

An architectural rendering of a modern, multi-story residential building. The building features a mix of warm-toned and blue-toned facades, large windows, and balconies. The ground floor has large glass-fronted retail spaces. A red box highlights a specific section of the upper floors.

ADVERTISED PLAN

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79–81 Victoria Parade, Collingwood

*Town Planning Report
– DFP Clause 53.23*

June 2026

Prepared for: Stockland

Acknowledgment of Country



ivest

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork - **Sacred River Dreaming**.

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Project Code P0059816

Report Number 03

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Submission documents:

This report is to be read in conjunction with:

- Certificate of Title
- MPL Certificate (MPL002837)
- Architectural Plans, Rev 6, prepared by Wardle, and dated April 2026
- Design Response Report, Rev 6, prepared by Wardle, and dated April 2026
- Urban Design & Landscape Town Planning Report, Rev E, prepared by Lat Studios, and dated April 2026
- Sustainability Management Plan, Rev 5, prepared by NDY, and dated April 2026
- Waste Management Plan, Rev F, prepared by One Mile Grid, and dated April 2026
- Traffic Impact Assessment Report, Rev F, prepared by Traffix Group, and dated April 2026
- Green Travel Plan, Rev F, prepared by Traffix Group, and dated April 2026
- Preliminary Wind Environment Study, prepared by MEL Consultants, and dated December 2025
- Environmental Assessment Outcome, prepared by JBS&G Australia Pty Ltd, and dated March 2026
- Stormwater Management Plan, prepared by TTW Pty Ltd, and dated April 2026
- Land Supply and Housing Needs Analysis, prepared by Urbis Ltd, and dated April 2026
- Economic Benefits Assessment, prepared by Urbis Ltd, and dated April 2026
- Town Planning Accessibility Report, Rev 1, prepared by Access Studio, and dated April 2026
- Acoustic Town Planning Report, Rev 1, prepared by Octave Acoustics, and dated April 2026
- CPTED Report, prepared by Harris Crime Prevention Services, and dated April 2026

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Executive Summary

Urbis Ltd has been engaged by Stockland to prepare this town planning report in support of a multi-storey residential development with ground floor retail and two-levels of basement at 79-81 Victoria Parade, Collingwood (the subject site). Urbis Ltd have been instructed by the Department of Transport and Planning (DTP) to prepare this Town Planning Report.

The proposal seeks the construction of 478 dwellings across two separate buildings, together with 1,089 square metres of retail floor space and provision for 297 car parking spaces and a further three short-term pick-up/drop-off spaces.

This permit application is submitted to DTP pursuant to the 'Significant Residential Development with Affordable Housing' provisions set out in Clause 53.23 of the Yarra Planning Scheme.

The proposal is considered to meet the minimum provision with a total development cost of at least \$50 million.

Commencement of construction is forecasted for December 2027.

The proposal has been updated in response to referral comments from the City of Yarra, the Department of Transport and Planning, and the Head of Transport. Please refer to the Appendix for further details.

A Wind Environment Study prepared by MEL Consultants will be submitted in due course to support this application.

Yarra Planning Scheme

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

Table 1 - Planning Controls and Permissions

Controls/Provisions	Permissions
Clause 34.01 – Commercial 1 Zone (C1Z)	<ul style="list-style-type: none"> Use land for accommodation (dwellings) where the frontage at the ground floor exceeds 2 metres (Clause 34.01-1). Construct a building or construct or carry out works (Clause 34.01-4).
Clause 43.0 2 – Design and Development Overlay – Schedule 2 (DDO2)	<ul style="list-style-type: none"> Construct a building or construct or carry out works (Clause 43.02-2).
Clause 43.0 2 – Design and Development Overlay – Schedule 39 (DOO39)	<ul style="list-style-type: none"> Construct a building or construct or carry out works (Clause 43.02-2, Section 2.0 of DDO39).
Clause 45.06 – Development Contributions Plan Overlay – Schedule 1 (DCPO1)	<ul style="list-style-type: none"> No permissions are required under this Overlay.
Clause 52.29 – Land Adjacent to the Principal Road Network	<ul style="list-style-type: none"> To create or alter access to a road in a Transport 2 Zone (Clause 52.29-2).

Assessment Summary

This planning report describes the subject site and surrounding context. It further details the proposed works and provides detailed assessment against the relevant planning controls and policies contained within the Yarra Planning Scheme.

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

- ✓ Is consistent with the statutory and strategic frameworks of the Yarra Planning Scheme.
- ✓ Will cater for a significant provision of housing and dwelling diversity in response to the outcomes of the Housing Statement, including a full range of typologies from large family homes to functional, efficient and affordable one-bedroom and studio apartments.
- ✓ Will generate significant economic benefits through the delivery of new housing, including approximately 470 full-time jobs during construction and 40 full-time equivalent ongoing roles for operation and maintenance, contributing substantial value to the Victorian economy.
- ✓ Responds positively and sensitively to the surrounding context, reflecting its location within a large urban renewal precinct and its prominent frontages to Wellington Street and Victoria Parade.
- ✓ Provides an appropriate response to Clause 58, ensuring to deliver a high level of internal amenity for future residents.
- ✓ Will reinvigorate the site's existing conditions by providing a highly activated and functional ground floor plane.
- ✓ Provides for a comprehensive and high-quality landscaping response, comprising a publicly accessible plaza, neighbourhood garden and pedestrian link.
- ✓ Addresses internal and external amenity impacts by way of visual bulk, overshadowing and overlooking.
- ✓ Respond appropriately to the various transport, waste, and traffic considerations.
- ✓ 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.

Table 2 - Site Details

Category	Description
Existing Conditions	The site is currently occupied by a three-storey office building with a roof terrace, a commercial car park and a restricted recreation facility (gym).
Location	The site is located on the prominent corner of Wellington Street and Victoria Parade.
Area	Approximately 5,272 sqm
Frontages	Approximately 101 m to Wellington Street; 52 m to Victoria Parade.
Title	<p>Lot 1 on Title Plan 838438.</p> <p>The site is encumbered by a lease and easement in favour of the state electricity commission of Victoria (L-1 Lease for indoor type substation site) along the western boundary, to the south of the site.</p> <p>A caveat (R596647Y) is registered on the title by the State Electricity Commission of Victoria, claiming an equitable interest in the land as lessee.</p>
Vehicle Access	<p>The site features two (2) vehicle access points:</p> <p>A public car park is accessible to the site's northwest. This access comprises a double-width crossover.</p> <p>A second vehicle entrance is located on Victoria Parade, with a roller door restricting access.</p>



Vegetation

There is no vegetation currently on the site, with built form extending to all lot boundaries

1.2 Immediate Surrounds

North

Adjoins former Victoria Old Distillery site and driveway and carpark of 26 Wellington Street. Northern boundary partly affected by Heritage Overlay (HO116). Surrounding warehouses converted to residential use; nearby sites on Wellington Street zoned Commercial 2 with multi-storey developments completed or approved.

East

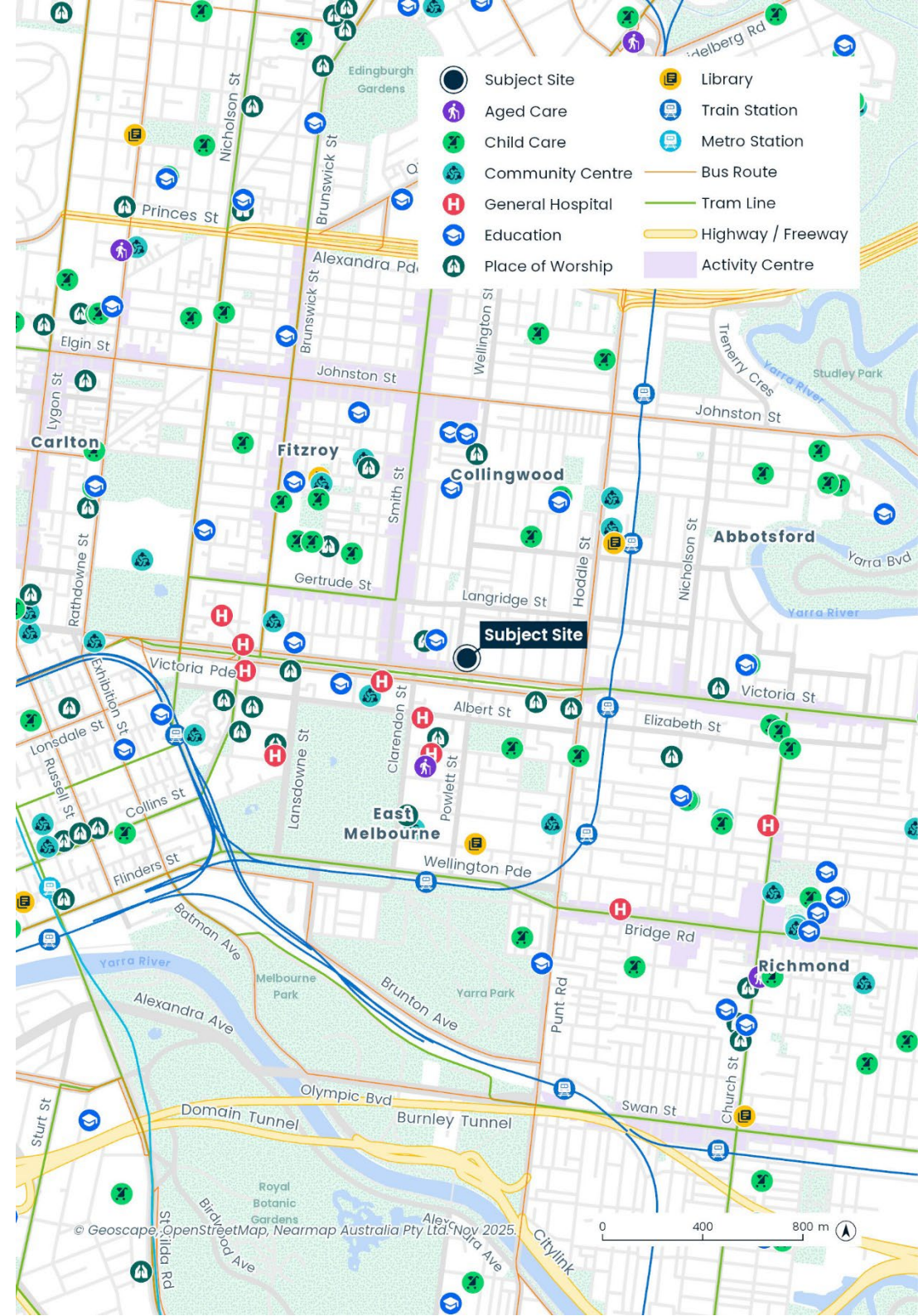
Immediately east is 103 Victoria Parade, a two-storey medical centre (Melbourne Pathology). Other east-side sites along Victoria Parade are mainly single and double storey.

South

Adjoins Victoria Parade, a Transport Zone 2 (Principal Road) with Heritage Overlay HO188 (street trees), including four traffic lanes, tram, bus and bike lanes. Opposite side contains 412-442 Victoria Parade (former Victoria Brewery), now a residential hotel with IGA, within Heritage Overlay (HO187).

West

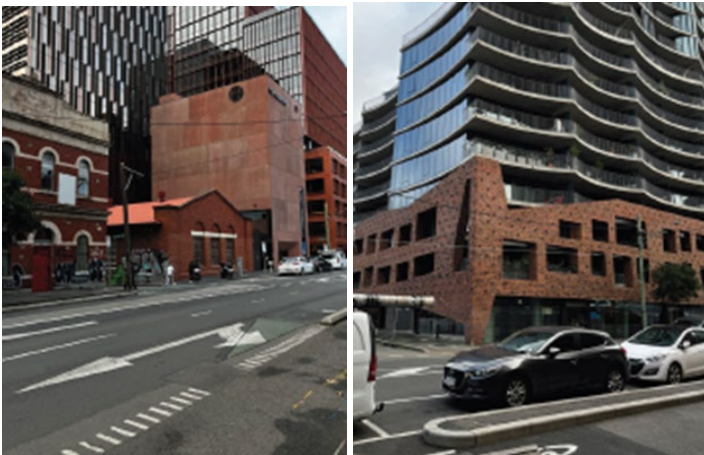
Bordered by Wellington Street with one lane each way, bike corridor and parking. Adjacent 23 Wellington Street has an 11 storey mixed-use building, part within Heritage Overlay (HO336). Other western sites form part of Smith Street Major Activity Centre.



1.3 Surrounding Context

The subject site is located within an established mixed-use area of Collingwood, just east of the Smith Street Major Activity Centre, surrounded by a mix of repurposed industrial sites, contemporary developments and low-density Victorian-style buildings that contribute to the area's eclectic character. Recent approvals for multi-level mixed-use developments reflect this ongoing transition, with contemporary buildings often incorporating materials that reference Collingwood's industrial heritage. The site is well-serviced and benefits from excellent access to public transport and surrounding infrastructure. Land to the north on the eastern side of Wellington Street containing multiple high rise commercial buildings.

Figure 1 54 Wellington Street (left); 68 Cambridge Street (right)



Source: Urban Design & Landscape Town Planning Report

1.4 Built Form Context

Built form surrounding the subject site varies based on the intensity of built form permissible under the varying schedules of the Design and Development Overlay (DDO) applied by the Yarra Planning Scheme.

The land to the west of Wellington Street falls within the Collingwood South Mixed-Use Precinct (DDO23), which encourages a 'mixed-use form on infill

sites with a prominent street-wall edge'. Development under this overlay exhibits a distinct intensity in built form, with materiality inspired by the area's industrial past, and minimal upper-level setbacks. The site located immediately to west of Wellington Street features a discretionary 30 m height limit.

Land to the north of the subject site falls within the Gipps Street Precinct (DDO11). Whilst no height limit is imposed through the schedule, the design objectives seek to activate street frontages and upper-level setbacks beyond 3-4 storeys. Developments within this precinct have been built to heights of 10-19 storeys, with a common pattern of high quality, architectural design.

Proposal

The proposal seeks approval for the construction of two buildings, comprising a 23-storey northern building and a 17-storey southern building, ground plane retail and landscaping, with two levels of basement parking below.

The proposal seeks the construction of 478 dwellings across two separate buildings, together with 1,089 square metres of retail floor space and provision for 297 car parking spaces and a further three short-term pick-up/drop-off spaces.

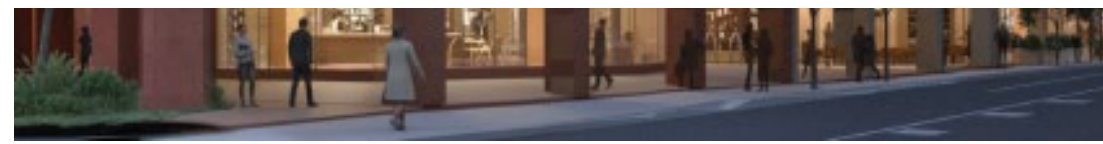
Key details of the proposal are as follows.

Table 3 - Proposal Details

Element	Proposal
Total GBA	Building A (South): 25,901 sqm Building B (North): 30,181 sqm
Residential NSA	Building A (South): 16,964 sqm Building B (North): 21,882 sqm
Total Building Height	Building A (South): <ul style="list-style-type: none"> ▪ Maximum RL: 80.550 (roof plant RL 82.450) ▪ Minimum RL: 66.850 Building B (North): <ul style="list-style-type: none"> ▪ Maximum RL: 99.000 (roof plant RL 100.600) ▪ Minimum RL: 92.050
Street Wall Height	Building A (South): RL 38.100 Building B (North): RL 44.400
Number of Apartments	▪ Building A (South):



Figure 2 Wellington Street facing southwest. Architectural imagery, indicative only



- 12 studios
- 51 one-bedroom dwellings
- 103 two-bedroom dwellings
- 36 three-bedroom dwellings
- 2 penthouses

Building B (North):

- 15 studios
- 75 one-bedroom dwellings
- 144 two-bedroom dwellings
- 33 three-bedroom dwellings
- 5 townhouses / guesthouses
- 2 penthouses

Setbacks

Building A (South):

- North setback: 9 metres (setback to Building B)
- East setback: 2.0 metres
- West setback: 3.0 metres
- South setback: 1.9 metres

Building B (North):

- North setback: 4.5 metres
- East setback: 4.5 metres
- West setback: 7.0 metres
- South setback: 9.0 metres (setback to Building A)

Retail NLA

1,089sqm

Car Parking

A total of 300 on-site car parking spaces are proposed. This includes 297 spaces across two basement

levels, including 292 resident spaces (including 13 tandem) and five shop spaces (including one tandem). A further three short-term pick-up/drop-off spaces are proposed within level 1.

Bicycle Parking

199 bicycle spaces (189 spaces + 10 visitor spaces) located on two basement levels, Level 1 and mezzanine level.

2 Yarra 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.

- **Clause 34.01 – Commercial 1 Zone (C1Z)**
 - A permit is required to use land for accommodation (dwellings) where the ground floor frontage exceeds 2 metres (Clause 34.01-1).
 - A permit is required to construct a building or to construct or carry out works (Clause 34.01-4).
- **Clause 43.02 – Design and Development Overlay – Schedule 2 (DDO2)**
 - A permit is required to construct a building or to construct or carry out works (Clause 43.02-2).
- **Clause 43.02 – Design and Development Overlay – Schedule 39 (DDO39)**
 - A permit is required to construct a building or to construct or carry out works in accordance with Clause 43.02-2 and Section 2.0 of DDO39.
- **Clause 45.06 – Development Contributions Plan Overlay – Schedule 1 (DCPO1)**
 - No permit is required under this overlay.
- **Clause 52.29 – Land Adjacent to the Principal Road Network**
 - A permit is required to create or alter access to a road in a Transport 2 Zone (Clause 52.29-2).

3 Strategic Planning Context

Yarra Housing Strategy 2018

The Yarra Housing Strategy (The Strategy) provides a clear framework for accommodating future housing growth and guiding new housing policy within the Yarra Planning Scheme.

The Strategy seeks to support increased housing supply, greater choice and diversity of dwellings, and well-designed internal and communal spaces that respond to the needs of family and shared households. As per the Yarra Housing Strategy, Yarra has experienced significant population and housing growth over the past decade, a trend expected to continue. State Government projections indicate that by 2031, Yarra will require approximately 13,431 new dwellings to accommodate an additional 29,412 residents.

Under the Strategic Housing Framework Plan, the site is located within an area of incremental change. These areas include mixed-use and commercial precincts with capacity to accommodate moderate housing growth over time. Incremental change areas are expected to support increased residential densities and housing diversity through mixed-use development, infill development and shop-top housing, while responding appropriately to the existing heritage character of the surrounding streetscape.

Victorian Housing Statement

As per the Victorian Housing Statement, Victoria's population is growing faster than any other state, creating a housing crisis driven by high interest rates, low vacancy, and rising construction costs. In response, the Victorian Government's September 2023 Housing Statement seeks to facilitate the construction of 800,000 homes over the next decade, encouraging developers to unlock sites in established suburbs like Collingwood to deliver well-designed, high-density housing where demand is strongest.

Plan for Victoria

Plan for Victoria replaces *Plan Melbourne* as the long-term plan for Melbourne and Victoria. *Plan for Victoria* sets an explicit housing target of 2.24 million new homes by 2051. It also breaks this target up into local government areas, with each council to achieve a specific number of new homes. At least 70 per cent of new homes are to be built in established areas. In 2023, Yarra City Council contained approximately 52,600 dwellings. Under *Plan for Victoria*, Yarra is required to accommodate an additional 44,000 homes by 2051.

Amendment C271yara (DDO39)

Amendment C271yara amendment seeks to apply the Design and Development Overlay (DDO) Schedules 29-40 to land in the Fitzroy and Collingwood Major and Neighbourhood Activity Centres on a permanent basis. The amendment introduces 12 DDO schedules to guide appropriate levels of development across activity centres and surrounding commercial and mixed-use zoned land.

The amendment is currently at Stage 3 (Referral) of the Standing Advisory Committee process, with Council having requested the Minister for Planning to refer the draft amendment and all submissions to the Committee.

Under the existing interim DDO39, all requirements are discretionary. Whilst Amendment DDO39 seeks to include some mandatory requirements (generally relating to overshadowing), the requirements, including height and setback requirements remain predominately discretionary.

4 Assessment

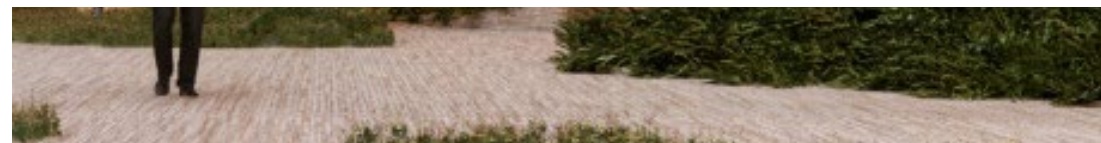
The following sections of this report provide an assessment of the proposal against the relevant statutory and strategic provisions of the Planning Scheme having regard to the site's physical context.

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

1. Consistency with Yarra Planning Scheme
2. Public Benefit
3. Strategic Planning Support
4. Built Form Considerations (DDO39 Assessment)
5. Landscape Response
6. Internal Amenity
7. Transport, Parking and Waste
8. Environmentally Sustainable Design



Figure 3 Neighbourhood Garden facing south. Architectural imagery, indicative only



4.1 Consistency with Yarra Planning Scheme

Appropriateness of the Land Use

The site's Commercial 1 zoning (C1Z) supports an array of land uses including residential uses at 'densities complementary to the role and the scale of the commercial centre'.

The surrounding area is transitioning from older industrial sites into a mixed-use area comprising a combination of re-purposed older industrial sites and contemporary new buildings. A number of recent approvals for multi-level mixed use developments within proximity to the site and within the C1Z.

The site's location proximate to the excellent public transport options, and array of services and community facilities make it prime to accommodate high density development for dwellings.

New Housing

The proposal directly implements local housing policy within the Yarra Planning Scheme, which supports increased housing supply and density in well-located activity areas to accommodate forecast population growth.

Land Supply and Housing Need

The proposal responds directly to the State Government's housing policy objectives, which seek to address the current housing shortage and accommodate significant population growth across metropolitan Melbourne.

The City of Yarra is required to deliver approximately 44,000 additional dwellings between 2023 and 2051 (around 1,600 dwellings per year). In this context, the proposal's delivery of approximately 478 dwellings represents a meaningful contribution and is equivalent to around a quarter of the municipality's annual housing requirement.

Inner-urban locations such as Collingwood are identified as critical to accommodating growth, given their access to public transport, services and employment. The proposal makes efficient use of a well-located site and

assists in unlocking much-needed housing capacity beyond the end of the decade. Overall, the development:

- Responds to a clear shortfall in deliverable housing supply in Collingwood.
- Delivers a substantial volume of housing in the short term.
- Increases the supply of apartment housing, a relatively more accessible and affordable typology.
- Supports housing diversity and evolving household needs.
- Strengthens local economic activity through increased resident population.
- Represents an efficient and strategic land use outcome that aligns with State and local housing objectives.

Economic Benefits

The proposal will generate significant economic benefits, including:

- With a total construction cost of \$302 million (excl. GST), the development will generate approximately \$76 million per annum in value added to the Victorian economy and support an estimated 470 full-time equivalent (FTE) jobs (direct and indirect) during the construction period.
- Once operational, the development is expected to support approximately 30 direct on-site jobs, with a further 10 indirect jobs generated through flow-on economic activity.
- Ongoing operations, including retail uses, are estimated to contribute approximately \$5.3 million per annum in value added to the Victorian economy.
- The development will also generate broader economic and social benefits, including:
 - Delivery of new housing contributing to Victoria's housing targets;
 - Increased local retail spending, estimated at \$18 million per annum;

- Activation of the precinct; and
- Strengthening of the local community.

Refer to the Land Supply and Housing Needs Analysis and Economic Benefits Assessment, prepared by Urbis Ltd.

Planning Controls

The proposal is consistent with the purpose of the CIZ noting the preceding section and is considered to make a future positive contribution to the vibrancy and activation of the precinct.

The ground floor has been carefully designed to significantly enhance activation through a combination of active retail frontages, a publicly accessible plaza and a neighbourhood garden. These elements collectively strengthen pedestrian amenity, improve permeability through the site and support a safe and engaging public environment. Passive surveillance is achieved through active uses, clear sightlines and residential overlooking, while new through-site links enhance connectivity between Wellington Street and Victoria Parade.

The proposal also achieves a high level of consistency with DDO39, which is discussed in greater detail in Section 5.4.

Notwithstanding, the proposal is considered to positively contribute to the objectives of DDO39 by:

- Responding appropriately to the evolving built form character of Wellington Street and Victoria Parade through a well-modulated podium and tower arrangement that reflects the scale, width and strategic importance of these streets.
- Delivering a high-quality architectural outcome that reinforces the boulevard character of Victoria Parade while acknowledging the emerging higher-density urban form along Wellington Street.
- Achieving an appropriate transition in scale through varied street wall heights, upper-level setbacks and articulated building forms, ensuring visual interest and reduced perceived bulk.

- The proposal seeks to implement the Design Principle of “Stitching into the Community” through a new ground plane that provides a new public square, through links and opportunities for adjacent sites to connect into the new ground plane provided by the proposal.
- Ensuring that amenity impacts, including interface conditions and overshadowing, are managed to an acceptable level having regard to the commercial context, site conditions and established planning precedents.

Planning Policy

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

- **Housing Diversity and Inclusivity:** The proposal provides a varied housing mix, including studios, one-bedroom, two-bedroom (standard and larger layouts), three-bedroom dwellings, townhouses/guesthouses (which are separate and available for resident’s short-term guests), and penthouses. This diversity addresses the needs of different household types and life stages, promoting community inclusivity and housing choice, consistent with Clauses 02.03-1, 02.03-4, 02.03-5, 11, 11.02-1S, 16, and 16.01-1L-01.
- **Efficient Use of Underutilised Urban Land:** The proposal redevelops underutilised land in close proximity to Melbourne CBD, replacing a three-storey office building and a restricted gym facility. This represents an efficient, consolidated use of urban land in line with Clauses 11.02-1S and 16.
- **Passive Surveillance and Street Activation:** 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).
- **High Quality Architecture and Urban Design:** The proposal delivers high-quality architecture and urban design that positively contributes to the site’s context and surrounding character. It enhances the built form and streetscape along Victoria Parade, a key boulevard within the City of

Yarra, in accordance with Clauses 02.03-2, 02.03-3, 02.03-4, 02.03-5, 15, 15.01-2S, and 16.

- **Sustainable Transport:** The development provides a total of 199 bicycle parking spaces and a reduced on-site car parking provision, encouraging residents and staff to use alternative transport modes. The site is highly accessible by public transport, with nearby train, tram, and bus services, achieving a perfect ‘transit score’ of 100 on WalkScore.com, supporting sustainable travel in accordance with Clause 18.
- **Economic Benefits:** The proposal supports Melbourne’s economy by generating employment during construction and ongoing operational roles, including retail, building management, and owners corporation functions, in line with Clause 17.
- **Environmental Sustainability:** The development demonstrates strong environmental performance, achieving a 59% BESS score and targeting a 7.5-star NatHERS average across all dwellings, with no dwelling below 6.0 stars, consistent with Clause 15.01-2L-02.

4.2 Public Benefit

The project has been designed to deliver significant public benefit to the community and future residents. This has been achieved through a range of design strategies guided by Stockland and Wardle’s key design principle of “Stitching into the Precinct”.

Key public benefits of the proposal include:

- Contribution to affordable housing
- Creation of a new public plaza
- Creation of a new neighbourhood garden
- New pedestrian through-links and connections
- Widened Wellington Street footpath
- Opportunities for future connections with adjacent development sites

Affordable Housing

The DFP approval pathway requires an affordable housing contribution, with several options available:

1. Sale of dwellings equivalent to 10% of the residential yield, at a discount of 30% to a Registered Housing Agency for operation of social and/or affordable housing.
2. A cash contribution equivalent to 3% of the project’s development cost. (residential component only).
3. An alternative percentage of dwellings or alternative discount rates, where the total value is equivalent to the 3% contribution in option 2.

For the Stockland Collingwood development, the proposal will provide a cash contribution equivalent to 3% of the residential development cost (estimated at \$8.9 million), which will be directed to the Social Housing Growth Fund (SHGF), consistent with government policy. Victoria’s SHGF, established in 2018, enables Homes Victoria to partner with the community housing sector to deliver more social and affordable housing. The fund aims to support:

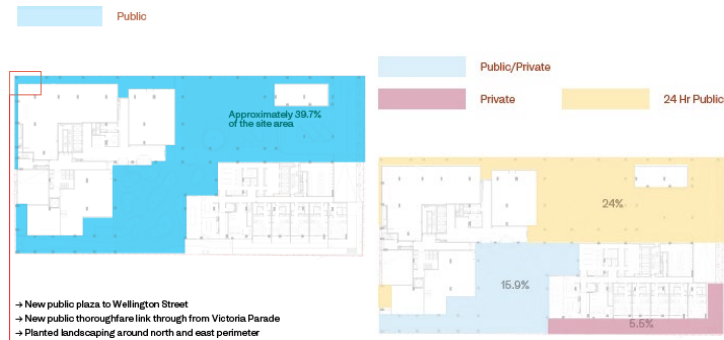
- Delivery of 4,200 homes
- Creation of approximately 5,400 jobs in construction and associated supply chains

The SHGF also supports a range of programs, including:

- Build and Operate Program
- Homes for Aboriginal Victorians
- Mental Health Supported Housing
- Victoria’s Big Build

Providing affordable housing contributions via the SHGF is an effective mechanism for increasing social and affordable housing stock. This approach offers flexibility to consider both deliverability and need, helping to meet the growing demand for affordable housing across the state.

Figure 4 Public Contribution Extent



Source: Design Response Report, prepared by Wardle (Page 36)

Figure 5 Public Contribution within the Site



Source: Design Response Report, prepared by Wardle (Page 22)

New public plaza

The development will provide a publicly accessible plaza fronting Wellington Street, available for public use 24 hours a day. The plaza is generously

proportioned, comprising approximately 9.1% of the site area, and is entirely open to the sky.

Public access to the plaza will be secured via a Section 173 Agreement on title, ensuring 24-hour public access, with ongoing care and maintenance managed through the body corporate. This provision exceeds the Public Open Space contribution requirement of 8.65% under the Yarra Planning Scheme, representing a net public benefit.

The plaza has been designed by Wardle and LAT Studios as a highly considered and high-quality public space. The use of quality paving materials, thoughtful planting and an open, legible layout will create an inviting and functional public realm outcome. Given the site's location within Collingwood, the plaza will address a clear local need for additional public open space and will be commensurate in size and quality with nearby Council parks such as Peel Street Park and Oxford Street Park.

Figure 6 Public Plaza (looking east)



Source: Design Response Report, prepared by Wardle (Page 44)

Figure 7 Sketch of Neighbourhood Garden



Source: Design Response Report, prepared by Wardle (Page 35)

New neighbourhood garden

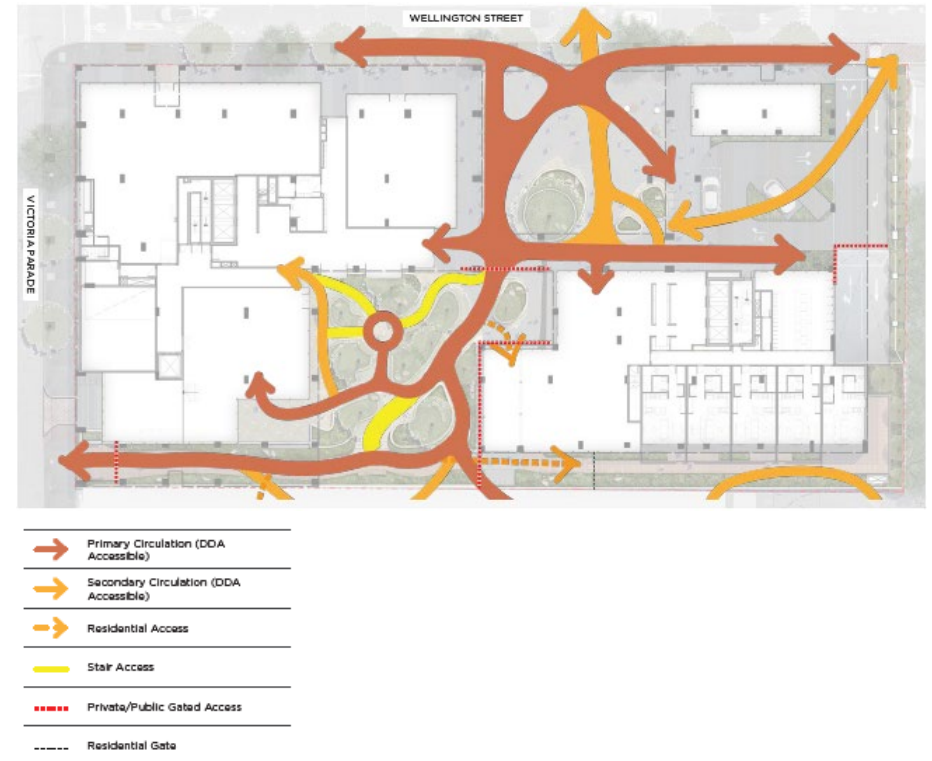
Complementing the new Public Plaza, Stockland have provided an adjacent Neighbourhood Garden. This space is designed as a public/private garden with public access proposed during business/daylight hours, with access to be managed seasonally as required. The space comprises a quality landscape setting for residents to enjoy and provides porosity through the site with access to the pedestrian through link onto Victoria Parade and through to the new Public Plaza on Wellington Street.

The design of the Neighbourhood Garden includes:

- Quality landscaping throughout with a portion of the site area committed to new landscaping
- Semi-public/private space designed to ensure a safe and engaging space for the enjoyment of residents and visitors alike
- Quality materials, terrace seating and paving throughout
- Fully DDA compliant space allowing for ease of movement both within and through the Neighbourhood Garden

- Ease of wayfinding from the new pedestrian link to Victoria Parade through to the new Public Plaza on Wellington Street.

Figure 8 Pedestrian Link Landscape Response



Source: Urban Design and Landscape Town Planning Report (Page 17)

New pedestrian links

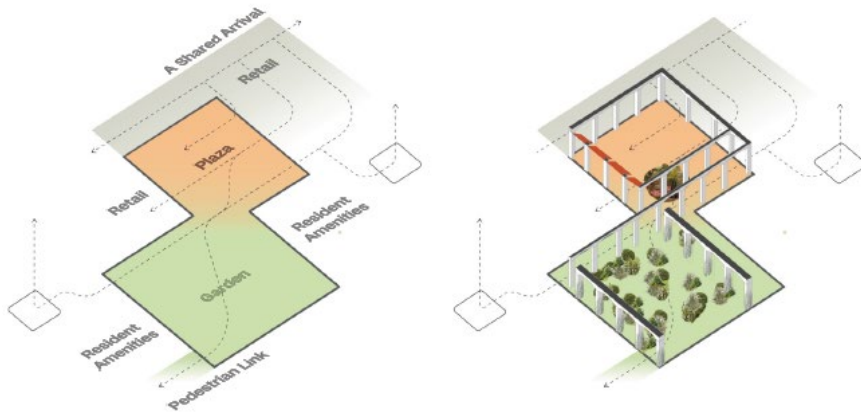
The plans further demonstrate a connected ground plane that delivers public benefit through new pedestrian linkages between Victoria Parade and Wellington Street. This new through-block connection aligns with the policy objectives of DDO39, which encourages the provision of pedestrian links through large sites.

The pedestrian link will be delivered in a safe and legible manner, with access provided via a well-designed public plaza, through communal areas, and

continuing as a direct connection to Victoria Street. The linkages have been designed to provide full DDA-compliant access across the site, ensuring inclusivity for people with limited mobility.

It is proposed that the pedestrian link will operate as a managed space, with limited public access through the site outside of designated hours.

Figure 9 Overlapping Plazas



Source: Design Response Report, prepared by Wardle (Page 34)

Widened Wellington Street footpath

The project incorporates a significant widening of the Wellington Street footpath in response to comments from the Department of Transport and Planning. The provision of a continuous, widened ground plane, along with a pedestrian refuge at the southern end of Wellington Street, represents a valuable public realm upgrade. This will ensure the Collingwood employment precinct can continue to accommodate peak-hour pedestrian demand and queuing at the Victoria Parade intersection.

The ground plane condition along the southern end of Wellington Street offers a substantial setback of 2.2m from the site boundary to the building facade line and a combined widened footpath and pedestrian refuge zone of 4.7m from the Wellington Street kerb. The varied setbacks along Wellington Street, incorporating both minimum and maximum dimensions, create visual interest and articulation along the façade. Overall, the extent of public realm “give

back” is considered highly positive and is a substantial benefit to the emerging Collingwood community.

The widened footpath is integrated with the building architecture, delivering a continuous colonnade along the full length of Wellington Street. Key benefits include:

- Improved accessibility and inclusion. The public amenity and ease of movement along this busy street will be significantly improved, including for those with limited mobility.
- Enhanced pedestrian safety. Flanked by an active edge, the building entrance and the new Plaza to Wellington Street will ensure an activated and safe pedestrian environment.
- Improved urban aesthetic and liveability. The project delivers an enhanced public realm interface, including a widened footpath seamlessly integrated with the existing streetscape, and a well-designed colonnade incorporating future street furniture and landscaping.

Figure 10 Colonnade and Footpath, Wellington Street (looking east)



Source: Design Response Report, prepared by Wardle (Page 45)

Linking opportunities to adjoining site

The development establishes a clear hierarchy of built form and open spaces across the site, with particular consideration given to the northern and

eastern boundaries. By reducing built form along these interfaces and delivering a high-quality public realm through the site, the proposal enables adjacent landholdings to maximise opportunities for future integration and connection to the proposed network.

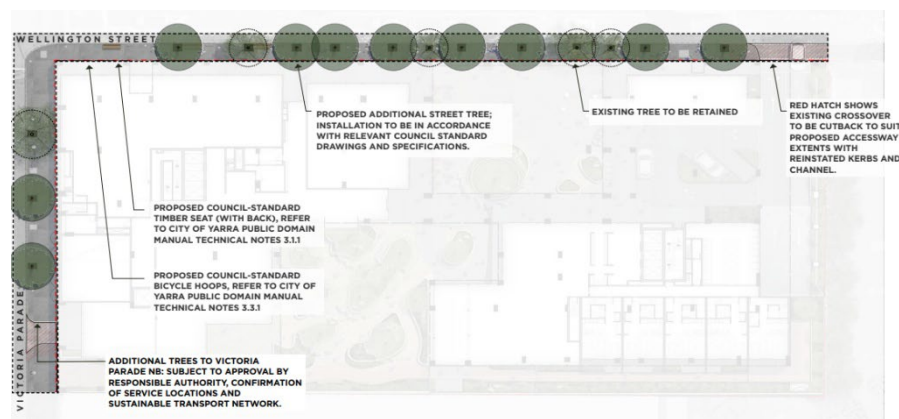
While future development on adjoining sites will ultimately be determined by their respective owners in consultation with the relevant planning authorities, the proposed scheme has been designed to maximise opportunities for future integration. This approach supports the creation of a connected and permeable neighbourhood, delivering broader benefits to the precinct and surrounding area.

Public realm and streetscape improvements

The development proposes a range of public realm upgrades, including the installation of street trees and street furniture such as seating and bicycle hoops, in accordance with City of Yarra standard drawings and technical specifications.

These works will significantly enhance the streetscape, contributing to a more attractive, functional, and pedestrian-friendly environment. The introduction of new street tree planting will improve canopy cover across the site, which currently contains no trees and is located within a dense inner-urban area that typically experiences lower levels of vegetation.

Figure 11 Public Realm and Streetscape Improvement Plan



Source: Urban Design and Landscape Town Planning Report (Page 41)

Figure 12 Pedestrian Link Landscape Response



Source: Urban Design and Landscape Town Planning Report (Page 28)

Crime prevention through environmental design

A Crime Prevention Through Environmental Design (CPTED) Report prepared by Harris Crime Prevention Services concludes that the proposal incorporates, or will incorporate through detailed design, appropriate CPTED principles.

The assessment considers key elements including entry points, ground plane circulation and activation, public and private interfaces, residential and retail areas, amenities, the drop-off zone, basement access and parking, landscaping, lighting, signage, and site-wide target hardening measures.

Overall, these measures are expected to provide a high level of safety and security for residents, particularly in relation to ground plane and basement access and egress.

The proposal is consistent with relevant Victorian and local planning and urban design requirements.

4.3 Strategic Planning Support

There is strong strategic support at both the local and State level for higher-density development, including mid- to higher-rise built form, within Collingwood and across the wider Yarra municipality. The site's location within the Commercial 1 Zone (C1Z) expressly encourages a mix of uses and higher-density residential development that is complementary to surrounding activity centre and commercial contexts.

The site is strategically located with the Smith Street Major Activity Centre immediately to the west, Commercial 1 Zone land to the east and west, and

Commercial 2 Zone (C2Z) land to the north. This pattern of zoning reflects the area's role as a mixed-use, employment-rich and highly accessible precinct, and clearly supports the delivery of higher-density housing in proximity to services, jobs and public transport.

At the local level, the Yarra Housing Strategy 2018 provides a clear framework for accommodating future housing growth and guiding housing policy within the Yarra Planning Scheme. The Strategy seeks to increase housing supply, improve choice and diversity, and promote well-designed dwellings with high-quality internal and communal spaces that respond to the needs of a growing and diverse population.

The Victorian Housing Statement 2023 reinforces the need to prioritise housing delivery in established inner-city areas with strong access to transport, employment and services. The site's location within Collingwood, adjacent to a Major Activity Centre and within an area well served by public transport, directly aligns with this objective and supports the delivery of higher-density housing in a location of demonstrated demand.

Plan for Victoria further supports this approach by requiring the majority of new housing to be delivered within established urban areas, with Yarra City Council expected to accommodate substantial additional dwelling growth by 2051. Given the site's strategic location, zoning and scale, it is well placed to contribute to this growth through a well-designed higher-density development.

Further, the Land Supply and Housing Needs Analysis prepared by Urbis Ltd, identifies a clear requirement to unlock additional housing capacity within the City of Yarra to meet State Government dwelling targets and avoid constraining future population growth. The analysis confirms that inner-urban locations such as Collingwood are critical to accommodating this growth and highlights a shortfall in deliverable housing supply beyond the end of the decade. In this context, the proposed development, delivering approximately 478 dwellings, represents a significant and timely contribution to the municipality's housing targets (approximately 44,000 dwellings required between 2023 and 2051) and directly responds to the identified need for increased housing supply in well-located areas.

4.4 Built Form Considerations (DDO39 Assessment)

The **Design and Development Overlay – Schedule 39 (DDO39)** applies to a broad area along Victoria Parade and encompasses a diverse range of built forms, planning controls and contextual conditions. In some locations, land affected by DDO39 is also subject to Heritage Overlays, resulting in varying levels of built form sensitivity and constraint across the corridor.

The subject site differentiates itself from many other properties within the DDO39 area due to the following key characteristics:

- It is a large urban renewal site with extensive frontages to two major arterial roads, Wellington Street and Victoria Parade.
- It does not interface with sensitive residential uses, being directly abutted by commercial zones.
- It is not affected by a Heritage Overlay.
- It is located in close proximity to established and emerging higher-scale built form along Wellington Street.

These attributes place the subject site in a markedly different context to smaller, heritage-constrained or residentially-adjacent sites along Victoria Parade and warrant a site-responsive interpretation of the built form controls within DDO39.

Background to DDO39

The background documents that informed the preparation of DDO39 and the associated planning scheme amendment include the *Victoria Parade Heritage Analysis and Recommendations* (GJM Heritage, November 2020) and the *Victoria Parade Built Form Framework* (Hansen Partnership, December 2020). While these documents provided an appropriate basis for the original controls, they are now almost six years old and do not fully reflect the significant changes that have occurred since their preparation.

Since 2020, the planning and policy context has evolved considerably, both within the immediate Collingwood area and at a State level. This includes substantial redevelopment activity resulting in increased building heights

and densities, as well as the introduction of new strategic planning directions, including:

- *Victoria's Housing Statement September 2024*
- *Plan for Victoria 2025*

Given the subject site's size, strategic location, absence of heritage constraints, and lack of sensitive residential interfaces, the site is well positioned to accommodate a more intensive built form outcome than may have been contemplated at the time DDO39 was introduced.

DDO 39 Objectives

The proposed development is consistent with several key objectives of DDO39, including the following:

- Responds to the emerging high-rise character of development along Wellington Street, particularly to the north, with building height and massing positioned to align with the scale of surrounding development, while capitalising on the site's size and interfaces.
- Provides a built form that responds appropriately to the scale and significance of Victoria Parade, ensuring a design outcome commensurate with its role as a key Melbourne boulevard.
- Implements the design principle of "Stitching into the Community" through the creation of a new ground plane, including a public square, through-site links, and opportunities for adjacent sites to connect into the proposed public realm.

The following Section assesses the proposal against the design requirements of DDO39.

Street Wall Height and Setback requirements

Wellington Street

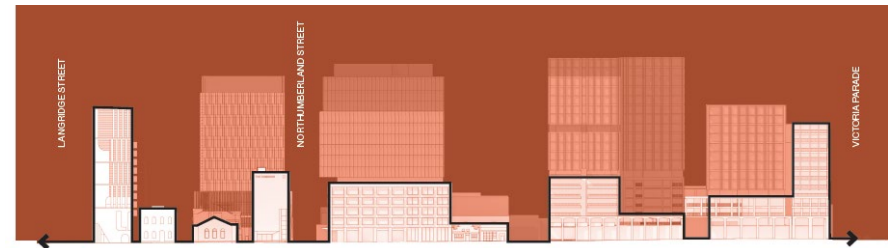
The proposed development introduces a varied street wall height along the length of Wellington Street, consistent with the objectives of DDO39. Specifically, the proposal includes:

A **4-level building** along part of Wellington Street, followed by a large public square, and a varied **6-level podium** presenting to part of Wellington Street.

These variations in street wall height are considered appropriate, as the site is not adjacent to any heritage buildings and therefore does not require strict heritage alignment. The varied heights respond positively to the character of Wellington Street, which already exhibits a diversity of street wall heights.

Further, the street wall heights to Wellington Street are complemented by the expanded public footpath achieved through the new colonnade which offers a wider circulation space for this busy thoroughfare.

Figure 13 The Character of Wellington Street and Varied Street Wall Heights



Source: *Design Response Report, prepared by Wardle (Page 27)*

Victoria Parade

Along Victoria Parade, the proposal generally adopts a **4-storey street wall height**, accommodating the natural slope across the site. This scale is considered appropriate for Victoria Parade given the diversity of built form in this section of the street and the relatively wide street frontage, ensuring the building sits comfortably within the existing streetscape context.

Corner Building

To celebrate the corner of Wellington and Victoria Parade, the development poses a hard edge with the tower form direct onto the corner to celebrate this important intersection. The corner building is comparable in form and scale to the corner building on Wellington and Langridge Street, creating a bookend between these two sites on Wellington Street.

Given the scale and width of this intersection, the built form is appropriate as street wall setbacks would diminish the quality of the building to the corner

and offers little visual relief to the pedestrian given the visual relief offered by the intersection.

Upper Level Setback requirements

The development proposes varying setbacks above the street wall. These are addressed for each building below:

Building A (Southern building)

- **Wellington Street:** Building A includes a **3-metre setback** above the street wall. This is considered acceptable for the following reasons:
 - The 3-metre setback provides a visually recessive break to the tower form, particularly important given the building's proximity to the intersection.
 - The wider view angles at this corner, compared to a traditional mid-block site, reduce the impact of the upper levels on the streetscape.
 - Visual analysis undertaken by Wardle demonstrates that the setback successfully creates a visual break without detracting from the character of Wellington Street.
- **Victoria Parade:** Building A incorporates a **2-metre setback** above the street wall, which is appropriate due to:
 - The width and scale of Victoria Parade, which can accommodate a more robust built form.
 - The setback provides a clear visual distinction between the street wall and the upper levels, reinforcing the architectural expression of the building.
 - Wardle's visual analysis confirms that the setback maintains the amenity of the public realm, ensuring no detrimental impact on surrounding views.

Building B (Northern building)

Building B provides a **7-metre setback** above the street wall along Wellington Street, exceeding the 6-metre requirement specified in DDO39.

This additional setback enhances visual separation and ensures the upper levels are appropriately recessive in relation to the street.

Overall Building Height requirements

DDO39 specifies a discretionary maximum building height of 12 storeys for the subject site. As a discretionary control, this height is required to be assessed in the context of the site's physical characteristics, surrounding development and the broader strategic planning framework.

The subject site is located within an established and emerging urban renewal area. Existing development to the north along Wellington Street significantly exceeds 12 storeys and has contributed to the evolving higher-density character of this part of Collingwood. This built form context demonstrates that increased height can be accommodated within the precinct where it is appropriately designed and does not result in unacceptable amenity or streetscape impacts.

The strategic planning context has also evolved since DDO39 was introduced. Current State planning policy, including *Victoria's Housing Statement* and the direction of Activity Centre planning, places increased emphasis on optimising development outcomes on large, well-located urban renewal sites.

In this context, assessment of building height above the discretionary control is appropriately undertaken on a performance basis. Having regard to the design response and impacts of the proposal, the overall building height is considered acceptable for the following reasons:

- **Graduated height and massing:**

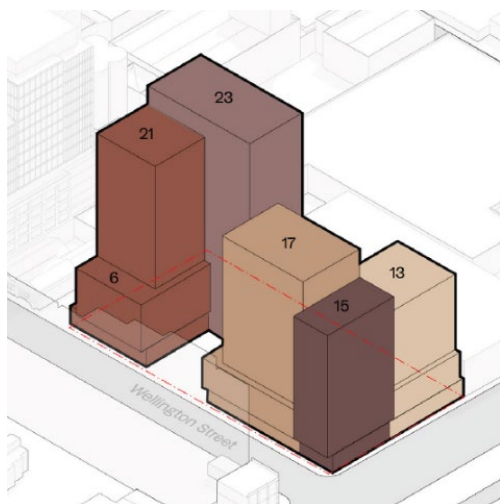
The proposal incorporates a range of building heights across the site, resulting in a composed and articulated built form that avoids a uniform or monolithic outcome and contributes to a varied skyline.
- **Location of tallest elements:**

The tallest building elements are centrally located within the site and set back by more than 20 metres from Wellington Street. This siting reduces the perceived scale of development from the public realm and limits the visual prominence of the tallest elements when viewed from both Wellington Street and Victoria Parade.

- **Amenity impacts:**
Off-site amenity impacts, including overshadowing and wind effects, have been assessed and are managed to an acceptable level, with no unreasonable impacts identified to surrounding streets or properties.
- **Public realm and community benefit:**
The development provides publicly accessible open space in the form of a new public plaza, improved pedestrian connections through the site, and high-quality communal open spaces, contributing positively to the public realm and broader urban environment.
- **Affordable housing contribution:**
The proposal includes an affordable housing contribution, aligning with current State policy objectives to increase housing affordability within well-located Activity Centre and urban renewal areas.

Overall, the proposed building height represents an appropriate response to the site context, the objectives of DDO39, and the current strategic planning framework. The proposal demonstrates that the discretionary height control can be exceeded without adverse amenity or urban design outcomes, and that a performance-based assessment supports the proposed height.

Figure 14 Varied Building Heights



Source: Design Response Report, prepared by Wardle (Page 29)

Interface Requirements

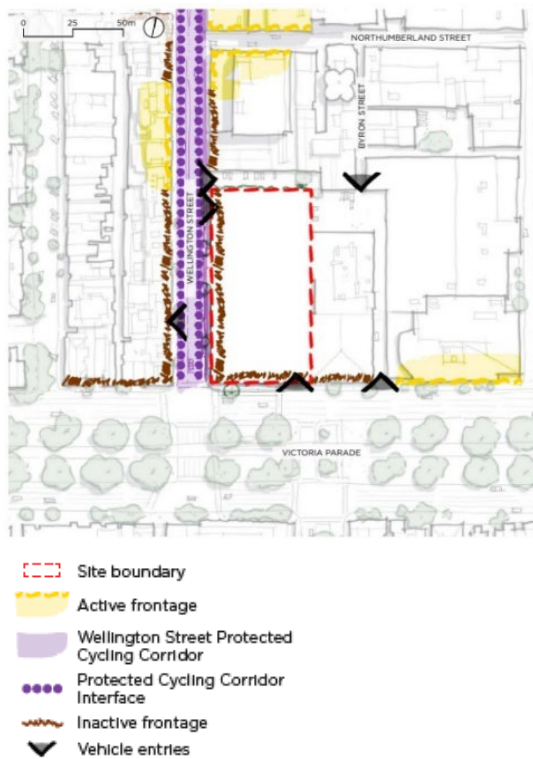
DDO39 provides guidance on interface requirements, with particular emphasis on development along rear boundaries.

The proposed development is located within the Commercial 1 Zone (C1Z) and does not interface with land zoned Neighbourhood Residential (NRZ), General Residential (GRZ), or Mixed Use (MUZ). Accordingly, the more sensitive residential interface requirements of DDO39 are not applicable.

The proposed development appropriately responds to the interface requirements of DDO39 as follows:

- No buildings are proposed on any site boundary, with all built form setback from boundaries.
- The development will not visually dominate adjoining land, having regard to the commercial context of the area and the scale of existing larger buildings on adjoining sites.
- Circulation spaces and common areas are located along the northern and eastern boundaries, providing separation between built form and adjoining land and further mitigating any potential interface impacts.
- The two main buildings onto the adjacent boundaries are setback a minimum of 4.5 metres. This allows for appropriate setbacks to ensure the development potential of the adjacent sites is respected.

Figure 15 Site Interfaces



Source: *Urban Design and Landscape Town Planning Report (Page 10)*

Overshadowing

Victoria Parade

The interim DDO39 includes discretionary overshadowing requirements applicable to the northern edge of the Victoria Parade central median at 12.00pm on 22 September. The proposed development is located to the north of Victoria Parade and results in a limited degree of overshadowing to the central median at this time.

In assessing the intent of the shadow provisions within DDO39, regard has been given to the Victoria Parade Built Form Framework (2020) prepared by Hansen, which informed the preparation of DDO39. The Framework describes

the central median of Victoria Parade as a “broad central median lined with mature canopy planting and comprising a central tram line within a spacious grassed verge.”

The Hansen report does not identify the central median as useable public open space or high-amenity pedestrian space. Rather, its primary function is to accommodate tram infrastructure and canopy planting, rather than pedestrian occupation or recreation.

Having regard to this context, it is submitted that the limited degree of overshadowing is acceptable and consistent with the intent of DDO39. The open nature of the median and overall daylight access will remain substantially unaffected.

Wellington Street

DDO39 includes a discretionary requirement to avoid shadowing to the western footpath of Wellington Street from 10.00am on 22 September. The proposed development has been designed to avoid shadowing of the western footpath from 11.00am onwards, which is considered an appropriate and reasonable response having regard to site context and established precedent.

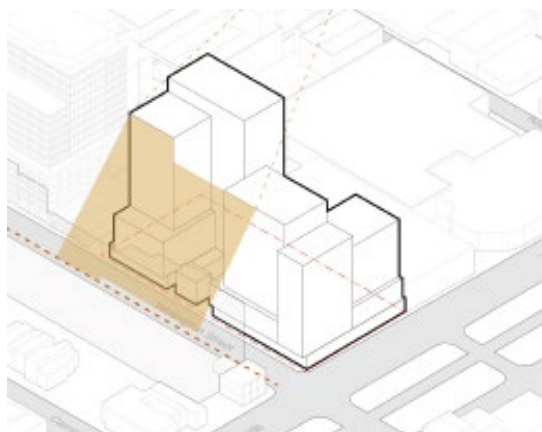
Relevant precedents include:

- 2–16 Northumberland Street, Collingwood (VCAT P2033/2016)**
The Tribunal concluded that overshadowing of the western footpath during early morning hours was acceptable, noting that: “By 11.00am the shadow is cast on the pavement itself, meaning that pedestrians will be in sunlight... This is a reasonable outcome having regard to the site’s context... The shadow impact does not justify a reduction in the height of the building.”
- 36–52 Wellington Street, Collingwood (Council Officer Supported, March 2020)**
Council officers concluded the proposal was acceptable on the basis that: “The proposed development would not cause any additional shadowing of the footpath between the core hours of 11.00am and 3.00pm.”

- **Victoria Gardens Planning Scheme Amendment, Richmond**
This amendment adopted an 11.00am to 3.00pm shadow test for the western side of Burnley Street, supported by a Standing Advisory Committee, reflecting contemporary policy for urban renewal precincts within Yarra.

Having regard to the above, it is submitted that an 11.00am commencement time for shadow protection to the western footpath of Wellington Street represents an appropriate and policy-consistent benchmark. It is also noted that shadows move quickly and are largely clear of the majority of building façades opposite by approximately 10.40am.

Figure 16 Shadow Line to Wellington Street at 11.00am



Source: Design Response Report, prepared by Wardle (Page 28)

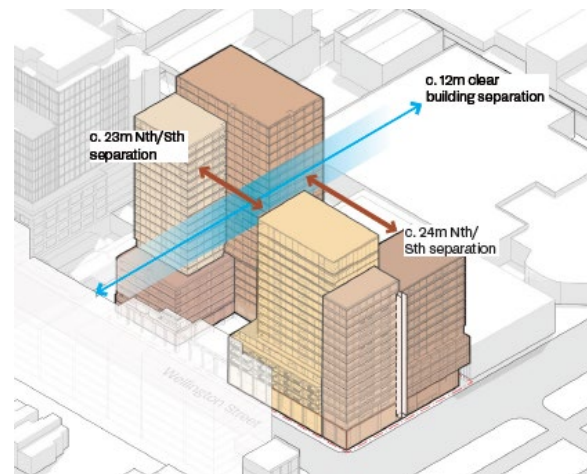
Common Boundary and Building Separation requirements

The proposed development is consistent with the common boundary and building separation objectives of DDO39 for the following reasons:

- No buildings are proposed on common boundaries, with the exception of development addressing Victoria Parade.
- Tower forms are setback a minimum of 4.5 metres from side and rear boundaries, enabling appropriate spacing and equitable future development opportunities.

- The ground plane provides a minimum 12-metre separation between buildings.
- New publicly accessible open spaces and pedestrian links provide multiple permeability and movement opportunities through the site.

Figure 17 Building Separation within the Site



Source: Design Response Report, prepared by Wardle (Page 23)

Building Layout requirements

The proposal is consistent with the Building Layout Requirements of DDO39:

- Active retail frontages are provided along Wellington Street, with appropriate activation to Victoria Parade, acknowledging site slope constraints.
- Ground floor heights are sufficient to accommodate a range of commercial and retail uses.

A well-considered retail layout has been implemented, capable of supporting a diverse range of tenants including cafés, restaurants, showrooms, small supermarkets and communal facilities for residents.

Façade Design requirements

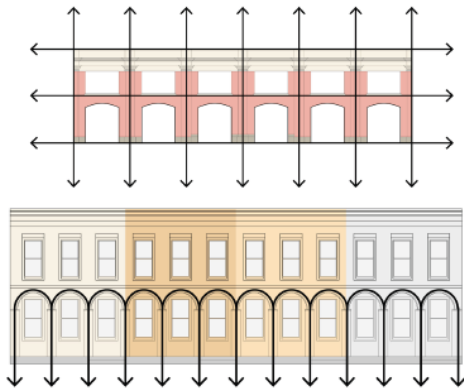
The façade design, prepared by Wardle Architects, provides a considered and site-responsive outcome that reflects the established character of Collingwood. The approach demonstrates a high level of design quality appropriate for this prominent site.

The design follows Wardle’s principle of a *contextual approach to scale and grain*, ensuring the development responds to its surroundings while accommodating the overall building height. The façades to the lower levels are integrated with the tower elements above, resulting in a consistent and cohesive architectural outcome.

The development is arranged as a “campus of buildings”, with variation in materials, colours and façade treatments used to differentiate building forms and reduce the visual impact of height and bulk. This approach avoids large, uninterrupted areas of glazing and adds visual interest across the site.

Overall, the façade strategy contributes to an attractive and well-articulated built form that supports a positive pedestrian experience and provides a high-quality environment for future residents.

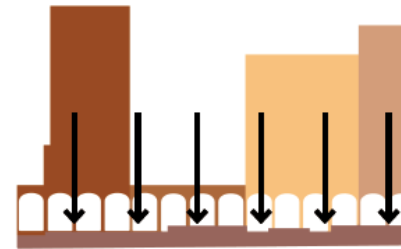
Figure 18 Wardle Façade Strategy Design References



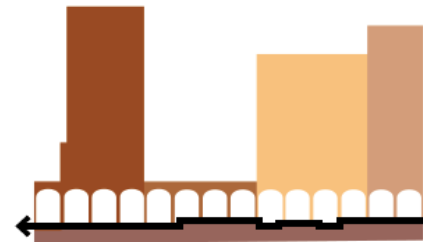
The Victorian streetscapes of Collingwood and East Melbourne are abstracted into a series of varied colonnade depths, providing definition, shade and character to the ground-floor plazas

Source: Design Response Report, prepared by Wardle (Page 32)

Figure 19 Linking the Facades of the Podium with the Towers



The tonal qualities of the tower materiality extend to the ground plane, anchoring the overall massing and providing the precinct with distinct and varied characters

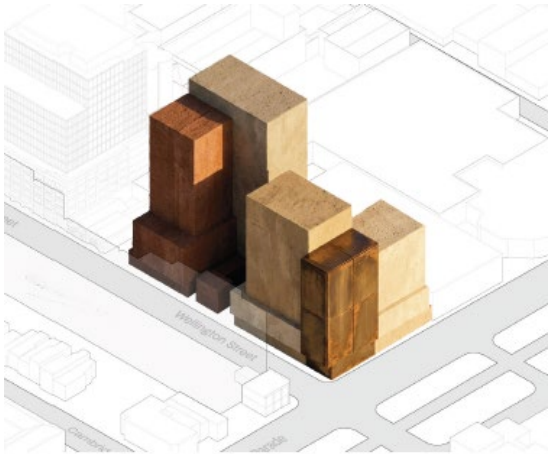


To create a cohesive ground plane and support intuitive wayfinding for residents and the public, the ground-level treatment employs a consistent material palette and unified character

Source: Design Response Report, prepared by Wardle (Page 33)

The campus of buildings has been achieved through a varied use of materials, colours and façade systems. This approach helps to mitigate the perceived scale and height of the development, while ensuring the façades are visually engaging, avoid large expanses of glazing, and contribute to a high-quality environment for pedestrians and residents within the development.

Figure 20 A "Campus of Buildings"



Source: Design Response Report, prepared by Wardle (Page 29)

Wind

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.

The wind conditions satisfy the pedestrian safety and walking comfort criteria for the August 2025 built form.

Stockland has also commissioned a wind tunnel study to further quantify pedestrian-level wind conditions for the revised design, which is scheduled for completion in April 2026.

Based on the outcomes of the current assessment, the development is considered to provide an appropriate response to surrounding wind conditions.

4.5 Landscape Response

An Urban Design and Landscape Town Planning Report has been prepared by Lat Studios to support the proposal and identify opportunities for urban greening within the built form.

The landscape concept will generate a diverse range of spatial experiences and functions, including:

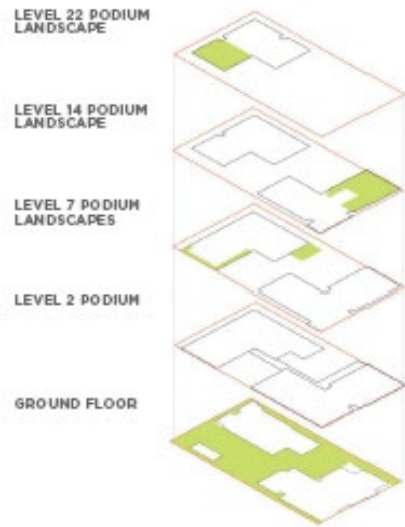
- An open-air, 24-hour public plaza accessed from Wellington Street, connecting to ground-floor retail tenancies. Open, light and active in character, the plaza accommodates both passers-by and larger gatherings, with passive surveillance supporting safety.
- A Neighbourhood Garden, a semi-private space for residents with gated access (and public access during daylight hours), designed to feel intimate and immersive through denser planting and level changes that create secluded seating areas.
- A pedestrian link along the eastern edge of the site, providing a green and tranquil connection between Victoria Parade, residential areas, and the Neighbourhood Garden.
- A shared arrival space accessed from Wellington Street, accommodating vehicle entry and providing a sheltered and legible pick-up and drop-off area with clear sightlines to support safety.
- Upper-level podium landscapes (Levels 14 and 20) are in the final stages of design, with planting to reflect functional and character aspirations and featuring hardy, appropriate species.

To minimise the discharge of untreated stormwater from the site, a small rain garden is proposed at the base of the plaza's feature tree, responding to Water Sensitive Urban Design (WSUD) principles.

Material textures and colours draw from the site's native ecologies, including the fine-grained, weathered palette and sun-exposed character of grassy woodlands, as well as its underlying geology, expressed through warm, earth tones of sandstone and siltstone.

Overall, the landscape character responds to the arid and overshadowed conditions typical of present-day Collingwood. The planting palette seeks to establish a robust, place-specific environment that enhances texture, biodiversity and seasonal change.

Figure 21 Landscape Precincts



Source: Urban Design and Landscape Town Planning Report (Page 20)

Figure 22 Sections



Source: Urban Design and Landscape Town Planning Report (Pages 36 and 37)

4.6 Internal Amenity

Future residents of Stockland Collingwood will benefit from a high level of internal amenity and enjoyment derived from the new precinct established by the development. Positive aspects of the internal amenity provided to future residents include:

- A location within Collingwood offering convenient access to the Smith Street Activity Centre, Victoria Street Activity Centre and the Central City.
- A site located on the Principal Public Transport Network, with tram services providing direct access to the Central City.
- A new public plaza with active edges, complemented by communal landscaped courtyards, creating a strong sense of address and place for residents.
- Basement car parking with clear and safe access to storage areas and lift cores, enabling convenient access to residents' homes.
- Ground-floor retail uses that promote activation, engagement and convenient access to everyday services for residents.

- Generous communal storage areas to support the practical needs of apartment living.
- Substantial communal spaces at ground level and throughout the building, fostering a sense of community and providing additional facilities for resident enjoyment.
- A new Neighbourhood Garden for the enjoyment of future residents and visitors. This will be a highly landscaped space with 50% landscaping throughout to provide pleasant green space for future residents to relax and enjoy.
- Quality internal amenity of all apartments as designed and laid out by Wardle and confirmed by BADs assessment.

The proposal requires assessment under Clause 58 of the Yarra Planning Scheme and the Better Apartment Design Standards (BADs). A comprehensive assessment against the BADs requirements is provided within **Appendix B** of this report.

4.7 Transport, Parking and Waste

Car Parking

Based on the land category identified in the Department of Transport and Planning's (DTP) car parking requirement map, the subject site is located in Category 4.

The development has a statutory requirement to provide a maximum of 966 car spaces: comprising 956 resident car spaces and 10 spaces for shop. The proposed provision of 300 car parking spaces, consisting of 292 car spaces for residents, five spaces for the shop tenancies, and three drop-off/pick-up car spaces, is under the maximum car space threshold and therefore meets the statutory car parking requirements. The proposed car parking provision, and allocation, is less than the statutory maximum car parking requirements applicable to the site. Given this, no permit is sought to provide more than the maximum car parking provision under Clause 52.06.

The proposed car parking layout and access arrangements generally accord with the requirements of the Planning Scheme, AS/NZS 2890.1:2004 (where applicable), and current practice.

Further detail and technical justification are provided in the Traffic Impact Assessment prepared by Traffix Group, submitted in support of the application.

Table 4 - Proposal Details

Use	Measure	Statutory Requirement (Category 4)	Maximum No. of Spaces Permitted
Dwelling	478 dwellings	A maximum of 2 car spaces to each dwelling	956 spaces
Shop	1,089sq.m	A maximum of 1 car space to each 100sq.m of leasable floor area	10 spaces
Total:			966 spaces

Bicycle Parking

Clause 52.34 of the Planning Scheme specifies the statutory bicycle parking requirements applicable to the proposal. The proposal has a statutory requirement to provide a total of 148 spaces, comprising 98 resident/staff spaces and 50 visitor/customer spaces. A total of 199 bicycle spaces consisting of 189 resident/staff bicycle spaces and 10 visitor/customer spaces are currently nominated within the plans. Based on the above, the proposed provision exceeds the statutory bicycle parking requirement for residents/staff. However, the provision falls short of the statutory bicycle parking requirements for visitor/customer spaces.

Notwithstanding, the shortfall in the number of visitor/customer bicycle parking spaces, the proposed provision is considered adequate and appropriate in the context of the development and its location. The

development is primarily residential in nature, with limited scope for regular visitor or customer bicycle demand.

Any visitor bicycle trips are expected to be infrequent, short-stay and dispersed across the day, rather than generating peak demand requiring a full statutory provision. In addition, the site benefits from excellent access to public transport and pedestrian infrastructure, reducing reliance on private bicycle travel for visitors. The provision of eight conveniently located visitor bicycle spaces near the primary entry points is considered sufficient to accommodate anticipated demand.

The overall quantum of bicycle parking provided (199 spaces) substantially exceeds the statutory requirement, and the significant over-provision of resident/staff spaces provides flexibility to accommodate any occasional overflow demand. On balance, the proposed bicycle parking provision achieves the intent of Clause 52.34 by encouraging cycling while responding proportionately to the actual operational needs of the development.

The proposed bicycle parking has been designed in accordance with AS 2890.3:2015 and incorporates a mix of vertical and horizontal bicycle rails. Wall-mounted vertical rails are provided at 1.2 metres depth with 0.5 metre spacing and are accessed from a minimum 1.5 metre-wide aisle. Horizontal rails are provided at 1.8 metres in length, spaced at 1.0 metre centres, and are similarly accessed from a minimum 1.5 metre-wide aisle.

Traffic Generation

The Traffic Impact Assessment demonstrates that the proposed development will generate a modest and conservative level of vehicle traffic, appropriate to its inner-city location with excellent access to public transport, walking and cycling infrastructure.

Modelling confirms that all movements at the site access to Wellington Street will continue to operate well within acceptable performance thresholds, with negligible changes to delays or queue lengths compared to existing conditions.

Overall, the proposal is not expected to result in any unreasonable traffic, access or safety impacts on the surrounding road network and is considered acceptable from a traffic and transport perspective.

Loading and Waste Management

The proposed development provides a dedicated loading dock at the southeastern corner of the site with vehicle access via Victoria Parade, designed to accommodate a 6.4 m Small Rigid Vehicle, consistent with Clause 52.07 (Loading and Unloading of Vehicles). The loading dock is to be managed via a booking system and is to be utilised by residents moving in/out of the site. The booking system allows for individual timeslots to avoid any overlap and unauthorised uses. Over and above this, shop tenancy loading is to occur within the surrounding on-street network, noting that two on-street loading zone spaces are provided immediately east of the site on Victoria Parade. Additionally, food delivery, or similar pick-up/drop-off, by cars and vans. could occur within the pick-up / drop-off area within the site at level 1.

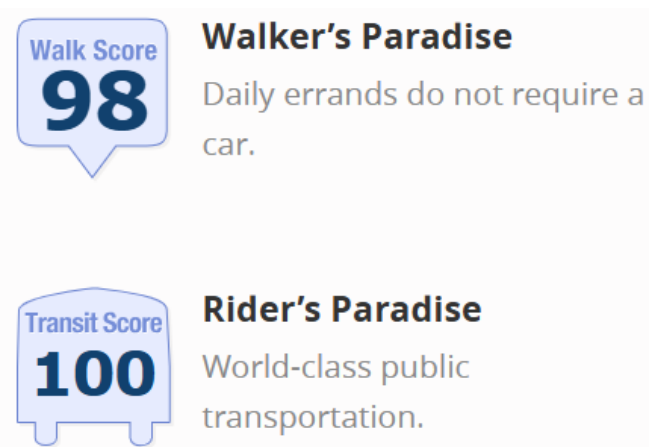
A Waste Management Plan has been prepared by One Mile Grid. Waste services will be undertaken by a private contractor, with collection via a 6.4 m rear-lift vehicle accessing the site through internal aisles designed to accommodate safe manoeuvring without reversing. The plan provides for the separation, storage, and collection of garbage, organics, commingled recycling, glass, e-waste, and hard waste, with accessible and well-ventilated bin storage areas, bin washing facilities, and clear signage to minimise contamination.

Developed in accordance with Sustainability Victoria's Better Practice Guide, the City of Yarra's waste policies, and Clauses 55.05-5 and 58.06-3 of the Yarra Planning Scheme, the system is designed to reduce amenity impacts, meet capacity requirements, and ensure effective long-term waste management for both residential and commercial uses.

Walkability

The site is highly accessible by public transport, with nearby train, tram and bus services, achieving a Transit Score of 100 ("Rider's Paradise") and a Walk Score of 98 ("Walker's Paradise") on WalkScore.com, indicating that daily errands do not require a car.

Figure 23 Walkability Score



Source: WalkScore.com

For further information refer to the Traffic Impact Assessment prepared by Traffix Group and the Waste Management Plan prepared by One Mile Grid.

4.8 Environmentally Sustainable Design

A Sustainability Management Plan (SMP) has been prepared by NDY in support of the proposal. The SMP provides an overview of the ESD initiatives that are proposed as part of the overall development, demonstrating best practice in Environmentally Sustainable Design.

In summary, the SMP details that the proposal will achieve the following key metrics:

- A BESS Score of 59%
- A fully electric building, with no natural gas infrastructure provided.
- Appropriate metering to enable close monitoring of utility usage.
- Implementation of Building Users Guide (BUG) to inform the occupants about how to use the space in an efficient manner.
- Commitment to a 7.5-star NatHERS development average, with no individual dwelling achieving less than a 6.0-star rating.

- Provision of a 45 kWp on-site renewable energy array via installation of photovoltaic panels on available roof area.
- Appropriate use of passive design i.e. maximising natural ventilation to residential areas and shading to façade using considered placement of balconies and overhangs.
- Potable water usage reduction via high efficiency WELS rated fixtures and appliances, rainwater harvesting system and closed loop fire pump testing system.
- Water Sensitive Urban Design (WSUD) in alignment with Best Practice Environmental Management Guidelines (BPEMG).
- Best practice stormwater quality achieved via rainwater harvesting.
- A portion of all car parking space will be nominated for EV charging.
- Provision of convenient recycling to promote waste avoidance.
- Provision of on-site organic waste bins for waste separation.
- Provision of communal spaces for social interaction and relaxation.

Potentially contaminated land

The application has also undertaken an "Environmental Assessment Outcome" by contamination consultants JBS&G. The development is proposing two basement levels that will adequately resolve the approach to potential on-site contamination through soil removal and treatment and capping through the basement level.

Through detailed testing throughout the site and review of requirements under the relevant legislation the report concludes:

- *No contaminants were found at levels that pose a material risk of harm.*
- *Site conditions are suitable for the intended high-density residential and commercial use, with application of environmental duties (EP Act, 2017).*
- *No trigger exists for a Preliminary Risk Screen Assessment (PRSA).*
- *No statutory requirement exists for an Environmental Audit.*

Having regard to the above assessment JBS&G indicate the following for the subject site:

- *A PRSA is not required.*
- *An Environmental Audit is not required.*
- *The site is not considered "Contaminated Land" under the P&E Act or EP Act.*

5 Conclusion

Overall, the proposed development at 79-81 Victoria Parade 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 as it:

- Is consistent with the statutory and strategic frameworks of the Yarra Planning Scheme.
- Will cater for a significant provision of housing and dwelling diversity in response to the outcomes of the Housing Statement, including a full range of typologies from large family homes to functional, efficient and affordable one-bedroom and studio apartments.
- Responds positively and sensitively to the surrounding context, reflecting its location within a large urban renewal precinct and its prominent frontages to Wellington Street and Victoria Parade.
- Provides an appropriate response to Clause 58, ensuring to deliver a high level of internal amenity for future residents.
- Will reinvigorate the site's existing conditions by providing a highly activated and functional ground floor plane.
- Provides for a comprehensive and high-quality landscaping response, comprising a publicly accessible plaza, neighbourhood garden and pedestrian link.
- Addresses internal and external amenity impacts by way of visual bulk, overshadowing and overlooking.
- Respond appropriately to the various transport, waste, and traffic considerations.
- Meets best practice ESD requirements pursuant to the Built Environment Sustainability Scorecard criteria.



Figure 24 Architectural imagery, indicative only

Disclaimer

This report is dated June 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, of Stockland (**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.

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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.

Appendix

A

Yarra Planning Scheme

6 Yarra Planning Scheme

6.1 Zone

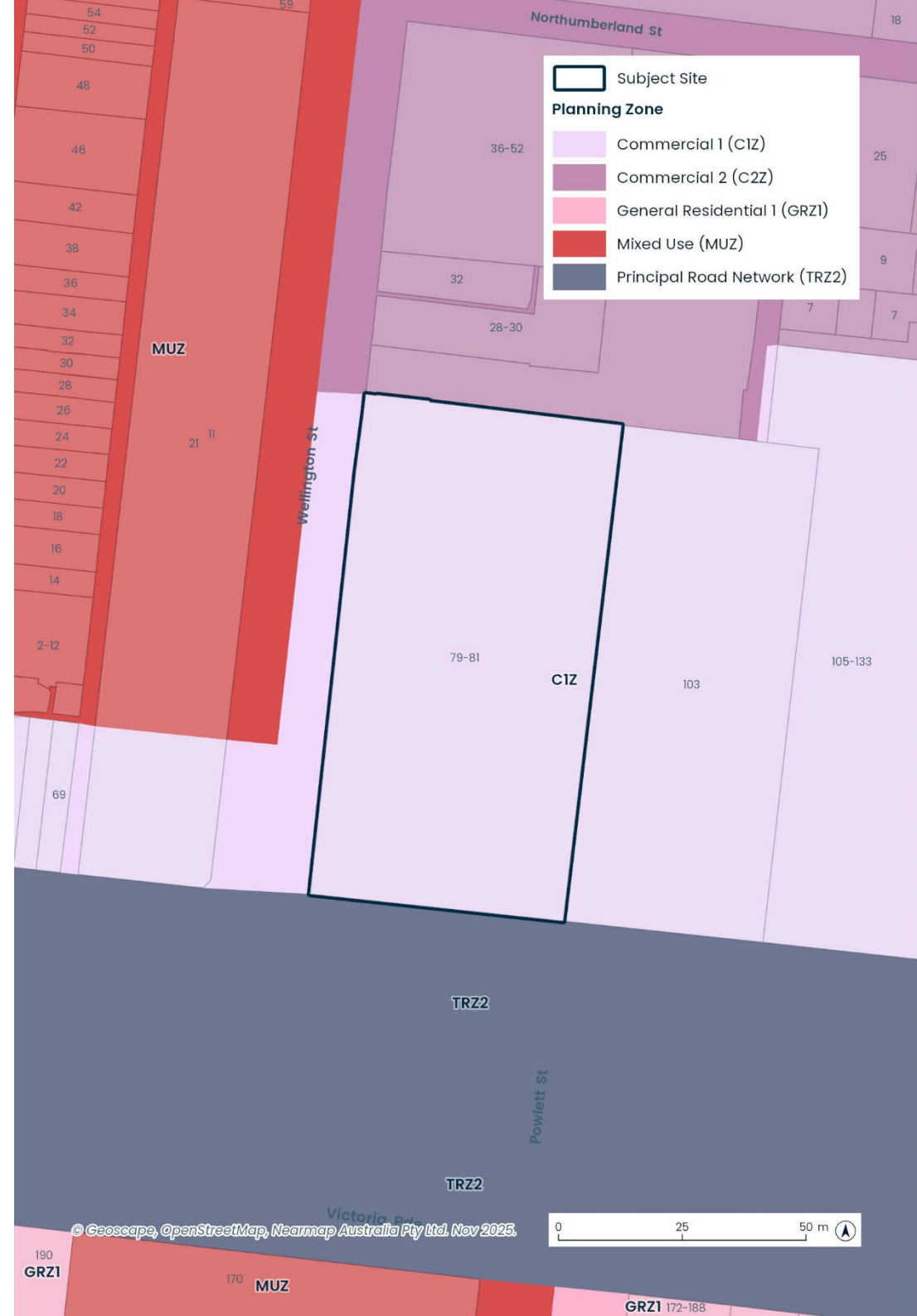
The site is located in the CIZ pursuant to Clause 34.02 of the Planning Scheme which seeks to:

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

Under this Zone, a permit is required to:

- Use land for accommodation (dwellings) if any frontage at the ground level exceeds 2 metres (Clause 34.01-1)
- Construct a building or construct or carry out works (Clause 34.01-4).

Use of the land for a retail premises is an as of right uses under the CIZ and does not require planning approval.



6.2 Overlays

Design and Development Overlay – Schedule 2

The majority of the site is affected by the Design and Development Overlay – Schedule 2 (DDO2) which refers to *Main roads and boulevards*.

Key design objectives of DDO2 seek to reinforce and enhance the distinctive qualities of key main roads and boulevards and the pattern of development and character of these streets.

Under DDO2, a permit required to construct a building or construct or carry out works (Clause 43.02-2).

DDO2 does not include any specific requirements in relation to buildings and works.



Design and Development Overlay – Schedule 39

The entirety of the site is affected by DDO39 which refers to *Victoria Parade*.

A key objective of DDO39 as relevant to the redevelopment of the site is to ensure development responds to the varied character and open streetscape of Victoria Parade by supporting a new mid-to-higher rise character (ranging from 3 to 12 storeys) behind a new consistent street wall east of Wellington Street.

Pursuant to Clause 2.0 of DDO39 a planning permit is required to construct a building or construct or carry out works (Clause 43.02-2).

DDO39 specifies a number of discretionary built form requirements. An assessment of the proposal against the key built form requirements under the current interim DDO39 control has been provided at Section 4.4.

Table 5 DDO39 Built form requirements

Type	Requirement
Preferred building height:	12 storeys / 40 metres*
Preferred street wall:	New 4 storey wall (14.4 metres)
Street wall on corner:	The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.
Upper level setbacks:	6 metres to Victoria Parade and Wellington Street (for land immediately adjacent to land subject to the Heritage Overlay) (we understand this to apply given the site adjoins land within the Heritage Overlay – Victoria Parade (HO188), 21 Wellington Street (HO336) and 26 Wellington Street (HO116)).



6 metres from the primary frontage (Victoria Parade).

3 metres from the secondary frontage (Wellington Street).

Upper-level setbacks above the rear boundary wall should be contained within a maximum of two steps.

Rear boundary wall heights

Maximum rear boundary wall height of 11.2 metres.

Overshadowing

New development should not overshadow:

0. The northern edge of the Victoria Parade central median at 12pm on 22 September (22.5 metres from property boundary to northern edge of the central median).
1. The footpath on the western side of any street (3m from property boundary, including the street) at 10am and eastern footpaths (3m from property boundary, including the street) at 2pm on 22 September (except Cromwell, Islington, Rockeby and Rupert Streets).
2. Any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm on 22 September.

Common boundary and building separation

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone, upper-level development should provide:

3. Minimum 4.5 metre setback from the common side boundary, where a habitable window or balcony facing the common boundary is

proposed on the subject site or exists on the adjacent property; and

4. Minimum 3 metre setback from the common side boundary where a commercial or non-habitable window facing the common boundary is proposed on the subject site or exists on the adjacent property (including C2Z)
5. 9 metre separation where a habitable window or balcony is proposed for developments with separate upper levels

Building layout requirements

Incorporate floor-to-floor heights suitable for commercial activity of at least 4 metres at ground floor level.

Pedestrian access

Residential and commercial pedestrian entrances distinguishable from each other.

Vehicle access

6. Via laneways or side streets.
7. Car parking within a basement or concealed from the public realm.
8. Should not provide additional vehicle access from Victoria Parade.

Car parking

9. Within basement or concealed from the public realm.

Development Contributions Plan Overlay – Schedule 1

The site is affected by the Development Contribution Plan Overlay – Schedule 1. Schedule 1 refers to the 'Yarra Development Contributions Plan'. The purpose of the Development Contributions Plan Overlay is:

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

No permissions are required under this overlay.



6.3 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.

Clause 52.06-5 provides the minimum and maximum car parking requirements for a number of land uses, including dwellings and shop. Dwellings require a maximum of two spaces to each dwelling and Shops require a maximum of one space to each 100 metres of leasable floor area.

Based on the land category identified in the Department of Transport and Planning's (DTP) car parking requirement map, the subject site is located in Category 4.

The development has a statutory requirement to provide a maximum of 966 car spaces, comprising 956 resident car spaces and 10 spaces for shop. The proposed provision of 300 car parking spaces is under the maximum car space threshold and therefore meets the statutory car parking requirements. The proposed car parking provision, and allocation, is less than the statutory maximum car parking requirements applicable to the site. Given this, no permit is sought to provide more than the maximum car parking provision under Clause 52.06.

Clause 52.29 – Land adjacent to the principal road network

Victoria Parade forms part of the Principal Road Network and is located within the Transport 2 Zone (TRZ2).

Pursuant to Clause 52.29-2, a planning permit is required to create or alter access to a road in a Transport 2 Zone.

An application must be referred to the Head, Transport for Victoria.

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

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

Shop Staff: 1 bicycle space to each 600sqm of leasable floor area

Shop Visitors: 1 bicycle space to each 500sqm of leasable floor area, if the LFA exceeds 1000sqm.

Pursuant to Clause 52.34-5, the proposal is required to provide 148 bicycle spaces (98 resident/ staff spaces and 50 visitor/customer). A total of 199 bicycle spaces are proposed. Accordingly, the development exceeds the bicycle parking requirements of Clause 52.34.

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.

A Stormwater Management Plan prepared by TTW Pty Ltd has been enclosed as part of this application.

Clause 53.23 – Significant residential development with affordable housing

Clause 72.01 of the Yarra 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 58 – Apartment developments

Clause 58 applies to the construction of an apartment development within the CIZ. Clause 58 contains various objectives, standards and guidelines which need to be considered as part of any proposed development. A Clause 58 (BADS) Assessment has been provided below at Appendix D.

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.

6.4 Planning Policy

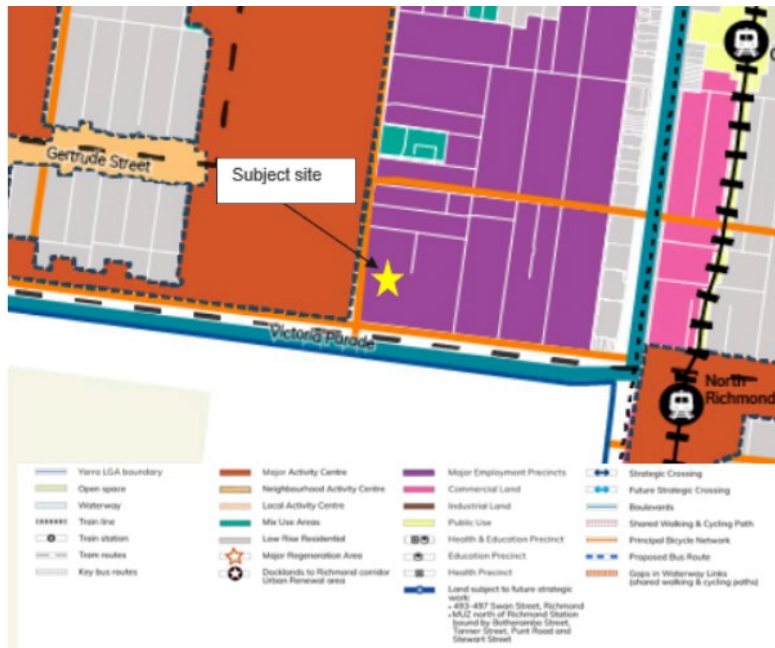
Municipal Planning Strategy

The Municipal Planning Strategy summarises important planning issues that are relevant to the City of Yarra and sets out the vision, strategic directions and framework for the municipality. The following clauses are of relevance to the proposal:

- **Clause 02.03-4 – Built environment and heritage** seeks to improve the built form character and streetscapes of Yarra’s boulevards, including Victoria Parade.
- **Clause 02.03-5 – Housing** supports the provision of additional and improved social housing (including public and affordable housing) in locations easily accessible to essential services and nearby employment opportunities. Key strategies include directing housing growth to appropriate locations and provide for diverse housing types.
- **Clause 02.03-6 – Economic development** seeks to balance the pressure for residential conversion of employment land and the protection of opportunities for economic growth. This clause also recognises that the diverse mix of uses within proximity to one another both enhances the vibrancy of activity centres and precincts and can present challenges regarding possible amenity impacts.
- **Clause 02.03-7 – Transport** recognises Yarra is strategically positioned to facilitate the use of sustainable modes of transport and encourages developments to prioritise sustainable transport modes by encouraging lower amounts of car parking, reduced reliance on private motor vehicles and increased infrastructure for active transport in developments.
- **Clause 02.04 – Strategic Framework Place** locates the subject site within the Major Employment Precinct. The site is just outside of the

Smith Street Major Activity Centre (MAC), with sites on the western side of Wellington Street included within the Smith Street MAC.

Figure 25 Strategic Framework Plan (Clause 02.04)



Source: Yarra Planning Scheme

Figure 26 Major and Neighbourhood Activity Centres in Fitzroy / Collingwood Plan – Clause 11.03-1L



Source: Yarra Planning Scheme

6.5 Planning Policy Framework (PPF)

The Planning Policy Framework (PPF) includes state, regional and local provisions. The key state and regional policies relevant to the proposal include:

- **Clause 11 – Settlement** recognises that planning is to *anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure*. The policy also seeks to facilitate sustainable development that takes full advantage of existing settlement patterns.
- **Clause 11.02-1S – Development capacity** seeks to deliver sufficient development capacity for residential development to ensure housing targets can be met.
- **Clause 15.01-1S – Urban Design** aims to *create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity*.
- **Clause 15.01-2S – Building Design** seeks to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.
- **Clause 15.01-4S – Healthy neighbourhoods – Metropolitan Melbourne** includes key strategies to create a city of '20-minute' neighbourhoods, which give people the ability to meet most of their everyday needs (including employment) within a 20-minute walk, cycle or local public transport trip from their home.
- **Clause 15.01-15S – Neighbourhood character** aims to *recognise, support and protect neighbourhood character, cultural identity, and sense of place*. This policy seeks to ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment.
- **Clause 16.01 – Residential development** contains several strategies of relevance to guide future housing within Melbourne, including:

- *Encourage higher density housing development on sites that are well located in relation to jobs, services, and public transport.*
- *Identify opportunities for increased residential densities to help consolidate urban areas.*
- *Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.*
- *Encourage the development of well-designed housing.*
- **Clause 17 – Economic Development** seeks to encourage development which meets the communities' needs for retail, entertainment, office, and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities. Key strategies seek to provide new convenience shopping and small-scale shopping facilities for the needs of the local population within existing commercial centres.
- **Clause 18.01-1S – Land use and transport integration** seeks to integrate land use and the transportation system in a more holistic manner. Recognised as a fundamental component of any successful metropolitan area, this clause identifies strategies aimed at creating a more sustainable and successful transport network.

The key **local policies** relevant to the redevelopment of the site include:

- **Clause 11.03-1L – Activity centres** identifies sites on the eastern side of Wellington Street as within the Smith Street MAC, with the subject site located just east of this.
- **Clause 13.07-1L-01 – Interfaces and amenity** applies to sites within non-residential zones and includes policies seeking to balance the continued operation of business and industrial activities whilst providing reasonable amenity to new residential development.
- **Clause 15.01-1L – Urban design** includes specific strategies for development adjoining land in a Heritage Overlay and specific strategies for development along Victoria Parade.

- **Clause 15.01-2L – Building design** includes built form strategies relating to building form, building heights, building setbacks, walls on boundaries, site coverage, internal amenity, adjoining properties, roof form, materials, landscaping, pedestrian access, frontages, carparking, loading facilities and service facilities. This clause includes the following policy guidelines in relation to overshadowing:
 - *Unless specified elsewhere in this scheme, ensure development avoids overshadowing of public open space between 10am and 2pm on 22 September.*
 - *Unless specified elsewhere in the scheme, ensure development allows direct sunlight between 10am and 2pm on 22 September to any part of the:*
 - *Footpath on the southern side of streets orientated east-west in activity centres as defined in Clause 11.03-1L.*
 - *Opposite footpaths on streets orientated north-south in activity centres as defined in Clause 11.03-1L.*

As DDO39 includes requirements relating to overshadowing, the above policies must be read in conjunction with those requirements. To the extent there is an inconsistency, the requirements in DDO39 would prevail.

- **Clause 15.01-2L-01 – Environmentally sustainable design** seeks to ensure developments in Yarra achieve Best Practice environmentally sustainable development.
- **Clause 16.01-1L – Location of residential development** encourages new housing development in appropriate locations. Key strategies include supporting residential growth that is appropriate to both its physical location and strategic context. The Strategic housing framework plan locates the subject site within a *Moderate Change Area*. Strategies for *Moderate Change Areas* include:
 - *Support medium density residential and mixed-use development that is responsive to heritage significance and streetscape charter.*

- *Encourage lot consolidation to facilitate increased density and efficient use of land, where appropriate.*
- **Clause 16.01-1L-01 – Housing diversity** supports well designed apartment developments in moderate change areas which include a diverse range of housing types, larger dwellings suitable for families and shared household as well as external spaces and large common rooms that promote social interaction.
- **Clause 16.01-2L – Housing affordability** seeks to facilitate the provision of affordable and social housing. Key strategies include:
 - *Support development that includes a provision of affordable housing within its mix of dwellings.*
 - *Provide well-designed affordable housing within new development that is integrated with the remainder of the development.*
- **Clause 18.01-3L – Sustainable transport** supports a sustainable transport system and encourages developments to prioritise the following transport hierarchy – walking; cycling; public transport; commercial vehicles servicing business and institutions; subscription-based vehicles such as private car shares; and private motor vehicles. Development which reduces reliance on private cars is supported and lower amounts of car parking within developments is encouraged. Increased infrastructure for active transport in developments (such as high levels of bicycle parking) is also encouraged.
- **Clause 18.02-4L-01 – Car parking** seeks to ensure car parking is supplied and managed consistent with promoting travel by sustainable modes. Key strategies include:
 - *Support a reduction in the required number of car parking spaces where alternative modes of transport are available.*
 - *Encourage a reduction in the required number of car parking spaces, where car share bays are provided to reduce reliance on privately owned vehicles.*

- *Encourage the provision of parking for ride-sharing vehicles, visitors, motorcycles and scooters in large developments.*
 - *Encourage the provision of publicly accessible car share bays in major developments*
- **Clause 19.03-3L – Stormwater Management** promotes the use of water sensitive urban design, including stormwater reuse in new buildings.

Appendix *B*

Clause 58 (BADS)
Assessment

Clause 58 (BADS) Assessment

Objectives

Standards

Assessment  Complies  Variation Required

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 development is an appropriate and well-considered response to both the existing and preferred urban context of the site. The design has been informed by a detailed analysis of the surrounding area and the site's characteristics, including its location within a large urban renewal precinct and its prominent frontage to Wellington Street and Victoria Parade.

The proposal respects the existing and emerging built form by adopting a scale, height, setbacks and interface treatments that align with nearby higher-density development. There are no sensitive residential interfaces, with adjoining land predominantly zoned for commercial and mixed-use purposes, allowing the development to comfortably integrate within its context.

The site is not subject to a Heritage Overlay, and the proposal has been designed to respond to the opportunities and constraints of the site while reinforcing the preferred future character envisaged by the Yarra Planning Scheme.

Please refer to Sections 1, 2 and 4.1 of the Town Planning Report for detailed discussion of the proposal, the site and surrounds and how

this complies with the relevant provisions of the Yarra Planning Scheme.

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?

The proposal is provided in accordance with the applicable State and Local policies as set out in the Yarra Planning Scheme. The development provides housing at increased densities in an area that is well located in relation to jobs, services and public transport.

Please refer to Section 4.1 of the Town Planning Report for detailed discussion on how the proposal complies with the relevant provisions of the Yarra Planning Scheme.

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?

A key component of this proposal has focused on creating a mix of dwelling typologies within the development, acknowledging the increasing acceptance of high density living for a variety of household types.

A diverse mix of dwelling types has been provided across the development, including studio, one-, two- and three-bedroom apartments, as well as townhouses, guesthouse accommodation and penthouse dwellings, offered in a range of configurations. Specifically:

Building A (South):

- 12 studios

- 51 one-bedroom dwellings
- 103 two-bedroom dwellings
- 36 three-bedroom dwellings
- 2 penthouses

Building B (North):

- 15 studios
- 75 one-bedroom dwellings
- 144 two-bedroom dwellings
- 33 three-bedroom dwellings
- 5 townhouses / guesthouses
- 2 penthouses

The development provides various apartment typologies according to the layout and size, which will accommodate the varied needs of residents.

Refer to the Architectural Plans, prepared by Wardle for further detail.

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. 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.

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.

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

The development has been appropriately designed so that it is activated along both street frontages to Wellington Street and Victoria Parade. Each façade will be provided with clear pedestrian entries into the public plaza. The design incorporates, 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 is accommodated across two basement levels and is fully concealed from the street.

Waste storage and collection arrangements are appropriately integrated within the building and are concealed from the public realm. Residential and commercial waste will be managed on-site, with collection occurring internally, ensuring no adverse impact on streetscape presentation or amenity.

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.

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.

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

This development is located in NATHERS climate zone '22-East Sale' with an annual cooling limit of 22MJ/m².

The proposed development is committed to achieve 7.5-star NatHERS development average with no individual dwelling achieving lesser than 6.0-star rating.

To ensure dwellings achieve adequate thermal efficiency.

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

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

Please refer to the submitted Sustainability Management Plan prepared by NDY for further detail.

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.

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.

✓ Does the proposal meet the objective?

✓ Does the proposal meet the standard?

The development includes 478 apartments; therefore, it requires a minimum communal open space area of 1225m². The proposed development has provided communal open space in significant excess of this requirement. The proposed development has exceeded this by

To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.

Each area of communal open space should be:

Accessible to all residents.

A useable size, shape and dimension.

Capable of efficient management.

Located to:

Provide passive surveillance opportunities, where appropriate.

Provide outlook for as many dwellings as practicable.

Avoid overlooking into habitable rooms and private open space of new dwellings.

Minimise noise impacts to new and existing dwellings and existing second small dwellings.

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

providing 1718m² of communal open space across:

- L1 - 1084m²
- L14 - 353m²
- L22 - 281m²

The development will provide a publicly accessible plaza fronting Wellington Street, available for public use 24 hours a day.

The Neighbourhood Garden also provides significant outdoor communal space for residential along within internal residential amenity areas in both buildings.

58.03-3 Solar access to communal outdoor open space objective

To allow solar access into communal outdoor open space.

Standard D8

The communal outdoor open space should be located on the north side of a building, if appropriate.

At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

The communal open space is located centrally with the development to allow for solar access and allows for adequate sunlight where possible.

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.

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

The layout of the proposed development provides clearly identifiable entrances into the building and for each dwelling in a manner that ensures the safety and security of residents and occupants of the property.

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

The proposal integrates a publicly accessible ground plane into the urban fabric, enhancing walkability, safety and the broader pedestrian experience of Collingwood while strengthening the interface with East Melbourne.

For further details, please refer to the Architectural Plans prepared by Wardle.

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:

Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3.

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

Located in communal outdoor open space or common areas or street frontages.

Comprise smaller trees, shrubs and ground cover, including flowering native species.

Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space.

✔ Does the proposal meet the objective?

⊕ Does the proposal meet the standard?

As the site area exceeds 2,500 square metres, a canopy cover of approximately 894m² is required. The current plans provide 594m².

While this represents a shortfall, it is noted that there are no existing trees on site and the site is located within a dense inner-urban area, which typically exhibits lower canopy cover. The proposal will contribute positively to the urban canopy through the introduction of new street tree planting.

The proposal meets the deep soil requirements. Noting that the development exceeds 2,500 square metres, a minimum of 15% of the site area is required to be provided as deep soil. The proposal achieves 20.8% (1,095m² total), which significantly exceeds this requirement. Refer to Page 38 and 39 of the Urban Design & Landscape Town Planning Report for details of the soil depth allocation proposed at ground floor and podium levels. The development includes a comprehensive and well-considered landscape response, comprising a publicly accessible plaza, neighbourhood garden and pedestrian link. These elements are proposed in an area that currently lacks any meaningful landscaping and will result in a significant

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.

improvement to the site and surrounding public realm.

Refer to the Urban Design & Landscape Town Planning Report, prepared by Lat Studios for further details.

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
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 at maturity	Minimum height at maturity
A	4 metres	6 metres
B	8 metres	8 metres
C	12 metres	12 metres

58.03-6 Access objective

Standard D11

Vehicle crossovers should be minimised.

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.

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

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.

Vehicle access to all on-site car parking is proposed via the partial retention of the existing crossover on Wellington Street. Access to the on-site loading area is proposed via Victoria Parade, also utilising a partially retained existing crossover.

All vehicle movements are clearly separated from pedestrian and cyclist entries, ensuring safe and legible access throughout the site.

Further details are provided in the Traffic Impact Assessment prepared by One Mile Grid, submitted as part of this application.

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?

The proposal provides convenient access to car parking for residents and visitors to the proposed development.

Specifically, lifts and stairs provide direct access to the basement car park. All shared accessways are provided at least 1.5m from the windows of habitable rooms.

While the basement car parking is enclosed, it will receive ventilation through the open ramp connection between the basement and ground level.

58.03-8 Integrated water and stormwater management objectives

To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.

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:

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

As detailed in the Stormwater Management Plan, the proposal will achieve best-practice urban stormwater management in accordance with Clause 53.18. The development will incorporate an Atlan filter, on-site detention tanks, including

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.

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.

system #1 located on the eastern ramp on Victoria Parade which will provide approximately 40kL of detention storage and system #2 located at the north ramp of Wellington Street which will provide approximately 20kL of detention storage and a 30 kL rainwater harvesting tank to capture roof runoff from the new buildings. Collected rainwater will be reused for irrigation and toilet flushing (excluding WCs in apartments), supporting water efficiency and sustainable site management.

58.04-1 Building setback objectives

To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.

To allow adequate daylight into new dwellings.

To limit views into habitable room windows and private open space of new and existing dwellings.

To provide a reasonable outlook from new dwellings and existing small second dwellings.

Standard D14

The built form of the development must respect the existing or preferred urban context and respond to the features of the site.

Buildings should be set back from side and rear boundaries, and other buildings within the site to:

Ensure adequate daylight into new habitable room windows.

Avoid direct views into habitable room windows and private open space of new and existing dwellings 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.

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

The development has been designed to provide generous open space between buildings, supporting communal amenity and enhanced landscaping.

A range of building heights across the site creates a composed and articulated built form, avoiding a uniform or monolithic appearance and contributing to a varied skyline. Appropriate setbacks between buildings ensure adequate daylight access and maintain visual privacy.

Overall, the proposal has been carefully designed to respond sensitively to the existing urban context while accommodating potential future development on surrounding sites.

To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.

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 development has been designed to limit overlooking through internal layout designs, increasing setbacks with landscaping at upper levels and appropriate material treatments.

58.04-3 Noise impacts objectives

Standard D16

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

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

To protect residents from external and internal noise sources.

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.

✓ Does the proposal meet the objective?

✓ Does the proposal meet the standard?

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

Car parking is segregated to basement levels where they are separated appropriately from residential apartments. Due to the building treatments, it's expected there will be minimal noise transfer. Confirming also that the subject site is not within proximity to one of the noise influence areas regulated by Table D5.

An Acoustic Town Planning Report has been prepared which confirms that both noise impacts on the development and noise associated with the development, can be mitigated using standard building methods and management strategies to comply with mandatory acoustic requirements and Victorian best practice.

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
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

Standard D17

Development of five or more storeys, excluding a basement should:

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

impacts within the site or on surrounding land.

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

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.

Comfortable

Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than:

3 metres per second for sitting areas,

4 metres per second for standing areas,

5 metres per second for walking areas.

An Environmental Wind Assessment has been prepared by MEL Consultants 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.

The wind conditions satisfy the pedestrian safety and walking comfort criteria for the August 2025 built form.

Stockland has also commissioned a wind tunnel study to further quantify pedestrian-level wind conditions for the revised design, which is scheduled for completion in April 2026.

Based on the outcomes of the current assessment, the development is considered to provide an appropriate response to surrounding wind conditions.

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?

Pursuant to the BADS Compliance plans prepared for submission, it is confirmed that the majority of dwellings will be compliant with the requirements of Standard D18, ensuring that the design of dwellings will meet the needs of residents with limited mobility.

Of the 478 apartments proposed by the development, 52.7% of apartments will achieve the accessibility requirements of Standard D18. The 52.7% compliance ratio is in excess of that required by Standard D18 (50%).

Refer to the Accessibility Report, prepared by Access Studio which confirms that the proposed design meets the accessibility requirements for clear openings, pathways and adaptable bathrooms and bedrooms pursuant to Clause 58.05-1.


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

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 provide each dwelling and building with its own sense of identity.

To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.

To ensure internal communal areas provide adequate access to daylight and natural ventilation.

Provide shelter, a sense of personal address and a transitional space around the entry.

The layout and design of buildings should:

Clearly distinguish entrances to residential and non-residential areas.

Provide windows to building entrances and lift areas.

Provide visible, safe and attractive stairs from the entry level to encourage use by residents.

Provide common areas and corridors that:

Include at least one source of natural light and natural ventilation.

Avoid obstruction from building services.

Maintain clear sight lines.

The internal layout of the building has been designed to facilitate the safe, functional, and efficient movement of residents throughout the development. Building entries will be highly visible and clearly identifiable, maintaining a strong sense of address.

Retail spaces within the development will have separate entries to prevent confusion with residential areas, with appropriate sightlines maintained for safety and legibility.

Usable communal areas, located along the street frontage, will benefit from adequate access to daylight and natural ventilation, supporting a comfortable and inviting environment for residents.

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.

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.

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

Pursuant to the BADS compliance plans 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.

Accordingly, it is considered that each apartment is provided with sufficient private open space.

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

To provide adequate storage facilities for each dwelling.

Standard D21

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

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

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 objective?

⊕ Does the proposal meet the standard?

Sufficient apartments meet the total minimum storage requirement. External storage has been provided in the Basement and Mezzanine as additional storage for residents.

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.

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 has been designed to ensure that communal spaces, car parking, access areas and site facilities are practical, attractive and easily maintained.

To avoid future management difficulties in areas of common ownership.

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 proposal has been carefully designed to ensure that site services can be installed and easily maintained within accessible locations throughout the development.

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:

Adequate in size, durable, waterproof and blend in with the development.

Adequately ventilated.

Located and designed for convenient access by residents and made easily accessible to people with limited mobility.

Adequate facilities for bin washing. These areas should be adequately ventilated.

Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.

Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

The proposal has been designed to ensure that waste and recycling facilities are accessible, adequate and attractive. Additionally, waste and recycling facilities have been designed and managed to minimise impacts on residential amenity.

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 Plans prepared by Wardle, demonstrate that the materials chosen for use by the development will be hardy, resilient and weatherproof.

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.

✔ Does the proposal meet the objective?

✔ Does the proposal meet the standard?

Pursuant to the Architectural Plans and BADS compliance drawings prepared, the development provides compliant bedroom and living room

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

dimensions for 100% of dwellings, and in line with Standard D26.

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

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?

Appreciating that all dwellings' living rooms combine the living, dining, and kitchen areas, all dwellings comply with the 9 metre depth requirements of Standard D27.

58.07-3 Windows objective

Standard D28

✔ Does the proposal meet the objective?

To allow adequate daylight into new habitable room windows.

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 standard?

All habitable rooms within the development's proposed dwellings are provided with a window to an external wall of the building.

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 sliding doors.

A total of 32.6% of dwellings comply with the effective cross ventilation requirements of breeze paths between 5 and 18 metres, which falls slightly short of 40% requirement. As required, each of the dwelling windows occupy approximately the same openable area, ensuring occupants can appropriately maintain natural ventilation of their dwellings.

Appendix **C**

Response to Referral
Comments

Yarra City Council Referral Comments

Development Engineering Referral Response

The crossover to Victoria Parade has been amended to avoid any impact on the existing pram crossing. Further detail is provided in the Traffic Impact Assessment.

The civil engineering requirements are acceptable and raise no concerns. The plans have been updated accordingly, with any remaining items to be addressed at the detailed design stage.

City Works Referral Response

The Waste Management Plan has been updated to ensure that only materials accepted at the recycling facility are referenced.

Further detail is provided regarding the proposed in-chute compactors for residential waste and recycling, including their operation, management, and measures to minimise potential performance and maintenance issues.

In-chute compactors will be installed for each residential garbage and recycling chute, achieving an approximate compaction ratio of 2:1 prior to disposal into bins. This ratio has been applied to the estimated waste volumes outlined in Tables 4 and 5.

Typical specifications for the in-chute compactors are included in Appendix C.

ESD Referral Response

In response to Council's ESD comments, the proposal has been further refined to improve environmental performance outcomes.

All dwellings comply with the 9-metre depth requirement of Standard D27, noting that living rooms incorporate combined living, dining, and kitchen areas, allowing for adequate daylight access.

Cross ventilation has been reviewed and updated. Each dwelling has been designed to maximise natural ventilation through operable windows and sliding doors at external wall interfaces. A total of 32.6% of dwellings achieve

effective cross ventilation with breeze paths between 5 and 18 metres. While this is marginally below the 40% target, all dwellings provide comparable openable window areas to support adequate natural ventilation.

The proposal requires 148 bicycle parking spaces (98 resident/staff and 50 visitor/customer). A total of 199 spaces are provided, including 189 resident/staff and 10 visitor/customer spaces. This represents an increase from the previously proposed 194 spaces and exceeds the statutory requirement for residents/staff, while falling short of the visitor requirement. Notwithstanding this, the provision is considered appropriate given the predominantly residential nature of the development and the limited anticipated demand for visitor bicycle parking.

The proposal includes provision for a 45 kWp on-site renewable energy system via photovoltaic panels, with final layout to be resolved at the detailed design stage.

The development is committed to achieving an average 7.5-star NatHERS rating, with no individual dwelling below 6.0 stars.

No gas connection is proposed as part of the development.

The BESS score has improved from 57% with the original draft submission to 59% in the current lodged report. This is a direct response to referral feedback and represents a positive sustainability outcome.

MUSIC modelling has been conducted and demonstrates best practice stormwater management practice through achieving reduction targets as demonstrated by the results. Refer to the Sustainability Management Plan prepared by NDY for further detail.

Strategic Projects Parks & Open Spaces Referral Response

Council's comments regarding building height are noted. However, the proposed height is appropriate and, even if reduced, would not materially change overshadowing to the Victoria Parade central median, which is not a usable public open space. Refer to the relevant section of this report for further assessment of building height and overshadowing impacts.

The Victoria Parade public realm interface is highly activated, and the proposed layout is appropriate and retained as designed.

DDA compliance is achieved. Refer to the Accessibility Report prepared by Access Studio, which confirms compliance with Clause 58.05-1 in relation to clear openings, accessible pathways, and adaptable bathrooms and bedrooms.

In response to Council's comments, the landscape design has been updated to include a Public Realm Plan:

- Eight (8) new street trees along the Wellington Street frontage;
- Three (3) timber seats; and
- Three (3) council-standard stainless steel bicycle hoops.

Refer to the Urban Design & Landscape Town Planning Report (page 41).

The existing crossover will be modified to suit the proposed accessway, including reinstatement of kerb and channel.

Paving treatments have been revised to improve pedestrian wayfinding to key entrances. Refer to the Urban Design & Landscape Town Planning Report (page 41).

The proposal meets and exceeds deep soil requirements. A minimum of 15% is required for sites exceeding 2,500sqm; the proposal provides 20.8% (1,095sqm). Refer to pages 38–39 of the Urban Design & Landscape Town Planning Report for further detail.

While the 1m x 1m corner splay specified in the DDO has not been adopted at the corner of Wellington Street and Victoria Parade, a 2.2m setback is provided instead. This results in a widened footpath and improved pedestrian conditions along Wellington Street.

A Crime Prevention Through Environmental Design (CPTED) Report prepared by Harris Crime Prevention Services confirms that the proposal incorporates, or will incorporate through detailed design, appropriate CPTED principles. The assessment considers key elements such as entry points, circulation, public and private interfaces, landscaping, lighting, and security measures. Overall,

these measures will provide a high level of safety and security, particularly in relation to ground plane and basement access and egress.

Department of Transport Referral Comments

The proposal delivers a significant widening of the Wellington Street footpath, integrated with the building design to create a continuous colonnade along the frontage.

While the 1m x 1m corner splay specified in the DDO has not been adopted at the corner of Wellington Street and Victoria Parade, a 2.2m setback is provided. This achieves a continuous widened footpath and improved pedestrian conditions, including a refuge area at the southern end of Wellington Street.

Key benefits include improved accessibility, enhanced pedestrian safety through an active frontage, and an upgraded public realm outcome with integrated landscaping and future street furniture.

The design also reduces the length of the laneway by trimming the north-east corner of the retail tenancy, consistent with the previous scheme.

Additionally, tops of the buildings will be fully integrated into the architectural design to minimise plant views.

Head, Transport for Victoria Referral Comments

The proposed crossover has been amended to ensure it does not encroach on the existing pedestrian crossing on Victoria Parade. The vehicle swept path diagrams and architectural plans have been updated accordingly.

The design and dimensions of the loading bay and vehicle turntable will accommodate a minimum 6.4m Small Rigid Vehicle (SRV). The loading area, including the turntable, has been designed to ensure adequate clearance from surrounding structures to enable safe and efficient manoeuvring.

Updated swept path diagrams demonstrate that the loading bay provides sufficient space for the effective operation of the turntable.

Appendix *D*

Response to DFP Eligibility
Letter

DFP Eligibility Letter Response

The proposal submitted responds to the DFP eligibility for the complete town planning application to the DTP. The below response should be read in conjunction with the Design Response and Architectural Plan from Wardle.

It is our expectation that should any permit be granted for the development, it would include appropriate conditions requiring a detailed facade strategy aligned with the façade concept strategy submitted in the Design Response by Wardle.

Façade Strategy

Please refer to the Design Response and Architectural Plans. The façade concept has been included within the Design Response for each building, including a detailed approach to ground-floor treatments throughout the site. This ensures a high-quality ground plane and architectural outcome, while providing variety in tower expression and maintaining a cohesive architectural form across the project.

Parapet and Roof Form Articulation

The Architectural Plans include a raised parapet to ensure high-quality roof detailing that effectively expresses the top of the building, while also providing screening for services and lift overruns. This creates a clear and holistic design response that contributes positively to the skyline, as demonstrated in the long-range view renders included within the Design Response.

Façade modulation and solid-to-void balance

The façade concept outlined within the Design Response and expressed in the Architectural Plans explains and demonstrates the façade modulation, solid-to-void balance at the ground plane, and variation in expression across the upper levels of the buildings. Appropriate permit conditions can be incorporated into any permit issued to secure the finer details of the façade treatments, including metal and matte spandrel framing elements, deep reveals, and the bespoke window systems proposed for each building, thereby ensuring the quality and integrity of the overall façade strategy is maintained.

Treatment of Blank Walls and Boundary Interfaces

The eastern elevation of the development has been modified to ensure the exposed wall incorporates texture, articulation, and visual variation. All other buildings are setback from the property boundaries, allowing for fully articulated façades and high-quality residential design outcomes on all elevations.

Transport

The crossover modification has been resolved to address the transport-related issues raised. Please refer to the Architectural Plans prepared by Wardle and the Traffic Report by Traffix Group for confirmation.

Shaping cities
and communities
for a better future.