February 2025

SRL East

Floor Area Ratio and Public Benefit Uplift Architectural Testing - Report

hayball

Contents

1.0 Introduction

1.1 OVERVIEW AND PURPOSE

The Suburban Rail Loop Authority (SRLA) has prepared draft Structure Plans and draft Planning Scheme Amendments for the six SRL East Precincts at Box Hill, Burwood, Glen Waverley, Monash, Clayton and Cheltenham. In some parts of the Structure Plan Areas, it is proposed that mandatory maximum floor area ratios (base FAR) will apply. The base FAR would only be able to be exceeded if a public benefit is provided to the satisfaction of the responsible authority. Where a public benefit is provided, a Floor Area Uplift (FAR uplift) may be allowed.

Hayball Architects has prepared architectural schemes for the purpose of testing how the proposed FARs operate and how the FARs relate to the built form outcomes and standards proposed in the Built Form Overlay.

This report describes the work that was undertaken, including the methodology and key findings.

1.2 SUMMARY OF SCOPE OF WORK

24 schemes have been tested within the parts of the SRL East Structure Plan Areas where the Public Benefit Uplift Framework is proposed to apply. The schemes comprised a range of place types, site sizes and conditions and the schemes were prepared based on the zone and overlay controls that are proposed for each site.

For each scheme, the following scenarios were tested:

— A development scenario that achieves compliance with the applicable base FAR and meets the other applicable built form controls set out in the proposed PSA controls **(FAR Compliant Scheme)**.

— A development uplift scenario that represents the maximum amount of development/yield that could reasonably be achieved if the base FAR is exceeded with provision of a Public Benefit, but that otherwise achieves general compliance with the other applicable built form outcomes set out in the proposed PSA controls **(Uplift Scheme)**.

— The theoretical FAR that would be achieved for a development scenario that fully filled the PSA control built form envelope is calculated and presented for each scheme. This is described as the “theoretical FAR of the PSA built form envelope” and a graphic illustration of the built form controls is shown as a 3D envelope. Due to detailed design, site planning constraints and requirements for functional floor plates depths, these figures represent a theoretical upper limit of FAR and are unlikely to be fully realised in development schemes.

1.0 Introduction

1.3 METHODOLOGY FOR TESTING

Architectural testing includes consideration of:

— Typical floor plate attributes and efficiency; preferred minimum and maximum floor plate depths.

  Note: A summary is included under Section 1.4 with diagrams illustrating typical assumptions for floor plate configurations.

— Site coverage and areas for deep soil planting.

— Building entry, circulation and back of house requirements.

— Desktop assessment of key constraints and environmental conditions (e.g. overshadowing, topography); and

— Carparking configurations to address the rates specified in the relevant parking overlay schedule and testing assumptions (basement/on grade/ podium).

1.3 ASSUMPTIONS AND LIMITATIONS

— Site dimensions and topography have been based on Vicmap and Near Map data.

  Detailed site surveys did not form part of the study.

— Indicative areas for site services, such as substations and meters, are indicated on plans. Site specific servicing requirements are subject to authority requirements and engineering advice.

— Floor Area Ratio (FAR) and Gross Floor Area (GFA) figures have been calculated to align with the Precinct Zone requirements and defined as follows: *For the purposes of this schedule the floor area ratio is the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, divided by the area of the site. Voids associated with lifts, car stackers and similar services elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.*

— Leasable floor area has been calculated as defined in the Victorian Planning scheme as *that part of the net floor area able to be leased. It does not include public or common tenancy areas, such as malls, verandahs, or public conveniences.*

— Net Sellable Area (NSA) residential space has been calculated based on average efficiencies related to different building typologies as follows:

  — 80% of GFA (as defined in the zone) efficiency for double loaded corridor types

  — 70% of GFA (as defined in the zone) for breezeway or courtyard models

— Dwelling numbers have been based on the following sizes and mix:

  — 1 bedroom, 1 bath apartments - 30% of mix- average NSA 55m2

  — 2 bedroom, 1 bath apartments - 50% of mix- average NSA 75m2

  — 3 bedroom, 2 bath apartments - 20% of mix- average NSA 105m2

This results in an average dwelling Net Sellable Area of 75m2.

The dwelling mix and sizes have been used to inform parking demand in accordance with the Parking Overlay which applies different rates to Areas A and B based on use and dwelling type.

— Typical floor to floor heights have been adopted as follows with some variation due to floor plate size and allowance for transfer or roof depth:

  — 4 - 4.5m for ground level

  — 3.2 - 3.5m for residential

  — 3.6 - 3.9m for commercial floors

  Theoretical FARs have been provided to demonstrate the theoretical capacity of the full built form envelope. Due to detailed design, site planning constraints and requirements for functional floor plates depths, these figures represent a theoretical upper limit of FAR and are unlikely to be fully realised in development schemes.

  The theoretical FARs have been calculated using floor to floor heights consistent with the proposed schemes. This FAR will vary depending on building use and floor heights.

— Carparking numbers have been calculated applying an average of 40m2 per car space which includes typical allowances for carpark circulation and services.

  Small basements have been tested with indicative layouts to assess if viable layouts can be achieved.

— Carparking has been accommodated in basements, at grade and/or in podium arrangements. Car stackers, car lifts or dedicated multi deck carparking structures have not been adopted for the purposes of the study. As site specific ground conditions have not been established, reasonable assumptions around carpark depths based on benchmark developments have been adopted. Typically, basements have been restricted to two levels for small to mid-scale sites and where additional excavation has been required to meet minimum parking requirements, this has been highlighted within key findings for the relevant schemes.

— Bike parking numbers have not been calculated for individual sites, however, indicative locations for bike parking have been shown reflecting the controls which outline that '*a bicycle space for an employee or resident must be provided either in a bicycle locker or at a bicycle rail in a lockable compound. At least 50% of resident bicycle spaces are to be floor mounted.*'

— Shadowing of adjoining private open space has not been considered as part of the testing. Shadow controls have been tested for impacts to the public realm for *Scheme 11:5-35 Kingsway, Glen Waverley*.

— Generally, building forms have been restricted to two steps above street walls to avoid complex building envelopes with excessive structural transfer, and potential detailing and waterproofing issues.

1.0 Introduction

1.4 BUILDING FLOOR PLATE ASSUMPTIONS

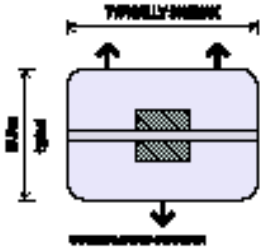
Testing has applied typical floor plate assumptions and efficiencies across a range of residential and commercial types.

Floor plates are configured to allow good natural lighting into spaces, either from the perimeter or via courtyard or open circulation ''breezeway'' spaces which allow for deeper floor plates.

Above ground carparks have been sleeved by active use to conceal cars from street frontages.

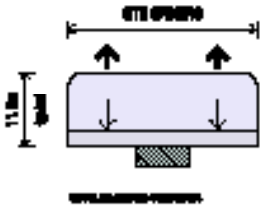
The typical floor plate assumptions are illustrated below including precedent projects which adopt these building types.

DOUBLE-LOADED CORRIDOR



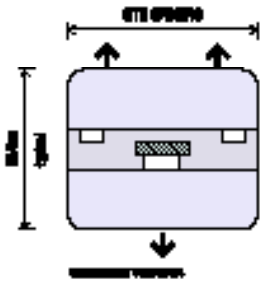
Burwood Brickworks, Burwood East (Hayball)

SINGLE-LOADED CORRIDOR



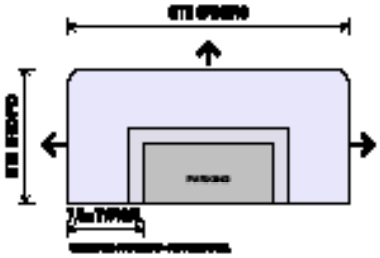
Kerr Street Residences, Fitzroy (KTA)

BREEZEWAY CORRIDOR



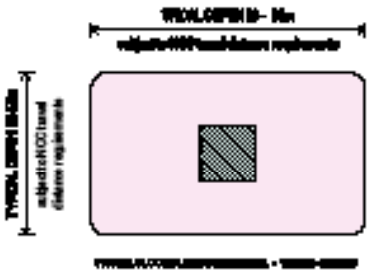
Assemble 15 Thompson Street, Kensington (Hayball)

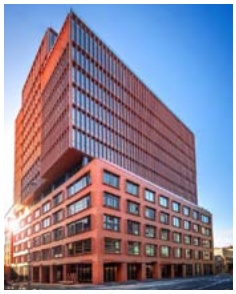
SLEEVED PARKING - RESIDENTIAL



Evermore Apartments, Southbank (Hayball)

COMMERCIAL TOWER





Wellington Street, Collingwood (Jackson Clements Burrows)

2.0 Summary of Key Findings

Site size and geometry, the applicable built form and carparking controls, and development mix, influence the ability of sites to achieve the base FAR and the opportunity for FAR uplift as outlined below.

Overarching key findings are presented below. Key findings for each scheme have been included under the individual site summaries on pages 8-32.

2.1 SITE AREA

Small sites (< 1000m2)

- It is difficult to achieve the base FAR for small, single lot, sites.
- This is typically due to limited floor plate sizes where side setbacks or angled setbacks at upper levels were required.
- Carparking is also a limitation which makes it difficult to include basements or sleeved podium parking to feasibly achieve minimum car requirements. This can prevent these schemes from achieving the base FAR or maximising preferred heights.

Medium sites (1000- 2000m2)

- Several schemes have tested consolidation of two adjoining residential lots. (approx. 1200-1600m2)
- The base FAR has been achieved for medium sized sites, and where predominantly residential use is adopted, carparking minimums can generally be achieved within two basements.
- Where the zone or overlay requires at least 50% employment use, this increases carparking, resulting in deep basements which may not be feasible to develop.
- In some schemes, particularly in Key Movement Corridors and Urban neighbourhoods, more complex setback controls make it difficult to achieve significant FAR uplift within efficient building forms. In some cases, the size of upper floor plates required to achieve FAR uplift are limited to less than 500m2, which may not be feasible to develop.

Larger sites (>2000m2)

- The large sites tested could typically achieve the base FAR. Carparking was accommodated in both basement and above ground podium configurations. Where significant commercial space was included, this resulted in very high carparking numbers with extensive basement areas required for some schemes. Construction viability will vary depending on ground conditions.
- The FAR uplift for Sites 13 and 14 is limited due to the required carparking provision, however, this will be improved for predominantly residential schemes.

2.2 BUILDING TYPOLOGY

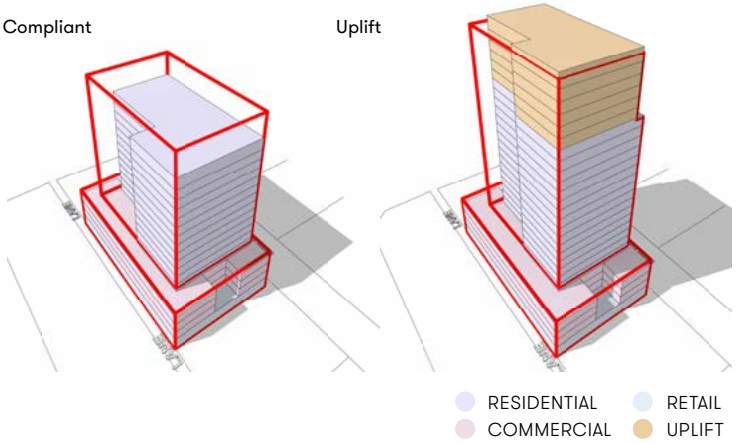
- A range of building typologies have been tested on consolidated lots to assess the impact on potential FAR uplift.
- Typically, the GFA achieved by adopting double loaded or breezeway models for residential schemes does not vary significantly. (For example, refer to comparison Schemes for 7 and 7A).
- However, higher floor plate efficiency and reduced façade extent, may result in conventional double loaded apartment models being generally adopted.
- Where mixed use is adopted on smaller and medium sized sites, separated entry points, foyers and vertical circulation is difficult to accommodate.
- For large commercial podia and towers, core and central amenities typically account for 25-30% of the floor plate. When combined with vertical integration of upper residential levels (requiring dedicated lifts), this reduces NLA and floor plate efficiency when compared with predominantly residential schemes.
- Higher floor to floor heights for commercial use results in lower FAR when compared with residential schemes within the same built form envelope.

2.3 LANDSCAPE / DEEP SOIL

- Consolidated medium and large sites are typically able to accommodate deep soil requirements within front and rear setbacks.
- Small or single lot sites have limited opportunity for basement carparking making it difficult to accommodate deep soil requirements.

3.0 Summary of FAR and FAU Achieved per site

SCHEME 1 18-20 AND 14-16 PROSPECT STREET, BOX HILL



CENTRAL CORE & CENTRAL FLANKS	Site Area: 2,398m2	Frontage: 60m	Depth: 40m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
10:1	10:1	13:1	30.0%	13.4:1 for 66m 14.8:1 for 85m

Scheme Instructions

Laneway vehicle access

Land use:

- Retail at ground level
- Office at Levels 1 and 2 (where practical)
- Residential above

Public Benefit: Affordable housing / Strategic Land Use (office)

Preferred Max Height: 85m

Deep Soil: N/A

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1/2 bed dwellings and 1 space per 3 bed dwelling.
- Ground level Retail - none (consider a 500m2 cap)
- Office - maximum rates

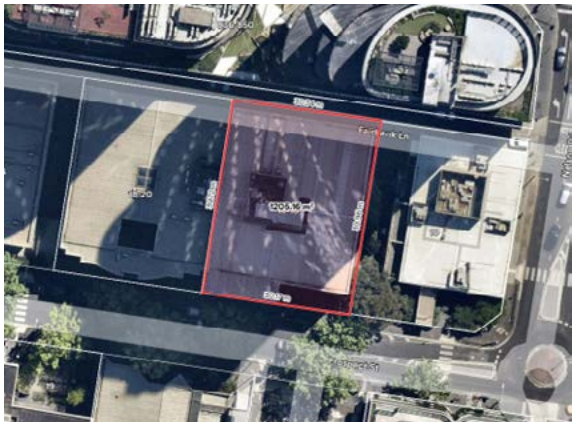
Carpark Requirements

- Min requirements: Compliant - 172 spaces
- Min requirements: Uplift - 215 spaces

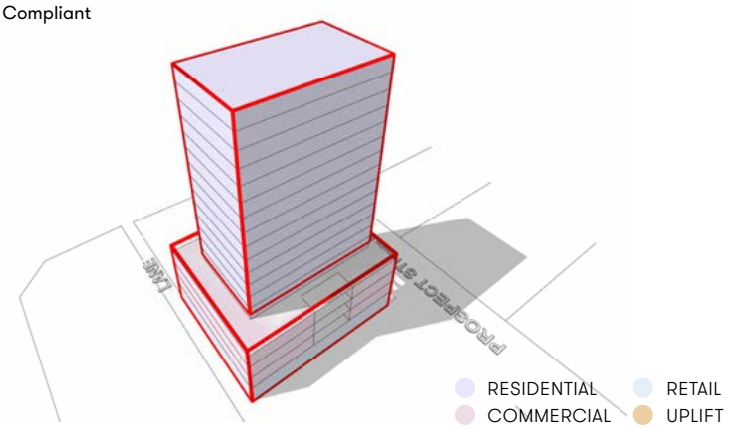
Key Findings

- When two sites are consolidated, the development reaches the compliant FAR comfortably within the Built Form Envelope by adopting a lower 66m tower with reduced setbacks.
- The Uplift scheme utilises the maximum height of 85m.
- Applying maximum carparking rates for office use generates high parking provision requiring basements of 3-4 levels. This extent of excavation has been adopted on several adjacent large developments, however, presumably, a lower parking rate could be considered given the site's proximity to the station.
- The setback and tower separation measures specified within the built form controls do not support two towers on site.
- Through the testing process, it was clarified that the requirement for front setbacks at ground was to create a landscaped setback to Prospect Street that should extend for the full height of the facade wall.

SCHEME 2 18-20 PROSPECT STREET, BOX HILL



Compliant



CENTRAL CORE & CENTRAL FLANKS	Site Area: 1,199m2	Frontage: 30m	Depth: 40m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
10:1	9.9:1	N/A	N/A	10.6:1

Scheme Instructions

Laneway vehicle access

Land use:

- Retail at ground level
- Office in as many levels as practical
- Residential above

Public Benefit: Office use and/or affordable housing

Prefered Max Height: 85m

Deep Soil: N/A

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1/2 bed dwellings and 1 space per 3 bed dwelling.
- Ground level Retail - none (consider a 500m2 cap)
- Office - maximum rates

Carpark Requirements

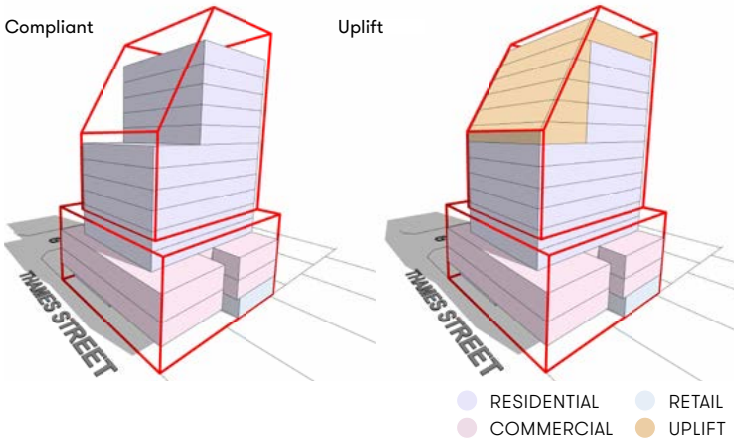
Min requirements: Compliant - 85 spaces

Key Findings

- The compliant FAR is achieved within a 60m tower (under the 66m additional setback threshold) which allows for more economical construction and a small but functional tower footprint.
- An Uplift scheme was not able to be prepared. Uplift by adding height is not achievable as side and rear setbacks increase (10% of the height) constraining the tower floor plate size on a medium sized site. Increasing the FAR within the podium office use by an additional level could provide limited uplift, however, this was not adopted due to parking rates which would require additional basement levels.
- Applying maximum rates for office use generates high parking provision (requiring basements of 3.5 levels) however, this extent of excavation has been adopted on several adjacent large developments. It is assumed that a lower parking rate could be considered given the site's proximity to the train station.
- The mixed office and residential uses require individual lobby and additional servicing and vertical circulation which reduces leasable area at ground and reduces efficiency at podium levels.
- Through the testing process, it was clarified that the requirement for front setbacks at ground was to create a landscaped setback to Prospect Street that should extend for the full height of the facade wall.

3.0 Summary of FAR and FAU Achieved per site

SCHEME 3 139-141 THAMES STREET, BOX HILL



CENTRAL CORE & CENTRAL FLANKS (Area C)	Site Area: 1,209m2	Frontage: 31m	Depth: 39m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
7:1	7:1	8:1	14.3%	9.3:1

Scheme Instructions

Land use:

- Café at ground level
- Office / medical land uses above
- Dwellings at top few levels if practical.

Public Benefit: Strategic Land Use (medical centre/office)

Preferred Max Height: 52m

Deep Soil: N/A

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1 and 2 bed dwellings, and 1 space per 3 bed dwelling.
- Ground level Retail - none (perhaps with a 500m2 cap)
- Office - maximum rates

Carpark Requirements

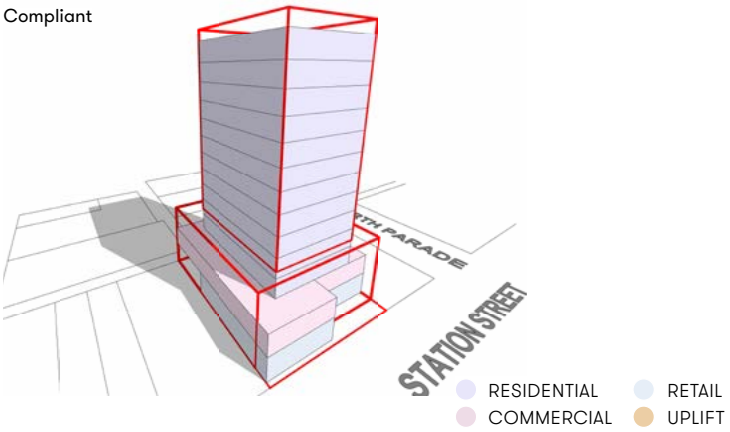
- Min requirements: Compliant - 61 spaces
- Min requirements: Uplift - 68 spaces

Key Findings

- The compliant FAR is reached without maximising the street wall or overall building height.
- Limited FAR uplift was achievable due to the high base FAR and medium sized site area. The angled front setback suggests a sloped or terraced building form is required to achieve an FAR uplift which may be less efficient to construct.
- The Uplift scheme could include further FAR by increasing the podium office by an additional level. This approach was not adopted due to higher parking rates which would require additional basement levels which may not be viable given 3.5 basement levels are proposed.
- The mixed-use building with office at podium level and residential above requires larger lobby and vertical circulation space and less efficient floor plates, particularly at lower levels for this site scale.

SCHEME 4 560-566 STATION STREET, BOX HILL

Compliant



CENTRAL CORE & CENTRAL FLANKS (Area F)	Site Area: 744m2	Frontage: 24m	Depth: 30.5m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
13:1	6.7:1	N/A	N/A	7.4:1

Scheme Instructions

Land use:

- Retail at ground level
- Office at Level 1
- Dwellings above

Public Benefit: Strategic Land Use (office)

Preferred Max Height: 133m

Deep Soil: N/A

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1 and 2 bed dwellings, and 1 space per 3 bed dwelling.
- Ground level Retail - none (perhaps with a 500m2 cap)
- Office - maximum rates

Carpark Requirements

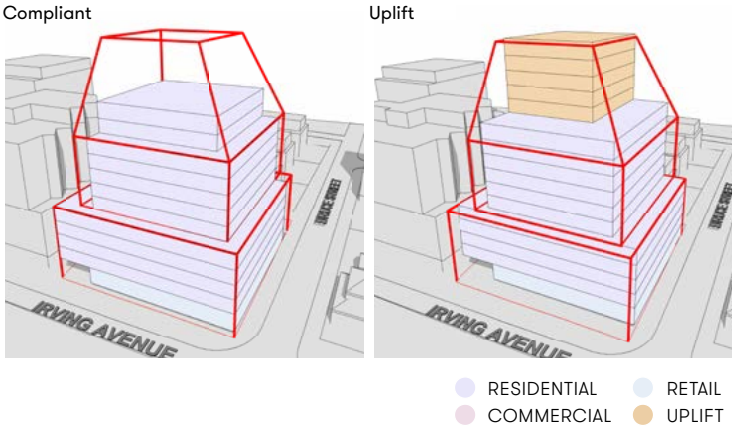
- Min requirements: Compliant- 31 spaces

Key Findings

- The site is not large enough to accommodate an efficient residential floor plate (upper floor plates are approx. 350m2 which may be unfeasible)
- Larger consolidated lots will better facilitate the preferred built form outcomes and required side and rear setbacks at 10% of the height
- The carpark is inefficient due to the small lot size and may be unfeasible to construct.
- It is proposed to retain the heritage wall at the frontage with a setback between the heritage building and the church to respond to the heritage place.
- Additional floor area was investigated by adding an office podium level, however was not considered feasible as it may not respond appropriately to the heritage context and requires a further basement.

3.0 Summary of FAR and FAU Achieved per site

SCHEME 5 12-24 BRUCE ST, AND 9 IRVING AVE, BOX HILL



CENTRAL CORE & CENTRAL FLANKS (Area C)	Site Area: 1,915m2	Frontage: 42m	Depth: 44m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
7:1	7:1	8.3:1	18.6%	10.4:1

Scheme Instructions

Land use:

- Retail at ground level
- Dwellings above

Public Benefit: affordable housing

Preferred Max Height: 52m

Deep Soil: N/A

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1/2 bed dwellings and 1 space per 3 bed dwelling.
- Ground level Retail - none (perhaps with a 500m2 cap)
- Office - maximum rates

Carpark Requirements

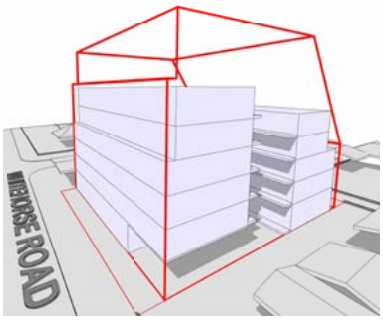
- Min requirements: Compliant - 72 spaces
- Min requirements: Uplift - 87 spaces

Key Findings

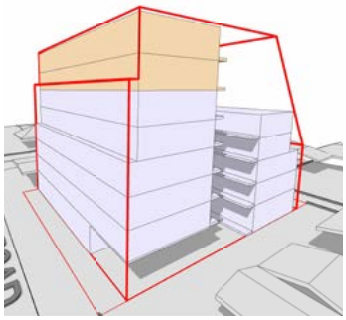
- The compliant FAR is reached comfortably without utilising the preferred maximum building height.
- The Uplift scheme includes a front street wall setback to Irving Avenue to achieve more efficient use of the site, however, may not align with preferred urban design outcome.
- The sloped building envelope setbacks at upper levels limits development uplift and may promote complex terraced or angled forms. These setbacks may be able to be moderated as the site sits to the south of Box Hill Gardens.
- Testing instructions prioritised housing land use. Due to the deep site dimensions, an office use would be able to accommodate increased FAR, however, would generate significant additional carparking requirements.
- Carparking requirements are comfortably achieved within 2 basements due to square site geometry.

SCHEME 6 1116 - 1120 WHITEHORSE ROAD, BOX HILL

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area A)	Site Area: 1,290m2	Frontage: 30m	Depth: 42m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3.5:1	3.5:1	4.1:1	17.1%	6.2:1

Scheme Instructions

Land use:

— Residential (dwellings)

Public Benefit: affordable housing

Preferred Max Height: 27m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

— Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

— Min requirements: Compliant - 28 spaces

— Min requirements: Uplift - 33 spaces

Key Findings

— The Compliant scheme comfortably meets the base FAR without utilising the preferred maximum building height.

— The Uplift scheme proposes additional levels in a simple stacked arrangement to breezeway model apartments.

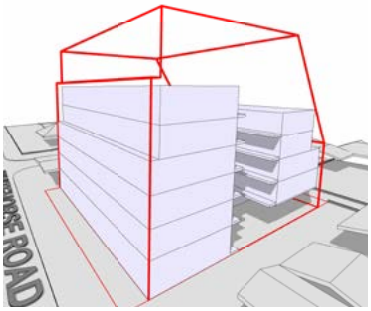
— The upper floor plates are constrained due to angled rear setback controls. Additional yield could be achieved with more complex stepping or terracing but may not be feasible to construct.

— Carparking requirements are comfortably achieved within 2 basements.

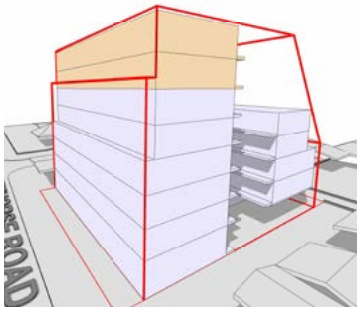
3.0 Summary of FAR and FAU Achieved per site

SCHEME 7 1116 - 1120 WHITEHORSE RD, BOX HILL- REAR LANEWAY ACCESS

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area A)	Site Area: 1,290m2	Frontage: 30m	Depth: 42m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3.5:1	3.5:1	4.1:1	17.1%	6.2:1

Scheme Instructions

Land use:

— Residential (dwellings)

Public Benefit: affordable housing

Preferred Max Height: 27m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

— Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

— Min requirements: Compliant - 27 spaces

— Min requirements: Uplift - 32 spaces

Key Findings

— The scheme retests scheme 6 but with carparking access from the rear of the site. This improves presentation to the street frontage, but FAR results are unchanged

— The Compliant scheme comfortably meets the base FAR without utilising the preferred maximum building height.

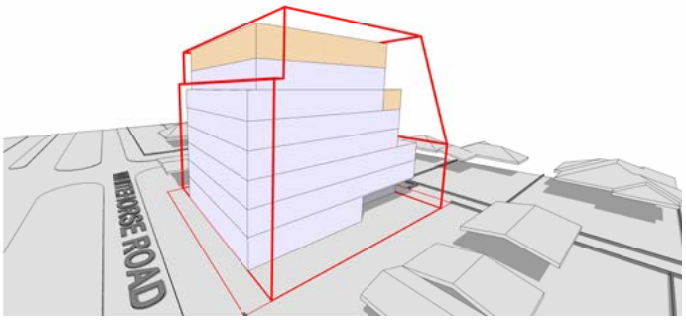
— The Uplift scheme proposes additional levels in a simple stacked arrangement to breezeway model apartments.

— The upper floor plates areas are constrained due to angled rear setback controls. Additional yield could be achieved with more complex stepping or terracing but may not be feasible to construct.

— Carparking requirements are comfortably achieved within 2 basements.

SCHEME 7A 1116 - 1120 WHITEHORSE RD, BOX HILL- REAR LANE ACCESS - double loaded option

Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area A)	Site Area: 1,290m2	Frontage: 30m	Depth: 42m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3.5:1	3.5:1	4.0:1	14.3%	6.2:1

Scheme Instructions

Land use:

— Residential (dwellings)

Public Benefit: affordable housing

Preferred Max Height: 27m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

— Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

— Min requirements: Compliant - 31 spaces

— Min requirements: Uplift - 35 spaces

Key Findings

— This scheme tests an alternative building typology of double loaded corridors.

— The Uplift scheme resulted in a slightly lower FAR when compared with the breezeway model. However, there may be more potential for yield adopting a "T shaped" building form built to side boundaries towards the street frontage.

— The upper floor plates are constrained due to angled rear setback controls. Limited additional floor space could be achieved with more complex stepping or terracing but may not be feasible to construct.

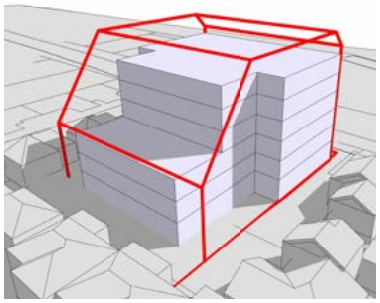
— Carparking requirements are comfortably achieved within 2 basements.

— While the FAR results across both typologies is broadly consistent, reduced façade length and higher floor plate efficiency, may result in typical double loaded corridor models being more commonly adopted.

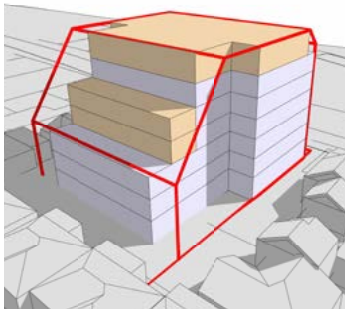
3.0 Summary of FAR and FAU Achieved per site

SCHEME 8 5 - 7 BROUGHAM STREET, BOX HILL

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

URBAN NEIGHBOURHOODS	Site Area: 1,334m2	Frontage: 30.5m	Depth: 43.5m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3.5:1	3.5:1	4.1:1	17.1%	5.2:1

Scheme Instructions

Land use priority:
Residential (dwellings)
Public Benefit: Affordable housing
Preferred Max Height: 24m
Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B
Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

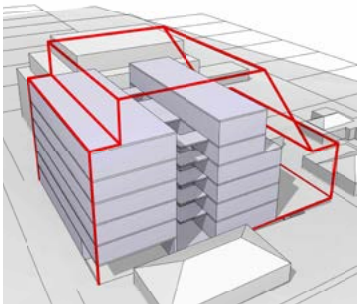
— Min requirements: Compliant - 33 spaces
— Min requirements: Uplift - 39 spaces

Key Findings

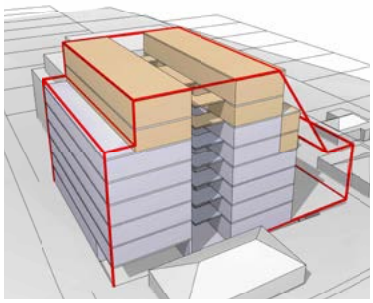
— A 'T - building' form has been applied to explore zero side setbacks to the front half of the site and 4.5m habitable side setbacks to the rear half of the site. This achieves the base FAR without creating further boundary form at the rear of site or light courts with reduced amenity.
— The Compliant scheme achieves the base FAR without maximising the preferred building height.
— The Uplift scheme adopts an additional level and further fills out the rear setback. Limited uplift to this setback may be available through complex stepping of built form within the rear setback, however, this may be unfeasible due to inefficient construction.
— Carparking requirements are achieved within 2 basements.

SCHEME 9 256 - 258 BURWOOD HIGHWAY, BURWOOD

Compliant



Uplift



RESIDENTIAL
COMMERCIAL
RETAIL
UPLIFT

KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area A)	Site Area: 1,423m2	Frontage: 30.5m	Depth: 46.5m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3.5:1	3.5:1	4.5:1	28.6%	6.4:1

Scheme Instructions

Land use:

— Residential (dwellings)

Public Benefit: affordable housing

Preferred Max Height: 27m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area A

— A minimum of 50% of the max for 1/2 bed dwellings and 1 space per 3 bed dwelling.

— Ground level Retail - none (perhaps with a 500m2 cap)

— Office - maximum rates

Carpark Requirements

— Min requirements: Compliant - 52 spaces

— Min requirements: Uplift - 68 spaces

Key Findings

— A breezeway apartment model has been tested with the Compliant scheme meeting the base FAR below the preferred height limit.

— The Uplift scheme achieves a good level of FAR uplift and maximises the height, however, due to functional floor plate depths, does not utilise the full site depth.

— The eight level height represents a typical upper limit to achieve acceptable daylighting into the lower level apartments for breezeway models.

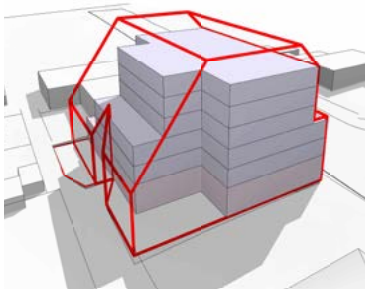
— The rear setback requirements may promote multi-stepped forms if double loaded apartments are adopted.

— The mid-scale site does not accommodate sleeved podium parking. The feasibility of further excavation for carparking (beyond the 2.5 basements proposed) may limit additional uplift being achieved.

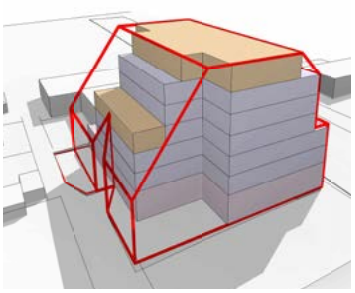
3.0 Summary of FAR and FAU Achieved per site

SCHEME 10 42-46 BURWOOD HIGHWAY, BURWOOD

Compliant



Uplift



RESIDENTIAL
COMMERCIAL
RETAIL
UPLIFT

MAIN STREETS (Site A)	Site Area: 1,248m2	Frontage: 35m	Depth: >30m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
4:1	4:1	4.5:1	12.5%	5.9:1

Scheme Instructions

Land use:

— Retail/commercial at ground level with residential in upper levels.

Public Benefit: Affordable Housing

Preferred Max Height: 25m

Deep Soil: N/A

Carpark Instructions

Parking Overlay Area B

— Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

— Min requirements: Compliant - 42 spaces

— Min requirements: Uplift - 48 spaces

Key Findings

— A “T” building form as been applied to explore zero side setbacks to front half of site and 4.5m min habitable side setbacks to rear half of site. This achieves target FAR without needing to create further boundary form at rear of site and undesirable light courts with poor amenity.

— To accommodate for irregular site boundary, the rear setback has been taken from the centreline of the most conservative point, as per the provided controls.

— The Compliant scheme achieves base FAR below the preferred maximum height.

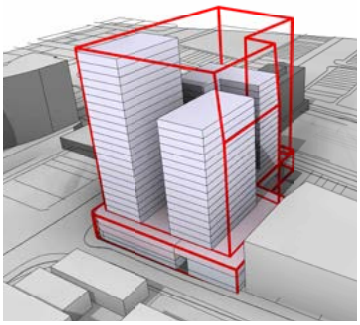
— The Uplift scheme meets the preferred height and includes additional stepping within the rear setback.

— Due to scale of the site and complex built form controls to the rear setback, further uplift may be difficult to achieve while maintaining efficient development forms.

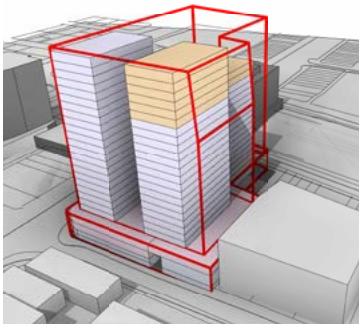
— No deep soil is required but the irregular site shape has possibility for inclusion of landscape within the rear setback.

SCHEME 11 5-35 KINGSWAY, GLEN WAVERLEY

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

CENTRAL CORE (Area C)	Site Area: 6,666m2	Frontage: 100m	Depth: >58m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
8.5:1	8.5:1	9.5:1	11.8%	19.2:1* *does not account for shadow plane

Scheme Instructions

Land use: Mixed Use

- Retail at ground level
- Office within podium (where practical)
- Dwellings within tower.

Public Benefit: Strategic Land Use (office)

Preferred Max Height: 84m

Deep Soil: N/A

Overshadowing of open space or public realm to protect: Glen Waverley Central Carpark public open space, at 46 Kingsway, between 11am and 2pm on 22 September.

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1/2 bed dwellings and 1 space per 3 bed dwelling.
- Ground level Retail - none (perhaps with a 500m2 cap)
- Office - maximum rates

Carpark Requirements

- Min requirements: Compliant - 458 spaces
- Min requirements: Uplift - 498 spaces

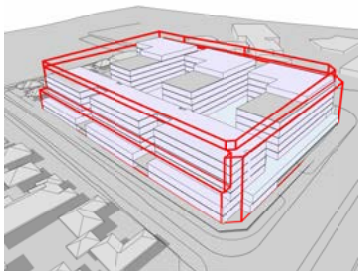
Key Findings

- The Compliant scheme achieves the base FAR without a requirement to maximise preferred heights to all buildings.
- FAR uplift is limited by the shadow control relating to the Central Carpark site. The shadow criteria requires significant setback of upper tower forms.
- The Uplift scheme is also constrained by carparking requirements with maximum rates applied for commercial and retail use requiring 3 full basements. If reduced rates can be applied due to the site's proximity to the station, additional floor area can be added to the southern tower through a stepped building form without exceeding overshadowing controls.
- Carparking is provided in 2.5 basements in the compliant scheme, and 3 full basements in the uplift scheme. Smaller podiums (created by provision of through block links) together with significant mixed use building cores, cannot be planned efficiently for above ground carparking.
- A combination of open to air and covered pedestrian links have been adopted, applying the 6m minimum requirement for pedestrian links.
- The podium floor plate depths require cut outs/ lightwells to provide sufficient natural light for the commercial uses.

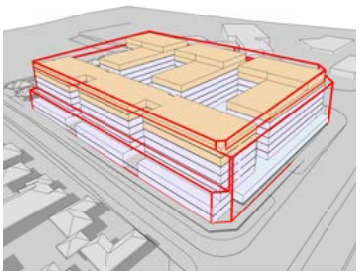
3.0 Summary of FAR and FAU Achieved per site

SCHEME 12 176-186 SPRINGVALE ROAD, GLEN WAVERLEY

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area A)	Site Area: 13,521m2	Frontage: 98m	Depth: 140m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3:5:1	3:5:1	4.4:1	25.7%	7.2:1

Scheme Instructions

Land use:

- Mixed Use
  - Retail at ground level
  - Dwellings within tower.

Public Benefit: Affordable housing

Preferred Max Height: 27m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

- Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

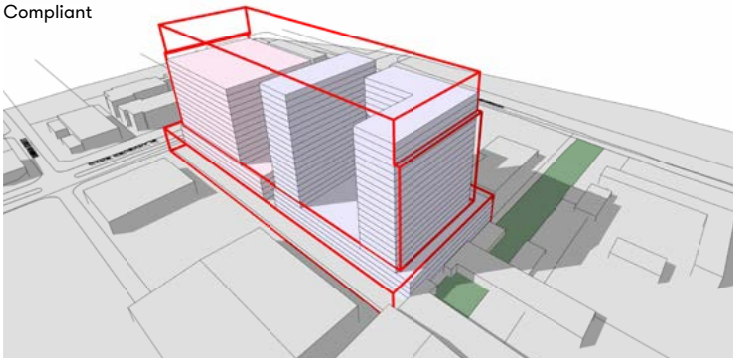
- Min requirements: Compliant - 321 spaces
- Min requirements: Uplift - 392 spaces

Key Findings

- The Compliant scheme achieves the base FAR well below the maximum preferred height.
- The Uplift scheme applies additional stepped height across all buildings and achieves an uplift while maintaining generous building separations and communal space.
- The site topography assists in minimising excavation and creates efficient carparking across lower ground and ground levels.
- Deep soil is achievable within street setbacks and could be increased within podium zones if required.
- The designation of the eastern boundary as a side or rear boundary was not prescribed in the controls. A 4.5m setback was applied as this boundary forms a side setback to High Street Road and Harvie St.

SCHEME 13 611 BLACKBURN ROAD, NOTTING HILL

Compliant



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

TOWN CENTRE STRATEGIC ZONE SCHEDULE (Area 2)	Site Area: 14,693m2	Frontage: 75m	Depth: 195m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
11:1	10:1	N/A	N/A	18:1

Scheme Instructions

Land use:

- Commercial with residential (dwellings).
- Mixed uses (not vertically zoned)

Public Benefit: Links

Preferred Max Height: 84m

Deep Soil: N/A

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1/2 bed dwellings and 1 space per 3 bed dwelling.
- Ground level Retail - none (perhaps with a 500m2 cap)
- Office - maximum rates

Carpark Requirements

- Min requirements: Compliant - 2136 spaces

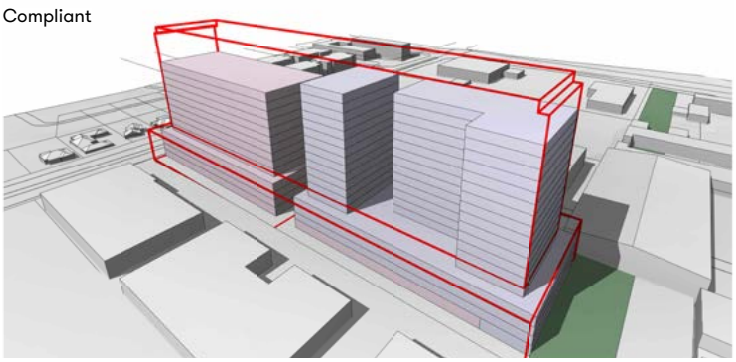
Key Findings

- The Compliant scheme was not able to meet the base FAR due to very high carparking requirements and did not allow for FAR uplift.
- Due to the length of the site with vehicle access only from Blackburn Road, a circular vehicular/shared road has been indicated to facilitate address points and servicing of buildings in the centre of the site.
- The Proposed New Linear Open Space allows for pedestrian access only.
- The indicative north-south connection has been centralised within the property boundary, allowing efficient podium floor plate sizes.
- Applying maximum rates for office use generates high parking provision of more than 2000 cars (requiring basements of 5 levels and podium parking which may not be feasible) however, it is assumed that a lower parking rate could be considered when transport connections are in place.
- Large sites with commercial use may require multi-deck parking to meet high parking requirements as a transitional requirement with opportunities to retrofit when transport connections are completed.
- The western podium parking has been tested as unsleeved, to the southern boundary to improve carparking efficiency.
- Setback controls from street frontages may require clarification where a linear open space is proposed. The requirement for upper setbacks has been applied from the property boundary for the purposes of testing, however, controls may be interpreted as allowing setbacks to be calculated from the street frontage.

3.0 Summary of FAR and FAU Achieved per site

SCHEME 14 591 BLACKBURN ROAD, NOTTING HILL

Compliant



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

TOWN CENTRE STRATEGIC ZONE SCHEDULE (Area 2)	Site Area: 11,798m2	Frontage: 51m	Depth: 230m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
7:1	7:1	N/A	N/A	11.7

Scheme Instructions

Land use:

- Commercial with residential (dwellings).
- Mixed uses (not vertically zoned)

Public Benefit: Links

Preferred Max Height: 69m

Deep Soil: N/A

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1/2 bed dwellings and 1 space per 3 bed dwelling.
- Ground level Retail - none (perhaps with a 500m2 cap)
- Office - maximum rates

Carpark Requirements

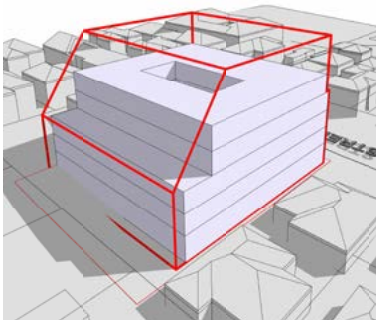
- Min requirements: Compliant - 1183 spaces

Key Findings

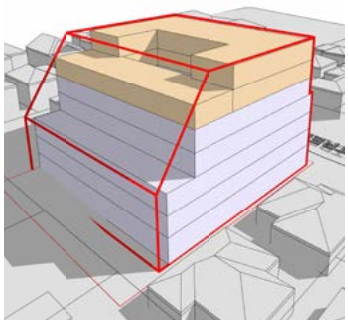
- FAR calculation has assumed to be the full extent of the property boundary (including the new indicative key street & open space within the site).
- The Compliant scheme was able to achieve the base FAR within the preferred height limit. FAR uplift was not achievable due to very high carparking requirements.
- Due to the length of the site with vehicle access only from Blackburn Road, a circular vehicular/shared road has been indicated to facilitate address points and servicing of buildings in the centre of the site.
- The Proposed New Linear Open Space allows for pedestrian access only.
- The indicative north-south connection has been centralised within the development, allowing efficient podium floor plate sizes.
- Applying maximum rates for office use generates high parking provision of more than 1000 cars (requiring basements of 4 levels and podium parking which may not be feasible) however, it is assumed that a lower parking rate could be considered.
- Large sites with commercial use may require multi -deck parking to meet high parking requirements as a transitional requirement with opportunities to retrofit when transport connections are completed.
- The western podium parking has been tested as unsleeved, to the southern boundary to improve carparking efficiency.
- Setback controls from street frontages may require clarification where a linear open space is proposed. The requirement for upper setbacks has been applied from the property boundary for the purposes of testing, however, controls may be interpreted as allowing setbacks to be calculated from the street frontage.

SCHEME 15 4 - 6 MORTON STREET, CLAYTON

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area B)	Site Area: 1,501m2	Frontage: 33.5m	Depth: 45m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3:1	3:1	3.9:1	30.0%	5.3:1

Scheme Instructions

Land use:

— Residential (dwellings)

Public Benefit: Affordable housing

Preferred Max Height: 24m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

— Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

— Min requirements: Compliant - 38 spaces

— Min requirements: Uplift - 48 spaces

Key Findings

— The Compliant scheme tests a courtyard apartment model and achieves the base FAR comfortably within the preferred height controls.

— The Uplift scheme proposes additional height in simple stacked building forms. Limited additional yield may be achievable with more complex stepping or small floor plates (which may not be feasible).

— Carparking requirements are achieved with adjusted rates within 2 basements. The size of the site makes sleeved podium parking inefficient.

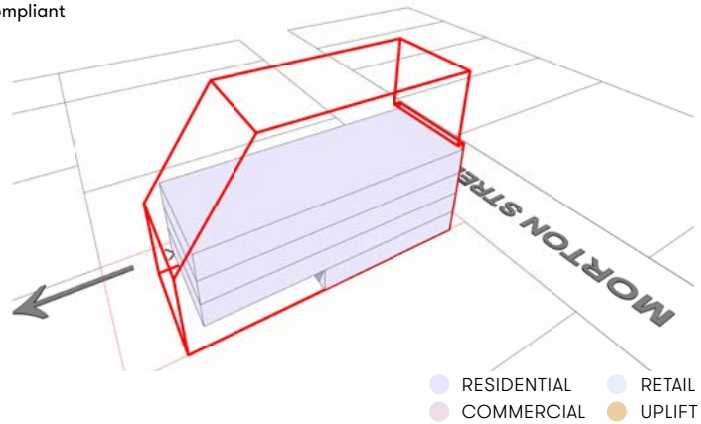
— Instructions include provision of a retail/cafe on the ground floor. Carparking will reduce significantly if a residential only scheme is adopted.

— The courtyard model adopts continuous high boundary walls to side boundaries allowable within the built form controls.

3.0 Summary of FAR and FAU Achieved per site

SCHEME 16 17 MORTON STREET, CLAYTON

Compliant



KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area B)	Site Area:762m2	Frontage: 16.5m	Depth: 45m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3:1	1.7:1 2.3:1 (includes grade cars in GFA)	N/A	N/A	3.9:1

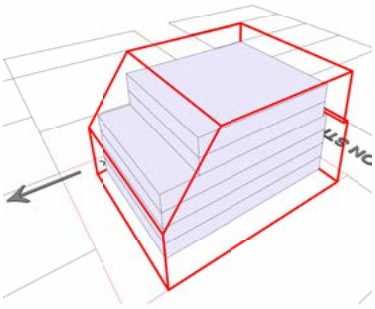
Scheme Instructions	Carpark Instructions
Land use: Residential (dwellings) Public Benefit: Link Preferred Max Height: 24m Deep Soil: 15%	Parking Overlay Area B — Testing to demonstrate compliance with minimum rate of carparking specified.
	Carpark Requirements
	— Min requirements: Compliant - 11 spaces

Key Findings

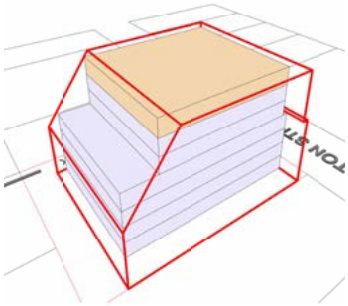
- The small, single lot site (<1000m2) and limited number of car spaces that can be accommodated, restricts development potential.
- The Compliant scheme cannot achieve the base FAR with ground level required for carparking (as a basement cannot be accommodated). Two figures have been provided for FAR depending on whether grade carparking is enclosed or open at ground level.
- No FAR uplift was achieved.
- The controls may result in a continuous blank wall on the property boundary as the corridor is defined as non-habitable. This may present an unacceptable amenity impact on the adjacent property, unless it is developed in a complementary way.
- Testing suggests that site consolidation is required to achieve the preferred built outcomes.

SCHEME 17 15-17 MORTON STREET, CLAYTON

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area B)	Site Area: 1,523m2	Frontage: 33m	Depth: 45m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3:1	3:1	3.4:1	13.3%	4.6:1

Scheme Instructions

Land use:

— Residential (dwellings)

Public Benefit: Link

Preferred Max Height: 24m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

— Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

— Min requirements: Compliant - 37 spaces

— Min requirements: Uplift - 43 spaces

Key Findings

— The Compliant scheme reaches the base FAR comfortably within the building maximum height.

— The Uplift scheme achieves FAR uplift with an additional level. Limited additional FAR may be achievable by building out to one side boundary at the street frontage.

— The site width allows for building setbacks to habitable rooms to both side boundaries and a double loaded typology to be adopted, without building to side boundaries. This may lead to narrow 4.5m building separations to habitable spaces if adjoining properties build up to side boundaries (as permitted under the built form controls).

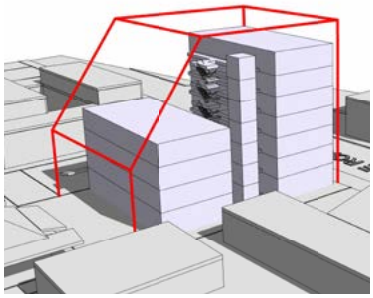
— A public benefit is provided via a 3m wide pedestrian link.

— The efficient carpark layout allows for 2 levels of carpark to meet the minimum rates.

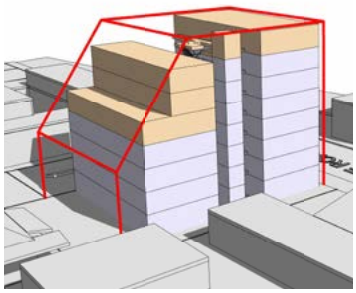
3.0 Summary of FAR and FAU Achieved per site

SCHEME 18 1332-1334 CENTRE ROAD, CLAYTON SOUTH

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area E)	Site Area:1,002m2	Frontage: 24m	Depth: 41m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3.5:1	3.5:1	4.8:1	37.1%	6.3:1

Scheme Instructions

Land use:

— Residential (dwellings)

Public Benefit: Affordable housing

Preferred Max Height: 27m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

— Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

— Min requirements: Compliant - 26 spaces

— Min requirements: Uplift - 36 spaces

Key Findings

— The Compliant scheme achieves the base FAR comfortably within the preferred height and adopts a breezeway model.

— The Uplift scheme achieves FAR uplift with simple stacked forms. The eight level height represents a typical upper limit to achieve acceptable daylighting into the lower level apartments for breezeway models.

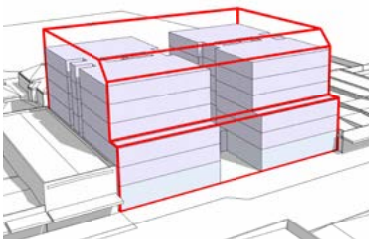
— Limitations to residential floor plate depths and the angled rear setback controls, result in an increased setback to the rear boundary (beyond the 6m setback requirement).

— The built form controls do not require a setback to Centre Road or stepping to the street wall. The testing is for a full residential scheme, however an alternative use at ground level may be appropriate due to reduced residential amenity.

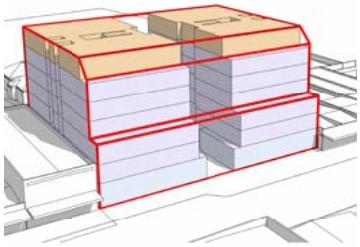
— The 15% deep soil requirement constrains the extent of basement affecting Carpark efficiency, however, parking is still able to be accommodated within 2 basements.

SCHEME 19 326-332A CLAYTON ROAD, CLAYTON

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

MAIN STREETS (Area A)	Site Area: 1,829m2	Frontage: 46.5m	Depth: 39.5m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
4:1	4:1	4.6:1	15.0%	6.3:1

Scheme Instructions

Land use:

- Café/retail at ground level
- Dwelling above

Public Benefit: Affordable Housing

Preferred Max Height: 24m

Deep Soil: N/A

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1/2 bed dwellings and 1 space per 3 bed dwelling.
- Ground level Retail - none (perhaps with a 500m2 cap)
- Office - maximum rates

Carpark Requirements

- Min requirements: Compliant - 36 spaces
- Min requirements: Uplift - 42 spaces

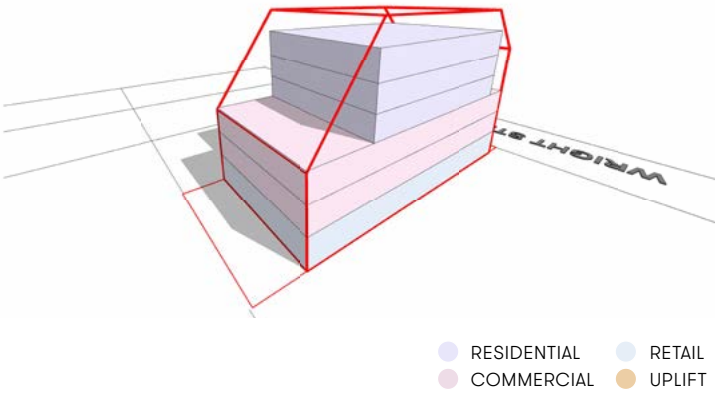
Key Findings

- The Compliant scheme meets the base FAR comfortably within the preferred maximum height.
- The Uplift Scheme achieves uplift with an additional level. The extent of uplift is constrained due to a mid-block link which is provided at 6m width at ground and 9m building separation above.
- Public benefit is provided via affordable housing provision. Removing the pedestrian link would increase the FAR uplift on the site.
- A breezeway apartment model is adopted which works efficiently with the pedestrian connection.
- Efficient parking is provided within a single basement level accessed from the rear laneway.

3.0 Summary of FAR and FAU Achieved per site

SCHEME 20 12 WRIGHT STREET, CLAYTON

Compliant



KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area B)	Site Area: 997m2	Frontage: 20.5m	Depth: 49m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
4:1	4:1	N/A	N/A	4.7:1

Scheme Instructions

Land use:

- Café at ground level
- Office above
- Dwelling(s) on top floor(s) if practical

Public Benefit: office/medical land use

Preferred Max Height: 24m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

- Testing to demonstrate compliance with minimum rate of carparking specified.

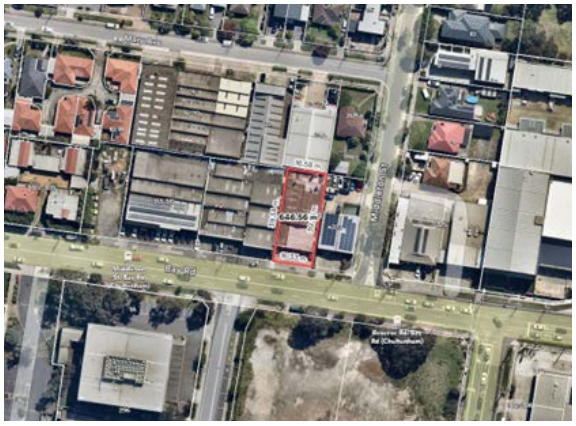
Carpark Requirements

- Min requirements: Compliant - 63 spaces

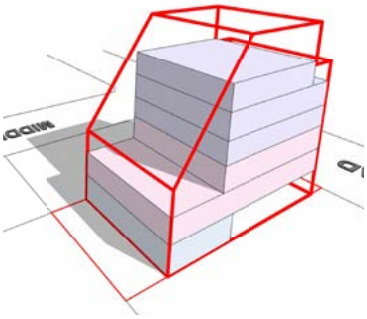
Key Findings

- The Compliant Scheme is able to achieve the base FAR, however minimal FAR uplift can be achieved.
- Additional floor area was tested using a sloped building form within the rear setback, however these floors were considered inefficient and unfeasible to construct.
- The mixed-use scheme reduces functional benefits of the 6m rear setback zone as residential use is disconnected at upper levels.
- Deep soil was not achieved as carparking was highly constrained and required full site coverage to achieve a functional basement layout.
- The higher carparking provision for office and retail use generates 3 basement levels which may be unfeasible on a small site.
- The narrow site width and small floor plates do not allow for separated office and residential access and circulation.

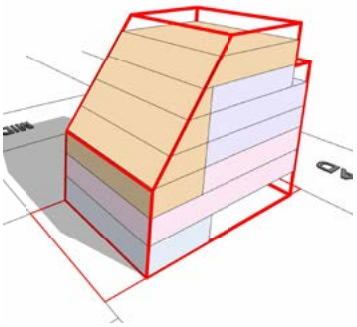
SCHEME 21 321 BAY ROAD, CHELTENHAM



Compliant



Uplift



KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Bayside Area A)	Site Area: 632m2	Frontage: 16m	Depth: 39m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3.5:1	3:5:1	4.7:1	34.3%	4.9:1

Scheme Instructions

Land use:

- Retail at ground level
- Office – above ground level
- Dwellings - <50% of GFA

Public Benefit: affordable housing

Preferred Max Height: 27m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

- Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

- Min requirements: Compliant - 37 spaces
- Min requirements: Uplift - 47 spaces

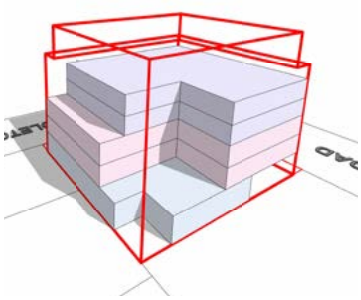
Key Findings

- The Compliant scheme achieves the base FAR, however, the requirement for <50% residential use generates high carparking provision which limits development potential.
- The Uplift scheme achieves uplift through greater height and sloped building forms, however, this may not be feasible due to the significant basement excavation required (3.5 basement levels) and complex building form.
- The carpark has a single width access ramp to improve efficiency on a small site.
- The deep soil zone constrains the basement extent on a small site. If deep soil is removed, the basement can be reduced by approximately one level.
- The mixed-use scheme reduces functional benefits of the 6m rear setback zone as residential use is disconnected at upper levels.
- The narrow site width and small floor plates do not allow for separated office and residential access and circulation and reduces floor plate efficiency which may be unfeasible.
- Service requirements to street frontage may limit potential for a retail tenancy on narrow site.

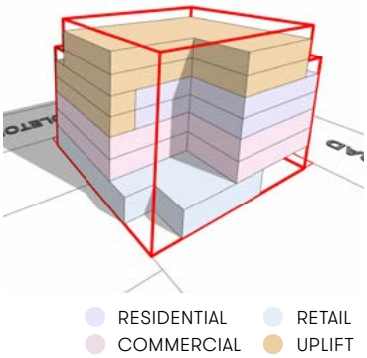
3.0 Summary of FAR and FAU Achieved per site

SCHEME 22 321-323 BAY ROAD, CHELTENHAM

Compliant



Uplift



KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Area A)	Site Area: 1,285m2	Frontage: 33m	Depth: 39m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3.5:1	3:5:1	4.7:1	34.3%	5.7:1

Scheme Instructions

Land use:

- Retail at ground level
- Office – above ground level
- Dwellings - <50% of GFA

Public Benefit: affordable housing

Preferred Max Height: 27m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

- Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

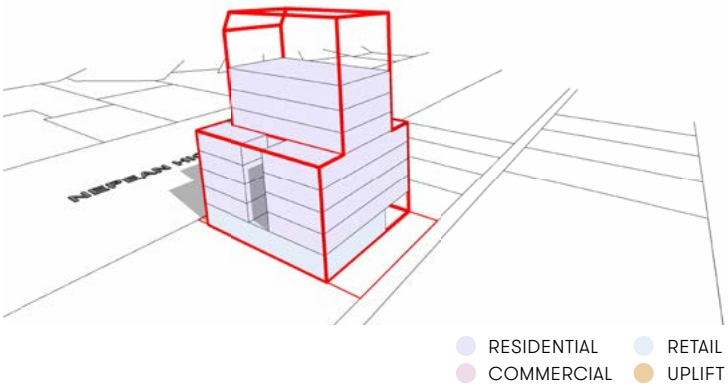
- Min requirements: Compliant - 67 spaces
- Min requirements: Uplift - 95 spaces

Key Findings

- The scheme tests a consolidated corner site which incorporates the site tested for Scheme 22. The Compliant scheme achieves the base FAR , however the requirement for <50% residential use generates high carparking provision which limits development potential.
- The Uplift scheme is achieved through additional height. The extent of uplift is constrained by carparking requirements generated by commercial and retail use.
- The two site frontages and regular site geometry improves carpark efficiency, however 4 basements are still required to meet the mixed-use provision which may not be feasible.
- The deep soil provision is achieved in the two front setback areas.
- Designation of frontages, side and rear boundaries is not prescribed within the controls. Middleton Street has been considered as a frontage as well as Bay Rd for the purposes of testing.
- The northern boundary has been interpreted as a side boundary, however, has an interface to rear boundaries of adjoining lots which may reduce the separation and landscape potential between developments.

SCHEME 23 1182 NEPEAN HIGHWAY, CHELTENHAM

Compliant



CENTRAL CORE AND CENTRAL FLANKS (Area B)	Site Area: 735m2	Frontage: 20m rear lane access	Depth: 36.5m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
4.5:1	4:5:1	N/A	N/A	5.6:1

Scheme Instructions

Land use:

- Retail at ground level
- Residential at upper levels

Public Benefit: Affordable housing

Preferred Max Height: 36m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area A

- A minimum of 50% of the max for 1/2 bed dwellings and 1 space per 3 bed dwelling.
- Ground level Retail - none (perhaps with a 500m2 cap)
- Office - maximum rates

Carpark Requirements

- Min requirements: Compliant - 18 spaces

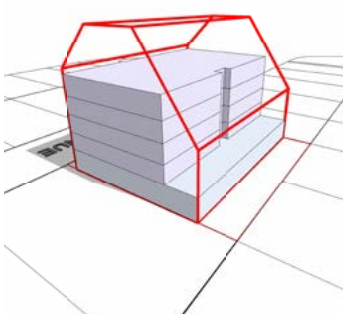
Key Findings

- The Compliant scheme achieves the base FAR, however, very constrained upper floor plates (<300m2) may not be feasible to develop.
- Further uplift was investigated, however, it was not adopted as upper floors would require a larger core and be unfeasible.
- Size and efficiency of the upper floor plates are compromised due to front, side (15% of height or 4.5m min) and rear setback requirements.
- Deep soil zone is not achievable due to small site area and requirement for basement carparking which was accommodated across 2 levels.

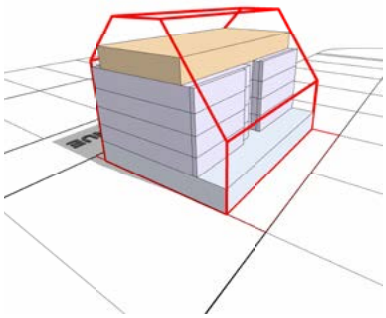
3.0 Summary of FAR and FAU Achieved per site

SCHEME 24 24-26 ROYALTY AVE, HIGHETT

Compliant



Uplift



RESIDENTIAL RETAIL
COMMERCIAL UPLIFT

KEY MOVEMENT CORRIDORS & URBAN NEIGHBOURHOODS (Bayside)	Site Area: 1,203m2	Frontage: 34m	Depth: 35m

PSA Base FAR	FAR of Compliant scheme	FAR of Uplift scheme	% of FAR uplift achieved above base FAR	Theoretical FAR of PSA built form envelope
3:1	3:1	3.5:1	16.7%	4.8:1

Scheme Instructions

Land use:

- Retail at ground level
- Residential at upper levels

Public Benefit: Affordable housing

Preferred Max Height: 25m

Deep Soil: 15%

Carpark Instructions

Parking Overlay Area B

- Testing to demonstrate compliance with minimum rate of carparking specified.

Carpark Requirements

- Min requirements: Compliant - 37 spaces
- Min requirements: Uplift - 43 spaces

Key Findings

- The Compliant scheme achieves the base FAR within the preferred building height.
- The Uplift scheme achieves limited FAR uplift through additional height. There may be potential to add a further level, however this is limited by angled setback planes affecting floor plate depth and efficiency.
- Deep soil is provided at the rear of the site however, is disconnected from residential use above as retail and servicing is required at ground floor level.
- Carparking is accommodated within 2 basements.

Hayball

Wurundjeri Country - Melbourne
Level 1, 250 Flinders Lane,
Melbourne VIC 3000
T +61 3 9699 3644

Gadigal Country - Sydney
11–17 Buckingham Street
Surry Hills NSW 2010
T +61 2 9660 9329

Turrbal Country - Brisbane
Level 5, 293 Queen Street
Brisbane QLD 4000
T +61 7 3211 9821

Ngunnawal Country - Canberra
Level 1, 33 Allara Street
Canberra ACT 2601
T +61 2 9660 9329

hayball@hayball.com.au
hayball.com.au