



20 May 2026

Ella Sutton

Senior Planner | Planning Facilitation
State Planning Assessment and Facilitation
Department of Transport and Planning
1 Spring Street
MELBOURNE VIC 3000P

Via planning permit application portal

Dear Ella,

ADVERTISED PLAN

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APPLICATION FOR PLANNING PERMIT – GREAT DESIGN FAST TRACK (Clause 53.25)

Reference No: PPA-1182 Development Facilitation Program
Address: 11-13 Spring Street, Fitzroy
Proposal: 8 storey residential building containing 13 apartments and 12 car spaces

We continue to act for the permit applicant, Antipodean Land Developments Pty Ltd.

In accordance with the instructions provided by the Department of Transport and Planning in the project eligibility letter, dated 12 March 2026, please find enclosed the following information for lodgement of a planning permit application under the Great Design Fast Track Pathway (Clause 53.25 of the Yarra Planning Scheme):

- Certificate of Title.
- Metropolitan Planning Levy Certificate.
- Land survey plan and elevation by Helliard McFarland.
- Architectural Drawings by Edition Office, Revision A, dated 13.05.26.
- Great Design Fast Track (GDFT) Application Report by Edition Office – including urban context, design response and 7 GDFT design principles, dated May 2026.
- Town planning report by DHP Urban Consultants (town planners), dated May 2026.
- Environmental Site Assessment Report (detailed site assessment) by Arc Environmental, dated 15.05.2026.
- Environmental Wind Assessment by MEL Consultants, dated 18.05.2026.
- Landscape Plans by Open Work, dated 13.05.26
- 3D digital model in accordance with DTP's submission guide, prepared by Edition Office.

- Heritage Impact Statement by Bryce Raworth Consultants, dated 14.05.26
- Transport Impact Assessment by One Mile Grid, dated 18.05.2026.
- Sustainability Management Plan (including stormwater management) by Stantec, dated 19.05.2026.
- Green Travel Plan by One Mile Grid, dated 14.05.2026.
- Waste Management Plan by One Mile Grid, dated 14.05.2026.
- Acoustic Report by Enfield Acoustics, dated 14.05.26.
- Flood Risk Review and Advice by Engeny, dated 28.11.25.
- A written response to the recommendations and notes outlined in the OVGA Advice Report dated 30 January is provided below.
- A written response to the City of Yarra pre-application comments dated 5 February 2026 is also provided below.

The architectural drawings, landscape plans and reports incorporate the further information requested in the eligibility letter.

RESPONSE TO OVGA PRELIMINARY COMMENTS

In response to the preliminary comments, the final proposal plans have been revised as follows:

- **Articulation of apartment entry doors to support a welcoming arrival home** – additional information for the apartment entry design is provided in the GDFT Application Report by Edition Office, at page 55, Principle 2, Welcoming Homes. It explains the external appearance of the door and space around it, as well as the experience of the transition into the interior. An elevation detail of the design approach as viewed from the common walkway is also provided in DA5.119 of the architectural drawing set.
- **Apartment 7.01. Bathroom window addition** – this has been added at drawing DA1.108.
- **Apartment 202 layout** – this 2 bedroom apartment has now been combined with apartment 203 for a 3 bedroom apartment in the architectural drawings. An alternative option for a one bedroom apartment design on level 4 is shown in the GDFT Application Report by Edition Office at page 85, Principle 6: Adaptable Homes. This is to be offered as a purchaser option and would require amendment to the permit prior to construction.
- **Apartment 203 layout** – as above, this one bedroom apartment has now been combined with apartment 202 to become a 3 bedroom apartment. There is an option for this apartment on level 4 instead. We confirm the layout includes a study space at the central storage zone. Consideration was given to adding an island bench or a side bench along the side wall for this kitchen, but this reduced the flexibility of the space. There is potential for introduction of a moveable bench to provide additional storage and bench space that could

be placed centrally and double as high seating or pushed to the wall to open up the living space when required

- **Accessible apartments** – these are now clearly labelled in the Apartment Design Standard plans at Drawings DA5.101 to DA5.106. The accessible apartments are 101, 102, 202, 302, 402, 502, and 602.
- **Bath to apartment 102** – a bath has been added to the ensuite of apartment 2 for this larger apartment to accommodate larger households with children (Drawing DA1.102).

Wind

A solid balustrade to 1.1m above FFL and wind tolerant planting to 1.5m above FFL have been added to the eastern end of the north-facing balconies to manage wind and achieve ‘standing comfort’ across the length of these balconies in accordance with recommendations of the wind report.

Bicycle parking

The number of horizontal bike parking spaces has been increased from 4 standard resident spaces to 6 spaces. There are 4 cargo bike spaces now proposed and 2 standard resident spaces, to provide more flexibility for cargo bikes and e-bikes (Drawing DA1.101).

Landscaping to the roof terrace

Additional landscaping to the roof terrace in place of roof ballast has been investigated. The soil volumes required to add additional landscaping increases the structural requirements and adds to building height, increasing the extent of overshadowing. In any event, the extent of canopy cover (combined canopy trees and landscaped arbours) provides a much greater landscaped canopy than the 4 tree requirement under Clause 52.37-3. While it would be nice to green the entire roof, the additional soil volume, structure, energy and ongoing maintenance required to accommodate additional planting for this particular building will not generate an equivalent increase in amenity for residents or the surrounding area and is not practically or financially feasible for this particular project.

RESPONSE TO CITY OF YARRA PRE-APPLICATION COMMENTS

In response to the City of Yarra pre-application comments, we provide the following response:

1. Building height

The contextual design response that informed the building envelope has been clearly articulated in the information submitted, including the town planning report and the design response provided by the project architects. The building height is entirely appropriate when assessed against the relevant provisions for a proposal under the Great Design Fast Track (GDFT) pathway

2. Setbacks

As above.

3. On-site amenity

- a. The wind assessment concludes that the private balconies will achieve the standing comfort criterion. The balustrade at the eastern end of the north-facing balconies has been amended from an open metal balustrade to a solid balustrade 1.1m above Finished Floor Level (FFL) and a planter added with wind tolerant plants to grow to 1.5m above FFL to manage wind at the building corner. The wind assessment meets Standard D17 or Clause 58.04-4. The proposal does not generate unacceptable or unsafe wind conditions within the site, including the balconies, or on surrounding land.
- b. The seventh floor terrace has been assessed as achieving the standing comfort criterion. The sitting criteria is not required to be met as it is not a “publicly accessible area” on private land. It is an access-restricted rooftop terrace for use by residents and their guests. Standard D17 under Clause 58.04-4 is met.
- c. The circular landscaped arbour is proposed on the roof terrace as a more feasible and practical alternative to small canopy tree planting on the roof. Canopy trees require large soil volumes and tie downs. Their canopy widths are small and provide little amenity/shading benefit.

The circular landscaped arbour utilises smaller soil volumes which requires less supporting structure, takes up less usable space and provides a more effective canopy over the whole of the space. This offers better protection from the elements and a more comfortable and usable space than an open roof top with small trees. The arbour has a total green roofed area of 25.6 sqm, which is a better amenity outcome than what is possible with small roof-top trees.

Utilisation of the roof ballast for additional landscaping has been considered but not pursued since: it requires additional structure for soil weight; will increase building height for the planters, which impacts overshadowing to neighbours; and will require ongoing specialist landscape maintenance for working at height, which adds ongoing higher maintenance cost to future residents.

- d. 4 larger bike spaces for heavier cargo bikes (or e-bikes) has been provided in the secure bicycle parking area, which has been made possible with removal of the substation requirement from the ground floor.

4. Substation

It has been confirmed by the service authorities that the sub-station is not required. The water tank that was proposed on the roof has been relocated to the sub-station location. This removes weight from the top of the building, which reduces load on the building and also removes the tank from public view.

5. Public realm

- a. The plinths and seating around the building frontage are set back from the edge of the footpath. They will not obstruct the footpath.

Response to Council further information request

1. Clarification of extent of demolition – The extent of demolition is clearly shown in the plans and elevations. A heritage impact statement is also submitted with the application confirming the extent of demolition is acceptable.
2. Clause 58 plans:
 - a. The bathroom type (A or B) have been added to the plans. The toilet locations are consistent with Standard D18.
 - b. Operability of accessible bathroom doors has been noted. Where they are swing doors, they are noted with readily removable hinges.
 - c. All relevant doorway widths are dimensioned for accessible apartments where required for assessment against the standard.
 - d. Breeze path lengths are dimensioned.
3. Dimensions for the bicycle parking spaces and associated aisle and door widths, length and spacing between rails has been provided in the final application plans.

Response to Council engineering referral comments

General

- The land survey drawings are submitted with the application.
- The Certificate of Title details are submitted with the application.

Traffic Engineering

- Vehicle access – There is a current Council approval for the proposed vehicle crossover under Planning Permit PLN18/0618. The permit includes plans for the crossover and footpath grades that have been endorsed by the Council. This permit is referenced on the ground floor plan for the proposed development. It is a current and valid planning permit which has a commencement date of 30 August 2026 and completion date of 30 August 2028. The Transport Impact Assessment report submitted with the application includes a vertical clearance diagram that confirms a B99 vehicle can enter and exit the site with this current approved vehicle crossover design without scaping or bottoming out.
- Vehicle entrance – The doorway width and headroom clearance of the vehicle entrance have been dimensioned on the final lodgement drawings.
- Doorway off Johnston Place – The width of the doorway off Johnston Place has been dimensioned on the final lodgement drawings.
- Turntable – The location of the turntable has been dimensioned relative to a wall in the final lodgement drawings. The 7m clearance (diameter) for the turntable has also been dimensioned.
- Car stacker – the car stacker platform width and depth are dimensioned in the final lodgement drawings.

- Car stacker drawing – the car stacker device, stacker and pit depth and internal floor to ceiling height are dimensioned in the final lodgement drawings.

Civil Infrastructure

- Flood advice – the use of self-actuated flood gates on ground level is an appropriate and legitimate design response to provide flood protection, supported by expert engineering advice. There are numerous engineering, heritage, accessibility and urban design reasons why raising floor levels is not possible nor appropriate for this particular site. Details of the flood gates is provided in the architectural documentation submitted.
- Footpath – the footpath in front of the site will be reconstructed to Council's satisfaction at completion of the development, in the usual manner.
- Public Lighting – it is Council's responsibility to ensure that its roads and pedestrian paths are adequately lit utilising public lighting. However, private lighting can be added to the building perimeter for improved pedestrian experience at ground level.

Should you require further information or clarification, please contact the undersigned.

Yours sincerely,



Danny Haahes
Managing Principal Planner