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STATEMENT OF CHANGES
VCAT Reference No. P782/2021
25 Separation Street, Northcote VIC 3070

EXECUTIVE SUMMARY

This statement of changes sets out the differences between the decision plans previously considered by the Council and the amended plans now circulated in this proceeding.

The amended plans respond to the concerns raised by Council in its grounds of refusal and delegate report and have the benefit of input from independent consultants. Key changes include:

- Revision to the ground floor plane to include at-grade through-site link.
- Revised loading and traffic strategy to minimise pedestrian conflict; and
- Redesign of towers to reduce overall height and bulk.

The below table provides a clear summary of changes on key elements of the amended proposal, as compared to the decision plans:

	Decision plans	Amended plans
Height	29 storeys	18 storeys
Apartments (no.)	660	605
Apartment NSA	45,811m ²	39,681m ²
Apartment Mix (1 / 2 / 3 bed)	57% / 38% / 5%	47% / 47% / 5%
Retail Tenancies	14	16
Retail GLAR	5,927m ²	6,577m ²
Office NLA	5,386m ²	3,100m ²
Library	977m ²	Not Included
Multipurpose Space	N/A	421m ²
Parking (Commercial)	51	31
Parking (Residential)	570	528
Parking (Retail)	115 (inc. 3x Share)	173 (inc. 3x Share)
Parking (Bicycle)	722	823
Storage Cages	388	522

Specific changes on a plan-by-plan basis are provided below:

Plan No.	Change
General Notes	Plans rotated; North at top of page
	Building heights substantially reduced
	At-grade pedestrian realm substantially increased and streetscape redesigned to improve pedestrian experience
Basement 3 WB Ref N/A FK Ref TP0997	Basement level 3 added
	Basement extent reduced to avoid eastern contamination infrastructure
	General rearrangement of carparking to suit basement extent, tower cores and traffic



Basement 2 WB Ref TP12B2 FK Ref TP0998	Residential bike parking relocated to basement 2; access via dedicated bike lifts in SW corner and/or via tower lift cores
	Basement extent reduced to avoid eastern contamination infrastructure
	General rearrangement of carparking to suit basement extent, tower cores and traffic
Basement 1 WB Ref TP12B1 FK Ref TP0999	Full extent of Basement 1 allocated to retail and commercial parking, including dedicated click-and-collect zone
	Basement extent reduced to avoid eastern contamination infrastructure
	Commercial parking (Tower E) consolidated into main basement in separate secure zone
	General rearrangement of carparking to suit basement extent, tower cores and traffic
	Carpark security relocated to basement 1 to reduce congestion at Separation Street entry
Lower Ground Floor (Eg. Plaza Level) WB Ref TP12LG FK Ref TP1000	24 hour east-west through-site link introduced, increasing ground level activation and retail frontage opportunities.
	Main residential lobbies relocated from top of podium to ground level, increasing 24-hour mixed-use activity and public safety
	Loading and parking entries separated to reduce crossover widths and heights, and improve vehicular safety
	Eastern carpark interface redesigned to ensure 4.5m clear pedestrian thoroughfare and complete viability of proposal in the context of potential future development.
	Tower E ground plane redesigned to enhance pedestrian flow and experience into the Plaza site from Robbs Parade and improve separation from adjacent carpark.
	Porte cochere vehicle drop off and residential loading dock removed from western
	Residential bike parking relocated to basement 2; access via dedicated bike lifts in SW corner and/or via tower lift cores
Upper Ground Floor (High point of Separation) WB Ref N/A FK Ref TP1000A	Introduced dedicated bike lobby southwest corner of the site to improve bike user safety and amenity. Multi-purpose space and residential apartments added to enhance urban realm and activation along Separation Street.
	Deceleration lane removed from Separation Street for the benefit of pedestrian realm (facilitated by separation of loading and parking crossovers) enabling a wider footpath with improved landscaping and street trees.
Level 1 (Top of retail podium) WB Ref TP1200 FK Ref TP1001	Library not included in scheme.
	Retail and public amenity relocated to at-grade through site link (lower ground)
	Podium landscape redesigned to prioritise resident communal outdoor amenity and integrated private terraces
	Setbacks to northern plaza boundary introduced to provide light, air and visual connections to through-site link below
Level 2 WB Ref 1201 FK Ref TP1002	Residential communal amenity provisions increased
Level 3 (Typical Towers) WB Ref TP1202 FK Ref TP1003	Setbacks to northern plaza boundary and eastern carpark boundary increased to minimum 4.5m to facilitate equitable future development on both sites.
	Tower arrangement reconfigured to reduce visual bulk, increase tower separations along northern boundary and maximise solar access to top of podium



Building Heights WB Ref TP12** FK Ref TP10**	Tower D (formerly Building 05) reduced from 6 to 5 storeys, preserving visibility of CBD from All Nations Park
	Tower E (Office) reduced from 8 to 6 storeys
	Tower A (formerly Building 04) reduced from 12 to 10 storeys
	Tower C (formerly Building 02) reduced from 16 to 13 storeys
	Tower B (formerly Building 01) reduced from 29 to 18 storeys
North Elevation WB Ref TP1301 FK Ref TP2000; TP2001	Tower heights reduced; refer above
	24-hour east-west through-site link introduced, increasing ground level activation and retail frontage opportunities.
East Elevation WB Ref TP1302 FK Ref TP2002	Tower heights reduced; refer above
	Open air east-west through-site link introduced, increasing ground level activation and retail frontage opportunities.
South Elevation WB Ref TP1303 FK Ref TP2006	Tower heights reduced; refer above
	Loading and parking entries separated to reduce crossover widths and heights, and improve vehicular safety
West Elevation WB Ref TP1304 FK Ref TP2004	Tower heights reduced; refer above
	Open air east-west through-site link introduced, increasing ground level activation and retail frontage opportunities.
	General façade redesign, including introduction of 3/4-storey architectural language to more clearly delineate lower urban interface from towers above.