

Vibrant Public Space – Eatlet Application – Assessment Form

Vibrant Public Space detail

Vibrant Public Space type	Eatlet
Assessing Place Planner	Shannon Galvin
Applicant	Bar Love (Freddie Strudels and Custom Look co signatories)

Design Objectives

Clause	Meets clause	Place Planner comment
<u>O4.2.1</u> Respond to and enhance the distinctive characteristics of a local area, contributing to a sense of place	☒ Yes ☐ No	The decking, greenery, and patronage within the eatlet will contribute positively to the streetscape.
<u>O4.2.2</u> Integrate landscape design and contribute to community wellbeing through the protection and/or enhancement of the green network	☒ Yes ☐ No	The design incorporates planter boxes at either end. An arbour that will support climbing plants.
<u>O4.2.3</u> Ensure that massing and height are appropriate and sympathetic to existing built form and the intended future character of the local area	☐ Yes ☐ No	The scale and massing of the eatlet is sympathetic to the existing buildings. The adjoining building is higher and longer than the proposed eatlet, and the open design maintains sightlines with the building façade. The adjacent Hotel Northbridge is 2 storeys.
<u>O4.2.4</u> Meet the needs and expectations of the community, balancing durability, maintenance, and service access requirements with aesthetic quality .	☒ Yes ☐ No	The proposed design is non-affixed and modular, allowing the eatlet to be removed for servicing if needed. The materials list provided consists of durable construction materials including treated pine, marine pine, Merbau wood, and exterior grade water proofer. The materials and modular design do not detract from the aesthetic quality of the eatlet.
<u>O4.2.5</u> Contribute positively to environmental, social, and economic outcomes through passive environmental design , enhancement of the green network and promotion of active transport modes .	☒ Yes ☐ No	The addition of a parklet with greenery and shade will encourage visitors to use active transport modes.
<u>O4.2.6</u> Provide comfortable spaces for the community that encourage physical activity , enable a range of uses , and are accessible to all.	☒ Yes ☐ No	The proposal provides permanent seating for visitors to use for a range of uses outside of business hours.
<u>O4.2.7</u> Provide places that are legible, with good lines of sight to key locations, clear connections, and easily identifiable elements to help people find their way around .	☒ Yes ☐ No	The proposed eatlet is an open structure, allowing for lines of sight to be maintained above the 900mm high opaque walls. The addition of this structure will provide a focal point for Brisbane Street and will help people find their way.

<u>O4.2.8</u> Optimise safety and security, supporting safe behaviour and use, by maximising opportunities for passive surveillance, integrating safety requirements, and following Crime Prevention through Environmental Design (CPTED) design principles.	☒ Yes ☐ No	The open design of the parklet allows for passive surveillance and promotes activity on the street, both things that deter anti-social behaviour. Principle 1 – Surveillance • Installing a structure that patrons can sit in may provide additional eyes on the street. • The structure does not propose roll down shutters, tall fencing or landscaping that would prevent surveillance. • This application does not propose a canopy; lighting will be considered at a later date but is not a mandatory requirement of the VPSP in this instance. Principle 2 – Territorial Definition • The proposal represents a transitional space between public and private. • The additional amenity of permanent seating for the public (outside of business hours) may create a sense of pride in a place and will be maintained by the VPS host. • Proposal does not result in excessive screening. • Creates a landmark or focal point to aid in wayfinding. • Signage will communicate ownership of the space (exclusive during business hours, public outside of business hours). Principle 3 – Access Control • Landscaping responses allow for good surveillance. • Soft hit posts, wheel stops and bollards will deter vehicle access to the structure. Principle 4 – Space Management • Encourages ground level activity generators. • VPS host will be responsible for ongoing maintenance and graffiti removal.
<u>O4.2.9</u> Respond to local community needs and the wider social context by delivering a mix of public spaces that support a diverse range of people and facilitate social interaction.	☒ Yes ☐ No	The addition of an eatlet will create a social space that is clearly visible from the street and encourages other visitors to join in.
<u>O4.2.10</u> Contribute to a unique place identity, high level of amenity, and	☒ Yes ☐ No	The proposal provides a high level of amenity in terms of scale, arrangement,

result in attractive and inviting places through scale, arrangement, articulation, and material quality.		articulation, and material quality.
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Design Requirements

Clause	Meets clause	Place Planner comment
<u>D4.3.1</u> Parklet and eatlet materials, colours and finishes shall complement and add interest to the surrounding streetscape and streetscape palette. Materials should be durable and non-reflective and recycled or sourced locally where possible.	☒ Yes ☐ No	<u>Proposed Colours:</u> • Posts and arbour – Tan (matches Bar Love’s tan) • Decking - Natural Merbau wood colour • ‘Speed’ stripe around the back wall – Mocha <u>Materials used:</u> • MERBAU STD & BETTER SMOOTH (decking wood) • TREATED PINE POSTS SOLID (frame and arbour) • Austral Marine AA Hoop Pine (planter boxes)
<u>D4.3.2</u> Parklets and eatlets shall transform and enhance underutilised verge, footpath, or road carriageway space. They shall be designed to suit individual site locations and shall incorporate the existing ground surface, a decked platform or new paving.	☒ Yes ☐ No	☐ Existing ground surface ☒ Decked platform ☐ New paving
<u>D4.3.3</u> Where new paving is proposed, the City will consult with the applicant and design the paving enhancements. The paving works will then be undertaken by the applicant, at the applicant’s cost and as prescribed in the City’s annual fees and charges, and compliance checked by the City.	☐ Yes ☐ No ☒ N/A	No new paving proposed.
<u>D4.3.4</u> Parklets and eatlets shall not adversely affect the visual permeability of the streetscape and must allow pedestrians on either side of the street to see the opposite side of the street. To maintain visual permeability, continuous opaque walls are not permitted to exceed 900mm in height from the footpath finished floor level.	☒ Yes ☐ No ☐ N/A	<u>Height of opaque walls:</u> 900mm
<u>D4.3.5</u> Parklets and eatlets shall feel open and welcoming. To ensure parklets and eatlets do not have the visual or apparent effect of enclosing a public space:	☒ Yes ☐ No ☐ N/A	Eatlet has an open design. Wall height is 900mm. No al fresco blinds or clear glazing proposed.

• walls are not permitted above 900mm in height from the footpath finished floor level, unless additional height is required due to the slope of the site and the proposal can be demonstrated to meet Design Objectives O4.2.1, O4.2.2, O4.2.7 and O4.2.8; • alfresco blinds are not permitted; • clear glazing is permitted to a maximum of 1200mm in height from the footpath finished floor level; and • each side that does not directly abut the footpath is permitted to consist of a maximum of 25% visually permeable screening, for the sole purpose of supporting plant growth.		
<u>D4.3.6</u> Parklets and eatlet overhead shelter structures, such as a canopy, umbrella, arbour or shade sail, shall have a minimum vertical clearance of 2400mm from the finished ground level to the lowest part of the shelter. Overhead shelter structures must not be attached to an awning or verandah. Where an overhead shelter structure is proposed to be solid, this is to be designed and constructed to ensure stormwater drains to the road carriageway and does not impact upon the pedestrian path.	☒ Yes ☐ No ☐ N/A	2400mm clearance from finished floor level to underside or arbour
<u>D4.3.7</u> Parklets and eatlets located in the carriageway must have a positive edge along the road and parking bay facing sides to offer adequate protection for users from moving vehicular traffic. The positive edge must be a minimum of 600mm	☒ Yes ☐ No ☐ N/A	Wall (no planter boxes) alongside roadside edge at height of 900mm.
<u>D4.3.8</u> Parklets and eatlets should be designed as an extension of the footpath and must be open and accessible from the adjoining footpath via an unobstructed flush or ramped section. Where the parklet or eatlet is located on a sloping site, a minimum 1500mm wide unobstructed flush section must be provided.	☒ Yes ☐ No	The entire length of the parklet facing the footpath will be flush with the kerb.
<u>D4.3.9</u> Decked parklets and eatlets shall have a maximum gap of 10mm between the deck and the footpath. In the case of a sloping site, the applicant	☒ Yes ☐ No ☐ N/A	The applicant has indicated there will be a small rubber/metal ramp to cover the gap between the kerb and the eatlet.

must work with the City to address issues of access.		
<u>D4.3.10</u> Decked platforms located in the carriageway should be freestanding and not require anchoring into the City's road infrastructure. If a safety issue presents itself and anchoring is required, this will be assessed on a case by case basis and will be at the expense of the applicant and will require City approval.	☒ Yes ☐ No ☐ N/A	Free standing structure that does not require anchoring. The underside of the parklet will sit on top of 174 Titan 15 x 72 x 100 mm Grey Shim Packing.
<u>D4.3.11</u> Parklets and eatlets shall not impede the flow of kerbside drainage . A 150mm x 150mm minimum clear gutter space must be provided along the entire length of the parklet or eatlet adjacent to the kerb. Openings at either end may be covered with screens to prevent debris build-up beneath in the gutter	☒ Yes ☐ No	150mm x 150mm gutter proposed.
<u>D4.3.12</u> Decked parklets and eatlets must be modular in design to allow access for maintenance (i.e. repairs, clearing debris and streetscape maintenance).	☒ Yes ☐ No ☐ N/A	Design is modular to allow offsite construction and easy removal.
<u>D4.3.13</u> Decked platforms and any affixed furniture to the existing ground surface or new paving must be able to be removed within a 24 hour period without damage to the footpath, verge, or any surrounding service pits. Part or all of the platform or furniture may need to be temporarily or permanently removed for street improvements, utility work, service access, or emergencies	☒ Yes ☐ No	Modular design, not affixed to the asphalt allows the eatlet to be removed within 24 hours.
<u>D4.3.14</u> A minimum of 15% of the total parklet or eatlet area must be living green planting (greenery), such as shrubs, succulents, climbing plants or trees. The required area may be reduced to 10% where trees or climbing plants are incorporated into the design and provide shade canopy. Artificial man-made green elements are not considered living green planting and are not acceptable alternatives.	☐ Yes ☒ No	The proposed eatlet is 31.68m² and incorporates an arbour for climbing plants. Therefore, the required green planting area is a 3.168m² (10%). Currently the proposed green planting area is 1.56m (4.93%). The applicant has agreed to increase the size of the planter boxes to meet the 3.168m² (10%) requirement.
<u>D4.3.15</u> Parklets and eatlets located in the carriageway must include the following safety materials : • soft hit posts (roadside);	☒ Yes ☐ No ☐ N/A	Applicant has agreed to include soft hit posts, wheel stops and rated barriers at each end of the parklet. Rated barriers will be Bollard

• wheel stops affixed at each end unless the car bay is embayed or adjacent a tree well; and • rated barriers at each end as specified by the City.		Impact Surface Mounted - Shared Zone 1350mm High as specified by the City.
<u>D4.3.16</u> Parklets and eatlets must be free of protrusions and sharp edges .	☒ Yes ☐ No	Free of protrusions and sharp edges.
<u>D4.3.17</u> Parklets and eatlets must integrate permanent seating to ensure the space remains useable and welcoming after moveable furniture like tables and chairs are put away outside of business hours.	☒ Yes ☐ No	Will be providing permanent bench built into the eatlet along the long edge with the wall.
<u>D4.3.18</u> Solar-powered lighting elements are strongly encouraged on parklets and eatlets. Where the parklet or eatlet has a canopy, the provision of lighting is mandatory. Electric lighting may be permitted but will require an electrical connection to a building and a separate electrical certification and approval.	☐ Yes ☒ No	Lighting is not proposed at this stage but will be considered at a later date. Applicant has indicated lighting will likely consist of festoon or fairy lights hung across the top of the arbour, with a power connection to the business installed by a certified electrician.
<u>D4.3.19</u> Integrated bicycle parking is strongly encouraged.	☐ Yes ☒ No	None proposed. There are three existing bike racks visible from the proposed eatlet location: • 0m – 195 Brisbane St • 7m - 197 Brisbane St • 11m – 192 Brisbane St
<u>D4.3.20</u> Business logos, advertising, other branding , and reserved signs are prohibited. A small unobtrusive plaque recognising proposal sponsors and material donors may be acceptable if in line with the Design Objectives.	☒ Yes ☐ No	No business logos, advertising, other branding, and reserved signs proposed.
<u>D4.3.21</u> Parklets and eatlets must have a minimum of two Vibrant Public Space signs installed. These are to be supplied by the City and installed by the applicant prior to installation completion	☒ Yes ☐ No	Business operating hours: • Monday: Closed • Tuesday: 4–10 pm Wednesday: 4–10 pm • Thursday: 4–10 pm • Friday: 3 pm–12 am • Saturday: 12 pm–12 am • Sunday: Closed Two vibrant public space signs will be supplied by the City and installed by the applicant.

Location Requirements:

Clause	Meets clause	Place Planner comment
<u>L4.4.1</u> Parklets and eatlets shall only be permitted in or adjacent the Town	☒ Yes ☐ No	☐ Town Centre Built Form Area ☐ Activity Corridor Built Form Area

Centre Built Form Area , Activity Corridor Built Form Area, Mixed Use Built Form Area or in or adjacent the Transit Corridor Built Form Area and Residential Built Form Area where located adjacent to an existing business, owned or tenanted by the applicant, excluding a home business.		☒ Mixed Use Built Form Area ☐ Transit Corridor Built Form Area ☐ Residential Built Form Area
L4.4.2 Within the prescribed Built Form Areas, parklets and eatlets shall be located in the: • verge; • kerb buffer and/or kerbside zone of a footpath; or • road carriageway.	☒ Yes ☐ No	☐ Verge ☐ Kerb buffer ☐ Kerbside zone ☒ Road carriageway
<u>L4.4.3</u> Parklets and eatlets shall not be located in the frontage zone .	☒ Yes ☐ No	Proposed location is on the road carriageway.
<u>L4.4.4</u> Parklets and eatlets shall be located to provide a minimum 2000mm width clear pedestrian zone , unless: • the width cannot be provided due to the design of the existing streetscape; and • a reduced width can be demonstrated to meet Design Objectives O4.2.6, O4.2.7 and O4.2.9. Where a reduced clear pedestrian zone is deemed appropriate, a minimum clear pedestrian zone of no less than 1500mm must be maintained at all times.	☒ Yes ☐ No	2950mm clear pedestrian zone proposed.
<u>L4.4.5</u> The parklet or eatlet must be located to ensure the clear pedestrian zone aligns with the clear pedestrian zone in front of neighbouring properties to provide pedestrians with a clear and uninterrupted passage along any footpath.	☒ Yes ☐ No	Pedestrian clear zone aligns with neighbouring properties.
<u>L4.4.6</u> Parklets and eatlets shall be offset a minimum of 750mm at each end to ensure a minimum 1500mm gap is provided to allow pedestrians to traverse the street.	☒ Yes ☐ No	There will be no adjacent eatlets. The structure is next to a verge that allows for pedestrian crossing of the street.
<u>L4.4.7</u> Where located in a carriageway, parklets and eatlets shall only be permitted on roads where the speed limit does not exceed 40km/h, or on roads where traffic calming is in place and the speed limit does not exceed 50km/h.	☒ Yes ☐ No ☐ N/A	Speed limit: 40km/h
<u>L4.4.8</u> Where located in a carriageway, parklets and eatlets must not be located	☒ Yes ☐ No	Brisbane Street is a Local Road (Access Road) with no clearway times in place.

on roads classified as Primary Distributor or four lane District Distributor roads , including those with timed clearways in place.	☐ N/A	
<u>L4.4.9</u> Where located in a carriageway, parklets and eatlets shall generally be setback at least one car park space from a corner , unless a reduced setback can be demonstrated to meet Design Objectives O4.2.7	☒ Yes ☐ No ☐ N/A	No corner within proximity of the proposed location.
<u>L4.4.10</u> Where located in a carriageway, parklets and eatlets shall have a minimum buffer distance of 1500mm between the outer edge of adjacent parking spaces and the edge of the parklet/eatlet area.	☒ Yes ☐ No ☐ N/A	1500mm buffers proposed.
<u>L4.4.11</u> Where located in a carriageway, parklets and eatlets shall have a minimum buffer distance between the roadside outer edge of the parking space and the edge of the parklet/eatlet area (approximately 300mm). This distance will be determined by the City on a case by case basis	☒ Yes ☐ No ☐ N/A	300mm buffer proposed.
<u>L4.4.12</u> Parklets and eatlets may be permitted in on-street, parallel, angled, diagonal, perpendicular and/or paid car parking bays where demand in the precinct (400m walkable catchment area) does not exceed 85% occupancy .	☒ Yes ☐ No ☐ N/A	A parking occupancy assessment was undertaken to determine compliance with this clause. It calculated total parking supply and occupancy on streets that: - Are within a 400m walkable catchment of the proposed eatlet location. - Were included in the City of Vincent 2025 Parking Census The following streets were subject to the assessment: - Amy St - Brisbane Pl - Brisbane St (Lake to William) - Brisbane St (William to Beaufort) - Brisbane Tce - Bulwer St - Edith St - Forbes St - Lake St (Bulwer to Stuart) - Robinson Ave - Ruth St (west of William) - William St (Brisbane to Newcastle) According to the parking census, the total parking supply for these streets is 482 bays. Total occupancy did not exceed 85% during the parking census which occurred at 11am, 2pm, and 5pm on Thursday 10/4/25, Friday

		9/5/25, Saturday 10/5/25 and Sunday 11/5/25.
<u>L4.4.13</u> Parklets and eatlets shall not be permitted in embayed parking spaces which service public transport, on-demand transport, service vehicles, or people with disabilities	☒ Yes ☐ No ☐ N/A	The proposed eatlet location is within two 2P ticket bays and one 15min bay. They are not bays which service public transport, on-demand transport, service vehicles, or people with disabilities
<u>L4.4.14</u> A maximum of two parking bays shall be used adjacent to the applicant's business or tenancy	☐ Yes ☒ No ☐ N/A	Three parking bays are proposed to be used, triggering the need to 'consult' the community rather than just 'inform' – see VPSP table 1 footnote 3.
<u>L4.4.15</u> The use of more than two bays may be considered where there is support from neighbouring businesses or tenants and a joint application is submitted by the businesses or tenants.	☒ Yes ☐ No ☐ N/A	The neighbouring businesses, Freddy Strudles and Custom Look, have signed onto the application as joint applicants.
<u>L4.4.16</u> Parklets and eatlets shall not impede or negatively impact upon pedestrian, cyclist or vehicular movement, sightlines at road junctions or vehicle access crossovers , or impede emergency vehicle movement	☒ Yes ☐ No	Will not impede movement or sight lines.
<u>L4.4.17</u> Affixed parklet and eatlet furniture must be located a minimum of 600mm from any service pit.	☒ Yes ☐ No	Applicant to place eatlet 2750mm from the edge of the nearest utility pit.
<u>L4.4.18</u> Parklets and eatlets must consider any existing street trees and planting and maintain a minimum 500mm setback to ensure the health of the tree or planting.	☒ Yes ☐ No	Set back 5000mm from nearest street tree.
<u>L4.4.19</u> Existing street trees shall not be removed or relocated to accommodate a parklet or eatlet proposal.	☒ Yes ☐ No	No planting is trees are proposed to be removed or relocated.
<u>L4.4.20</u> Existing planting shall not be removed or relocated to accommodate a parklet or eatlet proposal, unless the proposal can demonstrate it meets the Design Objectives O4.2.1, O4.2.2, O4.2.5 and will provide additional planting and/or canopy cover.	☒ Yes ☐ No	No planting is proposed to be removed or relocated.
<u>L4.4.21</u> Existing street furniture shall not be removed or relocated to accommodate a parklet or eatlet proposal, unless the proposal can demonstrate it meets the Design Objectives O4.2.1, O4.2.5, O4.2.6 and will contribute to achieving the objectives of this Policy. Where the removal or relocation of existing street furniture is supported by the City, it will be at the expense of the applicant	☒ Yes ☐ No	No street furniture is proposed to be removed or relocated.

unless otherwise scheduled through the City's streetscape maintenance program.		
<u>L4.4.22</u> Within a 400 metre catchment , no more than 20% of the public realm (of eligible areas) may be occupied by eatlets .	☒ Yes ☐ No ☐ N/A	There is one existing eatlet within a 400m catchment; Margot's Wine & Oyster Bar and Roma Robby Italian Restaurant. This one eatlet occupies less than 20% of the public realm (of eligible areas).