria in Section 5.9.3 of the development plan document. The diagram detailing the development plan target comfort criteria has bee reproduced in Figure 8. The target criteria around the development are walking and standing/sitting comfort.

This wind tunnel model study of pedestrian level wind conditions examined the Existing Configuration that included Parcels B & C and the results are shown in Figure 5. It is noted the approved Parcels B & C buildings do not achieve the development plan target comfort criteria along Gore Street. The target is standing/sitting comfort and the wind conditions have been determined to be walking comfort. Furthermore, the southwest corner (Test Location 7) of Parcel B and northwest corner of Parcel C (Test Location 36) have wind conditions that exceed the pedestrian safety criterion.

The wind tunnel assessment of the Proposed Configuration (Figure 6a) has shown the wind conditions along Gore Street are improved compared to the Existing Configuration. The wind conditions between the Wurun Campus and Parcels B & C

have improved to achieve the standing comfort criterion and the pedestrian safety exceedance at the southwest corner of Parcel B (Test Location 7) satisfies the safety and walking comfort criteria. The wind conditions through the centre of Parcel A have been shown to satisfy the standing/sitting comfort criteria adjacent to the building and the walking comfort through the middle of the area where there is the pedestrian path. The wind conditions around the heritage building at the southwest corner satisfy the standing comfort criterion.

The wind conditions of the current Proposed Configuration are not directly comparable with the wind tunnel study of the previous design that was wind tunnel studied in 2022 and are provided in Figure 9. The 2022 massing for Parcels B & C was significantly different and a massing model was used for the future building of the Wurun Campus (now complete). Generally, the wind comfort criteria satisfied are similar to the current Proposed Configuration, with a couple of locations being better and others worse.

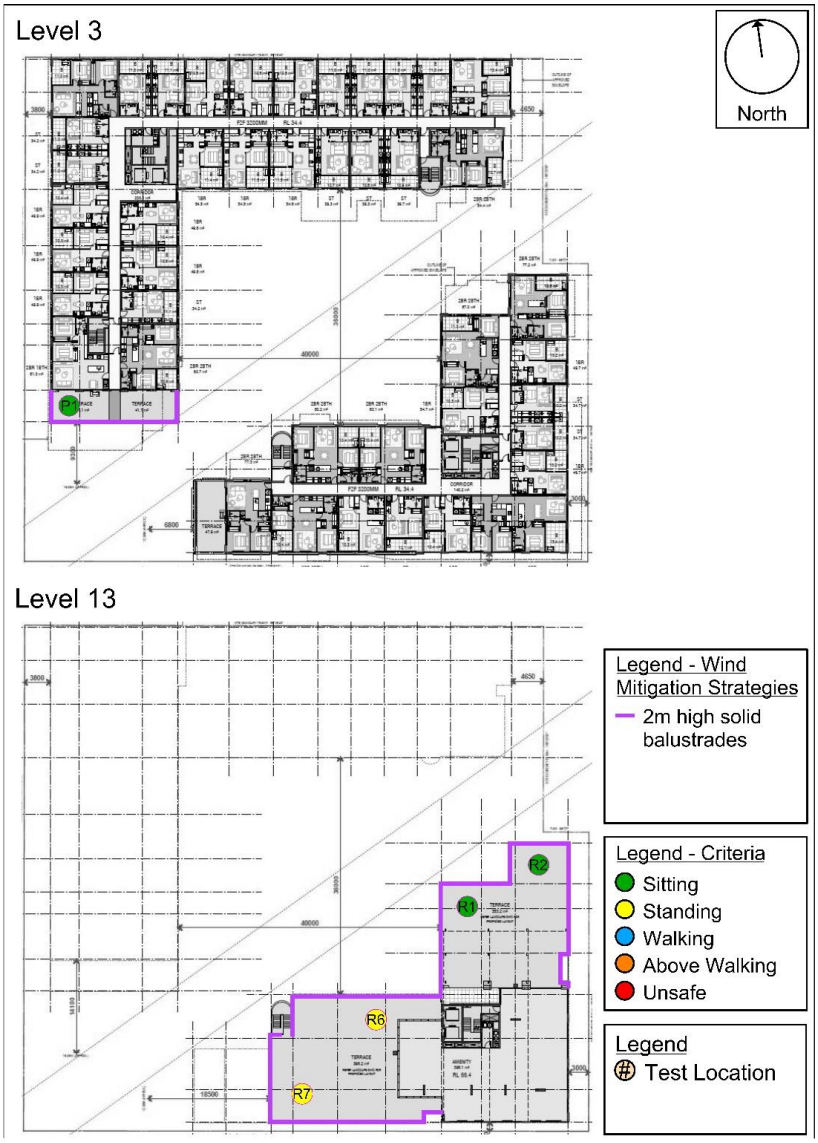


Figure 7 - Summary of wind criteria satisfied on Level 3 and 13 of the Fitzroy Gasworks - Parcel A development for the Proposed Configuration with wind mitigation strategies.

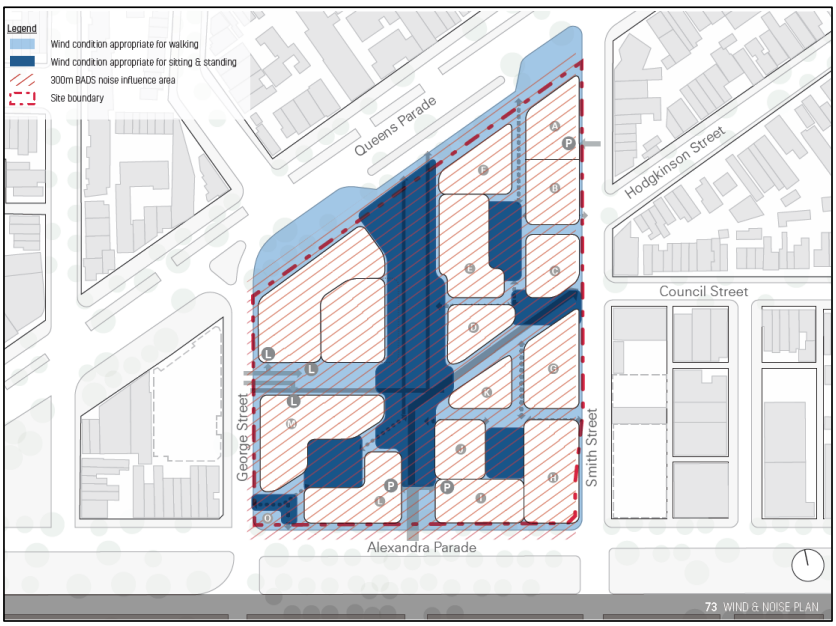


Figure 8 - Fitzroy Gasworks Development Plan Section 5.9.3 Wind Conditions



Figure 9 - Summary of wind conditions at the surrounding streetscapes and on Wurun Campus for the Proposed Fitzroy Gasworks - Parcel A (2022 Design) for the Proposed Configuration with Parcels B & C for 360º of wind direction.

APPENDIX A – VELOCITY AND TURBULENCE PROFILES

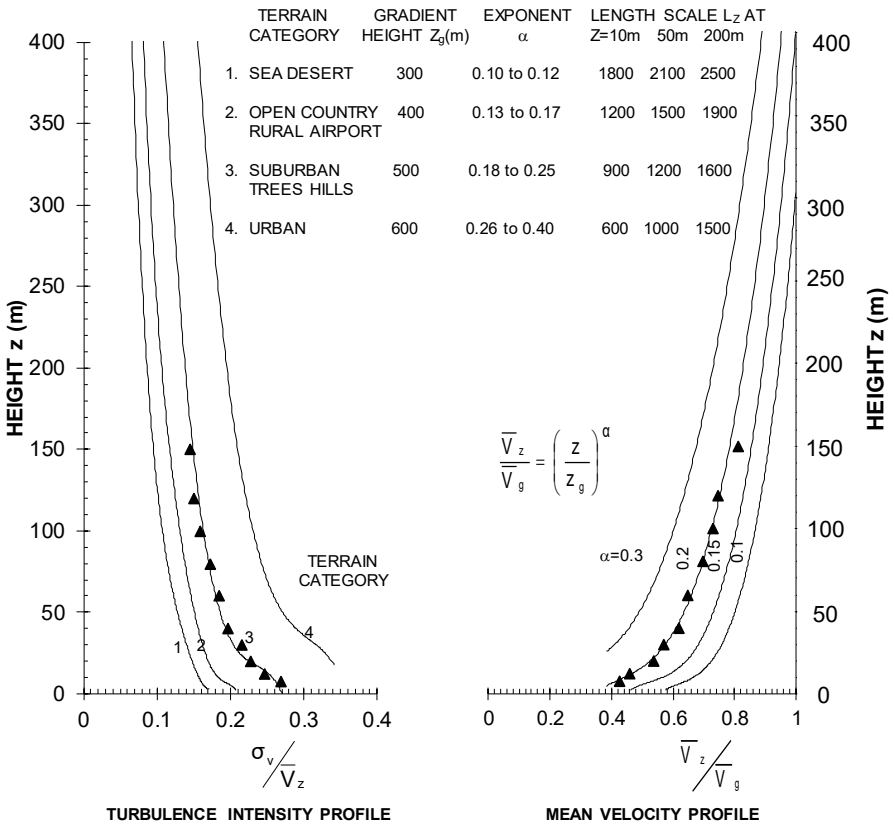


Figure A1 -1/400 scale TC3 boundary layer turbulence intensity and mean velocity profiles in the MEL Consultants Boundary Layer Wind Tunnel 4.8m x 2.2m working section, scaled to full scale dimensions.

APPENDIX B – PEDESTRIAN SAFETY PLOTS

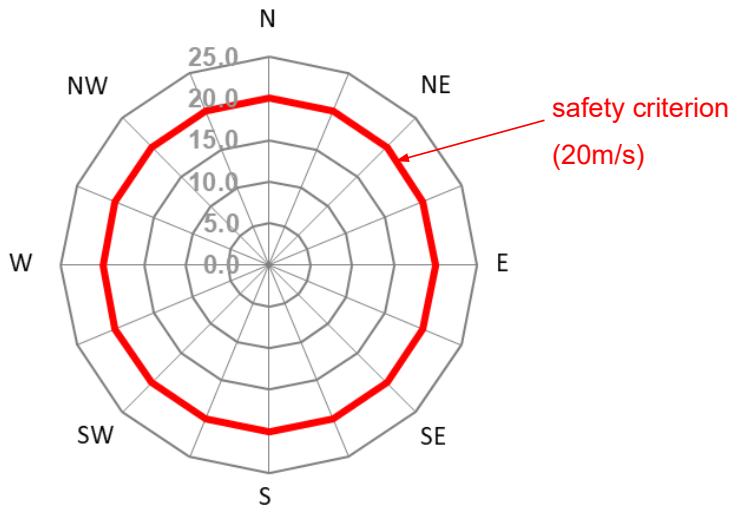
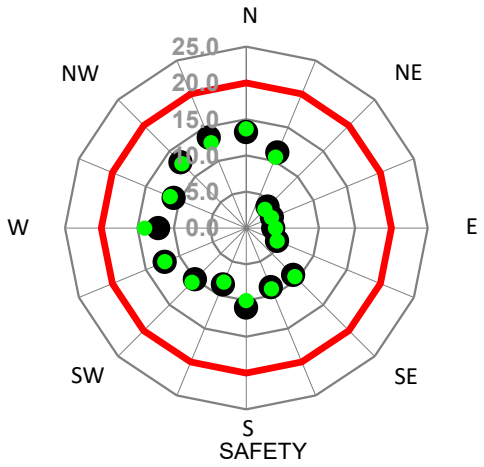


Figure B1 – Environmental wind safety criterion for Melbourne Region based on local 3 second peak gust wind speed

Test Location **1**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	34.8%	17.1%	6.8%	3.8	Pass	13.5	Pass
● Existing Configuration	34.9%	17.5%	7.2%	3.8	Pass	14.0	Pass
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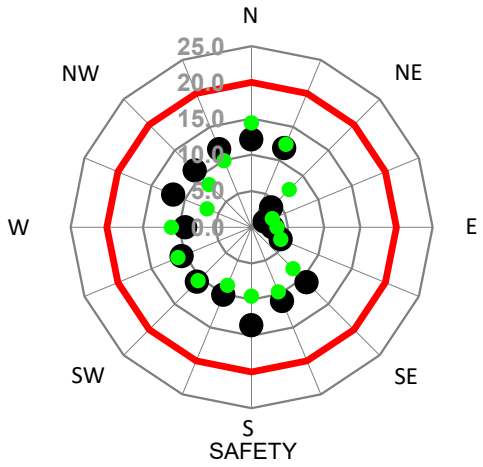
Test Location **2**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	35.0%	17.4%	7.1%	3.8	Pass	13.5	Pass
● Existing Configuration	31.7%	15.4%	5.7%	3.7	Pass	14.4	Pass
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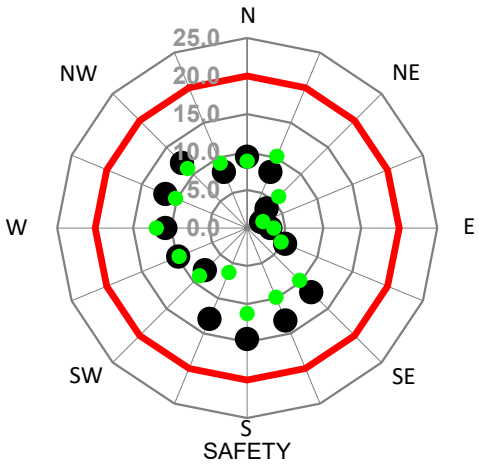
Test Location **3**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	30.7%	15.9%	7.8%	3.7	Pass	14.6	Pass
● Existing Configuration	23.9%	9.3%	2.8%	3.2	Pass	12.0	Pass
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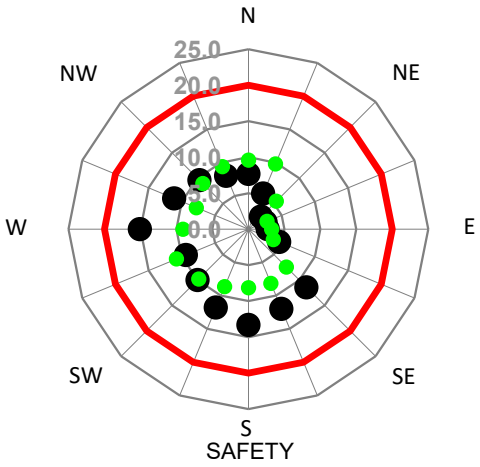
Test Location **4**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	29.5%	16.3%	8.4%	3.7	Pass	15.1	Pass
● Existing Configuration	19.5%	5.9%	1.3%	3.0	Pass	10.8	Pass
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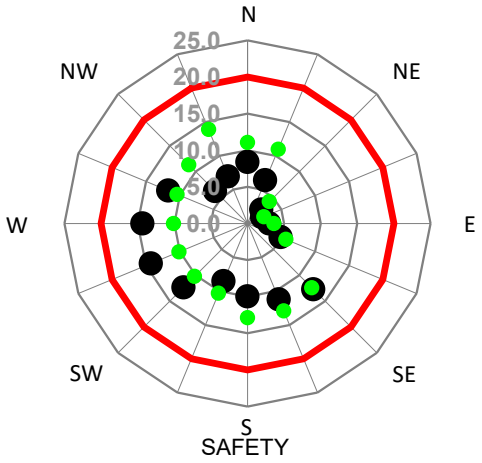
Test Location **5**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	25.3%	11.1%	4.7%	3.3	Pass	14.3	Pass
● Existing Configuration	34.3%	16.5%	6.6%	3.8	Pass	13.9	Pass
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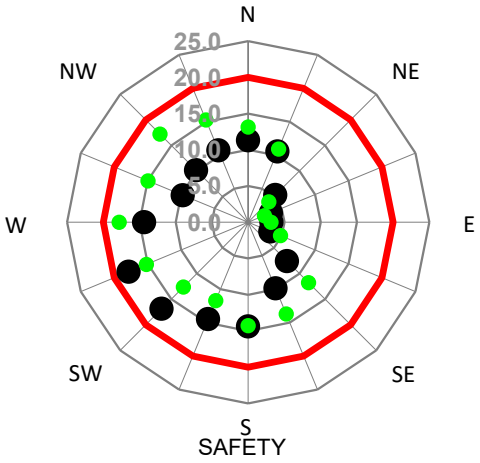
Test Location **6**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	41.6%	24.0%	12.1%	4.3	Pass	17.9	Pass
● Existing Configuration	47.2%	28.7%	15.1%	4.6	Pass	17.8	Pass
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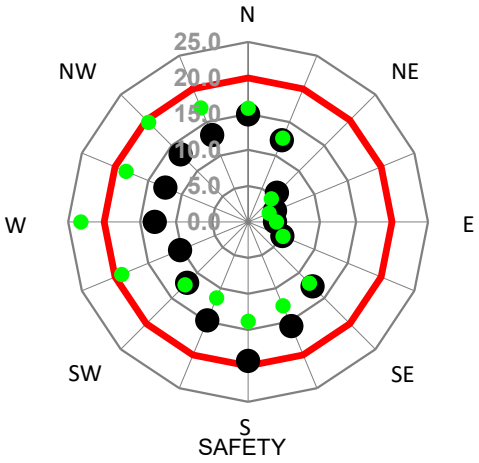
Test Location **7**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	48.9%	32.6%	19.3%	4.9	Pass	19.3	Pass
● Existing Configuration	54.7%	37.5%	22.4%	5.2	NA - Safety criterion failed	23.3	Fail
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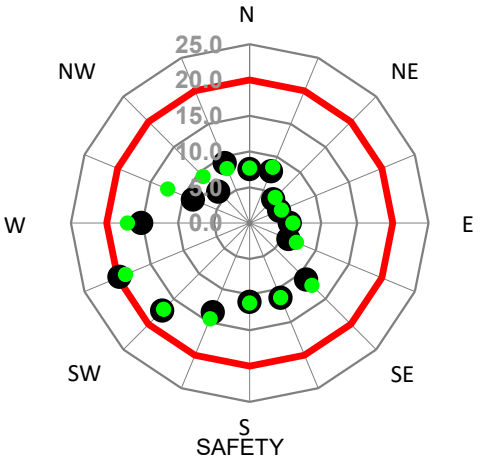
Test Location **8**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	31.0%	16.5%	8.5%	3.7	Pass	19.7	Pass
● Existing Configuration	33.8%	18.4%	9.8%	3.9	Pass	18.8	Pass
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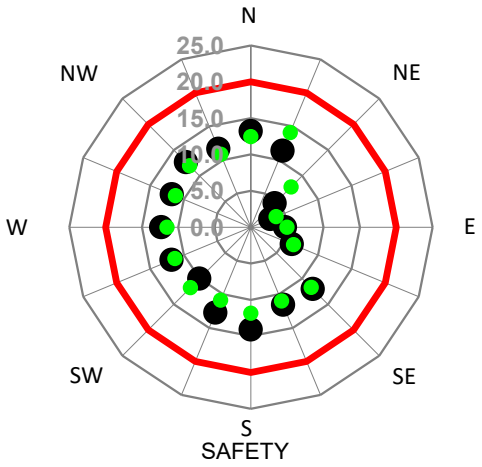
Test Location **9**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	40.8%	22.7%	10.2%	4.2	Pass	14.1	Pass
● Existing Configuration	37.2%	18.2%	7.4%	3.9	Pass	14.1	Pass
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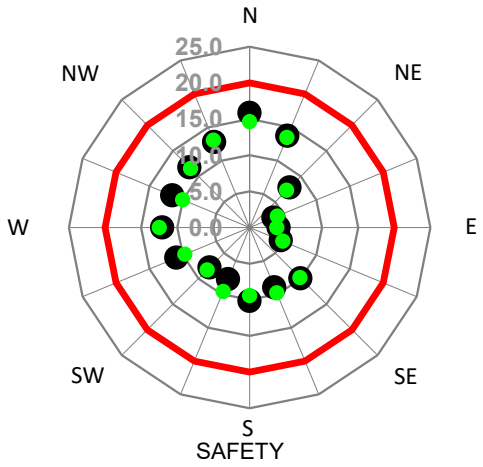
Test Location **10**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	35.6%	19.0%	8.9%	3.9	Pass	15.9	Pass
● Existing Configuration	34.1%	17.3%	7.4%	3.8	Pass	14.6	Pass
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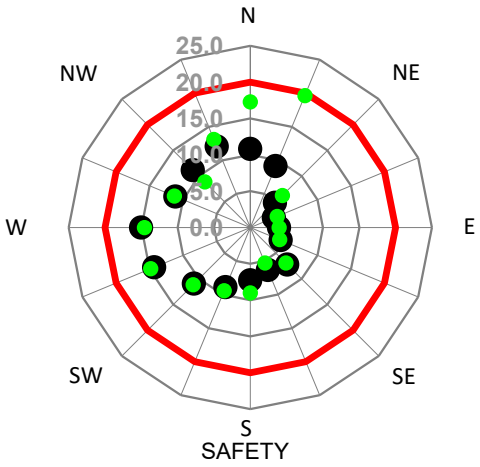
Test Location **11**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	26.8%	12.0%	4.9%	3.4	Pass	15.0	Pass
● Existing Configuration	38.6%	22.8%	13.2%	4.2	Pass	19.7	Pass
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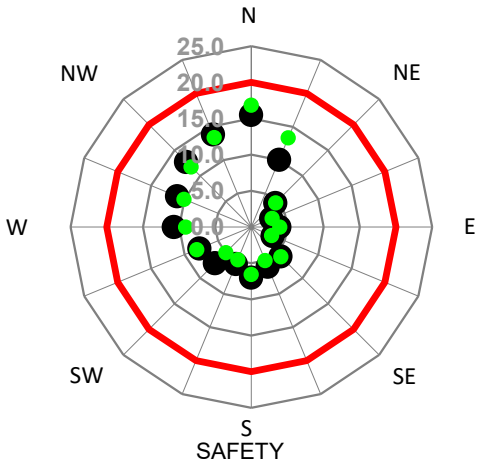
Test Location **12**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	25.4%	14.0%	6.8%	3.4	Pass	15.5	Pass
● Existing Configuration	24.9%	15.1%	8.8%	3.4	Pass	16.8	Pass
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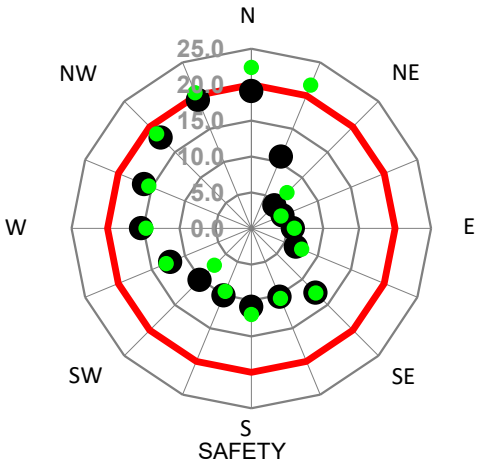
Test Location **13**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	48.2%	29.2%	17.3%	4.7	Pass	19.3	Pass
● **Existing Configuration**	52.1%	33.7%	21.8%	5.2	NA - Safety criterion failed	22.4	Fail
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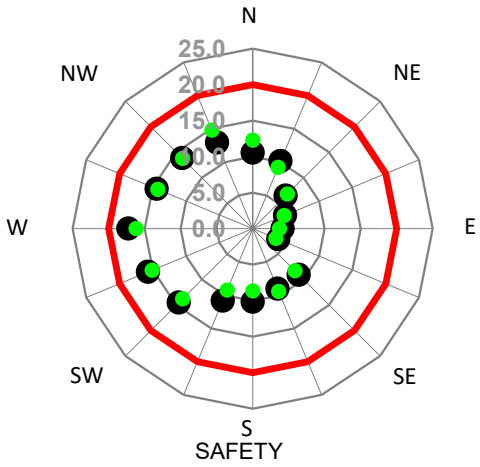
Test Location **14**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	37.5%	18.9%	9.3%	3.9	Pass	17.2	Pass
● Existing Configuration	36.3%	18.1%	9.1%	3.9	Pass	16.2	Pass
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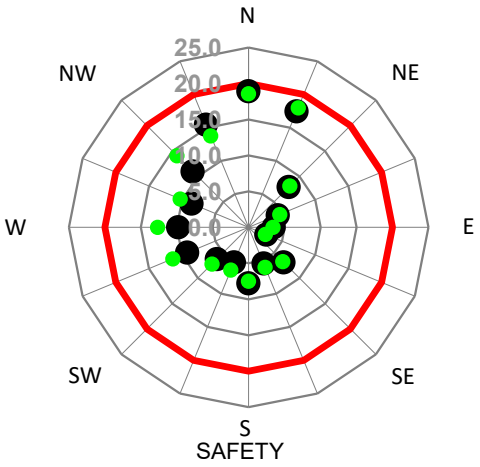
Test Location **15**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	31.3%	18.6%	12.0%	3.8	Pass	18.9	Pass
● Existing Configuration	34.2%	20.5%	12.9%	4.1	Pass	18.6	Pass
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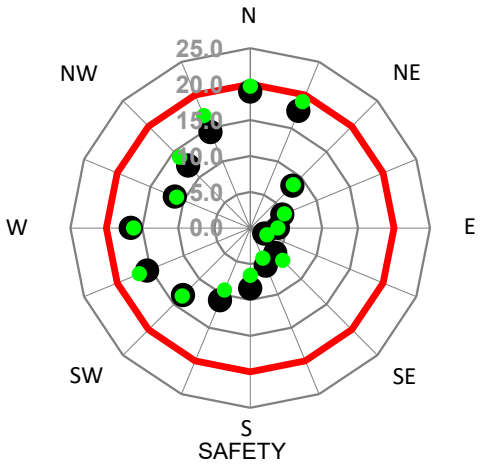
Test Location **16**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	44.0%	27.6%	17.8%	4.7	Pass	18.9	Pass
● Existing Configuration	43.3%	28.6%	19.4%	4.9	Pass	19.7	Pass
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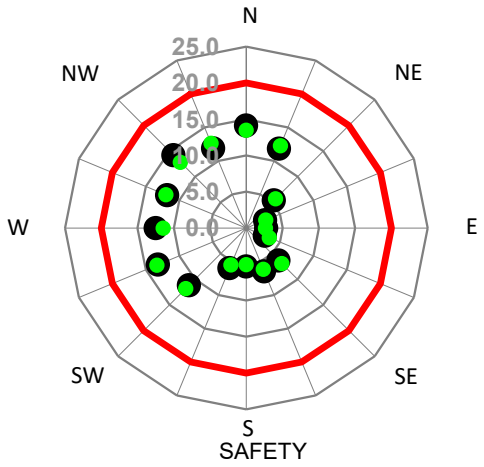
Test Location **17**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	28.4%	16.0%	7.2%	3.6	Pass	14.2	Pass
● Existing Configuration	27.3%	14.9%	6.8%	3.6	Pass	13.5	Pass
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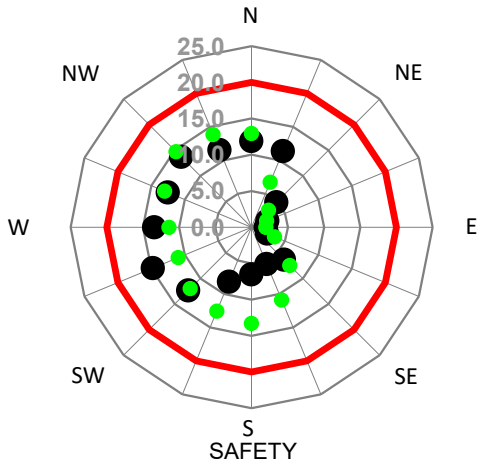
Test Location **18**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	27.8%	13.8%	6.2%	3.5	Pass	14.8	Pass
● Existing Configuration	38.6%	20.5%	9.2%	4.0	Pass	14.8	Pass
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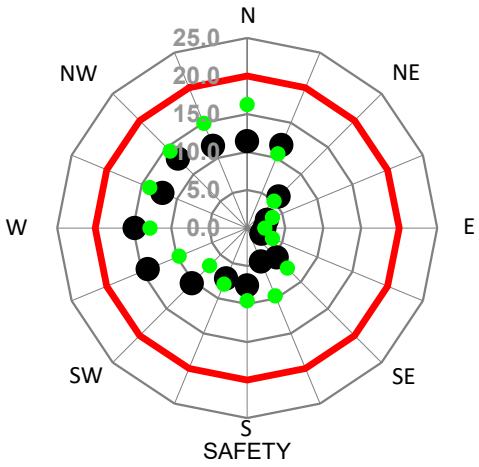
Test Location **19**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	27.3%	12.9%	5.7%	3.4	Pass	14.8	Pass
● Existing Configuration	35.2%	19.2%	9.6%	3.9	Pass	16.2	Pass
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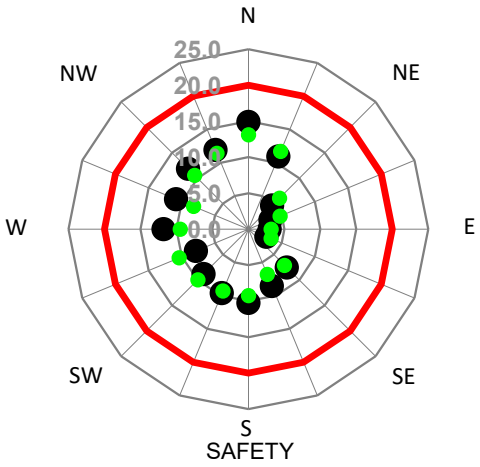
Test Location **20**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	32.8%	16.5%	6.6%	3.7	Pass	14.9	Pass
● Existing Configuration	28.4%	12.4%	4.4%	3.5	Pass	13.1	Pass
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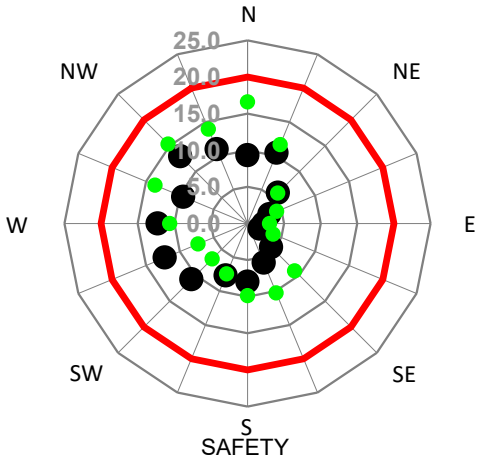
Test Location **21**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	21.2%	8.4%	3.1%	3.1	Pass	13.0	Pass
● **Existing Configuration**	34.2%	19.0%	9.9%	3.9	Pass	16.6	Pass
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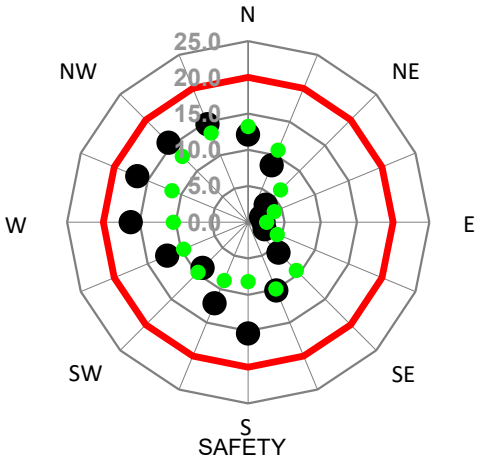
Test Location **22**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	41.4%	23.0%	11.9%	4.2	Pass	16.6	Pass
● Existing Configuration	29.5%	13.5%	5.5%	3.5	Pass	13.4	Pass
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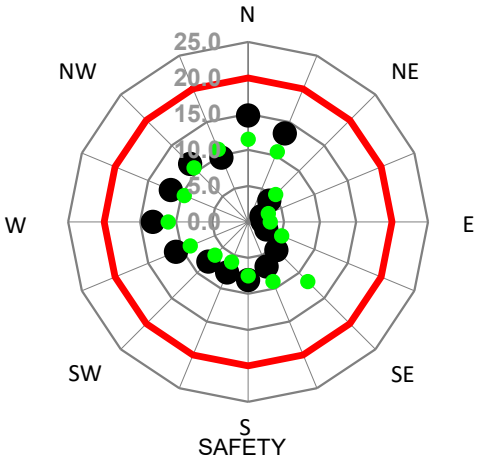
Test Location **23**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	29.1%	15.1%	6.7%	3.6	Pass	14.8	Pass
● Existing Configuration	22.3%	8.7%	2.7%	3.1	Pass	11.7	Pass
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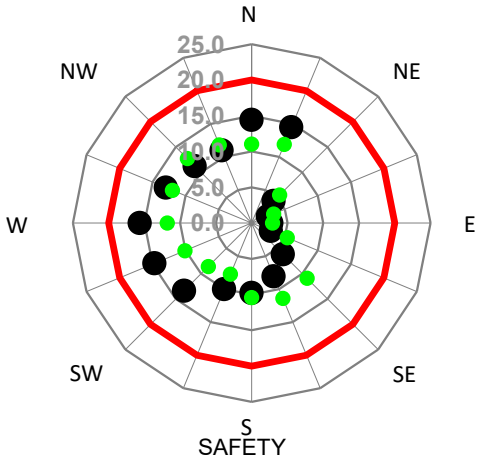
Test Location **24**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	39.6%	22.4%	11.1%	4.2	Pass	15.7	Pass
● Existing Configuration	30.3%	13.0%	4.6%	3.5	Pass	12.7	Pass
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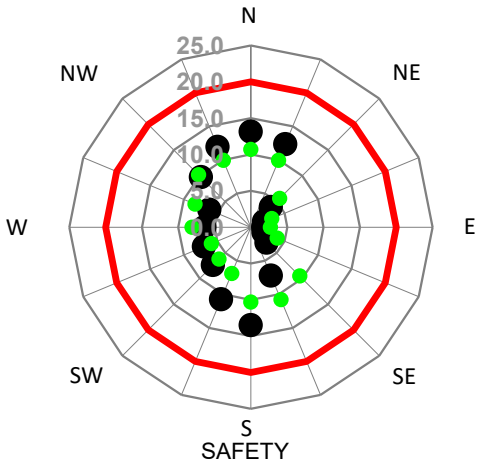
Test Location **25**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	29.0%	15.1%	6.4%	3.6	Pass	13.5	Pass
● Existing Configuration	22.2%	8.2%	1.9%	3.1	Pass	10.8	Pass
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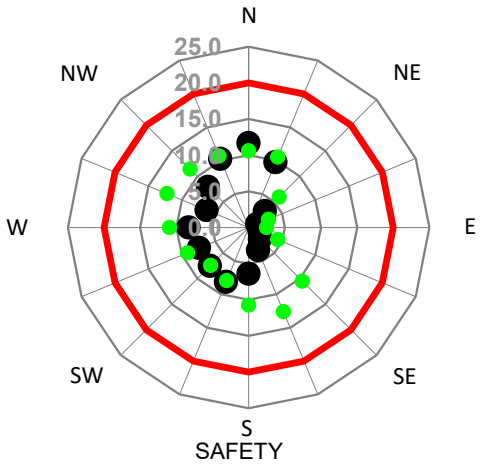
Test Location **26**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	16.6%	5.8%	1.6%	2.8	Pass	11.7	Pass
● Existing Configuration	28.2%	11.8%	3.7%	3.4	Pass	12.6	Pass
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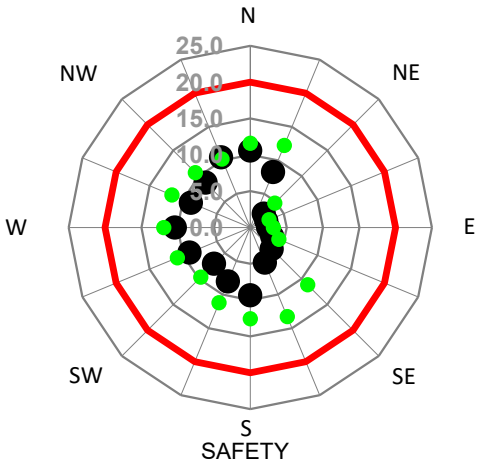
Test Location **27**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	20.8%	6.7%	1.3%	3.0	Pass	10.6	Pass
● Existing Configuration	35.5%	17.5%	6.7%	3.8	Pass	13.3	Pass
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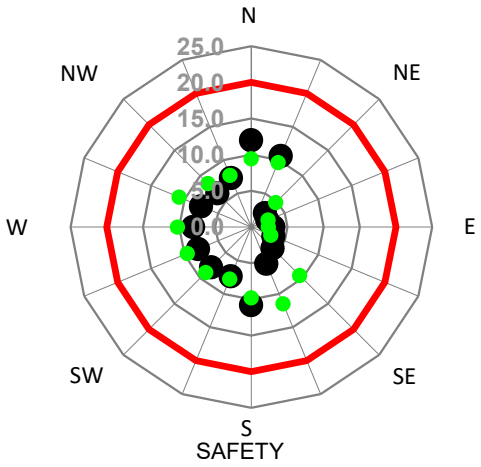
Test Location **28**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	22.1%	8.2%	2.3%	3.1	Pass	12.0	Pass
● Existing Configuration	22.3%	7.6%	1.9%	3.1	Pass	11.5	Pass
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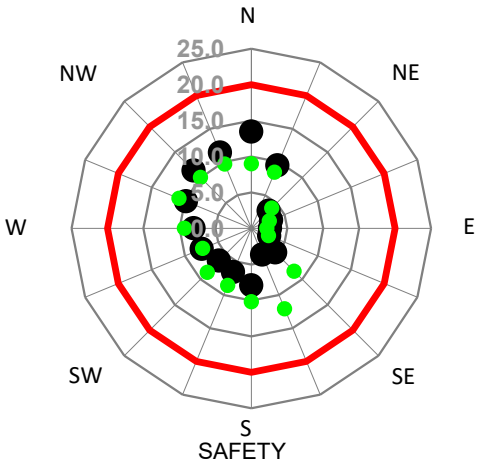
Test Location **29**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	21.2%	9.6%	3.8%	3.1	Pass	13.5	Pass
● Existing Configuration	21.2%	7.5%	2.0%	3.1	Pass	12.1	Pass
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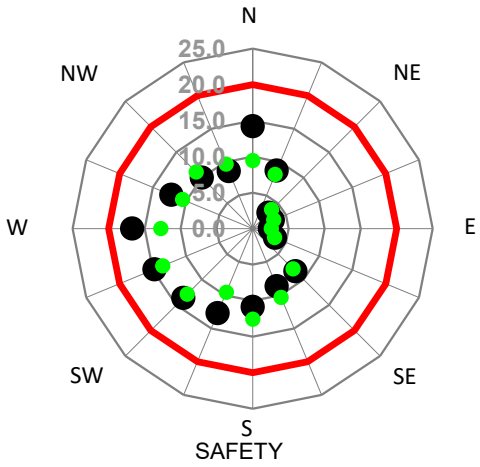
Test Location **30**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	39.5%	21.7%	9.8%	4.1	Pass	16.7	Pass
● Existing Configuration	30.7%	14.6%	5.5%	3.6	Pass	13.5	Pass
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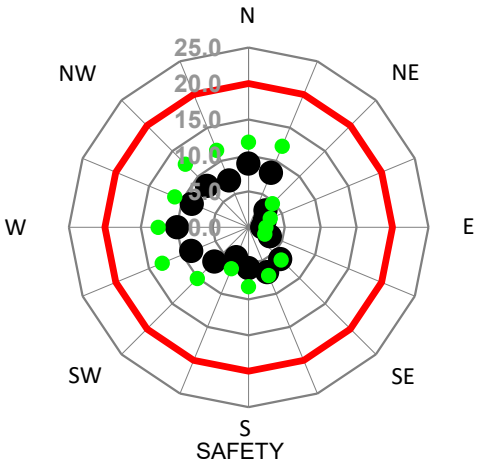
Test Location **31**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	10.8%	2.6%	0.5%	2.5	Pass	9.9	Pass
● **Existing Configuration**	27.6%	12.1%	4.9%	3.4	Pass	13.0	Pass
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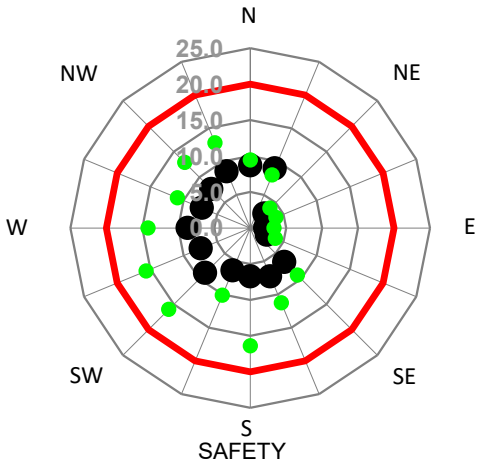
Test Location **32**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	11.8%	2.4%	0.4%	2.6	Pass	9.0	Pass
● Existing Configuration	37.5%	21.8%	12.0%	4.1	Pass	16.4	Pass
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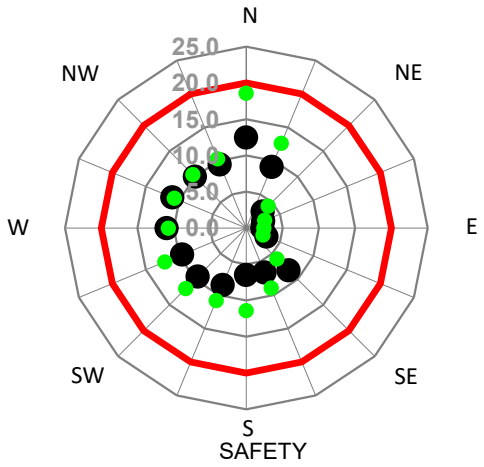
Test Location **33**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	22.9%	9.3%	3.1%	3.2	Pass	12.5	Pass
● Existing Configuration	41.0%	23.4%	12.4%	4.3	Pass	18.6	Pass
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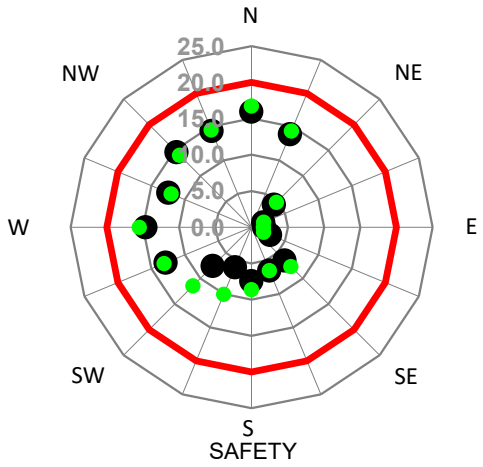
Test Location **34**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	33.0%	19.9%	11.4%	4.0	Pass	16.0	Pass
● Existing Configuration	39.7%	23.5%	13.8%	4.3	Pass	16.8	Pass
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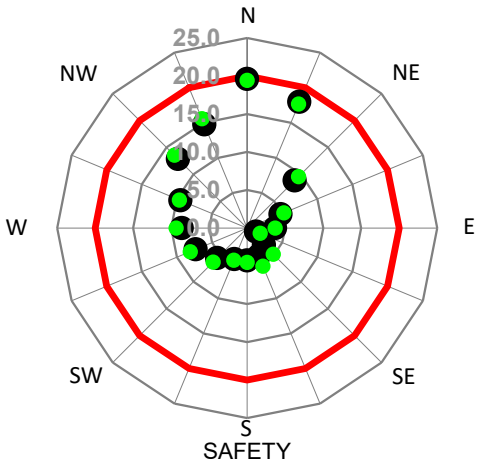
Test Location **35**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	31.3%	21.2%	15.5%	4.2	Pass	19.6	Pass
● Existing Configuration	31.7%	20.7%	14.6%	4.1	Pass	19.4	Pass
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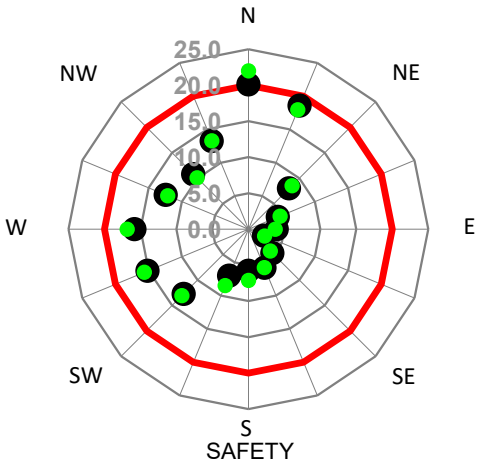
Test Location **36**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	39.5%	26.0%	17.3%	4.7	NA - Safety criterion failed	20.1	Fail
● Existing Configuration	43.3%	28.5%	19.6%	5.0	NA - Safety criterion failed	22.0	Fail
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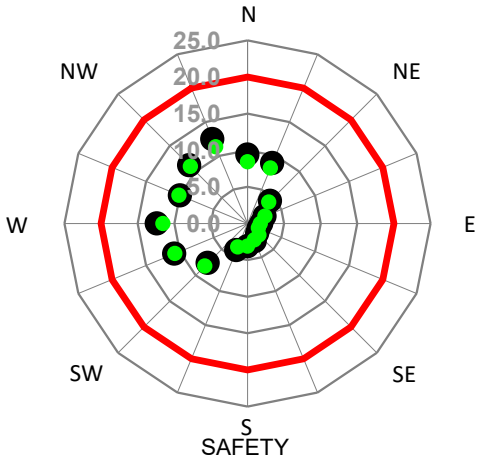
Test Location **37**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	16.1%	6.6%	2.4%	2.8	Pass	12.5	Pass
● Existing Configuration	13.9%	5.3%	1.8%	2.6	Pass	11.5	Pass
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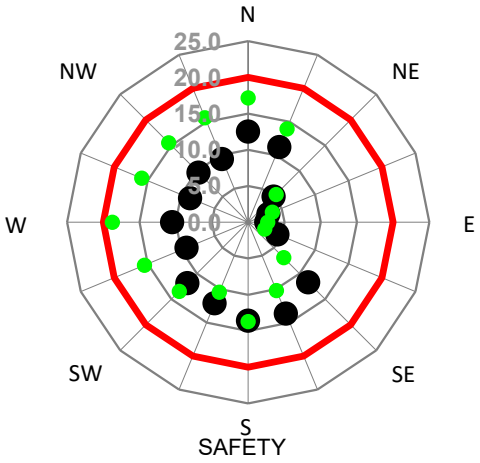
Test Location **38**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	36.4%	18.6%	7.9%	3.9	Pass	13.6	Pass
● Existing Configuration	50.4%	32.3%	19.0%	4.9	Fail	18.8	Pass
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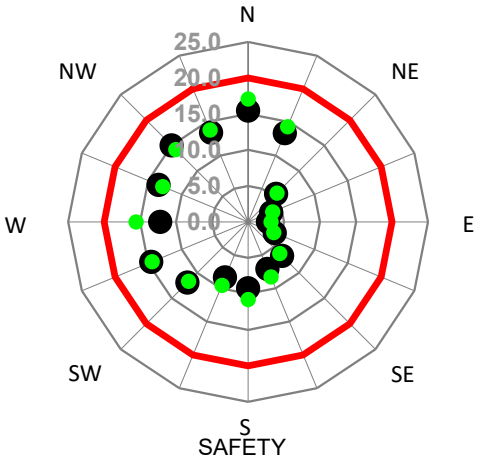
Test Location **39**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	37.0%	20.6%	10.2%	4.0	Pass	15.5	Pass
● Existing Configuration	43.6%	25.8%	14.4%	4.4	Pass	17.1	Pass
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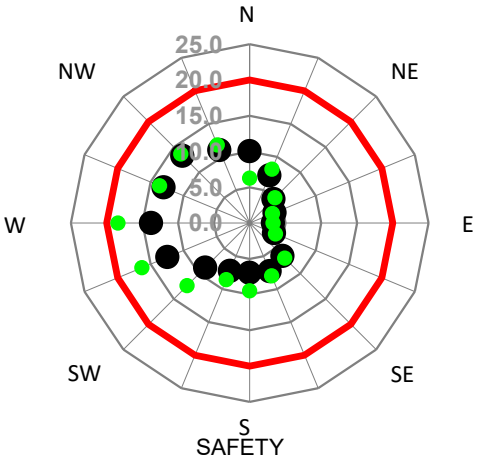
Test Location **40**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	22.2%	9.2%	3.6%	3.1	Pass	13.8	Pass
● Existing Configuration	25.9%	13.3%	7.0%	3.4	Pass	18.4	Pass
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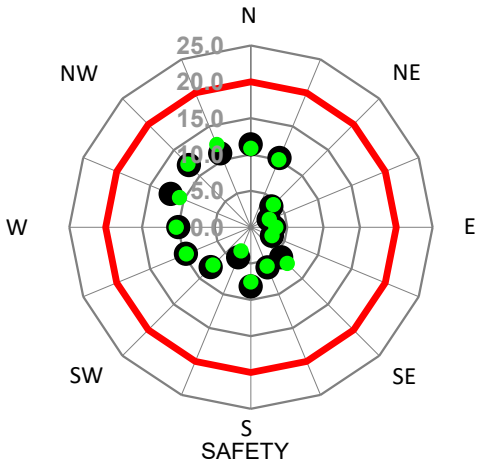
Test Location **41**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	21.8%	8.2%	2.7%	3.1	Pass	12.1	Pass
● Existing Configuration	20.3%	7.5%	2.5%	3.0	Pass	12.3	Pass
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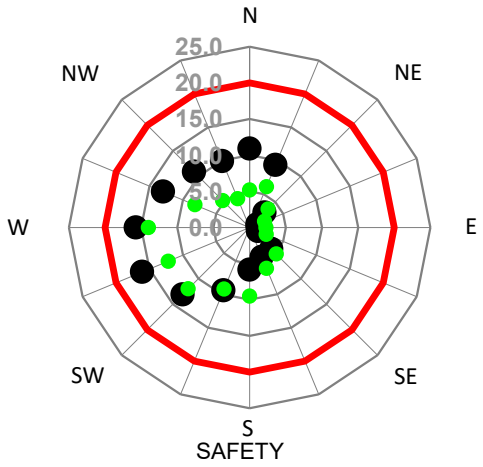
Test Location **42**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	26.8%	13.6%	6.3%	3.4	Pass	16.1	Pass
● Existing Configuration	16.6%	7.0%	2.7%	2.8	Pass	14.0	Pass
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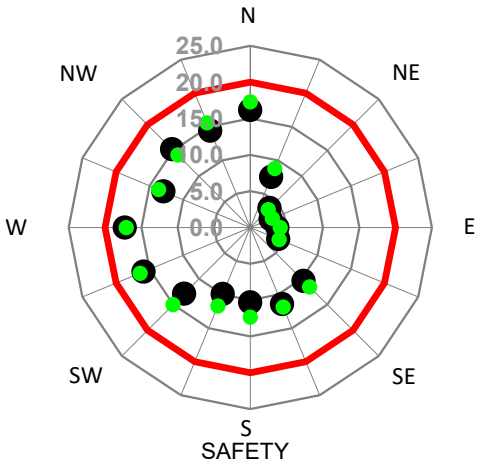
Test Location **43**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	43.5%	25.8%	13.7%	4.4	Pass	17.3	Pass
● Existing Configuration	49.6%	31.2%	17.8%	4.8	Pass	17.3	Pass
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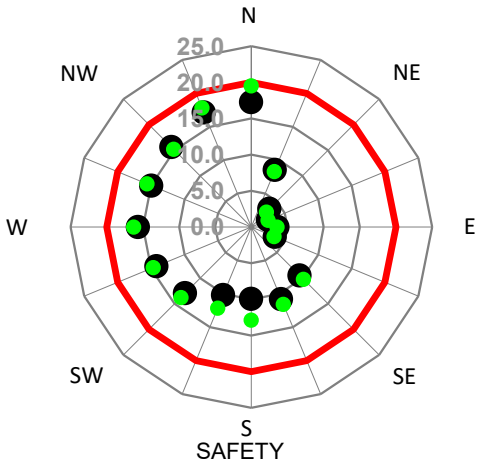
Test Location **44**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	44.5%	26.4%	15.0%	4.5	Pass	17.3	Pass
● Existing Configuration	52.5%	33.3%	20.3%	5.0	Fail	19.5	Pass
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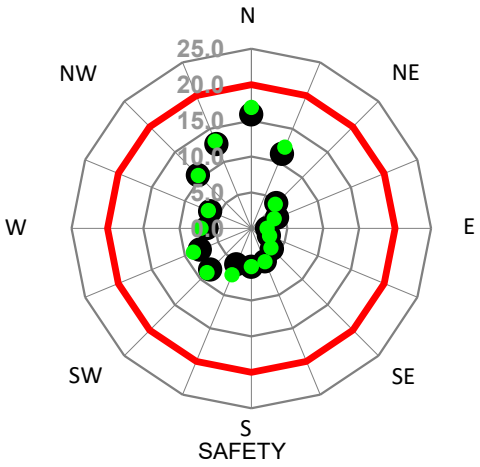
Test Location **45**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	21.2%	12.6%	6.3%	3.1	Pass	15.8	Pass
● **Existing Configuration**	23.7%	14.4%	8.1%	3.3	Pass	16.8	Pass
■							
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■							
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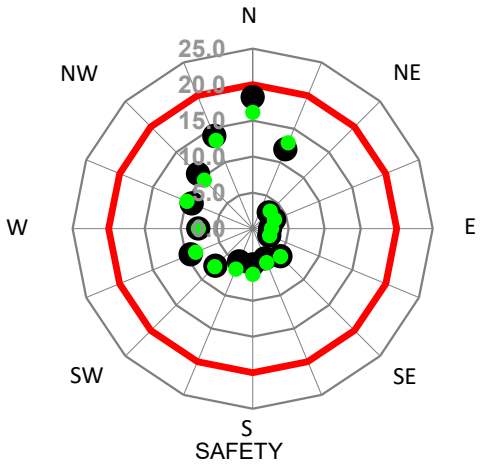
Test Location **46**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	25.9%	16.1%	10.0%	3.5	Pass	18.2	Pass
● Existing Configuration	23.7%	13.9%	7.3%	3.3	Pass	16.1	Pass
■							
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■							
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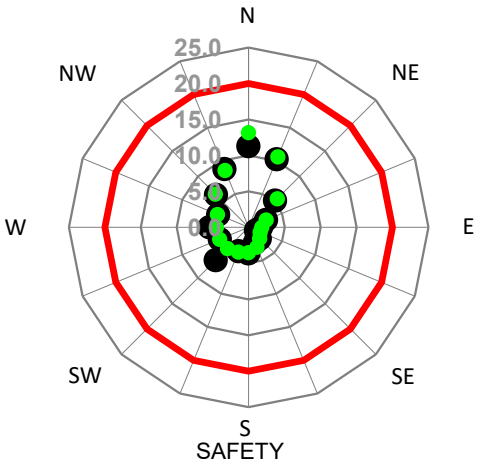
Test Location **47**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	11.7%	4.2%	1.1%	2.3	Pass	11.3	Pass
● Existing Configuration	14.1%	7.0%	2.7%	2.4	Pass	13.2	Pass
■							
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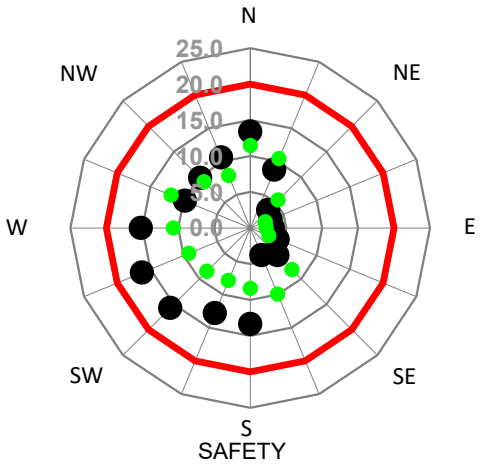
■							
◆							
▲							

Test Location **27a**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	40.3%	23.6%	11.5%	4.2	Pass	16.3	Pass
● Existing Configuration	24.1%	8.6%	2.5%	3.2	Pass	11.9	Pass
■							
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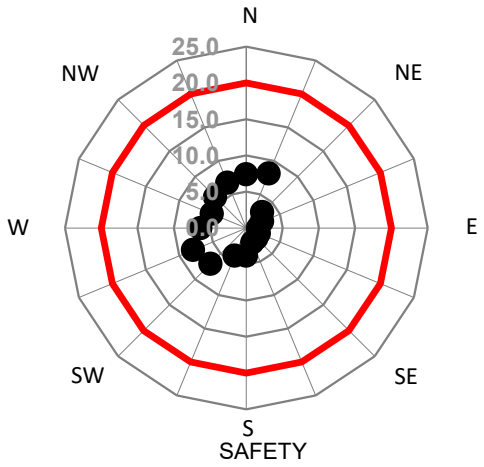
■							
◆							
▲							

Test Location **L1**

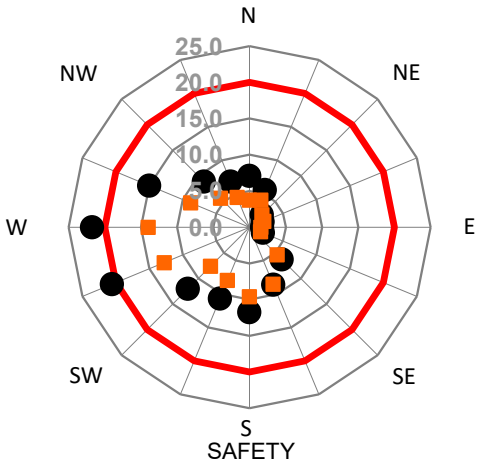


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	4.7%	0.6%	0.1%	2.0	Pass	8.1	Pass
●							
■ **Proposed Configuration with wind mitigation strategies**							
◆							
▲							
■							
◆							
▲							

Test Location **P1**

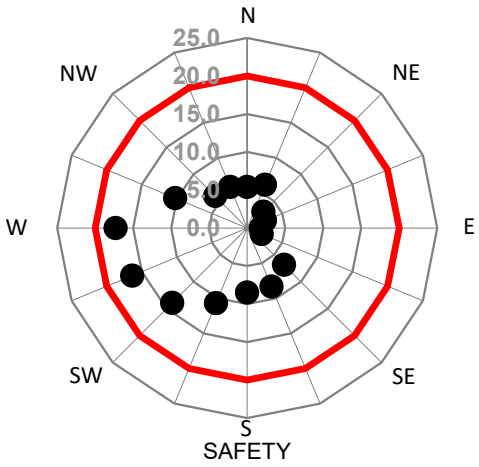


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	29.6%	16.7%	9.4%	3.7	NA - Safety criterion failed	21.8	Fail
●							
■ Proposed Configuration with wind mitigation strategies	15.6%	6.2%	2.3%	2.7	Pass	14.0	Pass
◆							
▲							
■							
◆							
▲							

Test Location **P2**

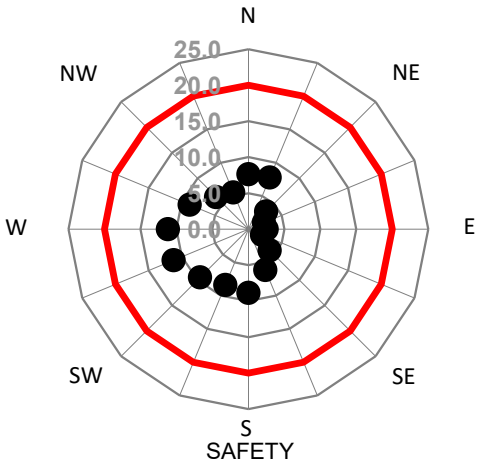


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	21.0%	10.9%	6.0%	3.1	Pass	17.3	Pass
●							
■ Proposed Configuration with wind mitigation strategies							
◆							
▲							
■							
◆							
▲							

Test Location **P3**

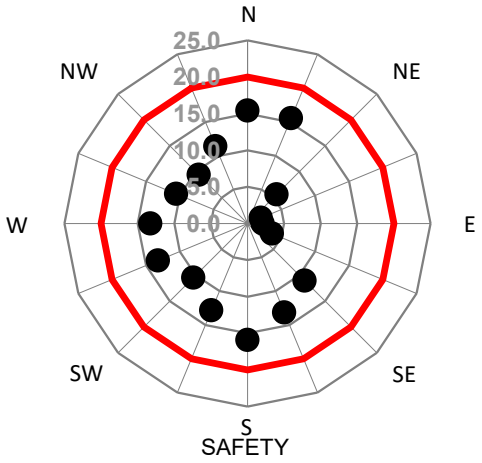


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	15.3%	4.4%	1.1%	2.7	Pass	11.2	Pass
●							
■ Proposed Configuration with wind mitigation strategies							
◆							
▲							
■							
◆							
▲							

Test Location **P4**

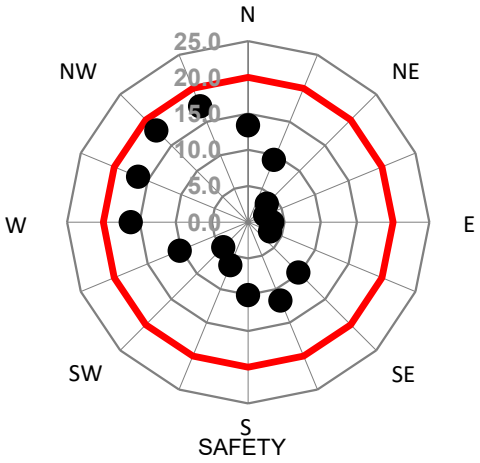


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	46.2%	29.6%	16.0%	4.7	Pass	15.9	Pass
●							
■							
◆							
▲							
■							
◆							
▲							

Test Location **M1**

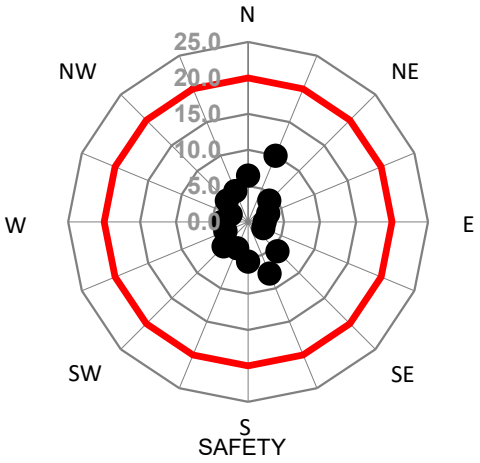


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	36.0%	19.6%	9.5%	4.0	Pass	17.9	Pass
●							
■							
◆							
▲							
■							
◆							

Test Location **M2**

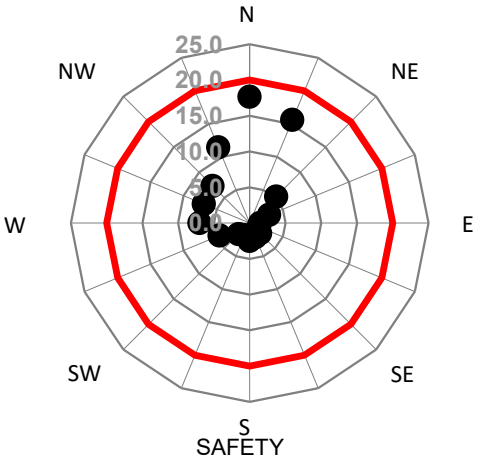


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	2.9%	0.8%	0.2%	1.9	Pass	10.0	Pass
●							
■							
◆							
▲							
■							
◆							
▲							

Test Location **M3**

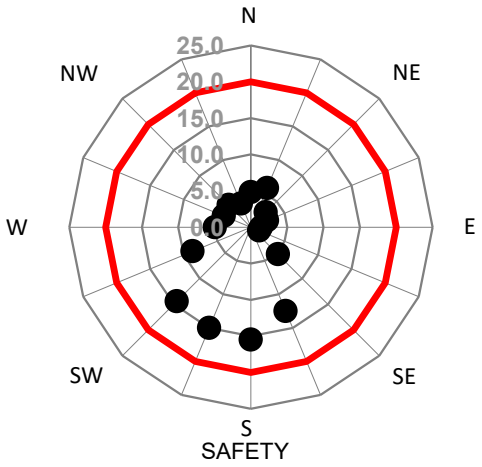


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	21.7%	14.2%	9.1%	3.1	Pass	17.6	Pass
●							
■							
◆							
▲							
■							
◆							
▲							

Test Location **M4**

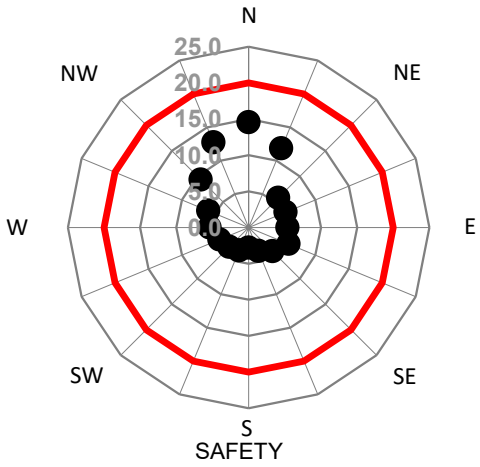


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	21.5%	14.0%	8.2%	3.2	Pass	15.5	Pass
●							
■							
◆							
▲							
■							
◆							
▲							

Test Location **H1**

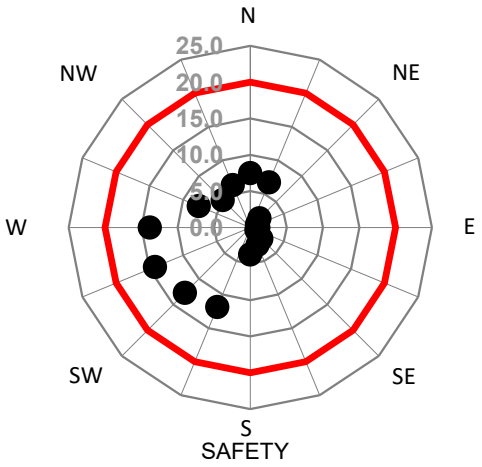


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	18.2%	10.9%	5.0%	2.8	Pass	14.6	Pass
●							
■							
◆							
▲							
■							
◆							
▲							

Test Location **H2**

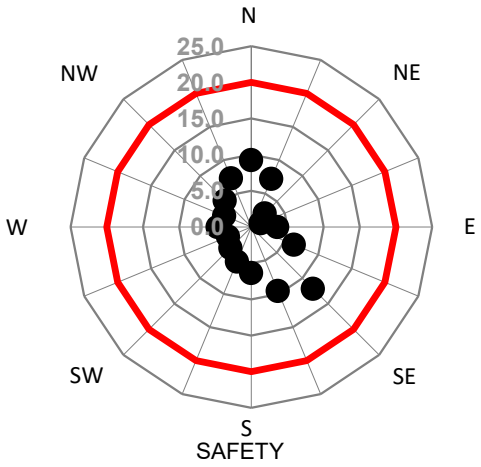


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	15.8%	7.6%	3.6%	2.7	Pass	14.2	Pass
●							
■							
◆							
▲							
■							
◆							
▲							

Test Location **H3**

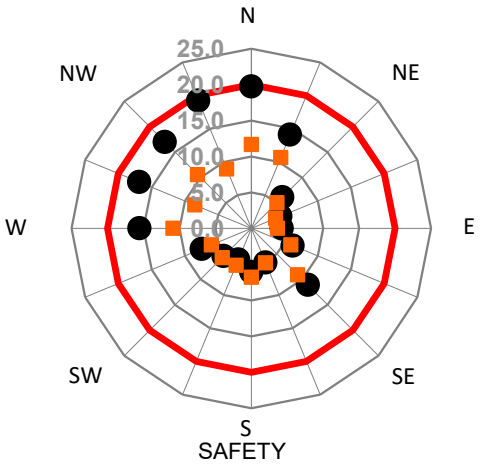


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	9.6%	2.8%	0.6%	2.3	Pass	12.1	Pass
●							
■							
◆							
▲							
■							
◆							
▲							

Test Location **R1**

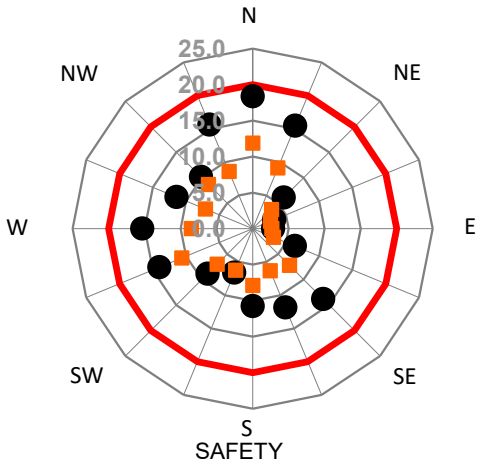


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	35.5%	23.6%	16.2%	4.5	Pass	19.7	Pass
●							
■ Proposed Configuration with wind mitigation strategies	17.9%	7.0%	2.2%	2.9	Pass	11.7	Pass
◆							
▲							
■							
◆							
▲							

Test Location **R2**

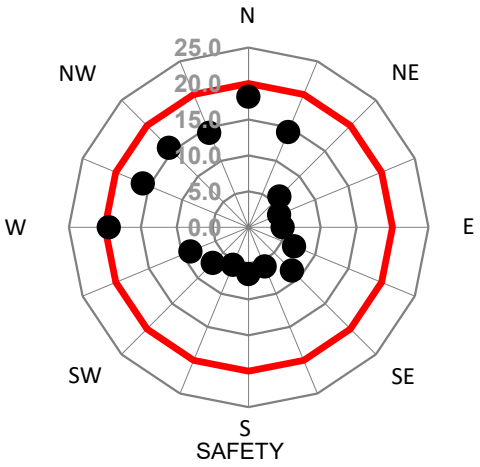


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	44.1%	26.8%	15.5%	4.5	Pass	18.4	Pass
●							
■ Proposed Configuration with wind mitigation strategies	19.6%	6.5%	1.9%	3.0	Pass	11.9	Pass
◆							
▲							
■							
◆							
▲							

Test Location **R3**

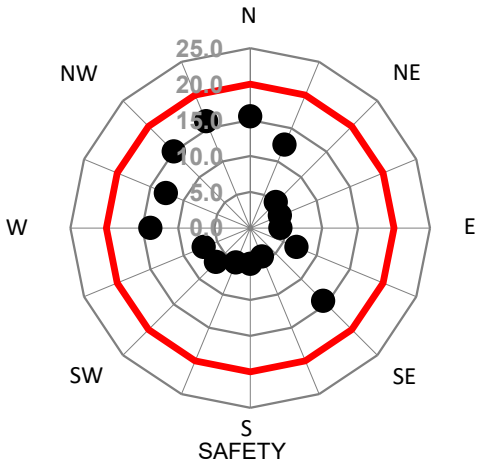


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	35.1%	22.4%	14.8%	4.3	Pass	19.4	Pass
●							
■ Proposed Configuration with wind mitigation strategies							
◆							
▲							
■							
◆							
▲							

Test Location **R4**

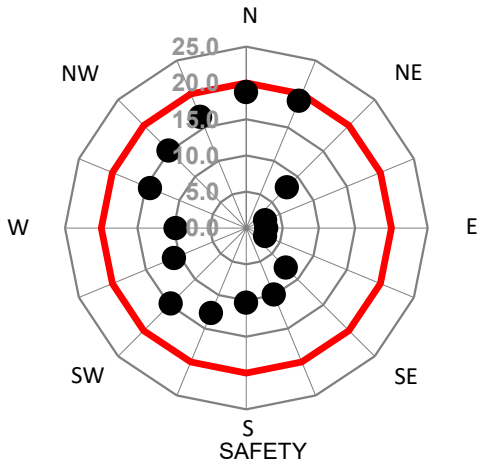


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	28.1%	17.5%	9.1%	3.7	Pass	16.0	Pass
●							
■ Proposed Configuration with wind mitigation strategies							
◆							
▲							
■							
◆							
▲							

Test Location **R5**

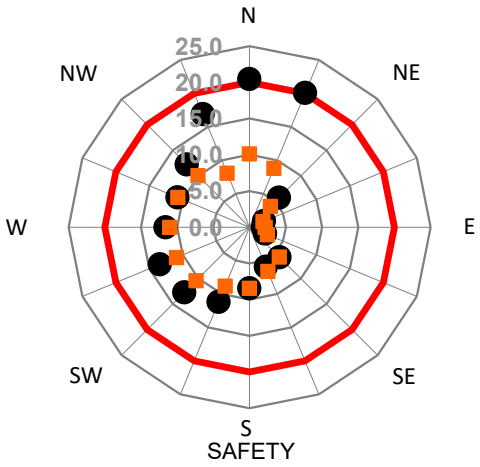


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	44.9%	26.8%	15.9%	4.6	Pass	19.0	Pass
●							
■ **Proposed Configuration with wind mitigation strategies**							
◆							
▲							
■							
◆							
▲							

Test Location **R6**

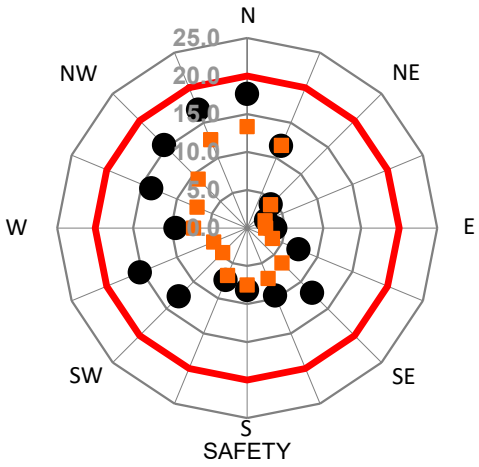


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	41.8%	25.5%	16.4%	4.6	NA - Safety criterion failed	20.4	Fail
●							
■ Proposed Configuration with wind mitigation strategies	22.0%	7.3%	1.9%	3.1	Pass	11.0	Pass
◆							
▲							
■							
◆							
▲							

Test Location **R7**

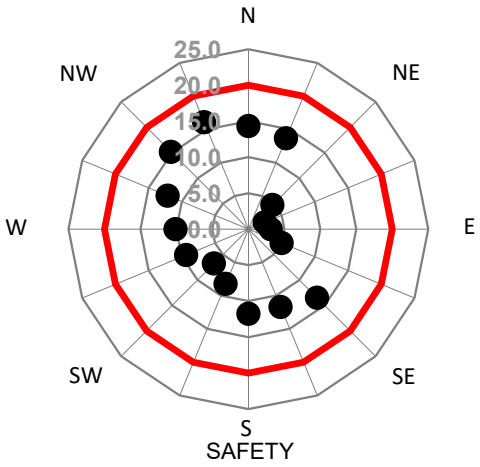


Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	38.6%	22.9%	13.5%	4.3	Pass	17.6	Pass
●							
■ Proposed Configuration with wind mitigation strategies	21.2%	11.1%	4.9%	3.1	Pass	13.3	Pass
◆							
▲							
■							
◆							
▲							

Test Location **R8**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	36.5%	20.1%	9.1%	4.0	Pass	16.1	Pass
●							
■ Proposed Configuration with wind mitigation strategies							
◆							
▲							
■							
◆							
▲							

Affordable Housing Report

Fitzroy Gasworks Parcel A

May 2026

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1. Executive Summary

This report has been prepared in relation to the proposed development of Fitzroy Gasworks Parcel A, 111 Queens Parade ('the Site').

The purpose of this report is to satisfy the requirement set out in the Fitzroy Gasworks Development Plan that:

"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 DP), and at a minimum specify ... 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.
- Evidence establishing that the arrangement is expected to result in an appropriate affordability outcome for an Eligible Household, defined in accordance with the Planning and Environment Act 1987 (The Act).
- Demonstrate how the proposed management supports the delivery of Affordable Housing.
- Status of Affordable Housing delivery across the Fitzroy Gasworks Precinct."

This report includes a summary of the Affordable Housing proposal for Parcel A and demonstrates how the proposed Affordable Housing will be:

- Appropriate in terms of dwelling size, amenity, and location within the Precinct
- Affordable in terms of rent and tenure blind
- Allocated to Eligible Households
- Managed as Affordable Housing for an appropriate term

Fitzroy Gasworks Parcel A Affordable Housing Proposal

Fitzroy Gasworks Parcel A will be developed by Local: Residential as a Build to Rent development comprising approximately 399 apartments, together with resident amenity, commercial space and a central courtyard.

The project will deliver a significant and genuine proportion of Affordable Housing, managed by Storey Residential Ltd ("Storey") in partnership with specialist Community Housing Providers (CHPs).

Local will deliver 33% of the total project as Affordable Housing, structured across two head leases:

Provision	Proportion	Est. Units	Includes First Peoples Dwellings	Tenure Period
AH 1	No less than 20%	80	8	20 Years
AH 2	Balance of 33% (rounded)	52	6	10 Years
Total	**33% (rounded)**	**132**	**14**	**–**

Note: Dwelling counts are estimated on the proposed scheme of 399 units and will be adjusted (if required) to provide 33% (rounded) of the overall approved dwelling count. Dwellings to be provided as Affordable per the definition of the Planning and Environment Act 1987.

No less than 10% of all Affordable Homes will be allocated to Aboriginal and Torres Strait Islander households, managed in partnership with Aboriginal Housing Victoria or another suitably qualified First Peoples–led Community Housing Provider approved by Development Victoria.

Table 2 below summarises how the Minister's Matters have been addressed within the Affordable Housing component of Parcel A:

Government Listed Matter	Parcel A
Allocation	33% of dwellings allocated to eligible households verified against the Planning and Environment Act 1987 income bands. No less than 10% of Affordable Homes allocated to Aboriginal and Torres Strait Islander households.
Affordability	Rent will be set at the lesser of 74.9% of market rent, not to exceed 30% of the income of Moderate Income Households as defined in the Planning and Environment Act 1987.
Longevity of Benefit	AH 1: minimum 20 years from occupation. AH 2: minimum 10 years from occupation.
Tenure	Rental product. Tenants offered leases of up to 5 years, with the ability of Tenants to elect a shorter lease period.
Type (Built Form)	Mix (refer 4.3) consistent with the Affordable Housing dwelling mix requirements outlined in the Development Plan: • max 25% studios; • combined studios and 1-bed no more than 60%; • 2-bedroom up to 60%; • 3-bedroom up to 10%. Should the profile of demand for Affordable Housing change over the development period or term of operation, the Affordable Housing mix is flexible to change to respond to this demand, while maintaining the overall allocation.
Fitzroy Gasworks Parcel A	Affordable and market tenancies integrated throughout the parcel. Tenure blind and externally indistinguishable.
Integration	High-quality design integrated within the wider Precinct. All tenants have equitable access to shared amenities, communal spaces, management team and community events.

Table 2 – Summary of how the Minister's Matters will be addressed within the Affordable Housing in Parcel A

2. Introduction

This Affordable Housing Report has been prepared in relation to the proposed development of Fitzroy Gasworks Parcel A, 111 Queens Parade ('the Site').

This report has been prepared to support a Section 72 Amendment to Planning Permit No. PA2201764, issued on 29 November 2022 and in accordance with the Development Plan requirement that:

"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 DP), and at a minimum specify ... 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 is expected to result in an appropriate affordability outcome for an Eligible Household, defined in accordance with the Planning and Environment Act 1987 (The Act).
- 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."

The purpose of this Affordable Housing Report is to satisfy this requirement and to demonstrate how the proposed Affordable Housing will be:

- Appropriate in terms of dwelling size, amenity, and location within the Precinct
- Affordable in terms of rent and tenure blind
- Allocated to Eligible Households
- Managed as Affordable Housing for an appropriate term

This report builds upon a Dwelling Diversity and Affordable Housing (DDAH) Report endorsed as a background report to the Development Plan in October 2021. The DDAH Report was prepared as a requirement of Yarra Planning Scheme Schedule 16 to Clause 43.04 Development Plan Overlay (Fitzroy Gas Works).

This report is based on assumptions and data at the time of production. From time to time, the market may shift, and more current research may require this report to be amended or replaced with a new report, which must be prepared to the satisfaction of the Minister for Planning.

Key Terms

Affordable Housing is defined in the Planning and Environment Act 1987 as 'housing including social housing, that is appropriate for the housing needs of very low income, low income or moderate-income households'. Income bands updated annually by the Minister for Planning and gazetted each year by Governor in Council Order on July 1 provide clear benchmarks for the incomes of households that may require affordable housing.

Affordable Rental Tenant: A tenant that benefits from the Affordable Housing arrangement, being an eligible very low, low or moderate-income household that pays a rental calculated using no more than 30% of the Planning and Environment Act 1987 income bands.

Affordable Rental Rate: Rent will be set at the lesser of 74.9% of market rent, not to exceed 30% of the income of Moderate Income Households as defined in the Planning and Environment Act 198, and must remain affordable to households on an ongoing basis.

Storey Residential Ltd ('Storey'): An ACNC-registered charity and wholly owned subsidiary of Local: Residential with an independent board, established to provide high-quality attainable housing to very low to moderate income households. Storey manages the affordable dwellings on behalf of Storey Chapter One Ltd (SC One), a subsidiary that holds the head leases over all Affordable Homes.

Community Housing Provider (CHP): A registered entity engaged by Storey to assist with tenant selection, verification, and management, including specialist providers for First Peoples households.

First Peoples Affordable Housing: No less than 10% of all Affordable Homes will be allocated to Aboriginal and Torres Strait Islander households. These will be managed in partnership with Aboriginal Housing Victoria or another suitably qualified First Peoples–led Community Housing Provider approved by Development Victoria.

3. Background Context

3.1 Dwelling Diversity and Affordable Housing (DDAH) Report

In February 2022, Development Victoria submitted the Fitzroy Gasworks Development Plan to the Department of Environment, Land, Water and Planning (DELWP) for 111 Queens Parade and 433 Smith Street, Fitzroy North (former Fitzroy Gasworks). One of the background reports to this Development Plan was a Dwelling Diversity and Affordable Housing (DDAH) Report, prepared in March 2021 and endorsed in October 2021.

The purpose of the DDAH Report was to provide detailed research and analysis to demonstrate how the development of the Site could:

- Provide affordable, diverse and family friendly housing that meets the needs of households on very low, low and moderate incomes (collectively 'lower income earners') as defined under the Planning and Environment Act 1987, and
- Deliver 20 per cent of dwellings as Affordable Housing, meeting the target of up to 20 per cent affordable housing required in the Development Plan Overlay (DPO) Schedule 16 for the Site

The DDAH Report provided the following:

- A summary of State and local government planning and housing policy relevant to the Site
- Analysis of the demographics and likely demand for lower income earners that could live at the Site
- Indicative dwelling types and mixes to meet the needs of target cohorts for affordable housing
- Discussion of how the development can address the DPO requirement to provide family friendly housing at the Site
- An outline of the intended delivery strategies for affordable and diverse housing

3.2 Demand for Affordable Housing in the City of Yarra

Research undertaken to inform the DDAH Report found that the City of Yarra has comparatively high proportions of:

- High income earners as home-owners and renters
- Very low-income earners or welfare recipients in government-subsidised housing
- People living in group households

The proportion of lower income earners present in the City of Yarra has been in decline over the past 30 years and they are now present in significantly lower percentages than the metropolitan average. Lower income earners are finding it increasingly difficult to find affordable housing that suits their needs in the local market, with median purchase and rental prices mostly beyond their reach in Yarra.

Moderate income earners are the largest cohort of lower income earners in the City of Yarra, and within this cohort, there is demonstrated need for:

- One and two-bedroom dwellings for singles, younger and older couples and small families
- Affordable group-housing with two or more bedrooms
- Affordable rentals with security of tenure

There are also cohorts of special need that require housing in the City of Yarra, including people with disabilities, Aboriginal and Torres Strait Islander people and key workers in the local economy. More detail on these findings is discussed throughout this report and builds on the information contained in the endorsed DDAH Report.

3.3 Fitzroy Gasworks Precinct Affordable Housing Strategy

The revitalisation of the Fitzroy Gasworks Precinct will deliver approximately 1,500 apartments over three parcels. Under the planning controls, up to 20 per cent of housing delivered within the precinct must be Affordable Housing as defined in the Planning and Environment Act 1987.

The proposed development of Parcel A by Local significantly exceeds the minimum 20 per cent Affordable Housing requirement by delivering 33% of its total dwellings as Affordable Housing and contributing materially to the precinct-wide target. Together with the approved Affordable Housing contributions of Parcels B and C, the precinct will achieve greater than 20% of housing delivered as Affordable Housing.

Parcel	Total Units	Affordable Units	% of Parcel
A	399	132 (affordable)	33%
B	513	164 (43 affordable, 121 social)	32%
C	539	10 (affordable) 32 (at cost, not technically affordable housing per the Act)	1.9% (actual) 7.8% (including at cost)
All	**1,451**	**306 (actual)** **338 (including Parcel C at cost housing)**	**21.1% (actual)** **23.3% (including at cost)**

Table 3 – Proposed Affordable Housing delivery across Precinct based on Parcel A planning Submission

4. Parcel A Affordable Housing Proposal

4.1 Location of Affordable Housing within Parcel A

The Parcel A development by Local: Residential will comprise two Build to Rent buildings of approximately 399 apartments, together with resident amenity spaces, ground floor commercial tenancies and a central courtyard that links to the Village Heart of the Precinct and adjoining buildings and retail.

The Affordable Housing dwellings will be distributed throughout Parcel A's buildings. They will be externally indistinguishable from market rental dwellings in terms of design specification, finishes, aspect and access to amenity.

4.2 Amenity to Support the Affordable Housing within Parcel A

All residents of Parcel A, including Affordable Housing tenants, will benefit from the high-quality amenity provided for across the precinct, as well as that specific to the Build to Rent community in Parcel A, including:

- Central courtyard and greenery;
- Ground floor uses that showcase a variety of activities and provide activation, including commercial and co-working spaces
- Resident amenity including gym and wellness, bookable dining spaces and rooftop terrace
- On-site management team and resident community events
- A high-quality 'Village Street' at the heart of the precinct
- A 6-star green star communities rating through the Green Building Council of Australia

4.3 Affordable Housing – Parcel A

Summary of Affordable Housing Outcome

Local: Residential will develop two buildings as a purpose-built Build to Rent development, held in single ownership as a long-term investment. The development will deliver 33% (rounded) of total dwellings as Affordable Housing, structured across two head leases and managed by Storey Residential:

- AH 1: 20% of total dwellings, rounded up to the nearest whole dwelling (~80 dwellings on a preliminary design of 399 units), held as Affordable Housing for a minimum of 20 years from the date of occupation of the first dwelling.
- AH 2: The balance of 33% (rounded) (~52 dwellings on a preliminary design of 399 units), held as Affordable Housing for a minimum of 10 years from the date of occupation of the first dwelling.

Dwelling counts will be adjusted to provide 33% (rounded) of the overall dwelling count within the final endorsed design, rounding upward as required.

The proposed apartment mix for the project has been designed to provide a range of typologies suited to different household needs for both Affordable and Market Rental. The overall dwelling mix is consistent with the Affordable Housing dwelling mix outlined in the Development Plan:

Typology	Total Units	Total Mix	AH 1	AH 2	Total Affordable	% of Affordable	Development Plan
Studios	130	33%	20	13	33	25.0%	Up to 60% 1-bedroom and Studio, no more than approximately 25% of total being studios.
1 Bedroom	149	37%	28	18	146	34.8%	
2 Bedroom	102	26%	30	19	49	37.1%	Up to 60%
3 Bedroom	18	5%	2	2	4	3.0%	Up to 10%
Total	**399**	**100%**	**80**	**52**	**132**	**100%**	

*Table 4 – Proposed allocation of dwellings in Parcel A. *Unit counts are based on preliminary designs and subject to change. Total Units and Ave Size include proposed SDA HPS units, which will form part of the 2-bedroom unit allocation.*

The allocation of Affordable Housing will maintain a spread across different typologies as required under the Development Plan and will reflect the changing profile of demand for Affordable Housing over the term of operation.

First Peoples Affordable Housing

10% of all Affordable Homes, rounded up to the nearest whole dwelling (approximately 14 dwellings) will be allocated as housing to be rented to Aboriginal and Torres Strait Islander households. This is a firm commitment, embedded in the Development Agreement between Local: Residential and Development Victoria.

Storey will partner with Aboriginal Housing Victoria or another suitably qualified First Peoples–led Community Housing Provider approved by Development Victoria for the management of these homes via a separate management agreement. Any Community Housing Provider engaged to manage tenancies prioritised for First Peoples households must demonstrate its ability to provide culturally safe and responsive services to Aboriginal and Torres Strait Islander people through its policies, procedures or other measures.

It is intended that the offering to First Peoples households will reflect approximately 10% of each Affordable unit type however the Developer will work with the nominated First Peoples CHP to determine the optimal unit mix allocation for First Peoples households.

Tenant Eligibility and Selection

To be eligible as an Affordable Tenant, applicants will be required to have an income that falls within the Planning and Environment Act gazetted Affordable Housing income bands at the time of tenancy application. To ensure households are eligible, Storey will:

- Review applications for Affordable Housing tenancies and confirm household eligibility by verifying incomes, residency status and household types
- Match eligible households to appropriate apartments and determine their rental rate
- Execute an 'Affordable Tenancy Agreement' with eligible households
- Revalidate eligibility of Affordable Tenants on an annual basis
- Undertake the eligibility process upon any Affordable Tenancy vacancy
- Provide annual compliance reporting to Development Victoria confirming that 33% of dwellings were allocated to eligible Affordable Housing households during the previous 12 months

To be eligible as an Affordable Tenant, applicants must satisfy the eligibility criteria established under Storey's Housing Eligibility and Allocation Policy (refer Appendix A), including:

- Be 18 years of age and over
- Be an Australian citizen or permanent resident
- Prove identity via 100-point identification
- Meet the applicable income and asset eligibility test
- Demonstrate a need for housing that cannot be resolved through own resources
- Provide satisfactory supportive evidence

Income eligibility is assessed against the gazetted Affordable Housing income bands published by the Governor in Council under section 3AB of the Planning and Environment Act 1987 (Vic).

Until such time as Storey is registered as a Community Housing Provider, Storey will partner with an appropriate CHP in the selection and verification of tenants to ensure eligibility requirements are met.

Dwelling Allocation

An applicant will be matched to an Affordable Housing property based on their household requirements, in accordance with the following minimum standards:

Applicant's Household Status	Minimum Bedrooms
Single adult; Couple, No Dependent	Studio or 1 bedroom
Couple, No Dependant; Family (with one or two parents) & (one) Dependent Children	2 bedrooms
Family (with one or two parents) & Dependent Children	3 bedrooms

Eligible Single Adults and / or Couples housing together will be acceptable on the basis of a suitably sized unit.

Housing Prioritisation

Subject to availability of dwellings, Storey will allocate and provide offers to eligible applicants per Storey Eligibility and Allocation Policy, refer Appendix A.

Affordable Rent Setting / Rental Discount

Rent for Affordable tenancies will be set at maximum of 74.9% of the market rent and must not exceed 30% of the income of Moderate Income Households as defined in the Planning and Environment Act. Market rent is the rent that would be charged for the property on the open market without discount. The Affordable Rental rate will be reviewed annually, provided that the resulting rent cannot increase to be greater than 74.9% of the prevailing market rent at the time or exceed 30% of household income.

This approach ensures that:

- Affordable rents remain genuinely discounted below market levels throughout the tenure period
- The discount is meaningful, representing at least a 25.1% reduction to market rent, for all Affordable tenants throughout the term

Over the term of operation it may be necessary to review the Affordable Rental setting approach to reflect updated legislation or the changing needs profiles of Affordable Housing tenants. Any significant changes to the Affordable Rental setting approach will be to the satisfaction of the Responsible Authority and reflected in the annual reporting.

Managing Changes in Household Income

To remain in affordable housing provided by Storey, households must continue to meet the eligibility criteria and demonstrate an ongoing housing need. Storey will reassess eligibility on an annual basis and Tenants will enter rental arrangements that include provisions regarding changes in household income:

- Where a tenant's income remains within the same Affordable Housing income quartile, no change to tenancy is required other than an Affordable Housing rent review.
- Where a tenant's income has moved to a higher or lower quartile, the Affordable Rent may be adjusted as part of an annual review provided that the resulting rent cannot increase to be greater than 74.9% of the prevailing market rent at the time or exceed 30% of household income.
- Where a tenant's income increases above the maximum Affordable Housing threshold, or if a renter no longer satisfies the eligibility criteria, Storey will work with the tenant on a reasonable transition pathway, which may include transfer to an available market rent apartment.
- Where a household's circumstances change (for example, a single-parent family transitions to a lone-person household), Storey will work with the tenant to facilitate a transfer to a more appropriately sized dwelling where available, to support ageing in place and retention of community connections.

Term of Use

The Affordable Housing in Parcel A will be provided across two head leases:

- AH 1 (no less than 20% of dwellings): Available as Affordable Housing for a minimum of 20 years from the date of occupation of the first dwelling.
- AH 2 (balance of 33% rounded): Available as Affordable Housing for a minimum of 10 years from the date of occupation of the first dwelling.

These terms reflect the following:

- The 33% Affordable Housing commitment is substantially higher than comparable private developments, which typically range from 6–10% affordable housing.
- Both terms provide long-term certainty for residents and the City of Yarra as to the supply of affordable housing in the local area.
- The BTR nature of the development, which is structured as a long-term rental model, whereby long-term tenancies are both supported and encouraged.
- Securing a higher proportion of Affordable Housing for an extended period goes beyond typical planning-negotiated outcomes and provides genuine, sustained benefit to the community.

How the Proposal Responds to the Affordable Housing Need

The DDAH Report found that there are declining opportunities for all tiers of lower income earners to find affordable housing in the City of Yarra. For moderate income earners, who are the largest lower income cohort in Yarra:

- There is a strong demand for smaller dwellings
- There is and will continue to be strong growth in demand for Affordable Housing for lone person households, and younger and older couples
- Group households are predominantly younger people renting two and three bedroom dwellings, with more than 30% of these being apartments

The provision of approximately 132 BTR apartments as Affordable Housing responds to this need because rental is the most affordable and appropriate form of tenure for lower income households in this location. The proposed mix of studio, 1, 2 and 3 bedroom dwellings responds to the expected mix of single, group, couple and family lower income households, the forecast age-range make-up of Affordable Tenants, and other needs identified through the City of Yarra's Social and Affordable Housing Strategy (2019).

The vision underpinning Local's approach is to deliver a vibrant, inclusive, and resilient residential community at Fitzroy Gasworks – directly addressing the acute and growing need for accessible, inclusive and affordable rental housing in inner city locations, responding to workforce housing shortages, and advancing equity and inclusion for groups who have historically faced barriers to accessing secure, affordable homes.

The following table outlines how the BTR building proposes to respond to the needs highlighted in Yarra's Affordable Housing Strategy:

Household Type (City of Yarra Social & Affordable Housing Strategy)	How the Affordable Housing Proposal Responds
Aboriginal and Torres Strait Islander people	No less than 10% of all Affordable Homes allocated to First Peoples households. Managed in partnership with Aboriginal Housing Victoria or another First Peoples–led CHP to provide culturally safe services. Mix will respond to needs of the community in consultation with AHV.
Homeless persons – including those escaping family violence, young people (20–29), older women (55+), asylum seekers	Storey's Housing Eligibility and Allocation Policy (Appendix A) places persons experiencing family violence or other distress as the highest priority cohort. Housing within Parcel A will focus on those with low to moderate incomes. Those with no to very low income, or where specialist support is required, are not expected to be suitable under this strategy.

Lower income renters – older people, lone person households, single-parent families	Storey's prioritisation policy ensures older people, lone-person households, and single-parent families are well served by the Affordable Housing offer and eligible applicants with low incomes will be prioritised above moderate-income earners, and local connection is a valued criterion. The mix of studio, 1-bedroom, 2-bedroom and 3-bedroom dwellings caters to the range of lone-person, couple, and small-family households that make up these cohorts. Long-term leases of up to five years provide the security of tenure these households need. Where household circumstances change (for example, a single-parent family transitions to a lone-person household), Storey will work with the tenant to facilitate a transfer to an appropriately sized dwelling where available, supporting ageing in place and retention of community connections.
Key workers in the Yarra local economy, including Artists, Musicians and Arts Professionals	Storey's Housing Eligibility and Allocation Policy specifically prioritises applicants who can demonstrate a connection to the local area. For key workers and arts professionals whose employment requires a physical presence in Yarra, this connection is recognised under Storey's Eligibility and Allocation Policy. The Fitzroy Gasworks Precinct sits in the heart of Yarra's creative and cultural economy. Key workers, including artists, musicians, and arts professionals, are often moderate-income earners who struggle to remain in inner-city locations as rents rise. Local employment connections requiring a physical presence, such as performers, studio artists, and teaching musicians, are a recognised priority consideration. This ensures the Affordable Housing offer directly supports the retention of Yarra's creative workforce in the area.

Table 5 – How the Affordable Housing Proposal responds to the City of Yarra's identified household needs

Regulation of Outcome

The Affordable Housing of Parcel A is allocated to and affordable for eligible households over the term in line with a binding Development Agreement with Development Victoria and is to form the basis of the Registrable Affordable Housing Agreement. This sets out the following key principles:

- 33% (rounded) of dwellings to be provided as Affordable Housing at an Affordable Rent set at no more than 74.9% of the market rent, and not to exceed 30% of the income of Moderate Income Households as defined in the Planning and Environment Act 1987.
- The relevant tenure periods (minimum 20 years for AH 1, minimum 10 years for AH 2 from occupancy permit), with provision for review.
- The Applicant (or nominee) to verify Affordable Housing eligibility by assessing household income on application and annually thereafter
  - Annual reporting to the relevant authority confirming that 33% of dwellings are allocated to eligible Affordable Housing households during the previous 12 months
  - Reporting on Affordable Housing management and eligibility compliance
- The allocation and management arrangements for all forms of Affordable Housing, including responsible parties
- A timeframe for delivery of Affordable Housing and longevity of benefit
- Commitment for no less than 10% of Affordable Homes to be allocated to Aboriginal and Torres Strait Islander households

Appendix A: Storey Eligibility and Allocation Policy

The following is a summary of Storey Residential Ltd's Housing Eligibility and Allocation Policy (POL-COR-002, V1.0, Board Approved 30 May 2024).

Purpose and Scope

Storey Residential Ltd's Housing Eligibility and Allocation Policy sets out the framework under which Storey will manage and determine eligibility for the leasing of affordable housing properties. The policy applies to all housing properties which are managed, controlled and leased by Storey.

Mission and Guiding Principles

Storey's mission is to provide secure, affordable and properly managed housing for the purpose of the relief of poverty, distress or disadvantage of persons experiencing housing need.

The principles underpinning the policy include:

- Alleviating poverty, distress or disadvantage by providing affordable housing to individuals or families that meet the eligibility criteria
- Providing a clear and transparent process around the eligibility criteria and allocation of affordable housing to applicants
- Simplifying the application process for applicants and ensuring that Storey makes offers to eligible applicants in a timely manner
- Co-operation with key individuals and entities, including landowners, stakeholders, applicants and relevant agencies

Eligibility Criteria

To be eligible for affordable housing with Storey, applicants must:

- Be 18 years and over
- Be an Australian citizen or permanent resident
- Prove their identity via a 100-point identification
- Meet the income and asset eligibility test
- Show they need housing and cannot resolve their own housing needs and have a modest standard of living without help
- Provide satisfactory employment and rental reference checks

Income Test

The gross income of a 'household' must be equal to, or below, the moderate-income level of the household type. The applicable income bands depend on the legislative framework under which the housing is delivered. For dwellings delivered under a Section 173 Agreement or planning permit in Victoria, Storey has regard to the income bands specified from time to time by the Governor in Council under section 3AB of the Planning and Environment Act 1987 (Vic). For dwellings delivered under the Income Tax Assessment Act 1997 (BTR MIT regime), Storey has regard to the full-time adult average weekly ordinary time earnings published by the Australian Statistician (ABS).

An applicant's income must be sufficient to ensure that the rent charged by Storey is affordable, being not greater than 30% of household income.

Asset Test

Applicants or household members cannot have assets that could help resolve their own housing needs, including a large amount of savings, property, shares or investments. This requirement is not intended to prevent people from saving a deposit to purchase a home.

Dwelling Allocation

An applicant will be matched to an affordable housing property based on their household requirements, with minimum bedroom allocations as follows:

- Single adult or couple: Studio or 1 bedroom
- Single adult or couple with one other household member: 2 bedrooms
- Single adult or couple with two other household members: 3 bedrooms

Housing Prioritisation

Subject to availability of dwellings, priority is given in the following cascading order:

- First Priority: Applicants who have very low, low and moderate incomes with some other factor where the provision of housing is necessary to relieve distress or disadvantage, including those escaping family violence.
- Second Priority: Applicants who have very low and low incomes who can demonstrate a connection to the area (family, social supports, education, training or work). Employment connections requiring a physical presence in the area are prioritised.
- Third Priority: Applicants who have low incomes.
- Fourth Priority: Moderate income earners who cannot afford accommodation providing a modest standard of living without assistance and who can demonstrate a connection to the area.

Rent

Rent is set at 74.9% of the market rent. Market rent is the rent that would be charged for the property if the rent was not discounted. The rent will be indexed annually to CPI, provided that the rent cannot increase to be greater than 74.9% of the prevailing market rent at the time.

Applications, Offers and Lease Terms

Where Storey has properties available for lease, these will be advertised on Storey's website with formal applications sought from prospective tenants. Storey will offer leases on a term of up to 5 years, with tenants able to elect a reduced term of not less than 12 months.

Where more eligible applicants apply than there are available properties, Storey will apply the Housing Prioritisation principles and, where required, conduct a ballot process to select successful applicants.

Continued Eligibility

To remain in affordable housing provided by Storey, households must continue to meet the eligibility criteria and demonstrate an ongoing housing need. Storey will review a renter's situation before their tenancy agreement ends to determine whether they can continue living in the property. If a renter no longer satisfies the eligibility criteria, Storey will explain their options and may end their tenancy in accordance with the Residential Tenancies Act, with the option to provide a market rent apartment available.


FITZROY GASWORKS
TOWN PLANNING REPORT
Parcel A Landscape & Urban Design
T.C.L

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ABN 73 006 128 963

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REPORT TITLE

Rev	Date	By	Check	Purpose
-	27.03.2026	KG	AO	Draft
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02	08.05.2026	KG	AO	Final

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We acknowledge the Wurrundjeri people of the Kuin Nation on which we live and work. We pay our respects to elders both past, present and emerging.

Introduction

This report outlines the landscape architecture response for Parcel A within the Fitzroy Gasworks precinct, a significant urban renewal site located in Melbourne's inner north. The report has been prepared to support A Section 72 Amendment to Planning Permit No. PA2201764, issued on 29 November 2022. The project forms part of a broader masterplanned redevelopment that transforms a former industrial gasworks into a high-density, mixed-use neighbourhood supported by a strong public realm and integrated community infrastructure.

The landscape strategy for Parcel A is guided by the precinct-wide vision to deliver a connected, legible, and high-quality urban environment that responds to both its cultural context and contemporary urban conditions. It seeks to balance increased residential density with accessible and functional open space, contributing to the overall amenity, sustainability, and identity of the precinct.

This report describes how the landscape design responds to site-specific conditions, including built form, microclimate, and surrounding interfaces, while reinforcing key connections to the broader public realm network. It also outlines how the proposal integrates native and Indigenous planting, Water Sensitive Urban Design (WSUD), and culturally responsive design elements to support biodiversity, environmental performance, and connection to Wurundjeri Country. Through these strategies, the landscape for Parcel A contributes to the creation of a resilient, inclusive, and place-responsive urban environment.



Above image depicts George Street entry. Image by FK Architects.

Site Context

Parcel A forms part of the Fitzroy Gasworks precinct, a 3.9-hectare remediated brownfield site located approximately 4 kilometres northeast of Melbourne's CBD. The site is defined by strong metropolitan edges along Smith Street, Alexandra Parade, and Queens Parade, while internally it is structured through a permeable network of streets and courtyard blocks.

Historically an industrial gasworks, the site has undergone significant environmental remediation, with select heritage elements such as the Valve House retained as artefacts within the new urban fabric.

Parcel A is conceived as a mid- to high-density residential component within a broader mixed-use precinct, incorporating active ground floor interfaces and a build-to-rent model with a substantial affordable housing provision. Its spatial organisation emphasises pedestrian permeability, internalised open space, and reduced car dominance, supported by proximity to high-capacity public transport along the Smith Street corridor. The parcel is integrated with surrounding civic and community infrastructure, including education, recreation, and public open space, reinforcing its role within a cohesive, masterplanned neighbourhood.

NTS



Urban Context









The Fitzroy Gasworks precinct occupies a strategically significant position within Melbourne's inner-north, mediating between the distinct urban conditions of Fitzroy, Collingwood, and Clifton Hill. The surrounding context is characterised by a convergence of fine-grain mixed-use activity corridors, former industrial building stock undergoing adaptive reuse, and established residential neighbourhoods with strong landscape character.

Major arterial routes such as Alexandra Parade and Smith Street provide high levels of connectivity and visibility, while also establishing pronounced urban edges that influence built form and interface conditions.

Within this setting, the redevelopment represents a key urban renewal intervention, transitioning underutilised industrial land into a dense, mixed-use precinct aligned with metropolitan planning objectives for consolidation, housing diversity, and transit-oriented development. The precinct is intended to synthesise surrounding urban morphologies and character conditions, contributing to the evolution of the inner-north as a compact, high-amenity urban environment.

Edge Conditions

The Fitzroy Gasworks precinct is bordered by major arterial roads that strongly influence vehicular movement around the site. Alexandra Parade and Queens Parade carry high volumes of fast-moving traffic across multiple lanes, functioning as key east–west connections within Melbourne's road network. These roads prioritise vehicle flow, resulting in wide carriageways, limited stopping opportunities, and minimal interaction with the site edge. Together, these edges create a highly visible but vehicle-dominated boundary condition that limits direct and easy access into the precinct.

The Valve House forms a key heritage element within the Fitzroy Gasworks precinct, creating a distinct edge between historic and contemporary built form. This presents an opportunity for Parcel A to respond through adjacent interfaces that frame and highlight the Valve House, using setbacks, view corridors, and public realm design to reinforce its presence. The surrounding edges can support activation through pedestrian links, open space, and material references that extend the heritage narrative into the broader precinct. As such, the Valve House operates not only as a retained structure, but as a catalyst for place identity, offering opportunities to anchor movement, visibility, and spatial character within the redevelopment.









Image caption









Edge Conditions

Pedestrian conditions around Parcel A are shaped by its proximity to both high-traffic arterial roads and finer-grain local streets. Alexandra Parade presents a challenging pedestrian edge, with wide carriageways, fast-moving traffic, and limited, widely spaced signalised crossings that restrict safe and direct access across the corridor, creating a strong barrier to movement. To the east, Smith Street provides a more active and connected interface, with tram stops, signalised intersections, and frequent crossing opportunities supporting pedestrian flow into the precinct, although comfort is affected by traffic volumes and constrained footpath widths in some areas.

At a local scale, quieter surrounding streets offer more accessible and lower-speed pedestrian environments. Importantly, Parcel A benefits from a direct pedestrian connection at its south-west corner, linking into the internal precinct network and providing a key access point to shared open space and community facilities, including Fitzroy Pool. In this context, Parcel A presents opportunity to strengthen pedestrian connections to existing crossings, enhance edge permeability, and reinforce this south-west link as a primary pedestrian entry into the broader precinct.

Landscape Vision

The landscape is conceived as a dynamic and inclusive public realm, structured around a series of interconnected “stories” that shape its identity and function.

The ground floor landscape is designed as a dynamic, inclusive gathering space—an evolving garden centered around a communal hub with generous seating, a sculptural canopy, and layered textures inspired by Country. The landscape embraces the building, creating a welcoming setting for socialising, rest, and rejuvenation.

Stories of Place

are grounded in Country, drawing on the cultural and ecological identity of Wurundjeri land while also acknowledging the site’s post-industrial history. Through endemic planting, textured materials, and references to Naarm and the Birrarung, the landscape expresses a deep connection to site, with the retained Valve House acting as a key artefact of the former gasworks—anchoring memory and identity within the evolving precinct.



Stories of Environment

shape a living, responsive landscape that changes with time, season, and climate. A layered palette of native and Indigenous planting, integrated with water-sensitive design, supports biodiversity, cooling, and comfort, while softening the urban condition. The landscape becomes an evolving system—one that filters, shades, and sustains, creating a more resilient and inhabitable environment.



Stories of Activity

bring life and movement to the landscape, centred around a communal heart where people gather, pause, and connect. A sculptural canopy, generous seating, and active edges create a rhythm of occupation—supporting both vibrant social interaction and quieter moments of rest, as people move fluidly through spaces designed for dwelling and encounter.



Stories of Transformation

speak to the site’s evolution from industrial ground to renewed urban precinct. Traces of the past are reinterpreted through material and spatial expression, while new layers of green infrastructure and public life redefine its future. This transformation is not singular but ongoing—an adaptive landscape that continues to grow, connect, and contribute to the broader network of open spaces across the precinct.



Image caption



Fitzroy Gasworks Masterplan

Parcel A will bring 399 new homes to the precinct, designed to create a welcoming and connected community. The development is shaped by a respect for Country, with cultural connections and stories embedded across the site.
Green spaces play a key role, with landscaping that ties the whole parcel together and creates the Village Heart as a central meeting place. Paths and planting connect people to nature, neighbours, and the wider precinct, making everyday life feel more open and connected.
An internal road network will make it easy to move around, while keeping the focus on walkability and active transport. The heritage building will be celebrated as a landmark within the site, offering a strong link to the past while sitting comfortably alongside new development.
Parcel A will integrate seamlessly with surrounding uses, including educational, sporting, and the adjacent Parcels B and C. This layered mix of functions will enrich daily life and reinforce the broader precinct as a cohesive, inclusive environment.
Smith Street, the Village Heart, and the Valve House will be identified as key connecting nodes, forming a legible network of movement and gathering. Together, these places will operate as anchors of identity and orientation.

Landscape Approach

Building on the 4 key moves, the landscape response integrates the following:

- Clear sightlines to support safety and legibility
- Adaptive planting approach that responds to the site's varied microclimates.
- Design ensures comfortable and usable spaces throughout the day and seasons
- Rich palette of native and Indigenous planting
- Strong integration with built form to create seamless transitions
- Continuation of landscaped nodes strengthens connections across the precinct
- Tree-lined landscape buffers soften edges
- Green roofs enhance biodiversity outcomes
- Sculptural canopy encourages meandering movement through the site
- Creates opportunities to sit, dwell, and engage
- Supports cohesive public realm outcomes, including connections to Parcels H and I

Green Factor Rating

The project's green factor score of 0.58 is a measure of the volume and efficacy of green infrastructure. This is calculated from the ratio of 'Green Factor Area' on ground level and rooftop areas based on the site's total area (of 6800 sqm).

Project contributing Green Factor elements include:

- Certified maintenance plan
- Landscape architect engaged in design
- Landscape brief developed
- Irrigation consultant appointed
- Rain/non-potable water used for irrigation

The Ecosystem Services featured on the below radar chart have been identified by the City of Melbourne as key areas where green infrastructure contributes towards.









Co-Design Initiatives









The landscape is designed as a dynamic, inclusive gathering space—an evolving garden centered around a communal hub with generous seating, a sculptural canopy, and layered textures inspired by Country. The landscape embraces the building, creating a welcoming setting for socialising, rest, and rejuvenation.

Connection to Country is expressed through materiality, spatial arrangement, and sculptural forms.
"Home is where the fire is burning"—a metaphor for community gathering. The "fire" create rising smoke on the horizon, symbolising shelter and connection.

The material palette reflects the convergence of the west (basalt) and east (sedimentary stone) at the Birrarung.

Planting will feature a rich, multilayered native palette, focusing on shade-loving and endemic species.

Source:Pinterest

Key Moves

Four key moves were developed as part of the landscape and public realm approach.

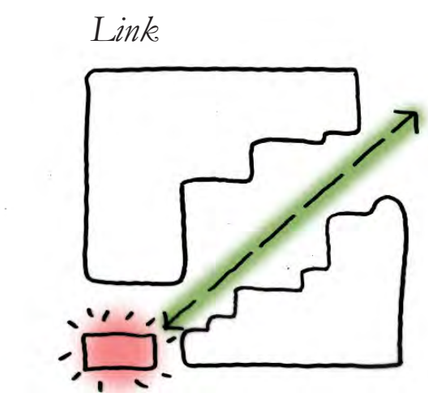
The landscape approach firstly establishes strong connections and views to the Valve House, reinforcing its role as a key heritage focal point within the precinct.

A welcoming central hub is created through integrated seating edges and a sculptural canopy, supporting gathering, interaction, and creative use of the space.

Cultural narratives of Naarm and the Birrarung are expressed through textured paving, artworks, and canopy elements, embedding meaningful stories of place within the public realm.

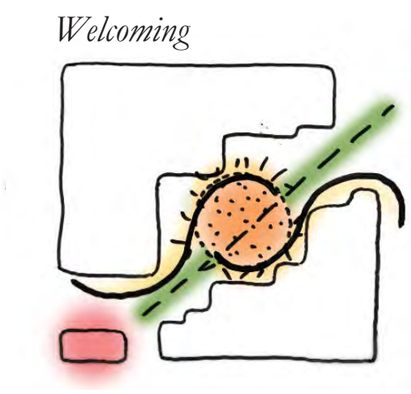
This is complemented by a surrounding layer of endemic planting, which envelopes the site and contributes to a cohesive, place-responsive landscape character.

Link



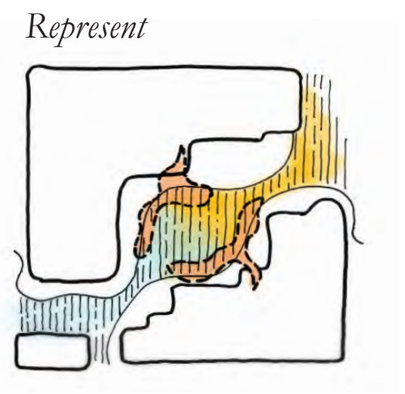
Connections and views to the Valve House

Welcoming



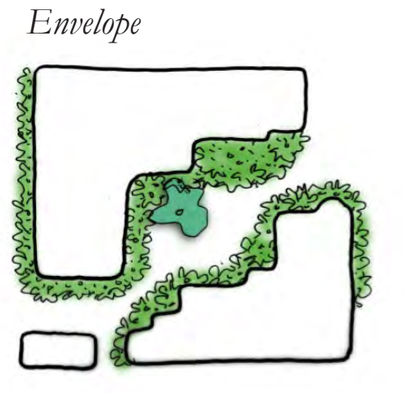
Create a welcoming gesture through seat edges and canopy that defines a central hub for meeting intereaction and creativity

Represent



Naarm and Birrarung through textured paving and artworks and canopy element

Envelope



The site with textured endemic flora

Ground Floor Plan



Town Planning

Planting Character

Planting across the precinct is proposed to feature a rich, multilayered native palette, with an emphasis on shade-tolerant and locally endemic and Indigenous species. This approach supports biodiversity, enhances microclimatic performance within central meeting place and street environments, and reinforces a distinct landscape identity aligned with the site's ecological context and connection to Country.









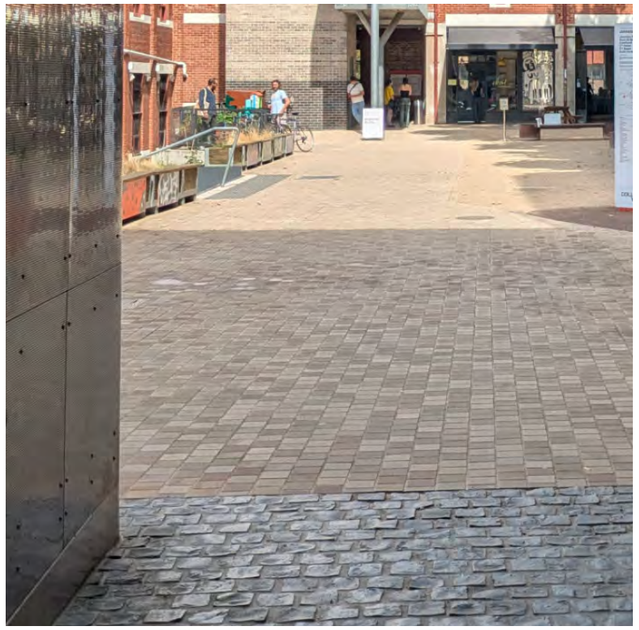
Parliament House Rooftop by TCL

Furnishings and Materials

Materiality across the precinct is informed by both the site's industrial history and its cultural and geological context, supporting a cohesive and place-responsive public realm.

A robust architectural palette of durable materials, including concrete, brick, and steel, references the former gasworks while ensuring longevity in high-use areas. This is complemented on the ground plane by textured paving and integrated surface treatments that support wayfinding and spatial definition.

The material palette also reflects the convergence of the west (basalt) and east (sedimentary stone) at the Birrarung, embedding a geological design response specific to Wurundjeri Country. This is incorporated through elements referencing Naarm and the Birrarung, expressed in patterned paving, artworks, and canopy structures. Together, these strategies reinforce local identity, cultural recognition, and the overall legibility of the precinct.



Collingwood Yards pavement by SBLA



Bendigo TAFE by SBLA



Basalt seating



Otter Street Seating by TCL

Tree Planting

Tree planting consists of a range of endemic and native species with defined and robust habit and canopy cover which will thrive and support biodiversity outcomes. Trees will provide character and interest, creating a distinct sense of place for the development.

Irrigation
All planting will be irrigated. Rainwater harvesting has been incorperated into the project design with 1,200kL/yr tank reuse for irrigation. Refer ESD Consultant.

Better Apartment Design Standards
Tree planting design utilises BADS parameters based on development size incorporating soil depth canopy cover requirements. The site proposes 59x Type A trees and 9x Type B trees.

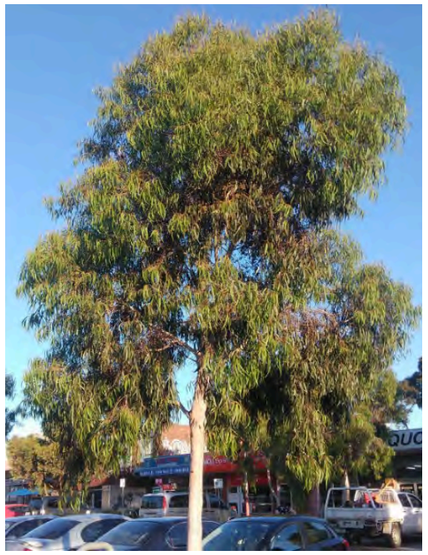
Symbol	*Scientific Name*	*Common Name*	*Pot Size (mm/L)*	*Size (H x W)*	*Quantity*	*Notes*
Ac	*Acacia podalyriifolia*	Queensland Silver Wattle	100L	5 x 3m	12	Type A Planted in groups of 3-5
Co	*Corymbia citriodora Dwarf*	Lemon Scented Gum	200L	6m x 4m	12	Type A
EuD	*Eucalyptus leucoxylon' Euky Dwarf'*	Red Flowering Yellow Gum	200L	10 x 7m	16	Type A
EuR	*Eucalyptus leucoxylon Rosea*	Red Flowering Yellow Gum	200L	5 x 5m	5	Type B
EuB	*Eucalyptus pauciflora (Peninsula form)*	Snow Gum	200L	10 x 7m	4	Type B
Eup	*Eucalyptus pulverulenta 'Baby Blue'*	Silver Mountain Gum	100L	6 x 4m	10	Type A Planted in groups of 3-5
Tr	*Tristaniopsis Laurina 'Luscious'*	Water Gum	200L	7 x 5m	9	Type A George Street planters
				Total	68	



Acacia podalyriifolia



Eucalyptus leucoxylon' Euky Dwarf'





Tristaniopsis Laurina 'Luscious'

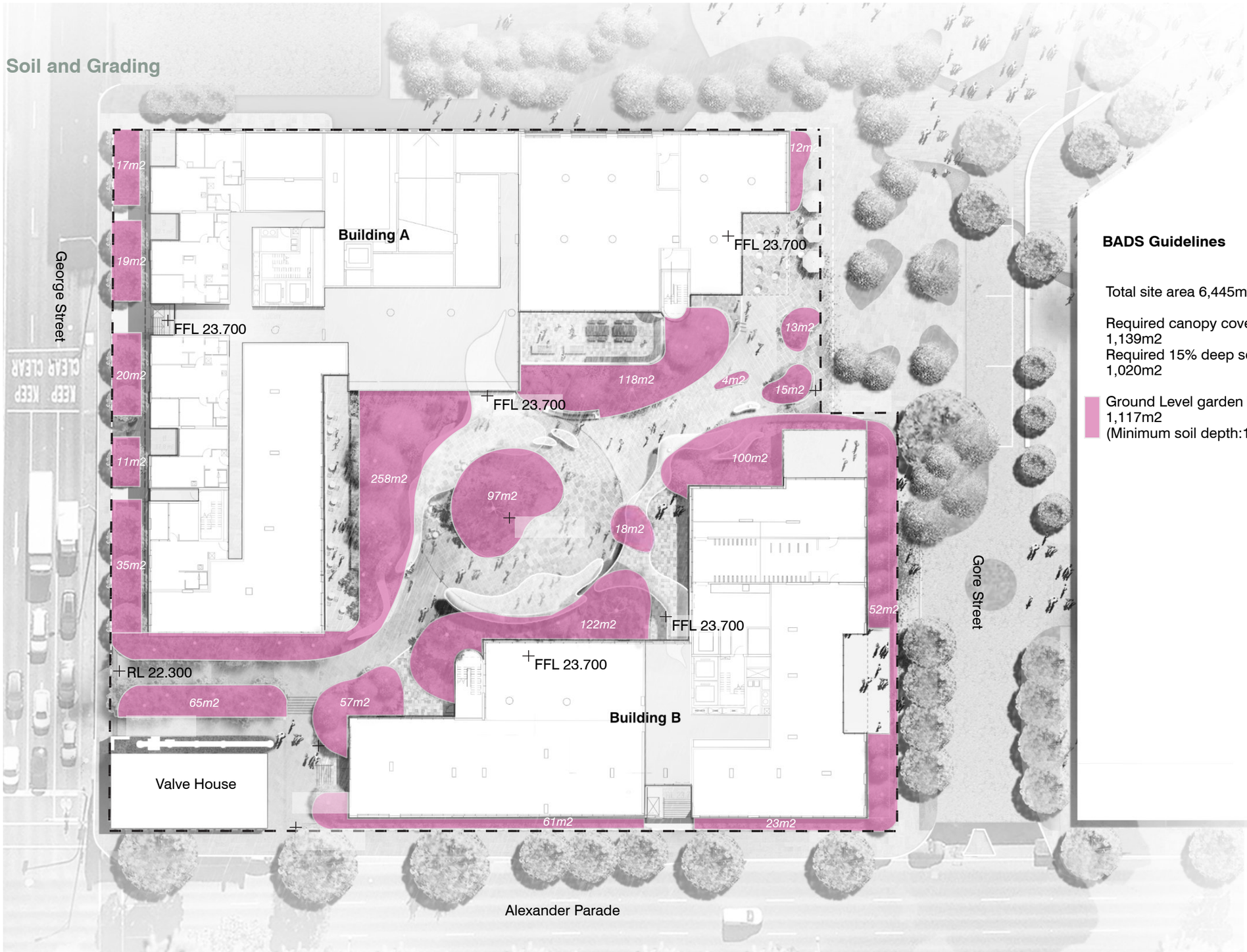


Eucalyptus pulverulenta



Eucalyptus leucoxylon 'Euky Dwarf'

Deep Soil and Grading



BADS Guidelines

Total site area 6,445m2

Required canopy cover:
1,139m2
Required 15% deep soil planting:
1,020m2

Ground Level garden bed area:
1,117m2
(Minimum soil depth:1m)

BADS Standards - Trees

The project site area is 6,445m2. As such, the BADS Standards suggests the following requirements (refer table D2):

- 350m2 plus 20% of the site area above 2,500 square meters = 1,139m2
- At least two Type B trees or one Type C tree

The proposed planting design will see 1,147m2 of canopy coverage through proposed trees, with at least two Type B trees.

In addition to this, a proposed canopy structure will provide 708m2 of coverage across the site.

Minimum soil depths are required for all proposed trees (refer table D3). These are as follows:
- 0.8m min depth for Type A trees
- 1m depth for Type B trees.

Tree types are calculated based on the minimum canopy diameter and heights at maturity. (Refer table D4)

A combination of raised planters and setdown slab levels have been proposed to accommodate these depth requirements. These depths do not include the drainage layer, which is an additional depth and has also been considered in the design.

Table D2 Deep soil areas and deep soil requirements

Site area	Canopy cover	Deep soil
1000 square metres or less	5% of site area Include at least one Type A tree	5% of site area or 12 square metres whichever is greater
1001 – 1500 square metres	50 square metres plus 20% of site area above 1000 square metres Include at least one Type B tree	7.5% of site area
1501 - 2500 square metres	150 square metres plus 20% of site area above 1,500 square metres Include at least two Type B trees or one Type C tree	10% of site area
>2500 square metres	350 square metres plus 20% of site area above 2500 square metres Include at least two Type B trees or one Type C tree	15% of site area

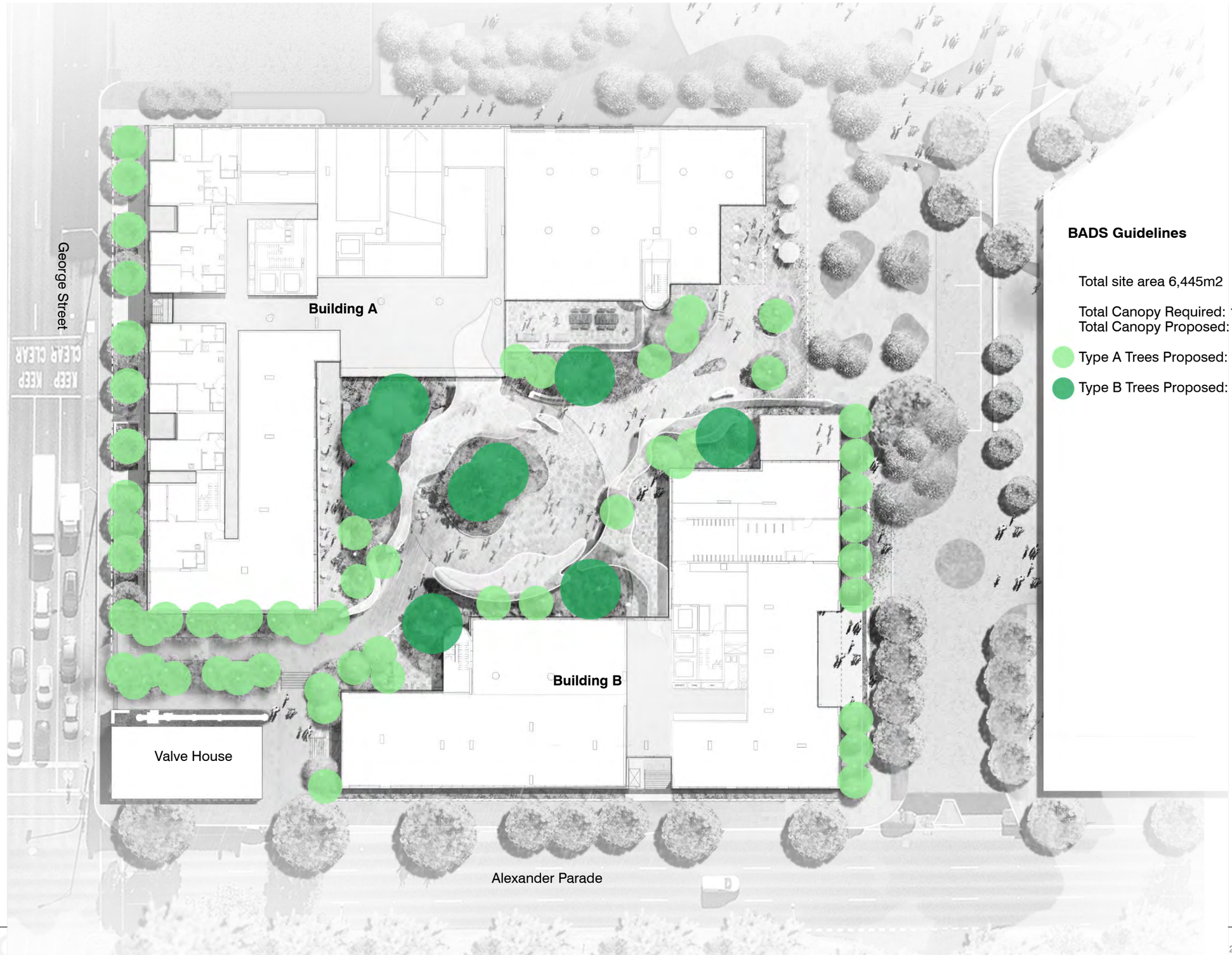
Table D3: Soil requirements for trees

Tree type	Tree in deep soil	Tree in planter	
	Area of deep soil	Volume of planter soil	Depth of planter soil
A	12 square metres (min. plan dimension 2.5 metres)	12 cubic metres (min. plan dimension of 2.5 metres)	0.8 metres
B	49 square metres (min. plan dimension 4.5 metres)	28 cubic metres (min. plan dimension of 4.5 metres)	1 metre
C	121 square metres (min. plan dimension 6.5 metres)	64 cubic metres (min. plan dimension of 6.5 metres)	1.5 metres

Note: *Where multiple trees share the same section of soil, the total required amount of soil can be reduced by 5% for every additional tree, up to a maximum reduction of 25%.*

Table D4: Tree types and sizes

Tree type	Minimum canopy diameter at maturity	Minimum height at maturity
A	4 metres	6 metres
B	8 metres	8 metre
C	12 metres	12 metres

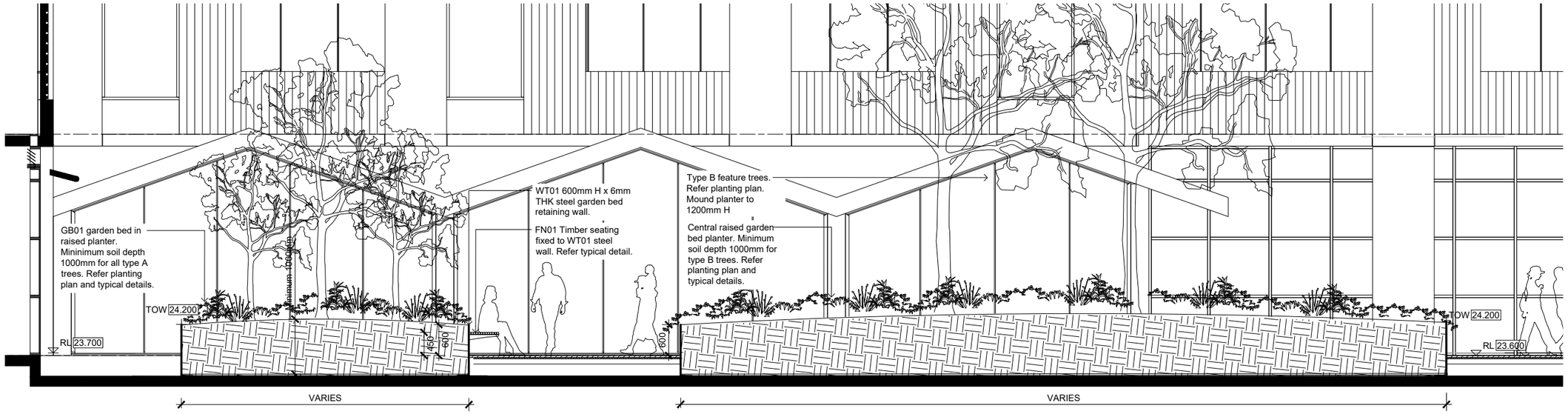

George Street
Building A
Building B
Valve House
Alexander Parade
BADS Guidelines
Total site area 6,445m2
Total Canopy Required: 1,139m2
Total Canopy Proposed: 1,149m2
Type A Trees Proposed: 59
Type B Trees Proposed: 9

Meeting Place



The meeting place is at the heart of the precinct. A central planter featuring two medium size Indigenous trees creates a district sense of place and memorable meeting point. Stone paving transitions with both material and scale as one moves through the space.

Generous planters with integrated timber seating offer diverse social opportunities. Tree canopy cover and robust native and Indigenous planting provide a green buffer to building entry with distinct micoroclimates.



01 CENTRAL COURTYARD NORTH
Section






Valve House

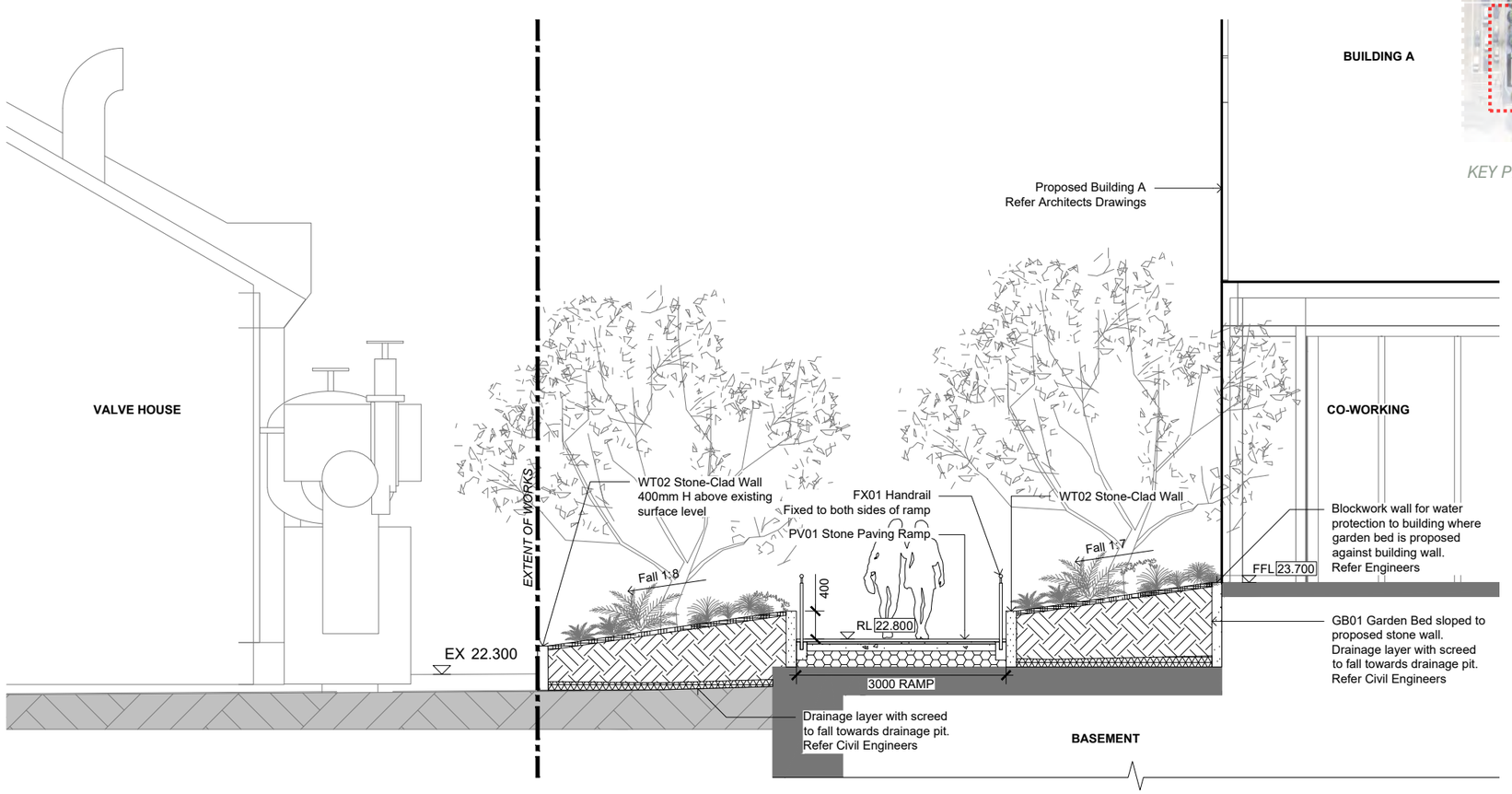
The retained Valve House is envisioned as a key civic and cultural element within the Fitzroy Gasworks precinct, providing an opportunity to celebrate the site's industrial heritage while supporting new forms of public life and activity.

A paved bluestone entry provides a DDA ramp transition from the surrounding street footpath to the central courtyard. The southern entry provides stair and lift access to the buidling while retaining universal access to Valve House for future use.





Architectural render by FK depicting Valve House entry



03 VALVE HOUSE/RAMP INTERFACE
Section

Scale 1:50

BUILDING A



KEY PLAN

Ground Level - Cafe



The Café interface is a key node and social interface to Gore Street and surrounding precincts. The café terrace is a key point of ground level activation with view lines maintained for CPTED principles. Paving seamlessly transitions from street to central courtyard meeting space through a change of materials. Timber seating and bikes racks located adjacent to the café terrace provide visitor amenity and social gathering space.



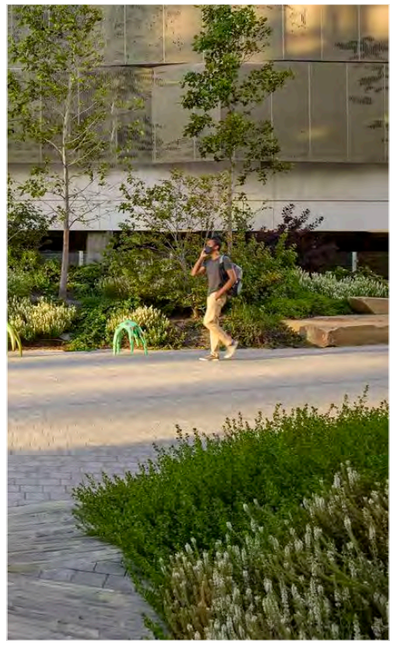
KEY PLAN



Paving transition



Outdoor dining



Perimeter planting

George Street Interface



KEY PLAN

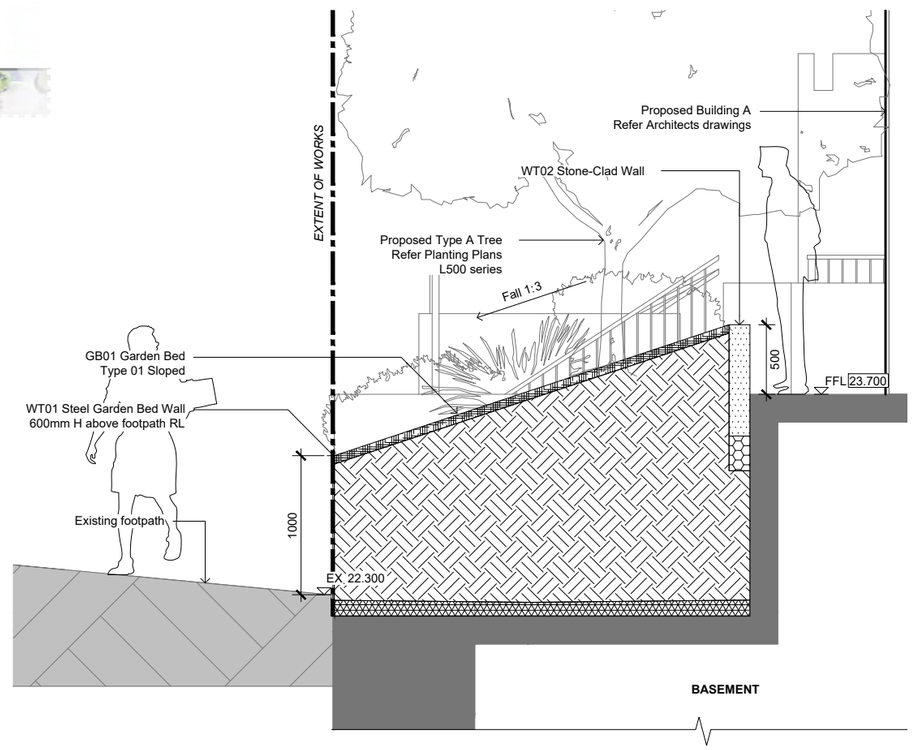




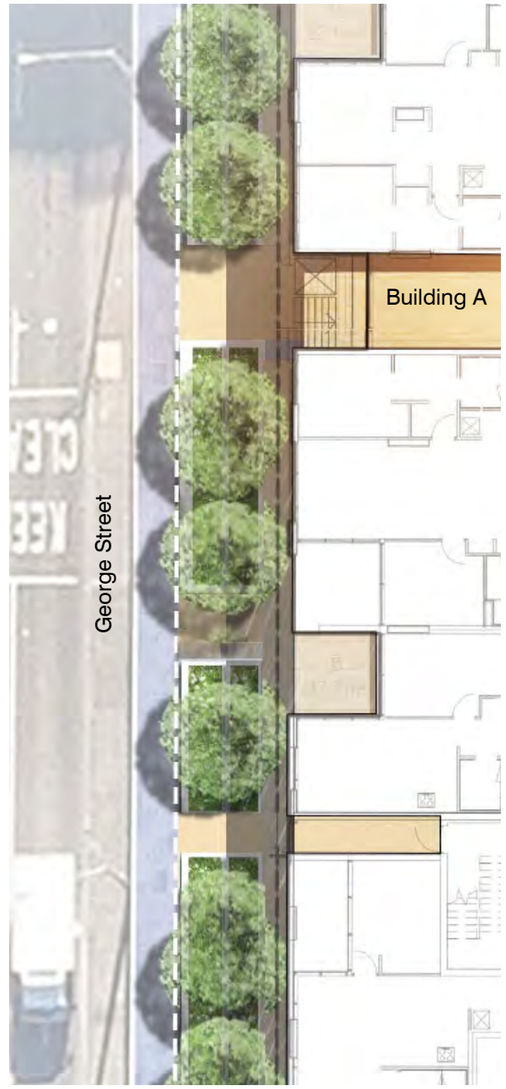
Architectural render by FK George Street

Together, the landscape and built form response along George Street interface contributes to a greener and more pedestrian-friendly character, reinforcing the broader precinct objective of creating a connected and high-amenity public realm.

Deep planting is extended along the street edge with a graded garden bed integrated with stair entry to residences.



01 GEORGE ST INTERFACE
Section



Ground Level - Gore Street Interface

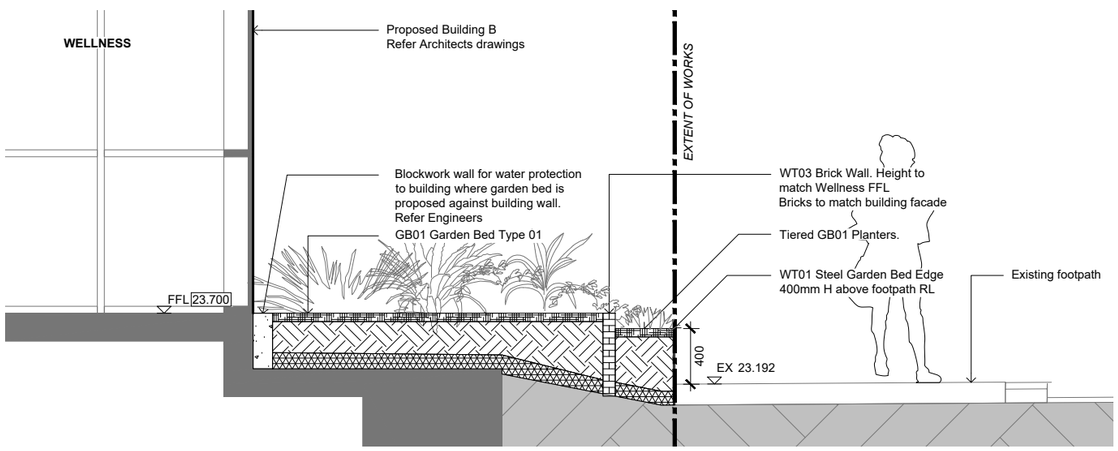


Architectural render by FK depicting Gym Terrace and Gore Street



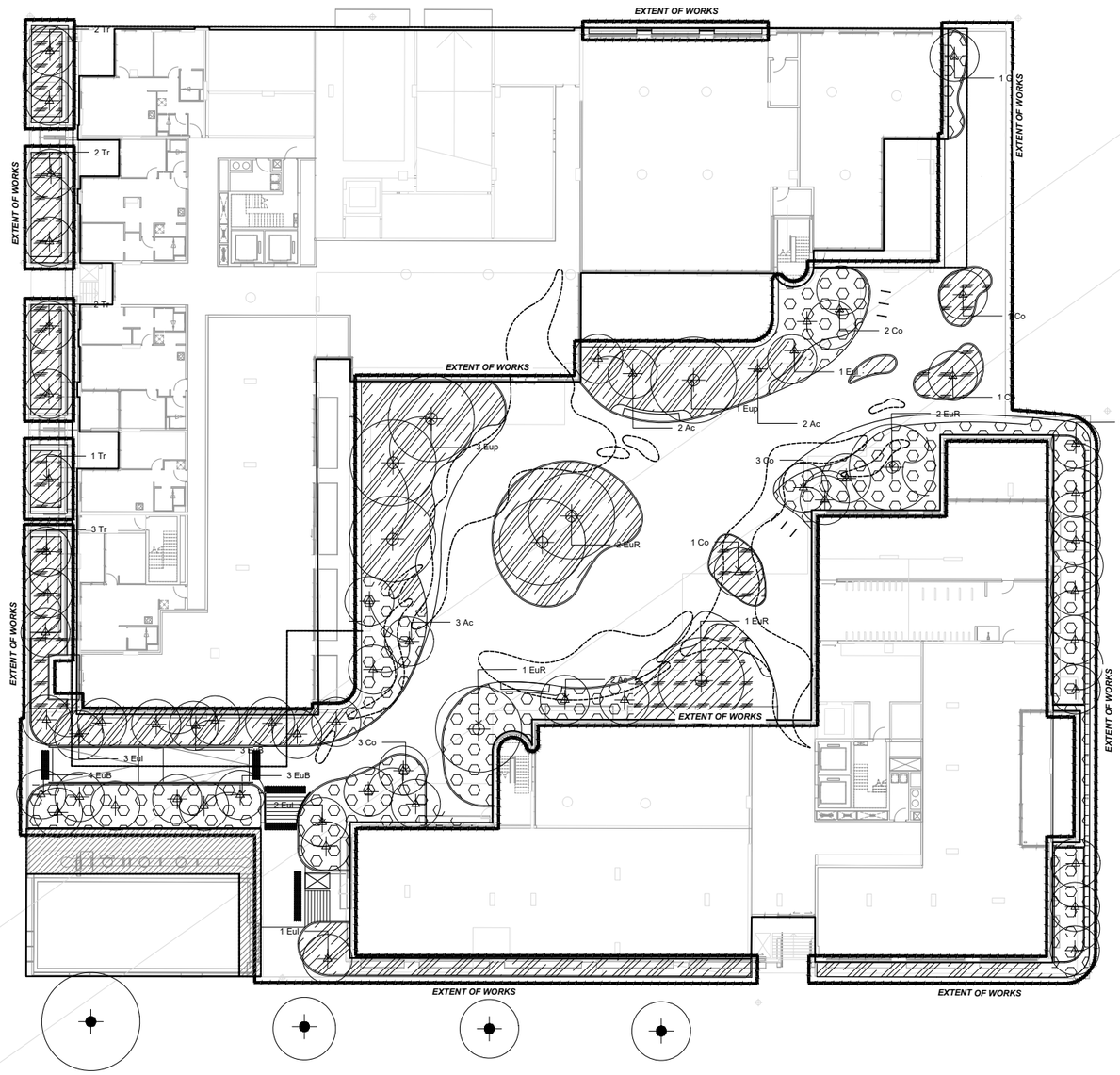
Gore St will connect users from Alexandra Parade to the heart of the broader precinct. A terraced landscape against the building will provide small trees and cascading planting.

The gym will feature an indoor/outdoor terrace, that will be framed by an elevated garden planter to prevent unwanted access onto the terrace and into the building.





Planting Ground Level Plaza



LEGEND

- Mix A
- Mix B
- Mix C
- Proposed trees Type A
- Proposed trees Type B
- Existing street trees
- Extent of Works
- Tree Protection Zone Refer Arborists Report
- Pits Refer Engineers Drawings

Status:
TOWN PLANNING
NOT FOR CONSTRUCTION

Rev	Date	Revision Details	By	Chk	App
-	08.04.26	TOWN PLANNING AMENDMENT APPLICATION	AO	KG	PL

Consultant File Reference: M2516

Gasworks Fitzroy
433 Smith St, Fitzroy, VIC, 3068

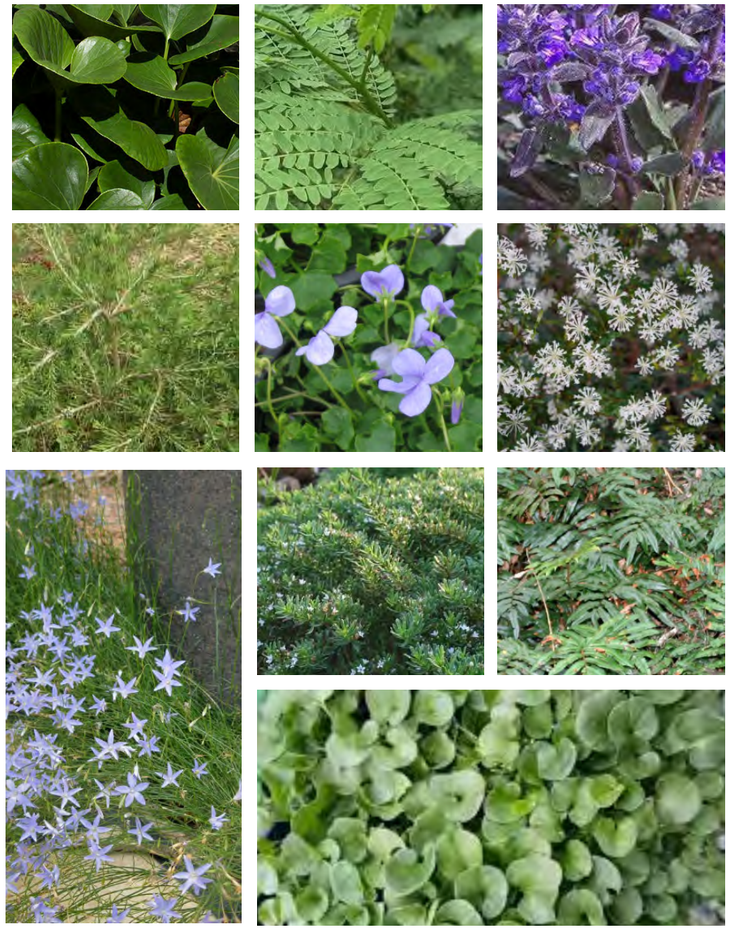
T.C.L
TAYLOR CULLITY LETHLEAN

Designed by: TCL
Drawn by: AO
Checked by: KG
Approved by: PL
Date: 08.05.26

Drawing: LANDSCAPE PLAN - GROUND
Sheet: 01 OF 01
Purpose: LANDSCAPE ARCHITECTURE
Date: 08.05.26
Scale: 1:200
Drawing No.: L500
Rev.: -

Ground Level - Mix A Courtyard North

SYMBOL	Scientific Name	Common Name	Pot Size (mm/L)	Size (H x W)	Quantity
SHRUBS - low					
Ad	Adiantum aethiopicum	Maidenhair Fern	300mm	0.3–0.6 m × 0.3–0.6 m	100
Bl	Blechnum nudum	Fishbone Fern	300mm	0.5–1 m × 0.5–1 m	130
Go	Goodenia ovata	Hop Goodenia	300mm		220
Li	Ligularia dentata reniformis	Tractor Seat Plant	300mm	0.6–1 m × 0.6–1 m	220
Md	Microsorum diversifolium	Kangaroo Fern	300mm	0.3–0.6 m × 0.5–1 m	215
Pl	Plectranthus Argentatus 'Silver Plectranthus'	Silver Spurge	300mm	1–1.5 m × 1–1.5 m	115
				Total	**1000**
GRASSES & SEDGES					
Dir	Dianella revoluta	Black anther flax-lily	300mm	0.5 m × 1–1.5 m	220
Dit	Dianella tasmanica	Tasmanian flax-lily	300mm	1–1.5 m × 1–1.5 m	165
Lf	Lomandra filiformis	Wattle Mat-rush	300mm		137
Lo	Lomandra Tanika	Mat-rush	300mm	0.5–0.6 m × 0.6–0.7 m	185
Po	Poa labillardierei var. labillardierei	Common Tussock Grass	300mm	0.8–1.2 m × 0.8–1 m	220
Ws	Wahlenbergia stricta	Tall Bluebell	300mm	0.3–0.6 m × 0.3–0.5 m	163
				Total	**1090**
GROUNDCOVER					
Aja	Ajuga australis	Austral Bugle	300mm	0.1–0.2 m × 0.5–1 m	100
Asa	Asplenium australasicum	Birds Nest Fern	300mm	1 × 1 m	75
Bw	Blechnum wattsii	Hard Water Fern	300mm	0.5–1.5 m × 0.5–1 m	130
Di	Dichondra repens	Kidney-weed	300mm	0.05–0.1 m × 1–2 m	186
Vi	Viola hederacea	Ivy-leaf Violet	300mm	0.05–0.1 m × 0.5–1 m	265
				Total	**756**



Mix A responds to the shaded microclimate from the northern overshadowing building. It contains a mix of Indigenous plant species that are found in a similar climate on Wurundjeri Country complimented by robust variety of native exotic shade tolerant species.

Ground Level Planting - Mix B Courtyard South

SYMBOL	Scientific Name	Common Name	Pot Size (mm/L)	Size (H x W)	Quantity
SHRUBS & LOW COVER					
Ca	*Callistemon pearsonii 'Rocky Rambler'*	Prostrate Bottlebrush	300mm	0.5 m × 1–1.5 m	165
Cal	*Calothamnus quadrifidus*	One Sided Bottlebrush	300mm	2–3 m × 1.5–2 m	110
Cor	*Correa reflexa 'Watermelon'*	Rock Correa	300mm	1.5 m × 1.5 m	167
Cr	*Crowea exaltata*	Crowea	300mm	1 m × 1 m	165
Go	*Goodenia ovata 'Goldcover'*	Hop Goodenia	300mm	0.3–0.5 m × 1.5–2 m	126
Ind	*Indigofera australis*	Austral Indigo	300mm	1 x 1m	150
Me	*Melaleuca thymifolia*	Honey Myrtle	300mm	1–1.5 m × 1–1.5 m	110
Ph	*Philotheca myoporoides*	Waxflower	300mm	1–2 m × 1–1.5 m	200
Ve	*Veronica peratifolia*	Diggers Speedwell	300mm	0.6m x 0.6m	194
				Total	**1387**
GRASSES & SEDGES					
Dr	*Dianella revoluta*	Black-anther Flax Lily	300mm	0.5 m × 1–1.5 m	100
Lo	*Lomandra Tanika*	Mat Rush	300mm	0.5–0.6 m × 0.6–0.7 m	155
Pol	*Poa labillardierei var. labillardierei*	Common Tussock Grass	300mm	0.8–1.2 m × 1 m	150
Pos	*Poa Snugan Bugan*	Suggan Buggan Tussock Grass	300mm	0.6–0.9 m × 0.6–0.9 m	150
Tht	*Themeda triandra 'True Blue'*	Kangaroo *Grass* 'True Blue'	300mm	0.3–0.6 m × 0.3–0.6 m	110
Was	*Wahlenbergia stricta*	Tall Bluebell	300mm	0.3–0.6 m × 0.3–0.5 m	175
Xa	*Xanthorrhoea minor*	Small Grass Tree	300mm	0.6 m x 1 m	86
				Total	**926**
GROUNDCOVER					
Cap	*Correa ablba prostrate*	Coastal Corea	300mm	0.5m x 1.2 m	167
Di	*Dichondra repens*	Kidney-weed	300mm	0.05–0.1 m × 1–2 m	350
Dip	*Dillwynia phylicoides*	Smooth Parrot Pea	300mm	0.3–1 m × 0.5–1 m	100
Gop	*Goodenia ovata 'Prostrate'*	Hop Goodenia (Prostrate)	300mm	0.2–0.4 m × 1.5–2 m	350
Ja	*Jasminum suavissimum*	Sweet Jasmine	300mm	1–2 m × 1–2 m	186
My	*Myoporum parvifolium*	Creeping Boobialla	300mm	0.1–0.3 m × 1.5–3 m	220
Vh	*Viola hederacea*	Native Violet	300mm	0.05–0.1 m × 0.5–1 m	450
				Total	**1823**







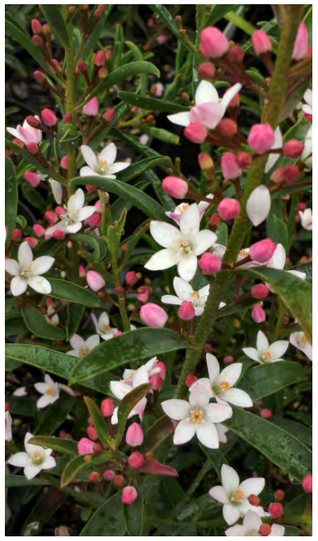






Mix B contains a mix of plants that are suited to part sun and part shady microclimates. Indigenous plants species are complimented by native planting creating a diverse and robust planting display.

Ground Level - Mix C Street Interfaces





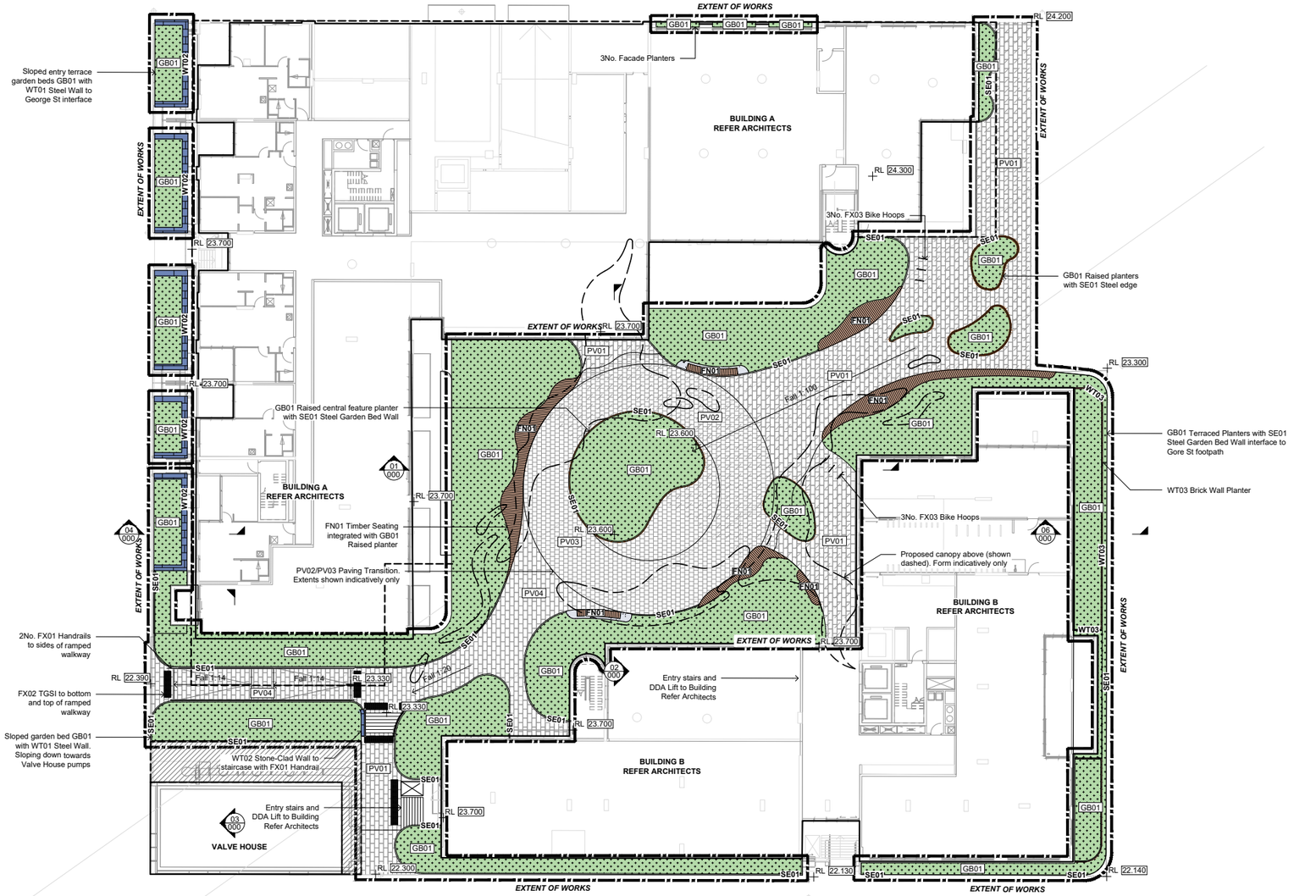






SYMBOL	Scientific Name	Common Name	Pot Size (mm/L)	Size (H x W)	Quantity
SHRUBS - low					
Go	*Goodenia ovata 'Goldcover'*	Hop Goodenia	300mm	0.3–0.5m × 1.5–2m	110
Hb	*Hakea 'Burrendong Beauty'*	Burrendong Beauty Hakea	500mm	2–4 m × 2–3 m	103
Ph	*Pimelea humilis*	Common Rice Flower	300mm	0.2–0.5 m × 0.5–1 m	65
Ca	*Callistemon pearsonii 'Rocky Rambler'*	Prostrate Bottlebrush	300mm	0.2–0.5 m × 1–2 m	89
Caq	*Calothamnus quadrifidus*	One Sided Bottlebrush	300mm	1.5–3 m × 1.5–2 m	89
Coa	*Correa ablba prostrate*	Prostrate White Correa	500mm	0.3–0.5 m × 1–2 m	110
Cor	*Correa reflexa 'Watermelon'*	Rock Correa	500mm	0.3–0.5 m × 1–2 m	65
Xan	*Xanthorrhoea*	Grass-tree	500mm	1–2 m × 0.5–1 m	35
				Total	**666**
GRASSES & SEDGES					
Ch	*Chrysocephalum apiculatum*	Common Everlasting	300mm	0.2–0.5 m × 0.5–1 m	110
Py	*Pycnosorus globosus*	Drumsticks	300mm	0.3–0.6 m × 0.3–0.5 m	110
Th	*Themeda triandra*	Kangaroo Grass	300mm	0.5–1 m × 0.4–0.8 m	200
Wa	*Wahlenbergia communis*	Tufted Bluebell	300mm	0.3–0.6 m × 0.3–0.5 m	127
Xa	*Xanthorrhoea minor ssp. lutea*	Small Grass-tree	500mm	1–2 m × 0.5–1 m	110
				Total	**657**
GROUNDCOVER					
Di	*Dichondra repens*	Kidney-weed	300mm	0.2–0.4 m × 1–2 m	200
Gop	*Goodenia ovata 'Prostrate'*	Hop Goodenia (Prostrate)	300mm	0.2–0.4 m × 1–2 m	110
Me	*Melaleuca thymifolia*	Honey Myrtle	300mm	1–2 m × 1–1.5 m	110
My	*Myoporum parvifolium*	Creeping Boobialla	300mm	0.1–0.3 m × 1.5–3 m	110
Cac	*Casuarina 'Cousin It'*	Cousin It (Dwarf Sheoak)	300mm	0.2–0.5 m × 1.5–3 m	200
				Total	**730**

Mix C is located primarily around the street interfaces particularly around Gore Street which receives ample sunlight and links with the Gore Street planting design. This mix is a diverse Western Plains palette of grasses and groundcovers found throughout Wurundjeri Country.



Rev	Date	Revision Details	By	Chk	App
-	08.04.26	TOWN PLANNING AMENDMENT APPLICATION	AO	KG	PL

Consultant File Reference: M2516

Gasworks Fitzroy
433 Smith St, Fitzroy, VIC, 3068

T.C.L
TAYLOR CULLITY LETHLEAN

Designed by	TCL
Drawn by	AO
Checked by	KG
Approved by	PL
Date	08.05.26

Status:
TOWN PLANNING
NOT FOR CONSTRUCTION

Drawing:	LANDSCAPE PLAN - GROUND
Sheet:	01 OF 01
Purpose:	LANDSCAPE ARCHITECTURE
Date:	08.05.26
Scale:	1:200
Drawing No.	L300
Rev.	-

Furnishings and Materials
Ground Level Plaza

PV04



Bluestone flagstone
300 x 245mm
40mm THK

PV03



Bluestone setts
100 x 100 x 100mm THK

PV02



Granite setts
100 x 100 x 100mm THK

PV01



Granite flagstone
300 x 245mm
40mm THK

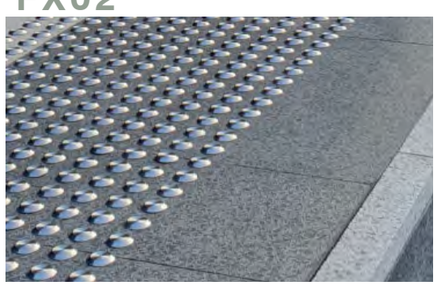
FN01

Timber seating
Fixed to planter wall
450mmH x 40mm x 550 W

WT01

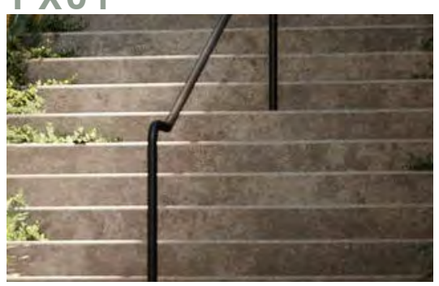
Custom steel garden bed wall
600mmH x 8mm THK

FX02



TGSI
Stainless Steel

FX01



Painted steel handrail

GB01



Mineral mulch

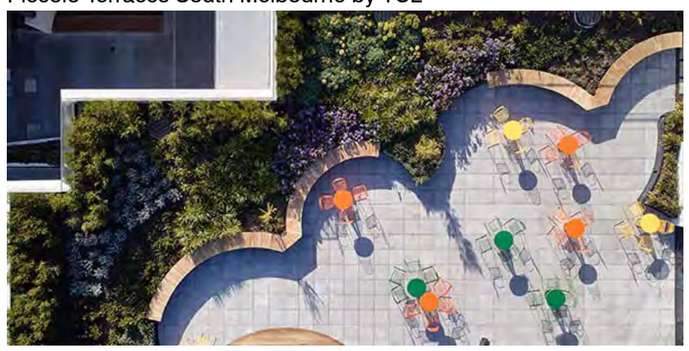
Rooftop Terraces

Building B will accommodate two rooftop terraces with two clearly differentiated experiences:

- The western terrace will be a vibrant lifestyle and entertainment terrace with open city views
- The northern terrace will offer a quieter setting, to retreat and relax



Piccolo Terraces South Melbourne by TCL



MLC Principal's Terrace by TCL



Architectural render by FK depicting rootop spaces



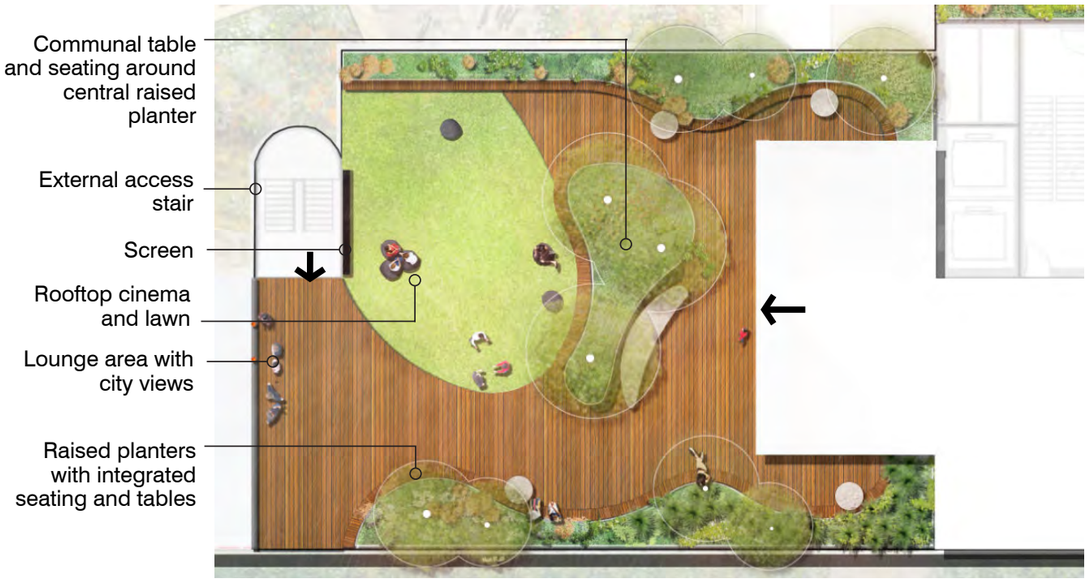
SCALE 1:200 @ A1
1:100 @ A3

Western Rooftop Terrace

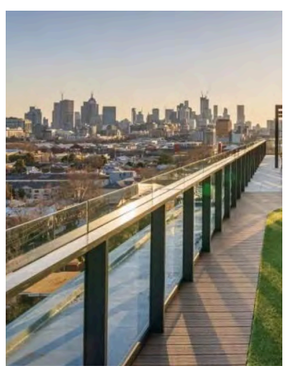
Lifestyle and Entertainment
The western terrace entry greets users with a decked patio and green backdrop of planting in the form of a central raised planter with canopy trees, and integrated seating to a long community table.

Behind the central planter, the terrace is divided into two key areas:

- Continuation of the decking leading to a vantage point with glass balustrade that offers sunset and city views. This also serves as a secondary entry landing from the western scissor-stairs.
- A dedicated synthetic lawn area for bean bags and casual lawn games, with a permanent eastern-facing anti-glare tv screen for outdoor movies.
- Raised planters flank the sides, softening the edges with greenery and provides users with seating nooks for lounging, meeting and studying.

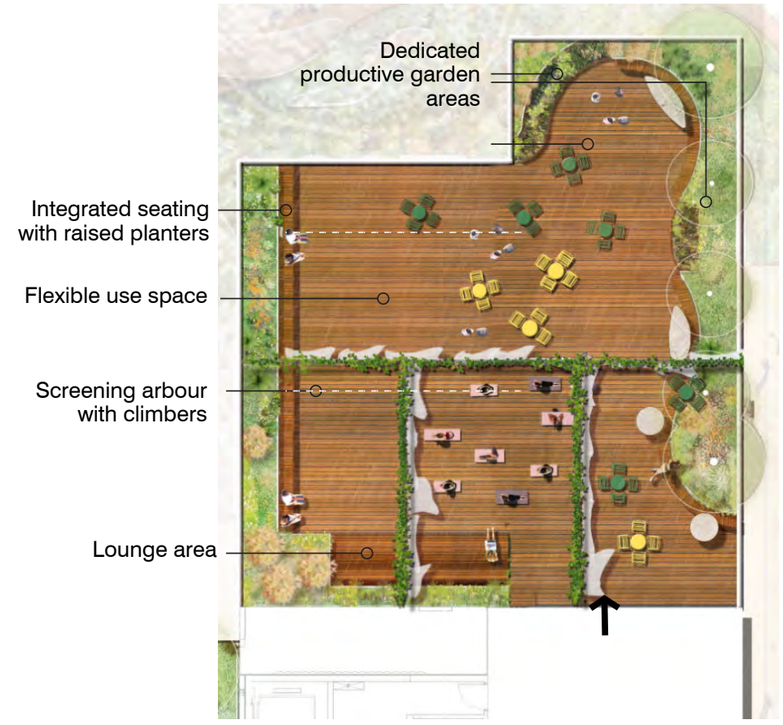










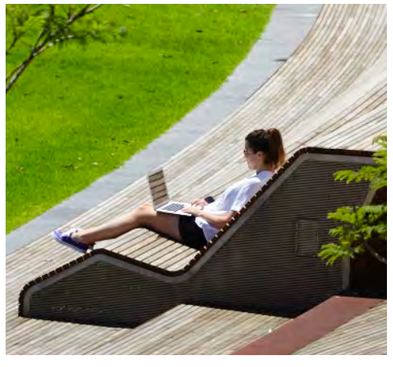


Northern Rooftop Terrace

The Sanctuary
The northern terrace will promote open, calm areas, with decking and soft shading. Raised planters will screen the terrace edges to create privacy and a sense of retreat.

Two areas are proposed and are divisible through the middle with screening curtains:

- Communal gathering and eating space where residents can utilise bookable BBQs and table(s) for small functions and gatherings. The raised planters within this space will also accommodate dedicated veggie gardening sections.
- A retreat decking for yoga, stretching and meditation, softened by lush vegetation in raised planters, with integrated timber seating that folds into a chaise lounge.






Planting Palette
Rooftop

Trees











SYMBOL	Scientific Name	Common Name	Pot Size	Size (Ht x W)	Quantity
TREES					
Eup	Eucalyptus pauciflora 'Baby Blue'	Silver Dollar Gum	200L	3-8 x 2m	3
Eul	Eucalyptus leucoxylon' Euky Dwarf'	Red Flowering Yellow Gum	200L	4–10 m × 2–4 m	2
Lai	Lagerstroemia indica x fauriei 'Tuscarora'	Crepe Myrtle 'Tuscarora'	200L	6 × 4 m	3
PRODUCTION GARDEN TREES					
Cir	Citrus reticulata	Imperial Mandarin	200L	2 m × 4 m	1
Cit	Citrus Tahitian Lime	Tahitian Lime	200L	2-4 m × 4m	1
Cil	Citrus limon	Lemon	200L	3–6 m × 3–4 m	1
Ol	Olea europaea	Olive	200L	4–8 m × 4–6 m	1
				Total	12

Planting Palette
Rooftop











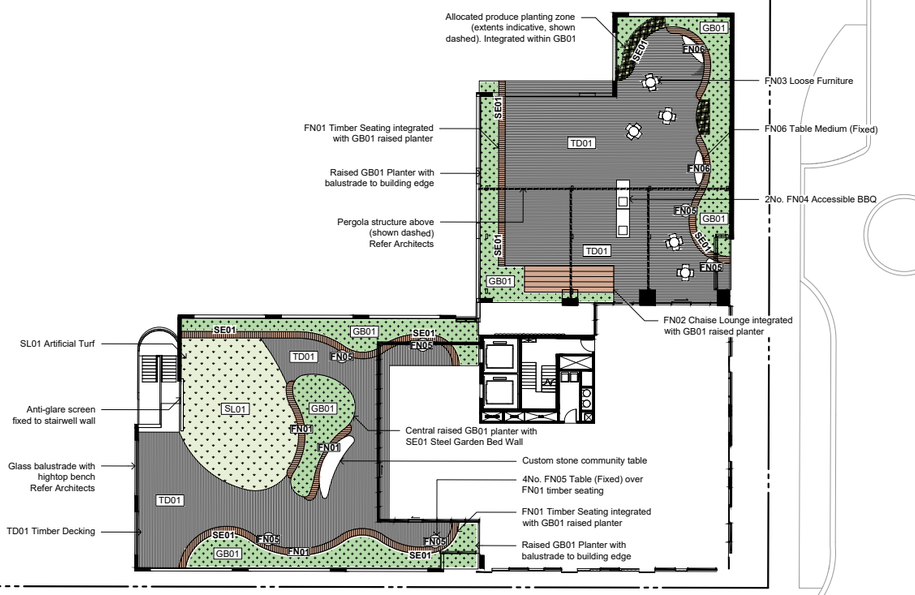




SYMBOL	Scientific Name	Common Name	Pot Size	Size (H x W)	Quantity
SHRUBS & HERBACEOUS					
Sa	Salvia leucantha	Mexican Sage	500mm	1 × 1–1.5 m	55
Ech	Echinacea tennesseensis 'Rocky Top'	Coneflower	500mm	0.6–0.9 m × 0.4–0.6 m	45
Se	Sedum spectabile 'Autumn Joy'	Sedum	500mm	0.4–0.8 m × 0.4–0.6 m	89
Xe	Xerochrysum 'Purple Dragon'	Strawflower	500mm	0.2–0.4 m × 0.4–0.6 m	89
Brm	Brachyscome multifida	Native Daisy	500mm	0.2–0.4 m × 0.4–0.6 m	65
Er	Eremophila 'Pink Pantha'	Emu Bush	500mm	2 x 2m	75
Eu	Euphorbia Wulfenii	Mediterranean spurge	500mm	1m × 2 m	79
					497
GRASSES AND TUFTING					
Tht	Themeda triandra 'True Blue'	Kangaroo Grass	300mm	0.5–1 m × 0.4–0.8 m	75
Po	Poa labillardierei var. labillardierei	Common Tussock Grass	300mm	0.8–1.2 m × 0.8–1 m	110
Lo	Lomandra Tanika	Mat-rush	300mm	0.5–0.7 m × 0.6–0.8 m	65
Py	Pycnosorus globosus	Billy Buttons	300mm	0.3–0.6 m × 0.3–0.5 m	65
Ch	Chrysocephalum apiculatum	Everlasting Daisy	300mm	0.2–0.5 m × 0.5–1 m	110
Th	Themeda triandra	Kangaroo Grass	300mm	0.5–1 m × 0.4–0.8 m	89
					514
GROUNDCOVER & CLIMBERS					
Sen	Senecio serpens	Chalk Sticks	300mm	0.2–0.4 m × 0.5–1 m	65
Crc	Crassula capitella 'Campfire'	Crassula	300mm	0.2–0.3 m × 0.5–1 m	65
Crp	Crassula perfoliata	sickle-leaf red crassula	300mm	0.3–0.6 m × 0.5–1 m	75
My	Myoporum parvifolium	Creeping Boobialla	300mm	0.1–0.3 m × 1.5–3 m	89
Gop	Goodenia ovata prostrate	Goodenia	300mm	0.2–0.4 m × 1–2 m	89
Cas	Casuarina glauca 'prostrate'	Cousin It	300mm	0.2–0.5 m × 1.5–3 m	98
Par	Parthenocissus quinquefolia	Virginia Creeper	300mm	8–15 m × 3–5 m	5
Vit	Vitis vinifera	Ornamental Grapevine	300mm	5–10 m × 3–5 m	7
					493



Furnishings and Materials
Rooftop



LEGEND

- Extent of Works
- Building Outline
  Refer Architectural Drawing Package
- Pergola above (shown dashed)
  Refer Architectural Drawing Package
- TD01 Timber Decking Type 01
- GB01 Garden Bed Type 01
- SL01 Turf
- FN01 Timber Seating
- FN02 Chaise Lounge
- FN03 Loose Furniture
- FN04 Accessible BBQ
- FN05 Fixed Table (Small)
- FN06 Fixed Table (Medium)

Rev	Date	Revision Details	By	Chk	App
-	08.04.26	TOWN PLANNING AMENDMENT APPLICATION	AO	KG	PL

Consultant File Reference: M2516

Gasworks Fitzroy
433 Smith St, Fitzroy, VIC, 3068

T.C.L
TAYLOR CULLITY LETHLEAN

NORTH

Designed by: TCL
Drawn by: AO
Checked by: KG
Approved by: PL
Date: 08.05.26

Status:
TOWN PLANNING
NOT FOR CONSTRUCTION

Drawing: LANDSCAPE PLAN - ROOFTOP
Sheet: 01 OF 01
Purpose: LANDSCAPE ARCHITECTURE

Date: 08.05.26
Scale: 1:200
Drawing No.: L305
Rev.: -

Furniture and Materials Palette
Rooftop

TD01



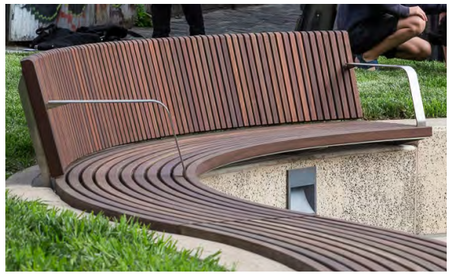
Timber Decking 30 x 30mm

WT01



Custom steel garden bed wall
600mmH x 8mm THK

FN01



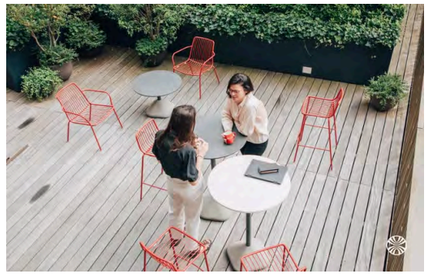
Timber seating
Fixed to planter wall
450mmH x 40mm x 550 W

FN02



Custom timber seating

FN03



Steel Tables and Chairs (Loose Furniture)

FN04



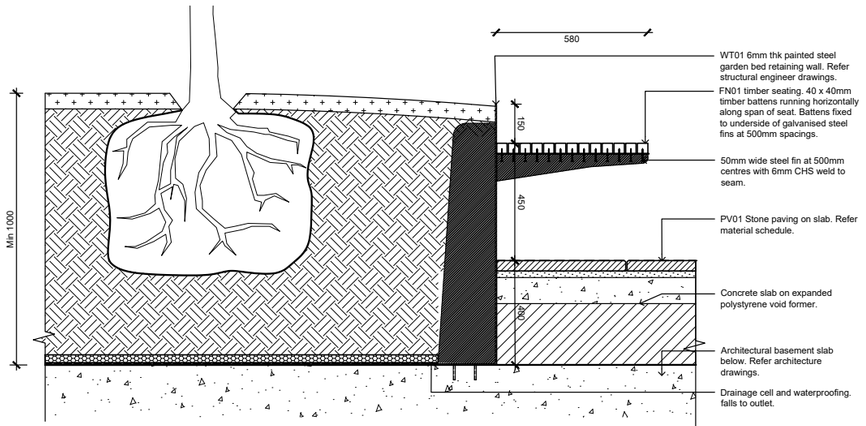
Accessible BBQ

GB01

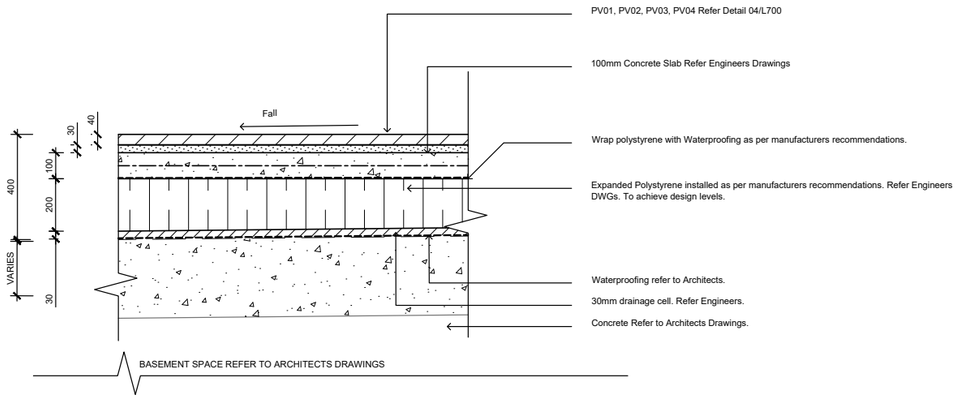


Mineral mulch

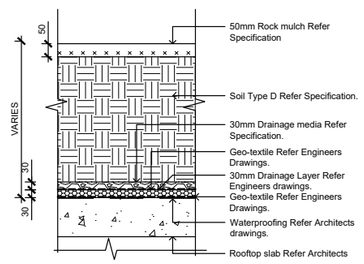
Typical Details



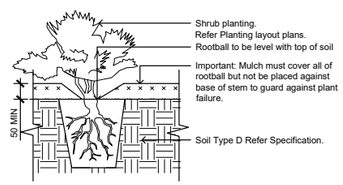
01 TYPICAL GARDEN BED AND SEATING
Section Scale 1:10



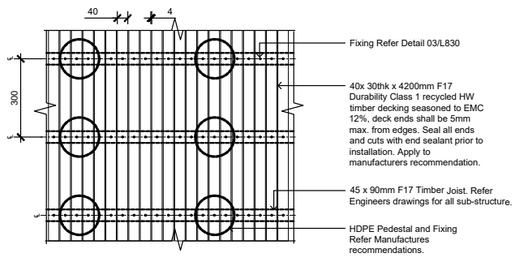
02 PV01-PV04 TYPICAL PAVING
Typical Plan Scale 1:10



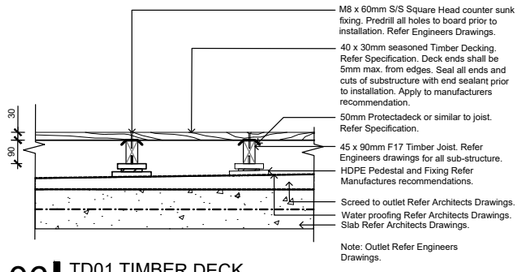
03 GB01 TYPICAL ROOFTOP GARDEN BED
Section Scale 1:10



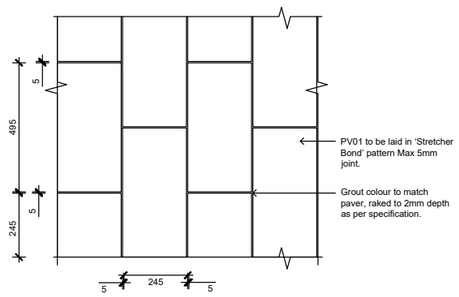
04 TYPICAL LARGE SHRUB PLANTING
SECTION Scale 1:10



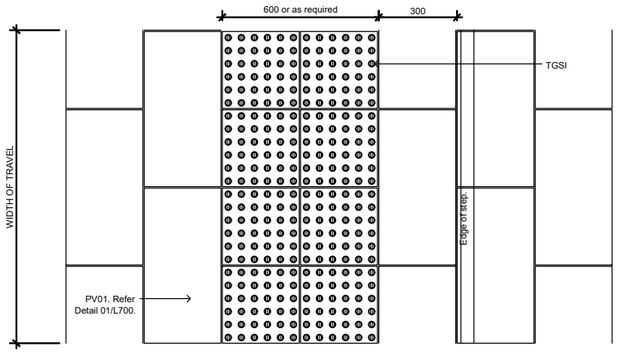
05 TD01 LAYOUT
Plan Scale 1:10



06 TD01 TIMBER DECK
Detail Scale 1:10



07 PV01, PV03 STONE PAVING ALIGNMENT
Typical Plan Scale 1:10



08 FX04 TGSI STAINLESS STEEL
Typical Plan Scale 1:10

T.C.L

onemilegrid

Fitzroy Gasworks Parcel A

Transport Impact Assessment



260146TIA001B-F

8 May 2026

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APPENDIX A SWEPT PATH DIAGRAMS

1 INTRODUCTION

onemile**grid** has been requested by Local to undertake an assessment of traffic engineering matters with regard to the proposed residential development located at 111 Queens Parade, North Fitzroy, known as Fitzroy Gasworks Parcel A to support a Section 72 Amendment to Planning Permit No. PA2201764, issued on 29 November 2022.

As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic and parking data has been sourced and relevant background reports have been reviewed.

2 PLANNING HISTORY

2.1 Development Plan Overlay

In 2018, the subject site was rezoned from Public Use to Mixed Use and the Development Plan Overlay, Schedule 16 (DPO16) was applied, which laid out the location of and mix of land uses on-site and identified design objectives for future development.

DPO16 also requires a more detailed Development Plan to be prepared, which is generally required to:

- Develop of a mixed use precinct;
- Respond to the significance of Queens Parade and Alexandra Parade;
- Enhance public transport and pedestrian amenity on Smith Street;
- Create useable and safe public spaces and pedestrian links;
- Provide affordable housing;
- Provide community infrastructure; and
- Include sustainable design.

With regard to access, traffic and parking, the DPO outlines the following objectives:

- 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 two bicycle spaces per dwelling.

2.2 Fitzroy Gasworks Development Plan

2.2.1 Overview

The Fitzroy Gasworks Development Plan was prepared and approved in 2022, and outlines an overarching master plan and design framework that will guide future development of the Fitzroy Gasworks site. The Development Plan has been prepared in accordance with the requirements of Development Plan Overlay - Schedule 16 (DPO16) encompassed by the Yarra Planning Scheme.

The development plan will be delivered over multiple stages as outlined in Figure 1 and Table 1 below. This amendment is for the development of Parcel A.

Figure 1 Fitzroy Gasworks Staging Plan



Table 1 Development Schedule

Use	*Parcel A (subject site)*	*Site B*	*Site C*
Residential / Accommodation	27,164 m²	40,394 m²	46,826 m²
Flexible	1,939 m²	2,465 m²	49,142 m²

A traffic impact assessment was prepared by GHD for the entire Gasworks Site in July 2021 and submitted as part of the Development Plan approval process. It is understood that the transport impact assessment was approved and stamped as part of the DPO approval.

Additionally, the Wurun high school campus and Bundha Sports Centre was constructed on-site as part of a separate approval process, which opened in early 2022.

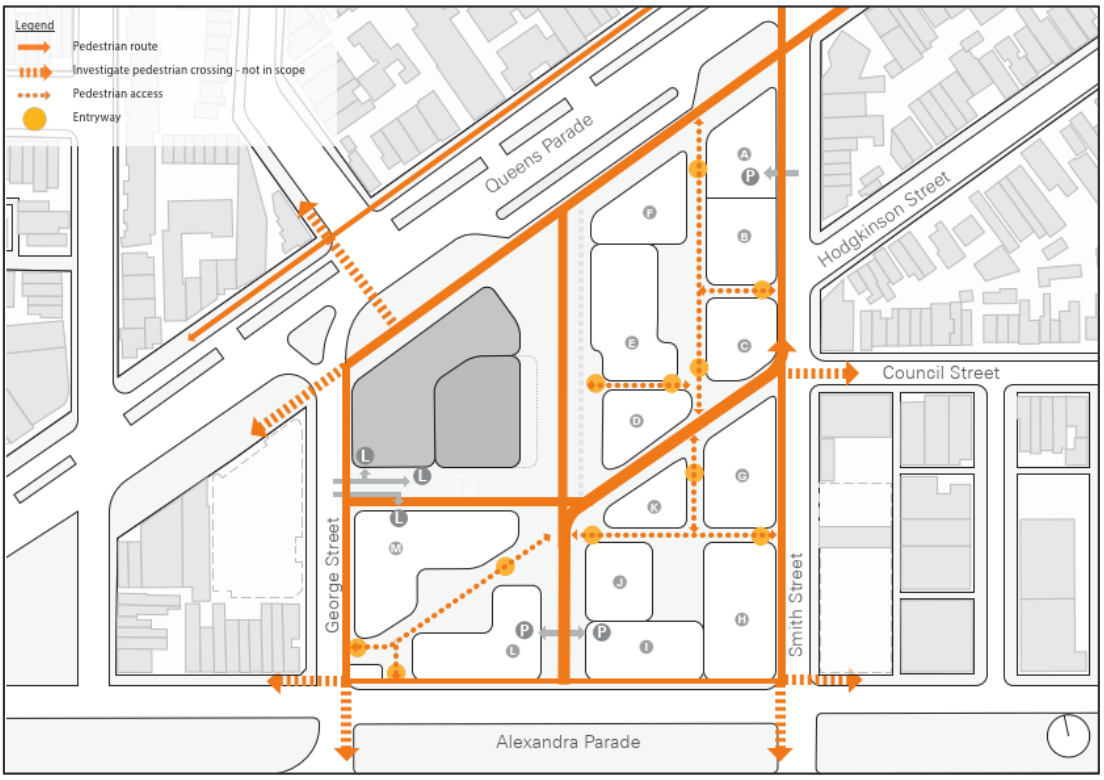
The relevant traffic engineering aspects and requirements of the Development Plan are outlined in the sections below. Responses to the relevant requirements are provided in Section 10.

2.2.2 Pedestrians

The pedestrian aspects and requirements relevant to the subject site are outlined below:

- 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.

Figure 2 Development Plan Pedestrian Network Plan

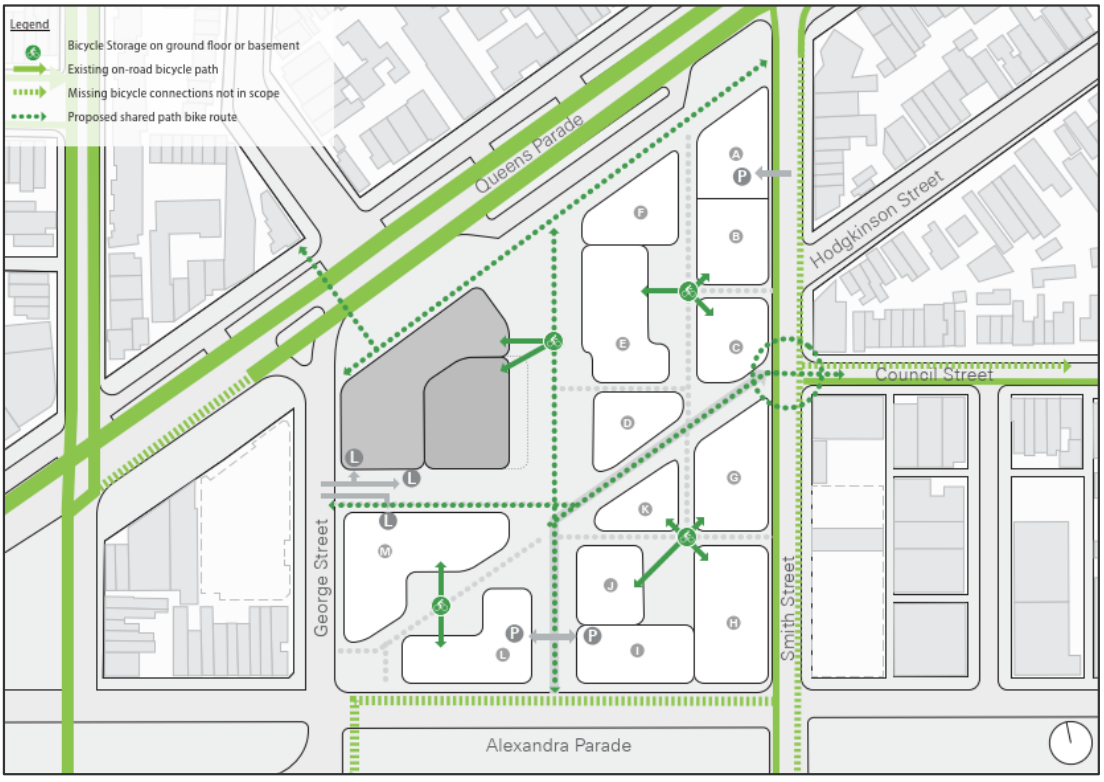


2.2.3 Cycling

The cycling aspects and requirements relevant to the subject site are outlined below:

- 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.

Figure 3 Development Plan Cycling Network Plan



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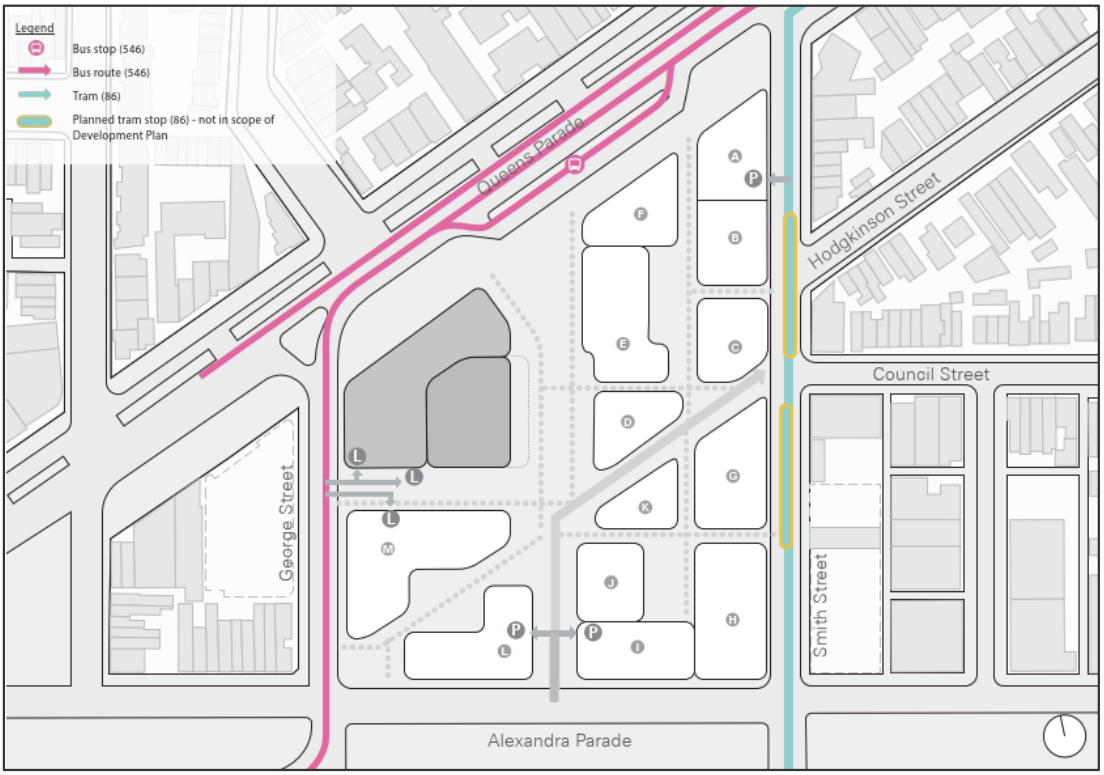
2.2.4 Public Transport

The public transport aspects and requirements relevant to the subject site are outlined below:

- Sustainable transport plans are to be provided to building occupants that promote the use of public transport.

Figure 4 Development Plan Public Transport Access

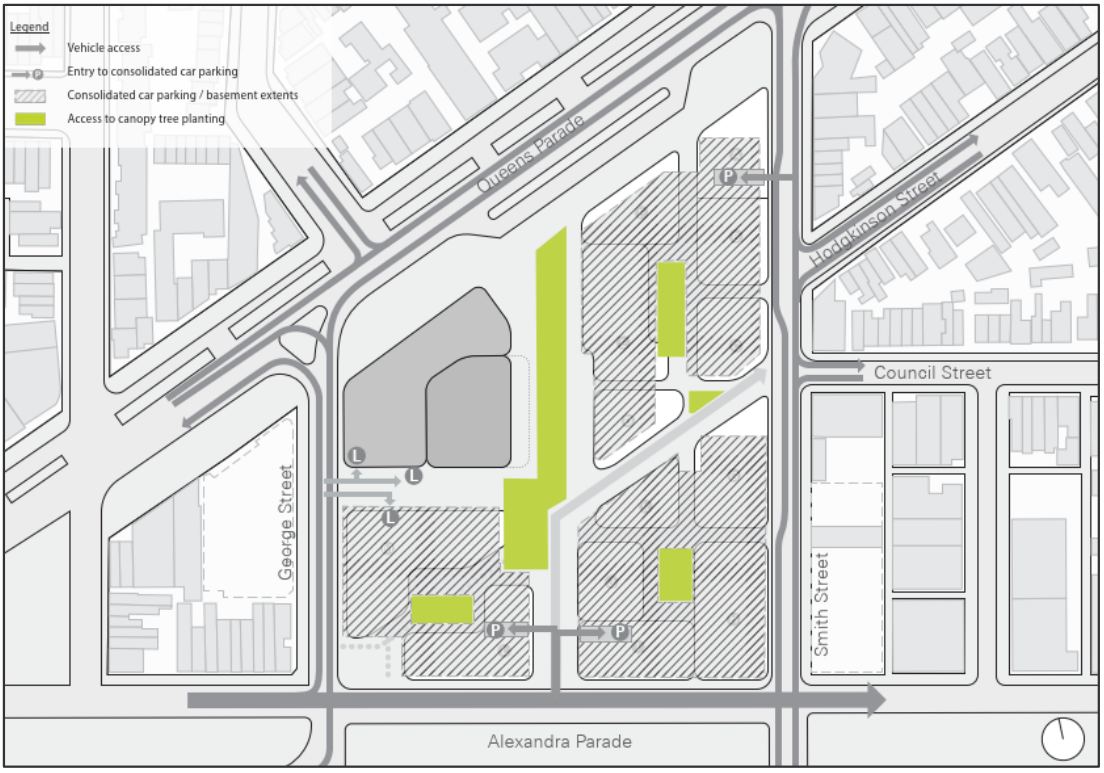


2.2.5 Private Vehicle Access & Car Parking

The access and car parking aspects and requirements relevant to the subject site are outlined below:

- 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.
- Car parking 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 5 and Figure 6;
  - A shared street with bike paths and clear pedestrian routes;
  - All private car parking located in basements;
  - Extent of possible basement limited as shown in Figure 5; and
  - No basements beneath Public Open Space.
- Design of vehicle access should:
  - Create a high-quality 'Village Street' that prioritises the movement of pedestrians and cyclists over motorists.
  - 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.

Figure 5 Development Plan Basement Car Parking

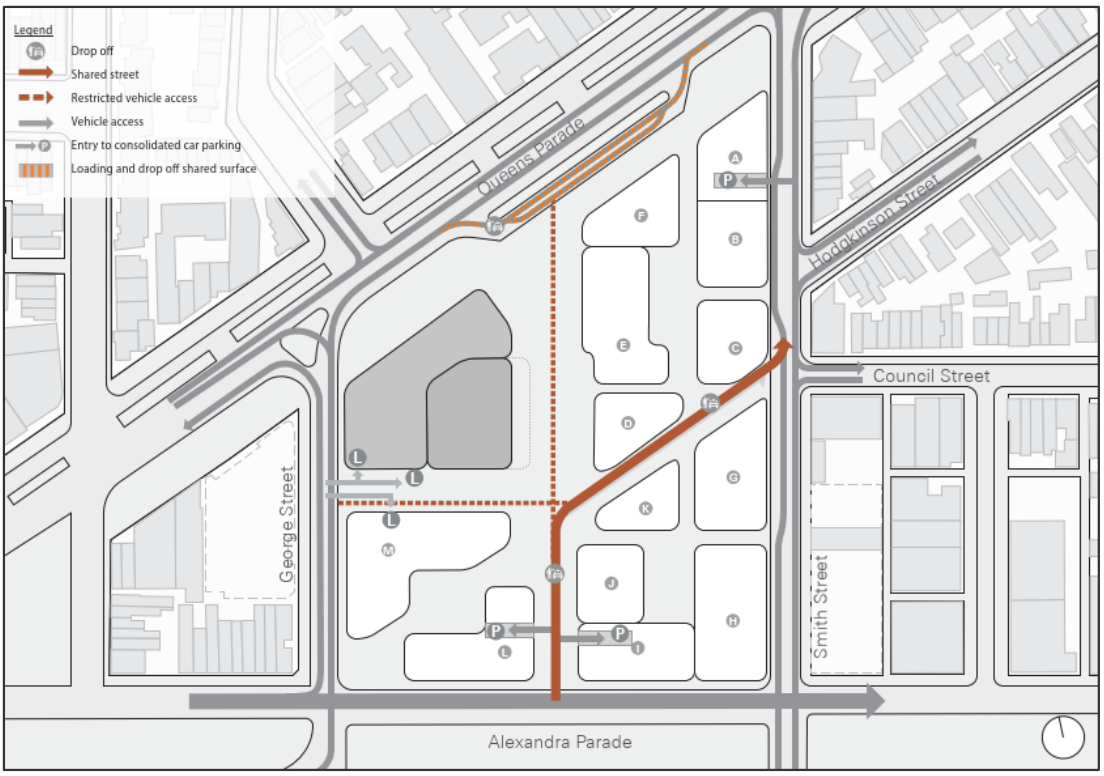


2.2.6 Service and Emergency Access

The access and car parking aspects and requirements relevant to the subject site are outlined below:

- 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.

Figure 6 Development Plan Vehicle Access

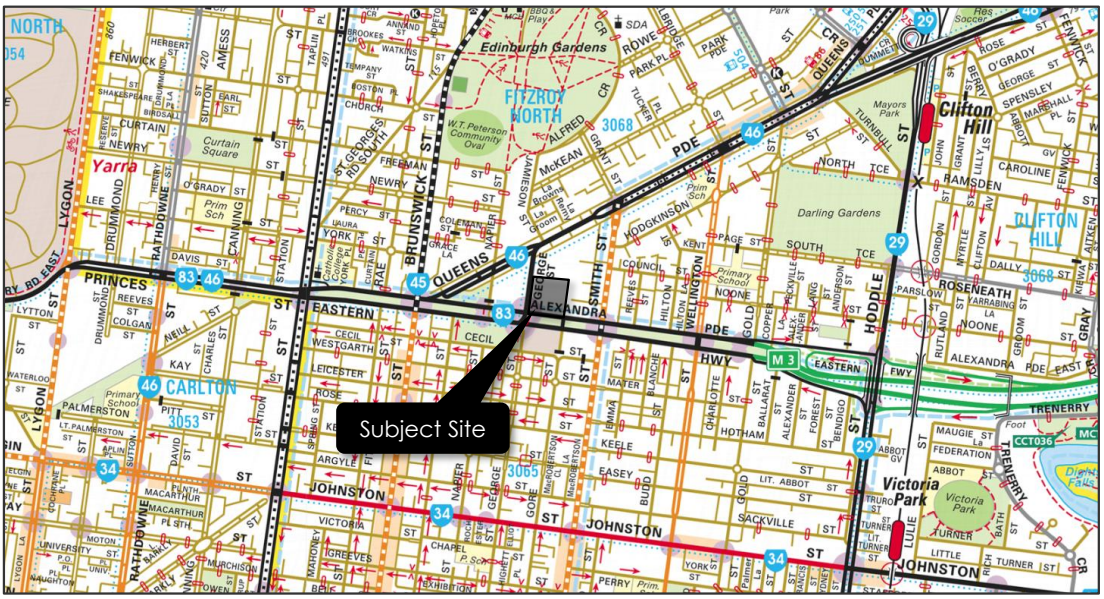


3 EXISTING CONDITIONS

3.1 Site Location

The subject site is located at 111 Queens Parade, North Fitzroy, as shown in Figure 7.

Figure 7 Site Location



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The overall site, known as Fitzroy Gasworks, is located on the west side of Smith Street with frontages to Smith Street, Alexandra Parade, George Street and Queens Parade of approximately 272 metres, 193 metres, 135 metres and 283 metres respectively. The overall site has an area of approximately 39,200 square metres.

The overall site is largely vacant, with the northwest quarter of the overall site occupied by the Wurun Senior Campus and Bundha Sports Centre.

The subject site, also known as Parcel A, occupies the southwest corner of the larger site and is largely vacant, with a heritage building known as the Valve House occupying the southwest corner.

The subject site has frontage to Alexandra Parade and George Street of approximately 86 metres and 77 metres respectively, with an area of approximately 6,700 square metres.

Vehicle access to the subject site is currently available via a crossover located approximately midway along George Street. This access also facilitates loading activity for the campus to the north.

Land use in the immediate vicinity of the site is mixed in nature, and includes residential properties in the north, and commercial uses in all other directions. Of particular note, the Smith Street and Brunswick Street activity centre corridors are located within 600m walking distance from the site.

An aerial view of the subject site is provided in Figure 8.

Figure 8 Site Context (14 February 2026)

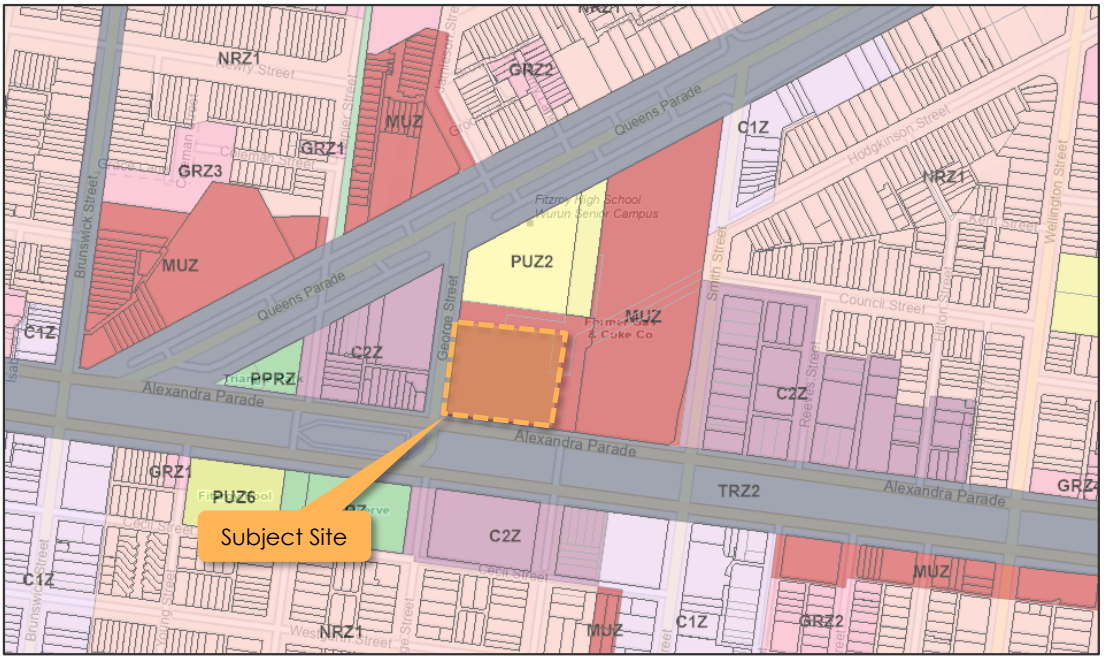


Copyright Nearmap

3.2 Planning Zones and Overlays

It is shown in Figure 9 that the subject site is located within a Mixed Use Zone (MUZ).

Figure 9 Planning Scheme Zones



Additionally, the site abuts Alexandra Parade and George Street, which are both within a Transport Zone (TRZ2), designating the Principal Road Network.

Furthermore, the following overlays apply to the subject site.

- Heritage Overlay (HO211)
- Environmental Audit Overlay (EAO)
- Design and Development Overlay (DDO2)
- Development Contributions Plan Overlay (DCPO1)
- Development Plan Overlay (DPO16)
- Special Building Overlay (SBO)
- Specific Controls Overlay (SCO4)

Additionally, the site falls within Category 2 of the Car Parking Requirements Map.

3.3 Road Network

3.3.1 Alexandra Parade

Alexandra Parade is an arterial road generally aligned east-west, which transitions to Princes Street approximately 620 metres west of the subject site, and transitions to the Eastern Freeway approximately 480 metres in the east. Alexandra Parade operates with 3 traffic lanes in each direction separated a wide central grass median. A designated kerbside parking lane is provided on both sides of the road, generally unrestricted on the eastbound side adjacent to the site, and restricted to 2-hour parking between 7:00am and 7:00pm on the westbound side.

A 60km/h speed limit applies to Alexandra Parade in the vicinity of the site.

The cross-section of Alexandra Parade at the frontage of the site is shown in Figure 10.

Figure 10 Alexandra Parade, looking west adjacent to the subject site



3.3.2 George Street

George Street is an arterial road generally aligned north-south, running between Queens Parade in the north and Alexander parade in the south. George Street provides three traffic lanes in the southbound direction and one traffic lane in the northbound direction. A designated kerbside parking lane is provided on the northbound lane with parking generally unrestricted.

A 60km/h speed limit applies to George Street in the vicinity of the site.

The cross-section of George Street at the frontage of the site is shown in Figure 11 and Figure 12.

Figure 11 George Street, looking south adjacent to the subject site



Figure 12 George Street, looking north adjacent to the subject site



3.3.3 Gore Street

Gore Street is a local road generally aligned north-south, running between Alexandra Parade in the north and terminates approximately 60 metres in the south. Gore Street operates within a wide road reservation, providing a single traffic lane in each direction, and extends through the central median of Alexandra Parade providing full directional movements in and out of the road.

Kerbside parking is provided on both sides of the road, generally restricted to 2-hour parking between 7:00am and 7:00pm.

A 40km/h speed limit applies to Gore Street.

The cross-section of Gore Street at the frontage of the site is shown in Figure 13.

Figure 13 Gore Street, looking north toward the site



3.3.4 Smith Street

Smith Street is a local collector road generally aligned north-south, running between Queens Parade in the north, intersects with Alexander parade, and terminates approximately 1.7 kilometres south where it intersects with Victoria Parade. Smith Street provides two traffic lanes in each direction in the vicinity of the site, with the two central lanes shared with trams.

The southbound kerbside traffic lane operates as a parking lane outside the hours of 7:00am – 9:00am. A designated kerbside parking lane is provided along the northbound lane with parking generally restricted to 4-hour parking between 7:00am and 4:00pm Monday to Friday.

A 40km/h speed limit applies to Smith Street in the vicinity of the site.

The cross-section of Smith Street at the frontage of the site is shown in Figure 11.

Figure 14 Smith Street, looking north adjacent to the overall site

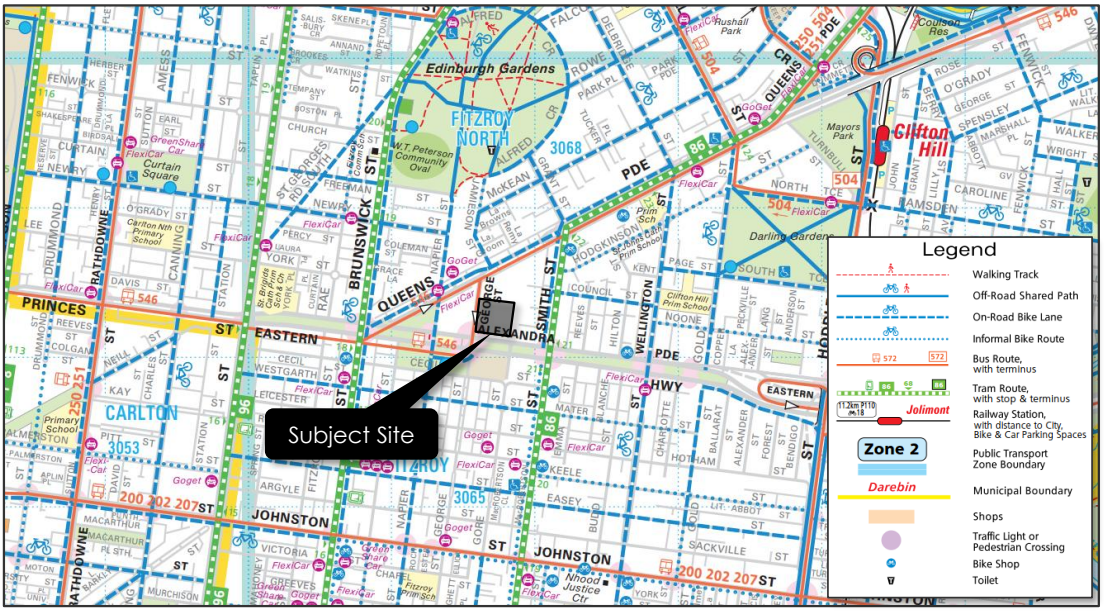


3.4 Sustainable Transport

3.4.1 General

An extract of the TravelSmart Map for the City of Yarra is shown in Figure 15, highlighting the public transport, bicycle and pedestrian facilities in the area.

Figure 15 TravelSmart Map



3.4.2 Public Transport

The full public transport provision in the site vicinity is shown in Figure 16 and detailed in Table 2.

Figure 16 Public Transport Provision

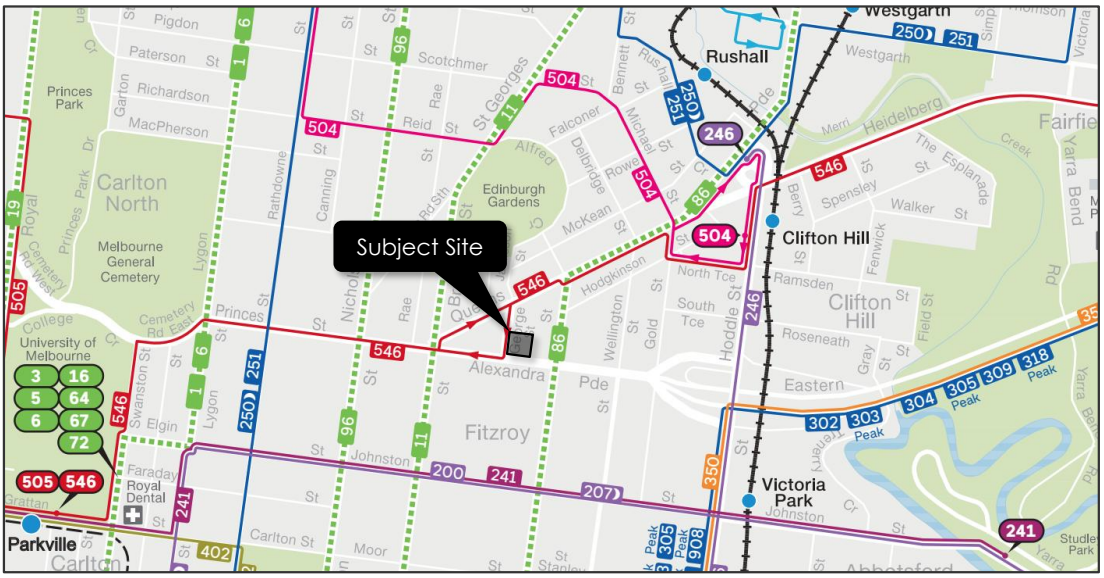


Table 2 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Hurstbridge Line	Clifton Hill
		Mernda Line	
Tram	86	Bundoora RMIT - Waterfront City Docklands	Alexandra Pde/Smith St
	11	West Preston - Victoria Harbour Docklands	Alexandra Pde/Brunswick St
	96	East Brunswick - St Kilda Beach	Alexandra Pde/Nicholson St
Bus	546	Heidelberg Station - Melb Uni - Queen Victoria Market via Clifton Hill and Carlton	Smith St/Queens Pde
	200	City (Queen St) - Bulleen	Napier St/Johnston St
	207	City - Doncaster Shopping Centre via Kew Junction	
	504	Moonee Ponds - Clifton Hill via East Brunswick	Gold St/North Tce

The site has a Transit Score rating of 82/100 and is considered to have Excellent Transit, with a wide variety of transport modes and services servicing the immediate vicinity of the site.

The Route 86 Tram route is located within 150 metres walking distance from the site and operates with 7-minutes headways during peak hours. Several other tram, bus and train services operate further afield with connections to Melbourne CBD and the wider Melbourne public transport network.

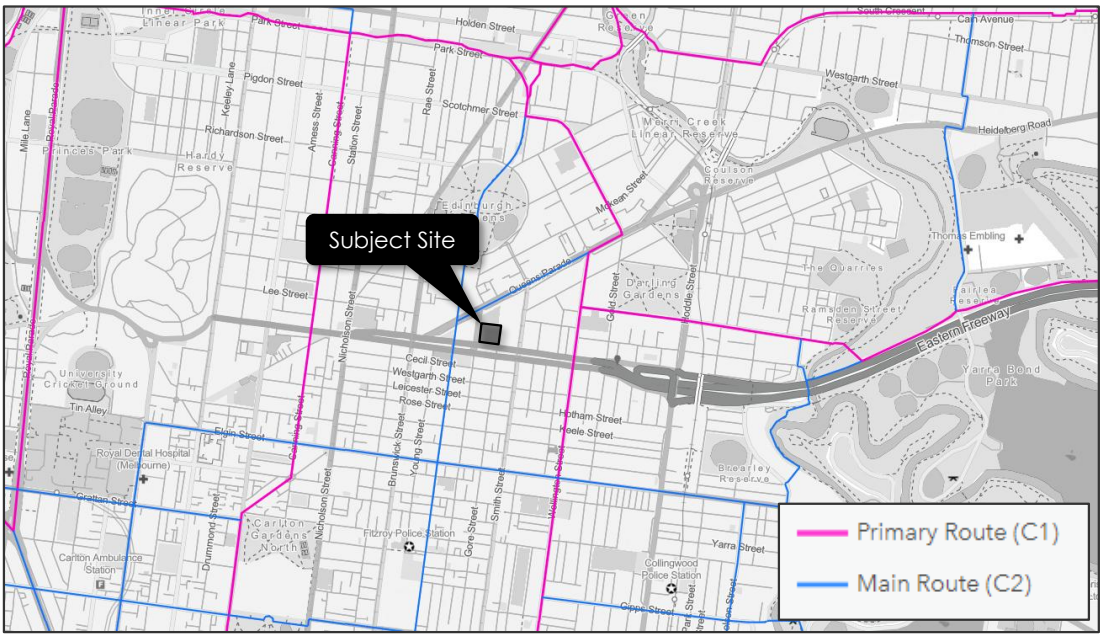
3.4.3 Bicycle Facilities

Strategic Cycling Corridors are important routes for cycling for transport and link up important destinations including the Central City, National Employment and Innovations Clusters, Metropolitan Activity Centres and other destinations of metropolitan and regional significance.

Strategic Cycling Corridors (SCC) are considered to be the arterials for bicycles, and have been designed to provide connected, low stress and safe routes, intended primarily for the use of cyclists for transport (rather than recreation).

The SCCs in the vicinity of the site are shown in Figure 17.

Figure 17 Strategic Cycling Corridors



It is shown that the subject site is located in close proximity to key cycling routes, notably the main cycling route on Brunswick Street west of the site, which provides connections to the wider bicycle network, providing excellent bicycle access for the subject site.

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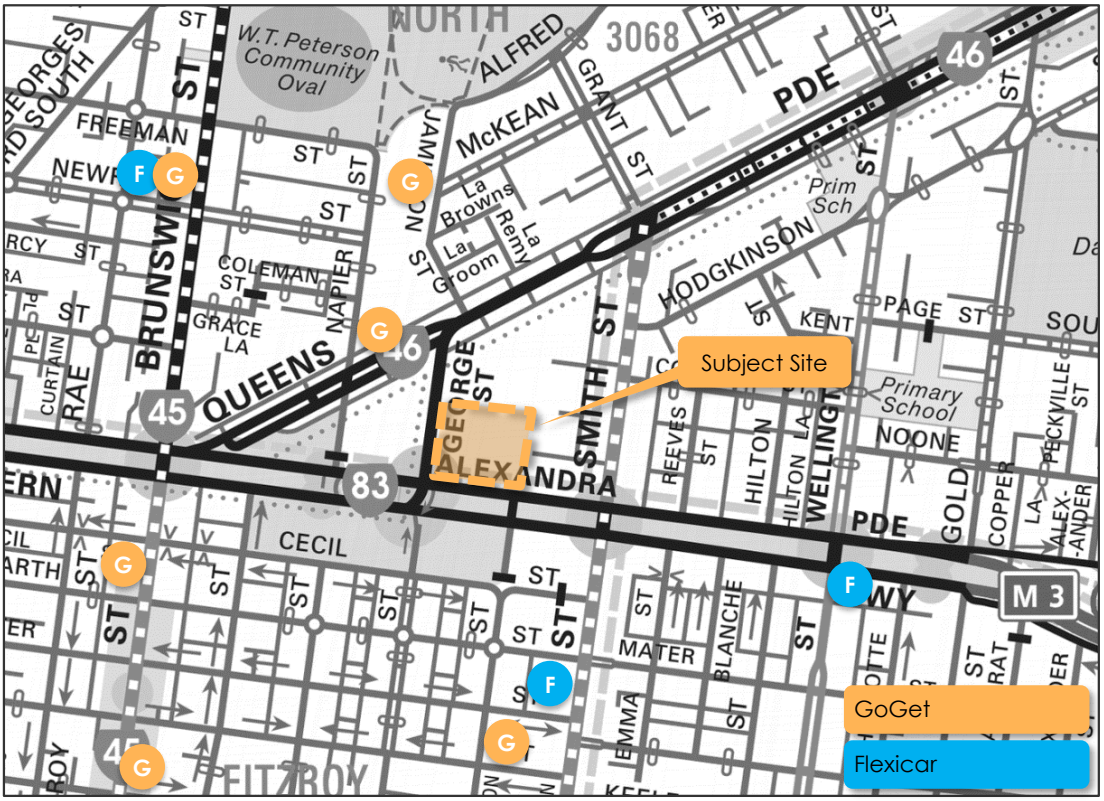
3.4.4 Share Cars

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except that users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 18.

Figure 18 Share Car Locations



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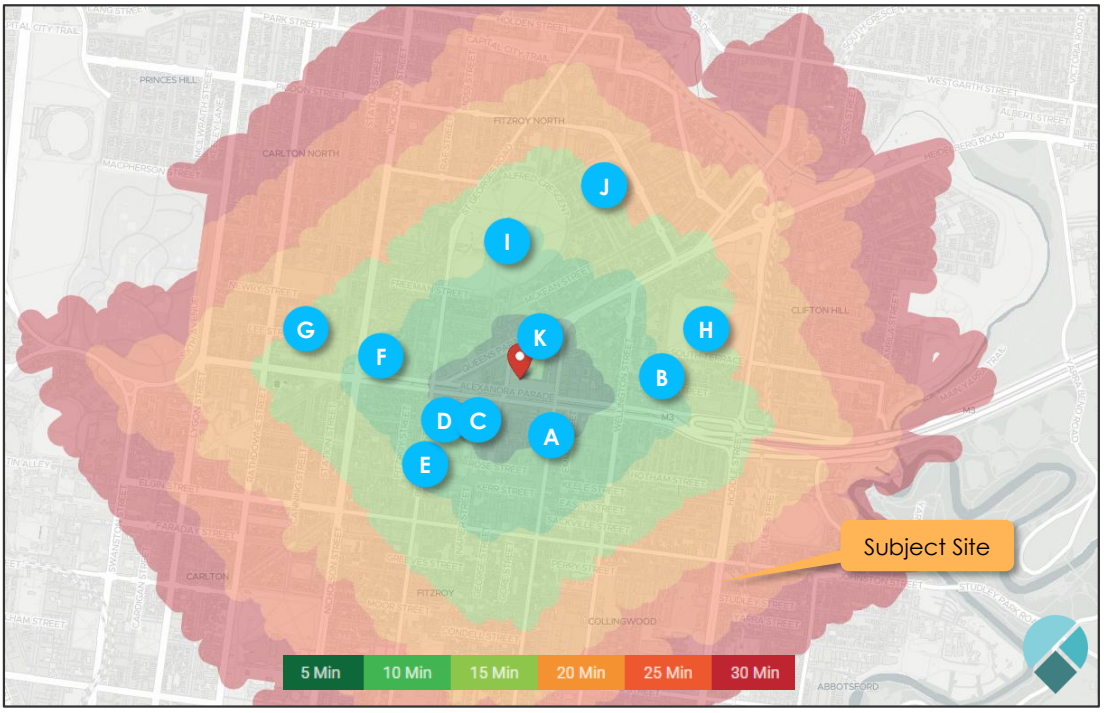
3.4.5 Walkability and Pedestrian Accessibility

In addition to having good access to public transport modes, the site is well-located for pedestrian accessibility, with a number of recreation, education, shopping and employment uses located within 10 - 15 minutes' walk of the site.

Figure 19 shows a pedestrian walk time map for the site, with the major facilities in the vicinity of the site identified in Table 3.

Figure 19 Pedestrian Walk-Time Map



Courtesy of Targomo

Table 3 Nearby Site Facilities

Ref	Facility	Approx. Distance
A	Smith Street Shops	150m
B	Clifton Hill Primary School	560m
C	Smith Reserve	100m
D	Fitzroy Swimming Pool	130m
E	Brunswick Street Shops	300m
F	St Brigid's Parish Simonds Catholic College	550m
G	Carlton North Primary School	970m
H	Darling Gardens	700m
I	Edinburgh Gardens	450m
J	Fitzroy High School Main Campus	1.4km
K	Fitzroy High School Wurun Senior Campus	Adjacent

3.4.6 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 90/100 and is a walkers paradise, with most errands able to be accomplished on foot.

3.5 Existing Traffic Volumes

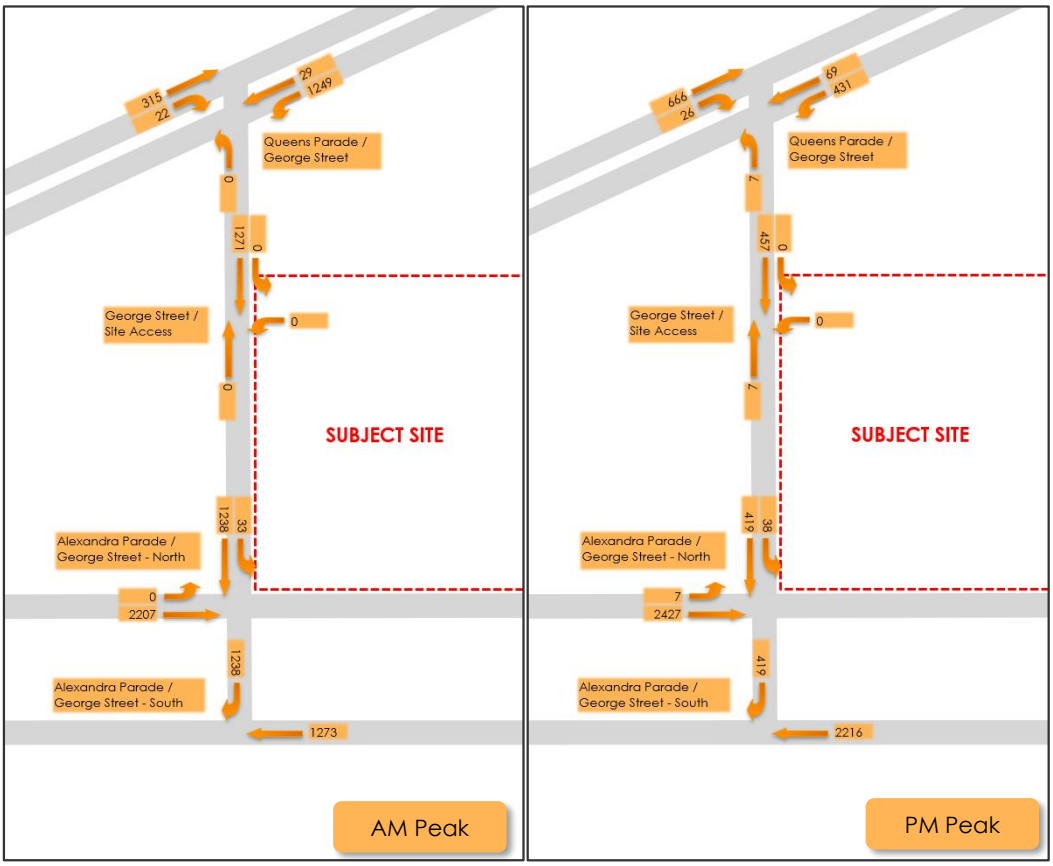
Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **one**mile**grid** at the several intersections in the vicinity of the site on Thursday 25th March 2026, between 6:00am and 9:30am, and between 3:30pm and 7:00pm.

The surveys were undertaken at the following intersections:

- Alexandra Parade / George Street;
- Queens Parade / George Street; and
- George Street / Site Access.

The peak hour results of the surveys are shown in Figure 20.

Figure 20 Existing Traffic Volumes – 25th March 2026



4 DEVELOPMENT PROPOSAL

4.1 General

It is proposed to develop the subject site (Parcel A) for the purposes of a multi-storey residential development with 399 dwellings, with commercial tenancies and public open space on the ground floor. Several ancillary uses are also proposed on the ground floor, which will be accessible to residents only.

The development will consist of two buildings, with the north building (Building A) and the south building (Building B).

A summary of the development is provided below in Table 4 and shown in Figure 21 and Figure 22.

Table 4 Proposed Development

Component	Bedrooms / Land Use	Dwellings / Area	
		Building A (North)	Building B (South)
Residential Dwellings	1-bed apartment / Studio	183	96
	2-bed apartment	40	62
	3-bed apartment	4	14
Total		**227**	**172**
		399	
Residential Ancillary	Resi Lounge	314.7 m²	-
	Co-Working	357.5 m²	-
	Gym / Wellness / Flex Space	-	337.4 m²
	Games Room	-	115.5 m²
Total		**672.2 m²**	**452.9 m²**
		1,125.1 m²	
Commercial	Café	159 m²	-
	Office	-	152.8m²
	Office	-	349.7 m²
	Gallery (Valve House)	-	144.6 m²
Total		**159 m²**	**647.1 m²**
		806.1 m²	

4.2 Car Parking and Vehicular Access

A total of 128 car parking spaces are proposed on-site on a basement level, inclusive of 2 accessible spaces. Vehicle access to the basement is proposed from George Street via the existing accessway along the northern boundary of the site. Access will be restricted to left-in/left-out.

No staff or visitor car parking spaces are proposed on-site, but instead will rely alternative transport modes and the existing on-street car parking in the vicinity of the site.

The basement car park layout is shown in Figure 22.

4.3 Bicycle Parking

A total of 576 bicycle spaces are proposed across the site located in a secure compound on the basement, within a bike workshop on the ground floor, or within the public realm. A summary of the proposed bicycle parking allocation is provided in Table 5 below.

Table 5 Proposed Bicycle Parking

Component	Basement	Ground Floor	
	Secure Room	Bike Workshop	Public Realm
Residents	524		
Staff		10	
Residential Visitors		30	
Commercial Visitors			12

Access to the basement bicycle parking will be provided from the lifts within each building.

A view of the bicycle parking is shown in Figure 21 and Figure 22.

4.4 Loading and Waste Collection

Loading and waste collection for the site is proposed via a loading dock accessed from existing George Street accessway in the northwest of the site. The loading dock will accommodate vehicles up to 6.4m in length. A waiting bay is proposed within the loading area to reduce conflicts between loading vehicles and residents accessing the basement.

On waste collection days, the waste bins will be transferred directly from the bin storage room within each building to the loading dock for collection.

A view of the proposed ground floor and basement is provided in Figure 21 and Figure 22.

Figure 21 Site Plan – Ground Floor

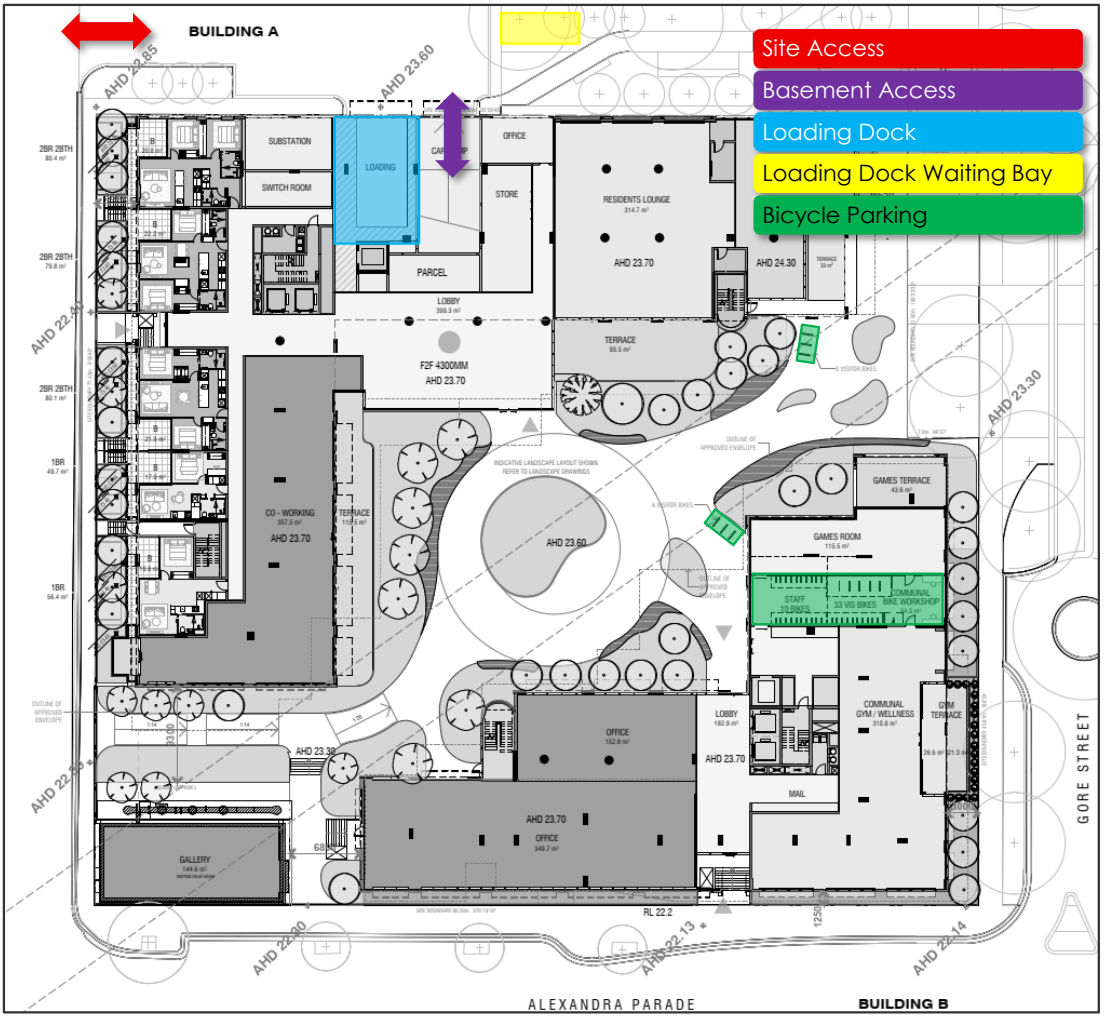


Figure 22 Site Plan – Basement



5 DESIGN ASSESSMENT

5.1 Yarra Planning Scheme – Clause 52.06

onemile**grid** has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06 of the Planning Scheme. A review of those relevant Design Standards is provided in the following section.

5.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 6.

Table 6 Clause 52.06 Design Assessment – Design Standard 1

Requirement	*Comments*
Be at least 3 metres wide.	Satisfied – minimum width of ramp is 5.5 metres
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – changes of direction are more than 4.2 metres wide
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	Satisfied – all vehicles can exit in a forward direction
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Satisfied – a minimum height clearance of 2.1 metres is achieved
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied – all vehicles can exit in a forward direction
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Satisfied – all accessways are two-way
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied – splays are provided on both sides of the accessway clear of landscaping or obstructions greater than 900mm height.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	Satisfied – all parking spaces are located in a basement.

5.1.2 Design Standard 2: Car Parking Spaces

All car spaces on-site are proposed in accordance with Design Standard 2 of the Planning Scheme, with spaces proposed as either:

- 2.6m wide, 4.9m long, accessed from aisles of no less than 6.4m; or
- 3m wide, 4.9m long, accessed from aisles of no less than 5.5m.

The accessible bays are provided with a length of 5.4m and a width of 2.4m, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022). Furthermore, a height clearance of no less than 2.5m is provided above the centre of the accessible bay and adjacent shared area, in accordance with the Australian Standard.

Swept path diagrams have been provided within Appendix A demonstrating access to and from the site, circulation within the basement, and access to critical spaces with a 99th percentile passenger vehicle (B99).

It is shown that all parking spaces can be accessed with no more than one corrective movement on entry or exit.

5.1.3 Design Standard 3: Gradients

The first 5m at the top of the ramp has been provided with a grade of 1:10 while the maximum grade of the remainder of the ramp is no more than 1:4, in accordance with the requirements of Design Standard 3. Transitions are provided where changes of grade exceed 12.5%, and transition lengths have been designed to prevent potential scraping.

5.2 Bicycle Parking

It is proposed to provide a combination of double tier bicycle racks, vertical bicycle racks, and horizontal bicycle hoops within the two bike storage areas and the public realm.

The double tier bicycle racks are proposed with 0.4m spacing (between bikes at the same height) with a 1.94m envelope, minimum 2m access aisle and is proposed no less than 2.7m of height clearance, in accordance with the Australian Standards AS2890.3.

The vertical mounted racks have been designed in accordance with the Australian Standard; specifically, they are located at 500 mm centres, with an envelope of 1.2 metres provided for bicycles and a 1.5 metre access aisle.

The bicycle hoops have been designed in accordance with the Australian Standards; specifically, they are provided at one metre centres, with an envelope of 1.8m provided for bicycles and a 1.5m access aisle.

Furthermore, more than 20% of the proposed bicycle spaces have been provided on-ground, exceeding the Australian Standard requirements.

5.3 Loading and Waste Collection

The loading bay has been designed to accommodate vehicles up to 6.4m in length, which includes a 6.4 m rear-lift waste collection vehicle (mini-loader) and a 6.4 m small rigid vehicle (SRV). All other vehicles are expected to be smaller vans and utility vehicles associated with removalists and general deliveries.

Swept paths are provided in Appendix A showing access to the loading dock with a larger 8.8 m medium rigid vehicle (MRV). The truck can successfully manoeuvre within the George Stret access road and reverse into the loading dock with one corrective movement, before leaving onto

George Street in a forwards direction. As such, the smaller 6.4 m small rigid vehicles (SRV) will easily be able to access the loading bay.

To assist with circulation and reduce conflicts, a waiting bay is proposed in the northeastern area of the loading area. Loading vehicles will enter the site, prop within this area, and give way to other vehicles entering or exiting the basement, before reversing into the loading dock.

The minimum height proposed for the loading bay is 3.5 metres in line with the Australian Standard.

5.4 Clause 52.29 – Land Adjacent to the Principal Road Network

The overall Gasworks site is subject to the requirements of Clause 52.29 of the Yarra Planning Scheme which applies to land adjacent to the Principal Road Network (Alexandra Parade and George Street) and aims to ensure appropriate access is provided to identified roads.

Relevant to the proposed development, the Clause states that a permit is required to create or alter access to a road in a Transport Zone 2, and that the proposal is to be referred to the relevant referral authority (in this case the Department of Transport and Planning).

The development does not propose any new vehicle access to the site, but rather an intensification of the existing access from George Street.

The first stage of this accessway was constructed as part of the site to the north, and currently provides loading access for the adjacent school. As part of the proposed development the accessway would be extended to the east to provide access to the basement as well as to the loading bay for the site. Loading activity would include removalist vehicles, waste collection, and retail tenancy deliveries. The design and delivery of this extension is being managed by Development Victoria as part of precinct-wide public realm works.

A view of the existing accessway arrangement is shown below.

Figure 23 Existing George Street Accessway



For reference, the previous approval on the site included 358 apartment dwellings and 232 parking spaces accessed from a basement car park. The car park was accessed from Alexandra Parade via an internal roundabout and road running north/south along the site boundary. Access from the internal road included a short left-turn deceleration lane on Alexandra Parade, which removed several on-street parking spaces on Alexandra Parade.

A review of the proposed site access conditions and surrounds suggests the access from George Street is considered appropriate, considering the following:

- Based on the current provision of 128 parking spaces, the site is expected to generate up to 384 vehicles per day, or 39 vehicle movements during the peak hour periods (based on rates adopted in Section 9.2). When split between inbound and outbound movements, no more than 31 outbound movements are expected during a single hour (AM peak), and no more than 23 inbound movements are expected during a single hour (PM peak). This equates to approximately 1 movement every 2 minutes and is expected to be suitably absorbed into the surrounding road network.
- Vehicles entering the site from George Street will not experience any delays on entry and can simply turn left into the site.
- Vehicles exiting onto George Street are not expected to create any significant delays to other vehicle travelling on George Street. Due to the upstream signals of Queens Parade / George Street, regular gaps in traffic would be created allowing vehicles to exit the site without extended delays. During the peak hour periods, it is acknowledged that queues from the Alexandra Parade / George Street signals would likely extend upstream past the site access, however vehicles queuing vehicle would simply provide a gap in the queue to allow the vehicle to exit. It is of note that this arrangement would be similar to the previously proposed location on Alexandra Parade, where queues from the Alexandra Parade / Smith Street intersection would extend past the previous site access.
- Due to the location and proximity of traffic signals on either side of the proposed access, vehicles on George Street will generally be travelling at lower speeds than the signed 60 km/h, and will have suitable time to react to vehicles in front of them slowing down to turn left into the site.
- The proposed access arrangements are in line with the objectives of the Fitzroy Gasworks Development Plan. The relevant objectives to the proposed access (Sections 8.5 and 8.6 of the Development Plan) are replicated below, with direct responses to how the proposed access complies with said objective.
  - *Car parking 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.*

    The basement car park (and loading) is proposed from the existing accessway via Goerge Street, therefore creating no additional crossovers.

  - *Vehicle access points within the site should be designed to prioritise pedestrian movement as well as minimise conflict between pedestrians, bicycles and vehicles.*

    The proposed access is located away from the primary pedestrian and cyclist movements on the site, and throughout the wider Gasworks precinct. A footpath is proposed across the loading and basement access, however is expected to generate minimal volumes due to its location, with majority of users using the main thoroughfare within the site.

  - *Design of vehicle access should ensure vehicle loading within the development is accessible and safe, while prioritising pedestrian and cyclist movement within the development.*

    Loading is proposed separated from the primary pedestrian and cyclist paths within the site and wider Gasworks Precinct.

  - *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.*
    Loading is proposed on the ground floor however is separated from the primary pedestrian and cyclist paths within the site and wider Gasworks Precinct. Waste collection will be undertaken within the ground floor loading dock, with the storage and collection of waste undertaken outside the view of the public realm.

- The proposed access from George Street is considered an improvement to the previously proposed location on Alexandra Parade in relation to ease of access for residents. First of all, Alexandra Parade is a much busier road, with extensive queues along the corridor during both the AM and PM peak hour periods. Additionally, the vehicle routes to the proposed George Street access are considered simpler than the previous access. For example, outbound vehicles can easily turn left or right at the Alexandra Parade / George Street intersection, whereas the vehicle access on Alexandra Parade required vehicles travelling west to turn left out of the site and cut across 3 lanes of traffic to perform a U-turn at the Smith Street intersection. A comparison of the vehicle access routes for the previous and proposed access points is provided below.

Figure 24 Vehicle Ingress/Egress Comparison – To/From West

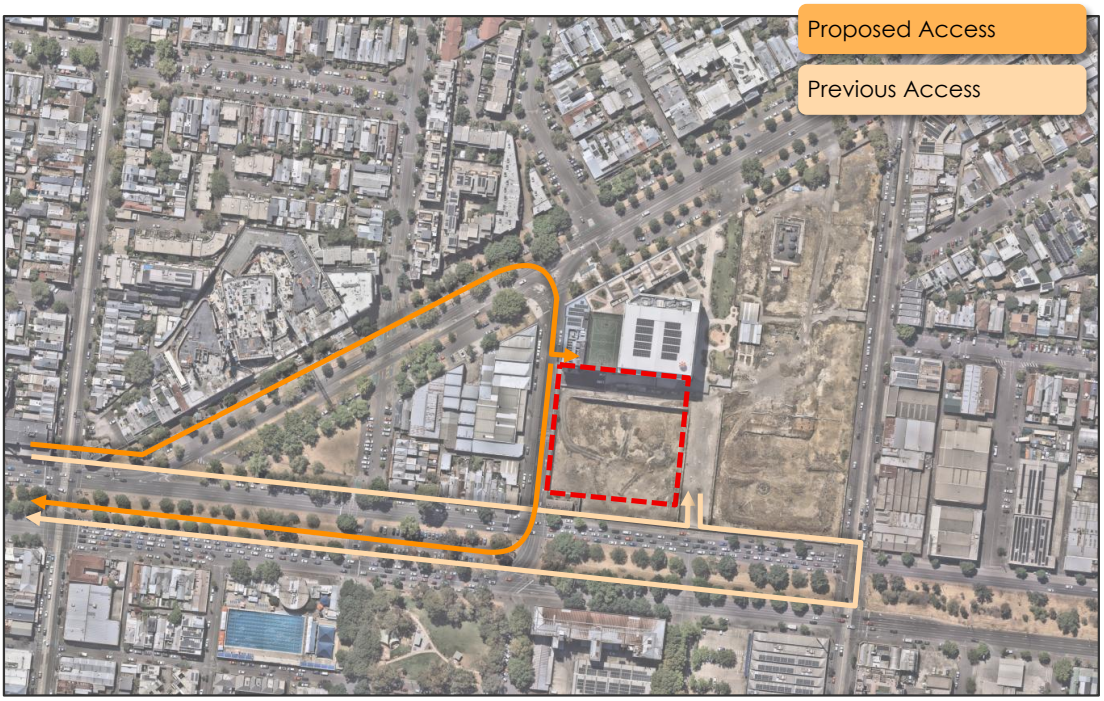
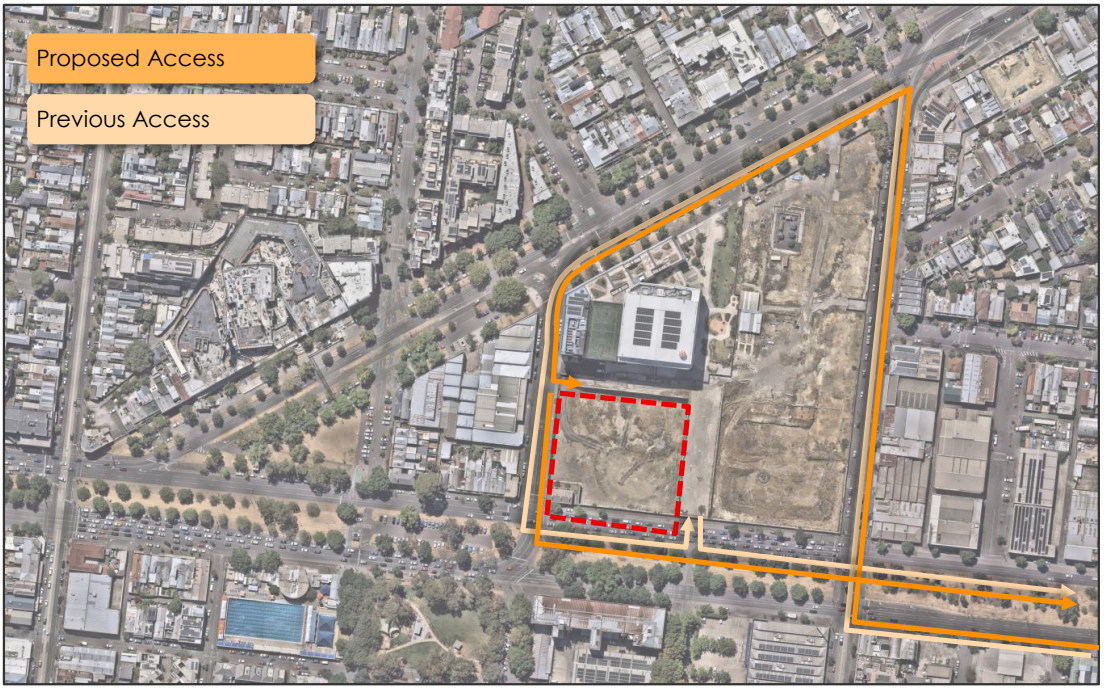


Figure 25 Vehicle Ingress/Egress Comparison – To/From East



In light of the above, vehicle access from George Street is considered suitable for the proposed development and will satisfy the requirements of Clause 52.29.

6 LOADING

Clause 65 (Decision Guidelines) of the Yarra Planning Scheme identifies that "*Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*"

The proposed development provides a dedicated loading dock accessed from the existing George Street access, in line with the requirements of the Development Plan. The loading dock is proposed with a width of 5m and length of 10.65m, and will be used for waste collection, deliveries, and removalists.

Collection for each waste stream will be undertaken by a truck with a 3x weekly frequency, equating to 12 waste collection per week, or no more than 4 collections per day. These collection will be scheduled outside of the peak road network hours to reduce conflicts between collection vehicles and vehicles accessing the basement car park.

Removalists vehicle usage of the loading dock will be relatively infrequent, and will require residents to book a timeslot for use of the dock.

Commercial deliveries will occur via small vans and utility vehicles, which can utilise the existing on-street parking in the vicinity of the site, in addition to the on-site loading bay.

Based on the above, the usage of the loading dock is expected to be infrequent during the peak periods.

Nonetheless, to ensure any conflicts between loading vehicles and residents accessing the loading bay are manageable, a waiting bay is proposed in the northeastern area of the loading area. Loading vehicles will enter the site, prop within this area, and give way any vehicles entering or exiting the basement, before reversing into the loading dock. In this way, residents will have priority and will be able to access the basement without any disruptions.

In light of the above, the provision for loading is considered appropriate for the proposed use.

7 BICYCLE PARKING

7.1 Residential

The bicycle parking requirements for a development are typically identified in Clause 52.34 of the Yarra Planning Scheme, which specify the following requirements:

- 1 space per 5 dwellings for residents; and
- 1 space per 10 dwellings for visitors.

However, where bicycle parking requirements are specified under another provision of the planning scheme, the requirements of Clause 52.34 do not apply.

In this case, Schedule 16 to Clause 43.04 (DPO16) of the Yarra Planning Scheme and the approved Development Plan provides bicycle parking requirements for the residential uses proposed, therefore, the rates identified in Clause 52.34 do not apply.

The bicycle parking requirements for the residential components of the subject site as identified in the approved Development Plan, which specifies the following requirements for the proposed development.

Table 7 Approved Development Plan – Bicycle Parking Requirements

Component	*No. Dwellings*	*Requirement*	*Total*
Dwelling	399	2 bicycle spaces per dwelling for all dwellings	798

Review of the above identifies a requirement to provide a total of 798 bicycle parking spaces for the residential component of the development, inclusive of residential visitors.

7.2 Commercial

The bicycle parking requirements for the commercial components of the site are identified in Clause 52.34 of the Yarra Planning Scheme, which specifies requirements for the different components of the development.

The following assumptions have been made for assessment purposes:

- The café will be assessed under the 'retail' land use;
- Bicycle parking is not required for an office use if the net floor area is below 1,000 m²;
- No rate is listed for a gallery or similar, and therefore no bicycle parking is required for this use; and
- It is understood that the resi lounge, co-working, gym/wellness, and games room will be used exclusively by residents of the development, and therefore will not attract any additional visitor bicycle parking demands. Therefore, these uses have been excluded from the bicycle parking requirements.

Table 8 Clause 52.34 – Commercial Bicycle Parking Requirements

Component	*Area*	*Requirement*	*Total*
Café (retail)	159 m²	1 to each 300 m² of leasable floor area for employees; and 1 to each 500 m² of leasable floor area for visitors.	1 0
Office	499.5 m²	No bicycle parking is required if the net floor area is below 1,000 m²	0 0
Gallery	144.6 m²	No requirements listed	0
Total		**Employees** **Customers**	**1** **0**

Review of the above identifies a requirement to provide 1 employee space and no visitor spaces.

7.3 Proposed Bicycle Parking Provision

A total of 576 bicycle parking spaces are proposed throughout the site. A summary of the requirements and proposed bicycle parking provision is provided below.

Table 9 Bicycle Parking Requirements Summary

Component		Requirement	Provision	Difference
Residential	Residents	798	524	-244
	Visitors		30	
Commercial	Employees	1	10	+9
	Customers / Visitors	0	12	+12

Considering the above, the provision of bicycle parking for visitors and employees exceeds the appropriate requirements, while the provision of bicycle parking for residents results in a shortfall of 244 spaces when compared to the requirements within the Development Plan.

The Development Plan states that '*Two bicycle parking spaces are provided per dwelling unless further justification is submitted at planning application to the satisfaction of the Responsible Authority*. In this regard, a permit may be granted to vary, reduce or waive any bicycle parking requirement.

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider a number of factors including:

- Whether the proposed number, location and design of bicycle facilities meets the purpose of this clause.
- The location of the proposed land use and the distance a cyclist would need to travel to reach the land.
- The users of the land and their opportunities for bicycle travel.
- Whether showers and change rooms provided on the land for users other than cyclists are available to cyclists.
- The opportunities for sharing of bicycle facilities by multiple uses, either because of variation of bicycle parking demand over time or because of efficiencies gained from the consolidation of shared bicycle facilities.
- Australian Standard AS 2890.3 1993 Parking facilities Part 3: Bicycle parking facilities.
- Any relevant bicycle parking strategy or equivalent.

A review of the suitability of the provision of residential bicycle parking is provided below.

7.4 Review of Bicycle Parking Provision

7.4.1 Yarra Sustainability in Design Assessment

The City of Yarra has adopted a Sustainability in Design Assessment in the Planning Process (SDAPP) guide which includes initiatives for reducing the reliance on cars and how alternative transport forms can be incorporated into developments. The guide recommends the following bicycle parking provision rates for residential uses:

- 1 bicycle space per dwelling for residents
- 0.25 spaces per dwelling for visitors.

Applying this to the proposed development, the following bicycle spaces are required for the residential component:

- Residents: 399 spaces
- Visitors: 100 spaces

Considering the above, the provision of 524 spaces for residents exceeds the best practice bicycle parking rates of the SDAPP. The provision of 42 spaces for residential visitors does not exceed the SDAPP rate, however the surplus in residential spaces in the basement can be used by residential visitors if the demand arises. Residents can simply allow visitors access to the basement bicycle storage room.

7.4.2 Empirical Assessment

The proposed development comprises of a total of 276 studio or one-bedroom apartments, equating to 70% of the total dwellings on site. It is expected that a large portion of these dwellings will be occupied by a single person who will not require two bicycle spaces. Similarly, only a small portion of the 102x 2-bedroom and 18x 3-bedroom dwellings will require two bicycle spaces.

The proposal seeks to provide bicycle parking in line with the above, as summarised in Table 10 below, with 2 bicycle parking spaces proposed for each 2-bedroom and 3-bedroom apartment and 1 bicycle parking space for each studio and 1-bedroom apartment. This approach reflects the anticipated occupancy levels and likely travel behaviour of residents, and is considered to deliver a balanced and practical outcome that is consistent with the overarching objectives of promoting sustainable transport and accommodating cyclist demand.

When assessed against the Development Plan, the proposed provision supports its broader intent by encouraging active transport, providing sufficient and convenient bicycle facilities for residents, and responding appropriately to the scale, form, and function of the development.

Table 10 Proposed Bicycle Parking Rates

Bedrooms	*Rate*	*Proposed Dwellings*	*Required Bicycle Spaces*	*Proposed Bicycle Parking*	*Difference*
Studio	1 per dwelling	130	130	524	+5
1-bedroom	1 per dwelling	149	149		
2-bedroom	2 per dwelling	102	204		
3-bedroom	2 per dwelling	18	36		
Total		**399**	**519**	**524**	**+5**

Furthermore, it is of note that the provision of bicycle parking is in excess of the requirements within Clause 52.34 of the Planning Scheme, which requires a total of 80 spaces for the development.

In light of the above, the nominated bicycle parking strategy is considered acceptable despite not strictly aligning with the prescriptive standards.

7.4.3 Adequacy of Bicycle Parking Provision

Considering the above, the proposed provision of resident and visitor bicycle parking is appropriate, considering the following:

- The Development Plan requirement of two bicycle space per dwelling is considered in excess of the realistic demand generated considering the large proportion of studio and one-bedroom dwellings;
- The provision of resident parking is generally in line with the recommended rates within the 'Sustainable Design Assessment in the Planning Process' documents employed by the City of Yarra;
- The provision of bicycle parking for residents equates to one space for every studio and one-bedroom apartment, and 2 spaces for every 2-bedroom and 3-bedroom apartment;
- The provision of bicycle parking reflects the anticipated occupancy levels and likely travel behaviour of residents, and is considered to deliver a balanced and practical outcome that is consistent with the objectives of promoting sustainable transport;
- The proposed provision supports the intent of the Development Plan by encouraging active transport, providing convenient bicycle facilities for residents, and responding appropriately to the scale, form, and function of the development; and
- The provision of staff and visitor parking is in excess of the rates within Clause 52.34 of the Planning Scheme.

8 CAR PARKING

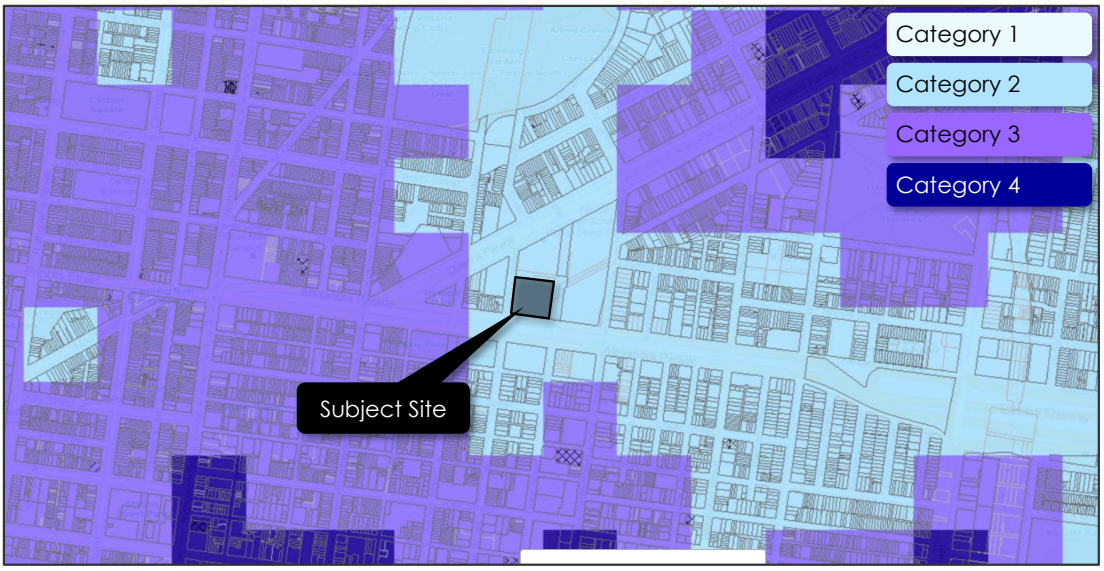
8.1 Statutory Car Parking Requirements

8.1.1 Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Yarra Planning Scheme, which provides different requirements depending on the public transport accessibility of the site. This can be determined from the land category, which is identified in the Car Parking Requirement Maps published by the Department of Transport and Planning.

As shown in Figure 26, the site is located within Category 2, and is in close proximity to Category 3 and 4 areas.

Figure 26 Car Parking Requirement Map



The resulting car parking requirements for the proposed development are shown in Table 11

The following assumptions have been made for assessment purposes:

- The café will be assessed under the 'food and drink premises' land use;
- The gallery will be assessed under the 'place of assembly' land use; and
- It is understood that the resi lounge, co-working, gym/wellness, and games room will be used exclusively by residents of the development, and therefore will not attract any car parking demands in their own right. Therefore, these uses have been excluded from the car parking requirements.

Table 11 Car Parking Requirements

Dwelling Type	No/ Area	Parking Rate	Parking Requirement
Dwelling	399 dwellings	1 space per dwelling	399 spaces
Café (food and drink premises)	159 m²	2 to each 100 m² of leasable floor area	3 spaces
Office	499.5 m²	0.45 to each 100 m² of leasable floor area	2 spaces
Gallery (place of assembly)	144.6 m² 70 patrons*	0.15 to each patron permitted	10 spaces
Total			**414 spaces**

**Indicative patronage capacity based on floor area.*

Based on the above calculations, the development is required to provide a total of 414 spaces, including 399 resident spaces and 15 non-resident commercial spaces.

8.1.2 Proposed Car Parking Provision

It is proposed to provide a total of 128 car parking spaces to service the proposed development. A summary of the requirements and proposed parking provision is provided below.

Table 12 Car Parking Summary

Component	Requirement	Provision	Difference	Provision Rate
Residential	399	128	-271	0.32 spaces per dwelling
Non-Residential	15	0	-15	-

The above equates to a total shortfall of 284 spaces when compared to the Planning Scheme requirements, comprising 271 resident spaces and all 13 spaces for the non-residential tenancies.

In this regard, Clause 52.06-7 of the Yarra Planning Scheme indicates that an application to reduce (including reduce to zero) the requirement for car spaces must be accompanied by a Car Parking Demand Assessment. The Assessment must assess the car parking demand likely to be generated by the proposed development, having consideration to:

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

Furthermore, there are a number of strategic factors that play a role in reducing car parking demands, including Council policy, access to sustainable transport networks and availability of on-street parking.

An assessment of the likely parking demands and the appropriateness of reducing the car parking provision below them is set out below.

8.2 Car Parking Demand Assessment

8.2.1 Residential Car Parking Demands

8.2.1.1 Build-to-Rent Case Study

A study of Build to Rent (BTR) developments was undertaken by Charter Keck Cramer, which determined the car parking provision for 11 developments across Australia. The number of apartments within each of the Melbourne developments and the car parking provision is detailed in the table below.

Table 13 BTR Apartment Parking Provision

Development	*Apartments*	*Parking Provision (per dwelling)*
Home Richmond (Grocon, Richmond)	368	0.54
Home Southbank (Grocon, Southbank)	405	0.18
South Yarra Flex Housing Tower (Greystar, South Yarra)	304	0.28
South Yarra BTR Tower (Greystar, South Yarra)	382	0.19
LIV Flinders West (Mirvac, Melbourne)	474	0.18
LIV Albert Fields (Mirvac, Brunswick)	527	0.45

It is shown above that car parking provision for the developments varies between 0.18 and 0.54 spaces per dwelling, with an average provision of 0.31 car parking spaces per dwelling.

Adopting this rate average rate equates to an expected demand of 124 parking spaces for the proposed development.

It is proposed to provide 128 parking spaces for proposed dwellings (at a rate of 0.32 spaces per dwelling), in excess of the expected demands of the case study data above.

8.2.1.2 City of Yarra Parking Management Strategy

The purpose of the City of Yarra Parking Management Strategy "is to provide a policy framework to guide officers in the management of the parking resource."

The Action Plan 2013 – 2015 lists 16 principles which are key drivers for parking management in Yarra, including:

1. Ensure that new developments are self-sufficient in meeting their parking needs - with the exception of encouraging reduced parking or no car parking developments for sites very close to public transport stops.

This emphasises Council's desire to reduce car usage, through encouraging reduced parking supply in appropriate locations, such as the subject site.

8.2.1.3 City of Yarra Climate Emergency Plan

In June 2020 the City of Yarra adopted the "Yarra Climate Emergency Plan" which sets out a number of targets, objectives and strategies for reducing the impact of the Council and its constituents on the environment.

The plan includes the development of an Integrated Transport Plan for Yarra which will aim to achieve the following transport related objectives:

- *"Increase the share of trips by sustainable transport modes"*;
- *"Identify existing and emerging issues and opportunities, including incentives or initiatives to change travel behaviours"*;
- *"Use parking provisions, or other mechanisms, to encourage car-share and electric vehicles"*; and
- *"Promote efficient use of road space for walking and cycling, public transport, shared transport and zero emissions vehicle"*.

By providing reduced parking for the development, residents are compelled to make decisions about their travel behaviours and adopt sustainable transport modes. The provision of reduced parking for new developments will allow Council to reduce the number of personal vehicle trips undertaken by residents.

8.2.1.4 Impact of Parking Supply on Traffic Congestion

A recent VCAT decision (Ronge v Moreland CC [2017] VCAT 550 (9 May 2017)) highlighted the value of reduced car parking provision with regard to traffic congestion, identifying the potential adverse impact of providing parking to comply with Clause 52.06, as below:

"*Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*

A car parking demand assessment is called for by Clause 52.06-6 [now Clause 52.06-7] *when there is an intention to provide less car parking than that required by Clause 52.06-5.*
However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.

Policy tells us the future must be different. Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling."

"One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements . . ."

This has been realised in some inner suburban areas, with maximum (rather than minimum) parking rates applying to developments.

8.2.1.5 Planning Scheme Policies – Yarra Planning Scheme

The Yarra Planning Scheme includes a number of polices with regard to transport and environmentally sustainable development. At the time of the Development Plan approval, this included Clause 21.06 – Transport and Clause 22.17 – Environmentally Sustainability Development. These Clauses have since been superseded, however the relevant objectives within each are provided below as they were relevant at time of Development Plan approval:

Clause 21.06 – Transport

- *"To provide safe and convenient pedestrian and bicycle environments"*
- *"To facilitate public transport usage"*
- *"To reduce the reliance on the private motor car"*
- *"To reduce the impact of traffic"*

Clause 22.17 – Environmentally Sustainable Development

- *"To ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order"*
- *"To minimise car dependency"*
- *"To promote the use of low emissions vehicle technologies and supporting infrastructure"*

Clause 21.06 also identifies that "*in Yarra unrestricted car use and parking is neither practical nor achievable*" and further "*Car parking will be managed to optimise its use and to encourage sustainable transport options.*"

The above policies have been superseded by Clause 18.01 and 18.02 of the Yarra Planning Scheme. The relevant objectives are provided below:

Clause 18.01 – Land Use and Transport

- *"Design neighbourhoods to increase the share of trips made using sustainable transport modes."*
- *"Prioritise the use of sustainable personal transport."*
- *"Support development which reduces reliance on private cars."*
- *"Encourage lower amounts of car parking within developments."*

Clause 18.02 – Movement Networks

- *"Facilitate the use of public transport, cycling and walking."*
- *"Design road space to complement land use and meet business and community needs through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and commercial passenger vehicles) and freight routes, in line with the designated role of the road."*
- *"Support a reduction in the required number of car parking spaces where alternative modes of transport are available."*

The above policy objectives are driven towards sustainable transport outcomes and the encouragement of alternative methods of transport compared to private motor vehicle use. To achieve these outcomes, the use of public transport, walking and cycling as methods of transport are paramount. The proposed development is ideally located in this regard to promote the use of public transport, walking, and cycling through the limiting of car parking provided on-site.

8.2.1.6 Recent VCAT Decisions

There have been recent VCAT decisions where reduced parking rates have been supported, including cases where the provision of zero parking spaces were adopted. These cases include Dinopolous v Darebin and Vincent v Moreland.

The tribunal indicated some key criteria for when considering a waiver in residential parking, including:

- Access to public transport with consideration to time of travel, diversity in routes and frequency of services;
- Walkability of the surrounding area; and
- Access to alternative transport.

The subject site has excellent public transport accessibility, with a wide variety of transport modes and services operating in the immediate vicinity of the site, including Clifton Hill train station located approximately 1,000 metres from the site, tram services along Smith Street and Brunswick Street, and numerous bus services along Queens Parade and Hoddle Street.

Additionally, the site is well-located for pedestrian accessibility, with a number of recreation, education, shopping and employment uses located within walking distance of the site. The site has a Walk Score rating of 90/100 and is very walkable, with most errands able to be accomplished on foot.

Furthermore, Queens Parade is provided with on-road bicycle lanes on both sides of the road along the frontage of the site, providing resident with access to alternative transport modes.

In light of the above, the Fitzroy Gasworks site is considered to meet all the key criteria points for a waiver in residential parking provision.

8.2.1.7 Alternative Sustainable Modes of Transport

As noted above, the site has very good access to Public Transport, with numerous trains, trams and bus services in the vicinity of the site. The provision of very good public transport ensures that residents will have good access to alternative transportation modes.

Furthermore, the development proposed bicycle parking in excess of the Clause 52.34 statutory requirements. This increase in bicycle parking provision, in combination with easy access to good bicycle infrastructure will encourage increased bicycle use for residents and reduce dependency on vehicles.

8.2.1.8 Walkability

As previously mentioned in section 2.5.5, the development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities, which will further reduce the dependency on vehicles for residents.

8.2.1.9 On-Street Parking Restrictions

For developments with reduced parking supply, and where on-street parking in the area is unrestricted, it is often observed that long term parking may occur on-street. Conversely, where on-street parking surrounding a development with a reduced parking supply is restricted, naturally the dwellings without a parking allocation will not attract residents that require a parking space and residents are encouraged to use alternative transport modes.

On-street parking in the area is restricted or heavily utilised and as such there is limited opportunity for on-street residential parking in the area.

8.2.2 Non-Residential Parking Rates

Typically, the car parking demands of retail tenancies are broken up into two components: staff demand and customer demand.

In relation to staff, no parking spaces are proposed and therefore, staff will be encouraged to change behaviour and utilise other modes of transport. As noted above, the site is provided with excellent access to alternative modes of transport.

In relation to customers, short term parking is available in the vicinity of the site to accommodate these demands should they eventuate. **one**mile**grid** has prepared a car parking inventory for public on-street parking in the vicinity of the site. Parking with a comparable walking distance to the site frontage is shown in Figure 27 and detailed in Table 14.

It is shown that there are in the order of 563 on-street parking spaces in the vicinity of the site available for public use within 300 m walk of the site.

On this basis, it is likely that an any car parking demands for visitors can be accommodated by other public on-street parking in the vicinity.

It should be noted that a large portion of customers to the retail tenancies will consist of residents that live on site or in the vicinity and will not generate any parking demand.

Figure 27 On-Street Parking



Table 14 On-street Parking Inventory

Street	Restriction	No. Spaces
Alexandra Parade	Unrestricted (four spaces to be allocated to the medical centre)	43
	4P 7:00am to 7:00pm	4
	2P 7:00am to 7:00pm	23
	1P 7:00am to 11:00pm	7
	1P 7:00am to 5:00pm	2
Alexandra Parade Median	4P 6:00am to 9:00pm	53
Napier Street	-	28
George Street	Unrestricted	14
Smith Street	4P 7:00am to 4:00pm, Monday to Friday No Stopping 4:00pm to 6:00pm, Monday to Friday	37
	1P 9:00am to 5:30pm, Monday to Friday 7:30am to 12:30pm, Saturday No Stopping 7:00am to 9:00am, Monday to Friday	5
	No Stopping 7:00am to 9:00am, Monday to Friday	11
Council Street	2P 7:00am to 7:00pm, Monday to Friday	63
Queens Parade	Unrestricted	142
	2P 7:00am to 5:00pm, Monday to Friday	12
Hodgkinson Street	2P 7:00am to 7:00pm, Monday to Friday	50
Reeves Street	4P 7:00am to 7:00pm, Monday to Friday	32
	2P 7:00am to 7:00pm, Monday to Friday	3
Jamieson Street	Unrestricted	34
Total		**563**

8.2.3 Adequacy of Proposed Car Parking Provision

Considering the above assessment, it is expected that the proposed supply of 128 spaces for residents is appropriate, considering the following:

- The provision of 128 parking spaces for residents equates to a parking provision rate of 0.32 spaces per dwelling, which is in excess of the case study demand of 124 parking spaces;
- Build-to-rent case study data identifies a market exists for apartments without a parking space;
- The parking provision is generally in accordance with several Yarra Council strategies and polices;
- The site has excellent access to public transport, with numerous train, tram and bus services in the immediate vicinity, providing access options for residents and employees with no on-site parking space;
- The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities;
- Staff will be encouraged to change behaviour and utilise the other modes of transport. Staff have a realistic means of accessing the site via these alternative modes based on the items above; and
- Any visitor parking demands that may be generated can be suitably accommodated by the on-street parking in the vicinity of the site.

9 TRAFFIC

9.1 Existing Conditions Traffic Volume Validation

To determine the appropriateness of the intersection volumes collected, it is important to explore a number of standard considerations that may impact the data collection whereby a subsequent adjustment may be required (road construction, road crashes, weather events, etc.).

Generally the methodology outlined in the Department of Transport's *Transport Modelling Guidelines, Volume 5: Intersection Modelling (September 2024) is used* to determine what is known as the 'design hour'.

The design hour is a model peak hour that determines an adjustment factor that can be applied to surveyed intersection volumes to provide more robust operating conditions, rather than relying solely on a survey date or dates. The design hour helps adjusts traffic volumes from a 'regular peak hour' to the '30th busiest peak hour of the year'. This is considered equivalent to factoring up the traffic volumes to the 90th percentile peak hour.

The design hour for the peak periods has been identified by utilising the March 2026 survey data for the Alexandra Parade / George Street intersection using the following peak hour periods:

- AM Peak – 7:00am to 8:00am
- PM Peak – 4:45pm to 5:45pm

The weekday AM and PM peak hour volumes for each day of the year were then ranked from 1 (busiest day) to 262 (least busy day), with the 30th busiest day selected to determine the design hour (as per DoT guidelines).

The peak hour volumes on the 30th busiest day was then compared against the collected survey volumes from March 2026, to determine the difference between the survey date and the 30th busiest day. A comparison between the survey date and 30th highest peak hour is shown in Table 15.

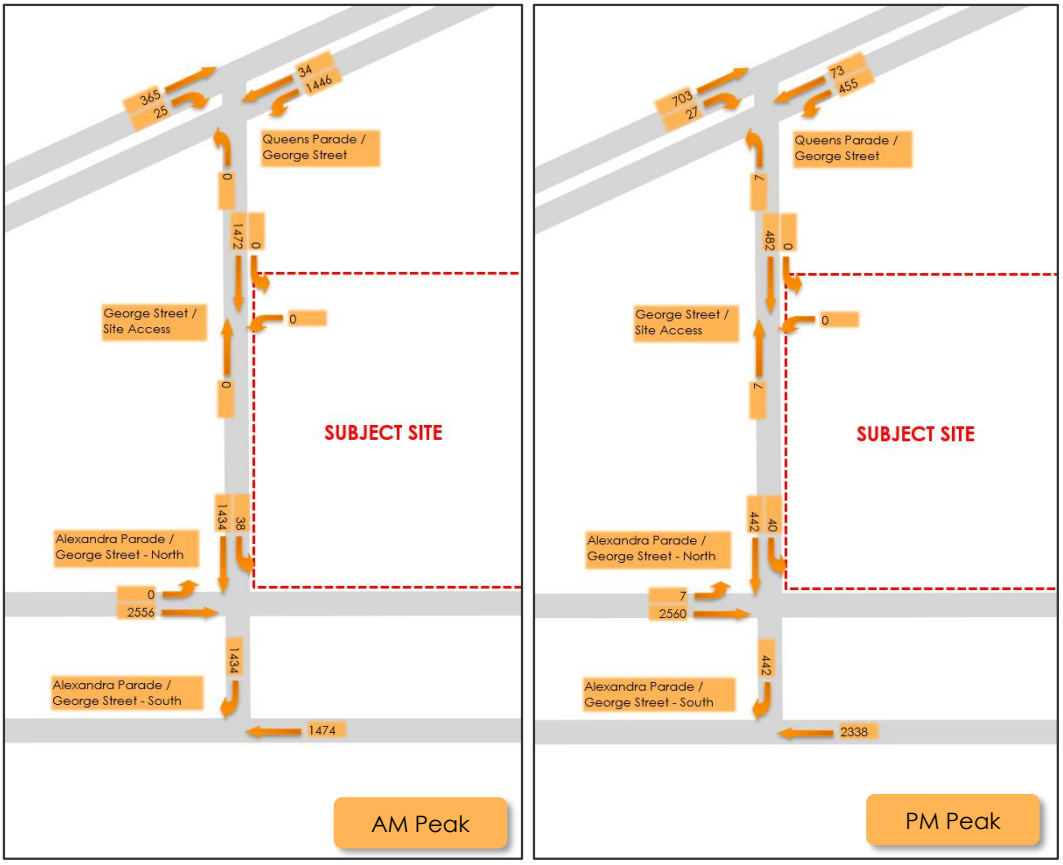
Table 15 Change in Traffic Volumes

Peak Hour	*Survey Date Volumes*	*30th Busiest Peak Hour*	*Change*
Alexandra Parade / George Street (SCATS No. 2108)			
AM Peak	4,890 vph (25th March 2026)	5,664 vph (3rd April 2025)	+15.8%
PM Peak	5,155 vph (15th March 2026)	5,439 vph (19th February 2025)	+5.5%

All surveyed intersections have been factored up during the AM and PM peak hours in accordance with above table.

Based on the above, the base case traffic volumes in the vicinity is shown in Figure 28.

Figure 28 Base Case Traffic Volumes



To assess the operation of the intersection the traffic volumes have been input into SIDRA Intersection, a traffic modelling software package.

The SIDRA Intersection software package has been developed to provide information on the capacity of an intersection with regard to a number of parameters. Those parameters considered relevant are, Degree of Saturation (DoS), 95th Percentile Queue, and Average Delay, as described in Table 16 below.

Table 16 SIDRA Intersection Parameters

Parameter	Description
Degree of Saturation (DoS)	The DoS represents the ratio of the traffic volume making a particular movement compared to the maximum capacity for that particular movement. The value of the DoS has a corresponding rating depending on the ratio as shown below.
	Degree of Saturation / **Rating** Up to 0.60 – Excellent 0.61 – 0.70 – Very Good 0.71 – 0.80 – Good 0.81 – 0.90 – Fair 0.91 – 1.00 – Poor Above 1.00 – Very Poor
	It is noted that whilst the range of 0.91 – 1.00 is rated as 'poor', it is acceptable for critical movements at an intersection to be operating within this range during high peak periods, reflecting actual conditions in a significant number of suburban signalised intersections.
Average Delay (seconds)	Average delay is the time delay that can be expected for all vehicles undertaking a particular movement in seconds. This includes time taken to accelerate or decelerate, time taken to undertake the manoeuvre, and delay at a hold line or stop line.
95th Percentile (95%ile) Queue	95%ile queue represents the maximum queue length in metres that can be expected in 95% of observed queue lengths in the peak hour.

Given the proximity of the surveyed intersections, they have been modelled as a network model, which accounts for coordination of signal phasing between adjacent intersections, and capacity reductions caused by downstream queueing effects.

Table 17 Alexandra Parade / George Street – Existing Conditions

Approach	DoS	Avg. Delay (sec)	Queue (m)
AM Peak			
George Street (North)	0.879	59.2	85.0
Alexandra Parade (West)	0.879	40.7	217.9
Alexandra Parade (East)	0.507	19.3	83.4
PM Peak			
George Street (North)	0.624	65.2	44.6
Alexandra Parade (West)	0.624	9.7	106.0
Alexandra Parade (East)	0.568	7.0	89.5

Table 18 Queens Parade / George Street – Existing Conditions

Approach	DoS	Avg. Delay (sec)	Queue (m)
AM Peak			
George Street (South)	0.005	5.7	0.1
Queens Parade (Northeast)	1.024	92.9	325.7
Queens Parade (Southwest)	0.698	6.6	8.5
PM Peak			
George Street (South)	0.005	5.7	0.1
Queens Parade (Northeast)	0.198	9.4	21.2
Queens Parade (Southwest)	0.352	4.6	18.4

Table 19 George Street / Site Access – Existing Conditions

Approach	DoS	Avg. Delay (sec)	Queue (m)
AM Peak			
George Street (South)	0.004	0.0	0.0
Site Access (East)	0.002	5.7	0.1
George Street (North)	0.262	0.0	60.0
PM Peak			
George Street (South)	0.004	0.0	0.0
Site Access (East)	0.001	4.0	0.0
George Street (North)	0.088	0.0	0.0

It is shown that the intersection of Queens Parade and George Street is operating above capacity during the AM peak hour, with a DoS of 1.024 for the left-turn movement from Queens Parade into George Street. This is due to extended queue length which are shown to extend from the Alexandra Parade/ George Street intersection to the north through the Queens Parade intersection.

9.2 Traffic Generation

Surveys undertaken by other traffic engineering firms at residential dwellings have shown that the daily traffic generation rates vary depending on the size, location and type of the dwelling, the parking provision and proximity to local facilities and public transport.

Medium to high density dwelling in inner areas generate traffic with rates between 3.0 and 6.0 movements per dwelling. Considering the location of the subject site and moreover the excellent access to public transport, it is expected that generation rates will be towards the lower end of the range. Nevertheless, for the purposes of this assessment a daily rate of in the order of 3.0 movements per day per dwelling will be adopted with 10% occurring during the peak hours.

Application of the above rates indicates that the 128 residential car parking spaces will generate 384 movements per day, inclusive of 39 vehicle movements during the morning and afternoon peak hours.

Furthermore, during the morning peak, it is estimated that 80% of the residential traffic will be outbound, while during the afternoon peak, 60% of the residential traffic will be inbound. It is therefore anticipated that the 90 projected peak vehicle movements will comprise the following peak hour traffic volumes.

Table 20 Anticipated Traffic Generation

Peak	*Inbound*	*Outbound*	*Total*
AM Peak	8	31	39
PM Peak	24	15	39

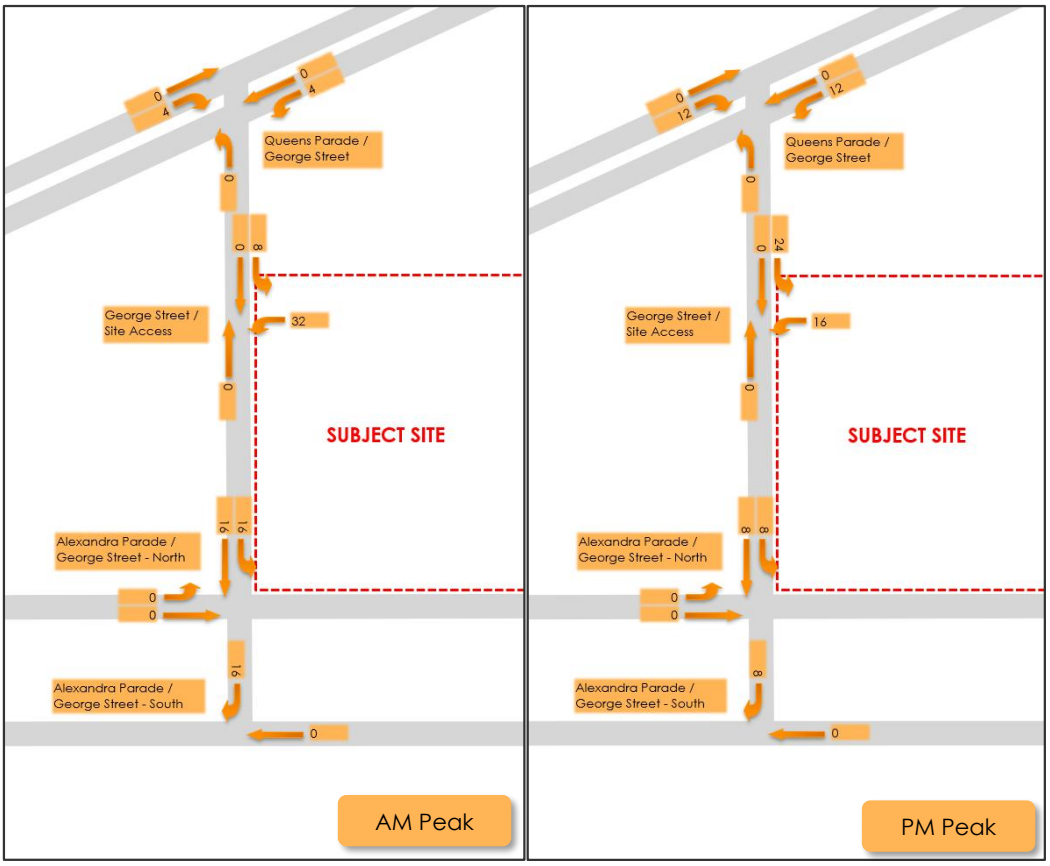
9.3 Traffic Distribution

Considering the traffic distribution of the existing surveys, in addition to the location of the site in relation to the arterial road network, schools, recreation and retail and employment precincts, a 50/50 eastbound/westbound traffic distribution split has been adopted.

9.4 Generated Traffic Volumes

Based on the above traffic generation and distribution, the following traffic volumes are expected to be generated by the proposed development in the vincity of the site.

Figure 29 Generated Traffic Volumes

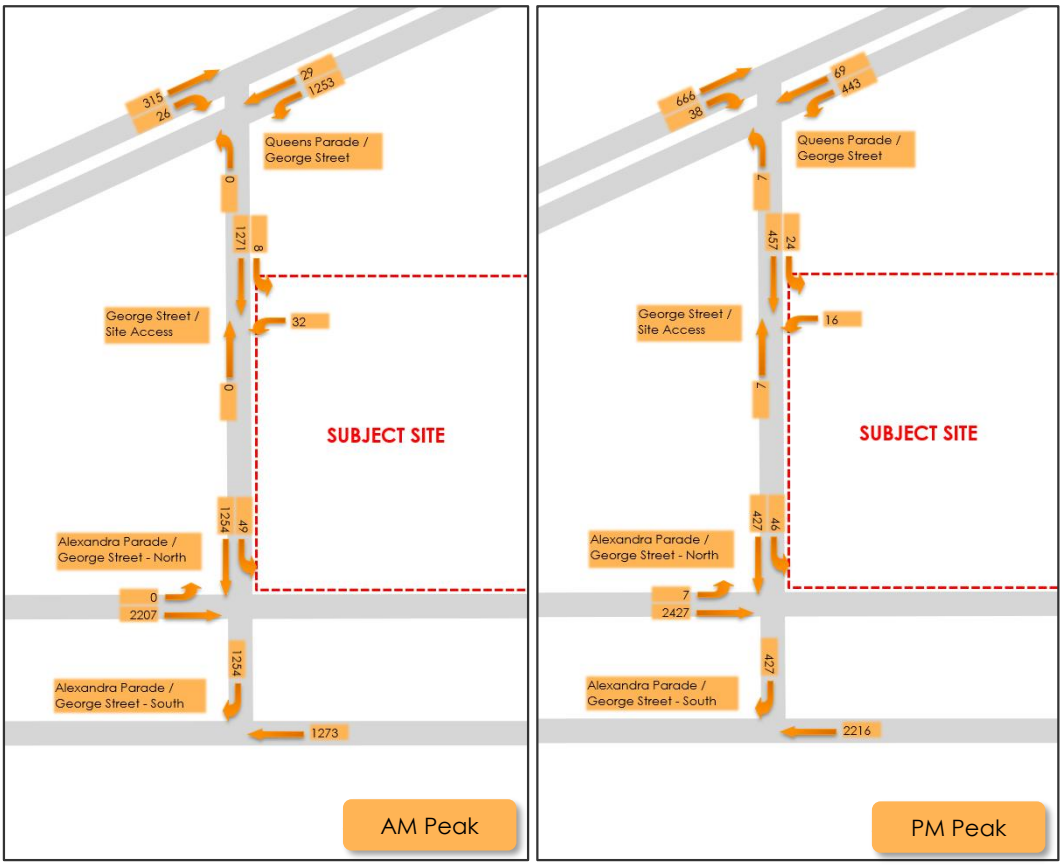


9.5 Post Development Traffic Volumes

Based on the above, the future intersection volumes can be calculated by combining the base case volumes and the traffic anticipated to be generated by the proposed development.

The resultant peak hour traffic volumes are shown in Figure 30.

Figure 30 Post Development Traffic Volumes



9.6 Traffic Impact

Reviewing the volumes above, a maximum of 39 vehicle movements per hour are expected in and out of the site, equating to less than one movement per minute during the peak hours. This level of traffic is considered low in traffic engineering terms and as such is not expected to have an impact on the operation of the surrounding road network.

As discussed in Section 9.13.5, the intersection of Queens Parade / George Street currently operates under 'very poor' conditions, with a Degree of Saturation in excess of 1.0, during the AM peak hour. The poor performance of this intersection is attributable to the existing traffic volumes and, the additional traffic as a result of the additional parking provision within the site is expected to have a negligible impact on its operation.

Noting the above, the proposed changes are expected to have minimal impact to the operation of Alexandra Parade, Queens Parade and George Street, noting that the signalised intersections in the vincity are generally already at capacity which are unable to be improved without major road works well outside of the scope of this development and generally aligned with state/national road infrastructure spending.

It is of note that if the site access was provided to Alexandra Parade, the intersection performance would be similar as both Alexandra Parade and Queens Parade are operating under similar conditions during the peak hour periods.

10 RESPONSE TO DEVELOPMENT PLAN OVERLAY REQUIREMENTS

The following responses are provided with respect to the traffic engineering objectives specified within the Fitzroy Gasworks Development Plan.

Pedestrian

- *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.*

  The primary Pedestrian and cycling paths though the site are isolated from the vehicle access point to reduce conflicts with vehicles.

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.*

  Bicycle connections are provided to the surrounding network including Queens Parade, Napier Street and Wellington Road. Bicycle parking is provided in excess of the Planning Scheme Requirements to encourage bicycle use.

- *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.*

  Access to the secure bicycle parking is proposed via the lifts of the ground floor. The secure bike rooms are located in close proximity to the lifts.

- *High-speed cycling through the site will be discouraged, to minimise potential conflicts with pedestrians.*

  Landscaping within the public realm encourages slow speeds through the site.

- *Two bicycle parking spaces are provided per dwelling unless further justification is submitted at planning application to the satisfaction of the Responsible Authority.*

  Bicycle parking is proposed at a reduced rate of two bicycle parking spaces for each two-bedroom and three-bedroom apartment and one bicycle parking space for each studio and one-bedroom apartment. This approach reflects the anticipated occupancy levels and likely travel behaviour of residents, and is considered to deliver a balanced and practical outcome that is consistent with the overarching objectives of promoting sustainable transport and accommodating cyclist demand. Additional justification is provided in Section 7.4.

Public Transport

- *Sustainable transport plans are to be provided to building occupants that promote the use of public transport.*

  Bicycle and pedestrian connections are provided to the surrounding network, and bicycle parking is provided in excess of the Planning Scheme Requirements to encourage bicycle use.

Private Vehicle Access and 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.*

  The basement car park (and loading) is proposed from the existing accessway via Goerge Street, with pick-up/drop-off occurring along the Village Street. Commentary on the appropriateness of the site access is provided in Section 5.4.

- *Car parking 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.*

  The basement car park (and loading) is proposed from the existing accessway via Goerge Street, therefore creating no additional crossovers.

- *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.*

  All car parking spaces are proposed within a basement.

- *Vehicle access points within the site should be designed to prioritise pedestrian movement as well as minimise conflict between pedestrians, bicycles and vehicles.*

  The proposed access is located away from the primary pedestrian and cyclist movements on the site, and throughout the wider Gasworks precinct. A footpath is proposed across the loading and basement access, however is expected to generate minimal volumes due to its location, with majority of users using the main thoroughfare within the site.

- *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 5 and Figure 6;*
  - *A shared street with bike paths and clear pedestrian routes;*
  - *All private car parking located in basements;*
  - *Extent of possible basement limited as shown in Figure 5; and*
  - *No basements beneath Public Open Space.*

  The basement car park and loading is proposed from the existing accessway via Goerge Street, away from shared streets and the public realm.

- *Design of vehicle access should:*
  - *Create a high-quality 'Village Street' that prioritises the movement of pedestrians and cyclists over motorists.*
  - *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.*

  Vehicle access is proposed separated from the primary pedestrian and cyclist paths within the site and wider Gasworks Precinct.

Service and Emergency Access

- *Service and emergency access will be provided throughout the site.*
  Service and emergency access will be provided from Village Street along the eastern boundary, and the loading dock.

- *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.*
  Loading is proposed on the ground floor however is separated from the primary pedestrian and cyclist paths within the site and wider Gasworks Precinct. Waste collection will be undertaken within the ground floor loading dock, with the storage and collection of waste undertaken outside the view of the public realm.

- *Alternatively, secure refuse locations can be provided at ground floor within private developments to enable waste collection by larger vehicles via the internal streets.*
  Refuse will be stored in the basement and transferred to the ground floor loading dock for collection.

- *Under no circumstances are waste bins to be stored or collected from within the public realm.*
  The storage and collection of waste will be undertaken in the basement and the ground floor loading dock, outside the view of the public realm.

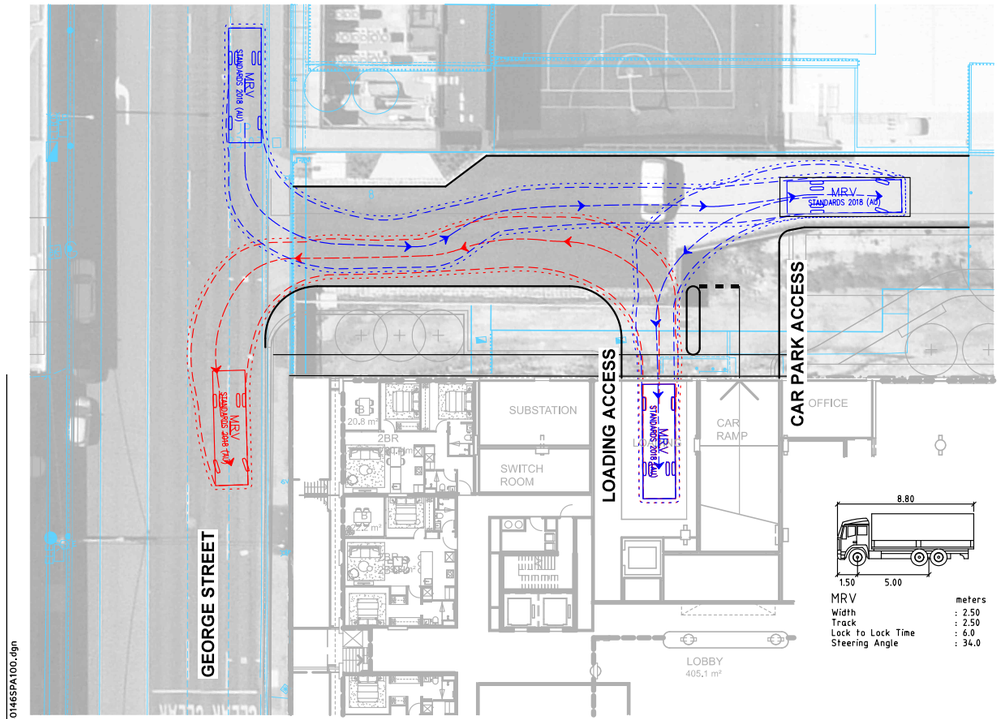
11 CONCLUSIONS

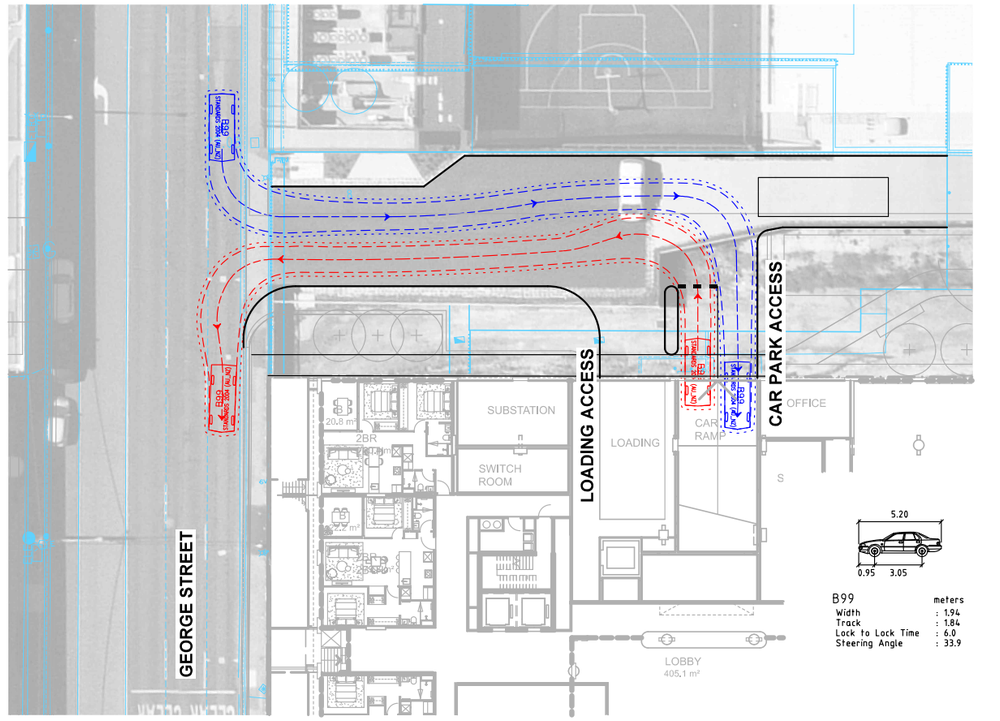
It is proposed to develop the subject site know as Parcel A of Fitzroy Gasworks for the purposes of a multi-storey residential development including several ground floor commercial tenancies.

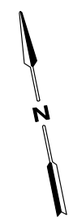
Considering the analysis presented above, it is concluded that:

- The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The proposed bicycle parking access design is considered acceptable;
- The proposed loading arrangements are considered acceptable;
- The proposed provision of resident and visitor bicycle parking is considered appropriate;
- The proposed supply of car parking is in line with parking demands from case study data, and therefore is appropriate for the proposed development;
- The provision of no employee or visitor spaces is considered appropriate;
- The additional traffic as a result of the additional parking provision within the site is expected to have a negligible impact on its operation; and
- The development is generally in accordance with the requirements of the Fitzroy Gasworks Development Plan:
  - Car park and loading access is proposed from the existing accessway via Goerge Street, therefore creating no additional crossovers;
  - The car park and loading access is located away from the primary pedestrian and cyclist movements on the site; and
  - The provision of bicycle parking reflects the anticipated occupancy levels and likely travel behaviour of residents, and is considered to deliver a balanced and practical outcome that is consistent with the objectives of the Development Plan to promote sustainable transport.

Appendix A Swept Path Diagrams







SWEPT PATH LEGEND

- - - - DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
------- 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Wurundjeri Woiwurung Country
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Phone (03) 9939 8250

Drawing Title
FITZROY GAS WORKS
433 SMITH STREET, FITZROY
GROUND LEVEL

Designed	Approved	Melway Ref
TCW	JS	44 B2

Scale	Drawing Number	Revision
1:400 @ A3	260146 SPA100	B

0 2 4 8

CAD File: N:\Projects\2026\260146\Drawings\260146SPA100.dgn

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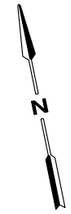
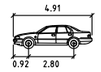
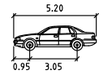
Aerial Photography
Aerial photography provided by Nearmap









B85	meters	B99	meters
Width	: 1.87	Width	: 1.94
Track	: 1.77	Track	: 1.84
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 34.1	Steering Angle	: 33.9

SWEPT PATH LEGEND

- — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Aerial Photography
Aerial photography provided by Nearmap

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Wurundjeri Woiworung Country
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433 SMITH STREET, FITZROY
BASEMENT LEVEL

Designed	Approved	Melway Ref
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260146	SPA101	A

Fitzroy Gasworks Parcel A

Waste Management Plan



260146WMP001B-F

8 May 2026

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1 INTRODUCTION

onemile**grid** has been requested by Local to undertake a Waste Management Plan of the proposed residential development at 111 Queens Parade, North Fitzroy to support the proposed amendment to Planning Permit No. PA2201764 (issued on 29 November 2022) to contemplate a revised development scheme.

The preparation of this management plan has been undertaken with due consideration of the Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-unit Developments and relevant Council documentation.

2 PURPOSE

The purpose of the waste management plan is to:

- Demonstrate the development of an effective waste management system that is compatible with the design of the proposed development and the adjacent built environment. An effective waste management system is hygienic, clean and tidy, minimises waste going to landfill, and maximises recycling;
- Provide a waste management system that is supported by scale drawings to ensure the final design and construction of the development is compliant with the WMP and is verifiable;
- Form a document that achieves effective communication of the waste management system so that all stakeholders can be properly informed of its design, and the roles and responsibilities involved in its implementation. Stakeholders are defined (but not limited to): owners, occupiers, owners corporations, property managers, real estate agents, Council, neighbours and collection contractors;
- Ensure residents, staff and visitors are not disadvantaged in their access to recycling and other responsible waste management options;
- Avoid existing legacy issues that plague many developments due to poor design and insufficient consideration for waste management; and
- Improve outcomes for compliance with regulatory tools and state Planning Strategies, such as:
  - Recycling Victoria;
  - Victorian Recycling Infrastructure Plan;
  - Plan for Victoria;
  - Town planning Permits; and
  - Yarra Planning scheme.

3 POLICIES, STRATEGIES AND GUIDELINES

3.1 Recycling Victoria – Best Practice Waste Management

Best Practice Waste Management is an initiative designed to reduce the amount of waste generated, through encouraging a change of behaviour and action on waste management and moreover recycling.

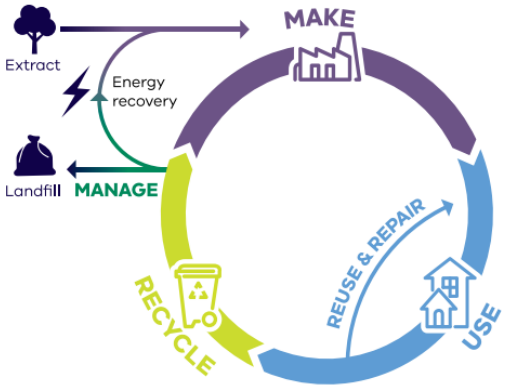
The benefits of reducing waste generation are far reaching and have been identified as significantly important by Council and the Victorian Government.

Recycling Victoria: A New Economy is a policy and 10-year action plan, prepared by the Victoria Government, to "deliver a cleaner, greener Victoria, with less waste and pollution, better recycling, more jobs and a stronger economy".

Four overarching goals have been identified in order to achieve a circular economy in relation to waste, as below:

1. MAKE – Design to last, repair and recycle;
2. USE – Use products to create more value;
3. RECYCLE – Recycle more resources;
4. MANAGE – Reduce harm from waste and pollution.

Figure 1 Resource Flows in a Circular Economy



3.2 Sustainability Victoria

Sustainability Victoria has developed the Guide to Better Practice for Waste Management and Recycling in Multi-Unit Developments (MUDs) to improve waste management practices and increase recycling in MUDs and commercial developments.

This guide is a stand-alone resource providing guidance for architects, building designers, developers, building managers, residents, planners, and waste management officers to incorporate effective waste and recycling systems into all stages of a development's life.

It outlines essential points of consideration when designing a waste management system for medium or high-density residential, mixed-use, and precinct-scale developments, with some guidance and better practice options applicable to a broader range of developments.

3.3 Fitzroy Gasworks Development Plan

The Fitzroy Gasworks Development Plan was prepared in 2022, and outlines an overarching master plan and design framework that will guide future development of the Fitzroy Gasworks site. The Development Plan has been prepared in accordance with the requirements of Development Plan Overlay - Schedule 16 (DPO16) encompassed by the Yarra Planning Scheme.

The development plan will be delivered over multiple stages as outlined in Figure 2 below.

Figure 2 Fitzroy Gasworks Staging Plan



The relevant waste management requirements within Section 9.4 (Waste Management) of the Development Plan are relocated below:

The total amount of waste sent to landfill during both construction and operation will be reduced. Strategies to achieve this are:

- *The project will include the following operational waste initiatives 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.*

The following requirements are also set out within the Development Plan:

- *Minimise waste produced on site, with consolidated collection points and diversion targets.*
- *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.*

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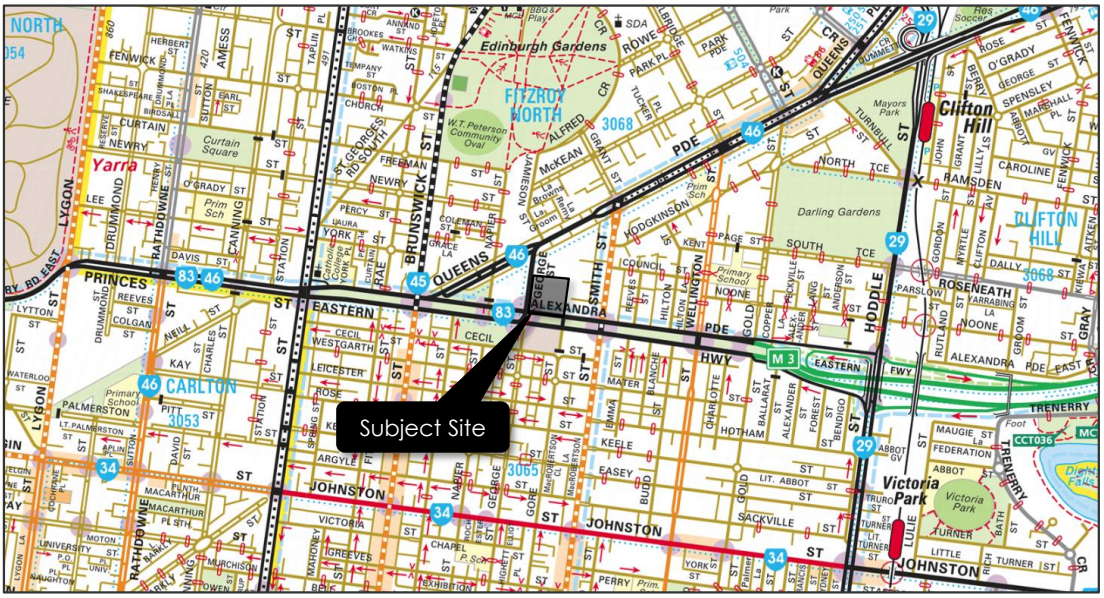
4 EXISTING SITE CONDITIONS

The subject site is located at 111 Queens Parade, North Fitzroy, as shown in Figure 3.

Figure 3 Site Location



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The overall site, known as Fitzroy Gasworks, is located on the west side of Smith Street with frontages to Smith Street, Alexandra Parade, George Street and Queens Parade.

The subject site, also known as Parcel A, occupies the southwest corner of the larger site and is largely vacant, with a heritage building known as the Valve House occupying the southwest corner. The subject site has frontage to Alexandra Parade and George Street of approximately 86 metres and 77 metres respectively, with an area of approximately 6,700 square metres.

Vehicle access to the subject site is currently proposed via a crossover located approximately midway along George Street. This access also facilitates loading activity for the campus to the north and will be extended to facilitate access to the site as part of the public realm works being undertaken by Development Victoria.

Land use in the immediate vicinity of the site is mixed in nature, and includes residential properties in the north, and commercial uses in all other directions. Of particular note, the Smith Street and Brunswick Street activity centre corridors are located within 600m walking distance from the site.

5 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site (Parcel A) for the purposes of a multi-storey residential development with 399 dwellings, with commercial tenancies and public open space on the ground floor. Several ancillary uses are also proposed on the ground floor, which will be accessible to residents only. The existing valve house will be retained and converted to a gallery.

The development will consist of two buildings, with the north building (Building A) and the south building (Building B).

A summary of the development is provided below in Table 1.

Table 1 Proposed Development

Component	Bedrooms / Land Use	Dwellings / Area	
		Building A (North)	Building B (South)
Residential Dwellings	1-bed apartment / Studio	183	96
	2-bed apartment	40	62
	3-bed apartment	4	14
Total		**227**	**172**
		399	
Residential Ancillary	Resi Lounge	314.7 m²	-
	Co-Working	357.5 m²	-
	Gym / Wellness / Flex Space	-	337.4 m²
Total		**672.2 m²**	**452.9 m²**
		1,125.1 m²	
Commercial	Café	159 m²	-
	Office	-	152.8m²
	Office	-	349.7 m²
	Gallery (Valve House)	-	144.6 m²
Total		**159 m²**	**647.1 m²**
		806.1 m²	

Car parking for the development is proposed on a basement level, with access proposed from George Street via the existing accessway along the northern boundary of the site. Access will be restricted to left-in/left-out.

Loading and waste collection for the site is proposed via a loading dock accessed from existing George Street accessway in the northwest of the site. The loading dock will accommodate vehicles up to 6.4m in length.

6 WASTE MANAGEMENT

6.1 General

It is proposed to utilise a private contractor to manage the collection and disposal of all waste streams associated with the development. Bins will be stored within 2 dedicated bin storage rooms (one for each building) for use by residents and staff.

A dual-chute system will be utilised for each building, separating garbage and recycling. Residents will be responsible for disposing of bagged garbage, and non-bagged recyclables, into the appropriate waste chutes located on each floor of the development.

Waste for the other core streams (organics and glass) will be disposed of by residents directly into the bins provided. For glass, waste will be disposed into small bins placed within the chute room on each floor. These bins will then be emptied by the cleaning contractor into the bulk bins provided in the basement. For organics, waste will be disposed directly into the bulk bins in the basement.

Staff will dispose of all waste streams directly into the dedicated commercial bulk bins in the basement.

A linear track system with a built-in waste compactor will be utilised within the two bin storage rooms to assist with storage of the residential garbage and recycling. The building manager will be responsible for rotating bins within the bin storage room as required to ensure the bins do not overflow.

In addition to the above, area within each bin storage room has been designated for the provision of hard waste and e-waste.

On collection days, the waste bins will be transferred by a building manager from the bin rooms in the basement to the loading dock on the ground floor. Bin for Building A will be transferred to the ground floor via the Building A goods lift opposite the bins storage room, which leads directly into the loading dock. Bins for Building B will be transferred across the basement and to the ground floor via the Building A goods lift. A bin tug will be utilised for the transfer bins across the basement.

The waste collection vehicle, a 6.4 m rear-lift waste collection vehicle (mini-loader), will enter the site from George Street and prop within the loading dock, from where bins for both buildings will be emptied directly into the waste truck. The loading dock is long enough to sufficiently hold the waste collection vehicles (6.4m) and space for temporary bin standing if needed.

Following collection, bins will immediately be returned to the respective bin room by the building manager.

The bin storage areas, transfer routes, and collection location for both buildings is shown in Figure 4 and Figure 5.

Figure 4 Bin Storage and Collection Details – Ground Floor



Figure 5 Bin Storage and Collection Details – Basement



6.2 Waste Streams

6.2.1 Garbage

The garbage stream comprises of non-recyclable material, which is to be disposed of in landfill, and is one of the four primary waste streams identified by Recycling Victoria and forms part of the standard commercial collection system.

Mobile garbage bins will be provided for the collection and disposal of garbage, supplemented by a linear track system with an in-built compactor.

6.2.2 Organic (Food) Waste

A proportion of waste generated by the proposed use is anticipated to comprise of organic (food) waste, which is one of the four primary waste streams identified by Recycling Victoria and forms part of the standard commercial collection system.

Mobile garbage bins will be provided for the collection and disposal of organic (food) waste, with a small sink located within each bin room to easily wash any organics bin caddies.

Additionally, a worm farm and/or compost bin could be provided use by staff/residents, with the resulting waste utilised on landscaping areas or taken home by staff for use on gardens. This is to be explored during the design development phase.

6.2.3 Recycling

The commingled recycling stream is a mixed material stream consisting of paper, cardboard, cans, plastics, and glass (where not collected as part of a separate glass collection service) and is one of the four primary waste streams identified by Recycling Victoria and forms part of the standard commercial collection system.

Mobile garbage bins will be provided in the basement for the collection and disposal of recycling, supplemented by a linear track system with an in-built compactor.

6.2.4 Glass Recycling

A proportion of waste generated by the development is anticipated to comprise of glass, which is one of the four primary waste streams identified by Recycling Victoria and forms part of the standard commercial collection system.

Mobile garbage bins will be provided on each floor for the disposal of glass.

6.2.5 Container Deposit Scheme (CDS)

On 1 November 2023, Victoria's Container Deposit Scheme (CDS) commenced, which marked a significant milestone towards Victoria achieving its Circular Economy goal.

The CDS rewards Victorians with a 10 c refund for all eligible cans, cartons and bottles that are returned. Most aluminium, glass, plastic, and liquid paperboard (carton) drink containers, between 150 mL and 3 L are eligible, with a 10 c mark provided on the drink container label, often located near the barcode. Container lids are able to be kept on, as they can also be recycled.

There are multiple ways to receive the 10 c refund, including vouchers, which can be spent and participating shops, cash, electronic payment, and the option to donate the refund to charities and community groups.

The eligible containers can be returned to several different types of container refund points, in many locations across Victoria, with the number of locations expected to continue to grow. Typical refund points include the following:

- Reverse Vending Machines (RVMs) – Typically located in shopping centre and supermarket car parks, eligible containers are inserted into the machine, where the containers are scanned and verified;
- Depots – Larger refund points which typically offer a walk-in or drive-through services to get containers counted and refunded on the spot. Best suited for larger loads;
- Over the counter (OTC) – Some small businesses or organisations provide over-the-counter services, which essentially work like a miniature depot; and
- Pop-ups – Zone operators may offer pop-up services or events, which will have set times and locations that drinks containers can be returned.

The locations of the CDS refund points are provided at https://cdsvic.org.au/locations.

Staff and residents should be encouraged to contribute to the CDS, by the provision of specific CDS bins throughout the building to assist in separating eligible containers, with staff/residents appointed by the owners corporation to regularly take the containers to a refund point.

6.2.6 Common Property Garden Waste

It is expected that any maintenance and gardening undertaken on common property will be managed by a contractor appointed by the operator. The appointed contractor will be responsible for the disposal of any green waste accumulated during the course of their duties.

6.2.7 Hard Waste

Hard waste services will also be provided by the private contractor, under the management of the operator. Hard waste will be stored within the bin storage rooms between collections, with collection to occur as per standard waste collection.

Additional to the above, hard waste may be disposed of independently by residents, at Council's Recycling Centre/Transfer Station.

6.2.8 Electronic Waste (E-Waste)

E-waste includes all manner of electronic waste, such as televisions, computers, cameras, phones, household electronic equipment, batteries and light bulbs. On 1st July 2019, the disposal of E-waste to landfill was banned by the Victorian Government. An 660 litre e-waste bin will be provided in each bin storage room for use by residents and staff.

6.2.9 Charity Bins

For a development of this size, it is deemed practical to provide charity donation bins within the development. These bins allow residents to dispose of clothing or other items that are no longer wanted but is otherwise in good condition.

Two 1m² charity areas will be provided within each bin room. The site operator will arrange for the collection of the charity bins at an appropriate collection point as required.

6.2.10 Grease Trap

Any grease traps associated with the café should be provided with regular maintenance, emptying and cleaning to prevent blockages and keep the system running efficiently.

The frequency of collection is highly dependent on the specific operation of the café as well as the size and type of the grease trap provided. Typically, grease traps are emptied between two to six times per year, however it is recommended that an inspection and assessment be undertaken by a grease trap collection service upon construction of the food and drink premises, to determine the recommended frequency of cleaning and collection for the proposed food and drink premises.

7 WASTE GENERATION

7.1 Garbage and Recycling

Waste generation rates published within Sustainability Victoria's "Better Practice Guide for Waste Management and Recycling in Multi-unit Developments" suggest the rates listed in Table 2 for residential and commercial uses. No rate is listed for a gallery and games room or similar, and the amount of waste generated from the use is expected to be negligible. Nonetheless, the waste generation of an office will be adopted for the these uses for assessment purposes.

Additionally it is noted that waste generation for the below uses are highly dependent on the specific resident/tenant and use for both garbage and recycling generation. The below rates are considered to be an upper limit rate which would accommodate the vast majority of uses.

Table 2 Recommended Waste Generation Rates

Component	*Adopted Land Use*	*Garbage*	*Recycling*
Residential			
Residential	1 bedroom or studio apartment	80L / week	80L / week
	2-bedroom apartment	100L / week	100L / week
	3-bedroom apartment or greater	120L / week	120L / week
Residential Ancillary			
Coworking	Office	10L / 100 m^2 / day	10L / 100 m^2 / day
Residents Lounge	Office	10L / 100 m^2 / day	10L / 100 m^2 / day
Gym	Gym	10L / 100 m^2 / day	10L / 100 m^2 / day
Games Room	Office	10L / 100 m^2 / day	10L / 100 m^2 / day
Commercial			
Café	Café	300L / 100 m^2 / day	200L / 100 m^2 / day
Office	Office	10L / 100 m^2 / day	10L / 100 m^2 / day
Gallery	Office	10L / 100 m^2 / day	10L / 100 m^2 / day

7.2 Organics

Sustainability Victoria identifies that approximately 35% of the garbage generation for residential properties comprises organic waste. Therefore, the provision of organics waste collection can result in a reduction in garbage generation by 35%. Organic waste will comprise of food waste and any garden waste that residents may generate within their dwelling.

Residents will be required to transfer organic waste from their individual dwellings to the bulk bins in the basement, as opposed to disposing of the waste into chutes as per the garbage and recycling waste. It is acknowledged that residents may find it more convenient dispose of their organic waste into the garbage chute instead of the ground floor bins, to reduce travel distance for waste disposal. If this does occur it is expected that the provision of garbage bins will still be sufficient to accommodate the waste that is generated. As mentioned previously, the waste generation rates suggested by Sustainability Victoria are considered an upper limit, and the actual waste generation is expected to be less.

Nonetheless, the volume of waste should be monitored, and additional garbage bins provided or organics bins removed as required to accommodate any changes in waste generation.

With regard to commercial waste generation of organics, in 2015 the EPA NSW published the results of a waste audit, which examined the composition of waste disposed of by commercial and industrial properties. In relation to organic waste (both food and garden organics), Table 3 shows the calculated volume of organic waste based on the results of the audit. No rate is listed for a gym or similar, therefore a 5% proportion will be adopted as a conservative measure.

Table 3 Organic Waste Generation

Category	*Organic Waste (% by volume)*
Cafe	11%
Office	8%
Gym	5%

7.3 Glass

The City of Yarra Guidelines indicates that approximately 10-15% (by volume) of the recycling stream consists of glass. A rate of 12% will be adopted for all uses, therefore, the provision of glass waste collection can result in a reduction in recycling generation by 12%.

7.4 Summary

Based on the above, the following waste generation for each stream has been adopted.

Table 4 Sustainability Victoria Recommended Rates – 4 Waste Streams

Component	Garbage	Organics	Recycling	Glass
		Residential		
Residential	52L / week	28L / week	70 / week	10L / week
	65L / week	35L / week	88L / week	12L / week
	78L / week	42L / week	106L / week	14L / week
		Residential Ancillary		
Coworking	9.2L / 100 m² / day	0.8L / 100 m² / day	8.8L / 100 m² / day	1.2L / 100 m² / day
Residents Lounge	9.2L / 100 m² / day	0.8L / 100 m² / day	8.8L / 100 m² / day	1.2L / 100 m² / day
Gym	9.5L / 100 m² / day	0.5L / 100 m² / day	8.8L / 100 m² / day	1.2L / 100 m² / day
Games Room	9.5L / 100 m² / day	0.5L / 100 m² / day	8.8L / 100 m² / day	1.2L / 100 m² / day
		Commercial		
Café	267L / 100 m² / day	33L / 100 m² / day	176L / 100 m² / day	24L / 100 m² / day
Office	45.5L /100 m² / day	4.5L /100 m² / day	44L /100 m² / day	6L /100 m² / day
Gallery	9.5L / 100 m² / day	0.5L / 100 m² / day	8.8L / 100 m² / day	1.2L / 100 m² / day

7.5 Total Waste Generation

Based on the adopted Sustainability Victoria waste generation rates presented above, the following weekly waste generation is expected for each building.

It is assumed that all residential ancillary and commercial components of the development operate seven days a week.

Table 5 Expected Waste Generation (litres per week)

Building	Component	Garbage	Organics	Recycling	Glass
Building A	Residential	12,428 L*	6,692 L	16,925 L*	2,295 L
	Residential Ancillary	433 L	38 L	414 L	56 L
	Commercial	2,972 L	367 L	1,959 L	267 L
Building B	Residential	10,114 L*	5,446 L	13,692 L*	1,868 L
	Residential Ancillary	298 L	18 L	279 L	38 L
	Commercial	414 L	36 L	397 L	54 L

**Pre-compaction volumes*

8 WASTE DISPOSAL AND COLLECTION REQUIREMENTS

8.1 Bin Provision and Specifications

8.1.1 In-Dwelling

Separate small waste bins will be provided in-dwelling for each of the four waste streams (organics, recycling, garbage and glass), with the approximate bin capacity as follows:

- A small food waste kitchen caddy: 7 – 10 litres;
- A small garbage bin: 10+ litres;
- A larger recycling bin: 15+ litres; and
- A small glass recycling bin: 10+ litres.

Appropriate bin storage locations shall be provided within the kitchen for each dwelling as required.

8.1.2 Bulk Waste Bins

It is proposed to provide a dual-chute system to separate garbage and recycling. Residents dispose of their garage and recycling into the chute rooms on each level.

Glass will be disposed of by residents in a small 120 litre bin within the chute room on each level. These bins will be emptied into the bulk glass bins in the basement on a regular basis by cleaning staff.

Organics waste will be transferred by residents from to the bin storage rooms in the basement and disposed directly into the bulk bins. Organics waste generation will be significantly less compared to garbage and recycling waste and therefore will be disposed of less frequently, therefore fewer trips to the bin rooms would be generated. Trips to the bin rooms can be combined with a trip to their vehicle (prior to leaving the site) or out of the building.

In relation to the commercial and ancillary uses, all waste streams will be disposed of by staff directly into the commercial waste bins in the basement.

Other waste streams such as hard waste and e-waste will also be disposed of directly into the bin rooms in the basement.

Consequently, the bins required within each bin storage room are provided in Table 6 and Table 7. This includes the aforementioned four waste streams, in addition to hard waste and e-waste storage areas. Waste for the residential ancillary and commercial uses will be stored together and so have grouped together in the tables.

Due to the level of garbage and recycling generated from the residential component of the development, it is proposed to provide a linear track system with a built-in compactor for these streams, which will be placed beneath the chute termination points in the basement bin rooms. These compactors can achieve compaction ratios of up to 2:1.

The volume of waste will be monitored by the services subcontractor, and additional bins will be provided as required to accommodate any changes in waste generation.

Table 6 Bin Provision – Building A

Stream	Total Waste/Week	Bin Size	Collection Frequency	Bins Required
Residential				
Garbage	6,214 litres*	1,100 litres	3x Weekly	2 bins*
Organics	6,692 litres	240 litres	3x Weekly	10 bins
Recycling	8,413 litres*	1,100 litres	3x Weekly	3 bins*
Glass	2,295 litres	120 litres on each floor 240 litres in basement	3x Weekly	4 bins
E-Waste	-	660 litres	As required	1 bin
Hard Waste	-	4 m²	As required	-
Residential Ancillary and Commercial				
Garbage	3,405 litres	1,100 litres	3x Weekly	1 bin
Organics	405 litres	240 litres	3x Weekly	1 bin
Recycling	2,373 litres	1,100 litres	3x Weekly	1 bin
Glass	323 litres	240 litres	3x Weekly	1 bin
Total				**24 bins total**** **7 x 1,100 litre bins** **1 x 660 litre bin** **16 x 240 litre bins**

**Post compaction waste generation and bin requirement.*
***Excludes 120 litre glass bins on each level.*

Table 7 Bin Provision – Building B

Stream	Total Waste/Week	Bin Size	Collection Frequency	Bins Required
Residential				
Garbage	5,057 litres*	1,100 litres	3x Weekly	2 bins*
Organics	5,446 litres	240 litres	3x Weekly	8 bins
Recycling	6,846 litres*	1,100 litres	3x Weekly	3 bins*
Glass	1,868 litres	120 litres on each floor 240 litres in basement	3x Weekly	3 bins
E-Waste	-	660 litres	As required	1 bin
Hard Waste	-	4 m²	As required	-
Residential Ancillary and Commercial				
Garbage	712 litres	660 litres	3x Weekly	1 bin
Organics	54 litres	240 litres	3x Weekly	1 bin
Recycling	676 litres	660 litres	3x Weekly	1 bin
Glass	92 litres	240 litres	3x Weekly	1 bin
Total				**21 bins total**** **6 x 1,100 litre bins** **3 x 660 litre bin** **13 x 240 litre bins**

**Post compaction waste generation and bin requirement.*
***Excludes 120 litre glass bins on each level.*

8.2 Bin Specifications

Typical bin sizes and dimensions are provided in Table 8 below.

Table 8 Bin Specifications

Capacity	Width	Depth	Height	Area
120 litres	0.50m	0.55m	0.95m	0.28m²
240 litres	0.60m	0.75m	1.10m	0.45m²
660 litres	1.25m	0.80m	1.30m	1.00 m²
1,100 litres	1.25m	1.10m	1.35m	1.38 m²

Bin lids will be colour coded to the Australian Standard (AS4123) or to the standard colour specifications of the private contractor.

8.3 Waste Chute Rooms

Waste Chute Rooms are located on each level of both buildings. The waste room will include 2 chutes (garbage and recycling) and a self-closing door to ensure that odours do not permeate into the lobby.

The following general rules apply when using the waste chutes:

- General household rubbish (essentially kitchen & bathroom rubbish) is the ONLY waste that should be placed in the garbage chutes;
- All rubbish must be securely bagged & tied before placing down the garbage chute;
- Recyclable materials should not be bagged before placing down the recycling chute;
- Waste should be separated and placed in the appropriate chute based on the waste stream;
- No rubbish is to be left on floor in the waste chute room.

Signage should be placed inside each waste chute disposal room on each floor to inform residents of the correct waste disposal procedures and to ensure waste chutes are not contaminated with the incorrect waste stream.

8.4 Linear Track System

It is proposed to provide a linear track system to assist with the collection of garbage and recycling waste in each bin storage room.

The Linear Track System collects waste being disposed from the floors above through the chute system, discharging the material via a hopper that feeds directly into the bins on the that are placed on track system.

With automated operation, the system utilises linear motion to automatically replace bins once filled. Once all bins are full, an indicator light will illuminate, signifying that the bins are ready for withdrawal and collection. The linear track systems come equipped with an in-built compactor located above the waste bins.

A 2x bin, 1,100L bin track system is proposed, which has approximately dimensions of 1.6 metres in width, 5.3 metres in length and a height clearance of 3.1m (based on the Elephants Foot Linear System).

An extract of the specification sheet for the 1,100L Elephants Foot Linear Track System is provided in Figure 6 and Figure 7 below.

The track systems can fill 2 bins before they require to be replaced. Considering a maximum of 3 bins are required for a single stream in each bin room, the bins on each track system should only be required to be manually swapped once between collections.

The track systems will be separated from the rest of the bin storage room by a wall or high fence in order to restrict access from residents or commercial staff. Only the cleaning contractor and building management will be granted access to the track system area.

Figure 6 1,100L Linear Track System

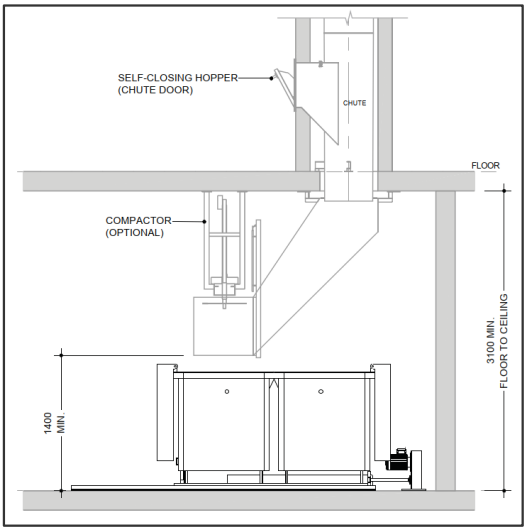
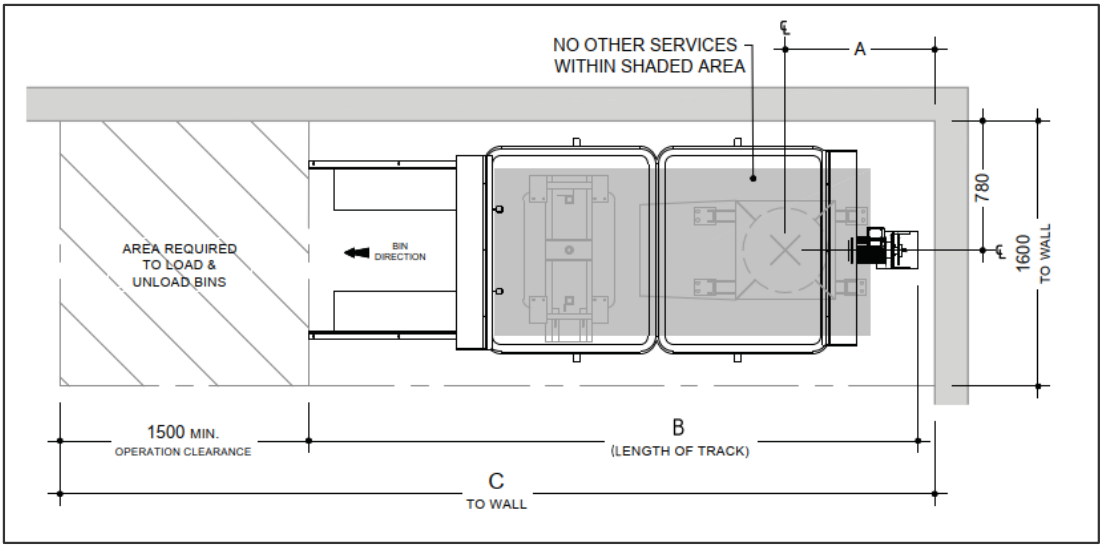


Figure 7 1,100L Linear Track System



8.5 Bin Storage

The layout of the bin storage rooms are shown in Figure 8 and Figure 9 below, which demonstrates that each area is capable of accommodating the required bins, in addition to the linear track systems and hard waste storage.

A small sink is also proposed within each bin storage room for the easy cleaning of organics caddies during disposal.

Figure 8 Bin Storage Room – Building A



Figure 9 Bin Storage Room – Building B



8.6 Bin Collection

Bins for garbage, recycling, organics and glass will be stored within 2 dedicated bin storage rooms located on the basement level.

The waste collection vehicle, a 6.4 m rear-lift waste collection vehicle (mini-loader), will enter the site from George Street and prop within the loading dock, from where the bins from both bin storage rooms will be transferred directly to the waiting truck for emptying. The waste truck will then leave the site in a forward direction, and the bins will be returned to the appropriate bin storage areas immediately following collection.

Swept path diagrams demonstrating access and circulation of a mini-loader waste vehicle to the loading dock is attached in Appendix A. A mini-loader has a height clearance of 2.2m, which is more than sufficiently provided within the loading dock.

An electronic bin tug will be utilised for the transfer of bins between the bin storage rooms and the loading dock. Bin tugs have a footprint of up to 1m x 1.8m, depending on the type and fulling capacity, and will be operated by trained staff.

Waste collection will be scheduled for outside of peak commuter periods and as such the chance of conflicts with residents accessing the basement car park will be low. Each waste stream is to be collected individually and by dedicated trucks, and as such the number of bins collected at any one time will be less than the total number of bins in the waste rooms.

8.7 Bin Cleaning

The operator shall ensure that the bins storage rooms and waste chute disposal areas are kept in a clean state, to minimise odours and to discourage vermin. This may include regular cleaning by a third party, cleaning by the waste contractor, or bin swapping by the waste contractor.

Space should be provided within the bin storage areas for bin cleaning, with a drain connected to sewer.

8.8 Signage

To avoid contamination between garbage streams, bin lids will be colour coded generally in accordance with contractor standards, to ensure the bin type is easily distinguishable. Furthermore, bins should include typical signage (preferably on the bin lid) to reinforce the appropriate materials to be deposited in each bin. Example signage available from Sustainability Victoria is shown below.

Figure 10 Example Waste Signage



9 MANAGEMENT

9.1 General

In relation to the proposed development, recycling is of key importance, and in this regard, the operator shall encourage residents and staff to participate in minimising and reducing solid waste production by:

- Promoting the waste hierarchy, which in order of preference seeks to:
  - Avoid waste generation in the first place;
  - Increase the reuse and recycling of waste when it is generated;
  - Recover, treat or contain waste preferentially to; and
  - Its disposal in Land Fill (which is least desirable).
- Providing information detailing recyclable materials to ensure that non-recyclable materials do not contaminate recycling collections;
- Providing information regarding safe chemical waste disposal methods and solutions, including correct battery and electronics disposal methods;
- Encouraging composting for residents and staff; and
- Providing tips for recycling and reusing waste, including encouraging the disposal of reusable items in good condition via donations to Opportunity Shops and Charities.

9.2 Resident and Staff Information

To ensure all residents and staff are aware of their responsibilities with regard to waste and bin management, an information package will be provided by the operator to all residents and tenants, including the following information:

- A copy of this Waste Management Plan;
- Methods and techniques for waste reduction and minimisation;
- Information regarding bin collection days and requirements;
- Resident and staff responsibilities with regard to bin usage, storage, and collection; and
- Resident and staff responsibilities with regard to litter and waste removal from the common property.

9.3 Café Waste Minimisation

Cafes can do a lot to minimize or reduce waste, by incorporating simple recycling and waste reduction programs and procedures that will eliminate much of the waste otherwise disposed of. These can include the following:

- Avoid over-purchasing. Over-purchasing causes spoilage and waste. Take inventory frequently and adjust orders where necessary;
- Store items in the order you purchase them. Use older items first. Place newly purchased items at the back of the shelves and train employees on the order of use;
- Inspect deliveries. Many deliveries include unusable meats and perishable items which may have opened or spilled during shipment;
- Use storage containers that can be reused and request that food be delivered in reusable and recyclable containers;
- Use up all of a food product by reviewing your menu; and
- Consider the use of composting for all perishable items instead of discarding them as waste.

9.4 Common Property Litter and Waste Removal

The proposed development includes a number of common property areas, including foyers, hallways, parking areas, internal roads and footpaths, and the bin storage areas.

The operator shall ensure that all common areas are kept clear of litter, and that all waste is removed from common areas on a regular basis. This includes the bin storage area in particular, to discourage vermin.

9.5 Noise Control

To minimise the disturbance to residents during waste collection, the collection should follow the criteria specified by the EPA, as below:

- Collections occurring once a week should be restricted to the hours 6:00am to 6:00pm, Monday to Saturday;
- Collections occurring more than once a week should be restricted to the hours 7:00am to 6:00pm, Monday to Saturday;
- Compaction should only be carried out while on the move;
- Bottles should not be broken up at the point of collection;
- Routes that service entirely residential areas should be altered regularly to reduce early morning disturbance; and
- Noisy verbal communication between operators should be avoided where possible.

9.6 Waste Management Plan Implementation

The implementation, coordination and funding of the Waste Management Plan is the responsibility of the operator, and should be a dynamic document, reflecting changes in on-site and off-site conditions e.g., varying bin requirements, or changing waste collection methodology. As such, the plan should be regularly revisited and amended to provide the most accurate and relevant information to achieve the desired objectives of effectively managing the storage and disposal of waste generated on-site.

Should any significant operational changes occur on-site, a new or amended Waste Management Plan prepared by a suitable qualified and experienced person or firm may be required, detailing changes to the storage and disposal of the general, recyclable and e-wastes, responsibility in management and maintenance of the bins, location and area of bin rooms, etc.

10 PLANNING SCHEME REQUIREMENTS – CLAUSE 58.06-3

Clause 58.06-3 (Waste and recycling) and Standard D24 apply to apartment developments of five or more storeys (excluding a basement) in a residential zone and all apartment developments in other zones.

Clause 58.06-3 of the Yarra Planning Scheme identifies the waste and recycling objectives for Apartment Developments, including:

- To ensure dwellings are designed to encourage waste recycling.
- To ensure that waste and recycling facilities are accessible, adequate and attractive.
- To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.

In particular, Standard D24 indicates that developments should include dedicated areas for:

- Waste and recycling enclosures which are:
  - Adequate in size, durable, waterproof and blend in with the development.
  - Adequately ventilated.
  - Located and designed for convenient access by residents and made easily accessible to people with limited mobility.
- Adequate facilities for bin washing. These areas should be adequately ventilated.
- Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.
- Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.
- Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.
- Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.

Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:

- Be designed to meet the better practice design options specified in Waste Management and Recycling in Multi-Unit Development (Sustainability Victoria, 2019).
- Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.

In relation to the above, the proposed development provides well located and accessible waste disposal areas for all residents on each floor. Furthermore, the bin storage area can accommodate the required waste bins, in addition to e-waste, hard waste, with additional space available for extra bins if they are ever required.

11 RESPONSE TO DEVELOPMENT PLAN REQUIREMENTS

The proposed waste management strategies are considering generally in accordance with the relevant requirements of the Fitzroy Gasworks Development Plan. Direct responses to the relevant requirements are provided below.

The total amount of waste sent to landfill during both construction and operation will be reduced. Strategies to achieve this are:

- *The project will include the following operational waste initiatives 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.*

  Recycling, general waste, FOGO and glass disposal is proposed for both residential and commercial uses. Chutes are provided for easy disposal for residents, and bins for all streams will be provided on the public realms for easy disposal for visitors/customers.

- *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.*

  This is not applicable at this current stage of the proposed amendment, and will be reviewed during future stages.

- *Project to achieve 80% of construction waste to be recycled or reused.*

  This is not applicable at this current stage of the proposed amendment, and will be reviewed during future stages.

- *All waste disposal points within the common areas of buildings are to include both recycling and general waste.*

  All waste disposal points in the public realm will include both recycling and general waste at a minimum.

- *Minimise waste produced on site, with consolidated collection points and diversion targets.*

  All waste is to be stored within 2 dedicated bin storage rooms, with collection for all waste to occur via the ground floor loading dock.

- *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.*

  Waste collection and loading is proposed on the ground floor, accessed from the existing accessway via George Street. The loading dock is located away from the primary public realm areas of the site.

12 OCCUPATIONAL HEALTH & SAFETY RESPONSIBILITIES

The operator shall ensure compliance to all relevant OH&S regulations and legislation, including the following:

- Worksafe Victoria Guidelines for Non-Hazardous Waste and Recyclable Materials

13 CONTACT INFORMATION

13.1 Council

Yarra City Council

Phone: (03) 9205 5555 (Customer Service)

Web: www.yarracity.vic.gov.au

Email: info@yarracity.vic.gov.au

13.2 Contractors

ASI JD MacDonald

Services: Waste collection and management equipment

Phone: 1800 023 441

Web: www.jdmacdonald.com.au

Email: enquiry@asijdmacdonald.com.au

Urban Waste

Services: Private contractor

Phone: 0429 309 269

Web: www.urbanwaste.com.au

Email: info@urbanwaste.com.au

iDump

Services: Private contractor

Phone: 1300 443 867

Web: www.iDump.com.au

Email: info@idump.com.au

Cleanaway

Services: Private contractor

Phone: 131 339

Web: www.cleanaway.com.au/

Corio Waste Management

Services: Private contractor

Phone: 1300 267 4696

Web: www.coriowm.com.au

WasteWise

Services: Private contractor

Phone: 1300 550 408

Web: www.wastewise.com.au

13.3 Equipment

Eco-Safe Technologies (odour control equipment)

Phone: 0411 335 753

Web: https://eco-safe.com.au/

Email: info@eco-safe.com.au

13.4 Others

Sustainability Victoria

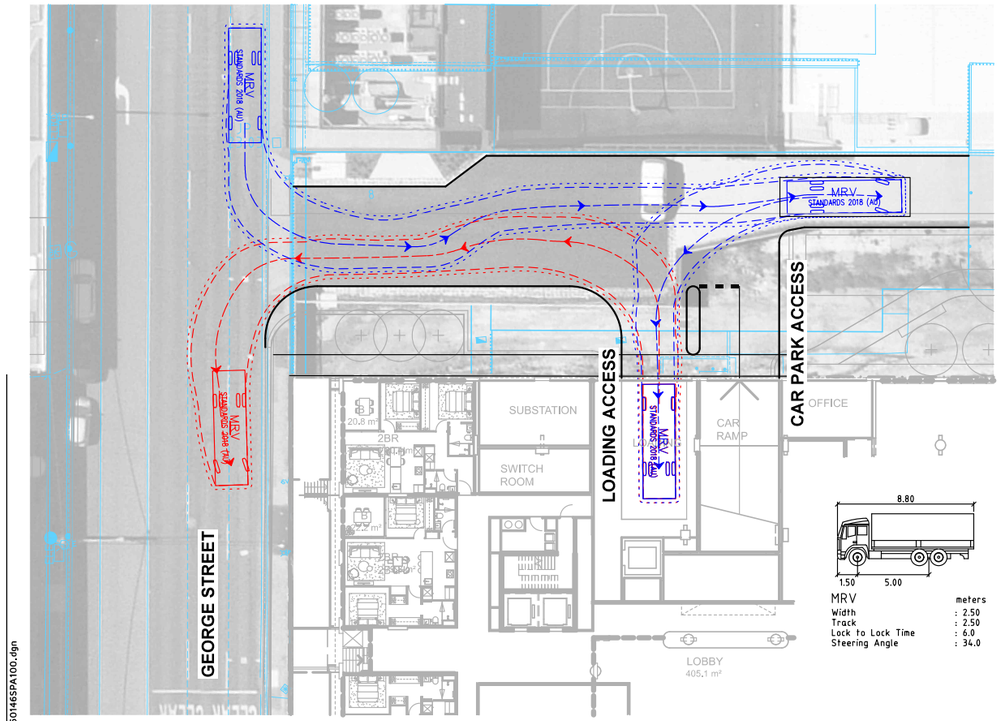
Services: Sustainable Waste Management initiatives and information

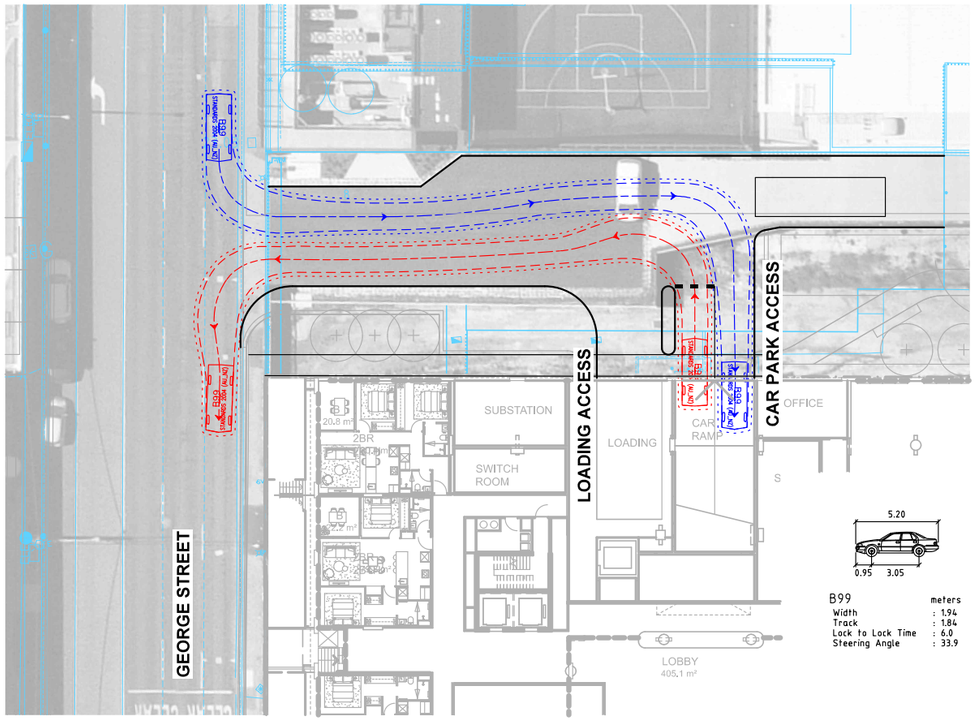
Phone: 1300 363 744 (Energy, Waste and Recycling)

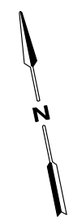
Web: www.sustainability.vic.gov.au

Email: info@sustainability.vic.gov.au

Appendix A Swept Path Diagrams







SWEPT PATH LEGEND

- - - - DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
. . . . . 300mm CLEARANCE ENVELOPE SHOWN DOTTED

CAD File: N:\Projects\2026\260146\Drawings\260146SPA100.dgn

Date Plotted: 05-05-2026 4:49:38 PM

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Aerial Photography
Aerial photography provided by Nearmap

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Scale 1:400 @ A3 (0 2 4 8)

Drawing Title
FITZROY GAS WORKS
433 SMITH STREET, FITZROY
GROUND LEVEL

Designed	Approved	Melway Ref
TCW	JS	44 B2

Drawing Number	Revision
260146 SPA100	B

Arboriculture and Urban Forest Consultants
www.arbkey.com | info@arbkey.com | 0490 355 342

Tree Protection Specifications (TPS) and Tree Protection Plan (TPP)

Location:

Fitzroy Gasworks (Parcel A), 111 Queens Parade, Fitzroy North

Relevant authority:

Department of Transport and Planning

Report Commissioned by:

Local

Author:

Lachlan Scott

Grad. Cert. Arb,

arbkey ref: 26-03-17QueensFitzroyNorthV3.docx

Date submitted: May 8, 2026

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1 Introduction

Arbkey has been engaged by Local to provide a Tree Protection Specifications (TPS) and Tree Protection Plan (TPP) that specifies the management of the trees at Fitzroy Gasworks (Parcel A), 111 Queens Parade, Fitzroy North throughout a nearby development. For the report arbkey has:

- Identified and assessed the trees at or adjacent to the works at the site.
- Provided a step-by-step plan (TPS), a drawing (TPP) and a certification process to protect the trees through the developments in accordance with AS4970 (2025).

2 Site, Development and Tree Protection Overview

A multilevel commercial and residential complex is to be installed at Fitzroy Gasworks (Parcel A), 111 Queens Parade, Fitzroy North.

Arbkey has been engaged to prepare a tree protection specifications (TPS) and tree protection plan (TPP) that outlines how the trees adjacent to the site will be managed throughout the development. Three (3) council managed Elm trees within the adjacent road reserve were assessed. These trees are to be protected through the establishment of an on-site tree protection zone (TPZ) and the isolation of this area with temporary fencing. Apart from isolation through fencing:

- The canopies of the assessed trees are well clear of the proposed works at the site, and as such no pruning is expected to be required to facilitate the development or any required gantries and scaffolds.
    - If any pruning is required, it must be undertaken in accordance with AS4373 (2007).
- Any cranes or hoists that are to be installed at the site must be planned, installed and operated in a way that avoids any conflicts with the assessed trees' parts.

A step-by-step plan has been produced, outlining the steps which must be undertaken to protect the viability of the trees to be protected at the site throughout the differing stages of the development. To ensure the plan is implemented, a project arborist, qualified to a minimum of AQF level 5, must be engaged to approve and certify the implementation of the plan.

3 Existing Conditions - Site Map



Figure 1: Site Map – Existing Conditions

4 Tree Inspection Methodology

On the 24 March 2026, Lachlan Scott undertook inspection of the trees at and/or adjacent to Fitzroy Gasworks (Parcel A), 111 Queens Parade, Fitzroy North. The following information was collected for the trees:

- Tree Species
- Tree Location
- Height (m)
- Crown Spread (m)
- Diameter at Standard Height (DSH) at 1.4m (cm)
- Diameter at Base (DAB) at just above the root flare (cm)
- Health
- Structure
- Significance
- Photographs of tree

Only a ground based visual inspection was undertaken of all trees according to the principles of Visual Tree Assessment and tree hazard assessment described in Harris, Clark and Matheny (1999) and Mattheck and Breloer (1994).

Tree location has been derived using a feature survey provided by the client.

Height was measured on site using an impulse laser accurate to +/- 30cm. Crown spread values or drawings are indicative of crown size only, not shape or form.

A diameter tape was used to measure DSH. To prevent trespass, DSH has been estimated on adjacent sites

Health, Structure and Significance are qualitative values derived from visual indicators and the authors experience and qualifications.

Full data collection definitions are available in Appendix 1: Data Definitions.

4.1 Documents reviewed

Table 1: Documents reviewed to assist in the compilation of this report

Document Name	DWG/Document #	Author	Document Description	Date compiled/drawn
TP1000 - GROUND FLOOR PLAN	25047	FENDER KATSALIDIS	Site Plans	8 May 2026

5 Tree Protection Specifications (TPS)

Tree protection measures will be required to facilitate the retention of the trees to be protected at the site throughout the differing stages of the construction process. AS4970 (2025) specifies that tree protection measures must be specified through the production of a step-by-step plan and the implementation of the plan certified by a project arborist.

5.1 Trees to be protected

Table 2: Details of trees to be protected

Tree ID	*Genus Species*	Common Name	Species Origin	Height (m)	Crown Spread (m)	DSH [Stems] (cm)	DAB (cm)	Health	Structure	Maturity	ULE (years)	Arboricultural Value	Comments
1	*Ulmus xhollandica*	Dutch Elm	Exotic	10	6	44	46	Good	Fair	Mature	>40	Third Party Ownership	
2	*Ulmus xhollandica*	Dutch Elm	Exotic	9	6	30	34	Fair	Fair	Mature	>40	Third Party Ownership	Borer damage and wound on trunk. In road cut out.
3	*Ulmus xhollandica*	Dutch Elm	Exotic	6	4	26	28	Fair	Fair	Semi-mature	15 to 40	Third Party Ownership	Borer damage and mechanical damage on trunk

5.1.1 Notional Root Zone (NRZ) and Structural Root Zone (SRZ) details

AS4970 (2025) specifies notional areas drawn radially from each tree which indicate the area required for a tree's stability (SRZ) and viability (NRZ) throughout nearby disturbance such as development (Table 3). The NRZ is used as the basis for the tree protection zone (TPZ) that is established on-site.

Table 3: NRZ and SRZ details of trees to be protected (AS4970 2025)

Tree ID	Genus Species	Common Name	SRZ radius (m) AS4970	NRZ radius (m) AS4970	NRZ Area AS 4970 (m2)
1	*Ulmus xhollandica*	Dutch Elm	2.39	5.28	87.583
2	*Ulmus xhollandica*	Dutch Elm	2.1	3.6	40.715
3	*Ulmus xhollandica*	Dutch Elm	1.94	3.12	30.582

5.2 Tree Protection Zone (TPZ) requirements

Trees are to be protected from the development through the establishment of an on-site TPZ. The area established as the onsite TPZ should be considered as the respective tree's AS4970 (2025) NRZ, modified to allow any endorsed NRZ encroachment and compensatory area or the areas specified as fenced or covered by ground protection within the Tree Protection Plan (TPP). The following activities must be excluded from within the established tree protection zones at the site:

a. built structures or hard landscape features (i.e. paving, retaining walls).
b. materials storage (i.e. equipment, fuel, building waste or rubble).
c. soil disturbance (i.e. stripping or grade changes).
d. excavation works including soil cultivation (specifically surface-dug trenches for underground utilities).
e. placement of fill.
f. preparation of chemicals, including preparation of cement products
g. pedestrian or vehicular access.
h. Any below ground service installation within the TPZ of trees must be installed using either
    i. directional drilling techniques where the top of the bore hole is a minimum depth of 0.8m below existing grade. Entry and exit points for directional drilling must be outside of the established TPZ.
    ii. project arborist supervised hydro excavation where services are 'fed' under retained roots.

5.3 Staged Plan

5.3.1 Demolition/Pre-construction

1. A project arborist qualified to at least a AQF level 5 standard must be appointed for the life of the development activities at the site. The project arborist must be engaged to supervise, approve, and certify any activities within the TPZ of the trees to be protected.
    a. Any changes to methodology, or variance from the endorsed tree management plan is at the sole discretion and final approval of the project arborist following approval by the relevant authority.
    b. All tree protection measures must be certified throughout the development process by the project arborist. A tree protection activities and certification table has been prepared to assist in documentation of project arborist activities, site visits and certification in accordance with AS4970 (2025) (Table 4).
    c. At all project arborist site visits tree condition and the integrity of the tree protection measures must be documented, including photo evidence. Any changes to the endorsed TPS and TPP must be approved by the relevant authority.
2. The project arborist must be engaged to establish the TPZ onsite of all the trees to be protected.
    a. The TPZ is to be irrigated weekly from December to April. The TPZ must be irrigated with 5 litres of clean water for every 1 cm of DSH. This irrigation is to be the responsibility of the contractor undertaking the development and overseen by the project arborist during visits. Frequency and dose of irrigation may be altered by the project arborist.

3. A pre-demolition meeting must take place between the onsite foreman of the implementation contractor and the project arborist. The project arborist must specify the tree protection measures, as per this plan, and make clear tree related expectations and responsibilities. Induction of the contractor to this plan must take place and be documented by the project arborist.
    a. Operation of any cranes or hoists must be programmed/planned within the startup meeting to avoid conflicts with trees in coordination with the project arborist.
4. Any demolition tasks within the TPZ must take place at this point, under supervision of the project arborist.
5. Tree protection fencing as specified in Appendix 2: Tree Protection Zones and Encroachment must be installed to the extent outlined within the Tree Protection Plan. Breeches or access to the area within the tree protection fencing are generally not permitted. Any breach of tree protection fencing must be done under supervision of the project arborist following relevant authority approval.
    a. Where in-situ and appropriately aligned, existing fencing or structures may be used as tree protection fencing, at the discretion of the project arborist.
6. No pruning of the stems, branches or roots of the trees to be protected is to be permitted without project arborist and relevant authority approval. If pruning is permitted by the project arborist and relevant authority, it must be undertaken in accordance with AS4373 (2007).

5.3.2 Construction

7. The project arborist must be engaged to undertake a site visit at the following points throughout the construction process to certify the integrity of the tree protection fencing, the implementation of this plan, any changes to site conditions and any changes in tree condition:
    a. Immediately prior to construction commencing
    b. At 12-week intervals following the above inspection until the finalisation of hard structure construction at the site

5.3.3 Post Construction and Landscape Construction

8. A post-construction, pre-landscape construction, on-site meeting must take place between onsite foreman of the landscape contractor and the project arborist. The project arborist must specify the tree protection measures, as per this plan, and make clear tree related expectations and responsibilities. Induction of the landscape contractor to this TPS and TPP should be documented by the project arborist
9. At this point the project arborist must be engaged to certify the integrity of the tree protection fencing, the implementation of the plan to this point, document any changes to site or tree conditions and to recommend and implement any required mitigation treatments or changes to this TPS and TPP.
10. After project arborist approval, the site's tree protection fencing may be disassembled and any required minor landscaping works implemented by the inducted landscape contractor, in accordance with the TPZ requirements.

5.3.4 Final Certification

11. Following any at-grade landscaping works, a final site visit must be undertaken to both document the final condition of the trees, and to finally certify the tree protection activities and site conditions against the plan. Any required remedial works must be both specified by the project arborist and undertaken prior to final certification. The project arborist must ensure that all the above activities and site visits are documented, dated, and certified with photo evidence.

5.4 Tree Protection Activities and Certification Table

Table 4: Overview of required tree protection activities and certification table.

Activity	Date undertaken	To specification?	Notes
DEMOLITION/PRE-CONSTRUCTION			
Pre-demolition induction meeting between contractor and project arborist. TPZs established on site by project arborist. Irrigation program specified. Operation of any cranes or hoists programmed to avoid conflicts with trees			
Project arborist supervision of demolition within established TPZ			
Installation of tree protection fencing to the extent outlined within the Tree Protection Plan			
CONSTRUCTION			
Project arborist site inspection immediately prior to construction process. Any damage or change site conditions should be noted and reported to site managers. The following site visits are required: • *Immediately prior construction stage* • *12 weeks after above visit (if required) (ongoing if required)*			
POST-CONSTRUCTION AND LANDSCAPE CONSTRUCTION			
After project arborist approval: Disassembly of tree protection fencing prior to any required minor landscaping works			
FINAL CERTIFICATION			
Final visual assessment of trees and final certification of project			

6 Tree Protection Plan (TPP)

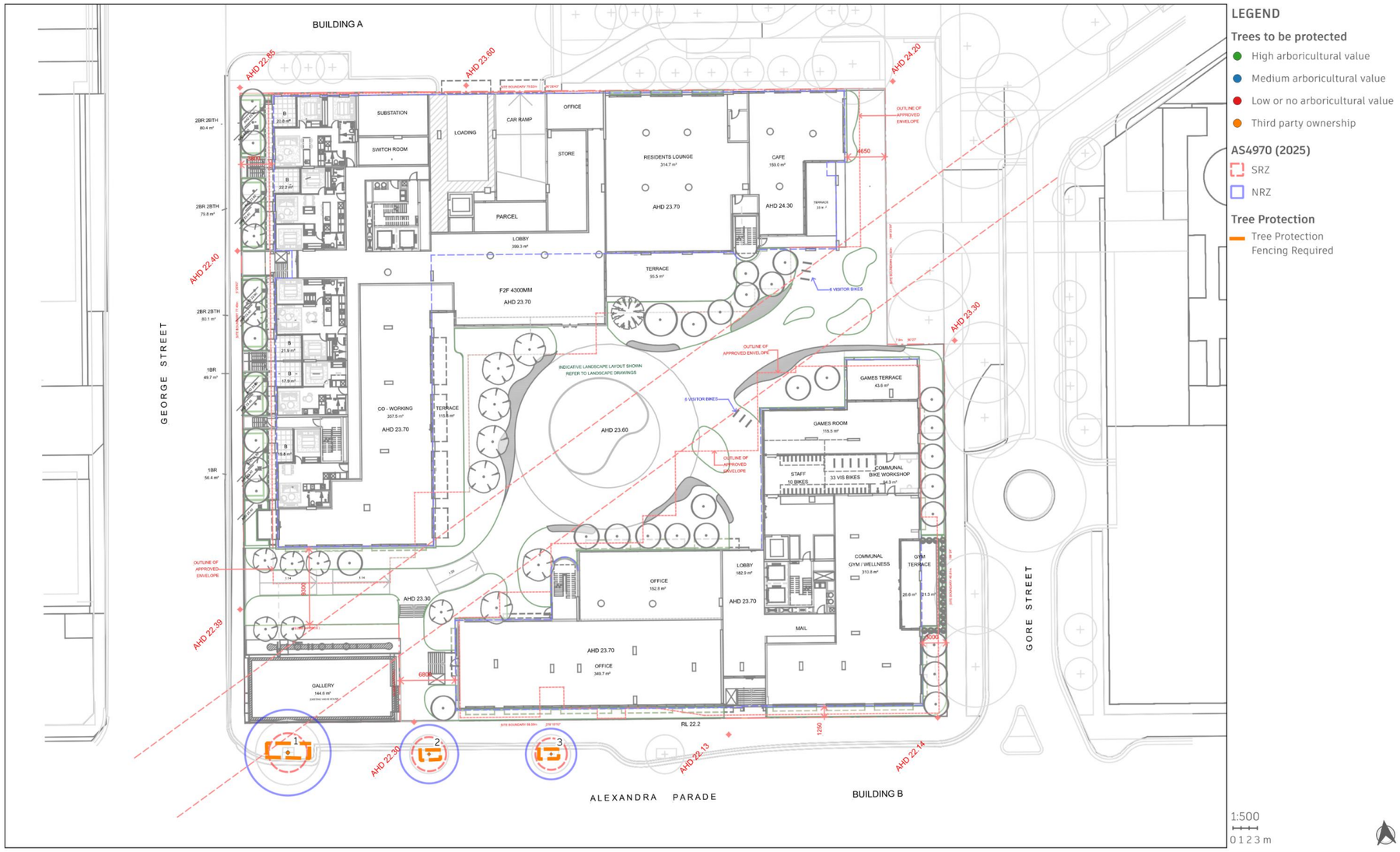


Figure 2: Tree Protection Plan

7 Conclusions

A multilevel commercial and residential complex is to be installed at Fitzroy Gasworks (Parcel A), 111 Queens Parade, Fitzroy North.

Arbkey has been engaged to prepare a tree protection specifications (TPS) and tree protection plan (TPP) that outlines how the trees adjacent to the site will be managed throughout the development. Three (3) council managed Elm trees within the adjacent road reserve were assessed. These trees are to be protected through the establishment of an on-site tree protection zone (TPZ) and the isolation of this area with temporary fencing. Apart from isolation through fencing:

- The canopies of the assessed trees are well clear of the proposed works at the site, and as such no pruning is expected to be required to facilitate the development or any required gantries and scaffolds.
    - If any pruning is required, it must be undertaken in accordance with AS4373 (2007).
- Any cranes or hoists that are to be installed at the site must be planned, installed and operated in a way that avoids any conflicts with the assessed trees' parts.

A step-by-step plan has been produced, outlining the steps which must be undertaken to protect the viability of the trees to be protected at the site throughout the differing stages of the development. To ensure the plan is implemented, a project arborist, qualified to a minimum of AQF level 5, must be engaged to approve and certify the implementation of the plan

8 References

AS 4373, 2007, Australian Standard, Pruning Amenity Trees, 2nd Edition Standards Australia

AS 4970, 2025, Australian Standard, Protection of Trees on Development Sites, Standards Australia

DTP 2026 , Vicplan, Department of Transport and Planning, https://mapshare.vic.gov.au/vicplan/

Harris, R.W., Clark, J.R. & Matheny, N.P., 1999, Arboriculture; Integrated management of landscape trees, shrubs, and vines, Prentice Hall, Upper Saddle River, New Jersey

IACA 2010, IACA Significance of a Tree, Assessment Rating System (STARS), Institute of Australian Consulting Arboriculturists, Australia

Mattheck, C. and Breloer, H. 1994, The body language of trees: a handbook for failure analysis, London: HMSO

9 Appendix 1: Data Definitions

DSH (Diameter at Standard Height) is measured at 1.4 m above ground level or calculated from the total stem area if the tree was multi-stemmed at 1.4m above ground level in accordance with AS 4970 (2025).

DAB (Diameter at Base) is measured just above the root collar of a tree in accordance with AS 4970 (2025)

Health summarises qualitative observations of canopy density, overall vigour and vitality made in the field:

- Good - Canopy is visually dense with less than 10% dieback and shows no, or only very minor nutrient deficiencies, pest and disease presence or stress–induced epicormic growth.
- Fair - Canopy is of average density, consists of between 10-30% dieback and shows a minor, or occasionally moderate, level of nutrient deficiency, pest and disease presence or stress-induced epicormic growth.
- Poor - Canopy is visually sparse, consists of more than 30% dieback and typically has significant nutrient deficiency, pest and disease presence or stress induced epicormic growth.
- Dead – No indication the tree is alive

Structure summarises qualitative observations of tree structure and stability made in the field:

- Good - The tree's form is optimal for the species. Typically trees of 'Good' structure have no or only very minor trunk leans or canopy asymmetry. These trees have parts that are not structurally compromised by decay, cracks, or other structural faults. Structural failure of these trees is only likely only under strong and unusual weather events
- Fair - The tree's structure includes minor structural defects that do not typically fail in light or moderate weather events. Typically trees of 'Fair' structure have minor trunk leans or slightly asymmetric canopies. These trees are likely to have parts that are partly compromised by decay or structural defects such as included bark.
- Poor - The tree's structure includes major structural defects. Failure of these trees is considered possible under light or moderate weather events. Typically trees of 'Poor' structure have major trunk leans or heavily asymmetric canopies. These trees are likely to have parts that are heavily compromised by decay or structural defects such as included bark.

Maturity summarises the life stage of the tree.

- Juvenile – The tree is in approximately the first 10% of its expected lifespan in its current environment
- Semi-mature – Tree is 10%-20% through its expected lifespan in its current environment and has not yet reached its mature dimensions.
- Mature – The tree is through 20%-90% of its expected lifespan in its current environment.
- Over-mature – The tree is through approximately 90% of its expected lifespan in its current environment

ULE (Useful Life Expectancy) indicates the anticipated remaining years of lifespan of the tree in its existing surroundings. The tree's lifespan is the time that it will continue to provide amenity value without undue risk or hazard and with a reasonable amount of maintenance.

Significance indicates the importance a tree may have on a respective site. The following descriptors are used to derive this value (adapted from IACA 2010):

High -

- Tree is good condition and good vigour
- The tree has a form typical for the species
- The tree is a remnant specimen or is rare or uncommon in the local area or of botanical interest or substantial age
- The tree is listed as a heritage item or threatened species or listed on a municipal significant tree register
- The tree is visually prominent and visible from a considerable distance when viewed from most directions due to its size and scale. The tree makes a positive contribution to the local amenity.
- The tree supports social or cultural sentiments or spiritual associations or has commemorative values
- The tree is appropriate to the site conditions

Medium -

- The tree is in fair condition and good or low vigour
- The tree has form typical or atypical of the species
- The tree is a planted locally indigenous taxa or a common species within the area.
- The tree is visible from surrounding properties, although not visually prominent as partially obstructed by other vegetation or buildings when viewed from a public space. The tree provides a moderate contribution to the amenity and character of the local area
- The tree is often partially restricted by above or below ground influences and/or resources.

Low –

- The is in fair condition and good or low vigour
- The tree has form atypical of the species.
- The tree is not visible or is partly visible from surrounding properties due to obstructions.
- The tree provides a minor contribution or has a negative impact on landscape amenity or character of the local area.
- The tree is a juvenile specimen that can easily be replaced.
- The trees growth is severely restricted by above or below ground influences and/or resources.
- The tree has a feature that has potential to become structurally unsound.
- The tree is a listed as a noxious or environmental weed under state, federal or municipal policy

Dead/Irreversible Decline -

- The tree is structurally unsound or unstable
- The tree is dead or in irreversible decline

Third Party Ownership

- The tree is located on adjoining land to the assessment.

A tree is to meet several or all the criteria in a category to be classified in that group

Arboricultural Value is a calculated value indicating the merit of the tree for retention through any nearby developments. It is a qualitative combination of the trees ULE and Significance Values (Table 5).

Table 5: Matrix for the calculation of Arboricultural Value

	Significance Value					
		High	**Medium**	**Low**	**Dead/Irreversible Decline**	**Third Party Ownership**
ULE	**>40 years**	High	Medium	Low	Low	Third Party Ownership
	15-40 years	High	Medium	Low	Low	Third Party Ownership
	5-15 years	High	Medium	Low	None	Third Party Ownership
	<5 years	Medium	Low	None	None	Third Party Ownership
	0 years	Low	None	None	None	Third Party Ownership

- High –Trees attributed a 'High' arboricultural value are generally of strong visual amenity and significant in the landscape. The utmost level of consideration should be given for the retention of these trees throughout development activities and/or nearby disturbance
- Medium – Trees attributed a 'Medium' arboricultural value are of moderate amenity value and have been attributed some value in the landscape. Trees attributed a 'Medium' arboricultural value should be retained and designed around during developments or nearby disturbance. If retention is not possible for these trees, removal and replacement can be often considered as an acceptable compromise.
- Low – Trees attributed a Low arboricultural value are of poor arboricultural merit. Removal and replacement is an acceptable compromise if designing around these trees is not possible.
- None – Trees attributed an arboricultural value of none have no arboricultural merit. Removal is usually acceptable or required for these trees.
- Third Party Ownership – The tree is located on adjacent land to the assessment. It is assumed that the owner of the tree attributes it a High arboricultural value and requires its retention in the landscape.

10 Appendix 2: Structural Root Zones and Notional Root Zones Overview

10.1 Structural Root Zone (SRZ)

The SRZ is an indication of the area surrounding the base of a tree that is required for its stability. AS 4970 (2025) provides a method to calculate the SRZ of trees: The SRZ is calculated as

$$(DAB \times 50)^{0.42} \times 0.64$$

For grass like trees such as palms or tree ferns; SRZs are not calculated.

10.2 Notional Root Zone (NRZ)

The NRZ is an indication of the area surrounding the base of a tree that is required for its viability. AS 4970 (2025) provides a method for calculating the standard area of NRZ's. For all broadleaf trees, the radius of the NRZ is calculated as:

$$12 * DSH$$

For grass like trees such as palms or tree ferns; NRZs are calculated as 2m in radius.

Dead trees are attributed a NRZ of the same size as their SRZ as only their stability can be protected and not their vigour. The final Tree Protection Zone (TPZ) that is established and protected on site is derived from the NRZ.

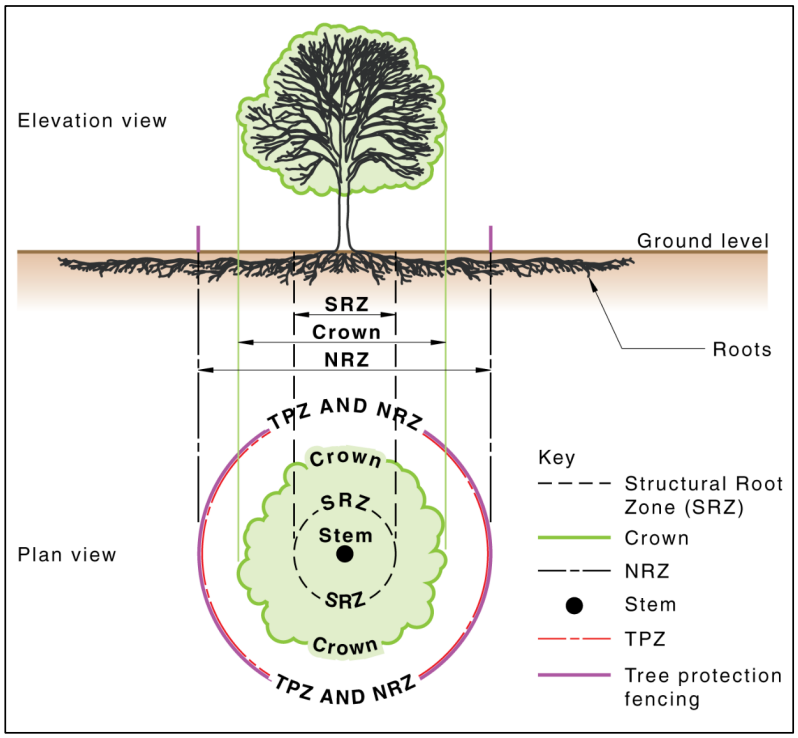


Figure 3: Diagram of NRZ and SRZ (AS 4970 2025)

10.2.1 Tree Protection Fencing

Tree protection fencing should be installed as per the Tree Protection Plan (TPP). Fencing should always be installed before the commencement of any construction activities and secured for the life of the construction. TPZ fencing should consist of chain mesh fencing of a minimum of 1.8m in height connected by temporary concrete footings. Where applicable, a finer mesh such as shade cloth should be applied to prevent airborne contaminants entering the TPZ. Warning signs should be erected at regular intervals along the entire length of any TPZ fencing.

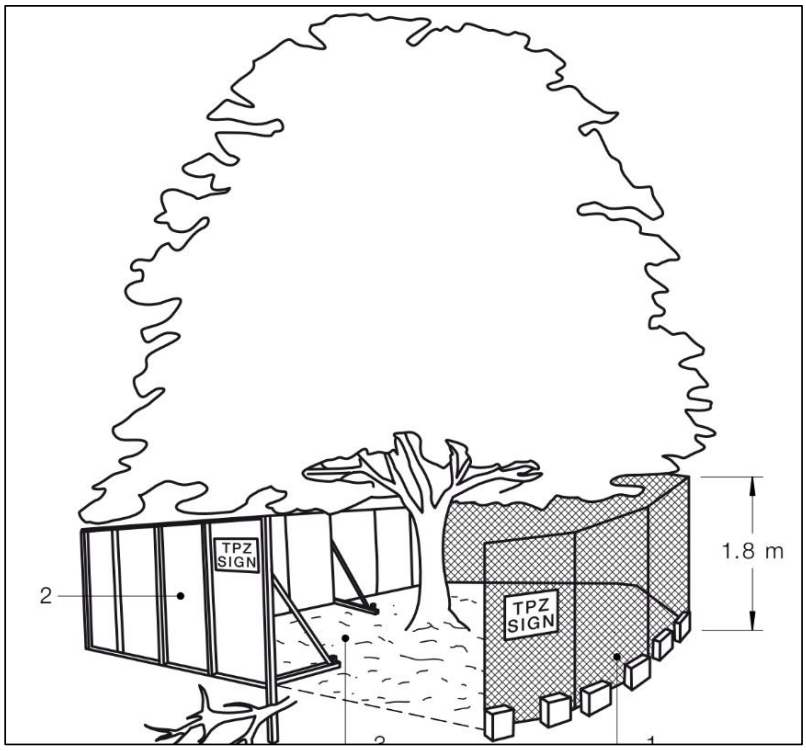


Figure 4: Examples of TPZ fencing (AS 4970 2025)

10.2.1.1 General Tree Protection Guidelines

The following recommendations have been provided to as best practice guidelines to the establishment of a TPZ during the length of construction activities. Exclude the following from taking place within any TPZ (adapted from AS 4970-2025):

- built structures or hard landscape features (i.e. paving, retaining walls)
- materials storage (i.e. equipment, fuel, building waste or rubble)
- soil disturbance (i.e. stripping or grade changes)
- excavation works including soil cultivation (specifically surface-dug trenches for underground utilities)
- placement of fill
- lighting of fires
- preparation of chemicals, including preparation of cement products
- pedestrian or vehicular access (i.e. pathways).

11 Appendix 3: Tree Photos

Tree ID: 1



Tree ID: 2



Tree ID: 3



Heritage Formal Referral Response
DEPARTMENT OF TRANSPORT AND PLANNING

Application Information:

Referral Officer:	Diahnn McIntosh
Officer:	John Theodosakis
Council Reference:	PPE26/0389
Address:	111 Queens Pde, Fitzroy North VIC 3068
Proposal:	DTP referral for an amendment to 111 Queens Parade Fitzroy North
Relevant Heritage Status	**HO211 Corner George Street ALEXANDRA PARADE NORTH FITZROY - Former Fitzroy Gas Works Valve House and Store** **Individually significant – *not as part of a heritage precinct***
Relevant 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
Referred documents:	• Architectural Plans (F2026) and Urban Context Report (2026) prepared by Fender Katsalidis Architects (FKA) • Planning Report - Section 72 Amendment - PA2201764- Fitzroy Gasworks – Parcel A (111Queens Parade, Fitzroy North), prepared by Tract, dated 25 May 2026
Comments Sought:	Comments on the application from a Heritage perspective are requested on the following: *The proposal with regard to building height, setbacks and relationship to the heritage Valve House (see Proposal Section of the Planning Report for a complete analysis and comparison of proposed amendments).*
Disclaimer:	Council's Heritage Advisor provides the following information which is based on the information provided in the referral request memo referenced above.

STATEMENT OF SIGNIFICANCE:

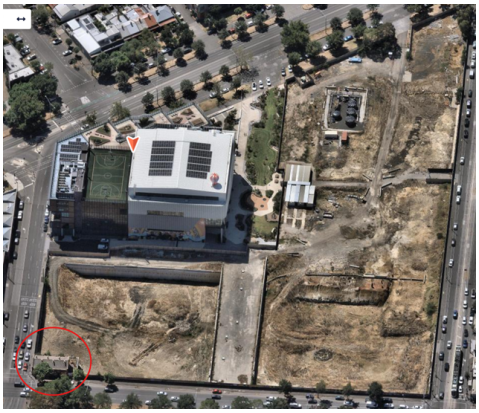
The former Fitzroy Gas Valve House is of local historical significance and local architectural interest.

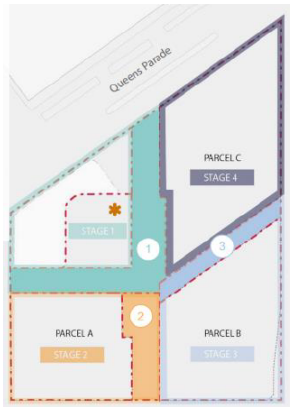
Historically, the buildings are the only surviving remnants of the once extensive Fitzroy Gasworks, which played an integral part in the supply of gas to Melbourne from the mid-19th century until the 1970s.

Architecturally, the buildings are typical and substantially intact examples of simple late 19th century industrial buildings.

BRIEF BACKGROUND TO APPLICATION:

The subject site forms part of a major State Government urban renewal initiative being delivered by Development Victoria (DV). In conjunction with the rezoning of site a comprehensive Development Plan was prepared and approved in September 2022 to guide the future redevelopment of the land and establish a clear planning and design framework.





Above: Recent aerial of the development site showing heritage building circled (Dated 14 Feb 2026)

Parcel A contains the remaining heritage building known as Former Fitzroy Gas Works Valve House and Store.

Permit no. PA2201764 was issued in November 2022 for Parcel A. The permit generally allowed for two buildings of 10 storey height in the vicinity of the retained heritage building as shown in the images below.





PROPOSED AMENDED WORKS:

This application for amendment proposes the following changes:

- Modifying Building A from part 6 and 10 storeys to **part 3, 8 and 10 storeys**
- Increasing the height of Building B from part 6 and 10 storeys to **part 3, 5, 13 and 14 storeys**
- Modifying the architectural expression from  to 
- Proposal for the **valve house** to be adaptively reused to an Art Gallery, with works limited to internal alterations.

MATTERS FOR CONSIDERATION:

SCALE AND MASS:

From a heritage perspective, the amended proposal demonstrates a more considered response to the scale, massing and built form relationship with the retained single-storey brick heritage building than the previously approved development. While both proposals introduce buildings of a substantially greater height than the heritage place, the primary heritage consideration is not height alone, but the manner in which the new built form is articulated, distributed and perceived in relation to the heritage building and its setting.

The amended proposal is considered to represent an improved heritage outcome for the following reasons:

- The overall built form is organised into clearly defined building volumes with a coherent architectural hierarchy, rather than the fragmented composition and stacked built form evident in the previously approved proposal.
- The massing has been refined to reduce the perceived visual bulk of the development through the introduction of more slender tower forms and increased separation between the principal building elements.
- Increased separation between the retained heritage building and the adjoining development improves the legibility of the heritage place and better preserves its setting, allowing the building to continue to be appreciated as a distinct corner landmark.
- The amended proposal provides a more graduated transition in scale between the single-storey heritage building and the taller contemporary development to both the north and east, reducing the visual dominance of the new development and achieving a more sympathetic relationship with the heritage place.

ARCHITECTURAL APPEARANCE:

From a heritage perspective, the principal distinction between the previous and current proposals lies not in their overall height, but in their architectural expression and the extent to which the contemporary built form competes with, or provides an appropriate setting for, the retained heritage building.

The previous proposal adopted a highly expressive architectural language characterised by a diverse palette of colours, materials, façade treatments and building forms. The cumulative effect of these elements resulted in a visually dominant composition in which the heritage building was perceived as one component within a much larger architectural ensemble. It is considered that the complexity and visual prominence of the contemporary built form detracted from the heritage building's landmark qualities and reduced its ability to be appreciated as the primary element within the streetscape.

By comparison, the current proposal adopts a more restrained and cohesive architectural approach. The use of a consistent material palette, regular façade rhythm and clearly defined building hierarchy provides a more recessive and coherent backdrop to the retained heritage building. While the new development is clearly identifiable as contemporary in accordance with accepted heritage conservation principles, its architectural expression does not compete with the historic fabric. Consequently, the heritage building retains a greater degree of visual prominence, legibility and appreciation within the streetscape, and its individual heritage significance is more effectively maintained.

PROPOSED WORKS TO THE HISTORIC VALVE HOUSE:

The submitted Planning Report and accompanying architectural drawings provide very limited information regarding the proposed works to the heritage building. Apart from a general indication that works will be confined to internal alterations associated with its conversion to an art gallery, no detailed documentation has been provided describing the nature, extent or methodology of the proposed works. Consequently, it is not possible to fully assess the heritage implications of the adaptive re-use or determine whether the significance of the building will be appropriately conserved.

The former Valve House is an individually significant heritage place. The adaptive re-use of the building as an art gallery is, in principle, considered to be an appropriate and compatible use, as it has the potential to secure the ongoing conservation and activation of the building. However, the acceptability of the proposal is dependent upon the detailed design and execution of the works, which should be guided by the principles of the Burra Charter and undertaken in a manner that retains, conserves and appropriately interprets the heritage significance of the place.

Although the heritage building is not subject to internal alteration controls under the Heritage Overlay, internal works should nevertheless adopt a minimum intervention approach consistent with accepted heritage conservation practice. Significant internal spaces, structural elements and surviving original fabric should be retained wherever possible to ensure that the building's heritage values remain evident and legible. New partitions, gallery walls, display systems and other fit-out elements should be designed to be reversible wherever practicable and should avoid unnecessary removal, concealment or alteration of significant original fabric.

The installation of new building services, including lighting, mechanical ventilation, air conditioning, fire protection systems, security infrastructure and associated cabling, should be carefully integrated into the building to minimise impacts on its heritage significance.

Services should be discreetly located and coordinated to avoid unnecessary penetrations, surface-mounted conduits or other interventions that would detract from significant external fabric. Where new services are required, they should be designed to minimise physical intervention and, where practicable, be capable of future removal without damage to the original building fabric.

The proposed gallery use also presents an opportunity to incorporate an interpretation strategy that acknowledges the building's former industrial function as a valve house. Interpretation may include the retention and display of original building elements together with interpretive signage or exhibitions that explain the history and operation of the place. Such measures would assist in communicating the heritage significance of the building to the public and strengthen the relationship between its historic function and its contemporary adaptive re-use.

Given the absence of detailed documentation for works to the former Valve House, it is recommended that any amendment must continue to include a condition requiring:

a. the submission of a Conservation Management Plan (as per condition 3 Permit no. PA2201764)
b. detailed plans and specifications for all works to the heritage building, including the proposed internal fit-out, building services, lighting, signage and interpretation strategy, to the satisfaction of Council in consultation with the Heritage Advisor prior to the commencement of works.

PREVIOUS HERITAGE CONDITIONS ON PLANNING PERMIT:

Conservation Management Plan

3. Prior to the occupation of development of Building M or L, or commencement of works on the Valve House, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will then form part of this permit. The plan must relate to the Valve House and must include:

a. Update the existing statement of significance.
b. Indicate the owner and manager of the place.
c. Consider its historical, current uses.
d. Document the current physical condition of the Valve House building (including interior as well as exterior) along with photos.
e. Preparation of a maintenance regime including impact from proximate landscape works.
f. Prepare an action plan (in consultation with the owner and manager of the place; and key stakeholders) and assign responsibilities so that the Conservation Management Plan does not remain a paper document but gets adopted, funded and implemented

RECOMMENDATIONS

On heritage grounds, Council should support the proposed amendments described in the application to Department of Transport and Planning subject to:

a. the submission of a Conservation Management Plan the former Valve House (as per condition 3 Permit no. PA2201764)

b. detailed plans and specifications for all works to the former Valve House, including the proposed internal fit-out, building services, lighting, signage and interpretation strategy, to the satisfaction of Council in consultation with the Heritage Advisor prior to the commencement of works.



Heritage Advisor: Diahnn McIntosh
Date: 14 July 2026

Strategic Transport Formal Referral Response

Application Information:

Referral Officer:	Tomas Lightbody
Officer:	John Theodosakis
Council Reference:	PPE26/0389
Address:	111 Queens Pde, Fitzroy North VIC 3068
Proposal:	DTP referral for am amendment to 111 Queens Parade Fitzroy North
Comments Sought:	Click here to view referral memo: Record D26/250493: IREF26/00982 - Referral Request
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:	

Comments

Strategic Transport does NOT support the amendment development plans in the current form, additional height and dwellings should be subject to meeting the conditions laid out in this referral, including the relocation and provision of appropriate bicycle parking access.

Access and Safety

The following safety and access concerns should be addressed:

Issue One

- Access to bicycle parking is not easily identifiable or easily accessible or in line with the site development plan.
    - Access to the single bicycle parking room (524 bikes) is limited to a single doorway accessible only via either:
        - Lifts in building B
        - Navigating the underground carpark and accessing the pathway through a space between a carpark and concrete column, by way of which a single poorly parked car could severely limit access to 534 bicycle storage spaces
    - The Gasworks site development plan indicates there should be bicycle access to bicycle parking to both building A and B, under these plans residents in building A will have a significant distance to cover if they want to access the bicycle parking area, placing it in an extremely inconvenient location.
- Lift access to the basement carpark does not allow for the storage or larger bikes including e-bikes and cargo bikes, which are increasing in popularity locally as a means of allowing for families and workers to shift from vehicles to bicycles. All lifts and access ways should be large enough to accommodate a Cargo bicycle

dimensioned as per the AS2890.3, this includes swept paths for the narrow access ways between carapaces to ensure the safety of vehicles and bicycles.

Issue Two

- All resident bicycle parking is located within the basement level, with no provision for larger bicycles such as e-bikes or cargo bikes, there are no spaces that would accommodate these wider, heavier bikes, (noting that many e-bike wheels are wider and less likely to fit within the stacker system).

A majority of residents are expected to rely on bicycle storage as their main transport storage, given the provision of only 128 carparking spaces. 524 bicycle parking spaces will provide the dominant transport mode storage need for 399 dwellings.

This current layout and provision does not accommodate the need of future residents or the aims of the planning scheme to encourage the use of sustainable transport methods. The existing design does not make bicycle parking an easy to access option within the building, as required by the Gasworks development plan.

Bicycle Parking Provision

Statutory Requirement

The development provides a total of 319 additional resident spaces above the planning scheme, however this is 244 less than the requirement in the development plan and therefor not supported **798 spaces are required**, 10 staff spaces and no additional visitor spaces above the requirements of the Scheme. The development rather, provides less than the required number of residential visitor bicycle parking spaces which would be 40.

Adequacy of visitor spaces

30 spaces are noted as residential visitor bicycle parking spaces. And 12 commercial visitor parking spaces.

The provision of the visitor spaces inadequate:

- 30 spaces does not meet the statutory requirement of 40 resident visitor spaces, nor does it cater for Yarra's current or predicted future cycling demand. At minimum 100 visitor spaces should be provided for the following reasons:
  - No visitor car parking appears to be provided onsite (all car parking is located within a secure car park)
  - Best-practice requires a rate of 0.25 visitor spaces to each dwelling, requiring 100 spaces for the 399 dwellings
- We welcome the inclusion of 12 visitor bicycle parking spaces in the public realm noted for commercial visitors, these can be included in a total of 100 visitor bicycle parking spaces, **leaving a shortfall of 52 visitor bicycle parking spaces.**

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of 10 employee spaces above the requirements of the planning scheme, it is noted:

- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- **The provision of 10 employee spaces is supported.**

Design and location of employee spaces and facilities

- Employee bicycle parking is provided at Ground.
- The spaces are not located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. This facility is accessible to visitors and residents who can access a Games room only via the staff bike storage. This is not acceptable under the planning scheme which states that they must be secure and separate to resident facilities.

Adequacy of resident spaces

Number of spaces

Whilst the proposal includes a surplus of 319 resident spaces above the requirements of the planning scheme, it is noted:

- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, best practice requires a rate of 1 space to each dwelling . **Therefore, the number of bicycle parking spaces provide is supported.**

Design and location of employee spaces and facilities

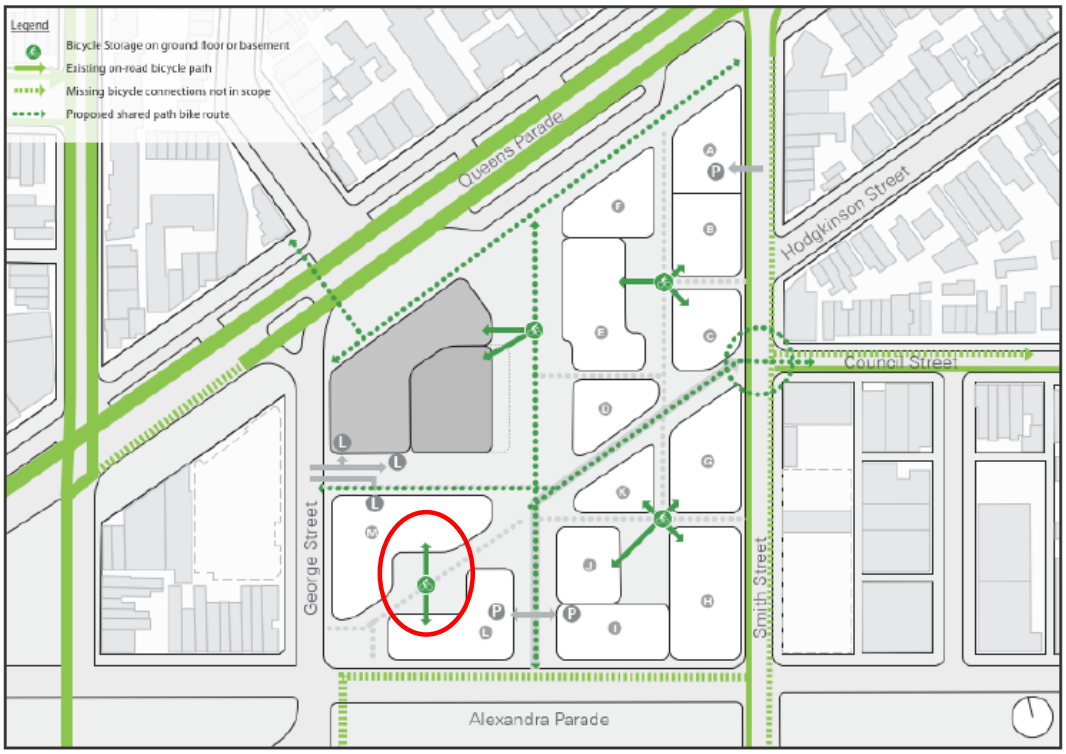
The following issues are identified in the design and location of the residential bicycle parking facilities:

The location of the bicycle parking is not currently acceptable, cycling is identified in the development plans as a key priority, the existing design, location and access of the bicycle parking does not support wholesale bicycle use by residents.

- There is no provision for the storage or larger e-bikes or cargo bikes.
- Access to the bicycle storage facility is via a single entry, this is not adequate for a building of 399 dwellings and 524 bicycle parking spaces.
- Access to the bicycle parking areas is via:
    - Lifts in building B
    - Navigating the underground carpark and accessing the pathway through a space between a carpark and concrete column, by way of which a single poorly parked car could severely limit access to 534 bicycle storage spaces
        - For larger bikes navigating between cars and concrete columns may prove tricky and puts the vehicle parked at risk of damage.
        - Swept paths should be provided to ensure a large cargo bicycle can navigate to a bicycle storage facility as per AS2890.3 Appendix A – ‘cargo bicycle’ and Section 2.2.8.
- The provision of only a single bicycle storage facility in Building B contradicts the Gasworks site development plan which indicates bicycle storage should be accessible in both buildings A and B.
- There could potentially be over 1000 bicycle movements through the building lifts and lobby each day.
- **The provision of bicycle parking as the only transport storage option for a majority of residents should be given precedent over carparking access and be in an easily accessible and locatable position from the street with dedicated access from the public realm as per the development plan for the gasworks**

site. Bicycle parking can remain at the basement level; however direct ground level access should be provided. See below.

Figure 3 Development Plan Cycling Network Plan



Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines and the planning scheme encourage the use of fuel efficient and electric vehicles (EV).

It is unacceptable no EV charging points are installed during construction, to allow for easy future expanded provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose. With a minimum of 5% of parking spaces be EV charging spaces on completion, this equates to approximately 6 spaces.

At least 27 resident electric bicycle charging point should be provided in the bicycle parking spaces (5% of the total number) adjacent to spaces suitable for electric bicycles to use (i.e horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – 'cargo bicycle' and Section 2.2.8).

Yarra's key bicycle corridors

The site is located adjacent to a key bicycle corridors along Queens Pde, Smith Street and nearby Wellington Street and Napier Street, placing this development in a highly accessible location by bikes.

This means that a high use of bikes is expected based on the existing and future demand for cycling expected in Yarra. The Gasworks site is also designed to prioritise bicycle access over motor vehicles.

Recommendations

The following should be shown on the plans before endorsement:

1. **Key recommendation: Residential bicycle parking must be relocated to provide direct ground level access in both buildings A and B to align with the Gasworks site development plan.**
2. There needs to be a minimum of 3 entry points into residential bicycle parking facilities to facilitate accessibility.
3. Bicycle parking must be located adjacent to bicycle access points in both building A and B.
4. Central courtyard must be designed to facilitate expected levels of cycling movements for parcel A and the rest of the site.
5. Residential bicycle parking should provide 5% of spaces large enough to accommodate AS2890.3 Appendix A – 'cargo bicycle'. This equates to approximately 27 spaces.
6. At least 27 electric bicycle charging points should be provided in the resident bicycle parking spaces adjacent to spaces suitable for electric bicycles to use, for bicycles dimensioned as AS2890.3 Appendix A – 'cargo bicycle'
7. A minimum of 100 visitor bicycle parking spaces in total be provided.
8. Designation of employee and visitor bicycle parking to be shown on the plans.
9. All visitor bicycle parking facilities to be ground level (horizontal) hoops and comply with Clause 52.34 and AS2890.3.
10. Dimensions and appropriate swept path analysis of all bicycle storage spaces, lifts, corridors and relevant access ways shown to demonstrate accessibility and compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
11. Employee bike parking must be separate from visitor bicycle parking and secure from residential access.
12. The inclusion of a Bicycle workshop is supported however, it should be located adjacent to residential bicycle parking locations.
13. The development is required by the development plan to include 798 bicycle parking spaces; this should be met.

Clarification: The central courtyard area seems to be not accessible from Gore Street by bicycles as the entry pathways are between 1.3m and 1.6m wide. If this is the case, the current design does not facilitate bicycle movements and must be amended.

Strategic Transport Planner: Tomas Lightbody

Date: 08 July 2026

ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	John Theodosakis
Council Reference:	PPE26/0389
Address:	111 Queens Pde, Fitzroy North VIC 3068
Proposal:	DTP referral for am amendment to 111 Queens Parade Fitzroy North
Comments Sought:	Click here to view referral memo: Record D26/250447: IREF26/00981 - 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 - GTP

In assessing this application, the following documents were reviewed:

- SMP prepared by Lucid dated 8 May 2026
- Stormwater Management Plan prepared by MCG Consult dated 8 May 2026
- Architectural drawings prepared by Fender Katsalidis dated 8 May 2026

Comments

The standard of the submitted documentation nearly meets 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.

1. Applicant ESD Commitments
   - 5 Star Green Star certified.
   - An average 7.5 Star NatHERS thermal energy rating.
   - Satisfactory level of daylight access to dwellings.
   - Satisfactory natural ventilation to dwellings.
   - Best practice stormwater quality standards met relying on 2319m^2 of roof drained to a 40,000 litre rainwater tank connected to toilets for flushing and 3823m^2 of terrace, and podium area drained to a second 40,000 litre tank connected to garden irrigation.

2. Application ESD Deficiencies
   - The combined approach for the daylight assessment is not acceptable. The daylight standard for this development is satisfactory, however using the BESS DTS calculator to pass dwellings that fail the daylight modelling criteria is not what the BESS DTS calculator is built for. The BESS DTS calculator is to be used for small, simple developments without daylight issues and with no need for daylight modelling. This is a large and complex development that should only be using daylight modelling to assess results. To assist with assessment please include the percentage of each rooms floor area are that passes/fails the daylight factor thresholds.
     - **Recommend re-assess using the BESS standards and methodology for daylight modelling only to demonstrate best practice daylight. Include the percentage of each rooms' floor area that passes/fails the daylight factor thresholds.**

3. Outstanding Information
   - **Confirm what number of carparking spaces will have EV capability or 'readiness', as required by Condition 14 a.**

   - **Update plans to clearly show the rainwater tank volume and connections, consistent with the SMP and Stormwater Management Plan.**

   - The standard of natural ventilation is satisfactory to both single sided and cross ventilated dwellings. However, the permit Condition 14c references details of mechanical ventilation to dwellings "where required".
     - **Update SMP to clarify that mechanical ventilation is not required to dwellings and this condition on permit does not apply.**

4. ESD Improvement Opportunities
   - 30 kW is a substantial sized array, however there are large areas of additional suitable roof space available, both on Building A and B. The development plan states that (Principle 13) *Maximise potential for energy generation*. The current proposal can not be described as "maximising the potential", given the amount of potential solar generation on the available roof space.
     - **Recommend increase the size of the solar PV rooftop array to maximise potential for energy generation.**

   - **Recommend all 'residual' electricity demands not generated onsite are sourced from 100% Green Power contract for a minimum of 10 years.** *Note this may already intended if an embedded network is proposed but has not been included in the SMP – please clarify.*

Recommendations

The applicant is encouraged to address all items above and resubmit to Council for assessment.

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

Euan.

ESD Advisor: Euan Williamson
Date: 14 July 2026

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	John Theodosakis
Council Reference:	PPE26/0389
Address:	111 Queens Pde, Fitzroy North VIC 3068
Proposal:	DTP referral for an amendment to 111 Queens Parade Fitzroy North
Comments Sought:	Click here to view referral memo: Record D26/250445: IREF26/00980 - 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 A) 111 Queens Parade, Fitzroy North authored by One Mile Grid and dated 8/5/26 is not satisfactory from a City Works Branch's perspective.

Issues to be resolved include, but may not be limited to the following:

1. Please provide additional information regarding the proposed transfer of bins from Building B, including the travel distance, estimated transfer time, required clearances, and available manoeuvring space for bin tug operations.
2. Please provide further details regarding the operational capacity of the loading docks, including their ability to accommodate the proposed waste management activities.
3. Council does not offer a hard waste drop off service or operate a transfer station, please amend WMP and check website for items accepted at the recycling centre.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:3/07/2026

Development Engineering Formal Referral Response

Application Information:

Referral Officer:	John Theodosakis
Officer:	Mark Pisani, Tasneef Rahman and Kisina Sofele
Council Reference:	PPE26/0389
Referral Number:	IREF26/00979
Address:	111 Queens Parade, Fitzroy North
Proposal:	DTP referral for am amendment to 111 Queens Parade Fitzroy North
Comments Sought:	Car Parking; Access; 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
Minister for Planning	Planning Permit No. PA2201764		29 November 2022
Tract	Planning Report		25 May 2025
Fender Katsalidis Architects	TP0010 *Survey Plan* TP0999 *Basement Floor Plan* TP1000 *Ground Floor Plan* TP2001 *North Elevation* TP2002 *South Elevation* TP2003 *East Elevation* TP2004 *West Elevation* TP2500 *Section AA* TP2501 *Section BB*	A A A A A A A A A	8 May 2026 8 May 2026 8 May 2026 8 May 2026 8 May 2026 8 May 2026 8 May 2026 8 May 2026 8 May 2026

Author / Consultant	Drawing No. or Document	Revision	Dated
T.C.L.	Town Planning Report - Parcel A Landscaping & Urban Design	02	8 May 2026
One Mile Grid	Transport Impact Assessment		8 May 2026

SECTION 1: Engineering Requirements – Issue to the Applicant

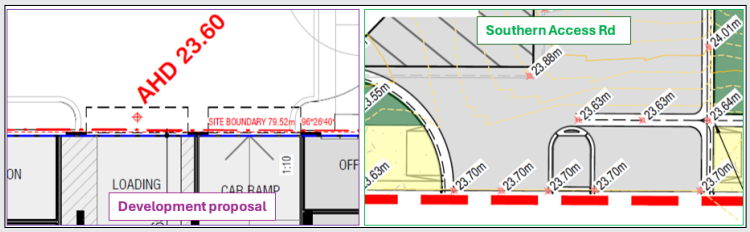
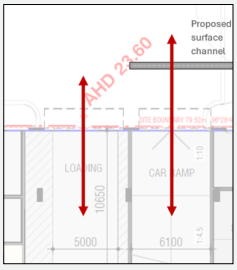
The applicant must satisfy the engineering items outlined in ***Table 2*** below. A written response must be provided for each requirement, and the action is to be completed prior to resubmission.

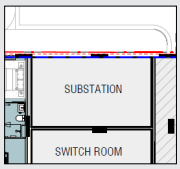
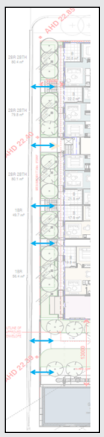
Any amendments to plans/drawings or updates to reports/documents must be highlighted using a *red cloud* around the relevant section. In the written response, indicate the relevant sheet/pages of each document which have been amended.

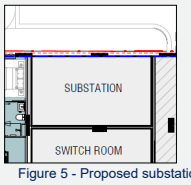
Table 2 - Engineering Requirements for Applicant

Item	Engineering Requirement	Action for Applicant
1	**Visibility** Provide a convex mirror at the development entrance (fronting the east-west aligned accessway) for the exit lane.	Update the drawings.
2	**Headroom Clearance** Dimension the headroom clearance at the development entrance.	Update the drawings.
3	**Accessible Parking Spaces** Depict the shared area required for the two accessible parking spaces in the basement car park in accordance with the Australian/New Zealand Standard AS/NZS 2890.6:2022.	Update the drawings.
4	**Vehicle Crossing Ground Clearance** The applicant is to prepare a cross sectional drawing for the proposed vehicle crossing fronting the site. Information in relation to preparing the vehicle crossing section drawing is appended to this memo (**Appendix A**). A ground clearance check is to be undertaken for the new vehicle crossing using the B99 design vehicle to confirm that vehicles can enter and exit the development via the east-west aligned accessway 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.

Item	Engineering Requirement	Action for Applicant
5	**East-West Aligned Accessway** Depict all footpaths, kerb alignments, services and other applicable road type infrastructure of the east-west aligned accessway. Footpath and carriageway widths must also be dimensioned.	Update the drawings.
6	**Gore St frontage- Ground Floor Plan** Current Ground Floor Plan layout is based on previous Gore St layout which is subject to major change with ongoing discussions with DV.	Update the drawings. The layout must match the updated Gore St layout Add annotation to this frontage to indicate Gore St design to be in accordance with Stage 2 Detailed Design being prepared by GHD and DV for the delivery of Gore St.
7	**Alexandra Pde and Gore St frontage** The footpath (outside the scope of Stage 2 Detailed Design by DV) must be reconstructed in asphalt to suit DDA compliant cross falls and be fit for drainage purposes and graded away from Building Line towards the kerb and channel.	Update the drawings. Add annotation to indicate the extent of footpath being reconstructed in accordance with Council standards and indicate detailed design plans to be submitted to Council for review and approval. Any adjustment required to achieve DDA compliance must be made inside the private title boundary of Parcel A and no alteration must be made to existing footpath levels unless otherwise approved by Council in writing.
8	**Alexandra Pde and Gore St frontage** Detailed Design Plans must be provided to Council for the reconstruction of footpath on Alexandra Pde and George St (outside the scope of Stage 2 Detailed Design by DV)	Provide detailed design drawings. Longitudinal sections along the property boundary, back of kerb and invert of the channel. Cross sections from property boundary to top of kerb at 5 metre intervals indicating existing and proposed levels at changes in grade.
9	All footpaths adjacent to the development must have DDA compliant grades (cross & long) and must fall from the building line to the back of kerb.	

Item	Engineering Requirement	Action for Applicant
	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 footpath sections (see DDA guidelines)	Update the relevant sheets within the plans to include the relevant annotations.
10	In accordance with the 'Southern Access Rd', there is a discrepancy between the proposed and existing levels at the entrance to the basement/loading docks – see *Figure 1* below. Note: the levels within the public area to the north are critical for the management of overland drainage i.e. the external levels must not be altered.  **Figure 1 - Existing/proposed levels at basement entrance**	Provide clarification and amend the levels to match the proposed existing levels along the northern boundary. Also provide spot levels along the entrance consistent with the external levels.
11	The surface levels of the vehicle access points along Southern Access Rd 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 a cross section through the centre of each of the proposed vehicle crossovers as indicated in red in *Figure 2* below.  Figure 2 - Cross section locations through entry access	Superimpose the B99 vehicle template on to the section plans and clarify the vehicle underside clears the surface along the access points. Note: the cross section at the basement entrance must extend past the proposed surface channel within Southern Access Rd.
12	Clarify how the proposed substation is to be accessed, in general. Also, confirm how the utility operators will access the facilities for maintenance purposed.	Provide clarification.

Item	Engineering Requirement	Action for Applicant
	The method of access must not protrude into Southern Access Rd i.e. no doors to swing outwards.  Figure 3 - Proposed substation	
13	Provide a cross section at each entrance/access location along all frontages. The cross section should extend a metre into the private property and extend a metre into the external area, indicating existing levels, proposed levels and cross/long grades achieved. Note: the external levels must be consistent with the proposed plans developed by Development Victoria and should not be adjusted unless agreed upon in writing from Council.	Update drawings and provide cross sections.
14	Provide a cross section at each of the 6 (six) at-grade entrance/access locations along the George St frontage (See *Figure XX* below). The cross sections should extend a metre into the private property and extend a metre into the external area, indicating existing levels, proposed levels and cross/long grades achieved. Note: the external levels must be consistent with the existing levels or proposed plans developed by Development Victoria and should not be adjusted unless agreed upon in writing from Council.  Figure 4 - George St access locations	Update drawings and provide cross sections.

Item	Engineering Requirement	Action for Applicant
15	Clarify how the proposed substation is to be accessed. The access facilities must not protrude into Southern Access.  Figure 5 - Proposed substation	Provide clarification

SECTION 2: Civil Engineering Condition Assessment

New Conditions

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 George St and Alexandra Pde frontage/s must be reconstructed in asphalt and be compliant with DDA requirements with a maximum 1 in 40 cross fall: (a) at the permit holder's cost; *and* to the satisfaction of the Responsible Authority (s). in consultation with Yarra City Council. **NOTE: Any adjustment required to existing levels must be made inside the private title boundary to achieve DDA compliance.**
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 25) 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 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.

Proposed Amendment to Conditions

Condition related to…	Engineering condition
Condition 25 Public Realm Plan	Before the occupation of the development approved by this permit, or a later date as agreed in writing with the Responsible Authority, a public realm plan must be prepared and approved, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority. The Public Realm Plan must provide detailed designs for all parks, plazas, footpaths and roads interfacing with the subject site, including Gore Street, Alexandra Parade footpath, Southern Access Road and George Street interfaces, including (where relevant): a. Detailed layout plan indicating all existing and proposed features and surface levels. b. Longitudinal sections along the property boundary, back of kerb and invert of the channel. c. Cross sections from property boundary to property boundary at 5 metre intervals indicating existing and proposed levels at changes in grade. d. Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details. e. Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type. f. Public lighting plan. g. Signage and line marking plan. h. Distinct delineation between public and private land along all interfaces. i. Location of all private aspects / infrastructure within the private property boundary and not within the public road reserve. j. Details of the 1.5-metre-high solid screen in the junction between the Southern Access Road and Southern Gore Street extension to meet the wind mitigation measures detailed in the Wind Impact Assessment prepared and authored by MEL Consultants titled Environmental Wind Speed Measurements dated April 2022. h. Reconstruction of the footpath on Alexandra Pde and George St frontages. i. Location of all new bluestone in pedestrian traversable paths to be of sawn bluestone. j. All proposed Council infrastructure to be constructed in accordance with Council standard drawings.

SECTION 3: Engineering Detailed Assessment for Traffic

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
Dwellings	399	1.0 space per dwelling	399	128
Office	499.5 m^2	0.45 spaces per 100 m^2 of leasable floor area	2	0
Retail	159 m^2	2.0 spaces per 100 m^2 of leasable floor area	3	0
Gallery - Place of Assembly	144.6 m^2 70 Patrons	0.15 spaces to each patron permitted	10	0
		Total	**414 spaces**	**128 spaces**

* The site is classified as a Category 2 as per the Car Parking Requirement maps.

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 Dwellings (Built To Rent)	The residential component of the development would be a Built to Rent (BTR) proposal. In a Built to Rent development, the dwellings are owned by the developer, who leases them out to tenants. With this housing model, parking would not be allocated to specific dwellings but would be offered to prospective residents at the beginning of their lease (subject to availability). According to One Mile Grid traffic engineering consultants, a study was conducted by Charter Keck Cramer for 11 residential developments across Australia containing built-to-rent type

Parking Demand Consideration	Details
	dwellings. The study concluded that the on-site parking ranged from 0.18 to 0.54 spaces per dwelling (an average of 0.31 spaces per dwelling). For the proposed development, on-site parking for the dwellings would be provided at a rate of 0.32 spaces per dwelling. This rate is fairly consistent with the national average for built-to-rent type dwellings and is considered appropriate.
Parking Demand for the Commercial Uses	The commercial uses for the site would not be provided with any on-site car parking. Employees and customers/patrons would be expected to make other travel arrangements such as take public transport of ride a bicycle.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Smith Street trams – 240 metre walk ▪ Brunswick Street trams – 340 metre walk
Multi-purpose Trips within the Area	Customers and clients to the development could combine their visit by engaging in other activities or business whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

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

Consideration	Details
Availability of Car Parking	The level of on-street parking in this part of Fitzroy North is high during business hours. The area surrounding the subject site is blanketed in time based parking restrictions. The high parking demand in the surrounding streets would be a disincentive for employees to drive. Short-stay visitors should be able to find an on-street car parking space in the vicinity of the site.
Relevant Local Policy or Incorporated Document	In terms of transport, the proposed development is considered to be in line with the objectives contained in Council's *Moving Forward – Yarra's Transport Strategy 2022-32*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the car parking provision for the various 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.

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

TRAFFIC IMPACT

Trip Generation

The trip generation for the site adopted by One Mile Grid is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
Residential (128 dwellings with on-site car parking)	0.3 trips per dwelling in each peak hour 3.0 trips per dwelling per day	384 trips	39 trips	39 trips

The peak hour directional splits that occur in the AM and PM peak hours and the traffic distribution assumptions made in Sections 9.2 and 9.3 of the *Transport Impact Assessment* report are considered reasonable.

Traffic Impact of Key Intersections

To assess the traffic impact of the development, One Mile Grid had assessed the performance of the following junction:

- George Street-Access to Development Entrance (unsignalised);
- Alexandra Parade-George Street (signalised); and
- Queens Parade-George Street (signalised).

The traffic impact of the above key intersections was assessed by One Mile Grid using the SIDRA program, which essentially measures intersection performance. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic. The analysis was done for the base or existing traffic conditions.

The results of this analysis suggest that north east approach to the Queens Parade-George Street intersection (i.e.- the left turn movement from Queens Parade into George Street) during the AM peak hour is currently at saturation point. This is attributed to queuing on George Street at the signals with Alexandra Parade for vehicles wishing to travel to Melbourne. It is agreed that the magnitude of traffic generated by the subject site would have negligible impact on the existing traffic conditions. Under post development conditions, we would expect the degrees of saturation* and the 95th percentile queue lengths** to increase marginally.

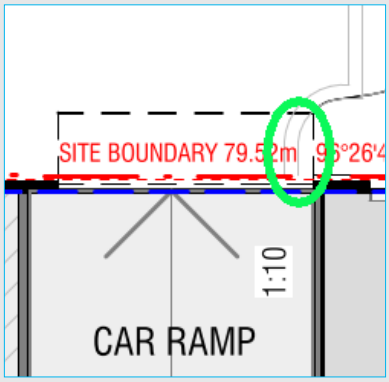
We are satisfied that the traffic generated by the development should not adversely impact on the traffic operation of George Street or any of the nearby key intersection.

***** Degree of Saturation – The ratio of the number of vehicles entering an intersection to the number of vehicle which could enter the intersection at full capacity.

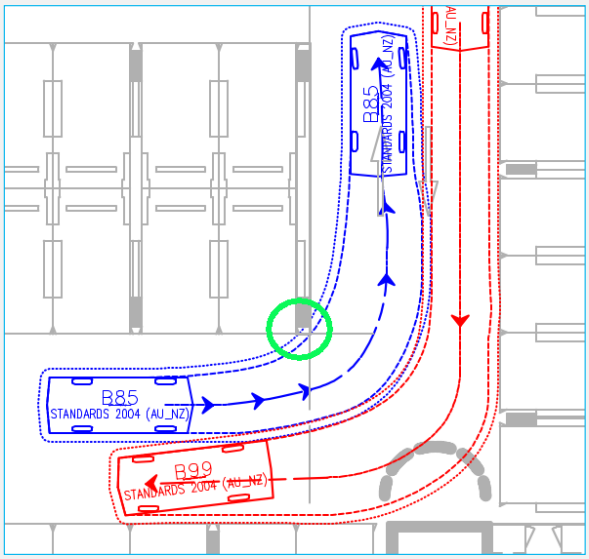
****** 95th Percentile Queue Length – the queue length that has a 5% probability of being exceeded.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The proposed 6.1 metre wide development entrance satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004. The span of the development entrance must be kept clear, as shown below: 
Visibility	The development has not been provided with a pedestrian sight triangle for the exit lane. In lieu of providing a pedestrian sight triangle, it is recommended that a convex mirror be installed to assist exiting motorists viewing the footpath.
Headroom Clearance	The minimum headroom clearance at the development entrance has not been dimensioned on the drawings.
Internal Ramped Accessways	The 6.1 metre wall-to-wall width of the main ramped accessway satisfies AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 to 3.0 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Accessible Parking Space	The dimensions of the accessible parking space have not been shown on the drawings. The shared area for the accessible parking spaces has not been provided.
Aisles	The aisle withs range from 5.5 to 6.4 metres, which satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns have depths of 1000 mm and are set back 250 mm from the aisles and are positioned outside of parking space clearance envelopes as required by *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.
Clearances to Walls	Spaces adjacent to walls have been provided with clearances of no less than 300 mm, which satisfy *Design standard 2.*

Item	Assessment
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The ramp for the first 5.0 metres inside the property has a grade of 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	
Medium Rigid Vehicle Movements Loading Dock Access SPA100* Rev B	The swept path diagrams of an 8.8 metre long medium rigid vehicle manoeuvring into and out of the loading dock via the east-west internal accessway and Smith Street, are considered satisfactory.
Vehicle Entry and Exit Movements Development Entrance SPA100 Rev B	The swept path diagrams of a B99 deign vehicle and an oncoming B99 design vehicle entering and exiting the development entrance via the east-west internal accessway and Smith Street, are considered satisfactory.
Vehicle Turning Movements Basement Level Car Park SPA101 Rev A	The swept path diagrams of a B85 design vehicle entering ad exiting critical and end car parking spaces are considered satisfactory. For a number of spaces, a motorist is required to undertake a correction movement - permissible under AS/NZS 2890.1:2004.
Vehicle Passing Movements Basement Level Car Park SPA101 Rev A	<u>Base of Ramped Accessway</u> The swept path diagrams of a B99 design vehicle entering the ramped accessway from either end of the aisle whilst an oncoming B99 design vehicle is propped at the base of the ramp, are considered satisfactory. <u>Tee-Junction of Aisles - West Side of Basement Car Park</u> The swept path diagrams of a B99 design vehicle negotiating the tee-junction of the two aisles at the west side of the basement car park whilst an oncoming B99 design vehicle is stationary, are considered satisfactory. <u>Ninety-Degree Bend - South Side of Basement Car Park</u> On the south side of the basement level car park there is a ninety-degree bend of two aisles (each 6.4 metres wide). The swept paths show a B85 design vehicle and an oncoming B99 design vehicle negotiating this bend by undertaking simultaneous movements.

Item	Assessment
	 As can be seen from the above swept path diagram, the turning movement of the B85 design vehicle (in blue) would narrowly miss the column (circled in green). In the event of simultaneous oncoming movements, we would expect one vehicle to prop whilst an oncoming vehicle proceeds along the bend.
Other Items	
Loading Arrangements	The dimensions of the on-site loading bay (5.0 metre by 10.65 metres can comfortably accommodate a commercial vehicle up to the size of an 8.8 metre long medium rigid vehicle.
Vehicle Crossing Ground Clearance	The new vehicle crossing fronting the site must be checked for vehicle ground clearance. The applicant is to prepare a cross sectional drawing of the proposed vehicle crossing. Information in relation to preparing the vehicle crossing section drawing is appended to this memo (**Appendix A**). A ground clearance check is to be undertaken for the new vehicle crossing using the B99 design vehicle to confirm that vehicles can enter and exit the property via east-west aligned accessway without scraping or bottoming out.
East-West Aligned Accessway	Details of the east-west aligned accessway connecting to George Street are scant. The applicant must provide details of footpaths, kerb and channel and other applicable services/infrastructure within the accessway.

SECTION 3: Acknowledgement

Engineer: Mark Pisani

Signature: 

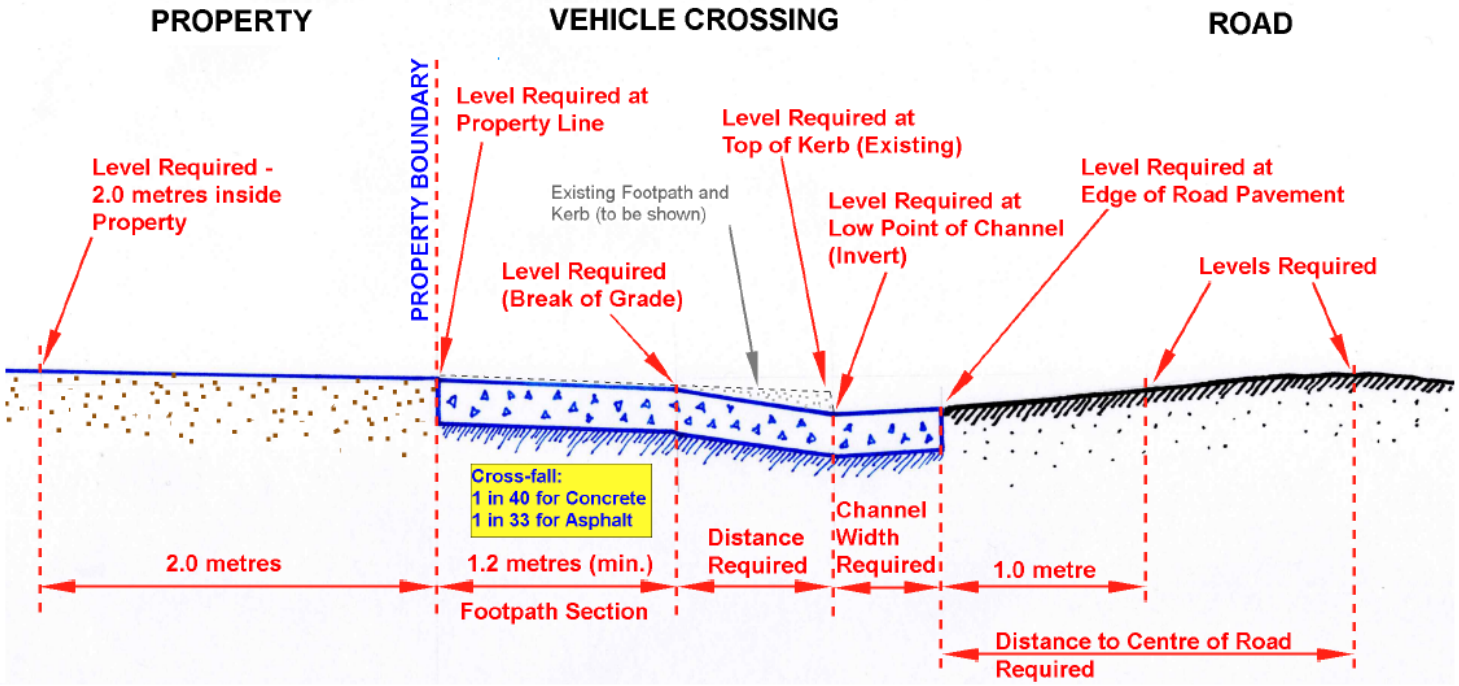
Date: 27/07/26

Engineer: Tasneef Rahman

Signature: 

Date: 27/07/26

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.

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

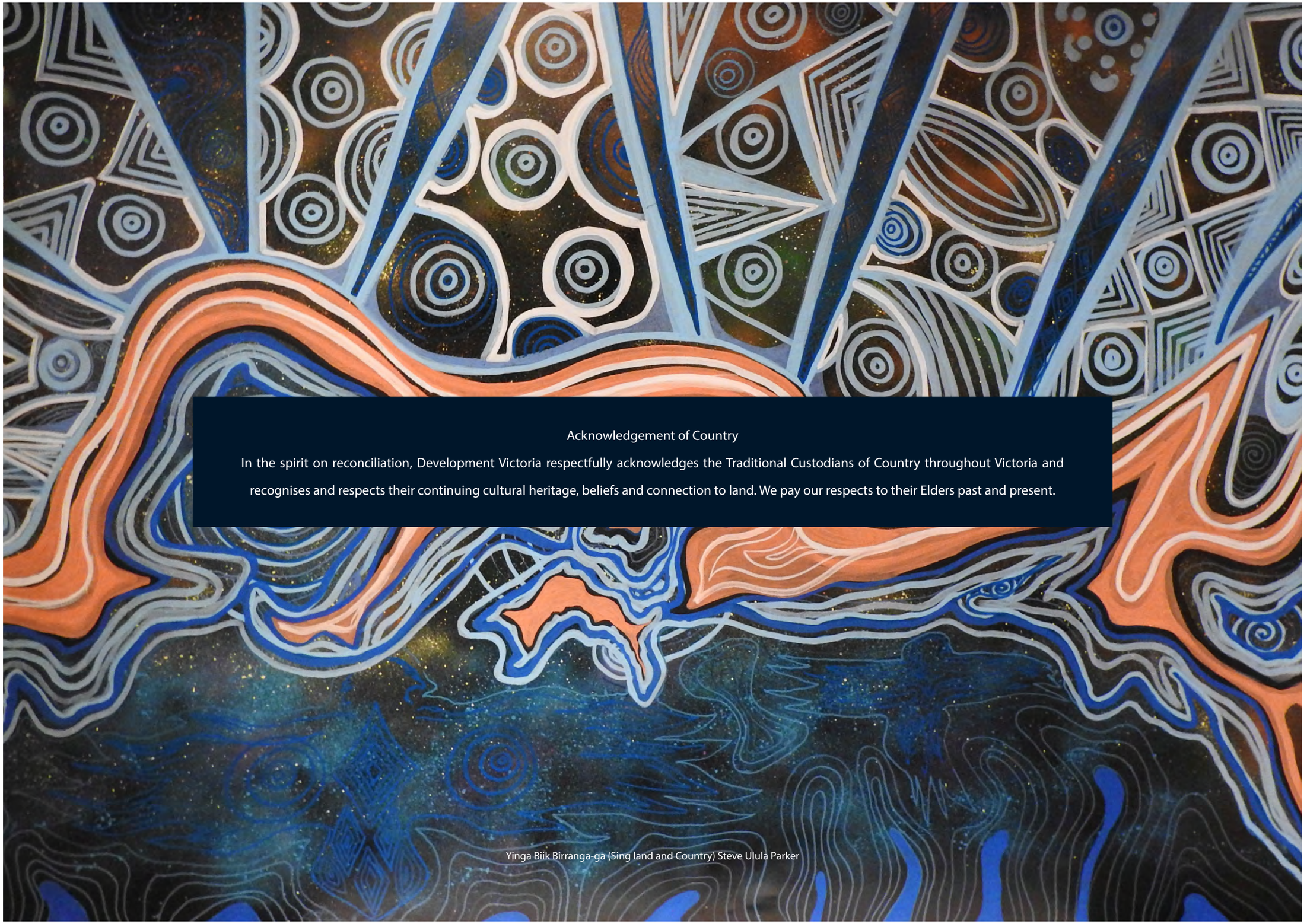
FITZROY GASWORKS

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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VERSION NO.	DATE OF ISSUE	REVISION BY	APPROVED BY
1.0 DRAFT	29/06/20	HN	JR
2.0 DRAFT	08/07/20	HN	JR
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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.

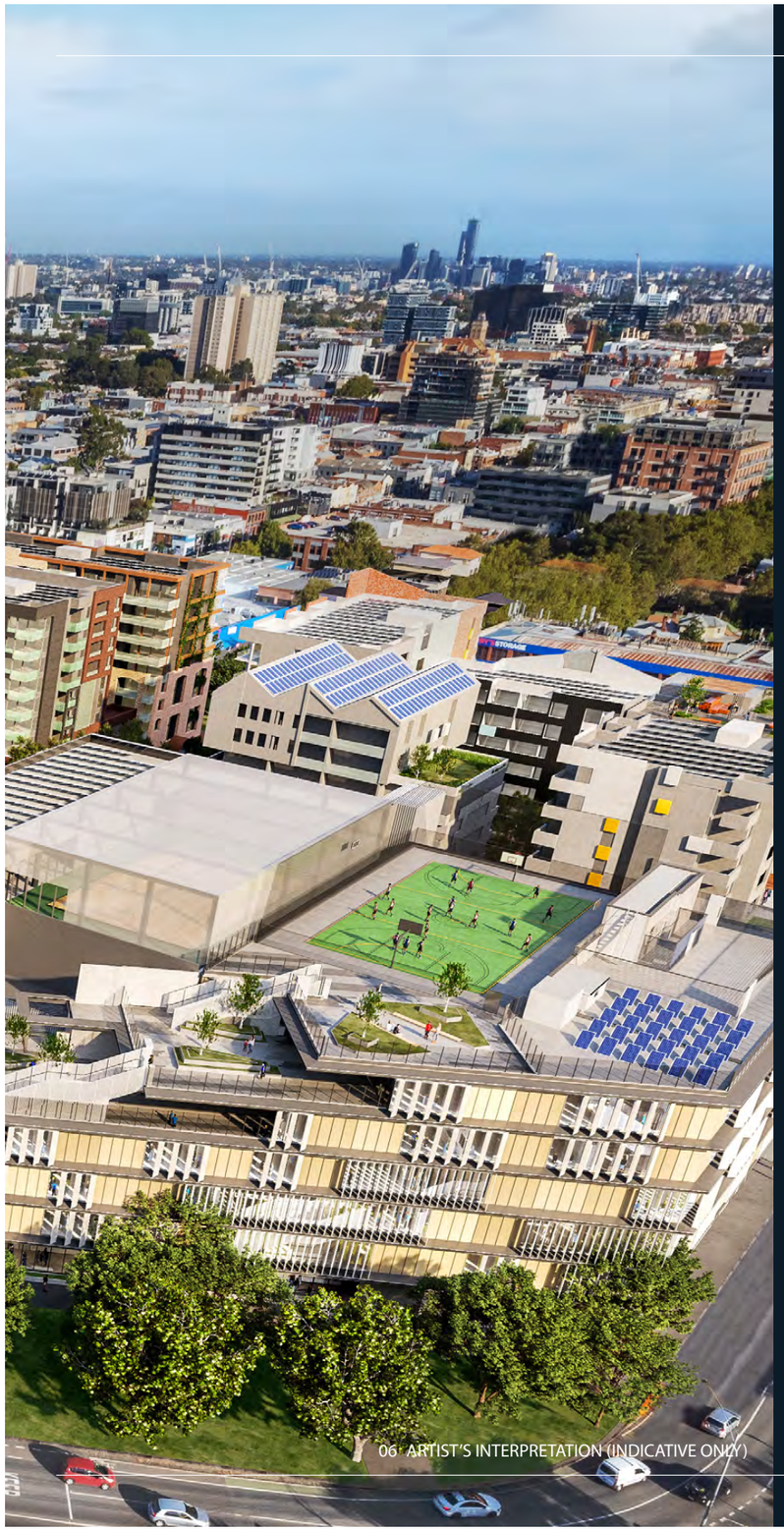
Please refer to section 1.2 for an overview of Development Victoria's role and vision for the Fitzroy Gasworks and how this relates to staging and securing policy outcomes for the precinct. Development Victoria will target delivery of affordable housing within Parcel A as a priority, including seeking 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.

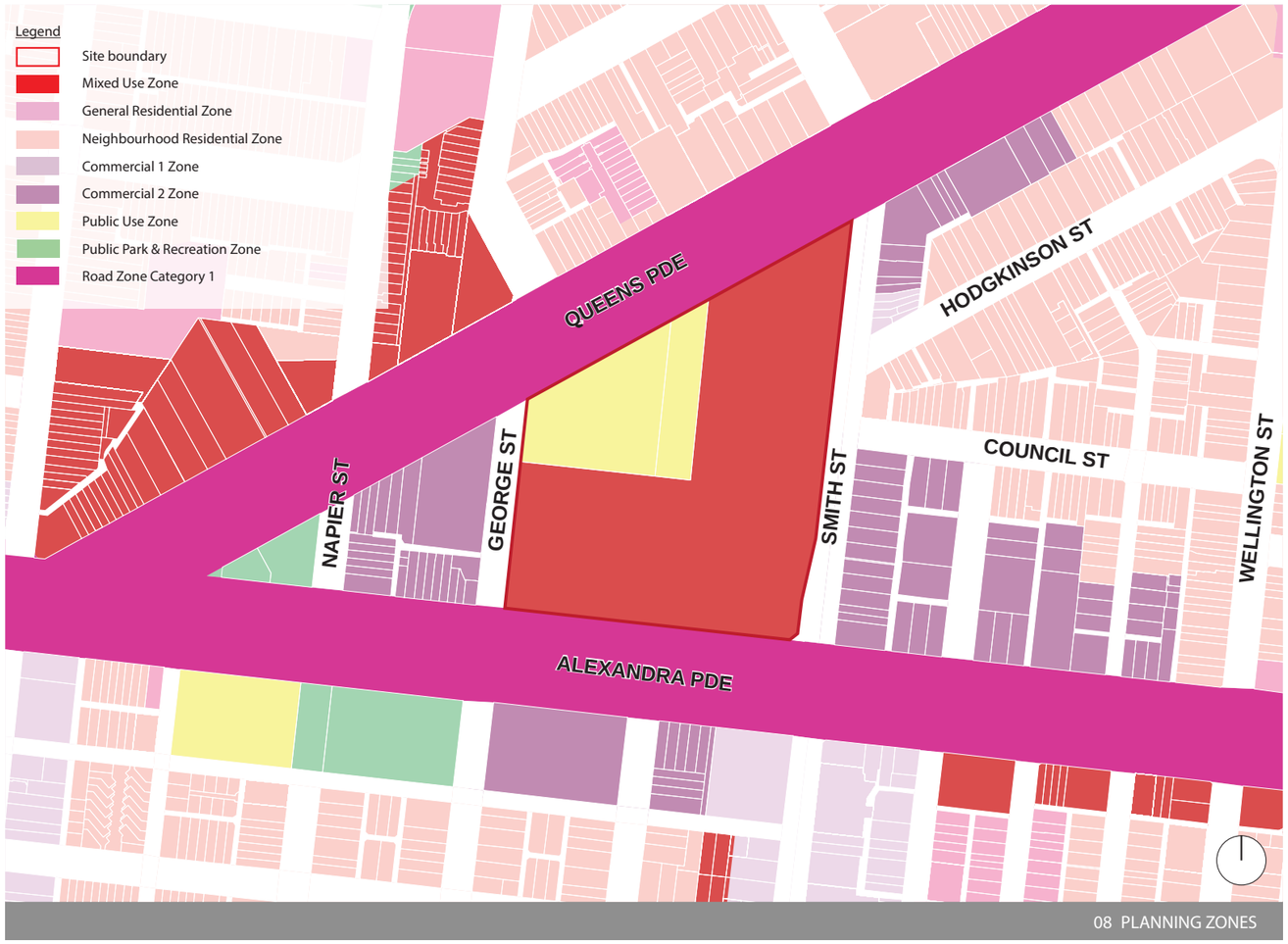
2.1.1 Mixed Use Zone (MUZ)

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

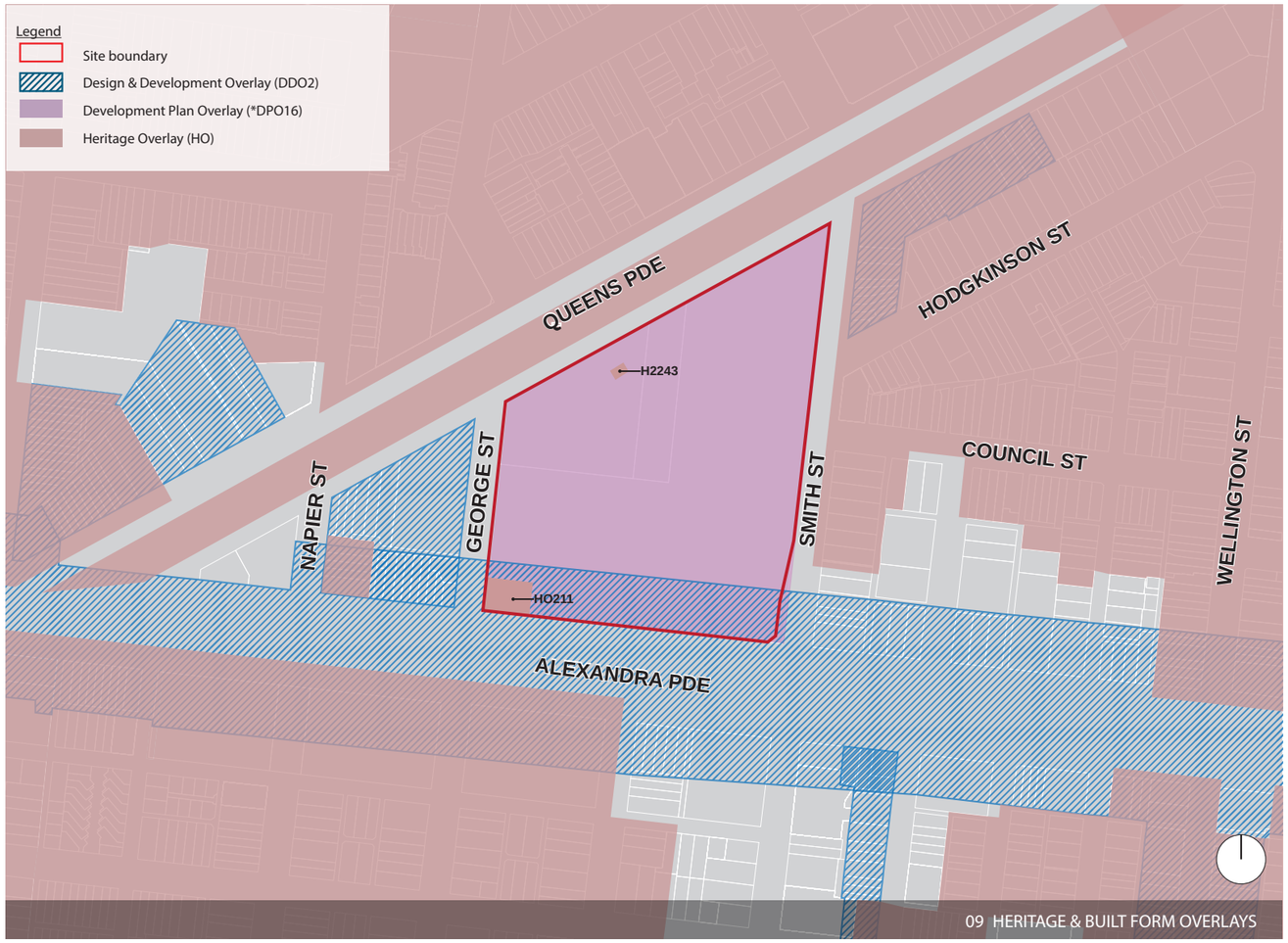
2.3.1 Heritage Overlay (HO)

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.

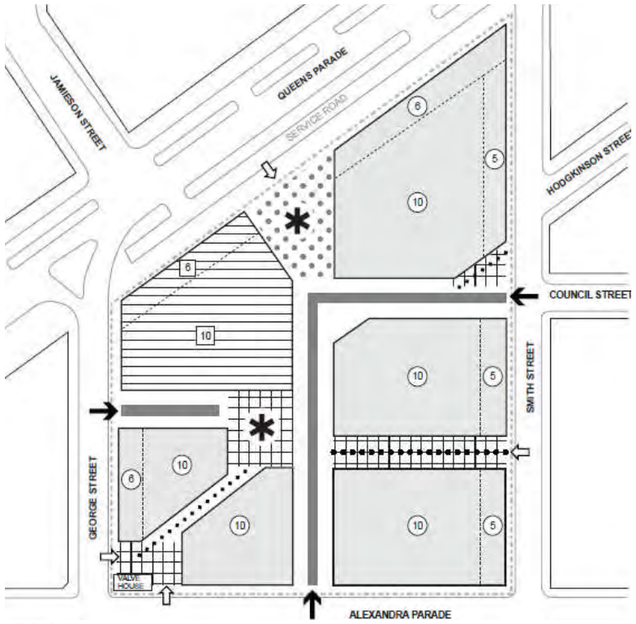
2.3.6 Development Plan Overlay - Schedule 16 (DPO16)

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:

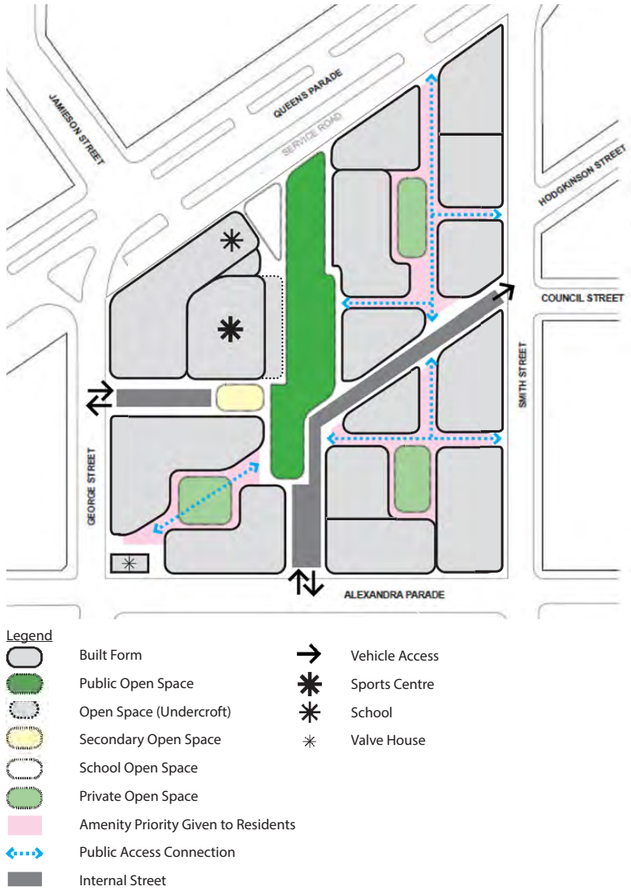
- Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.
- Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses 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

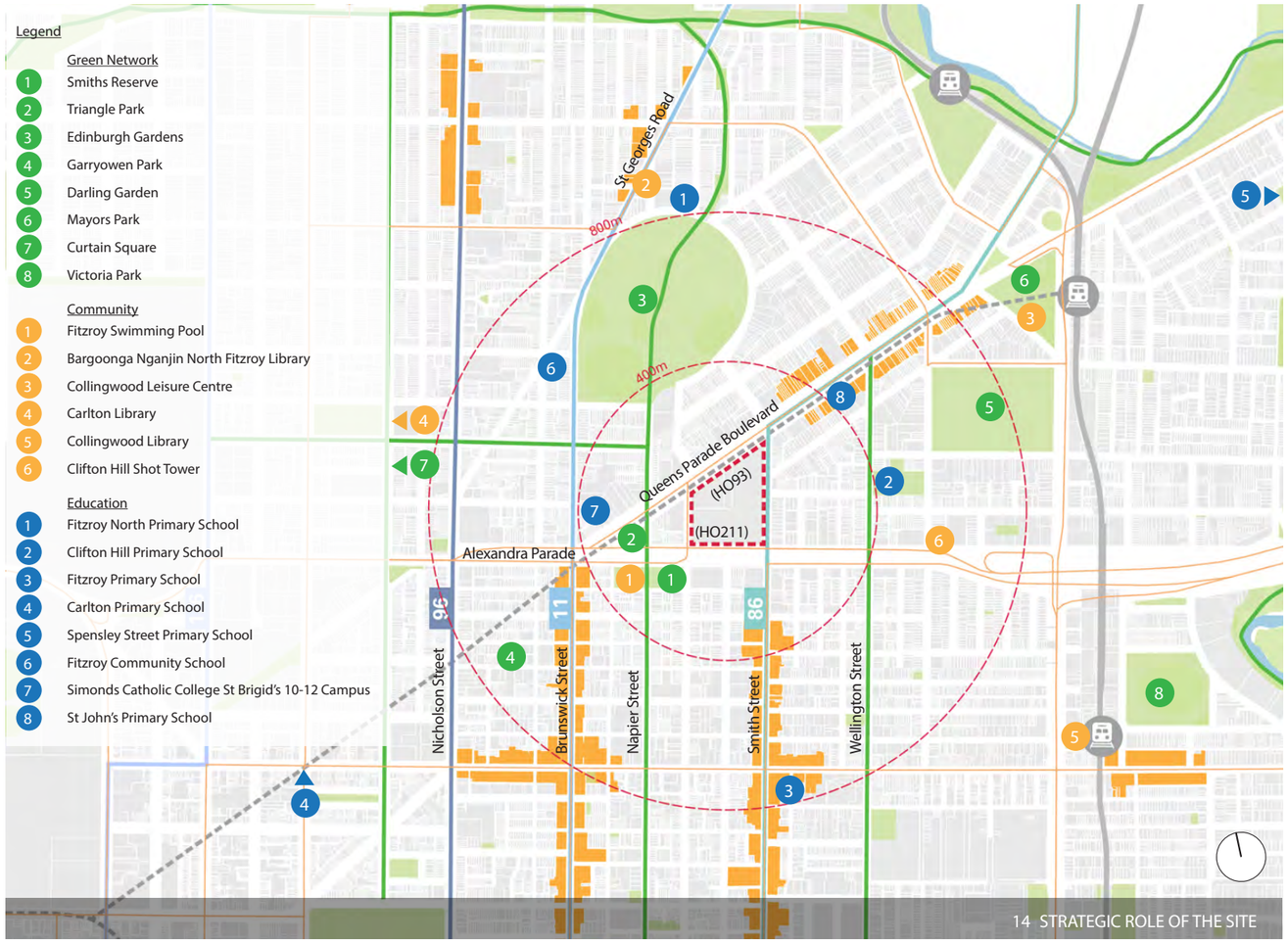
The site is located in a high-amenity area at the intersection of Fitzroy, Collingwood, Fitzroy North and Clifton Hill. Within a 800m walking radius, the site has four primary schools, and one year 10-12 campus. The site is within easy walking distance to the major parks such as Edinburgh Gardens and 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.

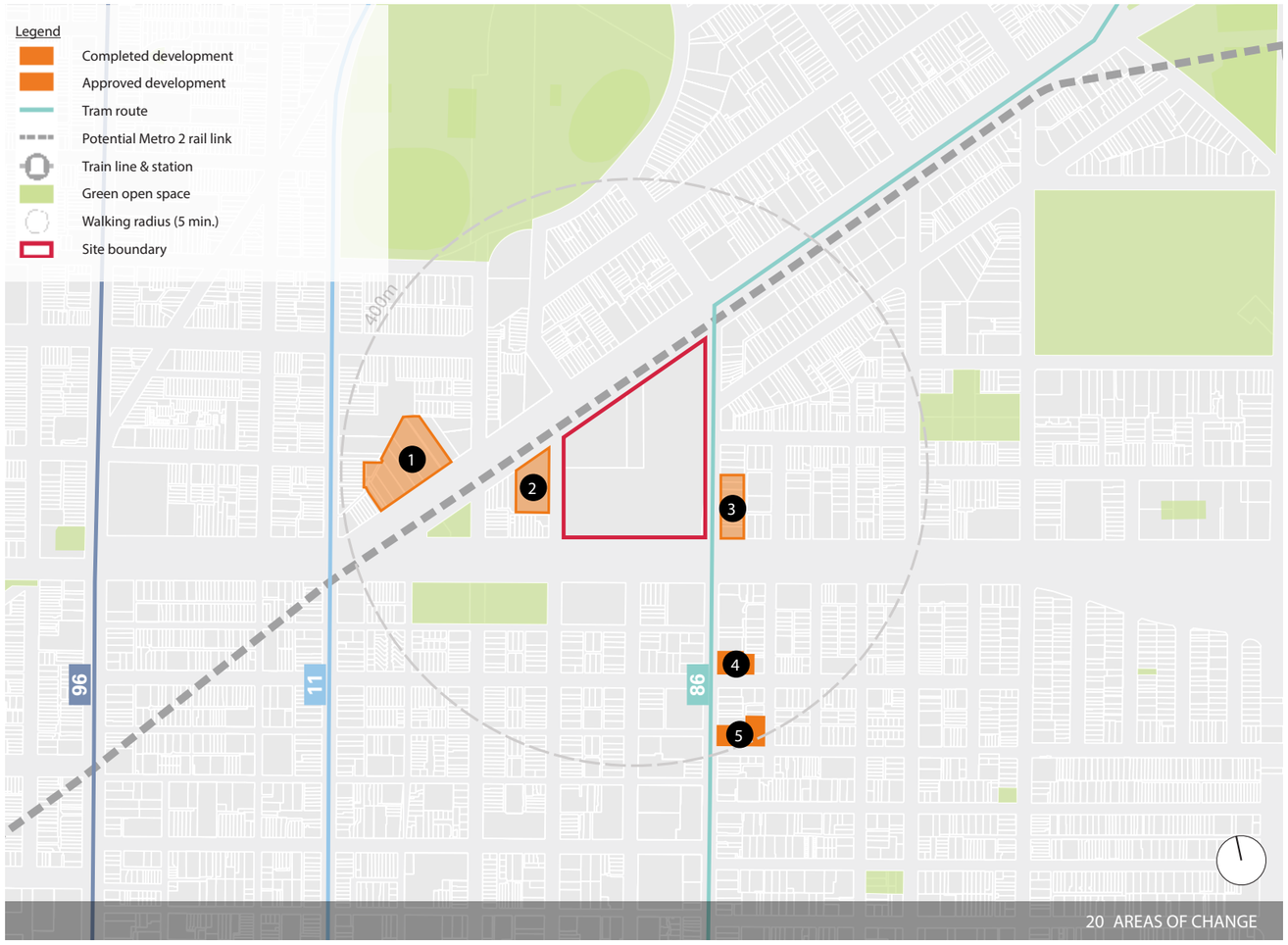










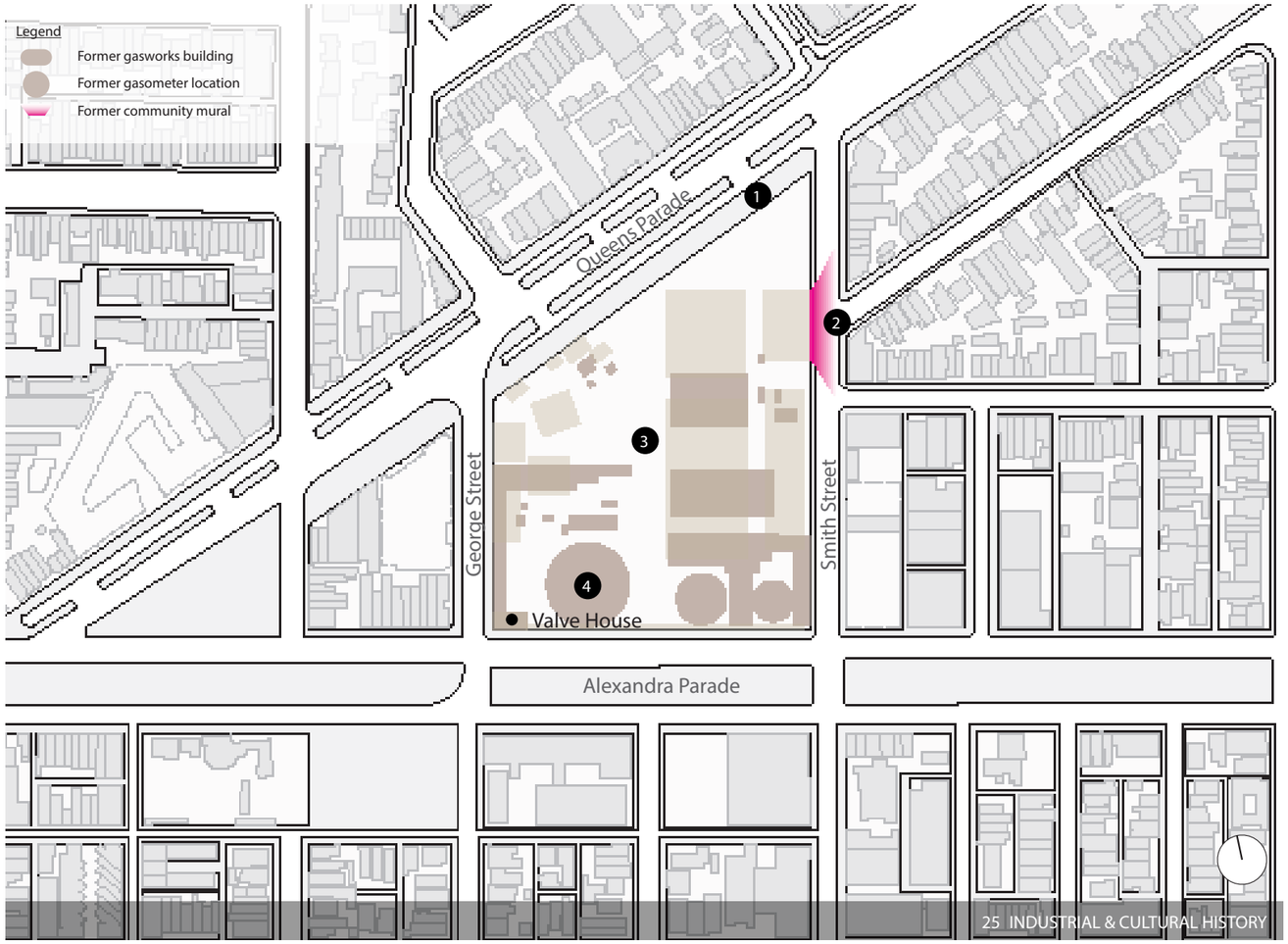


3.3 Cultural History

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.











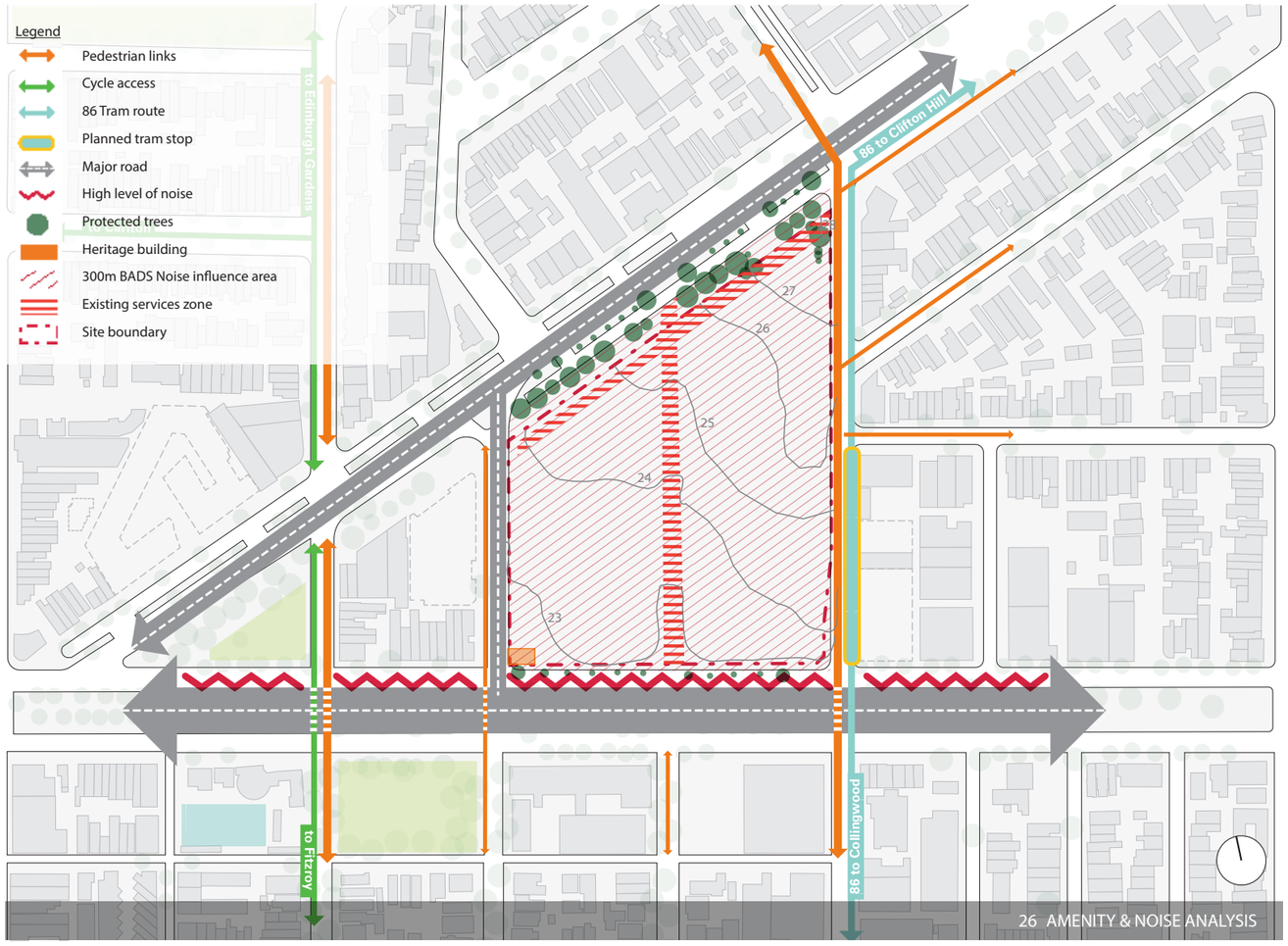
3.4 Traffic, Noise & Amenity

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.

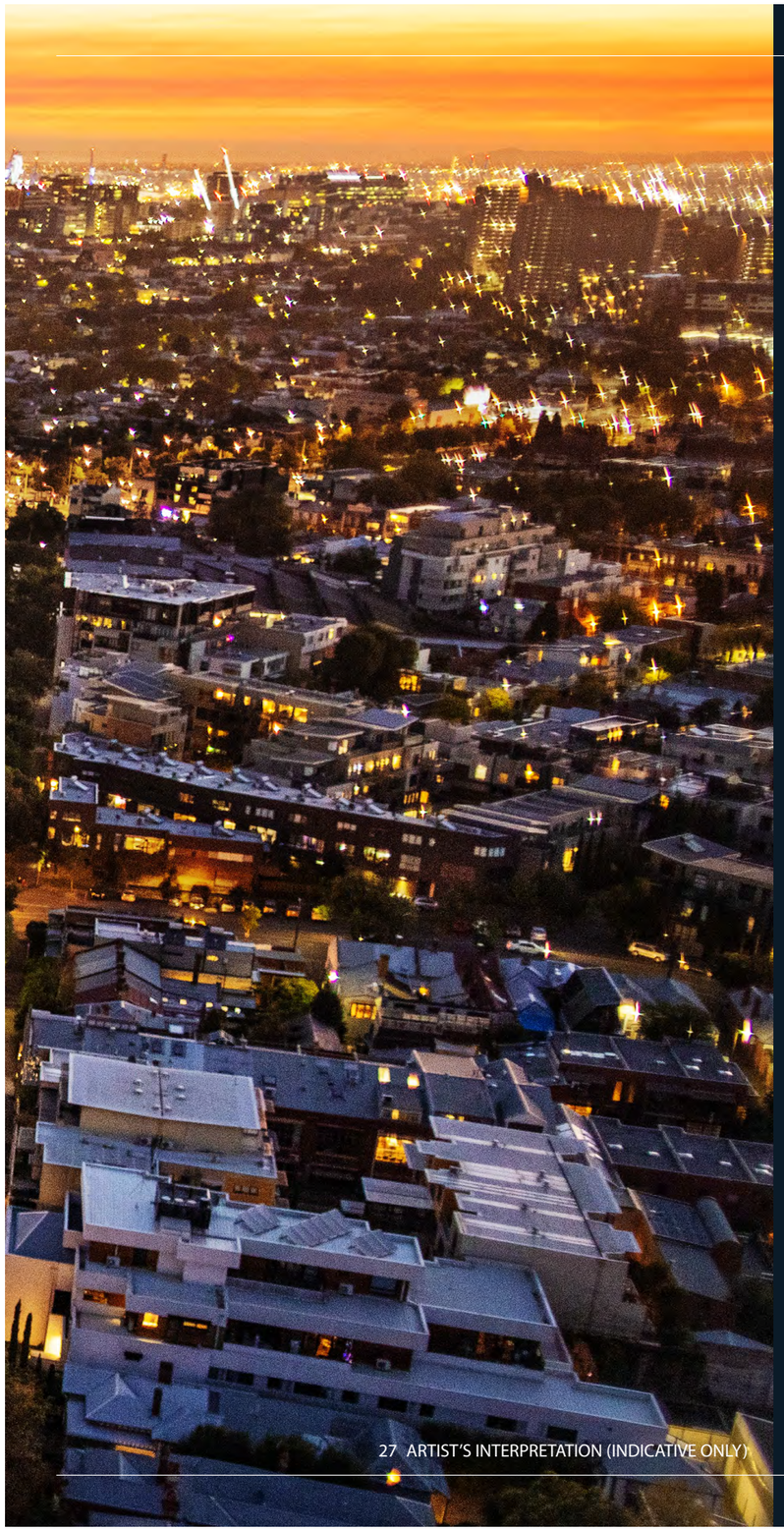
The Better Apartment Design Standards (BADS) defines a building to be within a 'noise influence area' if it is within 300m of a freeway or tollway, or 300m of another road that is carrying 40,000 Annual Average Daily Traffic Volume. Buildings within this area typically require an acoustic report and 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.







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

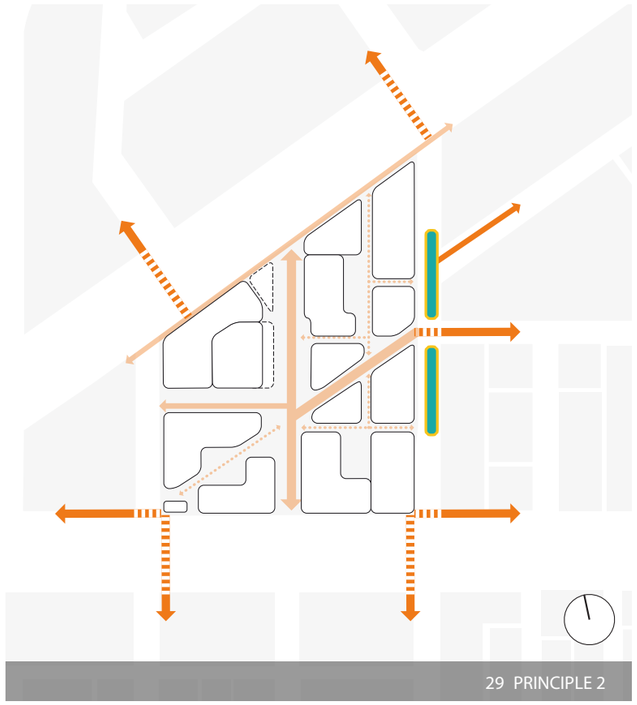


28 PRINCIPLE 1

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

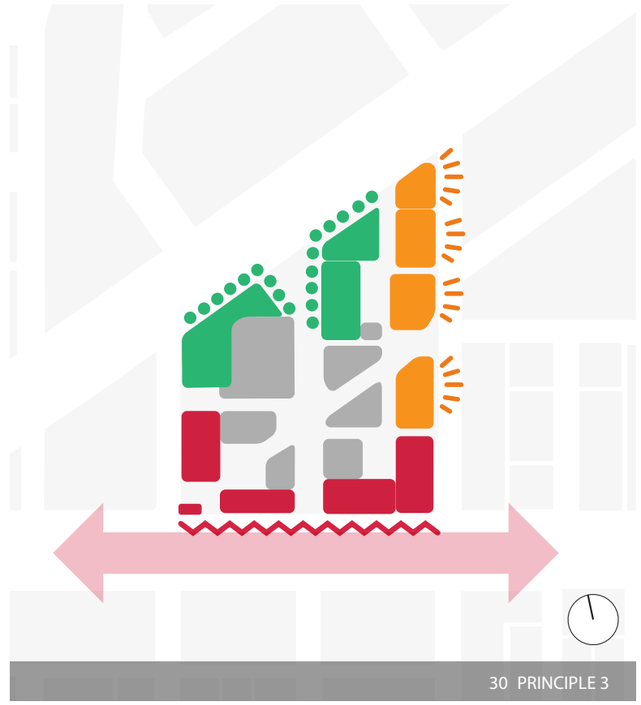


29 PRINCIPLE 2

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



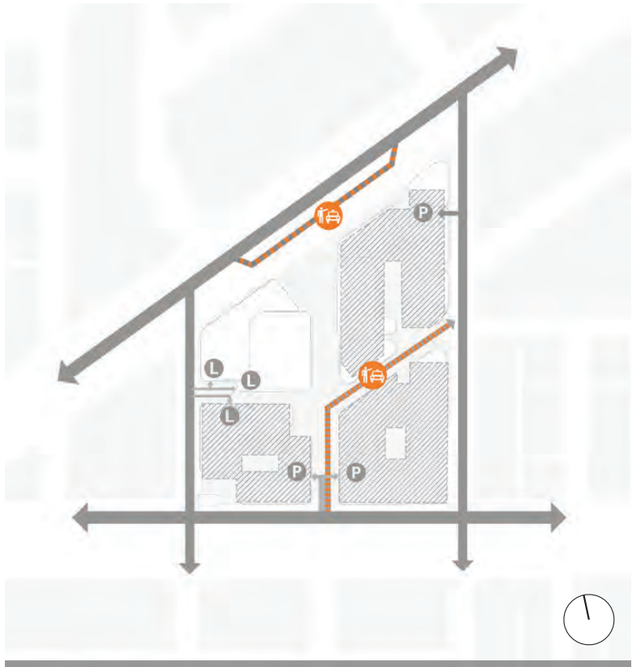
30 PRINCIPLE 3

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

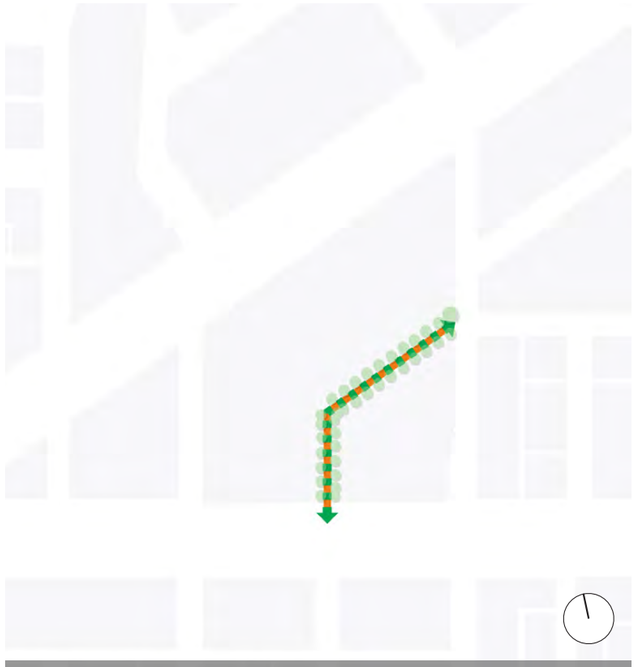


31 PRINCIPLE 4

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



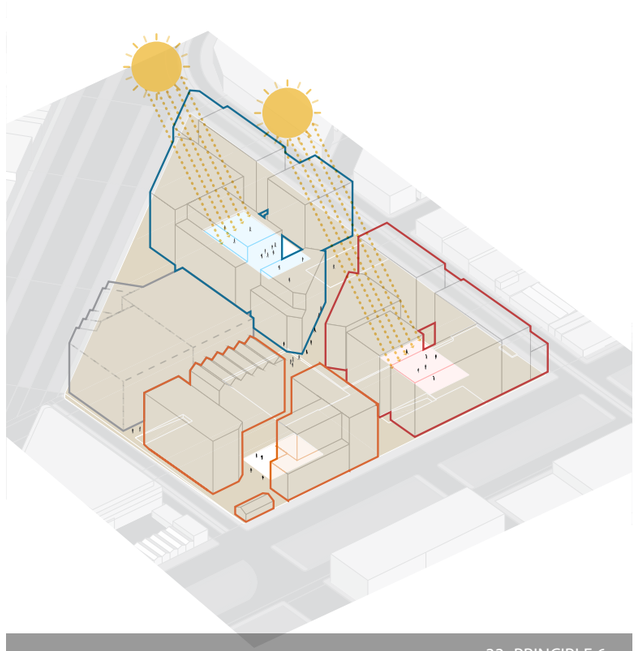
32 PRINCIPLE 5

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

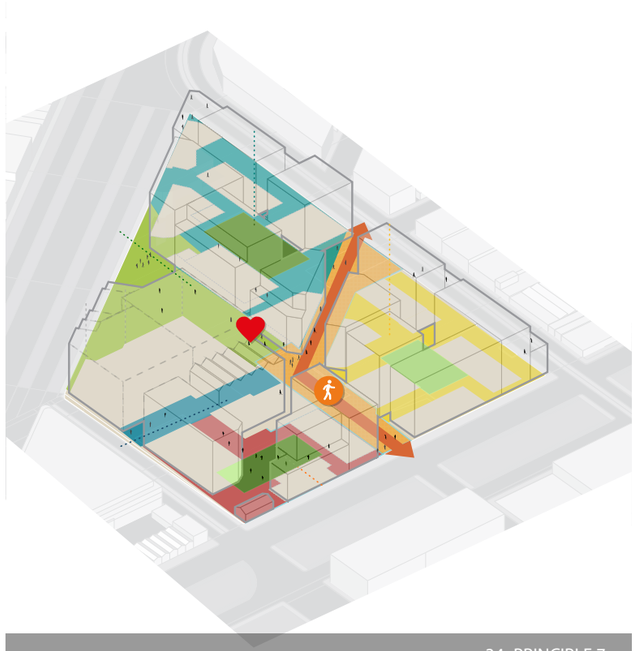


33 PRINCIPLE 6

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



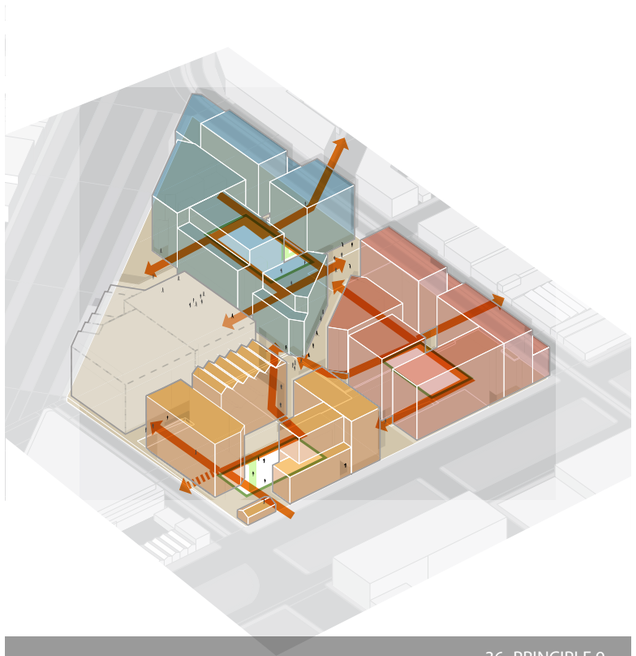
35 PRINCIPLE 8

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



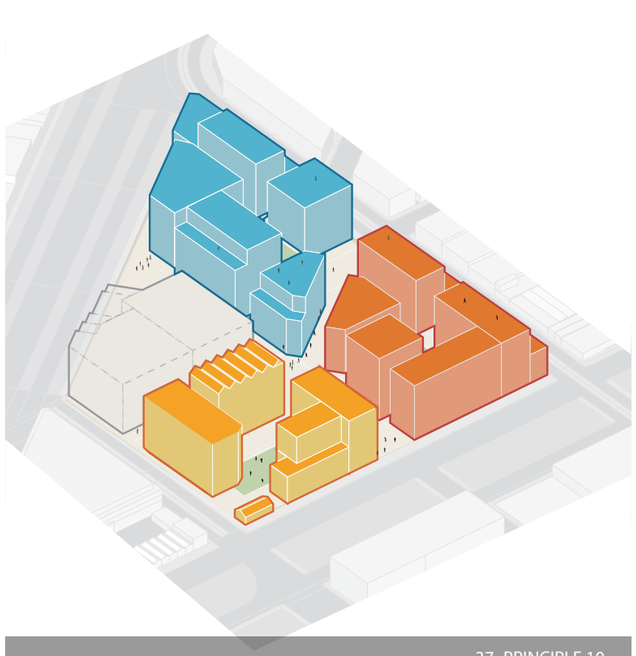
36 PRINCIPLE 9

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

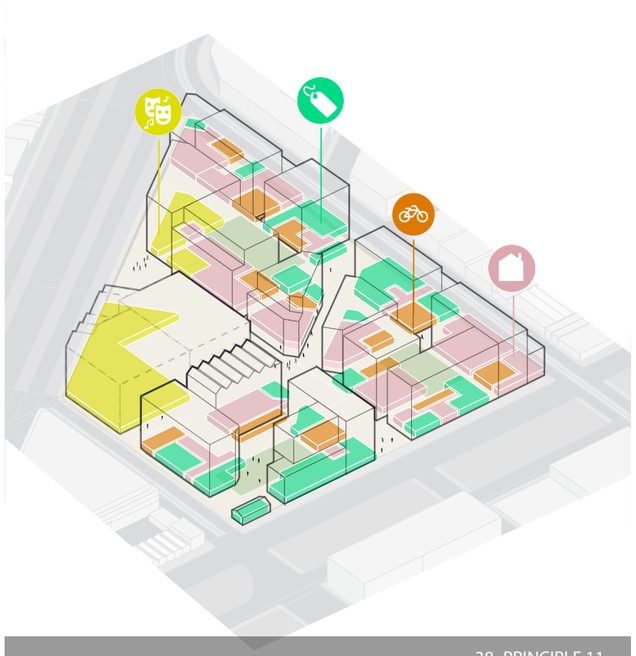
Encourage variety in building heights, forms and materiality in keeping with each parcel's identity.

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

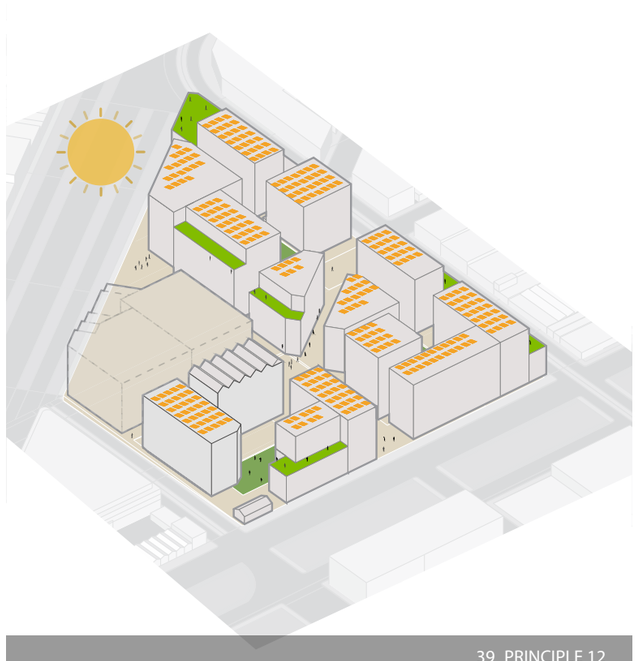
Community facilities

Bike parking

Flexible space (including retail and common spaces)

Residential

4.1.5 Sustainability



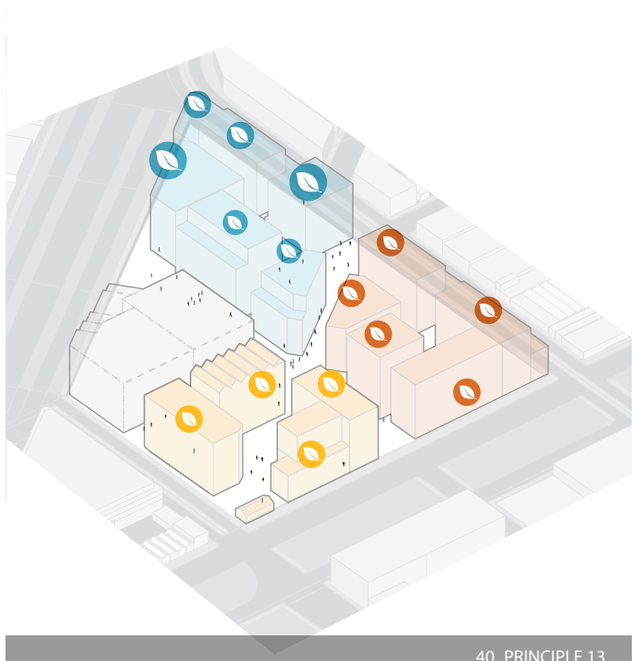
39 PRINCIPLE 12

Maximise potential for energy generation on site, with solar panels to most rooftops.

Legend

Rooftop garden

Solar panels

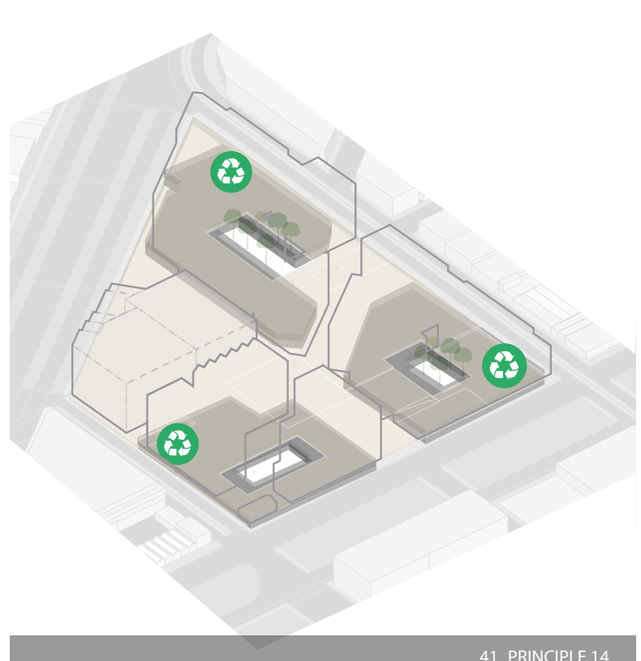


40 PRINCIPLE 13

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

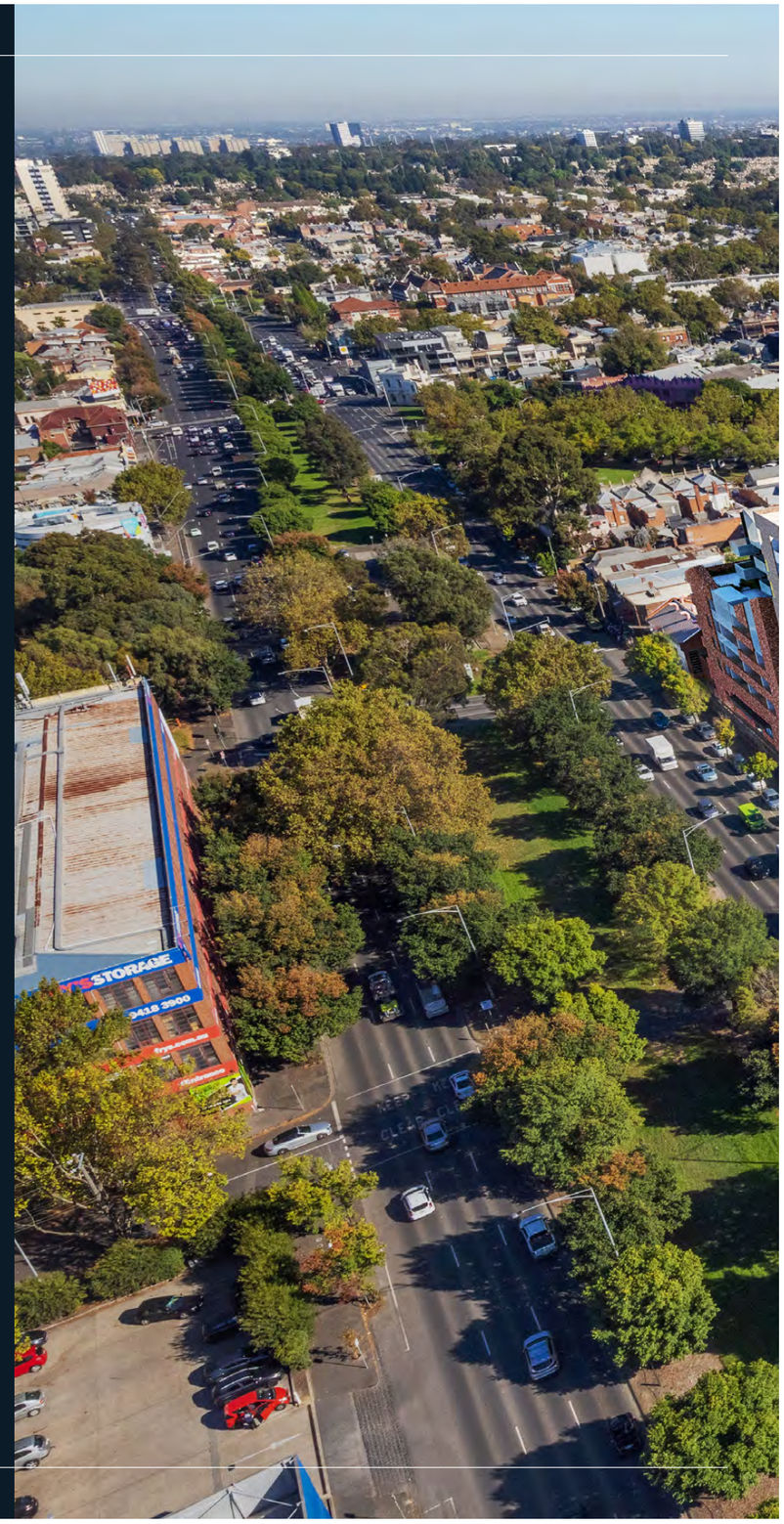
This section outlines how the Development Plan responds to the following requirements of DPO16:

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.





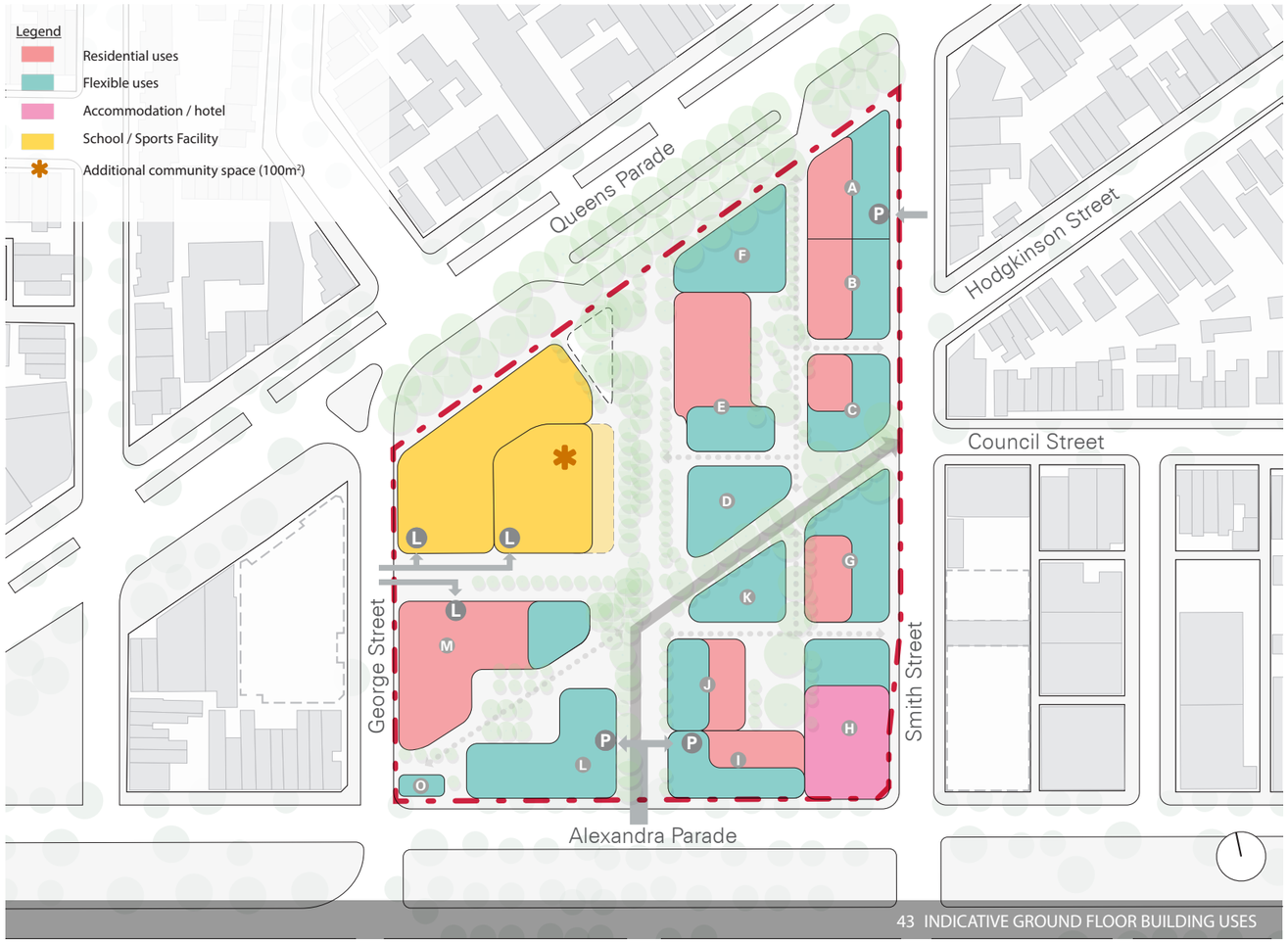
42 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

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.

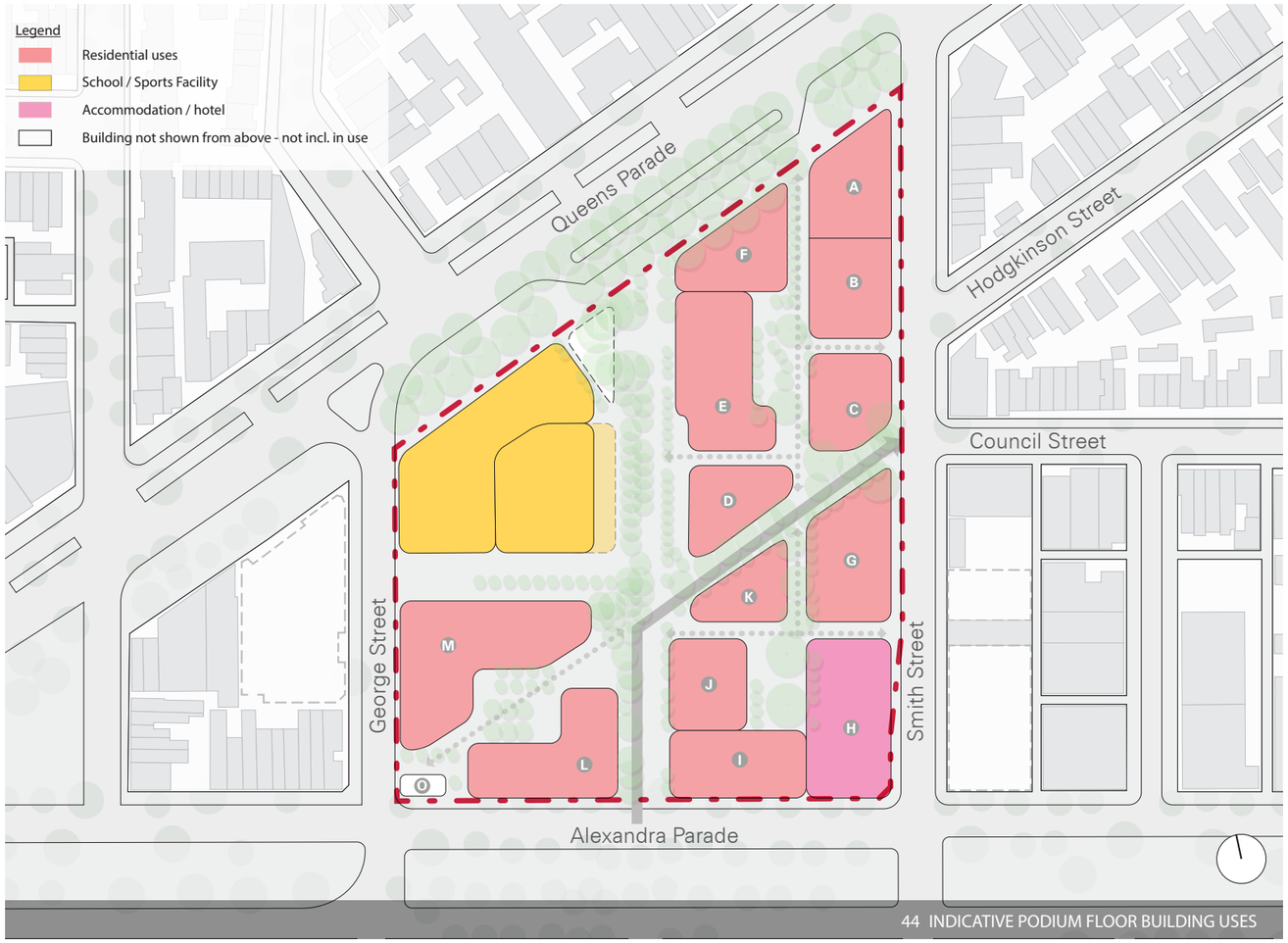
The school site, identified in yellow in Figure 43 and Figure 44, will be positioned in the north-western corner of the site to appropriately address Queen's Parade, as required by DPO16. An additional 100m^2 community space, beyond that provided by the School Site and Sports Courts will be provided 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.



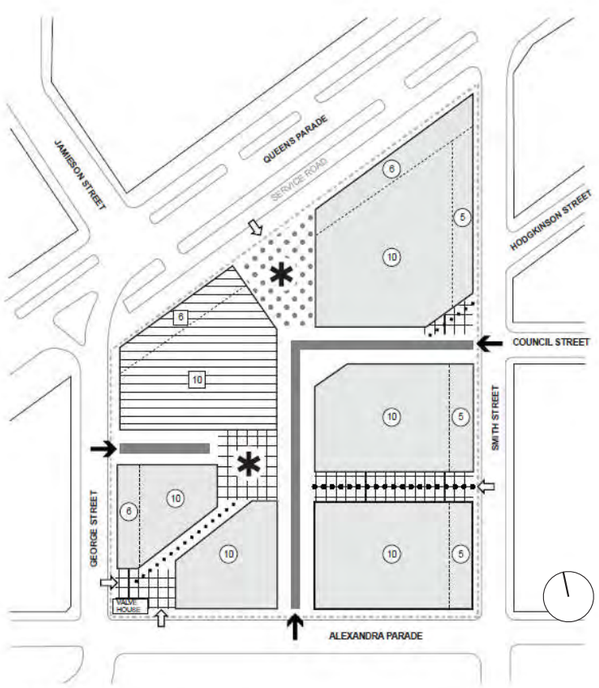
46 INDICATIVE SENIOR SCHOOL DESIGN (VSBA)

5.5 Public Realm

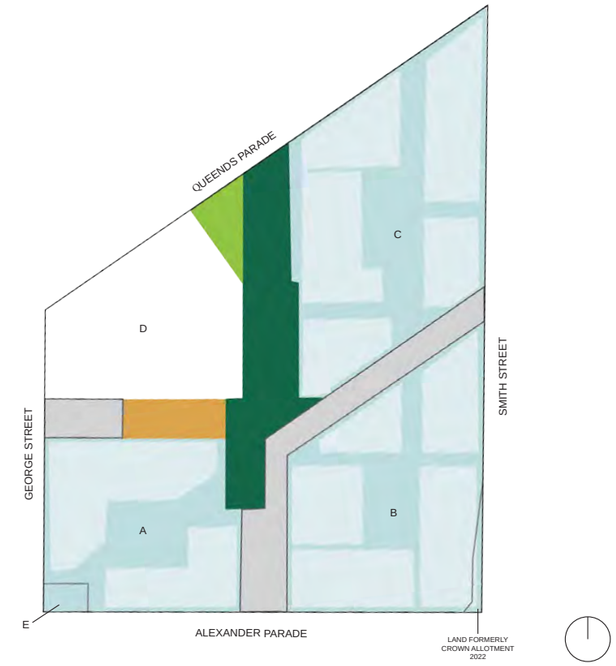
The public realm strategy for the site seeks to integrate the rich surrounding neighbourhood context through a layering of indigenous, pre-colonial and industrial histories. The Development Plan will deliver approximately 8.7% of the site as new public open space that will be vested in Yarra City Council. 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.

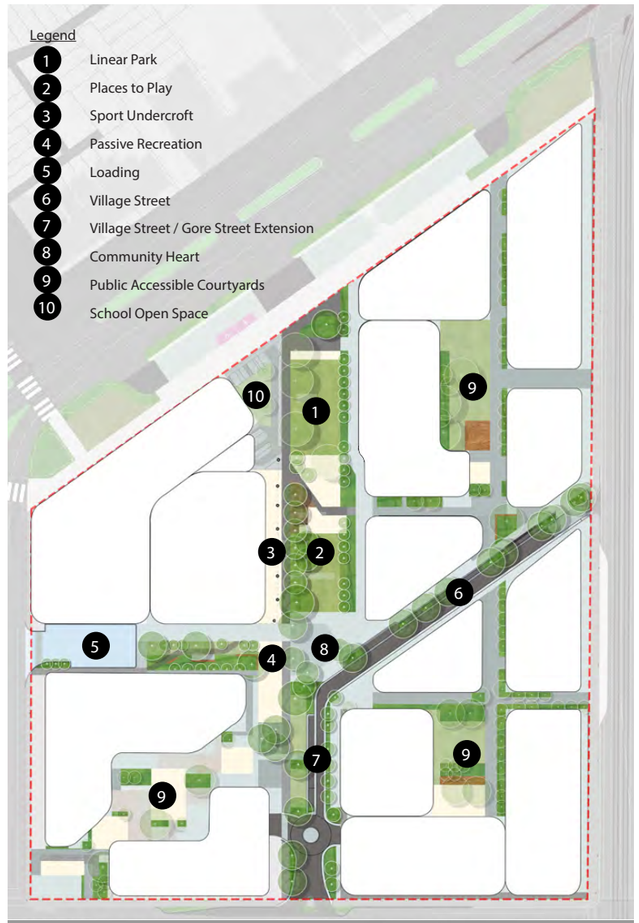
5.6 Landscape Master Plan

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:

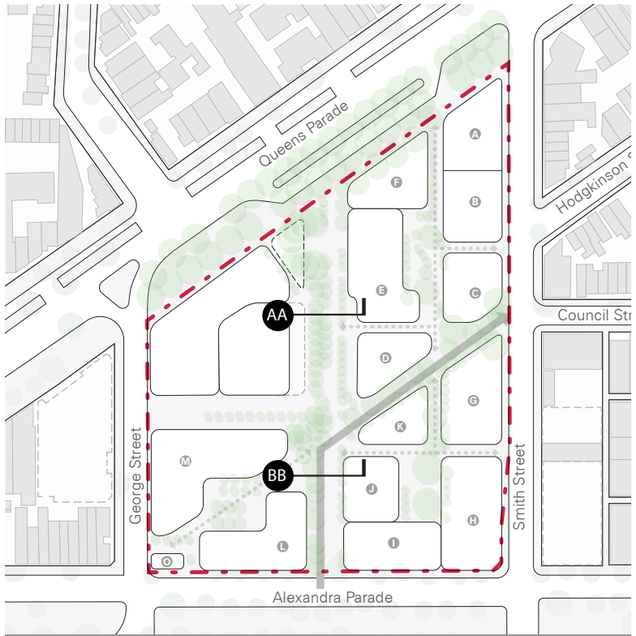
- Village Green - A proposed linear park to the north of the site interfacing with Queens Parade, the High School, and the north eastern development lot.
- Community Heart - A community plaza in the centre of the site that links the public realm across the site.
- Places to Play - Play area located to 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

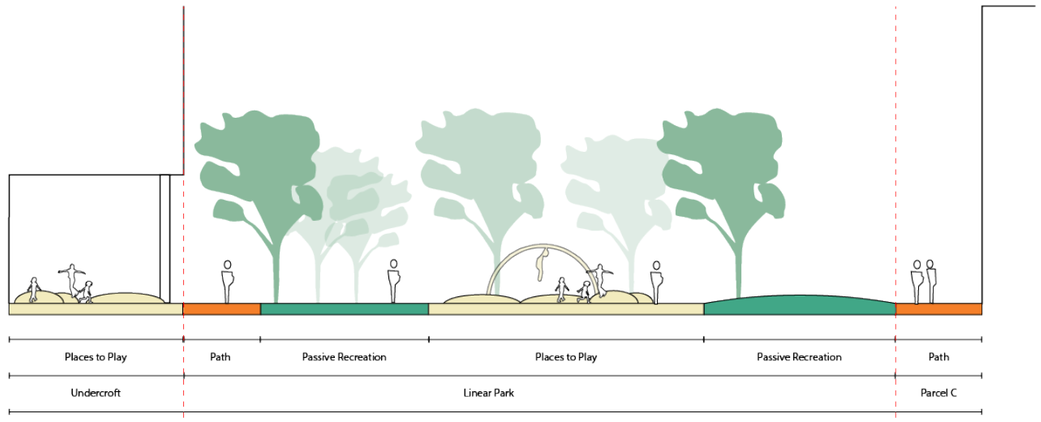


49 LANDSCAPE MASTER PLAN

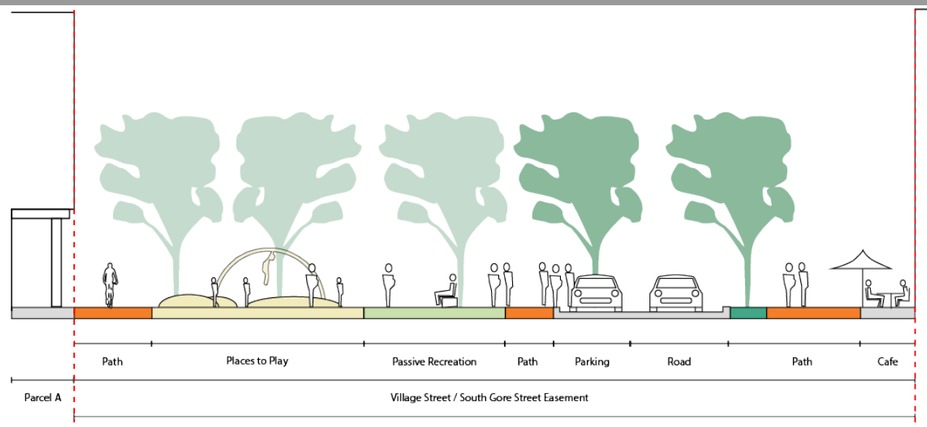
A network of generous paths and limited vehicular access will help reinforce walking as the dominant mode of travel through the site, creating a pedestrian priority neighbourhood. Pedestrian movements will be facilitated through a permeable network of shared streets, shared use footpaths and laneways. 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.



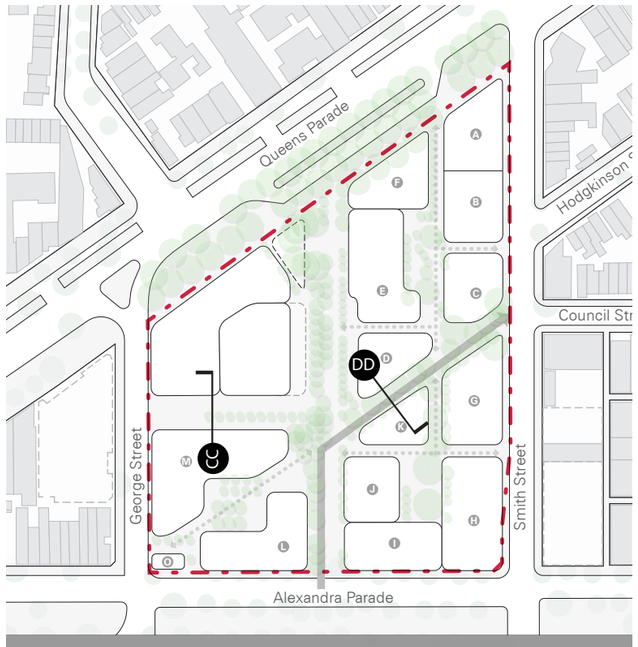
50 SECTION LOCATIONS PLAN



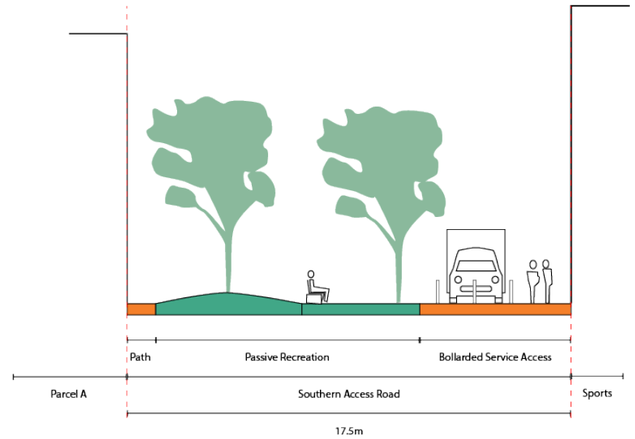
51 SECTION AA: LINEAR PARK



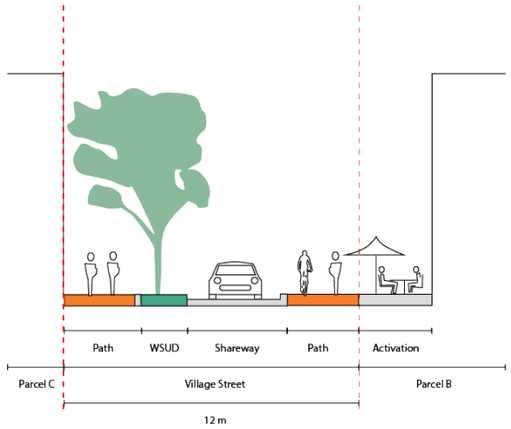
52 SECTION DD: VILLAGE STREET



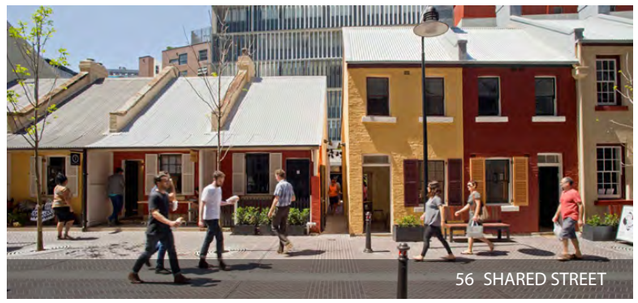
53 SECTION LOCATIONS PLAN



54 SECTION CC: SOUTHERN ACCESS ROAD

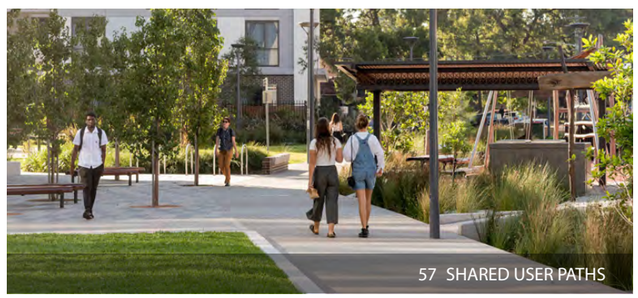


55 SECTION DD: VILLAGE STREET



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

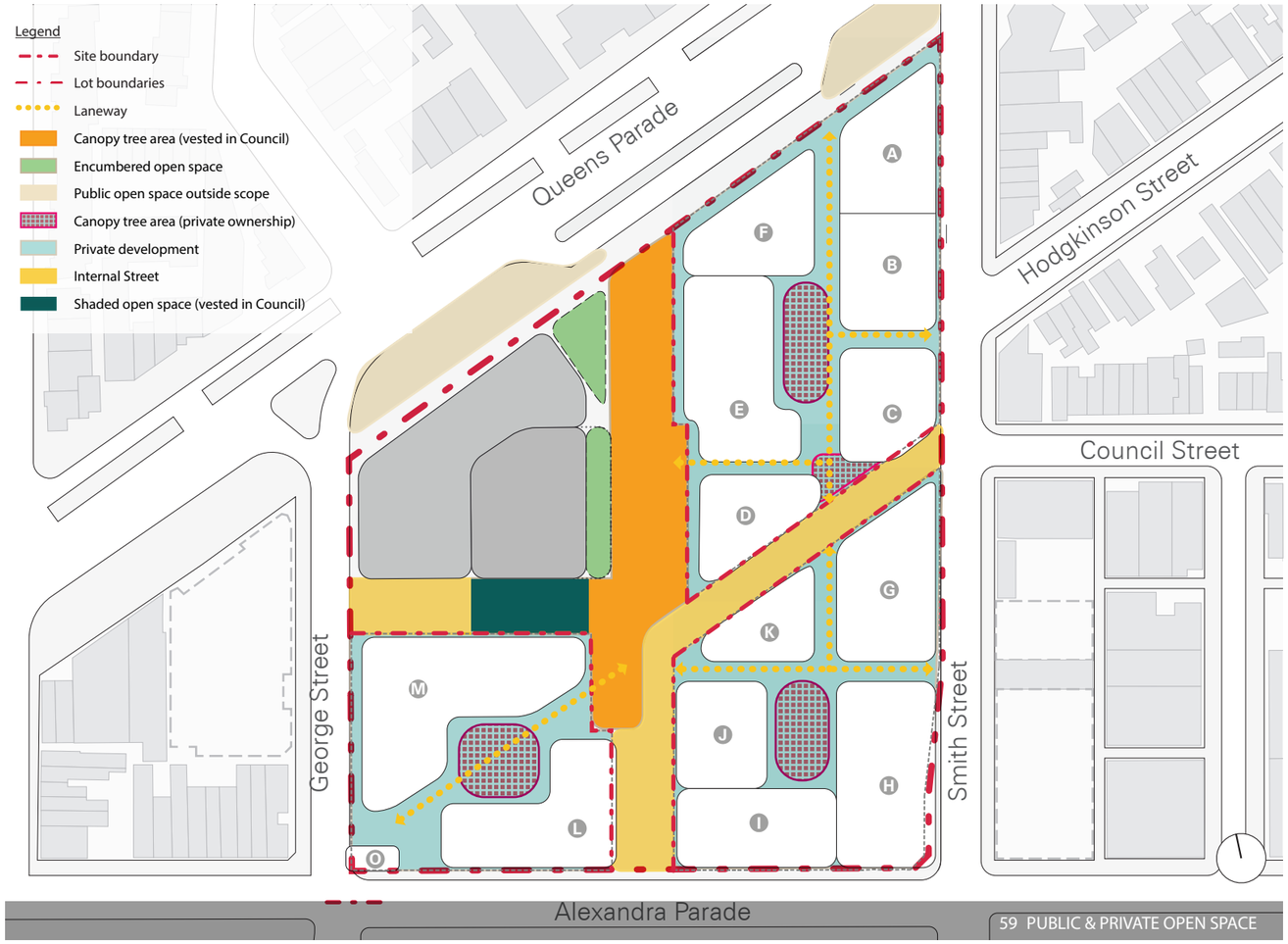
Maintenance of laneways and connections will be formalised in a Section 173 agreement or equivalent. Laneway materials are to be considered as part of an overarching public realm material palette strategy.

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

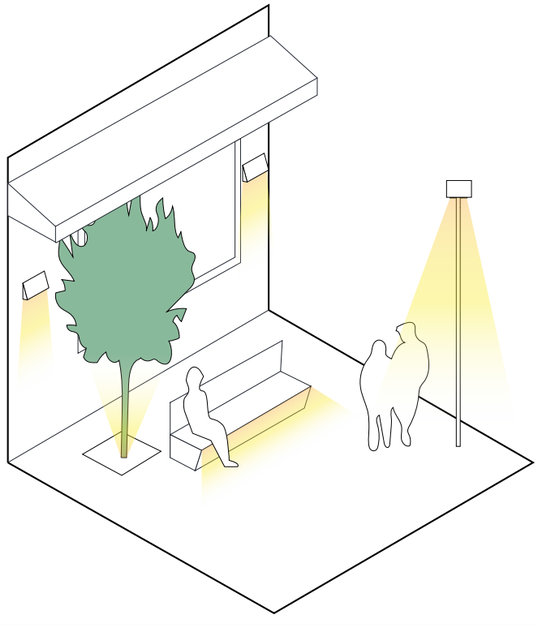
Explore options for a productive community garden(s). This may be spread across public areas or roofs. The community garden will be accessible to the residential community, have access to sunlight throughout the year as well as appropriate drainage.

5.7.5 Light Pollution

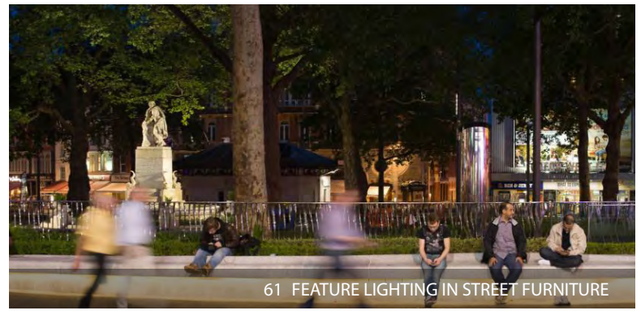
In order to reduce light pollution, 95% of all external public lighting luminaries within the project site boundary have an upward light output ratio less than 5%. Mitigation of light pollution is required in 'Credit 32.1 Light Pollution' as part of the 'Green Star Communities' rating. As part of this 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.



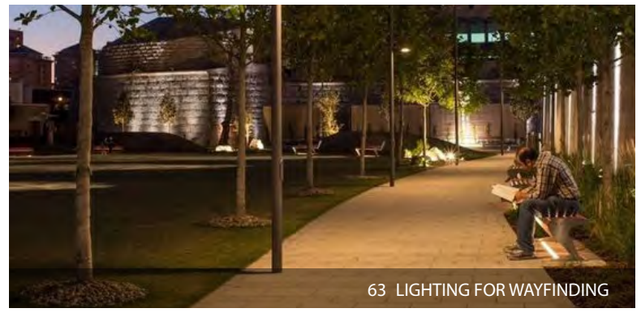
60 INDICATIVE LIGHTING DIAGRAM



61 FEATURE LIGHTING IN STREET FURNITURE



62 LIGHTING SUPPORTING NIGHT TIME ACTIVITY



63 LIGHTING FOR WAYFINDING

5.8 Public & Private Open Space

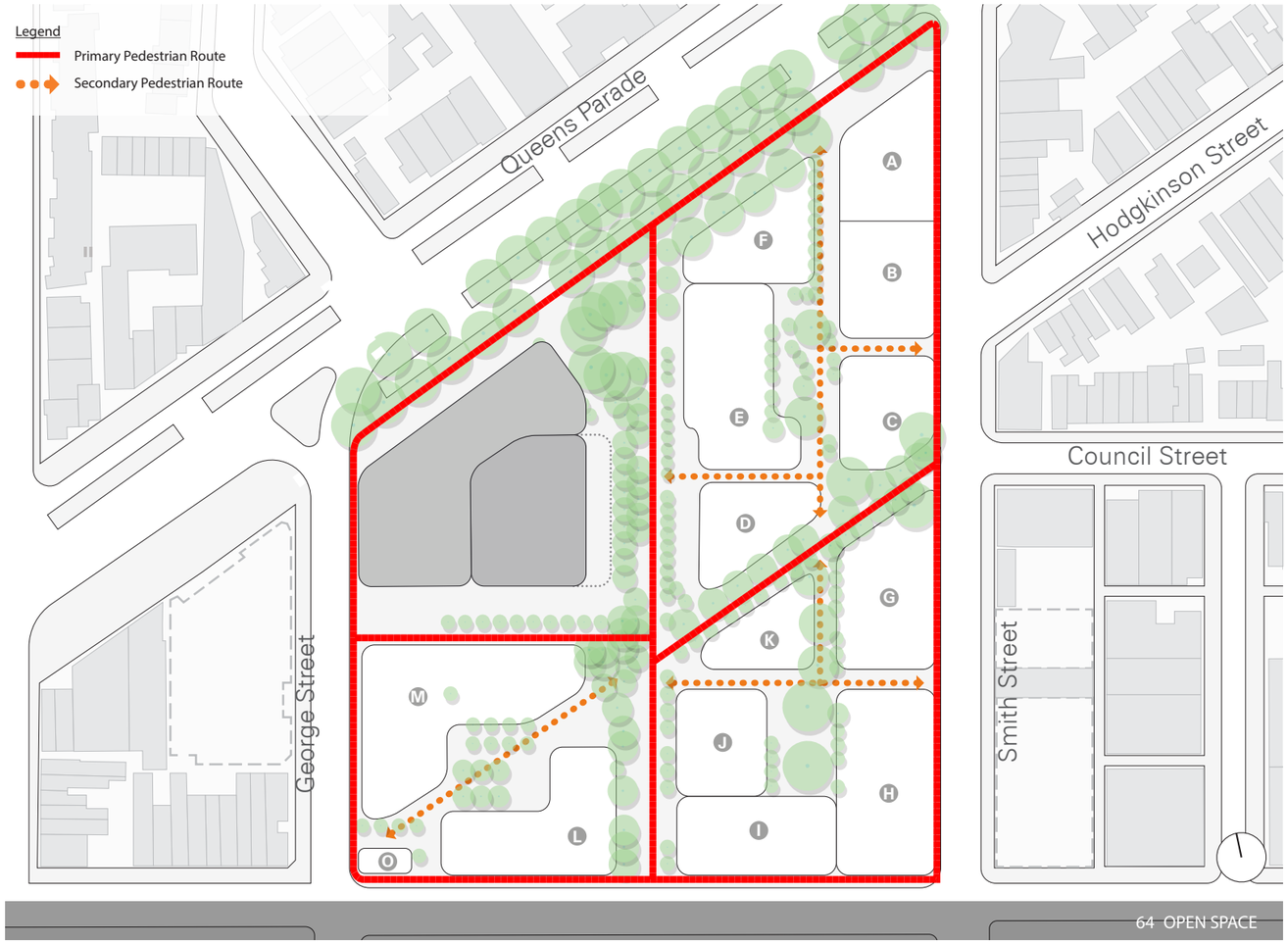
The Development Plan Overlay specifies a minimum of approximately 8.7% of the site is to be provided as public open space through a series of plazas throughout the site, with a more generous passive open space to the north.

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

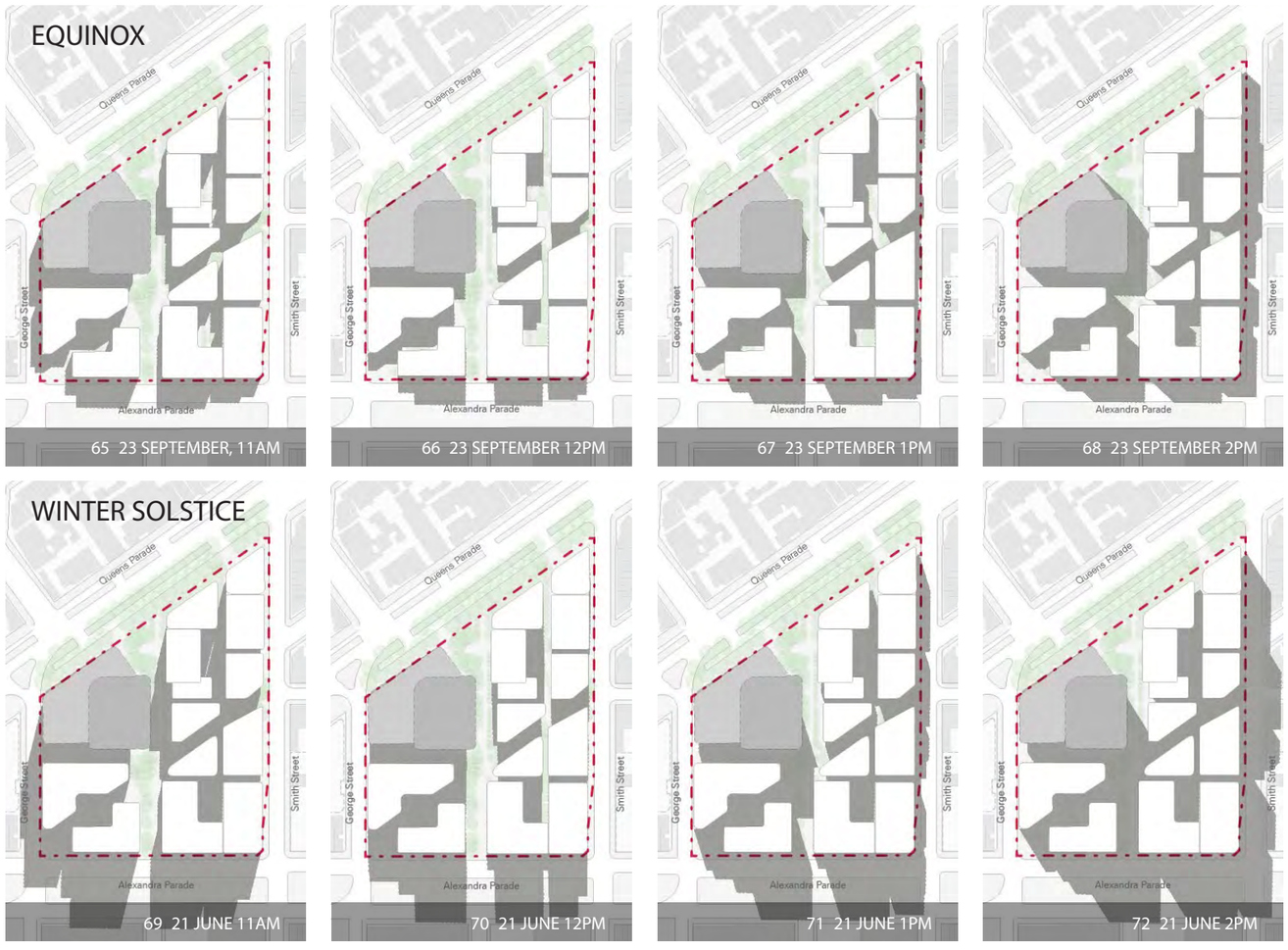
Building forms have been orientated to minimise overshadowing to internal streets, parks, internal publicly accessible courtyards and surrounding properties providing good solar amenity and ensuring buildings do not disproportionately overwhelm public spaces.

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.

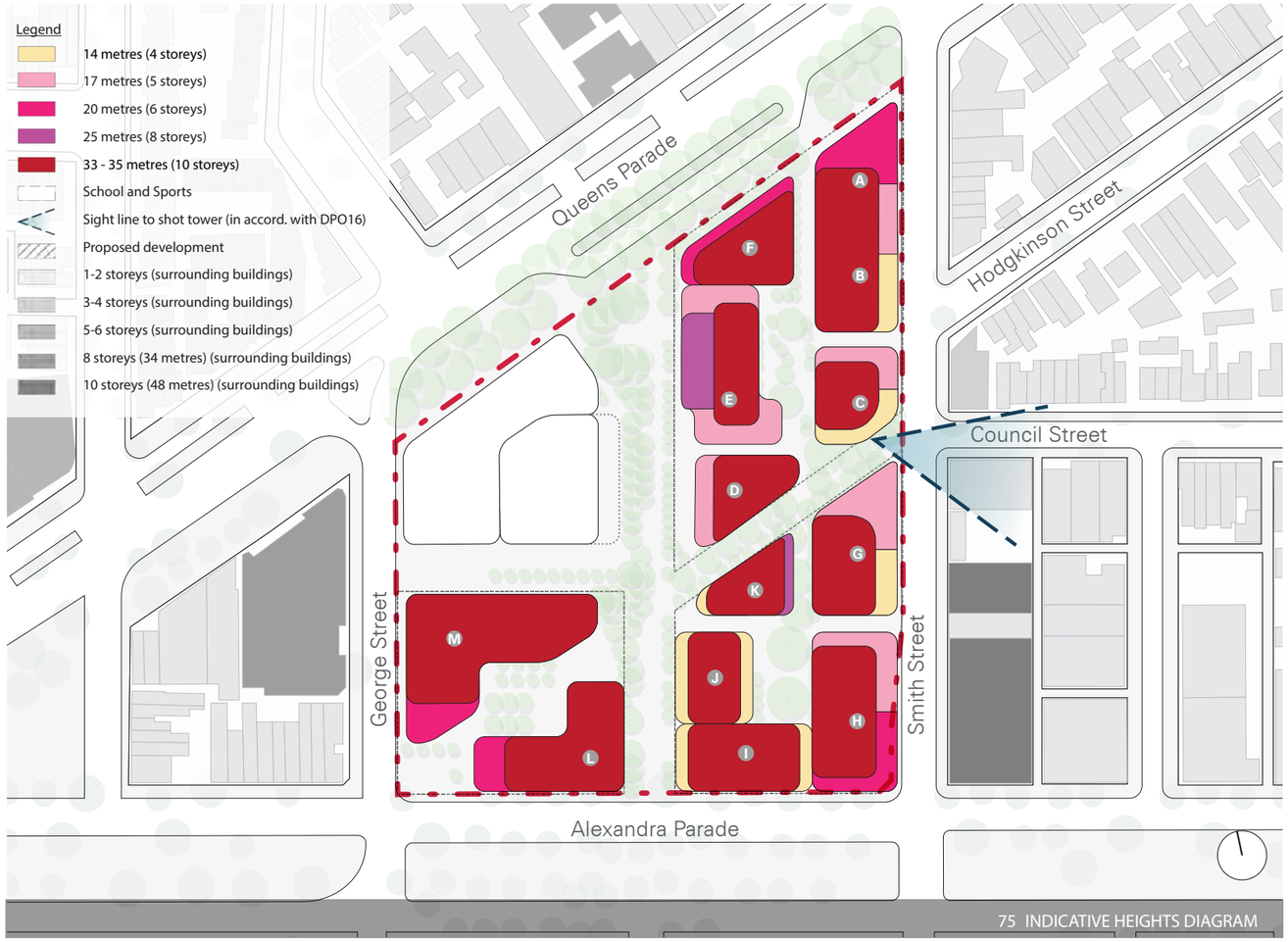
As a result, the development will avoid visually dominant buildings, instead promoting discontinuous forms, well articulated façades and high quality, environmentally sustainable materials.

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



75 INDICATIVE HEIGHTS DIAGRAM

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.

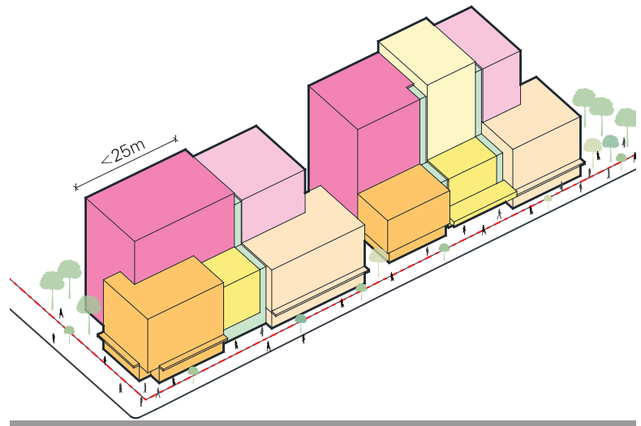
Active street frontages and windows at upper levels will enhance passive surveillance opportunities, contributing to street life and safety throughout the site. Development will allow for a coordinated strategy for ground floor uses that creates vibrant and active street frontages and diversity of economic 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

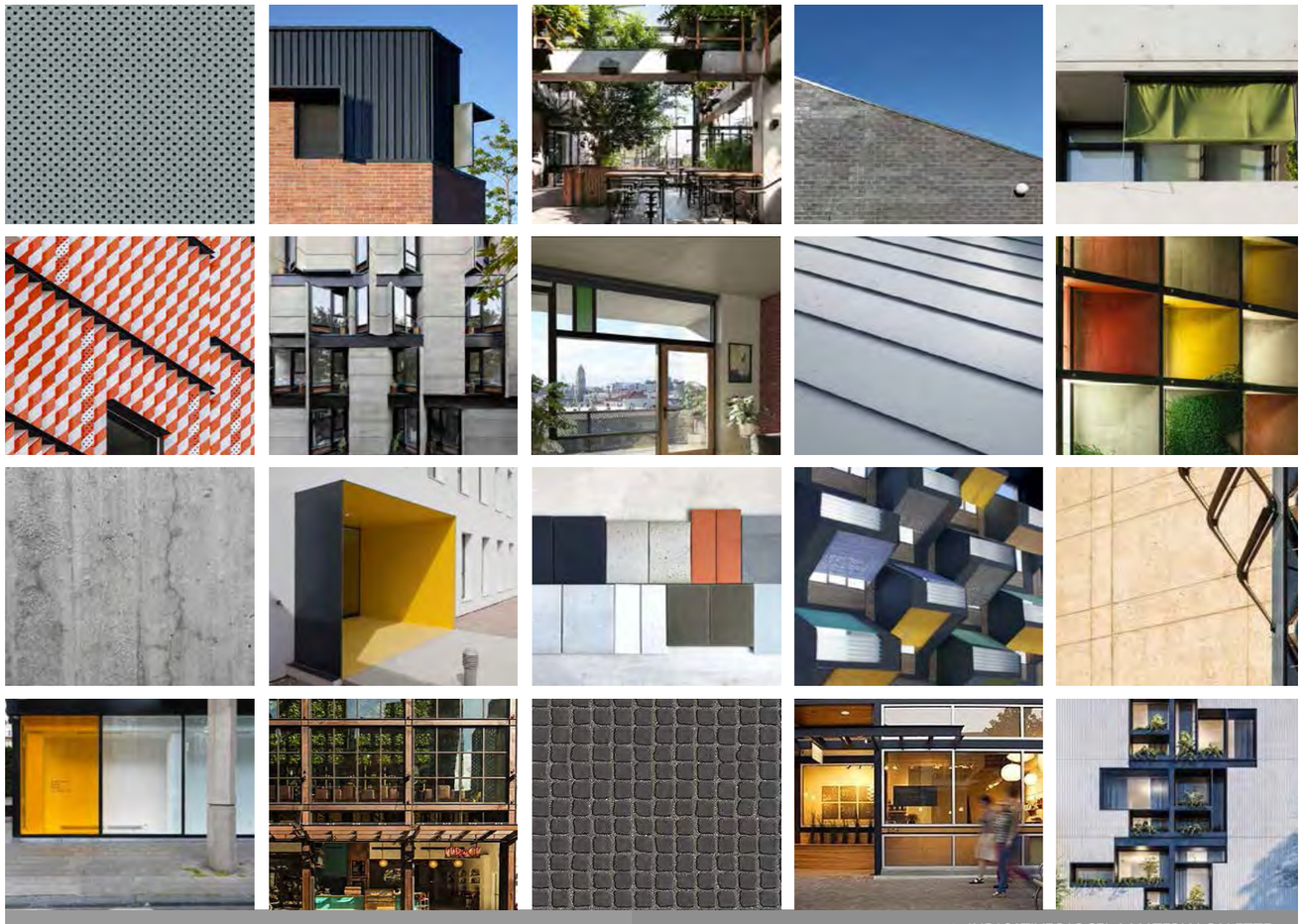
**Table 1 and Table 2 to be read in conjunction with Figure 75 Indicative Building Heights diagram.

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.

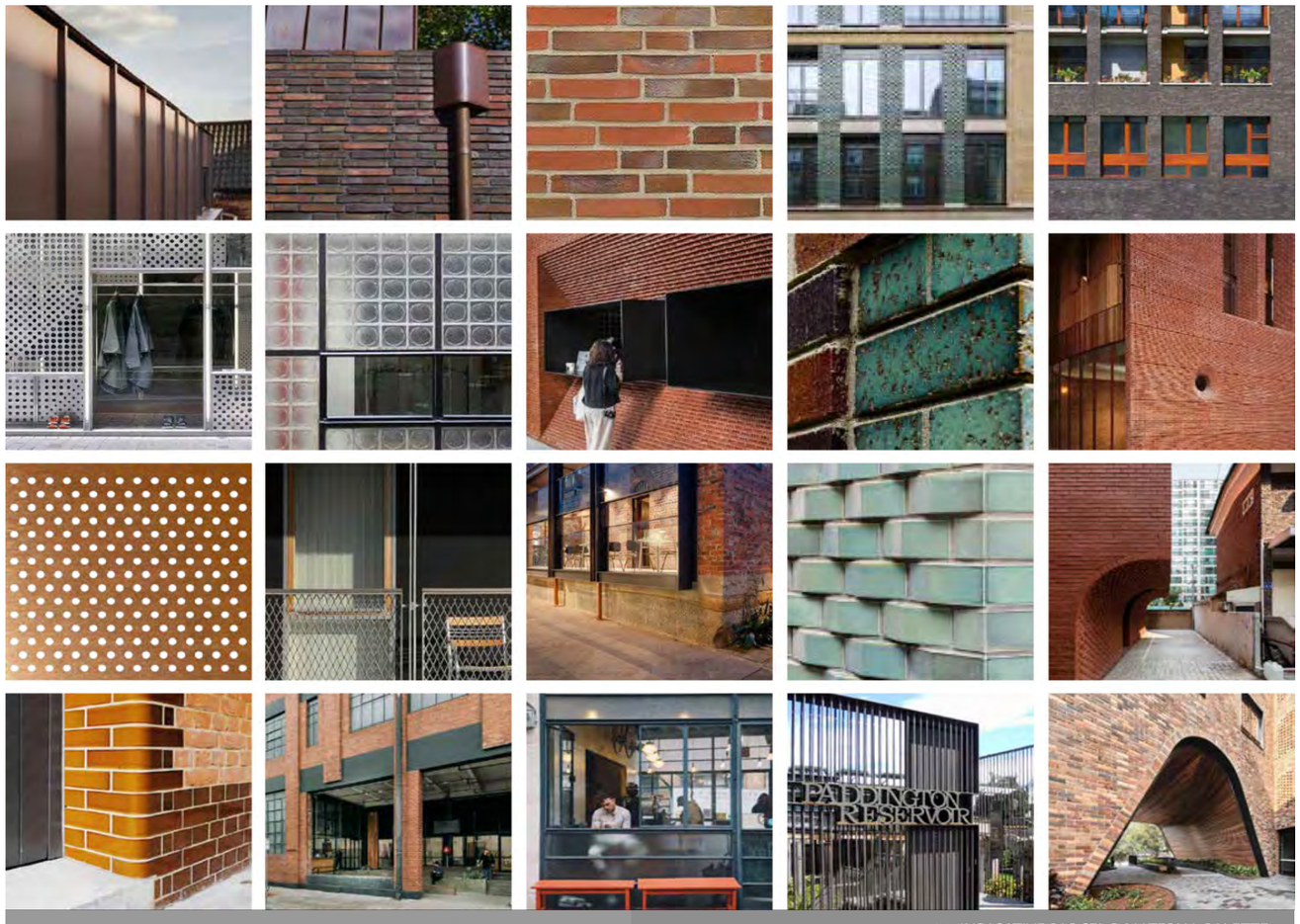


79 INDICATIVE PARCEL A MATERIAL PALETTE

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.

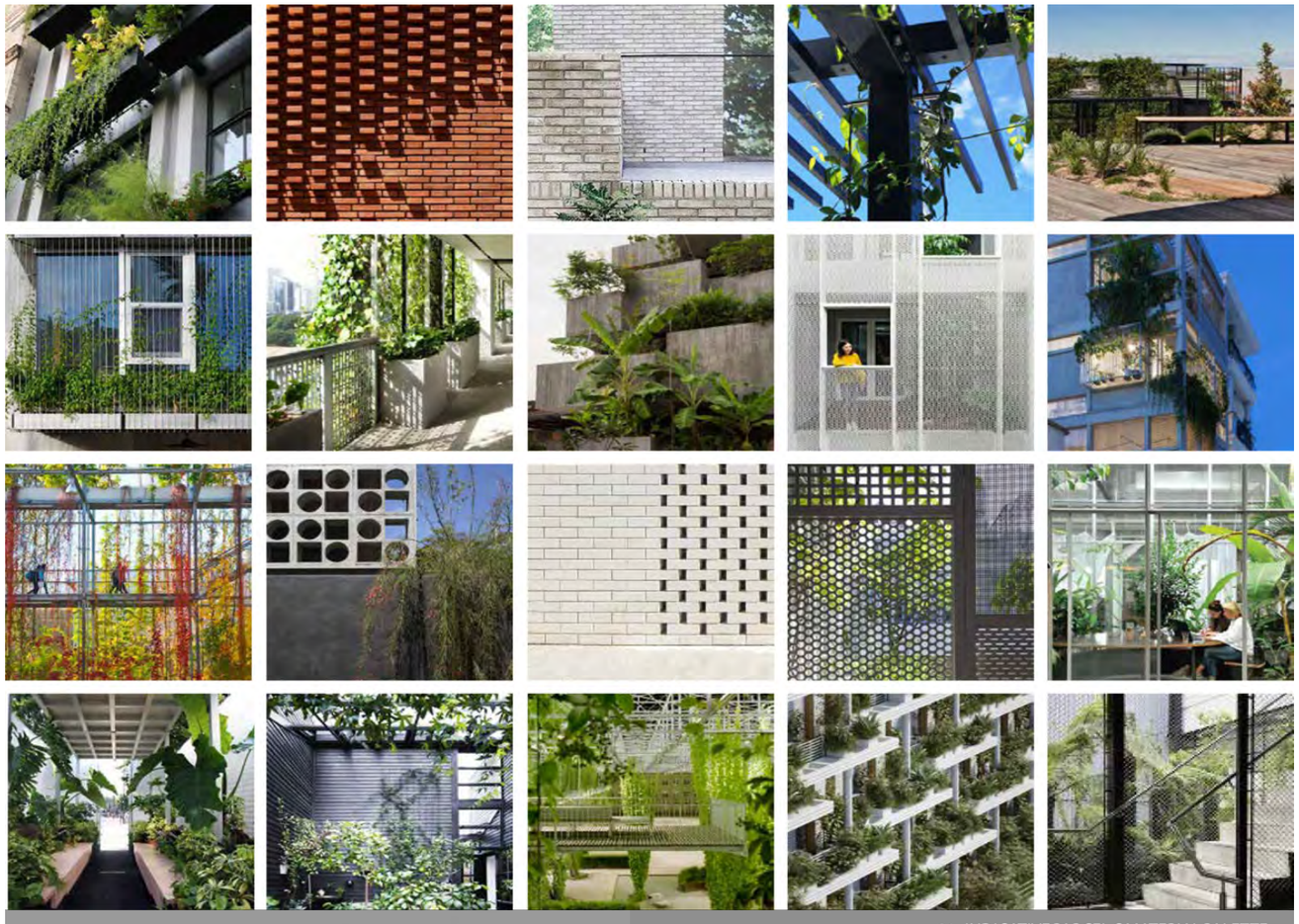


80 INDICATIVE PARCEL B MATERIAL PALETTE

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.

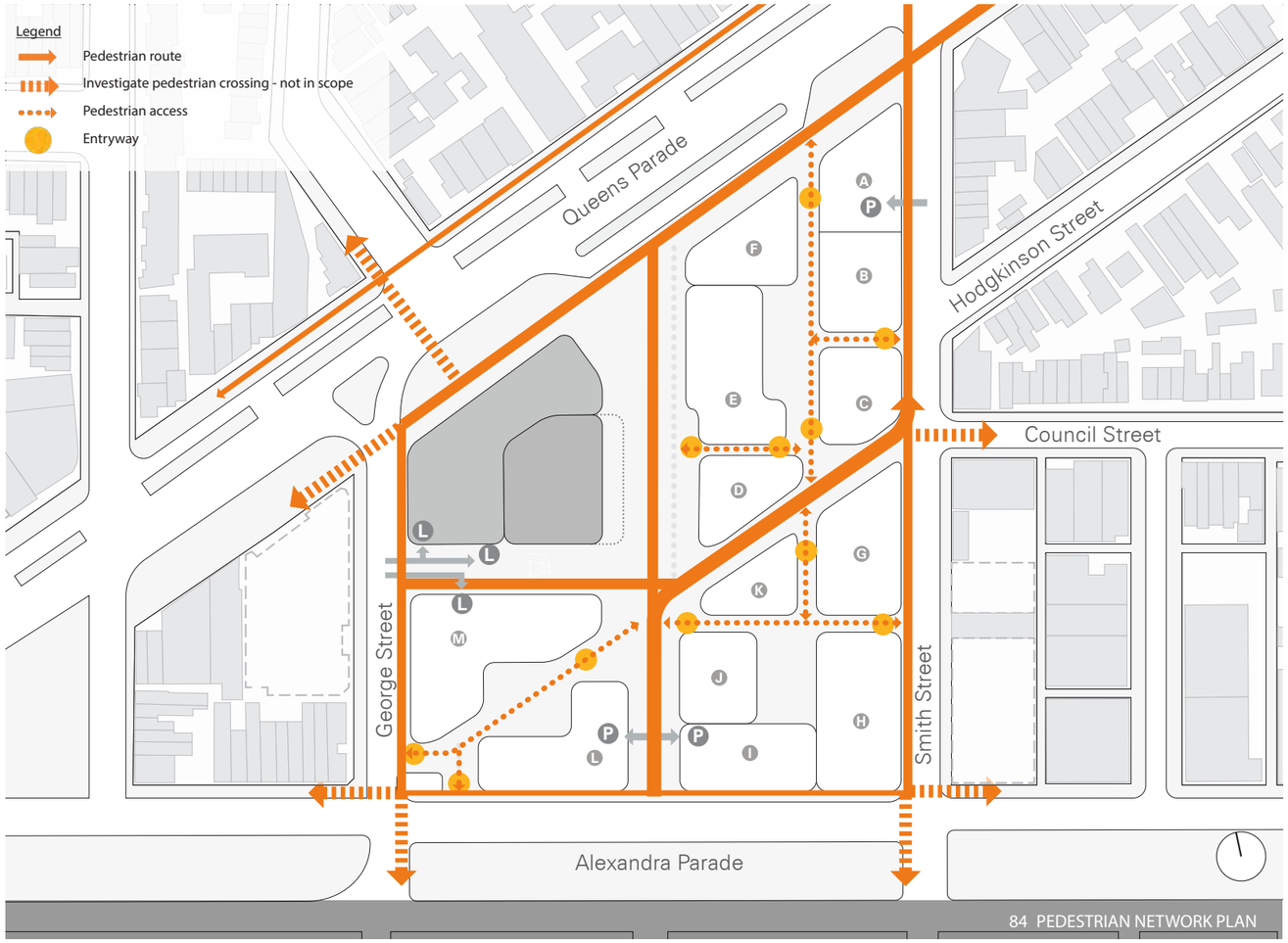
8.2 Pedestrians

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.

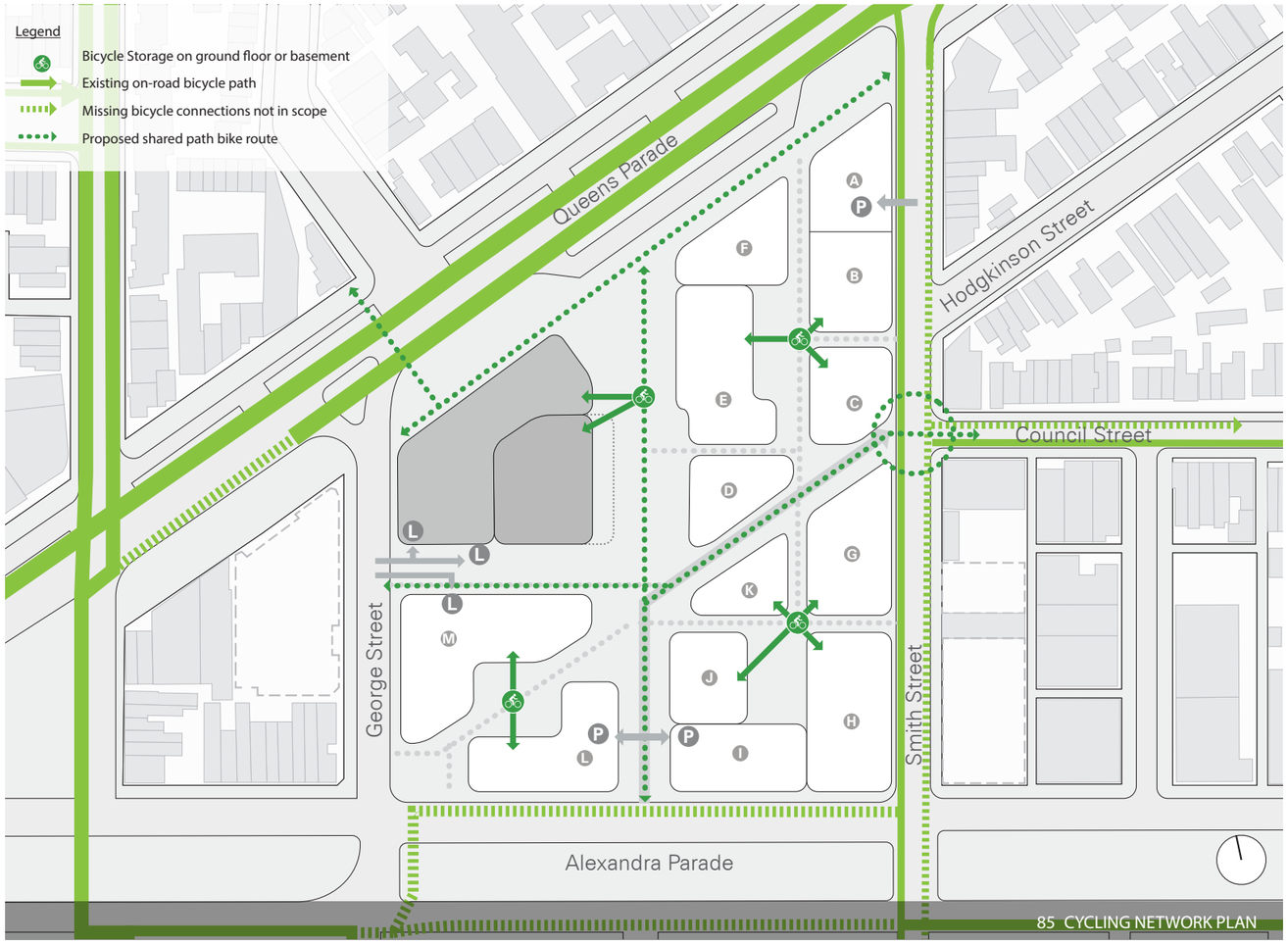


84 PEDESTRIAN NETWORK PLAN

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.

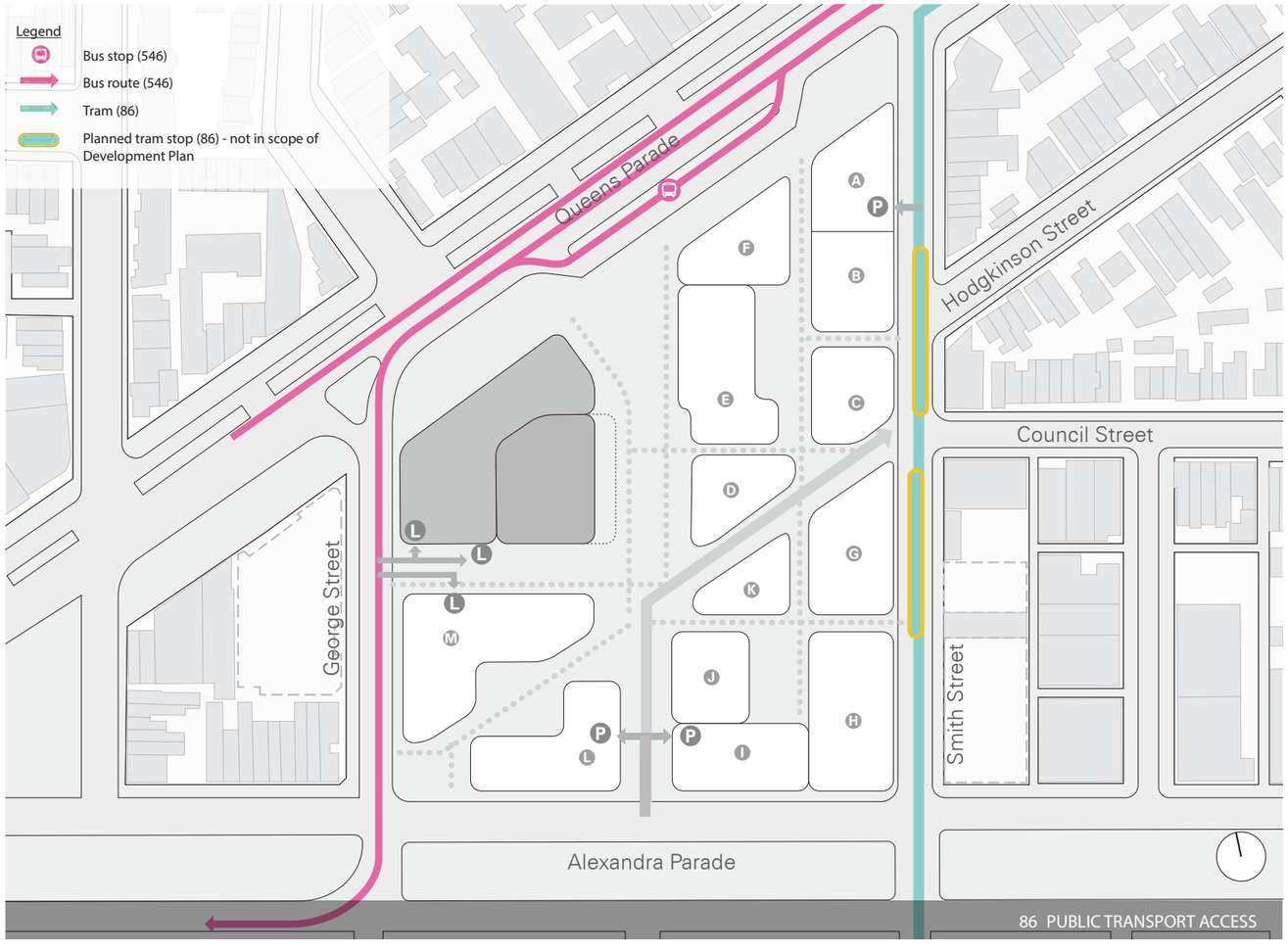
8.4.1 Bus

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

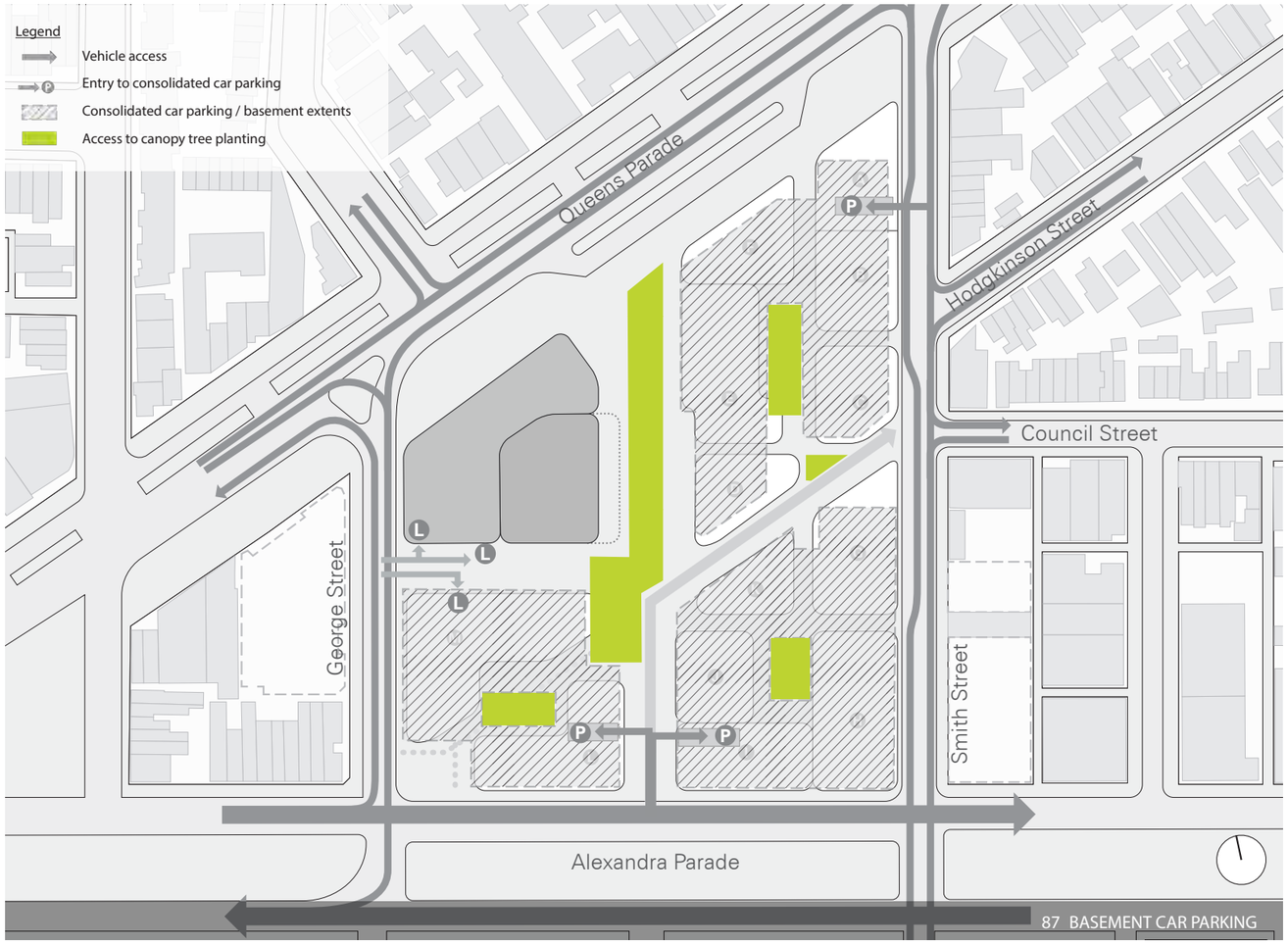
Car park entrances will be limited to three across the site, with pick-up and drop-off along Village Street and one-way access along Village Street, thereby reducing impacts on pedestrian footpaths and avoiding delays to Smith Street trams. There will be approximately 790 car spaces provided within the 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.

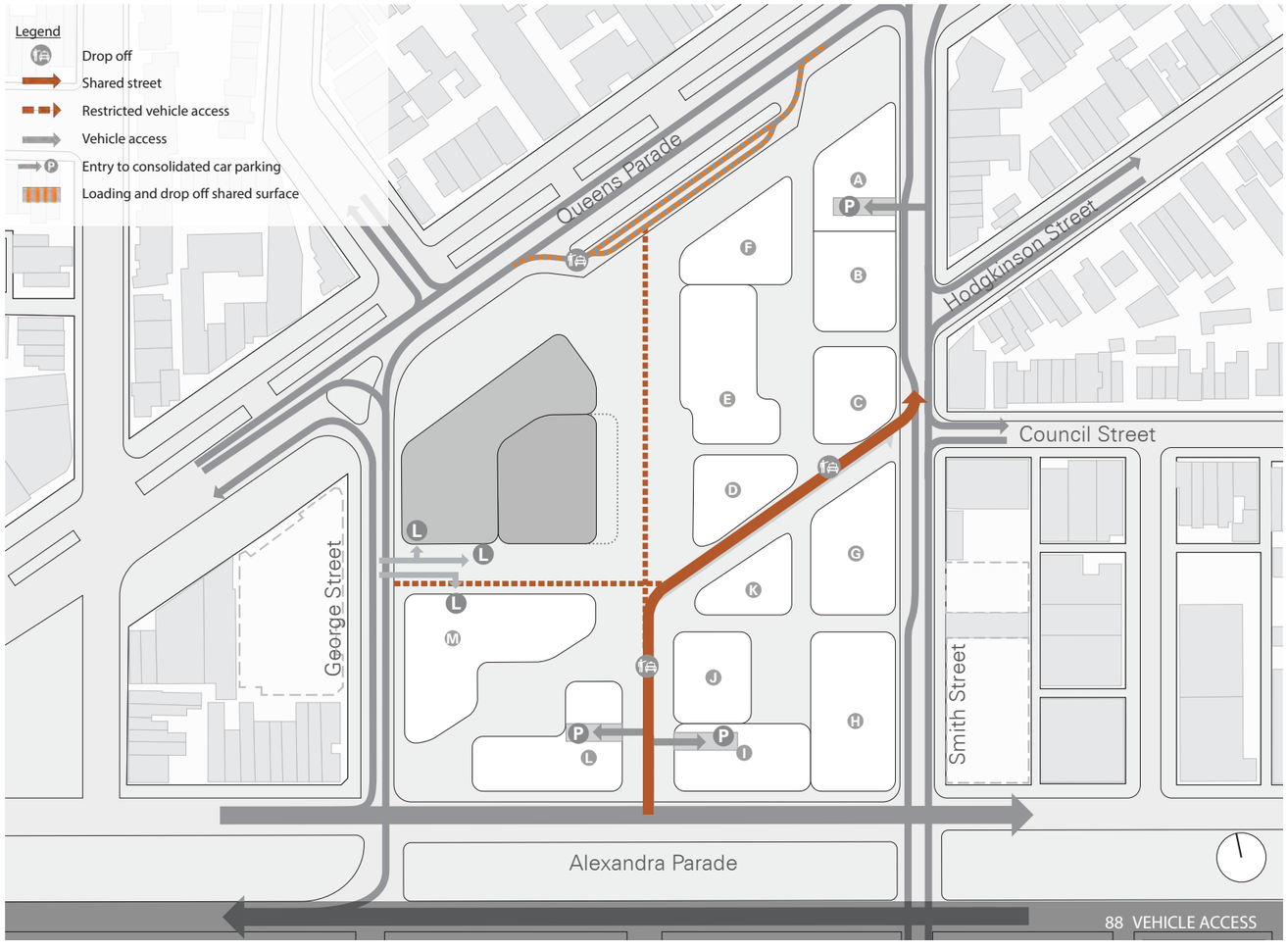
8.6 Service & Emergency Access

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 Practice Environmental Management Guidelines (Melbourne Water). 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.
- Through preliminary MUSIC modelling the project is achieving over and above the compliance levels of the Green Star Communities Stormwater credit for best practice levels pollutant reduction and 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:

- The project will include the following operational waste initiatives 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.
- Buildings within the project will have the following as benchmark:
  - All thermal insulants and refrigerants used in the project are to 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

Planning and Environment Regulations 2015
Form 4
Sections 63, 64, 64A and 86

PLANNING PERMIT

Permit No.: PA2201764

Yarra Planning Scheme

Responsible Authority: Minister for Planning

ADDRESS OF THE LAND:	111 Queens Parade, Fitzroy North
THE PERMIT ALLOWS:	Use of the land for a food and drinks premises (café); construct a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay; construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay; reduction in the car parking requirements; and create or alter access to a road in a Transport Zone 2, in accordance with the endorsed plans.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT

Amended plans

1. Before the development commences, excluding demolition, site preparation, site retention and footings, 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 ARM Architecture plans dated 21 September 2022 but modified to show:

Design

a. Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings.
b. Relocation of the Bin Store to upper basement, generally in accordance with sketch plan ARM-0108[02] prepared by ARM Architects, dated 17/11/2022.
c. Proposed and existing ground levels on street elevations.
d. Building L Façade with:
    i. Modified materials of the ground floor external façade to a brick face finish, generally in accordance with ARM-0117a Rev-2, ARM-0117b Rev-2, ARM-0117c Rev-2 & ARM-0117d Rev-2, dated 15/11/2022 specifying materials to the soffit underside of level 1 and height of materials to columns.
    ii. Reduced number and composition of pattern types with a maximum of ten different graphic print panels.
    iii. The avoidance of 'literal' materiality of prints such as brickwork and bluestone.
    iv. Floor to ceiling heights at all levels dimensioned on the sections.

Improved Amenity

e. Alterations to Building L generally in accordance with the sketch plans ARM-0111[00], ARM-0112[00], ARM-0113[00], RWA-DD-SK-019 and 'Parcel A - Building L Apartment Layout Changes - Rev 3' prepared by ARM Architecture and Lucid Daylight Modelling – Apartment Layout Changes (Rev 1) (LCE21298-043) dated 14 November 2022 to:
   i. Relocate the communal area from level 9 of Building L to level 1.
   ii. Relocate dwellings from level 1 to levels 8 and 9.
   iii. Modify the layouts of dwelling type L01 at locations SH2, SH3 (Level 2-8), SH4 (Level 2-9) and SH13 (Level 1–8).
   iv. Modify the layouts of dwelling type L04 at locations SH9 (L1-L9).
   v. Modify the layouts of dwelling type L05 at locations SH8 (Level 1-3 with balcony).
   vi. Modify the layouts of dwelling type L07 at locations SH7 (Level 1-9) and SH8 (Level 4-9).
   vii. Add additional window to the living room facade of dwelling type L015 at locations SH5 (Level 2 – 3).
   viii. Annotate the dimensions and size of windows to all dwelling types consistent with the Lucid modelling assumptions.

f. Replacement of dwelling type L11 at locations SH1 (Levels 1-8) with dwelling type L06 modified to locate the living area to the western side with additional window to the living room facade, relocate the balcony outside of the view line and/or reduce the balcony depth and relocate the apartment entry to ensure compliance with Performance Requirement D1.4 of the National Construction Code.
g. Provide updated daylight modelling to dwelling type L11 as required by condition 1.f) to quantify the improved daylight. This modelling is to specify the daylight performance of dwelling types L01, L04, L05, L07 if further changes are made from plans entitled 'Parcel A - Building L Apartment Layout Changes - Rev 3' prepared by ARM.
h. Alterations to Building L generally in accordance with the sketch plans ARM-0111[00], ARM-0112[00] that shows the relocation of the communal area from level 9 to level 1, but further modified to provide access to the bathroom(s) within the communal area from the adjacent corridor.
i. Nomination of privacy screens (or other form of screening) between apartments BTR15 and BTR16, BTR11 and BTR10, BTR12 and BTR13, and SH3 and SH4.

Car Parking

j. Columns within the basement car parking levels clearly depicted in positions outside of the parking space clearance envelopes as required by Diagram 1 Clearance to car parking spaces of Clause 52.06-9 of the Yarra Planning Scheme.
k. Details of ramp section lengths, transition grades and RL's to ensure compliance to the satisfaction of the Responsible Authority.
l. Provision of a pedestrian sight triangle at the Gore Street vehicle entrance to ensure the safety of pedestrians and cyclists.
m. The shared areas of the accessible car spaces shown with hatching and bollards so as to be generally in compliance with design standard AS/NZS 2890.6:2009.
n. Cross sectional drawings together with B99 design vehicle and Small Rigid Vehicle for waste collection clearance templates to show spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement of the Gore Street extension and the east-west aligned southern access road (from George Street).

Bicycles

o. All bicycle parking in the public realm must be designed in a way that does not obstruct current or future walking or cycling access, as per Australian Standard AS2890.3.
p. All visitor bicycle parking spaces must be provided at a horizontal bicycle rail, in compliance with Clause 52.34-3 and Australian Standard AS2890.3.
q. Dimensions of all bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
r. Provision of a note clarifying which bicycle storage spaces are to be secure.

Reports and Plans

s. Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (Condition 4) (where relevant to show on plans).
t. Any requirement of the endorsed Landscape Plan (where relevant to show on plans).
u. Any requirement of the endorsed Tree Management Plan (where relevant to show on plans).
v. Any requirement of the endorsed Sustainable Management Plan (where relevant to show on plans).
w. Any requirement of the endorsed Wind Impact Assessment Report (where relevant to show on plans).
x. Any requirement of the endorsed Acoustic Report (where relevant to show on plans).
y. Any requirement of the endorsed Waste Management Plan (where relevant to show on plans).

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.

Conservation Management Plan

3. Prior to the occupation of development of Building M or L, or commencement of works on the Valve House, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will then form part of this permit. The plan must relate to the Valve House and must include:

a. Update the existing statement of significance.
b. Indicate the owner and manager of the place.
c. Consider its historical, current uses.
d. Document the current physical condition of the Valve House building (including interior as well as exterior) along with photos.
e. Preparation of a maintenance regime including impact from proximate landscape works.
f. Prepare an action plan (in consultation with the owner and manager of the place; and key stakeholders) and assign responsibilities so that the Conservation Management Plan does not remain a paper document but gets adopted, funded and implemented.

Façade Strategy and Materials and Finishes Plan

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

a. A concise description by the architect of the building design concept and how the façade works to achieve this.
b. Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form.
c. Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors, typical privacy screening and utilities, bike parking areas, and service areas of both Buildings L and M.
d. Details of screening and extent of transparency to all walls above the footpath to Gore Street and George Street, ensuring good activation.
e. Details of all mechanical ventilation, including louvres in the facade, where relevant.
f. Imagery and final design of compressed fibre cement panels for the development.
g. Details of all roof mounted and ground floor plant and building services. Design treatment of these services to be incorporated into the overall design composition of the buildings.
h. The strategy must illustrate the legibility of the proposal from short and distant views including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This is to be provided through montages and renders from various vantage points.
i. Provide a façade maintenance strategy.

j. Building L Façade with:
   i. Modified materials of the ground floor external façade to a brick face finish, generally in accordance with ARM-0117a Rev-2, ARM-0117b Rev-2, ARM-0117c Rev-2 & ARM-0117d Rev-2, dated 15/11/2022.
   ii. Reduced number and composition of pattern types with a maximum of ten different graphic prints panels.
   iii. The avoidance of 'literal' materiality of prints such as brickwork and bluestone.

Ongoing Architect Involvement

5. As part of the ongoing progress and development of the site, ARM Architecture or another 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.

Affordable Housing Report

6. Prior to the occupation of the development, an updated Affordable Housing Report, generally in accordance with the Affordable Housing Report authored by Development Victoria dated 29 July 2022, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The report is to be amended to include:

   a. All reference to the social housing within Building L as being provided "in perpetuity" is to be removed.

7. When approved, the Affordable Housing Report will be endorsed and will form part of this permit. The Affordable Housing Report may be amended from time to time, to the satisfaction of the Responsible Authority.

Affordable Housing – Section 173 Agreement

8. Before Building M of Parcel A development is occupied or unless otherwise agreed by the Responsible Authority, the Owner must enter into an Agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 which sets out the terms on which the Owner is required to make a contribution towards affordable housing in relation to Building M, to the satisfaction of the Responsible Authority. This may include a staged contribution, subject to the satisfaction of the Responsible Authority. The section 173 Agreement must be generally in accordance with key requirements outlined within the Affordable Housing Report as it relates to Building M prepared by Development Victoria and dated 29 July 2022, or as otherwise agreed by the Responsible Authority.

9. 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.

Landscape Plan

10. In conjunction with the submission of development plans under Condition 1, a Landscape Plan generally in accordance with the Landscape Report prepared by Rush Wright Rev 4 dated 14 October 2022 to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit.

    The Landscape Plan must include:
    a. Full details of all plant species and their botanical names. Plant species should be appropriate within their setting and be able to withstand and cope with shaded conditions.
    b. Consideration of the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity.
    c. Details of all paving, surface materials furniture and planters – showing dimensions, drainage, lining, materials and growing media including details of irrigation.

d. Cross sections of each vegetated area at ground floor between Buildings M and L specifying soil depth, volume and capacity to accommodate the tree nominated for that location.

11. Within 12 months of the issue of an Occupancy Permit, 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.
    c. Replacing any dead, diseased, dying or damaged plants.

    All to the satisfaction of the Responsible Authority.

Tree Management Plan

12. In conjunction with the submission of development plans under Condition 1, 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 existing street trees outside the property's frontage:
        i. pre-construction;
        ii. during construction; and
        iii. post construction.
    b. The provision of any barriers.
    c. Any pruning necessary.
    d. Watering and maintenance regimes.

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

Sustainable Management Plan

14. 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 Sustainability Management Plan (SMP) prepared and authored by Lucid and dated 23 June 2022 but modified to show:
    a. A note outlining that vehicle spaces in Building L and Building M are capable of accommodating EV charge points as appropriate.
    b. Provide updated daylight modelling for modified apartment layouts shown on plans submitted for endorsement.
    c. Provision of mechanical ventilation to Building L apartments, where required. The mechanical ventilation solution must include, but not be limited to the following:
        i. Mechanical ventilation to the kitchen, bathroom, laundry and bedrooms of each dwelling.
        ii. Specification of a minimum run-on-time for bathroom and laundry exhausts.
        iii. Ensure the ventilation design (including any louvres in the external building façade) aligns with the recommendation of the amended Acoustic Report to achieve the required acoustic performance for the non-glazed building façade.

15. Prior to the occupation of any dwelling 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, to the satisfaction of the Responsible Authority must be submitted to the Responsible Authority. The report must confirm that all measures specified in the endorsed Sustainable Management Plan have been implemented in accordance with the approved plan.

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

Wind Report

17. In conjunction with the Public Realm Plan, the Wind Assessment Report generally in accordance with the Wind Assessment prepared by Mel Consulting Report 27-22-WT-ENV-00 dated April 2022 should be submitted to the satisfaction of the Responsible Authority.

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

Acoustic Report

19. In conjunction with the submission of development plans under Condition 1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must be generally in accordance with the acoustic report prepared and authored by Stantec Australia Pty. Ltd. And dated 25 May 2022, but further modified to assess and include the following:

    a. Confirmation to be provided that the design criteria are proposed to be met in unfurnished rooms, in accordance with the BADS requirements.
    b. Confirm background noise measurements for zoning levels and corresponding noise limits.
    c. Confirm that the mechanical ventilation strategy (including any louvres in the external building façade) nominated in the Sustainability Management Plan will achieve the required acoustic performance for the non-glazed building façade.
    d. Recommend noise attenuation works to the indoor communal area in Building L at level 1 to mitigate noise impact from the communal spaces to adjoining apartments.

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

Green Travel Plan

21. Prior to the occupation of the development, a 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 Impact Traffic Engineering Pty. Ltd, but modified to reference:

    a. The proposal as amended pursuant to Condition 1.
    b. Description of the location in the context of alternative modes of transport.
    c. Employee welcome packs (e.g. provision of Myki/transport ticketing);
    d. Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes.
    e. A designated ‘manager’ or ‘champion’ responsible for co-ordination and implementation.
    f. Details of bicycle parking and bicycle routes.
    g. Details of Green Travel funding and management responsibilities.
    h. The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces).
    i. Security arrangements to access the employee bicycle storage spaces.
    j. Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3

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

Waste Management Plan

23. In conjunction with the submission of development plans under Condition 1, 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 225 July 2022 but modified to address:

    a. Assess the proposal as amended under Condition 1 and its requirements.
    b. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.
    c. Specify the method of collection for waste from the relocated bin store at Building L.

24. 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

25. Before the occupation of the development approved by this permit, or a later date as agreed in writing with the Responsible Authority, a public realm plan must be prepared and approved, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority. The Public Realm Plan must provide detailed designs for all parks, plazas, footpaths and roads interfacing with the subject site, including Gore Street, Alexandra Parade footpath, Southern Access Road and George Street interfaces, including (where relevant):

    a. Detailed layout plan indicating all existing and proposed features and surface levels.
    b. Longitudinal sections along the property boundary, back of kerb and invert of the channel.
    c. Cross sections from property boundary to property boundary at 5 metre intervals indicating existing and proposed levels at changes in grade.
    d. Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details.
    e. Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type.
    f. Public lighting plan.
    g. Signage and line marking plan.
    h. Distinct delineation between public and private land along all interfaces.
    i. Location of all private aspects / infrastructure within the private property boundary and not within the public road reserve.
    j. Details of the 1.5-metre-high solid screen in the junction between the Southern Access Road and Southern Gore Street extension to meet the wind mitigation measures detailed in the Wind Impact Assessment prepared and authored by MEL Consultants titled Environmental Wind Speed Measurements dated April 2022.

Gore Street and Southern Access Road

26. Prior to the occupation of the first building in Parcel A, or a later date as agreed in writing with the Responsible Authority, Gore Street (Stage 1) and Southern Access Road must be delivered, in consultation with the City of Yarra, to the satisfaction of the Responsible Authority and at the permit holder’s cost.

Access Management Plan

27. 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 central communal courtyard (Public Spaces) 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 the Public Spaces.
e. The Public Spaces complying with all applicable 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 the 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 the Public Spaces.
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.

Drainage works (to include water sensitive design)

28. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority in consultation with Yarra City Council, any damage to public infrastructure (footpath, kerb and channel, etc) caused by connection works for underground utility services, must be reconstructed:
    a. At the permit holder's cost; and
    b. To the satisfaction of the Responsible Authority.

29. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority in consultation with Yarra City Council, the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:
    a. At the permit holder's cost; and
    b. To the satisfaction of the Responsible Authority.

30. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority in consultation with Yarra City Council, any new vehicle crossing must be constructed:
    a. In accordance with any requirements or conditions imposed by Yarra City Council.
    b. At the permit holder's cost; and
    c. 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 in consultation with Yarra City Council, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
    a. At the permit holder's cost; and
    b. To the satisfaction of the Responsible Authority.

General

32. 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.

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

34. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

Privacy Screens

35. 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.

Environmental Audit Statement

36. Prior to the commencement of any works approved by this permit, including demolition, site preparation, site retention and footings, a written opinion from the Environmental Auditor appointed for the site under the Environment Protection Act 1970, must be submitted to and approved by the Responsible Authority. The written opinion must provide advice in relation to the impact of the works on the completion of the audit before the completion of an environmental audit statement pursuant to the Environment Protection Act 1970.

37. Prior to the commencement of the use or buildings and works associated with the development approved by this permit (except for demolition, site preparation, site retention and footings) the permit holder must provide:
    a. An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit; or
    b. An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit if the recommendations made in the statement are complied with.

38. If, pursuant to Condition 37 a Statement is issued:
    a. The development authorised by this permit must be developed in accordance with and not be occupied until compliance with the recommendations of the environmental audit statement is achieved (excluding any ongoing maintenance or monitoring recommendations).
    b. If any recommendations of the environmental audit statement requires any ongoing maintenance or monitoring, the owner of the land (or another person in anticipation of becoming the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 (Agreement). The Agreement must:
        i. provide for the undertaking of the ongoing maintenance and monitoring as required by the environmental audit statement; and
        ii. be executed before the sensitive use for which the land is being developed commences; and

    c. the owner of the land, or other person in anticipation of becoming the owner, must pay all costs and expenses (including legal expenses) of, and incidental to, the Agreement (including those incurred by the Responsible Authority).

Construction Management Plan

39. Before the development commences, a Construction Management Plan, to the satisfaction of the Responsible Authority in consultation with Yarra City Council, 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 Yarra City 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 Yarra City Council 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. 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.
u. All litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

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

Construction Times

41. Except with the prior written consent of the Responsible Authority in consultation with Yarra City Council, 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.

Melbourne Water conditions start

42. The finished floor levels of all ground floor areas of the buildings must be at least 23.43 metres to the Australian Height Datum (AHD), or to the satisfaction of Melbourne Water. 23.43 metres AHD is 300 millimetres above the highest applicable flood level on the site of 23.13 metres AHD.

43. All areas with electrical installations (e.g. electrical substations, switch rooms etc.) are recommended to be set no lower than 300 mm above the applicable flood level, but may be set lower at the discretion of the relevant authority.

44. The basement ramp(s) must incorporate a flood proof apex set no lower than 23.43 metres AHD, or to the satisfaction of Melbourne Water. 23.43 metres AHD is 300 millimetres above the highest applicable flood level on the site of 23.13 metres AHD.

45. All basement entry and exit points, including lift entries, stairwells, windows, openings and vents, that could allow entry of floodwaters to the basement, must be set no lower than 23.43 metres AHD, or to the satisfaction of Melbourne Water. 23.43 metres AHD is 300 millimetres above the highest applicable flood level on the site of 23.13 metres AHD.

46. Stormwater discharge should be directed to the local council drainage network. Any new or modified connection to Melbourne Water's Alexandra Parade Main Drain, which runs along Alexandra Parade, or to the North Fitzroy Main Drain, which runs along George St, requires separate approval from Melbourne Water. For a connection to be approved, council must provide

a Legal Point of Discharge letter, demonstrating why it is not possible to connect to the local council drainage system.

Melbourne Water conditions end

Transport for Victoria conditions start

47. Before the development of Parcel A of the Fitzroy Gasworks site commences, except for demolition, site preparation, and footings, or as otherwise agreed by the Head, Transport for Victoria, the Public Realm plans must be submitted to and approved by the Head, Transport for Victoria. The plans must show to the satisfaction of and at no cost to Head, Transport for Victoria the following, unless otherwise agreed in writing:
    d. The scope extended to include the centre median of Alexandra Parade (extension of Gore Street) and include the alignment of Gore Street (south of the centre median) and Village Street,
    e. Appropriate treatments or measures to discourage through traffic from Gore Street in the centre median from heading straight through north bound to Village Street (extension of Gore Street),
    f. The maximisation of the length of the left turn deceleration land on Alexandra Parade east bound into Village Street to be compliant with AustRoads requirements,
    g. The proposed width of the left turn deceleration lane to be compliant with AustRoads requirements,
    h. The resulting width of the existing east bound kerbside lane on the north side of Alexandra Parade to include space for existing on road cycling,
    i. Removal of any narrow pinch points at pedestrian waiting areas to facilitate adequate pedestrian storage, including the corner of Alexandra Parade and Village Street (Gore Street extension),
    j. Modification including the removal of parking bays as a result of the inclusion of a deceleration lane along the Alexandra Parade property frontage,
    k. The linkage and connectivity of pedestrians and cyclists accessing the site, including consideration of adequate roadside footpath widths along the frontage and at the intersections.

48. All disused or redundant vehicle crossovers to be removed and reinstated to kerb and channel to the satisfaction of the Responsible Authority at no cost to Head, Transport for Victoria.

Transport for Victoria conditions end

Use – Food and Drink Premises

49. Except with the prior written consent of the Responsible Authority, the food and drink premises (café) authorised by this permit may only operate between the following hours of 5am-10pm.

Time Expiry

50. 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 six years of the date of this permit.
    c. The use is not commenced within seven years of the date of this permit.

    In accordance with section 69 of the Planning and Environment Act 1987, the Responsible Authority may extend:
    a. The commencement date referred to if a request is made in writing before the permit expires or within six months afterwards.
    b. The completion date referred to if a request is made in writing within twelve months after the permit expires and the development started lawfully before the permit expired.

Date Issued: 29 November 2022 Note: Under Part 4, Division 1A of the Planning and Environment Act 1987, a permit may be amended. Please check with the responsible authority that this permit is the current permit and can be acted upon.	**Signature for the responsible authority** 

DELWP Notes:

- Before any construction may commence, the applicant must apply for and obtain appropriate building approval from a Registered Building Surveyor.
- The applicant/owner will provide a copy of this planning permit and endorsed plans to any appointed Building Surveyor. It is the responsibility of the applicant/owner and the relevant Building Surveyor to ensure that all building (development) works approved by any building permit are consistent with this planning permit.
- Nothing in this permit or any plans or documents approved in accordance with the conditions of this permit should be taken to imply that the development meets the requirements of the Building Act 1993 and its regulations.

Melbourne Water Notes:

- Melbourne Water sets planning conditions for urban development with reference to the 1% Annual Exceedance Probability flood level (1% AEP). This is the flood level which has a 1% chance of being exceeded in any given year. This property is subject to flooding when the capacity of the Alexandra Parade Main Drain and North Fitzroy Main Drain is exceeded. The 1% AEP flood level for this property grades from 23.13 metres at the northern boundary to 22.54 metres AHD at the southern boundary.
- If further information is required regarded flood levels at specific locations on the site, please contact Melbourne Water on 131 722, siting the reference number above.

Transport for Victoria Notes:

- Separate consent and approval will be required for buildings and works undertaken within the arterial road reserve (Alexandra Parade) under the Road Management Act 2004.

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The responsible authority has issued a permit. (Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

CAN THE RESPONSIBLE AUTHORITY AMEND THIS PERMIT?

The responsible authority may amend this permit under Division 1A of Part 4 of the **Planning and Environment Act 1987**.

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from -
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if –
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the **Subdivision Act 1988** and a plan is not certified within two years of the issue of a permit, unless the permit contains a different provision; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within five years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if -
   - the use does not start within the time specified in the permit, or if no time is specified, within two years of the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if -
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in Section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision-
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on the relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must also be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.



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MILLIMETRES ON ORIGINAL

TOWN PLANNING

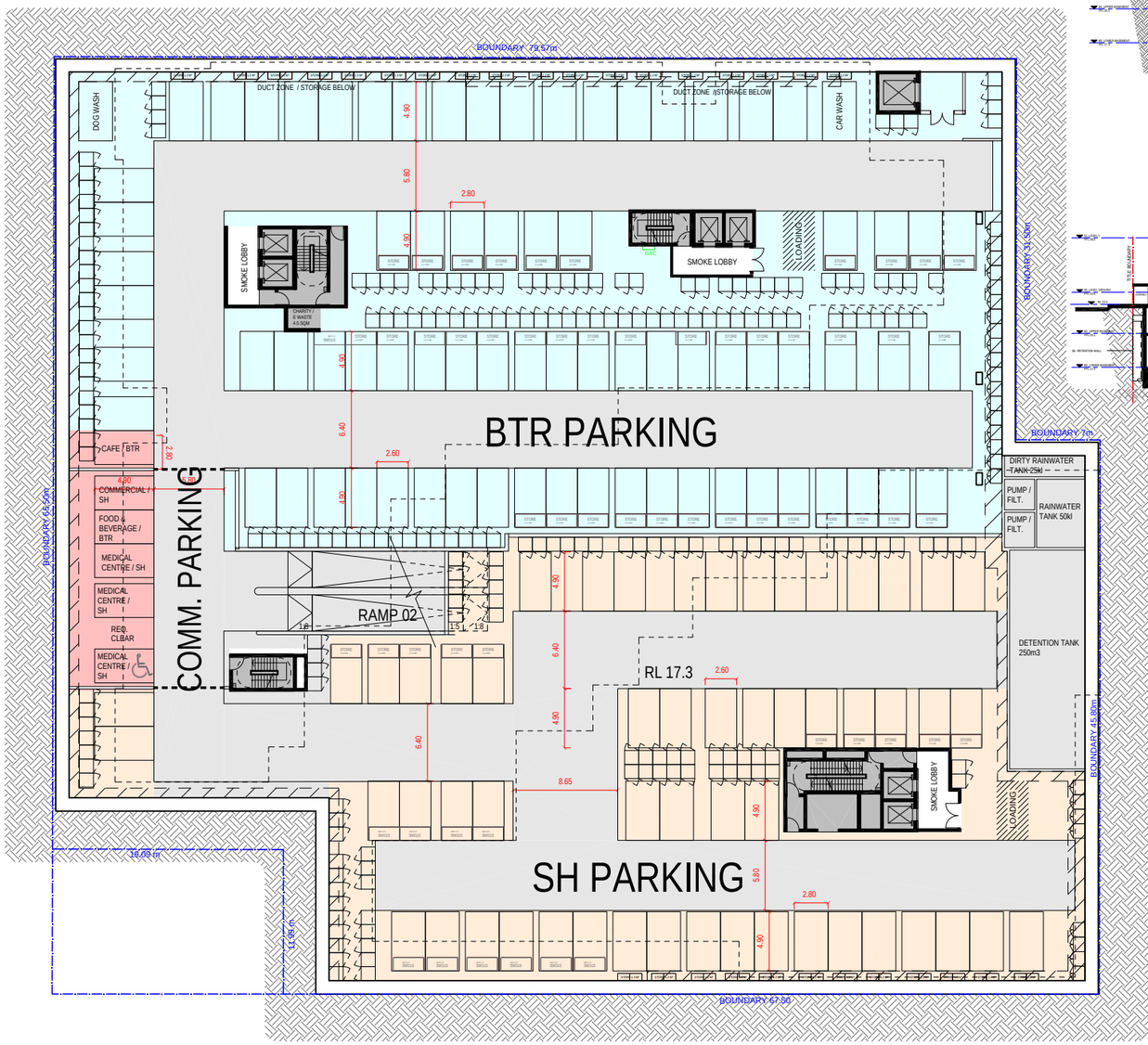
SITE PLAN - PROPOSED
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:750@ A1 / 12/07/2022

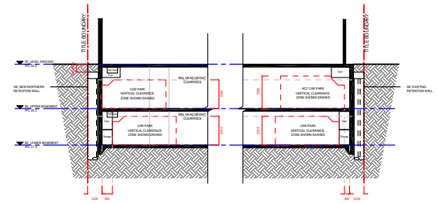
TP-AR-S-A1001[04]-A1~Site Plan

PARKING SPACES

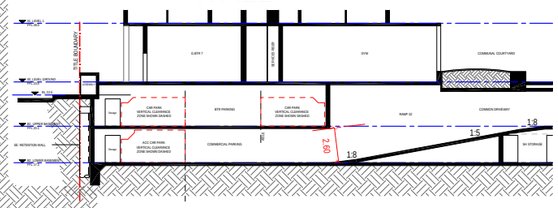
BTR - 150
SH - 76
COMMERCIAL - 6

TOTAL - 232

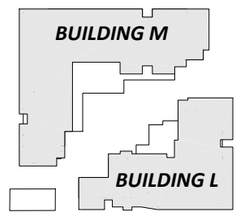




SECTION A - NORTH & SOUTH RETENTION WALL



SECTION B - RAMP 02 CLEARANCE



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TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - BASEMENT LOWER
FITZROY GASWORKS - PARCEL A

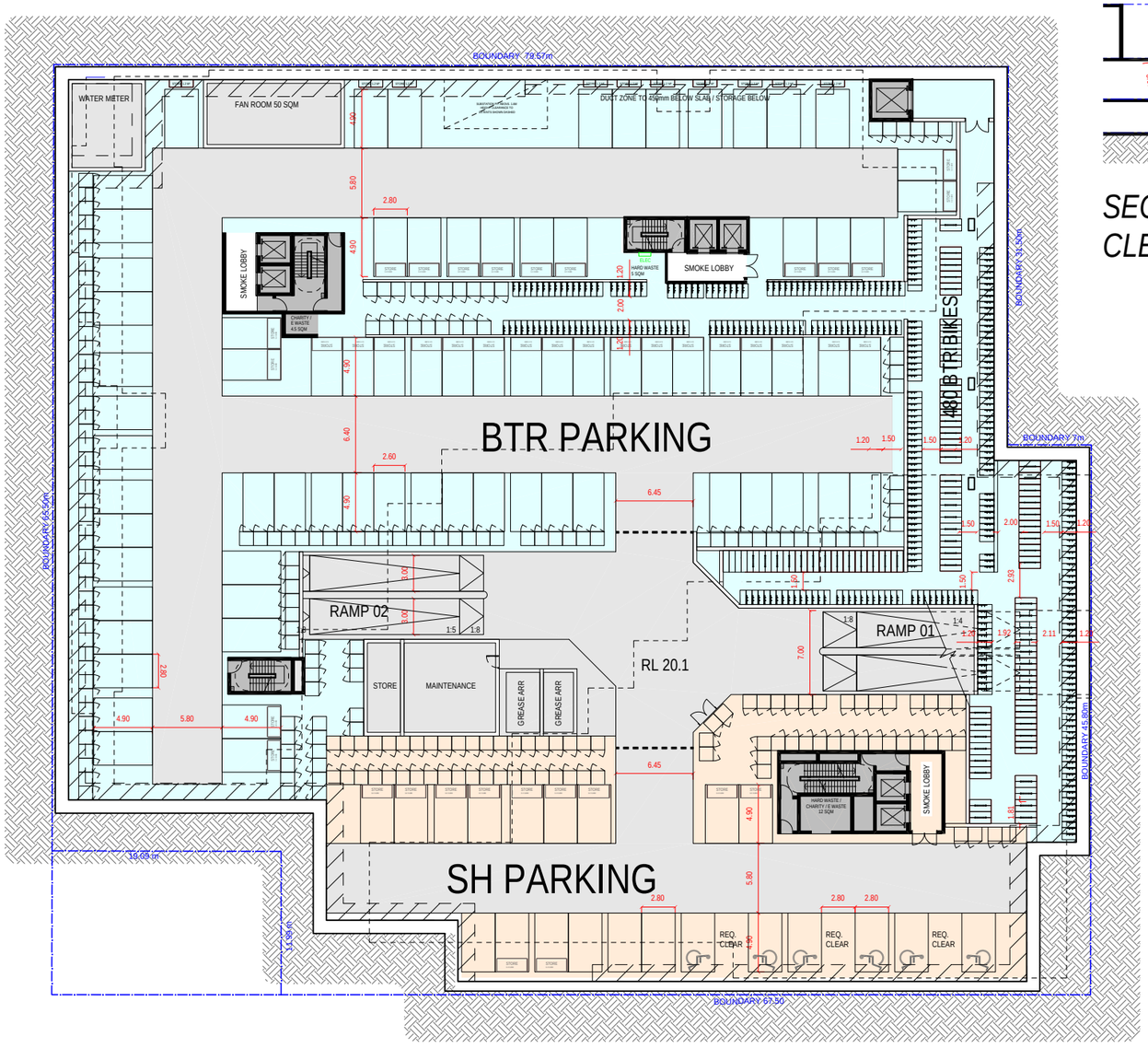
FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 / 11/07/2022

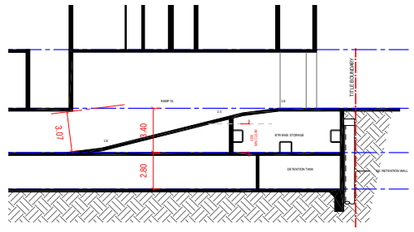
TP-A1100[04]

PARKING SPACES

BTR - 150
SH - 76
COMMERCIAL - 6

TOTAL - 232





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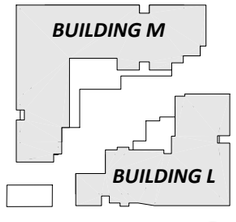

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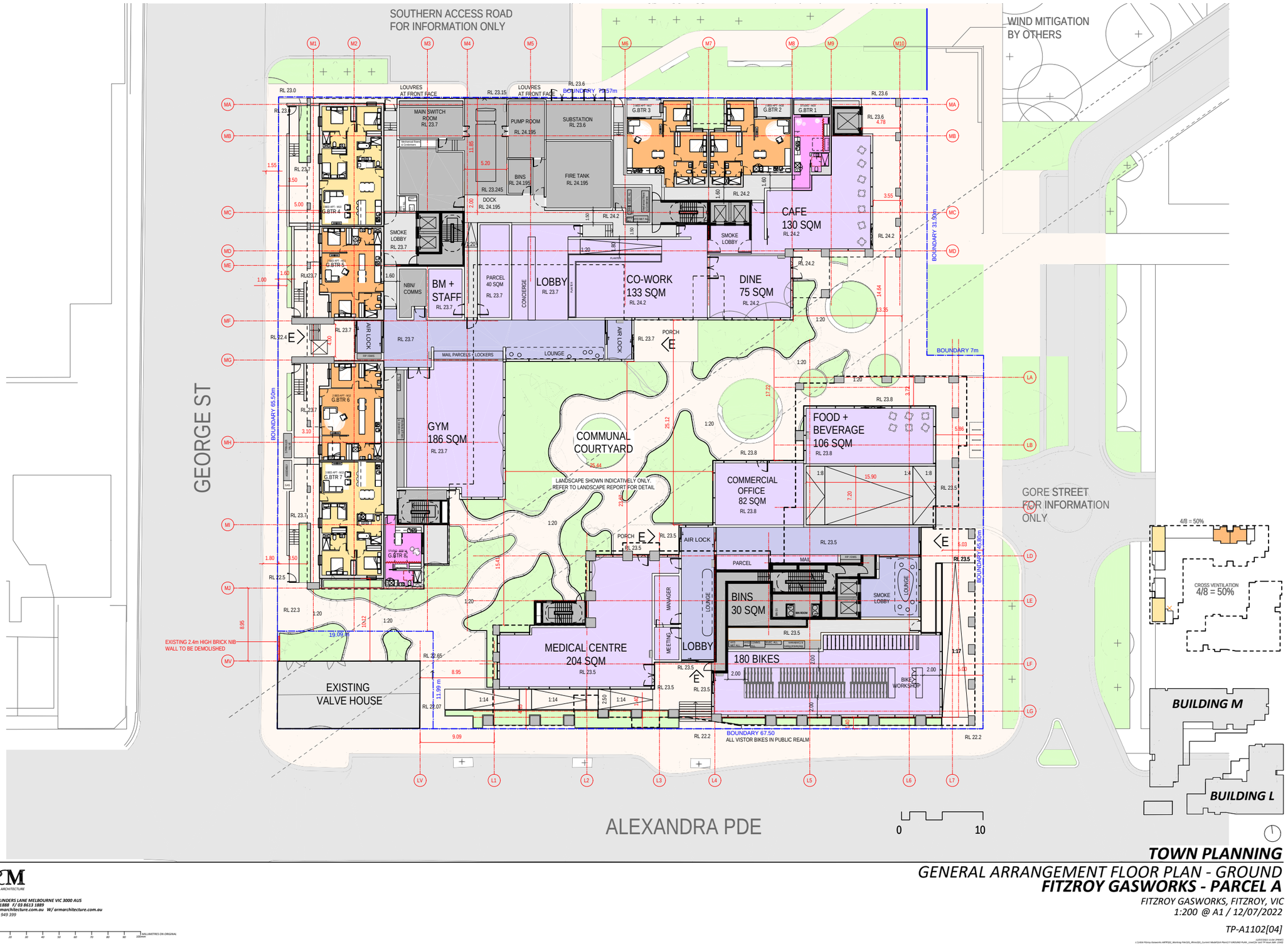
TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - BASEMENT UPPER
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 / 11/07/2022

TP-A1101[04]



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TOWN PLANNING

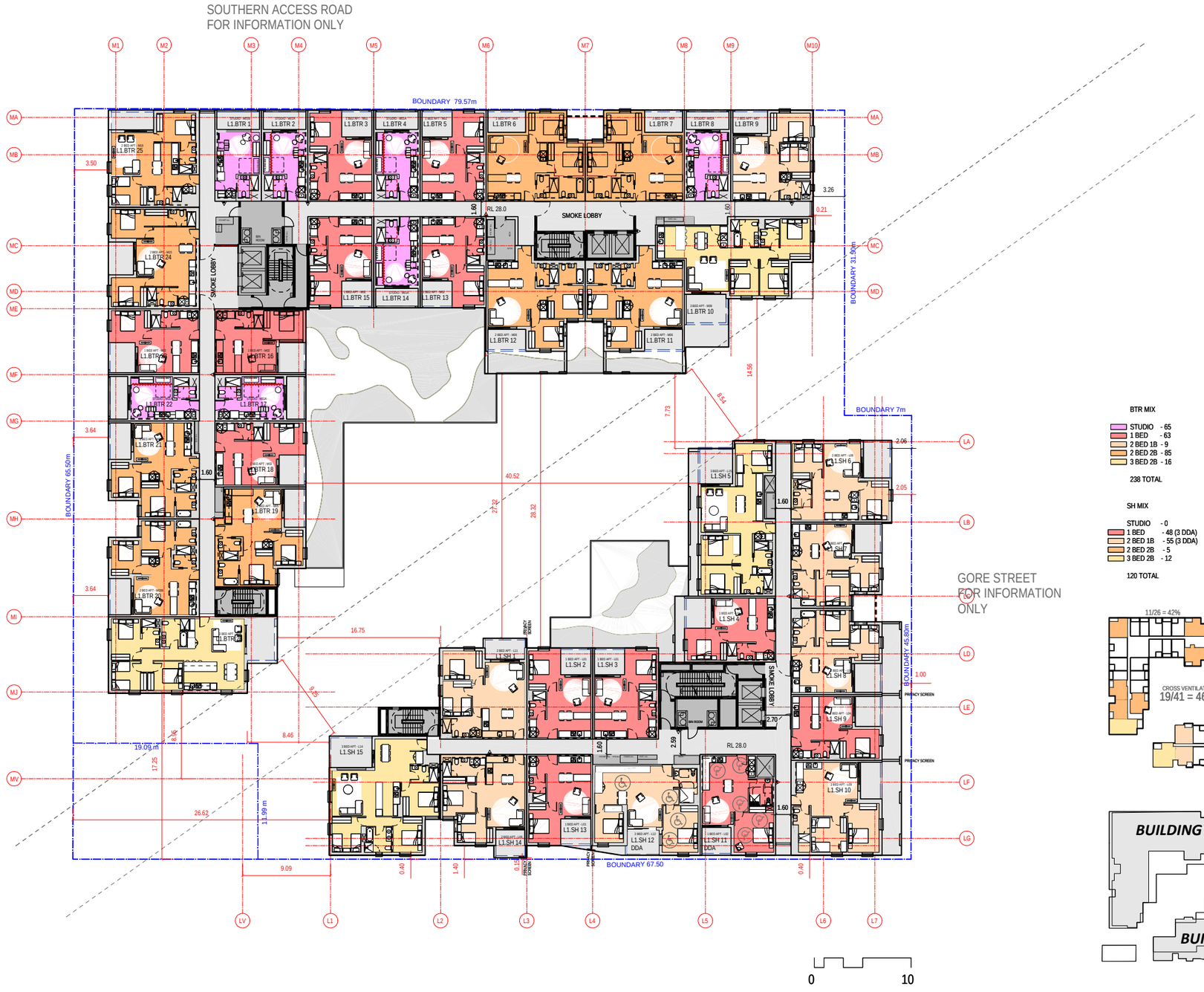
GENERAL ARRANGEMENT FLOOR PLAN - GROUND

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200 @ A1 / 12/07/2022

TP-A1102[04]



BTR MIX

STUDIO	- 65
1 BED	- 63
2 BED 1B	- 9
2 BED 2B	- 85
3 BED 2B	- 16

238 TOTAL

SH MIX

STUDIO	- 0
1 BED	- 48 (3 DDA)
2 BED 1B	- 55 (3 DDA)
2 BED 2B	- 5
3 BED 2B	- 12

120 TOTAL

TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 1
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 /12/07/2022

TP-A1103[05]

ARM ARCHITECTURE

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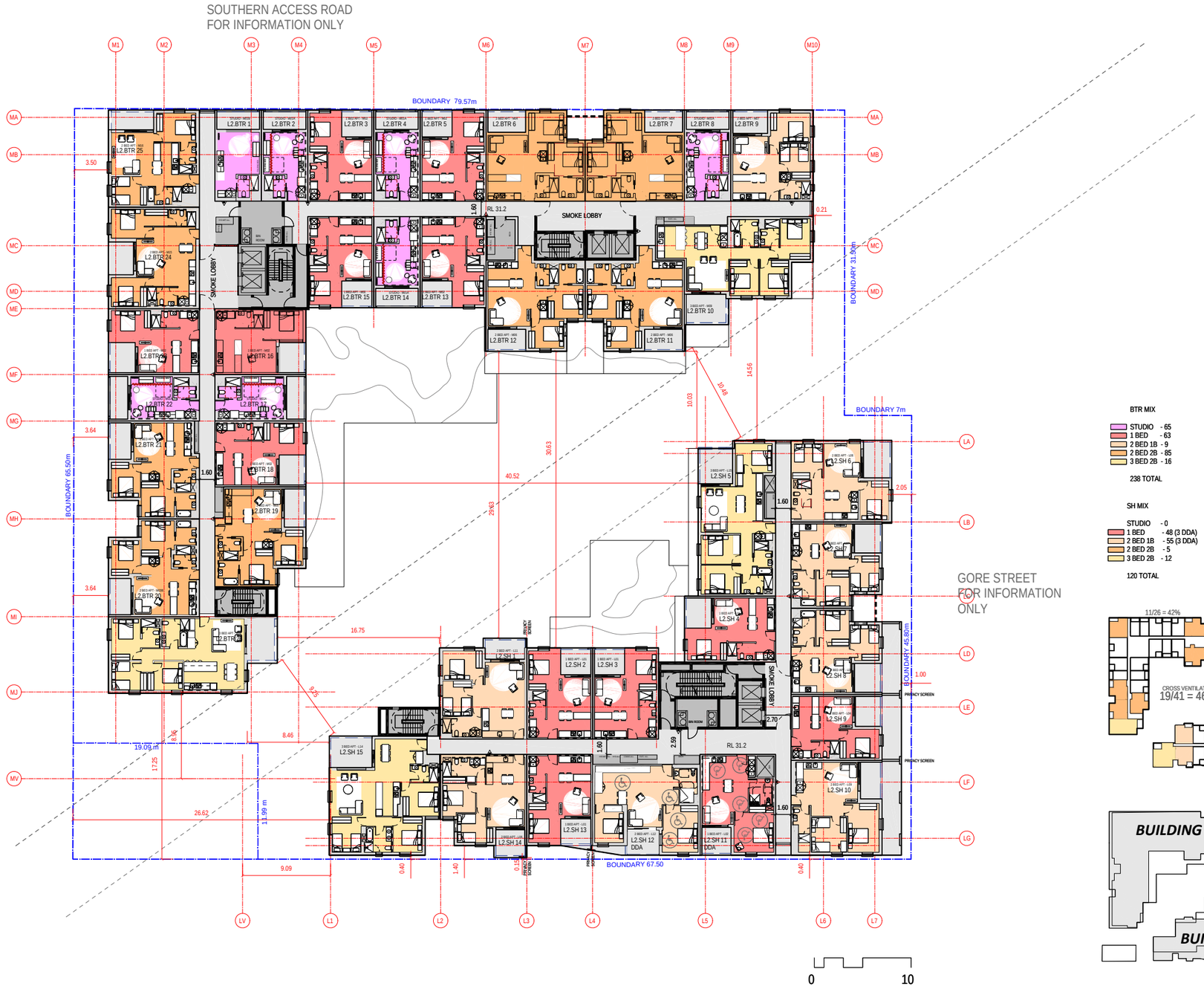

BTR MIX

STUDIO	- 65
1 BED	- 63
2 BED 1B	- 9
2 BED 2B	- 85
3 BED 2B	- 16

238 TOTAL

SH MIX

STUDIO	- 0
1 BED	- 48 (3 DDA)
2 BED 1B	- 55 (3 DDA)
2 BED 2B	- 5
3 BED 2B	- 12

120 TOTAL

ARM ARCHITECTURE

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MILLIMETRES ON ORIGINAL

TOWN PLANNING

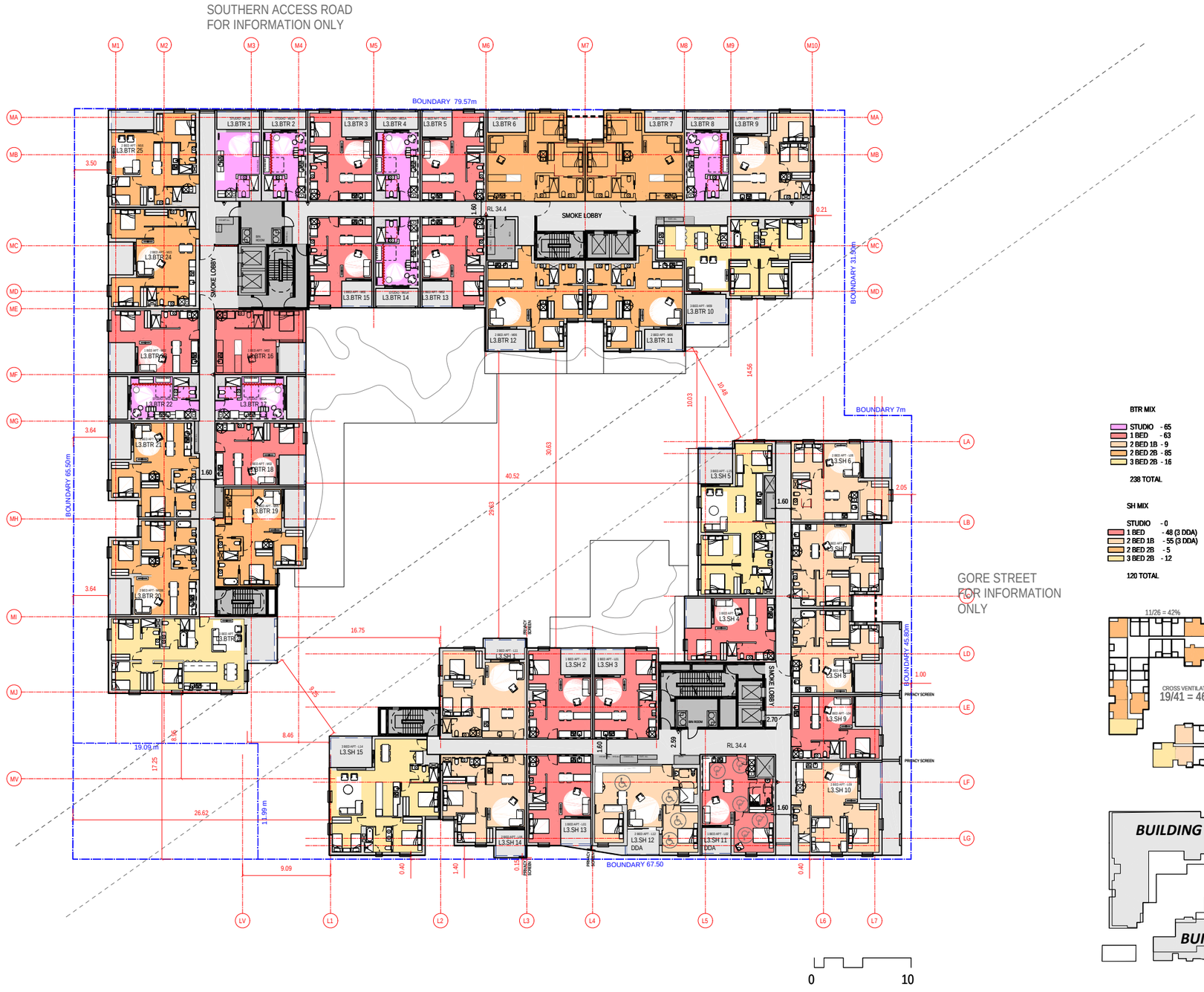
GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 2

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200 @ A1 /12/07/2022

TP-A1104[05]



BTR MIX

STUDIO	- 65
1 BED	- 63
2 BED 1B	- 9
2 BED 2B	- 85
3 BED 2B	- 16

238 TOTAL

SH MIX

STUDIO	- 0
1 BED	- 48 (3 DDA)
2 BED 1B	- 55 (3 DDA)
2 BED 2B	- 5
3 BED 2B	- 12

120 TOTAL

TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 3
FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 /12/07/2022

TP-A1105[05]

ARM ARCHITECTURE

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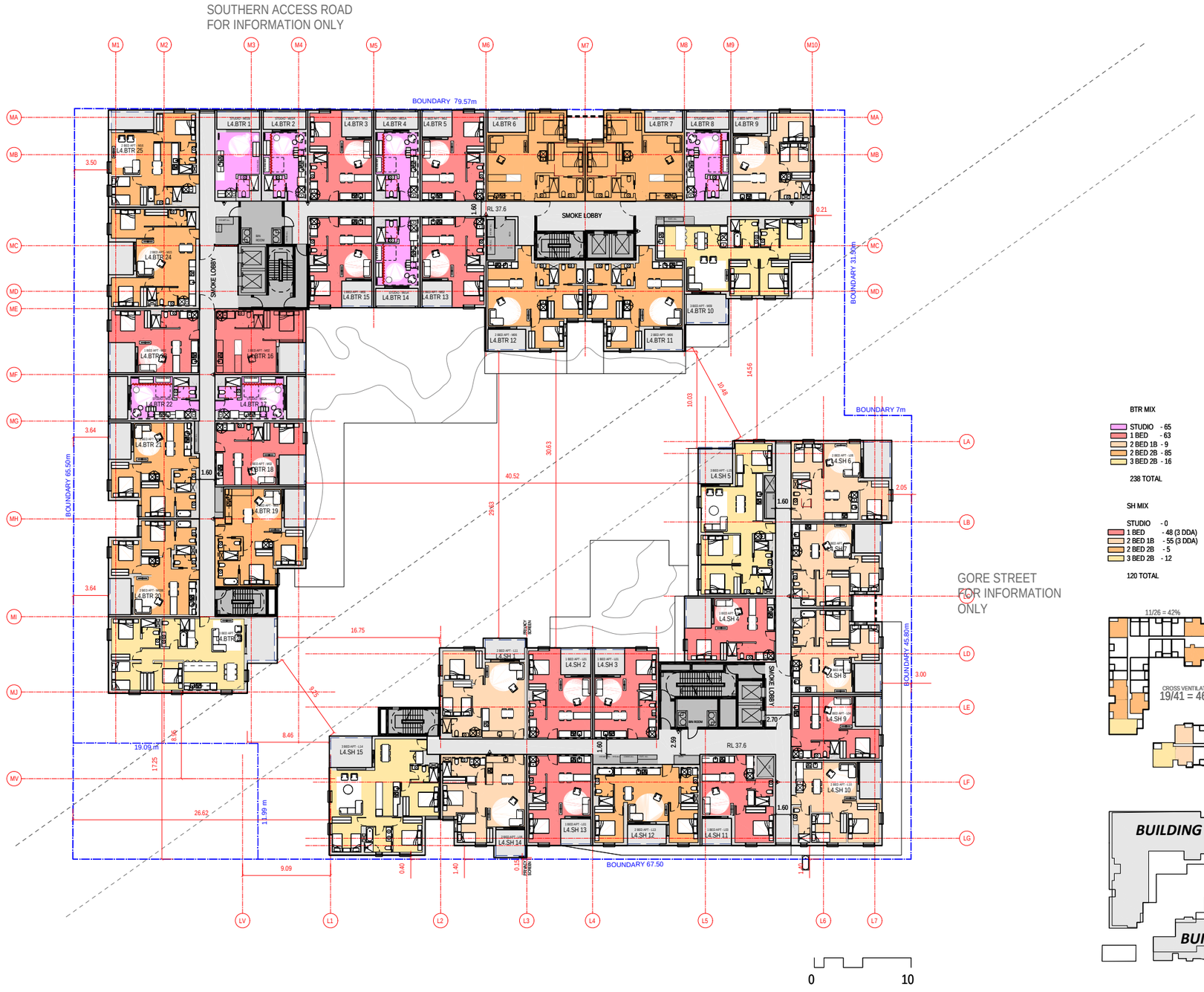


BTR MIX

STUDIO - 65
1 BED - 63
2 BED 1B - 9
2 BED 2B - 85
3 BED 2B - 16

238 TOTAL

SH MIX

STUDIO - 0
1 BED - 48 (3 DDA)
2 BED 1B - 55 (3 DDA)
2 BED 2B - 5
3 BED 2B - 12

120 TOTAL

TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 4

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

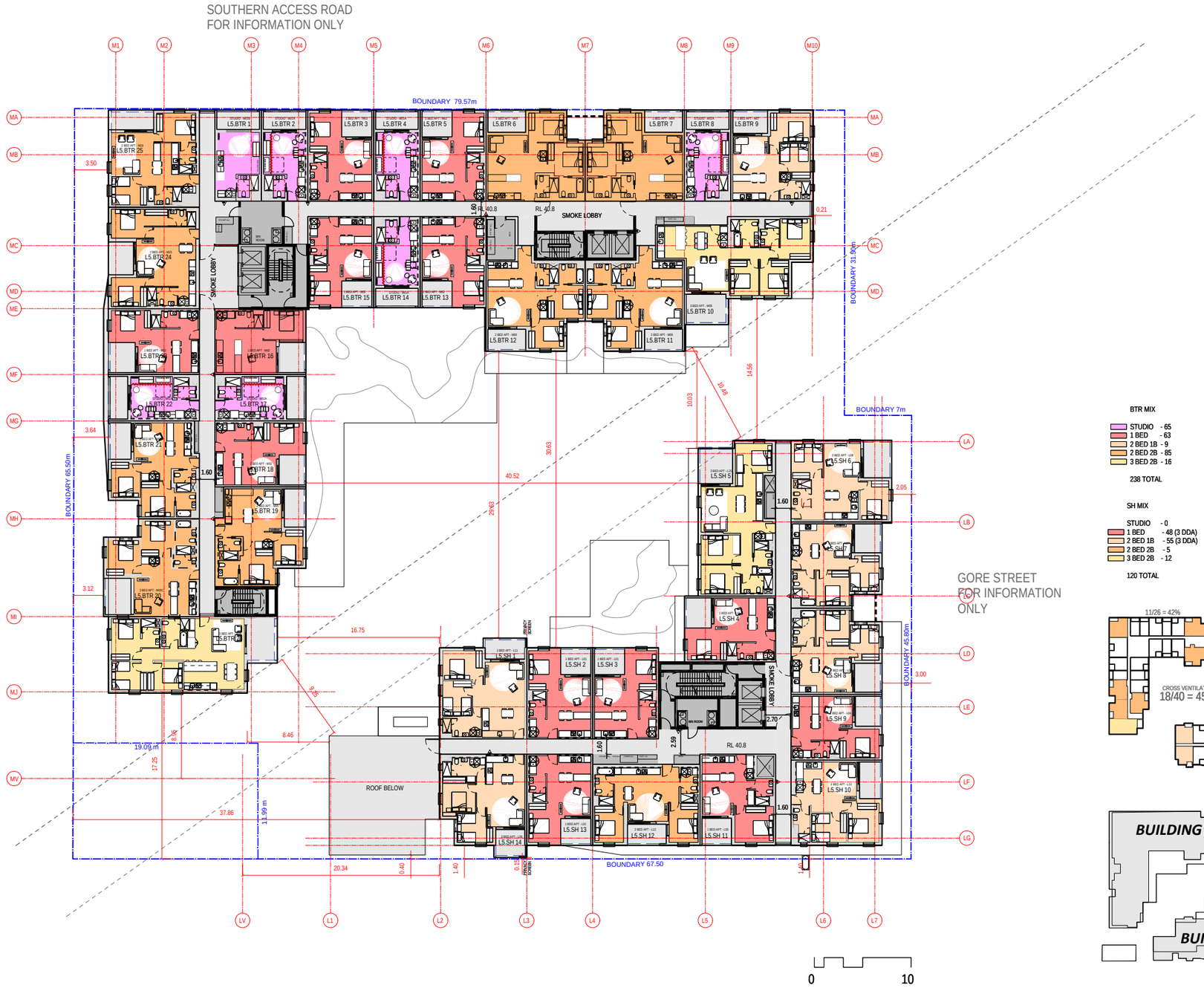
1:200 @ A1 /12/07/2022

TP-A1106[05]

ARM ARCHITECTURE

LEVEL 11, FLINDERS LANE MELBOURNE VIC 3000 AUS
T/ 03 8613 1888 F/ 03 8613 1889
E/ mail@armarchitecture.com.au W/ armarchitecture.com.au
ABN 22 476 949 399

MILLIMETRES ON ORIGINAL



TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 5

FITZROY GASWORKS - PARCEL A

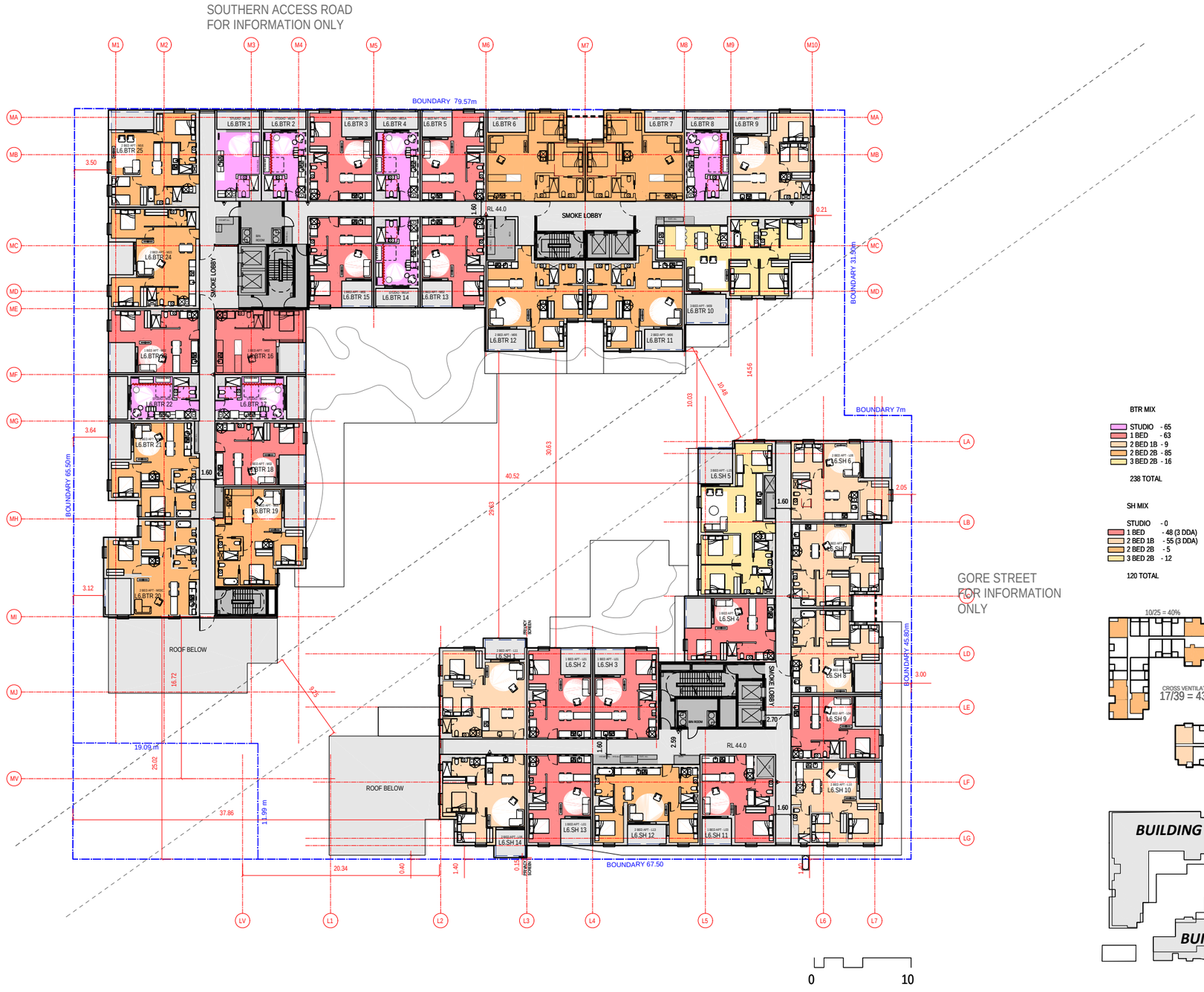
FITZROY GASWORKS, FITZROY, VIC

1:200 @ A1 /12/07/2022

TP-A1107[05]

ARM ARCHITECTURE

LEVEL 11, FLINDERS LANE MELBOURNE VIC 3000 AUS
T/ 03 8613 1888 F/ 03 8613 1889
E/ mail@armarchitecture.com.au W/ armarchitecture.com.au
ABN 22 476 949 399



BTR MIX

STUDIO	- 65
1 BED	- 63
2 BED 1B	- 9
2 BED 2B	- 85
3 BED 2B	- 16

238 TOTAL

SH MIX

STUDIO	- 0
1 BED	- 48 (3 DDA)
2 BED 1B	- 55 (3 DDA)
2 BED 2B	- 5
3 BED 2B	- 12

120 TOTAL

TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 6

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

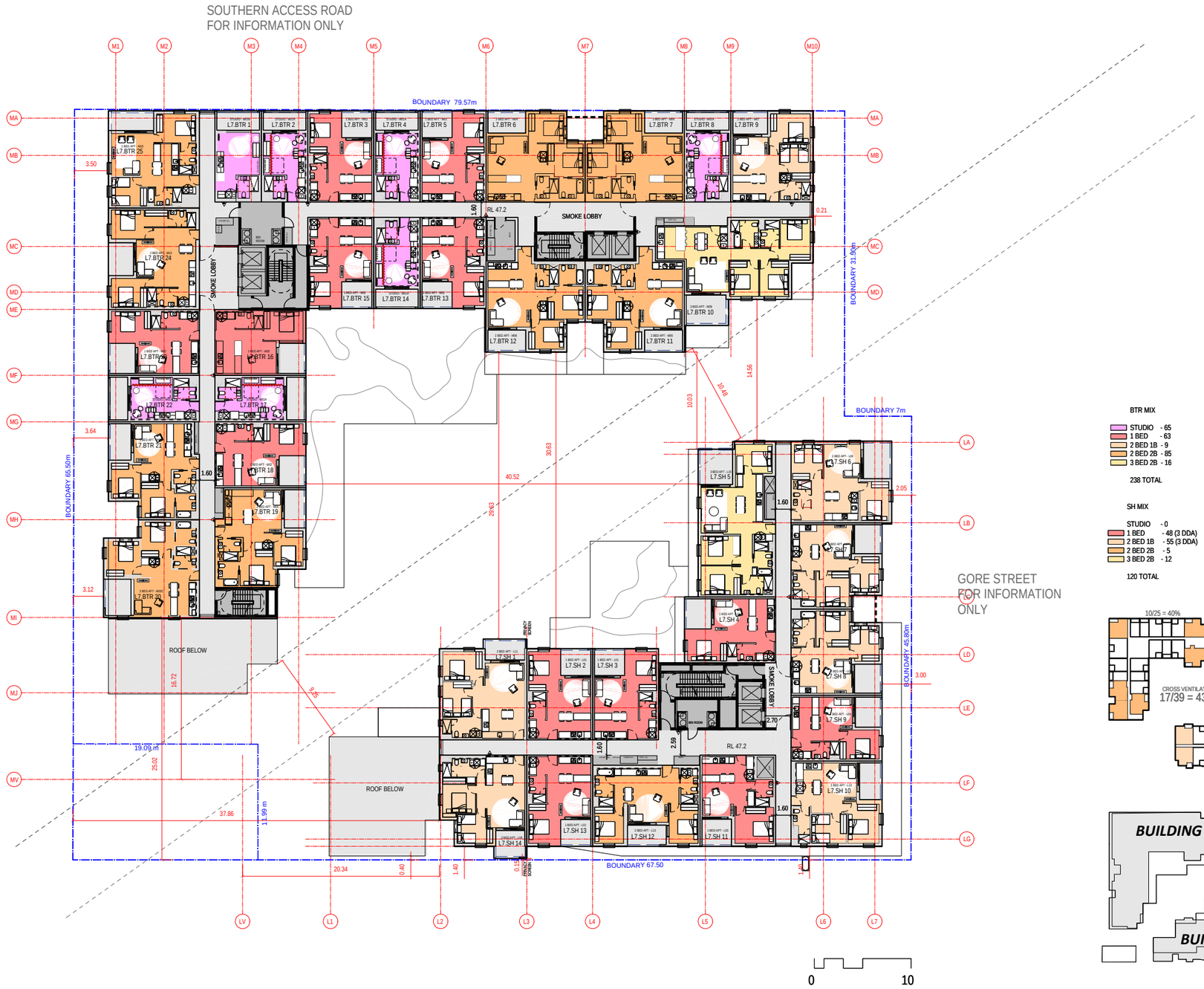
1:200 @ A1 /12/07/2022

TP-A1108[05]

ARM ARCHITECTURE

LEVEL 11, FLINDERS LANE MELBOURNE VIC 3000 AUS
T/ 03 8613 1888 F/ 03 8613 1889
E/ mail@armarchitecture.com.au W/ armarchitecture.com.au
ABN 22 476 949 399

MILLIMETRES ON ORIGINAL



BTR MIX

STUDIO	- 65
1 BED	- 63
2 BED 1B	- 9
2 BED 2B	- 85
3 BED 2B	- 16

238 TOTAL

SH MIX

STUDIO	- 0
1 BED	- 48 (3 DDA)
2 BED 1B	- 55 (3 DDA)
2 BED 2B	- 5
3 BED 2B	- 12

120 TOTAL

TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 7

FITZROY GASWORKS - PARCEL A

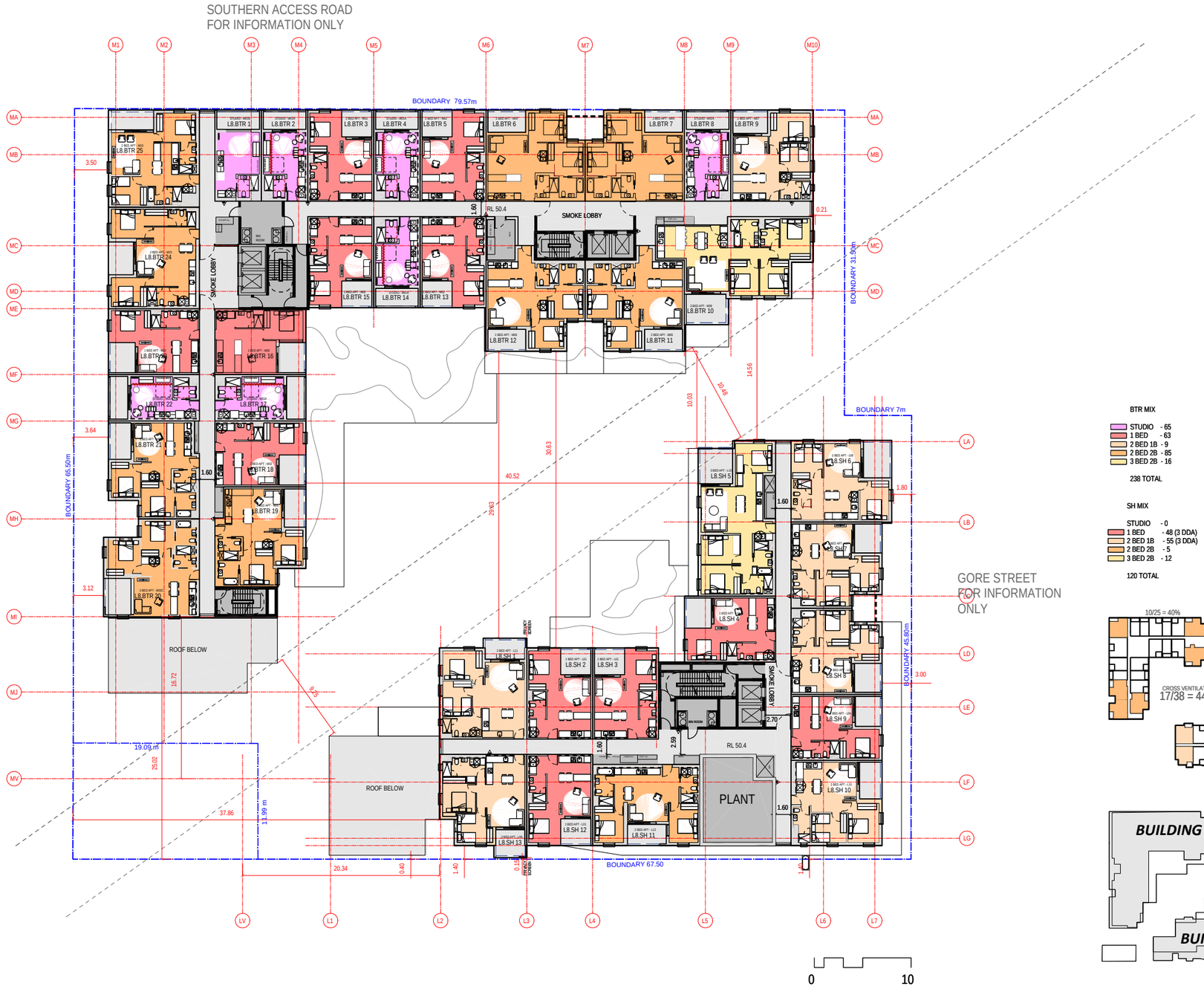
FITZROY GASWORKS, FITZROY, VIC

1:200 @ A1 /12/07/2022

TP-A1109[05]

ARM ARCHITECTURE

LEVEL 11, FLINDERS LANE MELBOURNE VIC 3000 AUS
T/ 03 8613 1888 F/ 03 8613 1889
E/ mail@armarchitecture.com.au W/ armarchitecture.com.au
ABN 22 476 949 399

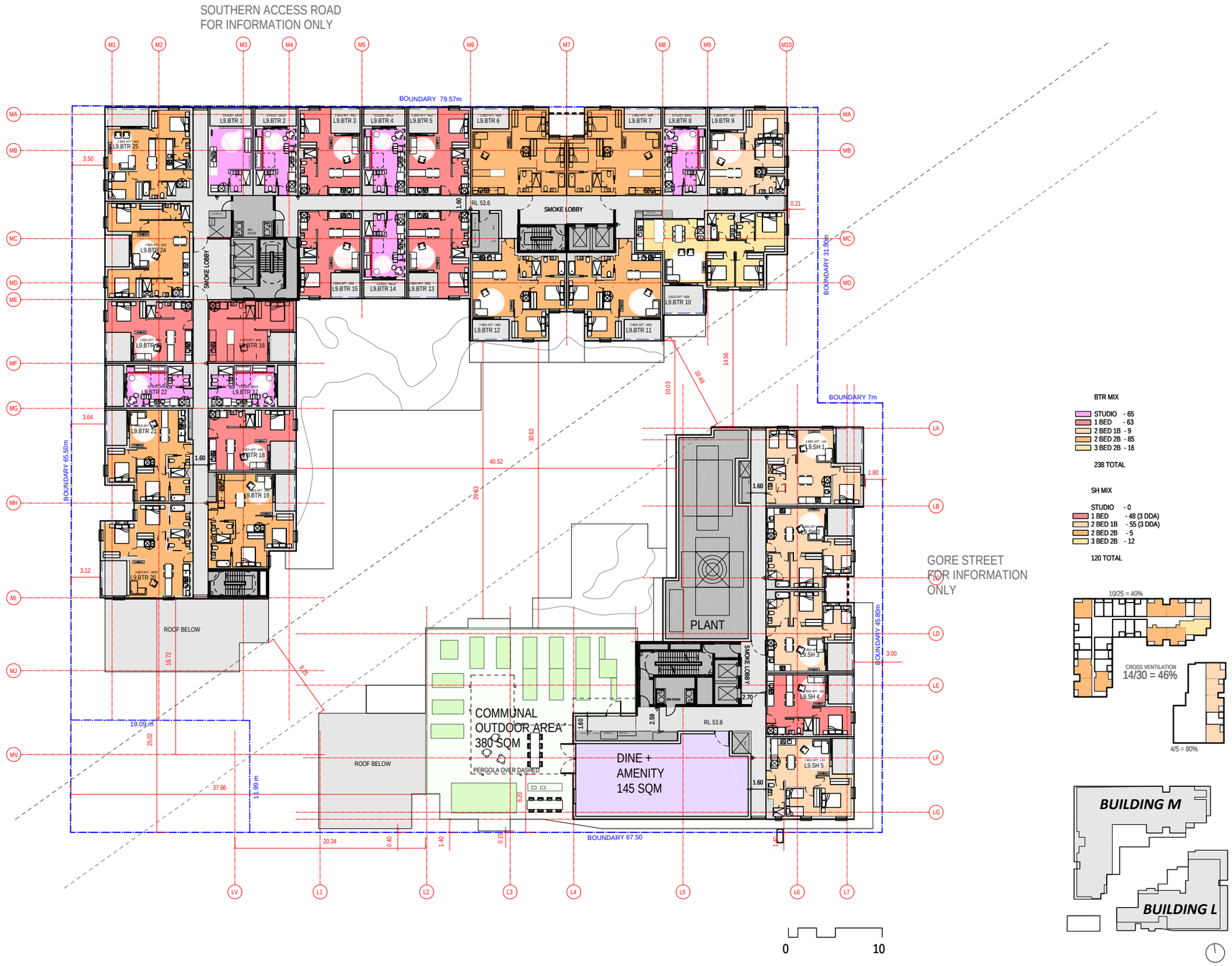


TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 8
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 /12/07/2022

TP-A1110[05]

ARM ARCHITECTURE
LEVEL 11, FLINDERS LANE MELBOURNE VIC 3000 AUS
T/ 03 8613 1888 F/ 03 8613 1889
E/ mail@armarchitecture.com.au W/ armarchitecture.com.au
ABN 22 476 949 399



BTR MIX

STUDIO	- 65
1 BED	- 63
2 BED 1B	- 9
2 BED 2B	- 85
3 BED 2B	- 16

238 TOTAL

SH MIX

STUDIO	- 0
1 BED	- 48 (3 DDA)
2 BED 1B	- 55 (3 DDA)
2 BED 2B	- 5
3 BED 2B	- 12

120 TOTAL

TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 9

FITZROY GASWORKS - PARCEL A

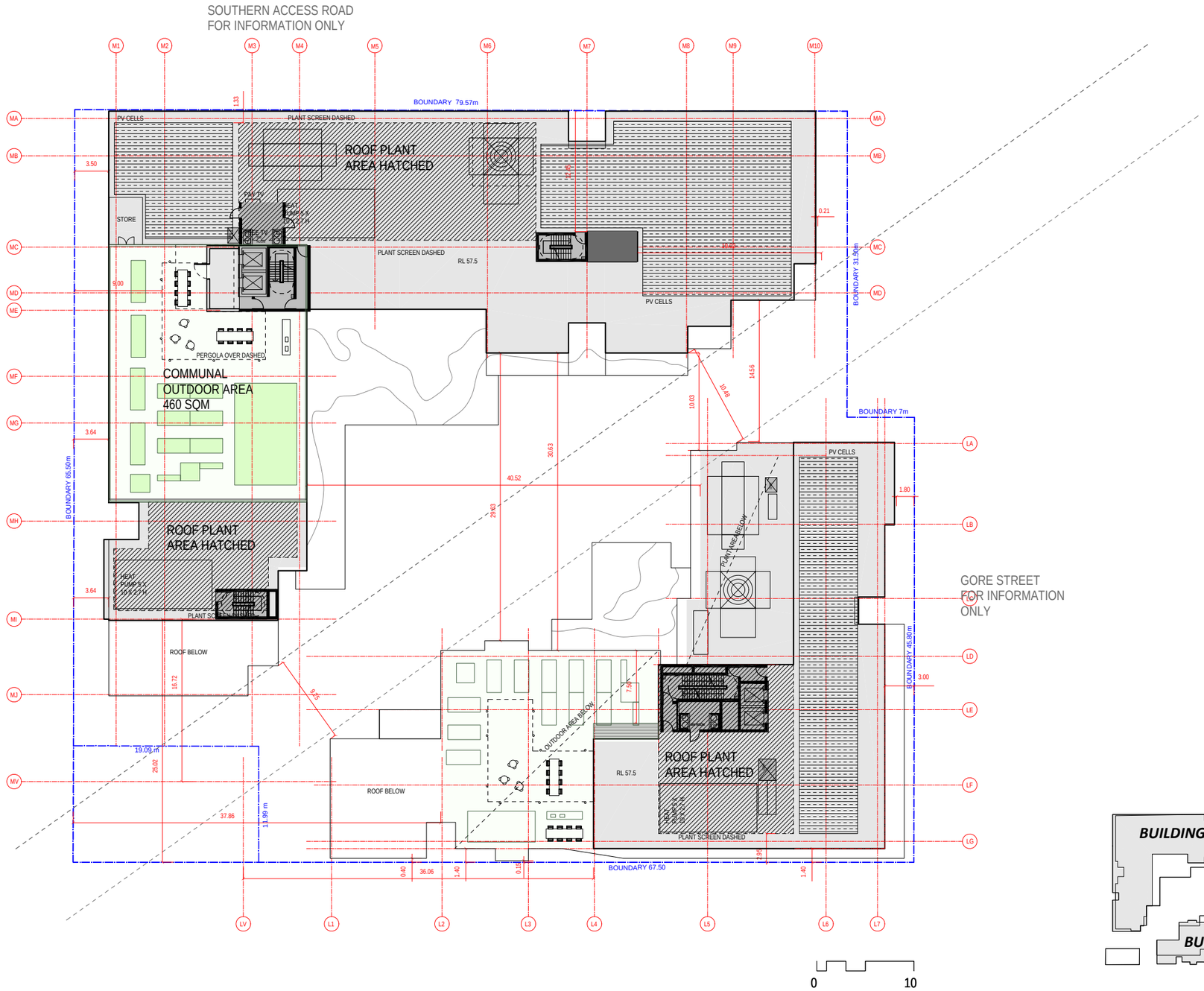
FITZROY GASWORKS, FITZROY, VIC

1:200 @ A1 /12/07/2022

TP-A1111[05]

ARM ARCHITECTURE

LEVEL 11, FLINDERS LANE MELBOURNE VIC 3000 AUS
T/ 03 8613 1888 F/ 03 8613 1889
E/ mail@armarchitecture.com.au W/ armarchitecture.com.au
ABN 22 476 949 399



ARM ARCHITECTURE

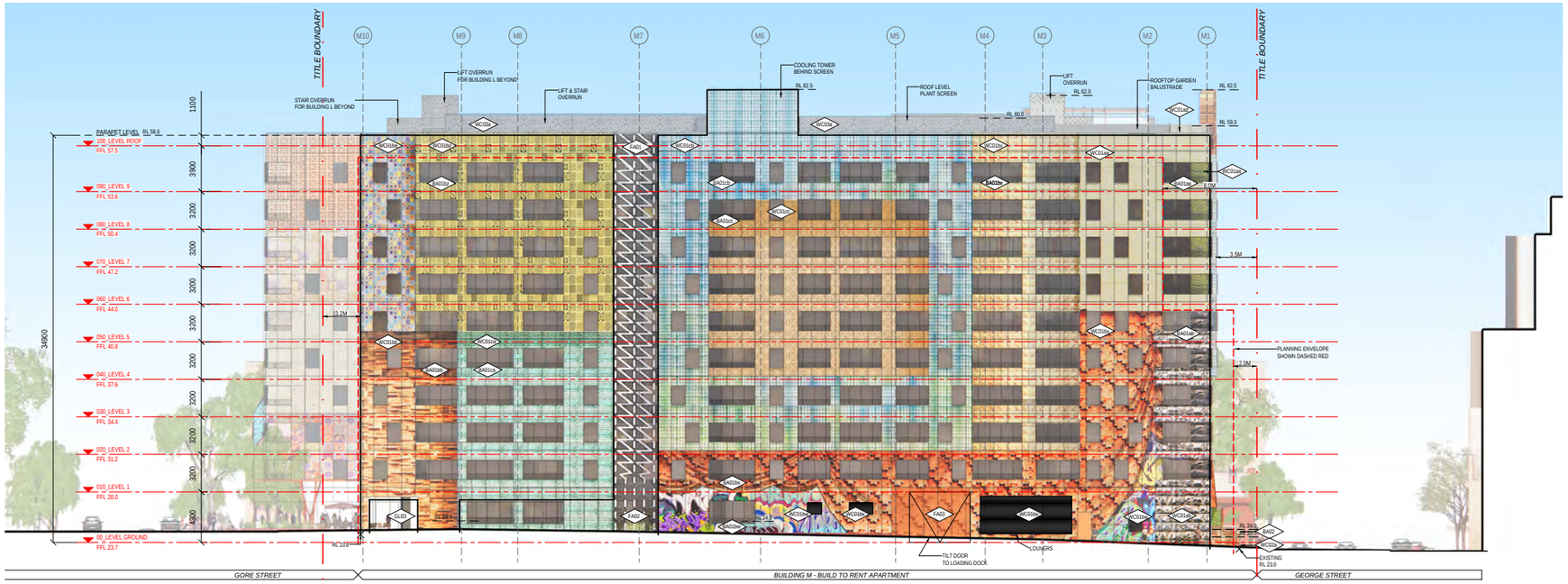
LEVEL 11, FLINDERS LANE MELBOURNE VIC 3000 AUS
T/ 03 8613 1888 F/ 03 8613 1889
E/ mail@armarchitecture.com.au W/ armarchitecture.com.au
ABN 22 476 949 399

TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - ROOF PLAN
FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 /12/07/2022

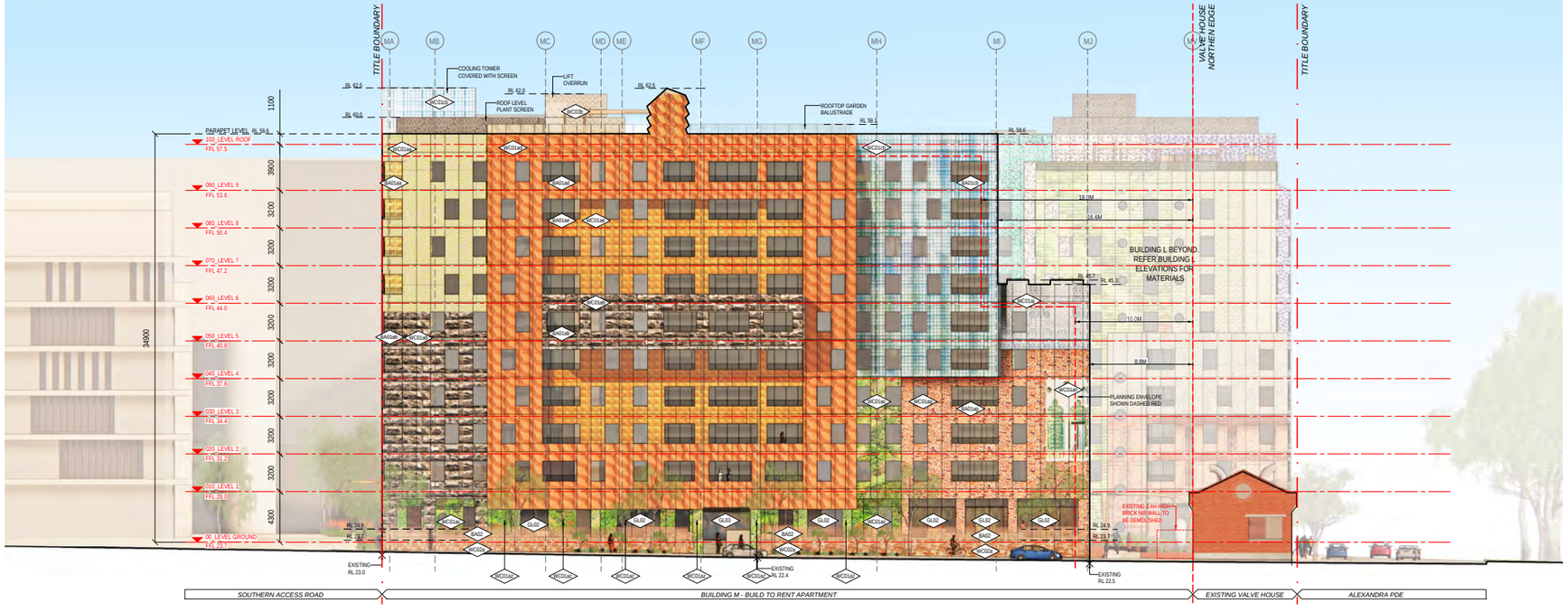
TP-A1112[05]



SOUTHERN ACCESS ROAD ELEVATION (NORTH)

LEGEND

- MATERIAL CODE — REFER TO SHEET NO. TP-A2400 TO TP-A2403 FOR FURTHER DETAILS
- PLANNING ENVELOPE SHOWN DASHED RED
- DENOTE DOORS TO LOADING DOCK OR CARPARK



GEORGE STREET ELEVATION (WEST)

ARM ARCHITECTURE

LEVEL 11, ROWDEN WHITE BREAKSPEAR VIC 3000 AUS
T/ 03 8613 2888 F/ 03 8613 2899
E/ melbourne@breakspear.com.au W/ armarchitecture.com.au
ABN 23 074 949 209

841 x 594 MILLIMETRES ON ORIGINAL

TOWN PLANNING

SOUTHERN ACCESS ROAD & GEORGE STREET ELEVATIONS

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200@ A1 / 11/07/2022

TP-A2000[03]

12/07/2022 12:22 (PRINT)

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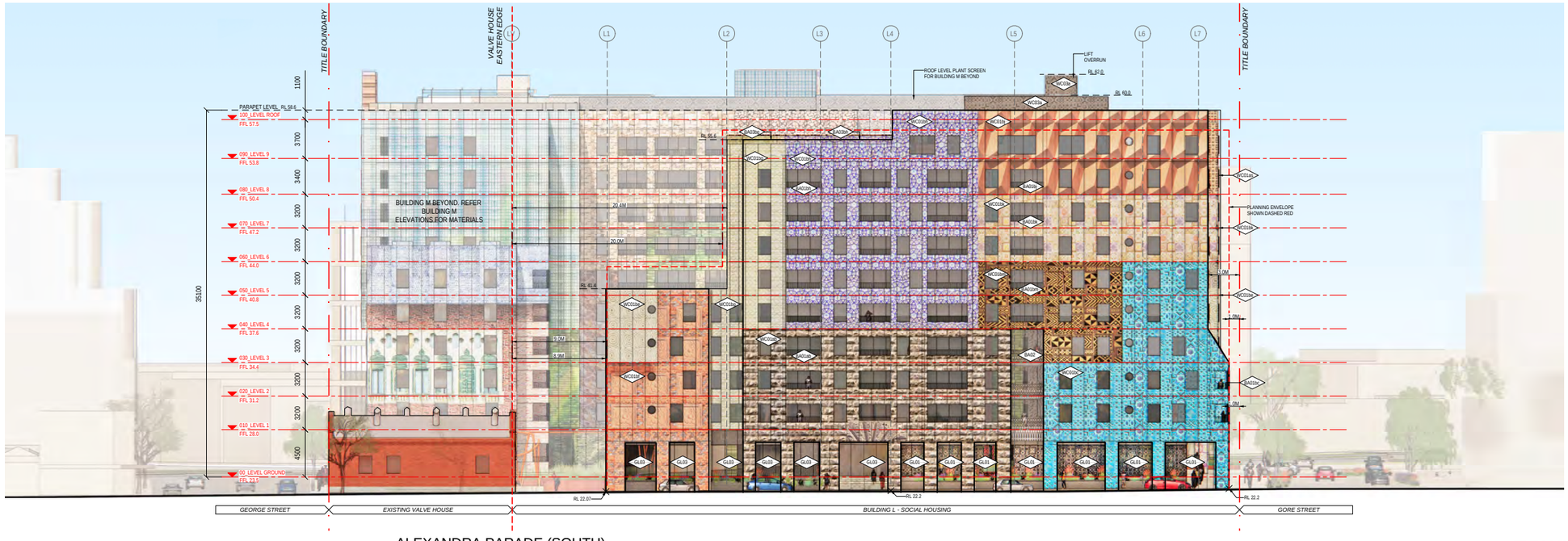
GORE STREET ELEVATION (EAST)



ALEXANDRA PARADE (SOUTH)

LEGEND

- MATERIAL CODE REFER TO SHEET NO. TP-A2400 TO TP-A2403 FOR FURTHER DETAILS
- PLANNING ENVELOPE SHOWN DASHED RED
- DENOTE DOORS TO LOADING DOCK OR CARPARK

ARM ARCHITECTURE

594
840

MILLIMETRES ON ORIGINAL

TOWN PLANNING

GORE STREET AND ALEXANDRA PARADE ELEVATIONS

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200@ A1 / 11/07/2022

TP-A2001[03]

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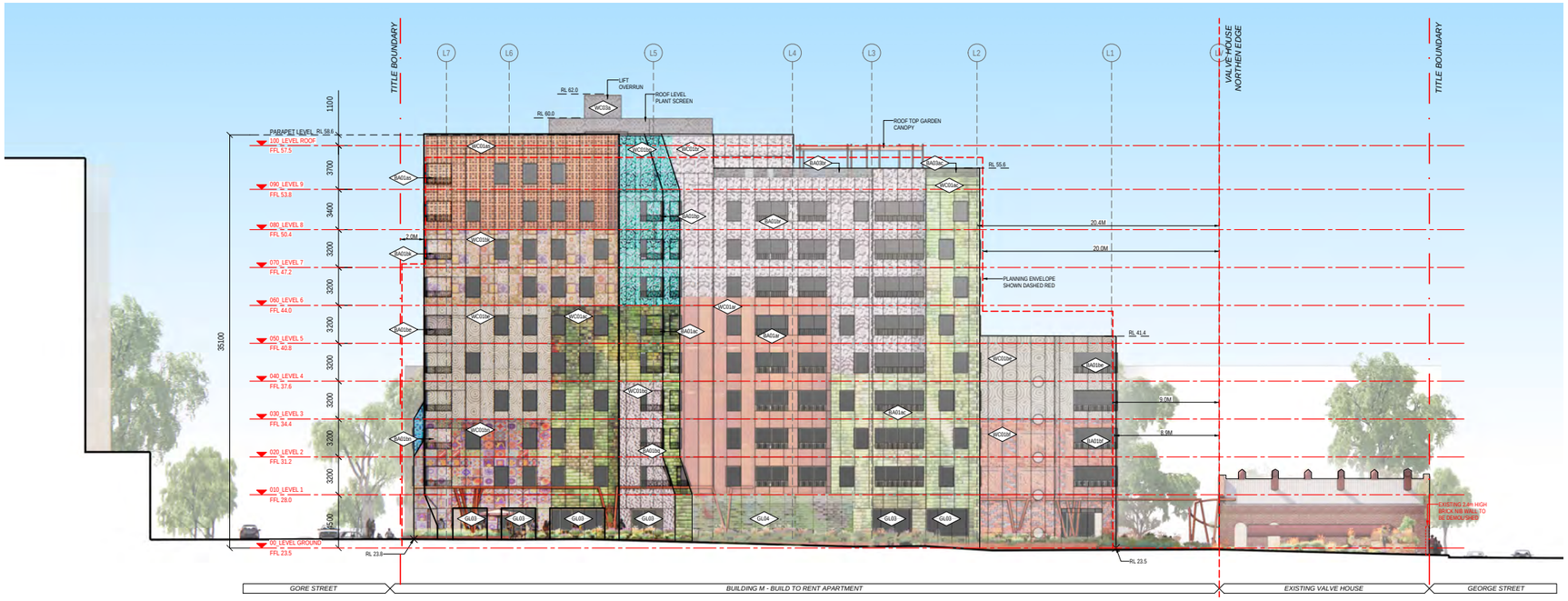

BUILDING L - NORTH ELEVATION (COURTYARD)

BUILDING L - WEST ELEVATION (COURTYARD)

LEGEND

- MATERIAL CODE — REFER TO SHEET NO. TP-A2400 TO TP-A2403 FOR FURTHER DETAILS
- PLANNING ENVELOPE SHOWN DASHED RED
- DENOTE DOORS TO LOADING DOCK OR CARPARK

ARM ARCHITECTURE

LEVEL 11, FUNDERE LANE MELBOURNE VIC 3000 AUS
T: +61 3 9654 2100 F: +61 3 9654 2199
E: mail@armarchitecture.com.au W: armarchitecture.com.au
ABN 33 876 369 809

594 840

0 10 20 30 40 50 60 70 80 90 100mm MILLIMETRES ON ORIGINAL

TOWN PLANNING

BUILDING L - NORTH & WEST ELEVATIONS

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200@ A1 / 11/07/2022

TP-A2100[03]

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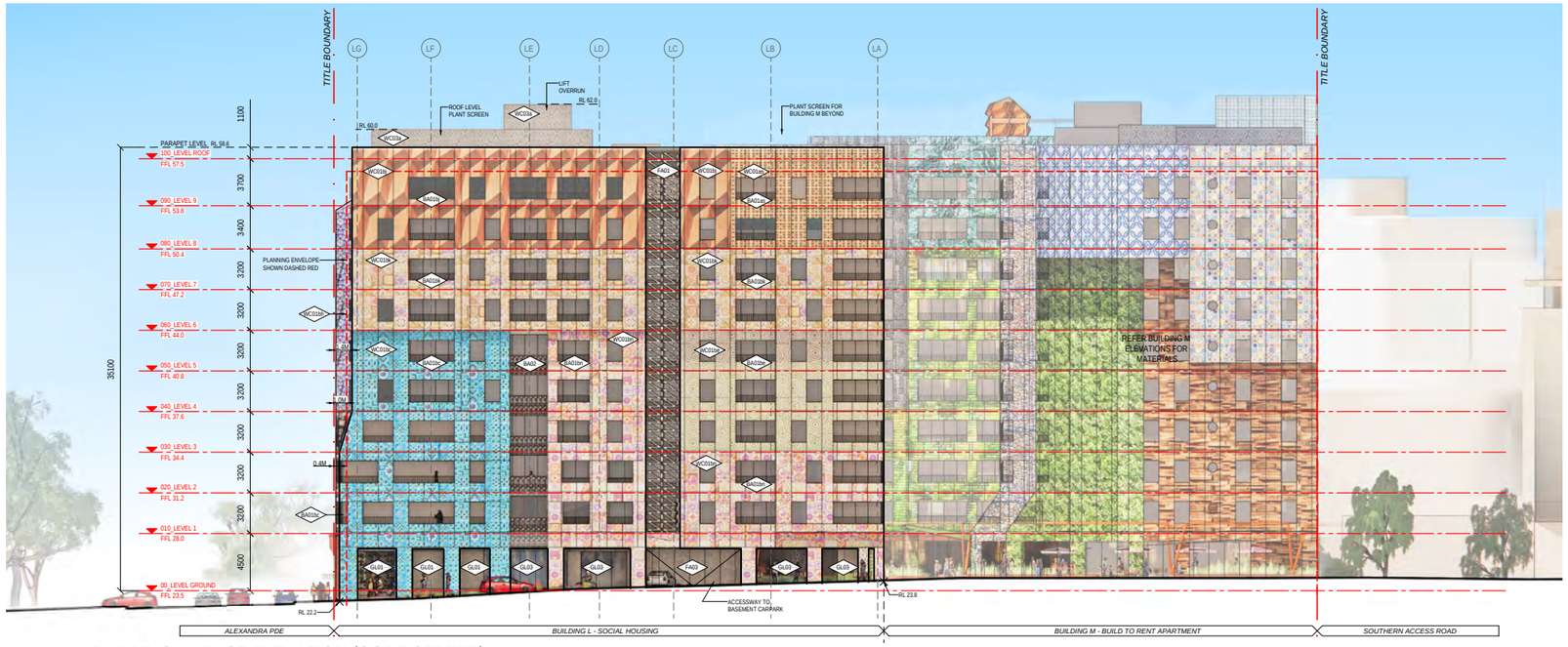
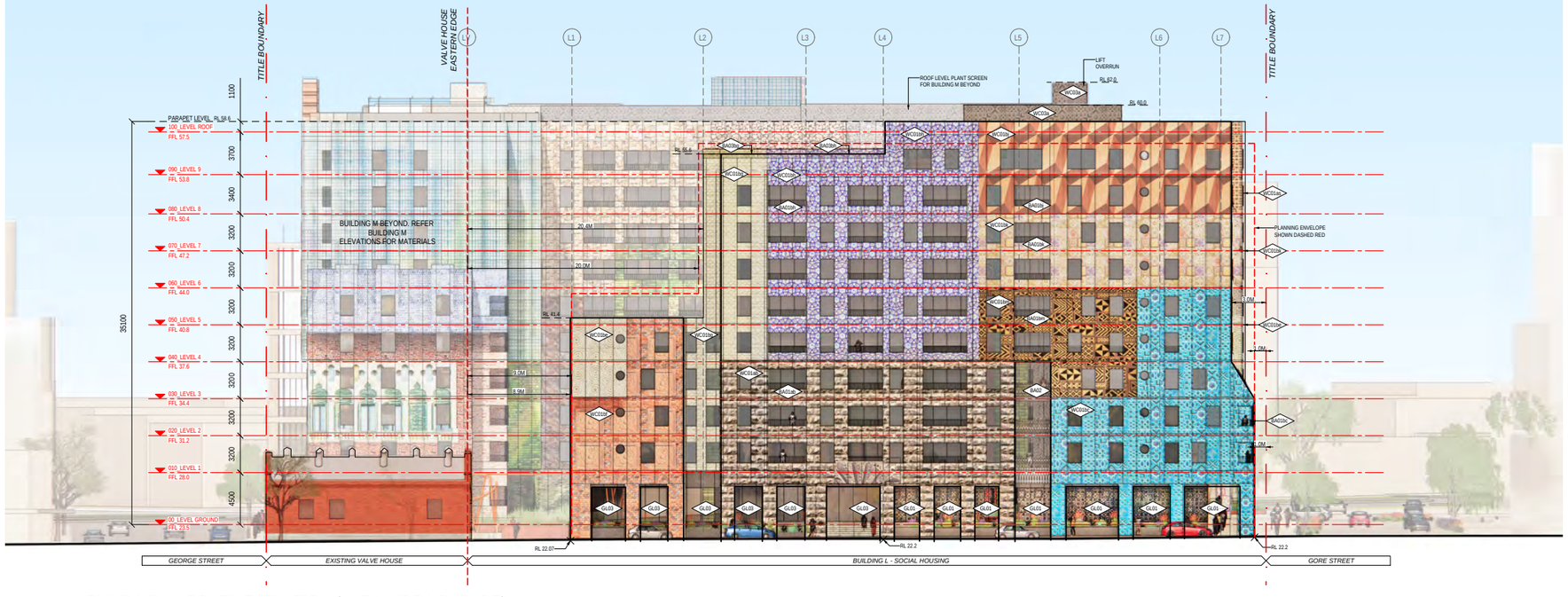


BUILDING L - EAST ELEVATION (GORE STREET)



BUILDING L - SOUTH ELEVATION (ALEXANDRA PARADE)

LEGEND

- MATERIAL CODE REFER TO SHEET NO. TP-A2400 TO TP-A2403 FOR FURTHER DETAILS
- PLANNING ENVELOPE SHOWN DASHED RED
- DENOTE DOORS TO LOADING DOCK OR CARPARK

ARM ARCHITECTURE

594
840

MILLIMETRES ON ORIGINAL

TOWN PLANNING

BUILDING L - EAST & SOUTH ELEVATIONS

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200@ A1 / 11/07/2022

TP-A2101[03]

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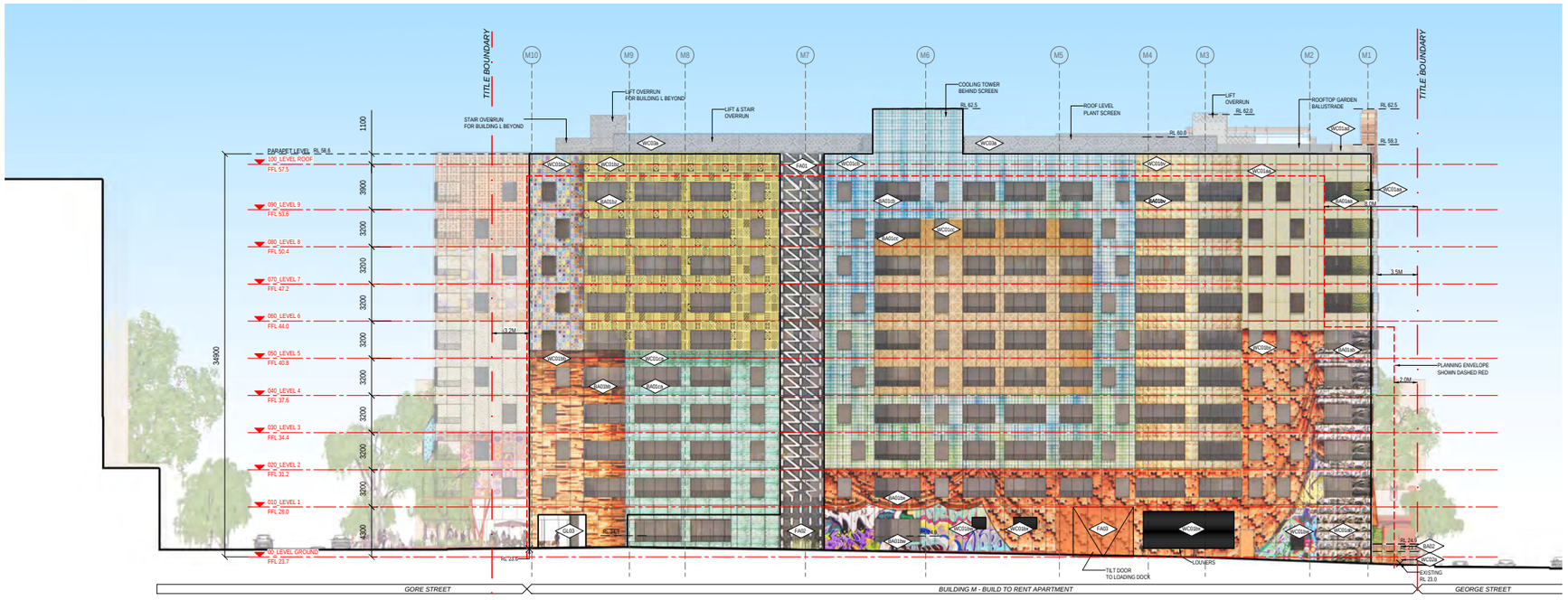
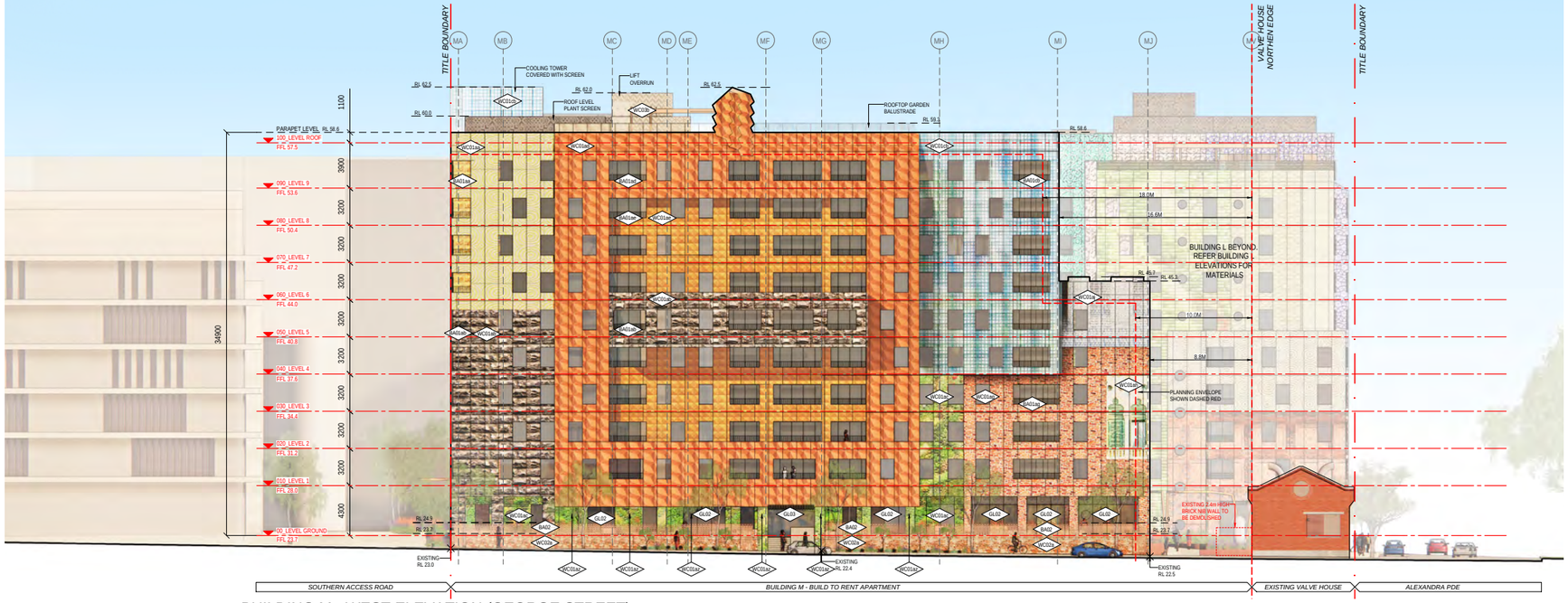


BUILDING M - NORTH ELEVATION (SOUTHERN ACCESS TO ROAD)



BUILDING M - WEST ELEVATION (GEORGE STREET)

LEGEND

- MATERIAL CODE REFER TO SHEET NO. TP-A2400 TO TP-A2403 FOR FURTHER DETAILS
- PLANNING ENVELOPE SHOWN DASHED RED
- DENOTE DOORS TO LOADING DOCK OR CARPARK

ARM ARCHITECTURE

LEVEL 11, FLINDERS LANE MELBOURNE VIC 3000 AUS
T / + 61 3 9654 0987 F / + 61 3 9654 0 988
E / mail@armarchitecture.com.au W / www.armarchitecture.com.au
ABN 23 576 069 859

594
840

0 10 20 30 40 50 60 70 80 90 100mm MILLIMETRES ON ORIGINAL

TOWN PLANNING

BUILDING M - NORTH & WEST ELEVATIONS

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200@ A1 / 11/07/2022

TP-A2200[03]

12/07/2022 12:36 (PRINT)

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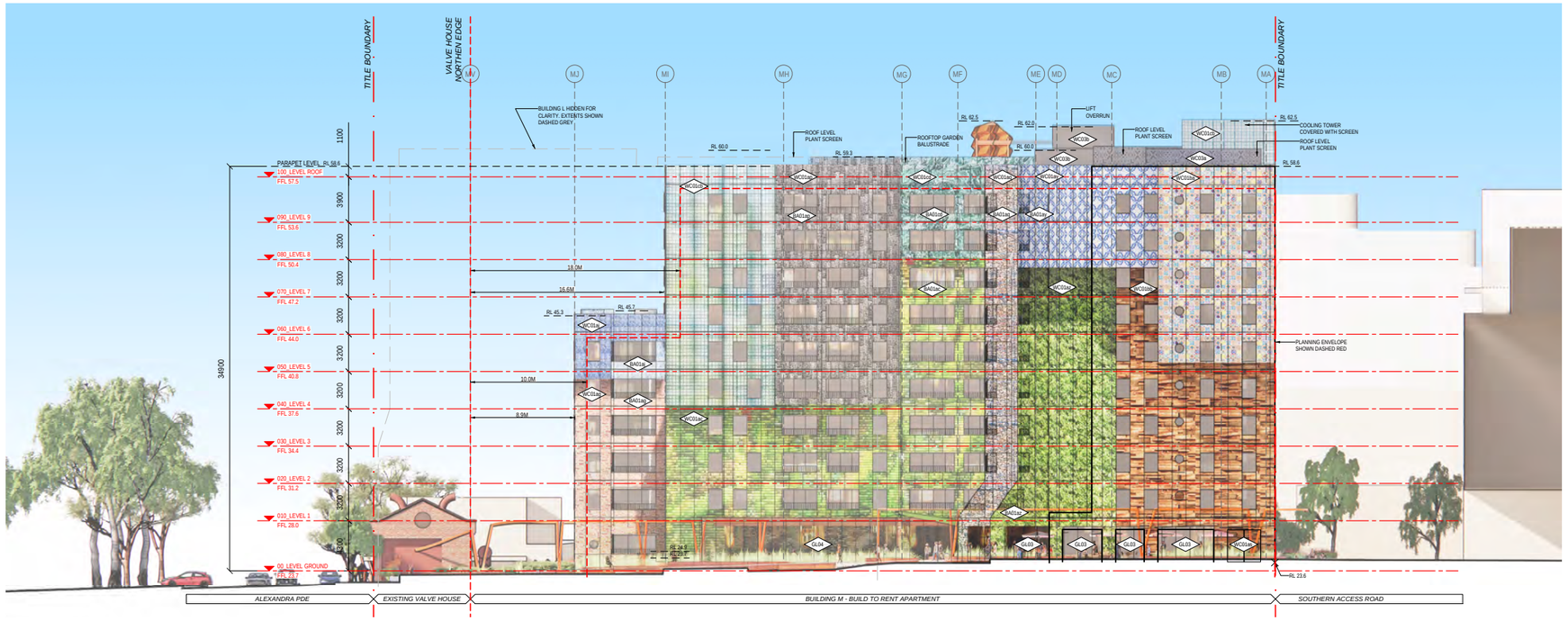
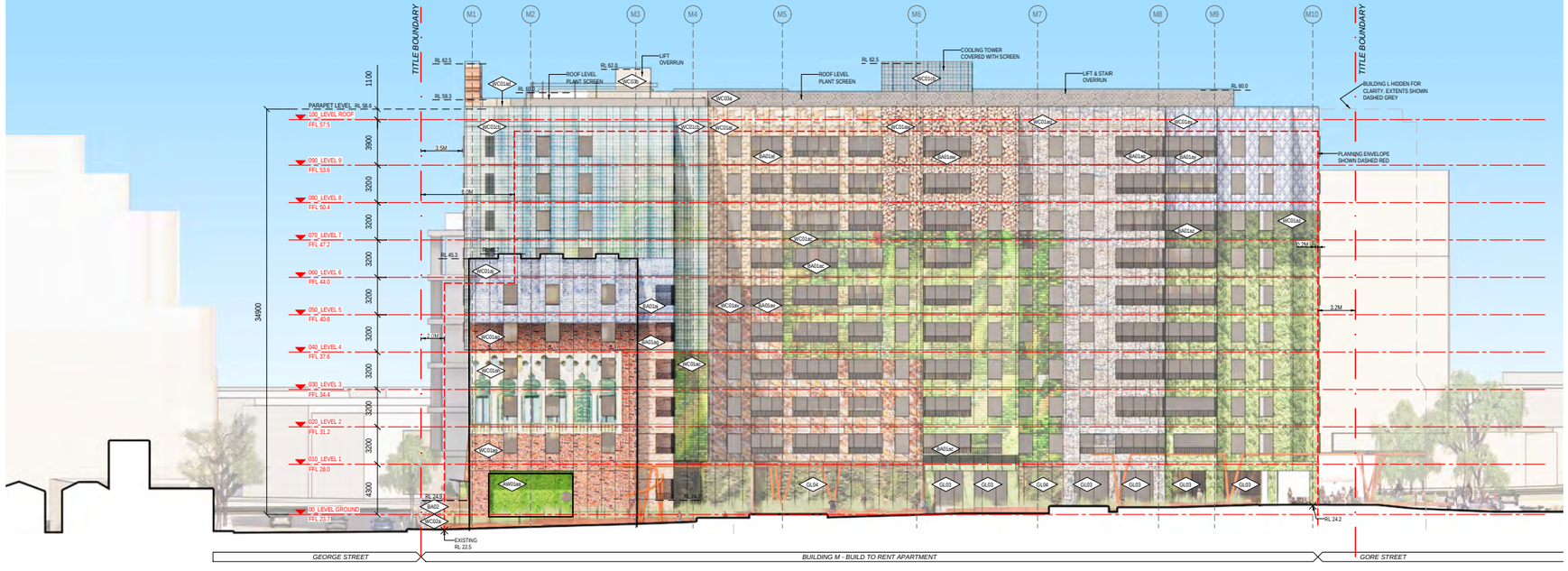


BUILDING M - EAST ELEVATION (GORE STREET & COURTYARD)



BUILDING M - SOUTH ELEVATION (COURTYARD)

LEGEND

MATERIAL CODE REFER TO SHEET NO. TP-A2400 TO TP-A2403 FOR FURTHER DETAILS

PLANNING ENVELOPE SHOWN DASHED RED

DENOTE DOORS TO LOADING DOCK OR CARPARK

ARM ARCHITECTURE

TOWN PLANNING

BUILDING M - EAST & SOUTH ELEVATIONS

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200@ A1 / 11/07/2022

TP-A2201[03]

12/07/2022 12:29 (PRINT)

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PRECINCT ENTRY

ARM ARCHITECTURE
LEVEL 11, FLINDERS LANE MELBOURNE VIC 3000 AUS
T/ 03 8613 1888 F/ 03 8613 1889
E/ mail@armarchitecture.com.au W/ armarchitecture.com.au
22 476 949 399

0 10 20 30 40 50 60 70 80 90 100mm MILLIMETRES ON ORIGINAL

TOWN PLANNING
EXTERNAL VIEW 04
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A3 / 26/05/2022

TP-A9003[02]

7. Confidential Planning Decisions Committee Reports

Nil.