



PLANNING REPORT PATAWALONGA APARTMENTS

3 PATAWALONGA FRONTAGE, GLENELG NORTH

Prepared for:
OKIN CAPITAL

Date:
19.12.2025

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Document Control

Revision	Description	Author	Date
V1	FINAL	MT	19.12.2025

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EXECUTIVE SUMMARY

Applicant	Okin Capital
Site Address	3 Patawalonga Frontage, Glenelg North
Site Area	854 square metres
Site Frontage	21.27 metres (to Patawalonga Frontage)
Existing Use	Residential (single-storey detached dwelling)
Proposed Use	Residential flat building
Zone	Urban Renewal Neighbourhood (URN)
Overlays	Affordable Housing Aircraft Noise Exposure Airport Building Heights (Regulated) – All structures over 44 metres Building Near Airfields Coastal Flooding Design Prescribed Wells Area Regulated and Significant Tree Significant Retirement Facility and Supported Accommodation Sites Stormwater Management Urban Tree Canopy
Technical and Numeric Variations	Finished Ground and Floor Levels <i>Minimum finished ground level is 3.2m AHD;</i> <i>Minimum finished floor level is 3.45m AHD;</i> Maximum Building Height (Metres) <i>Maximum building height is 11.5 metres</i> Maximum Building Height (Levels) <i>Maximum building height is 3 levels</i>
Relevant Authority	The State Planning Commission

1. INTRODUCTION

This planning report (**report**) relates to a proposal by Okin Capital (**Applicant**) for planning consent to construct a five-level residential flat building containing 14 dwellings and a basement at 3 Patawalonga Frontage, Glenelg North (**site**).

This report:

- summarises the key outcomes arising from the Department for Housing and Urban Development's (**DHUD's**) Pre-lodgement Service;
- describes the site, its surroundings and the proposal as a whole; and
- assesses the proposal against the relevant policies of the Planning and Design Code (**Code**).

In preparing this report, we confirm that we have:

- inspected the site and its surroundings;
- participated in DHUD's Pre-lodgement Service by attending the Pre-lodgement Panel Meeting on August 13, 2025, and the two Design Review Sessions on August 28, 2025 and November 20, 2025 respectively;
- reviewed the relevant policies of the Code;
- examined the compendium of drawings assembled by Enzo Caroscio Architecture (**ECA**); and
- had regard to the:
 - » Traffic and Parking Report prepared by CIRQA;
 - » Waste Management Report, also prepared by CIRQA;
 - » Sustainability and Services Report prepared by BCA Engineers;
 - » Civil documentation and Stormwater Management Plan prepared by Innovis Structural and Civil Engineers; and
 - » Acoustic Report prepared by Sonus;
 - » Landscape Plan prepared by Landskap; and
 - » *Planning, Development and Infrastructure Act 2016 (**Act**) and the Planning, Development and Infrastructure (General) Regulations 2017 (**PDI (General) Regulations**)*.

2. PRE-LODGEEMENT SERVICE

As alluded to above, the Applicant, together with a number of their representatives, participated in DHUD's Pre-Lodgement Service by attending one Pre-Lodgement Panel Meeting and two Design Review Sessions.

In response to the constructive feedback that was received during the course of DHUD's Pre-Lodgement Service, the Applicant has since resolved to:

- relocate the ground level wall along the northern boundary, with the wall now aligned with the level above. This increased setback allows for additional landscaping along this side and provides greater separation from the neighbouring dwelling at 4 Patawalonga Frontage, Glenelg North;
- remove the fire booster enclosure, with exposed booster pipes now proposed in accordance with the relevant Australian Standard/s. The transformer will remain in the north-eastern corner of the site, where it is largely obscured and maintains an appropriate distance from the fire booster;

- enhance the pedestrian arrival experience by introducing a well-designed ramp and stair configuration complemented by landscaping (relocating the entry to the south-east corner achieves clear separation between pedestrian access and vehicle entry); and
- revise the layout of the lobby and storage areas to create a more visually appealing and functional space, while retaining the forecourt glazing to clearly define the pedestrian entry and maintain separation from the carpark ramp.

Although comments were raised regarding the apartment layouts, the proposed configuration is preferred by both the Applicant and ECA because:

- the lobbies are generously sized and oriented toward the northern courtyard void; and
- the apartment entries have been individually designed to ensure privacy from the lobby and provide clear separation between each dwelling.

3. THE SITE

The site consists of one allotment only. The allotment to which we refer is:

- formally described as Allotment 41 on Filed Plan 1091;
- located on the western side of Patawalonga Frontage, with a frontage 21.27 metres, a maximum depth of 52.38 along the northern boundary and an area of approximately 854 square metres;
- accessed via a crossover to Patawalonga Frontage on the northern side of the site;
- does not contain any regulated or significant trees; and
- slopes approximately 1.6 metres from the road frontage to the western (rear) boundary.

Whilst inspecting the site and its surroundings, we noticed, amongst other things, that:

- the site is in proximity to seven buildings along Patawalonga Frontage, North Esplanade and King Street, with building heights ranging from four to 12 storeys;
- the site is located adjacent to a public car park for Holdfast Quays/Glenelg Marina on the opposite side of Patawalonga Frontage; and
- the Patawalonga River and Patawalonga Reserve are located to the east of the site, both of which are Local Heritage Places.

4. THE PROPOSAL

The particulars of the proposal are summarised below.

4.1 Demolition

Demolition of the existing dwelling and ancillary structures will be required, however this activity does not form part of this application, as it does not require development approval.

4.2 Land Use

The proposed building is, in land use terms, a residential flat building, as it is a single building in which there will be more than one dwelling.

4.3 Dwellings

The proposed building has been designed to accommodate 12, two-bedroom dwellings (four dwellings per level on Levels 1-3), and two, three-bedroom dwellings on Level 4, all of which will be accessible via the lobby on the ground floor level.

The particulars of each dwelling are set out below.

4.3.1 Dwellings 1-12

Dwellings 1-12 will:

- be located on Levels 1-3;
- contain two bedrooms each;
- have an internal floor area of 90 square metres; and
- come equipped with:
 - » 14-15 square metres of private open space in the form of a balcony which either faces east or west;
 - » not less than 12 cubic metres of domestic storage space; and
 - » one car parking space.

4.3.2 Dwellings 13

Dwelling 13 will:

- be located on Level 4;
- contain three bedrooms;
- have an internal floor area of 167 square metres; and
- come equipped with:
 - » 43 square metres of private open space in the form of two west-facing balconies, with access from the master bedroom and open plan kitchen and living area respectively;
 - » not less than 15 cubic metres of domestic storage space; and
 - » two tandem car parking spaces.

4.3.3 Dwelling 14

Dwelling 14 will:

- be located on Level 4;
- contain three bedrooms;
- have an internal floor area of 176 square metres; and
- come equipped with:
 - » 34 square metres of private open space in the form of two east-facing balconies, with access from the master bedroom and open plan kitchen and living area respectively;
 - » not less than 15 cubic metres of domestic storage space; and
 - » two tandem car parking spaces.

4.3.4 Residential Facilities

The ground floor will feature exclusive residential amenities, including a 91-square-metre gym and a 68-square-metre yoga studio. These facilities are reserved for residents only.

4.4 Finished Floor Level

The ground floor level will have a finished floor level of 3.25 metres AHD.

4.5 Building Height

The proposed building measures 17.75 metres in height (to the top of the uppermost parapet above Level 5).

The proposed building will also contain five “building levels”, excluding the basement, as the finished floor level of the basement will be located more than 1.5 metres below the finished ground level (see the term “building level” under Part 8 of the Code).

4.6 Building Siting

As shown on Page 22 of ECA’s compendium of drawings, the siting of the building will remain relatively consistent across all building levels, noting that:

- the primary street setback will range from:
 - » 6.44 metres to 16.59 metres at the ground floor;
 - » 6.15 metres and 9.26 metres at Levels 1-3; and
 - » 6.15 metres and 9.96 metres at Level 4;
- the northern (side) setback will range from 1.26 metres to 7.14 metres across all building levels;
- the southern (side) setback will range from 1.19 metres to 2.89 metres across all building levels; and
- the western (rear) setback will range from:
 - » 4.38 metres to 6.83 metres at the ground floor;
 - » 6.59 metres to 8.5 metres at Levels 1-3; and
 - » 8.5 metres at Level 4.

4.7 Building Materials

The Applicant's Architect (ECA) has selected a handful of contemporary materials that are capable of withstanding the harsh marine environment. The materials to which we refer are shown on Page 29 of ECA's compendium of drawings.

4.8 Access

All expected vehicles will enter the site via a new 6.0 metre, two-way crossover from Patawalonga Frontage, with a ramp providing access to the lined-marked spaces in the basement.

4.9 Bicycle Parking

A total of 9 bicycles will be able to be stored within the confines of the basement, adjacent the plant room.

4.10 Car Parking

A total of 20 line-marked spaces will be provided within the basement, including six tandem spaces. Of these, four are allocated to the two penthouses, whilst one additional two-bedroom apartment will have two dedicated spaces in a tandem configuration.

4.11 Stormwater

The Applicant's Architect has adopted a finished floor level of 3.25 metres AHD, supported by comprehensive documentation prepared by Innovis Structural and Civil Engineers.

4.12 Waste

The Waste Management Plan (**WMP**) devised by CIRQA confirms that:

- the prospective occupants are expected to generate up to 840 litres of general waste, 700 litres of co-mingled recycling and 280 litres of organics per week;
- the requisite type and number of bins (two, 660 litre bins for general waste, three, 660 litres of co-mingled recycling and three, 240 litre bins for organics) can be stored within the confines of the site);
- waste associated with the apartments will be transported to each bin area by residents and staff/cleaning contractors; and
- all bins will be collected by Council's waste contractor. Bulk bins will be wheeled from the bin room to Patawalonga Frontage via the southern pathway adjacent to the building by the contractor. For green organics, a nominated tenant will present the bins kerbside on Patawalonga Frontage for collection.

4.13 Landscaping

The landscape plan prepared by Landskap confirms that:

- deep soil garden areas and raised planters are proposed, featuring a diverse mix of plant species suited to the coastal environment; and
- integrated planters and irrigated pots will be provided on all balconies (Levels 1-4).

No staging is required or proposed (at this stage of the process).

5. PROCESS

5.1 Relevant Authority

The State Planning Commission is the relevant authority, as the proposed building consists of more than four “building levels”, and is to be constructed on a site that forms part of the City of Holdfast Bay and is captured by the Design Overlay – see Schedule 6, Clause 4, Subordinate Clause (1) of the *PDI (General) Regulations* and Table 1 of Part 5 of the Code.

5.2 Classification

The proposed development is to be “performance assessed,” as a “residential flat building” is captured in Table 3 of the URN Zone.

5.3 Notification

Although the proposed building is captured by Column A of Table 5 of the URN Zone (see Clause 4, Subordinate Clause (d)), the application to which it relates must be notified, as it departs from Designated Performance Feature (**DPF**) 2.1 of the URN Zone (see the exceptions listed under the corresponding column, namely Column B).

5.4 Referrals

According to Schedule 9 of the *PDI (General) Regulations*, the application to which the proposed building relates must be referred to the Government Architect, as the site is captured by the Design Overlay and a pre-lodgement agreement was neither sought nor obtained by the Applicant.

6. ASSESSMENT

Our assessment of the proposal is set out below.

6.1 Land Use

A residential flat building is an envisaged land use within the URN Zone, as listed in DPF 1.1.

As such, the proposal aligns with the intent of Performance Outcome (PO) 1.1 which envisages *“Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable urban neighbourhood.”*

6.2 Affordable Housing

No affordable housing is required to be provided, as the proposed building comprises fewer than 20 dwellings, consistent with PO 1.1 of the Affordable Housing Overlay.

Furthermore, the site’s premium location, generous dwelling sizes and panoramic views make the inclusion of affordable housing commercially unviable. This position was acknowledged by the Government Architect, who noted in their letter dated December 1, 2025 that they understood “the commercial rationale for premium apartments in this location.”

6.3 Density

The proposed development achieves a density of 164 dwellings per hectare, which is classified as ‘high’ density, rather than medium or low.

PO 8.1 of the URN seeks the provision of medium-density housing, whilst PO 8.2 anticipates higher-density development typically on larger sites, specifically those exceeding 1,200 square metres in area with frontages greater than 35 metres.

Notwithstanding, it will become clear later in this report that the site is well suited to accommodate a development of this density, primarily because:

- all of the dwellings meet or comfortably exceed the expectations of the Code when it comes to habitable room dimensions, private open space, domestic storage space, and bicycle and car parking;
- the amenity provided to future occupants will be of an exceptionally high standard, well beyond what is typically offered in conventional apartment buildings, particularly given the resort-style features proposed, including a private gym and yoga studio; and
- the locality contains multiple buildings which extend up to, or exceed, five “building levels” in height.

6.4 Building Height

As outlined above, the proposed building will comprise five “building levels” with an overall height of approximately 17.75 metres, measured to the top of the footings. This exceeds the prescribed height for the URN by two “building levels” and up to 7.25 metres.

It was acknowledged during the Pre-Lodgement Panel Meeting and subsequent Design Review Sessions, by both the Council and ODASA, that existing developments in the locality do not reflect the height prescribed by the URN Zone and that the horse had effectively bolted from a contextual perspective. As illustrated on Page 5 of ECA’s compendium of drawings, there are 10 buildings in close proximity to the site that already exceed the maximum building height, thereby rendering this planning policy somewhat redundant.

Furthermore, in a letter dated December 1, 2025, the Government Architect advised that they “support the building height on balance, as (they) recognise the existing built form context exceeding three levels in this locality.”

6.5 Dwelling Configuration

As far as the configuration of each dwelling is concerned, we note that:

- each and every one of the dwellings will:
 - » provide habitable rooms that meet or exceed the minimum dimensions prescribed by DPF 31.5 of the Design in Urban Areas Section of the Code;
 - » come equipped with between 11 and 15 square metres of private open space for two and three-bedroom dwellings respectively, in accordance with *Table 1 – Private Open Space* in the Design in Urban Areas Section of the Code;
 - » will be provided with 10 cubic metres of domestic storage for two-bedroom dwellings and 12 cubic metres for three-bedroom dwellings, in accordance with DPF 28.4 of the Design in Urban Areas Section of the Code; and
 - » have access to both natural light and ventilation (as can be seen from Page 24 of ECA’s compendium of drawings), thereby reducing the prospective residents’ reliance on artificial lighting and mechanical cooling and heating, as sought by POs 4.1 and 4.2 of the Design in Urban Areas Section of the Code.

6.6 Building Siting and Overshadowing

As far as the siting of the proposed building is concerned, we note that:

- the proposed building will be setback more than 3.0 metre from the primary street boundary, thereby complying with DPF 3.1 of the URN Zone;
- the setback of the ground, first and second floor levels from the western (rear) boundary will comply with DPF 9.1 of the URN Zone; and
- although the third and fourth levels do not fully achieve the prescribed setbacks to the western (rear) boundary, and there are varying shortfalls with respect to the northern and southern (side) boundaries, shadow diagrams confirm that the extent of overshadowing is comparable to that of a building designed entirely within the Deemed-to-Satisfy (**DTS**) envelope during the Summer solstice and Spring equinox (22 December and 23 September respectively).

Whilst winter shading will extend beyond the site immediately to the south (2 Patawalonga Frontage, Glenelg North) and onto 1C Patawalonga Frontage, Glenelg North, it is important to note that both sites currently contain dwellings nearing the end of their economic lifecycle and,

similar to this site, the property at 2 Patawalonga Frontage is highly likely to be redeveloped in the future, particularly as it is neither heritage-listed nor classed as a “representative building”.

Additional shadow diagrams confirm that a building constructed within the DTS envelope on that site would, in fact, result in greater overshadowing of 1C Patawalonga Frontage, Glenelg North than the proposed development. Therefore, restricting this proposal on the basis of shadowing that is comparable, or even less than what future development would produce, would not constitute a sound planning outcome.

6.7 Building Design

As far as the design of the proposed building is concerned, we note that:

- the main entrance to the proposed building will be accessible, and highly visible, from Patawalonga Frontage, as sought by PO 1.3 of the Design in Urban Areas Section of the Code;
- the glazing and lighting associated with the lobby will ensure that it remains highly visible at night, as sought by PO 2.5 of the Design in Urban Areas Section of the Code;
- the detailing, materiality, height and siting of the podium will reinforce the existing human scale at ground level, as sought by PO 12.2 of the Design in Urban Areas Section of the Code;
- the exterior of the proposed building will be assembled from a handful of contemporary materials that are capable of withstanding the harsh marine environment, as sought by PO 12.5 of the Design in Urban Areas Section of the Code;
- screening measures have been thoroughly addressed through the incorporation of deep planter boxes on the west-facing balconies, complemented by tall vegetation within the deep soil planting area at ground level to effectively obscure views to the west. Additionally, perforated screens have been installed along the northern and southern elevations to further minimise overlooking, thereby satisfying the intent of POs 10.1 and 10.2 in the Design in Urban Areas Section of the Code;
- as shown on Page 24 of ECA’s compendium of drawings, the proposed building will incorporate a range of sustainability and environmental design features, including cross-ventilation, north-facing windows, natural daylight to all habitable rooms of each dwelling, rainwater retention systems, double glazing, energy-efficient LED lighting, WELS-rated sanitary fixtures, and overhanging balconies, consistent with PO 14.2 of the Design in Urban Areas section of the Code;
- the recessed entry will minimise the downwash effect at ground level, as sought by PO 14.3 of the Design in Urban Areas Section of the Code;
- each dwelling will offer a high standard of amenity, with views to private open space, landscaped gardens, and the Holdfast Quays/Glenelg Marina, consistent with PO 18.1 of the Design in Urban Areas Section of the Code;
- a common mailbox will be installed within the confines of the lobby, as sought by PO 35.1 of the Design in Urban Areas Section of the Code.

6.8 Access

As detailed in the Traffic and Parking Report prepared by CIRQA, the access will:

- be provided via a 6.0 metre wide, two-way crossover on Patawalonga Frontage, with all redundant crossovers to be reinstated to upright kerb; and
- accommodate two-way movements with entering vehicles able to be driven past another vehicle stored waiting to exit the site in a forward direction.

6.9 Bicycle Parking

CIRQA has assessed the provision of parking for bicycles and confirmed, as part of its Traffic and Parking Report, that:

- the Code does not identify any bicycle parking rates for sites located in the URN Zone; and
- in any case, nine bicycle parking spaces have been provided in the basement.

6.10 Car Parking

CIRQA has also assessed the provision of parking for cars and confirmed, as part of its Traffic and Parking Report, that:

- this development generates a theoretical demand for 19 spaces (14 for the prospective residents and five for their guests) based on *Table 1 - General Off-Street Car Parking Requirements* of the Transport, Access and Parking Section of the Code; and
- the aforementioned demand will be catered for on-site, with a total of 20 spaces provided within the basement.

6.11 Traffic

As far as traffic is concerned, it is clear from CIRQA's Traffic and Parking Report that:

- this development is expected to generate in the order of six peak hour vehicle movements (during both the am and pm peak hours); and
- the predicted peak hour volumes are "very low" and "will be readily accommodated on the adjacent road network with minimal impact upon its operation."

6.12 Waste

As far as waste is concerned, we note that:

- the communal waste enclosure has been designed to accommodate the requisite type and number of bins for all three streams (general waste, co-mingled recycling and organics), and will be accompanied by a washdown area, as sought by PO 11.1 of the Design in Urban Areas Section of the Code; and
- the communal waste enclosure will be ventilated and well-removed from all dwellings, as they are all above ground, as sought by PO 11.3 of the Design in Urban Areas Section of the Code.

7. CONCLUSION

Following our assessment of the proposal, we are satisfied that it warrants planning consent. In support of our conclusion, we wish to reiterate that:

- the site is suitable for its intended purpose;
- no affordable housing is required to be provided;
- residential flat buildings are envisaged within the URN Zone;
- the dwellings comply with those policies relating to habitable rooms dimensions, private open space and domestic storage space, and will benefit from convenient access to the amenities at ground level;
- the density, design, height and siting of the proposed building is appropriate, as it has been designed to mitigate visual and amenity impacts on surrounding properties;
- more than the recommended number of bicycle and car parking spaces will be provided within the confines of the site;
- traffic impacts on the surrounding road network will be negligible; and
- waste will be stored and collected in an environmentally sound manner.