

TRAIN AND TRAM ZONE ACTIVITY CENTRES PROGRAM

LOCAL VARIATION TESTING TRANCHE 2



CAULFIELD TO BENTLEIGH

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Introduction and background

Project overview

Across Victoria, housing affordability and accessibility remain key challenges, with many Victorians unable to secure a home close to the people, services, and opportunities that support their daily lives. The Department of Transport and Planning (DTP) recognises the need for coordinated and timely action to support a sustainable future in which all Victorians have access to suitable housing options.

As part of the Victorian Government’s Housing Statement, the Activity Centre program seeks to deliver more homes in and around activity centres, enabling more Victorians to live closer to jobs, services, public transport and green, open space.

The Train and Tram Zone Activity Centres Program presents a significant opportunity to accommodate housing growth within Melbourne’s established urban areas, particularly through the delivery of more compact housing forms such as apartments and multi-dwelling developments. However, inconsistencies in the planning provisions currently applied across these centres limit the ability to deliver additional housing in well-located areas.

To address this, DTP is proposing updates to planning controls in and around 60 train and tram zone activity centres. These changes are intended to support the delivery of over 300,000 new homes by 2051, located close to Melbourne’s public transport network, employment hubs, and essential services.

To support consistent and high-quality development outcomes, DTP has developed a suite of global built form controls, that provide a clear and replicable framework to guide future development.

DTP has prepared Activity Centre Plans for an initial 10 activity centres, forming part of the Activity Centre Program amendment package along with new planning provisions. These plans consolidate the strategic work undertaken to establish updated planning controls for activity centres.

In late 2024, the Premier and the Minister for Planning announced the expansion of the Activity Centres Program to include another 50 train and tram zone activity centres with good access to public transport, jobs and services. These locations were selected based on analysis of transport capacity, market viability, access to jobs and services, and environmental considerations. The development of new planning controls for these 50 activity centres is anticipated to be completed by 2026.

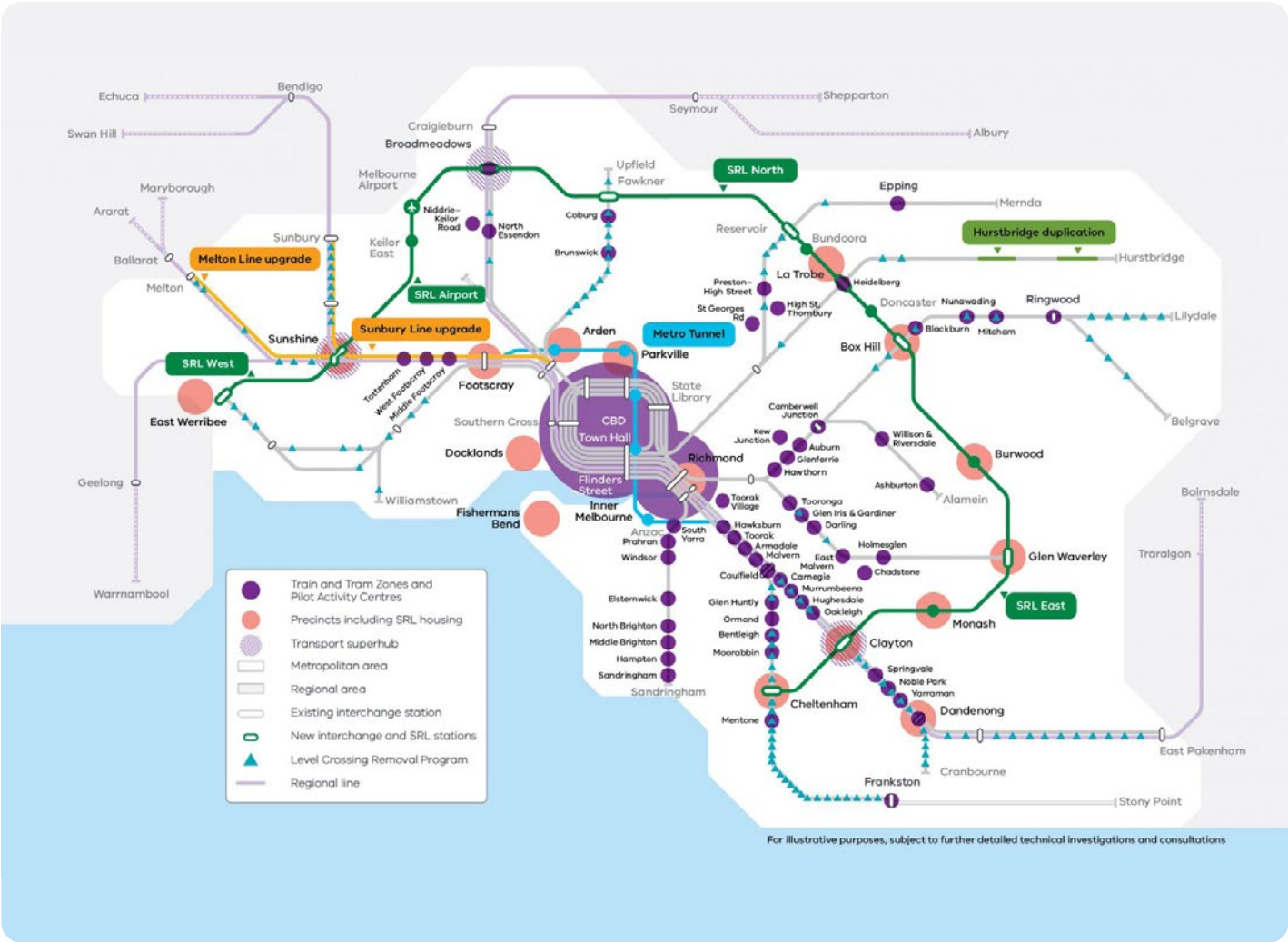


Figure 1. Map of train and tram zone activity centres

Introduction and background

Project purpose

The work presented in this report was undertaken to support DTP's application of the Global Built Form Controls (GBFC) across 48 activity centres, delivered in Tranche 1 and Tranche 2. The primary objective is to identify place-specific local variations that better respond to the unique conditions, opportunities and constraints of individual centres.

The Train and Tram Zone Activity Centre Program – Local Variations Testing Project seeks to test and refine the application of the GBFC to ensure they deliver appropriate outcomes across diverse urban contexts. In particular, the project focuses on identifying circumstances where sensitive interfaces, open spaces, key streetscapes, or planned public realm upgrades may warrant adjustments to overall building heights, street wall heights, setbacks, or built form typologies.

The scope of this work included:

- reviewing the Global Built Form Controls including urban design guidelines for both Tranche 1 and Tranche 2 activity centres;
- assessing site specific opportunities and constraints identified through the Foundational Analysis, Traditional Owner, and other community and stakeholder engagement outcomes;
- undertaking built form testing to identify place-specific impacts of the Global Built Form Controls in activity centre cores to inform potential local variations, and;
- providing clear and concise recommendations where place specific adjustments are required to achieve desired urban design and amenity outcomes.

Project objectives

A key objective of the Train and Tram Zone Activity Centres Program is to introduce a consistent set of built form standards that support growth, while ensuring development responds and contributes positively to its local context.

Local Variations provide a mechanism to apply these standards in a balanced and context-responsive manner.

The local variations framework seeks to achieve the following outcomes:

- A balanced growth outcome, ensuring development supports sustainable expansion while maintaining liveability.
- A reasonable level of sun access, protecting sunlight to parks, public spaces, and key streets to enhance public amenity.
- A balanced approach to amenity protection, managing change at sensitive residential interfaces to safeguard amenity for existing and future residents.
- Protection of key view lines, maintaining important visual connections to landscapes and local landmarks.
- Any other matters captured in Community, Council, State Government and Traditional Owner feedback.

These outcomes are supported by a set of urban design principles that guide practical implementation (refer to Figure 2).

Collectively, the objectives and principles establish a framework that balances growth with amenity, heritage, and environmental quality, supporting sustainable and high-quality urban outcomes.

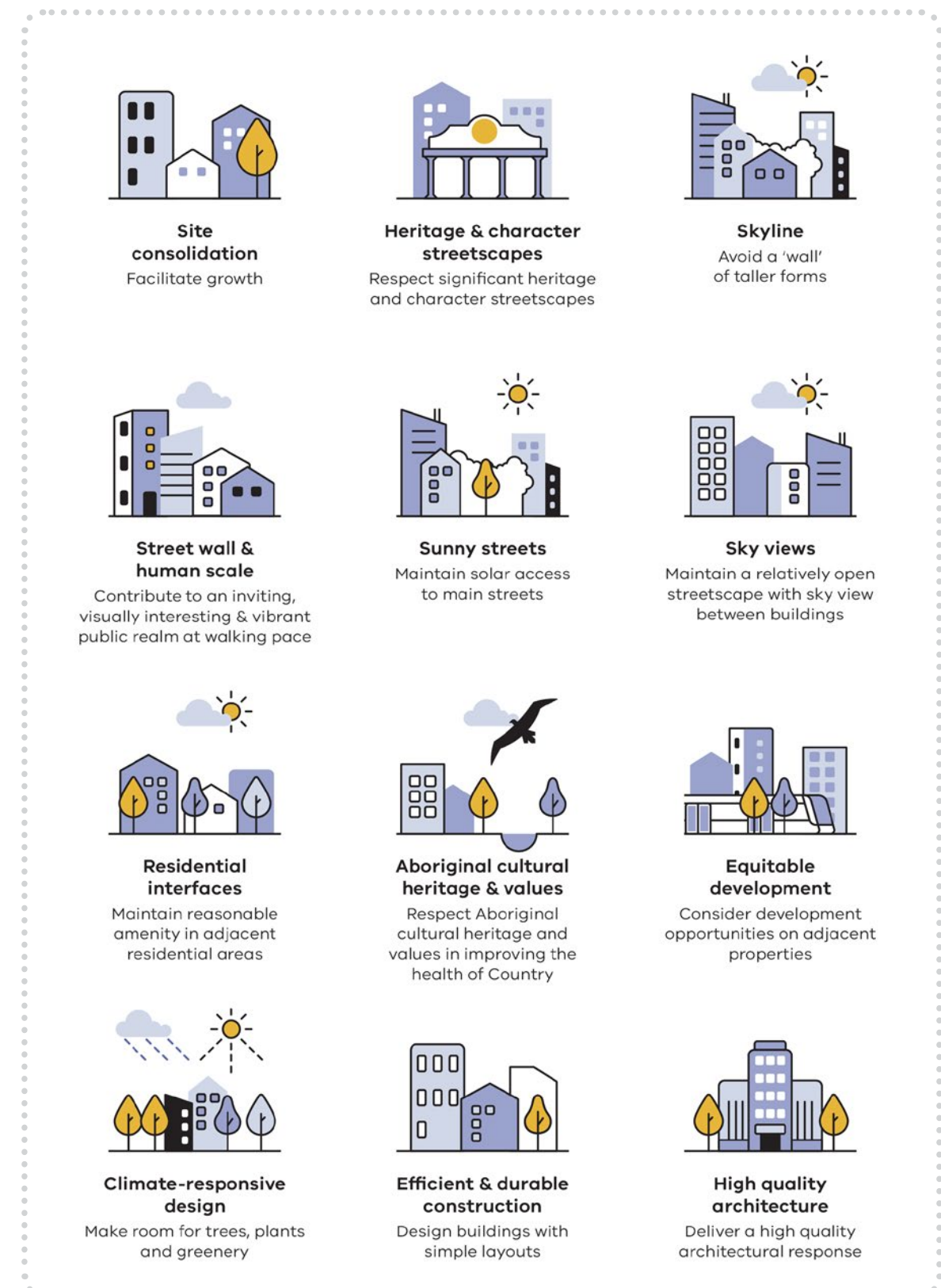


Figure 2. Urban Design Principles from the 'Train and Tram Zone Activity Centre Program Explainer, 2026'

Introduction and background

Project methodology

The Local Variations Testing Project focuses on assessing how effectively the Global Built Form Controls can achieve a balanced outcome between facilitating housing growth and protecting existing public and private realm amenity within the core areas of the activity centres.

The scope for this Local Variations testing included:

- assessing sun access to parks and key streets, ensuring adequate daylight and comfort in public spaces;
- managing sensitive interfaces to protect residential amenity; and
- protection of key views and landmarks to preserve important local and site-specific features.

Where the application of the global built form controls does not fully achieve the standards established under the Activity Centres Program, local variations are proposed. These variations are tailored to the specific conditions of each centre and are intended to ensure development outcomes remain balanced and contextually appropriate.

For the purposes of built form testing, the Global Built Form Controls have been modelled to reflect the maximum permissible height, street wall height and minimum setback requirements.

The resulting blocks represent the maximum developable envelope within which future development may occur. These three-dimensional envelopes are not representations of actual or proposed buildings, nor do they reflect a final built outcome.

Development occurring within this envelope would be subject to further design resolution and is expected to incorporate articulation and refinement, including variations in siting, massing, building form, façade treatment and materiality.

The diagrams below illustrate how a planning envelope may translate into a more articulated and responsive built form.

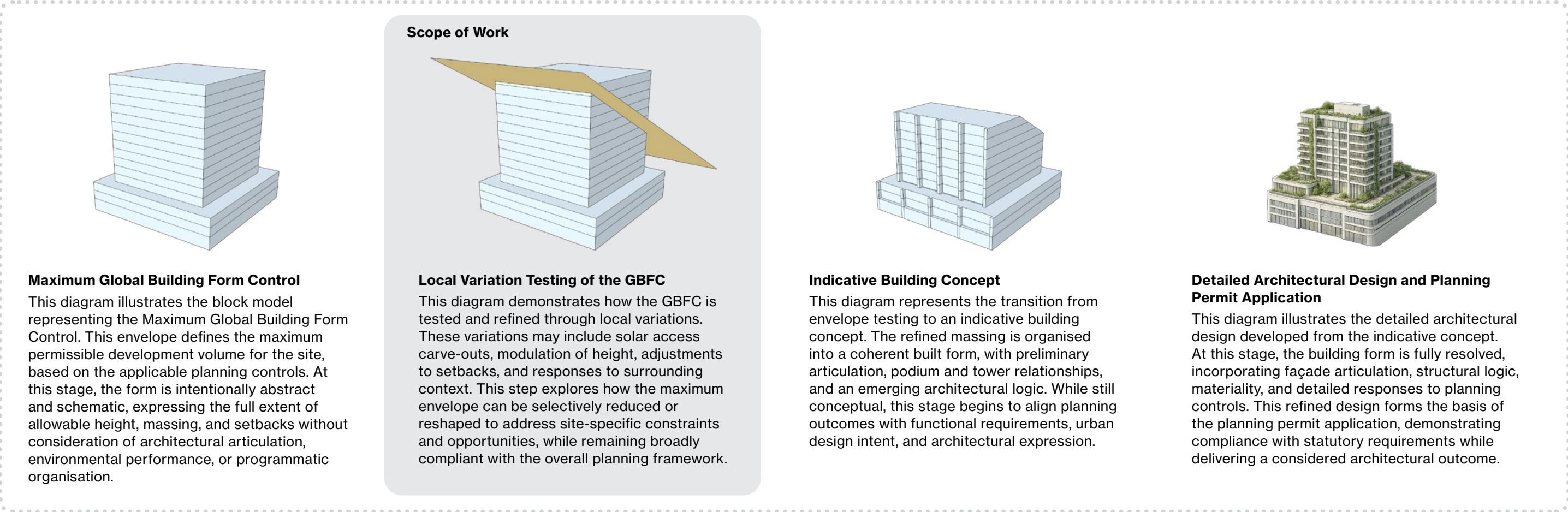


Figure 3. Holistic Project Process

Global Built Form Controls

The Victorian Government’s Train and Tram Zone Activity Centres Program (TTZACP) introduces a suite of consistent built form standards to support housing growth, while maintaining amenity, character, and high-quality public spaces across selected Melbourne activity centres. These global built form controls are provided as part of the Train and Tram Zone Activity Centres Program Explainer, 2026.

This report explains how a consistent, typology-based approach to built form controls has been developed. It responds to fragmented planning controls and approval uncertainty that have limited housing delivery in established centres. The standards apply where recent strategic plans are absent.

The approach is built around three key components:

- 1. *Activity Centre Classification (Housing Growth Framework)* - centres are classified (Type 1–4) based on access to jobs, services, and public transport. Higher-order centres are expected to accommodate greater height and density, directing growth to the most accessible locations.
- 2. *Urban Design Principles* - twelve principles guide all standards, including urban consolidation, respect for heritage, human-scaled streets, sunlight access, skyline management, high-quality architecture, and sensitive transitions to residential areas.
- 3. *Built Form Typologies* - five typologies (e.g. Heritage Main Street Core, Non-Heritage Main Street Core, Fringe, Limited Sensitivities, Large Opportunity Sites,) define expected development outcomes based on lot size, zoning, and context. These typologies shape where taller buildings are appropriate and how development should transition to surrounding areas.

Built Form Standards

The report sets out detailed standards that control:

- Building height (minimums and maximums linked to centre type and typology).
- Street wall/podium heights to maintain human-scale streets.
- Upper-level setbacks to reduce visual bulk and overshadowing.
- Side and rear setbacks to protect light, privacy, and amenity.
- Sun access to streets, parks, and open spaces.
- Wind impacts to ensure pedestrian comfort.
- Active frontages to support vibrant, safe streets.

Large Opportunity Sites and Shopping Centres

Sites over 5,000m² are recognised as requiring a more tailored and coordinated approach due to their scale, complexity and potential influence on the wider activity centre. Additional discretionary controls may apply, including requirements for master planning, building separation, internal pedestrian links, and integrated public realm outcomes such as deep soil zones and canopy tree planting.

While large opportunity sites often provide the greatest capacity to deliver these outcomes at scale, certain standards (such as deep soil, landscape setbacks, canopy tree provision and pedestrian permeability) also apply to other typologies where site size, configuration or development form allows. This ensures consistent climate resilience, public realm quality and urban greening outcomes across activity centre cores, while allowing flexibility to respond to site-specific conditions.

This approach supports development that contributes positively to the broader activity centre structure, enhances the public realm, and delivers long-term environmental and community benefits..

Local Variations

While the standards are largely consistent, place-specific variations are applied where needed to respond to local character, infrastructure constraints (e.g. airport height limits), landscape opportunities, or existing subdivision patterns. Each activity centre includes a tailored set of adjustments that do not compromise the overarching urban design principles.

In order to achieve the project objectives and translate the Global Built Form Controls (GBFC) into place-responsive planning outcomes, the GBFC have been subject to targeted Local Variation testing.

This testing assessed how the maximum envelope performs when refined to respond to local conditions, including sensitive interfaces, public realm considerations, infrastructure capacity and policy requirements. As part of this process, key view lines identified in Council policy and strategic documents were tested and considered, alongside solar access, street scale and transition outcomes.

Global Built Form Controls

Types	Sun Access Standards	Mandatory or Discretionary	Deemed to Comply
SUN ACCESS STANDARDS - STREETS			
Boulevards	Maintain sun access beyond the centreline of the boulevard between 10am and 2pm on 22 September.	Discretionary	Yes
Key pedestrian streets	Maintain sun access to the opposite footpath measured at least 5m from the property boundary between 10am and 2pm on 22 September.	Discretionary	Yes
All other streets	Buildings should not create additional overshadowing of opposite footpaths between 10am and 2pm on 22 September. – This sun access standard does not apply to buildings that meet the relevant discretionary deemed to comply standards.	Discretionary	No
SUN ACCESS STANDARDS - PARKS & OPEN SPACES			
High protection	No additional overshadowing between 10am and 3pm on 21 June.	Mandatory	
Moderate protection	No additional overshadowing beyond the theoretical shadow cast by the maximum street wall or front wall height specified in this Schedule between 10am and 3pm on 21 June.	Mandatory	
All public parks and public open spaces <i>(including proposed public open space)</i>	Buildings should not create additional overshadowing beyond shadow cast by the existing buildings between 10am and 3pm on 21 June. – This sun access standard does not apply to buildings that meet the relevant discretionary deemed to comply standards.	Discretionary	

Figure 4. Mandatory and Discretionary Sun Access Standards

Building Height	Minimum Setback to boundary line <i>(if Boundary is to the south side of the building)</i>
Up to 11 metres	6 metres
Above 11 metres and up to 21 metres	12 metres
Above 21 metres	15 metres

Figure 5. Sensitive Interface Standards

CAULFIELD STATION TRAIN AND TRAM ZONE

1

Local Variations Summary Plan

Caulfield Station Train and Tram Zone

No local variations have been proposed at Caulfield Station as the global built form controls including sensitive interface and sun access protections where specified are assessed as delivering on the desired outcome.

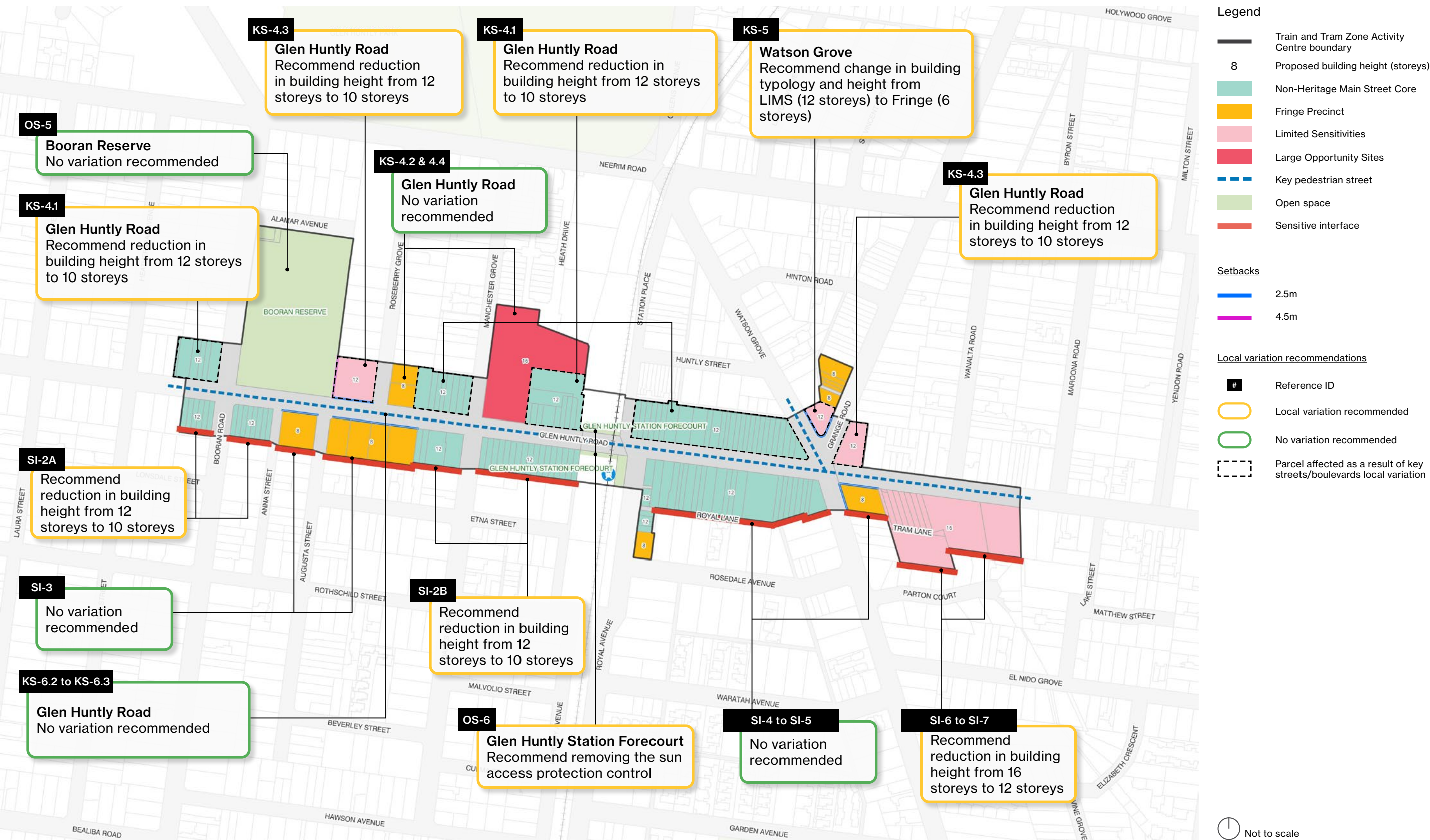


GLENHUNTLY STATION TRAIN AND TRAM ZONE

2

Local Variations Summary Plan

Glen Huntly Station Train and Tram Zone



Not to scale

Table of Recommendations

Glen Huntly Station Train and Tram Zone

Local variations rationale

Glen Huntly Station is oriented east–west along Glen Huntly Road. Several local variations, primarily focused on reducing building heights, are proposed to ensure an appropriate balance between growth outcomes and amenity protection along key streets and sensitive residential interfaces.

Control investigated	Ref.	Site tested	Description of issue	Recommended local variation	Details of recommendation	What does the local variation achieve?	Technical assessment findings
Sensitive interfaces	SI-2A	NCOR lots on either side of Booran Road	The proposed controls do not adequately manage amenity along the sensitive interface.	Reduce building height	Reduce maximum building height from 12 storeys to 10 storeys.	A balanced approach of amenity protection at the sensitive residential interfaces	Part A2 SI-2A
	SI-2B	NCOR lots on either side of James Street	The proposed controls do not adequately manage amenity along the sensitive interface.	Reduce building height	Reduce maximum building height from 12 storeys to 10 storeys.	A balanced approach of amenity protection at the sensitive residential interfaces	Part A2 SI-2B
	SI-6	1232-1234, 1236 Glen Huntly Road	The proposed controls do not adequately manage amenity along the sensitive interface.	Reduce building height	Reduce maximum building height from 16 storeys to 12 storeys.	A balanced approach of amenity protection at the sensitive residential interfaces	Part A2 SI-6
	SI-7	1242, 1256 Glen Huntly Road	The proposed controls do not adequately manage amenity along the sensitive interface.	Reduce building height	Reduce maximum building height from 16 storeys to 12 storeys.	A balanced approach of amenity protection at the sensitive residential interfaces	Part A2 SI-7
Key streets	KS-4.1	Glen Huntly Road (NCOR)	The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.	Reduce building height	Reduce maximum building height from 12 storeys to 10 storeys.	A balanced growth outcome and a reasonable level of sun access to key streets	Part A2 KS-4.1
	KS-4.3	Glen Huntly Road (LIMS)	The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.	Reduce building height	Reduce maximum building height from 12 storeys to 10 storeys.	A balanced growth outcome and a reasonable level of sun access to key streets	Part A2 KS-4.4
	KS-5	Watson Grove	The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.	Change building typology and reduce building height	Change building typology from LIMS to Fringe and reduce maximum building height from 16 storeys to 6 storeys.	A balanced growth outcome and a reasonable level of sun access to key streets	Part A2 KS-5
Open spaces	OS-6	Glen Huntly Station Forecourt	Applying moderate protection or removing the overshadowing control results in very similar overshadowing outcomes.	Remove control	Remove the sun access control from Glen Huntly Station Forecourt.	Removes a control that is redundant, not achieving its intended purpose in this specific context.	Part A2 OS-6

ORMOND STATION TRAIN AND TRAM ZONE

3

Local Variations Summary Plan

Ormond Station Train and Tram Zone

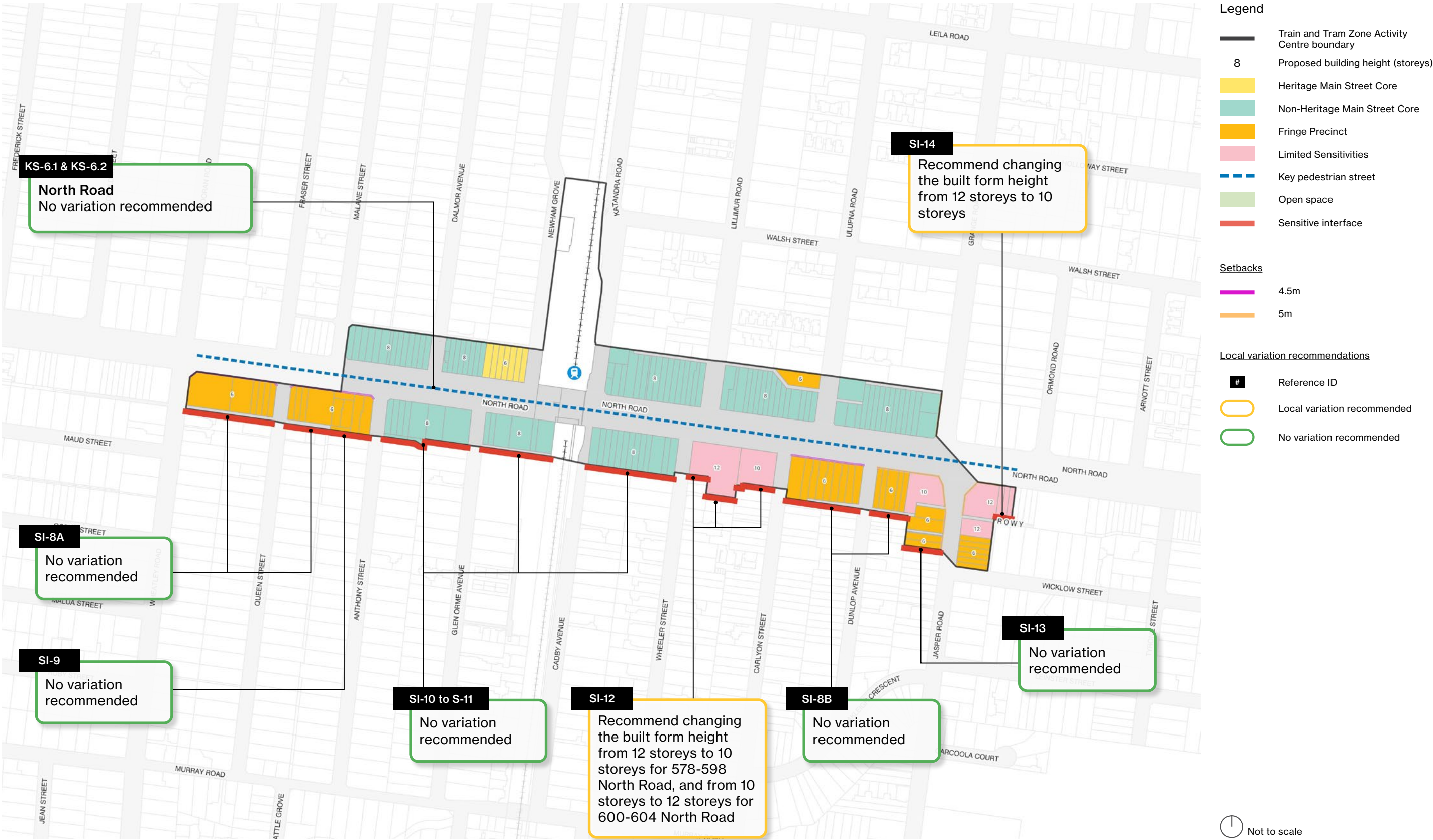


Table of Recommendations

Ormond Station Train and Tram Zone

Local variations rationale

Ormond Station is oriented east-west along North Road. A couple local variations are proposed to ensure the protection of sensitive residential interfaces to the south.

Control investigated	Ref.	Site tested	Description of issue	Recommended local variation	Details of recommendation	What does the local variation achieve?	Technical assessment findings
Sensitive interfaces	SI-12	578-598, 600-604 North Road, Ormond	Overshadowing from proposed global built form controls with sensitive interface control applied results in overshadowing to the southern properties.	Change the built form height	Change the built form height from 12 storeys to 10 storeys for 578-598 North Road, and from 10 storeys to 12 storeys for 600-604 North Road	A balanced outcome between growth and amenity	Part A3 SI-12
	SI-14	652-658 North Road, Ormond	Overshadowing from proposed global built form controls with sensitive interface control applied results in overshadowing to the southern properties.	Change the built form height	Change the built form height from 12 storeys to 10 storeys for 652-658 North Road	A balanced outcome between growth and amenity	Part A3 SI-14

BENTLEIGH STATION TRAIN AND TRAM ZONE

4

Local Variations Summary Plan

Bentleigh Station Train and Tram Zone

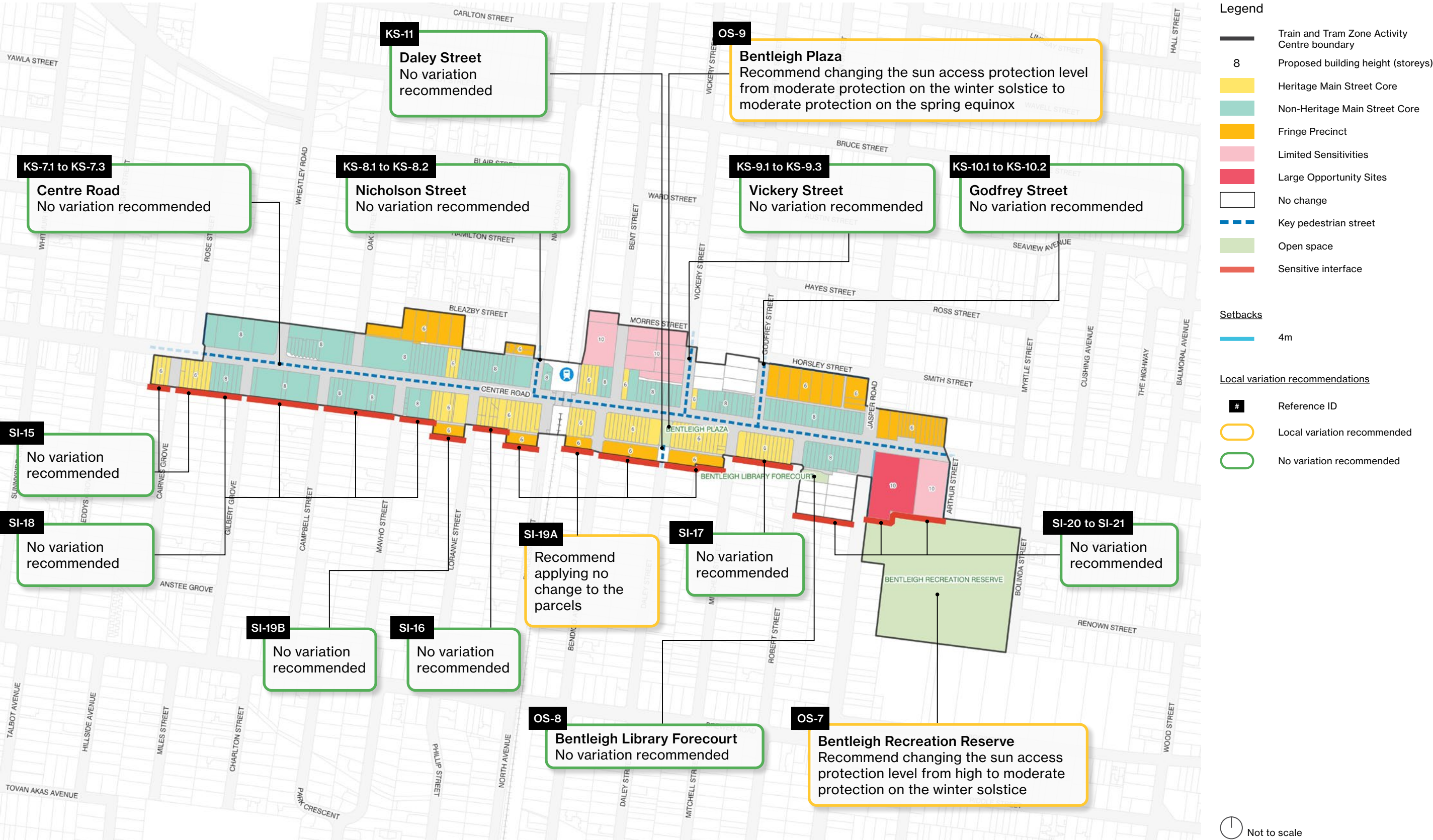


Table of Recommendations

Bentleigh Station Train and Tram Zone

Local variations rationale

Bentleigh Station is oriented east-west along Centre Road. A small number of local variations are proposed to ensure that the global built form controls respond to the existing context and achieve an appropriate balance between growth outcomes and solar access protection for Bentleigh Recreation Reserve.

Control investigated	Ref.	Site tested	Description of issue	Recommended local variation	Details of recommendation	What does the local variation achieve?	Technical assessment findings
Sensitive interfaces	SI-19A	PUZ lots to the south of Centre Road	Due to lot depth constraints on the isolated Fringe parcels, proposed heights are unlikely to be delivered whilst incorporating sensitive interface controls.	Remove proposed typologies and heights	Apply no change to the parcels	A balanced growth outcome	Part A4 SI-19A
	OS-7	Bentleigh Recreation Reserve	The proposed high protection sun access control significantly constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Change level of sun access control	Change the sun access protection level from high to moderate protection on the winter solstice.	A balanced growth outcome and a reasonable level of sun access to open spaces	Part A4 OS-7
Open spaces	OS-9	Bentleigh Plaza	Bentleigh Plaza is currently fully overshadowed at 10am and 3pm by the exisitng context. The application of winter solar controls wouldn't result in greater solar access to the open space.	Change level of sun access control	Change the sun access protection level from moderate protection on the winter solstice to moderate protection on the spring equinox.	A balanced growth outcome and a reasonable level of sun access to open spaces	Part A4 OS-9

APPENDIX

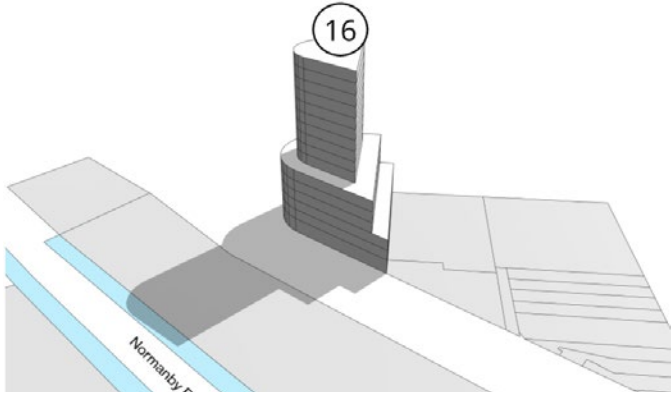
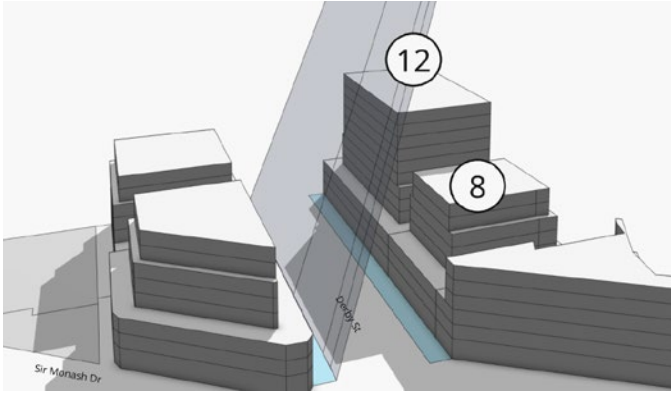
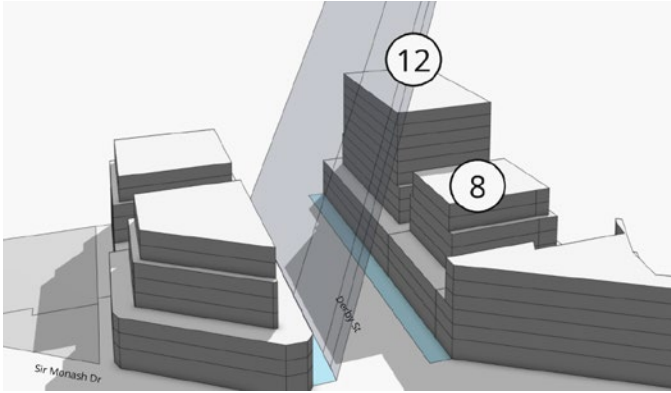
TECHNICAL ASSESSMENTS

The Appendices present the outcomes of high-level built form testing prepared to inform strategic planning and urban design considerations. The material forms part of an iterative testing process and is intended to support strategic analysis only. The following caveats should therefore be carefully considered when interpreting the information presented:

- The built form testing examines a range of development scenarios and time periods. For clarity in reporting, the appendices focus on scenarios representing the greatest impact (upper-bound conditions). Accordingly, in several instances testing has been reported only at 10am and/or 2pm for key streets, and 10am and/or 3pm for open spaces.
- These scenarios are used to identify where potential impacts may be greatest and where policy or design controls may require further consideration. Accordingly, the images, diagrams, and quantitative outputs should not be interpreted as representative of typical, likely, or preferred development outcomes.
- The testing is indicative and strategic in nature. It does not predetermine, approve, or confer any development outcome or entitlement, nor does it replace the need for detailed site-specific design, assessment, or statutory approval processes. Any future development proposal will be subject to comprehensive assessment against the planning controls and policies applicable at the time of consideration.
- Environmental performance measures, including solar access and overshadowing, have been assessed at a high level using standard modeling assumptions. Actual outcomes may vary depending on detailed building design, orientation, materials, and surrounding development context.
- The built form testing outputs should be understood as illustrative only. Images, diagrams, and metrics do not constitute development entitlements, fixed outcomes, or commitments by the planning authority or project team.
- The built form testing represents a snapshot in time based on the data, policy settings, and constraints available at the time of preparation. Subsequent changes to planning frameworks, infrastructure provision, land use patterns, or surrounding development may affect the relevance or applicability of the findings.
- Some maximum building heights, particularly on smaller lots, are only achievable through site consolidation. Accordingly, the 3D models used for testing incorporate an assumption of theoretical lot consolidation (two or more adjoining lots) to test the maximum potential building envelope. In practice, individual sites may not be capable of achieving the maximum heights envisaged by the built form standards, particularly where side and rear setback requirements apply.

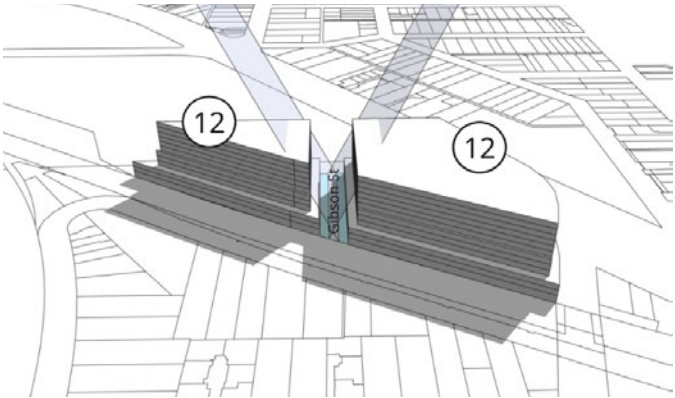
Part A1 | Caulfield Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-1 Normanby Road, Caulfield		Key pedestrian street 	Based on typical conditions of: - Northwest-southeast streets 20m wide - LIMS 16 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-2.1 Derby Road, Caulfield		Key pedestrian street 	Based on the following conditions: - North-south street 30m wide - HCOR 8 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-2.2 Derby Road, Caulfield		Key pedestrian street 	Based on the following conditions: - North-south street 30m wide - NCOR 12 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.

Part A1 | Caulfield Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-3 Gibson Street, Caulfield		Key pedestrian street 	Based on the following conditions: – North-south street – 15m wide – NCOR 12 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks. (This assumes extensive lot consolidation on the eastern side of Gibson Street, which given the existing strata-titled lots may be challenging to achieve).	Key pedestrian street protection plane: 10am and 2pm 22 September (Spring Equinox) 	No variation recommended.

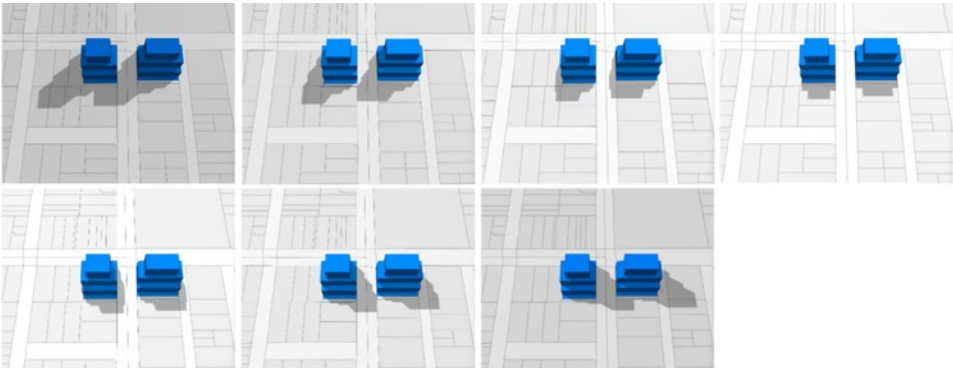
Part A1 | Caulfield Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-1 East Caulfield Reserve		High protection on the winter solstice 	Retaining high protection on the winter solstice – No global built form controls apply to the north, east, or west of the reserve. – The open space is not affected by proposed development.	No testing required.	No variation recommended.

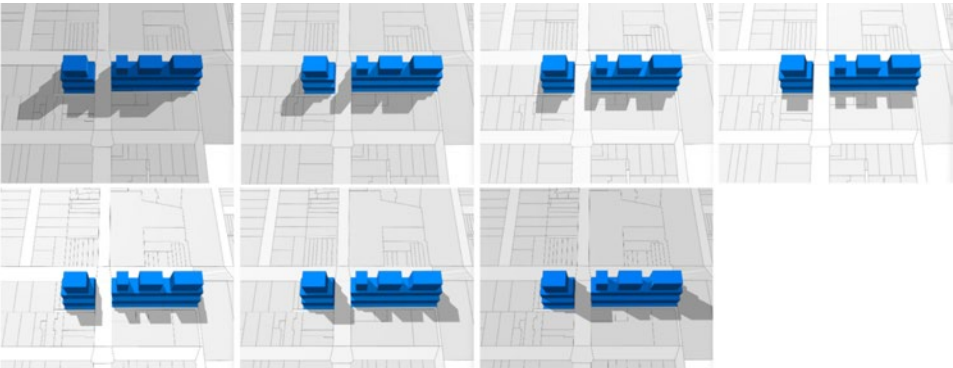
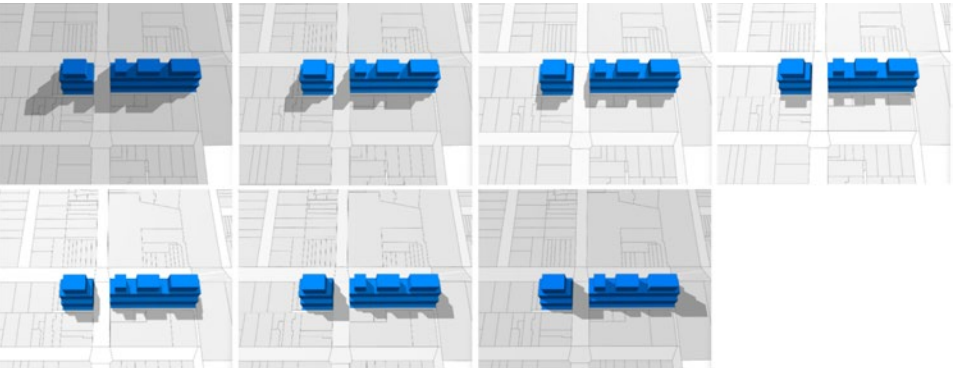
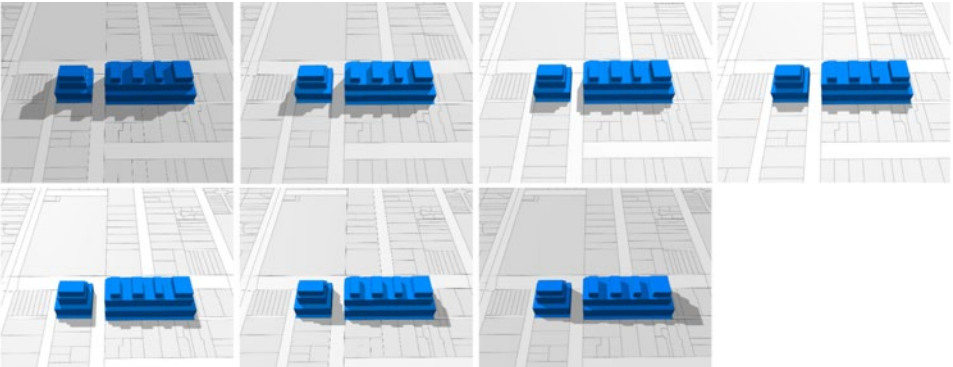
Part A2 | Glen Huntly Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-2A			Based on typical conditions of: – NCOR 12 storeys – Lot depth of approx. 33-35m with 3m laneway – Proposed GBFC with sensitive interface controls at 12 storeys result in a higher level of overshadowing impact to adjacent properties.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 12 storeys  9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 10 storeys 	Reduce maximum building height from 12 storeys to 10 storeys.

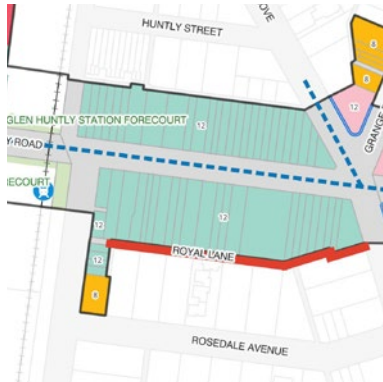
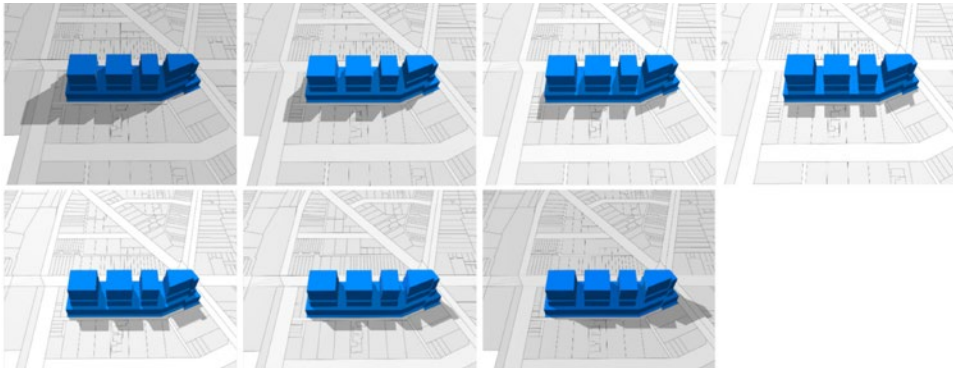
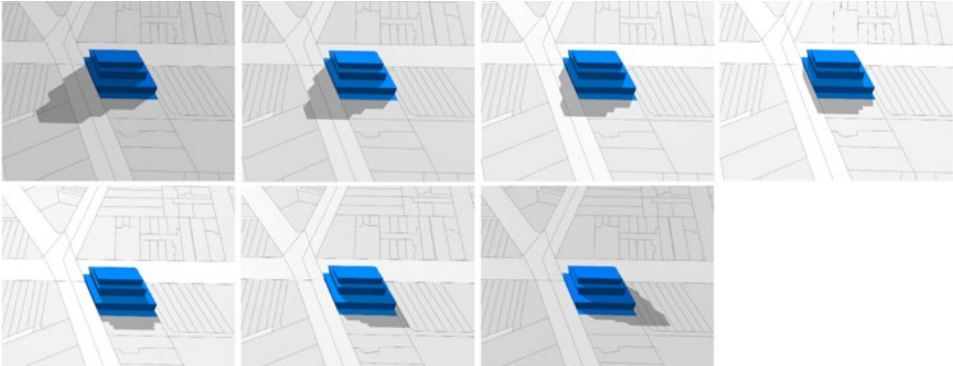
Part A2 | Glen Huntly Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-2B			Based on typical conditions of: – NCOR 12 storeys – Lot depth of approx. 33-35m with 3m laneway – Proposed GBFC with sensitive interface controls at 12 storeys result in a higher level of overshadowing impact to adjacent properties.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 12 storeys  9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 10 storeys 	Reduce maximum building height from 12 storeys to 10 storeys.
SI-3			Based on typical conditions of: – Fringe 8 storeys – Lot depth of approx. 36-39m – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended

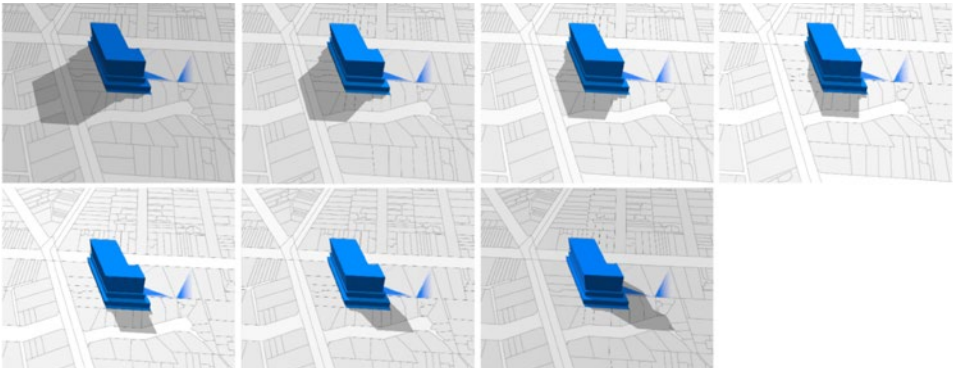
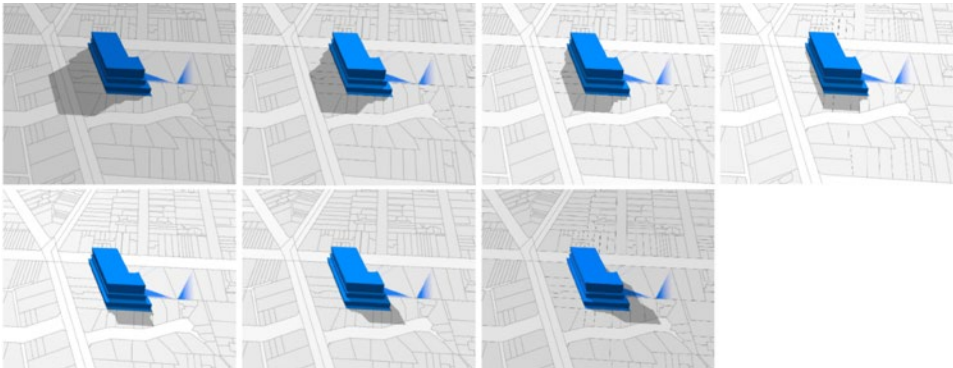
Part A2 | Glen Huntly Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-4			Based on typical conditions of: – NCOR 12 storeys – Lot depth of approx. 33-50m with 4m laneway – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection. – Although this interface is similar to SI-2A and SI-2B, the southern abutting lots are north-south oriented and have greater depth. Therefore the overshadowing impact on these lots is comparatively less.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended
SI-5			Based on typical conditions of: – Fringe 8 storeys – Lot depth of approx. 28m – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection, however upper levels may be constrained in terms of envelope depth as typical conditions are similar to SI-1. – Prioritise maintaining the consistency of the sensitive interface control.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended

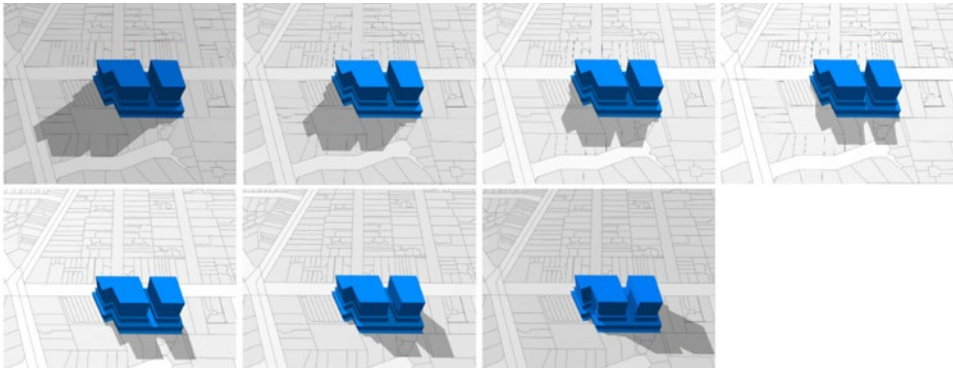
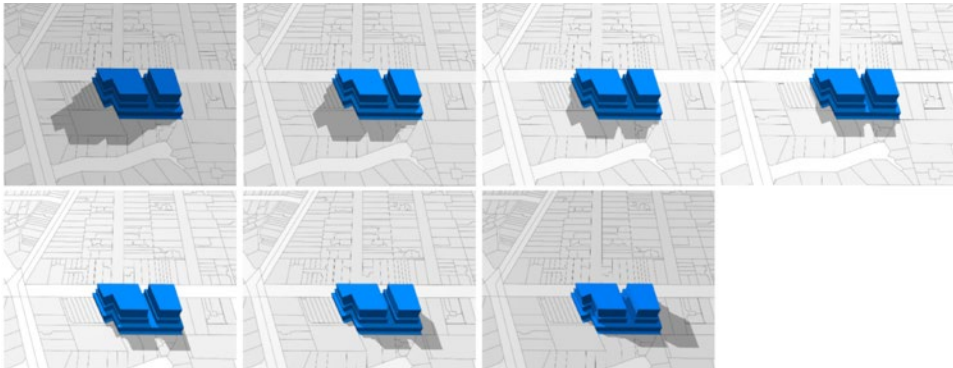
Part A2 | Glen Huntly Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-6			Based on typical conditions of: – LIMS 16 storeys – Lot depth of approx. 80m (amalgamated) – Proposed GBFC with sensitive interface controls at 16 storeys result in a higher level of overshadowing impact to adjacent properties.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 16 storeys  9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 12 storeys 	Reduce maximum building height from 16 storeys to 12 storeys.

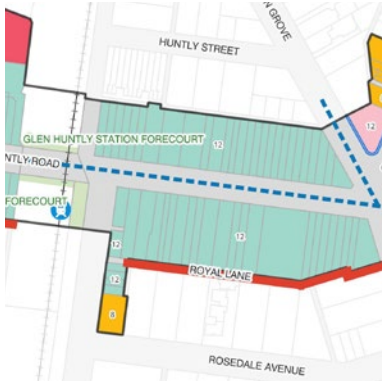
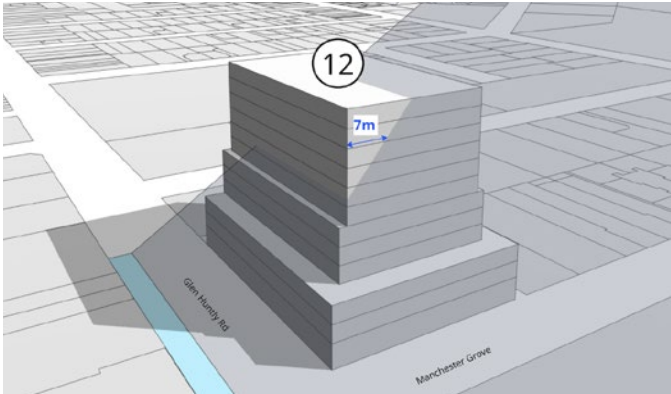
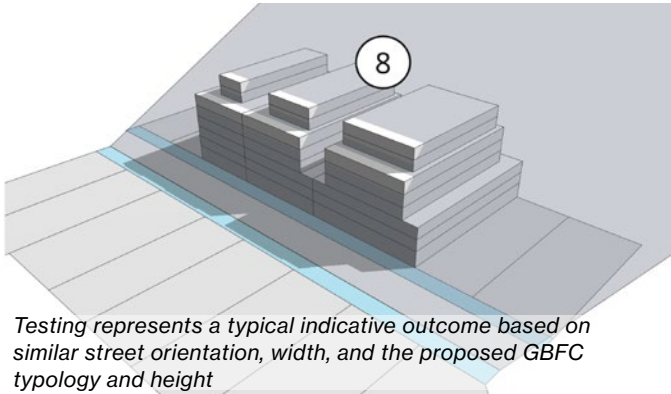
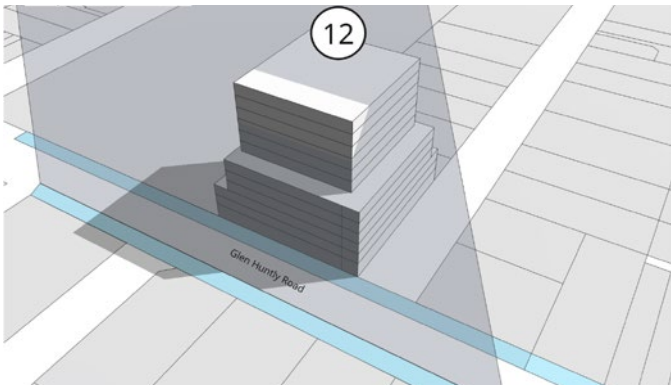
Part A2 | Glen Huntly Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-7			Based on typical conditions of: – LIMS 16 storeys – Lot depth of approx. 54m – Proposed GBFC with sensitive interface controls at 16 storeys result in a higher level of overshadowing impact to adjacent properties.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 16 storeys  9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 12 storeys 	Reduce maximum building height from 16 storeys to 12 storeys.

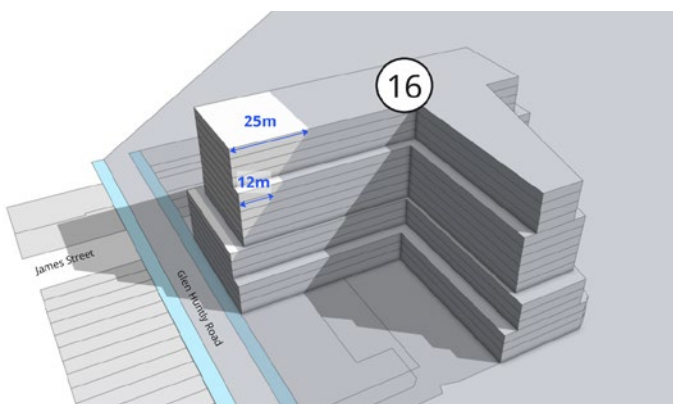
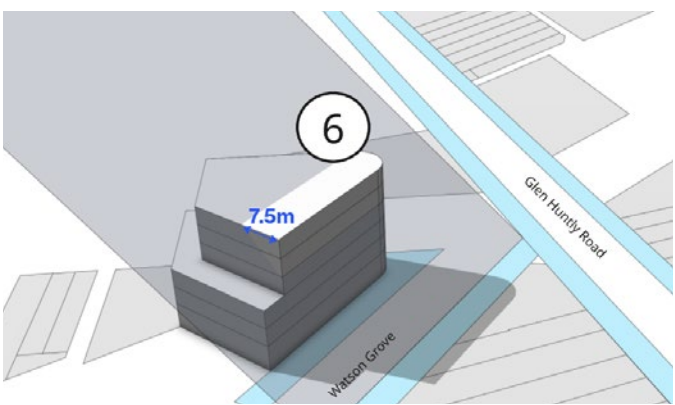
Part A2 | Glen Huntly Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-4.1 Glen Huntly Road, Glen Huntly		Key pedestrian street 	Based on the following conditions: - East-west street 20m wide - NCOR 12 storeys on northern side Proposed typologies and heights will not meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	Reduce maximum building height from 12 storeys to 10 storeys.
KS-4.2 Glen Huntly Road, Glen Huntly		Key pedestrian street 	Based on typical conditions of: - East-west streets 20m wide - FRIN 8 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height	No variation recommended.
KS-4.3 Glen Huntly Road, Glen Huntly		Key pedestrian street 	Based on typical conditions of: - East-west streets 20m wide - LIMS 12 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.

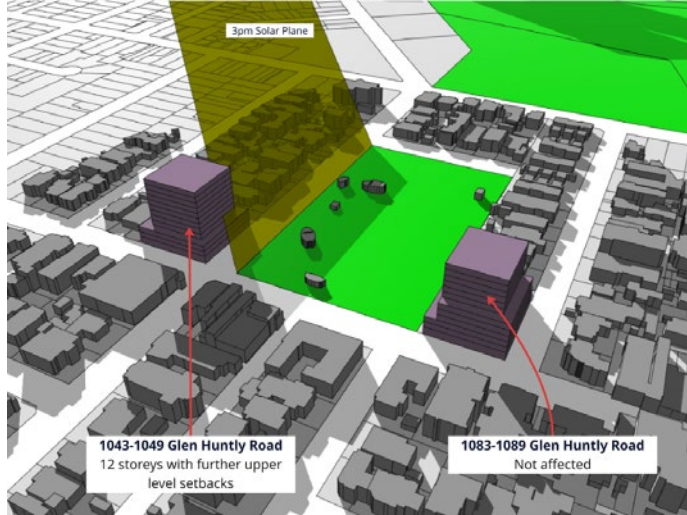
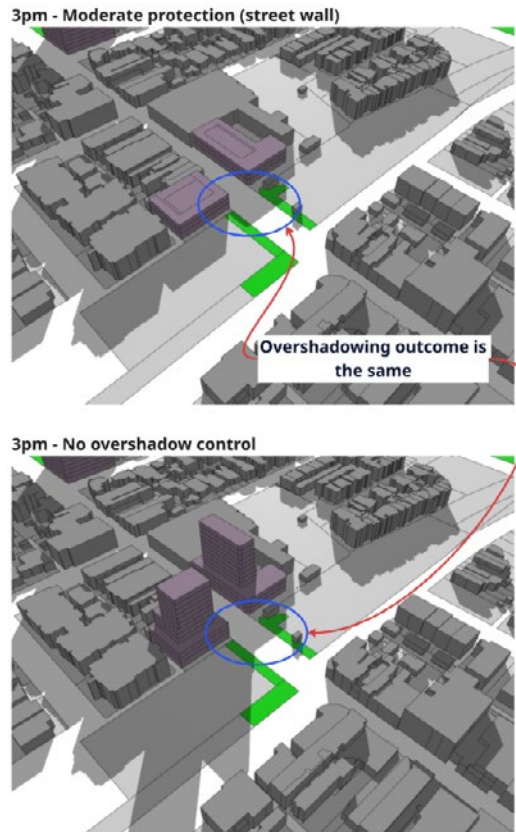
Part A2 | Glen Huntly Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-4.4 Glen Huntly Road, Glen Huntly		Key pedestrian street 	Based on the following conditions: – East-west street – 20m wide – LOPS 16 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-5 Watson Grove, Glen Huntly		Key pedestrian street 	Based on the following conditions: – Northwestern-southeastern street – 20m wide – LIMS 12 storeys on northeastern side Proposed typologies and heights will not meet the sun access standard for key streets. Site is too small to meet minimum 300sqm floorplate for towers with GBFC towers setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	Change building typology from LIMS to Fringe and reduce maximum building height from 16 storeys to 6 storeys.

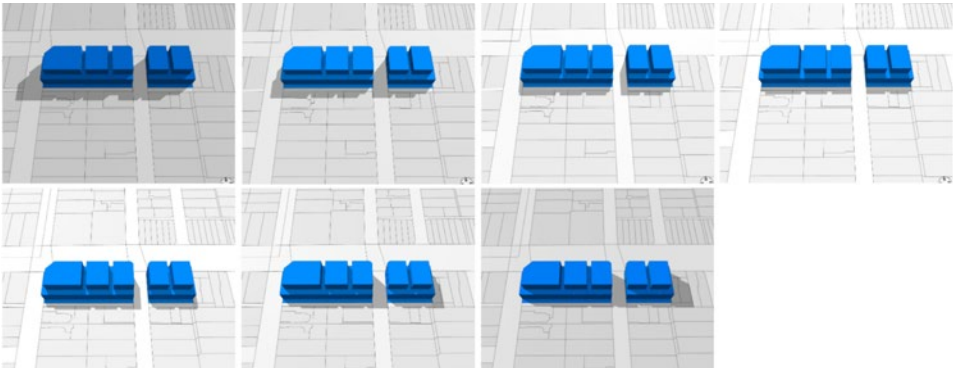
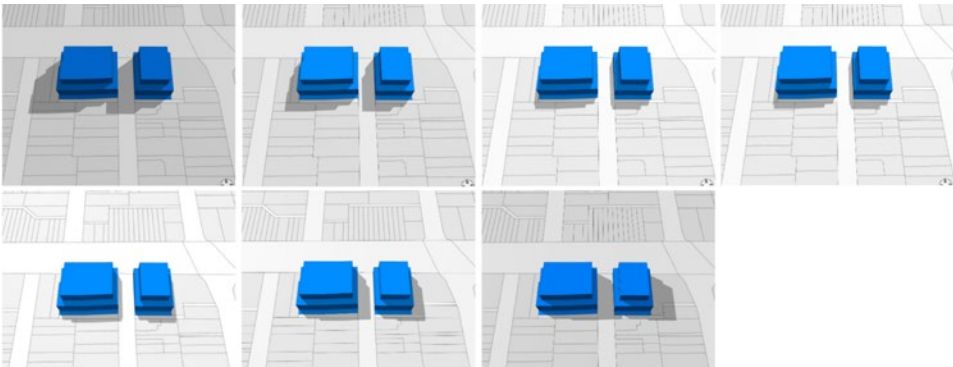
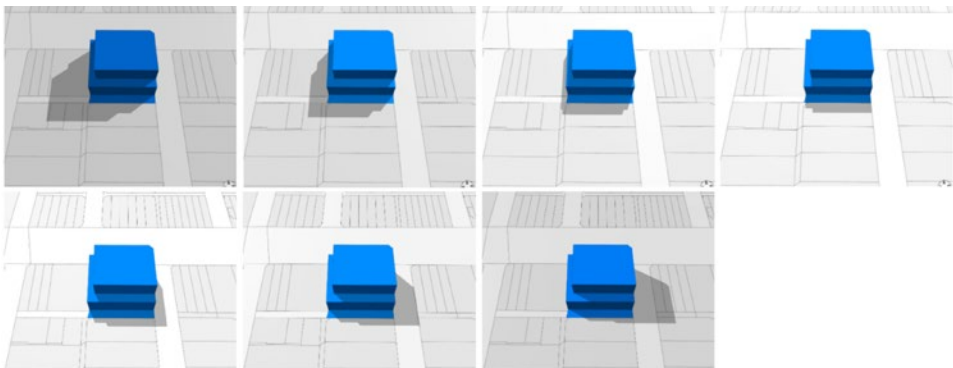
Part A2 | Glen Huntly Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-5 Booran Reserve		High protection on the winter solstice 	Retaining high protection on the winter solstice 1043-1049 Glen Huntly Road: Maximum development potential can be achieved with further upper level setbacks.	High protection on the winter solstice, 21 June (3pm) - maximum development potential 	No variation recommended.
OS-6 Glen Huntly Station Forecourt		Moderate protection on the winter solstice 	Moderate protection on the winter solstice versus no overshadowing control Applying moderate protection or removing the overshadowing control results in very similar overshadowing outcomes.	Moderate protection on the winter solstice, 21 June (3pm) versus no overshadowing control - maximum development potential based on street wall shadow 	Remove the sun access control from Glen Huntly Station Forecourt.

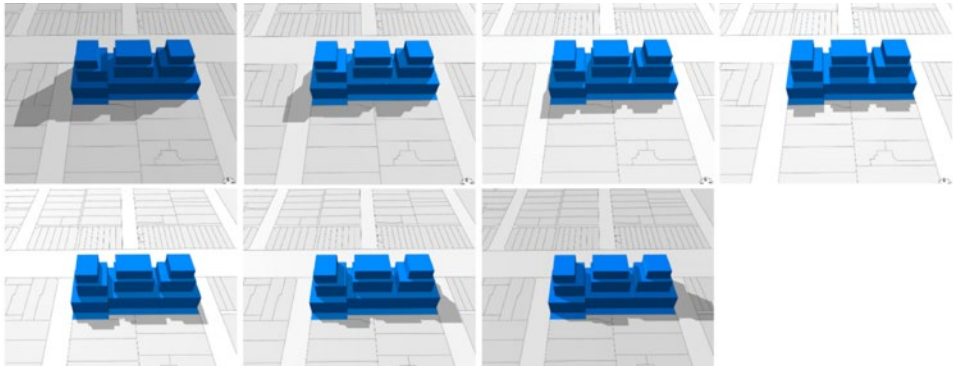
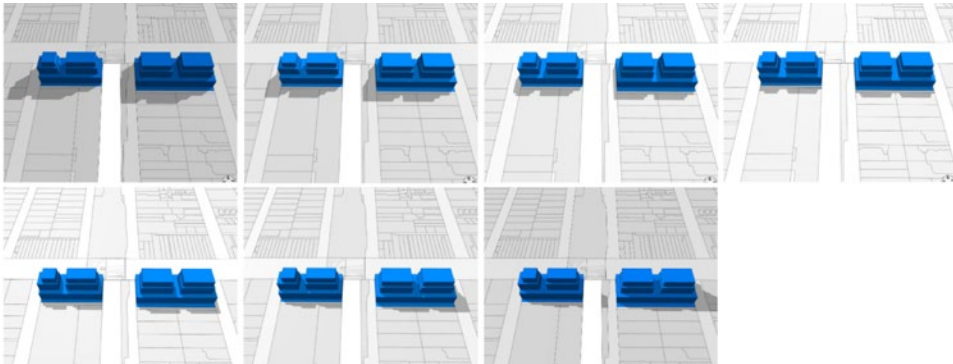
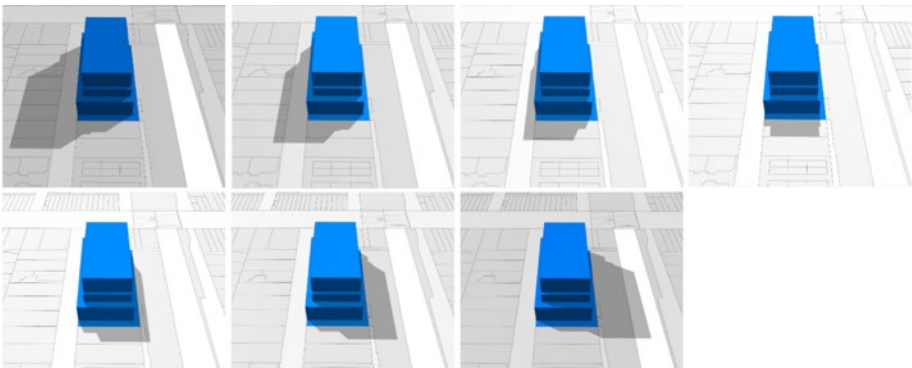
Part A3 | Ormond Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-8A			Based on typical conditions of: – Fringe 6 storeys – Lot depth of approx. 36-42m with 3m laneway – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys 	No variation recommended
SI-8B			Based on typical conditions of: – Fringe 6 storeys – Lot depth of approx. 36-42m with 3m laneway – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys 	No variation recommended
SI-9			Based on typical conditions of: – Fringe 6 storeys – Lot depth of approx. 40-45m – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys 	No variation recommended

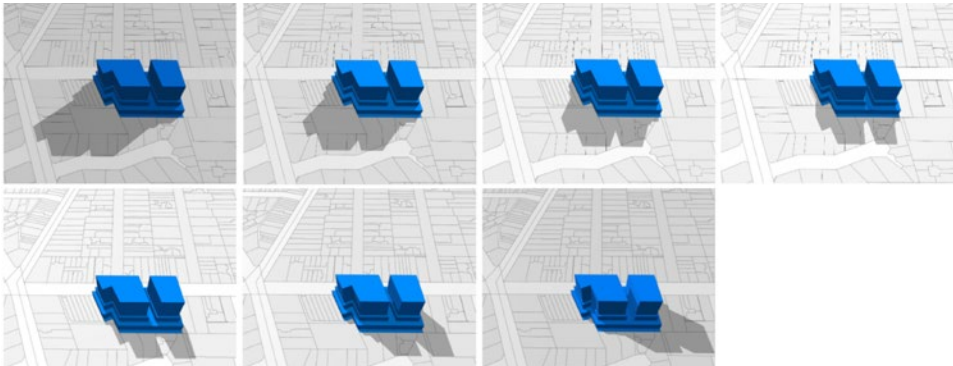
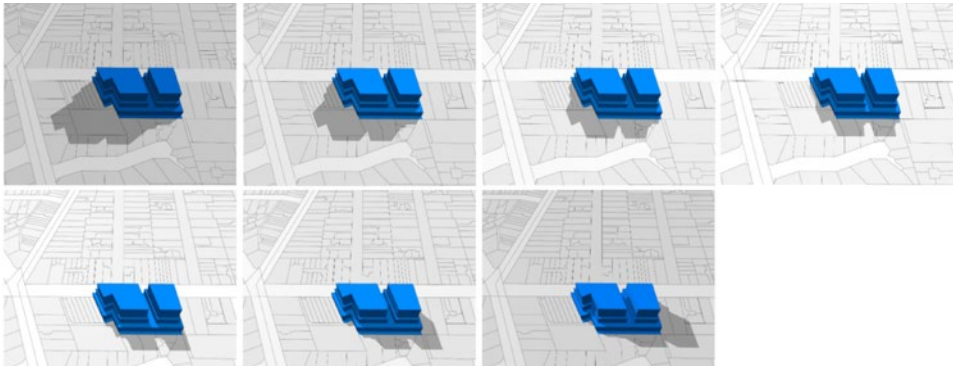
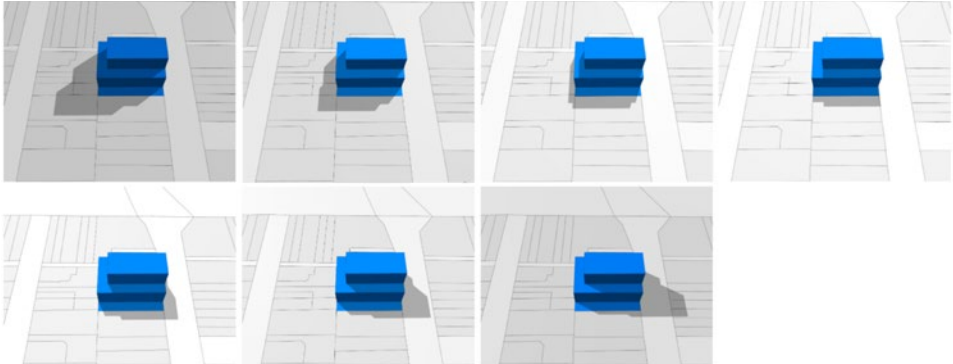
Part A3 | Ormond Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-10			Based on typical conditions of: – NCOR 8 storeys – Lot depth of approx. 36-40m – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended
SI-11			Based on typical conditions of: – NCOR 8 storeys – Lot depth of approx. 33-39m with 3m laneway – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended
76 Glen Orme Ave, Ormond <i>Additional Site</i>			Based on typical conditions of: – 76 Glen Orme Ave, Ormond VIC 3204 – Fringe 10 storeys – Lot depth of approx. 50m – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 10 storeys 	No variation recommended

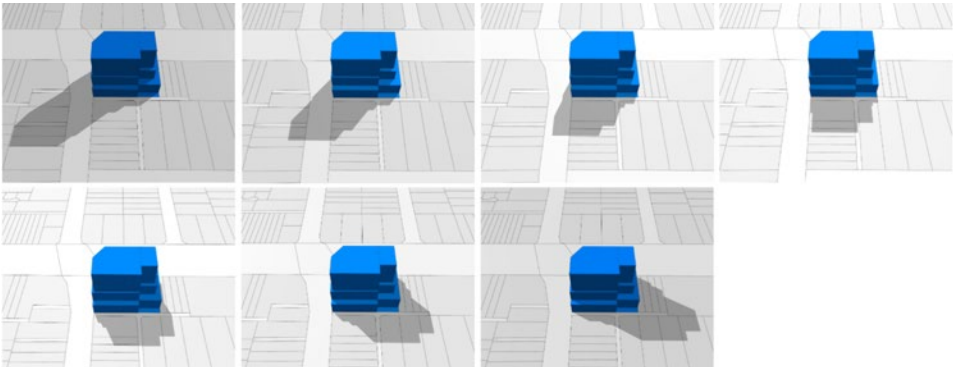
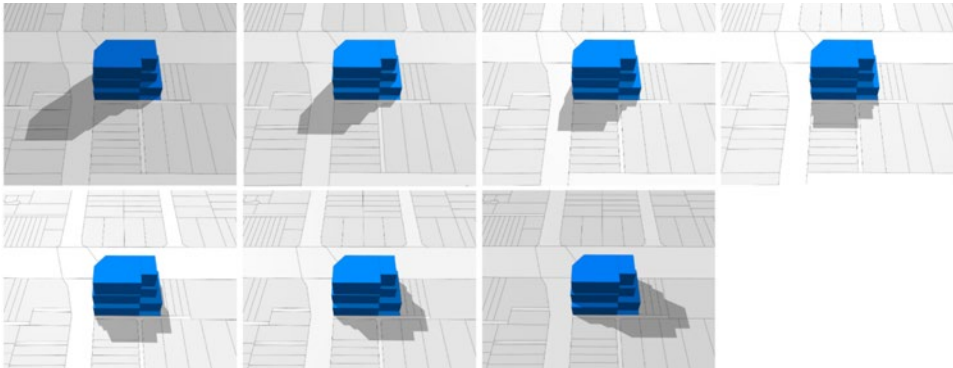
Part A3 | Ormond Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-12			Based on typical conditions of: 578-598 North Road Ormond (LIMS 12 storeys) 600-604 North Road Ormond (LIMS 10 storeys) - Lot depth of approx. 34-53m - Due to the depth and existing structure of the lots, 578-598 North Road is having a disproportionate built form impact on the southern lots.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 12 storeys (578-598 North Road) and 10 storeys (600-604 North Road)  9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 10 storeys (578-598 North Road) and 12 storeys (600-604 North Road) 	Reassign the heights as per the below: 578-598 North Road Ormond (10 storeys) 2 storey reduction 600-604 North Road Ormond (12 storeys) 2 storey increase
SI-13			Based on typical conditions of: - Fringe 6 storeys - Lot depth of approx. 14-42m (amalgamated) - Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended

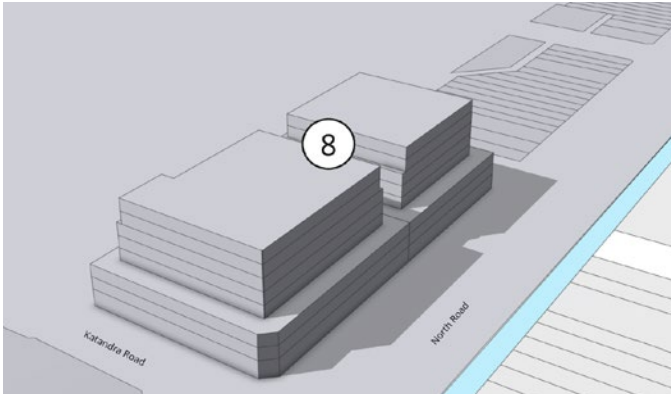
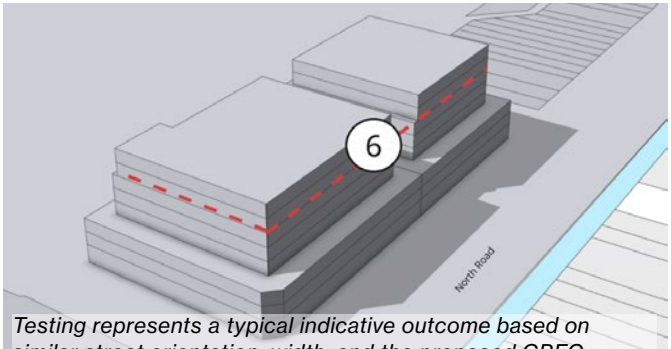
Part A3 | Ormond Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-14			Based on typical conditions of: – LIMS 12 storeys – Lot depth of approx. 36m with 3m laneway – The sensitive interface control has limited ability to manage overshadowing impact in this instance, due to a combination of factors including block structure and adjacent lots.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 12 storeys  9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 10 storeys 	Reduce maximum building height from 12 storeys to 10 storeys.

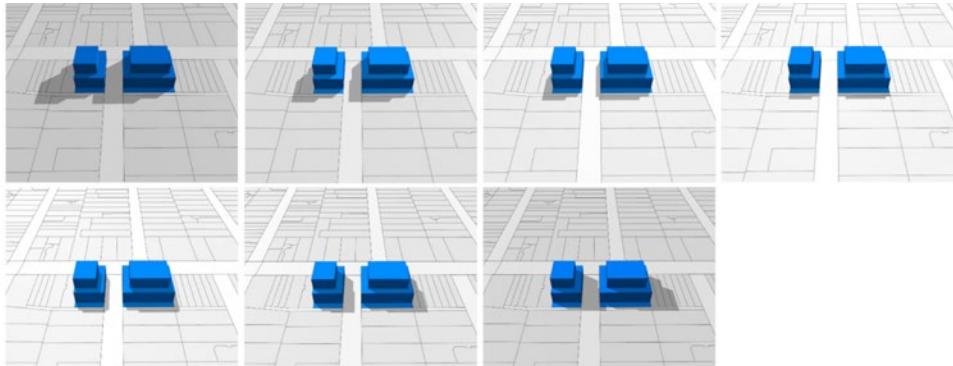
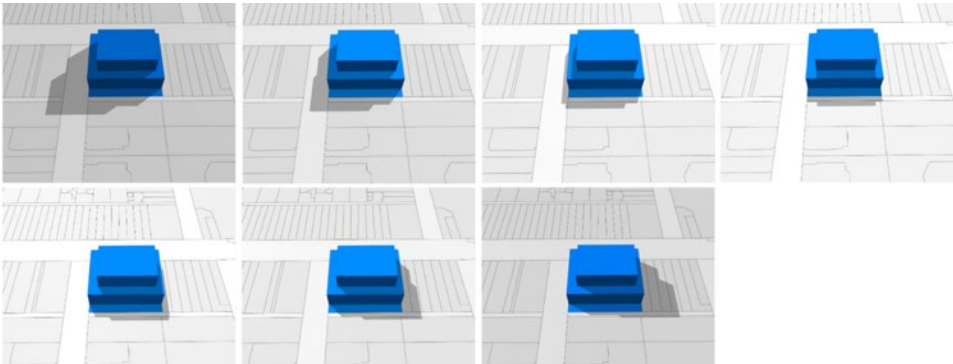
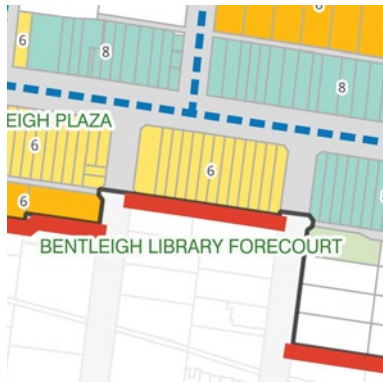
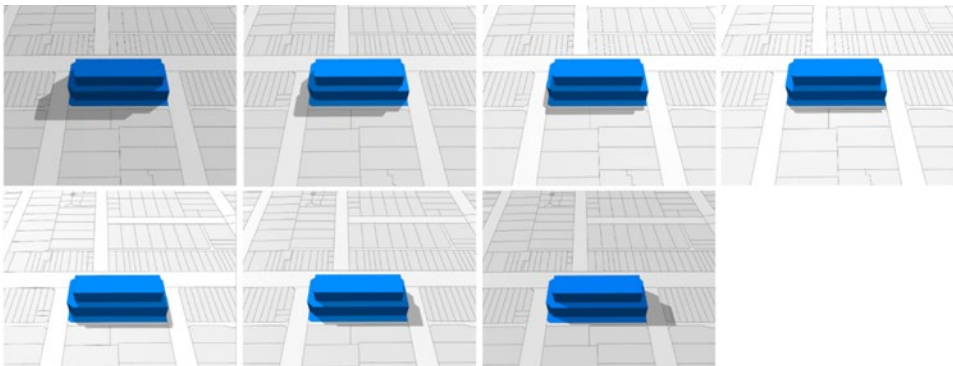
Part A3 | Ormond Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-6.1 North Road, Ormond		Key pedestrian street 	Based on the following conditions: – East-west street – 37m wide – NCOR 8 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-6.2 North Road, Ormond		Key pedestrian street 	Based on typical conditions of: – East-west street – 37m wide – HCOR 6 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height from KS-6.1	No variation recommended.

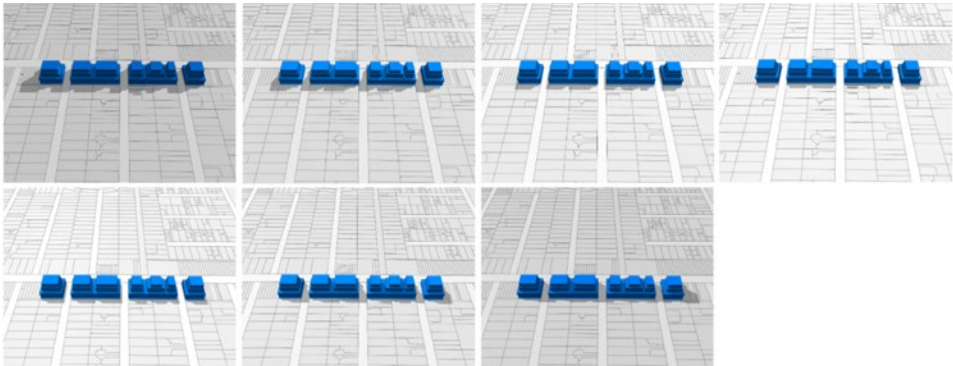
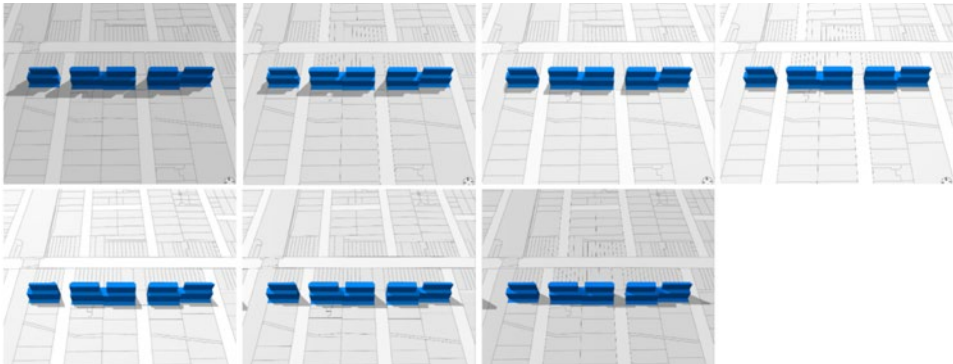
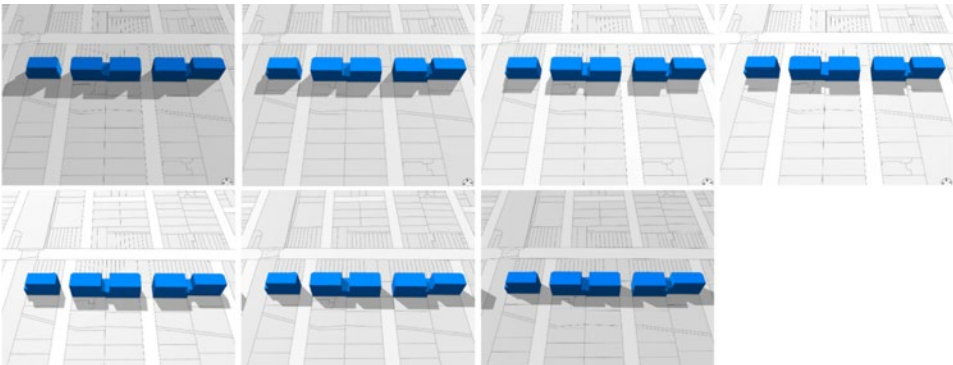
Part A4 | Bentleigh Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-15			Based on typical conditions of: – NCOR 6 storeys – Lot depth of approx. 36-40m with 3m laneway – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys 	No variation recommended
SI-16			Based on typical conditions of: – NCOR 6 storeys – Lot depth of approx. 36-40m with 3m laneway – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys 	No variation recommended
SI-17			Based on typical conditions of: – NCOR 6 storeys – Lot depth of approx. 36-40m with 3m laneway – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys 	No variation recommended

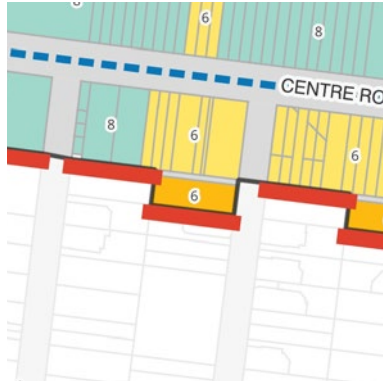
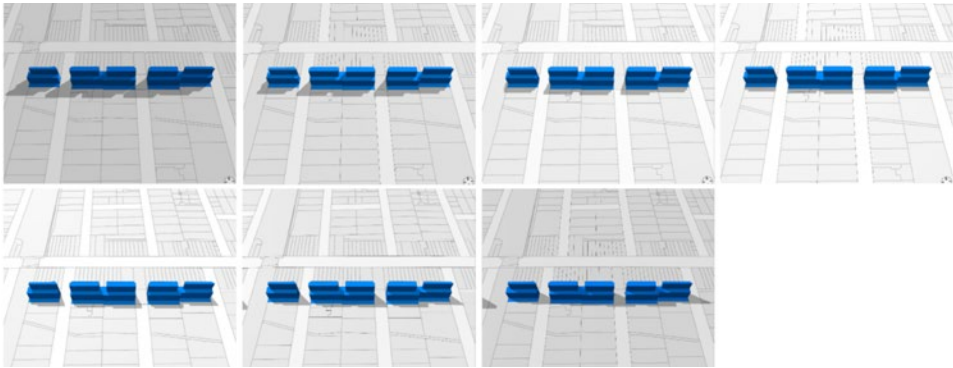
Part A4 | Bentleigh Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-18			Based on typical conditions of: – NCOR 8 storeys – Lot depth of approx. 40m with 3m laneway – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended
SI-19A			Based on typical conditions of: – Fringe 6 storeys – Lot depth of approx. 15-19m – The nominated lots do not have ability to amalgamate to increase lot depth, and are therefore, limited in terms of their ability to accommodate the sensitive interface controls due to their narrower widths. – Additionally, the GBFC proposed height of 6 storeys will be challenging to achieve whilst applying side and rear setbacks to retain amenity.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys  9am-3pm (22 September, Spring Equinox) with sensitive interface controls removed at 6 storeys 	Recommend applying no change to the parcels assigned as PUZ

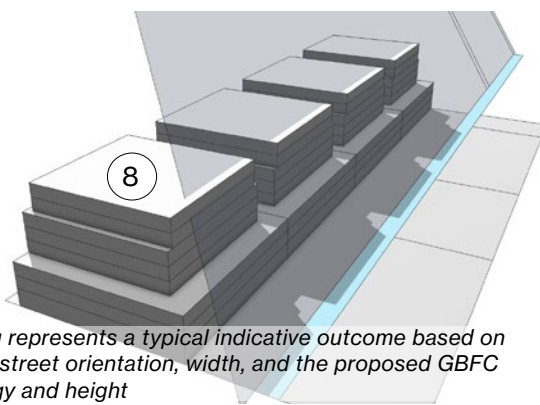
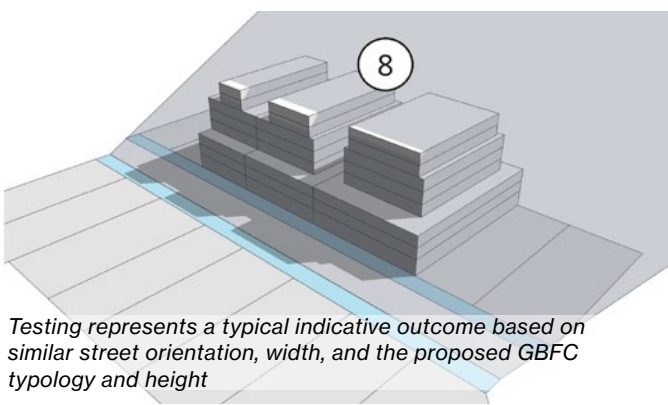
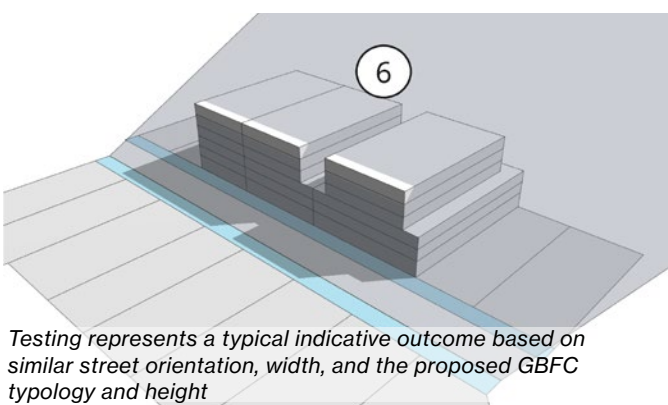
Part A4 | Bentleigh Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-19B			Based on typical conditions of: – Fringe 6 storeys – Lot depth of approx. 15-19m – The nominated lots do not have ability to amalgamate to increase lot depth, and are therefore, limited in terms of their ability to accommodate the sensitive interface controls due to their narrower widths. – Priority is on retaining the consistency of the sensitive interface.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended
SI-20			– No change is proposed	N/A	No variation recommended
SI-21			Based on typical conditions of: – LIMS and LOPS 10 storeys – Lot depth of approx. 50m+ – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection, however due to the open space sun access standard at Bentleigh Recreation Reserve the outcomes from open space testing should be prioritised.	Refer to OS-7: Bentleigh Recreation Reserve	No variation recommended

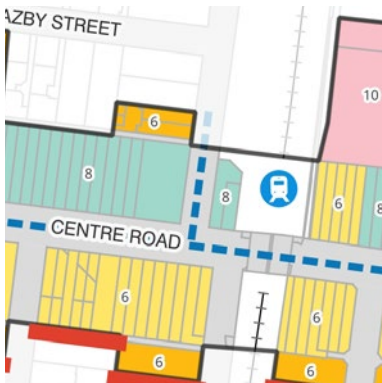
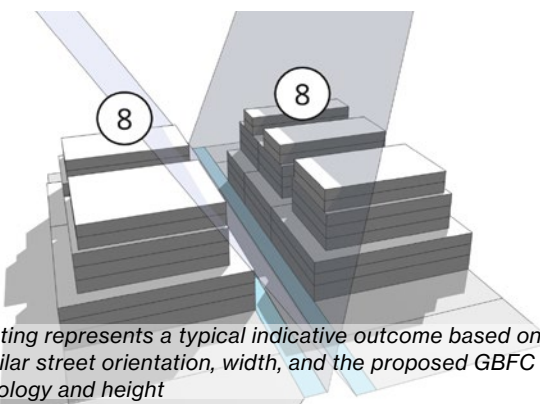
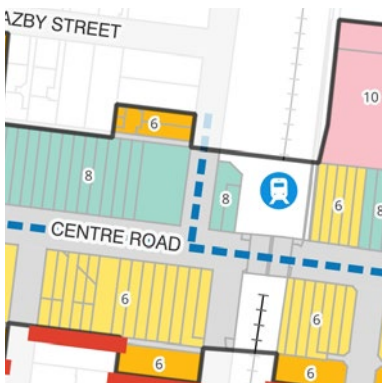
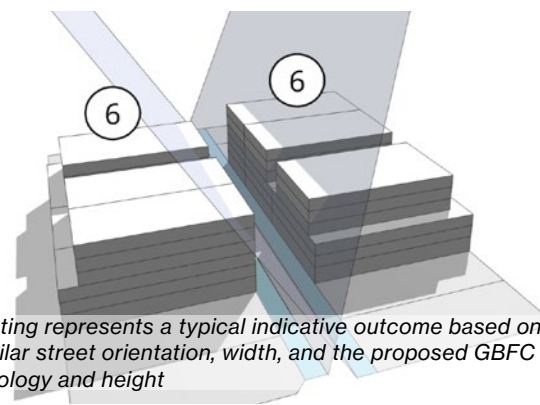
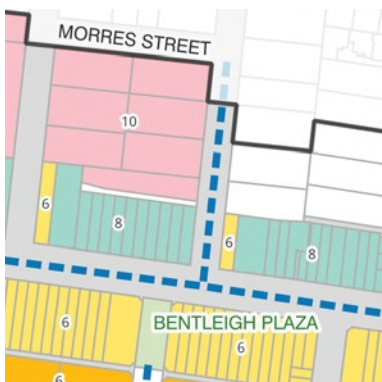
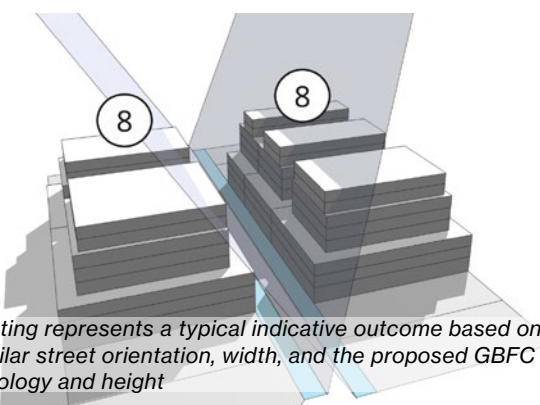
Part A4 | Bentleigh Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-7.1 Centre Road, Bentleigh		Key pedestrian street 	Based on typical conditions of: – East-west street – 20m wide – HCOR 6 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height	No variation recommended.
KS-7.2 Centre Road, Bentleigh		Key pedestrian street 	Based on typical conditions of: – East-west street – 20m wide – NCOR 8 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height	No variation recommended.
KS-7.3 Centre Road, Bentleigh		Key pedestrian street 	Based on typical conditions of: – East-west street – 20m wide – FRIN 6 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height	No variation recommended.

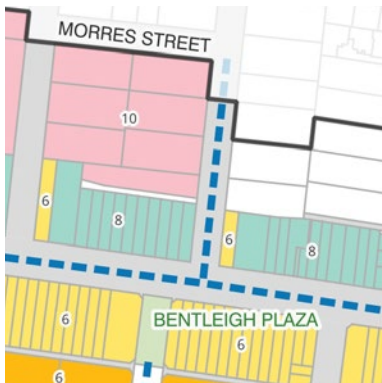
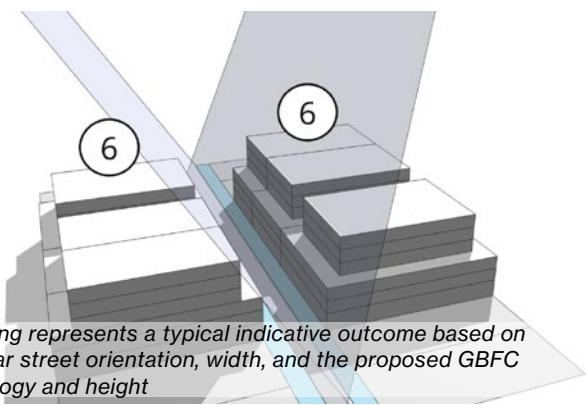
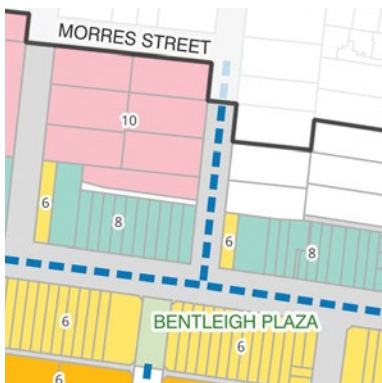
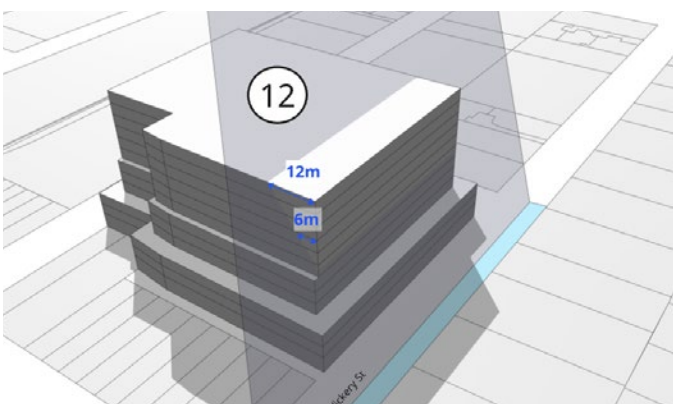
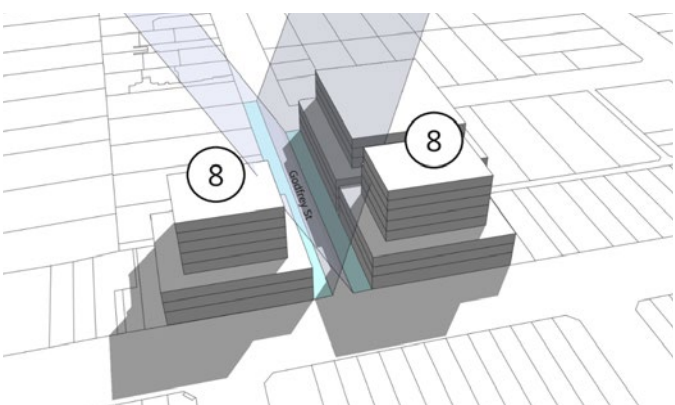
Part A4 | Bentleigh Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-8.1 Nicholson Street, Bentleigh		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - NCOR 8 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am & 2pm 22 September (Spring Equinox)  <i>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</i>	No variation recommended.
KS-8.2 Nicholson Street, Bentleigh		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - FRIN 6 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am & 2pm 22 September (Spring Equinox)  <i>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</i>	No variation recommended.
KS-9.1 Vickery Street, Bentleigh		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - NCOR 8 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am & 2pm 22 September (Spring Equinox)  <i>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</i>	No variation recommended.

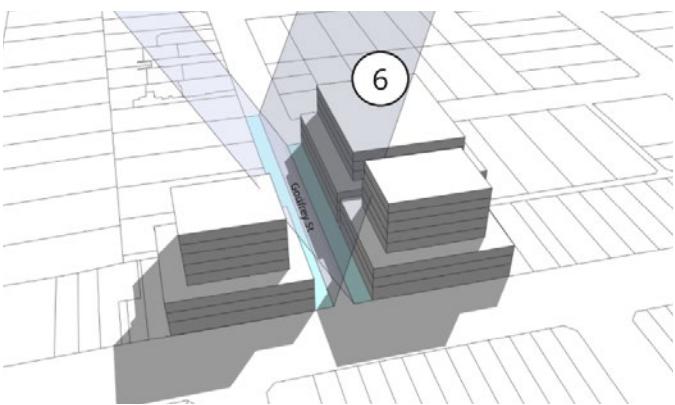
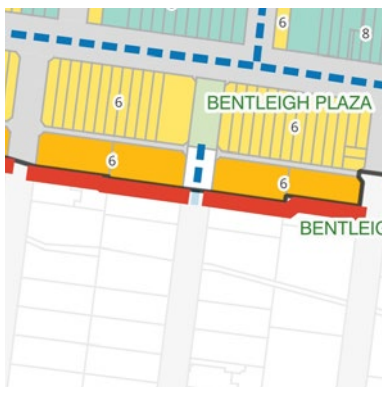
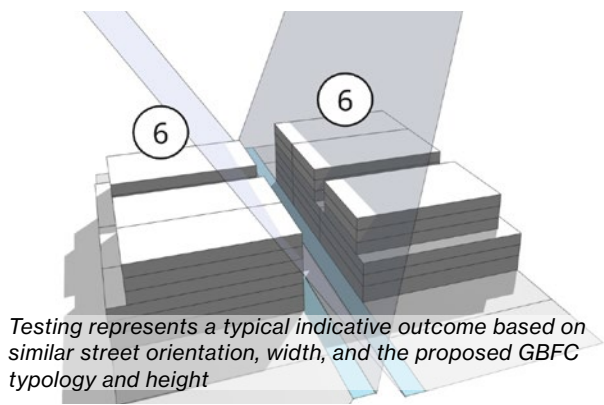
Part A4 | Bentleigh Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-9.2 Vickery Street, Bentleigh		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - HCOR 6 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am and 2pm 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height	No variation recommended.
KS-9.3 Vickery Street, Bentleigh		Key pedestrian street 	Based on the following conditions: - North-south street 15m wide - LIMS 12 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	No variation recommended.
KS-10.1 Godfrey Street, Bentleigh		Key pedestrian street 	Based on the following conditions: - North-south street 15m wide - NCOR 8 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am and 2pm 22 September (Spring Equinox) 	No variation recommended.

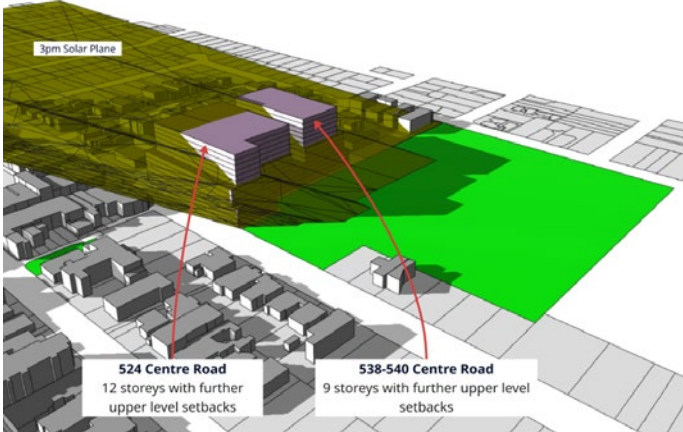
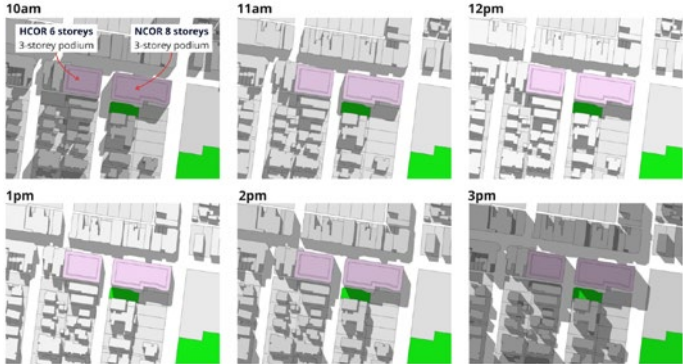
Part A4 | Bentleigh Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-10.2 Godfrey Street, Bentleigh		Key pedestrian street 	Based on the following conditions: - North-south street 15m wide - FRIN 6 storeys on eastern sides Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-11 Daley Street, Bentleigh		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - FRIN 6 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am & 2pm 22 September (Spring Equinox)  <i>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</i>	No variation recommended.

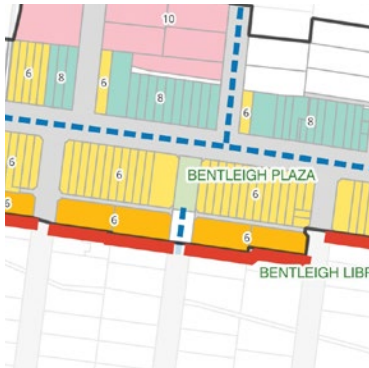
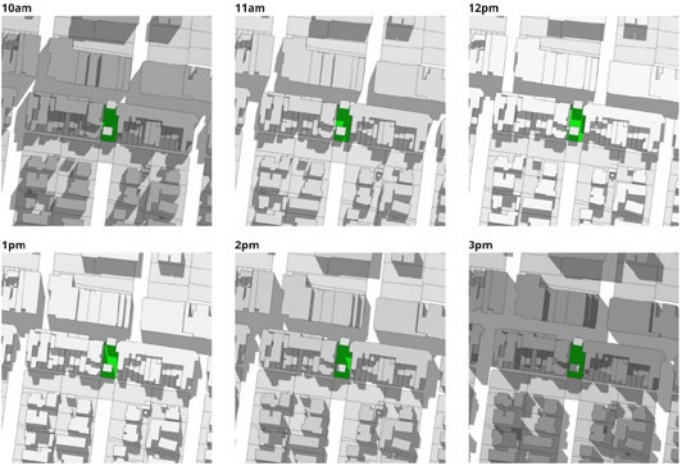
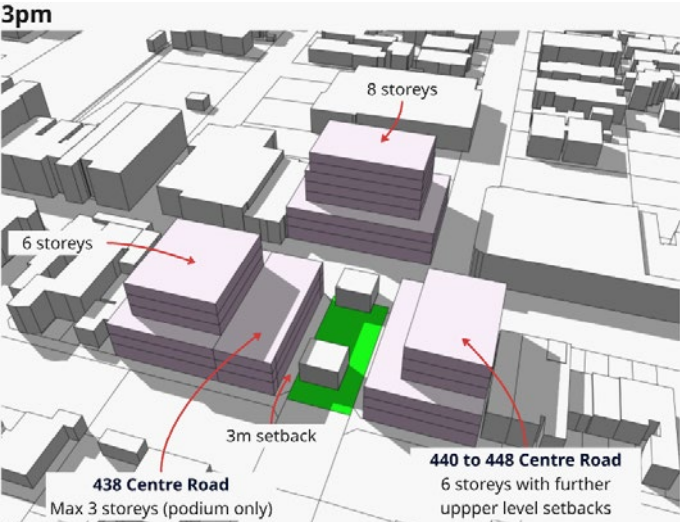
Part A4 | Bentleigh Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-7 Bentleigh Recreation Reserve		High protection on the winter solstice 	Changing to moderate protection on the winter solstice 524 Centre Road: Maximum development potential can be realised with further upper level setbacks. 538-540 Centre Road: Maximum 9 storeys with further upper level setbacks.	Moderate protection on the winter solstice, 21 June (3pm) - maximum development potential based on street wall shadow 	Change the sun access protection level from high to moderate protection on the winter solstice.
OS-8 Bentleigh Library Forecourt		Moderate protection on the winter solstice 	Retaining moderate protection on the winter solstice - Applying moderate protection controls results in the Library Forecourt being fully overshadowed for the entire day on the winter solstice. - The Bentleigh Library forecourt is designed as an outdoor “third space” and an extension of the Library, and therefore functions more like Bentleigh Plaza as a shaded public space. - Maximum development potential can be realised on all properties.	Moderate protection on the winter solstice, 21 June (10am to 3pm) - overshadowing outcome 	No variation recommended.

Part A4 | Bentleigh Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-9 Bentleigh Plaza		High protection on the winter solstice 	Existing context overshadowing on the winter solstice, 21 June - Bentleigh Plaza is currently fully overshadowed at 10am and 3pm by the existing context. - The application of winter solar controls wouldn't result in greater solar access to the open space. Changing to moderate protection on the spring equinox, 22 September - Maximum development potential can be realised on all parcels, except 438 Centre Road. 438 Centre Road: Maximum 3 storeys (podium only).	Existing context overshadowing on the winter solstice, 21 June (10am to 3pm)  Moderate protection on the spring equinox, 22 September (3pm) - maximum development potential based on street wall shadow 	Change the sun access protection level from moderate protection on the winter solstice to moderate on the spring equinox.

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