

Planning Assessment Officer Report

PA2604311 – 173-177 BARKLY
AVENUE BURNLEY



Planning Assessment Officer Report
Development Assessment

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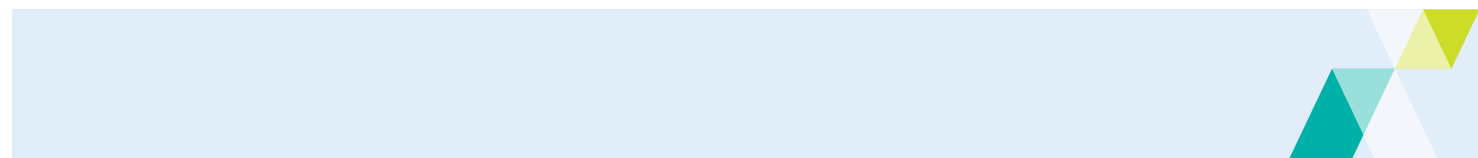


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Executive Summary



Key Information	Details		
Application No:	PA2604311		
Received:	31 March 2026		
Statutory Days:	60		
Applicant:	StorHub c/- Planning Property Partners		
Planning Scheme:	Yarra		
Land Address:	173-177 Barkly Avenue, Burnley VIC 3121		
Proposal:	Development of the land for a store/self-storage facility, associated business identification signage and alteration of access to a road in the Transport Zone 2.		
Development Value:	\$ 30.75 m		
Why is the Minister responsible?	In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible authority for this application because it a matter under matters under Divisions 1, 1A, 2 and 3 of Part 4 of the Act where Clause 53.22 applies.		
Clause 53.22 Eligibility	Category: Category 1		
	Sector: Commercial		
	Land use: Warehouse – listed in Table 2 of clause 53.22-1		
	Alignment with DFP threshold/criteria: Yes - \$30.735 million development cost (\$30 million threshold within metropolitan Melbourne)		
	OVGA: No		
	Invest Victoria: Yes		
	Quantity Surveyor report: Yes		
Why is a permit required?	Clause	Control	Trigger
Zone:	Clause 37.04	Commercial 2 Zone	Use the land for warehouse within 30m of residential land, and Construct a building or construct or carry out works
Overlays:	Clause 42.03	Significant Landscape Overlay Schedule 1	Construct a building or construct or carry out works with a height exceeding 6m.
	Clause 43.02	Design and Development Overlay Schedule 2	Construct a building or construct or carry out works.
	Clause 43.02	Design and Development Overlay Schedule 5	N/A
	Clause 45.06	Development Contributions Overlay Schedule 1	N/A
Particular Provisions:	52.05	Signs	Display of high wall internally illuminated business identification signage.
	Clause 52.06	Car Parking	N/A
	Clause 52.29	Land Adjacent to the Principal Road Network	Create or alter access to a Transport Zone 2
Cultural Heritage:	The site has been significantly disturbed. Discussed further below.		



Total Site Area:	2,944	m ²
Gross Floor Area:	15,089	m ²
Height:	8	Storeys excluding plant
	28.5	Metres excluding plant
	29.6	Metres (total to Australian Height Datum – highest point for PANS OPS)
Land Uses:	Self-storage (warehouse), ancillary office space.	
Parking:	Cars	Motorcycles
	13	0
		Bicycles
		12
Referral Authorities:	Head, Transport for Victoria (s55 – Determining) Yarra City Council (s52 Notice) Transurban (s52 Notice) Environmental Protection Agency (s52 Notice)	
Public Notice:	Notice of the application was undertaken by the applicant at the direction of the Minister for Planning and 17 objections were received.	
Delegates List:	Approval to determine under delegation received on 15 June 2026	



Application Process

4. The key milestones in the application process were as follows:

Application Process	Date
DFP Eligibility Letter Issued	3 March 2026
Application lodgement	31 March 2026
Decision Plans	Architectural plans prepared by Gray Puksand, dated 24 March 2026.
Other Assessment Documents	Acoustic Report prepared by Enfield Acoustics dated 24 March 2026 Urban Context Report prepared by Gray Puksand dated 24 March 2026 Landscape Plans prepared by Site Image 20 March 2026. Town Planning Report prepared by Planning Property Partners dated March 2026 Sustainable Management Plan and Stormwater Management Plan prepared by IGS dated 24 March 2026 Transport Impact Assessment prepared by onemilegrid dated 25 March 2026 Waste Management Plan prepared by onemilegrid dated 25 March 2026

5. The subject of this report is the decision plans (as described above).

Proposal Summary

6. The proposal can be summarised as follows:

Key Information	Details
Proposal:	Use and development of the land for a self-storage facility (warehouse) and the display of high wall internally illuminated business identification signage.
Total Site Area:	2,944 m ²
Gross Floor Area:	15,089 m ²
Height:	28.5m
Setbacks:	3.28m to ground floor north; 1.04-3.84m west; n/a south and east. Tiered on northern boundary, 15.7m @L6, 22.5 @ L8
Land Uses:	Warehouse; ancillary office space.
Car Parking:	11 (including 1 accessible)
Bicycle Parking:	12 (6x2 hoops shown on landscape)
Motorcycle Parking:	N/A
Loading and Waste arrangements:	Private collection proposed from internal refuse room. Three truck bays internal to the development.

Built form:

- Construction of an eight-storey self-storage building with a maximum height of approximately 28.5 metres and a total gross floor area of 15,089m².
- The building contains self-storage areas across multiple levels, with ground floor reception, office/administration, ancillary business incubator space, internal loading and car parking areas, waste storage, services and associated back-of-house areas.
- The built form is arranged to respond to the northern residential interface through increased upper-level setbacks, including landscape setbacks at the ground and first floor levels.
- Landscaping is proposed along the Adam Street interface and within upper-level setback areas to soften the presentation of the building.
- Vehicle access is proposed via Barkly Avenue, with egress only to Adam Street.

Use and operation:

- Use of the land for a self-storage facility, including seven levels of flexible storage space with optional internal partitions based on customer requirements.
- The self-storage component is proposed to operate with 24-hour, seven-day customer access, including public holidays, through secure access arrangements.
- The office/reception component is proposed to operate between 8:30am and 5:30pm, Monday to Saturday.
- The ground floor includes loading, back-of-house areas, reception/administration and ancillary business incubator facilities.
- The proposal provides on-site car parking and loading, including 9 car spaces, 3 truck bays, 1 accessible space and bicycle parking hoops.
- Infrastructure for future EV charging to 20 per cent of car parking spaces is proposed to be included in the services design.

4. Signage:

- Two internally illuminated high-wall business identification signs are proposed.
- Each sign is approximately 7.2 metres by 3.5 metres.
- The signs are located on the upper levels of the building and are directed toward Barkly Avenue and the Barkly Avenue/Adam Street corner.
- The signs identify the self-storage operator and form part of the overall building presentation to the commercial road frontage.

7. The applicant has provided the following concept images and elevations of the proposal:



Figure 1 View from south of Barkly Avenue, corner with Adam Street



Figure 2 Barkly Avenue facade (south)



Figure 3 Adam Street facade (west)

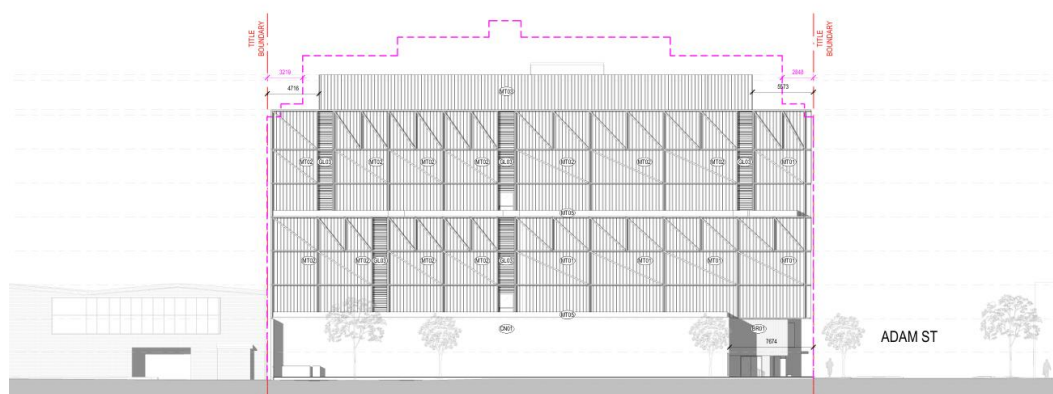


Figure 4 Residential interface (north facade)

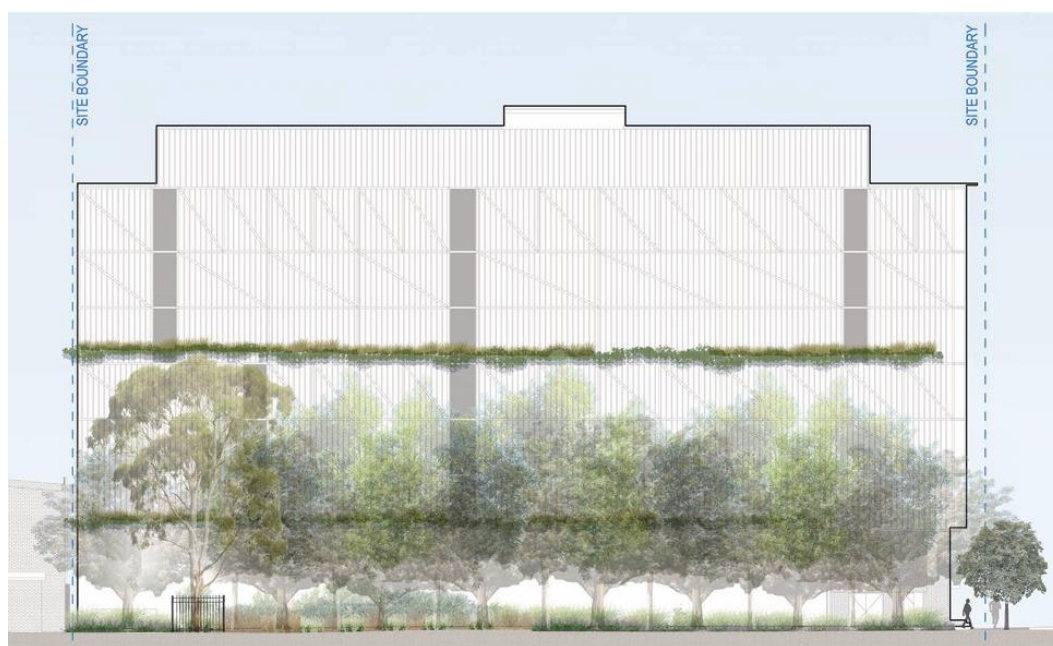


Figure 5 Landscaping to north facade



Site Description

8. The site is located on the north-east corner of Barkly Avenue and Adam Street. The site measures 58.7m by 49.8m and has frontages to Adam Street and Barkly Avenue, with a total size of 2,944m².
9. The site is developed with a brick commercial building, most recently associated with a retail premises, with remnants of a former industrial or warehouse building and a retained/propped Adam Street facade. The existing building includes a saw-tooth roof with mounted solar panels.
10. The site is formally described as Lot 1 on PS613840L.
11. There is a 27.12m x 0.18-0.48m easement (E-1) for a supporting wall in favour of the adjoining lot. The proposal does not include works within this area, and therefore no further assessment is required.

Site Surrounds

12. The surrounding development consists mainly of residential development to the north, commercial development to the east and west.
 - **North:** Single and double storey residential properties fronting Adam Street and backing on to St Louis Place.
 - **South:** Barkly Avenue – a four-lane arterial road, Barkly Reserve and the CityLink/Monash Freeway corridor, with the Yarra River beyond.
 - **East:** An existing two-storey commercial building at 182-184 Stawell Street, built to the common boundary, with associated car parking areas to the north and east
 - **West:** Adam Street, with commercial buildings fronting Barkly Avenue, and dwellings north of West Street, within the General Residential Zone.
13. A site inspection of the subject site and surrounds was undertaken on 18 May 2026. Images of the site and surrounds are reflected in Figure 6 - Figure 11.



*Figure 6 Views of the subject site
from south of Barkly Avenue*



Figure 7 Views of the existing Adam Street interface



Figure 8 Views from the site to the west side of Adam Street



Figure 9 East side of Adam Street north of the subject site



Figure 10 Views north (left) and south (right) along Adam Street



Figure 11 View southeast across Barkly Avenue



Municipal Planning Strategy

14. The following objectives and strategies of the Municipal Strategic Statement of the scheme are relevant to the proposal:

Clause	Description
02.01	Context
02.02	Vision
02.03-1	Settlement – Docklands
02.03-3	Amenity, Safety, Noise

Planning Policy Framework

15. The following objectives and strategies of the Planning Policy Framework of the scheme are relevant to the proposal:

Clause 11	Settlement
11.01-1R	Settlement – Metropolitan Melbourne
Clause 13	Environmental Risks and Amenity
13.05-1S	Noise management
13.07-1S	Land use compatibility
Clause 15	Built Environment and Heritage
15.01-1S	Urban design
15.01-1L	Urban design
15.01-1L-01	Signs
15.01-2S	Building design
15.01-2L	Building design
15.01-2L-01	Environmentally sustainable development
15.01-4S	Healthy neighbourhoods
15.01-5S	Neighbourhood character
Clause 17	Economic Development
17.01-1S	Diversified economy
17.01-1R	Diversified economy – Metropolitan Melbourne
17.02-1S	Business
17.02-2S	Out-of-centre development
Clause 18	Transport
18.01-1S	Land use and transport integration
18.02-1S	Walking
18.02-2S	Cycling
18.02-4S	Roads
18.02-4L-01	Car parking



16. The assessment section of this report provides a detailed assessment of the relevant planning policies .

Zoning and Overlays

Applicable Zone

17. A planning permit is required to construct a building or construct or carry out works accordance with to Clause 34.02-4 (Commercial 2 Zone). The purpose of the Commercial 2 Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

18. The following sections include a discussion of how the proposal responds to these requirements.

Applicable Overlays

19. A planning permit is required to construct a building or construct or carry out works in accordance with:

- Clause 42.03-2 – *Significant Landscape Overlay Schedule 1 (SLO1)*, and
- Clause 43.02-2 – *Design and Development Overlay Schedule 2 (DDO2)*.

20. The SLO1 relates to the Yarra River corridor and seeks to protect and enhance the landscape character and environmental values of land in proximity to the Yarra River. A permit is required to construct a building or construct or carry out works. The objectives relevant to this proposal are:

- *To protect and enhance the landscape character of the Yarra River corridor.*
- *To ensure that buildings and works are designed and sited to minimise visual impact on the landscape.*
- *To ensure that development responds to the natural, visual and environmental values of the river corridor.*
- *To encourage landscaping that contributes to the landscape setting and softens built form.*

21. The DDO2 relates to Main Roads and Boulevards and recognises the importance of main roads to the overall image of the city. A permit is required to construct a building or construct or carry out works. The objectives relevant to this proposal are:

- *To recognise the importance of main roads to the image and identity of the city.*
- *To reinforce the pattern of development and character of the street.*
- *To ensure that the design, scale, form and appearance of development responds to its streetscape context.*
- *To encourage buildings that provide an appropriate address to main road frontages.*

22. The assessment sections include a discussion of how the proposal responds to these overlay requirements .

Other Overlays

23. The Design and Development Overlay (Schedule 5) affects the site and relates to the CityLink Exhaust Stack Environs. The overlay seeks to ensure that development around the CityLink exhaust stack is not adversely affected by the operation of the stack, and does not adversely affect the operation of the stack. A permit is not required to construct a building or construct or carry out works under DDO5. The schedule requires notice to be given to the



relevant authorities where a permit is otherwise required under the scheme. Notice was provided as detailed in the Notice section below.

24. The site is also affected by the Development Contributions Plan Overlay. The overlay does not trigger a planning permit requirement for the use or development, but identifies that a development contribution may be payable in accordance with the relevant incorporated development contributions plan. This will be addressed by a standard permit condition.

Particular and General Provisions

Provisions that Require, Enable or Exempt a Permit

25. *Clause 52.05 – Signs*: A permit is required for the proposed internally illuminated high-wall business identification signs. The Commercial 2 Zone is a Category 1 signage area.
26. *Clause 52.06 – Car parking*: The advertised Town Planning Report states that a store/self-storage facility is assigned a parking rate of 5 percent minimum and 10 percent maximum of site area. Based on the site area the required dedicated car parking/accessway range is between 146 and 294m². The proposal provides 149m² for dedicated car parking, with additional internal loading areas.
27. *Clause 52.29 – Land adjacent to the Principal Road Network*: Barkly Avenue is in the Transport Zone 2 and the proposal will alter access to this zone. A permit is required to create or alter access to a road in the Transport Zone 2.

General Requirements and Performance Standards

28. *Clause 53.18 – Stormwater management in urban development*: The proposal includes water sensitive urban design measures addressed in the Sustainable Management Plan and Stormwater Management Plan. These are assessed below.
29. *Clause 53.22 – Significant economic development*: The application is pursued under the significant economic development pathway. This is addressed below.
30. *Clause 65 – Decision guidelines*: The matters in Clause 65 and section 60 of the Act are addressed through this assessment, including the Planning Policy Framework, the purpose of the zone and overlays, orderly planning, amenity, environment, loading, transport and the adequacy of infrastructure.

Cultural heritage

31. The site is within an area of Aboriginal cultural heritage sensitivity. However, the current and previous development of the land indicates that the land has been subject to significant ground disturbance and is exempt from the need for a Cultural Heritage Management Plan. This is consistent with the position taken for the existing approval on the land.



Referrals

32. The application was referred to the following groups:

Provision / Clause	Organisation	Response and date received
Section 55 Referral – Determining	Head, Transport for Victoria	5 May 2026 – No objection subject to conditions
Section 52 Notice	Yarra City Council	28 May 2026 – Objection; proposed conditions provided.
Section 52 Notice	Environmental Protection Agency	8 April 2026 – No objection, no comment (DDO5)
Section 52 Notice	Transurban	8 April 2026 – No objection, no comment (DDO5)

Municipal Council Comments

33. Yarra City Council (the council) considered the application at its Planning Decisions Committee Meeting on 26 May 2026. The council determined to object to the proposal on the following grounds:

- (a) *The design, materials, street walls, limited ground level activation and articulation of the building provides a poor response to the context and does not represent a development that will make a positive contribution to the area and fails to comply with provisions at Clause 15.01-2L, Clause 15.01-2S, Clause 15.01-1S and Clause 15.01-1L;*
- (b) *The development fails to recognise and reinforce the pattern of development and character of the street, including in building design and fails to meet the design objectives of Schedule 2 of the Design and Development Overlay; and*
- (c) *The application material does not demonstrate how the purpose of Clause 53.22 (the Clause under which the application has been made) is achieved. Council does not consider the Development Facilitation Program to be the appropriate mechanism for the application as it is questionable that in the context of the City of Yarra, that a self-storage facility makes a significant contribution to the local or Victorian economy or provides substantial public benefit, including employment. At a minimum a genuine co-working space and other supporting commercial uses should be provided at the ground floor, and the building should be designed to enable its transition to employment generating uses in the future.*

34. The design policy and objectives are discussed in the assessment section. The Clause 53.22 eligibility is addressed in the Executive Summary table above.

35. Despite the above objection, the council provided a set of conditions should the permit be issued. These have generally been adopted with the exception of major redesign and construction management conditions. These are discussed through the assessment section, and a response matrix is included at Appendix 1.

Notice

36. The application is not 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 *Planning and Environment Act 1987* pursuant to the following provisions:

- Clause 34.02 – Commercial 2 Zone
- Clause 42.03 – Significant Landscape Overlay Schedule 1
- Clause 43.02 – Design and Development Overlay Schedule 2
- Clause 52.05 – Signs



37. The application 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 *Planning and Environment Act 1987* pursuant to the following provisions:

- Clause 52.29 – Land Adjacent to the Principal Road Network

38. The applicant was directed to give notice by way of erecting signs on the site and notifying adjoining owners and occupiers.

Objections

39. 17 objections were received, generally raising the following topics:

- | | |
|---------------------------|----------|
| • Built form | • Noise |
| • Neighbourhood character | • Use |
| • Traffic | • Notice |

Response to submission themes

40. The following provide summary responses to the key themes raised in the submissions. These are more fully addressed in the Assessment section which follows.

Built form

41. The built form is generally within the envelope approved by Yarra City Council under planning permit number PLN20/0868.

42. While the proposal is a substantial eight-storey building, the site is within the Commercial 2 Zone and has a direct interface with Barkly Avenue and the CityLink corridor. The proposal presents a stronger commercial form to Barkly Avenue, while the northern interface is managed through increased upper-level setbacks, articulation and landscaping. These matters are considered further in the built form assessment below.

Neighbourhood character

43. The proposal has been designed to manage the residential interface to the north and transition to the more robust commercial/transport interface to the south. The proposed building:

- Steps back progressively from the northern boundary, and includes deep planting and terrace landscaping on this boundary,
- Directs more intensive built form to Barkly Avenue,
- Contains loading and waste within the site, and
- Is supported by acoustic, traffic, waste and sustainability assessments.

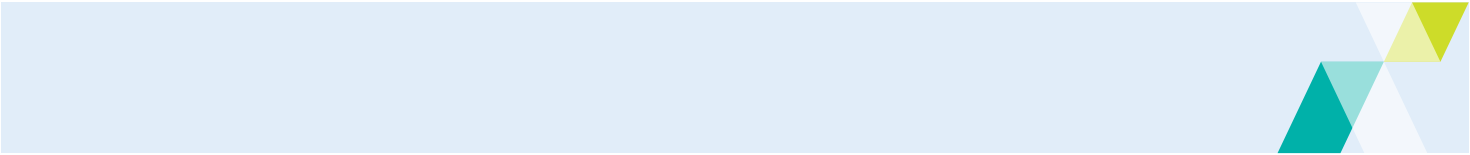
44. This is appropriate given the commercial zoning of the site and its position between the freeway and a residential zone. The result is a development that protects nearby residential amenity while improving the built form presentation of the site.

Traffic

45. The Transport Impact Assessment demonstrates that traffic generation will be low. The proposal is expected to generate between 11 and 20 vehicle movements in the AM peak and between 11 and 23 vehicle movements in the PM peak, or approximately one vehicle every 3-5 minutes. This is not expected to materially affect queues, congestion or delay on Adam Street or Barkly Avenue. The egress at Barkly Avenue will be left only, and those wishing to turn right at Barkly Avenue will be able to exit the development via Adam Street. Subject to Head, Transport for Victoria conditions, the traffic impacts are acceptable.

Noise

46. Noise impacts have been assessed by Enfield Acoustics. The modelling shows compliance with the Noise Protocol and sleep disturbance threshold for internal storage activity and vehicle ingress/egress. The self-storage use is not



machinery intensive, and customer movements during the night period are expected to be infrequent. The standard conditions relating to noise attenuation (endorsement of report) and noise control (EPA) will be included to ensure the external impacts are minimal.

Concern about the use

47. The self-storage use is appropriate in the Commercial 2 Zone because it is consistent with the zone's commercial and service function. The permit requirement is triggered because the use is within 30m of residential land, enabling an assessment of potential amenity impacts. The traffic, acoustic, and waste reports have been assessed and the use is not considered to cause unreasonable amenity impacts, subject to the conditions discussed below.

Lack of effective communication / notice

48. Notice was given in accordance with section 52 of the *Planning and Environment Act 1987*. This included notice by post to the adjoining and immediately adjacent residents and landowners. Signs were also erected on the Adam Street and Barkly Avenue frontages.
49. DTP was made aware on 18 May 2026 that the Adam Street sign had come off the wall due to severe weather. As the applicant was unable to prove when the sign had come down, notice was extended for the period between the confirmed posting of the sign (7 May 2026) and its reposting (18 May 2026). This approach ensured that affected parties had a fair opportunity to review the application material and make submissions. The notice process was therefore adequate and fair and in accordance with the legislative requirements.



Key Considerations

50. The following are deemed the key considerations in assessing the acceptability of the proposal:

- Built form outcome and transition to residential land
- Amenity impacts of use

Strategic Direction

51. The *Planning Policy Framework* encourages appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning. As the proposal is
52. The proposal has strategic support within the Yarra Planning Scheme because it makes productive use of land in the Commercial 2 Zone for an employment-generating commercial use. The Yarra Municipal Planning Strategy identifies the importance of supporting employment land within industrial and commercial areas and minimising pressure for residential conversion of employment precincts. The proposal is consistent with that direction by retaining the land for a commercial purpose rather than introducing a sensitive or residential use into a commercially zoned location.
53. The site is identified in the Strategic Framework Plan at Clause 02.04 as commercial land. The broader physical context is mixed and transport-influenced, with Barkly Avenue, the freeway and nearby public transport providing a robust southern context, and lower-scale residential land to the north requiring a managed transition.
54. Clause 11 supports settlement and land use outcomes that make efficient use of existing urban infrastructure, while Clause 17 supports economic development, business activity and employment-generating uses in appropriate locations. A self-storage warehouse is consistent with this policy direction because it provides a commercial service use within an established urban area, close to the Principal Road Network and public transport connections. The proposal also responds to built environment policy at Clauses 15.01-1S and 15.01-2S by providing a purpose-built commercial building rather than relying on ad hoc or underutilised development of the site.

Land Use

55. The purpose of the Commercial 2 Zone (C2Z) is to accommodate commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, associated business, and commercial services. A self-storage warehouse is consistent with the broader commercial and service role of the zone, particularly on a site with frontage to Barkly Avenue and within an established mixed commercial and industrial context. The use is also less intensive than many other commercial or industrial uses that could reasonably locate within the zone.
56. As the subject site is within 30 metres of residential land, the warehouse use is a Section 2 use. The permit trigger enables consideration of the amenity impacts of the use on nearby residential land. Acknowledging the sensitive interface, the storage activity, loading, vehicle circulation, and waste collection are all contained within the proposed building. The use is expected to generate lower levels of on-site staff, customer activity, deliveries, and extended trading activity than many alternative commercial uses. The application includes reports on acoustic, traffic, and waste management, and operational material which support the warehouse use on this particular site.
57. The C2Z decision guidelines for the use are:
- A use must not detrimentally affect the amenity of the neighbourhood, including through the:*
- *Transport of materials, goods or commodities to or from the land.*
 - *Appearance of any building, works or materials.*
 - *Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.*
58. In relation to the decision guidelines:



- The premises will be staffed between 8.30am and 5.30pm Monday to Saturday, while customers will have 24h access to the facility. The council's recommended conditions propose limiting access for delivery and collection of goods from 7am to 7pm, however is it considered appropriate to limit the *commercial* delivery and collection of goods associated with the management of the facility. This will enable access at times convenient to customers, while limiting overnight acoustic impacts.
- The appearance of the buildings and works is more fully assessed below.
- The submitted reports support the suitability of the use, subject to standard amenity conditions.
- An operational management plan will ensure the appropriate management of all potential impacts and provide a clear mechanism for escalation of any issues.

59. The amenity impacts are discussed in more detail below.

60. On this basis, the proposed use is acceptable in principle within the Commercial 2 Zone, subject to conditions.

Buildings and Works

Overview of relevant decision guidelines

61. The zoning and overlay provisions have been considered in the application.

62. The purpose and decision guidelines of the SLO have been considered and it is noted that:

- The site is already developed and contains no meaningful landscape or vegetation contribution to the Yarra River corridor, so the proposal will not result in the loss of significant landscape elements.
- The land is physically separated from the Yarra River by Barkly Avenue, open space and transport infrastructure, limiting its relationship to the river corridor and reducing the relevance of broader landscape impacts.
- While the building may have some limited visibility from parts of the Yarra River corridor, it is not located within a key view line.

63. The purpose and decision guidelines of the DDO2 have been considered and it is noted that:

- The siting, scale and form of the building provide a strong built edge to Barkly Avenue, recognising the importance of main roads and boulevards to the image and presentation of the municipality.
- The building has been designed with façade articulation and material differentiation which assist in reducing visual bulk and providing an acceptable presentation to the Barkly Avenue streetscape.
- The proposal provides a legible street address, with the reception/office component and pedestrian entry assisting in presenting an active and identifiable frontage to the main road.
- The treatment of the Barkly Avenue façade avoids a blank or utilitarian presentation, with the architectural composition, glazing, vertical elements and signage integrated into the overall building design.
- The proposal responds to the surrounding context by concentrating the stronger commercial built form toward Barkly Avenue, while using setbacks and landscaping to moderate the transition to the more sensitive residential interfaces.

64. The proposal is appropriate having regard to the built-form decision guidelines of the C2Z as follows:

- The proposal provides acceptable pedestrian, cyclist and vehicle access.
- The loading and waste collection is accommodated on-site and able to operate without unreasonable impact on Barkly Avenue or Adam Street. The low-traffic nature of the self-storage use supports this outcome.

- The proposed on-site car parking and loading arrangement is acceptable for the self-storage use and is expected to meet the practical demand generated by the development.
- The building provides a contemporary commercial streetscape response, with a defined pedestrian entry, articulated façades and landscaping to soften the Adam Street and residential interfaces.
- The ground-floor office/reception component assists with passive surveillance and avoids a wholly inactive street presentation.
- The site is within an established urban area and can be connected to all required services
- The land is already developed, and no significant natural or cultural values have been identified that would preclude the proposal.
- No outdoor storage is proposed, with storage activities and waste areas contained within the building. Lighting and stormwater can be managed through standard permit conditions to avoid unreasonable off-site impacts.
- The proposal is acceptable in relation to solar access.

Building Design and Massing

65. The building presents a more solid commercial form to Barkly Avenue, with material and surface variation, framing elements, and signage to provide visual interest and break up the massing. This response is appropriate given the main road context, and the existing commercial and industrial character of this part of Burnley. This responds positively to the public realm and local context, as sought by Clauses 15.01-1S and 15.01-2S.
66. The Adam Street interface is more sensitive given its relationship to residential land. The proposal responds to this interface through a more moderated ground-level presentation, including a recessed vehicle exit, landscaping, and a brick wall referencing the existing built form. The remainder of the façade repeats the framing and material elevation of the Barkly Avenue façade, with an additional visual break aligned with West Street as shown in Figure 12. The result provides a balance of visual interest, passive surveillance, and shielding of sensitive uses, and are consistent with the local urban design outcomes sought by Clause 15.01-1L.



Figure 12 Adam Street facade viewed from Wall Street.

67. The northern interface is managed through setbacks at all levels and landscaping. The setbacks increase from approximately 3.3 metres at ground level, to 10.3 metres at the first to third floor levels, 15.7 metres at the fourth to

sixth floor levels, and more than 22 metres to the upper level. This stepped form assists in reducing the apparent scale of the building and provides an appropriate transition to the adjoining residential area, consistent with the building design considerations at Clause 15.01-2L and the land use compatibility objective at Clause 13.07-1S.

68. The overall building envelope has also been considered in the context of the previously approved development on the site under PLN20/0868. The current proposal sits generally within, and is lower than, that approved envelope. This is relevant in demonstrating that a substantial built form has previously been found acceptable on the land, subject to appropriate design and interface management. The current proposal also includes façade depth, material changes, glazing and recessed upper levels to break up the mass of the building and reduce perceived bulk.
69. Landscaping and sustainability measures are incorporated into the design, including deep soil and terrace planting, landscaping to the Adam Street interface, a raingarden, a 4,000 litre rainwater tank, drought tolerant/native planting, all-electric services, efficient fixtures and lighting, double glazing and rooftop solar PV. These measures assist in softening the built form and improving the overall environmental performance of the development, consistent with Clauses 15.02-1S and 15.02-1L. Overall, the proposal provides an acceptable building design and massing outcome, responds to its commercial context, manages its residential interfaces, and avoids the more limited presentation that can often be associated with self-storage buildings.

Amenity

Overshadowing

70. Due to the location of the site, there is no overshadowing of any sensitive adjacent land and shown in Figure 13 below. It is noted that Barkly Avenue Reserve is zoned Industrial 3.



Figure 13 Shadow diagrams for (left to right) 10am, 12pm, and 3pm on 22 September

Noise

71. The Acoustic Report prepared by Enfield Acoustics used sensitive receivers at Adam Street to the west, Adam Street to the north and Stawell Street to the north-east. Background noise monitoring at approximately 1:00am recorded an Adam Street background level of 37 dB(A) LA90, with the ambient environment dominated by distant traffic noise.
72. The acoustic assessment modelled internal storage activity, vehicle ingress/egress, mechanical plant and waste collection. Worst-case internal self-storage activity was predicted to comply with Noise Protocol limits at all sensitive locations by significant margins. The results were all below the 65 dB(A) sleep disturbance threshold. Vehicle ingress/egress is also predicted to comply with Noise Protocol and sleep disturbance criteria.

73. The acoustic effects will not cause an unreasonable amenity impact on the neighbouring sensitive uses. Standard conditions will be included to endorse the acoustic report and ensure ongoing compliance with this and EPA regulations.

Public Realm

74. As discussed above, the Barkly Avenue ground level provides substantial glazing to the office and incubator elements of the proposal. This contributes to an active streetscape.
75. The Adam Street interface provides landscaping setbacks, glazing to the southern portion, and a brick wall referencing the existing to the northern portion. This treatment softens the transition to the residential zoning north of the site and direct the activity to the Barkly Avenue frontage.
76. Permit conditions will ensure the delivery of any required public realm upgrades immediately adjoining the site.

Landscaping

77. The proposal includes ground level trees, shrub planting, terrace planting and a raingarden. The planting palette includes Silver Wattle, Narrow Leaf Peppermint, Yellow Gum, Blue Flax Lily, Hop Goodenia, Running Postman, Kangaroo Grass, Purple Coral Pea, Basket Grass and Knobby Club Rush. The northern interface includes evergreen trees and indigenous planting, using Silver Wattle and Yellow Gum canopy planting to provide a meaningful green buffer to adjoining dwellings. The proposed landscaping is shown in Figure 5 and Figure 14.
78. The landscape response is an important component of the development's response to the sensitive residential interface. It softens the transition to residential properties, contributes to urban greening and urban cooling, and improves the visual quality of the Adam Street interface.



Figure 14 Landscape terracing plan

Car and Bicycle Parking, Loading, and Other Services

Car Parking

79. The store/self-storage facility is assigned a parking rate of 5 percent minimum and 10 percent maximum of site area. Based on the site area the required dedicated car parking/accessway range is between 146 and 294m². The

proposal provides 149m² for dedicated car parking, with additional internal loading areas, and therefore does not require a permit

80. In relation to the decision guidelines of cl 52.06:

- The proposal provides car parking within the required range for a store/self-storage use and is expected to satisfy demand for the low-intensity use. The transport assessment confirms there are no traffic engineering reasons to refuse the proposal.
- The site is in an established inner-urban area with access to public transport, bicycle parking and pedestrian connections. Twelve bicycle spaces are provided near the entrance, supporting non-car access for staff and visitors.
- The access, car parking, loading and circulation layout is acceptable and enables vehicles to enter and exit in a forward direction. The arrangement separates pedestrian access from vehicle movements and supports safe internal operation.
- Car parking and loading are largely contained within the site and are not expected to create unreasonable amenity impacts. The traffic generated by the proposal is materially lower than the previously approved office development.

Bicycle Facilities

81. Clause 52.34-1 of the Scheme does not contain a specific rate for this use, however, the proposal provides twelve bicycle spaces near the main pedestrian entry, making them convenient and visible for staff and visitors. While the site has good links to train and tram networks, the self-storage use is likely to be more reliant on cars and trucks. The proposed bicycle spaces are appropriate in this context to support sustainable transport access.

Clause 52.29 — Land adjacent to the Principal Road Network

82. In relation to the decision guidelines of cl 52.29:

- The proposed left-in/left-out access arrangement and forward-direction vehicle circulation respond appropriately to the Principal Road Network interface.
- The proposal is expected to generate low traffic volumes and will not materially affect queues, congestion or delays on Barkly Avenue or Adam Street. The traffic impact is therefore acceptable.
- The access arrangement provides for clear entry from Barkly Avenue and egress via Adam Street, with capacity for larger vehicles to circulate safely. This supports safe and efficient access to the land.

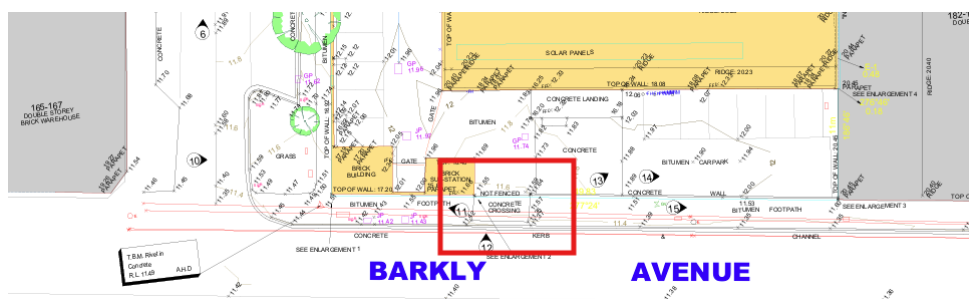




Figure 15 Existing access to Barkly Avenue (above), proposed access (below)

83. The section 55 response provided by Head, Transport for Victoria on 5 May 2026 provided no objection subject to the inclusion of the following conditions:

- *Prior to the occupation of the development all disused or redundant vehicle crossings along Barkly Avenue must be removed, and the area reinstated to kerb and channel to the satisfaction of the Responsible Authority and at no cost to the Head, Transport for Victoria.*
- *Before the use approved by this permit commences the following must be completed at no cost to and to the satisfaction of the Responsible Authority:*
 - a) *The installation of sign/s, line marking (left turn pavement arrow on exiting), and associated road works prohibiting all right turn vehicular movements in and out of the site from Burnley Avenue.*
 - b) *Modification or removal of any existing car parking spaces and associated road works on Burnley Avenue to accommodate the new vehicular access arrangement.*

84. These conditions will be included in the permit.

Loading / Unloading

85. Loading is accommodated within the site, with three truck/trailer bays and seven car spaces provided at ground level, and vehicle circulation designed to allow service vehicles to enter and exit in a forward direction. The arrangements are also supported by swept path analysis.

86. As a result of the above considerations, the proposed loading arrangements are considered appropriate having regard to the nature and expected intensity of the self-storage use.

Waste

87. A waste management plan for private waste collection has been provided. Waste will be stored in a dedicated 33m² ground floor waste room and collected by a private contractor. The plan provides for 4 x 1,100 litre garbage bins and 4 x 1,100 litre recycling bins, collected twice weekly, with separate collection of each waste stream. The waste vehicle is to enter via Barkly Avenue, circulate through the car park, prop adjacent to the bin store and return bins immediately after collection.

88. The plan includes noise-control requirements consistent with EPA guidance. For twice-weekly collection, waste collection should be restricted to 7:00am to 8:00pm Monday to Saturday and 9:00am to 8:00pm Sundays and public holidays. Council has included a waste management condition seeking:

- *Deletion of any reference to hard-waste drop-off services or Council transfer station (Council does not provide these services).*

89. The council proposed condition will be included (subject to rewording) and will require ongoing compliance.



Sustainability

Environmentally sustainable design

90. The proposal is supported by a Sustainable Management Plan prepared by IGS. The SMP states that the development has been assessed using BESS and achieves an overall score of 54 per cent, which demonstrates a Best Practice sustainable design outcome. The proposal includes energy efficient VRV/VRF systems, electric instantaneous domestic hot water, LED lighting compliant with NCC 2022 Section J, efficient fixtures, all-electric services, double glazing, sub-metering and at least 10kW of rooftop solar PV. These measures are relevant to Clause 15.01-2L and Clauses 15.02-1S and 15.02-1L, which seek development that improves energy efficiency, reduces resource use and incorporates environmentally sustainable design measures.
91. In response to the relevant decision guidelines, the proposal provides an acceptable ESD response. The submitted SMP demonstrates that the building has been designed to reduce operational energy demand and greenhouse gas emissions through efficient services, an all-electric building approach, improved glazing performance, solar PV and metering. The SMP will be endorsed with conditions requiring implementation to the satisfaction of the responsible authority.

Water sensitive urban design

92. The proposal includes water sensitive urban design measures to manage water use, stormwater quality and urban ecology outcomes. The SMP identifies a 4,000 litre rainwater tank for toilet flushing and landscape irrigation, drought tolerant/native landscaping, deep soil and terrace planting, and stormwater treatment through a raingarden. These measures support the integrated water management and urban greening outcomes sought by Clause 15.01-2L, Clause 15.02-1L and Clause 53.18.
93. In response to the relevant decision guidelines, the proposal is acceptable from a WSUD perspective. The rainwater tank and landscaping will assist in reducing water use, supporting irrigation demand and contributing to urban cooling. The proposed raingarden and planting also assist in softening the built form and improving the site's environmental performance. The SMP and Stormwater Management Plan will be endorsed and conditioned to ensure ongoing compliance.

Stormwater management

94. A Stormwater Management Plan prepared by IGS has been submitted for the proposal. The SWMP confirms that stormwater management is to be achieved through one 4kL rainwater tank collecting water from non-trafficked roof areas and one raingarden with an area of 20m². MUSIC modelling indicates that the treatment train achieves the relevant Best Practice Environmental Management pollutant reduction targets, including 100 per cent gross pollutant reduction, 87 per cent total suspended solids reduction, 58.1 per cent total phosphorus reduction and 58.5 per cent total nitrogen reduction.
95. In response to the relevant decision guidelines at Clause 53.18, the proposal is acceptable with respect to stormwater management. The submitted modelling demonstrates that stormwater quality can meet best practice objectives, while the proposed rainwater tank and raingarden provide an integrated treatment response before discharge. Permit conditions will require the Stormwater Management Plan to be endorsed and implemented.
96. Construction-phase stormwater, sediment and waste impacts can be managed through standard construction management procedures regulated under council local laws. This will ensure off-site impacts are appropriately controlled.

Signage

97. The proposal includes two signs, both of which are internally illuminated, high-wall, and business identification signs for the purposes of Clause 52.05. These are shown in Figure 16 -Figure 19. The signage is associated with the proposed self-storage facility and is located on the upper levels of the building, directed toward Barkly Avenue and the Barkly Avenue/Adam Street corner.

98. The signs are acceptable having regard to the relevant decision guidelines. They are integrated into the architectural presentation of the building and are proportionate to the scale of the proposed built form and the C2Z and main road context. The signs will identify the operator and contribute to the commercial presentation of the Barkly Avenue frontage without resulting in an excessive number of signs.
99. The high-wall location is acceptable in this context given the scale of the building, the road frontage and the commercial character of Barkly Avenue. The signs are not expected to dominate the streetscape or obscure important views, architectural features, traffic signals or directional signage.
100. The council proposed a condition which requires the Adam Street sign be switched off between 10.00pm and 8:00am the following day. DTP does not support this condition as the Adam Street sign does not have a direct residential interface, and standards illumination conditions will manage amenity impact.
101. The internally illuminated nature of the signs is acceptable in principle, subject to standard conditions requiring illumination to be controlled to avoid unreasonable light spill or glare to nearby residential land and road users. On this basis, the proposed signage is acceptable.



Figure 16 Barkly Avenue facade showing sign in top right corner



Figure 17 Render showing both signs (corner of Adam Street and Barkly Avenue)



Figure 18 Adam Street elevation showing proposed sign



Figure 19 Viewpoint (freeway exit) of the Adam Street sign

Other Matters

Significant Landscape Overlay Schedule 1 View lines

102. The relevant SLO1 decision guidelines require consideration of whether views of the development from the Yarra River, adjacent public open space, bicycle and shared paths and bridge crossings are minimised. The site is

separated from the river corridor by Barkly Avenue, public open space, existing vegetation and transport infrastructure, which substantially limits its visual relationship with the Yarra River.

103. While the proposal is a substantial commercial building, it will generally be viewed within an existing urban and infrastructure context rather than as part of the natural river edge. The montage views below show that, apart from the open space between the building and the freeway, there will be minimal visibility from the Yarra corridor. Existing vegetation between the site and the Yarra River corridor will filter the majority of views from public open space and shared path areas. Any views are expected to be partial and intermittent, rather than open or continuous.



Figure 20 Montage view 1



Montage view locations



Figure 21 Montage view 2



Montage view locations

Figure 22 Montage view 3

Cultural Heritage

104. The applicant has indicated that significant ground disturbance has occurred as a result of the longstanding commercial and industrial use and development of the site.
105. Pursuant to regulation 5 of the '*Aboriginal Heritage Regulations 2018*' *significant ground disturbance*" means disturbance of:
 1. the topsoil or surface rock layer of the ground; or
 2. a waterway—

by machinery in the course of grading, excavating, digging, dredging or deep ripping, but does not include ploughing other than deep ripping;
106. Division 3 of the '*Aboriginal Heritage Regulations 2018*' states that an area where significant ground disturbance has occurred, does not constitute an "area of cultural heritage sensitivity".
107. Pursuant to regulation 7 of the '*Aboriginal Heritage Regulations 2018*', a mandatory CHMP is not required as '*all or part of the activity area for the*' proposed activity is not situated within an area of cultural heritage sensitivity.



108. The proposal is generally consistent with the relevant planning policies of the **Yarra Planning Scheme** and will contribute to the provision of **storage** within the **Burnley** area.
109. It is **recommended** that Planning Permit No. **PA2604311** for the **use and development of a self-storage facility** at 173-177 Barkly Avenue Burnley be issued subject to conditions.
110. It is **recommended** that the applicant and the council be notified of the above in writing.

Prepared by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

☒ **No Conflict**

☐ Conflict and have therefore undertaken the following actions:

☐ Completed the **Statutory Planning Services declaration of Conflict/Interest form**.

☐ Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.

☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name:

Title: Planner, Development Assessment

Signed:

Phone:

Dated: 16 June 2026

Approved by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

☒ **No Conflict**

☐ Conflict and have therefore undertaken the following actions:

☐ Completed the **Statutory Planning Services declaration of Conflict/Interest form**.

☐ Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.

☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name:

Title: Manager, Development Assessment

Signed:

Phone:

Dated: 23 June 2026

Appendix 1: Yarra Conditions Matrix



The following tables detail the response to the proposed Yarra City Council conditions.

Yarra Proposed Condition	DTP Response
Amended Plans 1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and must be generally in accordance with the plans prepared by Gray Puksand, Rev A, dated 24/03/2026, but modified to show: - A full redesign of the upper level facades to provide greater articulation through the use of windows and setbacks; - Inclusion of ground level active interfaces to Adam Street; - Redesign the Barkly Avenue and Adam Street street wall so they are clearly defined; - Dimension the width of the vehicle crossing along Barkly Avenue; - Dimension the width of the vehicle crossing along Adam Street; - Dimension the width of the development's entrance along Barkly Avenue; - Dimension the width of the development's exit along Adam Street; - Superimpose the visibility triangle at the exit lane of the Barkly Avenue and Adam Street frontages; - Dimension the clearance height above the car park entrance and exits; - All bicycle spaces be relocated in clearly visible and fully accessible locations in vicinity to main entrances, with opportunity to be overlooked from internal office and reception for improved safety; - All bicycle spaces dimensioned in accordance with the requirements of AS2890.3; - Integrate a security 'line' / gate in addition to the sliding security gate, restricting access into the setback / under-croft car parking / entry area after-hours; - Dimension all building entrances and access paths, access paths should have a minimum 1800mm unobstructed width; - Rationalise hard paved areas (within the subject site boundary) ground floor setback along Adam Street in lieu of increased garden beds; - Relocate proposed bench seat along Adam Street ground level setback (within the subject site boundary) closer to the office and reception areas; - Relocate pedestrian egress doors; to eliminate small setback spaces, doors must not obstruct public footpaths when fully opened; - Relocate the vehicle egress security gate closer to Adam Street title boundary; and - indicate window operability. - Stairwells to be unenclosed to common areas (no stairwell walls or doors to common areas). If this is not possible, stairwell walls and doors to common areas to be glazed, if possible; - Stairwells with external frontages, at a minimum, to have external glazing;(u) Stairs to the office ancillary/ reception, and the corridor hallway at ground level (three stairs in each instance) to be mitigated; - Chamfer corner to all levels of the building to the corner of Barkly Avenue and Adam Street; - Increase clearance in front of lift 3 to improve practical use and functionality (this will likely require the adjacent service boxes being setback); and - Setback the building a minimum of 2m from Barkly Avenue, with no projections or structures to be accommodated in the setback area, including walls on boundary in the setback area.	The amended plan condition is retained in principle however sub-conditions <i>a- c, j, l-p, and s-w</i> have not been carried over as: - the assessment shows that urban design and built form matters have been appropriately addressed, - some relate to matters relating to HTfV, NCC, or internal operational matters and are not appropriate or necessary to condition.
2. The development and use as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the	Will be included within DTP standard conditions.



prior written consent of the Responsible Authority.	
3. As part of the ongoing consultant team, Gray Puksand 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.	Will not be included.
4. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.	Will not be included.
Façade Strategy	Will be included with DTP standard wording.
5. Concurrent with the submission of Condition 1 Plans, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail: a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details; b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form; c) information about how the façade will be maintained, including any vegetation; and d) coloured drawings outlining colours, materials and finishes.	
Land Use	Will be included with modified wording so as not to restrict customer access.
6. Delivery and collection of goods to and from the land may only occur between 7am and 9pm Monday to Saturday, or between 9am and 6pm on a Sunday or public holiday except for those allowed under any relevant local law.	
7. The amenity of the area must not be detrimentally affected by the use, including through: a) the transport of materials, goods or commodities to or from land; b) the appearance of any buildings, works or materials; c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or d) the presence of vermin, to the satisfaction of the Responsible Authority.	Will be included with DTP standard wording.
Lighting Plan	Will be included in principle.
8. Before the use and/or development commences, a Lighting Report, prepared by a suitably qualified consultant and to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Lighting Report will be endorsed and will form part of this permit. The Lighting Report must: a) assess the proposed internal lighting to the west and north side façades and make recommendations to ensure that the lighting does not adversely impact on surrounding dwelling amenity.	
9. All provisions, recommendations and requirements of the assessment must be implemented and complied with to the satisfaction of the Responsible Authority.	
Operational Management Plan	Will be included in large part with modified timing, and adjustment to reference the Lighting Plan required by condition, and to correct the reference to Murphy Street.
10. Before the development commences, an Operational Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Operational Management Plan will be endorsed and will form part of this permit. The Operational Management Plan must address how the facility will be operated to minimise adverse impacts on the surrounding area and operate in a safe and secure manner including but not limited to the providing the following:	



- a) The information that will be provided to customers, including but not limited to:
 - i. Clear information about the types and dimensions of vehicles that can be accommodated on-site (consistent with plans endorsed under Condition 1 of the permit); and
 - ii. Contact phone number(s) for the facility, including for emergency purposes;
- b) Confirmation that customers will be provided the above information about the facility;
- c) Details of how the facility will be managed to ensure security and safety of the premises and customers accessing the premises and any additional procedures in place to minimise amenity impact on the surrounding area. This must include:
 - i. The provision of an intercom system that is operational during working hours for customers of the facility and the display of a contact phone number(s) adjacent the Murphy Street frontage that is clearly legible from the public realm (including at night time) and ensures that the facility management (or representatives) can be reached;
 - ii. Confirmation that any alarm systems connected will not be externally audible;
 - iii. Confirmation if security cameras are to be provided and, if so, confirmation that they will be compliant with section 7(1) of the Surveillance Devices Act 1999 (Vic); and
 - iv. Internal lighting to the building turned off (apart from emergency lighting) outside operational hours.

11. The provisions, recommendations and requirements of the endorsed Operational Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.	N/A – covered by DTP standard overarching 'in accordance' with condition.
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Sustainable Management Plan

12. Concurrent with the submission of Condition 1 Plans, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Integrated Group Services and dated 24 March 2026, but modified to include or show: a) altered dimensions and design of the 20m² raingarden, ensure adequate setback from the property boundary and the proposed property's footings and foundations, to ensure all drainage issues are addressed.	Will be included with DTP standard wording.
13. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.	

Waste Management Plan

14. Concurrent with the submission of Condition 1 Plans, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by One Mile Grid and dated 25 March 2026, but modified to include (or show): a) Deletion of any reference to hard-waste drop-off services or Council transfer station (Council does not provide these services).	Will be included with DTP standard wording.
15. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.	
16. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.	

Landscape Plan

17. Concurrent with the submission of Condition 1 Plans, an amended Landscape Plan to	Will be included in principle with DTP standard wording. Removal of sub-conditions b, c, d, and j, k, and
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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 ACRE and dated 5 September 2025, but modified to include (or show):

additional information provided by applicant for condition h.

- a) All design changes required under Condition 1 of this permit, as relevant;
- b) Significant increase of vertical greenery and or use of creepers to all levels of the north, south and west building frontages, including provision of maintenance program and detail of irrigation system;
- c) Relocate raingarden to be an integrated feature element along Adam Street frontage within the subject site;
- d) Provide edges to the raingarden that ties in with the building architecture, brick or equivalent that provides for informal seating opportunities;
- e) No trees to be planted in the rain garden;
- f) Plants to be a mix of suitable species for visual interest and increased biodiversity;
- g) Tree species to be reviewed and tree species to be appropriate for the constrained site conditions with the species chosen for the northern garden bed able to provide visual screening to the property to the north;
- h) Provide root barrier along the interface to adjacent properties;
- i) Provide soil volumes for all planted areas that is adequate to sustain proposed tree and plant species;
- j) Additional information of proposed raingarden including (but not limited to) dimensions, mulch, soil layers and filtration media, water supply method (from rooftop or otherwise), overflow prevention measures, edge treatment and maintenance access;
- k) Increase plant quantities along upper-level planters;(l) Provide information on automatic irrigation system including proposed water supply
- l) (potable or other), and type of irrigation (pop-ups or drip irrigation) for all planted areas within the subject site (ground level and upper level);
- m) The irrigation is to be connected to the proposed rainwater tank, as specified within the SMP;
- n) Drainage information demonstrating that all raised planters and planted areas are to be connected to stormwater (planters are not allowed to drain onto the footpath or roof slabs); and
- o) Provide a maintenance schedule, including task details and frequency for all planted areas and raingarden.

18. 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:

Will be included with DTP standard wording.

- 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

Will be included in part, but standardised where possible.

19. Before the development commences, the permit holder must make a one-off contribution of \$8,261(inclusive of GST and subject to annual CPI increase) to the Responsible Authority to be used for new street tree plantings along Adam Street that are required as a result of the development.

20. After the building is completed, and prior to occupation of the building, the permit holder must notify the Responsible Authority in writing that the building has been completed so that planting can occur within the first available planting season. Tree



pits may require a temporary 'make safe' until such time that planting can occur.

21. Before the development commences, an Arboricultural Impact Assessment to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist, in accordance with AS 4970:2025 – Protection of Trees on Development Sites and must be submitted to and approved by the Responsible Authority. When approved the Arboricultural Impact Assessment will be endorsed and will form part of this permit.
22. Before the development commences, the permit holder must provide an Asset Protection Bond of \$20,000 (ex GST) for the existing street trees on Adam Street, unless otherwise advised by the Responsible Authority. The security bond:
 - a) must be provided to the Responsible Authority in the form of a bank cheque or guarantee;
 - b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and
 - c) must be in accordance with the requirements of this permit.
23. Any pruning required to be undertaken for the street trees along the subject site's frontage must be completed by an approved tree maintenance contractor (to the satisfaction of the Responsible Authority) with all associated costs to be borne by the permit holder.
24. In conjunction with the submission of development plans under Condition 1, a Tree Management Plan to the satisfaction of the Responsible Authority and by a suitably qualified Arborist must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of the permit. The Tree Management Plan must make recommendations for:
 - a) the protection of street tree adjacent the Adam 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.
25. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented thereafter to the satisfaction of the Responsible Authority.

Public Realm Plan: Functional Layout

Will be included in part.

26. Concurrent with the submission of Condition 1 Plans, or by such later date as approved in writing by the City of Yarra, a Public Realm Plan of all public realm improvements associated with the development must be prepared, submitted and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The Public Realm Plan must show, but not be limited to, the following:
 - a) Maximise and reconfigure existing kerb outstands to improve pedestrian amenity, accessibility, safety and overall public realm presentation;
 - b) The design of the kerb outstand must consider and address, including but not limited to, the following matters:
 - i. Rationalisation of on-street parking bays, with the maximum feasible area reallocated to public realm improvements, new street tree and pedestrian amenities;
 - ii. Provision of vehicle swept-path diagrams demonstrating that all affected vehicle movements can occur safely and efficiently to the satisfaction of the Responsible Authority;
 - iii. Resolution of all drainage requirements associated with the kerb outstands and adjoining infrastructure;
 - iv. Compliance with all relevant accessibility requirements, ensuring all levels, grades and transitions are seamless and compliant;



- v. 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;
 - vi. An assessment of existing street lighting conditions, with provision for lighting upgrades or improvements were required to support pedestrian safety and amenity; and
 - vii. New trees to be installed in accordance with Council standard detail including organic mulch around base of trees YSD803(a);
- c) Layout plan indicating all existing and proposed features and surface levels;
 - d) Show all existing and proposed streetscape infrastructure including (but not limited to) light poles, drains and street signs;(e) Proposed bicycle spaces along site frontage, which bicycle image superimposed upon the proposed;
 - e) Clearly dimensioned elements including pedestrian paths and parking bays;
 - f) All existing and proposed levels and surface grades;
 - g) Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements;
 - h) 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;
 - i) 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;
 - j) All existing and proposed drainage infrastructure including any existing or proposed drainage pits (to Council engineering satisfaction);
 - k) Reconstruction of all footpaths, kerbs, channels and crossovers adjacent to the property in accordance with Council standards and Department of Transport's requirements (clearly show extent of proposed works on plans);
 - l) Any existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades;
 - m) Provide a clear paving delineation between public and private land;
 - n) Pavements must meet Council and all relevant Australian standards including for slip resistance;
 - o) Any proposed new and existing tree; and
 - p) New trees to be installed in accordance with Council standard detail including organic mulch around base of trees YSD803(a).

Public Realm Plan: Detailed Design Plans

Will be included in principle.

- 27. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the City of Yarra, detailed design drawings of the works approved under the Public Realm Plan (as required by Condition 24) addressing all road infrastructure works (including soft/hard landscaping), must be submitted to and approved by Council's Civil Engineering Department. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.
- 28. 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.

Acoustic Report

Will be included with DTP standard wording.

- 29. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Wind Assessment Report prepared by Enfield Acoustics Noise Vibration and dated 24 March 2026, but modified to include (or show):



a) All design changes required under Condition 1 of this permit, as relevant.	
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 development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.	
Wind Impact Assessment	Will be included with DTP standard wording. Applicant has accepted.
32. Concurrent with the submission of Condition 1 Plans, a Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Wind Assessment Report will be endorsed and will form part of this permit.	
33. The provisions, recommendations and requirements of the endorsed Wind Impact Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.	
Development Infrastructure Levy	Will be included.
34. 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.	
Civil Works	Will be included in principle with DTP standard wording. Timing amended to allow preliminary site works.
35. Concurrent with the submission of Condition 1 plans or by such later date as approved in writing by the Responsible Authority, vehicle crossing designs must be submitted to Council's Civil Engineering Department for approval. The submitted designs must demonstrate compliance with City of Yarra's, Vehicle Crossing Information Sheet.	
36. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed: a) in accordance with any requirements or conditions imposed by Council; and b) at the permit holder's cost and, to the satisfaction of the Responsible Authority.	
37. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and reinstated as standard footpath, verge (if applicable), and kerb and channel: a) at the permit holder's cost and, to the satisfaction of the Responsible Authority.	
38. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated: rdance with Yarra Standard Drawings Yarra City Council; ermit holder's cost; and satisfaction of the Responsible Authority.	
39. 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.	
40. Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.	
Car Parking	Will be included with DTP standard wording.
41. 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

External Lighting

Will be included with DTP standard wording.

42. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian entry 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.

General

Will not be included. All works must be finished in accordance with the endorsed plans.

43. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
44. 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.
45. 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.

Construction Hours

Will not be included. Local laws issue.

46. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
- a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
 - b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
 - c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management Plan

Will not be included. Local laws issue.

47. 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;
 - b) remediation of any damage to road and other infrastructure;
 - c) 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;
 - d) facilities for vehicle washing, which must be located on the land;
 - e) 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;
 - f) site security;
 - g) management of any environmental hazards including, but not limited to:
 - h) contaminated soil;
 - i. materials and waste;
 - ii. dust;
 - iii. stormwater contamination from run-off and wash-waters;
 - iv. sediment from the land on roads;
 - v. washing of concrete trucks and other vehicles and machinery; and



- vi. spillage from refuelling cranes and other vehicles and machinery;
 - i) the construction program;
 - j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
 - k) parking facilities for construction workers;
 - l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
 - m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
 - n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
 - o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
48. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Signage

49. The location and details of the signs, including the supporting structure, 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.
50. The signage component of this permit expires 15 years from the date of the permit.
51. On expiry of this permit, the approved signs and structures built specially to support and/or illuminate signage must be removed.
52. The signs must not include any flashing or intermittent light.
53. The illumination of the sign fronting Adam Street must be switched off between 10.00pm and 8.00am the following day.
54. The signs must be constructed, displayed and maintained to the satisfaction of the Responsible Authority.
55. The Major Promotion sign must not:
- a) Dazzle or distract drivers due to its colouring;
 - b) Be able to be mistaken for a traffic signal because it has, for example, red circles, octagons, crosses or triangles; and
 - c) Be able to be mistaken as an instruction to drivers.
56. This permit will expire if the signs are not erected within 3 years of the date of this permit.

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

Will be included with DTP standard wording.

The timing condition will be replaced with a condition ensuring that the signage meets relevant Australian Standards and that the intensity can be modified after construction.

Expiry

57. This permit will expire if:
- a) The development is not commenced within three years of the date of this permit;
 - b) The development is not completed within five years of the date of this permit; or
 - c) the use is not commenced within five years of the date of this permit.

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

Will be included with DTP standard wording.