

An architectural rendering of a modern, multi-story building with a curved, glass and wood-clad facade. The building is surrounded by lush green trees and a street with cars and pedestrians. The sky is clear and blue.

URBIS

**464 ST KILDA ROAD,
MELBOURNE**

Prepared for
WINGTAIASIA
April 2026

URBIS STAFF RESPONSIBLE FOR THIS REPORT

Director

Senior Consultant

Consultant

Project Code P0007832

Report Number 01

SUBMISSION DOCUMENTS

This report is to be read in conjunction with:

- Architectural Plans prepared by COX
- Urban Context Report prepared by COX
- Urban Context Report prepared by COX
- BADS Plans prepared by COX
- Transport Report prepared by Ratio
- Waste Management Memo prepared by Leigh Design
- Heritage Memo prepared by Bryce Raworth
- Sustainability Management Plan prepared by Integrated Group Services, inclusive of:
 - Daylight Access Modelling Report prepared by Integrated Group Services
 - Stormwater Management Plan prepared by Integrated Group Services
- Landscape Plan prepared by Arcadia
- Wind Memo prepared by Mel Consultants
- Acoustic Report prepared by E-Lab Consulting

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society. We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.
You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

Executive Summary	I
Port Phillip Planning Scheme	i
Assessment Summary	i
1. Site Context	1
1.1. Subject Site	1
1.2. Immediate Surrounds	2
1.3. Surrounding Context	5
2. Proposal	6
2.1. Overview of Proposal	6
2.2. Built Form Details	7
2.3. Dwelling diversity	7
2.4. Landscaping	7
2.5. Car Parking and Loading	7
2.6. Significant Residential Development Pathway	8
3. Port Phillip Planning Scheme	9
3.1. Zone	9
3.2. Overlays	10
3.3. General and Particular Provisions	14
3.4. Municipal Planning Strategy	14
3.5. Planning Policy Framework (PPF)	14
4. Assessment	16
4.1. Consistency with planning framework	17
4.2. Heritage considerations	18
4.3. Built form and design response	Error! Bookmark not defined.
4.4. Response of design to pre-application feedback	21
4.5. Internal Amenity	22
4.6. Management of external amenity impacts	22
4.7. Landscaping response	23
4.8. Traffic and Car Parking	24
4.9. Waste Management	24

4.10. Environmentally Sustainable Design	25
5. Conclusion	27
6. Disclaimer	28
Clause 65 – Decision Guidelines	34
Clause 58 (BADS) Assessment	36
Appendix A	Port Phillip Planning Scheme

EXECUTIVE SUMMARY

This report has been prepared on behalf of WT Corporate Services Pty Ltd ATF Wingspring Trust in support of a Planning Permit application to construct a mixed-use development at 464-466 St Kilda Road, Melbourne.

The application is being made via the application pathway available through Clause 53.23 of the Port Phillip Planning Scheme (Significant Residential Development with Affordable Housing).

The application consists of an 18-storey development comprising 325 apartments, 371 square metres of ground floor retail space across two tenancies and 254 car parking spaces.

The proposal’s design has evolved as a direct response to the site’s context, the objectives of both the State and Local Planning Policy and other built form objectives contained within Design Development Overlay – Schedule 26 of the Port Phillip Planning Scheme.

The development provides a significant opportunity to add a high-quality development offering in a highly sought after central Melbourne location. Moreover, it will facilitate the valuable provision of housing in line with the intent and objectives of Clause 53.23 of the Port Phillip Planning Scheme. The building design reflects commitment to design excellence stemming from the client vision to deliver a premium housing choice to the area.

PORT PHILLIP PLANNING SCHEME

The site is affected by the following planning controls and permissions:

CONTROLS/PROVISIONS	PERMISSIONS
Commercial 1 Zone (Clause 34.01)	▪ Construct a building or construct or carry out works
Design and Development Overlay (Clause 43.02)	▪ Construct a building or construct or carry out works
Special Building Overlay – Schedule 1 (Clause 44.05)	▪ Construct a building or construct or carry out works

Heritage Overlay - HO307 (Clause 43.01)	▪ Demolish or remove a building ▪ Construct a building or construct or carry out works
Land Adjacent to the Principal Road Network (Clause 52.29)	▪ Create or alter access to a road in a Transport Zone 2.

Table 1 – Applicable Controls and Permissions

ASSESSMENT SUMMARY

Overall, this report demonstrates that the proposal is an acceptable and appropriate outcome for the site for the following reasons:

- ✔ The proposal is consistent with the statutory and strategic frameworks of the Port Phillip Planning Scheme.
- ✔ The development achieves a highly compliant and responsive building design in relation to the building height, setback, and design requirements set by DDO26.
- ✔ The development is compliant with the requirements of the Better Apartments Design Standards and will provide good internal amenity for future residents.
- ✔ The development’s associated landscaping response will result in a high quality and accentuated biophilic presence, softening the overall façade appearance.
- ✔ The proposal meets best practice ESD requirements pursuant to the Built Environment Sustainability Scorecard criteria.

1. SITE CONTEXT

1.1. SUBJECT SITE

Key details of the site are as follows:

CATEGORY	DESCRIPTION
Existing Conditions	The site comprises two (2) separate lots and is currently occupied by the heritage significant 'VACC Building', under HO307, an 8-storey office building.
Location	The site is located on the western side of St Kilda Road, a major north-south thoroughfare proximate to the intersection of Leopold Street (approximately 60 metres to the south of the site) and Armadale Street (approximately 123 metres to the north of the site).
Area	Approximately 4,653 square metres
Frontages	Approximately 61.07 metres to St Kilda Road (to the east) Approximately 61.07 metres to Queens Lane (to the west)
Title	Certificate of Title Volume 11983 Folio 883-884, described as Crown Allotment 6 on Title Plan 885829N Certificate of Title Volume 11983 Folio 915-916, described as Crown Allotment 5 on Title Plan 596285P
Vehicle Access	Access via crossover from St Kilda Road service lane, as well as at rear of property via Queens Lane
Vegetation	Several small deciduous trees in front garden of the site

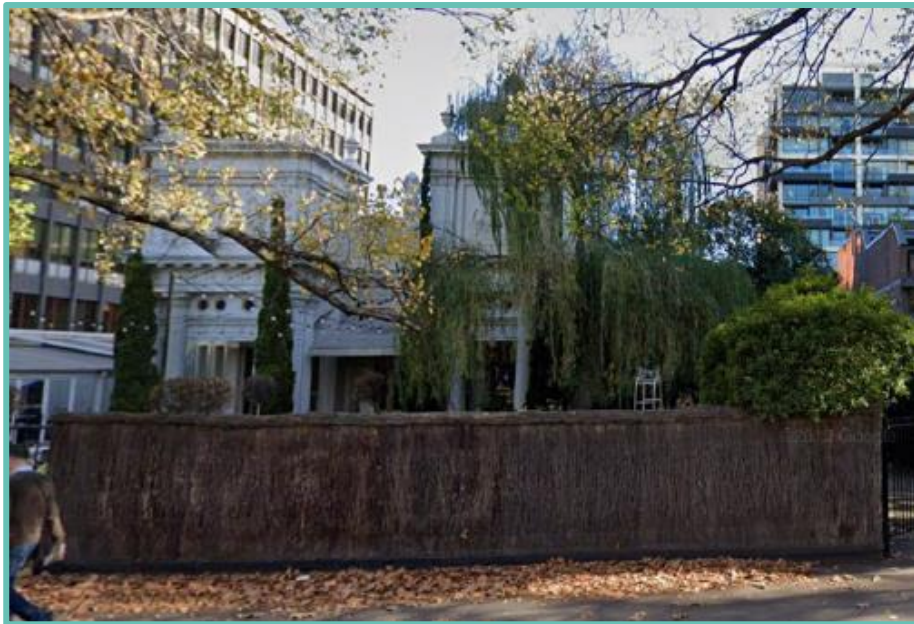
Table 2 – Details of Subject Site



1.2. IMMEDIATE SURROUNDS

North

The site is adjacent to 458 and 462 St Kilda Road. The latter, 462 St Kilda Road, is a single-storey, late classical boom style mansion known as 'Rathgael' and is listed on the Victorian Heritage Register. This heritage building borders the eastern section of the northern title boundary. The balance of the boundary interfaces with 458 St Kilda Road, comprised of two double storey buildings, shown in Picture 3, with vehicle access along the common boundary with the site access from Queens Lane.



Picture 1 No. 462 St Kilda Road, Melbourne



Picture 2 Rear of No. 458 St Kilda Road, Melbourne

Source: [Google Streetview]

East

East of the subject site is St Kilda Road. The road is characterised by multiple north and southbound lanes with on-street parking on either side of the thoroughfare. The road has extensive vegetation lining both north and southbound.

Directly opposite St Kilda Road are No. 457 St Kilda Road, a 7-storey commercial building, and No. 449-453 St Kilda Road, a 3-storey development comprised of residential dwellings. Further east is Fawkner Park, a popular public reserve approximately 41 hectares in size.



Picture 3 Nos. 453 and 457 St Kilda Road, Melbourne

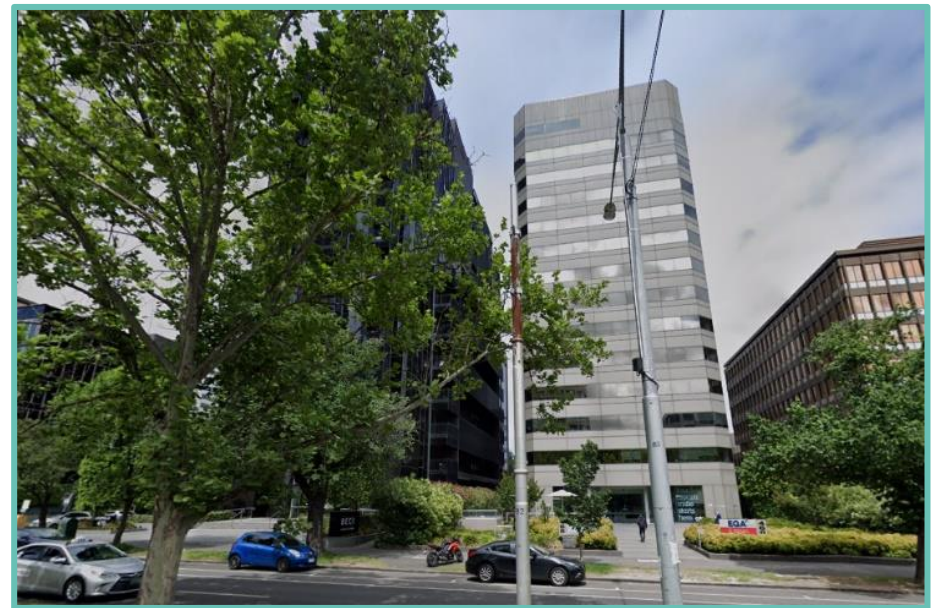
Source: [Google Streetview]

South

No. 468 St Kilda Road is located to the south of the site. The lot is developed with a 14-storey office building.

Further south is '470 Leopold', a 15-storey residential building comprising of 176 dwellings that interfaces with Leopold Street to the south.

Continuing south along St Kilda Road can be characterised as primarily mid-high-rise developments located between St Kilda Road to the east and the Princes Highway to the west.



Picture 4 Nos. 468 and 470 St Kilda Road, Melbourne

Source: [Google Streetview]

West

To the rear of the site is Queens Lane. The street is a local road that primarily features as an access and loading road for developments fronting St Kilda Road to the east and Princes Highway to the west.

West of Queens Lane is the recently constructed No. 20 Queens Road, a 16-storey luxury residential complex.

Approximately 100 metres further west of the site is Albert Park Golf Course and Albert Park. The park totals 225 hectares and is primary gathering point for a range of activities for inner- south metropolitan residents.



Picture 5 Rear of building with access to car parking shown

1.3. SURROUNDING CONTEXT

The site is located in the 'St Kilda Road North Precinct' which primarily accommodates different typologies, including premier commercial office space and higher density residential development with supporting retail and food premises. The area is characterised by a mixture of buildings fronting St Kilda Road, ranging from single-to-double storey heritage buildings to multi-storey storey mixed use development.

There is excellent access to public open space within the site's proximity, including Fawkner Park, the Royal Botanic Gardens, Albert Park and Shrine of Remembrance environs.

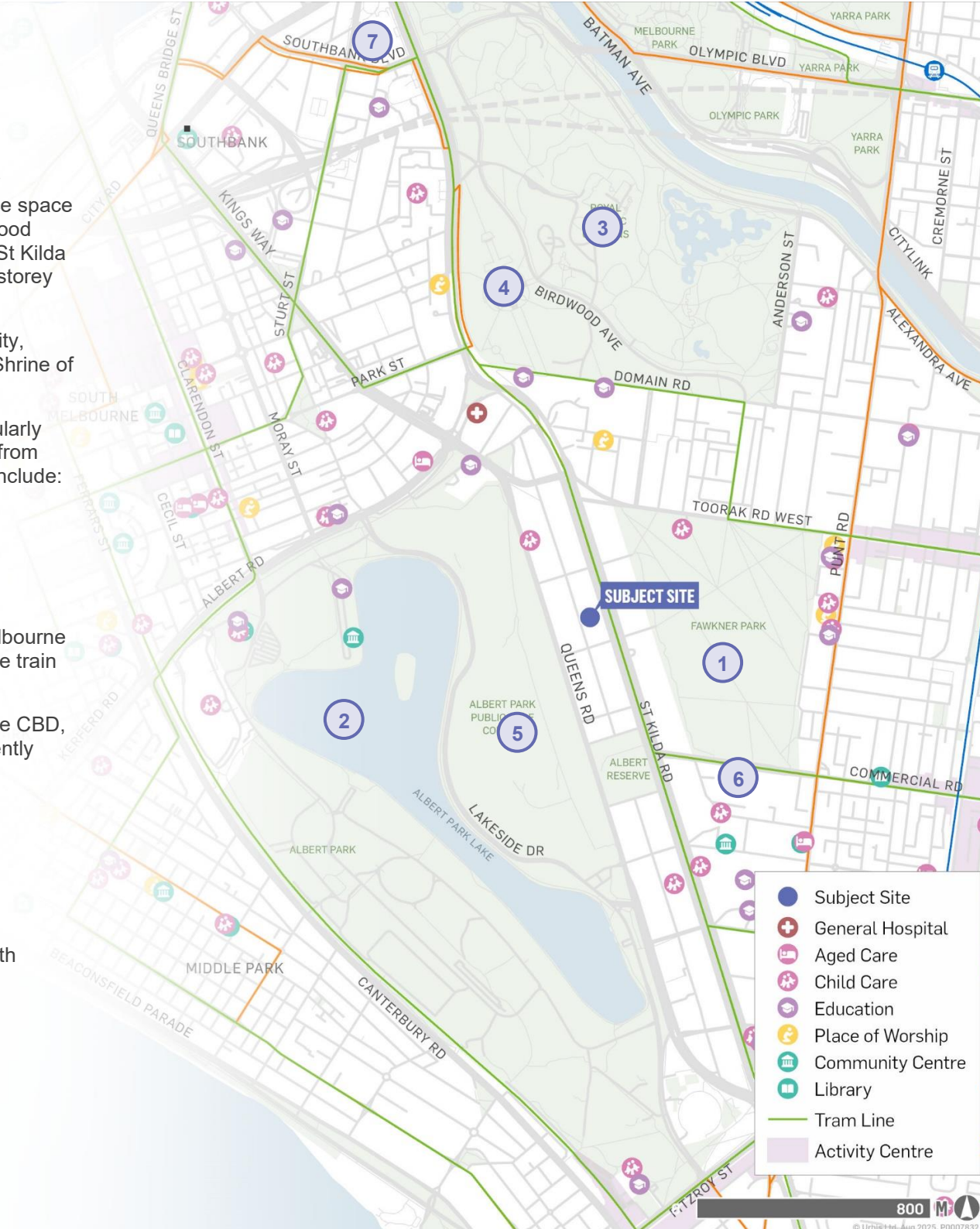
Additionally, the site has exceptional access to public transport, particularly tram and bus services. Moreover, the Anzac Station to be operational from 2025. These services are primarily accessed from St Kilda Road and include:

- Tram (St Kilda Road): routes 3, 3a, 5, 6, 16, 64, 67 and 72.
- Tram (Kings Way): routes 1 and 58.
- Bus: routes 604, 605 and 246

Additionally, the future Anzac Train Station which forms part of the Melbourne Metro Tunnel is located approximately 800 metres north of the site. The train line is expected to be completed in late 2025.

The majority of these transport routes provide a direct connection to the CBD, where connecting transport links to the rest of the city can be conveniently accessed. Nearby community services and facilities include:

- 1 Fawkner Park located 180m east
- 2 Albert Park located 600m west
- 3 Royal Botanical Gardens located 700m north
- 4 Shrine of Remembrance and associated public space 350m north
- 5 Albert Park Golf course located 190m west
- 6 Alfred Hospital, approximately 600m south-east
- 7 National Gallery of Victoria approximately 2km north



2. PROPOSAL

2.1. OVERVIEW OF PROPOSAL

This proposal seeks approval under the Development Facilitation Program for the development of a mixed-use, residential development.

This application involves demolishing the existing 8-storey building while carefully dismantling and conserving off-site the original metal fabric of the podium visible from St Kilda Road. This podium component will be reinstated as the key frontage of the development. A contemporary tower will be constructed above this podium.

The proposal will provide an 18-storey development, inclusive of a three (3) - storey podium, constructed from the metal fabric of the existing building, and 2 basement levels. Comprising 332 apartments, the podium and basement levels will also include 495 square metres of ground floor retail space and 270 car parking spaces. The development's primary land use will be 'Dwellings', with supporting 'Food and Drink Premises' and 'Shop' at ground floor.

Appreciating the site's width, the tower form has been designed through meticulous investigation to minimise visual bulk to public realms. The tower has been significantly articulated through a curvilinear design. Further, an interplay with materials, façade expression and depth has also been achieved to create visual interest and separation. Key details of the proposal are as follows.

ELEMENT	PROPOSAL
Total GFA (including basement)	51,541sqm
Residential NSA	29,745 sqm
Building height	67.90 AHD (to top of roof services plant) 18 storeys

Number of apartments	325 apartments comprising: 172 x one-bedroom apartments 63 x two-bedroom apartments 66 x three-bedroom apartments 24 x four-bedroom apartments
Podium setbacks	- St Kilda Road (East): 13.70 metres - Queens Lane (West): 0 metres - North: 4.50 metres - South: 4.50 metres
Tower Setbacks	Varying curved tower setbacks as follows: - St Kilda Road (East): min 15.70 metres; max 25.75 metres - Queens Lane (West): min 5 metres, max 15.05 metres - North: min 4.8 metres; max 12.87 metres - South: min 4.8 metres; max 12.86 metres
Retail Area	Two (2) F&B premises proposed on the ground floor fronting St Kilda Road totalling 371 sqm
Car Parking	254, including: 126 car spaces located within Basement Level 1; 128 car spaces located within Basement Level 2.
Bicycle Parking	109, including: 40 spaces on ground level for visitors; 29 spaces within Basement Level 1 for residents/staff; and

	30 spaces within Basement Level 2 for residents
Communal Space	2199 sqm of residential amenity spaces across the level 1 and 2.
ESD Initiatives	54% BESS score Commitment to average 7.1-star NatHERS rating.

Table 3 – Details of Proposal

2.2. BUILT FORM DETAILS

The proposal seeks to demolish much of the existing VACC building on the site, including all the set-back upper levels. However, the original metal fabric of the three-storey podium visible from St Kilda Road will be carefully dismantled and conserved off-site. This podium component will then be reinstated as the key frontage of the development, with new glazing to meet code requirements.

A 18-storey contemporary tower, designed to complement the rhythmic composition of the VACC building, will be constructed above this podium. The proposed tower features a 'butterfly' shape, ensuring adequate daylight and cross-ventilation through an efficient floor plate that maximises views of the surrounding area.

2.3. DWELLING DIVERSITY

The proposed development will contain an array of dwelling types thereby contributing to the overall dwelling diversity of both the building and the immediate locality. 325 apartments are contained within the development's podium levels, with the majority of housing stock seen within tower floorplates.

The predominant dwelling type for the proposal will be 1-bedroom apartments occupying approximately 52.9% (172) of all dwellings intended. Approximately 19.4% (63) of the proposed dwellings will be 2-bedroom apartments, 20.3% (66) will be 3-bedroom apartments and 7.2% (24) will be 4-bedroom.

The intent of this dwelling mix is to offer a range of options to cater for all demographics in the area, contributing to Port Phillip's overall dwelling diversity and in support of local housing strategies.

2.4. LANDSCAPING

The development will be complemented and enhanced by a comprehensive landscape concept package designed and prepared by Arcadia. Key features include various landscape planter beds and canopy trees at the residential entry, creating a calming and welcoming entrance, along with two water features flanking the entrance spine.

The laneways to the north and south of the podium will be lined with planters featuring a diverse range of plant species, enhancing the boundary and resident terraces, and providing seating areas.

On-site landscaping at the upper setback on level 4 will soften the space and offer a natural aspect to the open areas. This will include raised planters, a glass oculus to the pool on the level below, and seating.

Further, apartment balconies to the development's podium levels will be flanked and enhanced by various planting to increase the development's biophilic feel at the human scale.

2.5. CAR PARKING AND LOADING

The development proposal will be supported through the construction of a porte-cochere along St Kilda Road, serving as a pick-up and drop-off zone for residents and visitors. This will necessitate the construction of a 3-metre wide single-width crossover at the site's south-eastern corner for ingress, while the existing north-eastern crossover will be narrowed to 3 metres for egress.

Further, the development will include provision of 254 car parking spaces to be divided amongst residents of the building. These car parking spaces will be split across two (2) basement levels, to ensure that provision can be achieved.

All car parking will be accessible via a double-vehicular crossover to Queens Lane. Access to the site's basement parking will be provided via a ramp extending from this crossover, with sufficient aisle widths and manoeuvring space afforded to ensure a spacious and accessible area for drivers.

All redundant crossovers along St Kilda Road and Queens Lane will be reinstated with a kerb and channel to the satisfaction of the responsible authority.

A loading bay has been provided within the ground floor car park, accessed to/from Queens Lane. The loading bay has a minimum height clearance of 3.5

metres which is sufficient to cater for vehicles up to the size of a Small Rigid Vehicle (SRV).

2.6. CLAUSE 53.23 (SIGNIFICANT RESIDENTIAL DEVELOPMENT PATHWAY) ELIGIBILITY CONFIRMATION

Clause 72.01 of the Port Phillip Planning Scheme has the effect of making the Minister for Planning the Responsible Authority for applications eligible to be assessed under the Clause 53.23 pathway. The Clause 53.23 pathway offers eligible applications a specialised assessment pathway aimed at facilitating the development of residential projects that include affordable housing needs.

To be eligible for assessment under this pathway, the development must meet the following requirements:

- *The estimated cost of the development of land for accommodation (other than camping and caravan park, group accommodation and residential hotel) as specified in the quantity surveyor report required under clause 53.23-3 must be at least \$50 million if any part of the land is in metropolitan Melbourne;*
- *At least 10% of the total number of dwellings in the development must be affordable housing, or alternatively this condition may be met via an alternative mechanism for the provision of affordable housing specified in the agreement under section 173 of the Act referred to in clause 53.23-4.*
- *Must have written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the proposal.*

The Department of Transport and Planning has confirmed that the proposed development is eligible to be assessed under Category 1 of Clause 53.23. This confirmation is provided in correspondence dated 13 April 2026 and is based on the following:

- The primary land use of the development is accommodation.
- The estimated development cost of \$270.1 million significantly exceeds the \$50 million threshold for residential development.
- The proposal includes an affordable housing cash contribution equivalent to 3% of the development cost, to be paid to the Social Housing Growth Fund, consistent with Clause 53.23-4.

- Information demonstrating the likely feasibility of the proposal has been provided to the satisfaction of the Minister for Planning, including written advice from the Chief Executive Officer (or delegate) of Invest Victoria.

3. PORT PHILLIP PLANNING SCHEME

A detailed overview of the relevant planning controls and policies is provided in [Appendix A](#). A summary of the key controls and policies is provided below.

3.1. ZONE

The subject site is affected by the Commercial 1 Zone (C1Z) pursuant to Clause 34.01 of the Port Phillip Planning Scheme. The purpose of the C1Z is:

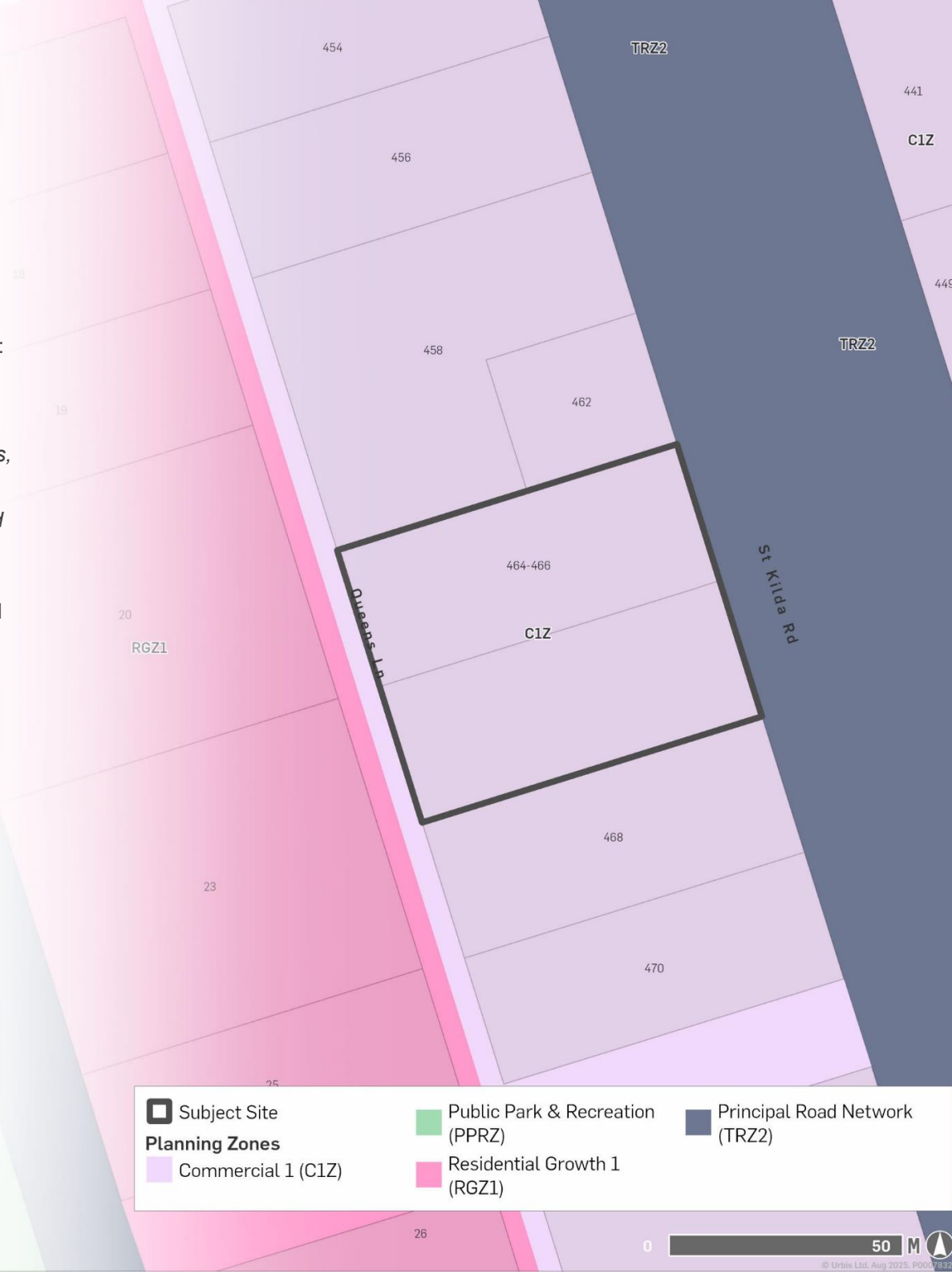
- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial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

Pursuant to Clause 34.01-1, use of the land for 'Dwellings' is a Section 1 use (permit not required) provided that any ground floor frontage does not exceed 2 metres.

Use of the land as 'Retail Premises' is allowed 'as of right' and accordingly does not require planning permission.

A Planning Permit is required to:

- Construct a building or to construct or carry out works (Clause 34.01-04).



Subject Site
Planning Zones
Commercial 1 (C1Z)

Public Park & Recreation (PPRZ)
Residential Growth 1 (RGZ1)

Principal Road Network (TRZ2)

3.2. OVERLAYS

Design and Development Overlay – Schedule 13

The subject site is affected by the Design and Development Overlay – Schedule 13 (DDO13) pursuant to Clause 43.02 of the Port Phillip Planning Scheme. Schedule 13 to the DDO denotes design objectives to protect views of the Shrine of Remembrance and its outline as viewed from Swanston Street outside the State Library. Full details of the objectives are noted below in Appendix A.

Under the DDO13, a planning permit is required to construct a building or to construct or carry out works for works above 33 metres in height above the Australian Height Datum on land within the boundaries of this overlay.

The height of buildings or works must be in accordance with the shrine vista height control formula as described in the Shrine of Remembrance Controls (April 2014). A permit cannot be granted to vary this requirement

Design and Development Overlay – Schedule 26-5A

The subject site is affected by the Design and Development Overlay – Schedule 26-5A (DDO26-5A) relating to the St Kilda Road North Precinct.

DDO26 sets forth various design objectives as they relate to new development with respect to the nearby Shrine of Remembrance, visual amenity of the St. Kilda Road boulevard, extensive landscaping features within the area, and the public realm. These are noted in Appendix A.

The overlay also specifies objectives for individual sub-precincts. The subject site is located in sub-precinct 5A ‘St Kilda Road South of Kings Way’.

Relevant design objectives of sub precinct 5 include:

- *To ensure the development contributes to and maintains consistent and symmetrical building heights on both sides of St Kilda Road.*
- *To ensure that development results in regularly placed buildings, with space between them to frame view corridors along St Kilda Road.*
- *To ensure that development provides generous landscaped front setbacks to St Kilda Road that strengthens the leafy grand boulevard character.*



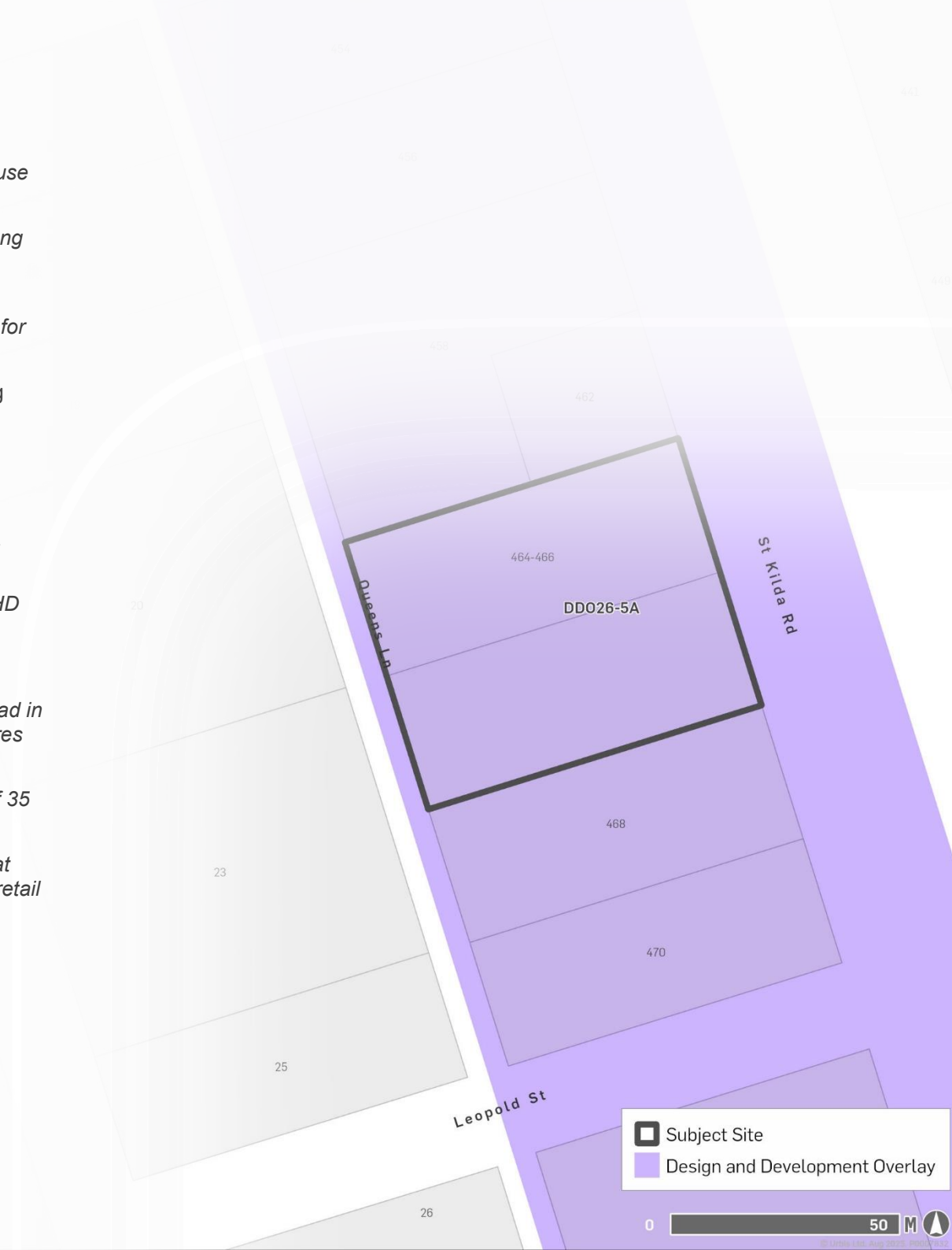
- To provide landscaped links along east-west streets.
- To encourage the development of a high quality, high amenity mixed use area on Raleigh and Union Streets.
- To ensure that development improves the pedestrian environment along Queens Lane with buildings designed to address and engage with the street edge, while recognising the service role of this Lane.
- To ensure that buildings are scaled to maintain a respectful backdrop for the Shrine of Remembrance.

The subject site is located within Sub Precinct 5-A which has the following requirements of relevance to the subject site:

- Development fronting and abutting Queens Lane should:
 - be built to the Queens Lane boundary; and
 - within 5 metres of Queens Lane not exceed a height of 11 metres.
- Development beyond the landscape setbacks and the Queens Lane height limit identified above must not exceed a height of 65 metres AHD

Additional to the requirements of Sub-Precinct 5-A, the DDO contains the following general requirements:

- For properties with a primary frontage to St Kilda Road or Queens Road in Sub-Precincts 5 and 6 development must be setback at least 4.5 metres from common side boundaries.
- Tower forms (above podiums) should not exceed a maximum width of 35 metres.
- Development should provide transparent windows and entrances for at least 80 per cent of the width of the street frontage of each individual retail premises.
- Vehicle crossovers should be no more than 6 metres wide, with a maximum of one crossover per site.



Special Building Overlay – Schedule 1

Schedule 1 of the Special Building Overlay refers to 'Melbourne Water Main Drain'.

Relevant objectives of the overlay include:

- *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 SBO1, Melbourne Water is the relevant floodplain management authority for the site. Any application must be consistent with any a local floodplain development plan prepared by the Responsible Authority or Melbourne Water

A permit is required for buildings and works pursuant to Clause 44.05-2.



Heritage Overlay (HO307)

The subject site is identified as a heritage place by the Port Phillip Planning Scheme through the application of Heritage Overlay HO307.

The relevant objectives of the heritage overlay include:

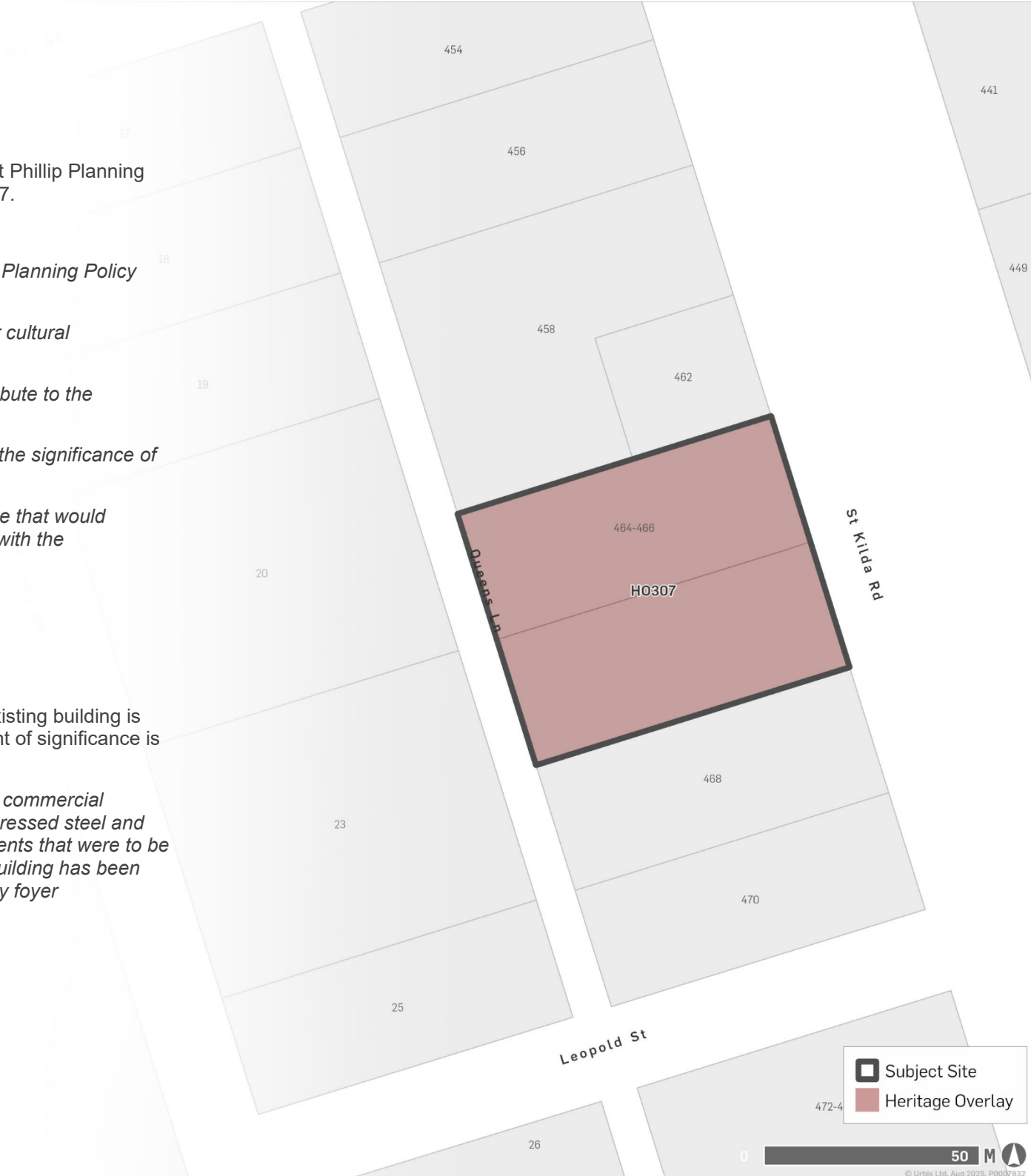
- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not 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.*
- *Construct a building or construct or carry out works.*

HO307 relates to an individual heritage overlay, and the existing building is considered of 'significant' heritage'. The following statement of significance is provided for the existing building on the site:

- *The VACC building is of significance as one of the first commercial buildings to be built along St Kilda Road. Its use of expressed steel and bronzed glazing are early examples of distinctive elements that were to be repeated through Melbourne. The significance of the building has been greatly reduced by the recent refurbishment of the entry foyer*



3.3. GENERAL AND PARTICULAR PROVISIONS

The following general and particular provisions are related to the proposal:

- Clause 52.06 – Car Parking
- Clause 52.34 – Bicycle Facilities
- Clause 53.18 – Stormwater Management in Urban Development
- Clause 53.23 – Significant Residential Development with Affordable Housing
- Clause 58 – Apartment Developments
- Clause 65 – Decision Guidelines

3.4. MUNICIPAL PLANNING STRATEGY

The following Clauses of the MPS are related to the proposal:

- Clause 02.01 – Context
- Clause 02.02 – Vision
- Clause 02.03 – Strategic Directions
- Clause 02.03-1 – Settlement
- Clause 02.03-4 – Built Environment and Heritage
- Clause 02.03-5 – Housing
- Clause 02.03-7 – Transport
- Clause 02.04 – Strategic Framework Plans

3.5. PLANNING POLICY FRAMEWORK (PPF)

The following Clauses of the PPF are relevant to the proposal:

- Clause 11 – Settlement
- Clause 11.01.1S – Settlement
- Clause 15 – Built Environment and Heritage

- Clause 15.01-1S – Urban Design
- Clause 15.01-1L-02 – Urban Design
- Clause 15.01-2S – Building Design
- Clause 15.01-2L-01 – Building Design
- Clause 15.01-2L-02 – Environmentally Sustainable Development
- Clause 15.01-5S – Neighbourhood Character
- Clause 16 – Housing
- Clause 16.01-1S – Housing Supply
- Clause 16.01-1L-01 – Housing Diversity
- Clause 16.01-1L-02 – Location of Residential Development
- Clause 16.01-2S – Housing Affordability
- Clause 18 – Transport
- Clause 18.02-3R – Principal Public Transport Network
- Clause 18.02-4L-01 – Car Parking
- Clause 19 – Infrastructure
- Clause 19.03-3L – Stormwater Management

Broadly speaking, these Clauses aim to

- Ensure design development responds and contributes to the strategic and cultural context of its location.
- Encourage development that respects the existing residential pattern and rhythm of the built form character.
- Provide for a range of housing types to meet increasingly diverse needs.
- Deliver more affordable housing closer to jobs, transport and services.
- Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

- Direct the majority of new residential development to locations with the highest level of accessibility to the Principal Public Transport Network (PPTN).
- Achieve best practice in environmentally sustainable development from the design stage through to construction.

Of note:

- Clause 15.01-2L-01 – Building Design includes objectives and strategies which include to ensure that the height and scale of new development is appropriate to the identified preferred character of an area; and seeks to ensure new development protects, conserves and enhances all identified significant and contributory heritage places.
- Clauses 15.01-2L-02 – Environmentally Sustainable Development applies to residential developments and seeks to achieve best practice in environmentally sustainable development from the design phase through to construction and occupation. This is achieved through facilitating development that minimises impacts and ensures developments adopt best practice methods.
- Clause 15.01-5L – Neighbourhood character ensures that the design development so that its height, scale, massing and bulk respects the scale and form of nearby buildings in areas where the existing built form character is to be retained, or a preferred character for an area has been identified.
- Clause 16.01-1R – Housing Supply facilitates the provision of well-located, integrated and diverse housing in designated locations and well-established urban areas. Of note, higher density housing development is encouraged on sites that are well located in relation to jobs, services and public transport.
- Clause 16.01-1L-01 – Housing Diversity ensures that new developments provide an appropriate mix of housing types that include a mix of dwelling sizes and are accessible for people of all abilities and older persons.

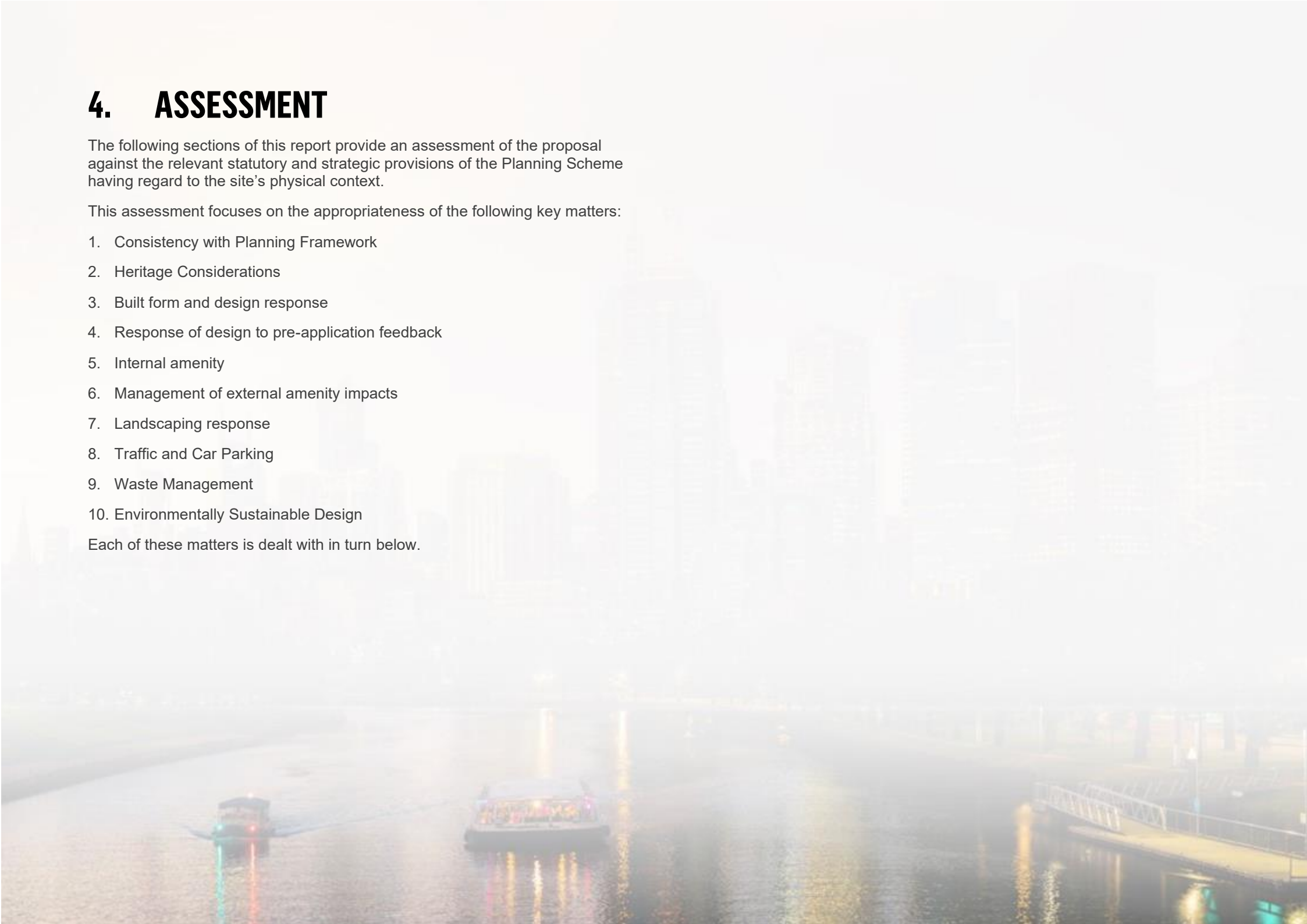
4. ASSESSMENT

The following sections of this report provide an assessment of the proposal against the relevant statutory and strategic provisions of the Planning Scheme having regard to the site's physical context.

This assessment focuses on the appropriateness of the following key matters:

1. Consistency with Planning Framework
2. Heritage Considerations
3. Built form and design response
4. Response of design to pre-application feedback
5. Internal amenity
6. Management of external amenity impacts
7. Landscaping response
8. Traffic and Car Parking
9. Waste Management
10. Environmentally Sustainable Design

Each of these matters is dealt with in turn below.



4.1. CONSISTENCY WITH PLANNING FRAMEWORK

Planning Controls

The proposal is consistent with the purpose of the C1Z and is considered to make a positive contribution to the vibrancy and activation of the precinct. The proposal will facilitate additional housing to strengthen the area's existing character and will significantly improve the activation of the ground floor plane through the proposed food and beverage tenancies and residential entry to St Kilda Road, and ground floor apartment entrances along the laneways within the northern and southern ground floor setback at the site. The design of the ground floor plane has been carefully considered to ensure passive surveillance is achieved.

The proposal also achieves a high level of consistency with DDO26, which is discussed in greater detail in the following sections of this report.

Notwithstanding, the proposal is considered to positively contribute to the objectives of DDO26 by:

- Introducing a new development of high-architectural quality within the St Kilda Road North precinct that is compliant with the mandatory built form requirements.
- The development reinforces the existing pattern of a low-scale built form at the street edge, with a setback tower form above the proposed podium.
- Providing significant levels of internal amenity while ensuring no unreasonable amenity impacts arise.
- Providing an appropriate development within proximity to the Shrine of Remembrance, to ensure that the scale, significance, and vistas of the Shrine is appropriately maintained.
- The proposed landscaping outcome will continue to contribute and enhance the high amenity of St Kilda Road through the planting of more appropriate species.
- Enhancing the public realm through the provision of ground floor retail premises fronting St Kilda Road to create an activated, high quality pedestrian environment at street level.

The site is located within a heritage conservation area (HO307) and as such, careful consideration has been given to the impacts of any demolition and

subsequent location, bulk, form and appearance the proposed building will have on the heritage significance of the place. The proposed development has been carefully designed to ensure the appropriate reconstruction of the heritage significant elements of the podium and provide a built form massing that complements and enhances the existing heritage building.

The site is also affected by Special Building Overlay Schedule 1, where Melbourne Water is the relevant floodplain management authority. IGS have been engaged to provide a Stormwater Management Plan (SWMP) for the proposed development. The development meets the water quality performance objectives as set out in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO).

These matters are discussed further in following sections of this report.

Planning Policy

The proposal is consistent with other relevant planning policies as it:

- Provides housing choice and diversity through a comprehensive and varied residential scheme, which includes a mix of studio, one-, two-, three-, and four-bedroom apartments which meets the changing housing needs of existing future communities (Clauses 02.03-1, 02.03-4, 02.03-5, 11, 11.02-1S, 16 and 16.01-1L-01).
- The proposal is consistent with the policy direction and specific matters associated with design and built form at Clause 15.03 (Heritage Policy), which is discussed in further detail below within this report.
- Results in the intensified redevelopment of an underutilised site within an area in significantly close proximity to central Melbourne. The currently comprises of a seven-storey, structurally unsound office building (Clauses 11.02-1S and 16).
- Significantly improves passive surveillance and activation through a better connection and interface of the ground floor plane to all elevations, and upper-level balconies for ongoing activation to the street (Clause 02.03-4 and 15).
- Incorporates high quality architecture and design which positively contributes to the site's urban setting and character of nearby development (Clause 02.03-2, 02.03-3, 02.03-4, 02.03-5, 15, 15.01-2S and 16).

- Will not result in unreasonable amenity impacts to nearby properties for the reasons identified in the below 'External Amenity' section of this report (Clause 15).
- Provides 109 bicycle parking spaces across the development to promote the use of sustainable personal transport (Clause 18).
- Contributes to Melbourne's economy through job creation during construction as well as throughout the life of the development with permanent staff required to operate the development, including retail staff and staff associated with the owner's corporation and ongoing management of the residential component (Clause 17).
- The development achieves a 53% BESS score and commits to an average above 7-star NatHERS rating (Clauses 15.01-2L-02).

4.2. HERITAGE CONSIDERATIONS

The site is located within a heritage conservation area (HO307) and as such, careful consideration must be given to the impacts of any demolition and subsequent location, bulk, form and appearance the proposed building will have on the heritage significance of the place.

Heritage consultants have been engaged from the inception of the proposal and as such, the proposed development has been carefully designed to ensure the appropriate reconstruction of the heritage significant elements of the existing podium and provide a built form massing that complements and enhances the existing heritage building.

Demolition

Clause 15.03-1L Heritage Policy details relevant provisions as they relate to the demolition of significant buildings:

- *Prioritise the conservation, restoration or adaption of a heritage place over demolition.*
- *Discourage the complete demolition of any building or feature that contributes to the significance of a heritage place unless the building or feature is structurally unsound and the defects cannot be rectified.*
- *Avoid demolition where it would result in the retention of only the façade and/or external walls of a Significant or Contributory building.*
- *Support demolition of part of a Significant or Contributory building or feature if it will not adversely impact upon the significance of the place and any of the following apply:*
 - *It will remove an addition or accretion that detracts from the significance of the place.*
 - *It is associated with an accurate replacement, or reconstruction of the place.*
 - *It will allow a historic use to continue.*
- *It will facilitate a new use that will support the conservation of the building.*

As discussed in the Heritage Impact Assessment prepared by Bryce Raworth, the existing building fabric of the VACC building cannot be readily upgraded

for contemporary use and is structurally inadequate to support additional levels.

Local heritage policy discourages demolition that results in retaining only a façade or external walls. In this proposal, reinstating the front parts of the podium would effectively retain only the façade. However, this site presents a unique case within the context of local policy, and the extent of retention is greater than what was considered in the existing permit.

In this case, demolition of the VACC building is seen as an optimal outcome for the heritage contribution of the site. The proposed design scheme aims to preserve the long-term use and sustainability of the site whilst ensuring the existing heritage contribution to the municipality is retained.

Reconstruction

The proposal involves the careful dismantle and off-site conservation of the original metal fabric of the podium visible from St Kilda Road. This podium component will then be reinstated as the key frontage of the development, with new glazing to meet code requirements.

The proposal aligns positively with policy by accurately replacing/reconstructing the place and facilitating a new use that supports the conservation of the building elements to be disassembled, conserved, and reinstated. Additionally, the proposal aims to maintain the prominence of the heritage building by reinstating its original presentation to St Kilda Road at the podium levels.

Buildings and works

The existing streetscape along St Kilda Road provides several examples of backdrop or upper floor additions of large scale-built form contrasted against the surrounding heritage significant buildings. As such, the proposed new built form will continue this emerging trend of a contrast between existing heritage fabric and emerging large scale-built form, albeit with a sensitive design response.

The materials, colour palette, and proportions of the tower are inspired by the heritage context of the VACC building. The design of the tower thoughtfully interprets the rhythmic composition of strong horizontal articulation and fine vertical repetition found in the existing VACC heritage podium through the use of GRC/aluminium profiled vertical fins and aluminium spandrels separating the tower levels. The squared corners of the tower complement the sharp

character of the heritage podium, while the vertical fin design relates to the podium structure

The design of the tower incorporates recessive built form aspects to create a podium separating the existing building from the new additions.

Based on the above, the proposal presents as a high-quality development that retains and enhances the existing heritage fabric of the podium whilst providing a sympathetic new built form that appropriately responds to and compliments the heritage building. The proposal strikes an appropriate balance with policy direction for conservation of heritage places and urban renewal outcomes for the site and surrounding area, including Clause 15.03-1L (Heritage Policy) and Clause 43.01 (Heritage Overlay).

4.3. BUILT FORM AND DESIGN RESPONSE

Key considerations regarding built form and design stem from DDO26 and Clause 15.01 of the Planning Scheme. Having regard to these Clauses, the proposal is an appropriate outcome for the site.

Building Scale, Height & Setbacks

Building Height

The proposal is compliant with the mandatory building height requirements of DDO26 - Precinct 5A, reaching a total height of approximately 67.90 metres AHD, inclusive of rooftop plant services, and lift overruns.

Massing

As evidenced through the architectural plans, the tower facades will be curved in both concave and convex fashions. Each interface will incorporate the following typical approximate setbacks.

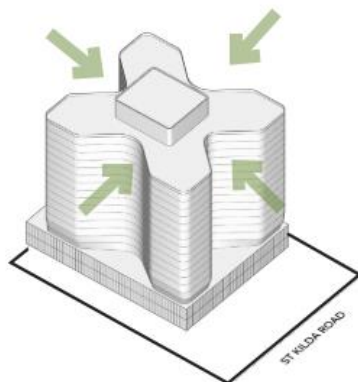
- St Kilda Road (East): min 15.7 metres; max 27.75 metres
- Queens Lane (West): min 5m, max 15.05 metres
- North: min 4.8 metres; max 12.87 metres
- South: min 4.8 metres; max 12.87 metres

While it is noted the tower design does not completely address the preferred tower setbacks, it is considered that the proposal warrants a variation owing to its exemplar tower form and layout with striking interfaces and façades.

Unlike surrounding developments, the proposed tower form deliberately elected to forego a straight façade edge (which would generate greater yield), in favour of a varied and 'butterfly' shaped tower façade. The effect being that the potential visual bulk associated with the tower setbacks are balanced by the larger than required setbacks in other areas.

DDO26 also sets a preferred 35 metre tower width requirement aimed at reducing a tower's perceived visual bulk, maintain sightlines, and allow for daylight to penetrate internally. While noting the tower form is technically a single form, as depicted by Figure 1, the design has been pinched at the centre to introduce a perceived separation and create four elements, thereby reducing perceived visual bulk.

Figure 1 Proposal Massing



Source: [Cox Urban Context Report]

Design

The proposal is considered to represent a landmark and exemplar architectural design with the journey and inspiration of this being detailed comprehensively within the Urban Context Report prepared by Cox Architects. Notwithstanding, we note the following in summary.

The existing VACC building podium component of the development will be conserved and reinstated as the key frontage of the development. The design of the tower above thoughtfully interprets the rhythmic composition of strong horizontal articulation and fine vertical repetition found in the existing podium

through the use of GRC/aluminium profiled vertical fins, aluminium spandrels separating the tower levels, and steel stanchion balustrades enclosing the balconies. Moreover, the squared corners of the tower complement the defined, angular edges of the heritage podium.

The proposed tower features a 'butterfly' shape, ensuring adequate daylight and cross-ventilation through an efficient floor plate that maximises views of the surrounding area. The articulated form provides a respectful contrast to the heritage podium. Additionally, the tower is set back 2 metres from the podium to reduce its visual bulk and reinstate the podium's prominence along St Kilda Road.

The architectural design to the development's façade, has been tailored so that each living and bedroom window is orientated to maximise visibility to key views from the site. These key areas include the Shrine of Remembrance and Government House, Melbourne Sports Precinct, central city skyline, and the Port Phillip Bay. This carefully tailored design will have the effect of maximising views, quality of daylight, and the internal amenity of dwellings.

Activation

The design of the building actively engages the public realm through the introduction of additional retail tenancies at the ground floor fronting St Kilda Road. Having regard to the streetscape character and planning framework, the presentation of the podium to the street frontages is an important part of the overall design response as it reconstructs the existing heritage podium with some improved aspects such as the ground floor activation and the Level 3 outdoor communal open space.

4.4. RESPONSE OF DESIGN TO PRE-APPLICATION FEEDBACK

We note as part of the proposal's preliminary review process with the Development Facilitation Program, a briefing and review was undertaken with the Development Facilitation Team at DTP.

A memorandum including key design components was issued on 23 June 2025 for further consideration. Inter alia, the written feedback was largely positive and supportive of the design. Commentary was provided as below for key components requiring refinement in the design, with the primary comments paraphrased below:

- Undertake further refinement of tower massing strategy, ensuring that building bulk is minimised.
- Ensure the tower positively relates to the style, materiality, scale, massing, and grain of the VACC heritage base building.
- Further refine public interfaces and provide additional information pertaining to ground floor and pedestrian conditions.
- Engage a landscape architect and explore opportunities for deep soil planting across the proposal
- Refine façade conditions across the proposal and reduce the extent of glazing to upper levels.
- Provide additional information including urban context studies and landscape architecture.

In response to the commentary raised by the DFP team in their memorandum dated 23 June 2025, further design interrogation was undertaken with respect to the proposal's overall architectural response. It is considered the design amendments that have occurred effectively address the commentary raised by the team for the following reasons:

- The tower's massing has been thoughtfully reduced with a 2-metre setback from St Kilda Road and a 1-metre side setback on the eastern wings along the northern and southern façades. This strategic adjustment diminishes the building's bulk as viewed from St Kilda Road, ensuring the tower does not overshadow the heritage podium and remains a recessive, secondary element in the overall design.

- The materials and colour palette of the tower were updated following the receipt of pre-application advice to better relate to the character and history of the VACC building. The design of the tower interprets the rhythmic composition of strong horizontal articulation and fine vertical repetition found in the existing podium through the use of GRC/aluminium profiled vertical fins, aluminium spandrels separating the tower levels, and steel stanchion balustrades enclosing the balconies.
- The design and material colour choices for the tower have been revised to a more muted and complementary colour palette, which presents an outcome more akin to the material finishes of the VACC building.
- Following pre-application advice, the façade design has been refined. The tower's glazing has been reduced by 20% through the incorporation of aluminium vertical fins, spandrel panels, and steel stanchion balustrades.
- Public interfaces of the site have been further refined and provide additional information pertaining to ground floor and pedestrian conditions.
 - A dedicated and legible entry to the food and beverage tenancies fronting St Kilda Road have been provided.
 - All ground-floor apartments have been provided with pedestrian access from the street to contribute to an active, safe, and welcoming public realm
 - Corner apartments incorporate windows to dual street frontages to enable dual-aspect dwellings, improve passive surveillance, enhance natural daylight access, and promote engagement with the public realm.

4.5. INTERNAL AMENITY

Better Apartment Design Standards

The proposal requires assessment Clause 58 of the Port Phillip Planning Scheme and the Better Apartment Design Standards (BADs). A fulsome assessment against BADs requirements is contained within **Appendix B** of this report, however generally the proposal achieves a high level of compliance with these standards. A summary of the assessment is noted below:

The proposal will achieve the functional and adaptable requirements for accessibility and bathroom design, as required by Standard D18, which is seen as a positive outcome.

All pedestrian entries to the proposed development are easily accessible and clearly visible from street frontages. Noted by elevation drawings, the ground floor plane along St Kilda Road and Queens Lane will be highly activated. Each dwelling will contain their own individual entry, accessed via common corridors to each floor. Dwellings on the ground floor have been provided with pedestrian access from the street and accessways to contribute to an active, safe, and welcoming public realm

All dwellings comply with the maximum allowable 9 metre room depth permitted by Standard D27.

The overwhelming majority of apartments are provided with daylight access from a window that is clear to the sky, in line with Standard D28. Whilst a small number of apartments rely on daylight access from a secondary area, they comply with the width and depth requirements of the Standard.

4.6. MANAGEMENT OF EXTERNAL AMENITY IMPACTS

Building setbacks and visual bulk

As identified in the preceding sections, the overall built form and design response is considered appropriate having regard to the building's visual bulk impacts to adjoining properties, and the St Kilda Road and Queens Lane environs.

Under DDO26 (Precinct 5), new development is required to be setback at least 4.5 metres from common side boundaries. The existing building is set 4.37 metres from the northern boundary at the podium level. However, the podium is being reconstructed to meet the 4.5 metre setback requirement for both the north and south boundaries.

These setbacks will ensure that visual bulk through the site is appropriately managed and will ensure suitable daylight access is retained to the building at No. 468 St Kilda Road. The set back will also ensure equitable development opportunities to the lots to the north of the site are preserved.

Overlooking

The 4.5 metre podium setback and the minimum 4.8 metre tower setback from the northern and southern boundaries ensure that adjacent properties are beyond the 9-metre horizontal distance required by the Planning Scheme's overlooking standards. Therefore, there are no significant concerns regarding overlooking adjacent properties.

Relating to the development's internal views, the majority of dwellings proposed are designed to comply with the visibility between dwellings. Of primary relevance are the apartments located on either side of the building's central massing break noting they will have direct views within a 9-metre plane.

In these instances, visual privacy mitigation treatments such as the use of balcony separating walls and directional screens will be employed to ensure views and overlooking are mitigated to a maximum 50% permeability pursuant to Standard D15.

Wind

An Environmental Wind Assessment has been prepared by MEL Consultants (Report No. 25074A-WT-ENV02, dated 1 April 2026) and is submitted with this application. The assessment included detailed boundary layer wind tunnel testing of the proposed development within a 300-metre surrounding context and evaluated wind conditions for 360 degrees of wind direction in accordance with Clause 58.04-4 (Standard D17) of the Port Phillip Planning Scheme.

The wind tunnel study confirms that the proposed development does not result in any exceedances of the pedestrian wind safety criterion at ground level or on upper-level terraces and balconies. All ground-level test locations satisfy the walking comfort criterion at a minimum, with the majority achieving standing or sitting comfort conditions. Wind conditions at the primary pedestrian entrances along St Kilda Road and Queens Lane satisfy the standing comfort criterion or better, while the proposed outdoor dining areas achieve the sitting comfort criterion.

The assessment further confirms that all communal and private terraces and balconies at Levels 3, 10 and 16 satisfy the safety and standing comfort criteria or better.

On this basis, the proposal fully complies with the wind safety and comfort objectives of Clause 58.04-4 of the Planning Scheme, and no additional wind mitigation measures are required.

4.7. LANDSCAPING RESPONSE

Working congruently and symbiotically with the overall built form proposal, an abundant landscaping concept strategy has been devised by Arcadia to identify opportunities for urban greening within the built form, and surrounds. Specifically, the following landscape elements will be incorporated to the building design and entry areas such as:

- Landscape raised planter beds along the site's ground floor interface, and to the main pedestrian entries to the building and a water feature along the entrance spine. This frontage will also incorporate 6 canopy trees.
- 4.5-metre-wide pedestrian laneways to the north and south boundaries of the site featuring raised planted beds, outdoor searing and feature paving to ground floor residential entrances.
- Podium balcony planting including raised perimeter planters, cascading, low maintenance species to further the building's biophilic connection to the public realm and a glass oculus pool to the eastern frontage.

The landscape response responds to numerous local planning policies pertaining to urban design and building design, by utilising resilient and drought tolerant species which will require very low maintenance.

4.8. TRAFFIC AND CAR PARKING

In The proposal has been supported by a detailed **Transport Impact Assessment** prepared by Ratio Consultants (April 2026). The assessment addresses car parking provision, access arrangements, loading and waste collection, bicycle parking and traffic impacts.

4.8.1. Car Parking

Car parking requirements are governed by Clause 52.06 of the Port Phillip Planning Scheme. The site is located within a Category 3 area, where no minimum car parking rates apply and only maximum rates are specified.

The proposed provision of 254 on-site car parking spaces falls within the permissible statutory range and therefore complies with Clause 52.06. No car parking reduction or waiver is required. The level of parking is appropriate given the site's location on St Kilda Road within the Principal Public Transport Network, and its excellent access to tram, bus and rail services, walking and cycling infrastructure.

The basement car park layout and access arrangements comply with Clause 52.06-9 and the relevant Australian Standards. Swept path analysis demonstrates that vehicles can safely enter, circulate within, and exit the site in a forward direction

4.8.2. Access & Porte Cochere

The proposed parking layout and access arrangements are in accordance with the requirements of Clause 52.06-9 of the planning scheme, as well as Australian Standard AS2890.1-2004.

The porte-cochere proposed along St Kilda Road will facilitate pick-up and drop-off activities as well as food delivery with a supply of two (2) pick-up/drop-off spaces and will result in an overall gain of one on-street parking space.

The current arrangement along St Kilda Road features a double-width vehicle crossover at the northeastern corner of the site. The proposed porte-cochere, however, includes two single-width vehicle crossings at the northeastern and southeastern corners. This change will reduce pedestrian crossing distances and encourage low-speed entry and exit manoeuvres.

4.8.3. Loading & Waste

Loading and waste collection are proposed to be provided via a loading bay accessed to/from Queens Lane, catering for vehicles up to the size of an SRV and mini-rear loader waste collection vehicle. A booking system will be in place to coordinate all loading and waste collection activities associated with the loading bay and is recommended to be conducted outside of peak hour commuter periods.

4.8.4. Traffic Generation

The proposal is expected to generate approximately 72 vehicular trips during peak hours. Notably, this is lower than the traffic generated by the existing office building on the site. The surrounding road network has the capacity to handle the additional traffic and is not anticipated to adversely impact the safety or operation of Queens Lane, St Kilda Road, or the surrounding area.

4.8.5. Bicycle Parking

Bicycle parking is provided in accordance with Clause 52.34. The proposal exceeds the statutory requirement by providing 109 bicycle parking spaces, designed in accordance with AS/NZS 2890.3:2015. The provision supports sustainable transport choices and is consistent with State and local policy objectives.

4.9. WASTE MANAGEMENT

A Waste Management Plan (WMP) has been prepared by Leigh Design (April 2026) in support of the proposal. The WMP demonstrates that the development can be serviced in a manner that is functional, efficient and minimises amenity impacts.

The WMP confirms that the proposal will provide for the following residential waste streams, consistent with Sustainability Victoria's preferred waste separation model:

- 7 × 1,100 L general waste bins
- 15 × 240 L food organics (FOGO) bins
- 7 × 1,100 L recycling bins
- 14 × 240 L future glass bins

- 1 × 240 L charity bin, with hard and e-waste collected on demand

For the commercial food and drink tenancies, the WMP provides the following bin provision based on estimated waste generation:

- 3 × 1,100 L general waste bins
- 2 × 1,100 L recycling bins
- 7 × 240 L food organics (FOGO) bins
- 3 × 240 L glass bins, with hard and other waste collected as required

All waste streams will be collected within the building by a private waste contractor, with collections scheduled three times per week, thereby avoiding kerbside bin presentation and reducing impacts on the surrounding streets.

Separate residential and commercial bin stores are provided at ground floor level, with a total waste storage area in excess of the minimum required to accommodate the bin schedule and allow for safe circulation and bin handling. The bin stores are located in close proximity to the ground floor loading bay accessed via Queens Lane, enabling efficient waste collection.

Waste collection will be undertaken by a 6.4 m mini rear-loader vehicle, as confirmed by swept path analysis, and will be managed to minimise noise, traffic and amenity impacts on nearby sensitive uses.

On this basis, the proposal provides an appropriate and well-considered waste management system and is considered acceptable from a waste management and amenity perspective.

4.10. ENVIRONMENTALLY SUSTAINABLE DESIGN

A Sustainability Management Plan (SMP) has been prepared by Integrated Group Services (IGS VIC Pty Ltd) in support of the proposal. The SMP demonstrates that the development achieves Best Practice environmentally sustainable design outcomes consistent with the City of Port Phillip Planning Scheme.

The SMP confirms that the development achieves a 53% BESS score, exceeding the Best Practice benchmark, and includes a commitment to:

- an average NatHERS rating of at least 7.0 stars across all dwellings; and
- an all-electric building design, with no gas reticulation.

Key ESD initiatives incorporated into the proposal include:

- a 20-kL rainwater tank for toilet flushing (F&B and communal areas) and landscape irrigation, supported by water-efficient fixtures;
- a 15 m² raingarden, with MUSIC modelling demonstrating compliance with Best Practice stormwater quality objectives;
- a 20-kW rooftop solar photovoltaic system to offset common area electricity demand;
- thermally enhanced building fabric and energy-efficient building services;
- daylight performance for the tower component that meets BESS IEQ requirements;
- natural ventilation to at least 60% of apartments;
- provision of bicycle parking, with non-residential employee and visitor spaces exceeding Planning Scheme requirements; and
- operational waste management in accordance with a separate Waste Management Plan.

The SMP demonstrates that the proposal responds appropriately to the City of Port Phillip's sustainability objectives and provides an acceptable ESD outcome for a development of this scale and location.

Stormwater Management

Further to the above, a Stormwater Management Plan has been prepared by IGS having regard to the Melbourne Water MUSIC guidelines, and Best Practice environmental guidelines.

In relation to Clause 53.18 and Clause 19.03-3L of the Scheme, the report addresses components against stormwater quantity and runoff flows; reduction of gross pollutants and maintaining water quality; and reducing the development's overall risk of flooding. The proposed development provides an appropriate response noting the below:

- The subject site is not identified as being in an area subject to 1% AEP flooding events.

- There will be an overall reduction of stormwater discharge from the site, noting the ESD initiative for collection and reuse of rainwater runoff for toilet flushing from a 20kL tank.
- In addition, the development will include the installation of a 15m² raingarden to filter stormwater runoff.

The development will achieve the MUSIC modelling water quality performance targets, with the modelling identifying the following post-development pollutant load reductions:

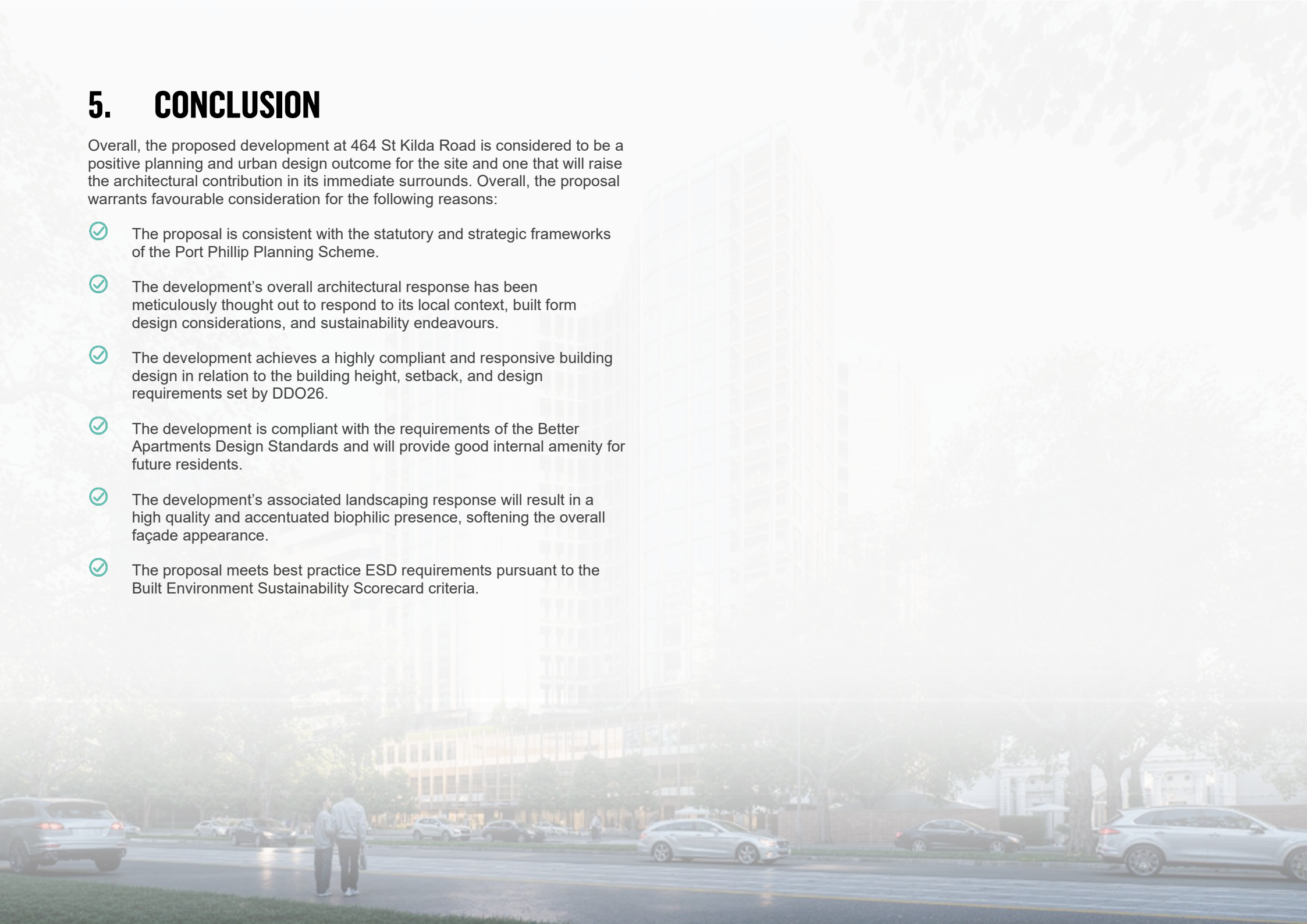
- Total Suspended Solids – 82.6%
- Total Phosphorus – 57.3%
- Total Nitrogen – 49.5%
- Gross Pollutant – 100%

Accordingly, the proposed stormwater management strategy is considered to respond appropriately to the relevant Planning Scheme provisions and Melbourne Water requirements.

5. CONCLUSION

Overall, the proposed development at 464 St Kilda Road is considered to be a positive planning and urban design outcome for the site and one that will raise the architectural contribution in its immediate surrounds. Overall, the proposal warrants favourable consideration for the following reasons:

- ✓ The proposal is consistent with the statutory and strategic frameworks of the Port Phillip Planning Scheme.
- ✓ The development's overall architectural response has been meticulously thought out to respond to its local context, built form design considerations, and sustainability endeavours.
- ✓ The development achieves a highly compliant and responsive building design in relation to the building height, setback, and design requirements set by DDO26.
- ✓ The development is compliant with the requirements of the Better Apartments Design Standards and will provide good internal amenity for future residents.
- ✓ The development's associated landscaping response will result in a high quality and accentuated biophilic presence, softening the overall façade appearance.
- ✓ The proposal meets best practice ESD requirements pursuant to the Built Environment Sustainability Scorecard criteria.



6. DISCLAIMER

This report is dated April 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, WingTaiAsia (**Instructing Party**) for the purpose of Town Planning (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

PORT PHILLIP PLANNING SCHEME

A.1 ZONE

COMMERCIAL 1 ZONE

The subject site is affected by the Commercial 1 Zone (C1Z) pursuant to Clause 34.01 of the Port Phillip Planning Scheme. The purpose of the C1Z is:

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

A Planning Permit is required to:

- Construct a building or to construct or carry out works (Clause 34.01-04)

A.2 OVERLAYS

DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 26

The subject site is affected by the Design and Development Overlay – Schedule 26 (DDO26) pursuant to Clause 43.02 of the Port Phillip Planning Scheme. Under the DDO, a planning permit is required to construct a building or to construct or carry out works.

Schedule 26 to the DDO denotes a number of precinct wide design objectives, which include the following pertinent components inter alia:

- *To provide for the future development of the St Kilda Road North Precinct, as a Precinct integrated with its urban and landscape surrounds.*
- *To ensure development is environmentally sustainable.*
- *To ensure development does not dominate or obstruct view corridors to key landmark and civic buildings, including the Shrine of Remembrance.*
- *To encourage building design that minimises adverse amenity impacts upon residential properties, Albert Park Reserve, the Shrine of Remembrance and other open space, streets and public places in the area as a result of overshadowing, wind tunnelling or visual bulk.*
- *To protect the Shrine of Remembrance as a significant historic and cultural landmark and place of reverence by: Maintaining the scale of development within its setting and backdrop.*
- *Preserving important views and vistas to and from the Shrine.*
- *Ensuring that external building materials and finishes are selected to minimise solar reflectivity and glare impacts, particularly on ANZAC Day and Remembrance Day.*
- *To prevent further intrusion of built form into the Shrine's silhouette above the level of the portico roof when viewed from its western elevation.*
- *To maintain a lower scale edge along St Kilda Road in the vicinity of the Shrine, north of Park Street.*
- *To maintain solar access to the Shrine's Memorial Gardens.*
- *To maintain and consolidate the grand landscape setting of the Precinct as an important and distinctive feature of the area by requiring consistent front and side boundary setbacks and high-quality landscaping.*
- *To ensure new development enhances the public realm and contributes to a network of pedestrian friendly streets.*
- *To ensure a high degree of internal amenity for building occupants, including providing for outlook and privacy, natural ventilation, sunlight and daylight and noise minimisation.*
- *To ensure spacing between towers is sufficient to:*
 - *Allow for cross ventilation within the building.*
 - *Assist in maintaining the sense of space and 'open sky views' at street level.*
 - *Provide opportunities for buildings to have an outlook.*
- *To ensure development in the Precinct does not unreasonably overshadow adjoining residential properties south/west of Kings Way.*

- *To ensure that the design of buildings constructed 'boundary to boundary' minimises building bulk across the width of the site, reflects the existing fine grain subdivision pattern and promotes vertical articulation in the design.*
- *Moreover, the subject site is located within Sub-Precinct 5 (St Kilda Road South of Kings Way) which contains the following design objectives:*
- *To ensure the development contributes to and maintains consistent and symmetrical building heights on both sides of St Kilda Road.*
- *To ensure that development results in regularly placed buildings, with space between them to frame view corridors along St Kilda Road.*
- *To ensure that development provides generous landscaped front setbacks to St Kilda Road that strengthens the leafy grand boulevard character.*
- *To provide landscaped links along east-west streets.*
- *To encourage the development of a high quality, high amenity mixed use area on Raleigh and Union Streets.*
- *To provide a transition in height from the high rise development along St Kilda Road to sites fronting Punt Road to provide an appropriate lower scale interface to the residential areas to the east.*
- *To ensure that development improves the pedestrian environment along Queens Lane with buildings designed to address and engage with the street edge, while recognising the service role of this Lane.*
- *To ensure that buildings are scaled to maintain a respectful backdrop for the Shrine of Remembrance.*

Figure 2 Map 6 to Schedule 26 to Clause 43.02 - Built Form and Setback Requirements: Sub-Precinct 5

Source: [Port Phillip Planning Scheme]

- *Development should be generally in accordance with Map 6 of this schedule.*
- *On St Kilda Road a landscape setback of 13.7 metres must be provided to St Kilda Road. A permit may not be granted to construct a building or construct or carry out works which are not in accordance with this requirement unless allowed by clause 2.3 of this schedule.*

DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 13

The subject site is affected by the Design and Development Overlay – Schedule 13 (DDO13) pursuant to Clause 43.02 of the Port Phillip Planning Scheme. Under the DDO, a planning permit is required to construct a building or to construct or carry out works.

The objective of the DDO13 is *‘To ensure that the Shrine of Remembrance and its outline as viewed from Swanston Street outside the State Library in the City of Melbourne is not fully or partially obscured by any building or works.’*

Under the DDO13:

- A permit is not required for a building or works to be constructed up to 33 metres in height above the Australian Height Datum on land within the boundaries of this overlay.
- The height of buildings or works must be in accordance with the shrine vista height control formula as described in the Shrine of Remembrance Controls (April 2014). A permit cannot be granted to vary this requirement.
- The views of the Shrine of Remembrance Trustees must be considered by the Responsible Authority

SPECIAL BUILDING OVERLAY – SCHEDULE 1

The subject site is affected by the Special Building Overlay – Schedule 1 (SBO1) pursuant to Clause 44.05 of the Port Phillip Planning Scheme. Schedule 1 of the Special Building Overlay refers to ‘Melbourne Water Main Drain’.

Objectives of the SBO include:

- *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 SBO1, Melbourne Water is the relevant floodplain management authority for the site. Any application must be consistent with any a local floodplain development plan prepared by the Responsible Authority or Melbourne Water.

A permit is required for buildings and works pursuant to Clause 44.05-2.

HERITAGE OVERLAY (HO307)

The subject site is identified as a heritage place by the Port Phillip Planning Scheme through the application of Heritage Overlay HO307.

The objectives of the heritage overlay are 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*

Pursuant to Clause 43.01-1 a permit is required to:

- *Demolish or remove a building.*
- *Construct a building or construct or carry out works .*
- HO307 relates to an individual heritage overlay, and the existing building is considered of ‘significant’ heritage’. The following statement of significance is provided for the existing building on the site:

The VACC building is of significance as one of the first commercial buildings to be built along St Kilda Road. Its use of expressed steel and bronzed glazing are early examples of distinctive elements that were to be repeated through Melbourne. The significance of the building has been greatly reduced by the recent refurbishment of the entry foyer

A.3 GENERAL AND PARTICULAR PROVISIONS

CLAUSE 52.06 – CAR PARKING

Clause 52.06 'Car Parking' aims to ensure that an appropriate amount of car parking is provided to new developments. The requirements of this Clause relate to the likely demand anticipated, the function of the land, the local context and associated State and Local Planning Policy Frameworks.

Further, Clause 52.06 seeks to ensure that car parking does not adversely impact upon the amenity of an area and aims to support sustainable transport alternatives.

Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5.

Clause 52.06-5 provides car parking rates for a number of land uses, including dwellings, food and drink premises and shop. Dwellings require one car parking space per every one- to two-bedroom dwelling and two car parking spaces for every three-plus bedroom dwelling. 'Food and drink premises' and 'shop' land uses require 3.5 car parking spaces to every 100 sqm of leasable floor area. It is noted that the site is located within the Principal Public Transport Network, so the car parking rates at Column B apply.

CLAUSE 52.34 – BICYCLE FACILITIES

Clause 52.34 'Bicycle Facilities' outlines provisions relating to bicycle parking rates and associated requirements, including end of trip facilities. Clause 52.34-5 requires that the following minimum bicycle spaces are provided:

- Dwelling
 - Residents: 1 bicycle space per 5 dwellings
 - Visitors: 1 bicycle space per 10 dwellings for visitors.

- Retail Premises
 - Staff: 1 bicycle space to each 300sqm of leasable floor area
 - Visitors: 1 bicycle space to each 500sqm of leasable floor area

CLAUSE 53.18 – STORMWATER MANAGEMENT IN URBAN DEVELOPMENT

Clause 53.18 'Stormwater Management in Urban Development' seeks 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 provide cooling, local habitat and amenity benefits.

Applications that involve buildings and works should comply with Standard W2 and Standard W3, pertaining to best practice stormwater management practices.

CLAUSE 53.23 – SIGNIFICANT RESIDENTIAL DEVELOPMENT WITH AFFORDABLE HOUSING

Clause 72.01 of the Port Phillip Planning Scheme has the effect of making the Minister for Planning the Responsible Authority for applications eligible to be assessed under the Clause 53.23 pathway. The Clause 53.23 pathway offers eligible applications an expedited assessment timeframe aimed at facilitating the development of residential projects that include affordable housing needs.

To be eligible for assessment under this pathway, the development must meet the following requirements:

- The estimated cost of the development of land for accommodation (other than camping and caravan park, group accommodation and residential hotel) as specified in the quantity surveyor report required under clause 53.23-3 must be at least:
 - \$50 million if any part of the land is in metropolitan Melbourne;
- At least 10% of the total number of dwellings in the development must be affordable housing, or alternatively this condition may be met via an alternative mechanism for the provision of affordable housing specified in the agreement under section 173 of the Act referred to in clause 53.23-4.

- Must have written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the proposal.

CLAUSe 65 – DECISION GUIDELINES

Clause 65 specifies a range of general ‘Decision Guidelines’ that the responsible authority must consider prior to deciding on any application. This includes the need to considering any associated amenity, traffic flow and road safety impacts.

A.4 MUNICIPAL PLANNING STRATEGY

The Municipal Planning Strategy sets out the following vision and strategic directions to guide development in the City of Port Phillip within the Port Phillip Planning Scheme.

- **Clause 02.01 – Context** acknowledges that City of Port Phillip is the most densely populated municipality in Victoria with more than twice the population density of the metropolitan Melbourne average.
- **Clause 02.01-2 – Housing** profile recognises the different densities found within City of Port Phillip with 8.4% of dwellings being separate houses, 37.7% being medium density and 52.2% being high density.
- **Clause 02.02 – Vision** establishes the vision for Port Phillip which includes a city that promotes sustainable economic growth, high accessibility to goods and services; a city that promotes affordable, accessible and diverse housing types to meet the needs of all current and future residents; and a city of distinct neighbourhoods where an understanding of local character and heritage is an important element of a sustainable future.
- **Clause 02.03-1 – Settlement** recognises the neighbourhood of South Melbourne neighbourhood includes the South Melbourne Major Activity Centre including Clarendon Street, the South Melbourne Market, and significant established business precincts which are experiencing residential and commercial development pressure. Council supports maintaining high quality residential environments in established residential areas.
- **Clause 02.03-4 – Built Environment and Heritage** recognises that Port Phillip’s built and natural heritage places are among the earliest and most significant in Melbourne. Protecting, revealing and embracing heritage and

character is a priority within the municipality. A high quality, liveable and inclusive urban environment is critical to support the vitality and wellbeing of the city.

- **Clause 02.03-5 – Housing** identifies that managing housing growth and urban form is a key challenge. As a part of housing growth, provision must be made for a variety of dwellings to meet the diverse needs of Port Phillip’s community and ensuring that in terms of household size, lifestyles, abilities, income levels and lifecycle stages

A.5 PLANNING POLICY FRAMEWORK (PPF)

The State Planning Policy Framework (SPPF) seeks to develop objectives for planning in Victoria to foster high level land use and development strategies which are the same for each municipality in the State. Generally, the SPPF contains objectives for particular policy areas with strategies of how the objectives are to be achieved.

- **Clause 11 – Settlement** recognises that planning is to ‘anticipate and respond to the needs of existing and future communities through provision of zones and service land for housing, employment, recreation and open space, commercial and community facilities and infrastructure’. The policy also seeks to facilitate sustainable development that takes full advantage of existing settlement patterns.
- **Clause 11.01-1S – Settlement** aims to facilitate the sustainable growth and development of Victoria.
- **Clause 15 – Built Environment and Heritage** identifies the role of planning to ‘recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.’
- **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. This requires development to respond to its context in terms of character, cultural identity and surrounding landscape.
- **Clause 15.01-1L-02 – Urban Design** seeks to facilitate high quality urban design and architecture that integrates with the prevailing neighbourhood character and contributes to the amenity and vitality of the area.

- **Clause 15.01-2S – Building Design** provides a range of urban design strategies which seek ‘to achieve building design outcomes that contribute positively to the local context and enhance the public realm’.
- **Clause 15.01-2L-01 Building Design** seeks to enhance the design quality of multi-unit residential development over five storeys by promoting sustainable landscaping, improving pedestrian and cyclist access and ensuring thoughtful integration of parking and sunlight access.
- **Clause 15.01-2L-02 – Environmentally Sustainable Development** seeks to achieve best practice in environmentally sustainable development from the design stage through to construction and operation. A Sustainability Management Plan is triggered under this Clause (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:
 - 10 or more dwellings.
 - A building used for accommodation other than dwellings with a gross floor area of more than 1000 square metres.
- **Clause 15.01-5S – Neighbourhood Character** seeks to recognise, support and protect neighbourhood character, cultural identity and a sense of place. This includes supporting development that respects or contributes to neighbourhood character and ensuring that development responds to its context.
- **Clause 16 – Housing** identifies that planning should provide for housing diversity and ensure the efficient provision of supporting infrastructure.
- **Clause 16.01-1S – Housing Supply** seeks to facilitate well-located, integrated and diverse housing that meets community needs. This includes encouraging development of well-designed housing that provides a high level of internal and external amenity and incorporates universal design and adaptable internal dwelling design.
- **Clause 16.01-1L-01 – Housing Diversity** aims to provide a mix of housing types and are accessible for people of all abilities and older persons. Policy guidelines are included with respect to ensuring housing is designed to be adaptable and accessible.
- **Clause 16.01-1L-02 – Location of Residential Development** seeks to direct housing growth to designated locations that have the highest capacity for change and offer high accessibility while maintaining the heritage, neighbourhood character and amenity values of established residential areas that have limited potential for housing growth.
- **Clause 16.01-2S – Housing Affordability** aims to deliver more affordable housing in close proximity to jobs, transport and key services. Council supports increasing choice in housing type, tenure and cost to meet the needs of diverse households.
- **Clause 18 – Transport** ensures a safe, integrated and sustainable transport system that provides access to social and economic opportunities, actively contributes to environmental sustainability facilitates network-wide efficient movements and supports health and wellbeing.
- **Clause 18.02-3R – Principal Public Transport Network** seeks to facilitate high-quality public transport access in close proximity to jobs.
- **Clause 18.02-4L-01 – Car Parking** supports car parking to be contained within a building or located at the rear of a building.
- **Clause 19 – Infrastructure** aims to ensure the efficient, equitable and timely provision of social and physical infrastructure by recognising social needs and setting aside land for community resources and future transport routes.
- **Clause 19.03-3L – Stormwater Management** promotes the use of water sensitive urban design, including stormwater reuse in new buildings.

CLAUSE 58 (BADS) ASSESSMENT

Objectives	Standard	Assessment	 Complies  Variation Required
Clause 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 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.		Does the proposal meet the objective ? Does the proposal meet the standard ? The proposed architectural design of the development has been specifically considered with reference to the surrounding urban context, local policy, and surrounding existing developments. The development is considered to respond positively to the South Melbourne preferred urban context and has given thoughtful consideration to the site's unique characteristics.
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 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.		Does the proposal meet the objective ? Does the proposal meet the standard ? An assessment of the proposal's consistency against the Municipal Planning Strategy and Planning Policy Framework has been provided in the report's preceding sections. The proposal provides residential development that is consistent with the municipality's vision for the area and note that the site has been earmarked by various Clauses as being able to support high density residential developments.

58.02-3 - Dwelling diversity objective

To encourage a range of dwelling sizes and types in developments of ten or more dwellings.

Standard D3

Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development provides a mixture of dwelling types with significant provision of 1-, 2-, and 3-bedroom apartments. In addition, high- end 3- & 4-bedroom apartments are provided on upper levels, with several studio apartments to provide increased diversity of dwelling sizes.

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

Development should be connected to reticulated services, including reticulated sewerage, drainage and electricity, if available.

Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.

In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development will provide connection to all dwellings for sewerage, drainage, electricity and water, and is not considered to be excessive. In line with sustainability initiatives, the development will be gas-free.

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

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development has been appropriately designed so that it is activated along all street frontages to St Kilda Road and Queens Lane. Each façade will be provided with multiple

- 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.

pedestrian entries, glazing and balconies to activate the street interfaces.

The development's design has been carefully thought out to ensure that a high level of articulation is achieved on facades, with blank spaces wholly minimised. Car parking and waste collection areas are provided to the rear of the site at Queens Lane and appropriately sleeved.

Clause 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

Buildings should be:

- Oriented to make appropriate use of solar energy.
- Sited and designed to ensure that the energy efficiency of existing dwelling or small second dwellings on adjoining lots is not unreasonably reduced.

Living areas and private open space should be located on the north side of the development, if practicable.

Developments should be designed so that solar access to north-facing windows is optimised.

Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.

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



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Where possible, all dwellings have been oriented and designed so that solar access is maximised, with minimal impacts to adjoining properties.

Per the SMP prepared by IGS, the development achieves an average residential cooling load of approximately 18.4 MJ/m², based on preliminary NatHERS modelling. This outcome supports the achievement of an average NatHERS rating of at least 7.0 stars across all dwellings and reflects a high level of thermal performance.

Climate zone 62 Moorabbin	21
Climate zone 63 Warrnambool	21
Climate zone 64 Cape Otway	19
Climate zone 66 Ballarat	23

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

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:
 - a. Provide passive surveillance opportunities, where appropriate.
 - b. Provide outlook for as many dwellings as practicable.
 - c. Avoid overlooking into habitable rooms and private open space of new dwellings.
 - d. Minimise noise impacts to new and existing dwellings and existing second small dwellings.

Any area of communal outdoor open space should be landscaped and include canopy cover and trees.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Communal open space in excess of 30sqm is provided on level 3, above the podium. This area features seating integrated into the terraced landscaping and offers passive surveillance opportunities to the northern laneway connecting St Kilda Road and Queens Lane.

Additionally, 2199 sqm of indoor communal open space is available across levels 1 and 2. Much of this area, on level 1 and 2, fronts St Kilda Road, providing passive surveillance opportunities to the street without overlooking habitable rooms or private open spaces.

58.03-3 Solar access to communal outdoor open space objective

Standard D8



Does the proposal meet the **objective**?

To allow solar access into communal outdoor open space.	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.	 Does the proposal meet the standard? The communal outdoor open space is located on the north side of the building. More than 50% of this space receives a minimum of 2 hours of sunlight between 9am and 3pm on 21 June, with shadowing only occurring after 2pm.
--	---	---

58.03-4 Safety objective

To ensure the layout of development provides for the safety and security of residents and property.

Standard D9

Entrances to dwellings should not be obscured or isolated from the street and internal accessways.

Planting which creates unsafe spaces along streets and accessways should be avoided.

Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.

Private spaces within developments should be protected from inappropriate use as public thoroughfares.

	Does the proposal meet the objective?
	Does the proposal meet the standard? All dwellings will be provided with a consolidated entry point to the site's St Kilda Road frontage. The development's entry has been instilling passive surveillance through lighting and visibility.

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

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:
 - a. 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.

	Does the proposal meet the objective?
	Does the proposal meet the standard? The subject site has an area of 4,653 sqm. Under Table D2 of the Better Apartment Design Standards, sites greater than 2,500 sqm are required to provide 780 sqm of canopy cover and 15% deep soil (approximately 698 sqm).

- b. Consistent with the canopy diameter and height at maturity specified in Table D4.
- c. 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.

Table D2 – Canopy Cover and Deep Soil Requirements

Site Area	Canopy Cover	Deep Soil
1000 sqm or less	5% of site area Include at least 1 Type A Tree	5% of site area or 12 sqm (whichever is the greater)
1001 – 1500 sqm	50 sqm plus 20% of site area above 1,000 sqm Include at least 1 Type B Tree	7.5% of site area
1501 – 2500 sqm	150 sqm plus 20% of site area above 1,500 sqm Include at least 2 Type B trees or 1 Type C Tree	10% of site area

The proposal does not meet these quantitative benchmarks. Based on anticipated mature canopy spread, approximately 301 sqm of canopy cover (6.47% of the site area) and 150 sqm of deep soil (3.2% of the site area) are provided. However, the proposal includes 8 Type A trees and 4 Type B trees, satisfying the minimum requirement for at least two Type B trees.

The reduced canopy and deep soil provision is a consequence of the highly constrained urban site, which is fully underlain by basement car parking and located within an established inner-city corridor with limited opportunities for in-ground planting. In response, the proposal adopts an alternative landscaping approach, including:

- landscaped ground-level frontages;
- podium-level and balcony planters, including cascading planting;
- climate-responsive planting to soften built form and improve amenity.

While deep soil planting is limited, the landscaping strategy improves streetscape presentation, provides visual greening, and

2500+ sqm	350 sqm plus 20% of site area above 2,500 sqm 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 sqm (min. plan dimension of 2.5 metres)	12 cubic metres (min. plan dimension of 2.5 metres)	0.8 metres
B	49 sqm (min. plan dimension of 4.5 metres)	28 cubic metres (min. plan dimension of 4.5 metres)	1 metre
C	121 sqm (min. plan dimension of 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 Type

Tree Type	Minimum canopy diameter	Minimum height
A	4 metres	6 metres
B	8 metres	8 metres
C	12 metres	12 metres

supports resident amenity, consistent with the surrounding urban context.

Although the proposal does not meet the quantitative canopy cover and deep soil benchmarks of Standard D10, it is considered to reasonably meet the objectives of Clause 58.03-5, having regard to the site constraints and urban context.

58.03-6 Access objective

To ensure that vehicle crossovers are designed and located to provide safe

Standard D11

Vehicle crossovers should be minimised.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

access for pedestrians, cyclists and other vehicles.

To ensure the vehicle crossovers are designed and located to minimise visual impact.

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.

A porte cochere has been provided along the St Kilda frontage to facilitate pick-up and drop-off activities. The existing arrangement includes a double-width vehicle crossing at the northeastern corner of the road. The proposal, however, includes two single-width vehicle crossings at the northeastern and southeastern corners. This change will reduce pedestrian crossing distances and encourage low-speed entry and exit manoeuvres.

The high-volume, double-width crossover, which historically served 169 car parking spaces, will be replaced with a low-volume drop-off/pick-up facility. Vehicle access to and from the basement carpark will be provided along the Queens Lane frontage via a double-width vehicle crossover. A gate will be installed at the top of the access ramp to control access.

Pedestrian and cyclist access has been clearly delineated from vehicle access.

Pedestrian access to the ground floor lobby will be available from St Kilda Road, with a pedestrian link connecting St Kilda Road and Queens Lane along the northern and southern boundaries of the site.

Cyclists will have access to the visitor spaces near the porte cochere via St Kilda Road. Access to the basement bicycle parking for residents and staff will be provided through the southern pedestrian link, facilitated by the access lift.

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 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.	 Does the proposal meet the objective?  Does the proposal meet the standard? Car parking facilities are accessible via the basement ramp accessed from Queens Lane. The car parking is accessible and convenient from dwellings and are secured appropriately. There are no habitable room windows located within 1.5 metres of accessways or car parks.
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 Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use. Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority. The stormwater management system should be: ▪ Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999). ▪ Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.	 Does the proposal meet the objective?  Does the proposal meet the standard? Per the Sustainability Management Plan and Stormwater Management Report, the proposal will result in Best Practice urban stormwater objectives through Clause 53.18. The development will utilise a 20kL rainwater harvesting system has been proposed on the site which will be used for flushing toilets and landscaping irrigation.
Clause 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	Standard D14 The built form of the development must respect the existing or preferred urban context and respond to the features of the site.	 Does the proposal meet the objective?  Does the proposal meet the standard?

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.

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 and existing small second dwellings. Developments should avoid relying on screening to reduce views.
- Provide an outlook from dwellings that creates a reasonable visual connection to the external environment.
- Ensure the dwellings are designed to meet the objectives of Clause 58.

The subject site is bordered by St Kilda Road to the east and Queens Lane to the west. This positioning ensures the development will receive adequate daylight and is appropriately set back from properties directly to the east and west.

To the north and south, the building is set back a minimum of 4.5 metres at the podium level and a minimum of 4.8 metres at the tower level. This ensures adequate daylight into habitable rooms and avoids direct views into the habitable rooms of adjacent dwellings in most instances despite the curvilinear form of the building. Additionally, screening is not relied upon to reduce views. The outlook from the proposed dwellings will offer views along surrounding public realm, cityscapes, and the surrounding parkland

58.04-2 Internal views objective

Standard D15

To limit views into the private open space and habitable room windows of dwellings within a development.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The majority of apartments comply entirely with respect to preventing internal views between dwellings.

Where apartments have direct views between balconies and habitable rooms i.e. those either side of the central core, visual privacy mitigation treatments will be employed to ensure views and overlooking are mitigated to a maximum 50% permeability, per Standard D15.

A range of treatments will be employed including the use of aluminium cladding, where required

58.04-3 Noise impacts objectives

Standard D16



Does the proposal meet the **objective**?

To contain noise sources in developments that may affect existing dwellings or small second dwellings.

To protect residents from external and internal noise sources.

Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings or small second dwellings.

The layout of new dwellings and buildings should minimise noise transmission within the site.

Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.

New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources. Buildings within a noise influence area specified in Table D5 should be designed and constructed to achieve the following noise levels:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.

Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.

Table D5 - Noise influence area

Noise Source	Noise Influence Area
Zone Interface	
Industry	300 metres from the Industrial 1, 2 and 3 zone boundary
Roads	
Freeways, tollways, and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
Railways	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track



Does the proposal meet the **standard**?

We note that noise-generating components of the development have been entirely separated from dwellings to ensure that noise sources are contained and residential apartments are protected from potential impacts.

Specifically, mechanical plant equipment will be placed on the roof level with acoustic screening to ensure that the penthouse's open space maintains appropriate amenity standards. Car parking is segregated to basement levels, appropriately separated from residential apartments. Due to these building treatments, minimal noise transfer is expected. Additionally, we confirm that the subject site is not within proximity to any of the noise influence areas regulated by Table D5.

Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track
---	---

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

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.

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 direction.	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,



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

An Environmental Wind Assessment has been prepared by MEL Consultants and is contained within this submission to identify any potential detrimental impacts from the development on surrounding wind conditions. Per the report's outcomes, the development is expected to maintain compliant wind conditions on public land per the Table D6 criteria.

Furthermore, it is expected that the balconies will maintain wind comfort conditions equivalent to the walking comfort and safety criteria stipulated. The balconies at the corners of the building are anticipated to meet the standing/sitting comfort criterion. Considering the report outcomes, we believe the development will appropriately respond to the surrounding wind conditions.

	4 metres per second for standing areas, 5 metres per second for walking areas.
--	---

Clause 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

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.

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 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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Standard D18 requires at least 50% of dwellings to incorporate the specified accessibility features, including compliant door widths, clear circulation paths, access between the main bedroom and an adaptable bathroom, and the provision of at least one adaptable bathroom designed in accordance with Design Option A or B in Table D7.

Based on the Better Apartment Design Standards (BADs) compliance plans and assessment table, 85.54% of all dwellings incorporate the full suite of accessibility features required by Standard D18. This includes compliant entrance and bedroom door widths, clear internal circulation paths, access between the main bedroom and an adaptable bathroom, and adaptable bathrooms designed in accordance with Table D7.

	Circulation area	A clear circulation area that is: A minimum area of 1.2 metres by 1.2 metres. Located in front of the shower and the toilet. Clear of the toilet, basin, and the door swing. The circulation area for the toilet and shower can overlap.	A clear circulation area that is: A minimum width of 1 metre. The full length of the bathroom and a minimum length of 2.7 metres. Clear of the toilet and basin. The circulation area can include a shower area.
	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.

Standard D19

Entries to dwellings and buildings should:

- Be visible and easily identifiable.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

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.

- 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:
 - a. Include at least one source of natural light and natural ventilation.
 - b. Avoid obstruction from building services.
 - c. Maintain clear sight lines.

Access to the building will be via a single consolidated entry to St Kilda Road, which has been designed as an enclave to the street to give a sense of privacy. The entry will be highly visible and will be clearly identifiable as the building entry, maintaining a sense of address. The entry will be sheltered and will act as a sensible transition.

Food and Beverage tenancies within the development will have separate entries from St Kilda Road ensuring that they do not get confused with residential areas.

Each lift lobby will be provided with an expansive window to accommodate natural light and natural ventilation to corridors. Sight lines will be maintained appropriately.

58.05-3 Private open space objective

To provide adequate private open space for the reasonable recreation and service needs of residents.

Standard D20

A dwelling should have private open space consisting of at least one of the following:

- An area at ground level of at least 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room.
- A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room.
- An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room.
- An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Pursuant to the BADS compliance plans and assessment table prepared, the functional layout diagrams identify that each apartment will be provided in accordance with the minimum areas and dimensions stipulated by Table D8. The balconies are considered to be of sufficient size so that the space remains useable and functional for future purchasers.

100% of dwellings meet the private open space requirements under Standard D20.

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.

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 sqm	1.7m
South (between south 30 degrees west to south 30 degrees east)	All	8 sqm	1.2m
Any other orientation	Studio or 1 bedroom dwelling	8 sqm	1.8m
	2-bedroom dwelling	8 sqm	2m
	3 or more-bedroom dwelling	12 sqm	2.4m

Table D9 – Additional Living Area or Bedroom Area

Dwelling Type	Additional area
Studio or 1 bedroom dwelling	8 sqm
2-bedroom dwelling	8 sqm
3 + bedroom dwelling	12 sqm

58.05-4 Storage objective

Standard D21



Does the proposal meet the **objective**?

To provide adequate storage facilities for each dwelling.

Each dwelling should have convenient access to usable and secure storage space.

The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.

Table D10 – Storage

Dwelling type	Total minimum storage	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



Does the proposal meet the **standard**?

100% of dwellings will meet the minimum storage requirements for each dwelling as specified in Table D10.

Clause 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

Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposal is considered to appropriately delineate areas of private, communal, and public spaces through sensitive treatments. Each of the common property spaces will be highly functional and useable, including resident amenities and lounges, and dwell spaces within the residential lobby. Each of the spaces are consolidated to ensure management is easy and effective by the body corporate.

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

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The site has adequately planned for site services to be housed within accessible locations on the ground floor, primarily to the Queens Lane elevation.

Mailboxes will be housed within a dedicated area to the residential lobby. These will be appropriately located for resident use.

Mechanical plant and remaining services are contained on the roof levels, with plant screening provided around the stipulated area.

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

Developments should include dedicated areas for:

- Waste and recycling enclosures which are:
 - a. Adequate in size, durable, waterproof and blend in with the development.
 - b. Adequately ventilated.
 - c. 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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Waste storage areas have been provided in back of house areas to the ground floor, which will be serviced via a waste bin chute to each level. Waste will be separated into respective streams including general waste, comingled recycling, glass and food organics in line with Sustainability Victoria requirements. Further information regarding the waste and recycling measures to be employed on site can be found within the Waste Management Plan prepared by Leigh Design.

- 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.

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

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The external schedule of materials and finishes, contained within the Architectural set of plans prepared by Cox, demonstrate that the materials chosen for use by the development will be hardy, resilient and weatherproof.

A mixture of materials will be used including glazing, metal and glass balustrading, textured concrete, and profiled metal cladding within the podium levels. Maintenance will be readily accessible when required.

Clause 58.07: Internal Amenity

58.07-1 Functional layout objective

To ensure dwellings provide functional areas that meet the needs of residents.

Standard D26

Bedrooms should:

- Meet the minimum internal room dimensions specified in Table D11.
- Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.

Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.

Table D11 – Bedroom Dimensions

Bedroom type	Minimum width	Minimum depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3 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



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

According to the BADS compliance drawings and table provided as part of this submission, the development provides compliant bedroom and living room dimensions for all assessed dwellings.

All dwellings meet or exceed the minimum room dimensions specified in D11 and D12.

58.07-2 Room depth objective

To allow adequate daylight into single aspect habitable rooms.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Pursuant to the BADS compliance drawings and table provided, all dwellings meet Standard D27.

No dwellings will exceed the maximum room depth under the standard.

58.07-3 Windows objective

To allow adequate daylight into new habitable room windows.

Standard D28

Habitable rooms should have a window in an external wall of the building.

A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.

The secondary area should be:

- A minimum width of 1.2 metres.
- A maximum depth of 1.5 times the width, measured from the external surface of the window.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Pursuant to the BADS compliance drawings provided, all habitable rooms within the development's proposed dwellings are provided with a window to an external wall of the building.

Due to the layout of some apartments, some bedrooms have secondary daylight areas proposed with windows clear to the sky. In these instances, each secondary area provides a minimum width of 1.2 metres, with the associated depth not exceeding 1.5 times the respective widths.

All dwellings meet Standard D28.

58.07-4 Natural ventilation objectives

To encourage natural ventilation of dwellings.

To allow occupants to effectively manage natural ventilation of dwellings.

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.



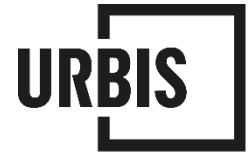
Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Each of the proposed dwellings have been designed to ensure that, at their external wall interfaces, ventilation has been maximised where possible through the use of operable windows and doors.

42% (135) of the apartments will achieve effective natural ventilation via cross ventilation, single sided ventilation or mechanically assisted natural ventilation (e.g.



fresh air supply rates between 2.5-5 L/s) to meet BESS requirements.