

# TRAIN AND TRAM ZONE ACTIVITY CENTRES PROGRAM

## LOCAL VARIATION TESTING TRANCHE 2

# HAWKSBURN TO MALVERN AND TOORAK VILLAGE

|                                                                            |                                                                                                                   |                            |
|----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------|
| Project and report                                                         | Train and Tram Zone Activity Centres Program - Local Variation Testing - Hawksburn to Malvern and Toorak Village  |                            |
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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.

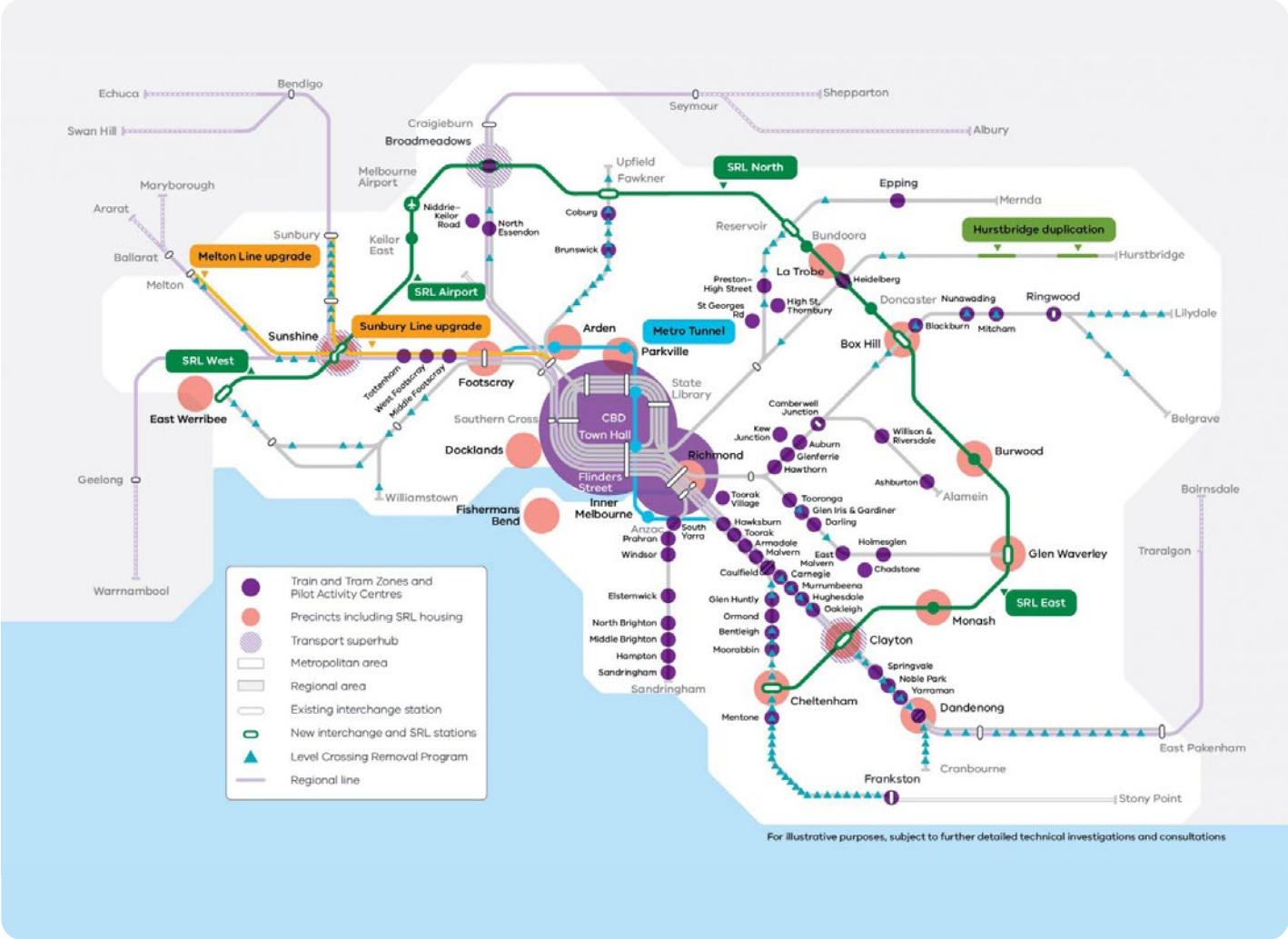


Figure 1. Map of train and tram zone activity centres

# 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.

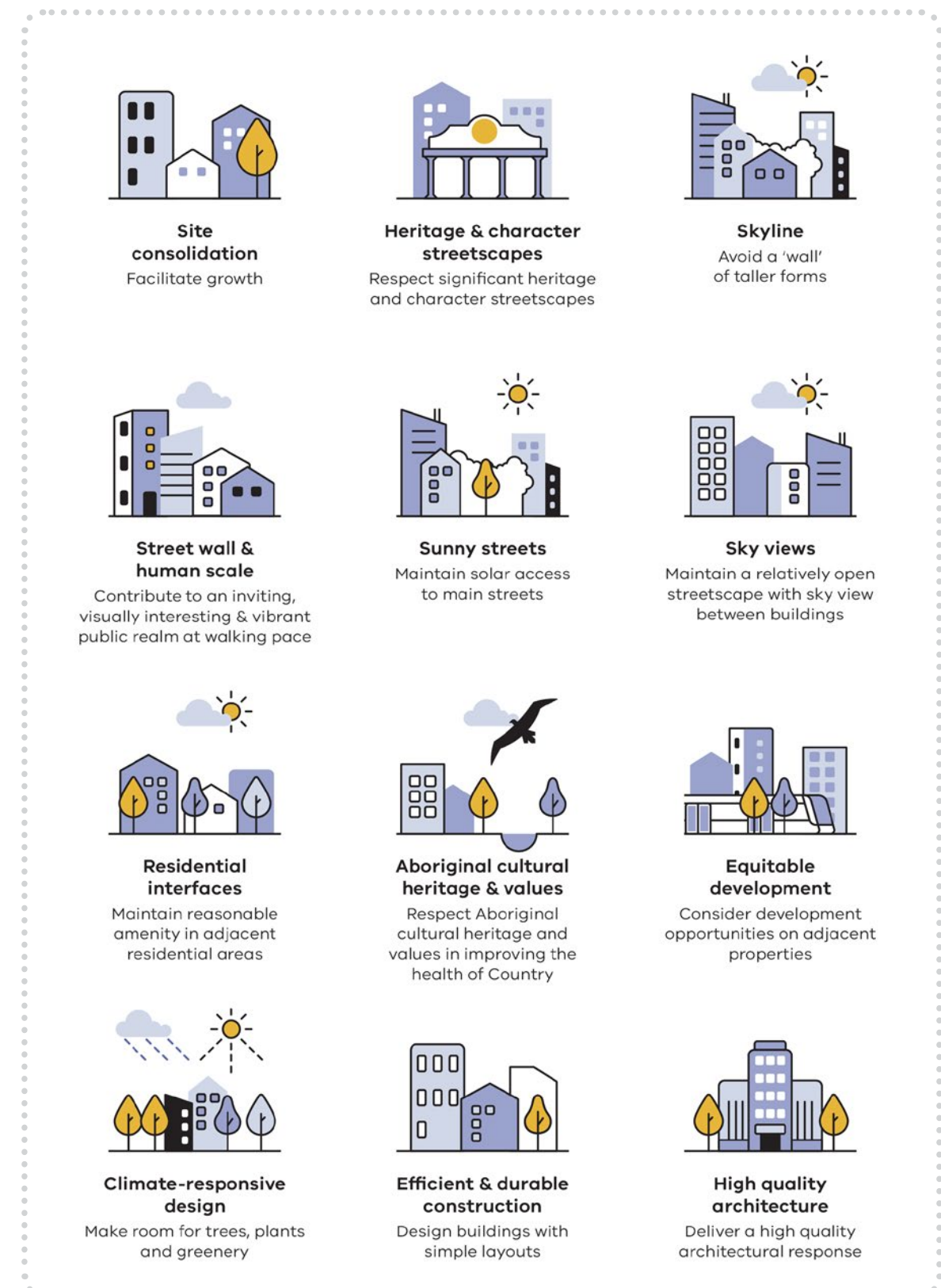


Figure 2. Urban Design Principles from the 'Train and Tram Zone Activity Centre Program Explainer, 2026'

# 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.

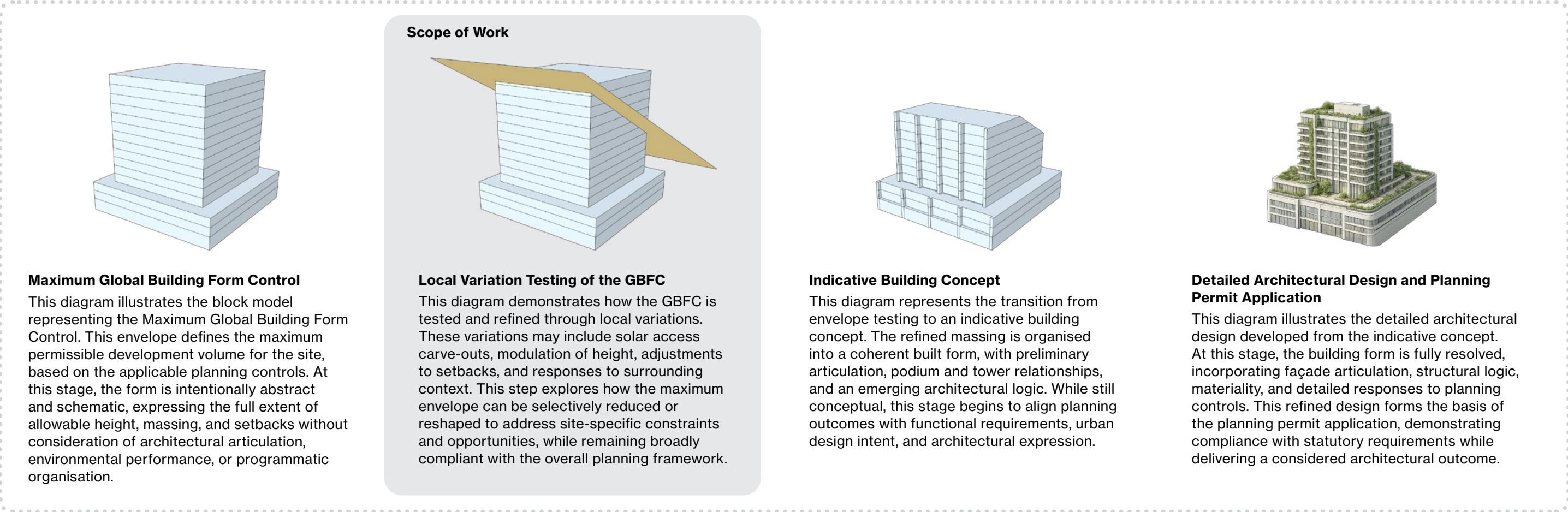


Figure 3. Holistic Project Process

# 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 5,000m<sup>2</sup> 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.<br>– 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<br><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.<br>– 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<br><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                                                                                     |

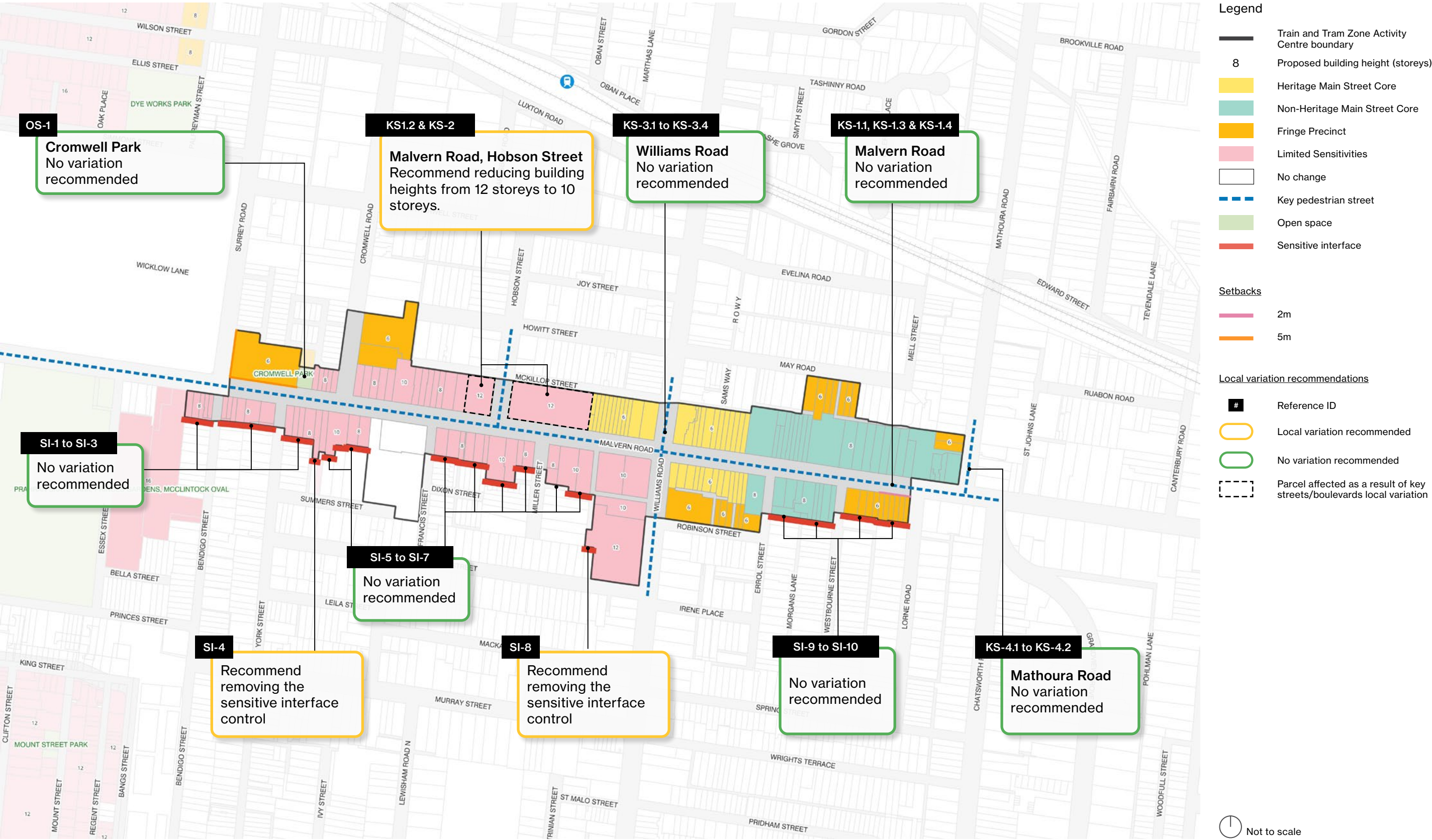
Figure 5. Sensitive Interface Standards

# HAWKS BURN STATION TRAIN AND TRAM ZONE

1

# Local Variations Summary Plan

## Hawksburn Station Train and Tram Zone



# Table of Recommendations

## Hawksburn Station Train and Tram Zone

### Local variations rationale

Hawksburn Station is oriented east-west along Malvern Road, with several key pedestrian streets intersecting the corridor. Local variations are proposed to ensure an appropriate balance between growth outcomes and amenity protection along these 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-4   | 372 Malvern Road, Prahran  | Applying the sensitive interface control on this lot does not achieve any considerable benefits for amenity to surrounding parcels, due to a combination of urban structure and adjacent interfaces. | Remove control              | Remove sensitive interface control for 372 Malvern Road, Prahran. Global standards for side and rear setbacks will apply to achieve amenity.  | Removes a control that is redundant, not achieving its intended purpose in this specific context | <a href="#">Part A1   SI-4</a>   |
|                      | SI-8   | 145 Williams Road, Prahran | Applying the sensitive interface control on this lot does not achieve any considerable benefits for amenity to surrounding parcels, due to a combination of urban structure and adjacent interfaces. | Remove control              | Remove sensitive interface control for 145 Williams Road, Prahran. Global standards for side and rear setbacks will apply to achieve amenity. | Removes a control that is redundant, not achieving its intended purpose in this specific context | <a href="#">Part A1   SI-8</a>   |
| Key streets          | KS-1.2 | Malvern Road               | 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. Greater setback required to comply with sun access standard.                    | A balanced growth outcome                                                                        | <a href="#">Part A1   KS-1.2</a> |
|                      | KS-2   | Hobson Street              | 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. Greater setback required to comply with sun access standard.                    | A balanced growth outcome                                                                        | <a href="#">Part A1   KS-2</a>   |

# TOORAK STATION TRAIN AND TRAM ZONE

2

# Local Variations Summary Plan

## Toorak Station Train and Tram Zone

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



# ARMADALE STATION TRAIN AND TRAM ZONE

3

# Local Variations Summary Plan

## Armadale Station Train and Tram Zone



# Table of Recommendations

## Armadale Station Train and Tram Zone

### Local variations rationale

Armadale Station is oriented east-west along High Street. A single local variation is proposed to balance growth outcomes with amenity protection at sensitive residential interfaces.

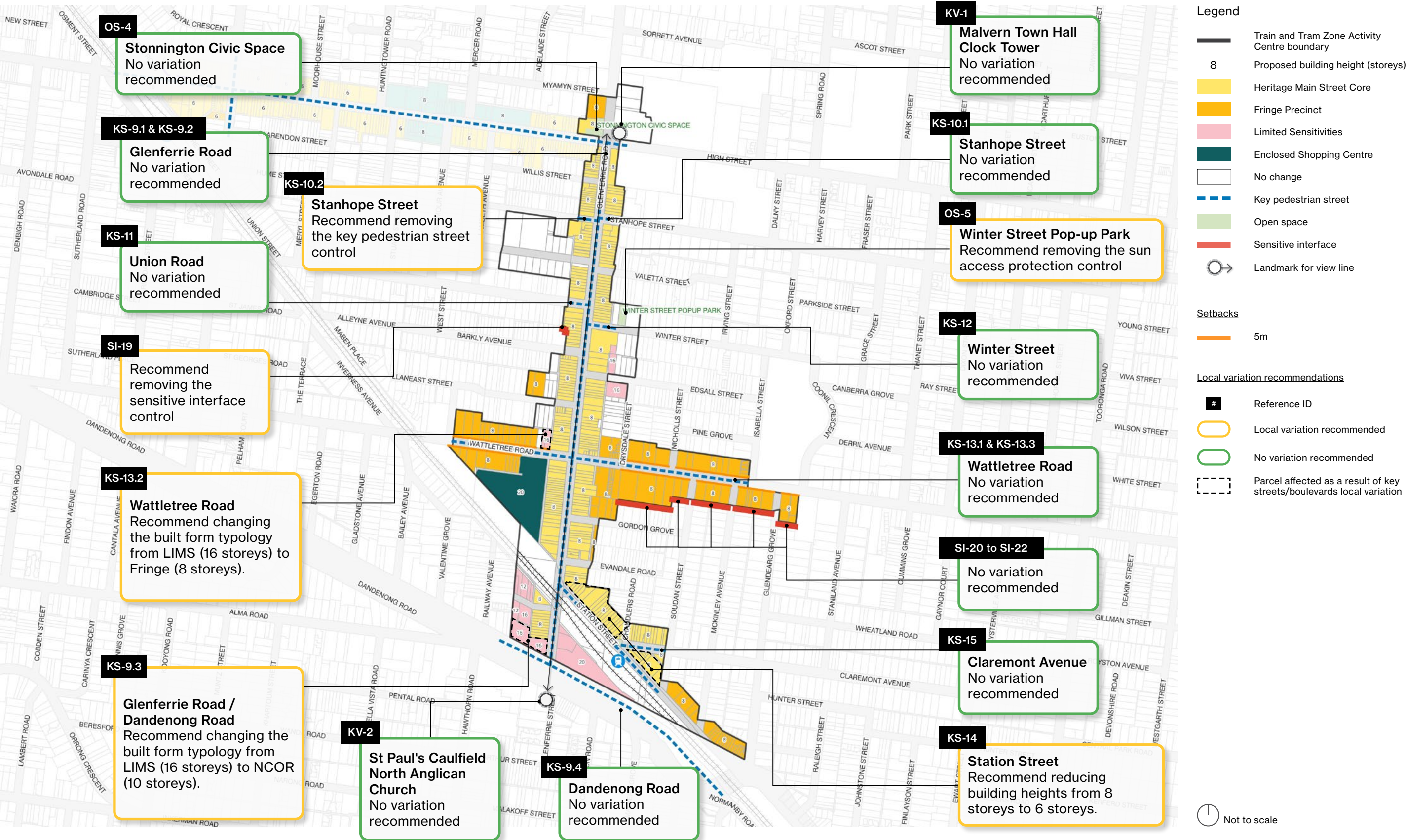
| Control investigated | Ref.  | Site tested               | Description of issue                                                                                                                                              | Recommended local variation | Details of recommendation                                                                                                                    | What does the local variation achieve?                                                                                      | Technical assessment findings   |
|----------------------|-------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Sensitive interfaces | SI-11 | 93 Kooyong Road, Armadale | Proposed heights are unlikely to be delivered whilst incorporating sensitive interface controls, due to a combination of urban structure and adjacent interfaces. | Remove control              | Remove sensitive interface control for 93 Kooyong Road, Armadale. Global standards for side and rear setbacks will apply to achieve amenity. | Removes a control that is not achieving its intended purpose in this specific context and allows a balanced growth outcome. | <a href="#">Part A3   SI-11</a> |

# MALVERN STATION TRAIN AND TRAM ZONE

4

# Local Variations Summary Plan

## Malvern Station Train and Tram Zone



# Table of Recommendations

## Malvern Station Train and Tram Zone

### Local variations rationale

Malvern Station is primarily oriented north–south along Glenferrie Road, with several key pedestrian streets intersecting the corridor. Local variations are proposed to ensure an appropriate balance between growth outcomes and amenity protection along these key streets.

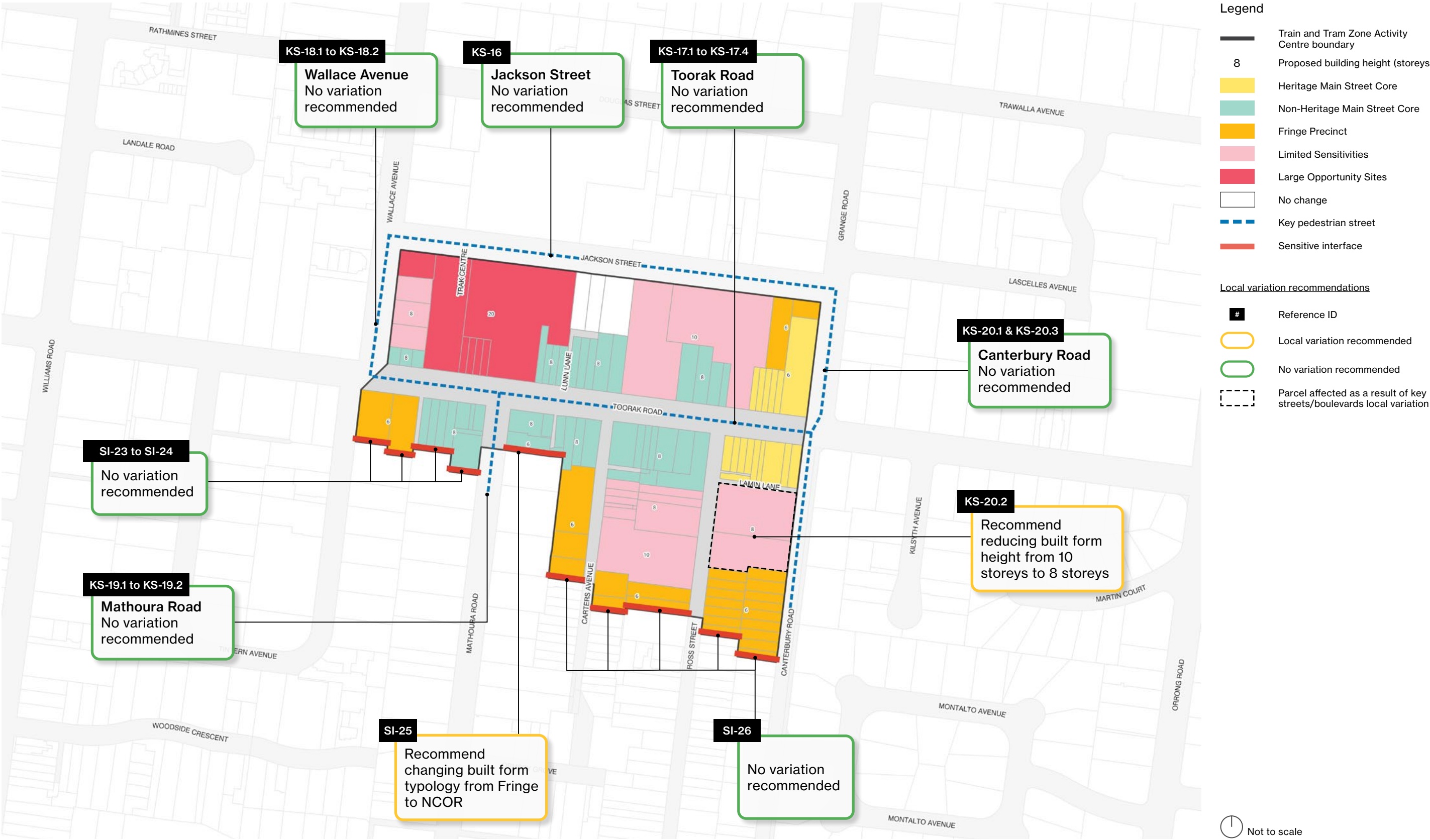
| Control investigated | Ref.    | Site tested                                        | Description of issue                                                                                                                                                                                               | Recommended local variation                               | Details of recommendation                                                                                                                                             | What does the local variation achieve?                                                                           | Technical assessment findings     |
|----------------------|---------|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| Sensitive interfaces | SI-19   | 183 Glenferrie Road, 181A Glenferrie Road, Malvern | Applying the sensitive interface control on this lot does not achieve any considerable benefits for amenity to surrounding parcels, due to a combination of urban structure and adjacent interfaces.               | Remove control                                            | Remove sensitive interface control for 183 Glenferrie Road, 181A Glenferrie Road, Malvern. Global standards for side and rear setbacks will apply to achieve amenity. | Removes a control that is redundant, not achieving its intended purpose in this specific context                 | <a href="#">Part A4   SI-19</a>   |
|                      | KS-9.3  | Glenferrie Road / Dandenong Road                   | The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.                                                                                                                      | Change the built form typology and reduce building height | Change the built form typology from LIMS to NCOR and reduce maximum building height from 16 storeys to 10 storeys.                                                    | A balanced growth outcome                                                                                        | <a href="#">Part A4   KS-9.3</a>  |
| Key streets          | KS-10.2 | Stanhope Street                                    | The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.                                                                                                                      | Remove control                                            | Remove the key pedestrian street protection control from Stanhope Street                                                                                              | A balanced growth outcome along streets where access to sunlight on footpaths is not critical at specified times | <a href="#">Part A4   KS-10.2</a> |
|                      | KS-13.2 | Wattletree Road                                    | The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.                                                                                                                      | Change the built form typology and reduce building height | Change the built form typology from LIMS to Fringe and reduce maximum building height from 16 storeys to 8 storeys.                                                   | A balanced growth outcome                                                                                        | <a href="#">Part A4   KS-13.2</a> |
|                      | KS-14   | Station Street                                     | The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.                                                                                                                      | Reduce building height                                    | Reduce maximum building height from 8 storeys to 6 storeys.                                                                                                           | A balanced growth outcome                                                                                        | <a href="#">Part A4   KS-14</a>   |
| Open spaces          | OS-5    | Winter Street Pop-up Park                          | The proposed moderate 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. | Remove control                                            | Remove the sun access protection control from Winter Street Pop-up Park.                                                                                              | A balanced growth outcome and a reasonable level of sun access to parks and key streets.                         | <a href="#">Part A4   OS-5</a>    |

# TOORAK VILLAGE TRAIN AND TRAM ZONE

5

# Local Variations Summary Plan

## Toorak Village Train and Tram Zone



# Table of Recommendations

## Toorak Village Station Train and Tram Zone

### Local variations rationale

Toorak Village is a compact train and tram zone characterised by several key streets and sensitive interfaces. Local variations are proposed to ensure balanced growth outcomes and a consistent streetscape character.

| 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-25   | 98 Mathoura Road, Toorak | Isolated single-lot Fringe Precinct typology limits potential to accommodate sensitive interface controls and may create an inconsistent streetscape character and street wall height. | Change the built form typology | Change the built form typology from Fringe Precinct to Non-Heritage Main Street Core. | A balanced growth outcome that also achieves a consistent streetscape character. | <a href="#">Part A5   SI-25</a>   |
| Key streets          | KS-20.2 | Canterbury Road, Toorak  | The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.                                                                                          | Reduce building height         | Reduce maximum building height from 10 storeys to 8 storeys.                          | A balanced growth outcome                                                        | <a href="#">Part A5   KS-20.2</a> |

# APPENDIX

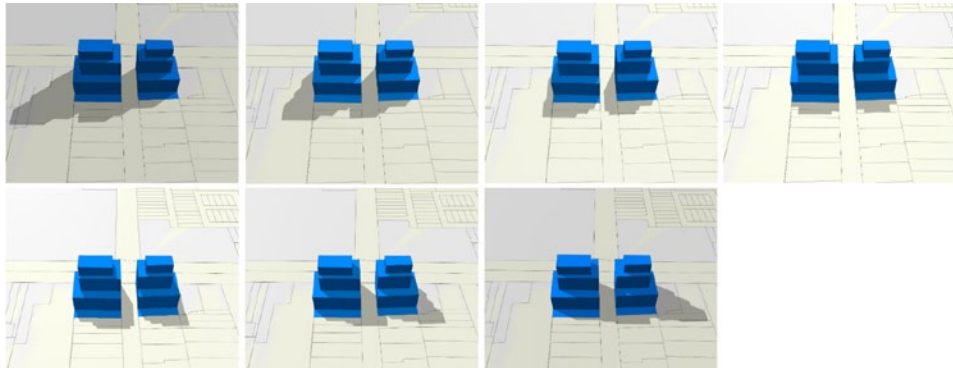
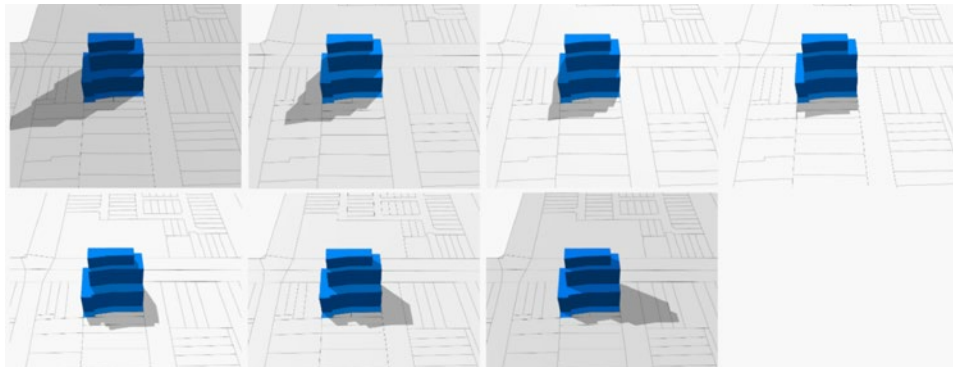
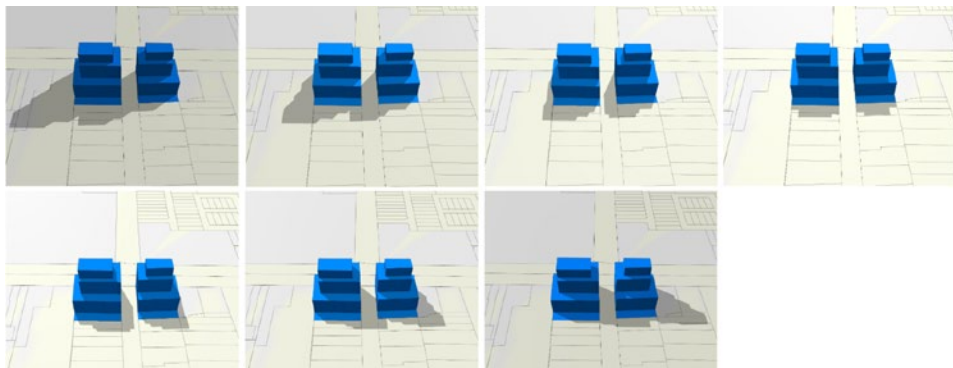
# TECHNICAL ASSESSMENTS

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.

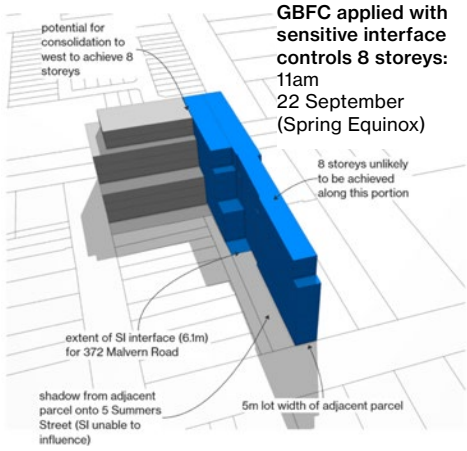
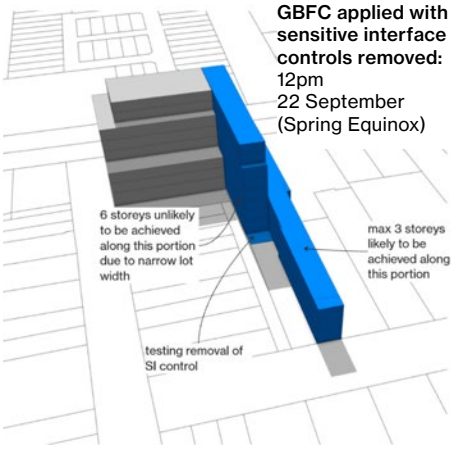
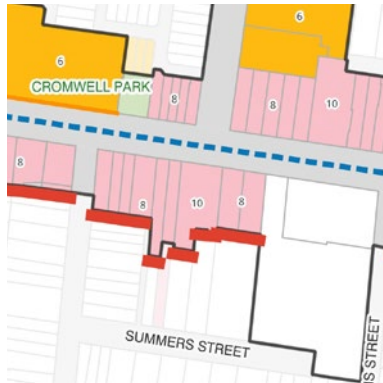
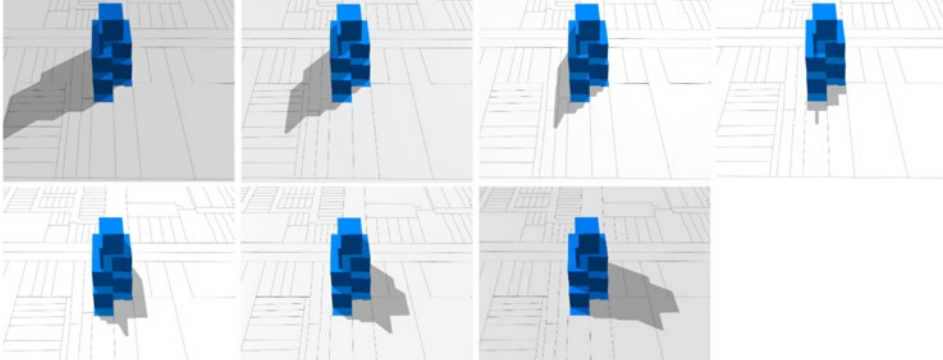
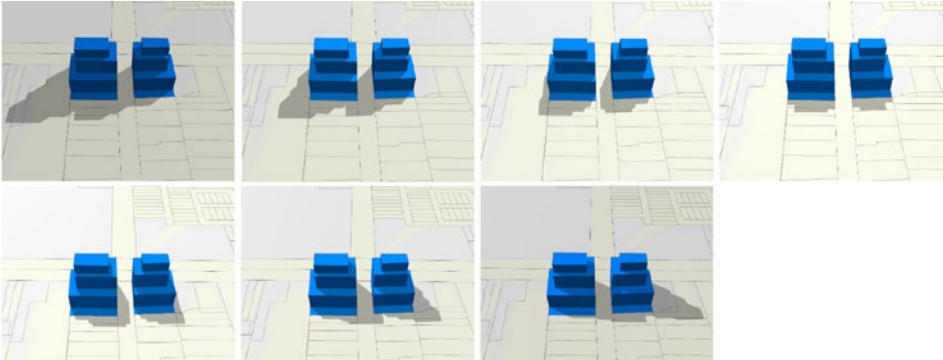
# Part A1 | Hawksburn Station Train and Tram Zone

## Technical Assessment - Sensitive Interfaces

| Ref. | Existing context                                                                    | Global standards                                                                     | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Testing                                                                                                                                                                                                               | Recommendation           |
|------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| SI-1 |    |    | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>– LIMS 8 storeys</li> <li>– Lot depth of approx. 26m</li> <li>– 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.</li> <li>– Prioritise maintaining the consistency of the sensitive interface control.</li> </ul>                                           | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys</p>                                       | No variation recommended |
| SI-2 |   |   | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>– LIMS 8 storeys</li> <li>– Lot depth of approx. 21m with a 3m laneway</li> <li>– 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.</li> <li>– Prioritise maintaining the consistency of the sensitive interface control.</li> </ul>                         | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys</p>                                     | No variation recommended |
| SI-3 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>– LIMS 8 storeys</li> <li>– Lot depth of approx. 30m</li> <li>– 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.</li> <li>– Prioritise maintaining the consistency of the sensitive interface control.</li> </ul> | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys (based on SI-1 typical conditions)</p>  | No variation recommended |

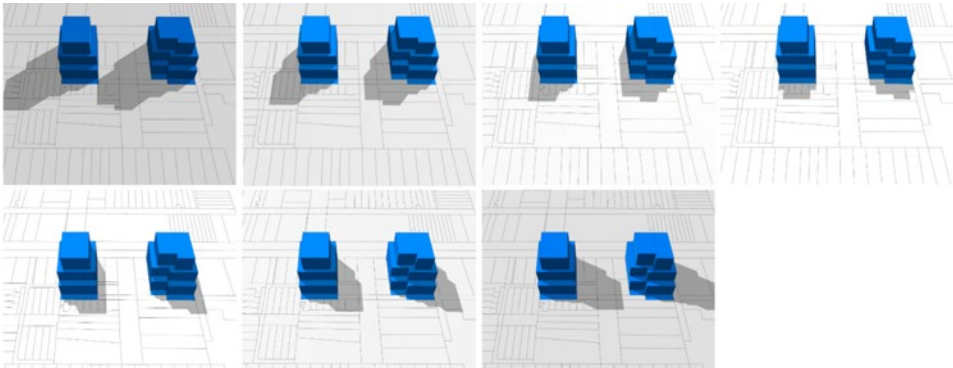
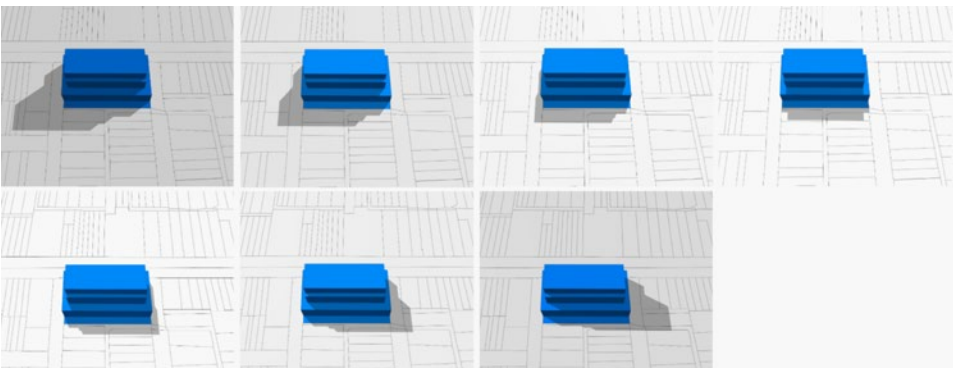
# Part A1 | Hawksburn Station Train and Tram Zone

## Technical Assessment - Sensitive Interfaces

| Ref. | Existing context                                                                    | Global standards                                                                     | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Testing                                                                                                                                                                                                               | Recommendation                          |
|------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| SI-4 |    |    | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>LIMS 8 storeys</li> <li>Lot depth of approx. 45m</li> <li>Without extensive lot consolidation, proposed GBFC will not likely be able to achieve the sensitive interface controls whilst maintaining a viable floorplate above 3 storeys.</li> <li>Overshadowing from adjacent developments will have a greater overshadowing impact on surrounding lots. Hence the application of the sensitive interface control will have limited ability to manage amenity impact.</li> </ul> |                                                 | Remove sensitive interface requirement. |
| SI-5 |   |   | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>LIMS 10 storeys</li> <li>Lot depth of approx. 45m</li> <li>Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul>                                                                                                                                                                                                                                                                       | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys</p>                                     | No variation recommended                |
| SI-6 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>LIMS 8 storeys</li> <li>Lot depth of approx. 26m with a 3.5m laneway</li> <li>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.</li> <li>Prioritise maintaining the consistency of the sensitive interface control.</li> </ul>                                                  | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys (based on SI-1 typical conditions)</p>  | No variation recommended                |

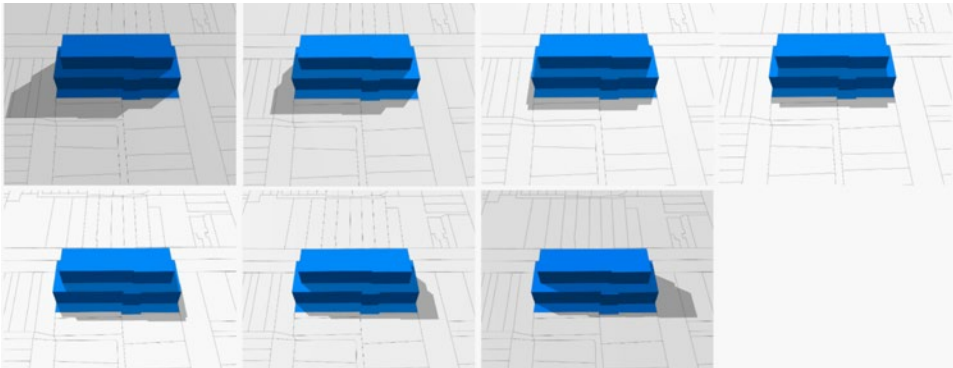
# Part A1 | Hawksburn Station Train and Tram Zone

## Technical Assessment - Sensitive Interfaces

| Ref. | Existing context                                                                    | Global standards                                                                     | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                        | Testing                                                                                                                                                                            | Recommendation                                                                   |
|------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| SI-7 |    |    | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>– LIMS 10 storeys</li> <li>– Lot depth of approx. 45m</li> <li>– Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul>                                                                                                                                                    | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 10 storeys</p>   | No variation recommended                                                         |
| SI-8 |   |   | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>– LIMS 8 storeys</li> <li>– Lot depth of approx. 26m with a 3.5m laneway</li> <li>– Limited extent of interface which triggers the sensitive interface control in relation to the remainder of the parcel (which will have a greater amenity impact). In this case the sensitive interface control will have little to no ability to affect the outcome.</li> </ul> | N/A                                                                                                                                                                                | Recommend removing sensitive interface control for 145 Williams Road Prahran VIC |
| SI-9 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>– NCOR 8 storeys</li> <li>– Lot depth of approx. 35m</li> <li>– Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul>                                                                                                                                                     | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys</p>  | No variation recommended                                                         |

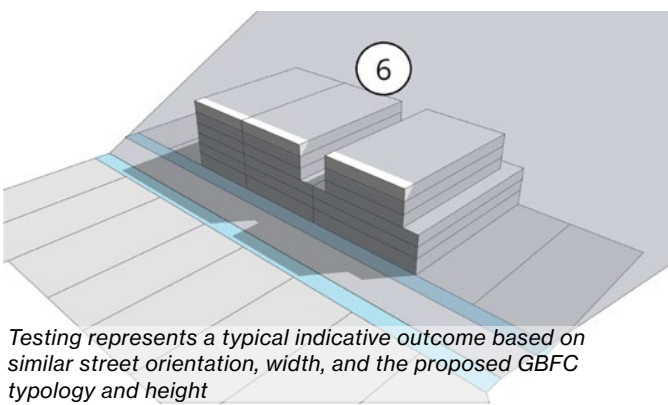
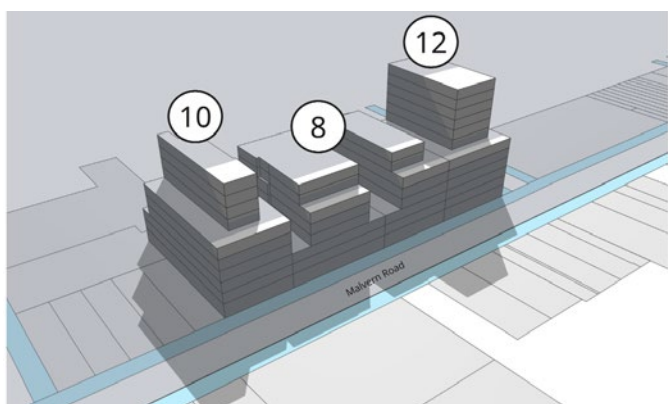
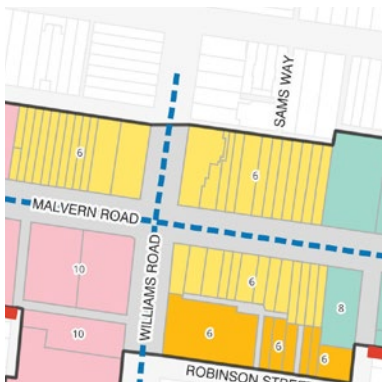
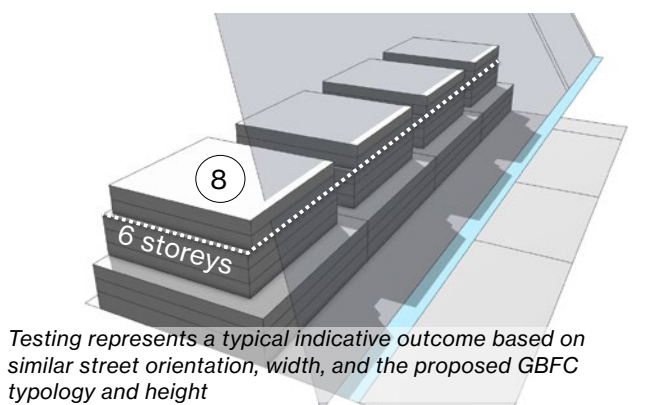
Part A1 | Hawksburn Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

| Ref.  | Existing context                                                                  | Global standards                                                                   | Assessment                                                                                                                                                                                                                                                                                                    | Testing                                                                                                                                                                          | Recommendation           |
|-------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| SI-10 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"><li>– Fringe 6 storeys</li><li>– Lot depth of approx. 26m with 3.5m laneway</li><li>– Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li></ul> | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>  | No variation recommended |

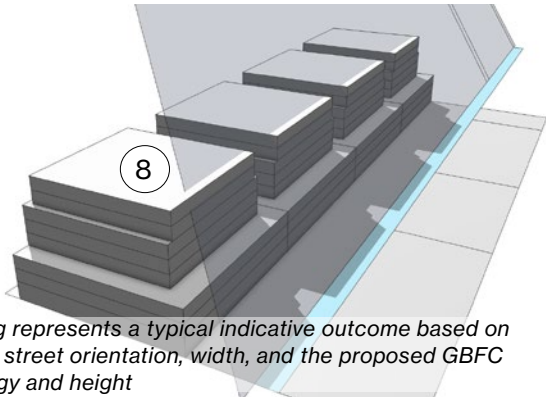
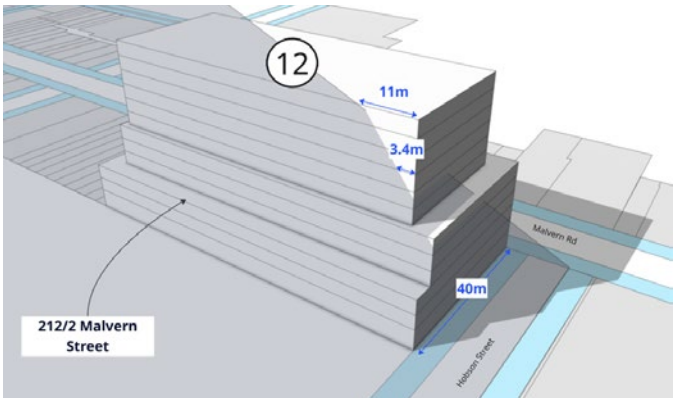
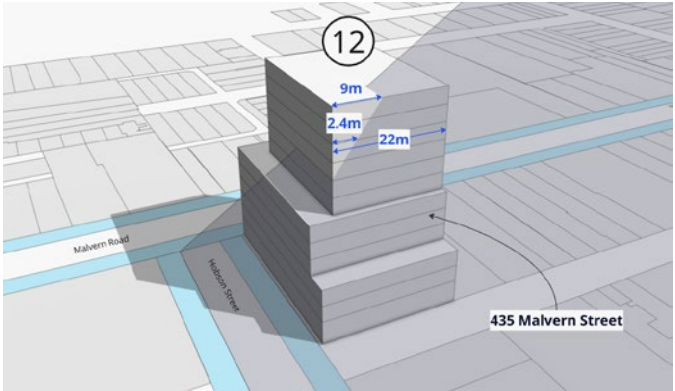
# Part A1 | Hawksburn Station Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                                 | Existing context                                                                    | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                          | Testing                                                                                                                                                                            | Recommendation                                                |
|--------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| KS-1.1<br>Malvern Road,<br>Hawksburn |    | Key pedestrian street<br>   | Based on typical conditions of:<br><ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>FRIN 6 storeys on northern side</li> </ul> <p>Proposed typologies and heights will meet the sun access standard for key streets.</p>                                                                                                                                                                                         | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br>   | No variation recommended.                                     |
| KS-1.2<br>Malvern Road,<br>Hawksburn |   | Key pedestrian street<br> | Based on typical conditions of:<br><ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>LIMS 8, 10 and 12 storeys on northern side</li> </ul> <p>Proposed typologies and heights for LIMS 8 &amp; 10 storeys will meet the sun access standard for key streets with greater upper level setbacks.<br/>Proposed typologies and heights for LIMS 12 storeys will not meet the sun access standard for key streets.</p> | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> | Reduce maximum building height from 12 storeys to 10 storeys. |
| KS-1.3<br>Malvern Road,<br>Hawksburn |  | Key pedestrian street<br> | Based on typical conditions of:<br><ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>HCOR 6 storeys on northern side</li> </ul> <p>Proposed typologies and heights will meet the sun access standard for key streets.</p>                                                                                                                                                                                         | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> | No variation recommended.                                     |

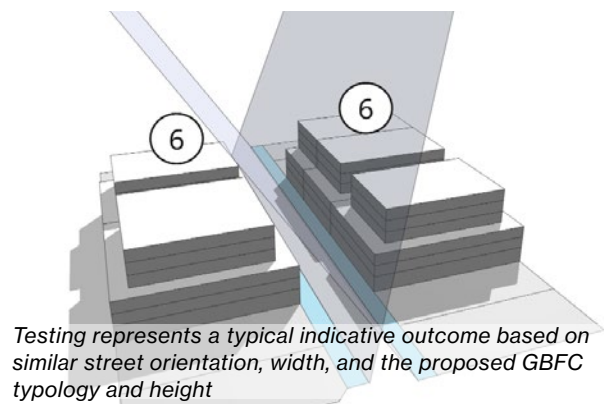
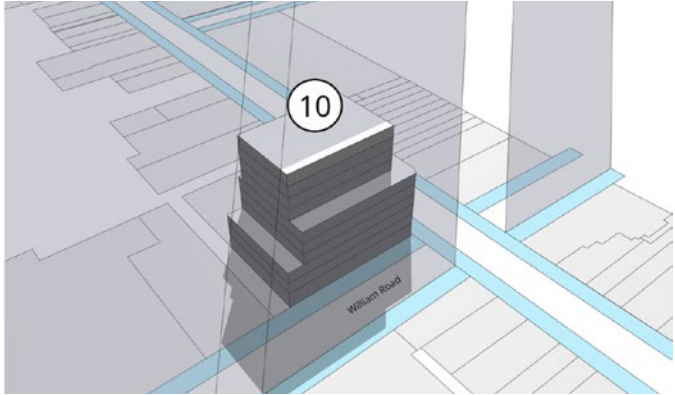
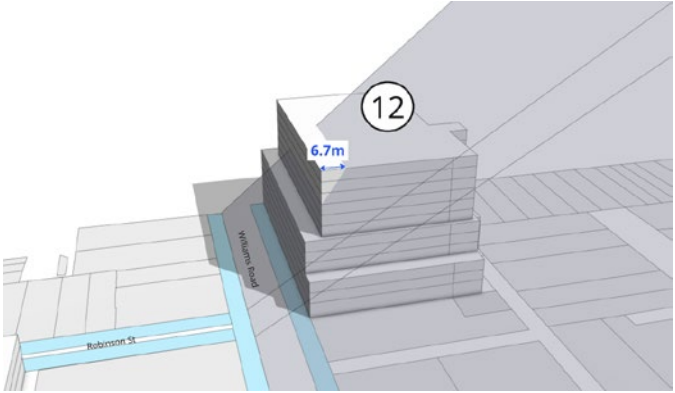
# Part A1 | Hawksburn Station Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                              | Existing context                                                                   | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                                                                                                           | Testing                                                                                                                                                                                                                                                                                                                                                                                                                       | Recommendation                                                                                                                    |
|-----------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| KS-1.4<br>Malvern Road, Hawksburn |   | Key pedestrian street<br>   | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>NCOR 8 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                                                                    | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p>                                                                                                 | No variation recommended.                                                                                                         |
| KS-2<br>Hobson Street, Hawksburn  |  | Key pedestrian street<br> | Based on the following conditions: <ul style="list-style-type: none"> <li>North-south street</li> <li>18m wide</li> <li>LIMS 12 storeys on eastern and western sides</li> <li>Sites appear to be recently developed at 4-5 storeys</li> </ul> Proposed typologies and heights will not meet the sun access standard for key streets. | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> <p>212/2 Malvern Street</p><br>Key pedestrian street solar protection plane:<br>2pm<br>22 September<br>(Spring Equinox)<br> <p>435 Malvern Street</p> | Reduce maximum building height from 12 storeys to 10 storeys.<br><br>Greater setback required to comply with sun access standard. |

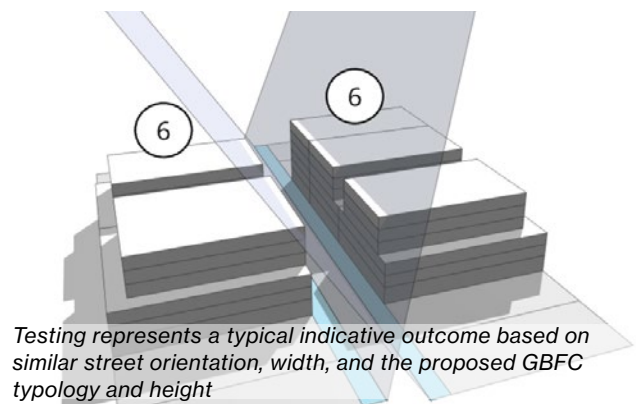
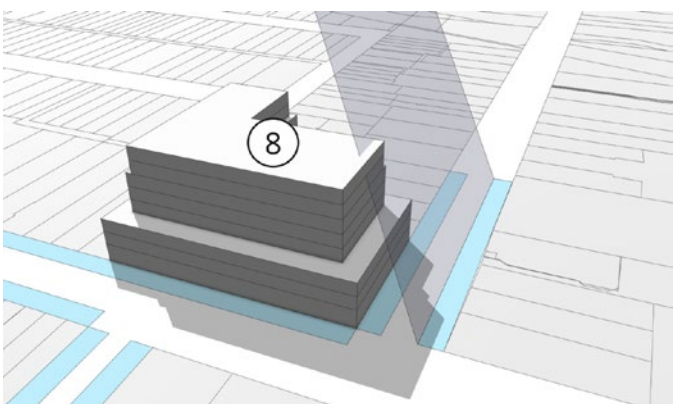
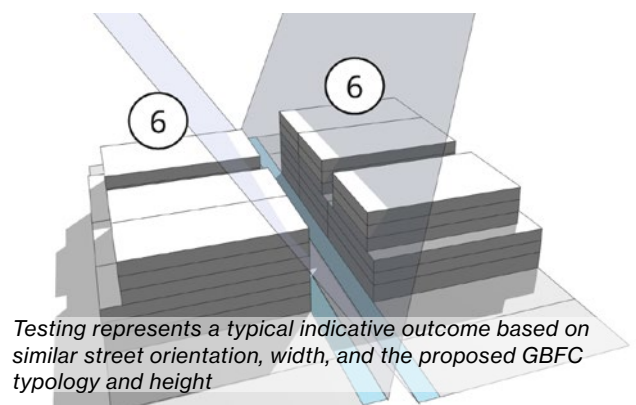
# Part A1 | Hawksburn Station Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                               | Existing context                                                                    | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                                                                                 | Testing                                                                                                                                                                                                                                                                                                                          | Recommendation            |
|------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| KS-3.1<br>Williams Road, Hawksburn |    | Key pedestrian street<br>   | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south streets</li> <li>20m wide</li> <li>HCOR 6 storeys on eastern and western sides</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                            | Key pedestrian street solar protection plane:<br>10am & 2pm<br>22 September<br>(Spring Equinox)  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended. |
| KS-3.2<br>Williams Road, Hawksburn |   | Key pedestrian street<br> | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south streets</li> <li>20m wide</li> <li>LIMS 10 storeys on western side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                                        | Key pedestrian street solar protection plane:<br>2pm<br>22 September<br>(Spring Equinox)                                                                                                                                                    | No variation recommended. |
| KS-3.3<br>Williams Road, Hawksburn |  | Key pedestrian street<br> | Based on the following conditions: <ul style="list-style-type: none"> <li>North-south street</li> <li>20m wide</li> <li>LIMS 12 storeys on western side</li> </ul> The site is large enough to accommodate greater upper level setbacks required to meet key street sun access standard to William Street. | Key pedestrian street solar protection plane:<br>2pm<br>22 September<br>(Spring Equinox)                                                                                                                                                    | No variation recommended. |

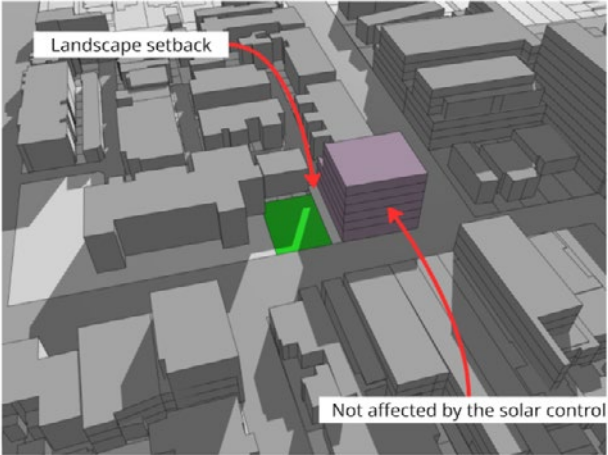
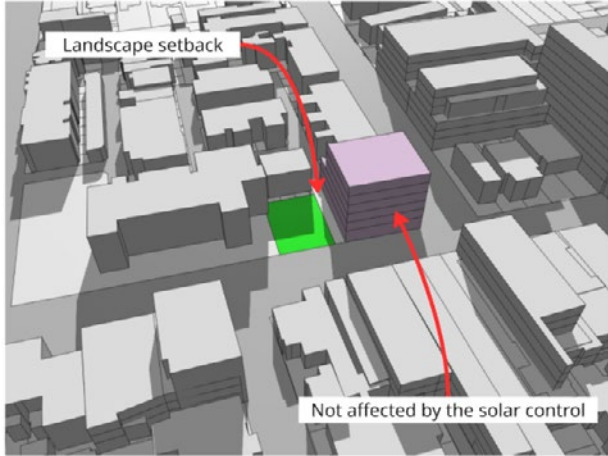
# Part A1 | Hawksburn Station Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                                             | Existing context                                                                    | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                            | Testing                                                                                                                                                                                                                                                                                                                           | Recommendation            |
|--------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| <b>KS-3.4</b><br><b>Williams Road, Hawksburn</b> |    | Key pedestrian street<br>   | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south streets</li> <li>20m wide</li> <li>FRIN 6 storeys on eastern side</li> </ul><br>Proposed typologies and heights will meet the sun access standard for key streets. | Key pedestrian street solar protection plane:<br>10am & 2pm<br>22 September<br>(Spring Equinox)<br><br>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height   | No variation recommended. |
| <b>KS-4.1</b><br><b>Mathoura Road, Hawksburn</b> |   | Key pedestrian street<br> | Based on the following conditions: <ul style="list-style-type: none"> <li>North-south street</li> <li>15m wide</li> <li>NCOR 8 storeys on western side</li> </ul><br>Minor overshadowing can be addressed architecturally if required.                | Key pedestrian street solar protection plane:<br>2pm<br>22 September<br>(Spring Equinox)<br>                                                                                                                                                 | No variation recommended. |
| <b>KS-4.2</b><br><b>Mathoura Road, Hawksburn</b> |  | Key pedestrian street<br> | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south streets</li> <li>15m wide</li> <li>FRIN 6 storeys on western side</li> </ul><br>Proposed typologies and heights will meet the sun access standard for key streets. | Key pedestrian street solar protection plane:<br>10am & 2pm<br>22 September<br>(Spring Equinox)<br><br>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height | No variation recommended. |

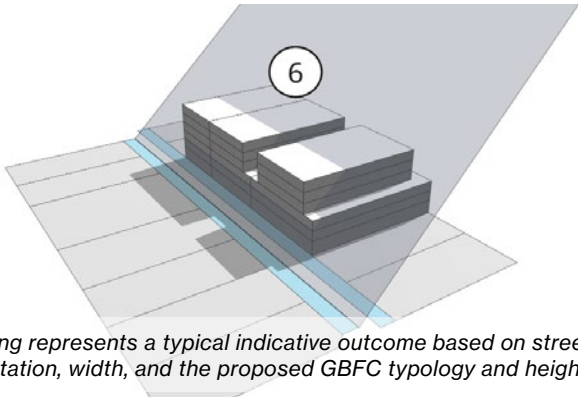
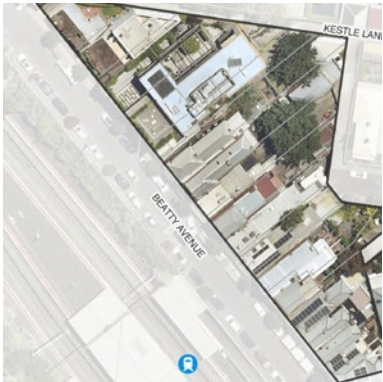
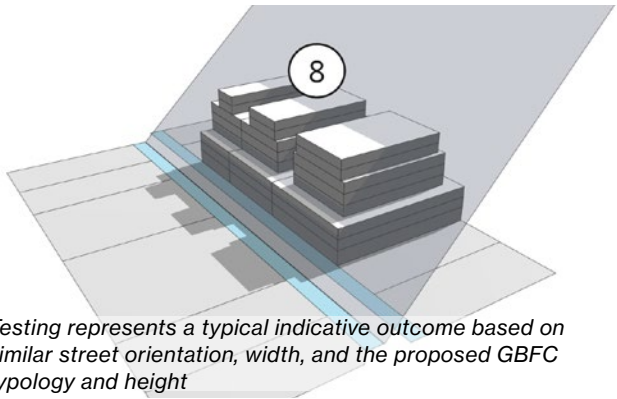
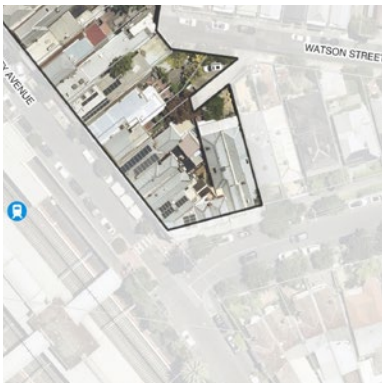
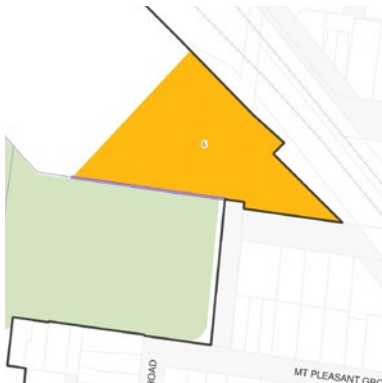
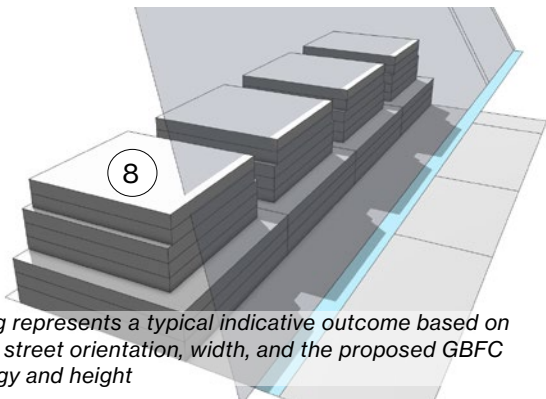
Part A1 | Hawksburn Station Train and Tram Zone

Technical Assessment - Open Spaces

| Ref.                  | Existing context                                                                  | Global standards                                                                                                                 | Assessment                                                                                                                                                        | Testing                                                                                                                                                                                                                                                                                                                                    | Recommendation            |
|-----------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| OS-1<br>Cromwell Park |  | Moderate protection on the winter solstice<br> | Retaining moderate protection on winter solstice <ul style="list-style-type: none"><li>Maximum development potential can be achieved on all properties.</li></ul> | Moderate protection on the winter solstice, 21 June (10am/11am) - maximum development potential based on street wall shadow<br><b>10am</b><br><br><b>11am</b><br> | No variation recommended. |

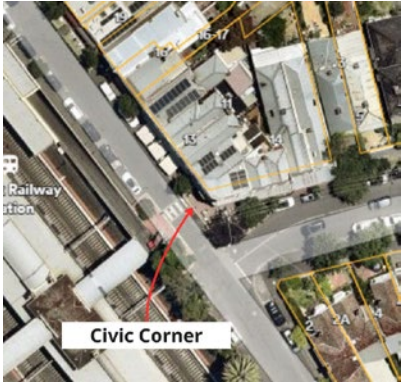
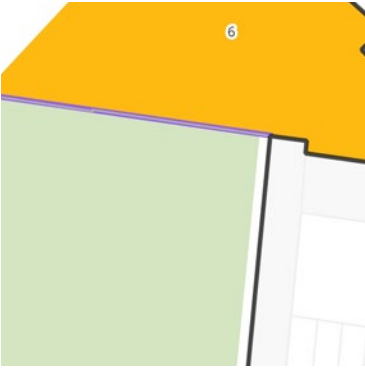
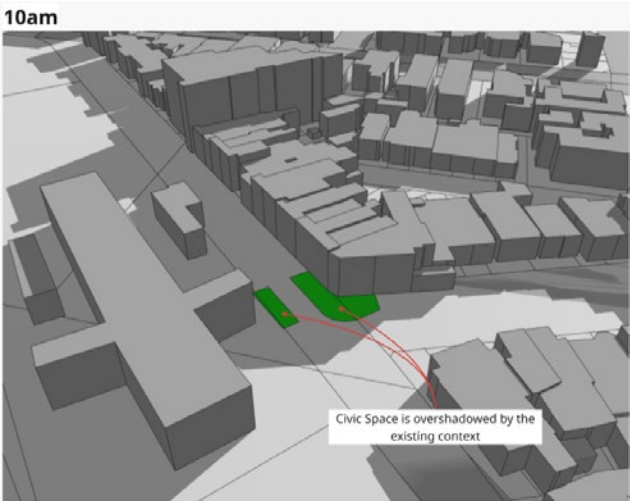
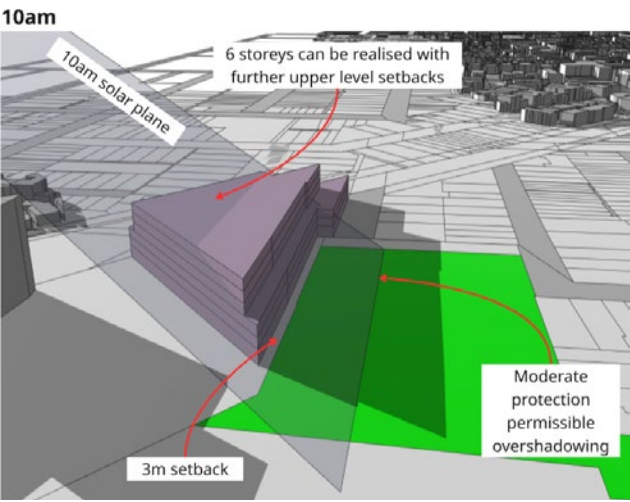
Part A2 | Toorak Station Train and Tram Zone

Technical Assessment - Key Streets

| Ref.                                       | Existing context                                                                    | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                                                                        | Testing                                                                                                                                                                                                                                                                                                                         | Recommendation            |
|--------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| KS-5.1<br>Beatty Avenue,<br>Toorak Station |    | Key pedestrian street<br>   | Based on typical conditions of: <ul style="list-style-type: none"> <li>Northeast-southwest streets</li> <li>14m wide</li> <li>FRIN 6 storeys on northeastern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks. | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> <p>Testing represents a typical indicative outcome based on street orientation, width, and the proposed GBFC typology and height</p>           | No variation recommended. |
| KS-5.2<br>Beatty Avenue,<br>Toorak Station |   | Key pedestrian street<br> | Based on typical conditions of: <ul style="list-style-type: none"> <li>Northeast-southwest streets</li> <li>14m wide</li> <li>HCOR 6 storeys on northeastern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks. | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended. |
| KS-6<br>Rose Street,<br>Toorak Station     |  | Key pedestrian street<br> | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>HCOR 6 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                                 | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended. |

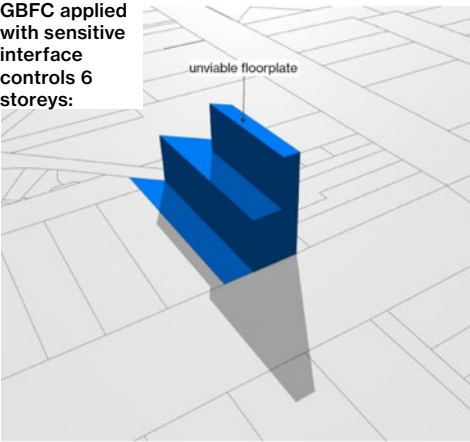
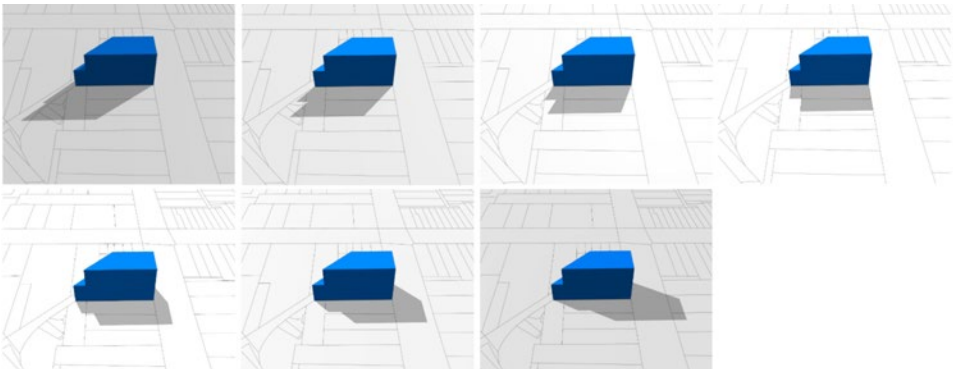
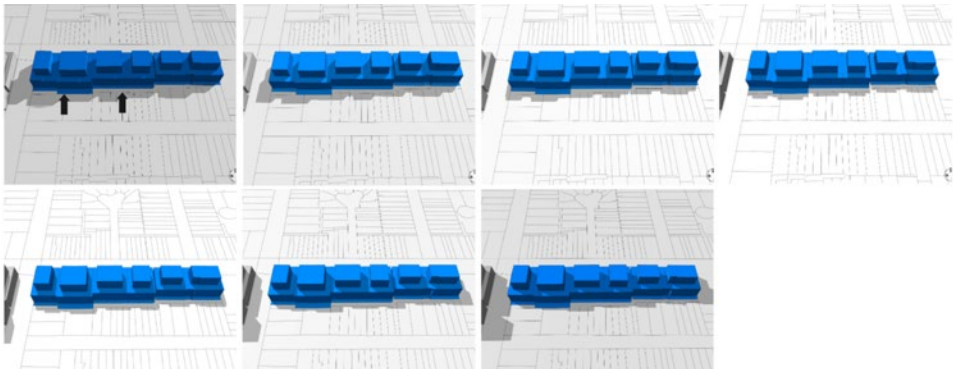
# Part A2 | Toorak Station Train and Tram Zone

## Technical Assessment - Open Spaces

| Ref.                    | Existing context                                                                    | Global standards                                                                                                                   | Assessment                                                                                                                                                                                          | Testing                                                                                                                                                                                                         | Recommendation            |
|-------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| OS-2<br>Civic Corner    |    | Moderate protection on the winter solstice<br>   | Existing context overshadowing on the winter solstice<br><ul style="list-style-type: none"> <li>The civic corner is currently fully overshadowed by the existing context in the morning.</li> </ul> | Existing context overshadowing on the winter solstice, 21 June (10am)<br>                                                   | No variation recommended. |
| OS-3<br>Victory Reserve |  | Moderate protection on the winter solstice<br> | Retaining moderate protection on the winter solstice<br><ul style="list-style-type: none"> <li>Maximum development potential can be realised with further upper level setbacks</li> </ul>           | Moderate protection on the winter solstice, 21 June (10am) - maximum development potential based on street wall shadow<br> | No variation recommended. |

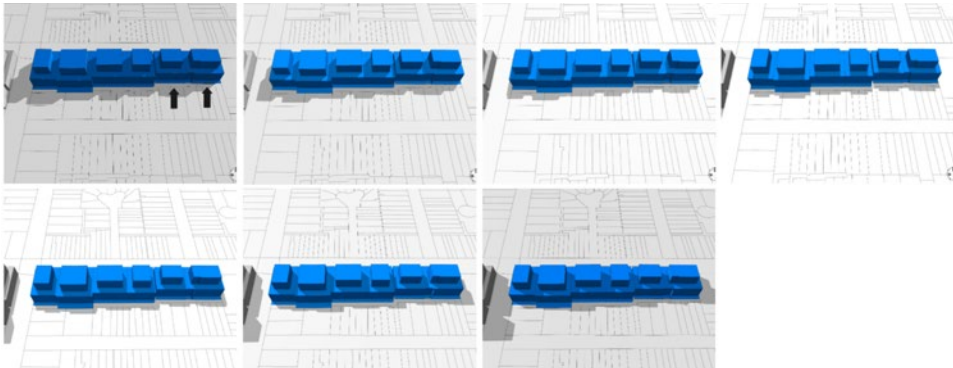
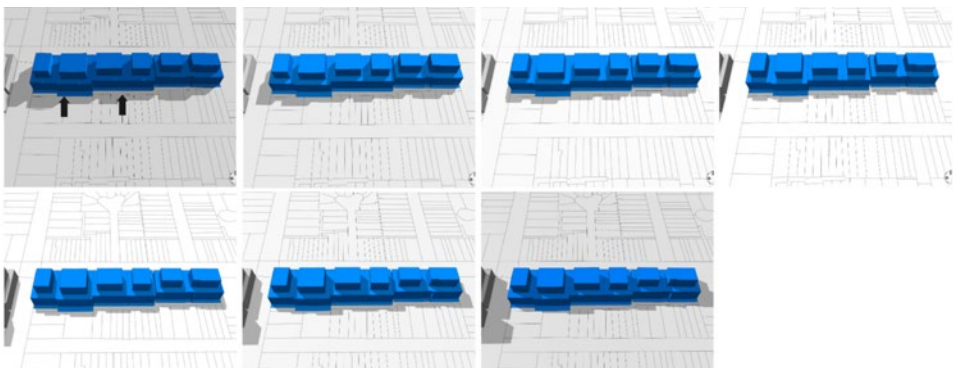
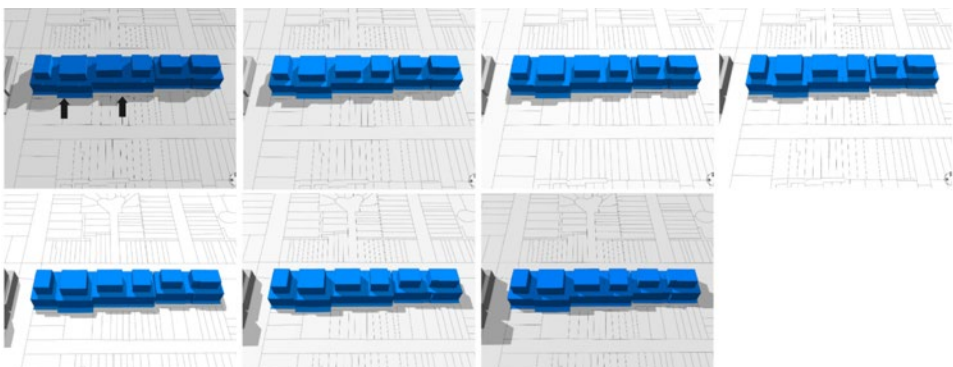
# Part A3 | Armadale Station Train and Tram Zone

## Technical Assessment - Sensitive Interfaces

| Ref.  | Existing context                                                                    | Global standards                                                                     | Assessment                                                                                                                                                                                                                                                                                                                                                                           | Testing                                                                                                                                                                                                                                                                                                                           | Recommendation                                                                                                                                                                                      |
|-------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SI-11 |    |    | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>– Fringe 6 storeys</li> <li>– Lot depth of approx. 15m</li> <li>– The nominated height of 6 storeys is unlikely to be reached due to lot depth constraints, despite being likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul> | <p>GBFC applied with sensitive interface controls 6 storeys:</p>  <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls removed</p>  | <p>Remove sensitive interface control for 93 Kooyong Road</p> <p>Accepting this would increase the likelihood of heights being delivered, however there will be some built form impact as shown</p> |
| SI-12 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>– HCOR 6 storeys</li> <li>– Lot depth of approx. 33m with 3m laneway</li> <li>– Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul>                                                                        | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>                                                                                                                                                 | <p>No variation recommended</p>                                                                                                                                                                     |

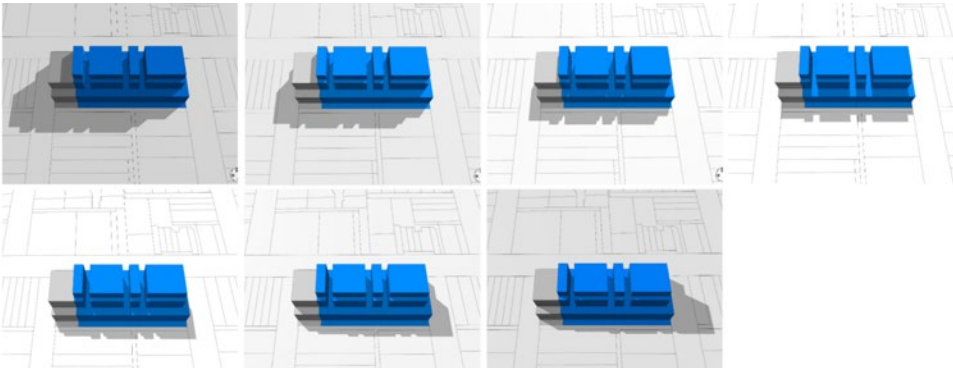
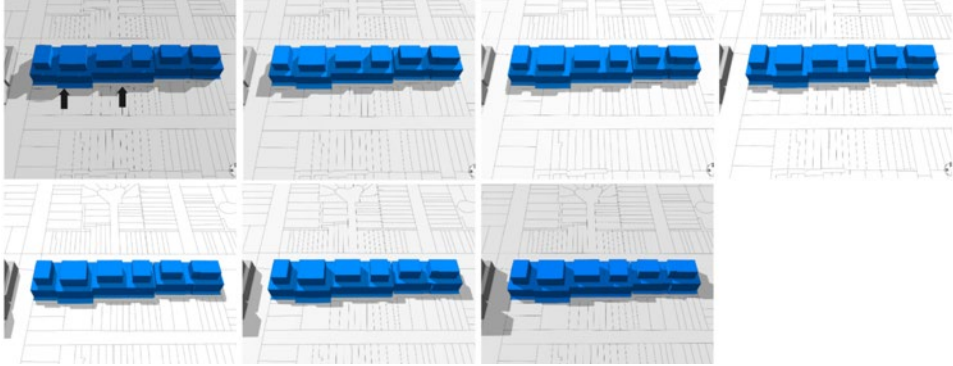
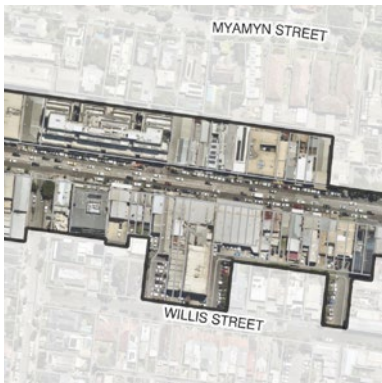
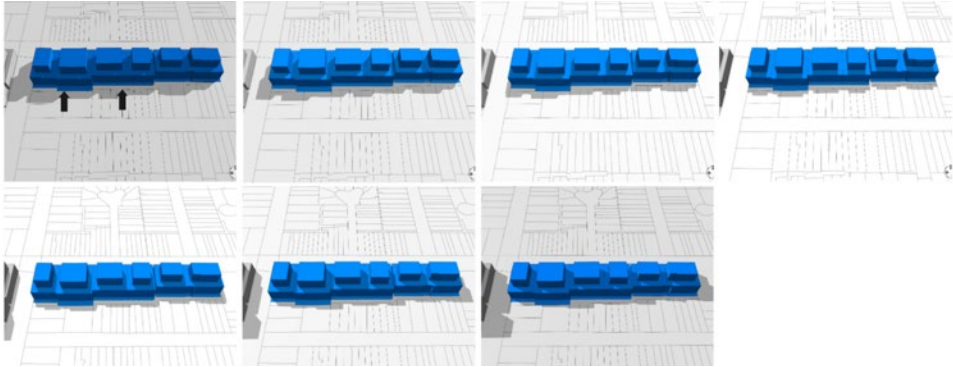
Part A3 | Armadale Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

| Ref.  | Existing context                                                                    | Global standards                                                                     | Assessment                                                                                                                                                                                                                                                                                                | Testing                                                                                                                                                                                                                                                                                      | Recommendation           |
|-------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| SI-13 |    |    | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>HCOR 6 storeys</li> <li>Lot depth of approx. 29m with 3.5m laneway</li> <li>Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul> | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>                                                                                                              | No variation recommended |
| SI-14 |   |   | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>HCOR 6 storeys</li> <li>Lot depth of approx. 45m</li> <li>Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul>                   | <p>Refer to SI-12 for similar testing conditions and findings, these lots have greater depth than SI-12.<br/>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>  | No variation recommended |
| SI-15 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>HCOR 6 storeys</li> <li>Lot depth of approx. 39m with 3m laneway</li> <li>Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul>   | <p>Refer to SI-12 for similar testing conditions and findings, these lots have greater depth than SI-12.<br/>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>  | No variation recommended |

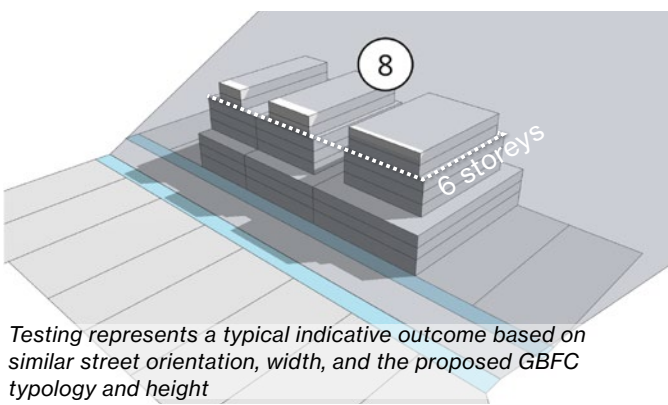
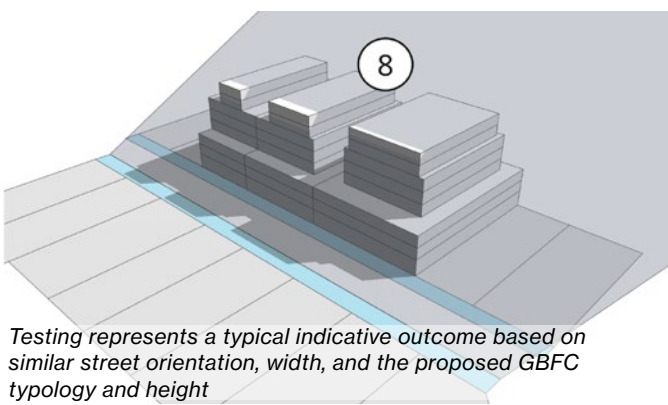
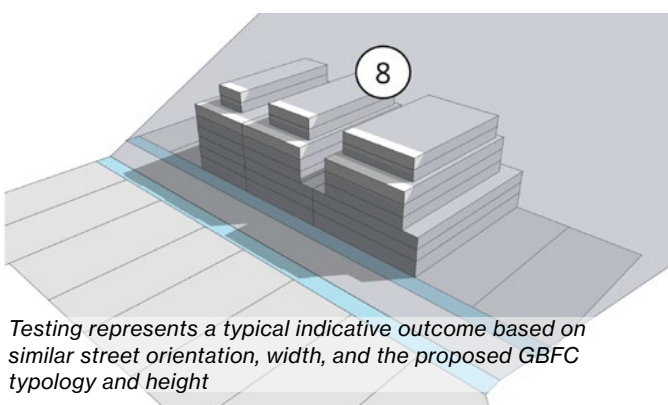
# Part A3 | Armadale Station Train and Tram Zone

## Technical Assessment - Sensitive Interfaces

| Ref.  | Existing context                                                                    | Global standards                                                                     | Assessment                                                                                                                                                                                                                                                                                              | Testing                                                                                                                                                                                                                                                                                      | Recommendation           |
|-------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| SI-16 |    |    | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>HCOR 8 storeys</li> <li>Lot depth of approx. 39m with 3m laneway</li> <li>Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul> | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>                                                                                                              | No variation recommended |
| SI-17 |   |   | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>HCOR 6 storeys</li> <li>Lot depth of approx. 39m with 3m laneway</li> <li>Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul> | <p>Refer to SI-12 for similar testing conditions and findings, these lots have greater depth than SI-12.<br/>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>  | No variation recommended |
| SI-18 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>HCOR 6 storeys</li> <li>Lot depth of approx. 30m with 3m laneway</li> <li>Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul> | <p>Refer to SI-12 for similar testing conditions and findings, these lots have greater depth than SI-12.<br/>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>  | No variation recommended |

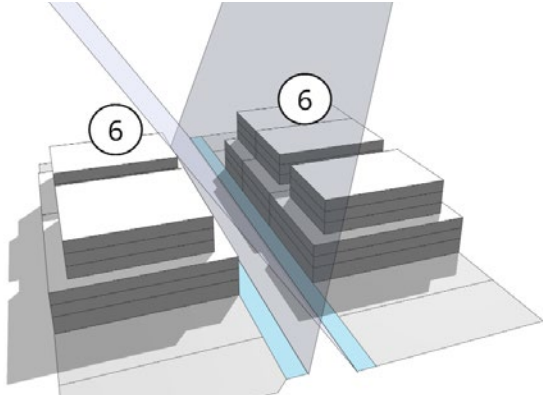
# Part A3 | Armadale Station Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                               | Existing context                                                                    | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                                                          | Testing                                                                                                                                                                                                                                                                                                                            | Recommendation            |
|------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| KS-7.1<br>High Street,<br>Armadale |    | Key pedestrian street<br>   | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>HCOR 6 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                   | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br><br><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-7.2<br>High Street,<br>Armadale |   | Key pedestrian street<br> | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>NCOR 8 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                   | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br><br><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-7.3<br>High Street,<br>Armadale |  | Key pedestrian street<br> | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>LIMS 8 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks. | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br><br><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 A3 | Armadale Station Train and Tram Zone

Technical Assessment - Key Streets

| Ref.                              | Existing context                                                                  | Global standards                                                                                            | Assessment                                                                                                                                                                                                                                       | Testing                                                                                                                                                                             | Recommendation            |
|-----------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| KS-8<br>Kooyong Road,<br>Armadale |  | Key pedestrian street<br> | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south streets</li> <li>20m wide</li> <li>HCOR 6 storeys on both sides</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets. | Key pedestrian street solar protection plane:<br>10am & 2pm<br>22 September<br>(Spring Equinox)  | No variation recommended. |

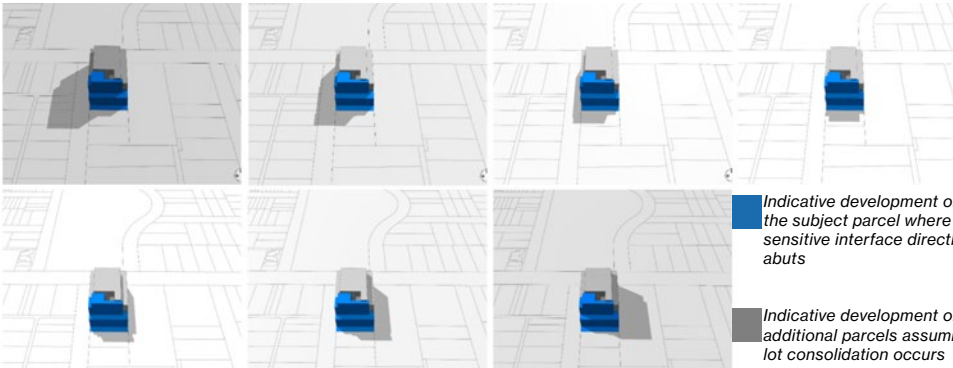
Part A4 | Malvern Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

| Ref.  | Existing context | Global standards | Assessment                                                                                                                                                                                                                                                                                                                                                                            | Testing                                                                                      | Recommendation                                                                                       |
|-------|------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| SI-19 |                  |                  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>HCOR 8 storeys</li> <li>Limited extent of interface which triggers the sensitive interface control in relation to the remainder of the parcel (which will have a greater amenity impact). In this case the sensitive interface control will have little to no ability to affect the outcome.</li> </ul> | N/A                                                                                          | Recommend removing sensitive interface control for 183 Glenferrie Road, 181A Glenferrie Road Malvern |
| SI-20 |                  |                  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>Fringe 8 storeys</li> <li>Lot depth of approx. 60m</li> <li>Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul>                                                                                             | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys</p> | Green variation recommended                                                                          |
| SI-21 |                  |                  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>Fringe 8 storeys</li> <li>Lot depth of approx. 36m with 3m laneway</li> <li>Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li> </ul>                                                                             | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys</p> | Green variation recommended                                                                          |

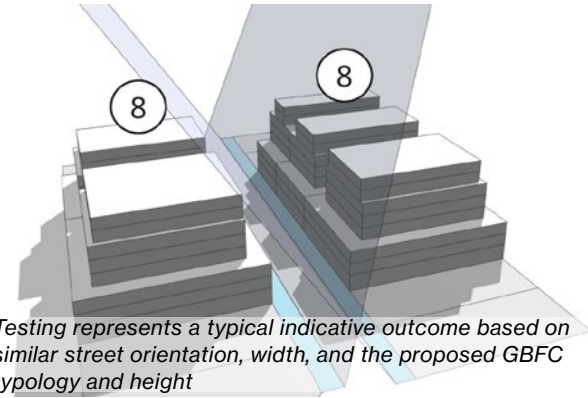
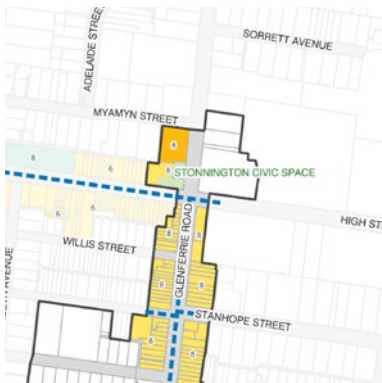
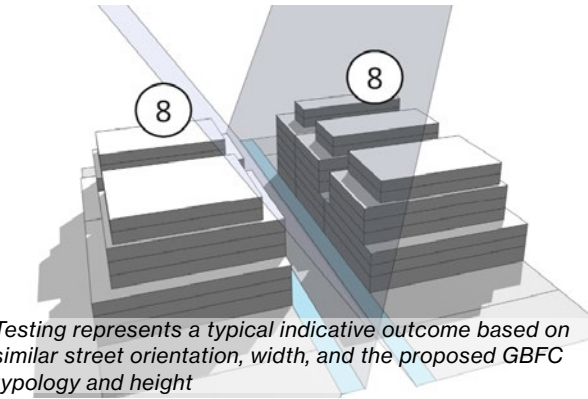
Part A4 | Malvern Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

| Ref.  | Existing context                                                                  | Global standards                                                                   | Assessment                                                                                                                                                                                                                                                                                                | Testing                                                                                                                                                                                                                                                                                                                                                                 | Recommendation           |
|-------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| SI-22 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"><li>– Fringe 8 storeys</li><li>– Lot depth of approx. 50m (amalgamated)</li><li>– Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li></ul> | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys</p>  <p>Indicative development on the subject parcel where the sensitive interface directly abuts</p> <p>Indicative development on additional parcels assuming lot consolidation occurs</p> | No variation recommended |

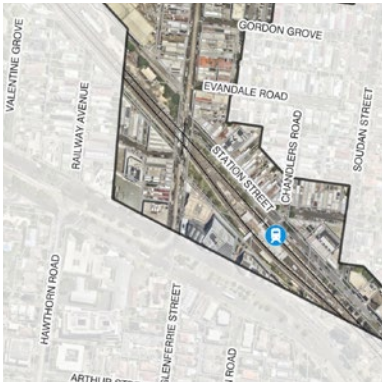
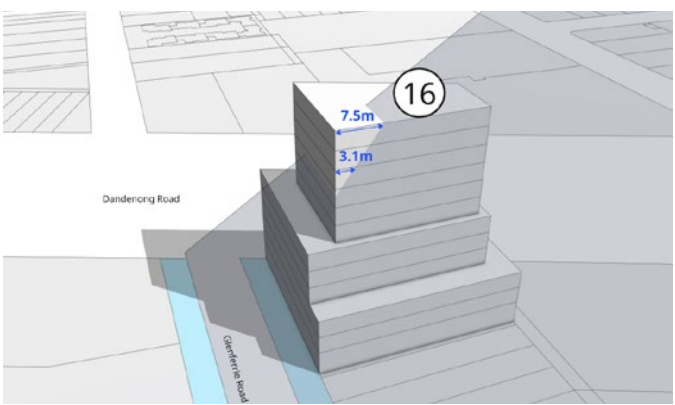
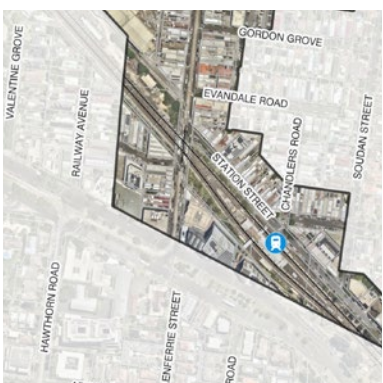
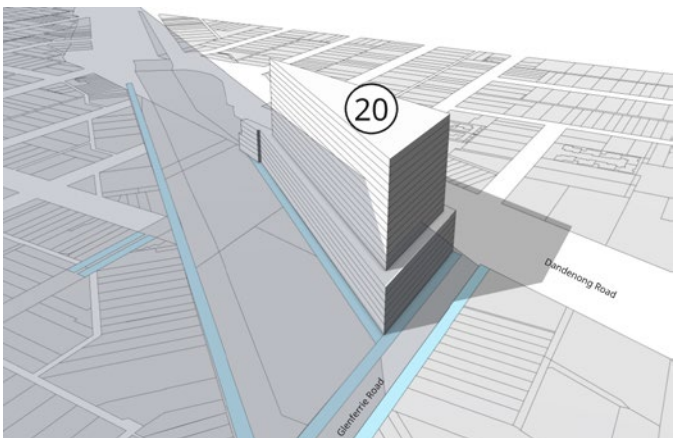
Part A4 | Malvern Station Train and Tram Zone

Technical Assessment - Key Streets

| Ref.                                  | Existing context                                                                   | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                                      | Testing                                                                                                                                                                                                                                                                                                                            | Recommendation            |
|---------------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| KS-9.1<br>Glenferrie Road,<br>Malvern |   | Key pedestrian street<br>   | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south streets</li> <li>20m wide</li> <li>HCOR 8 storeys on eastern and western sides</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets. | Key pedestrian street solar protection plane:<br>10am & 2pm<br>22 September<br>(Spring Equinox)  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p>   | No variation recommended. |
| KS-9.2<br>Glenferrie Road,<br>Malvern |  | Key pedestrian street<br> | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south streets</li> <li>20m wide</li> <li>FRIN 8 storeys on western side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.              | Key pedestrian street solar protection plane:<br>10am & 2pm<br>22 September<br>(Spring Equinox)  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended. |

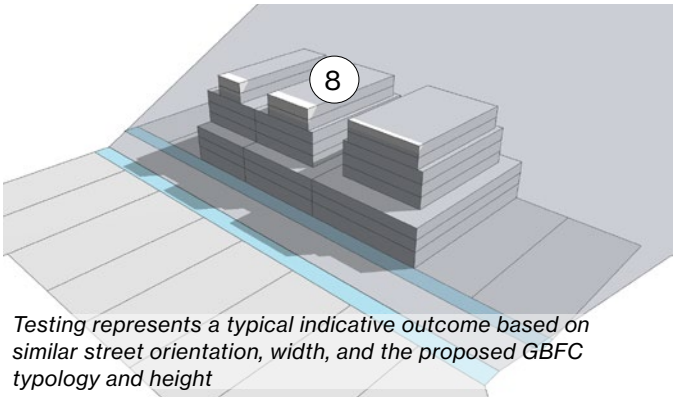
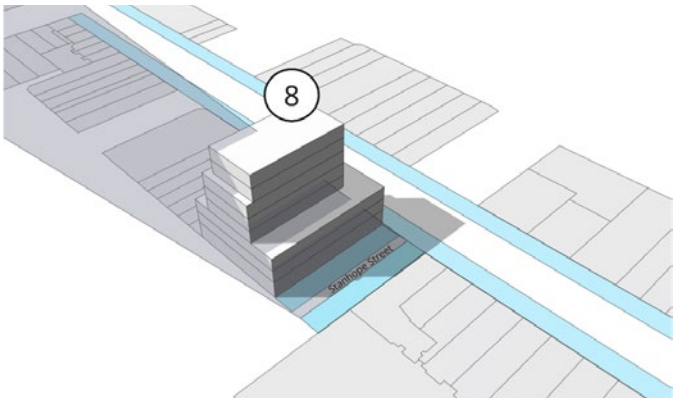
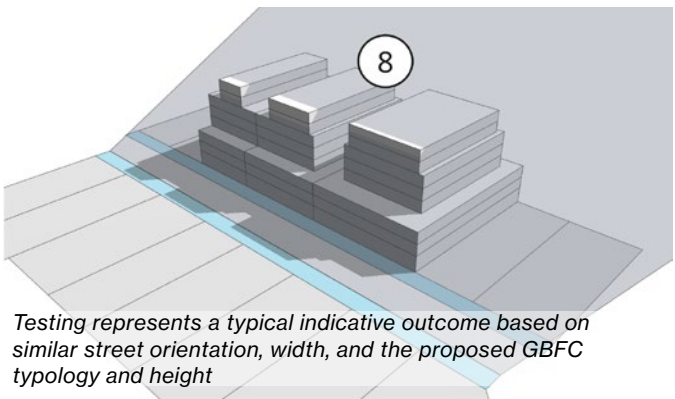
Part A4 | Malvern Station Train and Tram Zone

Technical Assessment - Key Streets

| Ref.                                                      | Existing context                                                                    | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Testing                                                                                                                                                                            | Recommendation                                                                                                                                                                    |
|-----------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| KS-9.3<br>Glenferrie Road /<br>Dandenong Road,<br>Malvern |    | Key pedestrian street<br>   | <b>Glenferrie Road</b><br>Based on the following conditions: <ul style="list-style-type: none"><li>North-south street</li><li>20m wide</li><li>LIMS 16 storeys on western side</li></ul> Proposed typologies and heights will not meet the sun access standard for Glenferrie Road.<br><br><b>Dandenong Road</b><br>Based on the following conditions: <ul style="list-style-type: none"><li>East-west street</li><li>60m wide</li><li>LIMS 16 storeys on northern side</li></ul> Proposed typologies and heights will meet the sun access standard for Dandenong Road.                                                                                                                                                                                     | Key pedestrian street solar protection plane:<br>2pm<br>22 September<br>(Spring Equinox)<br>    | Change the built form<br>typology from LIMS to NCOR<br>and reduce maximum building<br>height from 16 storeys to<br>10 storeys.<br><br>1-11 Glenferrie Road,<br>615 Dandenong Road |
| KS-9.4<br>Glenferrie Road /<br>Dandenong Road,<br>Malvern |  | Key pedestrian street<br> | <b>Glenferrie Road</b><br>Based on the following conditions: <ul style="list-style-type: none"><li>North-south street</li><li>20m wide</li><li>LIMS 20 storeys on eastern side</li><li>Site appears to be under construction (approximately 16 storeys)</li></ul> Proposed typologies and heights will not meet the sun access standard for Glenferrie Road.<br><br><b>Dandenong Road</b><br>Based on the following conditions: <ul style="list-style-type: none"><li>East-west street</li><li>60m wide</li><li>LIMS 20 storeys on northern side</li><li>Site appears to be under construction (approximately 16 storeys)</li></ul> Proposed typologies and heights will meet the sun access standard for Dandenong Road with greater upper level setbacks. | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> | No variation recommended.                                                                                                                                                         |

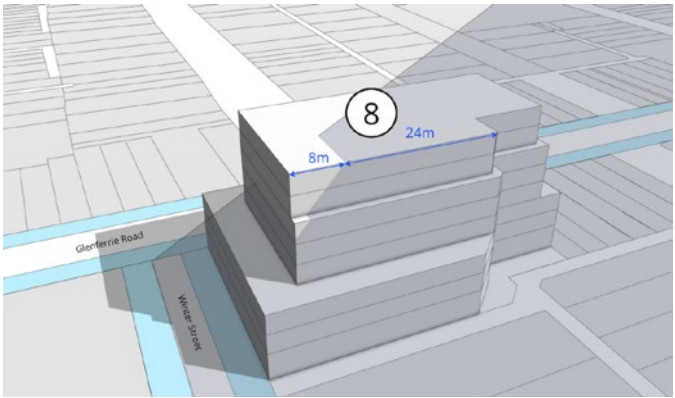
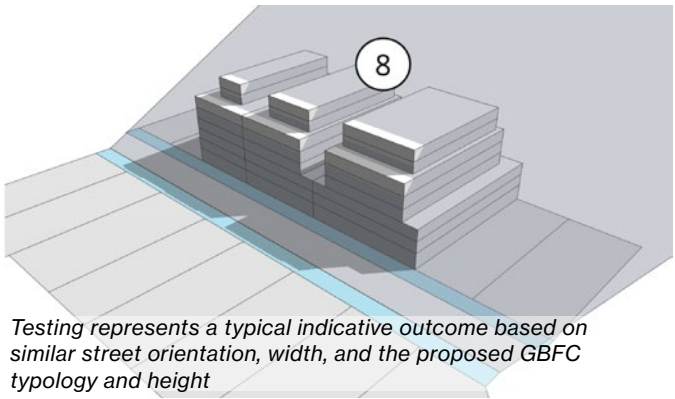
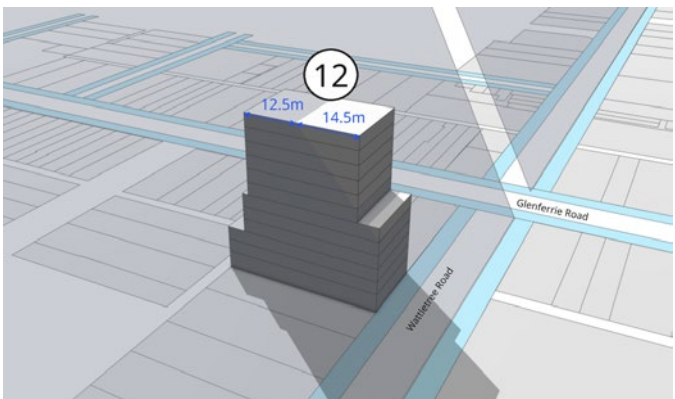
# Part A4 | Malvern Station Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                                | Existing context                                                                    | Global standards      | Assessment                                                                                                                                                                                                                                                   | Testing                                                                                                                                                                            | Recommendation                                 |
|-------------------------------------|-------------------------------------------------------------------------------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| KS-10.1<br>Stanhope Street, Malvern |    | Key pedestrian street | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>HCOR 8 storeys on northern side</li> </ul> <p>Proposed typologies and heights will meet the sun access standard for key streets.</p>     | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br>   | No variation recommended.                      |
| KS-10.2<br>Stanhope Street, Malvern |   | Key pedestrian street | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>12m wide</li> <li>HCOR 8 storeys on northern side</li> </ul> <p>Proposed typologies and heights will not meet the sun access standard for key streets.</p> | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> | Remove sun access standard for Stanhope Street |
| KS-11<br>Union Street, Malvern      |  | Key pedestrian street | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>HCOR 8 storeys on northern side</li> </ul> <p>Proposed typologies and heights will meet the sun access standard for key streets.</p>     | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> | No variation recommended.                      |

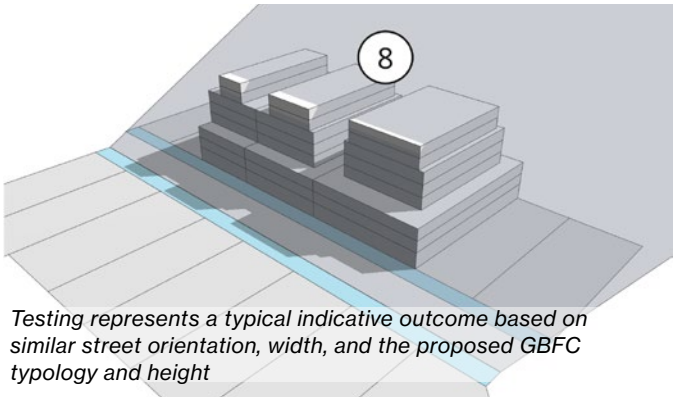
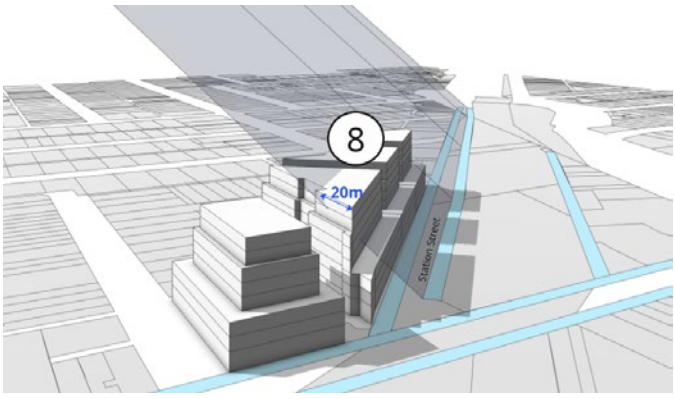
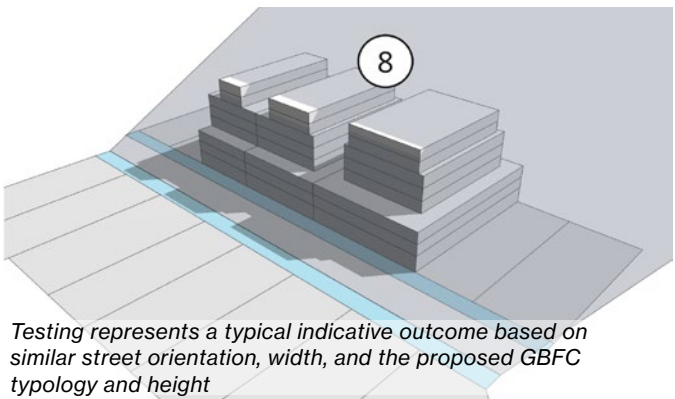
# Part A4 | Malvern Station Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                                | Existing context                                                                    | Global standards      | Assessment                                                                                                                                                                                                                                                                            | Testing                                                                                                                                                                                                                                                                                                                      | Recommendation                                                                                                      |
|-------------------------------------|-------------------------------------------------------------------------------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| KS-12<br>Winter Street, Malvern     |    | Key pedestrian street | Based on the following conditions: <ul style="list-style-type: none"> <li>East-west street</li> <li>15m wide</li> <li>NCOR 8 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks. | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)                                                                                                                                                 | No variation recommended.                                                                                           |
| KS-13.1<br>Wattletree Road, Malvern |   | Key pedestrian street | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>FRIN 8 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                     | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended.                                                                                           |
| KS-13.2<br>Wattletree Road, Malvern |  | Key pedestrian street | Based on the following conditions: <ul style="list-style-type: none"> <li>East-west street</li> <li>20m wide</li> <li>LIMS 16 storeys on northern side</li> </ul> Proposed typologies and heights will not meet the sun access standard for key streets.                              | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)                                                                                                                                               | Change the built form typology from LIMS to Fringe and reduce maximum building height from 16 storeys to 8 storeys. |

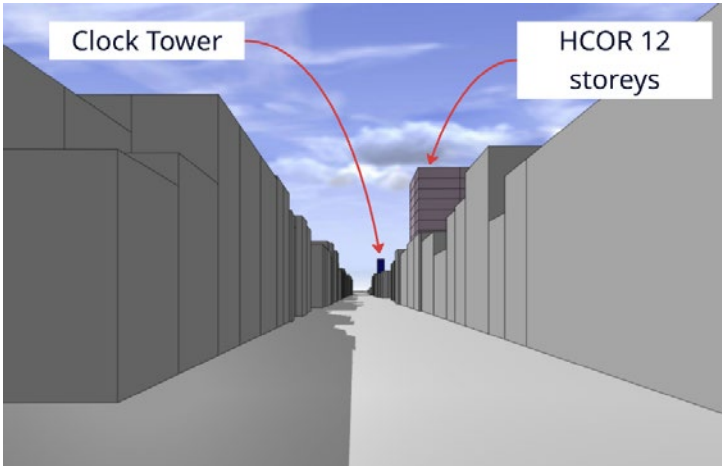
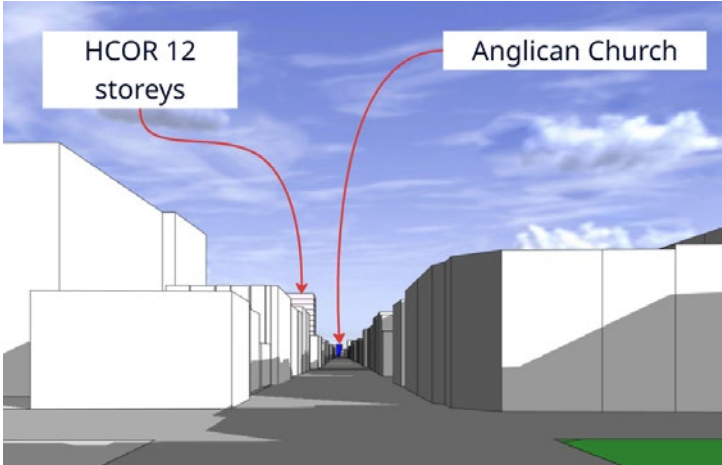
# Part A4 | Malvern Station Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                                   | Existing context                                                                    | Global standards                                                                                           | Assessment                                                                                                                                                                                                                                                              | Testing                                                                                                                                                                                                                                                                                                                      | Recommendation                                              |
|----------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| KS-13.3<br>Wattletree Road,<br>Malvern |    | Key pedestrian street    | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>HCOR 8 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                       | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p>   | No variation recommended.                                   |
| KS-14<br>Station Street,<br>Malvern    |   | Key pedestrian street  | Based on the following conditions: <ul style="list-style-type: none"> <li>Northwestern-southeastern street</li> <li>18m wide</li> <li>HCOR 8 storeys on northern side</li> </ul> Proposed typologies and heights will not meet the sun access standard for key streets. | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)                                                                                                                                               | Reduce maximum building height from 8 storeys to 6 storeys. |
| KS-15<br>Claremont Avenue,<br>Malvern  |  | Key pedestrian street  | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west streets</li> <li>20m wide</li> <li>HCOR 8 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                       | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended.                                   |

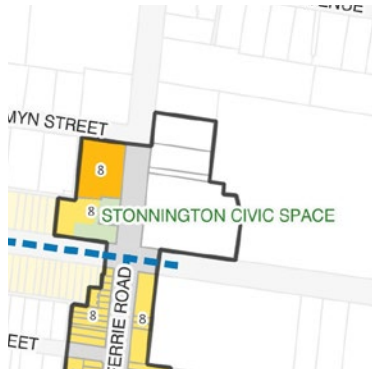
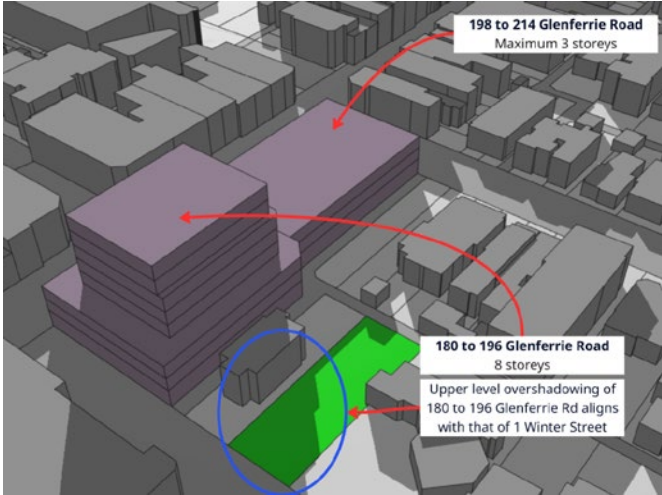
Part A4 | Malvern Station Train and Tram Zone

Technical Assessment - Key Views

| Ref.                                                    | Existing context                                                                    | Global standards                                                                     | Assessment                                                                                                                                                                                                                                                                                | Testing                                                                                                                                                                                                                 | Recommendation            |
|---------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| KV-1<br>Malvern<br>Town Hall                            |    |    | <p>View from intersection of Glenferrie Road and Wattletree Road, looking north towards Malvern Town Hall Clock Tower</p> <p>The proposed built form typologies and heights along Glenferrie Road, including HCOR 12 storeys, can be realised with no impact to the key view.</p>         | <p>View from intersection of Glenferrie Road and Wattletree Road, looking north towards Malvern Town Hall Clock Tower</p>            | No variation recommended. |
| KV-2<br>St Paul's<br>Caulfield North<br>Anglican Church |  |  | <p>View from intersection of Glenferrie Road and High Street, looking south towards St Paul's Caulfield North Anglican Church</p> <p>The proposed built form typologies and heights along Glenferrie Road, including HCOR 12 storeys, can be realised with no impact to the key view.</p> | <p>View from intersection of Glenferrie Road and High Street, looking south towards St Paul's Caulfield North Anglican Church</p>  | No variation recommended. |

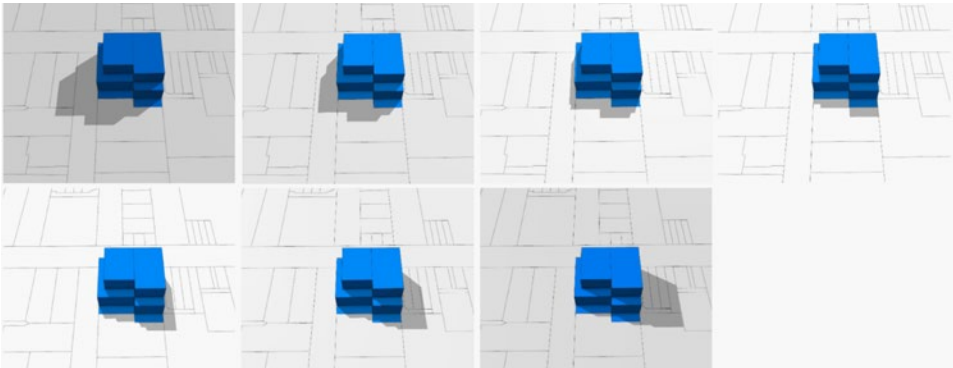
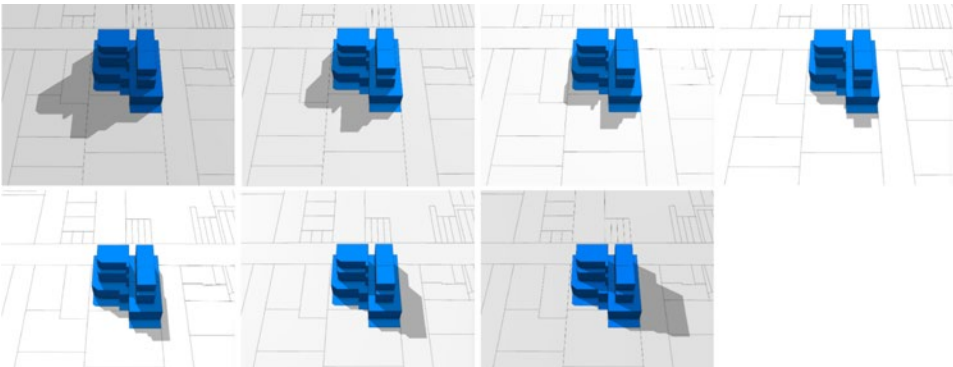
Part A4 | Malvern Station Train and Tram Zone

Technical Assessment - Open Spaces

| Ref.                              | Existing context                                                                    | Global standards                                                                                                                   | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                 | Testing                                                                                                                                                                                                        | Recommendation                                                           |
|-----------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| OS-4<br>Stonnington Civic Space   |    | High protection on the winter solstice<br>       | Retaining high protection on the winter solstice<br><ul style="list-style-type: none"> <li>The civic space is not affected by any proposed built form.</li> </ul>                                                                                                                                                                                                                                                          | High protection on the winter solstice, 21 June (3pm) - maximum development potential<br>                                  | No variation recommended.                                                |
| OS-5<br>Winter Street Pop-up Park |  | Moderate protection on the winter solstice<br> | Retaining moderate protection on winter solstice<br><ul style="list-style-type: none"> <li>180 to 196 Glenferrie Road: Maximum development potential can be achieved.</li> <li>The maximum development potential can be achieved because the upper level overshadowing of 180 to 196 Glenferrie Rd aligns with that of 1 Winter Street.</li> <li>198 to 214 Glenferrie Road: Maximum 3 storeys can be achieved.</li> </ul> | Moderate protection on the winter solstice, 21 June (3pm) - maximum development potential based on street wall shadow<br> | Remove the sun access protection control from Winter Street Pop-up Park. |

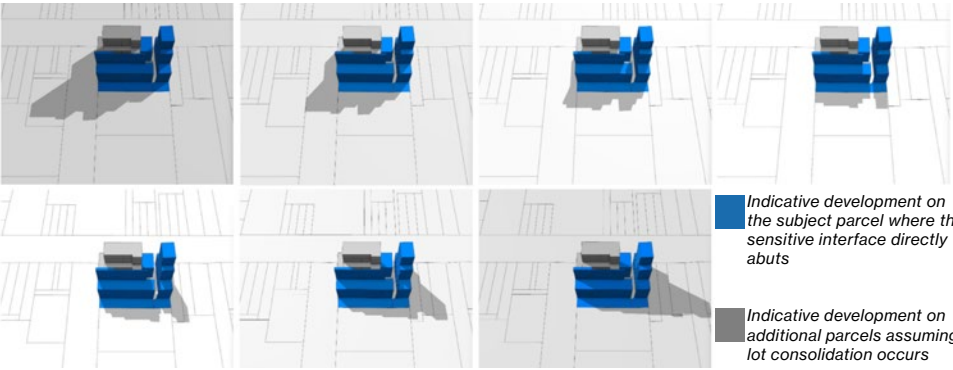
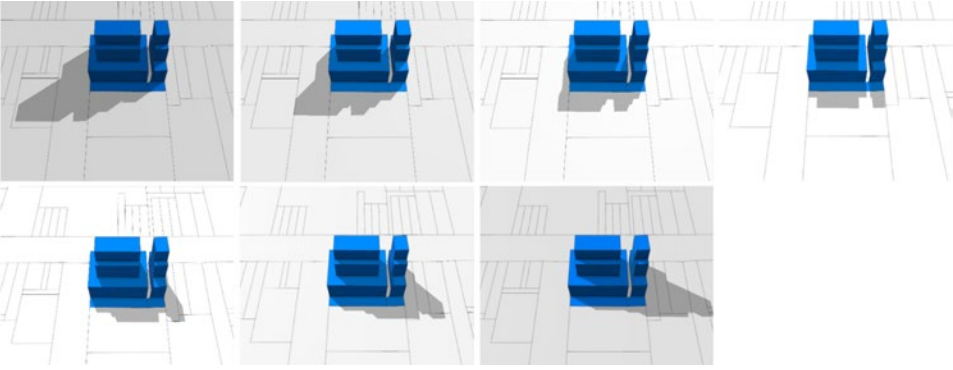
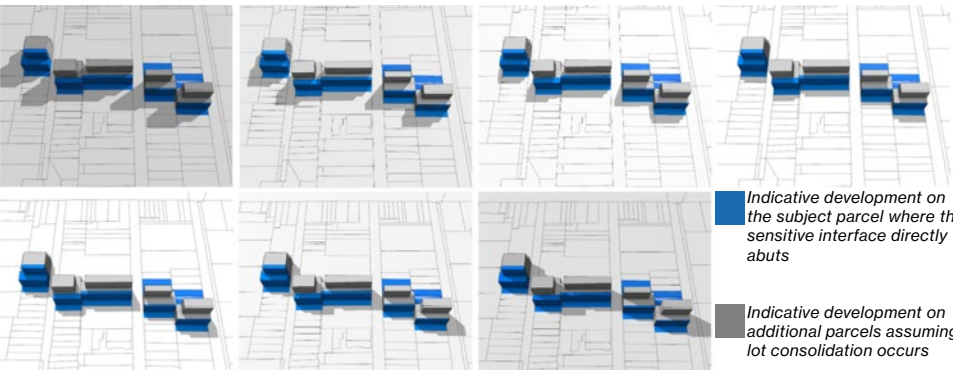
Part A5 | Toorak Village Train and Tram Zone

Technical Assessment - Sensitive Interfaces

| Ref.  | Existing context                                                                   | Global standards                                                                    | Assessment                                                                                                                                                                                                                                                                                   | Testing                                                                                                                                                                            | Recommendation           |
|-------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| SI-23 |   |   | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"><li>– Fringe 6 storeys</li><li>– Lot depth of approx. 36m</li><li>– Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li></ul>  | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>    | No variation recommended |
| SI-24 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"><li>– NCOR 6 storeys</li><li>– Lot depth of approx. 33-49m</li><li>– Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li></ul> | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>  | No variation recommended |

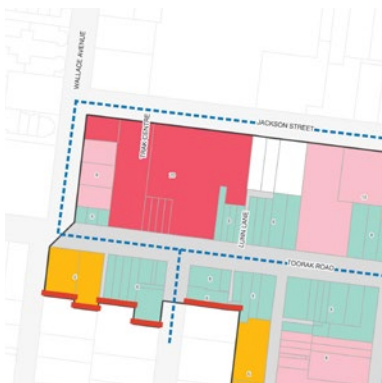
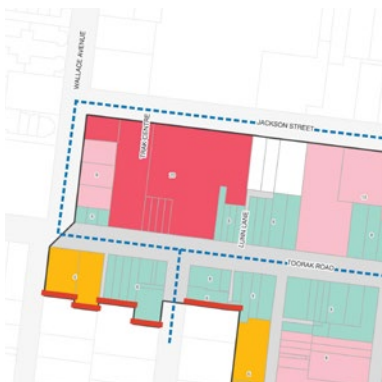
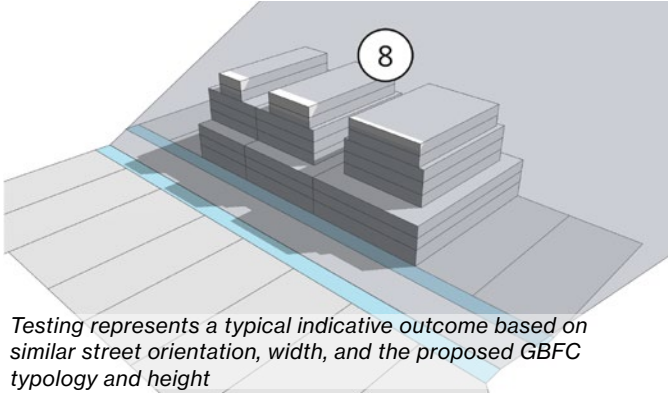
Part A5 | Toorak Village Train and Tram Zone

Technical Assessment - Sensitive Interfaces

| Ref.  | Existing context                                                                    | Global standards                                                                     | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Testing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Recommendation                                                               |
|-------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| SI-25 |    |    | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"><li>– Fringe 6 storeys</li><li>– Lot depth of 13.4m, with no opportunity for consolidation to the north (due to isolated typology)</li><li>– Proposed GBFC heights will unlikely be achieved due to lot constraints.</li><li>– Priority should be to encourage lot consolidation whilst maintaining a consistent built form outcome and a balanced approach to amenity protection.</li></ul> | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys Fringe</p>  <p>Indicative development on the subject parcel where the sensitive interface directly abuts</p> <p>Indicative development on additional parcels assuming lot consolidation occurs</p> <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys NCOR (consolidated lots)</p>  | <p>Recommend changing type to NCOR 6 storeys for 98 Mathoura Road Toorak</p> |
| SI-26 |  |  | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"><li>– Fringe 6 storeys</li><li>– Lot depth of min. 11m, with opportunity for consolidation to the north</li><li>– Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.</li></ul>                                                                                                                             | <p>9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys</p>  <p>Indicative development on the subject parcel where the sensitive interface directly abuts</p> <p>Indicative development on additional parcels assuming lot consolidation occurs</p>                                                                                                                                                                                                                 | <p>No variation recommended</p>                                              |

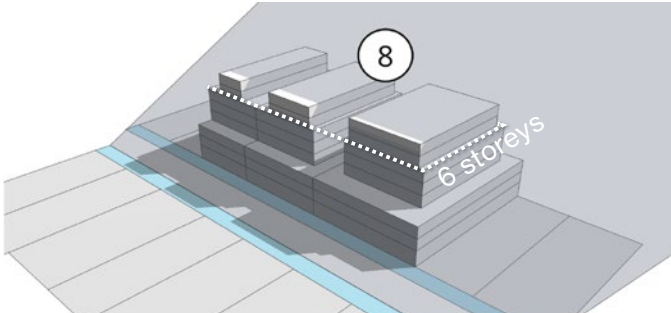
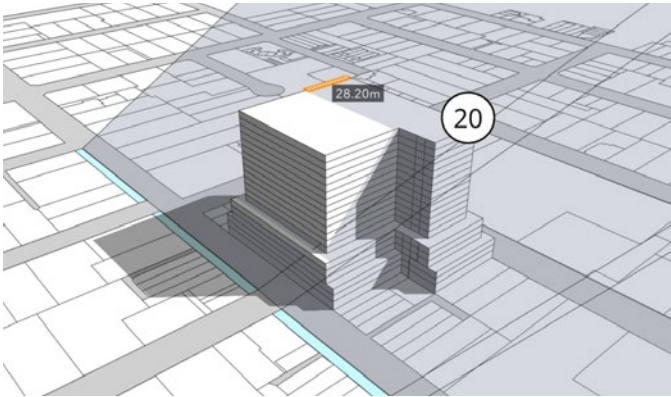
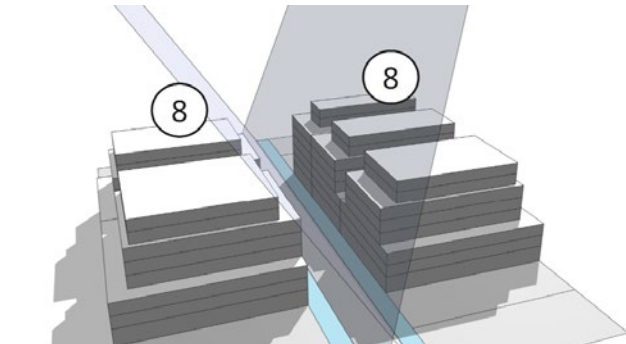
# Part A5 | Toorak Village Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                                       | Existing context                                                                    | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                                                                           | Testing                                                                                                                                                                                                                                                                                                                                | Recommendation            |
|--------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| KS-16<br>Jackson Street,<br>Toorak Village |    | Key pedestrian street<br>   | <ul style="list-style-type: none"> <li>No built form proposed to the north of the east-west street.</li> </ul>                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>No testing required.</li> </ul>                                                                                                                                                                                                                                                                 | No variation recommended. |
| KS-17.1<br>Toorak Road,<br>Toorak Village  |   | Key pedestrian street<br> | <p>Based on the following conditions:</p> <ul style="list-style-type: none"> <li>East-west street</li> <li>20m wide</li> <li>LOPS 20 storeys on northern side</li> </ul> <p>Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.</p> | <p>Key pedestrian street solar protection plane:<br/>10am<br/>22 September<br/>(Spring Equinox)</p>                                                                                                                                               | No variation recommended. |
| KS-17.2<br>Toorak Road,<br>Toorak Village  |  | Key pedestrian street<br> | <p>Based on typical conditions of:</p> <ul style="list-style-type: none"> <li>East-west street</li> <li>20m wide</li> <li>NCOR 8 storeys on northern side</li> </ul> <p>Proposed typologies and heights will meet the sun access standard for key streets.</p>                                       | <p>Key pedestrian street solar protection plane:<br/>10am<br/>22 September<br/>(Spring Equinox)</p>  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended. |

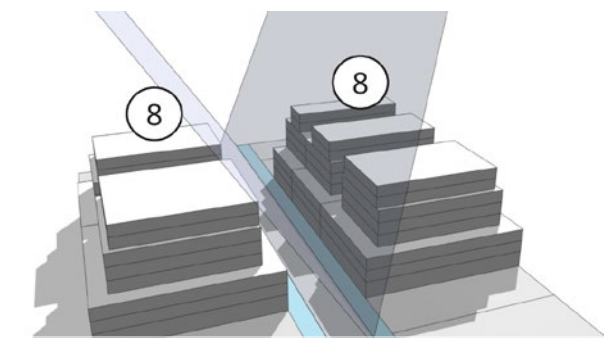
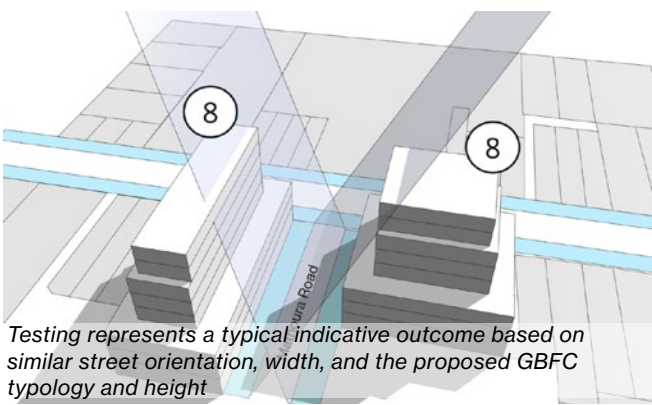
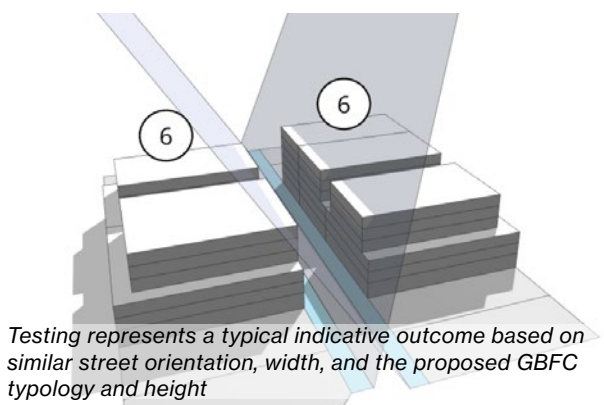
# Part A5 | Toorak Village Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                                         | Existing context                                                                    | Global standards                                                                                              | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                             | Testing                                                                                                                                                                                                                                                                                                                               | Recommendation            |
|----------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| KS-17.3<br>Toorak Road,<br>Toorak Village    |    | Key pedestrian street<br>   | Based on typical conditions of: <ul style="list-style-type: none"> <li>East-west street</li> <li>20m wide</li> <li>HCOR 6 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                                                                                                                                                                                       | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br> <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p>         | No variation recommended. |
| KS-17.4<br>Toorak Road,<br>Toorak Village    |   | Key pedestrian street<br> | Based on the following conditions: <ul style="list-style-type: none"> <li>East-west street</li> <li>20m wide</li> <li>LOPS 20 storeys on northern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.<br><br>Maximum height: <ul style="list-style-type: none"> <li>A maximum of 24 storeys can be realised on the site with greater upper level setbacks.</li> </ul> | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)<br>                                                                                                                                                    | No variation recommended. |
| KS-18.1<br>Wallace Avenue,<br>Toorak Village |  | Key pedestrian street<br> | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south street</li> <li>20m wide</li> <li>LIMS 8 storeys on eastern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                                                                                                                                                                                      | Key pedestrian street solar protection plane:<br>10am & 2pm<br>22 September<br>(Spring Equinox)<br> <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended. |

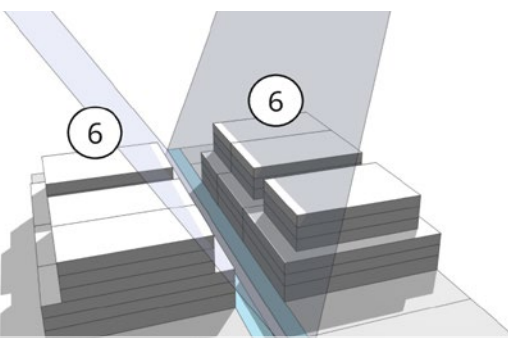
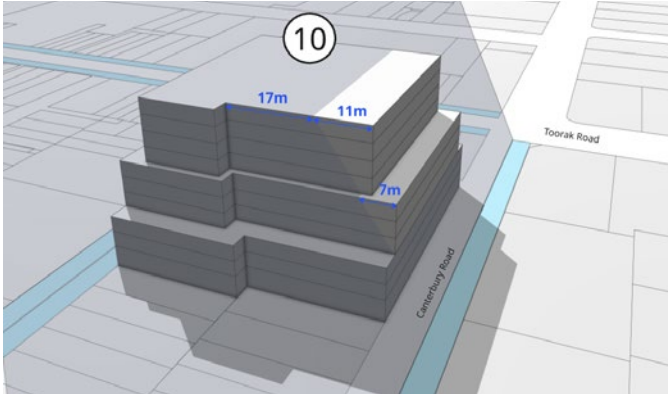
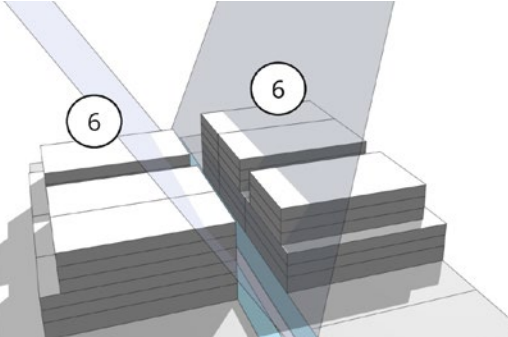
# Part A5 | Toorak Village Train and Tram Zone

## Technical Assessment - Key Streets

| Ref.                                                | Existing context                                                                    | Global standards      | Assessment                                                                                                                                                                                                                                                                                       | Testing                                                                                                                                                                                                                                                                                                                                          | Recommendation            |
|-----------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| <b>KS-18.2</b><br>Wallace Avenue,<br>Toorak Village |    | Key pedestrian street | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south street</li> <li>20m wide</li> <li>NCOR 8 storeys on eastern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                                | <p>Key pedestrian street solar protection plane:<br/>10am &amp; 2pm<br/>22 September<br/>(Spring Equinox)</p>  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p>   | No variation recommended. |
| <b>KS-19.1</b><br>Mathoura Road,<br>Toorak Village  |   | Key pedestrian street | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south street</li> <li>17m wide</li> <li>NCOR 8 storeys on eastern and western sides</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks. | <p>Key pedestrian street solar protection plane:<br/>10am &amp; 2pm<br/>22 September<br/>(Spring Equinox)</p>  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended. |
| <b>KS-19.2</b><br>Mathoura Road,<br>Toorak Village  |  | Key pedestrian street | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south street</li> <li>17m wide</li> <li>FRIN 6 storeys on eastern side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets.                                                | <p>Key pedestrian street solar protection plane:<br/>10am<br/>22 September<br/>(Spring Equinox)</p>  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p>           | No variation recommended. |

Part A5 | Toorak Village Train and Tram Zone

Technical Assessment - Key Streets

| Ref.                                          | Existing context                                                                    | Global standards                                                                                           | Assessment                                                                                                                                                                                                                                                                            | Testing                                                                                                                                                                                                                                                                                                                      | Recommendation                                                                                                              |
|-----------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| KS-20.1<br>Canterbury Road,<br>Toorak Village |    | Key pedestrian street    | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south street</li> <li>12.5m wide</li> <li>HCOR 6 storeys on western side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks. | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p>   | No variation recommended.                                                                                                   |
| KS-20.2<br>Canterbury Road,<br>Toorak Village |   | Key pedestrian street  | Based on the following conditions: <ul style="list-style-type: none"> <li>North-south street</li> <li>12.5m wide</li> <li>LIMS 10 storeys on western side</li> </ul> Proposed typologies and heights will not meet the sun access standard for key streets.                           | Key pedestrian street solar protection plane:<br>2pm<br>22 September<br>(Spring Equinox)                                                                                                                                                | No variation recommended.<br>Reduce maximum building height from 10 storeys to 8 storeys.<br>145-151 Canterbury Road Toorak |
| KS-20.3<br>Canterbury Road,<br>Toorak Village |  | Key pedestrian street  | Based on typical conditions of: <ul style="list-style-type: none"> <li>North-south street</li> <li>12.5m wide</li> <li>FRIN 6 storeys on western side</li> </ul> Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks. | Key pedestrian street solar protection plane:<br>10am<br>22 September<br>(Spring Equinox)  <p>Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height</p> | No variation recommended.                                                                                                   |

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