

Community feedback – Response to Key Issues

Draft Cremorne Urban Design Framework

Theme 1 - A place to create, innovate and live

Feedback and key issues raised	Officer response
<p>Focus on commercial development</p> <ul style="list-style-type: none"> • Residents are concerned there is too much focus on commercial development: <ul style="list-style-type: none"> - The strong focus on commercial development means the vision for the residential precincts is lacking. - There is no need for further commercial development given the existing buildings are currently underutilised and vacancies in the CBD and Docklands. - Why change the character of the neighbourhood to a tech precinct? - Residents’ views are not being appropriately considered - they may suffer from the ongoing development. - Residents’ amenity needs to be given greater consideration. - The mix of commercial and residential land use is ‘out of whack’. Nothing is open on weekends. - It is important to retain Cremorne’s unique residential neighbourhoods and ensure that large commercial developments fit in with the existing neighbourhood character. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed. • Include action 1.5.2 <i>Continue to support the established character of Cremorne’s residential precincts.</i> <p>Response and discussion:</p> <ul style="list-style-type: none"> • Cremorne is undergoing a rapid period of growth which is expected to continue in the future. The draft UDF has been developed to guide this growth in a sustainable way. • Cremorne has been identified as a commercial area of regional importance to the State of Victoria in a number of State and Local policies: <ul style="list-style-type: none"> - Cremorne is identified as an enterprise precinct by the Victorian Government in <i>Unlocking Enterprise in a Changing Economy</i>. - It was identified as ‘regionally significant industrial land’ in the <i>Melbourne Industrial and Land Use Plan 2020</i>. The directions in this document became State Policy in the Planning Policy Framework in Amendment VC215. - The Precinct is also identified in Yarra’s <i>Spatial Economic and Employment Strategy (SEES)</i>, as one of the key economic precincts in Yarra and in the <i>Yarra Economic Development Strategy 2020-2025</i>. • The draft UDF recognises Cremorne contains residential precincts and has a residential role as well as a commercial role. • One of the ten key moves of the UDF is to ‘<i>retain Cremorne’s unique residential neighbourhoods in amongst respectful commercial development</i>’. It also seeks to celebrate ‘<i>the unique history of Cremorne’s industrial and residential past</i>’. • The draft UDF identifies three residential precincts within Cremorne (Wellington Precinct, Cremorne Precinct and Green Street Precinct). The intent is to protect their established streetscape character.

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<ul style="list-style-type: none"> - There has always been a distinct residential population in Cremorne which should be regarded as an asset rather than a source of friction. - Retain small industries and balance with what remains of the residential areas. • Some respondents wanted to increase the amount of retail, restaurant and bars within Cremorne creating active frontages. • Retaining Cremorne’s unique residential neighbourhoods in amongst respectful commercial development was identified as the top answer for key moves in the survey. 	<ul style="list-style-type: none"> • The draft UDF does not propose to apply new planning provisions to the residential precincts - Wellington Street Precinct, Cremorne Precinct and Green Street Precinct. These areas are predominantly covered by a Heritage Overlay. There are sufficient planning provisions in place to guide development in these areas. • However, an action that was accidentally omitted from the draft is proposed to be included in the revised UDF: <i>Action 1.5.2 Continue to support the established character of Cremorne’s residential precincts.</i> • The draft UDF seeks to ensure that scale and design of new commercial developments respect the fine grain character of the residential areas. • The draft UDF seeks to encourage a range of uses at different times to make Cremorne a more liveable suburb. Council’s ability to direct types of uses is limited to applying land use zones which allow for a broad range of uses. Council does consider land uses when a permit is required to determine their appropriateness to that location. The draft UDF does propose new planning policy that will encourage active uses throughout the day in Cremorne, especially along key activity spines of Cremorne Street and Church Street. • While there is a focus in draft UDF on the commercial areas of Cremorne, actions in the UDF to provide greater open space, public realm improvements and improved walking and cycling connections, benefit both businesses and residents.
<p>Changes to zoning</p> <ul style="list-style-type: none"> • Requests for changes to zoning to allow for more residential uses. <ul style="list-style-type: none"> - Prohibit any rezoning of residential land to allow for more commercial. - One respondent with this view expressed a preference for low rise residential. - A property owner in Cremorne is seeking opportunity to live and work in the same building as residential uses which is prohibited in the Commercial 2 Zone. Creative industries were impacted heavily by COVID - businesses have 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • The majority of Cremorne is zoned Commercial 2 Zone (C2Z). The purpose of the zone is to <i>‘encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services’</i>. New residential uses are prohibited within the C2Z. • Rezoning the land in Cremorne to permit residential uses was considered in 2009. Amendment C097yara proposed to rezone part of Cremorne then zoned Business 3 Zone (B3Z) to Business 2 Zone (B2Z) to allow for residential uses (which were prohibited in the B3Z). (NOTE – These zones were replaced with the suite of Commercial Zones in a State-wide planning scheme amendment in 2013.)

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<p>moved out to suburbs where it is cheaper and they can live/work.</p> <p>Noted that larger businesses/office developments are pushing out smaller existing creatives.</p> <p>Competition for smaller spaces – high numbers of spaces around 400sqm.</p> <p>Noise from construction is also driving out potential tenants.</p> <ul style="list-style-type: none"> ● Specific sites suggested for rezoning included rezoning: <ul style="list-style-type: none"> – the Bendigo Kangan Institute site to C2Z to consolidate the C2Z land whilst allowing for greater flexibility in land use. Alternatively, a submission suggested rezoning the land zoned C2Z in the middle of the BKI site to the Public Use Zone (PUZ) to match the rest of the site. – 51-71 Chestnut Street from a residential zone to a commercial zone – Punt Road site from C2Z to another zone to permit a mix of uses (noting no zone specified). 	<ul style="list-style-type: none"> ● The amendment was abandoned as it was determined that the existing zoning (B3Z) was the most appropriate zone to retain the business and employment focus in the future planning and growth of the precinct. ● Residential development was not considered appropriate as: <ul style="list-style-type: none"> – Cremorne had not been identified for additional housing in the Municipal Strategic Statement (overarching objectives and strategies for managing the use and development of Yarra at Clause 21 of the Planning Scheme). – The proposed zoning would increase the potential for amenity conflict between residential and industrial/ business operations. – There are limited community facilities in the area such as childcare centres, parks and sporting facilities. Increased residential development would create a demand for these uses. – Increased residential uses would increase traffic generated in the area. – There is potential contamination from historical industrial uses. Rezoning to residential would require testing and potential decontamination which is time consuming and expensive. ● Any future rezoning of employment land is also informed by the Yarra’s two key strategies, the <i>Spatial Economic and Employment Strategy (SEES)</i> and the <i>Yarra Housing Strategy</i>: <ul style="list-style-type: none"> – The SEES acknowledges that once land is zoned to permit residential uses and development, its employment role is limited as residential development is the highest and best use. For this reason, it is important that C2Z land is protected to provide certainty to the market that C2 zones will be retained for commercial activities. – Strategy 2 of Yarra’s SEES policy aims to retain and grow Yarra’s Major Employment Precincts. It states that zoning should continue to exclude residential development to retain the core employment function of these precincts. – The Yarra Housing Strategy has identified that Yarra can meet the demand for housing within its existing activity centres and mixed use areas. – Updates to the local policy clauses in the Planning Policy Framework (implemented through Planning Scheme Amendment C269yara) reflect the SEES and seek to maintain zoning that supports the economic function of the major employment precincts (Clause 17.01-1-L). ● Two minor changes to zoning are proposed in the UDF:

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	<ul style="list-style-type: none"> - 20-26 Brighton Street - It is proposed to rezone the entire parcel to GR22. A small section of the site is in C2Z. This site will accommodate a three storey childcare facility as part of a commercial building project on Church Street. - 549-555 Church Street – It is proposed to rezone a portion of this site from GR22 to C2Z to align the zoning and its current use as a warehouse site. • Further consideration of rezoning of Cremorne is not supported by officers or state, regional and local planning policy. The retention of commercial land is considered essential. • See Responses to Written Submissions in Attachment 8.
<p>Affordable and diverse workspaces</p> <ul style="list-style-type: none"> • Increased commercial development may drive out smaller businesses in Cremorne: <ul style="list-style-type: none"> - The oversupply of commercial office space has reduced rent prices causing many building owners, running their own businesses, to move away from the area as they cannot afford the land tax and rates associated with previous valuations of their properties. - Affordability was key to Cremorne’s early success and is an important factor in maintaining diversity, vibrancy and creativity within the precinct. • Start up enterprises are vulnerable to the higher rent associated with the larger floor areas in the new developments. • Submitters support the need for affordable workspaces. • Commercial workspace affordability is the key to start up and scale up businesses and growth of small to medium enterprises. • Covid has impacted commercial uses: <ul style="list-style-type: none"> - Following the COVID pandemic, the need for office space has reduced as more people are working remotely. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Minor change proposed. Proposed local policy will encourage the provision of affordable workspaces and a range of businesses in Cremorne. <p>Response and discussion:</p> <p><u>Diverse employment uses</u></p> <ul style="list-style-type: none"> • The Commercial 2 Zone (C2Z) supports a wide range of uses ranging from office to light manufacturing and retail. • Council cannot mandate a mix of uses within an area, except to support and encourage diverse employment opportunities and use through planning policy. It can only respond to applications made through the planning permit process. • State and regional policy in the Yarra Planning Scheme (at Clause 17.01-1R) supports ‘<i>diverse employment generating uses, including offices, innovation and creative industries in identified areas within regionally significant industrial precincts, where compatible with adjacent uses and well connected to transport networks.</i>’ Cremorne is identified as a regionally significant industrial precinct. • Proposed policy in Planning Scheme Amendment C269 – Rewrite of Local Policies at Clause 17.01-1L supports ‘<i>development that provides affordable workspaces and co-working spaces to facilitate a diverse range of enterprises, including small businesses, artists and creative industries</i>’. <p><u>Affordable workspaces</u></p> <ul style="list-style-type: none"> • Council’s ability to directly facilitate affordable workspaces is limited. However, the proposed planning policy encourages them. The draft UDF identifies Council’s role as largely as an advocate for affordable workspaces.

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<ul style="list-style-type: none"> - Businesses have moved out to the suburbs where it is cheaper and they can live and work in the same area. 	<ul style="list-style-type: none"> • Theme 1 and the <i>Cremorne Place Implementation Plan</i> (CPIP) include a series of actions which require action and support from the State Government. • CPIP - Action 1.4 is 'Identify pressures on affordable workspaces Identify the cost pressures and commercial viability for enterprises within Cremorne and the challenges for maintaining diversity in an enterprise precinct'. • The CPIP flags the Inner Metropolitan Partnership's Enterprise Precinct Affordability project and Creative Victoria's work on creative neighbourhoods. Officers are seeking updates from the Department of Jobs, Skills, Industry and Regions (DJSIR) on the status of these projects and their implementation. • Council will continue to work with and lobby the State Government to implement the recommendations in the CPIP, draft UDF and other studies. <p><u>Impact of COVID on commercial land use</u></p> <ul style="list-style-type: none"> • The issue of the impact of the COVID-19 pandemic was considered at the hearing for C269yara (Local Planning Policies). • Expert evidence from SGS Economics identified that despite significant impacts of the COVID-19 pandemic, including the shift to remote work, the short-term disruption to the inner metro workforce is not anticipated to alter Melbourne's long-term future trajectory. The demand for commercial workspaces will remain. This position was supported by the independent planning panel.
<p>Education</p> <ul style="list-style-type: none"> • Residents believe there should be a stronger focus on education: <ul style="list-style-type: none"> - Identified as a major driver of change. - The economy needs to shift to a new generation of creative industries. TAFE should be repositioned to align with new jobs and skills within Cremorne. • Other respondents suggested that BKI could also play a key role in the community and house a community space. A range of ideas were proposed including indoor and outdoor spaces. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Higher education plays an integral role in innovation precincts across Australia. • Bendigo Kangan Institute (BKI), an important education and training resource and key site, is strategically located in the centre of Cremorne. • Reimagining the BKI campus as a creative and digital education and community hub is one of the Ten Key Moves in the draft UDF. • Objective 1.4 of the draft UDF identifies opportunities to partner with BKI to enhance connections with industry, develop new education and training offerings and welcome the wider community into the campus. • The <i>Bendigo Kangan Institute Strategy 2025</i> flags a 'refreshed' Cremorne campus delivered in 2025.

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	<ul style="list-style-type: none">• It is also noted RMIT, the University of Melbourne and La Trobe University are founding partners in the Cremorne Digital Hub.• See also Theme 4 – Community Facilities and Spaces.

Theme 2 - A leading sustainable and climate resilient precinct

Feedback and key issues raised	Officer response
<p>Net zero carbon emissions and greening buildings</p> <ul style="list-style-type: none"> • Respondents were supportive of ensuring Cremorne is an environmentally sustainable precinct. The focus on sustainability is crucial to the development of Cremorne as a world leading precinct. • Strong support for greening buildings. Greening buildings through green walls and roofs was one of the most important actions in Theme 2 in the survey (Survey). • Residents commented the ESD policy should be stronger. <i>‘Council should demand more in all new planning applications’</i>. A few respondents considered green rooves and walls should be mandatory. • Commercial landowners expressed concerns over mandating net zero carbon emissions. They considered it: <ul style="list-style-type: none"> – Will be onerous on property owners and limit development within Cremorne – Fails to acknowledge the sustainability leadership of developers within the area. • Further comments from commercial landowners included: <ul style="list-style-type: none"> – Incorporating performance criteria within the planning controls that allows development to exceed a preferred built form parameter where the development is of exceptional Environmentally Sustainable Design (ESD) – Placing greater emphasis placed on optimising passive design of buildings within the precinct. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Yarra Council declared a climate emergency across the whole municipality releasing the <i>Yarra Climate Emergency Plan</i> in 2020. Part of the delivery of this plan is to introduce zero carbon standards for new commercial and residential developments. • Cremorne presents an opportunity to be an ambitious, leading climate resilient precinct as it grows and evolves. • The early integration of zero-carbon elements into the design of a building, when the opportunities are greatest, effectively and permanently reduces the emissions of a commercial building. • Objective 2.1 of the draft UDF is to <i>‘Facilitate and support net-zero carbon development.’</i> • The UDF is not proposing to introduce more sustainable design and zero carbon standards within the planning scheme solely for Cremorne. Yarra-wide controls are proposed as part of Planning Scheme Amendment C309yara. • Yarra has an existing policy at Clause 22.17 of the Planning Scheme to encourage environmentally sustainable design (ESD) at the planning permit stage. However greater standards are needed to reflect changes in technology and to address the urgency for mitigating and adapting to climate change. • Yarra together with the Council Alliance for a Sustainable Built Environment (CASBE) and 24 other Victorian Councils have prepared a planning scheme amendment that includes, amongst other things, requirements for low to zero carbon developments. Amendment C309yara is currently awaiting authorisation to exhibit. • See also Theme 5 – Measurement of building heights for proposed criteria where proposals seek to exceed preferred heights.

Feedback and key issues raised	Officer response
<p>Greening streets (Urban forest)</p> <ul style="list-style-type: none"> • Trees and plantings, green roofs, walls and facades were identified as the most important aspects of Theme 2 for the community in the Survey. • Widening streets and preventing overshadowing is key to ensuring there is tree canopy over shared zones. • New development should maximise green cover through incorporating understorey and canopy planting to maximise cooling as well as incorporating greener energy sources. • Residents believe greening policy should be stronger: <ul style="list-style-type: none"> - More prescribed sustainability features including increased open space and more trees and plantings. - The timeframe for a total tree canopy cover to increase by 25% by 2040 is not ambitious enough. - Existing trees in Cremorne should be protected. • Suggestions to expand tree and garden plantings along designated stretches and in the north south streets in Cremorne West. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • The draft UDF includes actions around greening the public realm, including ‘<i>embedding Urban Forest Strategy principles into the greening of key streetscape redesign projects</i>’ (Action 2.2.3) and increasing street tree planting to increase Yarra’s canopy (Action 2.2.1). Themes 3 and 4 of the UDF identify a range of streets and locations in Cremorne for public realm improvements, including plantings. • Yarra’s <i>Urban Forest Strategy</i> (2017) guides the planting and management of tree, plants and grasses in Yarra. Greening streets is a top priority for mitigating the urban heat island across the whole municipality. • During the past six years, trees have been planted in the following Cremorne streets: <ul style="list-style-type: none"> - Green Street (from Balmain Street to Electric Avenue) - Dover Street (two trees at the corner of Kelso Street were instigated by a nearby café owner) - Adelaide Street - Wellington Street (from Swan Street to Blanche Street) - Swan Street (from Punt Road to Church Street) - William Street - Newton Street - Stephenson Street - Railway Crescent - Gwynne Street (between Stephenson Street and Kelso Street) – scheduled - Cubitt Street (from Balmain Street to the southern end of Cubitt Street) – scheduled. • Streets which are on the priority planting list but are on hold due to nearby construction sites and access requirements for large vehicles include: <ul style="list-style-type: none"> - Cubitt Street (from Stephenson Street to Balmain Street) - Dover Street (from Stephenson Street to Kelso Street) - Green Street (from Adelaide Street to Balmain Street) - Gwynne Street (from Kelso Street to Balmain Street)

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	<ul style="list-style-type: none"> • Kelso Street (between Punt Road and Cremorne Street) requires a tree. This is on hold until the street design identified in the Transport Review is determined. • Council is also currently working on an update to the Urban Forest Strategy which is expected to be finalised and become publicly available later this year. This may include further plantings for Cremorne. • The UDF also seeks to encourage new developments to include green infrastructure (such as green roof, walls and facades) through the use of the Green Factor Tool. Proposed Amendment C309yara includes the Green Factor Tool and requires the delivery of green infrastructure such as green roofs. • The proposed built form provisions (Design and Development Overlays) for Cremorne also include a requirement for greening.
<p>Local food production</p> <ul style="list-style-type: none"> • Land should be donated to create a community garden centre to store water and grow vegetables. • See also Community Gardens in Theme 4. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Yarra’s Urban Agriculture Strategy 2019-2023 aims to <i>‘facilitate access to space for people to grow and recycle food’</i> specifically to: <ul style="list-style-type: none"> - Provide access to growing space for residents through the Community Growing Spaces Program. - Facilitate land share within our community for the purpose of food growing. - Work with developers to facilitate the provision of land for growing food in new developments. - Support community groups in negotiations with landowners to facilitate long and short-term urban agriculture opportunities. • Proposed ESD amendment – C309yara also includes a provision to encourage on site food production in new developments. • See also the response in Theme 4 on community gardens.
<p>Impacts on biodiversity</p> <ul style="list-style-type: none"> • The bright lights associated with new and existing buildings near the Birrarung (Yarra River) are impacting the life of nocturnal animals such as tawny frogmouths. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • No additional provisions are considered necessary. • Design and Development Overlay 1 (DDO1) - Yarra (Birrarung) River Corridor, which applies to sites along the Yarra River has as one of its objectives <i>‘To avoid additional light spill and overshadowing</i>

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	<p><i>from buildings on the banks and water of the Yarra River, its adjacent public open space, pedestrian and bicycle paths.</i> The impacts of lighting are taken into account where development is affected by the DDO.</p> <ul style="list-style-type: none"> • Management Principle 4.3 in Yarra’s Nature Strategy identifies ‘<i>Use the Smart City technology to assist in conserving natural values</i>’. In particular, this could include smart lighting that is wildlife friendly, i.e. in parkland that is particularly good habitat for wildlife, or lights are fitted with motion sensors to reduce ‘light pollution’ that is known to affect the natural behaviour and navigation of some wildlife.

Theme 3 – Connected and accessible Cremorne

Feedback and key issues raised	Officer response
<p>Traffic and street network</p> <ul style="list-style-type: none"> • Many differing comments were provided on the proposed changes to the street network. • There was a recognition in the feedback that through traffic is an issue in Cremorne. • There was support for the changes in terms of providing better facilities for walking and cycling and also reducing through traffic. Changes to some of the key intersections were also supported. • General concerns included the proposed changes: <ul style="list-style-type: none"> – Had not been informed by sufficient traffic analysis and have not been consulted on with landowners. Further planning is required. – Are not required - the roads should be left as is with congestion, speeding, rat-running and pedestrian safety managed through other mechanisms. – Fails to reduce traffic volumes and will create more congestion and disrupt the traffic flow. – Will increase traffic on smaller local streets and the ability to get in and out of residential pockets. This would specifically impact residents. – Impact on access to Richmond Primary School (Cremorne Street and Cotter Street in particular). – Does not address vehicles entering Cremorne from the southwest (especially the residential areas). – Do not account for residents and businesses, particularly as walking and cycling are not always an option. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed. • Amend the street network plans, five hotspot designs and cross sections to generally reflect the <i>Cremorne Urban Design Framework - Transport Review</i> (Transport Review). <p>Response and discussion:</p> <ul style="list-style-type: none"> • The growth of the precinct will present significant challenges on the adjacent road and public transport networks. There is a need to identify longer-term vision to integrate the precinct with surrounding areas and networks. • One of the key challenges is managing the amount of through traffic that uses Balmain and Cremorne Streets. 30% of traffic along Balmain Street is made up of vehicles moving through Cremorne. • The draft UDF identified changes are needed to be made to ensure that Cremorne’s street network supports convenient, safe and sustainable transport. • At the strategic level while there is strong support for active and public transport, there were competing desires and interests at a local level e.g. on specific streets. Full agreement on all aspects of transport projects can make design and delivery of projects very challenging for council, State Government and other parties. • A further challenge is the competition for the limited space in Yarra’s streets and public spaces. It is not possible to provide bike lanes, multiple traffic lanes, on-street car parking, dedicated tram lanes, trees, street furniture, outdoor dining and wide pedestrian footpaths in one space – particularly on narrow streets. <p><u>Transport Review</u></p> <ul style="list-style-type: none"> • Following the feedback received during the consultation, further advice was sought about the proposals and actions outlined in Theme 3 <i>Connected and Accessible Cremorne</i> in the draft UDF. • The <i>Cremorne Urban Design Framework Transport Review</i> (Transport Review) was prepared by Stantec Consultants. The Transport Review provided further analysis of proposed changes to the street network in the draft UDF. The changes to the street network were one of the most commented on elements of the draft UDF. • The Transport Review supported the four objectives in UDF in Theme 3 and the approach of increasing walkability and cycling comfort in Cremorne by reducing vehicle through-traffic, removing

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<ul style="list-style-type: none"> • Other proposals included: <ul style="list-style-type: none"> – Investigate the Ratio loop (proposed by Ratio Consultants). – Install modal filters at the underpasses and the CityLink entrances. – Stop traffic entering Cremorne through a toll system - allow local number plates but fine others. – Manage traffic flow through clear signage and encouraging through traffic to Cremorne and Balmain Street only. – Limit traffic during peak hours only e.g. make roads one-way during peak. Remove outside of peak hours. – Lower the speed limit to 30km/h to remove the need for separate cycle paths and allow cyclists to use the road. – Use speed bumps and road constrictions, speed zones, fixed speed cameras and guardrails. – Work with businesses to manage vehicles in Cremorne e.g. working with Coles to use smaller trucks or electric bikes to deliver products or restricting trucks and other freight vehicles. – Direct traffic away from residential streets and to make traffic movement more efficient. – Turn narrow street into shared streets such as Cubitt, Gwynne and Kelso Streets. • Impacts of construction - Some comments suggested the focus on traffic management for development during construction, such as better management of road closures. <p><u>Cremorne Street</u></p>	<p>car parking and reallocating road space to footpaths, cycling infrastructure and urban realm improvements.</p> <ul style="list-style-type: none"> • The review recommends changes to the movement network, street sections and hot spot concept designs and suggests these changes could occur over time. <p><u>Future Movement Network</u></p> <ul style="list-style-type: none"> • The Future Movement Network provides a high level direction and long term vision for the precinct. • The <i>Streets Implementation Plan</i> in the draft UDF has been replaced with a new <i>Future Movement Framework</i> (FMF): • The Future Movement Framework has been developed using the feedback received from the community in conjunction with professional expertise. • It is based on a series of transport changes that can be delivered over time. • The proposals reflect the transport mode hierarchy in Council’s adopted Yarra’s Transport Strategy 2022-2032. • Change will occur incrementally as Cremorne develops. Firstly, through the reduction of speeds and traffic calming measures throughout Cremorne while the levels of construction are high. Later other changes to the network could occur such as more provision for walking and cycling and updates to the intersections. Changes to the direction of travel are likely to be the last changes that will occur. • Trials, pilots and pop-ups will also be used to test ideas. • The Future Movement Network proposes the following: <ul style="list-style-type: none"> – Upgrade the five hotspot intersections. Refer to the Hotspots 1 to 5 below. This still includes a signalised intersection at Kelso Street and Punt Road. – Develop separated bikeways along Cremorne Street, Balmain Street and Kelso Street. – Reallocate one direction of traffic in the Balmain Street and Dunn Street underpasses to create spaces for people walking and cycling. – Change sections of the following streets to one-way to create a loop in Cremorne: <ul style="list-style-type: none"> – Cremorne Street – one way southbound (to Balmain Street) – Balmain Street - one way eastbound (west of Green Street) – Kelso Street – one way westbound – Gough Street – one way eastbound

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> ● There were mixed views around the future role of Cremorne Street: <ul style="list-style-type: none"> – One respondent suggested removing all car parking given the high volume of traffic. – Others suggested making Cremorne Street a shared zone that prioritised pedestrians and cyclists. – The width of the street was noted as a challenge but it should be reoriented towards active transport to discourage through traffic. – Some concerns that making Cremorne Street one way would have a broader impact on residents. See Hotspot 2 – Kelso Street and Cremorne Street Intersection. <p><u>CityLink</u></p> <ul style="list-style-type: none"> ● The closure of the freeway entrance from Cremorne Street will increase traffic at the Gough Street entrance which can be dangerous. ● Suggested changes to the Church Street CityLink exit included inserting lights to allow a right turn into Church Street (south towards Chapel Street). This will reduce cars using Balmain Street/Church Street intersection. They currently use Balmain Street to avoid the Swan and Church Street intersection. <p><u>Kelso Street</u></p> <ul style="list-style-type: none"> ● The proposal to make Kelso Street a one-way street received mixed comments from residents: <ul style="list-style-type: none"> – It would limit access for residents and visitors. – Some respondents felt that changes were not needed as it adequately services bicycles and pedestrians. 	<ul style="list-style-type: none"> – Enhance Cremorne, Kelso, Balmain, Stephenson and Church Streets as pedestrian routes. – Apply a blanket 30kph speed limits on all streets. – Identify pedestrian priority where pedestrians and bikes will share the road with low speed traffic. – Reallocate some on-street car parking in strategic locations to give priority to cycle routes, improve street amenity or provide local traffic access. <ul style="list-style-type: none"> ● Additional work will need to be carried out to determine if other changes are required to the street network e.g. to ensure traffic is not redirected onto the narrower streets from the ‘loop’. ● The alternative option from the draft UDF has been deleted. ● Changes such as tolls, removable bollards and other infrastructure would be expensive to implement. Officers consider the changes identified in UDF and Transport Review if implemented will ensure traffic is appropriately managed while sustainable transport options are encouraged. ● The changes may mean that some vehicle movements take longer. This will also serve to actively discourage external vehicles moving through the precinct. ● There has been sufficient investigation into the amount of traffic for this stage as the UDF proposes changes at a strategic precinct level. More detailed transport modelling will occur as details are worked out. <p><u>Future consultation</u></p> <ul style="list-style-type: none"> ● The Future Network Plan and proposed changes to the street network will form a key focus of future consultation. This will form a key focus of the next stage of consultation on the UDF. <p><u>Cremorne Street</u></p> <ul style="list-style-type: none"> ● The new Future Movement Framework does not include the closure of Cremorne Street. ● It is expected that Cremorne Street will remain two way for a period of time, eventually converting into one way southbound to enable the proposed loop. This proposal will discourage through traffic movement through Cremorne. ● Cremorne Street will be designed as a key walking and cycling route with a separated bike lane and widened footpaths. Shared bike and traffic lanes (sharrows) would become separated bike lanes in the future. <p><u>Citylink</u></p>

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> – It would restrict access to the private car park south of Kelso Street. This was used by visitors during peak periods, especially during the football season. <p><u>Other north-south streets (Cremorne West)</u></p> <ul style="list-style-type: none"> • Concerns about increased rat running in north-south streets. • Feedback and submissions identified a desire for shared streets to be created. • Gwynne Street is currently being used as a rat run for traffic avoiding Balmain Street. <p><u>Gwynne Street and Palmer Parade</u></p> <ul style="list-style-type: none"> • Several comments raised issues with Gwynne Street and Palmer Parade from residents in the south. • Multiple respondents suggested closing Gwynne Street off to stop rat running and trucks from using it. • A commercial submitter noted that Palmer Parade's primary function was for loading, accessing and serving business. Its role as a pedestrian street would be incompatible with its current role. 	<ul style="list-style-type: none"> • The draft UDF does not propose any closures to the freeway entrance. Changes to the Church Street exit of CityLink have not been investigated and would need further investigation as well as the approval from the Department of Transport and Planning and CityLink. <p><u>Kelso Street</u></p> <ul style="list-style-type: none"> • The new Future Movement Framework also proposes to make Kelso Street one way westbound from Stephenson Street. • The change is considered necessary to realise improvements to the walking and cycling network given the narrow width of Kelso Street (east of Cremorne Street). <p><u>Other north-south streets (Cremorne West)</u></p> <ul style="list-style-type: none"> • See pedestrian priority streets below. <p><u>Balmain Street</u></p> <ul style="list-style-type: none"> • A key change for Balmain Street is the reallocation of one direction of traffic through the Balmain Street underpass to create spaces for people walking and cycling. • The new Future Movement Framework also proposes to make Balmain Street one way eastbound from Cremorne Street to Stephenson Street and one way westbound from Green Street. • The change is considered necessary to reduce through traffic travelling east-west through Cremorne to Swan Street. The changes to the street will realise improvements to the walking and cycling network. <p><u>Gwynne Street (south of Balmain Street) and Palmer Parade</u></p> <ul style="list-style-type: none"> • Some trucks do use the southern portion of Gwynne Street. This portion of Gwynne Streets contains both commercial and residential uses. • Council's traffic engineers have reviewed the movement of vehicles on Gwynne Street and consider it is operating satisfactorily. There is a need to accommodate a variety of vehicles on streets given the mixed uses found in Cremorne.
<p>Active transport – Walking and cycling</p> <ul style="list-style-type: none"> • General support for active transport and improving infrastructure to support this. 'This should be prioritised in the UDF'. • Increased footpath space and pedestrian safety improvements in high use areas and connecting routes 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed. • Reorder the objectives to reflect the transport hierarchy in Council's Transport Strategy by renumbering and relocating Objective 3.3 – <i>Deliver a safe and attractive cycling and pedestrian network which connects strategic corridors, major trails and key destinations</i> to Objective 3.2.

Feedback and key issues raised	Officer response
<p>was supported by over 80% of survey respondents. Nearly 70% of respondents supported enhancing Cremorne, Balmain, Stephenson and Church Streets as enhanced pedestrian routes.</p> <ul style="list-style-type: none"> ● Upgraded cycle infrastructure on Cremorne, Keslo, Balmain, Stephenson, Church and Cotter Streets along with other measures to slow traffic were supported by over two-thirds of survey responses. ● A few respondents were opposed to improving or encouraging active transport, commenting: <ul style="list-style-type: none"> – It is not convenient for people with families and young children. – Existing cycle paths are adequate. There are not enough cyclists to warrant more. – Instead of widening footpaths, maintain footpaths and clear of clutter (bins etc). ● Both pedestrian and cyclist safety was raised as a concern. There is a focus on vehicles at the expense of walking and cycling. ● Council’s Disability Advisory Committee (DAC) and Active Ageing Committee (AAC) and other respondents recommended that accessibility should be better incorporated in the draft UDF: <ul style="list-style-type: none"> – The term ‘walkability’ should be replaced with ‘wheelability’ to reflect all footpath users. – Streets should be usable by people of all ages, irrespective of whether they walk or roll in a wheelchair. – Current footpaths are inadequate for pedestrians and inaccessible for pushers and wheelchairs. 	<ul style="list-style-type: none"> ● Update the text in Objective 3.2 to better recognise the need for access for all abilities and modes e.g. micromobility devices. <p>Response and discussion:</p> <ul style="list-style-type: none"> ● Prioritising active transport – walking and cycling is a key aspect of the UDF. ● The UDF proposes changes to the movement network that includes footpath widening, cycling infrastructure, intersection redesign and traffic calming measures. ● The <i>Transport Review</i> notes that a walkable network is critical to connect Cremorne to the surrounding train, tram and bus network. An improved walking network is essential to the success of Cremorne. ● The <i>Transport Review</i> recommended reordering the objectives in the UDF to reflect the transport hierarchy in Yarra’s <i>Transport Strategy</i>. Objective 3.3 – Deliver a safe and attractive cycling and pedestrian network which connects strategic corridors, major trails and key destinations would become Objective 3.2. ● Updates to the walking and cycling network in the revised UDF include: <ul style="list-style-type: none"> – Separated bikeways along Cremorne Street, Balmain Street and Kelso Street. These changes would occur over time. – Reallocation one direction of traffic in the Balmain Street and Dunn Street underpasses to create spaces for people walking and cycling. – Reductions in speed limits within Cremorne to 30kmh to assist in making active transport safer and a more attractive option. – Identification of pedestrian priority streets in the Streets Network Plan. They would form a network of safe streets throughout the commercial areas of Cremorne where people who are walking, cycling and scooting share the street with people driving. Over time, streets would be redesigned to remove kerbs and include tree planting and other amenities. They are expected to be developed shared spaces over time. This will assist in making these streets more accessible and safer to all users as narrow footpaths are replaced. ● The Transport Review has also identified that bicycle parking for new developments needs to be greater than the rate set out in the Planning Scheme to encourage a shift in the mode of transport. ● The following comments are provided on specific comments from the feedback: <ul style="list-style-type: none"> – <i>Links to Olympic Boulevard and bike routes on eastern footpath of Punt Road</i> – Changes are proposed in Hotspot 1 include continuing the shared use path on the western side of Punt Road

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> ● Suggestions to improve the pedestrian network included: <ul style="list-style-type: none"> – Create more public spaces such as plazas – Create shared zones (Stephenson Street, Dover, Cubbitt, Gwynne, Fitzgibbon, Dove and Kelso Streets were all suggested). – Rebuild and widen all footpaths (minimum of 2m with 3m on main streets). This may involve reducing the number of car lanes. This is in accordance with the New Deal for Walking in Yarra’s Transport Strategy – Provide sufficient time to cross at signalised crossings. – Make the west side of Cremorne a slow and active transport-friendly area. – Incorporate kerb cuts along roads for more frequent crossing points. – Reduce obstacles on the footpath by consolidating signs onto fewer street poles, mounting street signs on buildings and undergrounding power lines. – Work with businesses to develop a program to encourage active transport. – The paving on Parkins Lane is dangerously uneven and with more pedestrians it should be made compliant. ● Suggestions to improve the bike network included: <ul style="list-style-type: none"> – Widen bike paths. – Better link the existing bicycle paths with surrounding bicycle paths, in particular a link to the Olympic Boulevard bicycle path and along Cremorne Street. 	<p>(Gosch’s Paddock). This has been proposed in preference to eastern side of Punt Road given space constraints on the eastern side of Punt Road.</p> <ul style="list-style-type: none"> – <i>Oddys Lane</i> – Actions 3.3.3, 3.3.4 and 4.4.2 all identify the need to improve pedestrian and bicycle access, safety and amenity both in Oddys Lane and the bridge across to South Yarra. Council would need to work with Department of Transport and Planning (DTP) and VicTrack to improve access over the river. – <i>Bike routes on Gough / Kelso Streets</i> – Bike routes are identified on Kelso and Gough Streets in the UDF at Figure 39. – <i>Coppins Corner</i> – Cremorne Street, south of Balmain Street is not identified as a part of the Cremorne and Yarra bike network. The primary route is along Gough or Kelso Streets and south to the Main Yarra Trail. – <i>CityLink and Harcourt Parade</i> - The land under the Citylink freeway and Harcourt Parade are not managed by Council however, Council will advocate for cycle improvements to the Main Yarra Trail. – <i>Pedestrian/bicycle crossing on Church Street at the Lesney Street intersection</i> - Both Adolph Street and Lesney Street are identified as primary routes for cyclists in Council’s Transport Strategy and the UDF. As this route crosses Church Street changes would require approval by DTP. The UDF also includes a future action to undertake a Streetscape Masterplan for Church Street. This would consider potential crossing locations. – <i>Parkins Lane</i> – Comments on Parkins Lane will be passed on to Council’s Infrastructure Team.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> - Construct bike paths on Gough Street or Kelso Street and designate the eastern footpath of Punt Road between Kelso and Harcourt Parade as a shared path. - Improve access to Harcourt Parade and the area under the CityLink. - Provide a pedestrian/bicycle crossing on Church Street at the Lesney Street intersection. - Improve the route from Coppins Corner to the Yarra River path. - Improve the pedestrian and bike connection between the Alexandra Avenue pedestrian bridge and Oddys Lane. It is very dangerous and requires attention. 	
<p>Public transport</p> <ul style="list-style-type: none"> • Many of the respondents acknowledged the importance of public transport in getting to Cremorne. • Improvements are needed to encourage people to use public transport - particularly for employees who work in Cremorne. • Improve train stations to make them more inviting through the addition of surrounding commercial uses. • The East Richmond Train Station needs: <ul style="list-style-type: none"> - to be revitalised to make it more inviting and increase patronage - more frequent trains to stop there – it is often skipped by express trains. • A number of respondents commented the former Cremorne Railway Station should be reopened to promote public transport usage. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • The provision of public transport is the responsibility of the State Government and relevant State Agencies. • The draft UDF acknowledges Council’s important role in advocating for change. • It includes a number of actions which identify improvements to the public transport network and improving access to it. Council will need to advocate to the Department of Transport and Planning for: <ul style="list-style-type: none"> - Increased frequency and reliability of services - Improved connections to the South Yarra Station via an improved pedestrian and cycle bridge link - New public spaces around the Richmond and East Richmond Stations and tram stops - Accessible tram stops on Church Street.

Feedback and key issues raised	Officer response
	<ul style="list-style-type: none"> • The former Cremorne railway station was located between the Richmond and South Yarra Stations, immediately north of Balmain Street. It was opened in 1859 to service the Cremorne Pleasure Gardens and closed in 1863. • Reopening the Cremorne Station is not supported. An additional station within the relatively short distance between the Richmond and South Yarra Station would slow speeds and impact on service delivery. The infrastructure for the station no longer exists. • The UDF instead focuses on improving connections to the existing Richmond, East Richmond and South Yarra Stations to enhance public transport usage in Cremorne.
<p>Off-street parking</p> <ul style="list-style-type: none"> • A key concern that the combination of reducing parking spaces within new development and reducing parking on streets will cause parking availability issues for residents and workers within the area. • Conversely there was a suggestion to contain all parking within the site, rather than relying on-street parking. • One respondent submitted that applying off-street parking maximum rates will reduce development costs for applicants. A financial levy could apply for each car park e.g. at a rate of \$25,000. A reduction in car parking could be used as a lever for better building design outcomes. • Suggestion of a specific business-targeted program to be implemented to reduce car dependence. • Another comment suggested that there should be more basement car parking along Cremorne Street to offset the removal of on-street car parking. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed. • Include a new action that requires increased bike parking provision and end of trip facilities. <p>Response and discussion:</p> <p><u>Car parking</u></p> <ul style="list-style-type: none"> • The draft UDF proposes to introduce parking maximum rates in Cremorne through the application of a schedule to the Parking Overlay. • Reducing the number of off-street parking spaces, reduces the demand for road space by cars. Without changes to the parking rate, it is anticipated that the number of off-street office car parking spaces in Cremorne will continue to increase. • The current provisions in Clause 52.06 require all applications for a new use, or an increase in the existing use, to provide the minimum car parking rate, unless an exemption applies. • The schedule to the Parking Overlay allows Council to vary the standard number of car parking spaces required under Clause 52.06 by specifying a maximum provision of car parking for particular uses. • This would mean that a permit would not be required for an application to reduce (including reducing to zero) the number of car parking spaces as required under Clause 52.06-5. This change would help to protect Cremorne from an oversupply of parking which would generate more traffic congestion. • Draft Amendment C318yara proposes to insert a new Schedule to the Parking Overlay. The schedule proposes to apply a maximum car parking rate of 1 parking space per 100sqm of net floor area for new office and retail uses. • The Parking Overlay is proposed to apply to land in C2Z, including the strategic sites and land in the Comprehensive Development Zone such as the Richmond Maltings.

Feedback and key issues raised	Officer response
	<ul style="list-style-type: none"> • Planning policy at Clause 22.17 – Environmentally Sustainable Development requires a green travel plan for larger non-residential developments. Green travel plans are required as part of planning permit process for new developments. Green travel plans provide a suite of initiatives and services to encourage travel mode behaviour change and to promote use of sustainable transport in preference to single occupant car trips. • Options such as financial levies have not been investigated as part of the application of Parking Overlay. They may be considered as part of Council’s municipality wide Parking Strategy. • Proposed planning provisions provide guidance on the location and design of carparks. • Central / shared car parking facilities could be considered and may form part of the considerations in the municipality-wide Parking Strategy. <p><u>Bike parking</u></p> <ul style="list-style-type: none"> • The Transport Review identified a gap in the UDF around bike parking rates. It recommended that increased minimum bicycle parking and end-of-trip facilities are applied. • The UDF has been updated to reference rates above those required in the planning scheme. • The new development will be encouraged to provide excellent end-of-trip facilities, bicycle parking and upgrades to the public realm to encourage sustainable transport modes. • As a minimum, development should meet the bike parking provision rates, other requirements for bike parking and end of trip facilities set out in the Built Environment Sustainability Scorecard (BESS). This aligns with the proposed policy in Planning Scheme Amendment C269yara which updates local policy. For bike parking, this would equate to 1.5 times the rates in the planning scheme.
<p>On-street parking</p> <ul style="list-style-type: none"> • There were several comments that raised concern about removing on-street parking in Cremorne: <ul style="list-style-type: none"> – Removing parking would make Cremorne a desolate commercial area and will lose its residential amenity. – Widening footpaths is desirable but retaining on-street parking should be a priority. – Some residents were concerned that they would lose the ability to park outside their homes. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • One of the key challenges for Cremorne is the limited space available. Demands on road space will increase as the number of people who live and work in Cremorne grows. It will be necessary to reallocate space used for car parking to create a more sustainable and people-focused transport network. • The UDF does not propose to remove all on-street parking. Parking is critical for the operation of businesses in Cremorne. Loading and service bays will still be available for delivery vehicles.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> • A few respondents suggested discouraging workers and visitors from driving into Cremorne. This could be done by timed parking, permit-only areas for residents and metered parking. • Some residents also expressed concerns about the use of residential areas for parking by workers. • Suggests precinct basement car parking near Cremorne Street due to the proposed reduction to on-street bays. Similar to Cato Square parking in Prahran. 	<ul style="list-style-type: none"> • Council is about to begin a parking strategy for the whole municipality. This will create a municipality-wide approach to managing car parking in Yarra. • There is no proposal to remove parking on-street parking in residential precincts. Car-free office development would be complimented by on-street car parking restrictions. • Residents can seek changes to the parking restrictions on their streets. Council’s Parking Restrictions Guidelines outline the process to request a review of on-street parking restrictions. For example, proposing greater levels of permit parking on streets. • The provision of parking spaces for people with disabilities will be monitored if on-street parking is reduced in specific locations. • On-street car share provision will continue to be provided in accordance with the City of Yarra Car Share Policy. • In terms of ride hailing services, individual pick-ups/drop-offs take a short length of time, so the waiting car does not present an impediment to traffic flow for very long. This is unlikely to be a problem on low-traffic streets in Cremorne. However, on busier roads dedicated bays may be required. The approach to the provision of these spaces will form part of the Parking Strategy.
<p>Hotspots - General</p>	<ul style="list-style-type: none"> • Five ‘hotspots’ are identified in Cremorne. These locations experience the highest intensity of competing demands for on-road space, connect Cremorne to the surrounding road network and provide access to regional public transport. They play an important role in shaping access to and within Cremorne. • The Transport Review (by Stantec) reviewed the hotspots with ‘fresh eyes’. Their review recommended some changes to the hotspots to tie-in with the changes to the movement network. • Three of the five hotspots are located on arterial roads (i.e. Swan Street, Church Street and Punt Road) and will have significant implications on the functioning of these arterial roads. • The changes to arterial roads will require Department of Transport and Planning approval and Yarra Trams support. These changes will require additional modelling and options testing. Some interventions on local streets will also require approval from the Department of Transport and Planning. • The proposed hotspot designs are indicative and will be further tested and refined. • Consultation in line with Council’s community engagement policies and strategies will occur with the community on any changes.

Feedback and key issues raised	Officer response
<p>Hotspot 1 - Kelso Street and Punt Road intersection</p> <ul style="list-style-type: none"> ● 26% of respondents to the survey provided comments on Hotspot 1. ● Different feedback noted that the changes would be good for pedestrians and cyclists and would discourage rat running. ● Others questioned the need/proposal of a bicycle path on Kelso Street – cyclists can take alternative routes along Swan Street or the Yarra Trail path. ● Concerns about the impact of changes to traffic flow. ● General support for the pedestrian crossing. Suggestion of a pedestrian bridge to Gosch’s Paddock to provide better access across Punt Road. Other suggestions were to raise the crossing at Kelso Street and improve existing pedestrian infrastructure through repaving. ● Respondents also supported better cycling connections and highlighted cycle connectivity as an issue. ● Suggestions for other improvements included: <ul style="list-style-type: none"> – Turning the eastern footpath on Punt Road into a shared path. – Providing a safe shared use path from the Yarra River along Harcourt Parade to Cremorne Street. – Provide a safe shared use path crossing of M1 slip road to access the trail in Gosch’s Paddock. ● A few respondents questioned the likelihood of VicRoads (now Department of Transport and Planning) supporting additional traffic lights on Punt Road and Kelso Street. Another questioned whether signalisation would be feasible with recent works on Punt Road. 	<p>Recommended position:</p> <ul style="list-style-type: none"> ● Change proposed. ● Update Hotspot 1 design as reflected in the Transport Review. <p>Response and discussion:</p> <ul style="list-style-type: none"> ● There is a requirement in the precinct to redistribute traffic away from Swan Street/Cremorne Street to accommodate the expected significant increases in pedestrians, cyclists and public transport users moving through the intersection. ● Hotspot 1 provides much-needed access for pedestrians and cyclists across Punt Road and provides the ability for vehicles to exit the precinct and travel north. ● There are limited options to do this outside of signalling Punt Road and Kelso Street. The signalling this intersection will not increase the level of traffic able to access the precinct. ● The signalisation also enables the reprioritisation of road space to walking and cycling elsewhere such as in Cremorne Street. The intersection also elevates access to open space and creates greater walking and cycling connectivity to the west. ● The signalisation will require the approval of the Department of Transport and Planning (DTP). DTP has acknowledged that while further modelling may be needed to understand the impact, they do not object to this concept. Further modelling and options testing is proposed. ● Minor changes are proposed to the hotspot design: <ul style="list-style-type: none"> – Two lane bicycle crossing that converts to sharrows along Kelso Street. (Noting in the longer term, a two way bike lane is proposed for Kelso Street) – Widened footpaths are proposed on east to formalise the three lanes around the intersection. – A shared user path on the western side of Punt Road to take advantage of the existing off-road trails in and around Gosch’s Paddock. – A priority crossing of the CityLink off-ramp to connect the path network along the west side of Punt Road. – NOTE – The modal filter at the intersection of Cremorne and Kelso Street is proposed to be deleted. ● The opportunity for street trees will be considered in the redesign. See Theme 2 – Greening (Urban Forest).

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> Some concerns raised concerns about the impact on travel times which have been made worse by changes to Swan Street and Punt Road. (One suggestion for this intersection was to increase time for westbound traffic across Punt Road at Swan Street.) Some respondent identified they like to turn into Kelso Street from Punt Road. Include stops for the 246 bus on Punt Road to improve public transport access. The removal of on-street parking was raised as a concern by residents on Kelso Street. There is limited parking on Wellington Street. Permit only parking along Kelso Street was suggested. Council has overlooked the importance of trees to better link this gateway to/from Cremorne. 	<ul style="list-style-type: none"> The provision of a pedestrian bridge across Punt Road is not practical and the same outcome can be achieved through a dedicated crossing. The provision of public transport is the responsibility of the State Government and relevant state-led agencies. The location of bus stops would be considered as part of this process.
<p>Hotspot 2 - Cremorne Street and Kelso Street intersection</p> <ul style="list-style-type: none"> 29% of respondents to the survey provided comments on Hotspot 2. Support for the closure of Cremorne Street was mixed in survey, though more people did not support it than supported it. A key element was the closure of Cremorne Street at the Kelso Street intersection preventing north/south traffic. While respondents understood this would discourage rat running, it was felt that it disproportionately impacted existing residents. Many respondents wished two-way access should be retained. There was concern that the proposed changes to Cremorne Street and the reduction to the permeability of the precinct given it limits access from southern 	<p>Recommended position:</p> <ul style="list-style-type: none"> Change proposed. Update hotspot 2 design as reflected in the Transport Review. <p>Response and discussion:</p> <ul style="list-style-type: none"> The closure of Cremorne Street at the Kelso Street intersection received considerable feedback. The draft UDF identifies Cremorne Street as a key activity spine - a pedestrian/cyclist-focused street. The Transport Review examined the proposal for Hotspot 2 and made some recommendations for its design. The key changes to the hotspot concept design are: <ul style="list-style-type: none"> Deletion of the modal filter (proposal to close Cremorne Street to cars) Retaining two-way traffic movement in the short to medium term A pedestrian crossing, raised intersection to slow traffic Reallocating parking to increase footpaths and greening opportunities

Feedback and key issues raised	Officer response
<p>areas to Swan Street and Church Street. It was suggested this would have flow-on impacts on other streets.</p> <ul style="list-style-type: none"> • Comments were made about Hotspot 2: <ul style="list-style-type: none"> – Design is good for walkers and cyclists but was complicated for drivers. Could work if other streets were all shared zones to discourage rat running. – Residents south of Kelso Street would have to exit Cremorne on Punt Road, which only has a left turn access preventing movement north. – Rat-runners will just find another route in Cremorne. It will cause congestion on smaller neighbouring streets, such as Kelso Street, Bent Street, Cubit Street, Wellington and Gwynne Street. – It will be harder to access the freeway. The change would increase traffic congestion on Swan and Stephenson Street as it provided access to the freeway. – Traffic issues are mostly experienced during peak periods with lower traffic during weekends and non-peak times. The proposed bollards could be removed during non-peak times when rat running is not an issue. – Further investigation is needed to determine where traffic would flow. 	<ul style="list-style-type: none"> – Eventually Cremorne Street would become a one-way street (see <i>Street Network</i> above). • The modal filter (closure of Cremorne Street to cars) proposed in the draft UDF has been deleted. The Transport Review found the filter is not necessary and potentially creates other unintended issues e.g. it cuts off use of the proposed Kelso Street signals for a significant proportion of the precinct, undermining its purpose. • Other alternatives to reduce through-traffic such as a local narrowing and "give-way to oncoming traffic" (also known as pinch points) will be considered for Cremorne Street in the short term. • Making Cremorne Street a completely shared zone is not supported due to the number of vehicles that use the street now and in the future. However, changes to the street such as footpath widening, lower speed limits, separated bike lanes, building setbacks and activated frontages will reorientate Cremorne Street's focus. • Changes to Kelso Street are discussed under Hotspot 1 and Street Network above. • The closure of the entrance to CityLink is not proposed in the UDF.
<p>Hotspot 3 - Cremorne Street and Swan Street intersection</p> <ul style="list-style-type: none"> • 42% of respondents to the survey provided comments on Hotspot 3. • Proposed changes were generally supported. Improvements are needed to the intersection. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed. • Update Hotspot 3 design as reflected in the Transport Review. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Changes to the intersection were strongly supported to address the high volumes of pedestrians moving between Richmond Station and Cremorne.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> • Key themes from the consultation were around the proposed scramble crossing, pedestrian and bicycle safety, amenity and traffic congestion. • Some concerns the proposed changes do not address the traffic situation or could make it worse: <ul style="list-style-type: none"> – Change the traffic arrangement on Swan Street to reduce traffic congestion on Cremorne Street and Stephenson Street. – Move the crossing east on Swan Street to allow for a simultaneous left turn or remove the existing crossing at Swan Street. The proposed scramble crossing will not resolve the existing traffic congestion issues that this intersection faces. – Remove the left turn lane on Swan Street/Cremorne Street and replace with a bicycle lane. – Direct traffic along Stephenson Street. – Local traffic should only be allowed along Cremorne Street and Balmain Street. • Many of the comments proposed further additions to the design: <ul style="list-style-type: none"> – Make Swan Street a shared zone prioritising pedestrians and cyclists. – Ensure trucks and vehicles can turn. – Provide better pick-up and drop-off as this currently causes traffic disruption. – Reduce the wait time for crossing – make this less automated. – Construct an overpass or underpass as an alternative approach. 	<ul style="list-style-type: none"> • Updates to the intersection also provide an opportunity to address access issues and changes in the footpath levels to improve accessibility for all. • Care must also be taken to avoid negatively impacting tram journey times on Swan Street. Some preliminary feedback from the Department of Transport and Planning and Yarra Trams is that a scramble crossing may impact on tram travel times. • The Transport Review examined the proposal for Hotspot 3 and made some recommendations for its design. • The key changes to the hotspot concept design are: <ul style="list-style-type: none"> – Widening and realigning pedestrian crossings to all legs of the intersection. A scramble crossing is one option that could be considered. – Reducing Cremorne Street to one vehicle lane exiting to Swan Street. A long term option is to change the road to one lane of traffic southbound to form part of the ‘Loop’. – Providing better cycling facilities at the intersection. – Inclusion of a new pedestrian and cycling link under the elevated railway line to provide links to the north. – Further plans would be developed to incorporate a two-way bikeway on Cremorne Street, long term. • A fly-over bridge to Swan Street is not supported due to the complexities of building next to a rail bridge and over a tram route. • Council would continue to advocate to State Government to create enhanced public spaces on government land.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> • Improve the pedestrian amenity by managing noise from trains and providing more weather protection, greening and art. 	
<p>Hotspot 4 - Balmain Street (west of the underpass) Balmain Street</p> <ul style="list-style-type: none"> • 27% of respondents to the survey provided comments on Hotspot 4. • Many respondents supported enhancements to Balmain Plaza to improve it and make it safer. • A crossing is needed west of the underpass to cater for the increasing worker population. • Traffic was raised as an issue for this hotspot. Some commented the proposed changes would negatively impact on important traffic routes whereas others thought it would assist in traffic flow and managing congestion. • Some respondents were concerned about creating one way streets and limiting traffic: <ul style="list-style-type: none"> – A commercial owner commented two-way traffic movement was key tenant demand for Balmain Street (between Church Street and Punt Road). – Making Balmain Street one way would result in traffic congestion which will impact on amenity, residents, and businesses. – Access should be restricted to an area where there is already an established lack of permeability, rather than Balmain Street. • Concerns were raised about the proposed share space given its proximity to a narrow dipping underpass which 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed. • Update hotspot 4 design as reflected in the Transport Review. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Responses to the draft UDF and Transport Review identified traffic volumes and vehicle speeds are high through the Balmain Plaza. The underpass is unattractive, unsafe and discourages active travel movement. • This part of Balmain Street is highly used by pedestrians and is a key hub for activity in the southern part of Cremorne along Balmain Street. It is also a key east-west movement corridor. Balmain Street is identified as a primary route in the UDF for cycling. • The Transport Review examined the proposal for Hotspot 4 and made some recommendations for its design. Changes are proposed to reduce traffic and deal with the barrier caused by the underpass. • Changes to proposed hotspot design and wider street network will assist in managing issues such as traffic speeds and volumes through Balmain Plaza. • For proposed changes on Balmain Street, see Street Network. • The key changes to the hotspot concept design are: <ul style="list-style-type: none"> – Expand the pedestrian area by reallocating road space. This will be done by reducing the width of the road to 5.5m from 6m. – Proposed paint treatment or paving to the plaza to define the area. – Make changes to how traffic moves through the area: <ul style="list-style-type: none"> – In the longer term, close one side of the underpass to eastbound traffic. Reallocate space to walking and cycling. – Enable a true shared space in the heart of the plaza by requiring all westbound traffic to turn into Stephenson Street. • See Street Network for discussion on Gwynne Street and Palmer Parade.

Feedback and key issues raised	Officer response
<p>restricts visibility and the speed of traffic through the intersection.</p> <ul style="list-style-type: none"> • Many respondents suggested proposals to slow traffic: <ul style="list-style-type: none"> – Support for the proposal for a 30 km/h limit – Create one-way traffic on Balmain Street during school hours – Add a right-hand lane on Balmain Street approaching Church Street – Install speed bumps, speed zones and fixed speed cameras on Balmain Street to manage speeding issues. • Other suggestions for the design of the hotspot were: <ul style="list-style-type: none"> – Extend the area west on Balmain Street e.g to the dwellings in the Heritage Overlay. Extend the shared space south on Gwynne Street – Make a vast pedestrian crossing – Retain bollards for pedestrian safety – Ban westbound trucks as truck movements are an issue. • Mixed views on bike infrastructure. Some supported more protection while others suggested changes are not needed. One respondent considered Balmain Street is not compatible with becoming an active transport corridor. • Improvements are needed for the Balmain Street underpass to improve safety. Recommendations included: <ul style="list-style-type: none"> – Guardrails to separate cars and pedestrians in the underpass – Kerb extensions under the bridge to improve pedestrian movement. 	

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> ● Removing parking spaces on Balmain Street was suggested: <ul style="list-style-type: none"> – Remove existing spaces (approximately eight spaces) to allow safe two-way uninterrupted car flow, with the potential to widen the existing very narrow footpaths. – Make Balmain Street a clearway between Cremorne Street and Cubitt Street during peak times and school times to manage traffic flow. 	
<p>Hotspot 5 – Balmain Street and Church Street Intersection</p> <ul style="list-style-type: none"> ● 27% of respondents to the survey provided comments on Hotspot 5. ● There was a range of feedback about the design, support and concerns. ● A critical issue was the issue of traffic through the intersection: <ul style="list-style-type: none"> – Many respondents recommended reduced speeds, as it is a key route to the primary school in Brighton Street. – Concerned about the impact of making Cotter Street one-way, especially for people driving to the primary school heading east. – One suggestion was to limit entry into Cremorne from Church Street at peak times to prevent rat running along Balmain Street. ● The impact on public transport and the location of tram stops was raised: <ul style="list-style-type: none"> – The design may affect tram services. – Accessible stops for all users are supported. 	<p>Recommended position:</p> <ul style="list-style-type: none"> ● Change proposed. ● Update Hotspot 5 design as reflected in the Transport Review. <p>Response and discussion:</p> <ul style="list-style-type: none"> ● The proposed hotspot design provides benefits for cyclists, pedestrians and tram users. It will require a reallocation of parking to provide for bikes. ● Objective 4.4 of the UDF seeks to enhance Church Street as a key activity corridor in Cremorne. The UDF outlines changes to Church Street that would enhance it as a vibrant, active street that prioritises walking, cycling and public transport with: <ul style="list-style-type: none"> – widened footpaths, seating and canopy tree planting – high frequency tram services – accessible tram stops/platforms providing seamless movement from footpath to public transport stops supported by infrastructure and signalling – dedicated cycle infrastructure – several key east-west streets will be enhanced as links to open space and other parts of Cremorne with planting, wider footpaths and on-road bike routes – A redesigned intersection at Balmain / Cotter and Church Street intersection to enhance sustainable transport options. ● Action 4.4.1 identifies the need for a Streetscape Master Plan for Church Street to guide future streetscape improvements. It would identify capital works projects and set out the materials palette and guidelines for implementing any streetscape upgrades.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> – Tram stop platforms should be setback from the intersection for safety reasons. • Accessibility was identified an existing issue in this location. Some respondents had concerns proposed design would not improve access for wheelchair users, especially on Cotter Street. • Mixed views on cycling infrastructure. Some comments that separated bike lanes would promote active transport into the area. One comment that bicycle lanes on Cotter Street were unnecessary. • On-street parking comments included: <ul style="list-style-type: none"> – Concerns about the impacts of the removal of parking on side streets. – Make Cotter Street permit holders only. – Make Cotter Street ‘No standing’ at peak times. 	<ul style="list-style-type: none"> • Council is working on changes to the intersection of Church, Balmain and Cotter Streets to improve walking and cycling safety and accessibility. • Balmain Street and Cotter Street are identified as primary routes for cycling. Cotter Street provides a link from Cremorne West to Mary Street which is a key local cycling route. Footpath widening proposals will also assist all types of movements accessing Church Street and tram stops. • As an arterial road with a tram route, Church Street is managed by the Department of Transport and Planning (DTP). Changes to this intersection and other streets that impact it will require DTP approval. Council would work with DTP and the community. • Minor changes were made to the hotspot concept design: <ul style="list-style-type: none"> – DDA-compliant tram stops moved to the departure side of the intersection. – Provision of better bicycle facilities on all approach roads. – Further plans can be developed for the long-term potential of incorporating a two-way bikeway. • Feedback from some residents in the western part of Cremorne use Cotter Street to access the Richmond Primary. Residents outlined they use a variety of methods of transport; walking, cycling and driving: <ul style="list-style-type: none"> – Making Cotter Street one way to Church Street will make vehicle movements less direct. Current vehicular access to the Richmond Primary School would be altered by the proposed changes. However, access the Primary School will be available via other streets. – The UDF aims to encourages active transport options where possible. Where walking and cycling is not possible, vehicle access to the school may involve longer travel times. – The <i>Yarra Transport Strategy</i> includes a policy called ‘New Deal for Schools’ which aims to support active travel by children and families. Each year, schools will be selected for the New Deal for Schools program. This program will combine travel behaviour change with supporting infrastructure.

Theme 4 – Spaces for people

Feedback and key issues raised	Officer response
<p>Open space development</p> <p><u>Network of open space</u></p> <ul style="list-style-type: none"> Survey respondents were asked to identify their top three actions of those listed. The survey identified: <ul style="list-style-type: none"> The most important Theme 4 actions as improving access to the Yarra River (65%), parks on private/government land (62%), and making pedestrian streets more cycle and people friendly (45%). Open space was highly important for property owners and residents but less so much for visitors whose needs may be different. While open space is clearly important for the general community, pocket parks and upgrades to existing parks were not selected as important as often as improving connections and new open space opportunities. Written submissions and survey responses supported the UDF objective to create a network/ chain of open space. <p><u>Green links</u></p> <ul style="list-style-type: none"> There was support for linking Cremorne with external green spaces such as Goschs Paddock. A further suggested link was a connection from Palmer Parade to Charles Evans Reserve. <p><u>Existing open space</u></p> <ul style="list-style-type: none"> While the survey did identify less support for upgrading existing open space than creating new space, some respondents considered Council should focus on 	<p>Recommended position:</p> <ul style="list-style-type: none"> Change proposed. New action: 4.7.2 <i>In consultation with Traditional owners, recognise the presence of former billabongs and water courses in Cremorne (especially at the southern end of Cremorne Street) through landscape treatments, including planting and public art.</i> <p>Response and discussion:</p> <p><u>Network of open space</u></p> <ul style="list-style-type: none"> The draft UDF proposes a network of open spaces will be created to cater to the needs of the growing worker and resident community. New spaces on large sites and pocket plazas will provide a diverse range of spaces and green relief. <p><u>Green links</u></p> <ul style="list-style-type: none"> The draft UDF proposes green links will be developed on key east-west and north-south streets to link Cremorne with existing open spaces; Goschs Paddock to the west, parklands along the river to the west and south, and Barkly Gardens, Alan Bain Reserve, and McConchie Reserve. The creation of green links will strengthen the visual links to these spaces and together with improved crossing at Punt Road and Church Street, will improve walkability. The draft UDF already includes a direction to provide a link from Palmer Parade to Charles Evans Park as part of the Design Objectives for the Rosella Strategic Site. <p><u>Existing open space</u></p> <ul style="list-style-type: none"> Action 4.1.1 of the draft UDF is to 'Upgrade and maintain existing open spaces, including: <ul style="list-style-type: none"> White Street Reserve to include exercise equipment and picnic facilities to improve the character and diversity of age groups that can use the reserve. Charles Evans Reserve to include minor improvements to the picnic area and playground. the upgrade and maintain existing open spaces. A redesign of Charles Evans Reserve is planned for 2024/25. Consultation on the reserve is currently underway. Council has an ongoing maintenance program to clean and maintain all council owned parks, reserves, and sports grounds.

Feedback and key issues raised	Officer response
<p>improving existing open spaces. Maintaining the Church Street reserve, as it is, was an example.</p> <p><u>Consider other types of open space</u></p> <ul style="list-style-type: none"> • Feedback also identified a wider range of open spaces than those identified in the UDF. These included: <ul style="list-style-type: none"> – floating park on the Yarra River (Birrarung) – a small wetland where lake billabong was located – community gardens – large open spaces rather than public plazas. 	<p><u>Consider other types of open space</u></p> <p><i>Floating park within the Yarra River</i></p> <ul style="list-style-type: none"> • A floating park is not specifically identified in the draft UDF. However, opportunities such as widening the Main Yarra Trail to allow for more separation between walking and cycling and creating spaces to sit, view and enjoy the river at key locations along the river and the Main Yarra Trail are identified in Action 4.2.3. • Council will continue to liaise with Melbourne Water and Parks Victoria to advocate for additional access to the river, improved facilities and new open space opportunities. <p><i>Reinstate / recognise the former billabong</i></p> <ul style="list-style-type: none"> • A series of billabongs were located along the river. They are shown on an 1856 map south of Balmain Street from Punt Road in the west to Church Street in the east. • Much of this land is now completely built on but there are opportunities to recognise the presence of these water courses through landscape treatments, including planting, use of water and public art. • A new action is proposed to work with Traditional Owners to recognise the location of the former billabongs. This could include landscape treatments such as planting, use of water and public art. <p><i>Community gardens</i></p> <ul style="list-style-type: none"> • Yarra is committed to supporting the establishment of community gardens by community groups within the municipality. However, no specific locations have been identified in the draft UDF for community gardens. • Council has an adopted Urban Agriculture Strategy. Objective 1.2.2 is to ‘Provide support to new projects proposed under the community gardens guidelines.’ • Council has adopted procedures for assessing and approving (where appropriate) the establishment of community gardens by community groups on land managed by Council and is open to considering opportunities in Cremorne identified by community groups. <p><i>Large open space</i></p> <ul style="list-style-type: none"> • The Open Space Strategy identifies ‘regional’ or ‘city-wide’ open spaces within proximity to Cremorne such as McConchie Reserve, Barkly Gardens, Gosch's Paddock, and the Royal Botanical Gardens. • As noted above, the draft UDF seeks to improve the walking and cycling connections to these spaces outside Cremorne.

Feedback and key issues raised	Officer response
	<ul style="list-style-type: none"> The gap analysis in Yarra’s Open Space Strategy did not identify the need for additional “regional” or “city-wide” open space within Cremorne however, it identified the need for additional new local and small open space varying from 0.03 to 0.49 hectares in size.
<p>Specific locations for new open space / public spaces</p> <ul style="list-style-type: none"> Respondents supported the identified open space opportunities in the UDF. There was notable support for the provision of open space on Government land and strategic sites. All developments should include open space. <p><u>Government owned land (State and Council) sites</u></p> <ul style="list-style-type: none"> Suggestions for Government owned land sites included: <ul style="list-style-type: none"> Oddys Lane which could potentially form public open space that links Green Street to the railway bridge. There is potential to convert on-street parking to a safer landscaped shared pathway/link. Beneath the CityLink overpass at Punt Road, with improved access to Yarra River Around the East Richmond Station Carpark at 69 Cremorne Street – part of Bendigo Kangan Institute. <p><u>Road Closures</u></p> <ul style="list-style-type: none"> There were mixed views around road closures. Some respondents supported the idea and suggested the following locations: <ul style="list-style-type: none"> Cremorne Street (south of Balmain Street) between the ERA and Malt District apartments by narrowing Cremorne Street to one lane Gwynne Street at Munro Street Gough Street (blocked to form new green space) 	<p>Recommended position:</p> <ul style="list-style-type: none"> No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> Major gaps in the existing open space network occur in Cremorne and existing open spaces are small in size. With the forecast substantial increase in the resident and worker population in Cremorne, and lack of open space west of Church Street, a key recommendation of the <i>Yarra Open Space Strategy</i> is to provide new Small Neighbourhood, Local and Small Local open space reserves in Cremorne to cater to the nearly 10,000 additional workers and residents. The draft UDF identifies potential open space locations identified in the <i>Yarra Open Space Strategy</i>. The potential open spaces shown Figure 40 are indicative of the general location and relative, not actual size. The final location, size and configuration of new open space will be determined through the implementation of the YOSS, including when development occurs in these key locations. Council will continue to liaise with the State government and private landowners identify and advocate for open space in these and other locations. The delivery of new open space and pocket plazas is identified in proposed planning policy for Cremorne. Council is also progressing Amendment C268yara which proposes to apply an increased public open space contribution rate from the 4.5% rate. This rate would apply to all subdivisions – residential, commercial and industrial. <p><u>Government owned land (State and Council) sites</u></p> <ul style="list-style-type: none"> State Government land would also play a key role in delivering public spaces and open space. VicTrack owns several key pieces of land in Cremorne. VicTrack in their submission did not support of the inclusion of new public open space one of their properties. It acknowledges that Government bodies can play a role in providing public realm upgrades but these need to be appropriate. Notes that access and servicing maintenance access need to be retained. It suggested public realm

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> - Dover Street (partial closure/resident only) - Dover Street and Kelso Street intersection at café corner - Expand Balmain Plaza - Walnut Street - General removal of on-street parking - Reinstating COVID road closures <p><u>Strategic sites / private land</u></p> <ul style="list-style-type: none"> • Additional open space opportunities were identified on strategic sites / private land: <ul style="list-style-type: none"> - Malting Site between Nylex silos (a further view to turn all of the remaining site into park with food and beverage premises) - Southern end of Cremorne Street (no specific location identified) - Designate Russell Street as green space (instead of Adelaide Street) - Carpark at Cubitt and Gwynne Street - Existing car park at Stephenson Street. • Some commercial landowners and VicTrack objected to the identification of proposed open space on their land. Landowners also expressed concern about the acquisition of open space and the need for consultation. 	<p>upgrades apply to site edges only. Officers consider the opportunity to provide open space on the site should be further explored.</p> <ul style="list-style-type: none"> • Actions 4.1.7 and 4.2.2 of the draft UDF seek to create green link along Oddys Lane and Green Street to link Cremorne with South Yarra and to the Main Yarra Trail. Action 3.3.3 identifies an opportunity to improve walking and cycling access to South Yarra via the railway bridge. • Action 4.2.1 identifies opportunities to ‘<i>activate the Cremorne underpass (managed by CityLink) by improving links to the Yarra River, providing amenities such as seating and investigating options for active recreation.</i>’ • Action 3.2.2 identifies open space opportunities around East Richmond Station. • The land at 69 Cremorne Street is Government owned land and part of Bendigo Kangan Institute. The draft UDF does not identify this location for open space but instead identifies an open space opportunity to the south of the former Cremorne Primary School. <p><u>Road Closures</u></p> <ul style="list-style-type: none"> • One of the challenges faced in acquiring land for open space is the high cost associated with outright purchase, which can often be prohibitive. • The concept of roads closures to provide new or expand existing open space is included in the Yarra <i>Open Space Strategy</i>. Ongoing funding is allocated to conduct feasibility studies and gather detailed information about a shortlist of potential new sites. These studies include various assessments such as geotechnical evaluations, considerations from the Department of Transport and Planning, and input from Yarra Trams. <p><u>Strategic sites / private land</u></p> <ul style="list-style-type: none"> • In terms of specific sites, the following is noted: <ul style="list-style-type: none"> - Maltings Site between Nylex silos – The draft UDF identifies open space opportunities and improvements in the centre of the site. Public spaces are identified as part of approved plans for the Maltings site. This is mainly focussed on forecourts and squares fronting and connecting to Gough Street. Should amendments to the planning permit or a new planning permit be sought, there may be opportunities to pursue further open space opportunities. - Southern end of Cremorne Street – No specific public space has been identified in this location in the draft UDF. Opportunities to include a public space in this area would be dependent on the proposed design of Cremorne Street and the development of the strategic site at 167 Cremorne Street.

Feedback and key issues raised	Officer response
	<ul style="list-style-type: none"> – Designate Russell Street as green space on the Bryant & May site (instead of Adelaide Street) – This idea was suggested by the owners of the Bryant & May site (see Strategic Sites). The design objectives have been updated to reference Russell Street but retain the role of Adelaide Street as a shared zone. – Carpark at Cubitt and Gwynne Street – A development is proposed for the car park at Cubitt and Gwynne Streets. A planning application has been lodged for an office development on the site. It proposes a 600 sqm covered communal space at ground level accessed off Cubitt Street. – Existing car park at Stephenson Street – This site is now privately owned. While it is within the broader Cremorne Study Area, the site is part of the Swan Street Activity Centre and was included in Planning Scheme Amendment C191 which applied built form provisions to the site. A need for link along the edge of the site is identified in the UDF. It was not specifically identified for open space in that work, however open space or a link through to Swan Street could be negotiated at the time of development. – Property on Cremorne Street – Site is located in an area identified for potential open space. The identified area covers a wider area than just this site. The purpose of the hatching is trigger the consideration by the owner and Council whether open space could be provided as part of a development. <ul style="list-style-type: none"> • See Specific locations for new open space / public spaces re VicTrack land in Green Street. • See Strategic Sites for 658 Church Street, Bryant & May site and the Rosella site.
<p>Public realm improvements</p> <ul style="list-style-type: none"> • Respondents support enhancing Cremorne as a pedestrian-friendly environment. • A number of comments were made about the current state of footpaths. They are inadequate for pedestrians and inaccessible for pushers and wheelchairs. This will be exacerbated by the planned commercial and retail use, impacting the overall amenity of the footpaths. • Suggestions were made to improve footpaths: <ul style="list-style-type: none"> – Maintain surfaces. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <p><u>Condition and width of footpaths</u></p> <ul style="list-style-type: none"> • The draft UDF identifies a number of actions to improve the state of footpaths especially the key walking routes include Church Street, Cremorne Street, Stephenson Street, Balmain Street / Cotter Street and Kelso Street by providing: <ul style="list-style-type: none"> – new and improved pedestrian crossings at mid-block locations and key intersections – widening footpaths, where possible, increased building setbacks – removal of clutter on footpaths and undergrounding of powerlines – large canopy trees for shading and cooling

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> – Remove /consolidate obstacles such as signs and bins. Clear clutter instead of widening. – Relocate power cables underground to improve functionality, amenity and aesthetics. – Plant shade-providing trees and install street furniture. <ul style="list-style-type: none"> • Recommendation for improvements to the public realm included: <ul style="list-style-type: none"> – Expanding tree and garden plantings and public spaces in north south streets in Cremorne West – Incorporating a series of small public spaces along the streets. (Noting there were some respondents who consider larger spaces are also needed.) • Several comments were made about Balmain Plaza. (It is identified as a ‘Hotspot’ in Theme 3 for improvements and further pedestrianisation.) • Respondents supported the proposed initiatives. They considered it would significantly rejuvenate the area. • A further submission commented that this is not an area of public open space that would be enjoyed in the same way as a public park and will generally serve as a transitional space for pedestrians moving through the precinct. 	<ul style="list-style-type: none"> – installation of street furniture – traffic calming and lowering of speed limits – enhanced signage and connections. <ul style="list-style-type: none"> • The creation of Gwynne and Stephenson Street pocket parks aimed to offer a much-needed respite for the Cremorne community and workers. Other potential locations are identified in the draft UDF for similar treatments. • The draft UDF identifies Balmain Plaza as a highly used by pedestrians and is a key hub for activity in the southern part of Cremorne along Balmain Street. It is also a key east-west movement corridor. It is located close to the Digital Hub at 80 Balmain Street – east of the underpass. This leafy area has been enhanced in past years with expanded footpaths and paving, seating, and planting. • Reductions in traffic volumes and speeds and narrowing of the roadway are identified in an updated hotspot design to enhance the use of this space. A long-term option is to require all westbound traffic to turn into Stephenson Street, greatly reducing traffic through the heart of the plaza, thereby enabling a true shared space. • Expansion of planting - Refer to Theme 2 – Greening (Urban Forest). • Objective 5.1 includes a recommendation to underground power. Noting this can be expensive and is generally undertaken for larger developments.
<p>Community facilities and spaces</p> <ul style="list-style-type: none"> • Several respondents (particularly residents) identified a desire for a community space in Cremorne. They suggested the space was important for wellbeing and will help build a village feel. It could be used for community engagement and volunteering purposes and could be similar to a Yarra Council Hub. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <p><u>Community space</u></p> <ul style="list-style-type: none"> • The draft UDF identifies the opportunity to support Bendigo Kangan Institute as a creative and digital education and community hub. BKI or the Department of Education have not commented on this

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> • Bendigo Kangan Institute was suggested as a possible location. • The tennis courts and pavilion (part of Bryant and May) are currently not used and underutilised. Could they be made available for the community. • Other facilities included: <ul style="list-style-type: none"> – Boat ramp or jetty on the Cremorne side of Punt Road – Additional amenities for children throughout Cremorne, such as play equipment – Free active equipment (gym, basketball, tennis etc.) and BBQ – Barbecues. 	<p>idea. Council would need to work closely with BKI and Department of Education to determine the practicality and feasibility.</p> <p><u>Tennis courts and pavilion at Bryant and May</u></p> <ul style="list-style-type: none"> • Bryant and May is a privately owned site. Any use of the facilities on the site would be at the discretion of the owners. However, it may be a matter they could consider should the site be redeveloped. <p><u>Boat Ramps</u></p> <ul style="list-style-type: none"> • Parks Victoria regulates water-based recreational use. The key guide is the <i>Lower Yarra River Future Directions Plan and Recreational Guidelines</i> (Parks Victoria, 2001). The river downstream of Herring Island is within the Active Recreation Tourism Zone. • The Active Recreation Tourism Zone extends from Princes Bridge to Herring Island. It is identified as the main venue for sport and entertainment events. It is also a rowing activity centre. • Canoe and kayaks access to the river at Dights Falls, Clarke Street and Riverside Walk. • Launching places in Cremorne are not identified in the Guidelines and would not be practical given the barrier formed of the Freeway and level changes. <p><u>Additional amenities for children</u></p> <ul style="list-style-type: none"> • Currently, there are two playgrounds in Cremorne. • To further enhance play spaces in the community, a <i>Play Space Strategy</i> has been funded to investigate opportunities across the city. As part of this city-wide review, it will also identify additional play spaces in Cremorne. <p><u>Active equipment</u> (gym, basketball, tennis etc.)</p> <ul style="list-style-type: none"> • The <i>Play Space Strategy</i> will also investigate opportunities for active exercise equipment across Yarra, including Cremorne. <p><u>BBQs</u></p> <ul style="list-style-type: none"> • Council's <i>Open Space Strategy</i> guides the facilities that will be provided for various types of open spaces. It identifies BBQ facilities as appropriate in Regional, City-Wide, Neighbourhood and Local open space where facilities encourage longer stays in open space.
<p>Connections to the Yarra River</p>	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p>

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> • Individual submitters and respondents to the survey supported the objective to reconnect Cremorne with the Yarra River. • There was also strong support for enhancing access for all to the Main Yarra Trail from the CityLink underpass, Church Street Bridge and Cremorne Railway Bridge, including advocacy position to State Government. 	<ul style="list-style-type: none"> • The Yarra River is separated from the precinct by the Monash Freeway and can only be accessed at three locations in Cremorne. • Objective 4.2 of the draft UDF seeks to reconnect Cremorne with the river. It identifies several actions including activating the CityLink underpass near Punt Road (Action 4.2.1) and improving access to the Main Yarra Trail and to South Yarra (Actions 3.3.3 and 4.2.2). • Council will continue to liaise with Parks Victoria and the Department of Planning and Transport to advocate for opportunities to reconnect and improve access to the Yarra River frontage and Main Yarra Trail. – Open Space Strategy. • Action 4.7.1 supports opportunities to collaborate with Traditional Owner groups to help tell the living cultural story of their connection to the river and places in Cremorne. • The Forest Hill Masterplan and Chapel Revision identify a desire to better connect South Yarra with Cremorne. Officers will seek to work with Stonnington City Council to advocate for improved access from South Yarra to Cremorne.

Theme 5 – Quality design that builds on Cremorne’s precinct identity

Feedback and key issues raised	Officer response
<p>Building heights</p> <ul style="list-style-type: none"> • Residential respondents often wanted lower heights and stricter controls compared to commercial landowners who sought greater flexibility and argued for taller heights. • Some respondents support the proposed heights in the draft UDF: <ul style="list-style-type: none"> – Support for proposed ‘mid-rise’ of 3-10 storeys. This is consistent the emerging heights in Cremorne in recent years. • Residents voiced concerns over the proposed heights: <ul style="list-style-type: none"> – Most commonly, residents expressed concern that high building heights adjoining residential areas will cause overshadowing, create wind tunnels and affect overall amenity. – Overall heights should be lowered and mandatory rather than discretionary. – Height should be limited to five storeys as taller buildings can negatively impact the character of the area. • Developers and landowners considered: <ul style="list-style-type: none"> – Heights should be increased in line with recent development approvals. – Land that is adequately separated from residential properties should be allowed to have higher building heights. – A clearer rationale should be provided for proposed height limits. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • The UDF has been informed by an independent built form review undertaken by Hodyl & Co. Site visits, a policy review, spatial analysis and 3D testing was used to develop the recommendations in the built form review. These recommendations then helped determine the preferred building heights in the UDF. • Taller mid-rise development is proposed on the precinct’s main spines. Heights are lower on narrow streets and also transition down in height to existing residential areas. • Mid-rise development in the majority of the three commercial precincts will allow for increased development capacity while reinforcing the existing urban structure - the fine grain street network and narrow sites mixed with larger sites and variations in building heights and styles. Taller development will be encouraged in parts of Cremorne where there are less constraints e.g. along wider streets such as Church Street. • Careful consideration is also given to maintaining the prominence and visibility of heritage places and limiting the impact of overshadowing on important footpaths and public open space. <p><u>Existing developments setting a precedent</u></p> <ul style="list-style-type: none"> • It is acknowledged that some developments, that have been constructed or approved, exceed the preferred height controls set out in the UDF. Where some developments do not comply is in the transition from higher heights on Church / Cremorne Street to lower heights. However, this transition is considered important. See Heights in Precincts below. • The purpose of the UDF is to manage the scale and design of new commercial development in the Cremorne West, Railway and Church Street Precincts. The proposed controls support new high-quality office and commercial developments but seek to ensure development enhances the quality and character of Cremorne's streets and public spaces and protects the amenity of residential areas. • While some constructed developments and approvals exceed the built form parameters in the draft UDF, it is not considered these developments undermine the UDF’s key built form principles. <p><u>Larger sites</u></p>

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> - Proposed height parameters are too restrictive / conservative, particularly for larger parcels and could hinder development opportunities. - The higher heights along Church Street and Cremorne Street are not deep enough. This will discourage larger organisations from occupying the developments, reducing the commercial primacy of the precinct. - Increased heights allow taller buildings to achieve views to open spaces, greater activation and surveillance whilst providing opportunity to create a notable landmark within the area. <p><u>Existing developments and approvals providing a precedent</u></p> <ul style="list-style-type: none"> • A number of commercial landowners highlighted existing development approvals for the area do not align to the proposed heights. They are creating an ‘emerging and approved character’ that should set the standard. • It is more appropriate for development to align to the neighbouring site and be decided on a case by case basis. <p><u>Large sites</u></p> <ul style="list-style-type: none"> • Commercial landowners feel that heights are too restrictive for larger parcels. • Consolidated sites represent a greater development opportunity. • Taller buildings should be allowed if they can demonstrate benefits such as heritage protection, public access, public open space and pedestrian permeability. <p><u>Heights in Precincts</u> <i>Cremorne West Precinct</i></p>	<ul style="list-style-type: none"> • Increasing proposed heights on larger sites is not supported. The proposed building heights are preferred (discretionary) requirements and provide some flexibility where specified criteria can be met. • The proposed schedules to the Design and Development Overlay (DDO) include performance criteria where developments propose to exceed the preferred heights. (See Criteria for exceeding preferred heights below). <p><u>Heights in Precincts</u></p> <ul style="list-style-type: none"> • See also the response to individual submissions for site specific suggestions. <p><i>Cremorne West Precinct</i></p> <ul style="list-style-type: none"> • The majority of the precinct is a maximum height of 28m/7 storeys with a three storey street wall to respond to the narrow width of the streets. • The lowest buildings (up to five storeys) are at the edges of the precinct to manage the transition to residential areas in the west and south. • The highest buildings (32m/8 storeys) are along Cremorne Street as the widest street in Cremorne West and the northern portion of Stephenson Street between Cremorne and Gwynne Streets (36m/9 storeys). • The application of 10 storey heights in narrow streets is not supported. Development of this scale has the potential to overwhelm of extremely narrow streets (such as Cubitt Street at 9m in width). • Proposals to extend the 32m height fronting Cremorne Street further into deep sites is not supported. The extent of the 32m height generally aligns with the depth of lots bound by north-south side streets to the rear. They provide for a taller building of 20m-30m deep. The stepping down in heights proposed in the UDF provides a clear transition in height down to residential areas. <p><i>Railway Precinct</i></p> <ul style="list-style-type: none"> • In Railway Precinct, buildings of up to 28m/7 storeys in height with street wall heights of three storeys to respond to the fine-grain streets and sites. • Higher building heights of 11 and 12 storeys are not supported. Green and Chestnut Streets are relatively narrow at approximately 12m wide. Taller buildings have the potential to overwhelm these long narrow streets. • The lowest buildings are to the north edge of the precinct to transition to the residential zone. <p><i>Church Street Precinct</i></p>

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> • Some support for the proposed heights. • Others considered the heights too high. Heights of five storeys were suggested as were heights of six or seven storeys. There were comments that buildings on Cremorne Street are already too high. • Others (mainly commercial landowners) thought heights were too conservative. Suggestions included to increase: <ul style="list-style-type: none"> – maximum building heights on Cremorne Street to nine storeys. – the depth of the maximum building height on the western side of Cremorne Street. (The interfaces to residentially zoned land to the west were acknowledged.) – heights from seven storeys in narrow streets to up to 10 storeys - as it does not reflect development opportunity. <p><i>Railway Precinct</i></p> <ul style="list-style-type: none"> • Fewer suggestions: <ul style="list-style-type: none"> – Increase the overall height to a minimum of 10-12 storeys, where there are no sensitive interfaces. – Uniform heights across the precinct conflict with the precinct vision. Heights should allow for architectural ingenuity and flexible design outcomes that respond to the specific opportunities and constraints offered by individual sites. <p><i>Church Street Precinct</i></p> <ul style="list-style-type: none"> • Some support for the proposed heights. • Some respondents consider the proposed heights along Church Street are too high: 	<ul style="list-style-type: none"> • A 28m/7 storey maximum height with a three storey street wall applies to most of the precinct to respond to the fine-grain streets and sites. • The highest buildings (40m/10 storeys) are along Church Street as the widest street in the Church Street Precinct and the broader study area. The street wall height is four storeys. The 10 storey height reinforces the primacy of Church Street. • Proposals to extend the 40m heights fronting Church Street into deep sites are not supported. • In the Church Street Precinct, given heights of up to 40m are permitted, the transition in height in the narrow east-west side streets is important to reduce the canyon effect in the east-west streets and the building bulk viewed from residential areas.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> - New buildings on Church Street are already over 10 storeys. Taller buildings are not supported. - Building heights will impact solar access and wind along Church Street - Suggestions included four to five storeys and eight storeys. - Concerns about heights on strategic sites such as 658 Church Street. (No more than four to five storeys with two storeys on Church Street.) • Commercial landowners sought the extension of the depth of maximum building height along both sides of Church Street (The presence of Church Street, public transport, lack of heritage fabric, deep blocks, side street streetscape and the prevalence of corner sites were identified as the justification.) • Increases in heights in side streets were also proposed in Balmain, Yarra and Prince Patrick Streets. 	
<p>Measurement of building heights</p> <ul style="list-style-type: none"> • The inclusion of ‘overall’ when referencing preferred building heights is ambiguous. • Unclear if it includes rooftop plant, overruns etc. Rooftops and plants should be able to exceed building height. • Building heights should be measured by number of storeys, not metres. <ul style="list-style-type: none"> - Office buildings require higher floor to floor heights than other uses, such as residential hotels. - Measurement in metres may discourage generous floor-to-floor heights or limit uses. Lower floor to floor heights can reduce internal amenity for commercial occupants. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Changes proposed. • Delete the reference to ‘overall’ heights in the UDF and replace with ‘maximum’. • Include criteria for the assessment of building heights that exceed the preferred height. <p>Response and discussion:</p> <ul style="list-style-type: none"> • The term ‘overall’ has been deleted in the revised UDF. Consistent with other built form controls in Yarra, building heights will be measured to the roof. Plants, solar panels, lift overruns etc can exceed this height subject to conditions. • The proposed built form provisions provide clarification on elements of a building that are excluded. These include service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment. • These parts of a building may exceed the height under the following criteria:

Feedback and key issues raised	Officer response
<p><u>Definition of mid-rise development</u></p> <ul style="list-style-type: none"> The UDF should provide a definition of mid-rise development. <p><u>Criteria for exceeding preferred heights</u></p> <ul style="list-style-type: none"> Commercial landowners commented if heights are discretionary, applications for non-conforming developments should demonstrate benefits (design quality, public realm outcomes, ESD outcomes etc.) 	<ul style="list-style-type: none"> The equipment/structures extend no higher than 3.6 metres above the maximum building height Less than 50% of the roof area is occupied by the equipment /structures (other than solar panels and green roofs) The equipment and/or structures do not cause additional overshadowing at the September Equinox of secluded private open space to residential land, opposite footpaths, kerb outstands, or planting areas in the public realm. <ul style="list-style-type: none"> This is higher than 2.6m height applied in activity centres as it is recognised taller services are required in commercial developments. <p><u>Criteria for exceeding preferred heights</u></p> <ul style="list-style-type: none"> Criteria to assess preferred heights have been included in the revised UDF and proposed planning controls to guide the circumstances when proposals can exceed the preferred heights. The following criteria are proposed: <ul style="list-style-type: none"> Satisfy the design objectives and the relevant design requirements outlined in the planning controls Achieve design excellence by: <ul style="list-style-type: none"> Providing greater building separation than the minimum requirement Providing a safe and generous ground level setbacks and publicly accessible spaces to enhance the public realm and accommodate building entrances, spaces for outdoor dining, landscaping or street level bike parking Achieving excellence for environmentally sustainable design measured as a minimum BESS project score of 70% Avoiding additional overshadowing of residentially zoned properties Retaining and incorporating an identified character building within the design of a future building Providing end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms. <p><u>Heights in metres vs storeys</u></p> <ul style="list-style-type: none"> The DDOs use metres rather than storeys in line with <i>Planning Practice Note 60: Height and setback controls for activity centres</i>. The UDF uses storeys and metres to ensure the document is easier for the community to follow. The proposed heights assume 4 metre floor to floor heights.

Feedback and key issues raised	Officer response
	<p><u>Definition of mid-rise</u></p> <ul style="list-style-type: none"> • The term mid-rise is relative rather than prescriptive. It includes a range of heights appropriate to the physical and strategic context of the location. • Council has not adopted a standard definition that would apply across the whole of the municipality, as the expectation of height and scale varies between areas. • In the Cremorne context, mid-rise generally means between 5-10 storeys. • The draft UDF and proposed planning controls will help define the term through the height controls that apply.
<p>Mandatory vs discretionary built form controls</p> <ul style="list-style-type: none"> • Varying opinions on whether height and overshadowing controls should be mandatory or preferred. <ul style="list-style-type: none"> - Commercial landowners/ developers support discretionary controls as they allow for design innovation. - Multiple commercial landowners consider mandatory solar access controls will hinder development. - Community members /residents considered building heights and setbacks should be mandatory. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • The following provisions are proposed in the draft UDF as mandatory controls: <ul style="list-style-type: none"> - overshadowing of the Cremorne Street, Church Street and Balmain Street footpaths and plaza - views to the Nylex and Slade Knitwear signs - upper level setbacks of properties behind the Slade Knitwear sign - street setbacks on Cremorne Street. • All other provisions are proposed as discretionary (preferred). • Building heights have not been proposed as mandatory heights however criteria have been developed to guide when additional heights might be appropriate.
<p>Interim controls and transitional provisions</p> <p><u>Interim controls</u></p> <ul style="list-style-type: none"> • Residents support Council progressing interim planning controls to guide development in the area. • Concerned about delays and the erosion of the intentions in the UDF e.g. solar access. • Interim planning controls not supported by most respondents with development interests. They will limit the ability for landowners to develop their sites and may halt development as an Enterprise Precinct. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <p><u>Interim controls</u></p> <ul style="list-style-type: none"> • Interim built form controls are proposed to be applied. They are necessary to address development pressures and realise important public realm outcomes while the permanent controls are being progressed. • Landowners and the wider community will have the opportunity to comment on the permanent controls through a draft amendment process.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> • However, one commercial landowner supported interim controls due to development pressure. They noted otherwise new large scale development will continue to set the benchmark. • Another landowner supported the application of interim controls on strategic sites. <p><u>Transitional provisions</u></p> <ul style="list-style-type: none"> • A number of commercial landowners also commented that if interim controls are put in place there needs to be transitional provisions for existing permits / applications made prior to approval date. • They are necessary to ensure development applications are appropriate, given the time it will likely take to have the planning scheme amended. 	<ul style="list-style-type: none"> • Interim controls are not proposed to be applied to strategic sites. Detailed built form work for these sites has been undertaken to underpin provisions. However planning policy implementing the design objectives in the UDF is proposed to provide guidance for the development of these sites. <p><u>Transitional provisions</u></p> <ul style="list-style-type: none"> • Transitional provisions have been considered but are not contemplated for this amendment. • Transitional provisions are inconsistent with the nature of UDF and the direction of the future planning scheme amendment. The purpose of the interim controls is to provide a framework for development while a process to implement permanent controls is underway. This is to ensure development does not undermine the strategic direction that informs the planning controls. • The absence of transitional provisions does not prevent an existing planning permit application being amended.
<p>Street wall heights and active frontages</p> <p><u>Street Wall Heights</u></p> <ul style="list-style-type: none"> • Some respondents suggested lower street wall heights for some locations: <ul style="list-style-type: none"> – A maximum street wall height of 8m on narrow streets such as Dover, Gwynne, Stephenson and Green to protect the unique nature of this area. – A maximum street wall height of three storeys on Pearson Street. [NOTE- Four and three storey street walls are proposed on Pearson Street. Four storeys where the 40m height applies, three storeys to the remainder of the street.] • Concerns from commercial landowners that the proposed street wall heights: <ul style="list-style-type: none"> – are overly conservative and do not reflect existing development 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed. • Additional provision included that provides a floor area limit for services on the ground floor. • Recommendation that substations should be located below ground has been amended to recognise this should be where possible. <p>Response and discussion:</p> <ul style="list-style-type: none"> • The draft UDF includes a series of built form recommendations to manage the presentation of new development at the street level. This will include the location of building services, building design requirements and encouraging active frontages. <p><u>Street Wall Heights</u></p> <ul style="list-style-type: none"> • The street wall heights in the draft UDF are based on detailed analysis from an urban design and heritage perspective – particularly the varying street widths in Cremorne. • Many of the streets within Cremorne are between 6m and 13m wide. The proposed street wall height of three storeys (12m) responds to these narrow streets in Cremorne and aims to create a comfortable and human scale experience on the streets. A three storey street wall also applies to lower scale buildings in the side streets to create a transition to the residential areas.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> - lack strategic rationale - do not take account of larger sites where it is appropriate to provide greater street wall heights and hinder them from achieving their full development potential. • Specific locations where commercial landowners did not support the proposed street wall heights include: <ul style="list-style-type: none"> - Cremorne West Precinct generally - Church Street, Balmain Street, Cubitt Street, Green Street and Gwynne Street - Increase the street wall height from three to four storeys on to allow for innovative design and design opportunities. [NOTE- A four storey street wall is proposed on Church Street not three storeys.] • A further suggestion was that instead of definitive controls, street wall heights should be site-responsive, particularly for larger development sites. • The UDF should provide guidance on how applicants should manage the transition of street wall heights between Church Street and adjacent side streets. <p><u>Active frontages and building services</u></p> <ul style="list-style-type: none"> • 46% of respondents to the survey selected the action that <i>'buildings are well designed at street level'</i> in their top 5 actions (from the list of 10). • One submitter commented on the recommendation that substations should be located below ground. This should be "when possible" given the substation locations are determined by the power authority. 	<ul style="list-style-type: none"> • Street wall heights of four storeys (16m) are proposed on wider streets such as Cremorne Street and Church Street. • Some areas may include two storeys, which are to ensure heritage buildings are retained and adjacent sites respond appropriately. • The street wall heights, combined with upper level setbacks and maximum building heights also help maintain solar access to these key streets. • The proposed street wall requirements are preferred (discretionary) requirements. A permit can be granted to exceed the requirements set out in the Design and Development Overlay (DDO). This provides flexibility to respond to local context and unique conditions of a site or an area. <p><u>Active Frontages and services</u></p> <ul style="list-style-type: none"> • Active frontages are crucial to add interest, vitality and safety to streets, while helping to encourage walking. Building frontages are to have openings, articulated facades and limited blank walls. Internal uses should be visible from the street. • The ground floor of buildings should minimise the impact of inactive uses such as carparking and servicing, especially on sites with narrow frontages. • The draft UDF includes a series of recommendations to ensure new buildings create active frontages. • New buildings will need to provide a high level of detail and building services should be located off the main street and their impacts minimised. • Changes to the recommendations around services are proposed: <ul style="list-style-type: none"> - A new provision has been added that states that ground floor services, including waste, loading and parking access should occupy less than 40 percent of the ground floor area of the site area. - The recommendation that substations should be located below ground has been amended to recognise this should be where possible.
<p>Street and ground floor setbacks</p> <ul style="list-style-type: none"> • 60% of respondents to the survey selected the action that <i>'buildings are setback from the street to provide</i> 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Changes proposed.

Feedback and key issues raised	Officer response
<p><i>more space for building entrances, pedestrians, landscaping and outdoor dining</i> in their top 5 actions (from the list of 10).</p> <ul style="list-style-type: none"> • Similar feedback for support for ground level setbacks was received in written submissions and meetings with Council officers. • Requiring greater setbacks on sites with wider frontages was also supported. • Multiple respondents called for street setbacks to be applied more comprehensively and/or increased: <ul style="list-style-type: none"> - Along north south streets (e.g. Dover, Cubitt, Gwynne and Stephenson Streets) - On Church Street to retain prominence of the Former Bryant & May factory building when looking south on Church Street towards it. - On Church Street the depth of sites lend themselves to accommodating greater street setbacks to offset potential shadow and visual bulk implications of taller buildings on Church Street. - Heritage Victoria proposed an increase the 6m minimum ground floor setback from Cremorne Street to 10 metres on BKI site. • Other respondents did not support the proposed setbacks. They considered the setbacks overly conservative, would restrict development on constrained sites and do not reflect existing development throughout Cremorne. • Locations where the proposed setbacks were not supported, included: <ul style="list-style-type: none"> - 3m setback on the western side of Cremorne Street. Submitters commented that the existence of residential development, narrow commercial sites, 	<ul style="list-style-type: none"> • Expand the proposed built form controls in the UDF and DDOs to encourage building setbacks for all sites across Cremorne (rather than being limited sites with large frontages or located Cremorne Street). • Include increased building setbacks as a criteria to consider buildings that exceed a preferred height. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Full building or ground floor setbacks will provide opportunities to enhance the public realm. Larger sites in particular, provide an opportunity to create ground floor setbacks to create a transition between the public realm and the private realm. These transition areas could be used for landscaping and seating, outdoor dining and bike parking and create attractive and useable spaces. • The draft UDF currently includes recommendations to apply building setbacks to: <ul style="list-style-type: none"> - Cremorne Street (mandatory requirements) - Sites with a frontage greater than 30 metres. • Opportunities to expand the public realm through inset building entrances and integrated seating are also encouraged throughout Cremorne. • Cremorne Street is identified as one of two key activity spines providing an activated and leafy pedestrian and cycle friendly spine. The proposed setback reinforces this outcome. • Submissions and responses to the survey have identified a desire to expand opportunities for building setbacks to enhance the public realm. • The built form recommendations in the UDF and proposed provisions in the DDOs controls have been expanded to encourage building setbacks for all sites across Cremorne (rather than being limited sites with large frontages or located Cremorne Street). • Incorporating ground floor setbacks as part of a design is also included as one of the criteria for proposals which exceed a preferred height.

Feedback and key issues raised	Officer response
<p>and approved development with lesser or no setbacks removes the ability to successfully implement a setback.</p> <ul style="list-style-type: none"> - 6m landscaped setbacks along Balmain Street and Chestnut Street for the Bryant and May Strategic Site. • Others considered setbacks should be assessed on a case-by-case basis instead of prescriptive controls to allow a more site responsive approach. Some respondents preferred this approach for larger sites. 	
<p>Building Separation</p> <ul style="list-style-type: none"> • Concerns were raised from commercial landowners that the proposed building separation provisions: <ul style="list-style-type: none"> - Was overly conservative and would result in highly restrained development. - Questioned whether modelling has been done. • Development should consider the development on adjoining sites. There is no need to setback upper floors/separate buildings on sites if an adjoining developments overall height is an equivalent height to the maximum boundary wall height provisions proposed in the UDF. • A commercial landowner suggested the 3 metre setback above any side and rear boundary height should be tempered by the site interface and amended to a range of 1-3m. • The issue of blank walls on boundaries was raised as a problem in feedback and noted many examples of precast walls throughout Cremorne. Recommended buildings be setback and better design provisions be introduced. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed. • Update the built form recommendations in the UDF and proposed built form controls DDOs to limit boundary wall development to one side for buildings with a frontage less than 20m. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Adequate building separation distances are required to ensure that good levels of daylight and sunlight enters buildings. It also ensures that an outlook is provided from within buildings to connect occupants to the outside world and that privacy between neighbouring buildings is managed. • Building separation is also important to provide development equity and ensure the development of one site does not prevent the development of a well-designed building on the adjacent site. • Currently the UDF recommends, for building frontages of: <ul style="list-style-type: none"> - 20m or less, buildings may be built to the side or rear boundary under certain conditions. - Greater than 20m, setbacks are required above boundary wall height. • Buildings on narrow sites may be built to the boundary in some circumstances where they avoid creating blank unarticulated walls and a continuous wall of buildings. • Changes are proposed to the built form controls for narrow sites i.e. less than 20m wide. To avoid the creation of a wall of buildings, buildings will be permitted to build to one boundary only. • The draft UDF recommends avoiding blank walls visible from the public realm. Where a solid external wall is unavoidable, walls should be detailed and include articulation to provide for visual interest.

Feedback and key issues raised	Officer response
<p>Upper Level Setbacks</p> <ul style="list-style-type: none"> • There was support minimum upper level setbacks provisions, however greater discretion should be built into the controls to allow for innovative architectural/design elements to encroach into the setback requirements. • A concern from a commercial landowner that the UDF’s proposed upper level setbacks unreasonably compromise the development potential of the site. • Several respondents called for changes to upper level setbacks: <ul style="list-style-type: none"> – Balmain Street – Reduce the proposed 15m setback. It is unnecessary to prevent overshadowing. Can achieve same outcome with less restrictive requirement. – Pearson Street – Apply a 3m upper level setback. – Balmain Street (east of underpass) – Reduce setbacks to 1-3m consistent with an existing permit. – Cremorne West Precinct – Reduce setbacks from 3m and 5m to 3m (excluding architectural/design elements) • Yarra’s Heritage Advisory Committee commented on the importance of setbacks and separation around heritage buildings to preserve the fabric. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Setting back upper levels, above the street wall, provides a clear delineation between the street wall and upper levels. They also help to reinforce a comfortable scale for pedestrians at street level while ensuring access to daylight and • Upper level setback requirements play an integral role in both maintaining the visual prominence of heritage and fine-grain streetscapes and supporting development where a new streetscape is sought. • An appropriately balanced approach that ensures that upper level development does not overwhelm heritage buildings or the heritage and fine-grain streetscapes while allowing for a taller new consistent street edge in areas of change. • Balmain Plaza is identified as a key location within the Cremorne UDF and plays an importance place and movement role within Cremorne. The upper level setbacks for properties immediately north of the Balmain Plaza ensure the Plaza is not overshadowed. The mandatory overshadowing requirement that applies to the southern portion of the plaza has also been applied for consistency.
<p>Impacts on the public realm</p> <p><u>Overshadowing of footpaths</u></p> <ul style="list-style-type: none"> • 62% of respondents to the survey selected retaining ‘sunlight to footpaths on key pedestrian streets such as Cremorne, Church and parts of Balmain Street’ in their top 5 actions (from the list of 10 in Theme 5). 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <p><u>Overshadowing of footpaths</u></p> <ul style="list-style-type: none"> • The protection of sunlight to key footpaths is considered very important to retain quality public spaces to ensure ‘life and attraction’ at the street level for residents, workers and visitors.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> Some comments that winter controls should be applied to prevent overshadowing of Church Street and other streets in winter. Submissions were made from several commercial landowners who did not support the proposed overshadowing provisions: <ul style="list-style-type: none"> Change the 10am-2pm time of the spring equinox footpath shadow control on Church Street to 10.30am-1.30pm to better align with existing shadows (and resulting building heights) and the lunchtime period of the day. Mandatory controls (i.e. overshadowing) are not justified. Make overshadowing controls discretionary rather than mandatory as the proposed controls unreasonably limits development potential without significant merit or benefit. A site-responsive approach to overshadowing controls. Built form controls proposed as part of the UDF obviate the need for shadow controls. The solar access/overshadowing provisions are overly restrictive, specifically the requirements to protect residential front gardens in part of Balmain Street. <p><u>Wind</u></p> <ul style="list-style-type: none"> 43% of respondents to the survey selected avoiding 'potential wind effects from taller developments' in their top 5 actions (from the list of 10 in Theme 5). Concerns that increasing building heights will create wind. 	<ul style="list-style-type: none"> Mandatory controls apply preventing the overshadowing of the footpaths of Cremorne Street and Church Street for 3 hours between 10am and 2pm at the Spring Equinox. The application of the mandatory requirement preserves solar access and amenity to the primary street within the precinct. Overshadowing protections also apply to Balmain Street. Balmain Street is a key east-west pedestrian corridor in Cremorne. The standards along Balmain Street vary depending on the context. The built form recommendations to apply to whole of the footpath rather than a distance of 3m from the kerb. Metric used (e.g. 3.0 metres from the kerb) allows for a significant encroachment zone for overshadowing. This is particularly problematic in Bridge Road and Victoria Street where footpaths vary greatly in width. This metric would mean that narrower footpaths could be completely overshadowed at specific times. Swan Street (C191) seeks to protect the full width of the footpath by using the following metric, 'from the property boundary to the existing kerb' to reflect the current width at the point of measure. The overshadowing requirements were tested and generally are achievable with the building heights specified in the proposed DDOs. Noting that where developments seek to exceed maximum preferred heights, upper levels may need to be set back. Additional upper level setbacks above the street wall may also be necessary. The use of the Spring Equinox to measure overshadowing aligns with current policy in the planning scheme at Clause 22.10 – Built Form and Design Policy and 22.12 – Public Open Space Contribution and proposed updated policy in Clause 15.01-1L Urban design in Amendment C269yara. <p><u>Wind</u></p> <ul style="list-style-type: none"> The wind impacts of development are considered in the UDF and are included in the draft DDOs. Objective 5.1 of the UDF includes a built form recommendation: <i>To deliver comfortable wind conditions in the public realm of Cremorne</i>. The draft UDF is proposes development over 15 metres in height will be required to be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing. This is consistent with the approach taken in other built form controls in Yarra. This requirement will be included in the draft Design and Development Overlays.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> Ensure development is appropriately setback to avoid wind tunnels. 	
<p>Amenity impacts – Residential precincts</p> <ul style="list-style-type: none"> Respondents were concerned about the impacts of development on residential amenity. 64% of respondents to the survey ranked protecting the ‘amenity of properties in Cremorne’s residential precincts by minimising overshadowing, overlooking and building bulk’ as one of their top 5 actions (out of a list of 10 in Theme 5). This was the most highly ranked action in Theme 5. Some submissions from commercial landowners considered the proposed provisions too onerous. Responses from residents and community groups considered: <ul style="list-style-type: none"> the proposed built form controls need to ensure that buildings do not overshadow residential properties. prevent overshadowing during winter months and not just in September. encourage less high rise development and increase the amount of low rise residential development throughout Cremorne. extend the 45 degree angle line for the building envelope further back to prevent overshadowing from taller buildings more than 12m from the boundary. Commercial landowners commented the: <ul style="list-style-type: none"> solar access/overshadowing provisions are overly restrictive, specifically the requirements to protect residential front gardens on Balmain Street. 	<p>Recommended position:</p> <ul style="list-style-type: none"> No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> The <i>Cremorne Built Form Review</i> (Hodyl & Co), which underpinned Theme 5 of the draft UDF undertook: <ul style="list-style-type: none"> An analysis of development applications to identify transition issues and to determine an appropriate design response at sensitive interfaces. Built form modelling to test solar impacts and to determine the appropriate built form typology to respond to the urban structure of Cremorne. The built form recommendations addressing residential amenity will be implemented through new schedules to the Design and Development Overlay (DDO). Sites adjacent to residential neighbourhoods have a lower height compared to other areas within Cremorne. Maximum heights of 20 metres/5 storeys apply in conjunction with interface controls. These will ensure amenity impacts on surrounding areas are appropriately managed, and cover overlooking, overshadowing and visual bulk. Interface provisions require development adjacent to residential properties have a maximum boundary wall height of 8m (2 storeys) with ground floor and upper level setbacks. Upper levels must be set back behind a 45 degree angle measured for 12m from the top of the interface wall height (8m). This will ensure adjacent properties are not unduly overshadowed. It is not recommended that the 45 degree angle is continued beyond 12m. The proposed approach which limits the depth of 45 degree angle to 12m is an appropriate measure that balances development outcomes while reducing impacts to residential properties adjacent to commercial areas. Different interface controls apply depending on whether properties directly abut a residential property and when a laneway separates the properties. A 3m ground floor setback is proposed for properties directly abutting residential. Upper level setbacks are the same for both direct abuttal and laneway interfaces.

Feedback and key issues raised	Officer response
<ul style="list-style-type: none"> - overshadowing requirements should be amended to mainly ensure the protection of residential amenity, rather than both residential and commercial amenity. - setback expectations for developments adjacent to residential zones should be less than ResCode Standard B17, not greater. 	<ul style="list-style-type: none"> • Along with specific height and interface controls, the proposed DDOs includes a range of policy provisions to manage impacts on residential neighbourhoods. These deal with design aspects of new buildings that cannot be as easily measured in a quantitative manner. • The proposed DDO includes mandatory controls to manage overshadowing of the front gardens of residential properties on the southern side of Balmain Street between Cremorne Street and Gwynne Street. This is in recognition of the narrowness of Balmain Street in this location, the existing extent of overshadowing of the footpath and a precedent set by a proposed development at 25 Balmain Street. • It is not recommended that overshadow controls are measured at the winter solstice. It is a common approach in the Victorian Planning System to use the September Equinox to measure overshadow impacts. Residential planning controls (ResCode) also use the September Equinox as the measure for residential development. If a winter solstice was used it would result in dramatic reduction in height to comply. This would be inconsistent with both State and Local Planning Policy that identify Cremorne as a region of commercial significance.
<p>Amenity impacts – Residential properties within the Commercial 2 Zone</p> <ul style="list-style-type: none"> • Some comments were received from residents living in the Commercial 2 Zone, other comments were from commercial landowners. • The mix of commercial and residential within Cremorne is causing issues and concerns for residents: <ul style="list-style-type: none"> - Excessive noise from music and parties on commercial rooftops is impacting existing residents. - Construction noise is also a strong concern. <p>Concerns that current development not complying with noise regulations / permits.</p> <p>Has impacts on adults and children – potential health issues such as hearing loss.</p> • The amenity for existing residents needs to be given greater consideration by not allowing residential to be rezoned to commercial. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Commercial 2 zoned land allows a range of commercial and light industrial uses are to be located. Dwellings (other than caretaker’s dwellings) are prohibited in this zone. • Even where existing use rights are established for dwellings, these dwellings are not afforded the same level of amenity protection as dwellings within a residential area. • The decision guidelines for buildings and works in Clause 34.02 do not refer to consideration of impacts on residential uses more generally but rather of the interface with adjoining zones, especially the relationship with residential areas. • Various VCAT decisions also confirm this approach. • Residential amenity considerations are not irrelevant; however, expectations need to be tempered against the purpose of the Commercial 2 Zone which does not include providing for residential use. • Non-conforming residential uses cannot expect the same level of amenity as a dwelling within a residential area. Application of policies to protect their amenity to a standard associated with residential areas would result in an unreasonable limitation of the development potential of the subject site.

Feedback and key issues raised	Officer response
	<ul style="list-style-type: none"> The vision for the area under the current zoning and Council’s strategic planning is for increased development to contribute to accommodating employment growth, supporting economic viability and enhancing the industrial precinct. Considerations of amenity must be limited to the impact of the proposed built form as the proposed land uses are as-of-right, including overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.
<p>Heritage</p> <ul style="list-style-type: none"> Feedback was received from one owner of heritage property in Yarra Street and from owners of three of the strategic sites. See Strategic Sites. There was support in the survey and other feedback for sensitive heritage redevelopment to protect the existing residential and commercial heritage fabric of Cremorne. Heritage and contemporary infill building form should be balanced. 47% of respondents to the survey selected ensuring ‘new development is respectful of Cremorne’s existing heritage buildings’ in their top 5 actions (from the list of 10 in Theme 5). Council’s Heritage Advisory Committee noted the importance of guidelines for redevelopment of heritage places. Implement built form controls for buildings located across from heritage buildings to preserve the prominence of heritage buildings. The history and heritage of Cremorne needs to be recognised and preserved through the UDF. E.g. Incorporating the history of the Sutherland Family who produced vinegar, cordials and pickles in Cremorne into revitalisation through plaques, signage and murals, so 	<p>Recommended position:</p> <ul style="list-style-type: none"> Change proposed. Under Objective 5.4, include a new action to undertake an archaeological survey and update the document to reflect the additional action. <p>Response and discussion:</p> <ul style="list-style-type: none"> While there are relatively few heritage buildings and places in Cremorne, many are located on corners and have prominent positions on the street. The proposed built form controls are designed to ensure heritage buildings retain their prominence. The draft UDF includes design responses that are tailored to the specific characteristics of the different building typologies are required. Specific metrics have been developed to help retain the identified original fabric of the buildings, including the principal façade, primary roof form and chimneys. The proposed built form controls also apply to sites adjacent to the heritage buildings and places to ensure an appropriate transition to the heritage building and its setting. <p><u>Sites on the Victorian Heritage Register</u></p> <ul style="list-style-type: none"> See Strategic Sites. <p><u>Historical archaeological assessments</u></p> <ul style="list-style-type: none"> The Victorian Heritage Inventory is a list of about 6,500 known historical archaeological sites. Currently Heritage Victoria identifies historical archaeological assets on a place by place basis as evidence arises. Two sites in Cremorne are currently on the inventory – the Riverside Inn, Harcourt Parade and Punt Road and 66-88 Green Street. Other historical archaeological sites in Cremorne would relate to its many phases of activity – e.g. Cremorne Pleasure Gardens, the asylum, pubs, industrial complexes and areas of dwellings/cottages.

Feedback and key issues raised	Officer response
<p>that the community can be aware and proud of their history was identified.</p> <p><u>Sites on the Victorian Heritage Register</u></p> <ul style="list-style-type: none"> See Strategic Sites. <p><u>Historical archaeological assessment</u></p> <ul style="list-style-type: none"> Heritage Victoria suggested Council should undertake a historical archaeological assessment. Cremorne has the potential to contain historical archaeological sites that are relevant to various phases of activity in the area. 	<ul style="list-style-type: none"> All historical archaeological sites are protected by law. Approval from Heritage Victoria needs to be provided to disturb a site. Aboriginal archaeological sites are protected under the <i>Aboriginal Heritage Act</i>. Action 14 of Council's <i>Heritage Strategy</i> recommends that Council 'Develop a strategic approach for a municipal archaeological review'. The purpose would be to develop a strategic approach to identifying sites of potential archaeological significance. It is recommended that the UDF includes an action to undertake an archaeological survey to identify sites of potential historical archaeological significance. This could provide a pilot for a broader municipal approach. This would be in the form of a desktop survey and would make a representative selection, based on levels of historical significance and likely condition/intactness.
<p>Character buildings</p> <ul style="list-style-type: none"> 48% of respondents to the survey selected retaining '<i>character buildings (buildings that are not heritage protected but give the area its character)</i>' in their top 5 actions (from the list of 10 in Theme 5). No comments were received about character buildings or owners of sites as they were not identified in the draft UDF. 	<p>Recommended position:</p> <ul style="list-style-type: none"> Changes proposed. Update text in Objective 4.3 and maps in the UDF to include the proposed character buildings. Identify character buildings in the proposed DDOs, including a provision to retain and reuse them as part of any redevelopment. <p>Response and discussion:</p> <ul style="list-style-type: none"> Character buildings include pubs, factories, warehouses and offices which are not protected through the heritage controls in the planning scheme but contribute to Cremorne's visual identity and character. The draft UDF provides criteria to help identify character buildings but did not identify them. 44 character buildings have now been identified using the criteria outlined in the draft UDF. The draft UDF and proposed planning controls seek to ensure the retention and reuse of these buildings as part of any redevelopment. An additional requirement has been added to ensure a retention and refurbishment plan is provided during the application process.
<p>Views to landmarks</p> <ul style="list-style-type: none"> 43% of respondents to the survey selected protecting '<i>views to important municipal landmarks such as Slade</i> 	<p>Recommended position:</p> <ul style="list-style-type: none"> No changes proposed. <p>Response and discussion:</p>

Feedback and key issues raised	Officer response
<p><i>Knitwear sign and Nylex sign</i>’ in their top 5 actions (from the list of 10 in Theme 5).</p> <ul style="list-style-type: none"> No specific comments were made on views to the two landmarks identified in draft UDF. Heritage Victoria made comments on views to the Bryant and May chimney and clocktower and views to the former Cremorne Primary School on the Bendigo Kangan site. See Strategic sites. 	<ul style="list-style-type: none"> Cremorne includes two significant signs (identified as Municipal Landmarks); the Nylex Sign included on the state heritage register (Richmond Maltings, Gough Street) and the Slade Knitwear Sign (Dover Street). Views to these landmarks are important to reinforce a sense of place, retain important historic reference points and enrich the experience of residents and visitors within Cremorne and Yarra. Mandatory controls are proposed to protect the views to the signs from identified locations. This aligns with the approach taken to landmarks in other built form controls in Yarra. In the case of the Slade Knitwear sign, mandatory upper level setbacks have been applied to ensure blue sky is retained behind the sign. Note: The Slade Knitwear sign has been dismantled due to safety reasons. Council is continuing conversations with the owner of the site to have the sign restored and reinstated. <p><u>Other landmarks</u></p> <ul style="list-style-type: none"> However, views to the Bryant and May buildings and its clocktower and chimney are noted from Chestnut Street and along Church Street are included as Design Objectives for the Bryant and May Strategic Site and the site to the north at 534 Church Street. These views are identified in the Statement of Significance for the site. No work has been undertaken to determine views to other landmarks in Cremorne. Additional work would need to be undertaken to determine other views to landmarks.
<p>Impacts on the Yarra River</p> <ul style="list-style-type: none"> Some respondents commented on the importance of protecting the Yarra River from the impact of development. Another considered there should be a requirement for Traditional owners to be consulted regarding the visual impact to the Yarra River. Other respondents supported reconnecting Cremorne to the Yarra River and improving access. (See Theme 4 – Connections to the Yarra River.) 	<p>Recommended position:</p> <ul style="list-style-type: none"> No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> Design and Development Overlay 1 – Yarra (Birrarung) River Corridor (DDO1) applies to specific sites in Cremorne in the C2Z – including 658 Church Street Strategic Site, 167 Cremorne Street Strategic Site, the Rosella Strategic Site, 1-3 Gough Street and 449 Punt Road. DDO1 was introduced to ensure new development near the Yarra River was managed. It requires new development to be setback from the banks of the Yarra River and heights are stepped back to reduce visual bulk, overshadowing and light spill. SLO1 - Yarra (Birrarung) River Corridor Environs also applies to specific sites in Cremorne in the C2Z– including 658 Church Street Strategic Site and the Rosella Strategic Site.

Feedback and key issues raised	Officer response
	<ul style="list-style-type: none"> • It requires the retention of vegetation that contributes to the character of the Yarra River and to manage development so that it doesn't impact on important vegetation along the River. • SLO1 and DDO1 do not specify any requirements for consultation with traditional owners. • In 2022, the State Government released the <i>Yarra Strategic Plan – Burndap Birrarung burndap umarkoo</i> to give effect to the community's long-term vision for the Yarra and support collaborative management of the river and its lands. The plan was developed and will be implemented by the State Government agencies and Traditional Owners of the Birrarung. • Land within 200m of Birrarung is identified as an 'area of cultural heritage sensitivity'. Proposals to construct or carry out ground disturbing works in these areas will require cultural heritage advice. A cultural heritage management plan may be required which would need to be prepared in collaboration with the traditional owners under the <i>Aboriginal Heritage Act</i>. • A built form recommendation in the draft UDF requires the consideration of the visual impacts of development on and from the river. This has been included in proposed planning policy. • See Theme 4 – Reconnecting Cremorne with the Yarra River.
<p>Access to buildings</p> <ul style="list-style-type: none"> • Council's Disability Advisory Committee (DAC), Active Ageing Committee (AAC), Business Advisory Committee (BAC) and respondents to the survey commented on the accessibility of businesses and buildings in Cremorne. Every property should be accessible by a person using a wheelchair. • A suggestion was made to investigate grants to improve accessibility such as transforming entries so they are step free. • There was also a comment that accessibility needs to be considered beyond purely movement around the space. For disabled people to be able to work in the enterprise/commercial precinct, ventilation and COVID transmission especially in lifts on multi-storey buildings must be considered. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Accessibility in the built environment means designing and buildings that are suitable for any occupant, regardless of their age or ability. Ensuring access to premises are accessible is an important issue but beyond the scope of the UDF. • Section 23 of the DDA makes it unlawful to discriminate against another person on the ground of the person's disability in relation to access to, or use of, premises. As a result, any new and existing buildings undergoing building work must comply with the Access Code in Schedule 1 of the Premises Standards. Existing premises should also comply.

Strategic sites

Feedback and key issues raised	Response
<p>Level of development</p> <ul style="list-style-type: none"> The draft UDF identifies strategic sites which present development opportunities. Heritage Victoria supports master planning of these sites but is concerned that sites on Victorian Heritage Register (VHR) are not appropriate for intensive development. 	<p>Recommended position:</p> <ul style="list-style-type: none"> Change proposed. The UDF will be updated to reflect that there may be lower development expectations for strategic sites with heritage places on the Victorian Heritage Register. <p>Response and discussion:</p> <ul style="list-style-type: none"> Further strategic work will be undertaken with landowners and Heritage Victoria, where sites are on the Victorian Heritage Register, to inform more detailed master planning of the sites. NOTE – Some of the changes sought by Heritage Victoria for specific sites are considered too detailed for inclusion in the UDF and proposed planning policy. Detailed testing has not been undertaken in relation to some of the issues raised. These detailed issues could be addressed through a master planning process and through the heritage permit process required for places on the VHR. As a result, changes to the Design Objectives are proposed to highlight the issue without being prescriptive.
<p>Through site linkages and open space</p> <ul style="list-style-type: none"> Consultation with owners should take place about proposed locations for open space and through site linkages. 	<p>Recommended position:</p> <ul style="list-style-type: none"> No change proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> The location of through site linkages and open space are indicative and would be considered as part of the master planning process. Commercial landowners were consulted on the draft UDF and will have the opportunity to further comment on the updated UDF and planning provisions and policy.
<p>Bendigo Kangan Institute – Strategic site</p> <ul style="list-style-type: none"> No formal submission was received from the Department of Education and Training or BKI itself. 70% of survey respondents strongly supported or supported the vision for BKI in the draft UDF. 	<p>Recommended position:</p> <ul style="list-style-type: none"> Changes proposed. New Design Objectives are proposed to address some of the comments made by Heritage Victoria. These include:

Feedback and key issues raised	Response
<ul style="list-style-type: none"> ● A submission was received from Heritage Victoria concerning the former Cremorne Primary School which is on the Victorian Heritage Register. ● The submission sought: <ul style="list-style-type: none"> – Greater front setbacks to the street around the former school – increase proposed 6m setback to 10m and the application of a setback on Dover Street. – Clearly defined heights to retain the prominence of the school (especially north of the school to provide a transition), including the application of a maximum height of no higher than the heritage buildings. – Northern portion of the site - provide a transition between the 8 storey development and the school e.g. two-three storeys above the heritage buildings to ensure no impact on roof and skyline views. (Testing would be required.) – Removal of the contemporary connections to the heritage buildings to recover the school buildings as free-standing. ● Heritage Victoria supports: <ul style="list-style-type: none"> – The proposed east-west links and open space to provide a setting for the school building and provide space around it. – Adaptive reuse for educational purposes as it is compatible with its historic use. ● Other respondents to the survey suggested specific uses for the BKI site, including: <ul style="list-style-type: none"> – Developing a community space on the site with indoor space and outdoor green space 	<ul style="list-style-type: none"> – Providing a transition in height on the northern portion between the broader Cremorne West Precinct and the former Cremorne Primary School. – In addition to a setback on Cremorne Street, providing a setback on Dover Street to retain the prominence of the school buildings in the streetscape. <p>Response and discussion:</p> <ul style="list-style-type: none"> ● Planning controls do not apply to the BKI site as the land is owned by the Department of Education and is exempt from the planning controls. However, the inclusion of the Design Objectives in the UDF and planning policy is considered helpful to guide future development. ● Council will liaise with Department of Education and Bendigo Kangan Institute on the future development of the site. <p><u>Building heights in relation to the former Cremorne Primary School</u></p> <ul style="list-style-type: none"> ● The application of an overall building height is not supported given the lack of further modelling and the fact planning controls would not apply to the site. As with other sites, officers consider this could be addressed through any master planning for the site. An existing design objective in the draft UDF would help guide heights on the site as it seeks to retain the <i>‘prominence of the former Cremorne Primary School within the site and the streetscape and views to the roofline’</i>. ● A high level design objective has been added to address the issue of the transition in heights from potentially 32m development to the north of the site to the lower school buildings. ● Heritage Victoria suggests increasing the 6m setback proposed for Cremorne Street to 10m. Further modelling is required. ● Heritage Victoria also suggested a setback to the heritage buildings on Dover Street to retain the prominence of the school from this street. The concept of a setback is supported and is proposed to be included in the design objectives, however no numeric has been developed. ● The removal of contemporary connections is considered too detailed for inclusion in the UDF. <p><u>Open space</u></p> <ul style="list-style-type: none"> ● As the BKI site is subject to Victorian Government restrictions and approvals, it should not be assumed to be available for significant public use purposes such as green space. ● Council would need to work together with the Department of Education and BKI to secure this outcome.

Feedback and key issues raised	Response
<ul style="list-style-type: none"> - Turning the site into a South Melbourne Market style food and design hub - Developing a bike repair, bike parking and bike café • A submission suggested the State Government acquire the Commercial 2 land in the middle of the site. This would enable the re-framing of heritage buildings, such as the old school, with the creation of public open space. 	
<p>Former Bryant and May – Strategic site</p> <ul style="list-style-type: none"> • 63% of survey respondents strongly supported or supported the vision for the Bryant and May site in the draft UDF. • Submissions were received from landowners and Heritage Victoria. • The landowners supported the identification of former Bryant and May site as a strategic site, however they did not support some aspects of the design objectives. • The landowners: <ul style="list-style-type: none"> - Considered there should be an expectation of taller and distinctive built forms, rather than defaulting to a standard approach for the site. - Do not support restrictive provisions. - Do not support the role of Adelaide Street as a shared zone (as it needs to accommodate services) and instead wish to develop Russell Place as a new green street. - Did not support a landscape setback on Balmain or Chestnut Streets or retention of tennis courts and pavilion. • Heritage Victoria comments included: 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Changes proposed. • New Design Objectives and edits to the existing design objectives are proposed to address some of the comments made by Heritage Victoria. These include: <ul style="list-style-type: none"> - Expanding Design Objective 1 to reference buildings and signage. - Including a new objective to develop Russell Street as a landscaped pedestrian corridor and series of public spaces with very limited or no vehicle access. - Expanding Design Objective 7 to describe expected outcomes for the Adelaide Street shared zone i.e. human scale development, consolidated vehicle entrances and generous building setbacks to enhance the public realm. - Including a new objective to design new street walls to align with the site’s heritage podiums. - Including a new objective to ensure new built form presents as well-designed companion buildings which respond to the heritage place: <ul style="list-style-type: none"> - On the northern portion of the site – the scale of new built form does not dominate the main factory building. - At the north-west corner – built form retains visual and physical permeability through the site. - On the southern half of the site – new built form is setback from Church Street and is less extensive, especially west of the pavilion. - Including the objective from the 534 Church Street Strategic Site to protect views the clocktower and chimney from Chestnut Street. <p>Response and discussion:</p> <p><u>Vision</u></p>

Feedback and key issues raised	Response
<ul style="list-style-type: none"> - Concern about the statement in the Vision ‘create a visually interesting skyline and streetscape surrounding the complex’. Tall buildings and highly contemporary design would compete with the heritage buildings, and their unique skyline engagement. - Concern about the reference in Design Objective 1 to ‘features’. This suggests only architectural features should be considered. Add a reference to historic signs on the buildings to ensure this element remains prominent. - Any new built form should present as a well-designed companion building(s) which defers to the heritage place. - On the northern half of the site: <ul style="list-style-type: none"> - Heights no higher than the parapet of the main factory but not to the full extent of the land. - Demolition of the non-registered 1980s buildings on site to provide a positive benefit. - Break up any building massing on the north-west corner of the site to retain views to the chimney and clock tower. (NOTE – This is not part of the registered land.) - Support demolition of non-registered 1980s buildings. This would recover the Brymay Hall, the Dining Hall and the Administration Buildings as free standing buildings. - Built form on the southern half of the site – limited capacity for additional built form. <ul style="list-style-type: none"> - Strong preference for no new built form on the land to the west of the pavilion, as this 	<p><u>Built form</u></p> <ul style="list-style-type: none"> • Detailed testing has not been undertaken in relation to some issues raised by Heritage Victoria. • Heritage Victoria’s suggestions around heights on different parts of the site have not been adopted, however changes to the Design Objectives are proposed to highlight issues and considerations and guide development without being overly prescriptive. • The addition of a design objective addressing the demolition of the non-registered 1980s buildings on site and reinstatement of the fence on the southern boundary of the site is too detailed for inclusion in the UDF and would be a consideration in any planning and heritage permits. • The addition of Design Objective 5 from the 534 Church Street Strategic Site in the design objectives for Bryant and May Strategic Site is supported to ensure consistency between sites. These views are also identified in the site’s Statement of Significance. • The concept of a transitional zone is addressed through the addition of a new design objective for 534 Church Street Strategic Site. <p><u>Open space and linkages</u></p> <ul style="list-style-type: none"> • New open space is strongly encouraged for the site. • The location of the proposed open space in the south-west corner of the site is indicative, however the suggested location helps to preserve a key view to the Bryant and May buildings. • A design objective addressing the landowner submission to re-establish Russell Street as a green street has been included. However, the proposed change to Adelaide Street are not supported. While is acknowledged that some servicing of the Bryant and May and 534 Church Street will need to occur from Adelaide Street, it is still Council’s ambition to create a more pedestrianised or shared street to link to Green Street via Adelaide Street. • Changes are proposed to Design Objective 7 to outline the built form expectations in Adelaide Street. The changes include providing human scale development and generous building setbacks to enhance the public realm and consolidating vehicle entrances and. • Bryant and May is a privately owned site. Any use of the facilities on the site would be at the discretion of the owners. However, it may be a matter the owners could consider should the site be redeveloped.

Feedback and key issues raised	Response
<p>open space is equally as important as that further to the west.</p> <ul style="list-style-type: none"> - Unlikely to support any new built form there that was larger than the existing contemporary building. - Supports reinstatement of the historic fence at this location based on evidence. - Support the proposed east-west links and proposed open space in the south-west corner of the site. This protects a significant view line from Chestnut Street where the main factory building, clock tower, chimney stack and historic signage are prominent. - Include Objective 5 from the 534 Church Street Strategic Site to ensure the clocktower and chimney remain prominent when viewed from Chestnut Street. - Create a transitional zone around Former Bryant & May site for the protection of significant landmark features of the site. <ul style="list-style-type: none"> • Other respondents also raised the issue of open space: <ul style="list-style-type: none"> - For example, the site needs to forego further development in favour of large green spaces, converting car park space into areas for children to play. - A further suggestion was whether the tennis courts and pavilion (part of Bryant and May) could be made available for the community. 	
<p>534 Church Street Strategic Site</p> <ul style="list-style-type: none"> • 55% of survey respondents strongly supported or supported the vision for the Bryant and May site in the draft UDF. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed.

Feedback and key issues raised	Response
<ul style="list-style-type: none"> • No landowners commented on this site. • Heritage Victoria in their submission provided comments on this site: <ul style="list-style-type: none"> - The scale of any new built form must have regard to the State heritage significance of Former Bryant and May. - Built form should be low scale and provide a transition between more intensive development to the north and the sensitive heritage place. - Future height should retain engagement of the roof of the factory building of Bryant and May with the sky. - Include a reference in the design objectives to protecting the prominence of the Former Bryant & May site as a whole, not just to the clocktower and chimney features from Chestnut Street. - Consider setbacks, including at ground level, should be considered on Church Street to retain prominence for the factory building when looking south on Church Street toward Former Bryant & May. • A nearby landowner to the south commented that the zoning at the rear of the site, currently GRZ2, should be rezoned to a commercial zone. 	<ul style="list-style-type: none"> • Update objectives have been included to clarify the design of Adelaide Street as a shared zoned. These changes align with changes to Bryant and May Design Objectives as both sites abut Adelaide Street. • Changes are proposed for the Design Objectives to address some of the comments by Heritage Victoria, include: <ul style="list-style-type: none"> - Adding a new Design Objective that ensures the scale and siting of any new built form has regard to the State heritage significance of the former Bryant & May buildings, including ensuring development retains its prominence along Church Street. - Updating Design Objective 5 to protect the prominence of views to the site as a whole as well as clocktower and chimney. • A further addition has been to include a new Design Objective to redevelop the site in a campus style rather than as one large building. <p>Response and discussion:</p> <ul style="list-style-type: none"> • Heritage Victoria has suggested some changes to the design objectives given the site’s adjacency to the Bryant and May site. • Heritage Victoria considered built form should be low scale and provide a transition between more intensive development to the north and the sensitive heritage place be added. To address this, a new Design Objective that ensures the scale and siting of any new built form has regard to the State heritage significance of the former Bryant & May buildings. • A setback as suggested by Heritage Victoria has not been included as it is considered the expanded design objective will highlight the issue of views to the factory buildings from Church Street. • Design Objective 5 has been edited to protect the prominence of views from Chestnut Street to the site as a whole as well as clocktower and chimney. • See response in Bryant and May Strategic Site re Adelaide Street. • A new design objective has been added to ensure that any redevelopment of the site is made up of a complex of buildings rather than a large single building. • No change to the zoning is proposed in this location. This part of Chestnut Street (between Adolph and Adelaide Streets) is a narrow residential street. The GRZ2 is recommended to be retained as the site would be suitable for residential development fronting Chestnut Street.

Feedback and key issues raised	Response
<p>Maltings – Strategic site</p> <ul style="list-style-type: none"> • 58% of survey respondents strongly supported or supported the vision for the Maltings site in the draft UDF. • No submission was received from the landowner(s). • Other respondents in the survey and submissions identified the development of the remainder of the Maltings site as an opportunity to: <ul style="list-style-type: none"> – Improve access to Harcourt Parade and the area under Citylink – Provide green space (e.g. between the Nylex Silos) – Enhance culture with art, galleries, cafes, good bars and ‘less young loud/drinkers crowd like from the bars in Swan Street’. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • No changes proposed. <p>Response and discussion:</p> <ul style="list-style-type: none"> • The Maltings site is subject to the Comprehensive Development Zone 2 (CDZ2). A series of planning permits have been issued with some developments constructed. • The site comprises of buildings ranging from 2-4 storeys, the 9-storey MYOB building and two residential apartment towers, with a mix of shops, a supermarket and offices. • The central and north-western part of the site not yet been developed. This portion of the site has a permit for a hotel and various commercial buildings including office and a mix of retail, function spaces, cafes and restaurants. <p><u>Access to River</u></p> <ul style="list-style-type: none"> • Action 3.3.3 seeks to improve pedestrian and bicycle access via the freeway underpass at Harcourt Parade near Punt Road to connect to the Main Yarra Trail. The draft UDF also recommends improving the design of Harcourt Parade to reduce speeds onto the Freeway to improve pedestrian and cyclist safety (subject to Department of Transport approval). <p><u>Open space</u></p> <ul style="list-style-type: none"> • See Theme 4 - Specific locations for new open space / public spaces.
<p>Rosella – Strategic site</p> <ul style="list-style-type: none"> • 57% of survey respondents strongly supported or supported the vision for the Rosella Complex in the draft UDF. • Landowners provided comments: <ul style="list-style-type: none"> – They support the inclusion of the Rosella site as a strategic site, noting the site is of historic and architectural importance, in different titles and is relatively unconstrained. – They support a tailored urban design response and masterplan that manages development opportunities. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Change proposed. • Remove the specific location for open space in the Rosella Complex Design Objectives plan in the draft UDF. Design Objective 2 to remain unchanged – open space is still sought on the site. <p>Response and discussion:</p> <ul style="list-style-type: none"> • No changes are proposed to the Design Objectives. <p><u>Through site links</u></p> <ul style="list-style-type: none"> • See Through site linkages and open space above. <p><u>Open space</u></p> <ul style="list-style-type: none"> • Officers consider the provision of open space on the site is important should substantial redevelopment be proposed.

Feedback and key issues raised	Response
<ul style="list-style-type: none"> - However, they did not agree with some of the objectives contemplated for the Precinct. • Specific concerns included: <ul style="list-style-type: none"> - Lack of consultation prior to establishing links through private land. - The proposed location of open space within the southern portion on an existing carpark. It is unwarranted given Balmain Plaza is immediately north, plus the carpark is a requirement of a s173 agreement and is necessary given the lack of parking in Cremorne. - The objective to pedestrianise Palmer Parade given the site's primary function and need for loading, access, servicing (in keeping with C2Z zoning). • NOTE – A number of respondents from nearby residential areas commented on the traffic impacts in Gwynne Street of trucks and traffic accessing the Rosella site. 	<ul style="list-style-type: none"> • The presence of the S173 agreement on the car park is noted. The map in the UDF has been edited to remove this location for open space. Design Objective 2 would remain and apply to the complex. An alternative location should be identified as part of any master planning process. <p><u>Palmer Parade</u></p> <ul style="list-style-type: none"> • Landowner concerns about the role of Palmer Parade are noted. However, the pedestrianisation of Palmer Street refers a desirable future outcome should substantial redevelopment be considered. No change is recommended. • The intent is not that vehicles cannot use Palmer Parade, but that it is more pedestrian friendly. • See Theme 3 re traffic issues on Gwynne Street.
<p>658 Church Street - Strategic site</p> <ul style="list-style-type: none"> • 55% of survey respondents strongly supported or supported the vision for the 658 Church Street site in the draft UDF. • Feedback from landowner: <ul style="list-style-type: none"> - Supportive of proposed improved Oddys Lane connection. - Suggests the lane becomes a shared street as the bridge is highly utilised. - Suggests way finding signs on Oddys Lane. - Focus on greening Cremorne across all projects. - Suggests discussions between Yarra and Birrarung Council around connections to the River. 	<p>Recommended position:</p> <ul style="list-style-type: none"> • Changes proposed. • Changes are proposed to the Design Objectives to address some of the comments by Heritage Victoria, including: <ul style="list-style-type: none"> - Retaining views to the former Power Station not only from Green Street and Dale Street but also from Electric Street, Hargreaves Street and Oddys Lane. - Retaining the former Power Station as the tallest building on the west side of the site to ensure it can be read as a free standing landmark building. - Maintaining visual connections between the west decorative façade of the Former Richmond Power Station and the railway line to provide a link between the historic uses. - Encouraging conservation works as part of any redevelopment. <p>Response and discussion:</p> <p><u>Building heights</u></p>

Feedback and key issues raised	Response
<ul style="list-style-type: none"> - Cremorne is missing a ‘maker space’. • Heritage Victoria provided comments on retaining and reinstating the prominence of the former Richmond Power Station (which is listed on the Victorian Heritage Register): <ul style="list-style-type: none"> - Ensure the former power station is retained as the tallest building on the western side of the site. Ensure height on the eastern portion of the site and provide a transitional zone. - Expand the list of key views to the former power station from Electric Street, Hargreaves Street and Oddys Lane, in addition to Dale and Green Streets. - Provide space around the building to ensure it is viewed as a free-standing building. - Maintain visual connections between the western façade and railway line to demonstrate the historic use and architectural significance of the place. - Reinstatement of historic materials generally and remove graffiti and reinstatement of brickwork on western façade. • A submission from a landowner of other sites in Cremorne noted: <ul style="list-style-type: none"> - The draft UDF encourages height on the northern portion of the site, the opposite to the <i>Cremorne Built Form Review</i> (Hodyl & Co). - Owners of the site are pursuing a multimillion dollar investment to extend and upgrade public spaces on the site. This should be recognised. - Improvements to walking and cycling connections and the public realm are needed along Oddys Lane. • A respondent to the survey also commented on the site. They wished to see strict height limits of no more than four to five storeys total, and only two storeys at the 	<ul style="list-style-type: none"> • The UDF does not propose any specific building heights for strategic sites. The UDF flags the need for further strategic work to be undertaken with landowners and Heritage Victoria, where sites are on the Victorian Heritage Register, to inform more detailed master planning of the sites. This would further explore built form parameters and consider planning scheme mechanisms. • It is acknowledged the design objective in the draft UDF reverses the proposed location of heights recommended in the <i>Built Form Review</i>. As noted by the submitter, the Built Form Review proposes the highest heights closest to the Yarra River. Officers consider the higher heights should be away from the river to reduce impacts on the river environs. It is noted however that careful design and siting would be necessary if taller buildings are located to the north to ensure internal open spaces are not overshadowed. • A new design objective is proposed to provide some general principles for development around the former power station that ensure the prominence of this building, rather than prescriptive outcomes. • The additional views to the former Power Station suggested by Heritage Victoria have been added as a broad principle for the development of the site. <p><u>Conservation</u></p> <ul style="list-style-type: none"> • The suggestions from Heritage Victoria around the reinstatement of materials and removal of graffiti for the former Power Station are considered too detailed for inclusion in the UDF and would be considerations of any planning and heritage permits. • A broader objective around the conservation of the building is proposed to be added to the Design Objectives and reflected in proposed planning policy. <p><u>Creative industries</u></p> <ul style="list-style-type: none"> • The idea of makers space is supported in principle as it would tie into Cremorne’s role as a place of innovation and creativity. <p><u>Oddys Lane</u></p> <ul style="list-style-type: none"> • The draft UDF includes actions that seek to improve walking and cycling connections to and across the Yarra River (Birrarung) via Oddys Lane and improve Oddys Lane and Green Street as a key green link. <p><u>Public spaces</u></p> <ul style="list-style-type: none"> • The site contains privately owned but publicly accessible spaces that are valued by workers and community and contribute to the distinctive landscaped setting of the site.

Feedback and key issues raised	Response
<p>street frontage. They also sought to ensure direct sunlight is retained year round to Dale Street Reserve.</p>	<ul style="list-style-type: none"> Officers acknowledge recent works and proposals (e.g. around Electric Street) to enhance existing public spaces and reduce at grade carparking. This aligns strongly with the UDF design objectives for the site. <p><u>Overshadowing of Dale Street open space</u></p> <ul style="list-style-type: none"> The Design objectives include an objective to avoid overshadowing of Church Street and internal spaces.