Agenda

Planning Decisions Committee Meeting

6:30 pm, Tuesday 27 May 2025

Richmond Town Hall

www.yarracity.vic.gov.au

Planning Decisions Committee

The Planning Decisions Committee is a delegated committee of Council with full authority to make decisions in relation to planning applications and certain heritage referrals.

Addressing the Committee

Planning Decisions Committee meetings are decision making forums and only Councillors have a formal role. However, Council is committed to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

There is an opportunity for both applicants and objectors to make a submission to Council in relation to each matter presented for consideration at the meeting.

Before each item is considered, the meeting chair will ask people who have registered to address the committee, to come forward to the lectern, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- Direct your submission to the chair;
- Confine your submission to the planning permit under consideration;
- If possible, explain your preferred decision in relation to a permit application (refusing, granting or granting with conditions) and set out any requested permit conditions and avoid repeating previous submitters;
- Refrain from asking questions or seeking comments from the Councillors, applicants or other submitters;
- If speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the chair to make further comment or to clarify any aspects.

Councillors will then have an opportunity to ask questions of submitters. Submitters may determine whether or not they wish to take these questions.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

Arrangements to ensure our meetings are accessible to the public

Planning Decisions Committee meetings are held at the Richmond Town Hall. Access to the building is available either by the stairs, or via a ramp and lift. Seating is provided to watch the meeting, and the room is wheelchair accessible. Accessible toilet facilities are available. Speakers at the meeting are invited to stand at a lectern to address the Council, and all participants are amplified via an audio system. Meetings are conducted in English.

If you are unable to participate in this environment, we can make arrangements to accommodate you if sufficient notice is given. Some examples of adjustments are:

- a translator in your language;
- the presence of an Auslan interpreter;
- loan of a portable hearing loop; and
- reconfiguring the room to facilitate access.

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1. Acknowledgement of Country

"Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future."

2. Attendance, apologies and requests for leave of absence

Attendance

Councillors:

- Cr Stephen Jolly — Mayor
- Cr Sarah McKenzie — Deputy Mayor
- Cr Evangeline Aston
- Cr Andrew Davies
- Cr Kenneth Gomez
- Cr Sharron Harrison
- Cr Meca Ho
- Cr Sophie Wade

Absent

- Cr Edward Crossland — Parental Leave

Council staff:

- Mary Osman — General Manager City Sustainability and Strategy
- Kathryn Pound — Manager Statutory Planning
- Ally Huyhn — Senior Coordinator Statutory Planning
- John Theodosakis — Principal Planner

Governance

- Phil De Losa — Manager Governance and Integrity
- Patrick O'Gorman — Senior Governance Coordinator
- Mel Nikou — Governance Officer

3. Declarations of Conflict of Interest

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

4. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Tuesday 29 April 2025 be confirmed.

5. Planning Committee Reports

5.1. – PLN17/0841.01 - 45 & 47 Coppin Street Richmond

Author	Corey Wooldridge – Senior Statutory Planner
Authoriser	General Manager City Sustainability and Strategy

Executive Summary

Property	45 & 47 Coppin Street Richmond
Ward	Boulevard
Application number	PLN17/0841.01
Proposal	An amendment to Planning Permit PLN17/0841 pursuant to Section 72 of the Planning and Environment Act 1987 to make the following changes: - Include land at No. 45 Coppin Street as land affected by this planning permit. - Use of no.45 Coppin Street as commercial display area (no change to existing operating hours or staff numbers). - Internal rearrangements and fit out to both No. 45 and 47 Coppin Street. - Construct new pedestrian door to rear wall of No.45 Coppin Street.
Zoning & Overlay/s	- MUZ – Mixed Use Zone - EAO – Environmental Audit Overlay - DCPO1 – Development Contributions Plan Overlay – Schedule 1
Strategic setting	- Bridge Road Major Activity Centre - Clause 16.01-1L – Moderate change area
Submissions	23 objections
Key reasons for support	- Complies with local and state planning policy - Minimal off-site impacts to adjoining sensitive uses - Supports business and employment within an identified Activity Centre.

Recommendation	That Council issues a Notice of Decision to Grant an amended Planning Permit, with conditions Key conditions include: - New condition 1 requiring amended plans to address inconsistencies with existing endorsed plans
Contact Officer	Corey Wooldridge, Senior Statutory Planner

Officer Recommendation

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Planning Permit PLN/17/0841.01 at 45 & 47 Coppin Street Richmond for:

Control	Clause	Matter for which the permit has been granted
Use	32.04-2	To use the land for Office and Commercial display facility
Buildings and works	32.04-10	To construct a building or construct or carry out works
Car parking	52.06-3	A reduction in car parking requirements associated with use of the land for Office and Commercial display area

subject to the following conditions (modified conditions are shown in **bold**):

1. Before the use and development allowed by this amendment **(PLN17/0841.01)** starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the decision plans prepared by Pitch Architecture, dated 14/03/2018, but modified to show:
   - **(a) A roof plan consistent with previous endorsed plan TP2-102 showing the full extent of 45 & 47 Coppin Street;**
   - **(b) Materials and finishes schedule consistent with previous endorsed plan TP5-101 Rev. A, with the development summary updated to reflect the proposed changes;**
   - **(c) The 'display facility' shown occupying the southern half of the upper floor at 47 Coppin Street annotated as 'ancillary display to office' to differentiate it from the 'Commercial display facility' use at 45 Coppin Street;**
   - **(d) Details of waste storage; and**
   - **(e) An East elevation to show the new access door to No. 45 Coppin Street.**
2. The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

4. Except with the prior written consent of the Responsible Authority, no more than 15 staff are permitted on the land at any one time.

5. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the hours of 8am - 6pm Monday to Friday.

6. The use must at all times comply with the noise limits specified in the Environment Protection Regulations under the *Environment Protection Act 2017* and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

7. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

8. The amenity of the area must not be detrimentally affected by the use, including through:

   (a) the transport of materials, goods or commodities to or from land;

   (b) the appearance of any buildings, works or materials;

   (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

   (d) the presence of vermin,

   to the satisfaction of the Responsible Authority.

9. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating the south-east service area and northern setback must be provided within the property boundary. Lighting must be:

   (a) located;

   (b) directed;

   (c) shielded; and

   (d) of limited intensity,

   to the satisfaction of the Responsible Authority.

10. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

11. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

    (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm,;

    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

12. This permit will expire if:

(a) the development **approved under the amendment (PLN17/0841.01)** is not commenced within two years of the date of this permit; or

(b) the development **approved under the amendment (PLN17/0841.01)** is not completed within four years of the date of this permit; or

(c) the use **allowed by the amendment (PLN17/0841.01)** is not commenced within three years from the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

History and Background

Planning history

1. The following permits have been issued for the site:

   (a) No. 45 Coppin Street:

      (i) No planning history; and

   (b) No. 47 Coppin Street:

      (i) Planning Permit No. 4571, issued 5 December 1988 by Council, [t]o construct alterations and additions to an existing building and for a change of use to showroom in accordance with the attached endorsed plan(s);

      (ii) Planning Permit No. 7070, issued 14 October 1993 by Council, [f]or the purpose of constructing a first floor addition for use as office in accordance with the attached endorsed plans;

      (iii) Planning Permit No. 000898, issued 24 November 2000 by Council, for *Buildings and works associated with the construction of a roof deck;*

      (iv) A Notice of Decision to grant Planning Permit PLN16/0913 (for the Use of the land for a Restricted Recreation Facility (gymnasium) and associated buildings and works) was issued on 30 March 2017. A subsequent Section 82 appeal was lodged with the Victorian Civil and Administrative Tribunal (VCAT). The permit applicant withdrew their intent to pursue the permit and subsequently no permit was issued; and

      (v) Planning Permit PLN17/0841 was granted on 8 June 2018 and allowed for 'Use of the land for office (including ancillary storage areas), buildings and works and an associated car parking reduction'. Plans were subsequently endorsed under condition 1 of the permit on 22 June 2018.

2. This application is to make amendments to Planning Permit PLN17/0841 as outlined above. A copy of the permit and endorsed plans are attached.

Site Context

3. For the purposes of this report, the land at Nos. 45 & 47 Coppin Street will be known as the subject site.

4. The subject site is located on the eastern side of Coppin Street, 68m south of Bridge Road, in Richmond. The subject site has a combined frontage to Coppin Street of 16.92m and a depth of 55.71m; yielding a total site area of approximately 775sqm.

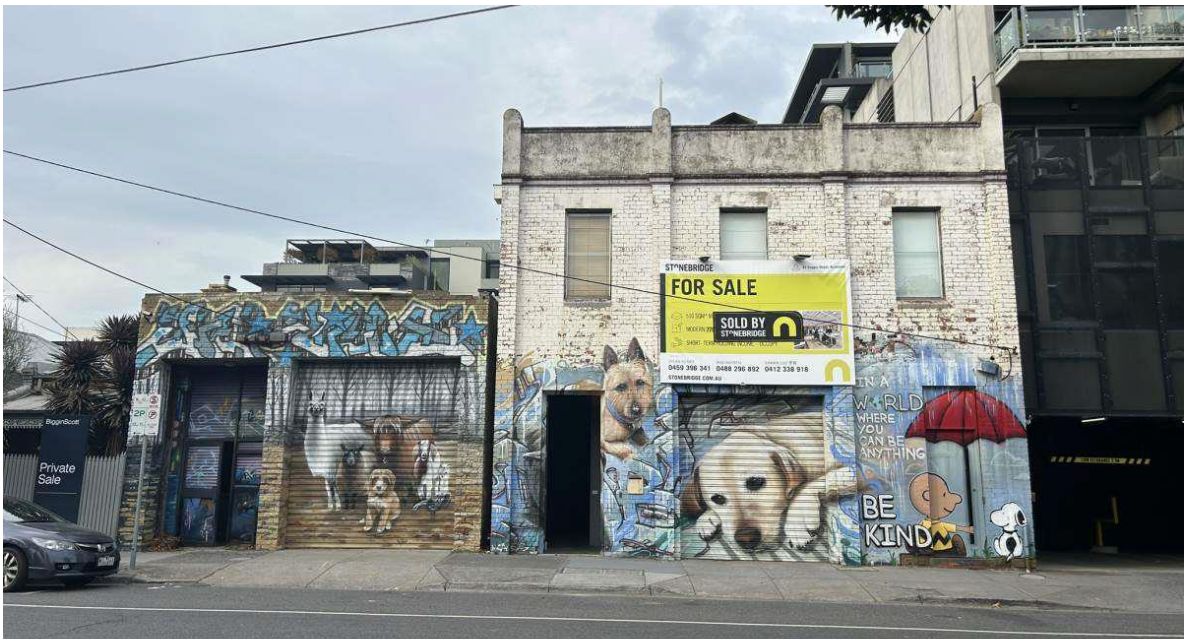

Figure 1: Subject site (No. 45 on left and No. 47 on right of image) as viewed from Coppin Street (Source: Applicant submission)

5. An unnamed right-of-way (ROW) runs along the rear portion of the site. The ROW connects to Foster Place to the north and terminates at the northern boundary of No. 47 Coppin Street.

6. The subject site is developed with a double and single-storey brick-warehouse, built to all title boundaries. The front section of the buildings are single and double-storey to Nos. 45 and 47 Coppin Street respectively, with the rear section single-storey. The building comprises two-tenancies. The ground-floor and rear portion of the first floor forms the area subject to the amendment application. The balance of the site (being the front portion of the first floor) is used as a dwelling (which does not require a permit for the use within the MUZ).

7. Two roller doors are located within the front-façade, which provides direct access to the subject site from Coppin Street. There is also evidence of an original window to the north of the roller-door which has been 'bricked in'. Another roller-door is located towards the rear of the building, along the north elevation of No. 47 Coppin Street, abutting the ROW. The roof of the buildings are primarily constructed of corrugated metal but also includes a section with a corrugated transparent material which forms a large skylight.

8. The site at No. 47 Coppin Street is currently used as an office which is allowed under Planning Permit PLN17/0841 within the MUZ. The site currently supports fifteen staff on the site at No. 47 Coppin Street, with hours of operation being Monday to Friday, 8.00am to 6.00pm. There is to be no change to staff numbers or hours of operation as part of this amendment application.

9. Current car parking access is from the ROW to the rear of the sites into the garage of No. 47 Coppin Street. There are four car parking spaces within this garage area, with ten bicycle parks also being located within this area.

Surrounds

10. The surrounding land comprises a mixture of residential and commercial uses. The Bridge Road Major Activity Centre (MAC) is located approximately 40m north of the subject site, which is zoned Commercial 1 Zone. The east-side of Coppin Street between Foster Place and Abinger Street is zoned Mixed Use Zone. The west-side of Coppin Street, and east-side of Coppin Street south of Abinger Street is predominately zoned General Residential Zone. The surrounding built form comprises a mix of single-storey dwellings, a single-storey warehouse, double-storey commercial buildings fronting Bridge Road, and three large mixed-use developments each between five and six-storeys.

North

11. Abutting the subject site to the north is No. 43 Coppin Street. This site is developed with a single-storey brick dwelling, built to the side title-boundaries.

12. North of the subject site at the rear, on the opposite side of the ROW, is the rear of No. 2-6 Lord Street, which is developed with a 6-storey mixed-use development (approved under planning permit PL07/0552). Within the development and closest to the subject site are a number of dwellings front onto the ROW, with balconies and habitable room windows abutting the lane. Car parking access to No. 2-6 Lord Street is provided from Lord Street.

East

13. To the east of the subject site, on the opposite side of the ROW is No. 8 Lord Street, which is developed with a five-storey mixed use-development (approved under planning permit PL02/0123). Within the development and nearest to the subject site is a dwelling, with a ground-floor courtyard opposite the subject site. Car parking access to No. 8 Lord Street is provided from Lord Street.

South

14. Abutting the subject site to the south is No. 49-65 Coppin Street & 63-79 Abinger Street, which is developed with a three to eight-storey mixed-use development (approved under planning permit PL08/0999) commonly known as the ‘Cubo’ development. At ground-floor within the development and abutting the subject site is a driveway entrance to the underground car park of the Cubo development. Above ground-floor and abutting the subject site are dwellings. Car parking access to the site is provided from Coppin Street adjacent to the subject site.

West

15. West of the subject site, on the opposite side of Coppin Street, are dwellings fronting Coppin Street, and dwellings fronting Francis Street. The majority of dwellings fronting these streets do not provide for on-site car parking.

Proposal

16. The proposal is for the amendment to the existing Planning Permit PLN17/0841 to include the land at No. 45 Coppin Street, change the permit preamble and amend the endorsed plans with details as follows:

17. Use of the land at No. 45 Coppin Street as the Commercial display area with the following details:

    (a) Hours of operation, Monday to Friday 8.00am – 6.00pm.

18. Maximum staff number of 15 people (to be shared across use at No. 47 Coppin Street);

    (a) Large open space display facility at 195.1sqm in area;

    (b) Access to office space via internal door;

    (c) Two bathrooms are located along the rear wall; and

    (d) Access to the building is via entry door to Coppin Street, new entry door to ROW and roller door to Coppin Street.

19. The Commercial display area is to be used by a materials company which works with the architectural firm within the office space (at No. 47 Coppin Street). The storage areas are intended to house display items for construction (e.g. bricks, tiles etc.) with the intent that customers will arrive by appointment to view products or finishes.

20. Construct new pedestrian door to rear wall at No. 45 Coppin Street.

21. Existing building at No. 47 is to be reconfigured internally, with the following configuration:

    (a) Ancillary storage to the front section as previously approved (display area shown on the proposed plans is incorrect and will be corrected via a condition of approval);

    (b) Workspace at ground floor, including bathroom;

    (c) Four car parking spaces (as existing) and 10 bicycle parking spaces within rear garage area; and

    (d) Kitchen, bathrooms and further workspace at first floor.

22. The following changes to the permit are proposed:

    <u>Address of the land</u>

    (a) From:

    47 Coppin Street Richmond VIC 3121

    To:

    45 and 47 Coppin Street Richmond VIC 3121

    <u>Permit preamble</u>

    (b) From:

    Use of the land for office (including ancillary storage areas), buildings and works and an associated car parking reduction.

    To:

    Use of the land for Office and Commercial display area, buildings and works and an associated car parking reduction.

Statutory controls

23. The table contained in the Officer Recommendation sets out why a planning permit is required for this matter.

24. The following Clauses of the Yarra Planning Scheme are also relevant to the proposal:

    (a) Clause 32.04 – Mixed Use Zone:

        - Pursuant to Clause 32.04-2, the use of the land as a Warehouse is a Section 2 – Permit required use, however, must not be a purpose listed in the table to Clause 53.10.
            - Pursuant to Clause 73.04-15, a Commercial display area is nested within the Warehouse group.
            - The items within the Commercial display area will be construction materials and finishes. Display of this type is not a purpose listed in clause 53.10.

    (b) Clause 45.03 – Environmental Audit Overlay:

        - Pursuant to Clause 45.03-1, before a sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences:
            - A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or
            - An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or
            - A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or
            - A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.
        - As the proposed amendment does not result in a new sensitive use, the requirements of Clause 45.03 do not apply.

    (c) Clause 45.06 – Development Contributions Plan Overlay – Schedule 1:

        - As there is no increase in demand units (i.e. floor area), the requirements of the DCPO1 do not apply to this planning permit application.

    (d) Clause 52.06 – Car parking:

        - Pursuant to Clause 52.06-2, before a new use commences the required car parking spaces must be provided on the land as set out at Clause 52.06-5. The following table outlines the car parking requirements associated with the application:

Use	Size	Statutory parking rate*	No. spaces required	No. spaces allocated	Reduction sought
Office (47 Coppin Street)	445sqm	1 to each 100 sq m of net floor area	13	4	9 (already granted and no change is proposed to this)
Commercial display area (45 Coppin Street)	195.1sqm	2 to each premises; and 1 to each 100sqm of net floor area	3	0	3
		Total	21	4	17

**Site is within the Principal Public Transport Network – Column B parking rates apply*

- Given the above, an additional three car parking spaces are required for the inclusion of the Commercial display facility. No further consideration of car parking associated with the office use at 47 Coppin Street will be provided.

(e) Clause 52.34 – Bicycle parking:

- Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

25. Pursuant to Table 1 to Clause 52.34-5 Bicycle spaces does not specify a Statutory requirement for a Commercial display area or a Warehouse. Therefore no statutory bicycle parking requirement is applicable to this amendment.

Internal and External Consultation

Advertising

26. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by letters sent to surrounding owners and occupiers and by one (1) sign displayed on the Coppin Street frontage.

27. Council received twenty-three (23) objections, on the following key grounds:

(a) Inappropriate / unlawful street parking;

(b) Inadequate provision of notice to adjoining owners;

(c) Safety concerns due to stopped vehicles; and

(d) Increased traffic.

28. A planning consultation meeting was not held.

Internal and external referrals

29. The proposal was referred to the following internal business unit, a full copy of the advice is attached:

Internal Business Unit / External consultant	Comments
Development Engineering Unit	Supports the additional waiver of car parking required by the introduction of the Commercial display area.

Policy Implications

Planning Policy Framework (PPF)

30. The following policies are of most relevance to this application:

- Clause 02 - Municipal Planning Strategic:
  - Clause 02.01 – Context:
    - Clause 02.01-8 – Economic development
    - Clause 02.01-9 – Transport
  - Clause 02.02 – Vision
  - Clause 02.03 – Strategic Directions:
    - Clause 02.03-3 – Environmental risks and amenity
    - Clause 02.03-6 – Economic development
    - Clause 02.03-7 – Transport
  - Clause 02.04 – Strategic Framework Plan
- Clause 11 – Settlement:
  - Clause 11.03 – Planning for places:
    - Clause 11.03-1S – Activity centres
    - Clause 11.03-1R – Activity centres – Metropolitan Melbourne
    - Clause 11.03-1L – Activity centres
- Clause 13 – Environmental risks and amenity:
  - Clause 13.05 – Noise:
    - Clause 13.05-1S – Noise management
  - Clause 13.07 – Amenity, human health and safety:
    - Clause 13.07-1S – Land use compatibility
    - Clause 13.07-1L – Interfaces and amenity
- Clause 15 – Built environment and heritage:
  - Clause 15.01 – Urban design:
    - Clause 15.01-1L – Urban design
- Clause 17 - Economic development:
  - Clause 17.01 – Employment:
    - Clause 17.01-1S – Diversified economy
    - Clause 17.01-1L – Employment
  - Clause 17.02 – Commercial:
    - Clause 17.02-1S – Business
- Clause 18 – Transport:

- Clause 18.02 – Movement networks:
  - Clause 18.02-3R – Principal Public Transport Network
  - Clause 18.02-4L-01 – Car Parking

Officer Assessment

31. The primary considerations for this application are as follows:
    (a) Land use;
    (b) Off-site amenity impacts;
    (c) Car parking and traffic;
    (d) Objector concerns; and
    (e) Other matters.

Land use

32. The subject site is located within the Mixed Use Zone, where a purpose is '*To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*'

33. The proposed use of the site as a Commercial display area supports this purpose, given that the existing building is a commercial building (warehouse) and would occur in conjunction with the existing adjoining use for an office, the office use would be appropriately located.

34. Further, policy at Clause 11.03-1L encourages the concentration of commercial uses within and around activity centres, and the development of sites well connected to public transport to ensure efficient use of existing infrastructure; whilst providing adequate protection against off-site amenity impacts. As such, the proposed Commercial display area would help with the growing need for employment and commercial facilities and infrastructure for existing and future communities.

35. Notwithstanding this general policy support for the proposed land use, a detailed consideration of whether the use is appropriate having regarding to off-site amenity impacts and other relevant matters remains relevant.

Off-site amenity impacts

36. Local policy at Clause 13.07-1L-01 and Clause 32.04 identify that there is a need to support commercial uses and ensure they are well managed with regard to amenity impacts and their proximity to residential uses. Policy at Clause 13.07-1L-01 includes various considerations for non-residential uses located near residential properties, with strategies (relevantly) relating to noise, light spill, loading and unloading, rubbish removal and storage and other operational disturbances that may cause detriment to the amenity of nearby residential sites. Decision guidelines of Clause 32.04-15, similarly seek to address these issues.

    <u>Noise</u>

37. The use will not detrimentally impact the amenity of the surrounding area by way of operating hours or intensity as there will be a maximum of 15 people across both sites at any one time, and will operate from Monday to Friday 8am to 6pm. The hours of operation are noted to be generally within business hours and are conducive to the operation of surrounding commercial uses. There would be no increase in staff attending

the site, and the existing conditioned staff numbers and hours of operation are maintained. As such, the level of noise associated with the existing office and new use will be largely similar to the existing office, both being relatively low level noise generating uses.

38. The additional customers that would attend the site would not adversely impact the surrounding uses. Given the nature of the new business (Commercial display area) there would be some level of customer visitation to the site, however this will be on an invitation only basis. Visitor numbers will not be restricted across the site, however the invitation basis of customers would allow for a level of control by management. The use is also not significant noise generator. Materials for display will be delivered on an infrequent basis, however there is no heavy machinery or similar required to conduct the business on an ongoing basis. Impacts from car parking are addressed below in the car parking section of this report.

39. Since the permit was granted in 2018, noise regulations have been updated and the new noise protocol will be reflected in condition 6 of the permit.

Fumes and air emissions

40. As the use of the land will continue to be an office, with the addition of Commercial display area, the use will not result in any additional fumes or air emissions.

Storage and waste

41. In regard to rubbish removal it is considered waste generated by the proposed Commercial display area use would be minimal and can be adequately handled by standard Council collection as envisaged under the current planning permit. However, it is acknowledged that this is not stipulated. A permit condition will therefore require that waste collection is to be done by private collection, unless approved by the Responsible Authority.

42. Further, no details of bin storage have been shown on plans and will be required via a permit condition.

Light Spill

43. Given the restricted hours of the uses, between 8am and 6pm, Monday to Friday, it is considered unlikely that any light spill from the from the area of new Commercial display area would cause any light spill that would impact on surrounding residences.

Overlooking and unsightly views

44. The new Commercial display area use will be located entirely within the existing building at No. 45 Coppin Street. There would be no unsightly views from adjoining residential properties into the building.

45. The only windows out of the building are at the rear, which overlook the ROW and rear facing courtyards. The windows however are not new, and have always been associated with the commercial use on the site.

Mixed Use Zone – decision guidelines

46. The decision guidelines at Clause 32.04-15 have specific items for consideration relating to warehouse use (within which a Commercial display area is nested). Many of these decision guidelines have been addressed in the above assessment. Outstanding items are considered as follows:

47. The building has connection with existing utility services. This will not be changed as part of the amendment application;

    (a) The traffic generated by the use has been assessed in the car parking section below; and

    (b) There would be no part of the land that would remain unutilised by the proposal.

48. Overall, the proposed introduction of the Commercial display area use would not have adverse impacts on adjoining using. The utilisation of the existing building (with only minor buildings and works as assessed below) and modest hours of operation and staffing as previously approved, minimises the potential impacts on nearby sensitive uses.

Buildings and Works

49. The relevant considerations for the proposed buildings and works include the decision guidelines under *Clause 32.04-13* (*Mixed Use Zone*) and *Clauses 15.01-1L (Urban design) and 15.01-2L (Building design)*.

50. The modest nature of the buildings and works (to introduce a new doorway from No.45 Coppin Street to the ROW) proposed under this amendment would integrate well with the host building and would be in keeping with the existing built form along the ROW. The proposed buildings and works will be minor and will have no impact on the amenity of the surrounding area.

51. The new door would not create unreasonable overlooking, visual bulk, light spill, overshadowing or loss of daylight to any adjoining properties for this reason. The new door is to open inward and would impede access and movements along the ROW. A condition will require the new door to be shown on an elevation plan.

52. The internal layout changes are inconsequential and do not require planning approval in accordance with clause 62.02-2 where *the internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works...* is exempt from the requirements of the Scheme.

53. The proposed development is considered to be generally consistent with the decision guidelines under the Mixed Use Zone and built form policies contained within the Scheme and are therefore supported on this basis.

Car parking and traffic

Loading and unloading

54. The Commercial display area is to be used by a materials company which works with the architectural firm within the office space (at No. 47 Coppin Street). The storage areas are intended to house display items for construction (e.g. joinery, flooring samples, furniture etc.) with the intent that customers will arrive by appointment to view products or finishes.

55. The display areas are to be accessed by customers only during the standard office hours. The display area includes direct vehicle access, from Coppin Street however it is not proposed to provide onsite loading and unloading. Given the nature of the business, it is unlikely that there would be a requirement for loading/unloading and any demand can be catered for from existing street parking and on-site parking. This has been confirmed by the permit applicant who stated that any loading/unloading of goods would be minimal, with major materials changed every 2-3 years requiring use of a loading area.

56. Outside of this, there would not be significant need for any loading area for either the Office use or the Commercial display area.

Car parking reduction

57. No new additional car parking spaces is proposed for the Commercial display area, with the existing 4 spaces on site maintained for the office use at No. 47 Coppin Street.

58. The Commercial display use will operate in conjunction with the office use. Customers will attend the site on an appointment only basis. The parking generated by the Commercial display use would primarily be short to medium-stay parking as the use functions similarly to a retail premises such as a shop. The site is within walking distance of public transport services located along Bridge Road and Church Street.

59. The site currently provides 4 car parking spaces within the rear of the building at No. 47 Coppin Street, accessed from the ROW. These are to be used by staff of the office space as currently utilised. The Commercial display area would require a waiver in car parking requirements. Local policy at Clause 18.02-14L-01 would support this outcome given the nearby access to high quality public transport along Bridge Road (and also Church Street). The site also has access to bicycle infrastructure along both Bridge Road and Coppin Street.

60. Given the proximity to Bridge Road, it would be likely that customers that visit the commercial display area (by appointment) would also be able to combine a visit with other retail or service offerings along Bridge Road or Swan Street activity centres.

61. From a traffic engineering perspective, the car parking provision for the site is considered appropriate in the context of the development and the surrounding area.

62. The decision guidelines at Clause 52.06-7 are applicable in relation to the requested reduction in car parking requirements:

63. A car parking assessment was submitted by the applicant and reviewed by Council's engineering unit, who supported the proposed reduction;

64. Local policy at Clause 18.02-4L-01 supports a reduction in car parking requirements where suitable public transport is available (as noted above, public transport is located within walking distance of the site on Bridge Road and Church Street);

65. There is timed, on-street car parking available within walking distance of the site;

    (a) The existing building and size of the lots do not allow for an increase in parking on-site;

    (b) The Bridge Road Activity centre has significant links to public transport, as well as metered, timed parking. This allows for regular turn-over of cars within nearby parking spaces; and

    (c) The existing building at No. 45 Coppin Street does not currently provide for off-street car parking.

66. Overall, the proposed car parking reduction would not adversely impact on the existing on-street parking conditions in the area. This has been supported by Council's Engineering unit.

Traffic impacts / safety

67. Objectors raised concerns with safety due to vehicles parking across the crossovers of Nos. 45 and 47 Coppin Street, which prevents views from the driveway of the adjacent apartment building to the south.

68. The area between No. 45 Coppin Street and the driveway of the apartment building is a sign posted 'No Parking' zone. As such, there should be no parking of vehicles in this area, however it does allow for vehicles to stop for up to 2 minutes within this area per standard road rules. The stopping of vehicles within this area does not remove responsibility from drivers entering and exiting the adjoining site from safe and reasonable use of the 'public highway'. Relevantly, vehicles parking across the crossovers is not allowed within the road rules and can be reported to Council's Local Laws team to investigate. Overall, this is not a relevant consideration to this application.

69. The amendment to the existing planning permit does not alter the current vehicular access points on the subject site, with two historical crossovers remaining for Nos. 45 and 47 Coppin Street. The suggestion of constructing build-outs (i.e.. to construct kerb-outstands in between the existing crossovers) was discussed with Council's engineering department who advised that it was not considered a practical solution in this instance. It would have implications on stormwater flows, bicycle traffic using existing marked bicycle lane and waste collection. Any changes to the public realm must be considered separately to this planning application.

70. Overall, the traffic impacts from the introduction of new land to the planning permit and additional use on this site is acceptable and would not result in new impacts.

Objector Concerns

71. Key objector concerns have been addressed in the assessment above. Other matters raised are addressed as follows:

72. **Inadequate provision of notice to adjoining owners.** An objector raised an issue that the application was not circulated to all owners within the apartment building to the south. However Council's records indicate that notice of the application was made to all registered owners and occupiers of this building. It is noted that the information was also circulated within the building by the Owner's Corporation. Notwithstanding this, the notice period for the application finished on 17 March, and any submissions received after this date up until the time this report has been finalised have been considered within this assessment.

Other matters

Permit preamble

73. The Planning and Environment Amendment Regulations (2024) (Amendment Regulations) were made on 8 October 2024. As such, the permit preamble will be updated.

74. The permit preamble will change from:

> *Use of the land for office (including ancillary storage areas), buildings and works and an associated car parking reduction.*

To:

Planning Scheme Clause	***Matter for which the permit has been granted***
32.04-2	*To use the land for Office and Commercial display facility*
32.04-10	*To construct a building or construct or carry out works*
52.06-3	*A reduction in car parking requirements associated with use of the land for Office and Commercial display area*

Conditions

75. As outlined in the above assessment, the decision plans will be required to be amended to include new requirements prior to endorsement.

76. The current condition 1 requirements have been and continued to be complied with and will be deleted. New condition 1 inserted. It will read as follows:

    (a) *A roof plan consistent with previous endorsed plan TP2-102 showing the full extent of 45 & 47 Coppin Street;*

    (b) *Materials and finishes schedule consistent with previous endorsed plan TP5-101 Rev. A, with the development summary updated to reflect the proposed changes;*

    (c) *The southern half of the upper floor at 47 Coppin Street is annotated as 'display facility' however this is part of the office use, not the proposed new 'Commercial display facility' use;*

    (d) Details of waste storage to be shown; and

    (e) *An East elevation to show the new access door to No. 45 Coppin Street.*

77. The existing condition 6 relates to noise regulations set out by the Environment Protection Authority. These have been updated since the issuing of this permit and as such will be updated to reflect the current regulations.

    From:

    The use must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

    To:

    The use/development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 *and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.*

78. A new condition 7 will relate to the collection of waste from the site and will read as follows:

    The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

79. The existing condition 11 (renumbered condition 12) relates to the expiry of the permit

    From:

    This permit will expire if:

(a) the development is not commenced within two years of the date of this permit; or

(b) the development is not completed within four years of the date of this permit; or

(c) the use is not commenced within three years from the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

To:

This permit will expire if:

(a) the development ***approved under the amendment (PLN17/0841.01)*** *is not commenced within two years of the date of this permit; or*

(b) the development ***approved under the amendment (PLN17/0841.01)*** *is not completed within four years of the date of this permit; or*

(c) the use ***allowed by the amendment (PLN17/0841.01)*** *is not commenced within three years from the date of this permit.*

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Conclusion

80. The proposed amendment is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement.

81. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates compliance with the relevant Council policies.

Legal and Legislative Obligations

Conflict of interest disclosure

82. Section 130 of the Local Government Act 2020 requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of interest in a matter to which the advice relates.

83. The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Report Attachments

1. 5.1.1 PLN17/0841.01 - 45 & 47 Coppin Street Richmond - Site context maps
2. 5.1.2 PLN17/0841.01 - 45 & 47 Coppin Street Richmond - Decision Plans
3. 5.1.3 PLN17/0841.01 - 45 & 47 Coppin Street Richmond - Current Planning Permit
4. 5.1.4 PLN17/0841.01 - 45 & 47 Coppin Street Richmond - Current Endorsed Plans
5. 5.1.5 PLN17/0841.01 - 45 & 47 Coppin Street Richmond - Referral comments

PLN17/0841.01 – 45 & 47 Coppin Street Richmond

Site context Maps

Subject site and zoning (Vicplan, May 2025)

Subject site aerial imagery (Nearmap, 18 April 2025)

Hecker Guthrie

This is a Hecker Guthrie Town Planning Package prepared for Yarra City Council for 45 and 47 Coppin Street, Richmond and presented on the 19/07/2024

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LOHAS AND HG OFFICE

LAYOUT ID	SUBSET NAME	LAYOUT NAME
ID.0.01	PREFACE	COVER
ID.0.02	PREFACE	SHEET INDEX
ID.0.04	PREFACE	CONTACTS
ID.1.01	PLANS	SITE LOCATION
ID.1.02	PLANS	SITE PHOTOS
ID.1.03	PLANS	EXISTING CONDITIONS
ID.1.04	PLANS	DEMOLITION PLAN
ID.1.05	PLANS	PROPOSED GA 45 & 47 COPPIN STREET GROUND FLOOR
ID.1.06	PLANS	PROPOSED GA 47 COPPIN STREET GROUND FLOOR
ID.1.07	PLANS	GA 47 COPPIN STREET FIRST FLOOR

ISSUE
TOWN PLANNING

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REV	DESCRIPTION	DATE
01	ISSUE FOR PRELIM COSTING	8/05/2024

CLIENT
ANDRES AND MICHELLE

PROJECT NAME
LOHAS AND HG OFFICE

SCALE
@A3

DRAWING TITLE
PLANS
SITE LOCATION

DRAWING NUMBER
ID.1.01

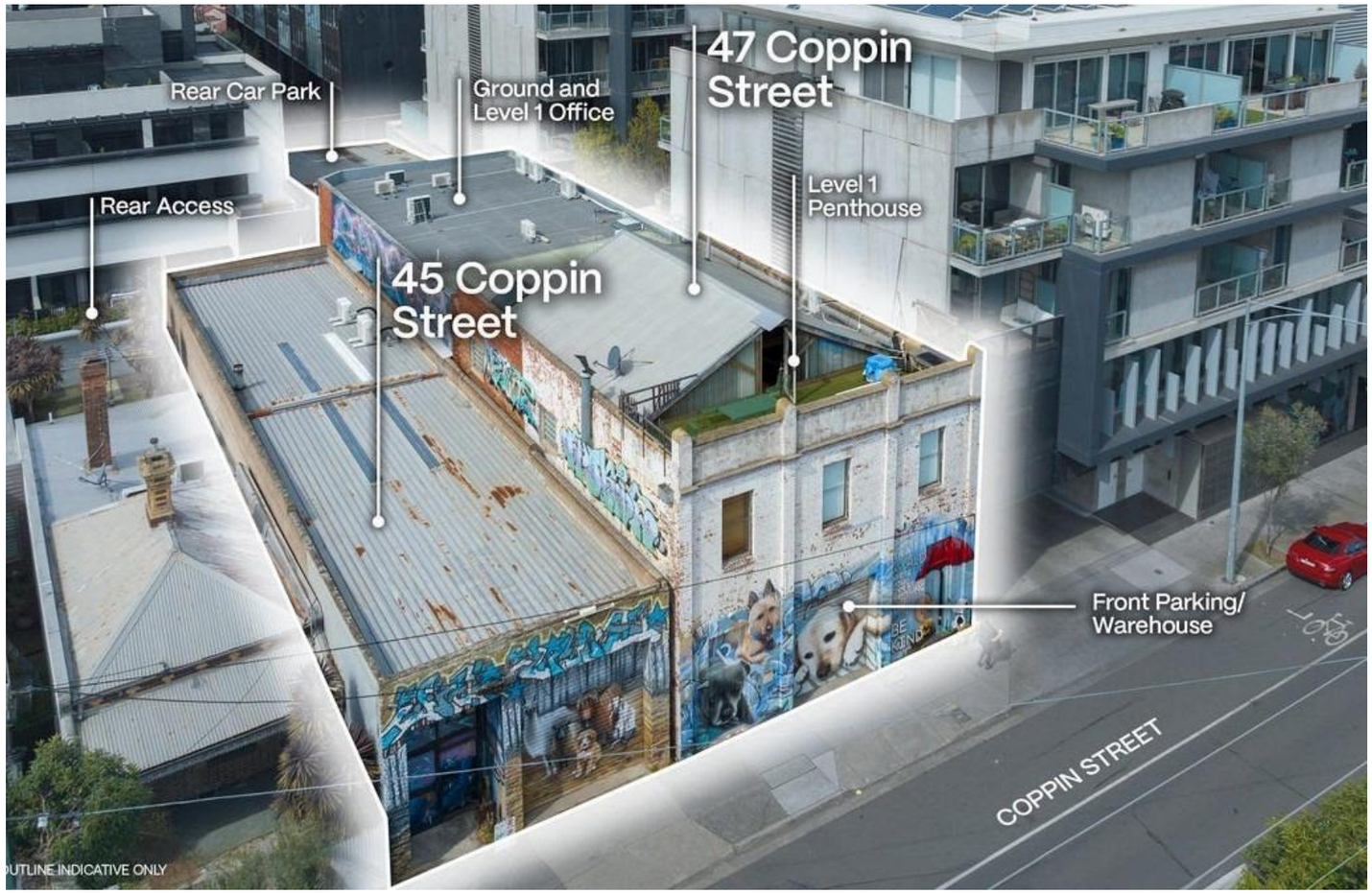
SITE ADDRESS
45-47 COPPIN STREET
RICHMOND VIC 3121

PROJECT NUMBER
24/881

DESIGNER
AP

DATE
8/05/2024

REV
01



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REV	DESCRIPTION	DATE
01	TOWN PLANNING	14/06/2024

CLIENT
ANDRES AND MICHELLE

SITE ADDRESS
45-47 COPPIN STREET
RICHMOND VIC 3121

PROJECT NAME
LOHAS AND HG OFFICE

PROJECT NUMBER
24/881

SCALE
@A3

DESIGNER
AP

DRAWING TITLE
PLANS
SITE PHOTOS

DATE
14/06/2024

DRAWING NUMBER
ID.1.02

REV
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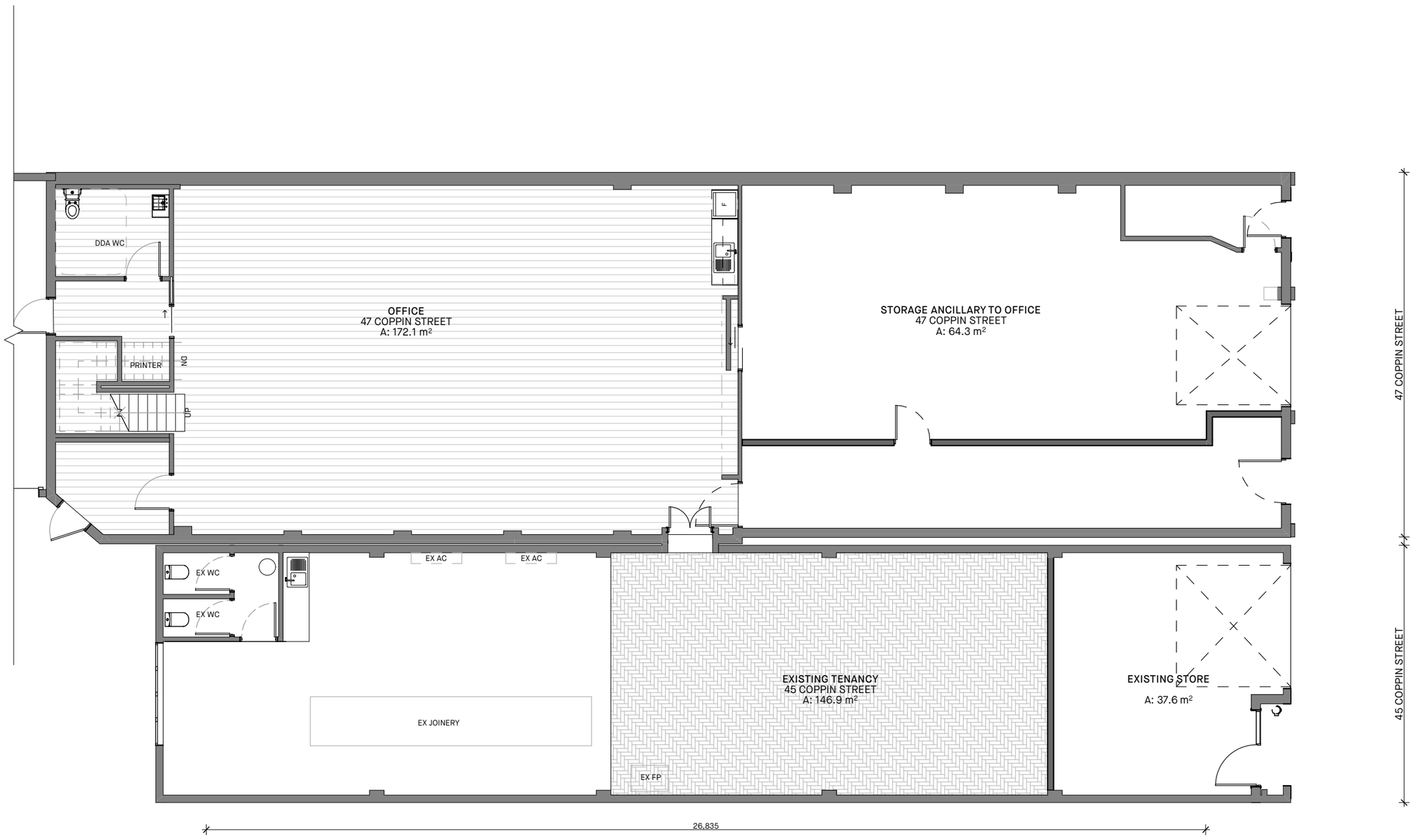

01 EXISTING CONDITIONS
1:100

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CLIENT
ANDRES AND MICHELLE

SITE ADDRESS
45-47 COPPIN STREET
RICHMOND VIC 3121

PROJECT NAME
LOHAS AND HG OFFICE

PROJECT NUMBER
24/881

SCALE
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DESIGNER
AP

DRAWING TITLE
PLANS
EXISTING CONDITIONS

DATE
8/05/2024

DRAWING NUMBER
ID.1.03

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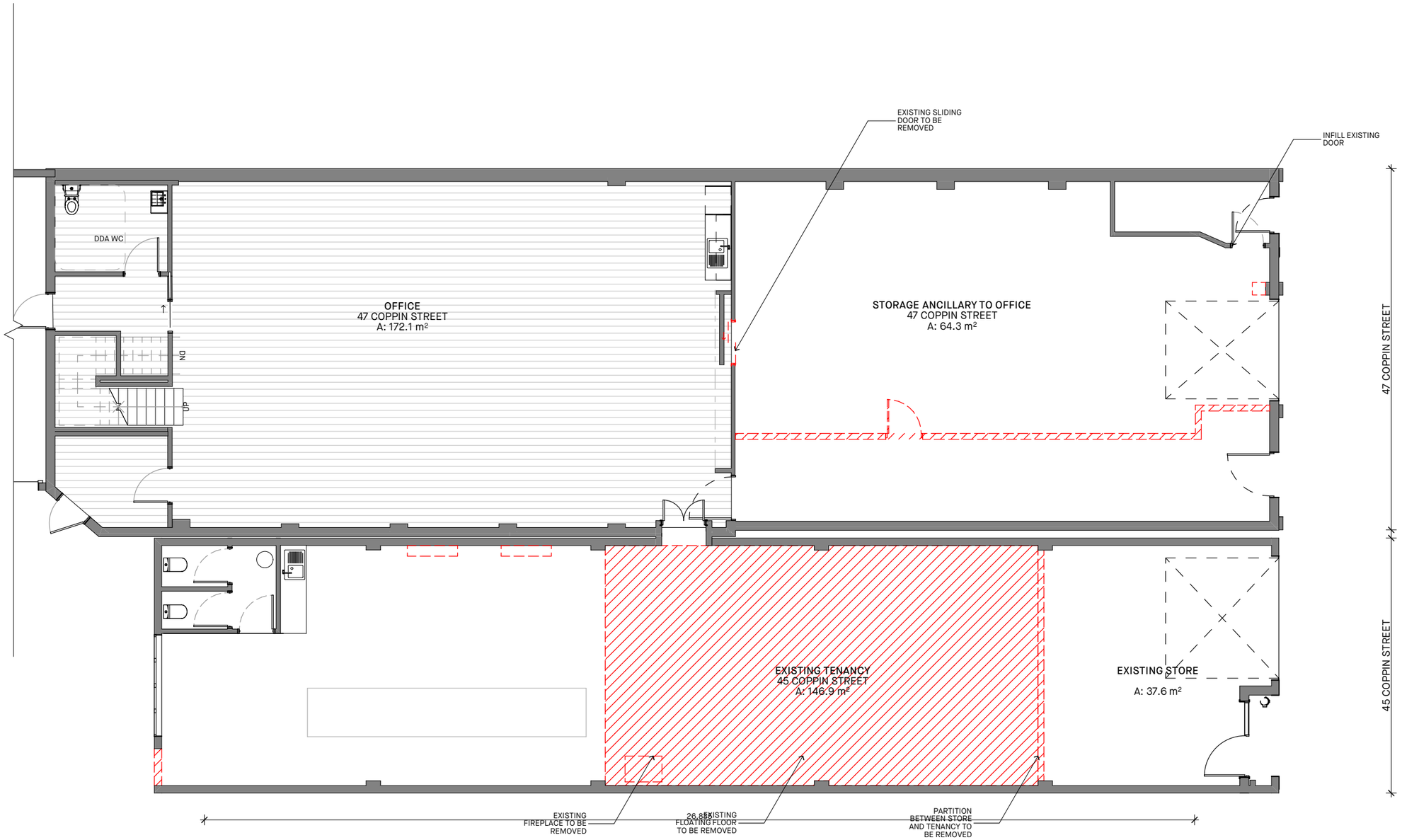

01 DEMOLITION PLAN
1:100

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01	ISSUE FOR PRELIM COSTING	8/05/2024

CLIENT
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SITE ADDRESS
45-47 COPPIN STREET
RICHMOND VIC 3121

PROJECT NAME
LOHAS AND HG OFFICE

PROJECT NUMBER
24/881

SCALE
1:100 @A3

DESIGNER
AP

DRAWING TITLE
PLANS
DEMOLITION PLAN

DATE
8/05/2024

DRAWING NUMBER
ID.1.04

REV
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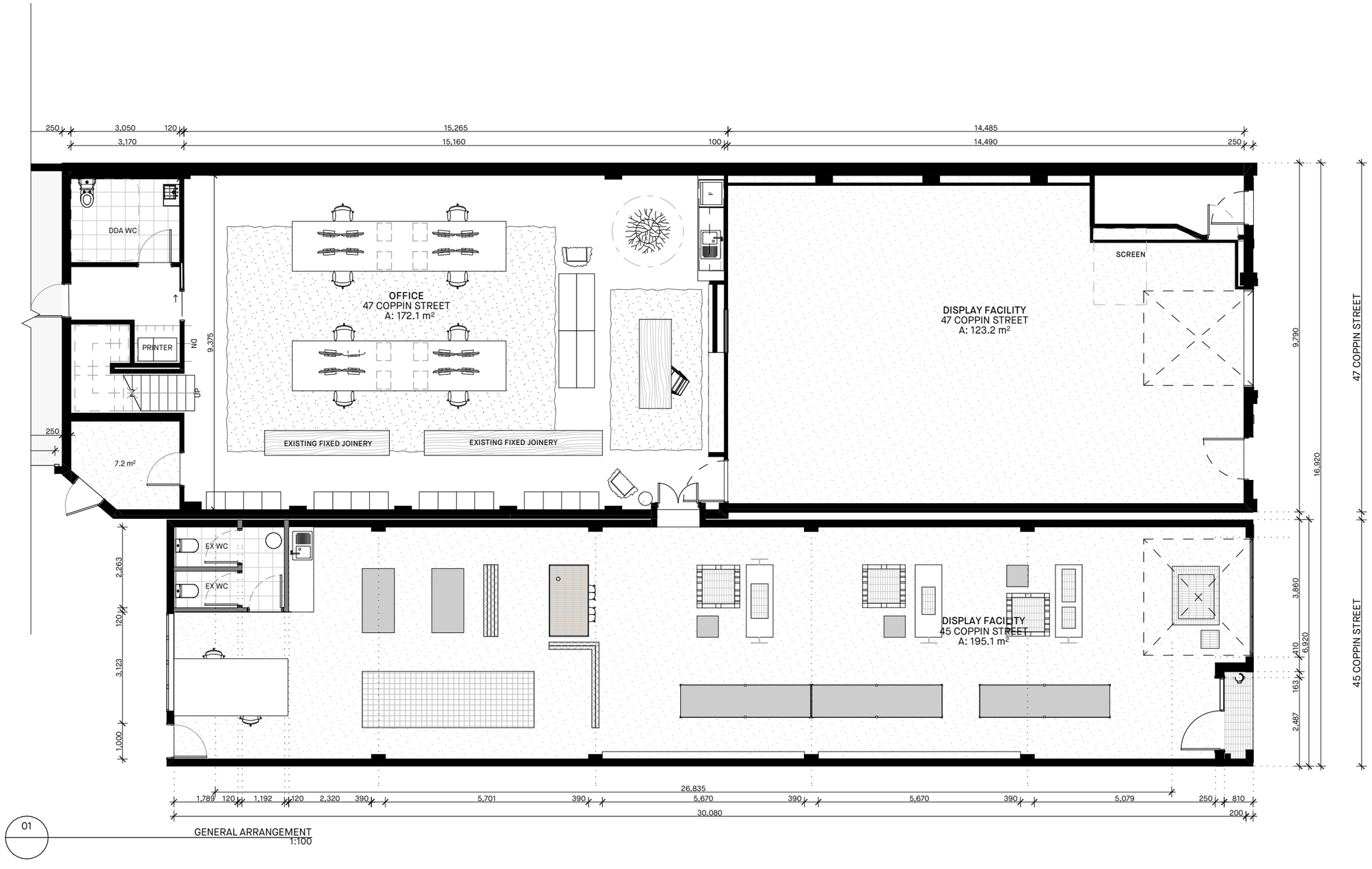

01 GENERAL ARRANGEMENT
1:100

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REV	DESCRIPTION	DATE
01	ISSUE FOR PRELIM COSTING	8/05/2024
02	TOWN PLANNING	14/06/2024

CLIENT
ANDRES AND MICHELLE

PROJECT NAME
LOHAS AND HG OFFICE

SCALE
1:100 @A3

DRAWING TITLE
PLANS
PROPOSED GA 45 & 47 COPPIN STREET GROUND FLOOR

DRAWING NUMBER
ID.1.05

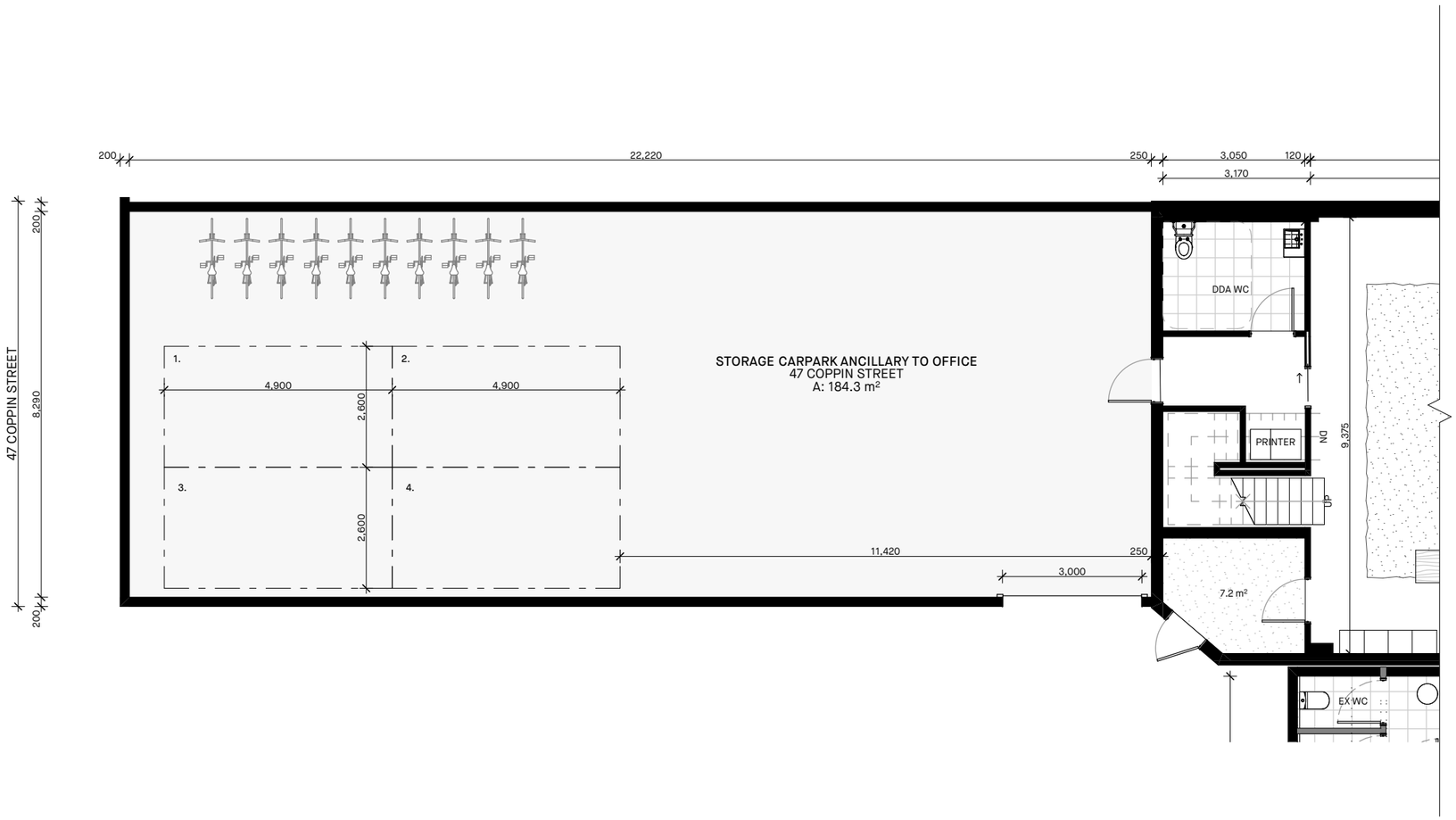
SITE ADDRESS
45-47 COPPIN STREET
RICHMOND VIC 3121

PROJECT NUMBER
24/881

DESIGNER
AP

DATE
14/06/2024

REV
02



01 GROUND FLOOR 47 COPPIN STREET
1:100

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REV	DESCRIPTION	DATE
01	TOWN PLANNING	14/06/2024

CLIENT
ANDRES AND MICHELLE

PROJECT NAME
LOHAS AND HG OFFICE

SCALE
1:100 @A3

DRAWING TITLE
PLANS
PROPOSED GA 47 COPPIN STREET GROUND FLOOR

DRAWING NUMBER
ID.1.06

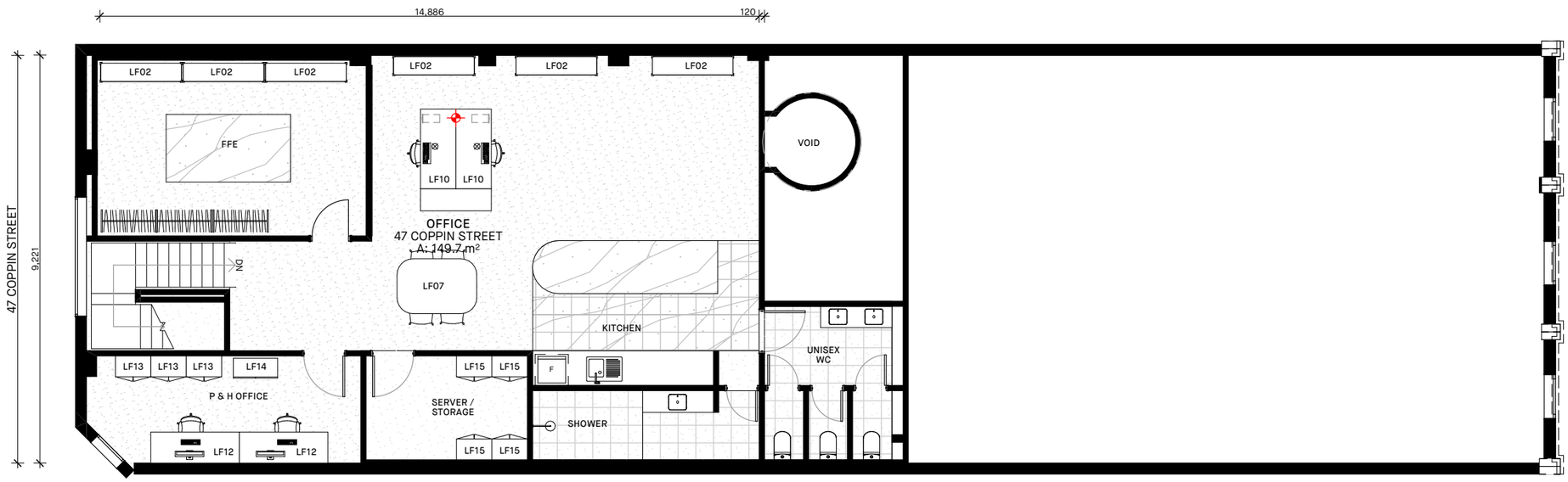
SITE ADDRESS
45-47 COPPIN STREET
RICHMOND VIC 3121

PROJECT NUMBER
24/881

DESIGNER
AP

DATE
14/06/2024

REV
01



01 FIRST FLOOR 47 COPPIN STREET
1:100

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REV	DESCRIPTION	DATE
01	TOWN PLANNING	14/06/2024

CLIENT
ANDRES AND MICHELLE

PROJECT NAME
LOHAS AND HG OFFICE

SCALE
1:100 @A3

DRAWING TITLE
PLANS
GA 47 COPPIN STREET FIRST FLOOR

DRAWING NUMBER
ID.1.07

SITE ADDRESS
45-47 COPPIN STREET
RICHMOND VIC 3121

PROJECT NUMBER
24/881

DESIGNER
AP

DATE
14/06/2024

REV
01

Helping you understand your planning needs

CITY OF YARRA

PLANNING PERMIT

Permit No: PLN17/0841

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:

47 Coppin St Richmond VIC 3121

THE PERMIT ALLOWS:

Use of the land for office (including ancillary storage areas), buildings and works and an associated car parking reduction

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

1. Before the use and development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by Pitch Architecture, dated 14/03/2018, but modified to show:

   (a) The proposed pedestrian door to the ROW glazed to ensure high visibility of vehicles within the ROW.

   (b) No buildings and works to replace the existing ground floor north facing window.

2. The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

4. Except with the prior written consent of the Responsible Authority, no more than 15 staff are permitted on the land at any one time.

5. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the hours of 8am - 6pm Monday to Friday.

Date: 08 June 2018

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

6. The use must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

7. The amenity of the area must not be detrimentally affected by the use, including through:

   (a) the transport of materials, goods or commodities to or from land;

   (b) the appearance of any buildings, works or materials;

   (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

   (d) the presence of vermin.

   to the satisfaction of the Responsible Authority.

8. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating the south-east service area and northern setback must be provided within the property boundary. Lighting must be:

   (a) located;

   (b) directed;

   (c) shielded; and

   (d) of limited intensity,

   to the satisfaction of the Responsible Authority.

9. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

   (a) at the permit holder's cost; and

   (b) to the satisfaction of the Responsible Authority.

10. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

    (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm,;

    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

11. This permit will expire if:

    (a) the development is not commenced within two years of the date of this permit; or

    (b) the development is not completed within four years of the date of this permit; or

    (c) the use is not commenced within three years from the date of this permit.

    The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Date: 08 June 2018

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

Notes

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

Date: 08 June 2018

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

PLANNING PERMIT

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from—
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

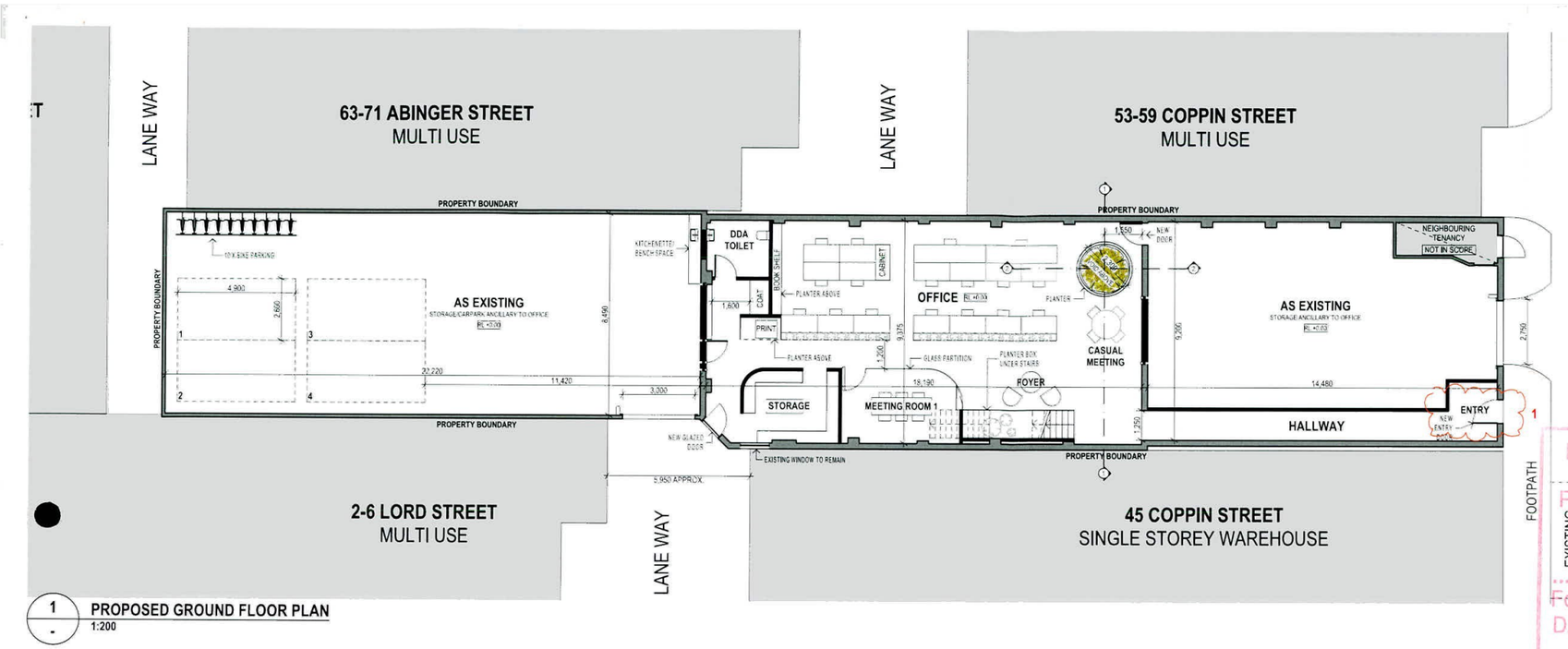
WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

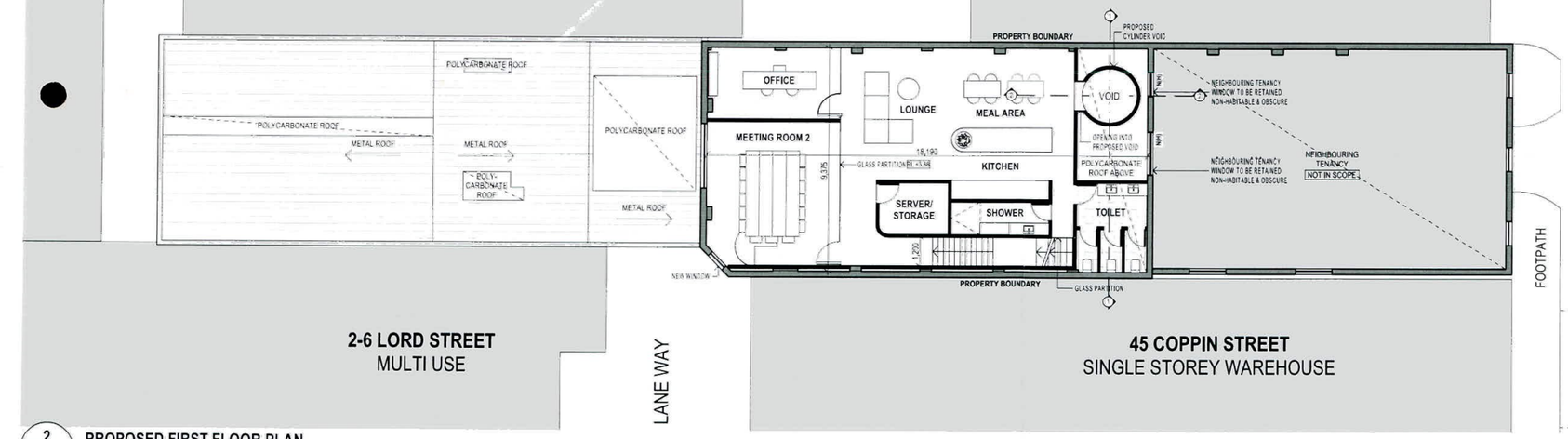
WHAT ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86



1 - PROPOSED GROUND FLOOR PLAN
1:200



2 - PROPOSED FIRST FLOOR PLAN
1:200

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0841
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 10 / 10/19 PLAN 1 of 7
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN17/0841
Issued 8 / 6 / 2018

SCHEDULE OF REVISIONS
1. NEW ENTRY DOOR MOVED FROM SET BACK WITHIN ALCOVE TO FRONT FACADE WALL.

TOWN PLANNING

pitch
PITCH ARCHITECTURE + DEVELOPMENTS
Address: 25 Bridge Road, Richmond, VIC
Phone: +613 9046 2811
Web: pitchAD.com.au
Email: info@pitchAD.com.au

PROJECT: P17033 - 47 COPPIN STREET, RICHMOND
DATE: 5/09/2019
DRAWN: BC/KP
CHECKED: BC
SCALE: A3 @ A3

Drawings to be read in conjunction with specification by pitchAD and all drawings and documents by engineers and sub-consultants referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimension take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of pitchAD. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

REVISIONS ID	DATE	DESCRIPTION
-	29/10/2017	TP
A	15/11/2017	TP RFI RESPONSE
B	14/03/2018	AMENDMENT TO PARKING CONDITIONS
C	18/06/2018	RF RESPONSE

PROPOSED FLOOR PLANS
TP2-101
D

RECEIVED TP
02 SEP 2019

No works to roof, same as existing.
(AH 10/10/19)

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0841
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 10 / 10 / 19 PLAN 2 of 7
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AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN17/0841
Issued 8 / 6 / 2018

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PROJECT: P17033 - 47 COPPIN STREET, RICHMOND
DATE: 8/29/2019
DRAWN: BC/KP
CHECKED: BC
SCALE: A.S. @ A3

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REVISIONS
ID	DATE	DESCRIPTION

TOWN PLANNING

PROPOSED FLOOR PLANS
TP2-102

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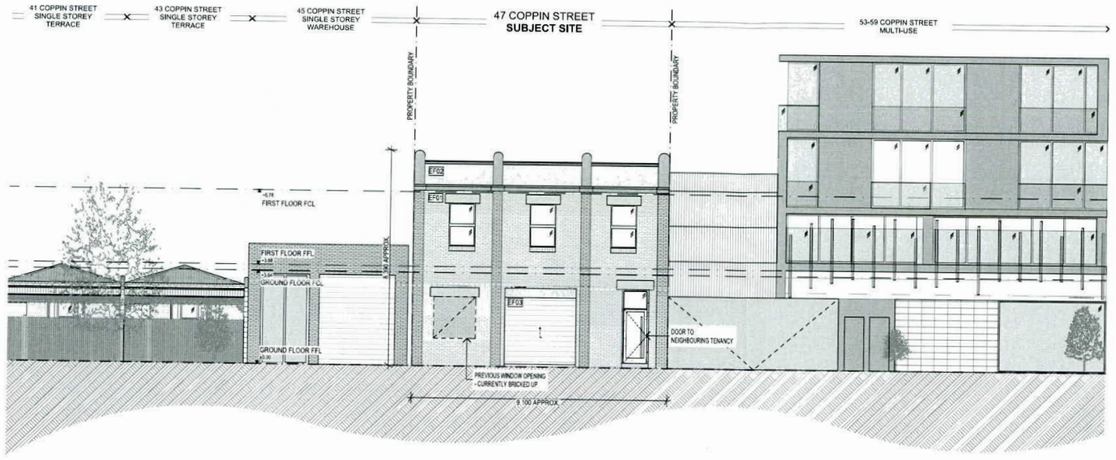
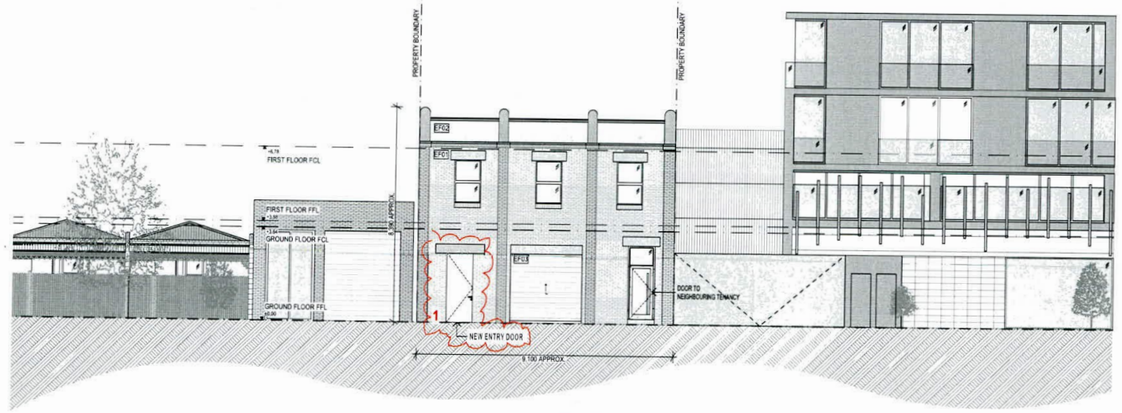


1 / - **EXISTING STREET ELEVATION**
1:200



2 / - **PROPOSED STREET ELEVATION**
1:200

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0841
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 10/10/19 PLAN 3 of 7
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN17/0841
Issued 8/6/2018

SCHEDULE OF REVISIONS

1. NEW ENTRY DOOR MOVED FROM SET BACK WITHIN ALCOVE TO FRONT FACADE WALL.

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DATE 8/29/2019

SCALE A.S. @ A3

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-	03/10/2017	TP
A	15/11/2017	TP RFI RESPONSE

REVISIONS ID	DATE	DESCRIPTION

TOWN PLANNING

STREET ELEVATION

TP3-101

TP B

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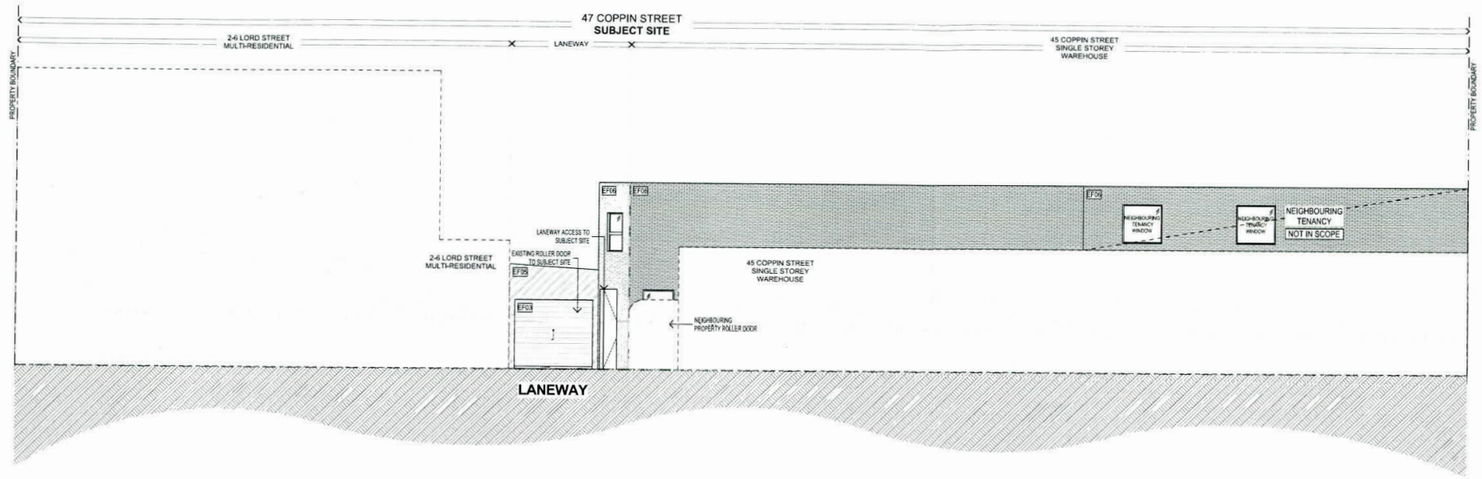
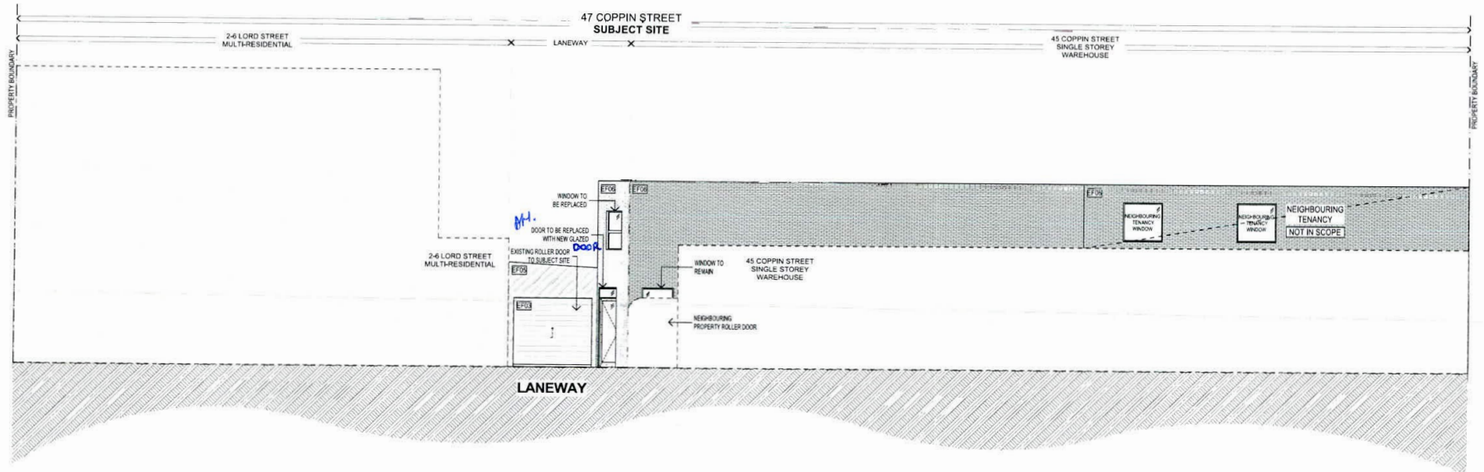


1 / - **EXISTING NORTH ELEVATION**
1:200



2 / - **PROPOSED NORTH ELEVATION**
1:200

COPPIN STREET

PLANNING & ENVIRONMENT
YARRA PLANNING SCHE
Plan referred to in Permit No: PLN17/0841
relating to use/development of
For and on behalf of the Responsible
DATE 10/10/19 PLAN 4 of 7
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IN PERMIT No. PLN17/0841
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DRAWN BC/KP | CHECKED BC

DATE 8/29/2019

SCALE A3 @ A3

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REVISIONS

ID	DATE	DESCRIPTION
-	15/11/2017	TP RFI RESPONSE
A	18/06/2018	PP RESPONSE

REVISIONS

ID	DATE	DESCRIPTION

TOWN PLANNING

NORTH ELEVATION
TP3-102
TP A

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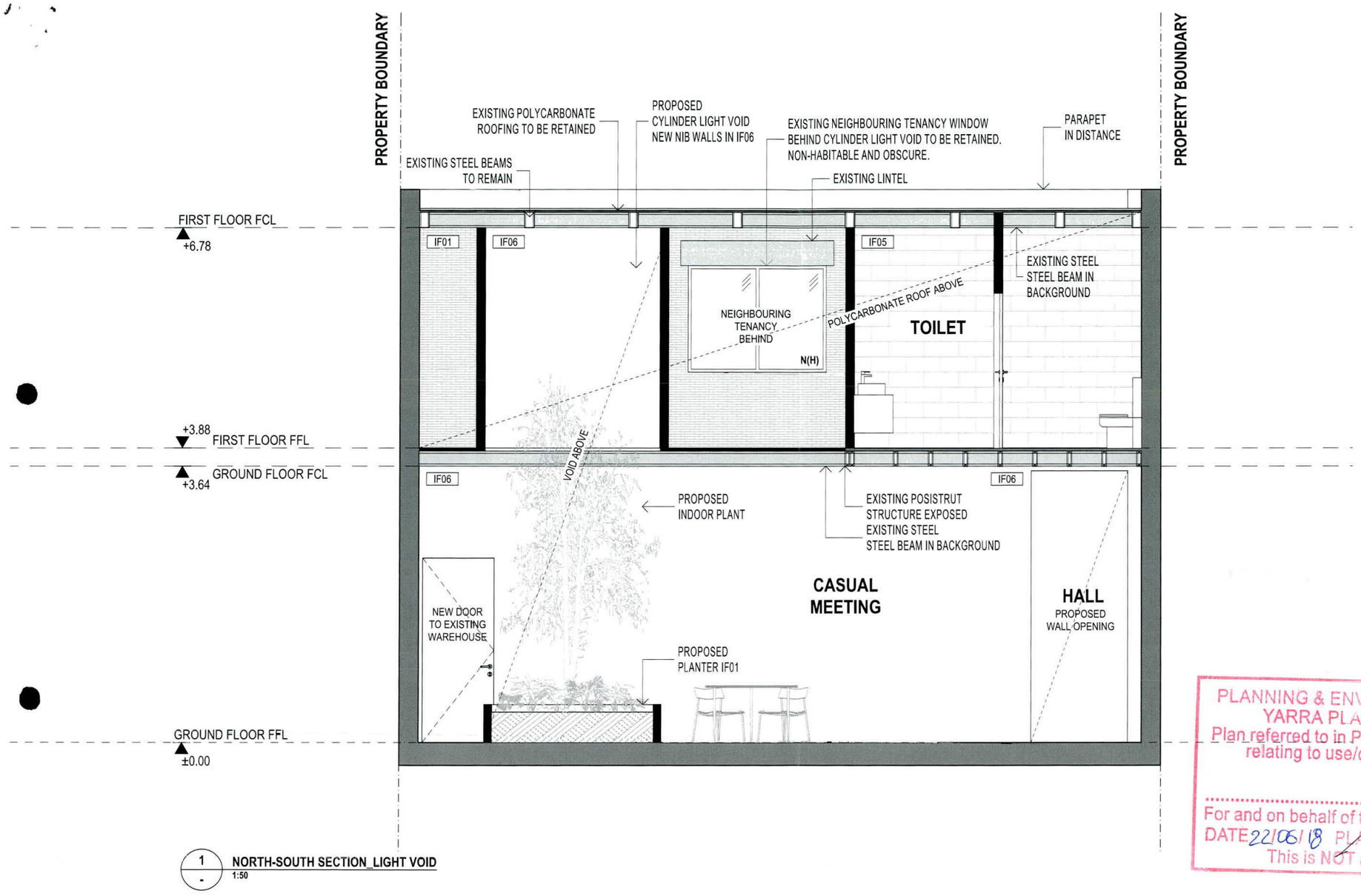

1 / - NORTH-SOUTH SECTION_LIGHT VOID
1:50

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
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DATE: 20/06/2018
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SCALE: A.S. @ A3

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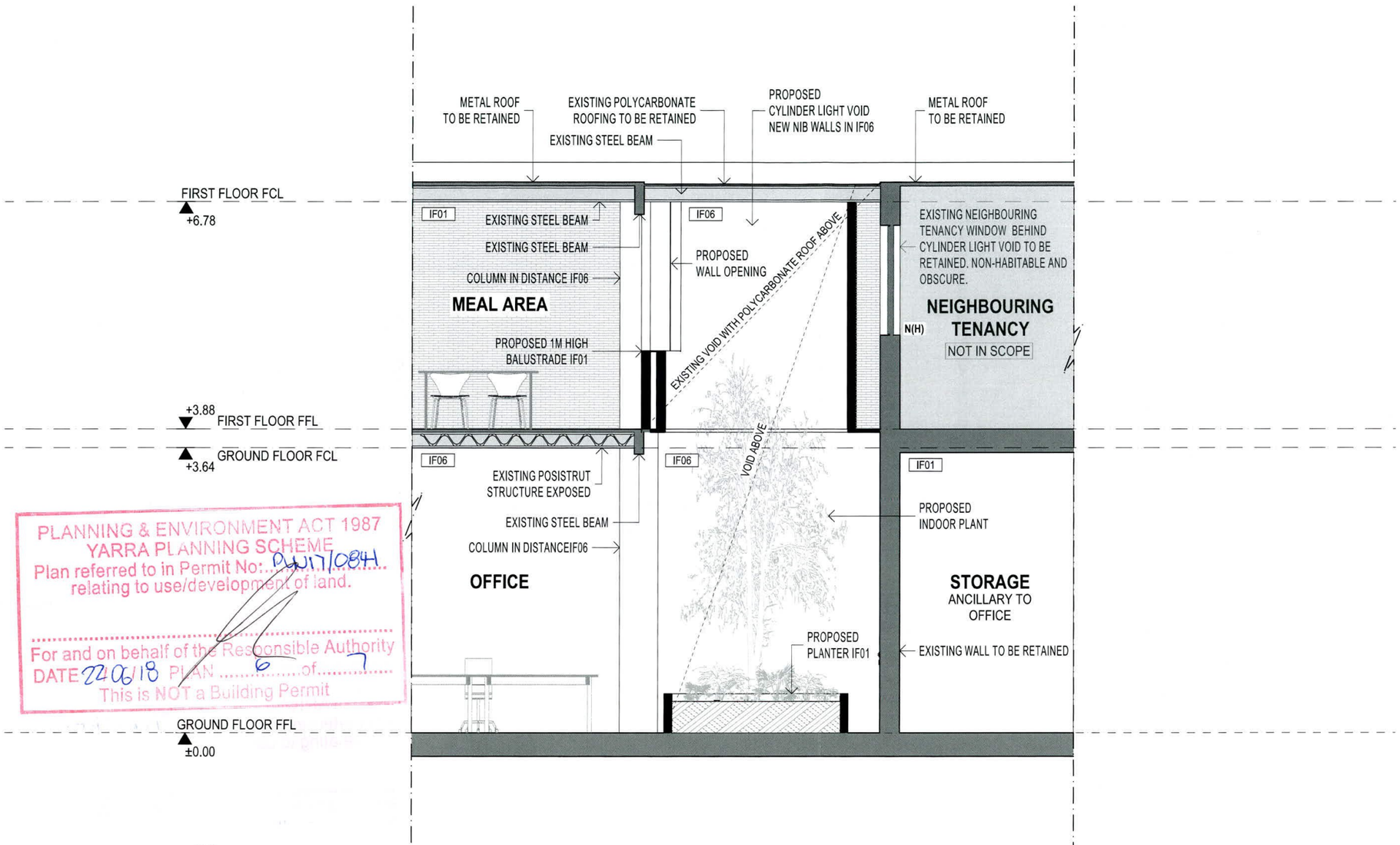
REVISIONS

ID	DATE	DESCRIPTION
-	15/11/2017	TP RFI RESPONSE

NORTH-SOUTH SECTION_LIGHT VOID
TP4-101
TP -



PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0841
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22/06/18 PLAN 6 of 7
This is NOT a Building Permit

2 - EAST-WEST SECTION_LIGHT VOID
1:50

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PROJECT: P17033 - 47 COPPIN STREET, RICHMOND
DATE: 20/06/2018
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CHECKED: BC
SCALE: A.S. @ A3

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REVISIONS ID	DATE	DESCRIPTION
-	15/11/2017	TP RFI RESPONSE

REVISIONS ID	DATE	DESCRIPTION

EAST WEST SECTION_ LIGHT VOID
TP4-102
TP -

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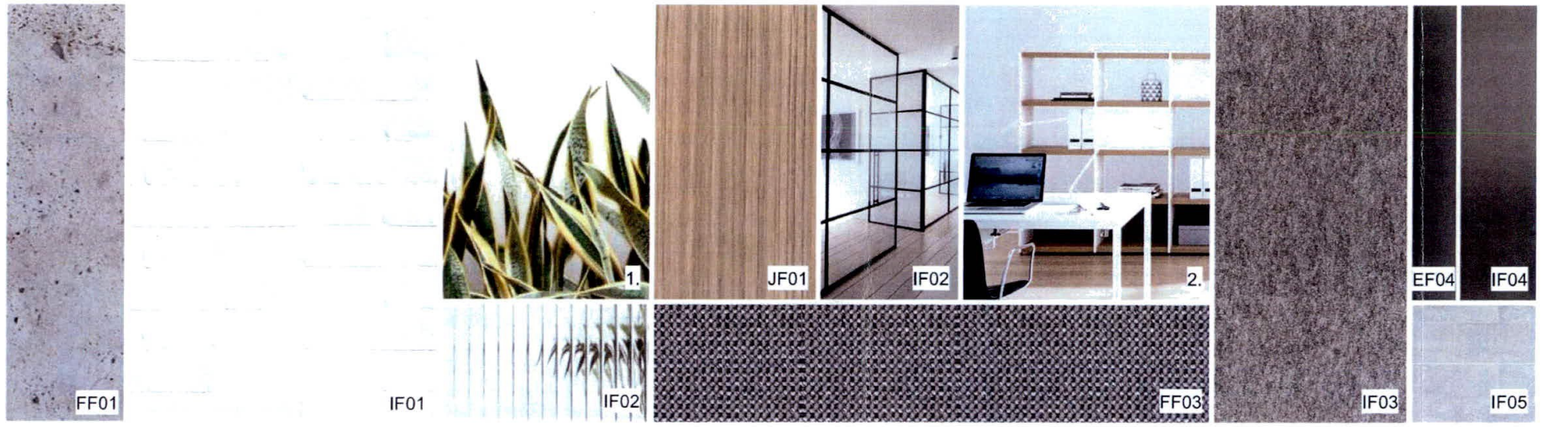

1. PLANTERS
2. OPEN STORAGE SHELVES

DEVELOPMENT SUMMARY

GROUND FLOOR AREA	473m²
STORAGE: (ANCILLARY TO OFFICE)	124m²
STORAGE/CARPARK: (ANCILLARY TO OFFICE)	185m²
OFFICE:	164m²
FIRST FLOOR AREA	145m²
OFFICE:	145m²
TOTAL NLA:	**618m²**
NO. OF CAR SPACES	**4**

FINISHES SCHEDULE

EXTERNAL FINISHES	
EF01	PAINTED BRICK
EF02	RENDER
EF03	DARK GREY METAL
EF04	BLACK METAL FINISH
EF05	CORRUGATED METAL
EF06	EXPOSED BRICK
FLOOR FINISHES	
FF01	EXISTING CONCRETE
FF02	TILE
FF03	CARPET
FF04	TBC
WALL FINISHES	
IF01	PAINTED BRICKS (WHITE)
IF02	GLASS
IF03	ACOUSTIC PANELLING
IF04	SMOKE MIRROR
IF05	TILE
IF06	PAINT FINISH (WHITE)
JOINERY FINISHES	
JF01	TBC

**ALL FINISHES ARE INDICATIVE ONLY*

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0841
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22/06/18 PLAN 7 of 7
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PROJECT: P17033 - 47 COPPIN STREET, RICHMOND
DRAWN: BCKP | CHECKED: BC
DATE: 14/03/2018
SCALE: A3 @ A3

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REVISIONS ID	DATE	DESCRIPTION
—	05/12/2017	TP
A	15/11/2017	TP RFI RESPONSE

REVISIONS ID	DATE	DESCRIPTION

TOWN PLANNING

MATERIAL PALETTE

TP5-101

TP A

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Artemis Bacani
Officer	Corey Wooldridge
Council Reference	IREF25/00239
Address	Ground Floor, 47 Coppin Street, Richmond
Application No.	PLN17/0841.01
Proposal	An amendment to Planning Permit PLN17/0841 pursuant to Section 72 of the Planning and Environment Act 1987 to make the following changes: - Include land at No. 45 Coppin Street as land affected by this planning permit - Amend permit preamble to remove "(including ancillary storage)" and to include "and commercial display area". - Commercial display area use will operate under the existing conditions of Planning Permit PLN17/0841 in relation to hours of operations and staff numbers. - amend endorsed plans to include the site at No. 45 Coppin Street, as well as internal rearrangements of existing approved office

Comments Sought	• Waiver of car parking for new use
	  ○ Commercial display area is new use at No. 45 Coppin Street, current use of office will be maintained at No. 47 Coppin Street.
	  ○ Currently 4 car parks on site.
	• Total car parking rate of 3 (being 2 per premises and 1 for 195.1sqm of net floor area)

Disclaimer:	Council's Development Engineering unit, provides the following advice based on information provided in the referral request memo referenced above.

Engineering referral details

Council's Engineering Referral team has reviewed the drawings and documents provided by the Statutory Planning department, as outlined in ***Table 1*** below.

Specific details of the assessment are provided in ***Section 1 -*** and have informed the requirements and conditions.

Note: the engineering related matters highlighted in the Planning referral have been assessed and included in the response.

Table 1 - Drawings and documents reviewed by Engineering

Consultant	Drawing No. or Document	Rev	Dated
Hecker Guthrie	ID.1.05 *Ground Floor* ID.1.06 *Ground Floor* ID.1.07 *First Floor*	02 01 01	14 June 2024 14 June 2024 14 June 2024
Salt3	*Car Parking Demand Assessment*	F01	18 December 2024

SECTION 1: Engineering detailed assessment

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	322 m²	3 spaces per 100 m² of net floor area	9	4
Warehouse (Commercial Display)	318.3 m²	1 space to each 100 m² of net floor area	3	
	1 Premise	2 spaces to each premise	2	
		Total	**14 spaces**	**4 spaces**

***** Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under *Clause 52.06-5* (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for Office and Warehouse (Commercial Display) Uses	The commercial display use will operate in conjunction with the office use. Customers will attend the site on a strictly invite only basis. Some of the 4 on-site car spaces could be allocated for customer use. The parking generated by the commercial display use would primarily be short to medium-stay parking. The site is within walking distance of public transport services located along Bridge Road and Church Street.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Bridge Road trams – 80 metre walk ▪ Church Street trams – 430 metre walk ▪ Swan Street trams – 710 metre walk ▪ East Richmond railway station – 920 metre walk ▪ Burnley railway station – 920 metre walk
Convenience of Pedestrian and Cyclist Access	The site is well positioned in terms of pedestrian access to public transport nodes, businesses and other essential facilities. The site also has good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

Consideration	Details
Availability of Car Parking	On-street parking in this part of Richmond is moderate to high during business hours. The area surrounding the subject site is covered with time based and paid parking restrictions. Customers to the site could commute to the site by sustainable transportation modes which are within walking distance of the site.

Adequacy of Car Parking

From a traffic engineering perspective, the car parking provision for the site is considered appropriate in the context of the development and the surrounding area.

The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

SECTION 2: Acknowledgement

Engineer: Artemis Bacani

Signature:

Date: 9 May 2025

5.2. – PPE25/0067 49 – 51 Balmain Street and 108-110 Stephenson Street, Cremorne (DTP Application)

Author	John Theodosakis – Principal Planner
Authoriser	General Manager City Sustainability and Strategy

Executive Summary

Property	49-51 Balmain Street and 108-112 Stephenson Street, Cremorne
Ward	Lennox
Application number	PPE25/0067 (Council Ref) PA2503512 (DTP Ref)
Proposal	Construction of a 9-storey residential hotel with a restaurant and a reduction in the car parking requirement
Zoning & Overlay/s	- Commercial 2 Zone - Development Contributions Plan Overlay – Schedule 1
Strategic setting	Major Employment Precinct (Cremorne) The application was made to the Minister for Planning under Clause 53.22 Significant Economic Development
Submissions	DTP notified Council about this application on 17 April 2025 under s52(1)(b) of the *Planning and Environment Act* 1987 DTP have advised Council that at the time of finalising this report, they had received two objections
Key reasons for recommendation	The site is suitable for some form of development, however this current proposal is not supported on these key grounds: - The proposal does not provide any on-site drop off/ collection or vehicle access, resulting in cars having to prop in the street causing significant traffic movement and safety issues. This development must not be approved unless on-site drop off/ collection area is provided within the site. - The proposed development is an inappropriate scale with regards to overall height and upper-level massing and does not achieve the requirements of the adopted Cremorne Urban Design Framework. This will result in an overly imposing form within the streetscape. - The sheer walls to Gwynne and Stephenson Streets are extensive and will produce visual bulk and overshadowing impacts.

	- The proposal does not demonstrate adequate building separation and does not provide equitable access to outlook and daylight for surrounding sites. - The proposal does not provide an overall community benefit including public realm improvements. - Insufficient bicycle parking has been provided and the placement of parking within the basement is inappropriate.
Recommendation	That Council notify the Department of Transport and Planning outlining Council's position that the proposal is not supported for the key reasons provided. Notwithstanding this, the recommended conditions will be provided and should be included on any planning permit should the Department of Transport and Planning be of a mind to grant the permit Key conditions include: - Provision of on-site drop off/collection area - Streetscape and Public Realm Plans - Sustainable Management Plan and Daylight Assessment Report - Landscape Plan - Tree Management Plan - Acoustic Report - Wind Report - Hotel Management Plan
Contact Officer	John Theodosakis Principal Planner

Officer Recommendation

That Council:

1. Note the officer report and the application material.
2. Delegate the Manager Statutory Planning to write to the Department of Transport and Planning outlining Council's position that the proposal is not supported on the following grounds:
   (a) The proposal does not provide any on-site drop off/ collection or vehicle access, resulting in cars having to prop in the street causing significant traffic movement and safety issues. This development can not be approved unless on-site drop off/ collection area is provided within the site;
   (b) The proposed development is an inappropriate scale with regards to overall height and upper-level massing and does not achieve the requirements of the adopted Cremorne Urban Design Framework. This will result in an overly imposing form within the streetscape;

(c) The sheer walls to Gwynne and Stephenson Streets are extensive and will produce visual bulk and overshadowing impacts;

(d) The proposal does not demonstrate adequate building separation and does not provide equitable access to outlook and daylight for surrounding sites;

(e) The proposal does not provide an overall community benefit including public realm improvements; and

(f) Insufficient bicycle parking has been provided and the placement of parking within the basement is inappropriate.

3. Notwithstanding the above, if the Department of Transport and Planning is of the mind to issue a permit, then the following conditions should be included:

Endorsed Plans

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the decision plans prepared by Rothe Lowman Property Pty Ltd and last dated 01st April 2025, but modified to include/show:

(a) ...

(b) The ground floor redesigned to provide dedicated pick-up and drop-off facility *inside the site;*

(c) Street wall podiums of no greater than 12m to both Gwynne and Stephenson Streets, with the upper levels setback 3m;

(d) Dimensions (length/width) and offsets from the building lines of the existing public infrastructure i.e. footpaths, kerbs, road pavements, etc. on the ground floor plans;

(e) A plan notation confirming that public infrastructure must not be adjusted unless agreed with by Council in writing;

(f) A plan notation confirming that line marking and signage will be amended in accordance with the proposed changes along all frontages;

(g) Any requirement of the Facade Strategy and Materials and Finishes Plan, where relevant (Condition 9)

(h) Any requirement of the endorsed Streetscape and Public Realm Plans, where relevant (Condition 11);

(i) Any requirement of the endorsed Sustainable Management Plan and Daylight Assessment Report, where relevant (Condition 13);

(j) Any requirement of the endorsed Waste Management Plan, where relevant (Condition 15);

(k) Any requirement of the endorsed Landscape Plan, where relevant (Condition 17);

(l) Any requirements of the endorsed Tree Management Plan, where relevant (Condition 19);

(m) Any requirement of the endorsed Acoustic Report, where relevant (Condition 23);

(n) Any requirement of the endorsed Wind Report, where relevant (Condition 25); and

(o) Any requirement of the endorsed Public Lighting Plan, where relevant (Condition 27).

2. The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

Residential Hotel Use

3. The amenity of the area must not be detrimentally affected by the use or development, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

(d) the presence of vermin,

to the satisfaction of the Responsible Authority.

4. Before the uses commence, a Hotel Management Plan (HMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Plan will be endorsed and will form part of this permit. The Plan must include or show, but is not limited to, the following:

(a) A General or Duty Manager will be onsite at all times, providing immediate oversight of security, noise issues, maintenance and actioning of any complaints;

(b) Ground floor concierge to be staffed between 6am and 11:30am;

(c) CCTV surveillance to be provided across the premises at all times;

(d) Reception operating hours;

(e) Hours of operation for Level 2 hotel amenities;

(f) Staffing/management arrangements;

(g) Provision for ‘after hours’ arrivals and departures;

(h) Security arrangements;

(i) Initiatives to direct hotel guests to the wider area from Swan Street and not the residential areas to the north (including Stawell and Belgravia Street), with a strategy provided outlining how this will be communicated to guests;

(j) Ongoing measures to be taken to ensure residential hotel guests and visitors do not cause any unreasonable amenity impact to persons beyond the land;

(k) Establishment of a line of communication with adjoining owners and occupiers aimed at identifying and addressing amenity concerns;

(l) An outline of all house rules intended to be used to manage residents and guests including:

(i) guest behaviour;

(ii) noise;

(iii) use of private terraces; and

(iv) methods of eviction if house rules are broken; and

(m) Details of eviction process in the event house rules are broken.

5. The provisions, recommendations and requirements of the endorsed HMP must be implemented and complied with to the satisfaction of the Responsible Authority.

6. Except with the prior written consent of the Responsible Authority, the restaurant may only operate between 7am to 12am, 7 days a week .

7. Except with the prior written consent of the Responsible Authority, no more than 180 patrons are permitted on the land any one time.

8. Speakers external to the building must not be erected or used.

Facade Strategy and Materials and Finishes Plan

9. Concurrent with the submission of Condition 1 plans, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:

(a) Elevation drawings at a scale of 1:20 illustrating typical podium details, crossed intersection of slab edges, entries and doors, and utilities and typical tower facade details;

(b) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(c) Information about how the high-quality appearance of the façade will be maintained; and

(d) coloured drawings outlining colours, materials and finishes.

Ongoing architect involvement

10. As part of the ongoing progress and development of the site, Rothe Lowman Property Pty Ltd, or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee design and construction of the development; and

(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Public Realm: Functional Layout Plan

11. Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Responsible Authority, a Public Realm Plan of all public realm improvements associated with the development must be prepared, submitted and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The Public Realm Plan must show, but not be limited to, the following:

(a) All design changes required under Condition 1 of this permit;

(b) Notations confirming that public infrastructure must not be adjusted unless agreed with by Council in writing;

(c) All existing service infrastructure (underground and access points), road markings, signage, street trees and plantings;

(d) Spot levels and gradients showing DDA compliance and usable walking surfaces;

(e) Clear delineation of the public and private realm through a variance in surface materials;

(f) Details ensuring that outdoor dining within the forecourt can be achieved without wind amelioration techniques. If this cannot be achieved, the deletion of any outdoor dining;

(g) All proposed streetscape materials should be designed as per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings;

(h) All footpath paving to be consistent treatment from kerb to building edge to avoid slivers of unit paving between the title and building;

(i) A layout for any outstands, pedestrian crossings, on-street garden beds and rationalised on-street parking should be indicated on plans to be further coordinated with Council Officers, through the detailed design process;

(j) ....

(k) ....

(l) ....

to the satisfaction of the Responsible Authority.

12. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the Responsible Authority, detailed design drawings of the works approved under the Public Realm Plan (as required by Condition 11) addressing all road infrastructure works (including soft/hard landscaping), must be submitted to and approved by Council's Civil Engineering Department. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.

Sustainable Management Plan

13. Concurrent with the submission of Condition 1 plans, an amended Sustainable Management Plan (SMP) must be submitted to and approved by the Responsible Authority. When approved, the amended SMP will be endorsed and will form part of this permit. The amended SMP must be generally in accordance with the Sustainable Management Plan prepared by ADP (Revision 01) and dated 27 July 2023, but updated to include the following:

(a) Clarification and details of the ventilation system in the car park;

(b) Details of the solar PV system and its layout marked on the architectural plans;

(c) A commitment to a minimum of 500kWh of annual electricity generation per dwelling provided by the on-site solar PV system;

(d) Information and specific targets regarding recycled materials;

(e) A minimum 10% green cover spread across the ground floor plan;

(f) Specify SRI of horizontal surfaces;

(g) Provision of shading to glazed surfaces to reduce energy peak demand;

(h) Materials and assembly methods to assist with disassembly and adaptive reuse at end of life;

(i) Consider incorporating a car share space on street (through partnership) or within the basement, and at a minimum provide details of surrounding car share locations within the Building Users Guide and/or Green Travel Plan;

(j) Consider implementation of green wall or roof elements to increase the urban ecology of the development; and

(k) Consider an assessment using the green factor tool greenfactor.com.au.

14. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority

Waste Management Plan

15. Concurrent with the submission of Condition 1 plans, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Traffix Group and dated September 2024 but modified to include:

(a) All design changes required under Condition 1 of this permit.

16. The provisions, recommendations and requirements of the endorsed waste management plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscape Plan

17. Concurrent with the submission of Condition 1 plans, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Fytogree and dated 29 January 2025 but modified to include:

(a) All design changes required under Condition 1 of this permit;

(b) Planting plan(s) showing the location of proposed planting, plant quantities and species, as well as a legend containing key features, materials and surfaces.

(c) A plant schedule(s) containing the following information:

(i) plant species (botanical and common name), installation size, width x height at maturity, and plant quantities;

(ii) The plant schedule(s) should correlate with the planting plan(s).

(d) Detailed drawings for elements such as furniture and planters – showing dimensions (including soil depth), drainage, lining, materials and growing media. Volumes of growing media that are adequate for the plant species proposed and well as cultivation depth;

(e) Clear labels/information on the landscape plan(s) with detailed drawings, and plant schedule(s) indicating the trees and landscaping provide an increased canopy cover

and deep soil planting in compliance with the provisions of Clause 58.03-5 landscaping of the Yarra Planning Scheme, including:

(i) Areas and dimensions for deep soil planting; and

(ii) Details of the vertical gardens and green roofing / planters, including (but not limited to) dimensions, mulch, soil layers and filtration media, water supply method (where applicable) and overflow measures.

(f) Provision of wind proof mulch for any above ground planted areas; and

(g) A maintenance schedule, including task details and frequency with further information clearly demonstrating how safe maintenance access (such as anchor points for rope access) is to be provided and how this will be integrated into the building design.

18. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

to the satisfaction of the Responsible Authority.

Tree Management Plan

19. Concurrent with the submission of Condition 1 plans, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved, the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for:

(a) the protection and preservation of any existing street trees intended to be retained;

(b) the provision of any barriers;

(c) any pruning necessary; and

(d) watering and maintenance regimes,

to the satisfaction of the Responsible Authority.

20. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

21. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later dates as approved in writing by the Responsible Authority, the permit holder must make a one-off contribution of $9,860.4 to the Responsible Authority. This fee will be used for:

(a) 2 medium road trees on Gwynne Street; $2,235.20 per tree;

(b) 1 medium tree on Stephenson Street; $2,235.20 per tree; and

(c) 2 medium trees in a garden bed on Gwynne Street; $1,577.40 per tree.

22. All street tree planting, understorey planting and 24 months establishment / maintenance to be undertaken by Council's tree planting contractor.

Acoustic Report

23. Concurrent with the submission of Condition 1 plans, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Watson Moss Growcott Acoustics and dated 24 January 2025 but modified to show / address:

    (a) All design changes required under Condition 1 of this permit; and

    (b) Any acoustic mitigation necessary to ensure the protection of surrounding sensitive land uses (with regard to both, dwellings that are as of right within the zone and with existing use rights).

24. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Report

25. Concurrent with the submission of Condition 1 plans, a Wind Assessment Report to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit.

26. The provisions, recommendations and requirements of the endorsed Wind Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Lighting Plan

27. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit.

28. The Public Lighting Plan must be designed to:

    (a) address lighting along Gwynne, Balmain and Stephenson Streets, and along areas traversed by pedestrians including entrances to the approved building;

    (b) comply with uniformity, access and maintenance requirements as per standard AS1158.3.1;

    (c) control light spillage in accordance with the requirements of AS 4282 – 2019," Control of the obtrusive effects of outdoor lighting"; and

    (d) to the satisfaction of the Responsible Authority.

29. The provisions, recommendations and requirements of the endorsed Wind Report must be implemented and complied with to the satisfaction of the Responsible Authority.

30. Before the use commences, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When

approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:

(a) a description of the location in the context of alternative modes of transport;

(b) employee welcome packs (e.g. provision of myki/transport ticketing);

(c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

(d) a designated 'manager' or 'champion' responsible for coordination and implementation;

(e) details of bicycle parking and bicycle routes;

(f) details of GTP funding and management responsibilities;

(g) the specific design of bicycle storage devices proposed to be used for employee

(h) spaces, including demonstration of their suitability for parking cargo bikes, electric bikes and recumbent bikes;

(i) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;

(j) security arrangements to access the employee bicycle storage spaces;

(k) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

(l) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'; and

(m) provisions for the Green Travel Plan to be updated not less than every 5 years.

31. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Development Infrastructure Levy

32. Prior to the commencement of the development, the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan or the Owner must enter into an agreement with Yarra City Council to pay the Development Infrastructure Levy within a time specified in the agreement.

Community Infrastructure Levy

33. Prior to the issue of a building permit, the Community Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.

General

34. The amenity of the area must not, to the satisfaction of the Responsible Authority, be detrimentally affected by the development and uses, including through:

(a) The transport of materials, goods or commodities to or from land;

(b) The appearance of any buildings, works or materials;

(c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;

(d) The presence of vermin.

35. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.
36. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.
37. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.
38. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity to the satisfaction of the Responsible Authority.
39. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
40. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
41. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.
42. All pipes, fixtures and fittings servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.
43. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
44. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.
45. Before the buildings are occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.
46. The use/development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

Civil Works

47. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority(s).
48. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossings must be demolished and re-instated as footpath, verge (if applicable), and kerb and channel:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority(s).
49. Before the buildings are occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Gwynne, Balmain and Stephenson Street frontages must be reconstructed in asphalt:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority(s).
50. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Gwynne, Balmain and Stephenson Street frontages must be reconstructed:
    (a) at the permit holder's cost; and

    to the satisfaction of the Responsible Authority(s).
51. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the road pavement along the property's Gwynne, Balmain and Stephenson Street frontage/s must be re-sheeted:
    (a) at the permit holder's cost; and

    to the satisfaction of the Responsible Authority(s).
52. Within 2 months of the completion or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
    (a) In accordance with Yarra Standard Drawings | Yarra City Council
    (b) at the permit holder's cost; and
    (c) To the satisfaction of the Responsible Authority.
53. Any service poles, structures or pits located within the public realm areas that interfere with the proposal, must be adjusted accordingly:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

Construction hours & noise

54. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
    (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm,;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management Required

55. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

(b) works necessary to protect road and other infrastructure;

(c) remediation of any damage to road and other infrastructure;

(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

(e) facilities for vehicle washing, which must be located on the land;

(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

(g) site security;

(h) management of any environmental hazards including, but not limited to,:

(i) contaminated soil;

(ii) materials and waste;

(iii) dust;

(iv) stormwater contamination from run-off and wash-waters;

(v) sediment from the land on roads;

(vi) washing of concrete trucks and other vehicles and machinery; and

(vii) spillage from refuelling cranes and other vehicles and machinery;

(viii) the construction program;

(i) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(j) parking facilities for construction workers;

(k) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(l) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(m) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

(n) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

(o) If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority;

(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(q) any site-specific requirements.

During the construction:

(r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(t) vehicle borne material must not accumulate on the roads abutting the land;

(u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

56. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

57. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit;

(b) the development is not completed within four years of the date of this permit; and

(c) The use has not commenced within five years.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Background

1. This report provides Council with an assessment of a planning application being considered by the Department of Transport and Planning (the 'DTP') for a planning permit to develop 49 – 51 Balmain Street and 108 – 110 Stephenson Street, Cremorne.
2. The application was made to the Minister for Planning under Clause 53.22 Significant Economic Development.

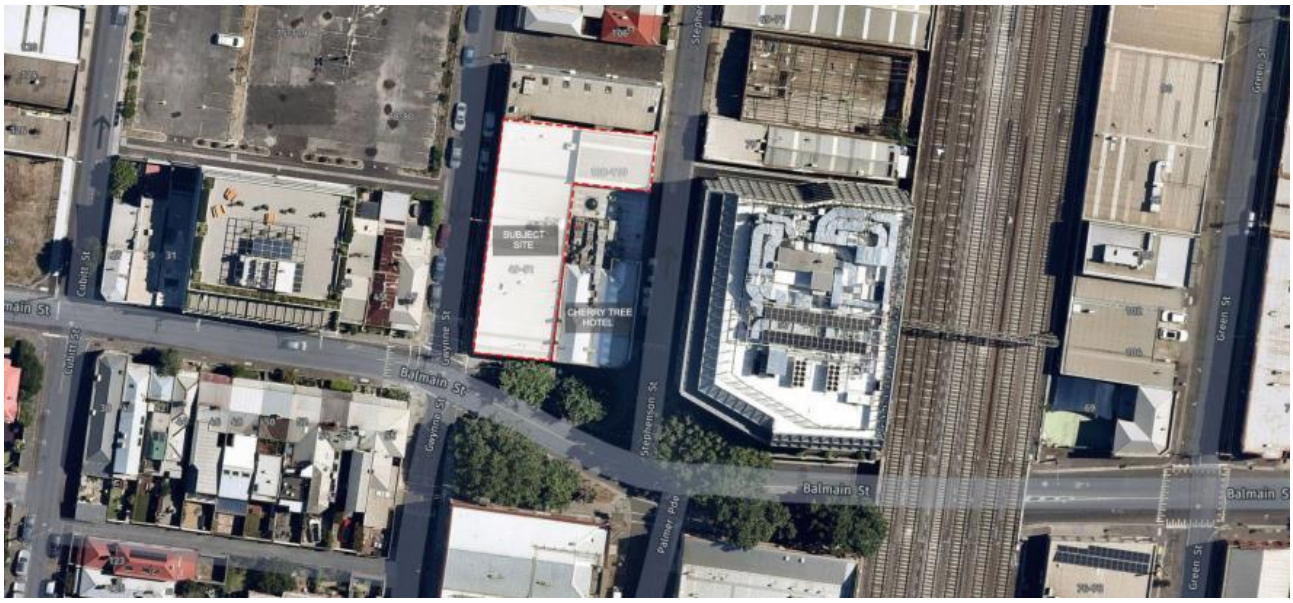

Figure 1: *Aerial identifying the subject site outlined in red (Source: Application material)*

3. In brief, the application proposes the development of the Site with a 9-storey building above a one level basement (housing services and no onsite car parking). The building would be used as a residential hotel, operating 24hrs, 7 days a week, with up to 89 rooms for up to 180 patrons. The building would also house a two-level restaurant in the south-west portion of the site that would operate 7am to midnight, seven days a week.

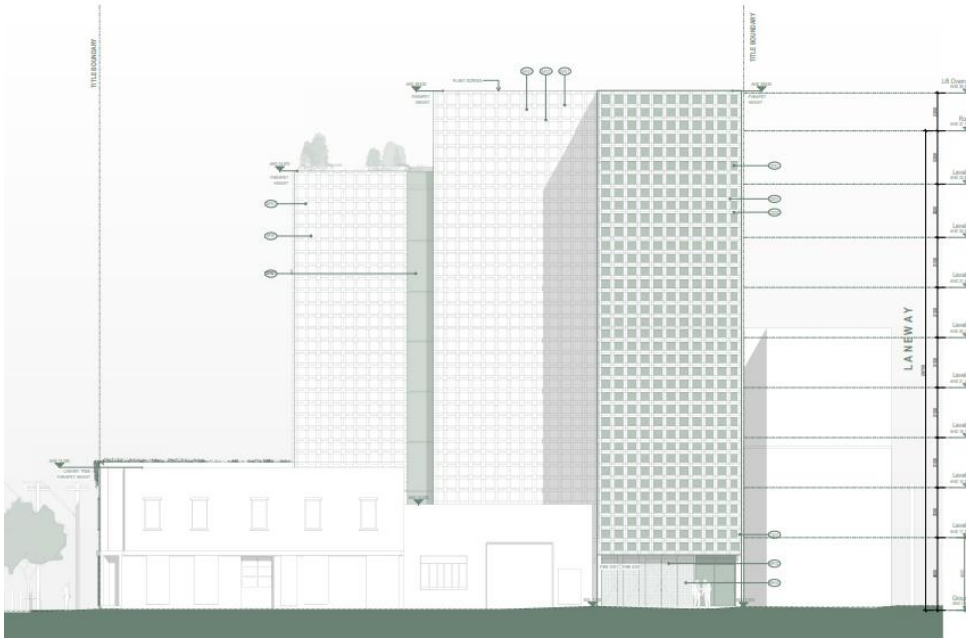

Figure 2: *Proposed elevation to Balmain Street (Source: Application material)*

4. The attached **Council Officer Application Assessment Table** sets out a brief overview of the application, the relevant planning framework key aspects of proposal and internal and external consultation undertaken.

Advertising

5. The application was notified to Council and surrounding properties. At the time of finalising this report, the DTP have advised Council that two objections, they had received two objections, raising the following key grounds:

    - No designated on-site smoking area shown on plans and concerns of the forecourt are being used by smokers.
    - Various concerns with waste management and collections arrangements including:
        - Using on-street loading for waste collection rather than onsite, preference for collection to occur on site.
        - The waste management plan not appearing practical and likely to result in bins spilling out onto the footpath and obstructing pedestrians on collection days.
        - Concerns raised that the responsibility of following the WMP being left to private contractors will result in non-compliance.
    - Increased demands on the limited available on-street car parking in the area as a result of the proposed car parking reduction and the impacts on other local businesses whose custom base are turned off by difficulty finding a car park nearby.
    - Construction impacts and disruptions due to road closures, noise, dust etc. on the operations of surrounding local businesses.

- Development is not consistent with the character and scale of this area of Cremorne and will overwhelm the streetscape.
- Amenity impacts due to increased traffic, lack of privacy, overshadowing and nature of use (high turnover of short-term occupants) will alter the nature of the neighbourhood.

6. These matters generally align with issues identified by Council, apart from Waste collection which Council's Waste Management team was satisfied with.

Referrals

7. The application was referred to following internal business units within Council, whose full advice is attached to this report:

Internal Business Unit	Comments
Development Engineering	Supportive subject to plans being modified to include details relating to: (a) The nearest on-street Loading Zone that could be utilised by delivery vehicles; (b) Dimensions (length/width) and offsets from the building lines of the existing public infrastructure i.e. - footpaths, kerbs, road pavements, etc; (c) a Public Realm Plan (PRP) indicating the high-level functional layout of the required works within the public road reserve adjacent to the development along all frontages; (d) The PRP is to include all relevant details outlined in the below Items and any other details stipulated through Planning requirements/documents; (e) Note: the PRP must be consistent with the Condition 1 plans and will form part of the Condition 1 plan set for endorsement. The PRP will also inform the detailed design plans for the public realm areas; (f) Details relating to the reconstruction of the footpaths along the Gwynne and Balmain Street frontages of the property to Council's satisfaction. The cross-fall grade of the footpaths shall be no steeper than 1 in 40 (as per the DTP's *Traffic Engineering Manual Vol 3: Accessibility (DDA) Guidelines*); and (g) Details relating to the Reconstruct/upgrade the raised pavement treatment at the Gwynne Street approach to the intersection with Balmain Street, to Council's satisfaction.

Waste Management	Confirmed that the waste management plan is satisfactory.
ESD	Identified the following application deficiencies: (a) Solar PV space on the rooftop area has been allocated but no investigation into sizing or capacity has been undertaken. Recommend maximising the area allocation and solar PV size to all suitable roof area and update all documentation to include the solar PV as an integral component of the ESD strategy; (b) Building fabric insulation and glazing specifications to meet minimum NCC2029 standards only. Recommend updating the SMP with improved energy efficiency of building fabric and exceed the minimum standards by at least 10%. Even though the proposed meets the BESS Energy section minimum it is not up to standard with current development in Yarra of this scale and typology; and (c) Staff bicycle parking spaces are in the basement and difficult to access. Recommend relocating the secure staff bicycle parking spaces to the ground floor for ease of access. Identified the following outstanding information: (a) No heating/cooling (HVAC) or hot water equipment type or energy efficiency performance standard was specified in the SMP. An exact make/model is not required but the system type and efficiency standard should be specified in an updated SMP to ensure the space allocation and system specifications in suited to the building design; (b) Green façade on the architectural drawings is inconsistent with the SMP and landscape plans. Updated architectural drawings to be consistent with SMP and landscape plans; and (c) Notation of total vegetated landscape area in SMP Appendix F (ESD notations on plans), is not consistent with the SMP or BESS report. Total vegetation percentage figure should also include vertical element of green facade and planter boxes. Please update all figures to be consistent across all documentation. Identified the following Improvement opportunities: (a) Consider a larger volume rainwater tank (~20,000 litres) to improve the reliability of rainwater tank supply (above 80%) and improve the overall water efficiency performance standard. Note that the current 76% tank reliability does not include the irrigation demand, which means that this reliability will drop further below the preferred benchmark on 80% or higher.

Urban Design	Identified the following Improvement opportunities: (a) Green walls must not extend into the public realm at ground level; (b) Column line on Gwynne Street moved inward to allow provision of 1.5 metre space for pedestrian traffic when combined with the existing public footpath; (c) The substation relocated underground, adjacent, and accessible from the Stephenson Street or Gwynne Street frontage. Applicant to investigate access by crane truck for maintenance purposes; (d) Streetscape enhancements including additional street trees, garden beds, kerb extension, electrical pole relocation and reinstatement of redundant crossover as described above under Streetscape and Capital Works; and (e) Streetscape enhancements in form of street trees and landscaping must be detailed on a Public Realm Plan (refer to indicative layout at Figure 6). A Public Realm Plan must be provided to the satisfaction of Urban Design. The Public Realm Plan must include, but not limited to: (a) Property boundary clearly defined; (b) Layout plan indicating all existing and proposed features and surface levels; (c) Show all existing and proposed streetscape infrastructure including (but not limited to) light poles, drains and street signs; (d) Proposed bicycle spaces along site frontage, with bicycle image superimposed upon the proposed; (e) Clear dimensions of existing and proposed footpath widths, bicycles hoops setback width (preventing effects on pedestrian access along footpath) and offset from face of kerb to the satisfaction of the Council or responsible authority; (f) Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements; (g) Demonstrate a seamless / DDA accessible transition from the public realm into the principal entrance to the proposed building at ground floor level; (h) Reconstruction of all footpaths adjacent to the property in accordance with Council standards and Department of Transport's requirements; (i) Council standards and Department of Transport's requirements; and

	(j) Any existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades.
Open Space	The submitted landscape plans do not contain sufficient information to provide a detailed assessment and that the following further information is required to assist in their further assessment: 1. Provide a planting plan(s) showing the location of proposed planting, including plant species and quantities, as well as a legend containing key features, materials, and surfaces. Proposed plants are to be: 1.1. Drawn at their mature size on the plan. 1.2. Labelled or coded to correspond with the proposed plant schedule. 2. Provide a plant schedule with listing the proposed plant species (botanical and common name), installation size, width x height at maturity, and plant quantities. 2.1. For mass planted areas/green walls, minimum plant densities (e.g., 5 plants per sqm) may be provided in lieu of individual plant counts. 3. The mulch layer for all above ground planted areas is to be wind-resistant mulch to prevent blowing away into the public realm, e.g., screened rock, or organic mulch with large particle size. 4. Provide information on any proposed vertical growing structures (including green wall systems) including detail drawings, mounting technique etc. 4.1. Demonstrate that irrigation to green wall system will not leak/discharge water onto the public footpath. 5. Provide details for any tree anchors or structural supports required. 6. Provide information on proposed irrigation including proposed water supply (potable or other), and type of irrigation (pop-ups or drip irrigation).
Strategic Planning	Recommended that: (a) The height of the building be lowered to comply with the building height requirements set out in DDO51; (b) The design of the building be reconsidered to address the conflicts with the design objectives set out in the DDO; (c) The street wall heights are amended to align with DDO51; (d) The design of the ground floor setback be redesigned to deliver a better outcome;

	(e) The upper level setbacks to all streets comply with upper level setback requirements set out in DDO51; (f) The application comply with the building separation requirements set out in DDO51; (g) The design of the building should be amended to comply with the overshadowing requirements set out in the DDO; and (h) The building make changes to the design to comply with the building design requirements set out in DDO51.

Officer Assessment

8. The attached **Council Officer Application Assessment Table (see attachment 8)** sets out a high level assessment of the application against the key considerations in the planning scheme.
9. This has led to the recommendation that the application not be supported on key grounds.
10. Notwithstanding this, should the DTP be of a mind to grant a permit, recommended conditions are also provided.

Legal and Legislative obligations

Conflict of interest disclosure

11. Section 130 of the Local Government Act 2020 requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of interest in a matter to which the advice relates.
12. The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Report attachments

1. 5.2.1 PPE25/0067 - 49-51 Balmain Street & 108-110 Stephenson Street Cremorne - s52 Notice Letter
2. 5.2.2 PPE25/0067 - 49-51 Balmain Street & 108-110 Stephenson Street Cremorne - Plans
3. 5.2.3 PPE25/0067 - 49-51 Balmain Street & 108-110 Stephenson Street Cremorne - Landscape Plans
4. 5.2.4 PPE25/0067 - 49-51 Balmain Street & 108-110 Stephenson Street Cremorne - Planning report
5. 5.2.5 PPE25/0067 - 49-51 Balmain Street & 108-110 Stephenson Street Cremorne - Sustainable Management Plan
6. 5.2.6 PPE25/0067 - 49-51 Balmain Street & 108-110 Stephenson Street Cremorne - Traffic Report
7. 5.2.7 PPE25/0067 - 49-51 Balmain Street & 108-110 Stephenson Street Cremorne - Waste Management Plan
8. 5.2.8 PPE25/0067 - 49-51 Balmain Street & 108-110 Stephenson Street Cremorne - Acoustic report

9. 5.2.9 PPE25/0067 - 49-51 Balmain Street & 108-110 Stephenson Street Cremorne - Council Officer Application Assessment Table
10. 5.2.10 PPE/250067 - 49 - 51 Balmain Street and 108 - 110 Stephenson Street, Cremorne - Referral advice

Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.dtp.vic.gov.au

Ref: PA2503512

Yarra City Council
planningadmin@yarracity.vic.gov.au

To whom it may concern

NOTICE OF APPLICATION FOR PLANNING PERMIT PA2503512
49-51 BALMAIN STREET AND 108-110 STEPHENSON STREET, CREMORNE VIC 3121

I refer to the above matter submitted to the Minister for Planning on 6/02/2025.

I am advising you of the application under section 52(1)(b) of the *Planning and Environment Act 1987*. Please find Form 2, appended to this letter, which sets out the details of the application and advises that the responsible authority will not decide on the application before **1 May 2025** that is 14 days from date of this letter. Please also find attached a copy of the application form, a set of plans and supporting documentation.

If you have any questions, please contact me on 03 7040 6002 or email terri.speirs@transport.vic.gov.au.

Yours sincerely,

Terri Speirs
Senior Planner, Development Assessment

17/04/2025

Encl.

- Form 2 – Notice of an Application for a Planning Permit

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2014. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to foi@transport.vic.gov.au or FOI Unit, Department of Transport and Planning, GPO Box 2392, Melbourne, Victoria 3001.

Planning and Environment Act Regulations 2015 (Form 2, section 52(1))

NOTICE OF AN APPLICATION FOR A PLANNING PERMIT

The land affected by the application is located at:	**49-51 BALMAIN STREET CREMORNE VIC 3121** **108-110 STEPHENSON STREET CREMORNE VIC 3121**
The application is for a permit to:	Use and develop the land for a residential hotel (9-storeys, 89-rooms), including a reduction of the statutory car parking requirement
The applicant for the permit is:	**Zig Inge 49 Balmain St Pty Ltd c/- Contour Consultants**
The application reference number is:	**PA2503512**
You may look at the application and any documents that support the application at the office of the Responsible Authority.	Minister for Planning c/- Department of Transport and Planning • 1 Spring Street, Melbourne VIC 3001 • Online at https://www.planning.vic.gov.au/permits-and-applications/ministerial-permits/browse-ministerial-permits

A permit is required under the following clauses of the planning scheme:

Planning scheme clause	**Matter for which a permit is required**
34.02-1	Use the land for a residential hotel
32.02-4	Construct a building or construct or carry out works
52.06-3	Reduce the number of car parking spaces

To view applications and supporting documents in person, please phone Terri Speirs on 03 7040 6002 or email terri.speirs@transport.vic.gov.au to make an appointment to view the plans.

This can be done during office hours and is free of charge. The plans may also be viewed online at https://www.planning.vic.gov.au/permits-and-applications/ministerial-permits/browse-ministerial-permits.

Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority by email to development.assessment@transport.vic.gov.au or by post to Minister for Planning, C/- Department of Transport and Planning, GPO Box 2392, Melbourne VIC 3001.

An objection must:

- **be made to the Responsible Authority in writing,**
- **include the reasons for the objection, and**
- **state how the objector would be affected.**

The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

The responsible authority will not decide on the application before:	**1 May 2025**

If you object, the responsible authority will tell you its decision.

LEVEL	GFA (Excluding Terrace)	NSA Hotel	NLA Retail	Retail Circulation & BOH	NLA Office	Circulation & Services^	Communal Terrace	Food & Beverage	Hotel 1 Bed	Totals
Basement 1	638.6 m²	0.0 m²	0.0 m²	164.3 m²	37.4 m²	437.0 m²	0.0 m²	0	0	0
Ground	494.0 m²	0.0 m²	185.9 m²	0.0 m²	0.0 m²	308.1 m²	0.0 m²	1	0	0
Level 1	600.1 m²	302.4 m²	141.4 m²	0.0 m²	0.0 m²	156.4 m²	41.9 m²	1	10	10
Level 2	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 3	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 4	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 5	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 6	475.0 m²	331.1 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	11	11
Level 7	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 8	370.4 m²	242.9 m²	0.0 m²	0.0 m²	0.0 m²	127.5 m²	111.1 m²	0	8	8
Roof	276.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	276.0 m²	0.0 m²	0	0	0
	5259.6 m²	2562.4 m²	327.3 m²	164.3 m²	37.4 m²	2168.3 m²	153.0 m²	2	89	89

^ Includes basement perimeter pile wall in this calculation - estimated thickness only.

*For preliminary feasibility purposes. Areas are not to be used for purpose of lease or sale agreements. Layouts may not comply with building regulations or other regulatory requirements. The information contained in this schedule is believed to be correct at the time of printing. Areas are generally measured in accordance with the Property Council of Australia Method of Measurement.

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DEVELOPMENT APPLICATION

Revisions

A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:44:52 PM

Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **Development Summary**

Project No: **222035**

Author: **ND**

Scale: @ A1

Drawing No: **TP00.01** **B**

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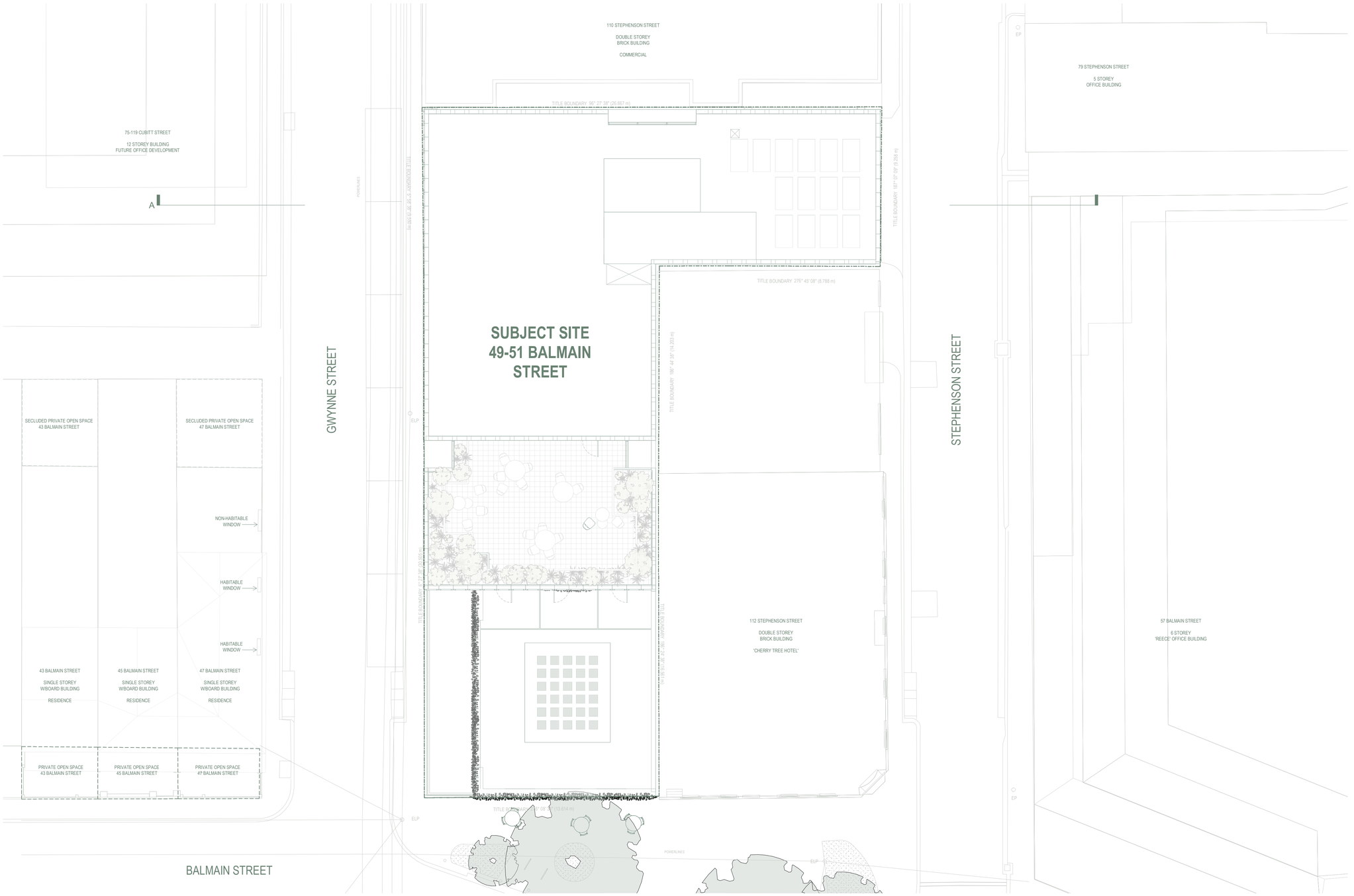

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	04.10.2024	Updated Town Planning	ND
C	24.01.2025	RFI Response	ND

24/01/2025 6:44:58 PM

Project: **Balmain Street** | Drawing: **Site Plan** | Project No: **222035** | Author: **ND** | Scale: @ A1 **1 : 100** | Drawing No: **TP00.02** | **C**

49-51 Balmain Street, Cremorne

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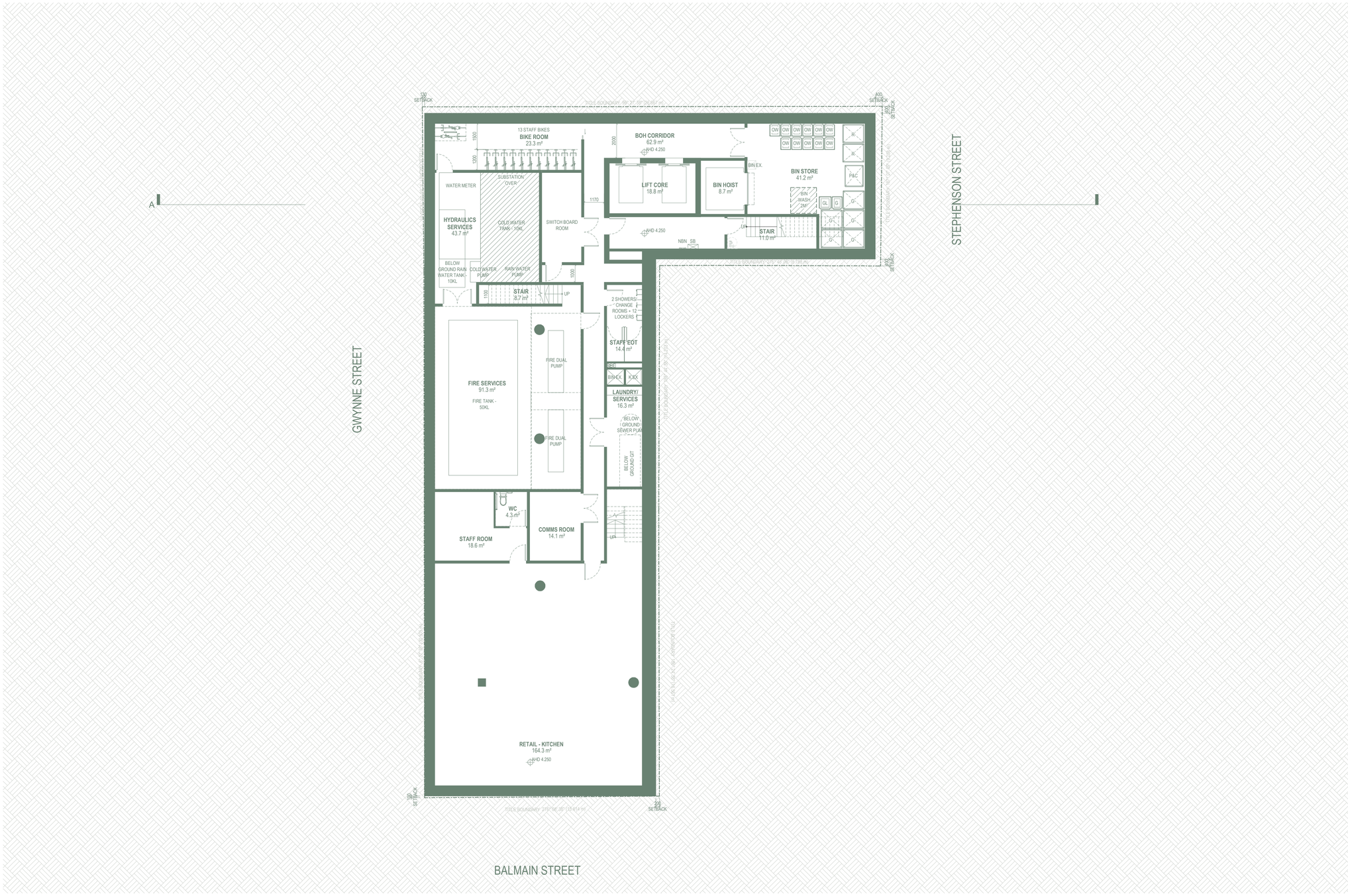

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:45:02 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Basement 1**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No: **TP01.00**
B

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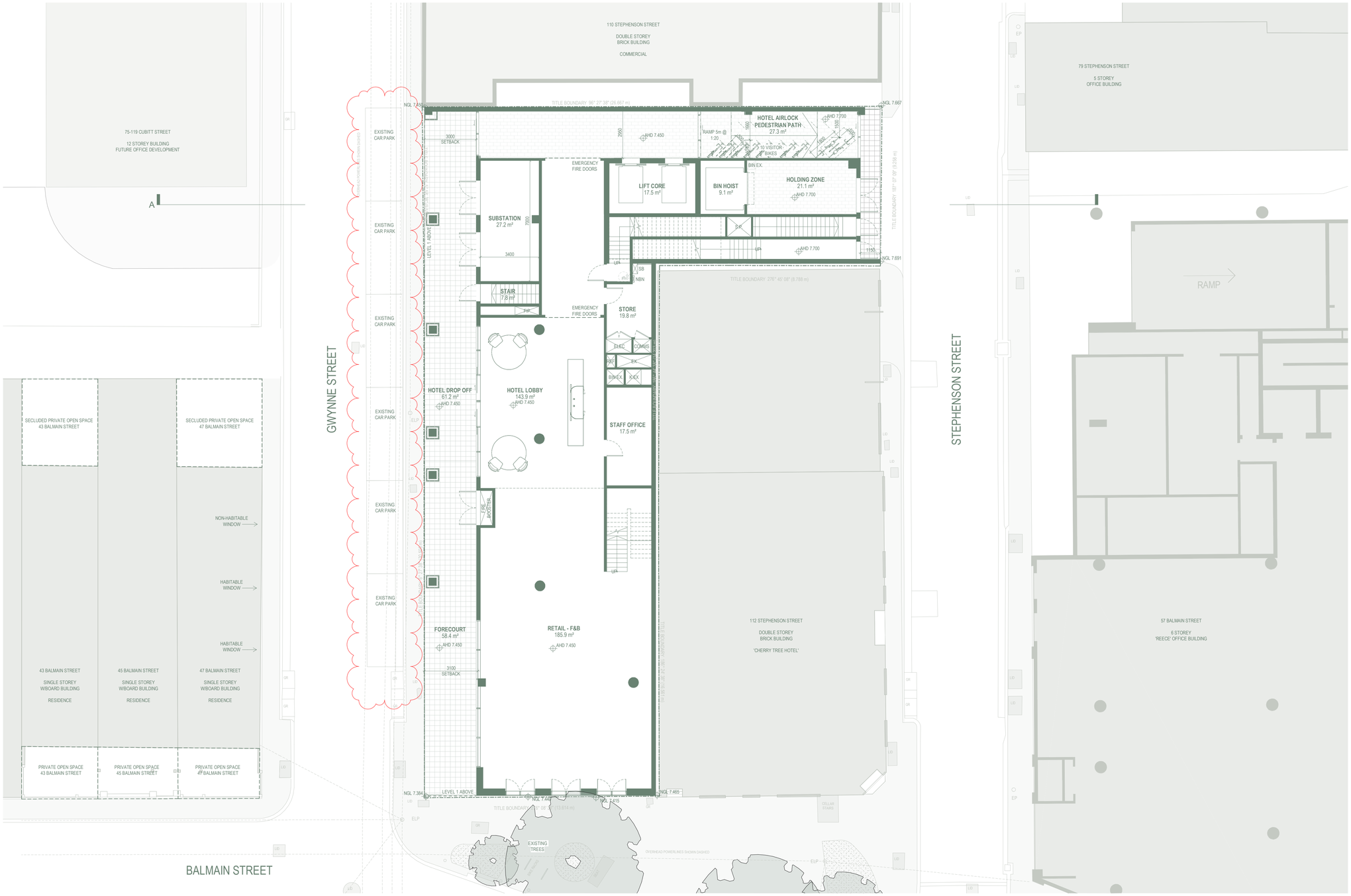

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:45:06 PM

Project	Drawing	Project No	Author	Scale: @ A1	Drawing No.	
Balmain Street	**Ground Floor**	**222035**	**ND**	**1 : 100**	**TP01.01**	**B**

49-51 Balmain Street, Cremorne

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DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:45:09 PM

Project: **Balmain Street**
Drawing: **Level 1**
Project No: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No: **TP01.02**
B

49-51 Balmain Street, Cremorne

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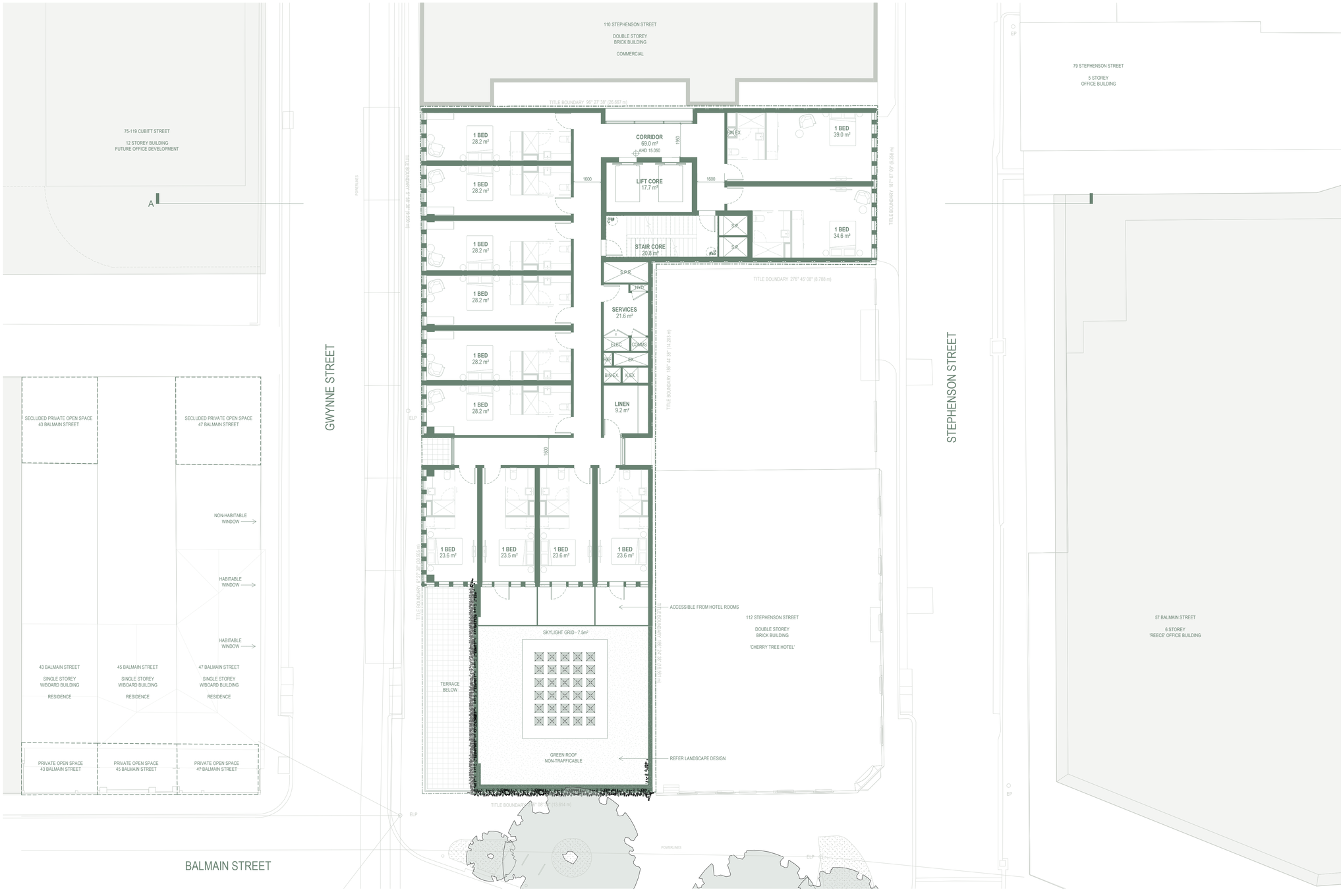

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:45:14 PM

Project: **Balmain Street** | Drawing: **Level 2** | Project No: **222035** | Author: **ND** | Scale: @ A1: **1 : 100** | Drawing No.: **TP01.03** | **B**

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DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:45:18 PM

Project: **Balmain Street** | Drawing: **Level 3 - 5** | Project No: **222035** | Author: **ND** | Scale: @ A1: **1 : 100** | Drawing No.: **TP01.04** | **B**

49-51 Balmain Street, Cremorne

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75-119 CUBITT STREET
12 STOREY BUILDING
FUTURE OFFICE DEVELOPMENT
A
110 STEPHENSON STREET
DOUBLE STOREY
BRICK BUILDING
COMMERCIAL
TITLE BOUNDARY 95° 27' 38" (26.667 m)
1 BED 28.2 m²
1 BED 28.2 m²
1 BED 28.2 m²
1 BED 28.2 m²
1 BED 28.2 m²
1 BED 28.2 m²
CORRIDOR 69.0 m²
AHD 39.250
1950
1600
LIFT CORE 17.7 m²
STAIR CORE 20.8 m²
UP
DN
SMD
SPR
SPR
1 BED 39.0 m²
1 BED 34.6 m²
SERVICES 21.6 m²
LINEN 9.2 m²
1600
1 BED 41.1 m²
1 BED 23.6 m²
1 BED 23.6 m²
6.1 m²
NON-TRAFFICABLE
REFER LANDSCAPE DESIGN
TITLE BOUNDARY 276° 45' 08" (8.788 m)
TITLE BOUNDARY 180° 44' 39" (14.203 m)
TITLE BOUNDARY 87° 27' 38" (26.667

75-119 CUBITT STREET
12 STOREY BUILDING
FUTURE OFFICE DEVELOPMENT
A
110 STEPHENSON STREET
DOUBLE STOREY
BRICK BUILDING
COMMERCIAL
TITLE BOUNDARY 95° 27' 38" (26.667 m)
1 BED 28.2 m²
1 BED 28.2 m²
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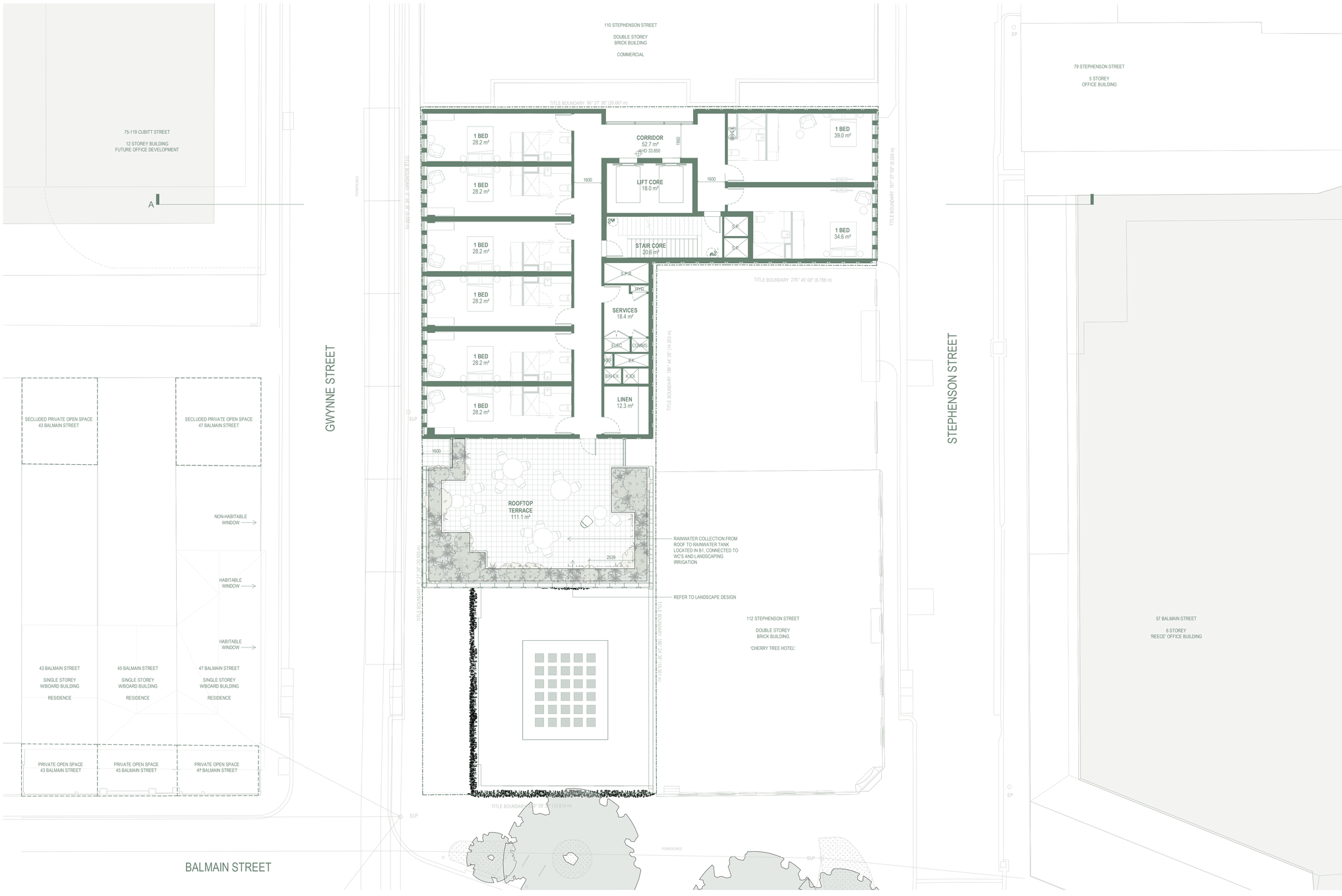
1 BED 28.2 m²
1 BED 28.2 m²
1 BED 28.2 m²
CORRIDOR 69.0 m² AHD 15.050
1950
1600
LIFT CORE 17.7 m²
STAIR CORE 20.8 m²
SHAFT
SHAFT
SHAFT
SERVICES 21.6 m²
ELEC
COMMS
BIN
BIKE
LINEN 9.2 m²
1 BED 39.0 m²
1 BED 34.6 m²
TITLE BOUNDARY 276° 45' 08" (8.788 m)
TITLE BOUNDARY 180° 44' 29" (14.203 m)
TITLE BOUNDARY 87° 07' 19" (0.329 m)
1 BED 23.6 m²
1 BED 23.5 m²
1 BED 23.6 m²
1 BED 23.6 m²
TITLE BOUNDARY 87° 27' 38" (26.667 m)
TITLE BOUNDARY 177° 07' 19" (0.329 m)
TITLE BOUNDARY 180° 44' 29" (14.203 m)
TITLE BOUNDARY 276° 45' 08" (8.788 m)
TITLE BOUNDARY 95° 27' 38" (26.667 m)
112 STEPHENSON STREET
DOUBLE STOREY
BRICK BUILDING
'CHERRY TREE HOTEL'
TITLE BOUNDARY 180° 44' 29" (14.203 m)
TITLE BOUNDARY 87° 07' 19" (0.329 m)
TITLE BOUNDARY 177° 07' 19" (0.329 m)
TITLE BOUNDARY 180° 44' 29" (14.203 m)
TITLE BOUNDARY 276° 45' 08" (8.788 m)
TITLE BOUNDARY 95° 27' 38" (26.667 m)
TITLE BOUNDARY 87° 27' 38" (26.667



DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	04.10.2024	Updated Town Planning	ND
C	24.01.2025	RFI Response	ND

24/01/2025 6:45:34 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 8**
Project No: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No.: **TP01.07**
C

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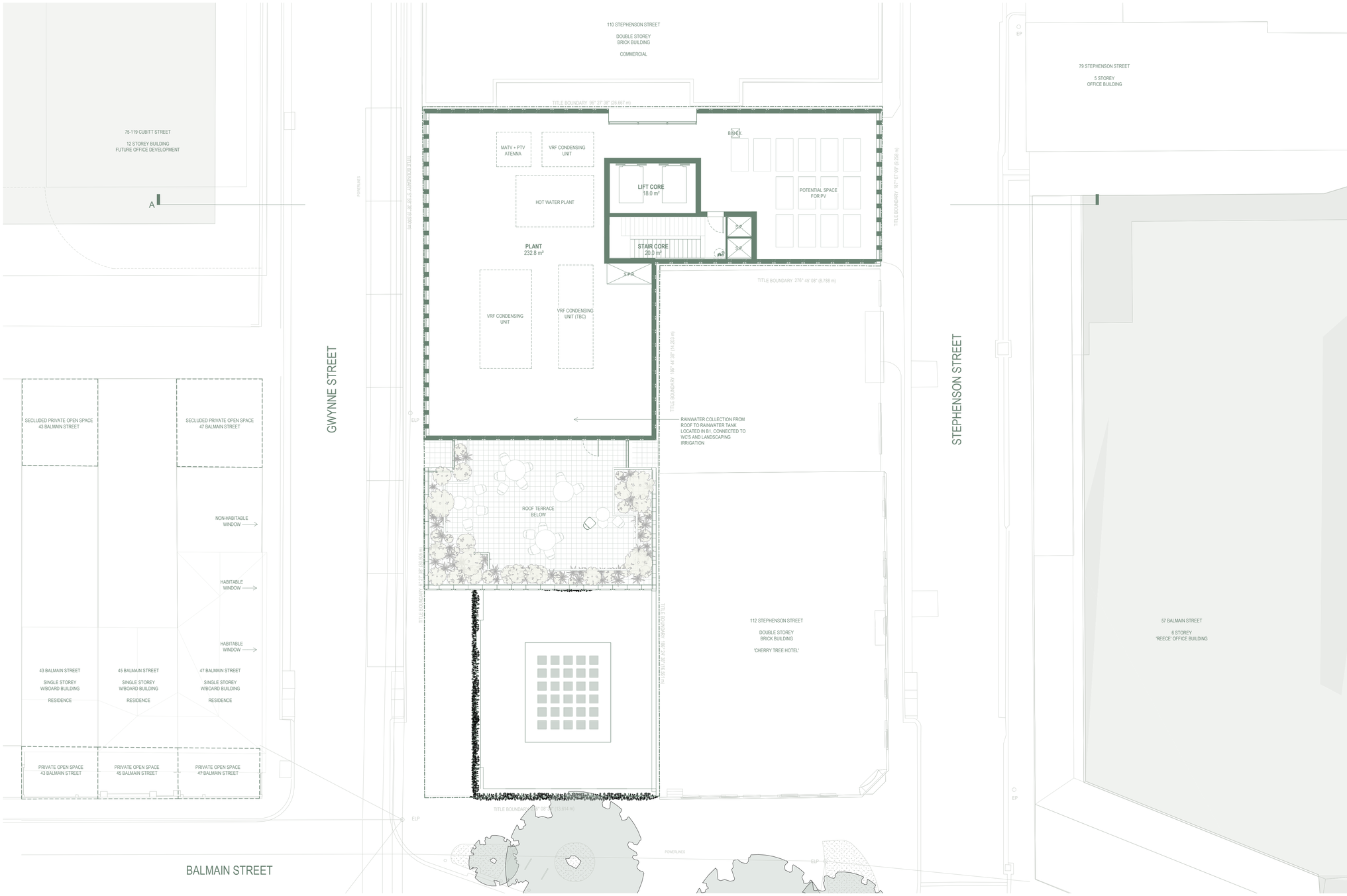

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	04.10.2024	Updated Town Planning	ND
C	24.01.2025	RFI Response	ND

24/01/2025 6:48:46 PM

Project: **Balmain Street**
Drawing: **Roof**
Project No: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No.: **TP01.08**
C

49-51 Balmain Street, Cremorne

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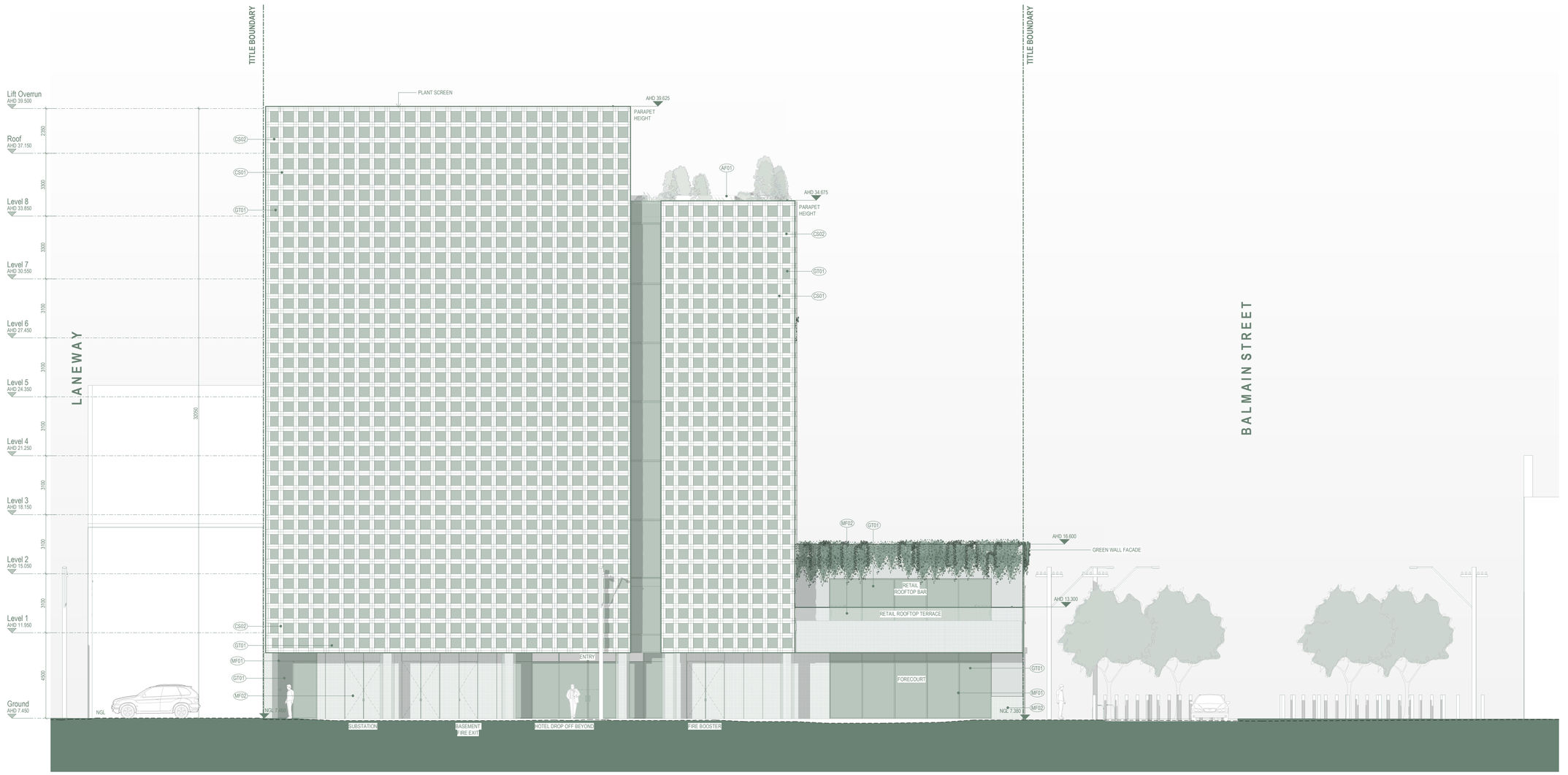

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:45:52 PM

Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **West Elevation**

Project No: **222035**

Author: **ND**

Scale: @ A1 **1 : 100**

Drawing No.: **TP02.01**

B

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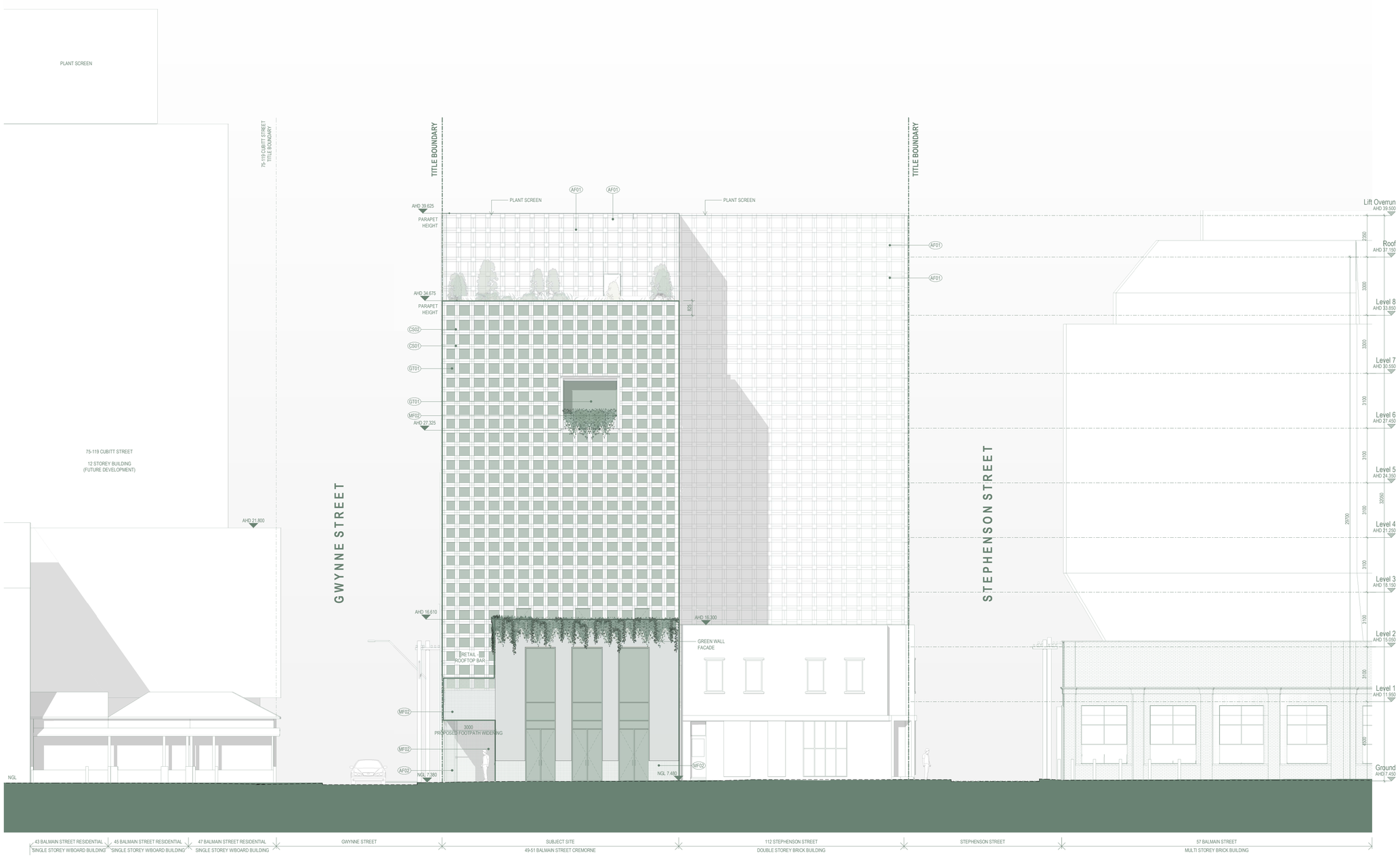

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:46:08 PM

Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **South Elevation**

Project No.: **222035**

Author: **ND**

Scale: @ A1: **1 : 100**

Drawing No.: **TP02.02** **B**

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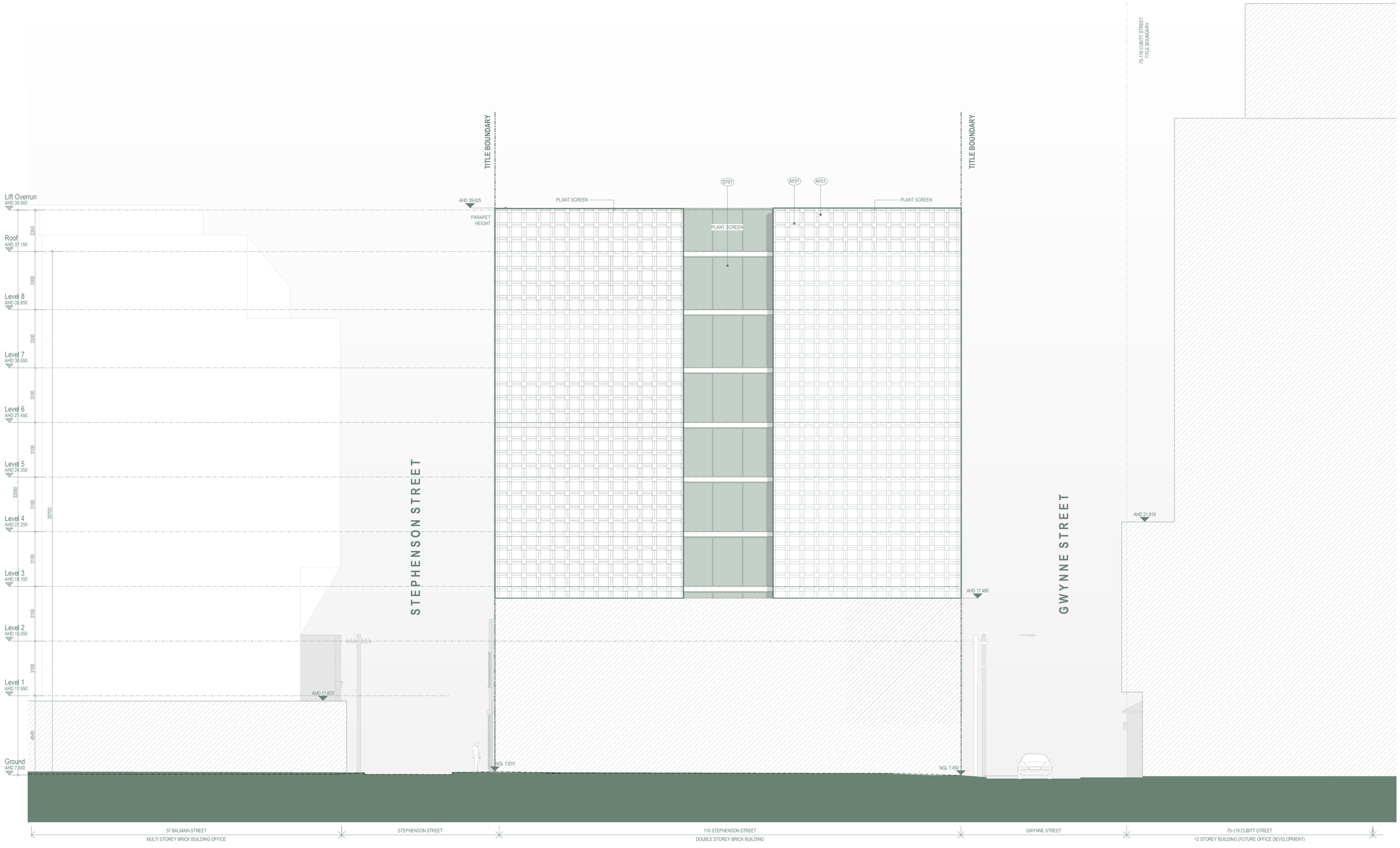

DEVELOPMENT APPLICATION

Revisions

A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:46:25 PM

Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **North Elevation**

Project No: **222035**

Author: **ND**

Scale: @ A1: **1 : 100**

Drawing No: **TP02.03**

B

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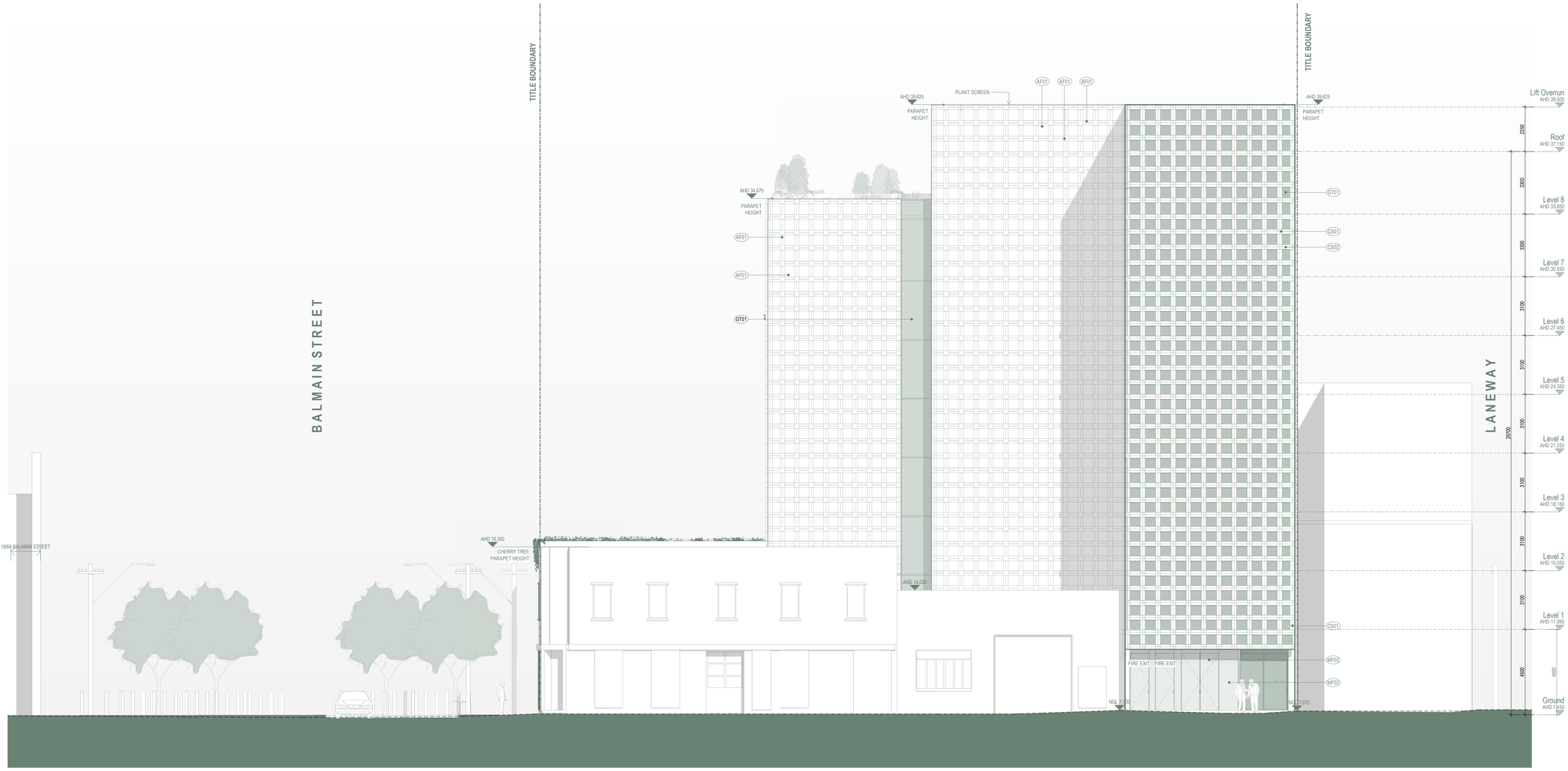

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:46:39 PM

Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **East Elevation**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No.: **TP02.04**
B

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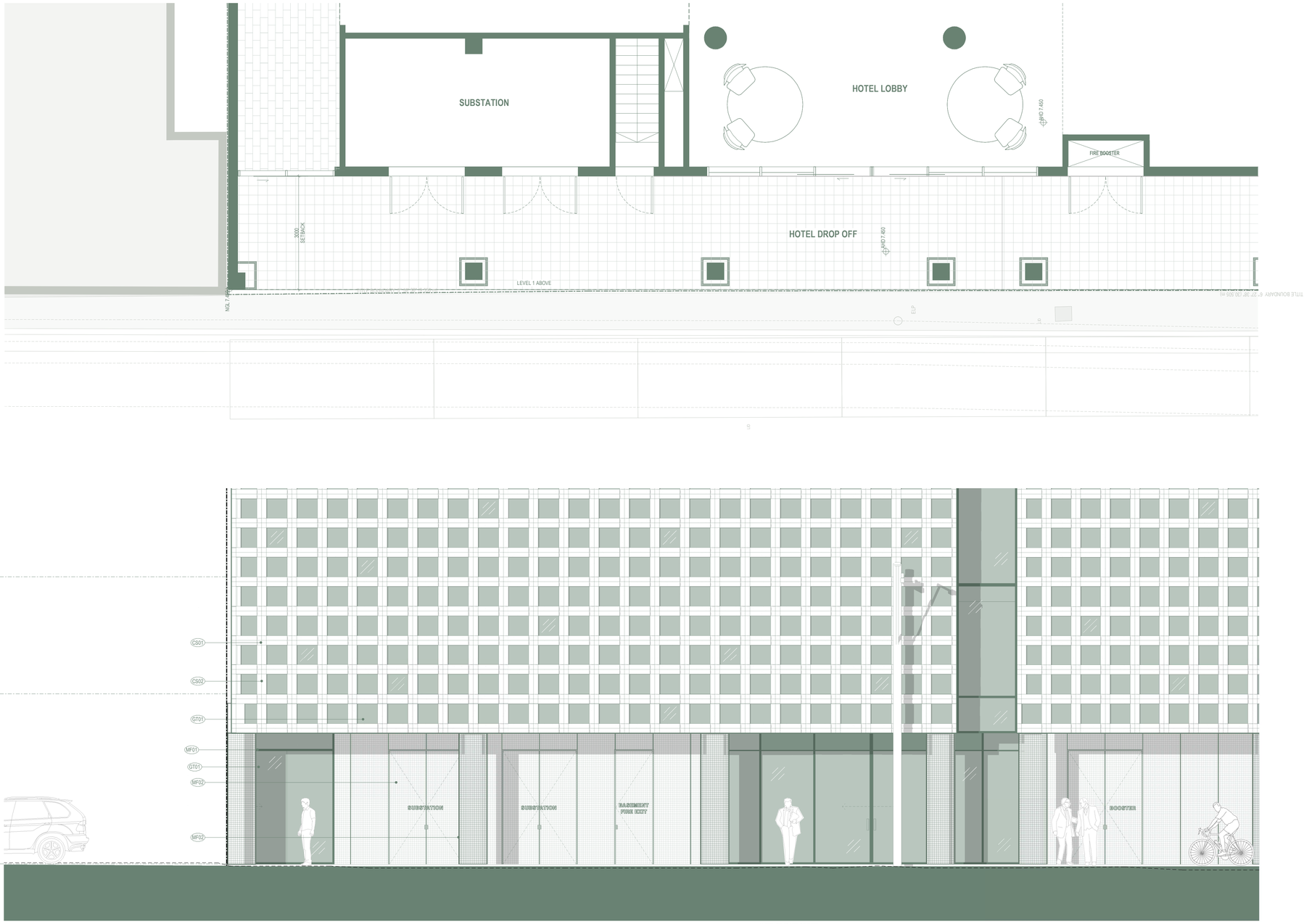

HOTEL DROP OFF BEYOND

DEVELOPMENT APPLICATION

Revisions			
A	24.01.2025	RFI Response	ND

24/01/2025 6:46:50 PM

Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **Podium - West Elevation Part 1**

Project No.: **222035**

Author: **JG**

Scale: @ A1: **1 : 50**

Drawing No.: **TP02.11**

A

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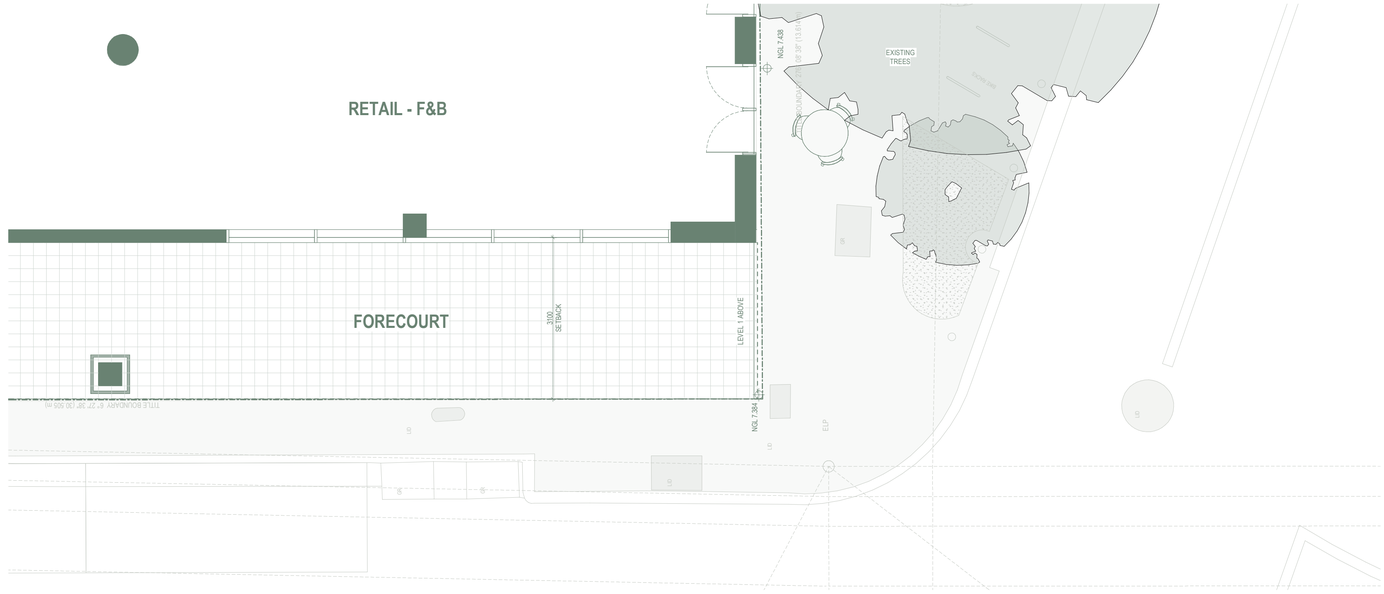

DEVELOPMENT APPLICATION

Revisions			
A	24.01.2025	RFI Response	ND

24/01/2025 6:47:02 PM

Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **Podium - West Elevation Part 2**

Project No: **222035**

Author: **JG**

Scale: @ A1 **1 : 50**

Drawing No.: **TP02.12**

A

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DEVELOPMENT APPLICATION

Revisions

A	24.01.2025	RFI Response	ND

24/01/2025 6:47:16 PM

Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **Podium - South Elevation**

Project No: **222035**

Author: **JG**

Scale: @ A1: **1 : 50**

Drawing No: **TP02.13**

A

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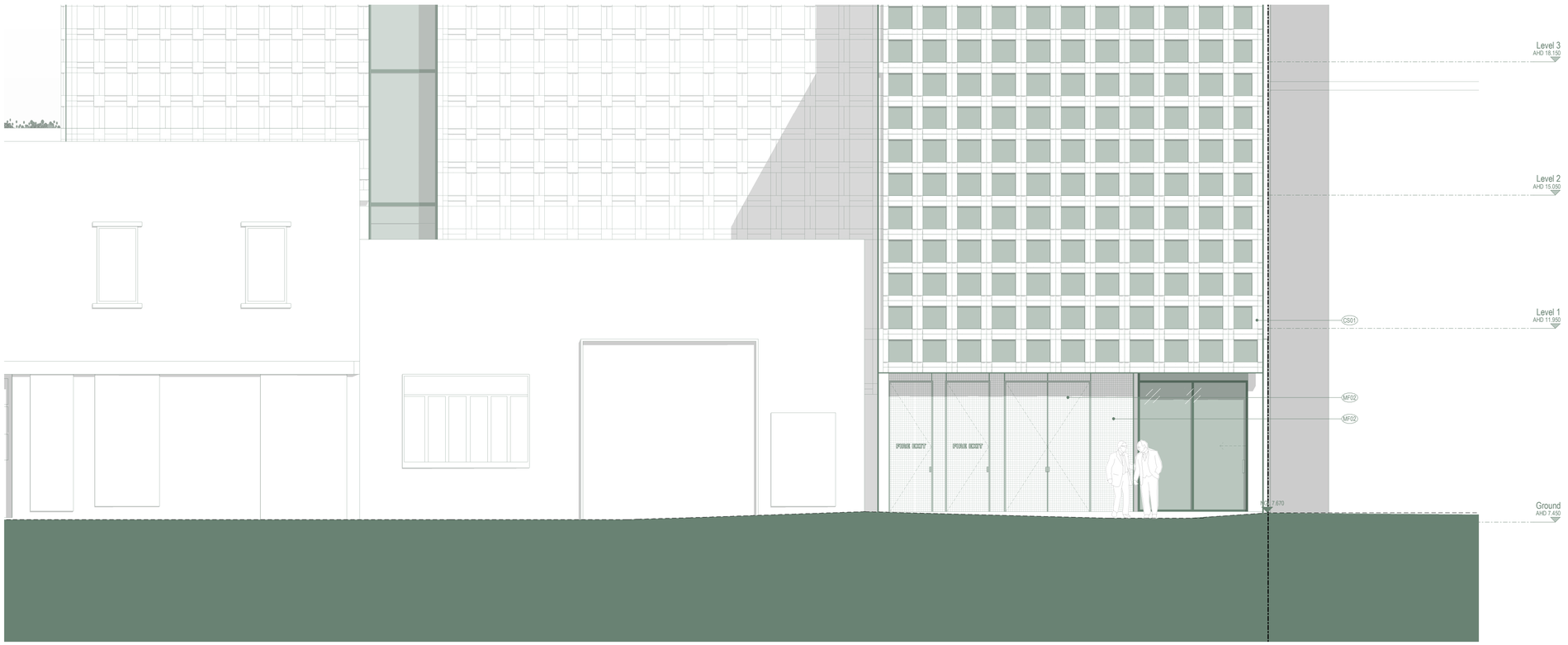

DEVELOPMENT APPLICATION

Revisions			
A	24.01.2025	RFI Response	ND

24/01/2025 6:47:28 PM

Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **Podium - East Elevation**

Project No: **222035**

Author: **JG**

Scale: @ A1: **1 : 50**

Drawing No: **TP02.14**

A

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Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:47:40 PM

Project: **Balmain Street** — 49-51 Balmain Street, Cremorne

Drawing: **Section A**

Project No: **222035**

Author: **ND**

Scale: @ A1: **1 : 100**

Drawing No: **TP03.01** **B**

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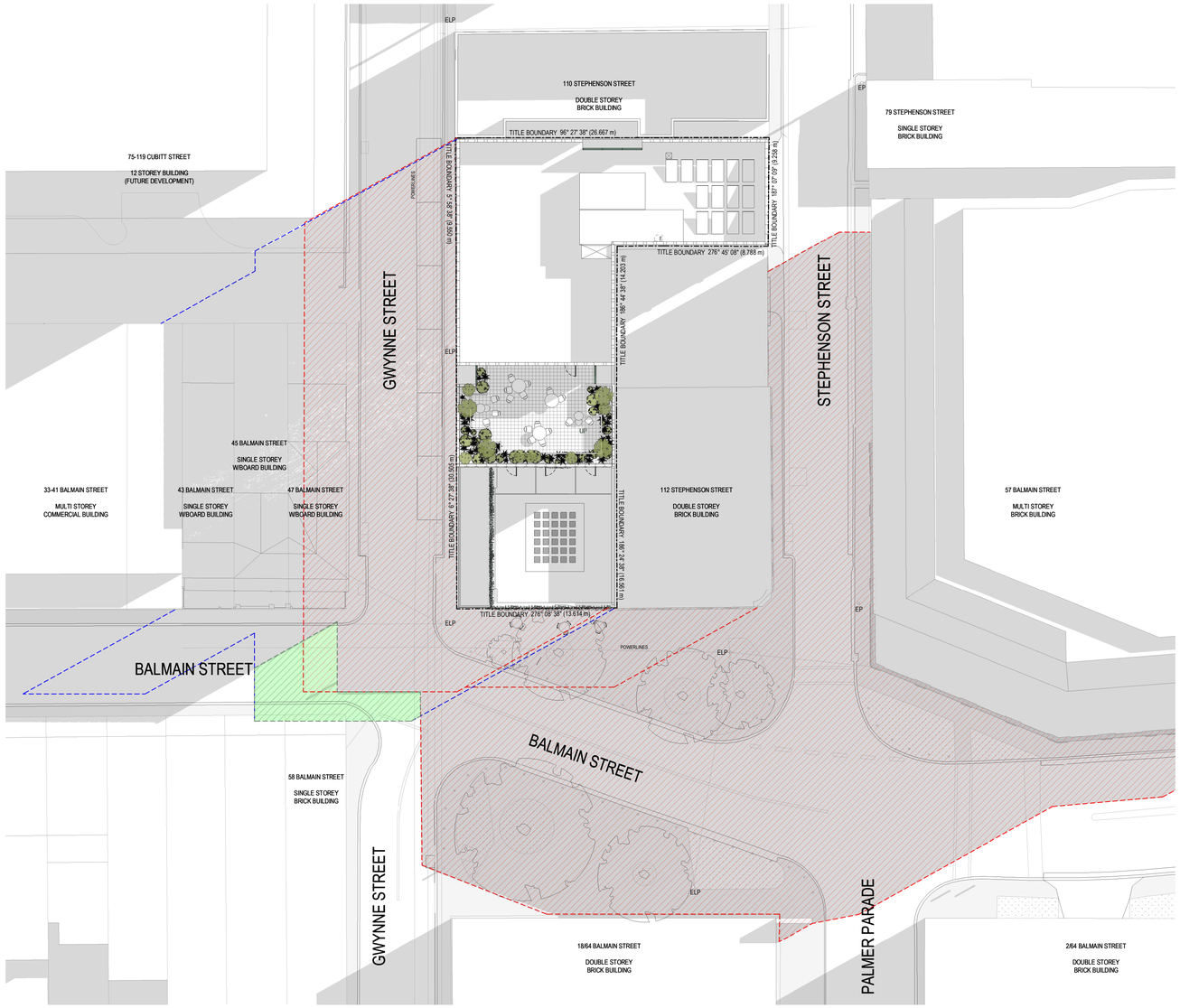

9am - Proposed

22nd September

The following shadow diagrams represent times as noted for the equinox on the 22nd of September.

Disclaimer: Survey topography, building heights and fence heights used to produce these shadow diagrams have been produced by others. Shadow diagrams have been calculated and drawn to the best of our ability with all due care taken to ensure their accuracy.

- Existing building and fence shadow
- Proposed building and fence shadow
- Proposed building and fence shadow as per Urban Design Framework setbacks
- Shadow benefit - Reduction in shadow between the expected Urban Design Framework massing and the proposed scheme

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:47:53 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Shadow Analysis - 9am**
Project No: **222035**
Author: **FF**
Scale: @ A1: **1 : 200**
Drawing No.: **TP04.01**
B

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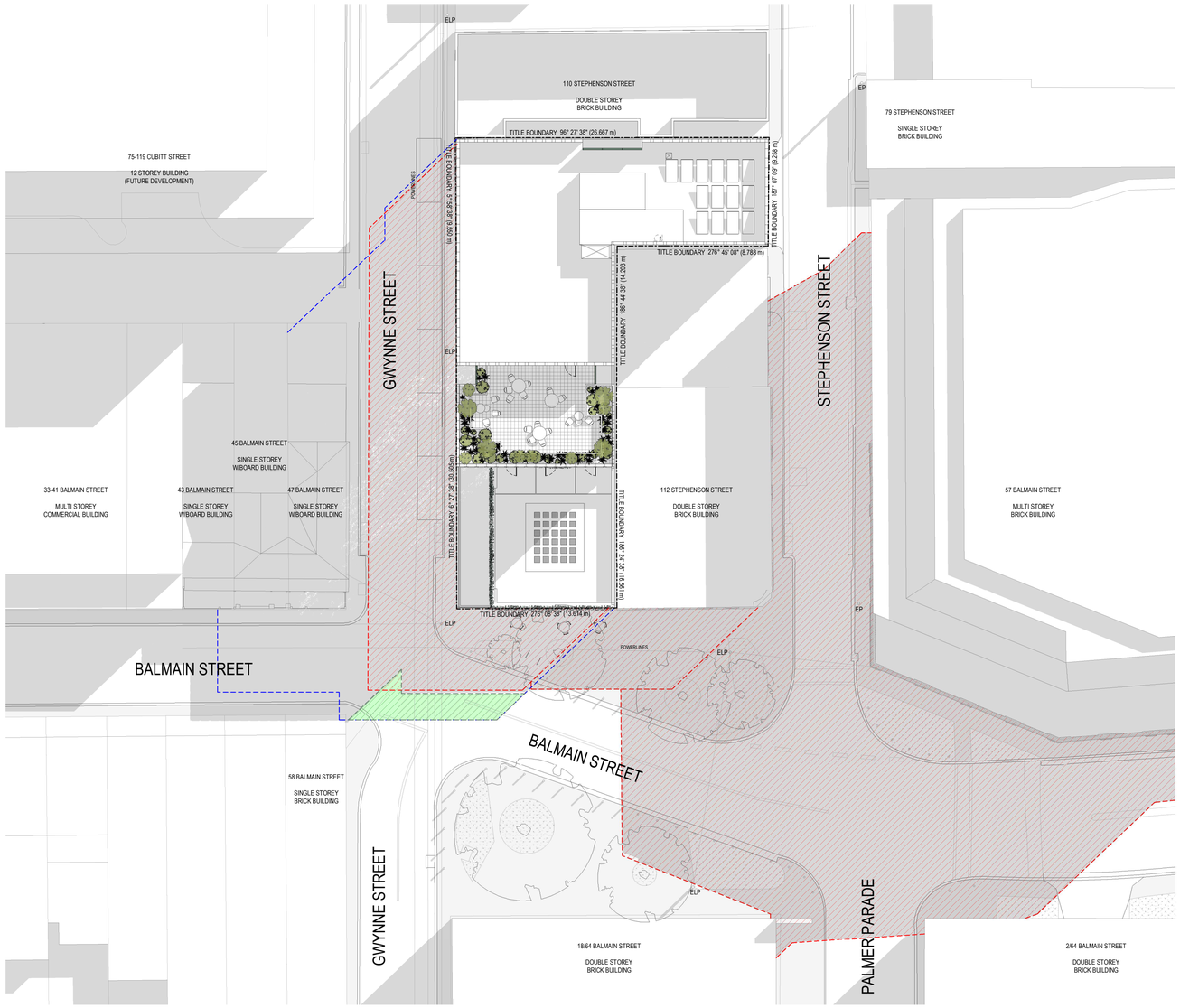

10am - Proposed

22nd September

The following shadow diagrams represent times as noted for the equinox on the 22nd of September.

Disclaimer: Survey topography, building heights and fence heights used to produce these shadow diagrams have been produced by others. Shadow diagrams have been calculated and drawn to the best of our ability with all due care taken to ensure their accuracy.

- Existing building and fence shadow
- Proposed building and fence shadow
- Proposed building and fence shadow as per Urban Design Framework setbacks
- Shadow benefit - Reduction in shadow between the expected Urban Design Framework massing and the proposed scheme

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:48:02 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Shadow Analysis - 10am**

Project No: **222035**

Author: **FF**

Scale: @ A1: **1 : 200**

Drawing No.: **TP04.02**

B

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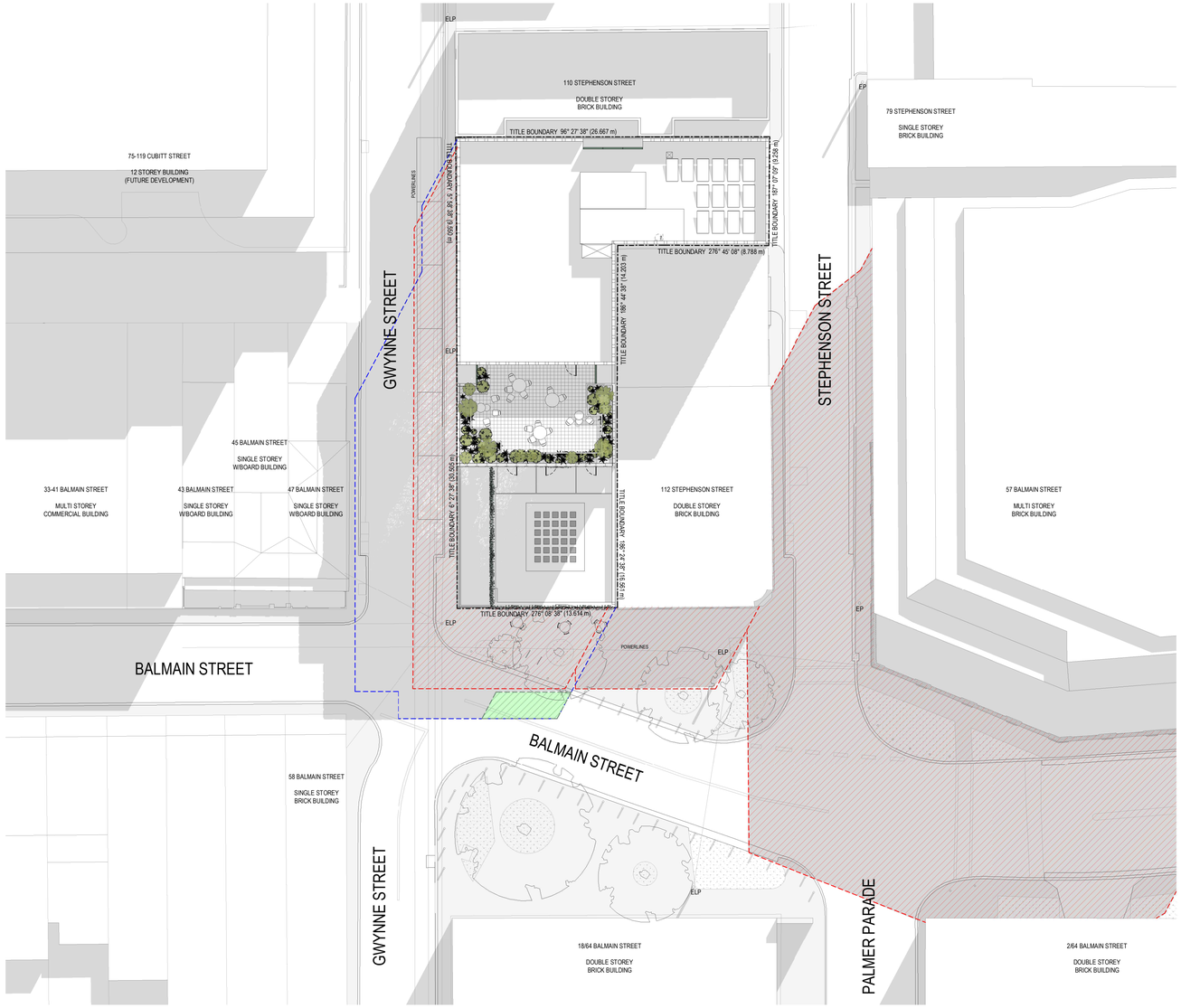

11am - Proposed

22nd September

The following shadow diagrams represent times as noted for the equinox on the 22nd of September.

Disclaimer: Survey topography, building heights and fence heights used to produce these shadow diagrams have been produced by others. Shadow diagrams have been calculated and drawn to the best of our ability with all due care taken to ensure their accuracy.

- Existing building and fence shadow
- Proposed building and fence shadow
- Proposed building and fence shadow as per Urban Design Framework setbacks
- Shadow benefit - Reduction in shadow between the expected Urban Design Framework massing and the proposed scheme

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:48:11 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Shadow Analysis - 11am**

Project No: **222035**

Author: **ND**

Scale: @ A1: **1 : 200**

Drawing No.: **TP04.03**

B

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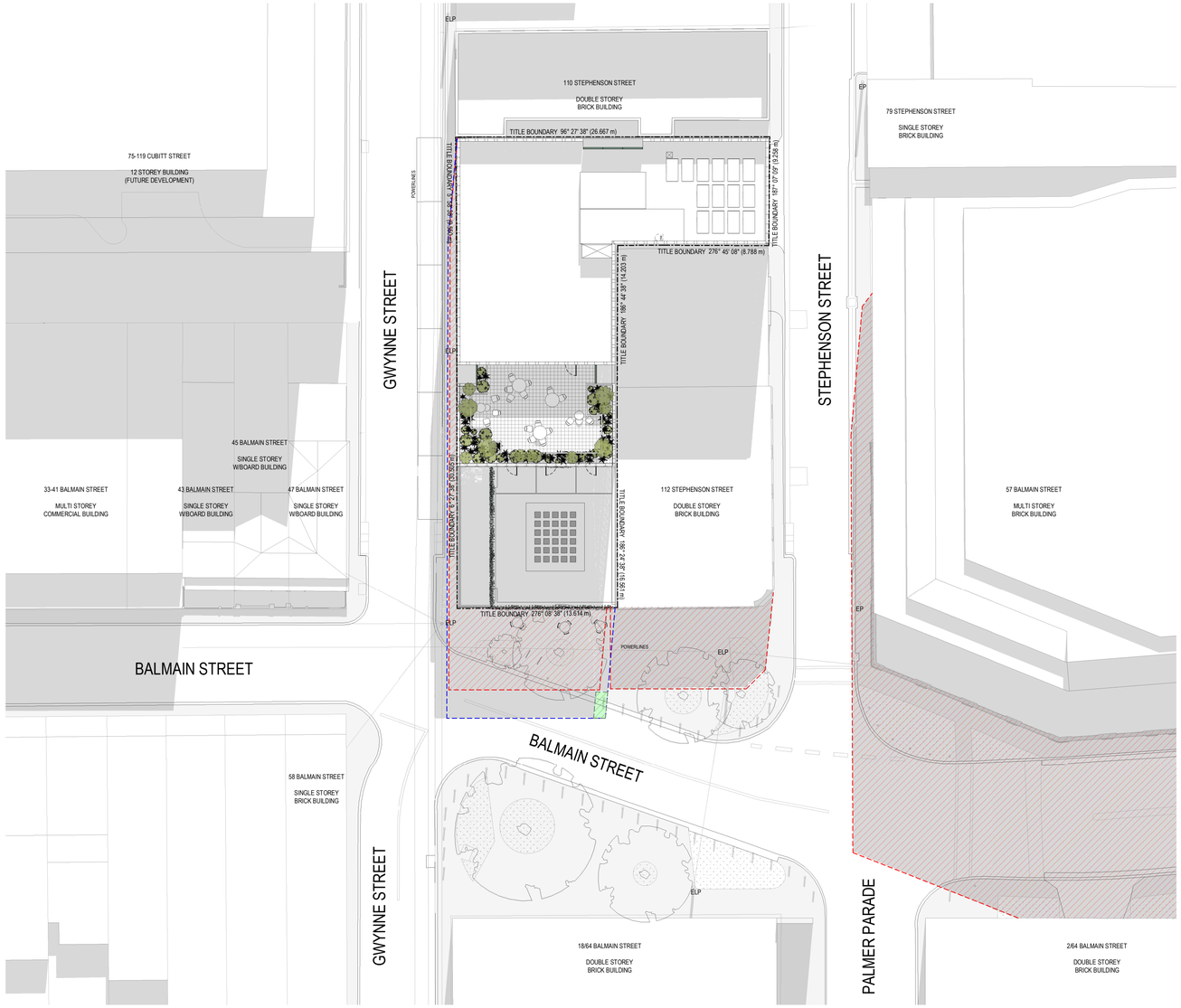

12pm - Proposed

22nd September

The following shadow diagrams represent times as noted for the equinox on the 22nd of September.

Disclaimer: Survey topography, building heights and fence heights used to produce these shadow diagrams have been produced by others. Shadow diagrams have been calculated and drawn to the best of our ability with all due care taken to ensure their accuracy.

- Existing building and fence shadow
- Proposed building and fence shadow
- Proposed building and fence shadow as per Urban Design Framework setbacks
- Shadow benefit - Reduction in shadow between the expected Urban Design Framework massing and the proposed scheme

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:48:19 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Shadow Analysis - 12pm**

Project No: **222035**

Author: **ND**

Scale: @ A1: **1 : 200**

Drawing No.: **TP04.04**

B

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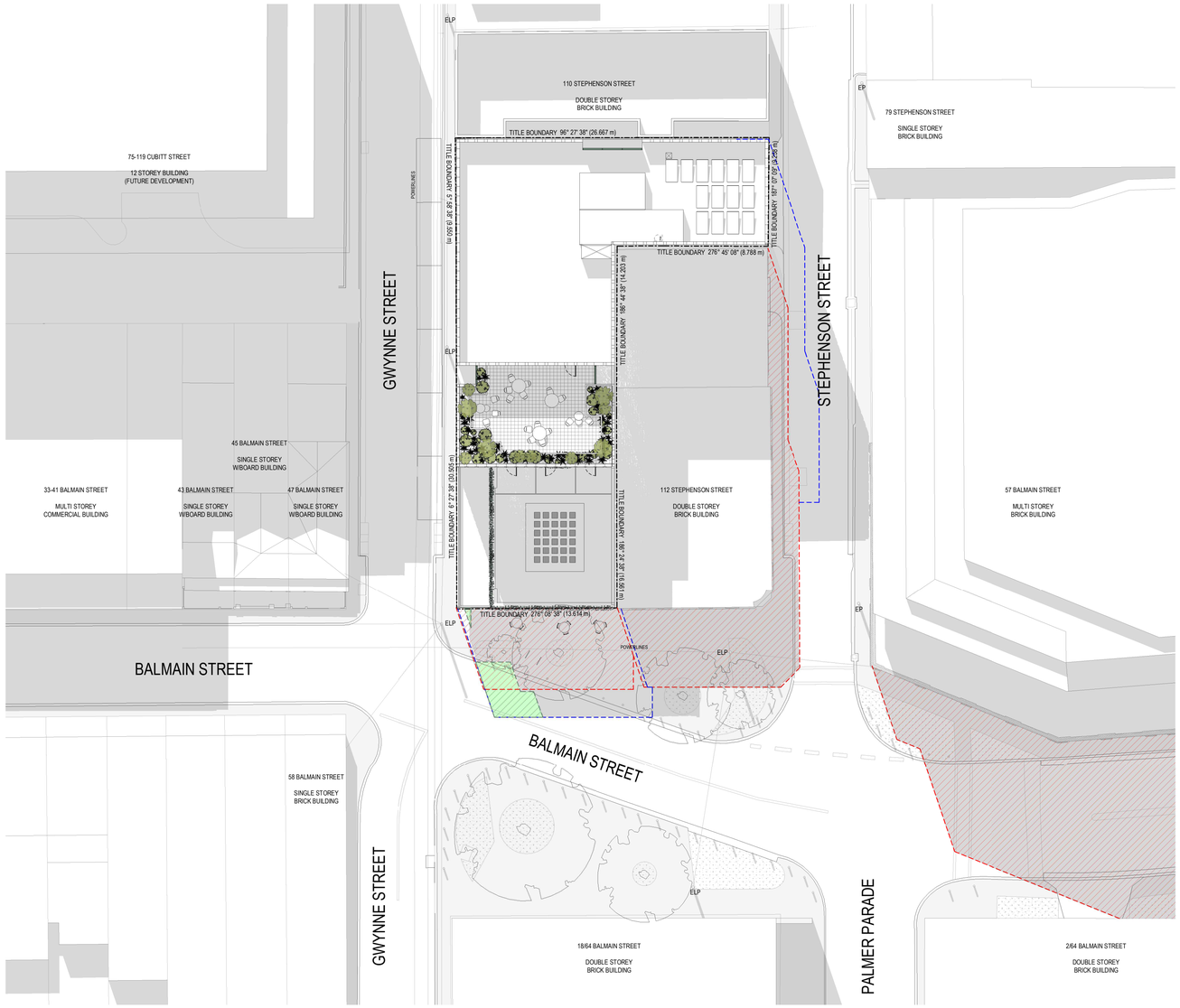

1pm - Proposed

22nd September

The following shadow diagrams represent times as noted for the equinox on the 22nd of September.

Disclaimer: Survey topography, building heights and fence heights used to produce these shadow diagrams have been produced by others. Shadow diagrams have been calculated and drawn to the best of our ability with all due care taken to ensure their accuracy.

- Existing building and fence shadow
- Proposed building and fence shadow
- Proposed building and fence shadow as per Urban Design Framework setbacks
- Shadow benefit - Reduction in shadow between the expected Urban Design Framework massing and the proposed scheme

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:48:28 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Shadow Analysis - 1pm** | Project No: **222035** | Author: **ND** | Scale: @ A1: **1 : 200** | Drawing No.: **TP04.05** | **B**

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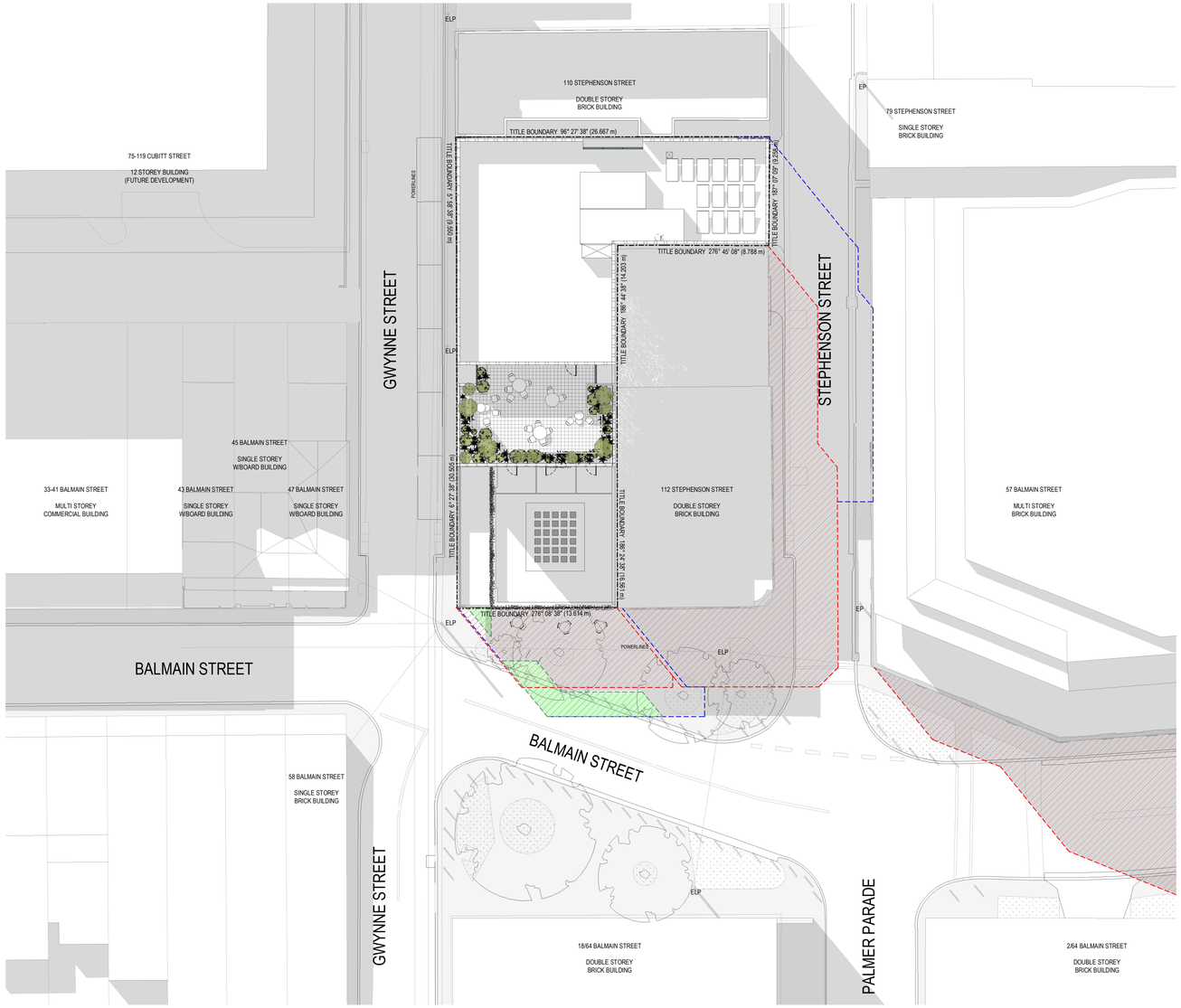

2pm - Proposed

22nd September

The following shadow diagrams represent times as noted for the equinox on the 22nd of September.

Disclaimer: Survey topography, building heights and fence heights used to produce these shadow diagrams have been produced by others. Shadow diagrams have been calculated and drawn to the best of our ability with all due care taken to ensure their accuracy.

- Existing building and fence shadow
- Proposed building and fence shadow
- Proposed building and fence shadow as per Urban Design Framework setbacks
- Shadow benefit - Reduction in shadow between the expected Urban Design Framework massing and the proposed scheme

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:48:37 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Shadow Analysis - 2pm** | Project No: **222035** | Author: **ND** | Scale: @ A1: **1 : 200** | Drawing No.: **TP04.06** | **B**

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3pm - Proposed

22nd September

The following shadow diagrams represent times as noted for the equinox on the 22nd of September.

Disclaimer: Survey topography, building heights and fence heights used to produce these shadow diagrams have been produced by others. Shadow diagrams have been calculated and drawn to the best of our ability with all due care taken to ensure their accuracy.

- Existing building and fence shadow
- Proposed building and fence shadow
- Proposed building and fence shadow as per Urban Design Framework setbacks
- Shadow benefit - Reduction in shadow between the expected Urban Design Framework massing and the proposed scheme

DEVELOPMENT APPLICATION

Revisions			
A	06.09.2024	Town Planning	ND
B	24.01.2025	RFI Response	ND

24/01/2025 6:48:54 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Shadow Analysis - 3pm** | Project No: **222035** | Author: **ND** | Scale: @ A1: **1 : 200** | Drawing No.: **TP04.07** | **B**

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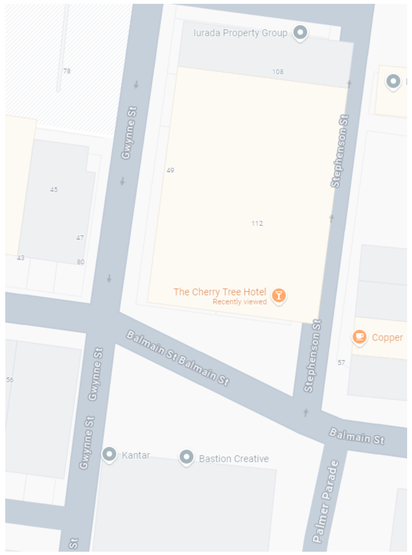
49-51 BALMAIN STREET, CREMORNE
LIVING ARCHITECTURE WORKS

TOWN PLANNING SUBMISISON



1 LOCATION PLAN
NTS

DRAWING REGISTER

SHEET NUMBER	SHEET NAME
RD-000	TITLE AND LEGEND SHEET
RD-001	OVERALL PLAN
RD-002	GROUND FLOOR LANDSCAPE PLAN
RD-003	LEVEL 2 LANDSCAPE PLAN
RD-004	LEVEL 6 & 8 LANDSCAPE PLANS
RD-005	LIVING ARCHITECTURE ELEVATIONS
RD-006	LIVING ARCHITECTURE - DETAIL SECTIONS - SHEET A
RD-007	LIVING ARCHITECTURE - OVERALL SECTIONS 0- SHEET B
RD-008	PLANTING PALETTE
RD-009	MAINTENANCE

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PROJECT DESIGN TEAM

REV	DATE	AMENDMENTS
1	18/9/24	ISSUED FOR APPROVAL
2	25/9/24	ISSUED FOR APPROVAL
3	29/1/25	MAINTENANCE ADDED

PROJECT No. 1043390CO

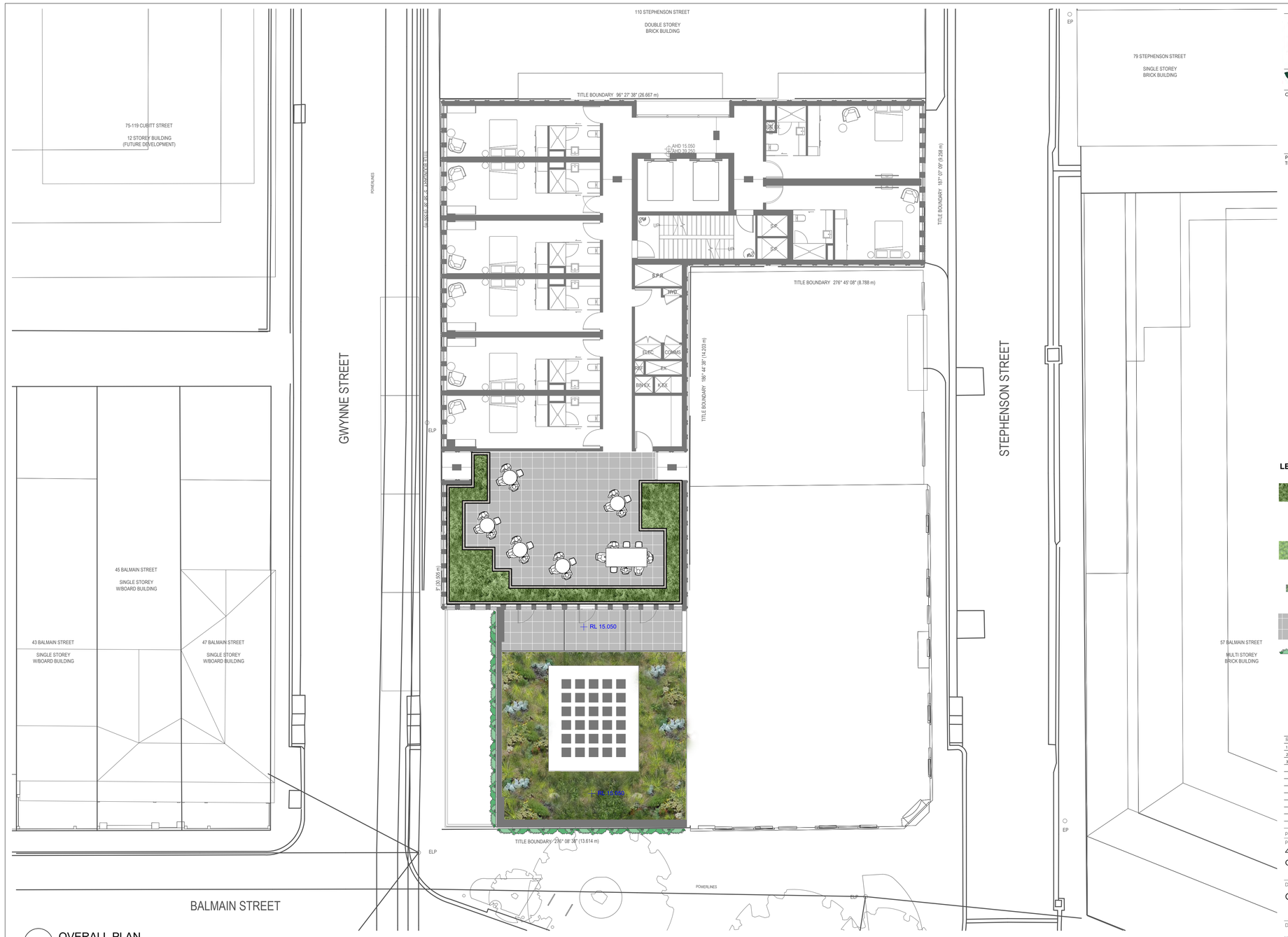
PROJECT NAME
49-51 BALMAIN STREET
CREMORNE

DRAWING TITLE
TITLE AND LEGEND SHEET

DRAWN BY	CHECKED BY	SCALE A1 | SCALE A3
WS	MC	N/A

STATUS
PRELIMINARY

DRAWING NUMBER: RG-000
REVISION: 3



1 OVERALL PLAN
Scale: 1:100

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PROJECT DESIGN TEAM

LEGEND

- IRRIGATED EXTENSIVE GREEN ROOF TOTALLING 200mm DEPTH COMPRISING 20mm DRAINAGE CELL; GEOFABRIC, 20mm 'URBANSCAPE GREEN ROLL' WATER RETENTION LAYER; 200mm DEPTH OF HYDROCELL 40 EXTENSIVE MEDIA, 50mm MINERAL MULCH AND TUBESTOCK PLANTING AT 9 PLANTS PER SQM
- IRRIGATED INTENSIVE PLANTER COMPRISING 850mm DEPTH HYDROCELL 40 LIGHTWEIGHT PLANTER MEDIA; 75mm ORGANIC MULCH AND PLANTS AT APPROX. 6 PER SQM
- ALUMINIUM PLANTER BOX COMPRISING HYDROCELL 40 LIGHTWEIGHT PLANTER MEDIA; 75mm ORGANIC MULCH AND PLANTS AT 6 PER SQM
- STONE PAVERS ON PEDESTAL SYSTEM
- GREEN WALL
  IRRIGATED FC FYTOFELT FACADE

REV	DATE	AMENDMENTS
1	18/9/24	ISSUED FOR APPROVAL
2	25/9/24	ISSUED FOR APPROVAL
3	02/10/24	ISSUED FOR APPROVAL

PROJECT No. 1043390CO

PROJECT NAME
49-51 BALMAIN STREET
CREMORNE

DRAWING TITLE
OVERALL PLAN

DRAWN BY	CHECKED BY	SCALE A1 | SCALE A3
WS	MC	1:100 1:200

STATUS
FOR APPROVAL

DRAWING NUMBER: RG-001
REVISION: 3

1 GROUND FLOOR PLAN
Scale: 1:50

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PROJECT DESIGN TEAM

LEGEND

STONE PAVERS ON CONCRETE SLAB

GREEN WALL
IRRIGATED FC FYTOFELT FACADE

REV	DATE	AMENDMENTS
1	18/9/24	ISSUED FOR APPROVAL
2	25/9/24	ISSUED FOR APPROVAL
3	02/10/24	ISSUED FOR APPROVAL

PROJECT No. 1043390CO

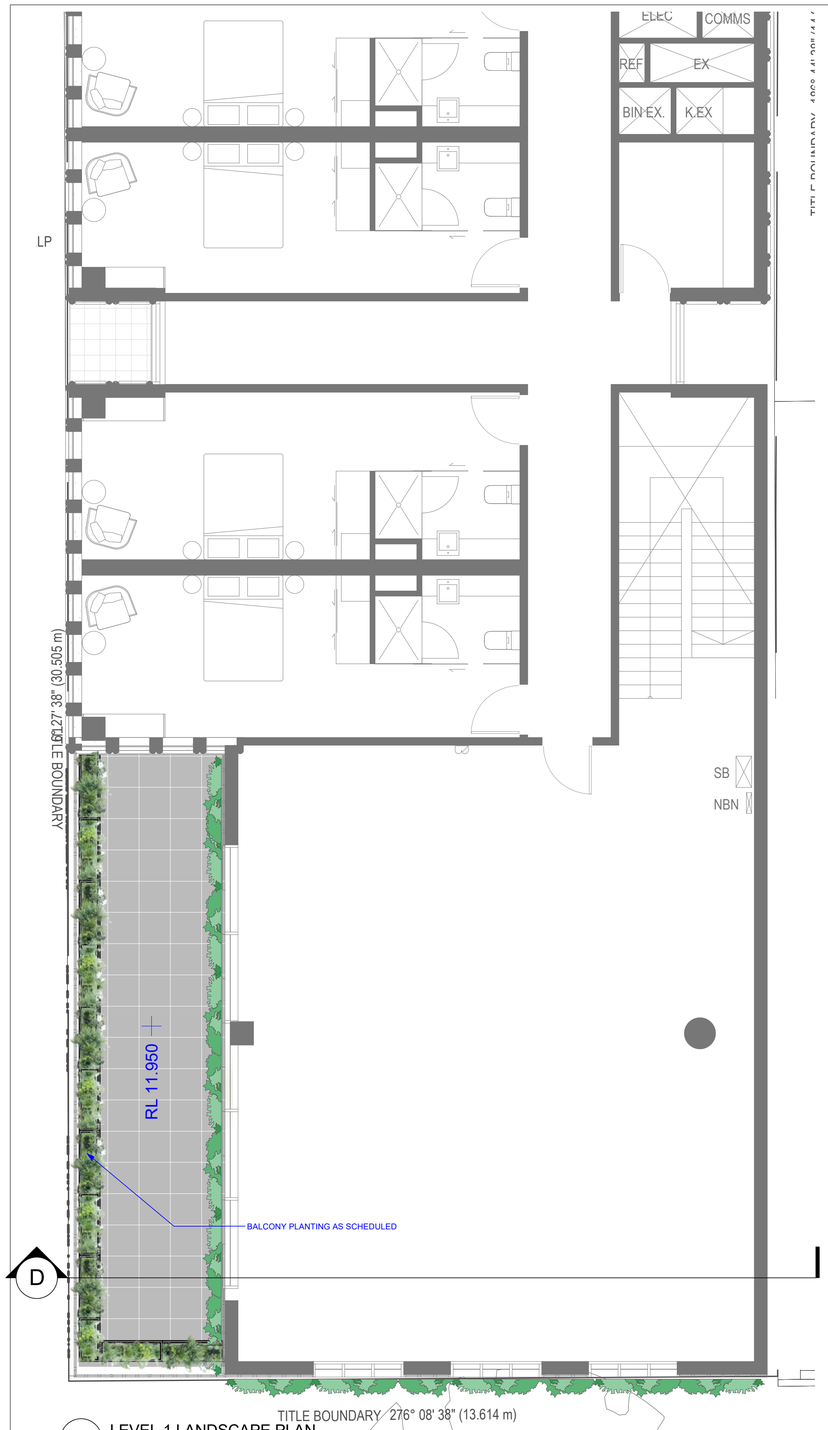
PROJECT NAME
49-51 BALMAIN STREET
CREMORNE

DRAWING TITLE
GROUND FLOOR LANDSCAPE PLAN

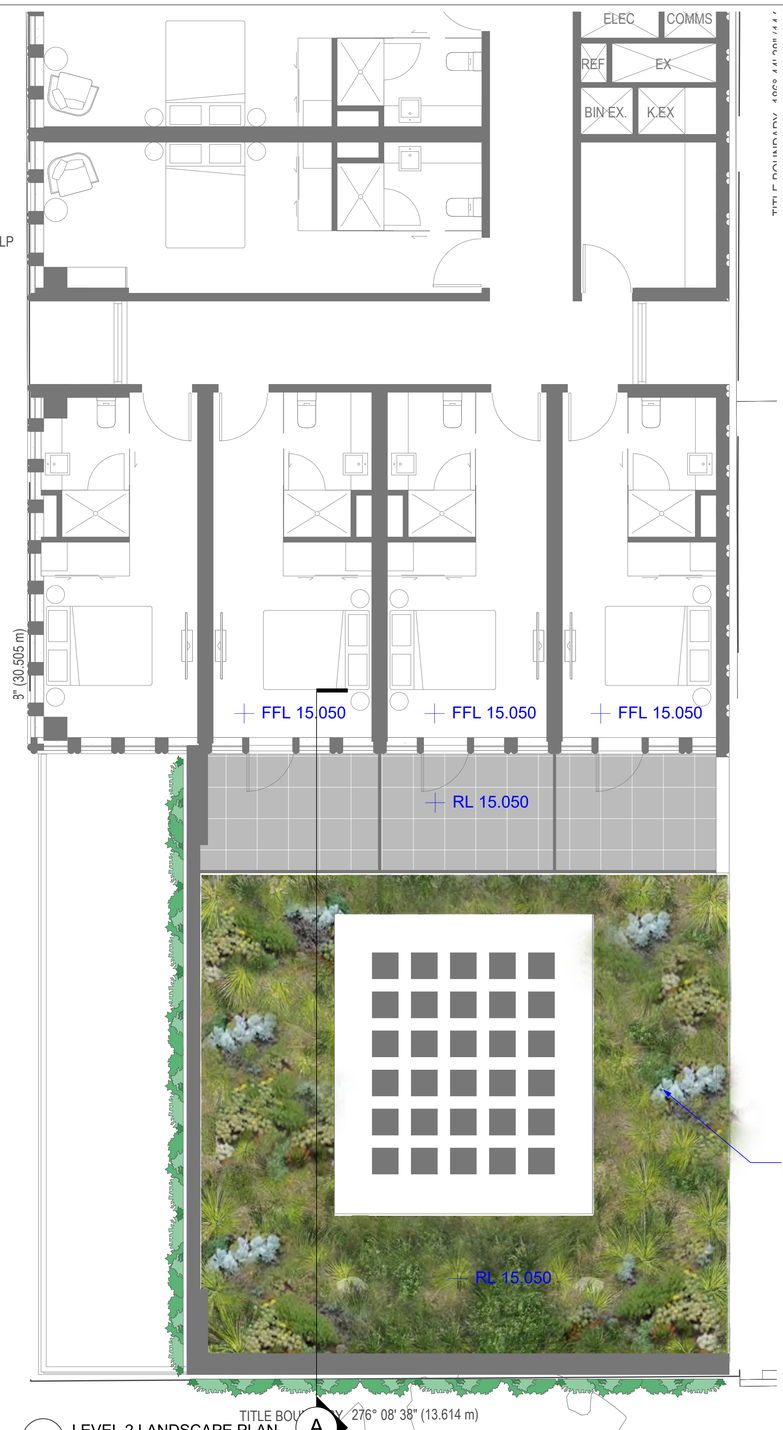
DRAWN BY	CHECKED BY	SCALE A1	SCALE A3
WS	MC	1:50	1:100

STATUS
FOR APPROVAL

DRAWING NUMBER: RG-002
REVISION: 3



1 LEVEL 1 LANDSCAPE PLAN
Scale: 1:50



2 LEVEL 2 LANDSCAPE PLAN
Scale: 1:50

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PROJECT DESIGN TEAM

LEGEND

- IRRIGATED EXTENSIVE GREEN ROOF TOTALLING 200mm DEPTH COMPRISING 20mm DRAINAGE CELL; GEOFABRIC; 20mm 'URBANSCAPE GREEN ROLL' WATER RETENTION LAYER; 200mm DEPTH OF HYDROCELL 40 EXTENSIVE MEDIA, 50mm MINERAL MULCH AND TUBESTOCK PLANTING AT 9 PLANTS PER SQM
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- ALUMINIUM PLANTER BOX COMPRISING HYDROCELL 40 LIGHTWEIGHT PLANTER MEDIA; 75mm ORGANIC MULCH AND PLANTS AT 6 PER SQM
- STONE PAVERS ON PEDESTAL SYSTEM
- GREEN WALL IRRIGATED FC FYTOFELT FACADE

REV	DATE	AMENDMENTS
1	18/9/24	ISSUED FOR APPROVAL
2	25/9/24	ISSUED FOR APPROVAL
3	02/10/24	ISSUED FOR APPROVAL

PROJECT No. 1043390CO

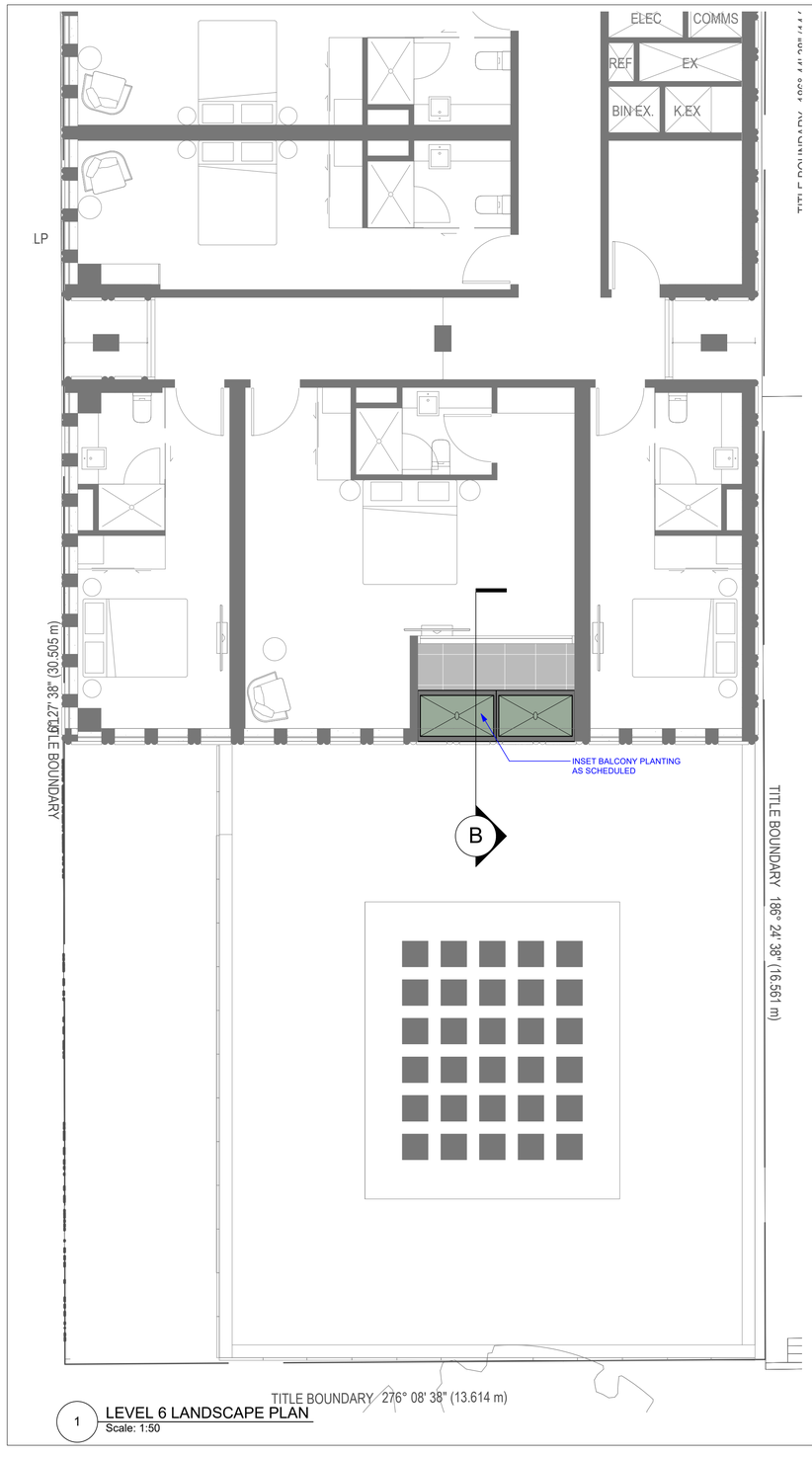
PROJECT NAME
49-51 BALMAIN STREET
CREMORNE

DRAWING TITLE
LEVEL 1 & 2 LANDSCAPE PLAN

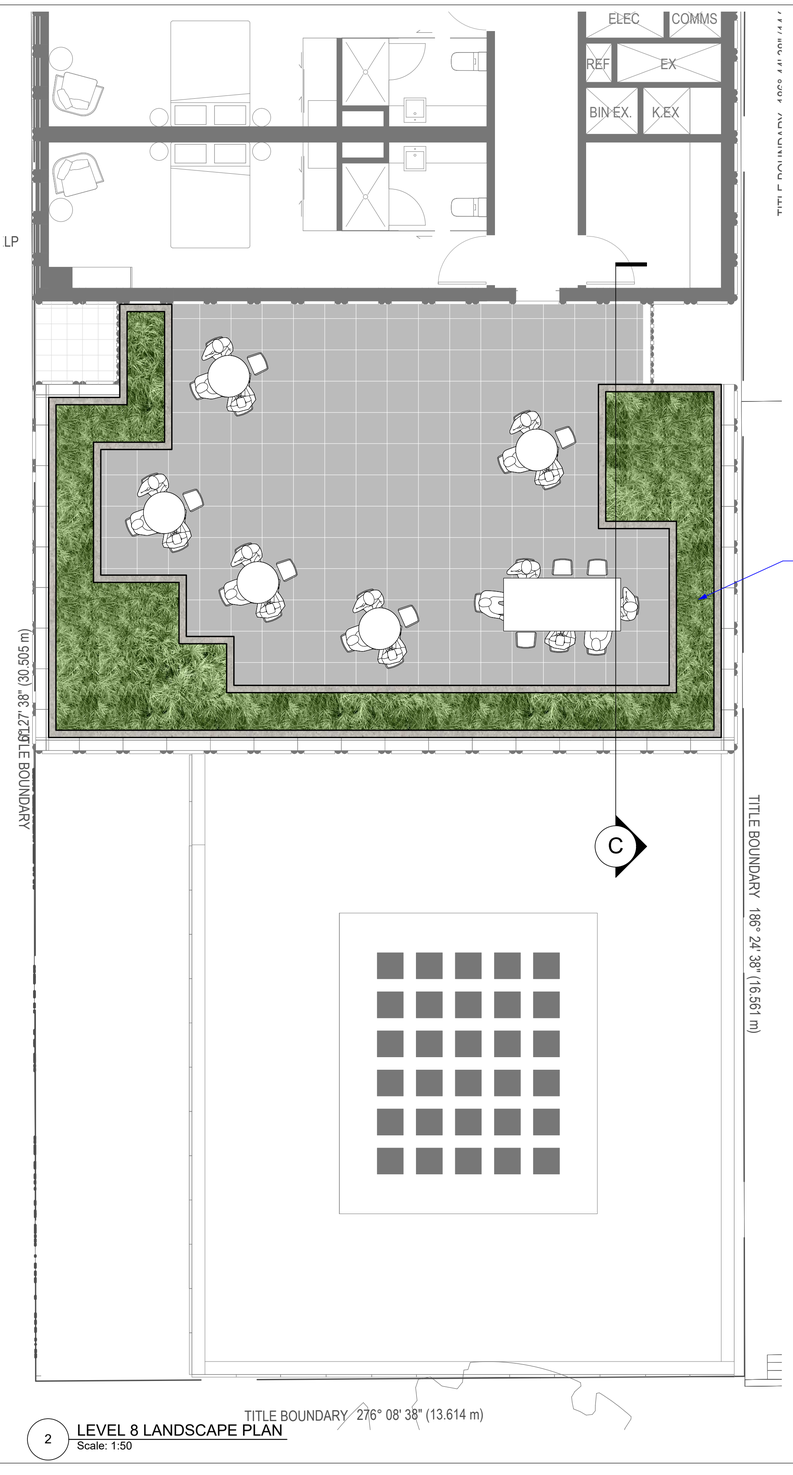
DRAWN BY	CHECKED BY	SCALE A1	SCALE A3
WS	MC	1:50	1:100

STATUS
FOR APPROVAL

DRAWING NUMBER: RG-003
REVISION: 3



1 LEVEL 6 LANDSCAPE PLAN
Scale: 1:50



2 LEVEL 8 LANDSCAPE PLAN
Scale: 1:50

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PROJECT DESIGN TEAM

LEGEND

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- GREEN WALL IRRIGATED FC FYTOFELT FACADE

REV	DATE	AMENDMENTS
1	18/9/24	ISSUED FOR APPROVAL
2	25/9/24	ISSUED FOR APPROVAL
3	02/10/24	ISSUED FOR APPROVAL

PROJECT No. 1043390CO

PROJECT NAME
49-51 BALMAIN STREET
CREMORNE

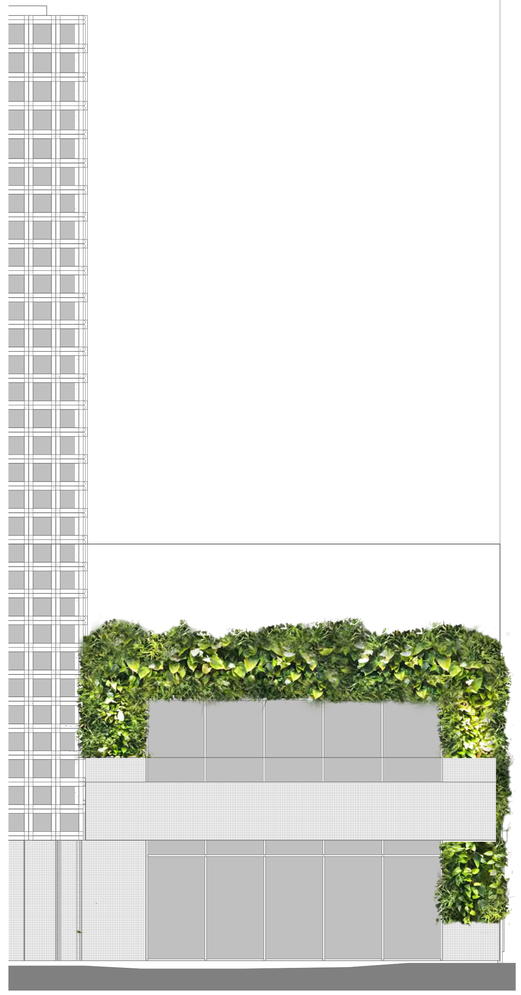
DRAWING TITLE
LEVEL 6 & 8 LANDSCAPE PLANS

DRAWN BY	CHECKED BY	SCALE A1	SCALE A3
WS	MC	1:50	1:100

STATUS
FOR APPROVAL

DRAWING NUMBER: RG-004
REVISION: 3

1 SOUTH GREEN WALL ELEVATION
Scale: 1:75



2 WEST GREEN WALL ELEVATION
Scale: 1:75

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REV	DATE	AMENDMENTS
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2	25/9/24	ISSUED FOR APPROVAL
3	02/10/24	ISSUED FOR APPROVAL

PROJECT No. 1043390CO

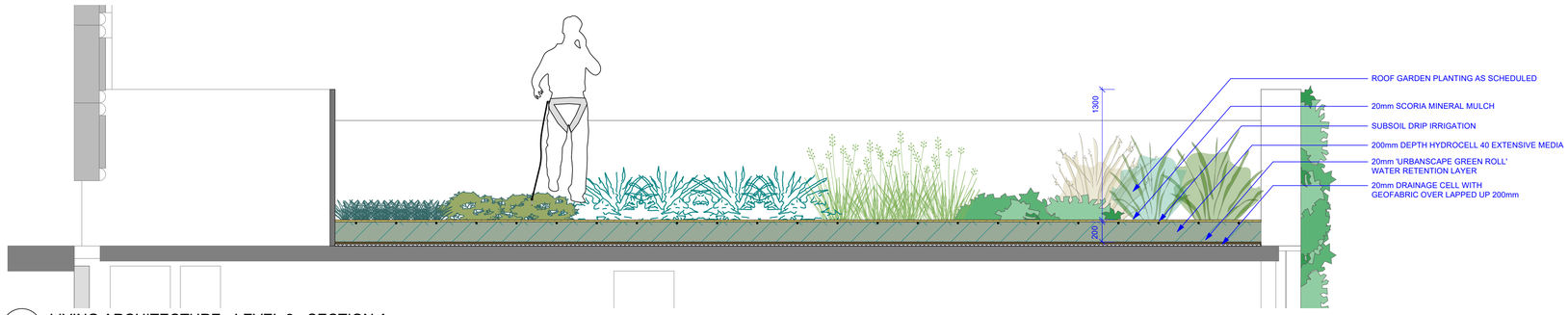
PROJECT NAME
49-51 BALMAIN STREET
CREMORNE

DRAWING TITLE
LIVING ARCHITECTURE ELEVATIONS

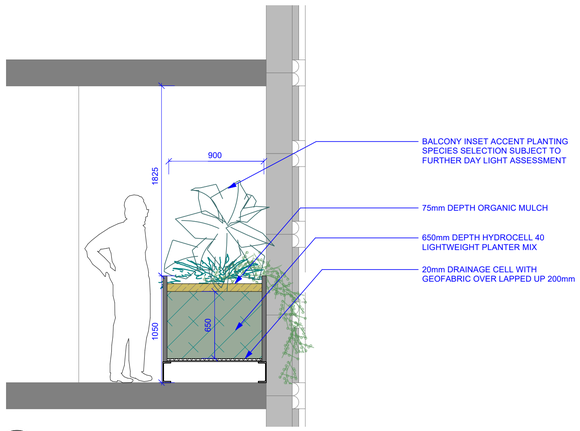
DRAWN BY	CHECKED BY	SCALE A1 | SCALE A3	
WS	MC	1:50	1:100

STATUS
FOR APPROVAL

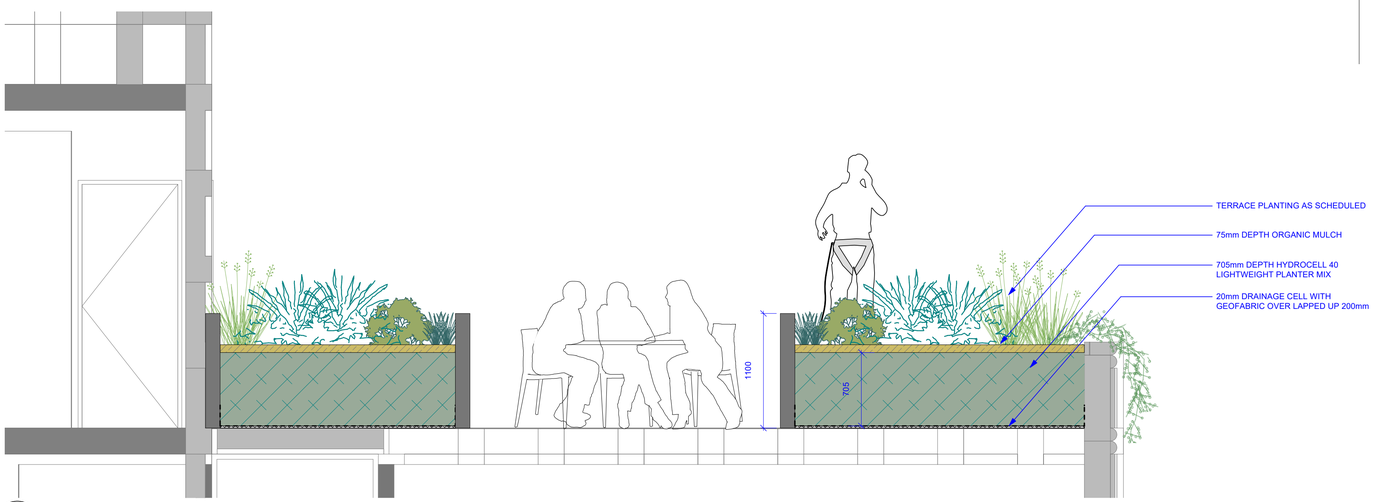
DRAWING NUMBER: RG-005
REVISION: 3



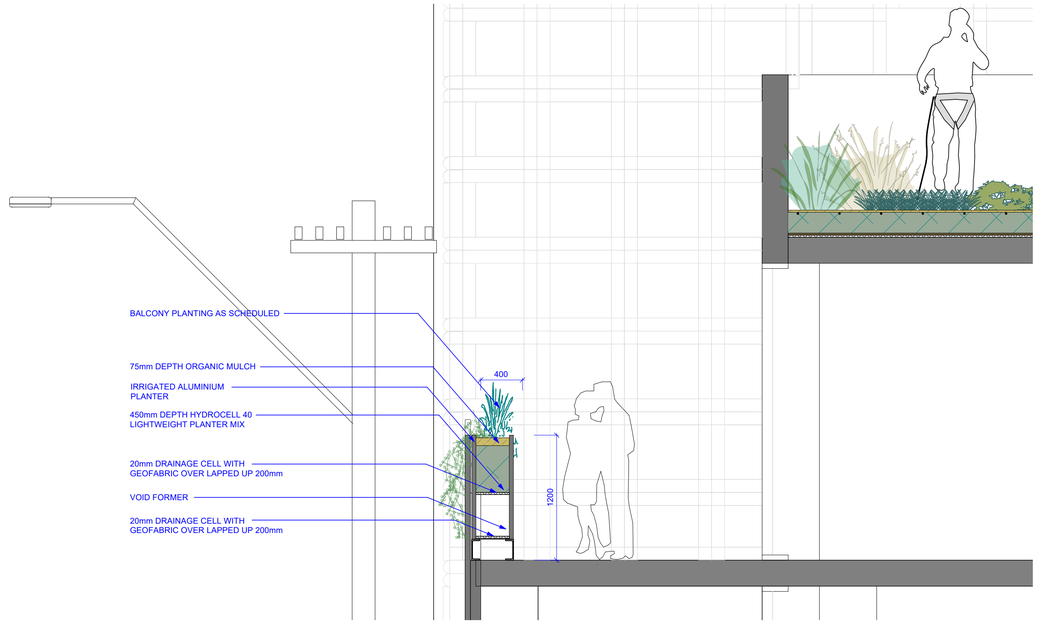
1 LIVING ARCHITECTURE - LEVEL 2 - SECTION A
Scale: 1:25



2 LIVING ARCHITECTURE - LEVEL 6 - SECTION B
Scale: 1:25



3 LIVING ARCHITECTURE - LEVEL 8 - SECTION C
Scale: 1:25



4 LIVING ARCHITECTURE - LEVEL 1 & 2 - SECTION D
Scale: 1:25

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PROJECT DESIGN TEAM

REV	DATE	AMENDMENTS
1	18/9/24	ISSUED FOR APPROVAL
2	25/9/24	ISSUED FOR APPROVAL
3	02/10/24	ISSUED FOR APPROVAL

PROJECT No. 1043390CO

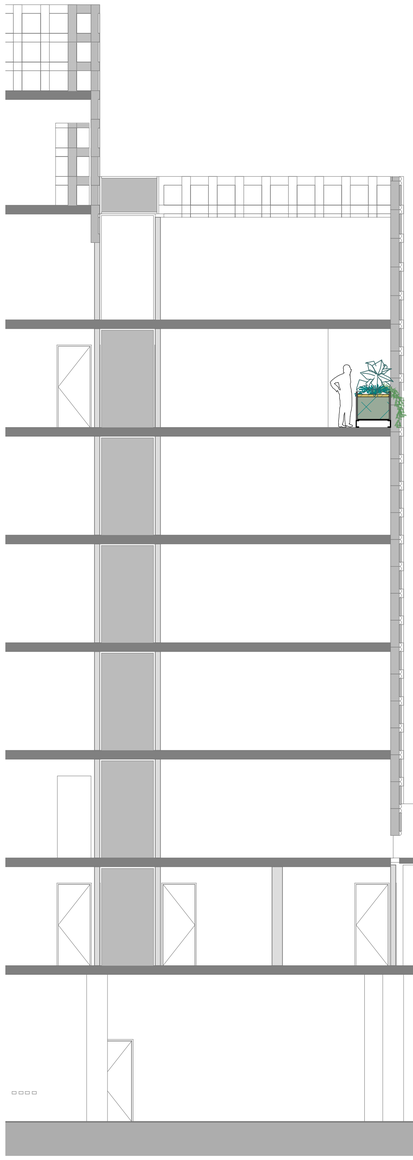
PROJECT NAME
49-51 BALMAIN STREET
CREMORNE

DRAWING TITLE
LIVING ARCHITECTURE DETAIL SECTIONS SHEET A

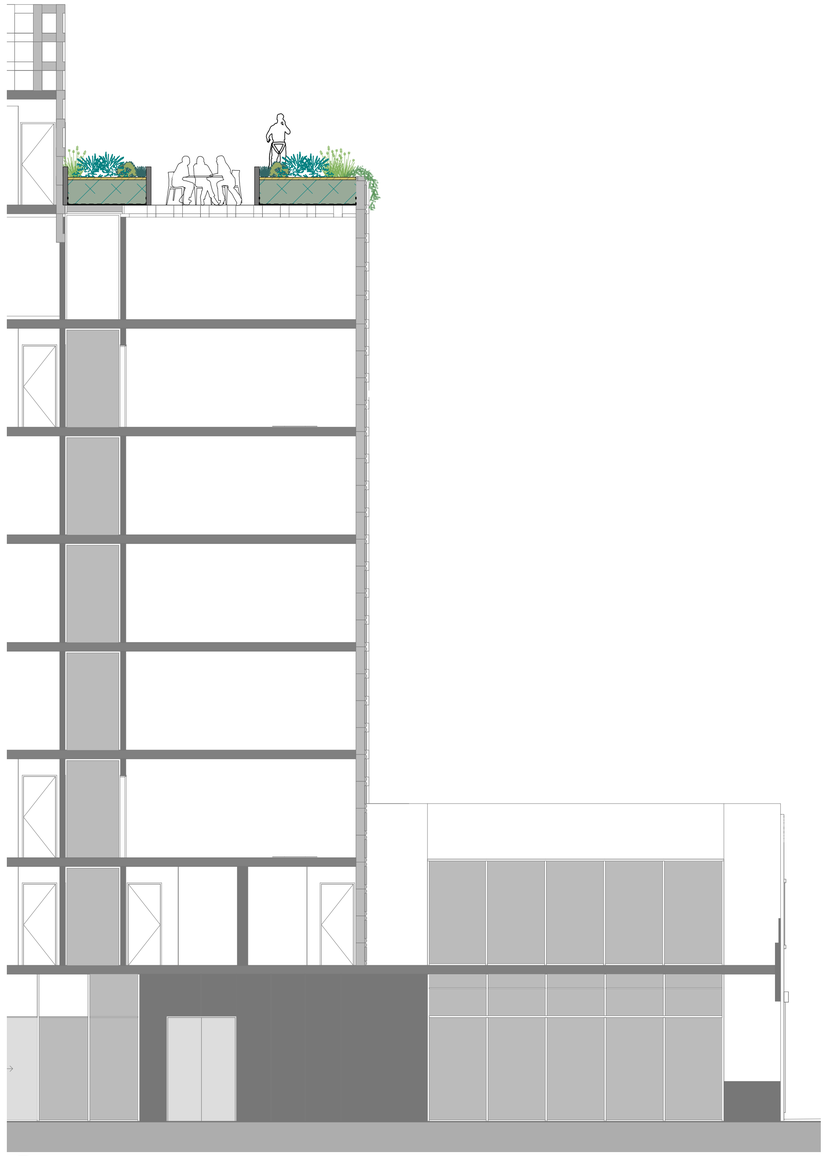
DRAWN BY	CHECKED BY	SCALE A1	SCALE A3
WS	MC	1:25	1:50

STATUS
FOR APPROVAL

DRAWING NUMBER: RG-006
REVISION: 3



2 LIVING ARCHITECTURE - SECTION 1
Scale: 1:75



1 LIVING ARCHITECTURE - SECTION 2
Scale: 1:75

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REV	DATE	AMENDMENTS
1	18/9/24	ISSUED FOR APPROVAL
2	25/9/24	ISSUED FOR APPROVAL
3	02/10/24	ISSUED FOR APPROVAL

PROJECT No. 1043390CO

PROJECT NAME
49-51 BALMAIN STREET
CREMORNE

DRAWING TITLE
LIVING ARCHITECTURE OVERALL SECTIONS SHEET B

DRAWN BY	CHECKED BY	SCALE A1	SCALE A3
WS	MC	1:75	1:150

STATUS
FOR APPROVAL

DRAWING NUMBER: RG-007
REVISION: 3

PLANTING SCHEDULE		
Code	**Botanical Name**	**Common Name**
Green Walls		
Code	**Botanical Name**	**Common Name**
	Adiantum fragrans	Maidenhair Fern
	Adiantum hispidulum	Rough Maidenhair Fern
	Aeschynanthus 'Big Apple'	Basket Vine
	Aeschynanthus evrardii	Cassiopeia Lipstick Plant
	Aeschynanthus lobbianus	Lipstick Plant
	Aeschynanthus radicans	Lipstick Plant
	Aeschynanthus speciosus	Basket Plant
	Asparagus densiflorus 'Myersii'	Foxtail Fern
	Aspidistra elatior	Cast Iron Plant
	Aspidistra 'Shooting Stars'	Cast Iron Plant
	Asplenium bulbiferum	Mother Spleenwort
	Billbergia nutans	Queen's Tears
	Buxus sempervirens	Common Boxwood
	Carissa 'Desert Star'	Natal Plum
	Centranthus ruber var. coccineus	Red Valerian
	Chlorophytum comosum (green)	Spider Plant
	Chlorophytum comosum (variegated)	Variegated Spider Plant
	Clivia miniata	Bush Lily
	Columnea microphylla	Goldfish Plant
	Cymbidium (dwarf pendulant) Red	Dwarf Red Cymbidium Orchid
	Cymbidium (dwarf pendulant) White	Dwarf White Cymbidium Orchid
	Davallia fejeensis	Rabbit's Foot Fern
	Dendrobium speciosum	Rock Orchid
	Dracaena marginata	Madagascar Dragon Tree
	Epidendrum Dwarf (Mauve)	Dwarf Mauve Epidendrum
	Epidendrum 'Valencia'	Valencia Epidendrum
	Epiphyllum anguliger	Fishbone Cactus
	Epipremnum aureum (Green)	Golden Pothos
	Ficus benjamina	Weeping Fig
	Ficus 'Green Island'	Green Island Fig
	Ficus microcarpa 'Green Island'	Green Island Fig
	Fuchsia procumbens	Trailing Fuchsia
	Humata tyermanii	White Rabbit's Foot Fern
	Kalanchoe uniflora	Coral Bells
	Liriope 'Just Right'	Just Right Lilyturf
	Lomandra 'Evergreen Baby'	Evergreen Baby Mat Rush
	Lomandra fluviatilis 'Shara'	Shara Mat Rush
	Lomandra hystrix 'Tropic Cascade'	Tropic Cascade Mat Rush
	Metrosideros 'Fiji Fire'	Fiji Fire Metrosideros
	Monstera adansonii subsp. laniata	Swiss Cheese Plant
	Nandina domestica	Heavenly Bamboo
	Nandina domestica 'Blush'	Blush Heavenly Bamboo
	Nematanthis Bijou	Goldfish Plant
	Nematanthus glabra	Goldfish Plant
	Nematanthus weltsteinii	Goldfish Plant
	Ophiopogon jaburan	Giant Lilyturf
	Orthrosanthos multiflorus	Morning Iris
	Pelargonium peltatum	Ivy Geranium
	Peperomia obtusifolia	Baby Rubber Plant
	Philodendron bipennifolium	Fiddleleaf Philodendron
	Philodendron sp. 1 (S. McHarry)	Unknown Philodendron
	Phlebodium auerum 'Blue Star'	Blue Star Fern
	Platycerium hybrid 'Netherlands'	Netherlands Staghorn Fern
	Plectranthus ciliatus	Blue Spur Flower
	Plectranthus neochilus	Lobster Flower
	Pteris umbrosa	Jungle Brake
	Rhaphiolepis 'Oriental Pearl'	Oriental Pearl Indian Hawthorn
	Rhaphiolepis 'Snow Maiden'	Snow Maiden Indian Hawthorn
	Rhipsalis baccifera	Mistletoe Cactus
	Rhipsalis campos-portoana	Campos-Porto Rhipsalis
	Rhipsalis hoelleri	Hoeller's Rhipsalis
	Rhipsalis houlletiana	Houllet's Rhipsalis
	Rhipsalis micrantha	Micrantha Rhipsalis
	Rhipsalis paradoxa	Paradoxical Rhipsalis
	Rhipsalis pilocarpa	Hairy-fruited Rhipsalis
	Rhipsalis teres. F. heterodoxa	Heterodoxa Rhipsalis
	Rhipsalis teres. v. prismatica	Prismatica Rhipsalis
	Rosmarinus 'Chefs Choice'	Chef's Choice Rosemary
	Rumohra adiantiformis	Leatherleaf Fern
	Schefflera arboricola (green)	Dwarf Umbrella Tree
	Streptocarpus caulescens	Cape Primrose
	Streptocarpus saxorum	False African Violet
	Syngonium podophyllum (green)	Arrowhead Plant
	Thaumatophyllum xanadu	Xanadu Philodendron
Planter Boxes		
	Ajuga 'Chocolate Chip'	Chocolate Chip Bugleweed
	Beschorneria septentrionalis	Northern Beschorneria
	Campanula muralis	Wall Bellflower
	Chrysosephalum apiculatum	Yellow Buttons
	Convolvulus sabatius	Ground Morning Glory
	Correa decumbens	Spreading Correa
	Dianella revoluta 'Baby Bliss'	Baby Bliss Flax Lily
	Liriope 'Emerald Cascade'	Emerald Cascade Lilyturf
	Nepeta racemosa 'Walkers Blue'	Walker's Blue Catmint
	Portulacaria afra 'prostrate form'	Prostrate Elephant Bush
	Rosmarinus officinalis 'prostrate'	Prostrate Rosemary
	Silene uniflora 'White Bells'	White Bells Catchfly
	Westringea fruticosa 'prostrate'	Prostrate Coastal Rosemary
	Westringea 'Grey Box'	Grey Box Westringea
Level 2 Roof Garden		
	Ajuga reptans	Bugleweed
	Aloe 'Gemini'	Gemini Aloe
	Aloe 'Venus'	Venus Aloe
	Alpinia nutans	Dwarf Cardamom
	Aptenia cordifolia	Heartleaf Ice Plant
	Bergenia cordifolia	Heartleaf Bergenia
	Beschorneria yuccioides	Mexican Lily
	Centranthus ruber	Red Valerian
	Convolvulus sabatius	Ground Morning Glory
	Cordyline stricta	Narrow-leaved Palm Lily
	Crassula ovata	Jade Plant
	Dianella caerulea 'Breeze'	Breeze Flax Lily
	Dianella tasmanica 'Blaze'	Blaze Flax Lily
	Dianthus 'Baths Pink'	Bath's Pink Dianthus
	Dichondra repens	Kidney Weed
	Disphyma crassifolium	Round-leaved Pigface
	Doryanthes excelsa	Gymea Lily
	Gazania rigens v. leucolaena	Coastal Gazania
	Lavandula 'Hidcote'	Hidcote Lavender
	Liriope 'Isabella'	Isabella Lilyturf
	Liriope 'Just Right'	Just Right Lilyturf
	Lomandra 'Katrinus Deluxe'	Katrinus Deluxe Mat Rush
	Lomandra 'Shara'	Shara Mat Rush
	Myoporum insulare 'prostrate'	Prostrate Boobialla
	Myoporum parvifolium 'Yareena'	Yareena Creeping Boobialla
	Nandina domestica 'Blush'	Blush Heavenly Bamboo
	Pittosporum 'Miss Muffet'	Miss Muffet Pittosporum
	Plectranthus ciliatus	Blue Spur Flower
	Rhaphiolepis 'Oriental Pearl'	Oriental Pearl Indian Hawthorn
	Vinca minor alba	White Periwinkle
	Viola hederacea	Ivy-leaved Violet
	Viola odorata	Sweet Violet
Level 6 Inset Balcony Planting		
	Alocasia brisbanensis	Elephant's Ear
	Chlorophytum comosum	Spider Plant
	Dracaena deremensis 'Janet Craig'	Dracaena 'Janet Craig'
	Dracaena marginata	Dragon Tree
	Epipremnum aureum 'Green'	Devil's Ivy
	Licuala elegans	Elegant Fan Palm
	Neomarica gracilis	Brazilian Walking Iris
	Philodendron hederaceum v. oxycardium	Heartleaf Philodendron
	Rhipsalis baccifera	Mistletoe Cactus
	Rhipsalis houlletiana	Snowdrop Cactus
	Rhipsalis campos-portoana	Jungle Cactus
	Sansevieria robusta'zeylanica	Snake Plant
	Spathiphyllum cultivars	Peace Lily
	Syngonium podophyllum	Arrowhead Vine

Green Walls

Adiantum fragrans

Adiantum hispidulum

Aeschynanthus speciosus

Asparagus densiflorus 'Myersii'

Aspidistra elatior

Asplenium bulbiferum

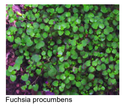
Buxus sempervirens

Chlorophytum comosum

Clivia miniata

Columnea microphylla

Ficus microcarpa 'Green Island'


Fuchsia procumbens

Humata tyermanii

Kalanchoe uniflora

Liriope 'Just Right'

Lomandra 'Evergreen Baby'

Lomandra hystrix 'Tropic Cascade'

Ficus binnendijkii 'Alii'

Monstera adansonii subsp. laniata

Nandina domestica 'Blush'

Nematanthus weltsteinii

Ophiopogon jaburan

Orthrosanthos multiflorus

Pelargonium peltatum

Philodendron bipennifolium

Phlebodium auerum 'Blue Star'

Platycerium hybrid 'Netherlands'

Plectranthus ciliatus

Pteris umbrosa

Raphiolepis 'Snow Maiden'

Rhipsalis baccifera

Rhipsalis campos-portoana

Rhipsalis teres. F. heterodoxa

Rhipsalis teres. v. prismatica

Rosmarinus 'Chefs Choice'

Rumohra adiantiformis

Schefflera arboricola

Streptocarpus saxorum

Syngonium podophyllum

Thaumatophyllum xanadu

Planter Boxes

Ajuga 'Chocolate Chip'

Beschorneria septentrionalis

Campanula muralis

Chrysosephalum apiculatum

Correa decumbens

Dianella revoluta 'Baby Bliss'

Portulacaria afra 'prostrate form'

Rosmarinus officinalis 'prostrate'

Roof Garden

Aloe 'Gemini'

Banksia blechnifolia

Crassula Hummel's Sunset'

Crassula muscosa

Crassula ovata 'Bluebird'

Crassula tetragona

Dianella caerulea 'Breeze'

Dianthus 'Baths Pink'

Lomandra filiformis 'Ice Queen'

Lomandra 'Little Tuffy'

Doryanthes excelsa

Myoporum insulare 'prostrate'

Myoporum parvifolium 'Yareena'

Pittosporum 'Miss Muffet'

Vinca minor alba

Viola odorata

Level 6 Inset Balcony

Alocasia brisbanensis

Chlorophytum comosum

Dracaena deremensis 'Janet Craig'

Dracaena marginata

Epipremnum aureum 'Green'

Licuala elegans

Neomarica gracilis

Rhipsalis campos-portoana

DESIGN STATEMENT

The vertical garden design encompasses verdant vegetation offering a lush and complimentary responsiveness to the built form. Plants hug the building façade, generating a fascinating and exotic backdrop to passers-by when viewed from afar, with notable species diversity and interest increasing in scale upon closer observation. Plantings are varied in texture, size and form, whilst offering foliage colour and seasonal flowering interest.

The species are selected and applied via a highly considered and refined process of ecological design, imbuing resiliency, adaptiveness, self-stratification and natural foliage layering, that pragmatically address challenging urban exposures whilst creating interest and a focal point for the pedestrian experience. The planting arrays are botanically engineered to be responsive to prevalent weather variations and Melbourne's occasional climate extremes, offering a fascinating and highly aesthetic natural exoticness, welcoming the observer to a sensory experience that changes with the seasons and angles of observation.

DESIGN PROCESS

Functions of Planted Swathes

Plants are dynamic and adaptive, living, entities that can be contrasted with static materials utilised in construction. Each species evolved to respond to exposures and modes of growth in diverse habitats around the world, to different extents. Many urban scenarios and living architecture applications, present similar orientations and exposures to specific, niche, ecologies found in different habitats, that have evolved into specialised outcomes, over millions of years.

Consequently, when plant species are selected and applied in a manner that is similar to the conditions inherent to their host ecology of origin in habitat, these species are capable of functioning as living technologies, offering predictable outcomes. Applications of each species that deviate from their original ecological function, separate each species from their evolutionary traits and capacities, thereby introducing stressors and potential failure points.

Fytogreen are living architecture specialists, offering expertise in the design of vertical gardens and allied technologies. Species selections we present, are based upon decades of R&D, pragmatic design development, ongoing monitoring and maintenance and the evolution of ecological design success.

Sustainable vertical gardens utilise planting swathes as functional planting technologies. Swathe size and orientation are generally dictated by wind direction and the mapped passage of sunlight, shade, wind and associated inputs influencing site exposures. Fytogreens functional ecological planting methodologies will ensure the application of aesthetic treatments will be balanced by pragmatic and functional swathe engineering, to ensure resilient planting outcomes are generated. Each swathe comprises multiple species. To address changes in sun, shade, and wind across each separate host wall. Each species presents an unfolding process of change as plants grow in size and changing form, from juvenile to mature stages. Vertical gardens require species with specialised genetic capacities to survive through long life spans, on the vertical plane. Thus, terrestrial (landscape) species are generally not long-term solutions, when applied to the vertical plane. Rather, species inherently capable of living on cliff faces, trees, rheophytic habitats, etc, which share exposures and modes of plant colonisation akin to vertical garden systems and orientations, provide resilient, adaptive, dynamic, and sustainable solutions.

Garden Aesthetic balanced by Exposure Management and Storm Damage Mitigation

Swathe orientations are generally engineered to maximise the management of wind, to create protective niches for plants, notably in terms of 1 in 100-year storm events, persistent turbulence and laminar wind flows. Yet, swathe configuration will include responsiveness to the design aesthetic of swathe lengthening and orientations with respect to architectural lines, without compromising ecological design and pragmatic exposure management design methodologies.

Species Diversity

Species diversity is vital, to ensure commercial viability and to reduce monocultures, which are the major factor leading to the failure of vertical gardens around the world. Pests & diseases kill plants, spreading rapidly across monocultures, increasing maintenance requirements, and eventually killing large swathes of species, as a side effect of budget and maintenance fatigue, over time. This is easily avoided through applying Fytogreens ecological design methodologies, respecting species diversity, configuring planted swathes to balance aesthetics with ecologically sympathetic planting layouts and the appropriate pairing of species to recognised exposure types.

Completed Design Outcome

The final design, species selection and planting layout (swathes), will be confirmed upon further daylight modelling analysis, and species availability in the nursery industry.

Longevity

Fytogreen designs for the long-term. The species selections and ecological design methodologies we apply, offer significant longevity to vertical gardens. Many vertical gardens are imbued with a modicum of self-repairing capacity, where species selections are allowed by the design brief, to be sympathetic to ecological functioning. This results in low-maintenance outcomes, and longer-lived gardens with potential for indefinite growth and development.

Species Stability and General Replacements, over time

Typically, Fytogreens design approach requires an average of less than 5% plant replacements per year, in many cases with minimal to no replacements, pending site conditions. This is an exceptional achievement for any sector of the wider green-life/horticultural industry.

Level 6 Inset Balcony Planting

Due to the presence of a solid roof over the garden area, and its south facing and recessed aspect species with tolerance to very deep shade have been selected.

In tropical climates, rainforest floor deepshade tolerant species could be selected, however given Melbourne'stemperate climate has no habitat analogues to such exposures.The angle of incidence of light is from the front, thus taller species would grow directly wards light. Highest light zones would be on the substrate surface of the planter, reducing further towards the top of the window. Consequently, foliage help higher up on larger specimens would fall into deeper shade. Ongoing growth would take plants higher, into ever deeper shade, which is likely borderline unfeasible even at substrate level for all but the absolute deepest shade species.There are no tree or palm or Alocasia (or similar) species tolerant of such shade. Shrubs or trees would drop leaves to the building interior and push all growth outwards towards the window aperture, rendering ongoing and future growth forms unusual and challenging to manage aesthetically.

Spathiphyllum 'Benito' or similar species could be used to produce foliage to 400mm height.Sansevieria (Dracaena) robusta/zeylanica is another option, though it will not persist with growth over the long term, rather holding foliage in a state of persistent semi-dormancy. Syngonium podophyllum (green, not variegated) and Epipremnum aureum (green) could be used as groundcovers to the window side of the planter, though cold winter winds would see such tropical species stressed.

Note: All these shade-tolerant species have larger, wider leaves to harvest light. The provided concept renders with tussocks and fine-leaved cascading foliage move against the evolutionary trend for shade species.

The provision of supplementary lighting would open up many options for use.Assuming the provision of 3000 lux or 45PPFD (umol/m2/sec), and lit from above, would cater for taller species, angles of growth, foliage density and an increased diversity of potential species for use, including the abovementioned species.

To achieve such, Fytogreen applies the following analyses to each species, factoring in each compatibility for each separate plant location, grouping, neighbouring species, and eventual spread of each plant, across the entire lifespan of each species. This is extremely comprehensive, offering notable security:

- ? each separate exposure type
- ? species compatibility
- ? long term functioning
- ? ecological interactions
- ? capacities to self-repair
- ? pest & disease tolerances
- ? variations in ontogeny (overall form) from planting in juvenile form to full maturation of each specimen
- ? ecological (niche) functioning of each species within mixed species communities
- ? longevity
- ? resiliency
- ? tolerance of high-density planting
- ? appropriateness for ambient, seasonal, temperatures of the growing space
- ? capacity to function on the vertical plane (special adaptations: epiphytic, lithophytic, rheophytic species, etc.)
- ? compatibility within the proposed garden sizes
- ? capacity to be wielded to achieve full foliage coverage within the shape of the proposed garden forms.
- ? availability within the nursery industry

Provisional Species Selections: Vertical Garden

(Requiring further refinement upon confirmation of site conditions, panel layouts, edge treatments, etc.)

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CLIENT

PROJECT DESIGN TEAM

REV	DATE	AMENDMENTS
1	18/9/24	ISSUED FOR APPROVAL
2	25/9/24	ISSUED FOR APPROVAL
3	02/10/24	ISSUED FOR APPROVAL

PROJECT No. 1043390CO

PROJECT NAME

49-51 BALMAIN STREET
CREMORNE

DRAWING TITLE

PLANTING PALETTE

DRAWN BY	CHECKED BY	SCALE A1 | SCALE A3
WS	MC	N/A

STATUS

FOR APPROVAL

DRAWING NUMBER	REVISION
RG-008	3

Maintenance

The maintenance requirements set out in the Town Planning Submission Landscape Design Report have been understood based on information provided by Fytogreen Australia who have extensive experience installing and maintaining vertical greening systems.

Maintenance activities will be undertaken by dropping down from roof level. This can be via an abseiling team from a twin rope suspension system fixed to a davit arm at various points on the roof.

The following outlines the detailed and general inspections and activities associated with the green façade and balcony terrace gardens to the development.

This information has been developed based on information provided by Fytogreen Australia who have extensive experience installing and maintaining green façade systems.

More frequent maintenance activity associated with the green façade vertical garden and balcony planters can be undertaken from within each unit.

An agreement will need to be entered into with each unit owner to allow access for periodic maintenance.

More infrequent maintenance of the plant foliage and cable fixings to the climbers on the green façade cables and tensile mesh at height will need to be undertaken by way of drop-down roped access.

It is highly recommended that a Building Maintenance Unit be considered for the roof top to enable more frequent a safe access to the planted zones.

The adjacent schedules set out the tasks and frequency of the anticipated maintenance.

Balcony Terrace Planters - Plants, Planters and Growing Medium - Inspection and Maintenance Matrix

Area of Attention	Inspection Item	Inspection Frequency	Inspection Procedure as applicable to detailed/general inspections	Necessary Action
General gardening and review of growing medium & attachment structures	Check for loss of integrity of growing medium/planters/mulch and any related adverse plant growth problems	4 Visits per annum total with detailed and general inspections conducted between above-mentioned visits. General Inspection required 6 times year	Inspect each planter box and mulch layer at close range for signs of loss of integrity as applicable to visit type	If damage is affecting plant growth then repair or replacements are to be initiated
	Check moisture levels of growing medium		The medium should neither be saturated or dry, rather uniformly moist	Repair of replace irrigation drip lines if damaged or faulty Adjust levels of irrigation if growing medium excessively wet or excessively dry
	Check general plant growth condition – are all or only some healthy		General / detailed inspection of all plant species growing in panels as appropriate to visit	As necessary, removal of struggling plant species and or overplant with another more suitable plant species
	Check for weeds growing		As Above	Remove weeds
	Check for signs of disease or pest damage to plants and growing medium		As Above	Remove and clean affected species. If problem persists spray with insecticide
	Check for uncontrolled or over-growth		Conduct soil tests to monitor Total dissolved Salt and pH levels	Appropriate adjustments to manage soil chemistry will be made, as required
			General / detailed inspection of all plant species growing in panels as appropriate to visit	Prune and remove excess plant material.
	Monitor plant nutrient requirements		Check fertilising regime report, to ensure nutrients are maintained at appropriate levels. Observe condition of plants, in terms of nutrient availability symptoms	Apply controlled release fertilizer in Spring

Irrigation – Individual Components Inspection and Maintenance Matrix:

Area of Attention	Inspection Item	Inspection Frequency	Inspection Procedure as applicable to detailed/general inspections	Necessary Action
Automated Irrigation individual components	Galcon Irrigation Controller	4 Visits in total with alternate detailed and general inspections,	Check power / operation and run self diagnostic test	Service / Repair / Replace as required if faulty; Call the Manufacturer for Technical support
	Solenoid valve with Flow Control		Check that the solenoid valve is regulating flow, (Listen for clicks sounding) open on actuation	Service / Repair / Replace as required faulty valve/component
	Pressure Reducing valve		Check static / operational pressuring	Inspect / clean / replace as per manufactures Instructions
	Ball valves		As above	As above
	Techfilter		Unscrew, check port, check filter, should appear in clean condition	As above
	Pulse water meter		Check that the meter is recording to the controller, so flow alarms are functioning	Inspect / clean / replace as per manufactures Instructions

Vertical Garden / Green Façade Plants – High Access Based Inspection and Maintenance Matrix (using roped drop-down aerial access)

Area of Attention	Inspection Item	Inspection Frequency	Inspection Procedure as applicable to detailed/general inspections	Necessary Action
Pruning of foliage to maintain aesthetic appearance and ventalation	Check for uncontrolled or over-growth	Initially 2 Visits per annum in the first year, increasing to max. 4 visits in subsequent years, with detailed and general inspections	Via Vertical Lift Access, with all foliage being bagged as cut and lowered to the ground or canopy. Standard wind speed restriction will apply to Vertical Access team.	Co-ordination with client for exclusion zones below area of work in conjunction with Fytogreen maintenance.
	Check host climbing structures are well secured to vertical wall frame		Check cabling tensions are appropriate and are properly secured to the vertical frame.	Contact client to advise of any issues to the third party structure.

Drainage and Irrigation - General Inspection and Maintenance Matrix:

Area of Attention	Inspection Item	Inspection Frequency	Inspection Procedure as applicable to detailed/general inspections	Necessary Action
Automated Irrigation and System Generally	Check all drainage points (where accessible)	Detailed Inspection required 4 times a year Visits to be spread evenly over the 12 month period	Check all drainage points for accumulation of fallen debris, leaves and weeds at all drainage points throughout the green facade system	Remove and clean drainage points
	Irrigation drip line		Check for blockages or irregularities in dripper apertures	Repair or replace drainage drip lines if damaged or faulty
	Irrigation drip-line supply line in spoon drain		Check for blocks or breaks in the irrigation pipes by conducting general irrigation test	Repair or replace faulty hose sections

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CLIENT

PROJECT DESIGN TEAM

REV	DATE	AMENDMENTS
1	29/1/25	ISSUED FOR APPROVAL

PROJECT No. 1043390CO

PROJECT NAME
49-51 BALMAIN STREET
CREMORNE

DRAWING TITLE
MAINTENANCE

DRAWN BY	CHECKED BY	SCALE A1 | SCALE A3
WS	MC	N/A

STATUS
PRELIMINARY

DRAWING NUMBER: RG-009
REVISION: 1

Contour
Town Planners

Town Planning and Urban Context Report

49-51 Balmain Street & 108-110 Stephenson Street, Cremorne

January 2025

Contour
Town Planners

Town Planning and Urban Context Report

49-51 Balmain Street & 108-110 Stephenson Street, Cremorne

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1 Introduction

This report has been prepared on behalf of ZigInge Group to accompany an application to the Minister for Planning for a Planning Permit for development of the land 49-51 Balmain Street, Cremorne.

This report and request is prepared and submitted through the State Government's Development Facilitation Program, and pursuant to the provisions of Clause 53.22 (Significant economic development) of the Yarra Planning Scheme.

The application seeks Planning permission for development of the land for a residential hotel.

This report will provide an assessment of the proposal having regard to the relevant provisions of the Yarra Planning Scheme and will include:

- A description of the subject land and its surrounds;
- A description of the relevant statutory planning framework within the Yarra Planning Scheme;
- A description of the proposed use and development; and
- An assessment of the proposed planning application in relation to the relevant provisions of the Yarra Planning Scheme.

The project team comprises:

Rothelowman
Architect

Contour Consultants
Town Planning

Floth
Sustainability

Traffix Group
Traffic Engineer

Traffix Group
Waste Management

Fytogreen
Landscape Architect

Watson Moss Growcott
Acoustic Engineer

2 Site and Surrounds

2.1 Subject Site

The subject site is known as 49-51 Balmain Street, Cremorne and is made up of two regular shaped parcels of land, 49-51 Balmain Street (formally described Lot 1 on Title Plan827689), and 108-110 Stephenson Street (formally described as Lot 1 on Title Plan 609269W). The site has a total area of approximately 642m^2.

The site is occupied by a two storey brick warehouse building, which wraps around the Cherry Tree Hotel to the east of the site. Overall, the site has streetscape interfaces to Balmain Street (south), Gwynne Street (west) and Stephenson Street (east).

The site has no landscaping and is covered by buildings completely.

Figure 2.1
AERIAL PHOTO

Subject Site

2.2 Immediate Surrounds

Having regard to the site's immediate interfaces, the following is noted:

- To the **north** at 110 Stephenson Street is a two storey brick warehouse building
- To the **east** at 112 Stephenson Street is the Cherry Tree Hotel
- To the **south** is a small plaza space, identified for future expansion as 'Balmain Plaza'
- To the **west** opposite the site along Gwynne Street are single storey dwellings and a 4 storey apartment building beyond

2.3 Broader Context

The subject site is located centrally within the Cremorne precinct, which is an important business hub within the broader structure of metropolitan Melbourne.

Cremorne has and continues to experience transformative change by way of land use and built form scale and density.

This Precinct includes a diverse mix of land uses, including a substantial number of offices, specialised manufacturing businesses, service industrial activities and creative industries. It is a precinct that has undergone significant growth by way of development investment over the last 5-8 years, which has resulted in several global businesses, small and medium sized enterprises and start up businesses establishing their offices in Cremorne.

With respect to built form, Cremorne itself contains a mix of new developments (primarily office projects), original factory/warehouse buildings that have been converted to office or commercial activity, and pockets of low scale residential dwellings which are indicative of the very mixed environment that is Cremorne.

The architecture of both new and long standing buildings within Cremorne is varied, most likely due to an absence of prescriptive built form controls. In terms of building heights there are forms that vary between one and twelve storeys.

The transformation of Cremorne and increased employment densities is supported by the Principal Public Transport Network (PPTN) and access to established services and amenities including:

- East Richmond railway station (approximately 700 metres to the north east);
- Richmond railway station (approximately 800 metres to the north west);
- Tram route 78 along Church Street which provides connections between Abbotsford and Ripponlea;
- Tram route 70 along Swan Street (approximately 500 metres to the north) which provides connections between Docklands and Camberwell;
- Swan Street Activity Centre consisting primarily of retail premises (approximately 500 metres to the north);
- Major metropolitan road infrastructure, including the Monash Freeway and Punt Road at the southern and western ends of the Cremorne precinct respectively;
- The Yarra River including its well-connected bicycle and pedestrian paths on either side (approximately 350 metres to the south);
- Bicycle infrastructure with off road trails, on road bicycle lanes and informal bicycle route. This includes dedicated on road bicycle lanes along Church Street which connects the surrounding bicycle network within the area to off road trails such as Yarra Bend Park and the Capital City Trail.

3 Proposal

3.1 Proposed Development

The planning permit application proposes demolition of all buildings, construction of a 9-storey building above one level of basement, use of the land for a Residential hotel accommodating 89 rooms with associated ground floor lobby and restaurant.

More particularly, the buildings and works can be described as:

Basement

- Fire services
- Retail kitchen
- Staff room, communications room
- Bin store
- Bike room
- Lift core

Ground Floor

- Retail (food and drink premises)
- Hotel lobby, staff office and store
- Western forecourt space / hotel drop off zone
- Substation and services
- Visitor bicycle parking
- Lift core and services

Level 01

- Retail (food and drink premises) and outdoor terrace
- 10 residential hotel rooms
- Lift core and services

Level 02-06

- 12 residential hotel rooms
- Lift core and services
- Non-trafficable green roof (Level 6)

Level 07

- 11 residential hotel rooms
- Lift core and services

Level 08

- Roof terrace
- 8 residential hotel rooms
- Lift core and services

Rooftop

- Screened plant area
- Space for solar paparknels

The proposed architecture, design and materiality is otherwise detailed in the enclosed architectural package prepared by Rothelowman.

The operation of the residential hotel and ancillary uses are proposed as follows:

- 180 patrons
- 20 staff
- 24-hour operation
- 7am to 12am for ancillary restaurant

Figure 3.1
3D PERSPECTIVE

Source: Rothelowman Architectural Package

4 Statutory Planning Framework (Yarra Planning Scheme)

4.1 Planning Policy Framework

The following Clauses within the Planning Policy Framework are relevant to the assessment of the application:

Clause 02	Municipal Planning Strategy	
	Clause 02.01	Context
	Clause 02.01-6	Built Environment and Heritage
	Clause 02.01-8	Economic Development
	Clause 02.02	Vision
	Clause 02.03	Strategic Directions
	Clause 02.03-3	Environmental Risks and Amenity
	Clause 02.03-4	Built Environment and Heritage
	Clause 02.03-6	Economic Development
	Clause 02.04	Strategic Framework Plan
Clause 13	Environmental Risks and Amenity	
	Clause 13.07-1L-01	Interfaces and Amenity
Clause 15	Built Environment and Heritage	
	Clause 15.01	Built Environment
	Clause 15.01-1L	Urban Design
	Clause 15.01-2L	Building Design
	Clause 15.01-2L-01	Environmentally Sustainable Development
	Clause 15.01-5S	Neighbourhood Character
Clause 17	Economic Development	
	Clause 17.01	Employment
	Clause 17.04	Tourism
	Clause 17.04-1S	Facilitating Tourism
	Clause 17.04-1L	Tourism, Arts and Culture
Clause 18	Transport	
	Clause 18.01-3L	Sustainable Transport
	Clause 18.02-4L-01	Car Parking
Clause 19	Infrastructure	
	Clause 19.03-3L	Water Sensitive Urban Design
	Clause 19.03-5L	Waste

Clause 02

Clause 02.01 sets out the municipal profile for Yarra. Relevant to the site, Built Environment and Heritage (Clause 02.01-6), outlines:

> *In parts of Yarra, there is a strong composition of mid-rise and some taller buildings, notably concentrated in pockets within activity centres, along main roads and in areas transitioning from industrial to commercial or mixed uses. These mid-rise and taller buildings comprise modern apartments and offices.*

With respect to Economic Development (Clause 02.01-8) outlines:

> *Yarra has a strong and mixed economy, and is well positioned to attract and retain businesses and workers. Contributing to this is Yarra's industrial heritage building stock, transport connectivity, inner-city lifestyle, night-time economy, access to open space and the Yarra River. The high level of transport connectivity allows businesses to access the large metropolitan workforce. Building on these elements will support Yarra's competitive advantage and will help to maintain its vibrant economy.*
>
> *The municipality has undergone substantial change in recent decades, transitioning from a location for manufacturing to a more diverse economy. The legacy of industrial uses means that areas of Yarra may be potentially contaminated, which requires consideration when redeveloping for dwellings and other sensitive uses.*

Yarra's employment areas are:

> *Major employment precincts: Cremorne Precinct and Gipps Street Precinct, Collingwood are shown in clause 02.04 (Strategic Framework Plan). These areas include a diverse mix of offices, creative industries and specialised manufacturing businesses. Their proximity to the central business district, other parts of inner Melbourne and good access to Melbourne's transport network makes them attractive for businesses seeking a location close to many workers, customers, clients and other firms.*
>
> - *Cremorne is an enterprise precinct, emerging as Melbourne's premier destination for creative design, particularly in the tech and digital space. It is home to global companies which sit side by side with small to medium sized firms, start-ups and co-working spaces.*

Relevant to the proposal, the spatial vision for the municipality (Clause 02.02) is:

> *Yarra will be one of Melbourne's most attractive inner-city municipalities, with a strong sense of history, a diverse population and a dynamic economy. The city's prominent retail strips will attract visitors from across Melbourne and beyond, who are drawn to a vibrant range of shops, artistic and cultural offers and a popular night-time economy. The local economy will include important health and education precincts, businesses seeking to locate in popular activity centres and employment precincts, and a growing number of creative industries and niche manufacturers. Yarra's historic neighbourhoods and heritage assets will be conserved, with development revitalising areas with capacity for change. New housing will provide homes in a range of sizes to meet the needs of the population, and be supported by the necessary community facilities and infrastructure. High quality urban design will respect the city's heritage and built form character, provide new public and open spaces, and improved connections for walking and cycling. Landscape and natural assets will be well managed, with enhanced connections to the waterway corridors and their surrounding parks and recreation areas. Through environmentally sustainable development the municipality will reduce its carbon footprint and become resilient to climate change. Yarra will be a city proud of its history and prepared for the future.*

With respect to Environmental Risks and Amenity (Clause 02.03-3), it is noted that:

> *Yarra will continue to help mitigate greenhouse gas emissions and increase climate resilience of the city by planning for sustainable development. A highly sustainable urban fabric, both in the public and private realm, will help preserve Yarra's vibrant and liveable places.*

Built Environment and Heritage (Clause 02.03-4) relevantly observes:

> *A key challenge in planning for growth is the need to accommodate new development that is sensitive to the context of the area which includes heritage significance, character and scale of the surrounding area. This needs to be balanced with opportunities to allow for new built form character in major regeneration areas such as Alphington Paper Mill, the former Gasworks site in Fitzroy North and south-west Cremorne (south of Gough Street).*

Major employment precincts, employment land, neighbourhoods, streetscapes and activity centres in Yarra have distinct identities formed by:

- *A diverse mix of buildings reflecting different forms and eras of development.*
- *Open spaces which are integral to the urban structure.*
- *Fine grain subdivision patterns.*
- *A network of laneways and small streets.*

If not carefully managed, future development may erode Yarra's valued character.

Economic Development (Clause 02-03-6) relevantly outlines:

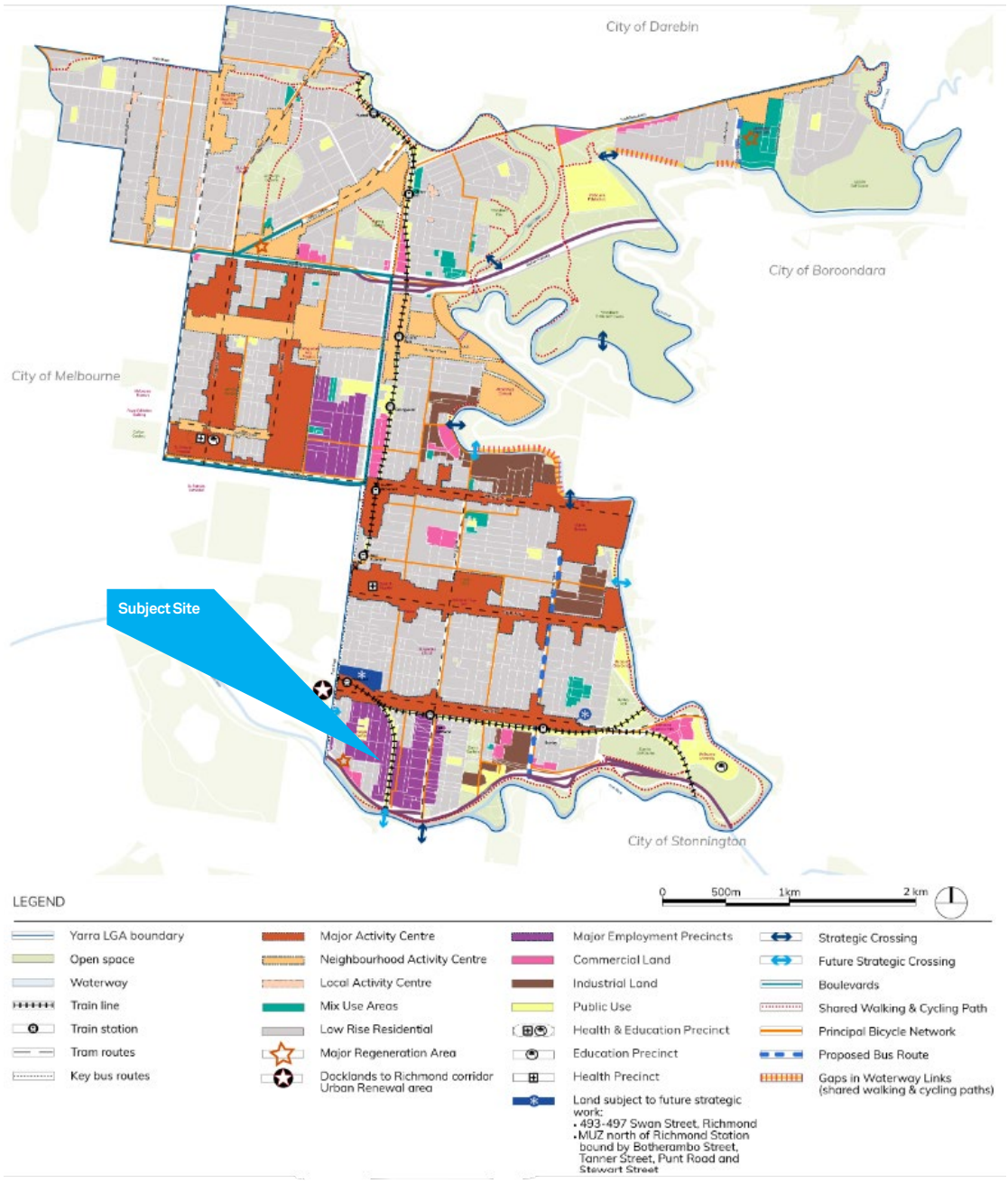
Yarra has capacity for employment growth and is committed to supporting this growth in its employment areas in preference to residential development in these areas. There is an identified need to manage pressure for residential conversion of employment land to protect opportunities for economic growth.

Yarra's night-time economy includes restaurants, bars and live music venues spread across several precincts. These venues provide important social, cultural and economic benefits and make Yarra an attractive place in which to live, work and visit.

Yarra's diverse economy means that different land uses often overlap or vary within short distances. This mix of residential, commercial, industrial and entertainment in proximity creates a challenge as well as opportunities to manage environmental and amenity impacts and enhance activity centres and precincts.

Figure 4.1
Strategic Framework Plan

Source: Yarra Planning Scheme



Clause 13 – Environmental Risks and Amenity

Clause 13 outlines that:

> *Planning should strengthen the resilience and safety of communities by adopting a best practice environmental management and risk management approach.*
>
> *Planning should identify and manage the potential for the environment and environmental changes to impact on the economic, environmental or social wellbeing of society.*

With respect to Interfaces and Amenity (Clause 13.07-1L-01), this applies to applications for non-residential use and development, and seeks:

> *To protect the operation of business and industrial activities from new residential use and development.*
>
> *To provide a reasonable level of amenity to new residential development within or adjacent to land in commercial and industrial zones.*
>
> *To support the growth and operation of surrounding non-residential development and uses.*

Strategies for non-residential use and development include:

Noise

- *Locate noise generating uses, including plant and equipment, away from noise-sensitive habitable rooms (in particular, bedrooms) and private open space and where appropriate incorporate acoustic attenuation measures.*
- *Ensure that noise emissions in residential zones (except the Mixed Use Zone) are compatible with a residential environment.*

Fumes and air emissions

- *Locate fume and air emission generating uses (including plant and equipment) away from residential uses or, where appropriate, provide a reasonable buffer.*
- *Ensure that use and development with potential air quality impacts, including odours and emissions, do not adversely affect the amenity of the surrounding area.*
- *Support use and development that resolves legacy issues of odour and emissions and their impacts on residential amenity.*

Storage and waste

- *Conceal commercial or industrial storage, waste or other processing activities from residential properties and locate them away from primary street frontages.*
- *Minimise odour and noise disruption to nearby residential properties from commercial or industrial waste (solid, gas and liquid) management practices and storage.*

Light spill

- *Minimise light spill (from both fixed and vehicular lights) beyond the perimeter of the site and onto habitable room windows of nearby residential properties through appropriate design, location and management practices.*
- *Non-residential use and development*

Overlooking and unsightly views

- *Minimise unsightly views of business or industrial activity from adjoining residential properties.*
- *Minimise the potential for unreasonable overlooking of private open space areas and into habitable room windows of adjoining residential properties, through appropriate siting, setbacks and screening.*

Clause 15 – Built Environment and Heritage

Relevant to the proposal, Clause 15 outlines:

Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.

Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.

Planning should promote excellence in the built environment and create places that:

- *Are enjoyable, engaging, and comfortable to be in.*
- *Support human health and community wellbeing.*
- *Accommodate people of all abilities, ages and cultures.*
- *Contribute positively to local character and sense of place.*
- *Reflect the particular characteristics and cultural identity of the community.*

- *Enhance the function, amenity and safety of the public realm.*

Planning should promote development that is environmentally sustainable and minimise detrimental impacts on the built and natural environment.

Planning should facilitate development that:
- *Is adapted and resilient to climate related hazards.*
- *Supports the transition to net zero greenhouse gas emissions.*
- *Minimises waste generation and supports resource recovery.*
- *Conserves potable water.*
- *Supports the use of, and access to, low emission forms of transport.*
- *Protects and enhances natural values.*
- *Minimises off-site detrimental impacts on people and the environment.*

Relevant Urban Design (Clause 15.01-1L) strategies include:

Public realm
- *Support development that creates new public spaces to serve the needs of residents, workers, traders and visitors.*
- *Encourage developments to incorporate public art.*

Wind
- *Minimise the potential for development, particularly taller buildings, to create adverse wind conditions in the public realm at street level through building siting and design.*

Weather protection
- *Support development that provides weather protection of the public realm (including footpaths and plazas).*

Projections over a public realm
- *Discourage development that projects (including internal floor space, balconies and garage doors) into or over a public realm (including a laneway). This does not apply to verandahs/awnings for weather protection and architectural features particularly in commercial areas.*

With respect to Building Design (Clause 15.01-2L), relevant strategies include:

Building form

Design development to:

- *Reflect and respond to streetscape elements, including:*
  - *Pattern of development.*
  - *Building spacing.*
- *Provide separation between buildings to facilitate access to daylight, sunlight and an outlook, while preventing direct overlooking into adjacent secluded private open spaces and habitable room windows from, to and within the development.*
- *Make a positive contribution to the streetscape through high quality architecture and urban design.*
- *Discourage blank or unarticulated walls.*
- *Use articulation or massing or change of surface treatment or a combination of these to minimise visual bulk and integrate with the surrounding character.*

Building heights

- *Ensure the height of new buildings respond to the building height requirements set out in the planning scheme, adjoining development building height or where there are no specified building height requirements, have regard to the physical and strategic context of the site.*
- *Ensure that development reflects the predominant low-rise character of the area, except in the areas below where mid-rise should be directed:*
  - *Major and neighbourhood activity centres as shown in the Strategic Framework Plan in clauses 02.04 and 11.03-1L.*
  - *Employment, commercial and industrial areas as defined in clauses 02.01 and 11.03-1L.*
  - *Major regeneration areas as shown in the Strategic Framework Plan in clause 02.04.*
  - *Boulevards as defined in clause 02.03.*
- *Support mid-rise development that:*
  - *Contributes to a high-quality built form.*
  - *Demonstrates architectural design excellence.*
  - *Provides a transitional scale to the buildings in adjoining low-rise neighbourhoods to protect amenity and discourage visual bulk.*
  - *Improves movement through the site.*
  - *Provides active frontages at street level.*
  - *Contributes to an improved public realm.*

Building setbacks

- *Buildings should align with the street at ground level unless for the provision of public open space or landscaping.*

- *Development should incorporate setbacks that:*

- *Reflect the general pattern of front, side and rear setbacks in the streetscape, particularly on the same side of the street.*
- *Limit excessive tiered building profiles on street and laneway frontages and encourage use of contextual materials and finishes at upper levels.*
- *Provide space for soft landscaping including the planting of canopy trees, where appropriate.*

- *Discourage front setbacks that include:*
  - *Hard paving (other than footpaths and driveways) in the front setbacks in residential areas.*
  - *Recessed undercroft parking at ground level.*
  - *Car parking, basement access and ventilation shafts.*
  - *Balconies and building services.*

Walls on boundaries

- *Ensure walls on boundaries minimise adverse impact on the amenity of adjoining residential properties through unreasonable overshadowing of private open space, visual bulk or loss of daylight to habitable room windows.*

Site coverage

- *Encourage site coverage of new development that does not exceed a maximum site coverage of 80% of the site area, unless:*
  - *The pattern of site coverage in the immediate area is higher than 80%; or*
  - *There is a need to cap the site to deal with contamination.*

Internal amenity

- *Provide a high-quality environment for building occupants, including internal spaces, access to private open space, daylight and ventilation.*
- *Encourage developments to provide:*
  - *Lighting of common spaces.*
  - *Passive surveillance of common spaces.*
  - *Landscaping that maximises sightlines.*

Impact of development on adjoining properties

- *Discourage impacts on existing adjoining development through:*
  - *Unreasonable overshadowing of secluded open space and loss of daylight to habitable room windows.*
  - *Visual bulk.*
  - *Overlooking and excessive screening.*
  - *Noise from building plant and equipment.*

- *Loss of on-street car parking from excessive crossovers.*

Roof form

- *Design development to reflect or complement the dominant roof form of the surrounding area.*

Materials

- *Encourage a simple palette of durable materials that respond to the streetscape character through type, colour, finish and contrast.*
- *Encourage anti-graffiti materials and treatments at ground level.*
- *Discourage detriment to nearby properties when using reflective materials.*

Landscaping

- *Encourage trees and vegetation planting to increase their canopies and coverage to contribute to an urban forest.*
- *Support landscaping (including planting in deep soil, planter boxes, green walls and green roofs) which:*
    - *Promote the on-going health of trees and vegetation that has been retained on site.*
    - *Respect the landscape character of the area where there is a prevailing character.*
    - *Integrate with the building design.*
    - *Use materials, treatments and plants that are permeable, durable and resistant to adverse environmental conditions.*
    - *Retain existing mature trees where possible or incorporate suitable replacement planting where mature trees are removed.*
    - *Include indigenous plants.*
    - *Maximise internal sight lines to provide for pedestrian safety.*
- *Discourage landscaping in new development which uses existing or potentially invasive weed species.*

Pedestrian access

- *Provide separate vehicular and pedestrian access.*
- *Provide clearly identifiable, accessible, well-lit and safe pedestrian entries with a sense of address to a street.*
- *Align entries at ground floor level with the street level to assist with universal access.*
- *Provide weather protection for entries.*

Frontages

- *Provide active frontages in commercial areas.*
- *Design ground level street frontage of new development to provide a high level of pedestrian amenity and visual interest and contribute to strong ground floor relationships and high-quality outcomes.*

- *Orient development to the street, and to both streets for a corner site.*
- *Discourage dominant car parking, garage doors and driveways.*

Carparking, loading facilities and outbuildings

- *Encourage carports, car spaces, external car stackers, garages, loading facilities and outbuildings to be:*
  - *Setback behind the front building line to appear visually recessive when viewed from the street (excluding verandahs, porches, bay windows or similar projecting features).*
  - *Located at the rear of a building, in an area of lower pedestrian activity, where appropriate.*
- *Require car parking, including basement car parking and external car stackers, to incorporate high standards of design and amenity.*
- *Maintain the prominence of pedestrian entries.*
- *Minimise the number of garage doors facing a street.*
- *Discourage open, ground level multi-space car parks.*
- *Discourage blank walls of car parks visible from the street.*
- *Provide legible and safe vehicular entries.*
- *Conceal the view of cars at ground level and on upper levels of multi-deck car parking through design treatment.*
- *Conceal the view of car stackers from the public realm through design treatment.*
- *Minimise noise from deliveries through appropriate design, location and management of loading bays.*

Service equipment

- *Ensure that service infrastructure is appropriately sited and incorporated into the design of new buildings which has limited visibility from the public realm.*
- *Allow plant rooms, lift over-runs and other features of this nature to exceed the height of a building where:*
  - *Less than half the roof area is occupied by the equipment (except solar panels).*
  - *No additional overshadowing is created.*

Environmentally Sustainable Development (Clause 15.01-2L-01) seeks:

> *To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.*

Relevant strategies include:

> *Achieve Best Practice environmentally sustainable development that:*
> - *Is relevant to the type and scale of the development.*
> - *Responds to site opportunities and constraints.*

- *Utilises a combination of locally available techniques, methodologies, and systems that, have been demonstrated to achieve optimum ESD outcomes; and*
- *Encompass the full life of the build.*

Energy performance
Reduce both energy use and energy peak demand through design measures such as:
- *Building orientation.*
- *Shading to glazed surfaces.*
- *Optimising glazing to exposed surfaces.*
- *Space allocation for renewable technologies.*

Integrated water management
- *Reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation and landscaping.*
- *Encourage the appropriate use of alternative water sources (including greywater, rainwater and stormwater).*
- *Incorporate best practice water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.*

Indoor Environment Quality
- *Achieve a healthy indoor environment quality, including thermal comfort and access to fresh air and daylight, prioritising passive design over mechanical heating, ventilation, cooling and lighting.*
- *Reduce indoor air pollutants by encouraging use of non-toxic materials.*
- *Minimise noise levels and noise transfer within and between buildings and associated external areas.*

Transport
- *Design development to promote the use of walking, cycling and public transport, in that order; and minimise car dependency.*
- *Promote the use of low emissions vehicle technologies and supporting infrastructure.*

Waste management
- *Promote waste avoidance, reuse and recycling during the design, construction and operation stages of development.*
- *Encourage use of durable and reuseable building materials.*
- *Ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.*

Urban Ecology

- *Protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation.*
- *Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees.*
- *Encourage the provision of space for productive gardens, particularly in larger residential developments.*

Neighbourhood Character (Clause 15.01-5S) seeks:

> *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

Relevant strategies include:

- *Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.*
- *Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.*
- *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:*
  - *Pattern of local urban structure and subdivision.*
  - *Underlying natural landscape character and significant vegetation.*
  - *Neighbourhood character values and built form that reflect community identity.*

Clause 17 – Economic Development

This Clause outlines:

> *Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.*
>
> *Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.*

Facilitating Tourism (Clause 17.04-1S) seeks:

> *To encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination.*

Relevant strategies include:

- *Encourage the development of a range of well-designed and sited tourist facilities, including integrated resorts, accommodation, host farm, bed and breakfast and retail opportunities.*
- *Seek to ensure that tourism facilities have access to suitable transport.*
- *Promote tourism facilities that preserve, are compatible with and build on the assets and qualities of surrounding activities and attractions.*
- *Create innovative tourism experiences.*
- *Encourage investment that meets demand and supports growth in tourism.*

Tourism, Arts and Culture (Clause 17.04-1L) seeks:

> *To promote Yarra as a leading tourism, arts and cultural destination in metropolitan Melbourne.*

Relevant strategies include:

- *Promote a diversity of arts and cultural uses, including live music venues, performance spaces, galleries and artist studios.*
- *Promote the creative industries and artistic sectors by encouraging the provision of affordable workspaces for artists and public art installations.*
- *Encourage public realm enhancements in locations that support visitor attractions.*
- *Support proposals for visitor accommodation (including hotels and serviced apartments) where they contribute to the area's economic role or tourism offer, have good access to public transport, and are designed to minimise amenity impacts on residents within the same building or surrounding area.*

<u>Clause 18 – Transport</u>

Sustainable Transport (Clause 18.01-3L) seeks:

> *To support a sustainable transport system that reduces the impact of private motor vehicle traffic and on-street parking.*

Relevant strategies include:

- *Encourage development to prioritise transport modes in order of the following transport hierarchy:*
  - *Walking.*
  - *Cycling.*
  - *Public transport.*

- *Commercial vehicles serving businesses and institutions.*
- *Subscription based vehicles such as car shares.*
- *Private motor vehicles.*

- *Support development which reduces reliance on private cars.*
- *Encourage lower amounts of car parking within developments.*
- *Encourage increased infrastructure for active transport in developments (such as high levels of bicycle parking and end of trip facilities).*

Car Parking (Clause 18.02-4L-01) seeks:

> *To ensure car parking is supplied and managed consistent with promoting travel by sustainable modes.*

Relevant strategies include:

> *Support a reduction in the required number of car parking spaces where:*
>
> - *There is appropriate public transport accessibility and the subject land is located within walking or cycling distance to shops, jobs and amenities.*
> - *The use or development is unlikely to result in unreasonable impacts on existing on-street parking.*
> - *Increased motor vehicle traffic from the development is likely to unreasonably impact on the amenity of nearby residents.*
> - *The development uses the upper floors of existing commercial buildings in activity centres and employment areas more efficiently (where relevant).*
> - *The development provides adequate bicycle parking*.
>
> *Support a reduction in the required number of car parking spaces where alternative modes of transport are available.*
>
> *Encourage a reduction in the required number of car parking spaces, where car share bays are provided to reduce reliance on privately owned vehicles.*

<u>Clause 19 – Infrastructure</u>

Water Sensitive Urban Design (Clause 19.03-3L) seeks:

> *To achieve the best practice stormwater quality.*
>
> *To mitigate the effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.*

To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.

To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and well-being.

Relevant strategies include:

Encourage green roofs, walls and facades on buildings where practicable (to be irrigated with rainwater/stormwater) to enhance the role of vegetation on buildings in managing the quality and quantity of stormwater.

Incorporate works to maintain or improve the quality of stormwater within or exiting the site.

Minimise adding to stormwater discharge or adversely affecting water quality entering the drainage system.

Waste (Clause 19.03-5L) strategies include:

Make provision for waste and recycling in new development, including separation, storage and collection facilities and facilities for composting.

Ensure that the size and design of waste and recycling facilities can accommodate the waste and recycling likely to be generated by the development.

Ensure that waste and recycling facilities are located to enable ease of use by occupants and access for transport.

Where possible, encourage waste and recycling facilities to be sensitively and discreetly located.

4.2 Zoning

Commercial 2 Zone

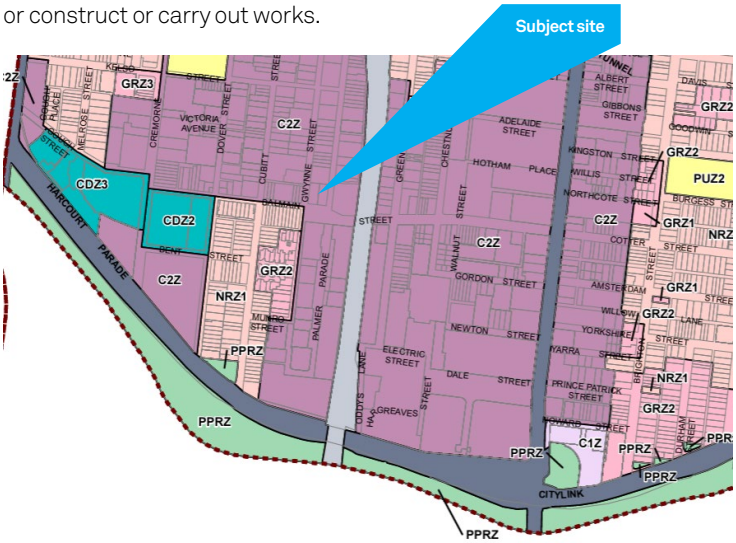
The site is in the Commercial 2 Zone pursuant to the provisions of the Yarra Planning Scheme.

The purpose of the Commercial 2 Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

Pursuant to Clause 34.02-1, a permit is required to use the land for a residential hotel.

Pursuant to Clause 34.02-4, a permit is required to construct a building or construct or carry out works.



4.3 Overlays

Development Contributions Plan Overlay (Schedule 1)

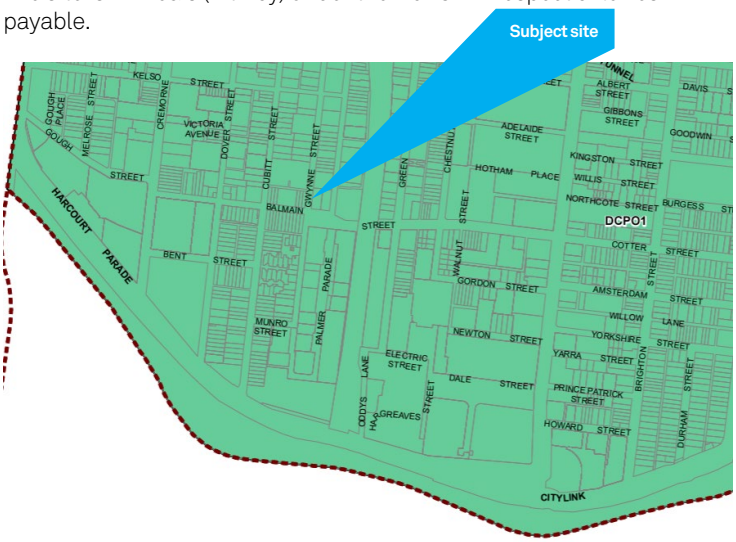
The site is affected by the Development Contributions Plan Overlay (Schedule 1) pursuant to the provisions of the Yarra Planning Scheme.

The purpose of the Development Contributions Plan Overlay is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

Clause 45.06-1 prescribes that a permit must not be granted to subdivide land, construct a building or construct or carry out works until a development contributions plan has been incorporated into this scheme.

The site is in Area 5 (Fitzroy) under the DCPO1 in respect of levies payable.



4.4 Particular Provisions

The following Particular Provisions apply to the assessment of the site:

- Car Parking (Clause 52.06);
- Bicycle Facilities (Clause 52.34);
- Stormwater Management in Urban Development (Clause 53.18);
- Decision Guidelines (Clause 65).

Clause 52.06 – Car Parking

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely. Affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Clause 52.06-1 sets out that Clause 52.06 applies to:

- *a new use; or*
- *an increase in the floor area or site area of an existing use; or*
- *an increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.*

Pursuant to Clause 52.06-3 a permit is required to:

- *Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.*

Clause 52.06-5 sets out the number of car parking spaces required for various land uses.

Residential hotel is not a use of land specified in Table 1 of Clause 52.06-5, therefore car parking spaces must be provided to the satisfaction of the responsible authority.

Clause 52.34 – Bicycle Facilities

The purpose of this provision is:

To encourage cycling as a mode of transport.

To provide secure, accessible, and convenient bicycle parking spaces and associated shower and change facilities.

This clause includes the recommended statutory provisions for the design and quantum of bicycle facilities to be provided in association with new use and development.

The following rates for the proposed uses are required:

Retail premises:	*Employee: 1 to each 300 square metre of leasable floor area*
	Shopper: 1 to each 500 square metres of leasable floor area

The proposed development generates a requirement to provide 21 bicycle spaces (11 staff and 10 visitor). The proposal provides a total of 23 bicycle spaces (13 staff and 10 visitor) and therefore the statutory requirement is met.

4.5 General Requirements and Performance Standards

Clause 53.18 – Stormwater Management in Urban Development

The purpose of Clause 53.18 is:

To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

Clause 53.22 – Significant Urban Development

The purpose of Clause 53.22 is:

- *To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.*
- *To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.*

Pursuant to Clause 53.22-1, the clause applies to an application under any provision of this planning scheme if the condition corresponding to a category in Table 1 is met.

The relevant category is Category 1, with the associated condition being that:

- *The use must be specified in Table 2 and the condition corresponding to that use must be met. If the application includes more than one use in Table 2, only one use must meet the corresponding condition.*
- *Must have written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the proposal. This condition does not apply to an application for the use or development of land for a renewable energy facility or utility installation.*

Table 2 sets out a series of uses, including Residential hotel. The relevant condition for Residential hotel is:

- *The estimated cost of the development must be at least:*
    - *$10 million if any part of the land is in metropolitan Melbourne; or*
    - *$5 million if any part of the land is not in metropolitan Melbourne.*

Pursuant to Clause 53.22-2 the Responsible Authority may waive or vary building height or setback requirements. This includes any mandatory requirements.

Clause 65 – Decision Guidelines

This Clause sets out the matters the Responsible Authority must consider, as appropriate, prior to the approval of an application or plan.

4.6 Cremorne Urban Design Framework

At its meeting on 12 September 2023, Council adopted the Cremorne Urban Design Framework (Cremorne UDF) and resolved to request the Minister for Planning to prepare, adopt and approve Amendment C317yara which would result in interim controls being introduced.

The site is identified as being within the 'Cremorne West' Precinct.

Yarra Council has simultaneously requested the Minister for Planning to prepare draft Amendment C318yara which is expected to include a notification / exhibition process and if approved, would result in permanent built form controls to the precinct.

Amendment C317yara proposes the introduction of built form controls to the Cremorne West, Church Street and Railway Precincts identified within the Cremorne UDF on an interim basis of two years (from gazettal) by making the following changes to the Yarra Planning Scheme:

- Insert Schedule 51 to Clause 43.02 Design and Development Overlay (DDO51) to the Cremorne West Precinct;

The second of the two amendments, draft Amendment C318yara proposes several changes to the Yarra Planning Scheme. Relevant to the review site are:

- Insert new local planning policy at Clause 11.03-6L Cremorne Precinct.
- Insert a new Schedule to Clause 45.09 Parking Overlay, PO2 to the Cremorne Enterprise Precinct.
- Amend the Schedule to Clause 72.08 Background documents to add the Cremorne Built Form Review and Recommendations; Heritage Review and Recommendations – Cremorne Enterprise Precinct; Cremorne Streets and Movement Strategy; Parking Controls Review – Cremorne Enterprise Precinct; Cremorne Urban Design Framework - Transport Review; and the Revised Cremorne Urban Design Framework.

4.7 Planning Permit Triggers

The proposal triggers the following requirements for a permit pursuant to the provisions of the Yarra Planning Scheme:

- To construct and carry out works in the Commercial 2 Zone
- Use of the land for a residential hotel in the Commercial 2 Zone.

5 Planning Assessment

5.1 Preamble

Having regard to the applicable land use and development provisions within the Yarra Planning Scheme, an assessment of the proposal requires the following key matters to be addressed:

- Strategic policy considerations;
- The proposed design and built form considerations;
- Amenity considerations;
- Equitable development;
- Car parking, traffic and access implications;
- Environmentally sustainable development considerations.

An assessment of each of these is outlined in turn.

5.2 Strategic Policy Considerations

There is broad support within the Planning Policy Framework for the intensification of the use and development of land for employment generating uses within existing activity centres and established inner-urban areas, particularly those sites which are close to public transport nodes.

The purpose of the Commercial 2 Zone also seeks *'To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services'.*

Clause 02.01-8 (Economic development) identifies Cremorne as a 'Major employment precinct' and notes that *'Cremorne is an enterprise precinct, emerging as Melbourne's premier destination for creative design, particularly in the tech and digital space. It is home to global companies which sit side by side with small to medium sized firms, start-ups and co-working spaces'.*

Clause 02.03-6 (Economic development) seeks to *'Preserve and grow Yarra's employment areas (as identified in clause 02.01) by supporting the:*

- *Economic primacy of Yarra's major employment precincts at Cremorne and the Gipps Street precinct in Collingwood.'*

The delivery of a residential hotel on the subject site responds to these key policy objectives and will contribute to the continued growth and evolution of Cremorne.

The proposed use for a residential hotel, in contrast with the predominant pattern of commercial office development in recent years, will also contribute to the creation of a complex land use mix character that will provide a range of activities to meet the needs of the community.

Together with the Cherry Tree Hotel, the proposed use will become a focal point for local activity which will be further enhanced by public realm ambitions for 'Balmain Plaza' and wider Cremorne.

The proposal otherwise satisfies and advances other policies within the Planning Policy Framework as follows:

- The proposal involves the redevelopment of an underutilised site within a strategic location that will support urban consolidation and development of sustainable communities (Clause 11.01-1S, Clause 11.02-1S, Clause 11.03-1S and 11.03-1L).
- The proposal represents exemplary design that responds to and integrates with the physical context of the site and will significantly enhances the public realm. (Clause 15.01-1S, Clause 15.01-1L, Clause 15.01-2S and Clause 15.01-2L).
- The proposal employs a range of sustainable design initiatives (Clause 15.01-12L-01) as outlined in the report prepared by Floth.
- The subject site is well-served by public transport and its redevelopment responds to policies encouraging land use and transport integration (Clause 18.01-1S).
- A residential hotel will improve the diversity of land use mix within the immediate area and contribute to Cremorne's sense of place (Clause 02.03-1).
- The proposal incorporates appropriate measures to mitigate noise impacts (Clause 13.05-1S and Clause 13.07-1L-01).
- The site is not in the vicinity of any identified landmarks or landmark signs within the City of Yarra, therefore it is considered that the proposal will not result in any unreasonable visual impact to existing landmarks (Clause 15.01-2L-02).

5.3 Built Form Considerations

The subject site is located within a Commercial 2 Zone and is not subject to any heritage or built form overlays.

Accordingly, the built form considerations associated with the proposal are principally informed by the site context, its respective interfaces and the following policies:

- Clause 15.01-1S (Urban Design)
- Clause 15.01-1R (Urban Design – Metropolitan Melbourne)
- Clause 15.01-1L Urban design)
- Clause 15.01-2S (Building Design)
- Clause 15.01-2L (Building design)
- Clause 15.01-5S (Neighbourhood Character)

In addition to the above, the City of Yarra has prepared and adopted the Cremorne Urban Design Framework (Cremorne UDF). The Planning Scheme Amendment process associated with the implementation of the UDF through a suite of new controls is in its infancy, and as such it carries little weight. Notwithstanding, the proposal has considered the objectives of the Cremorne UDF and this is discussed further below.

An assessment of the relevant built form considerations is otherwise provided below:

Building height

The site's Commercial 2 zoning and strategic and physical context support the proposed building height of 9-storeys / 32m (to top of plant screen).

The site is located centrally within the Cremorne major employment precinct where growth is encouraged and the pattern of development throughout Cremorne has consistently included new buildings of 7-10 storeys (commercial floors).

Within the site's immediate context there are buildings of equivalent and greater scale, including 57 Balmain Street immediately to the east and 75-119 Cubitt Street immediately to the north-west.

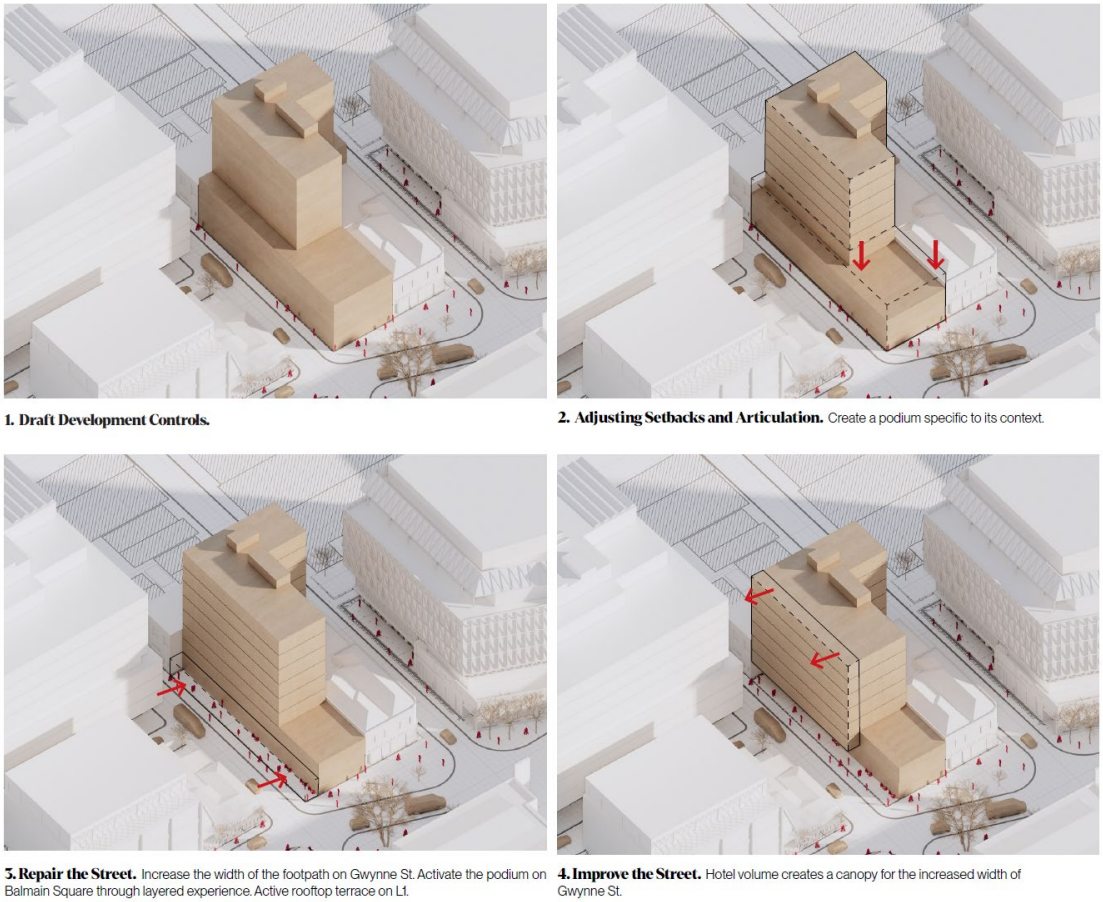
The proposed height also broadly aligns with the 28m preferred height nominated for the site within the draft Cremorne UDF and is consistent with the broader scale contemplated throughout Cremorne generally ranging between 20m-36m.

Massing

The proposed massing strategy has sought to prioritise the protection and enhancement of the public realm, through the adoption of a lower streetwall to Balmain Street, significant setbacks above, and positioning of taller mass to the north.

Source: Rothelowman Architectural Design Statement

Figure 5.1
PROPOSED MASSING



1. Draft Development Controls.

2. Adjusting Setbacks and Articulation. Create a podium specific to its context.

3. Repair the Street. Increase the width of the footpath on Gwynne St. Activate the podium on Balmain Square through layered experience. Active rooftop terrace on L1.

4. Improve the Street. Hotel volume creates a canopy for the increased width of Gwynne St.

'Balmain Plaza' to the south is identified as a 'public realm opportunity' and in response the proposed massing has sought to maximise sunlight to this future public open space by adopting a 9m streetwall which aligns with the adjacent Cherry Tree Hotel building and is lower than the preferred 12m contemplated by the UDF.

The southern 'podium' to Balmain Street is also set back from Gwynne Street to the west by 3.1m, which further enhances sunlight to the future Balmain Plaza in the afternoon.

The 3.1m setback to Gwynne Street is continued for the full length of this frontage at ground level.

The outcome is that the proposed massing provides more sunlight to Balmain Plaza than would otherwise be provided by a 'compliant' scheme reflecting the envelope contemplated by the Cremorne UDF.

The building mass is otherwise concentrated toward the north rising in a singular form with a zero setback to site boundaries.

The massing of the 'tower' component and zero setback to Gwynne Street represents an appropriate and comfortable fit for the following reasons:

- The proposed height of the streetwall is 'mid-rise'.
- The arrangement of the tallest elements of the building assists to facilitate an improved public realm outcome to an identified public realm opportunity, as discussed above.
- The future built form context supports a more robust interface to Gwynne Street having regard to the future redevelopment of the land to the north-east.
- The adoption of a zero setback does not result in any additional overshadowing to future public spaces, footpaths or land within a residential zone.

Overall, the proposed massing represents a highly considered and contextual response which will facilitate the creation of a high quality public realm outcome.

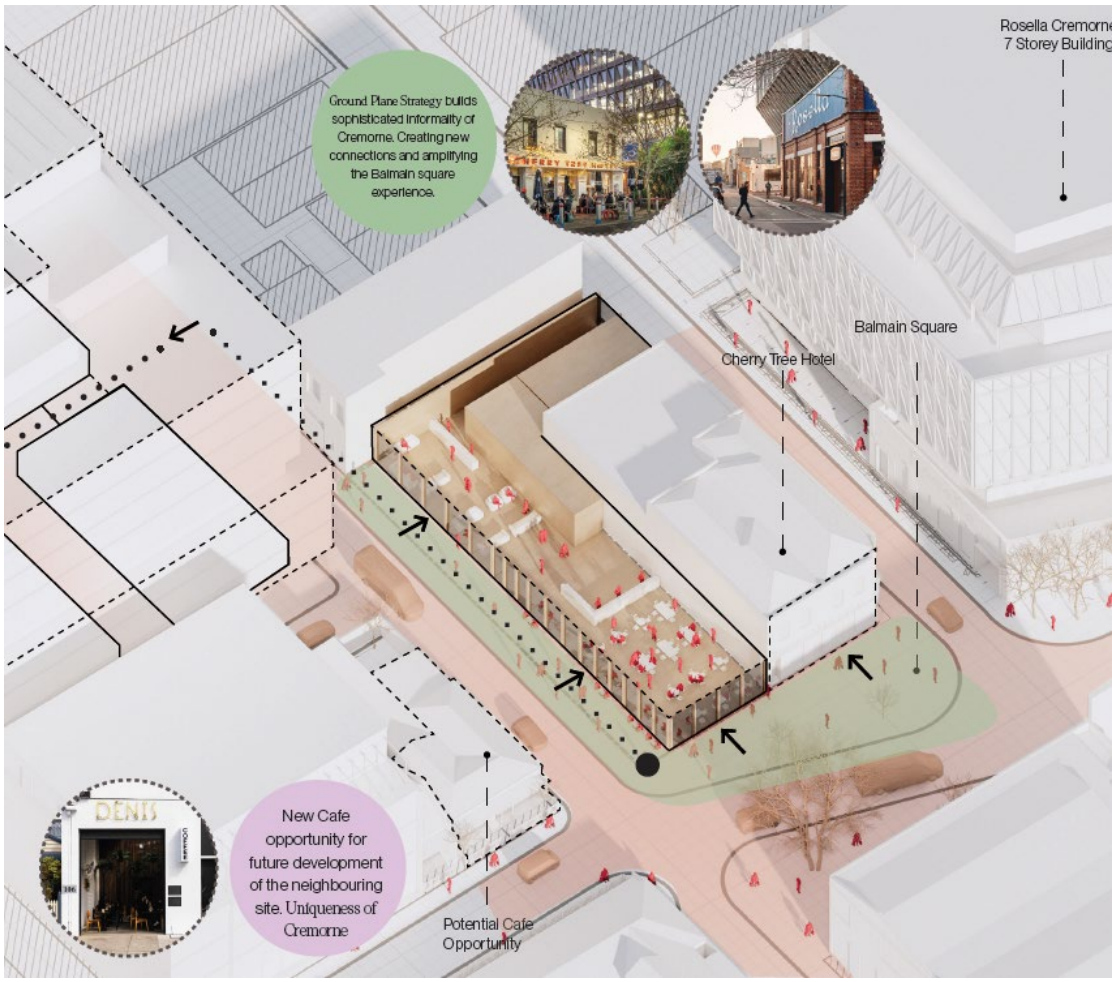
Ground plane

As discussed above, the proposal provides for the future enhancement of the ground plane and public realm through the proposed massing strategy and provision of ground level setbacks.

These 'physical' moves are further enhanced by the complementary land uses of the proposed residential hotel and the Cherry Tree Hotel (ie. a pub), which will create activity and vibrancy at an identified public realm 'hub'.

Figure 5.2
GROUND PLANE

Source: Rothelowman Architectural Design Statement



The proposed ground level setback to Gwynne Street also will also provide increased pedestrian space and the ability to integrate with any future kerb outstand / footpath widening in recognition that Gwynne Street is identified as a 'walking and cycling connection' and a 'primary access network – one way' within the draft Cremorne UDF.

Figure 5.3
GWYNNE STREET

Source: Rothelowman Architectural Design Statement

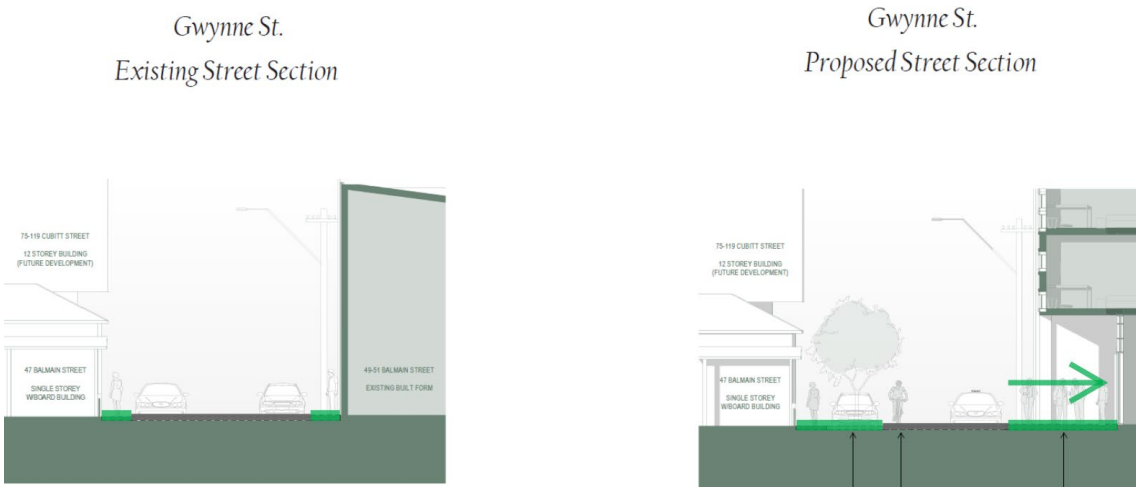
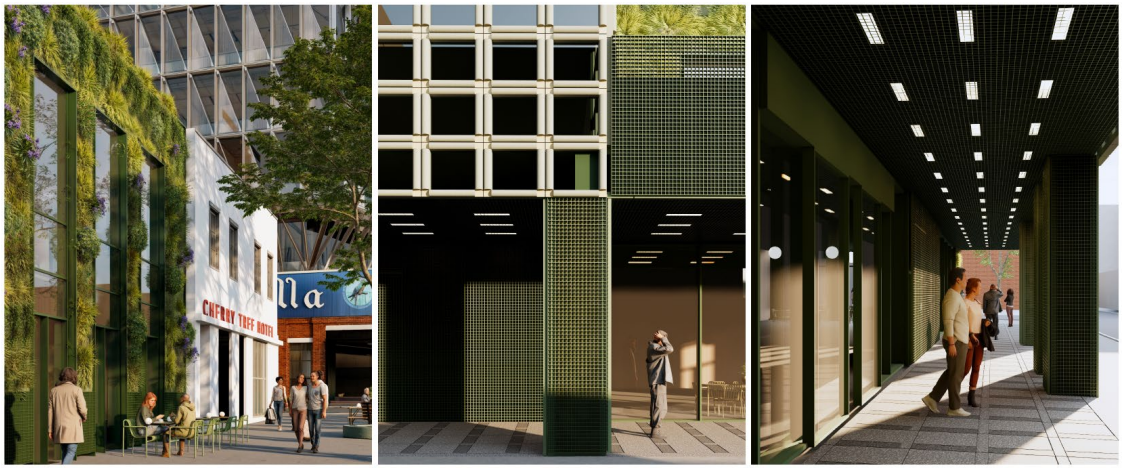


Figure 5.4
GROUND PLANE

Source: Rothelowman Architectural Design Statement



Building Design and Architecture

The proposal represents a high-quality architectural response to the site and the ornamental design detailing and materiality ensures that the building will be set-apart from other surrounding development.

The proposal's unique architecture will contribute to the eclectic character of Cremorne and is reflective of the proposed residential hotel use, where new development has predominantly included commercial office buildings.

The ornamental façade detail is also applied to the north elevation and boundary walls with the Cherry Tree Hotel to ensure that the proposal is designed 'in-the-round' and creates an attractive presentation from all vantage points.

The architecture is otherwise complemented by harmonious landscaping, including an integrated green wall within the Balmain Street streetwall and other landscape elements at upper levels.

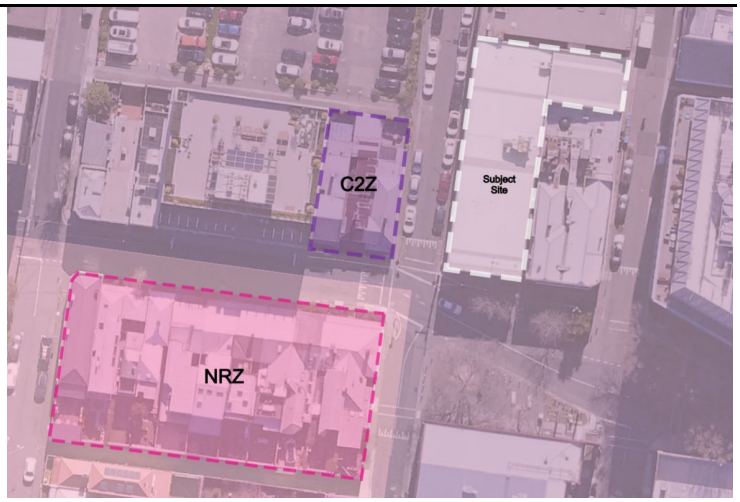
Figure 5.5
ARCHITECTURE

Source: Rothelowman Architectural Design Statement

5.4 Amenity Considerations

The site is located within a Commercial 2 Zone and is generally surrounded by other commercial uses, with the exception of dwellings the south-west within the Neighbourhood Residential Zone (NRZ) and dwellings to the immediate west within the Commercial 2 Zone – Refer Figure 5.6 below.

Figure 5.6
DWELLINGS WITHIN PROXIMITY



The amenity expectations of residential properties to the south-west within the NRZ must be tempered having regard to the surrounding context and interface with C2Z land. The amenity expectations of residential properties within the C2Z must be tempered further again, indeed they are non-conforming uses that would otherwise be prohibited.

A discussion in relation to the relevant amenity considerations is otherwise provided as follows:

Overshadowing

As demonstrated by the submitted shadow diagrams within the architectural package, the proposal does not result in any unreasonable shadow impacts to key public realm areas or pedestrian spaces.

Indeed, and as noted, the proposed massing strategy has sought to prioritise and maximise solar access to the public realm and will provide for an improved sunlight outcome to key public realm areas.

Visual impacts

For the reasons set out in Section 5.3, the proposed massing represents an appropriate response to the site and the visual impacts of the proposal are considered acceptable in this context.

Overlooking

There are no habitable room windows or areas of private open space within 9m of the subject site which warrant protection from overlooking and views.

Interfaces and Amenity Policy

Council's 'Interfaces and amenity' policy at Clause 13.07-1L-01 is relevant to applications for non-residential use and development. The proposal provides an appropriate response as follows:

- Noise impacts can be appropriately managed as set out in the supporting acoustic report.
- Reasonable separation is provided from residential uses to the south-west and west.
- There are no unreasonable overlooking impacts.
- There will be no unreasonable light spill.
- The proposed design is high-quality and attractive.

5.5 Equitable Development Considerations

The subject site has a direct interface with two adjoining properties – 108-110 Stephenson Street to the immediate north and the Cherry Tree Hotel to the immediate east.

The future redevelopment potential of these sites has been considered in the proposed massing response, with boundary walls to these provided interfaces, enabling a similar built form response to be repeated on these adjoining sites.

These adjoining sites are relatively narrow and having regard to their size and proportions, the proposed boundary walls provide for an optimum future redevelopment outcome

5.6 Traffic Considerations

The application is supported by a Traffic Impact Assessment prepared by Traffix Group, which concludes that:

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 49-51 Balmain Street, Cremorne, we are of the opinion that:

a) The proposed development has a statutory car parking requirement of 17 car spaces under Clause 52.06-5 of the Planning Scheme and the provision of zero car parking spaces results in seeking a full waiver of the statutory car parking requirement.

b) The required waiver of the parking requirement under Clause 52.06-6 is supported on the following grounds:

i. The site is located within walking distance to the Swan Street Major Activity Centre and has excellent access to public transport services and alternative transport modes.

ii. There is limited available on-street car parking suitable for long term parking for staff, encouraging a mode shift to more sustainable transport to access the site.

iii. There is a generous provision of bicycle parking and end of trip facilities for future staff to encourage active transport choices.

iv. The proposed parking provisions are consistent with City of Yarra Policies and the future Parking Overlay for the Cremorne Precinct, which is to apply maximum rates.

c) No on-site car parking is proposed and therefore no noticeable level of additional traffic is expected to be generated on the surrounding road network.

d) Bicycle parking is provided in excess of the requirements set out at Clause 52.34 of the Planning Scheme.

e) Loading and waste collection can be undertaken adjacent to the site without unduly impacting the adjacent road network.

There are no traffic engineering reasons why a planning permit for the proposed mixed use development at 49-51 Balmain Street, Cremorne, should be refused.

5.7 Environmentally Sustainable Design Considerations

The application is supported by a Sustainability Management Plan prepared by Floth, a summary of which is provided as follows:

- The BESS tool has been used to ensure that the design, construction and operation of the building will
- optimise indoor environment quality for occupants,
- minimise the production of greenhouse gas emissions through energy efficiency,
- minimise potable water use and encourage the use of alternative water sources,
- manage stormwater quality and runoff,
- provide sustainable transport initiatives,
- minimise waste going to landfill through reuse and recycling facilities,
- minimise the impacts of the building on the local environment,
- enhance urban ecology.

The project team has identified and incorporated sustainability initiatives and design strategies, which are proposed to comply with both the City of Yarra's requirements and the BESS Best Practice standards.

The project is targeting a BESS – Best Practice rating. Specific sustainability initiatives have been targeted where applicable to align with the City of Yarra's Sustainable Development in the Planning Phase (SDAPP) initiatives.

6 Conclusion

The proposal represents an excellent planning outcome for the subject land having regard to the Yarra Planning Scheme for the following reasons:

- The proposal will assist in the implementation of the objectives of the Planning Policy Framework associated with urban consolidation, and new employment space in appropriate locations, particularly noting the site's location within a Major employment area.
- The proposed height, scale, massing and design represents a highly considered response to the site's physical and strategic context and its respective interfaces.
- The proposal will contribute to the delivery of substantial public realm improvement and improvements to the surrounding pedestrian network.
- The local amenity impacts have been assessed and are considered to be reasonable given the context of the site and surrounding built form character.
- The proposal incorporates a range of best-practice ESD measures as detailed in the report prepared by Floth.
- The proposal incorporates high-quality and innovative integrated landscaping.
- The proposed design, architectural detailing and materials provides for an exemplary design outcome.
- Car parking, traffic, waste, loading and access arrangements are appropriately managed.

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Balmain St

49-51 Balmain St, Cremorne

Sustainability Management Plan

Project No: 23426
Doc. No.: 23426-S-SMP
Date: 06/09/2024
Issue No: B

Project Name: Balmain St
Project Location: 49-51 Balmain St, Cremorne
Sustainability Management Plan

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CLIENT

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ARCHITECT

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Amendment Register

Rev. No	Section & Page No.	Issue/Amendment	Author	Project Engineer	Checked	Date
P1	-	For Client Review	HM	GC	GC	06/08/2024
A	-	Town Planning Draft Issue	HM	GC	GC	15/08/2024
B	-	Town Planning Issue	HM	GC	GC	06/09/2024

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EXECUTIVE SUMMARY

This Sustainability Management Plan has been prepared for the 49-51 Balmain St Development Approval application to the City of Yarra. This document outlines the sustainability initiatives targeted for the project where design principles have been adopted from Best Practice sustainability principles.

The purpose of the 15.01-2L-01 Pathway Scheme is to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development for non-residential projects. The City of Yarra encourages the use of certain tools set out in its ESD policy, in accordance with the Council Alliance for a Sustainable Built Environment (CASBE). The Built Environment Sustainability Scorecard (BESS) is listed as an approved tool and has been identified as the appropriate tool for the project.

The BESS tool has been used to ensure that the design, construction and operation of the building will

- optimise indoor environment quality for occupants,
- minimise the production of greenhouse gas emissions through energy efficiency,
- minimise potable water use and encourage the use of alternative water sources,
- manage stormwater quality and runoff,
- provide sustainable transport initiatives,
- minimise waste going to landfill through reuse and recycling facilities,
- minimise the impacts of the building on the local environment,
- enhance urban ecology.

The project team has identified and incorporated sustainability initiatives and design strategies, which are proposed to comply with both the City of Yarra's requirements and the BESS Best Practice standards.

The project is targeting a BESS – Best Practice rating. Specific sustainability initiatives have been targeted where applicable to align with the City of Yarra's Sustainable Development in the Planning Phase (SDAPP) initiatives.

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Appendix C – Daylight Assessment
Appendix D – TVOC LIMITS
Appendix E – Preliminary Section J DTS Assessment
Appendix F – Architectural Drawing Markups
Appendix G – Stormwater Management Plan

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1. INTRODUCTION

1.1 Project Aims

This Sustainability Management Plan (SMP) has been developed for the City of Yarra Town Planning application of the proposed class 3 and 6 development at 49-51 Balmain St, Cremorne, Victoria 3121.

A primary aim of the development is to create a multi-storey mixed-use (hotel and retail) space with leading yet practical sustainable design and construction for the Melbourne climate. The project will be developed in line with firmly established Best Practice sustainable design principles, with a holistic integration of sustainability elements throughout the building and site design.

This Sustainability Management Plan is organised around the project Development Application requirements to meet or exceed Best Practice in accordance with the Victorian BESS tool. The proposed sustainability outcomes are as follows:

Indoor Environment Quality
- Maximised thermal comfort
- Low VOC materials
- High levels of outdoor air
- Natural ventilation for retail areas
- High levels of internal access to daylight

Energy and Emissions
- All electric building
- High performance envelope
- Efficient HVAC and water heating infrastructure
- Separate metering for all uses
- High efficiency LED lighting

Water Efficiency and Sensitive Design
- High efficiency water fixtures throughout building
- Separate water metering for all uses
- Water efficient landscaping
- WSUD optimised project wide
- Rainwater tank provided

Urban Ecology
- Green facade and roof are provided
- Landscaped and communal spaces incorporated
- Biodiverse and native landscaping
- Comprehensive waste management infrastructure

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1.2 Sustainability Management Plan (SMP)

The SMP is consistent with the City of Yarra Sustainable Design Assessment in the Planning Process (SDAPP) and demonstrates the project's compliance to the applicable Sustainability Best Practice standards.

The following assessments have been undertaken to develop this report:

- Built Environment Sustainability Scorecard (BESS-8) – Best Practice
- NCC 2022 Section J (Energy Efficiency)
- STORM assessment
- Daylight modelling

1.3 Built Environment Sustainability Scorecard (BESS)

The BESS assessment is a Victorian tool for assessing Sustainable design within projects in the early design phases. The BESS tool addresses nine categories to assess the environmental impact that is a direct consequence of project site selection, design, construction, and maintenance:

- Management
- Water
- Energy
- Stormwater
- Indoor Environment Quality (IEQ)
- Transport
- Waste
- Urban Ecology, and
- Innovation

Each category is divided into credits, each of which addresses an initiative that improves or has the potential to improve environmental performance. Scores are awarded in each credit for actions that demonstrate that the project has met the overall objectives of BESS.

The following BESS scores are available:

- A score of 50% or more, signifies 'Best Practice' in environmentally sustainable design and construction;
- A score of 70%, signifies 'Excellence' in environmentally sustainable design and construction;

The proposed strategy is to target a Best Practice score, demonstrating 'Best Practice, with a buffer of credit score to provide a nominal design margin.

1.4 Project Documentation

Refer to Appendix A for the documentation used which form the basis of this report.

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2. PROPOSED DEVELOPMENT SITE AND SURROUNDINGS

2.1 Project Description

Incorporating best practice sustainable design and construction features, this proposal will deliver a 9-storey state-of-the-art mixed-use hotel and retail development, comprising of:

- 8 floors of class 3 (hotel) space consisting of:
  - 89 x rooms (1 bed)
- 3 floors of class 6 (retail) space
- A ground floor with retail space, an alfresco area and the hotel lobby
- Shared communal spaces and back of house areas throughout the building

The table below shows the areas assessed in NCC Class classifications.

Table 1: Building Summary

BUILDING LEVEL	AREA DESCRIPTION	NCC CLASSIFICATION
Basement	Retail Tenancy	Class 6
Ground	Retail Tenancy	Class 6
	Hotel Lobby	Class 3
Level 01	Retail Tenancy	Class 6
	Hotel Rooms	Class 3
Levels 02 - 08	Hotel Rooms	Class 3

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2.2 Site Details

The project site is at 49-51 Balmain St, Victoria, which is in climate zone 6 under the National Construction Code (NCC). The following provides an overview of the site:

Table 2: Property Details of the Subject Site (Referenced from VICPlan interactive map)

PROPERTY DETAILS	DESCRIPTION
Property Address	49-51 Balmain St
Site Area	~670 m^2
Local Authority	Yarra
Local Planning Scheme	Yarra
Applicable Planning Scheme Zones	C2Z

The subject site is the combination of 2 Lots (49 – 51 Balmain St and 108-110 Stephenson St Parcel B). The subject site and surrounding area are presented in the following figure.

Figure 1: Site Aerial View of the Project (Nearmaps)

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2.3 Area Summary for BESS Data Entry

The area groups in the project building are summarised in the following table. Classifications have been made in accordance with the NCC. The following space groups were determined as being thermally similar for analysis under BESS.

Table 3 Area Summary

SPACE USE	SPACE NCC CLASS	AREA	QUANTITY
Retail	Class 6	491.0 m^2	1
Lobby	Class 3	143.9 m^2	1
Hotel Rooms (1 Bed)	Class 3	26.9 m^2	89

The Class 3 (hotel) areas have been considered as 'other building' types for the purpose of BESS. This classification has been made under tool guidance notes due to the rooms operating as a commercial space rather than a self-service residential.

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3. SUSTAINABLE DEVELOPMENT INITIATIVES

This section of the report addresses the key sustainability components for the development. The project team has identified these initiatives and design strategies, which are proposed to comply with the environmental rating requirements.

The sustainability requirements of the building have been addressed with respect to:

- The project-specific environmental design initiatives incorporated.
- The Green Star Buildings v1.0 rating tool.
- The City of Yarra Sustainable Design Assessment in the Planning Process (SDAPP)
- The City of Yarra Planning Scheme 15.01-2L-01

The scorecard showing all Sustainability initiatives against the BESS-8 tool Best Practice rating, is provided in Appendix B. These initiatives have been developed in collaboration with the design team and are incorporated in the design. The project will follow the strategy appended with the flexibility to change the targeted initiatives as the design develops however the overall requirement of a Best Practice BESS score will remain with the mandatory credits also to be met.

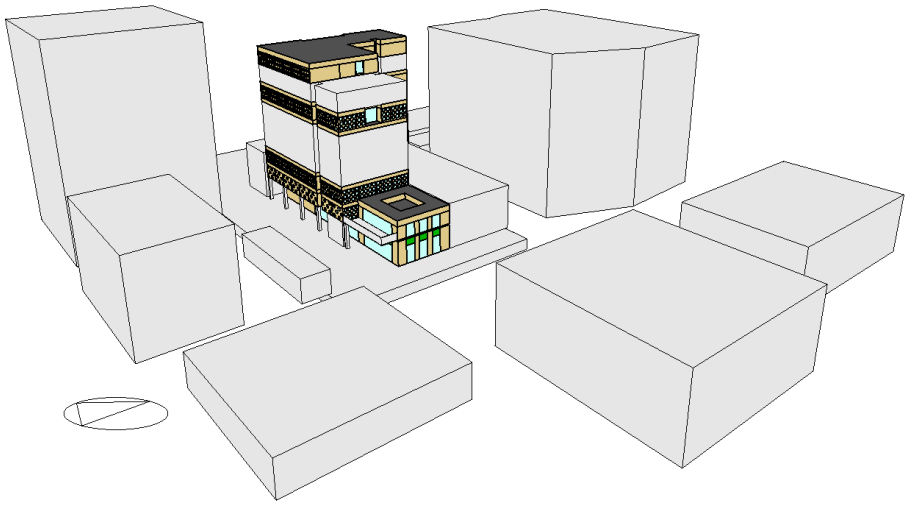
3.1 Indoor Environment Quality

Objective: to achieve a healthy indoor environment quality (IEQ) for the wellbeing of building occupants.

The IEQ design strategy is summarised below.

Table 4: IEQ Category Design Strategy (BESS Score: 50%)

CRITERIA	DESIGN STRATEGY
Thermal Comfort	• All spaces have been designed with high performing building fabric and glazing to provide thermally comfortable and energy efficient spaces. Refer to Section 3.2 for further details of the preliminary building fabric performance.
Ventilation	**Retail & Common Space:** • 100% of retail space will be naturally ventilated. • Retail space will achieve a 50% increase in available outdoor area, as compared to the minimum required by AS 1668.2:2012. • Ventilation systems designed to achieve, monitor and maintain a CO2 concentration of 800 ppm. **Hotel:**

	• Hotel space will achieve a 50% increase in available outdoor area, as compared to the minimum required by AS 1668.2:2012. • Ventilation systems designed to achieve, monitor and maintain a CO2 concentration of 800 ppm.
Indoor Air Quality	• All products used in the project are to meet Green Star Buildings maximum total indoor pollutant emission limits. • TVOC limits to be met for paints, adhesives, and sealants. • Please refer to Appendix D for relevant TVOC limit guidelines.
Daylight Access	• High levels of daylight access are achieved for both the hotel and retail space. • Both building space types far exceed the minimum requirements as set out by BESS. • Equitable development included in daylight assessment. • **Hotel rooms and lobby:** 44% of regularly used areas achieve a daylight factor above 2%. • **Retail:** 68% of regularly used areas achieve a daylight factor above 2%. The following figure shows the modelled geometries and adjacent buildings. Refer to Appendix C for the preliminary daylight assessment.  **Figure 2: Modelled project and surrounding buildings for daylight assessment**

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3.2 Energy Efficiency

Objective: to ensure the efficient use of energy, to reduce total operating greenhouse emissions and to reduce energy peak demand.

The energy efficiency design strategy is summarised below.

Table 5: Energy Category Design Strategy (BESS Score: 72%)

<table>
<tr><th>CRITERIA</th><th>DESIGN STRATEGY</th></tr>
<tr><td>Electrification</td><td>• The building is designed to operate as all electric.</td></tr>
<tr><td>Building Fabric</td><td>• High performance constructions meeting or exceeding the minimum code compliance.
<table>
<tr><th rowspan="2">TYPE OF BUILDING FABRIC</th><th colspan="2">MINIMUM TOTAL R-VALUE</th></tr>
<tr><th>CLASS 3 - HOTEL</th><th>CLASS 6 - RETAIL</th></tr>
<tr><td>Roofs</td><td>R 3.2</td><td>R 3.2</td></tr>
<tr><td>Walls (opaque sections less than 80% of a wall-glazing construction)</td><td>R 1.0</td><td>R 1.0</td></tr>
<tr><td>Walls (opaque sections more than 80% of a wall-glazing construction)</td><td>R 2.8</td><td>R 1.4</td></tr>
<tr><td>Floors separating a conditioned and unconditioned space / outside air below</td><td>R 2.0</td><td>R 2.0</td></tr>
</table>
• High performance glazing, with an optimised SHGC and VLT considering energy, thermal comfort and daylight penetration. The minimum glazing performance requirements are shown below:
<table>
<tr><th>GLAZING LOCATION</th><th>TOTAL U-VALUE</th><th>TOTAL SHGC VALUE</th></tr>
<tr><td>Retail, lobby and hotel rooms</td><td>≤ 3.4</td><td>≤ 0.25</td></tr>
<tr><td>Roof light (Skylight)</td><td>≤ 3.9</td><td>≤ 0.29</td></tr>
</table>
• Insulated, air-tight building envelope, to minimise thermal losses and leakage to the external environment.
Refer to Appendix E for the preliminary Section J assessment.</td></tr>
<tr><td>Mechanical Services</td><td>• Efficient heating, cooling, and water heating systems possessing Coefficient of Performance (CoP) and Energy Efficiency Ratios (EER) greater than 85% of the most efficient equivalent capacity unit available.</td></tr>
</table>

	• High efficiency reverse-cycle split system (units will be within one Star of the most efficient equivalent capacity unit available) to serve the living area and all bedrooms in each apartment. • High efficiency fans used throughout. • Low duct velocities are employed to reduce fan energy.
Electrical Services	• Lighting maximum illumination power density (W/m2) will meet the values as required in the NCC. The following provides the main area requirements in accordance with NCC 2022 Table J7D3a: – Corridors: 5 W/m^2 – Retail space: 14 W/m^2 – Toilet, EOT or the like: 3 W/m^2 – Stairways: 2 W/m^2 • Solar PV inclusion on project is under Architectural and services investigation. Layout and sizing to be confirmed in detailed design subject to available roof space.
Vertical Transport	• High efficiency drives with a power factor greater than 0.9. • Sophisticated control system to optimize the movement of the lifts. • Re-generative electrical control which reduces energy usage.

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3.3 Water Efficiency

Objective: to ensure the efficient use of water, to reduce total operating potable water use and to encourage the appropriate use of alternative water sources.

The water efficiency design strategy is summarised below.

Table 6: Integrated Water Management Category Design Strategy (BESS Score: 59%)

CRITERIA	DESIGN STRATEGY
Rainwater Tanks	• 10,000 L rainwater tank to be provided, where the following is considered in the scorecard: – 107 m^2 of landscape irrigation – 90 L / day of connected toilet use – Landscaping to incorporate water efficient planting
Water Efficient Appliances and Fittings	• High water efficiency fixtures to be provided in according with the following WELS ratings: – Showers 4 Star – Retail Kitchen Taps 5 Star – Hotel Taps 6 Star – Common Bathroom Taps 6 Star – Retail Dishwashers 5 Star – Toilets 4 Star – Retail Bathroom Urinals 5 Star • Air cooled air-conditioning units to be provided project wide.
Metering	• Separate water meters to be provided to each individual dwelling and retail/office space.
Water Efficient Landscaping	• Landscaping to incorporate water efficient, drought tolerant planting
Building Systems Water Use Reduction	• As per BESS water 1.1 built in calculations, the project achieves a 27% reduction in potable water consumption when compared to a relevant reference building. • Applicable measures have been taken to reduce potable water consumption by over 80% in the building's air-conditioning and fire safety system tests. HVAC plant to be air-cooled.

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3.4 Stormwater (Water Sensitive Urban Design)

Objective: to reduce the impact & improve the water quality of stormwater run-off, incorporate water sensitive urban design, and include rainwater re-use.

The stormwater management design strategy is summarised below.

Table 7: Stormwater Management Category Design Strategy (BESS Score: 100%)

CRITERIA	DESIGN STRATEGY
Rainwater Storage and Reuse	• 10 kL rainwater tank is provided, where the following is considered in the scorecard: – 107 m2 of landscape irrigation – 90 L / day of connected toilet use – Landscaping to incorporate water efficient planting
Water Sensitive Urban Design (WSUD)	• >100% STORM rating achieved which is considered WSUD best Practice and coincides with a 45% reduction in the typical annual load of total nitrogen. Minimum tank size for WSUD is 10 kL. Refer to Appendix G for the attached STORM assessment.
Construction Site Management Plan	A key objective of the Site Management Plan will be to minimise the risks and impacts of stormwater pollution due to sediments, litter and other pollutants such as oil and grease on nearby waterways during construction works. To mitigate the impacts of the above pollutants on the stormwater system, the following stormwater management strategies will be implemented during the construction phase as appropriate: • Evaluate Site Limitations – Identify highly erodible soils with advice from suited professionals – Identify up-slope drainage catchments to be diverted around works. – Identify work areas allow for erosion and sediment controls. • Stabilise all Site Entry / Exit Points. Inspect all vehicles for residual mud and remove before leaving the site. Street sweeping (never hosing down) is to be carried out to reduce sediment on roads. • Install sediment fence(s) down-slope of the site. Treat sediment laden water with the use of sediment fencing installed to allow ponding. • Installation of onsite erosion and sediment control measures. Such measures may include (but not limited to):

	– silt fences – sediment traps – hay bales – geotextile fabrics • All stockpiles are to be located away from drainage areas and surrounded with sediment fence or covered with a product that will prevent erosion if in an area where it has the potential to enter the stormwater system. • Safe handling and storage of chemicals, paints, oils and other elements that could wash off site to prevent them from entering stormwater drains. • Ensure all clean stormwater from concreted and roof areas are immediately connected to the stormwater. • Regularly inspect all drainage, erosion and sediment controls and maintain. • Progressively revegetate / stabilise the site. • Where possible, waste bins or skips with a lid will be used to prevent litter from getting blown away and potentially entering stormwater drains. • Site induction by the head contractor/ builder to make personnel aware of stormwater management measures in place; and • Ensure that all installed control measures are regularly inspected and maintained to ensure their effectiveness.

3.5 Building Materials

Objective: to minimise the environmental impacts of materials used by encouraging the use of materials with a favourable lifecycle.

No specific low carbon building material selected at this stage in the project.

Project team during detailed design may investigate further available structural and Architectural opportunities for reduction in upfront carbon emissions through design rationalisation strategies and material selection.

Project team may also investigate inclusion of responsible materials to mitigate environmental impact, with the consideration of sustainable material certifications such as:

- PEFC Certification
- AFS Certification
- FSC Certification
- GECA Certification
- Global GreenTag Certification

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3.6 Waste Management

Objective: to ensure waste avoidance, reuse, and recycling during the construction and operation stages of the development.

The waste management design strategy is summarised below.

Table 8: Waste Management Category Design Strategy (BESS Score: 33%)

CRITERIA	DESIGN STRATEGY
Operational Waste	• Facilities for on-site management of hard waste and food waste will be provided for the retail kitchen areas. • Mixed recycling facilities will be provided and be convenient to building occupants.
Waste Management Plan	• Waste management plan to be provided by Waste Consultant, showing estimated residential and commercial waste volumes. • Residential waste streams to include: – General waste – Organics disposal – Mixed recycling – Glass recycling • Commercial waste streams to include: – General waste – Organics disposal – Mixed recycling – Paper / Cardboard Recycling – Hard Waste & E-Waste

3.7 Transport

Objective: to minimise car dependency and to ensure that the built environment is designed to promote the use of public transport, walking, and cycling.

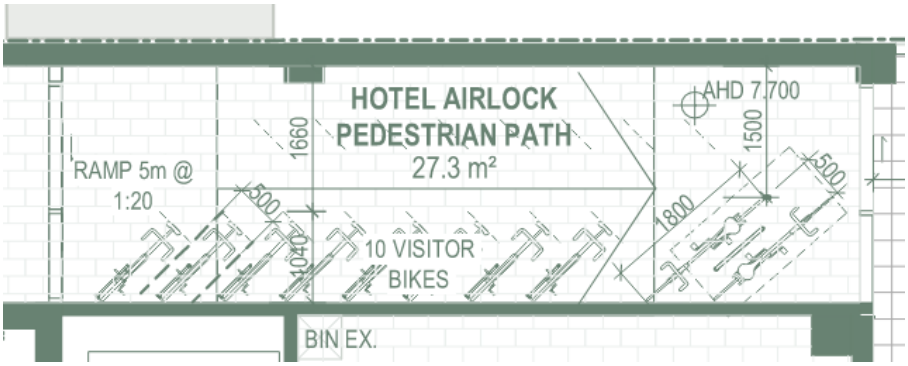
The Yarra Planning Scheme (Clause 52.34 - 5) requires the following number of bicycle parking spaces:

Table 9: Planning Scheme Required Bicycle Parking Spaces

SPACE USE	CLAUSE 52.34-5 REQUIREMENTS	BICYCLE SPACES REQUIRED	
		EMPLOYEES/OCCUPANTS	SHOPPERS/VISITORS
Retail	Employees: 1 to each 300 sq m of leasable floor area, Shoppers: 1 to each 500 sq m of leasable floor area.	2	1
Hotel	For both occupants and guests: 1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public.	1	1

The transport design strategy is summarised below.

Table 10: Transport Category Design Strategy (BESS Score: 78%)

CRITERIA	DESIGN STRATEGY
Bike Parking	• 10 bicycle parking spaces are provided on the ground floor for building visitors/guests. • 13 bicycle parking spaces provided in the basement for building staff.  Figure 3: Ground Floor Visitor Bicycle Parking

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	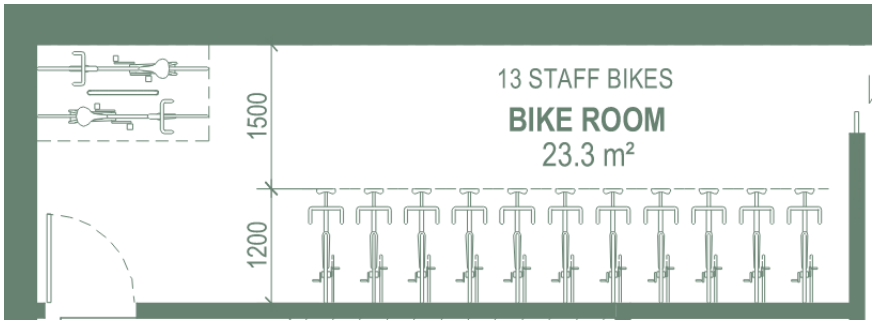 **Figure 4: Basement Bicycle Parking for Staff**
End of Trip Facilities	• 2 showers/changerooms and 12 lockers are provided for staff in a dedicated EOT facility. **Figure 5: Basement EoT Facilities**
Electric Vehicles	• No car parking facilities provided on site.

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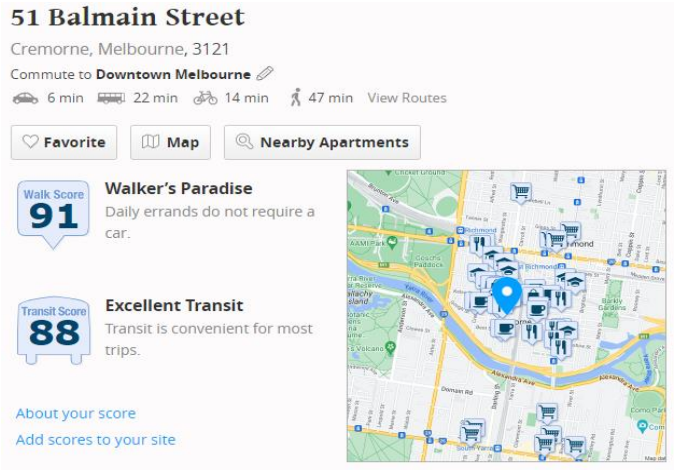
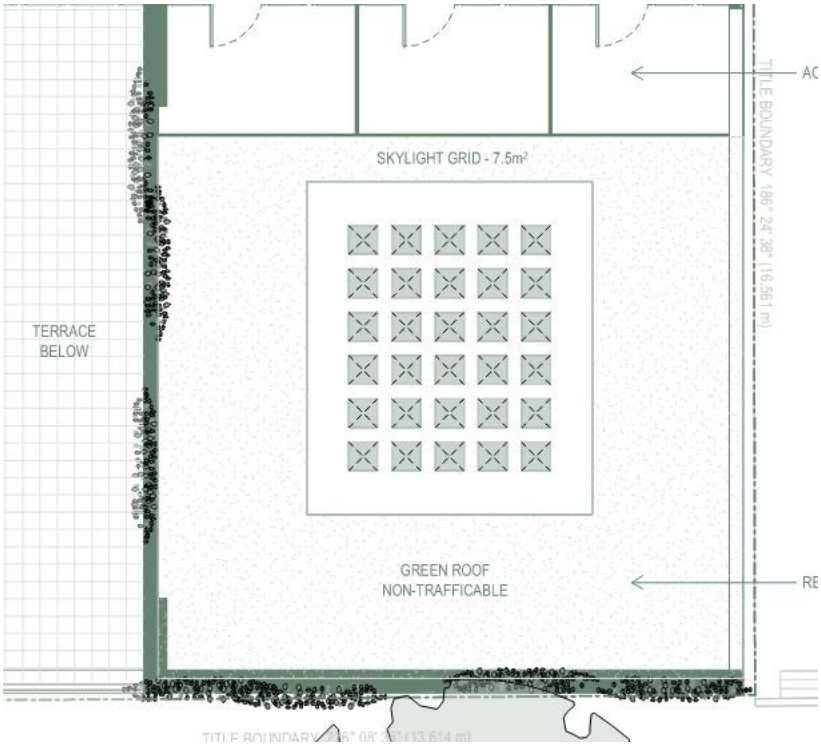
Green Travel Plan / Walkability	• Provided by the Transport Consultant showing public transport and cycling accessibility. • Project address is considered a 'walker's paradise' with a walk score of 91. • Project address is considered to have 'excellent transit' with a transit score of 88.  **Figure 6 Walkability Specifics from walkscore.com**

3.8 Urban Ecology

Objective: to protect and enhance biodiversity and to encourage the planting of indigenous vegetation.

The urban ecology design strategy is summarised below.

Table 11: Urban Ecology Category Design Strategy (BESS Score: 50%)

CRITERIA	DESIGN STRATEGY
Communal Spaces	• Hotel residents are provided with 73.6 m² of communal space. • Retail space is provided with 42.0 m² of communal space (L01 terrace).
Urban Ecology	• 107 m² (16% of the site area) is landscaped with vegetation.
Green Roof	• Green Roof provided. Landscape Consultant to provide plant and material selection during further design development. • Architect / Landscape to provide substrate materials and structural support details.  **Figure 7: Green Roof Architectural Plan**

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Green Façade	• Green facades to be incorporated in the project. • Project team has consulted with Fytogreen systems to determine a suitable green façade concept/design. **Figure 8: Preliminary render of green facade**

3.9 Innovation

Objective: to encourage innovative technology, design and processes in all development, so as to positively influence the sustainability of buildings.

No specific innovation initiatives are currently targeted by the design team for use in the BESS tool.

3.10 Construction & Building Management

Objective: to encourage a holistic and integrated design and construction process and ongoing high performance.

The building management strategy is summarised below.

Table 12: Management Category Design Strategy (BESS Score: 50%)

CRITERIA	DESIGN STRATEGY
Metering	• Metering to be provided for all individual retail tenancies. Separate metering facilities are provided for all utilities (electricity, water and gas if applicable). Individual meters allow building users to monitor the building consumption patterns and costs, to enable identification of areas for improvement. • Metering is provided for all common area equipment. Separate metering facilities are provided for all central services for all utilities (electricity, water and gas if applicable).
Thermal Performance Modelling	• Preliminary Façade assessments have been undertaken in accordance with the NCC 2022 Façade calculator. Refer to Appendix E for preliminary Section J assessment.

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4. SUSTAINABILITY MANAGEMENT PROCESS

The following describes the Sustainability Management Process throughout the project stages.

4.1 Concept Design

Stage Objective: The project team and project ESD Consultant reviews the project sustainable objectives and site characteristic to define agreed sustainable initiatives in line with the project sustainable objectives.

Stage Output: Agree on targeted initiatives.

4.2 Schematic Design

Stage Objective: The project team (engineers, architect, project manager, building owner) and the project ESD Consultant prepare schematic design level documentation in agreement with the agreed targeted initiatives.

Stage Output:

- Update targeted initiatives where required.
- Document design in accordance with targeted initiatives.
- BESS Scorecard.
- Preliminary NCC 2022 Section J thermal envelope analysis.
- Stormwater Rating Report.
- Preliminary Sustainable Management Plan Report.

4.3 Detailed Design

Stage Objective: The project team (engineers, architect, project manager, building owner) and the project ESD Consultant develop and detail the documentation in agreement with the agreed targeted initiatives for the purposes of construction tender and documentation.

Stage Output:

- Project team develop and detail documentation in accordance with targeted initiatives.
- Detailed NCC 2022 Section J thermal envelope analysis.
- Contractor tender specifications and documentation.

4.4 Construction

Stage Objective: The Contractor's design team, Project Manager and Client design, document, build and commission the project in accordance with agreed targeted initiatives.

Stage Outputs

- Contractor reviews and accept targeted initiatives.
- Documentation of constructed design in accordance with agreed targeted initiatives.
- Final Sustainable Management Plan Report.

Stage Process:

- The Contractor's design team reviews the project documentation and targeted initiatives.
- If amendments to the design is considered that may impact on the agreed targeted initiative, a revised targeted initiative list is to be compiled and provided to the Project Manager for acceptance. The construction documentation is to be in accordance with the targeted initiatives agreed with the Project Manager.
- The Contractor develops and implements procedures to document compliance with the targeted initiatives during final design and construction phase, this may include, but is not limited to, final NatHERS compliance assessments and reports, final Sustainable Management Plan Report, ESD submissions to certifier and local authority for approval, construction materials review, acceptance procedures, documentation and evidence gathering procedures, change of design schedules.

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4.5 Sustainability Management Non-Compliance Form

Document and inform non-compliance with targeted initiatives that may have an impact on the project ability to achieve the desired sustainable outcome and document the basis of alternative approach to compliance.

This form is to be forwarded to the project manager for record keeping.

Project: _____

Date: _____

Initiative (credit number and name): _____

(number of points): _____

Description of non-compliance aspect with the initiative:

Description of alternative method and / or mitigation strategy:

Is the project sustainability outcome affected (Yes/No)? _____

Name: _____

Signature: _____

Date: _____

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Appendix A – Referenced Documentation

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APPENDIX A – REFERENCED DOCUMENTATION

Table 13 Architectural Documentation

DOCUMENT NUMBER	DOCUMENT TITLE	REVISION
TP01.00	BASEMENT 1	06/09/24
TP01.01	GROUND FLOOR	06/09/24
TP01.02	LEVEL 1	06/09/24
TP01.03	LEVEL 2 - 7	06/09/24
TP01.04	LEVEL 6	06/09/24
TP01.05	LEVEL 8	06/09/24
TP01.10	ROOF	06/09/24
TP02.01	WEST ELEVATION	06/09/24
TP02.02	SOUTH ELEVATION	06/09/24
TP02.03	NORTH ELEVATION	06/09/24
TP02.04	EAST ELEVATION	06/09/24

Table 14 Building Services Documentation

DOCUMENT NUMBER	DOCUMENT TITLE	REVISION
-	BUILDING SERVICES SPATIAL REVIEW	29/11/2023

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Appendix B – BESS Report

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APPENDIX B – BESS REPORT

(See attached on the following page)

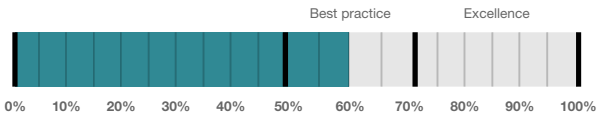
BESS Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 49 Balmain St Cremorne Victoria 3121. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Yarra City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

Your BESS Score

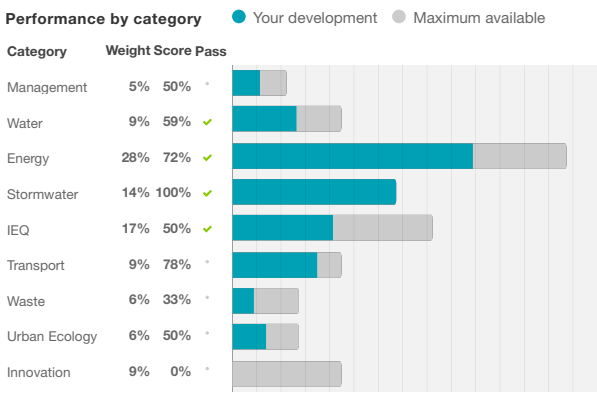


61%

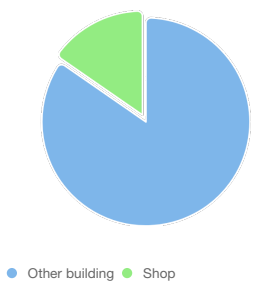
Project details

Address	49 Balmain St Cremorne Victoria 3121
Project no	8D94F5CB-R4
BESS Version	BESS-8
Site type	Non-residential development
Account	gclark@floth.com.au
Application no.	
Site area	670.00 m²
Building floor area	3,189.09 m²
Date	05 September 2024
Software version	2.0.0-B.557

Performance by category



Project composition



Buildings

Name	Height	Footprint	% of total footprint
Balmain St Hotel	8	667 m^2	100%

Dwellings & Non Res Spaces

Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Shop				
Retail	1	490 m^2	Balmain St Hotel	15%
Total	**1**	**490 m^2**	**15%**	
Other building				
Hotel 1 Bed	89	28.7 m^2	Balmain St Hotel	80%
Lobby	1	144 m^2	Balmain St Hotel	4%
Total	**90**	**2,699 m^2**	**84%**	

Supporting information

Floorplans & elevation notes

Credit	Requirement	Response	Status
Management 3.2	Annotation: Individual utility meters to be provided to all individual commercial tenancies	To be printed Please refer to SMP Section 3.10 and see annotation on pages 1 - 3 of attached architectural markups (Appendix F).	✔
Management 3.3	Annotation: Sub-meters to be provided to all major common area services (list each)	To be printed Please refer to SMP Section 3.10 and see annotation on pages 1 - 3 of attached architectural markups (Appendix F).	✔
Water 3.1	Annotation: Water efficient garden details	To be printed Please refer to SMP Section 3.3 and see annotations on pages 4 and 6 of attached architectural markups (Appendix F).	✔
Stormwater 1.1	Location of any stormwater management systems (rainwater tanks, raingardens, buffer strips)	To be printed Please refer to SMP Section 3.4 and see annotations on pages 1, 4 and 6 of attached architectural markups (Appendix F).	✔
Transport 1.4	Location of non-residential bicycle parking spaces	To be printed Please refer to SMP Section 3.7 and see annotation on page 2 of attached architectural markup (Appendix F).	✔
Transport 1.5	Location of non-residential visitor bicycle parking spaces	To be printed Please refer to SMP Section 3.7 and see annotation on page 2 of attached architectural markup (Appendix F).	✔

Credit	Requirement	Response	Status
Transport 1.6	Location of showers, change rooms and lockers as nominated	To be printed Please refer to SMP Section 3.7 and see annotation on page 1 of attached architectural markup (Appendix F).	✔
Waste 2.2	Location of recycling facilities	To be printed Please refer to SMP Section 3.6 and see annotation on page 1 of attached architectural markup (Appendix F).	✔
Urban Ecology 2.1	Location and size of vegetated areas	To be printed Please refer to SMP Section 3.8 and see annotations on pages 4 and 6 of attached architectural markup (Appendix F).	✔
Urban Ecology 2.2	Location and size of green roof	To be printed Please refer to SMP Section 3.8 and see annotations on pages 4 and 6 of attached architectural markup (Appendix F).	✔
Urban Ecology 2.3	Location and size of green facade	To be printed Please refer to SMP Section 3.8 and see annotations on pages 8 and 9 of attached architectural markup (Appendix F).	✔

Supporting evidence

Credit	Requirement	Response	Status
Management 2.3a	Section J glazing assessment	To be printed N/A - Please refer to SMP Please refer to SMP Section 3.2 and Appendix E.	✔
Energy 1.1	Energy Report showing calculations of reference case and proposed buildings	To be printed N/A - Not applicable. Not applicable.	✔
Energy 3.7	Average lighting power density and lighting type(s) to be used	To be printed N/A - Please refer to SMP Please refer to SMP Section 3.2	✔
Stormwater 1.1	STORM report or MUSIC model	To be printed N/A - Please refer to SMP Please refer to SMP Section 3.4 and Appendix G.	✔
IEQ 1.4	A short report detailing assumptions used and results achieved.	To be printed N/A - Please refer to SMP Please refer to SMP Section 3.1 and Appendix C.	✔

BESS, 49 Balmain St [P2] 49 Balmain St, Cremorne 3121

Credit summary

Management Overall contribution 4.5%

		50%
1.1 Pre-Application Meeting		0%
2.3 Thermal Performance Modelling - Non-Residential		50%
3.2 Metering - Non-Residential		100%
3.3 Metering - Common Areas		100%
4.1 Building Users Guide		100%

Water Overall contribution 9.0%

	Minimum required 50%	59%	✔ Pass
1.1 Potable Water Use Reduction		42%	
3.1 Water Efficient Landscaping		100%	
4.1 Building Systems Water Use Reduction		100%	

Energy Overall contribution 27.5%

	Minimum required 50%	72%	✔ Pass
1.1 Thermal Performance Rating - Non-Residential		37%	
2.1 Greenhouse Gas Emissions		100%	
2.2 Peak Demand		100%	
2.6 Electrification		100%	
2.7 Energy consumption		100%	
3.1 Carpark Ventilation		N/A	Scoped Out
			No enclosed car park
3.2 Hot Water		100%	
3.7 Internal Lighting - Non-Residential		100%	
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	Scoped Out
			No cogeneration or trigeneration system in use.
4.2 Renewable Energy Systems - Solar		0%	Disabled
			No solar PV renewable energy is in use.
4.4 Renewable Energy Systems - Other		N/A	Scoped Out
			No other (non-solar PV) renewable energy is in use.

Stormwater Overall contribution 13.5%

	Minimum required 100%	100%	✔ Pass
1.1 Stormwater Treatment		100%	

BESS, 49 Balmain St [P2] 49 Balmain St, Cremorne 3121

IEQ Overall contribution 16.5%

	Minimum required 50%	50%	✔ Pass
1.4 Daylight Access - Non-Residential		47%	✔ Achieved
2.3 Ventilation - Non-Residential		71%	✔ Achieved
3.4 Thermal comfort - Shading - Non-Residential		11%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		0%	
4.1 Air Quality - Non-Residential		100%	

Transport Overall contribution 9.0%

	78%	
1.4 Bicycle Parking - Non-Residential	100%	
1.5 Bicycle Parking - Non-Residential Visitor	100%	
1.6 End of Trip Facilities - Non-Residential	15%	
2.1 Electric Vehicle Infrastructure	N/A	Scoped Out
	No carparking provided on site	
2.2 Car Share Scheme	N/A	Scoped Out
	No carparking provided on site	
2.3 Motorbikes / Mopeds	N/A	Scoped Out
	No carparking provided on site	

Waste Overall contribution 5.5%

	33%
1.1 - Construction Waste - Building Re-Use	0%
2.1 - Operational Waste - Food & Garden Waste	0%
2.2 - Operational Waste - Convenience of Recycling	100%

Urban Ecology Overall contribution 5.5%

	50%
1.1 Communal Spaces	0%
2.1 Vegetation	50%
2.2 Green Roofs	100%
2.3 Green Walls and Facades	100%
3.2 Food Production - Non-Residential	0%

Innovation Overall contribution 9.0%

	0%
1.1 Innovation	0%

Credit breakdown

Management Overall contribution 2%

1.1 Pre-Application Meeting		0%
Score Contribution	This credit contributes 37.5% towards the category score.	
Criteria	Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council?	
Question	Criteria Achieved ?	
Project	No	
2.3 Thermal Performance Modelling - Non-Residential		50%
Score Contribution	This credit contributes 25% towards the category score.	
Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2022 Section J4D6?	
Question	Criteria Achieved ?	
Shop	Yes	
Other building	Yes	
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2022 Section J (Energy Efficiency), NABERS or Green Star?	
Question	Criteria Achieved ?	
Shop	No	
Other building	No	
3.2 Metering - Non-Residential		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have utility meters been provided for all individual commercial tenants?	
Question	Criteria Achieved ?	
Shop	Yes	
Other building	Yes	
3.3 Metering - Common Areas		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have all major common area services been separately submetered?	
Question	Criteria Achieved ?	
Shop	Yes	
Other building	Yes	
4.1 Building Users Guide		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Will a building users guide be produced and issued to occupants?	
Question	Criteria Achieved ?	
Project	Yes	

BESS, 49 Balmain St [P2] 49 Balmain St, Cremorne 3121

Water

Overall contribution 5% Minimum required 50%

Water Approach	
What approach do you want to use for Water?:	Use the built in calculation tools
Do you have a reticulated third pipe or an on-site water recycling system?:	No
Are you installing a swimming pool?:	No
Are you installing a rainwater tank?:	Yes
Fixtures, fittings & connections profile	
Showerhead: All	4 Star WELS (>= 6.0 but <= 7.5)
Bath: All	Scope out
Kitchen Taps: All	>= 5 Star WELS rating
Bathroom Taps: All	>= 6 Star WELS rating
Dishwashers:	
Hotel 1 Bed	Scope out
Retail Lobby	>= 5 Star WELS rating
WC: All	>= 4 Star WELS rating
Urinals:	
Hotel 1 Bed Lobby	Scope out
Retail	>= 5 Star WELS rating
Washing Machine Water Efficiency:	
Hotel 1 Bed Lobby	Scope out
Retail	>= 4 Star WELS rating
Which non-potable water source is the dwelling/space connected to?: All	-1
Non-potable water source connected to Toilets:	
Hotel 1 Bed	No
Retail Lobby	Yes
Non-potable water source connected to Laundry (washing machine): All	No
Non-potable water source connected to Hot Water System: All	No
Rainwater tank profile	
What is the total roof area connected to the rainwater tank?: Rainwater Tank	523 m²
Tank Size: Rainwater Tank	10,000 Litres
Irrigation area connected to tank: Rainwater Tank	133 m²
Is connected irrigation area a water efficient garden?: Rainwater Tank	Yes
Other external water demand connected to tank?: Rainwater Tank	90.0 Litres/Day

1.1 Potable Water Use Reduction		42%
Score Contribution	This credit contributes 71.4% towards the category score.	
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.	
Output	Reference	
Project	6507 kL	
Output	Proposed (excluding rainwater and recycled water use)	
Project	4844 kL	
Output	Proposed (including rainwater and recycled water use)	
Project	4752 kL	
Output	% Reduction in Potable Water Consumption	
Project	26 %	
Output	% of connected demand met by rainwater	
Project	100 %	
Output	How often does the tank overflow?	
Project	Very Often	
Output	Opportunity for additional rainwater connection	
Project	2434 kL	
3.1 Water Efficient Landscaping		100%
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Will water efficient landscaping be installed?	
Question	Criteria Achieved ?	
Project	Yes	
4.1 Building Systems Water Use Reduction		100%
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems?	
Question	Criteria Achieved ?	
Project	Yes	

BESS, 49 Balmain St [P2] 49 Balmain St, Cremorne 3121

Energy

Overall contribution 20% Minimum required 50%

Use the BESS Deem to Satisfy (DtS) method for Non-residential spaces?:	Yes
Do all exposed floors and ceilings (forming part of the envelope) demonstrate meeting the required NCC2022 insulation levels (total R-value upwards and downwards)?:	Yes
Does all wall and glazing demonstrate meeting the required NCC2022 facade calculator (or better than the total allowance)?:	Yes
Are heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available?:	Yes
Are water heating systems within one star of the best available, or 85% or better than the most efficient equivalent capacity unit?:	Yes

1.1 Thermal Performance Rating - Non-Residential		37%
Score Contribution	This credit contributes 36.4% towards the category score.	
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC2022 Section J)?	

2.1 Greenhouse Gas Emissions		100%
Score Contribution	This credit contributes 9.1% towards the category score.	
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?	

2.2 Peak Demand		100%
Score Contribution	This credit contributes 4.5% towards the category score.	
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?	

2.6 Electrification		100%
Score Contribution	This credit contributes 13.6% towards the category score.	
Criteria	Is the development all-electric?	
Question	Criteria Achieved?	
Project	Yes	

2.7 Energy consumption		100%
Score Contribution	This credit contributes 18.2% towards the category score.	
Criteria	What is the % reduction in annual energy consumption against the benchmark?	

3.1 Carpark Ventilation		N/A	Scoped Out
This credit was scoped out	No enclosed car park		

3.2 Hot Water		100%	
Score Contribution	This credit contributes 4.5% towards the category score.		
Criteria	What is the % reduction in annual energy consumption (gas and electricity) of the hot water system against the benchmark?		
3.7 Internal Lighting - Non-Residential		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J7D3a of the NCC 2022 Vol 1?		
Question	Criteria Achieved ?		
Shop	Yes		
Other building	Yes		
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	Scoped Out
This credit was scoped out	No cogeneration or trigeneration system in use.		
4.2 Renewable Energy Systems - Solar		0%	Disabled
This credit is disabled	No solar PV renewable energy is in use.		
4.4 Renewable Energy Systems - Other		N/A	Scoped Out
This credit was scoped out	No other (non-solar PV) renewable energy is in use.		

Stormwater

Overall contribution 14% Minimum required 100%

Which stormwater modelling software are you using?:	Melbourne Water STORM tool	
1.1 Stormwater Treatment		100%
Score Contribution	This credit contributes 100% towards the category score.	
Criteria	Has best practice stormwater management been demonstrated?	
Question	STORM score achieved	
Project	100	
Output	Min STORM Score	
Project	100	

IEQ

Overall contribution 8% Minimum required 50%

1.4 Daylight Access - Non-Residential		47%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the nominated floor area has at least 2% daylight factor?		
Question	Percentage Achieved?		
Shop	68 %		
Other building	44 %		
2.3 Ventilation - Non-Residential		71%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the regular use areas are effectively naturally ventilated?		
Question	Percentage Achieved?		
Shop	100 %		
Other building	0 %		
Criteria	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668.2:2012?		
Question	Percentage Achieved?		
Shop	50 %		
Other building	50 %		
Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?		
Question	Value		
Shop	800 ppm		
Other building	800 ppm		
3.4 Thermal comfort - Shading - Non-Residential		11%	
Score Contribution	This credit contributes 17.6% towards the category score.		
Criteria	What percentage of east, north and west glazing to regular use areas is effectively shaded?		
Question	Percentage Achieved?		
Shop	59 %		
Other building	0 %		
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		0%	
Score Contribution	This credit contributes 5.9% towards the category score.		
Criteria	What percentage of regular use areas in tenancies have ceiling fans?		
Question	Percentage Achieved?		
Shop	0 %		
Other building	0 %		
4.1 Air Quality - Non-Residential		100%	
Score Contribution	This credit contributes 5.9% towards the category score.		

Criteria	Do all paints, sealants and adhesives meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Shop	Yes
Other building	Yes
Criteria	Does all carpet meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Shop	No carpet
Other building	Yes
Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Shop	No engineered wood
Other building	Yes

Transport Overall contribution 7%

Section Notes: The "Other Building" is transient living (hotel) space and thus lockers and showers aren't provided by the main building.

1.4 Bicycle Parking - Non-Residential		100%
Score Contribution	This credit contributes 50% towards the category score.	
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?	
Question	Criteria Achieved ?	
Shop	Yes	
Other building	Yes	
Question	Bicycle Spaces Provided ?	
Shop	5	
Other building	5	
1.5 Bicycle Parking - Non-Residential Visitor		100%
Score Contribution	This credit contributes 25% towards the category score.	
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?	
Question	Criteria Achieved ?	
Shop	Yes	
Other building	Yes	
Question	Bicycle Spaces Provided ?	
Shop	7	
Other building	6	
1.6 End of Trip Facilities - Non-Residential		15%
Score Contribution	This credit contributes 25% towards the category score.	
Criteria	Where adequate bicycle parking has been provided. Is there also: * 1 shower for the first 5 employee bicycle spaces plus 1 to each 10 employee bicycles spaces thereafter, * changing facilities adjacent to showers, and * one secure locker per employee bicycle space in the vicinity of the changing / shower facilities?	
Question	Number of showers provided ?	
Shop	2	
Other building	0	
Question	Number of lockers provided ?	
Shop	12	
Other building	0	
Output	Min Showers Required	
Shop	1	
Other building	1	
Output	Min Lockers Required	
Shop	5	
Other building	5	

2.1 Electric Vehicle Infrastructure		N/A	Scoped Out
This credit was scoped out	No carparking provided on site		
2.2 Car Share Scheme		N/A	Scoped Out
This credit was scoped out	No carparking provided on site		
2.3 Motorbikes / Mopeds		N/A	Scoped Out
This credit was scoped out	No carparking provided on site		

Waste

Overall contribution 2%

1.1 - Construction Waste - Building Re-Use		0%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	If the development is on a site that has been previously developed, has at least 30% of the existing building been re-used?	
Question	Criteria Achieved ?	
Project	No	
2.1 - Operational Waste - Food & Garden Waste		0%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are facilities provided for on-site management of food and garden waste?	
Question	Criteria Achieved ?	
Project	No	
2.2 - Operational Waste - Convenience of Recycling		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are the recycling facilities at least as convenient for occupants as facilities for general waste?	
Question	Criteria Achieved ?	
Project	Yes	

BESS, 49 Balmain St [P2] 49 Balmain St, Cremorne 3121

Urban Ecology Overall contribution 3%

1.1 Communal Spaces		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?	
Question	Common space provided	
Shop	41.9 m²	
Other building	73.6 m²	
Output	Minimum Common Space Required	
Shop	49 m²	
Other building	92 m²	
2.1 Vegetation		50%
Score Contribution	This credit contributes 50% towards the category score.	
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?	
Question	Percentage Achieved ?	
Project	16 %	
2.2 Green Roofs		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Does the development incorporate a green roof?	
Question	Criteria Achieved ?	
Project	Yes	
2.3 Green Walls and Facades		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Does the development incorporate a green wall or green façade?	
Question	Criteria Achieved ?	
Project	Yes	
3.2 Food Production - Non-Residential		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	What area of space per occupant is dedicated to food production?	
Question	Food Production Area	
Shop	0.0 m²	
Other building	0.0 m²	
Output	Min Food Production Area	
Shop	13 m²	
Other building	34 m²	

Innovation Overall contribution 0%

1.1 Innovation		0%
Score Contribution	This credit contributes 100% towards the category score.	
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?	

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Appendix C – Daylight Assessment

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APPENDIX C – DAYLIGHT ASSESSMENT

(See attached on the following page)

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Technical Memorandum (TM)

23426
15/08/2024

Zig Inge Group
14 Prospect Hill Rd,
Camberwell VIC 3000

49-51 Balmain St, Cremorne – Preliminary Daylight Assessment

This technical memo summarises a preliminary assessment of the Daylight access for 49-51 Balmain St, Cremorne.

49-51 Balmain Street is a mixed-use development, located in the City of Yarra, Victoria (climate zone 6), with:

- 8 floors of class 3 space (hotel) space with 89 rooms
- 3 floors of class 6 (retail) space
- Basement floor with retail space

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INTRODUCTION

1.1 Terms of Engagement

This report was commissioned to present the outcomes of a daylight factor analysis undertaken for 49-51 Balmain Street.

1.2 Summary of Criteria

The hotel within BESS has been assessed as non-residential due to the room layout and nature of the building. As such, the whole building daylight modelling has been conducted to assess the building against the following non-residential criteria:

- Points are awarded based on the percentage of regular use floor area, above 33%, that achieves a daylight factor greater than 2%.

1.3 Software Used

The daylight simulation was conducted using a Radiance simulation engine through the graphical user interfaces provided by DesignBuilder version 7.0.2 to write and run simulations.

1.4 Building Description

The project is located in Cremorne, Victoria within the City of Yarra council. The building has 8 floors of hotel space and 3 floors of retail space.

DAYLIGHT ANALYSIS

2.1 Daylight Modelling Methodology

Table 1: Daylight Modelling Methodology

PARAMETER	METHODOLOGY
Sky Conditions	• Sky type: CIE uniform sky with a constant illuminance value of 10 000 lux. • The CIE uniform sky type represents a sky with a constant value of illuminance. Therefore, the modelled sky dome will have the same value of illuminance no matter the location of the building or direction of the facades.
Commercial And Retail Analysis Grid	• Height: 0.1m above floor level • Sizing: 0.3m x 0.3m

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2.2 Building Glazing and Reflectance

The visual properties of surrounding buildings, vision glass, and internal finishes will have significant effects on internal daylight levels. The following parameters were used in the daylight analysis.

Table 2: Visible Light Properties used as parameters for modelling

SURFACES		VISIBLE LIGHT PROPERTIES		
		TRANSMISSIVITY	REFLECTIVITY	ORIGIN OF DATA
Internal	Walls	-	70%	City of Yarra Sustainable Design in the Planning Phase (SDAPP) default values
	Ceiling	-	80%	
	Floors	-	30%	
Glazing	L00 – L01 Retail	70%	-	Project required VLTs
	L01 – L08 Hotel	70%	-	
	L01- Hotel Dark Panels	20%		
External	Surrounding buildings	-	40%	City of Yarra SDAPP default values
	Self-Building Shading	-	40%	
	Ground	-	10%	

2.3 Modelled Floors

During the early design phase, a daylight model was created for main floors to accurately depict the building elements, with all the following areas modelled:

- Ground floor hotel lobby
- Ground floor retail
- L01 retail
- L01 – L08 hotel rooms

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2.4 Modelled Building and Adjacent Shading

The following figure shows the building modelled geometry and shading at this early stage in the design.

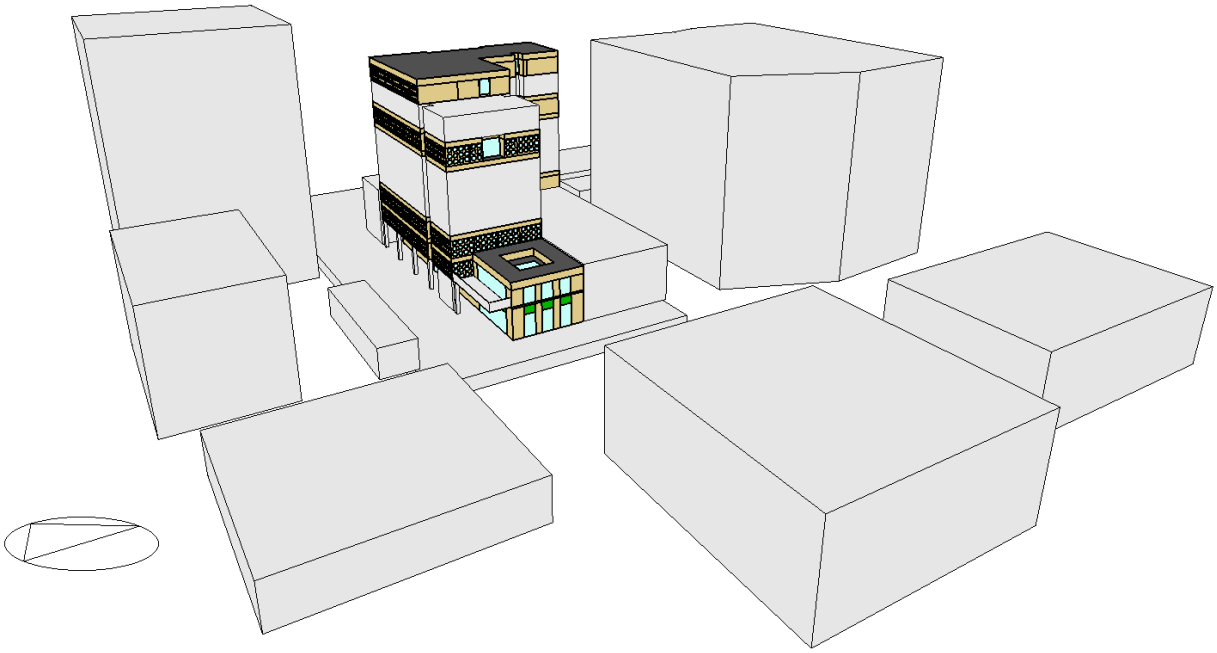

Figure 1: Modelled Building and Adjacent Shading

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RESULTS

The following table shows the compliant area with a daylight factor threshold of 2% for each space.

Table 3: Modelled Floor Daylight Simulation Results

LEVEL	SPACE	SPACE AREA [M2]	COMPLIANT AREA [M2]	COMPLIANT AREA [%]
Ground	Hotel Lobby	66.1	34.4	52
Ground	Retail F&B 1	176.6	84.6	48
Level 1	Retail F&B 1	115.8	113.8	98
Level 1	Hotel room 1	20.5	4.6	22
Level 1	Hotel room 2	20.6	12.3	60
Level 1	Hotel room 3	18.7	3.7	20
Level 1	Hotel room 4	18.6	3.5	19
Level 1	Hotel room 5	19.2	3.6	19
Level 1	Hotel room 6	18	2.8	16
Level 1	Hotel room 7	19.2	2.9	15
Level 1	Hotel room 8	19.4	2.2	12
Level 1	Hotel room 9	22.9	7.0	30
Level 1	Hotel room 10	29.5	8.9	30
Level 2	Hotel room 1	29.5	7.9	27
Level 2	Hotel room 2	23.7	6.9	29
Level 2	Hotel room 3	12.2	12.2	100
Level 2	Hotel room 4	12.2	12.2	100
Level 2	Hotel room 5	12.4	12.4	100
Level 2	Hotel room 6	12.4	12.4	100
Level 2	Hotel room 7	17.5	6.4	36
Level 2	Hotel room 8	16.8	5.8	35
Level 2	Hotel room 9	17.8	3.8	21
Level 2	Hotel room 10	17.6	4.7	27

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Level 2	Hotel room 11	16.5	5.2	32
Level 2	Hotel room 12	17.6	6.2	35
Level 3	Hotel room 1	29.5	7.9	27
Level 3	Hotel room 2	23.7	6.9	29
Level 3	Hotel room 3	12.2	12.2	100
Level 3	Hotel room 4	12.2	12.2	100
Level 3	Hotel room 5	12.4	12.4	100
Level 3	Hotel room 6	12.4	12.4	100
Level 3	Hotel room 7	17.5	6.4	36
Level 3	Hotel room 8	16.8	5.8	35
Level 3	Hotel room 9	17.8	3.8	21
Level 3	Hotel room 10	17.6	4.7	27
Level 3	Hotel room 11	16.5	5.2	32
Level 3	Hotel room 12	17.6	6.2	35
Level 4	Hotel room 1	29.5	7.9	27
Level 4	Hotel room 2	23.7	6.9	29
Level 4	Hotel room 3	12.2	12.2	100
Level 4	Hotel room 4	12.2	12.2	100
Level 4	Hotel room 5	12.4	12.4	100
Level 4	Hotel room 6	12.4	12.4	100
Level 4	Hotel room 7	17.5	6.4	36
Level 4	Hotel room 8	16.8	5.8	35
Level 4	Hotel room 9	17.8	3.8	21
Level 4	Hotel room 10	17.6	4.7	27
Level 4	Hotel room 11	16.5	5.2	32
Level 4	Hotel room 12	17.6	6.2	35
Level 5	Hotel room 1	29.5	7.9	27

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Level 5	Hotel room 2	23.7	6.9	29
Level 5	Hotel room 3	12.2	12.2	100
Level 5	Hotel room 4	12.2	12.2	100
Level 5	Hotel room 5	12.4	12.4	100
Level 5	Hotel room 6	12.4	12.4	100
Level 5	Hotel room 7	17.5	6.4	36
Level 5	Hotel room 8	16.8	5.8	35
Level 5	Hotel room 9	17.8	3.8	21
Level 5	Hotel room 10	17.6	4.7	27
Level 5	Hotel room 11	16.5	5.2	32
Level 5	Hotel room 12	17.6	6.2	35
Level 6	Hotel room 1	29.5	9.8	33
Level 6	Hotel room 2	23.7	8.7	37
Level 6	Hotel room 3	16.8	7.1	42
Level 6	Hotel room 4	17.5	7.7	44
Level 6	Hotel room 5	17.6	6.9	39
Level 6	Hotel room 6	16.5	6.3	38
Level 6	Hotel room 7	17.6	6.0	34
Level 6	Hotel room 8	17.8	5.2	29
Level 6	Hotel room 9	20.5	20.5	100
Level 6	Hotel room 10	12.4	12.4	100
Level 6	Hotel room 11	12.4	12.4	100
Level 7	Hotel room 1	29.5	7.9	27
Level 7	Hotel room 2	23.7	6.9	29
Level 7	Hotel room 3	12.2	12.2	100
Level 7	Hotel room 4	12.2	12.2	100
Level 7	Hotel room 5	12.4	12.4	100

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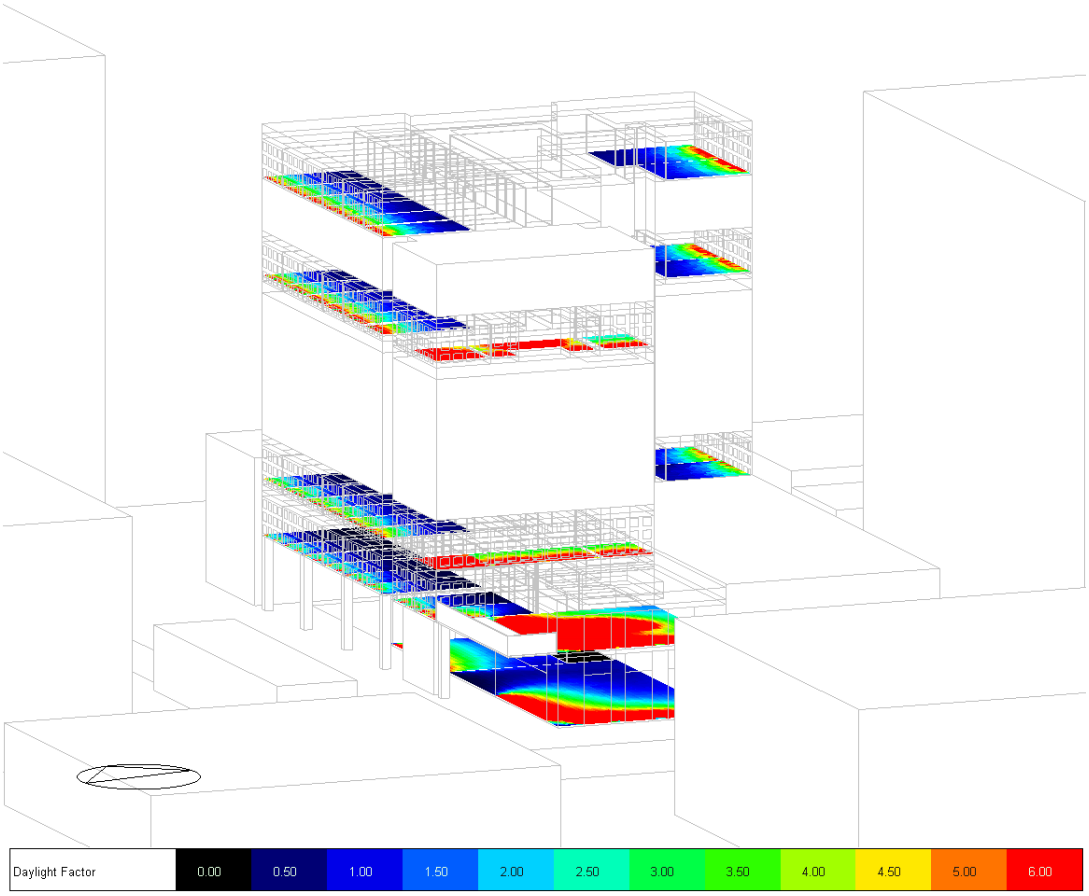
Level 7	Hotel room 6	12.4	12.4	100
Level 7	Hotel room 7	17.5	6.4	36
Level 7	Hotel room 8	16.8	5.8	35
Level 7	Hotel room 9	17.8	3.8	21
Level 7	Hotel room 10	17.6	4.7	27
Level 7	Hotel room 11	16.5	5.2	32
Level 7	Hotel room 12	17.6	6.2	35
Level 8	Hotel room 1	16.9	6.9	41
Level 8	Hotel room 2	17.5	7.2	41
Level 8	Hotel room 3	17.7	6.8	38
Level 8	Hotel room 4	16.6	6.5	39
Level 8	Hotel room 5	23.6	10.5	44
Level 8	Hotel room 6	17.7	6.2	35
Level 8	Hotel room 7	29.5	9.6	32
Level 8	Hotel room 8	17.9	5.9	33

Table 4: Resultant Compliant Area using Typical Floors

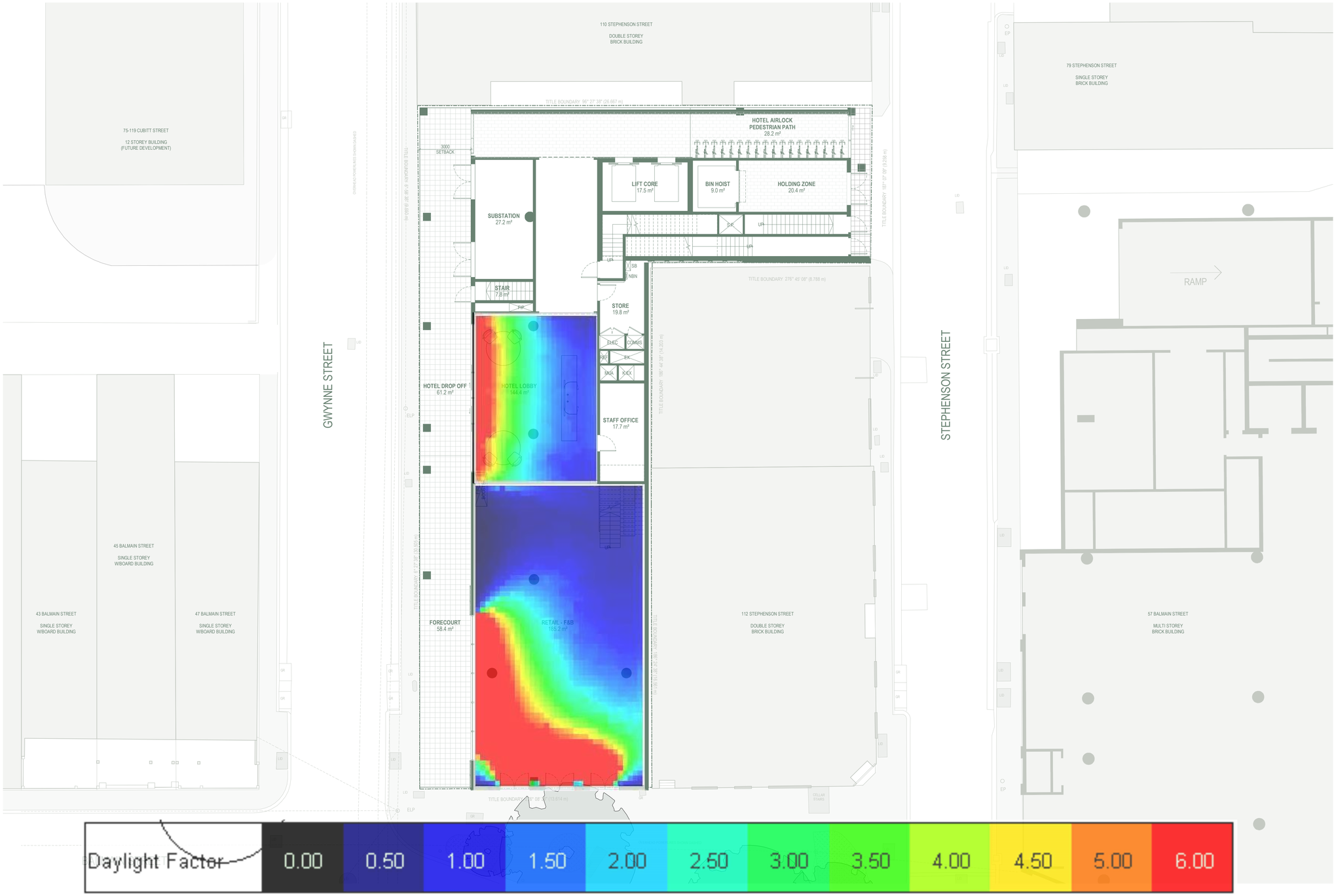
LEVEL – SPACE	REQUIRED COMPLIANT AREA [%] FOR BESS SCORE TO ACHIEVE POINTS	COMPLIANT AREA [%]
Hotel Areas	33%	44%
Retail Areas	33%	68%

Daylight factor map



Yours sincerely,
Floth Pty Ltd

Gareth Clark
Senior Sustainability & Building Physics Engineer
gclark@floth.com.au



PRELIMINARY

Revisions

P1	15.03.2024	Preliminary	ND
P2	19.07.2024	For Information	ND

12/08/2024 6:06:03 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Ground Floor**
Project No.: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No.: **TP01.01**
P2

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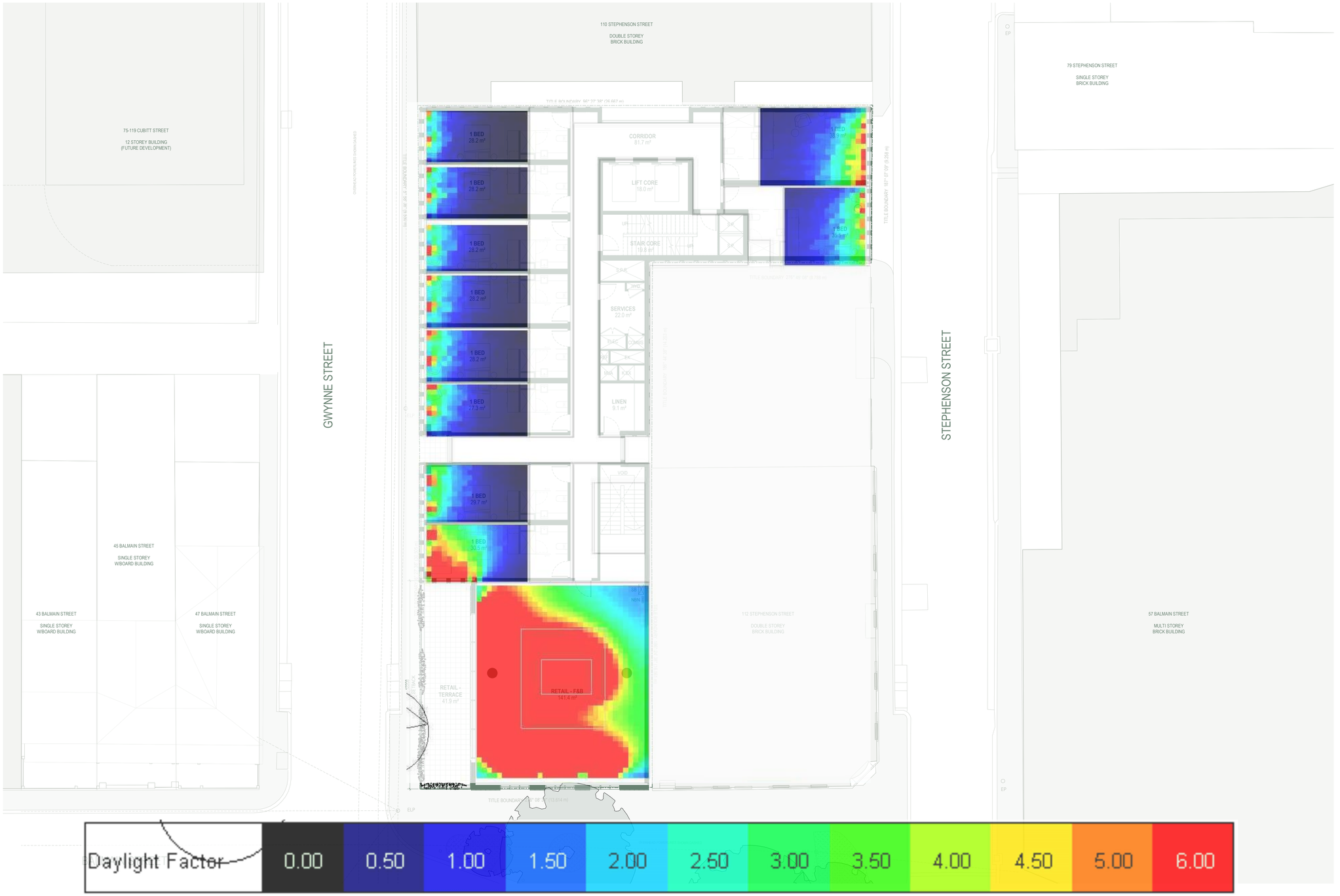

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P2	19.07.2024	For Information	ND

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 1**
Project No: **222035**
Author: **ND**
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Drawing No.: **TP01.02**
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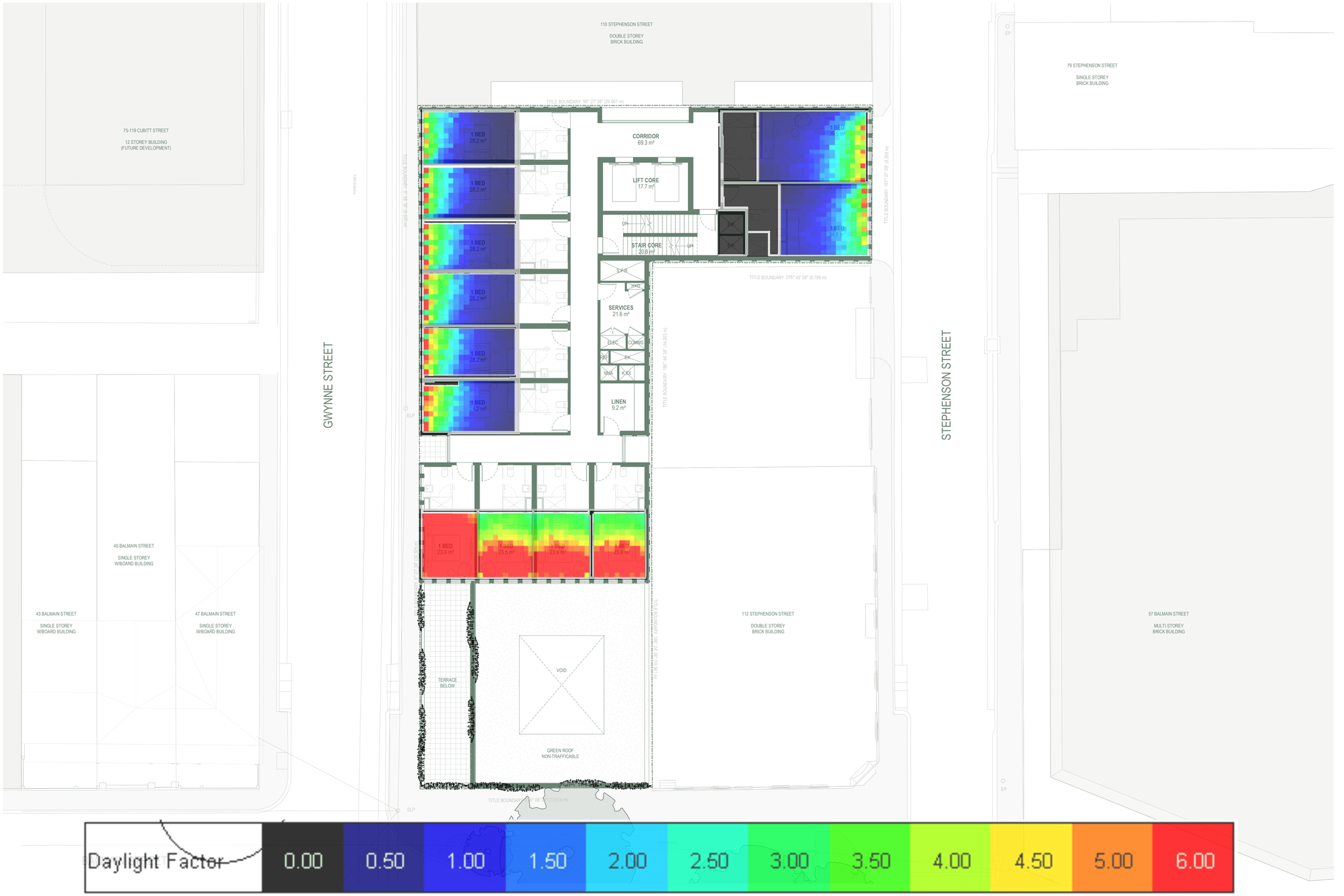

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Revisions				
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P2	19.07.2024	For Information	ND

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 2 - 7**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No: **TP01.03**
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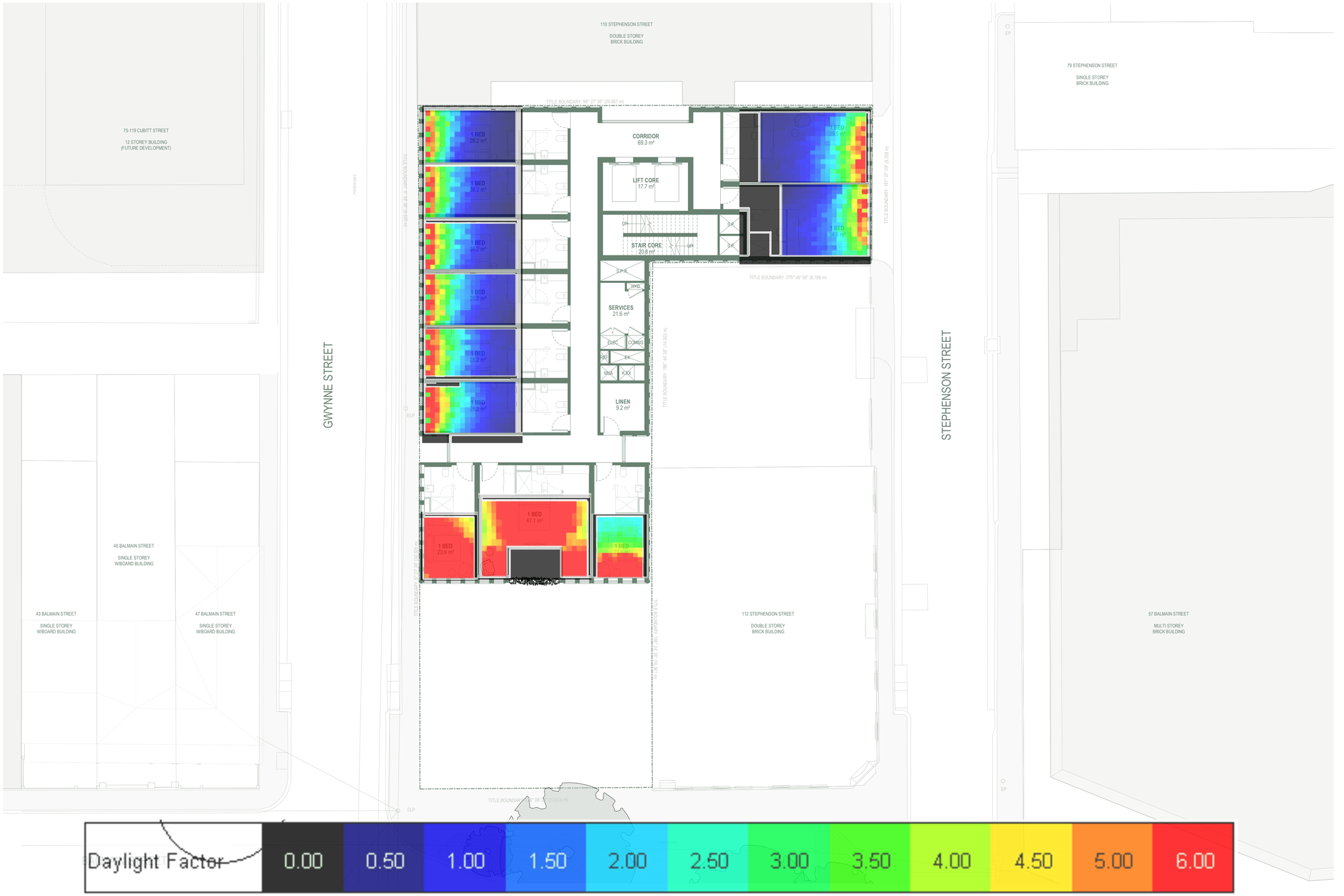

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 6**
Project No: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No: **TP01.04**
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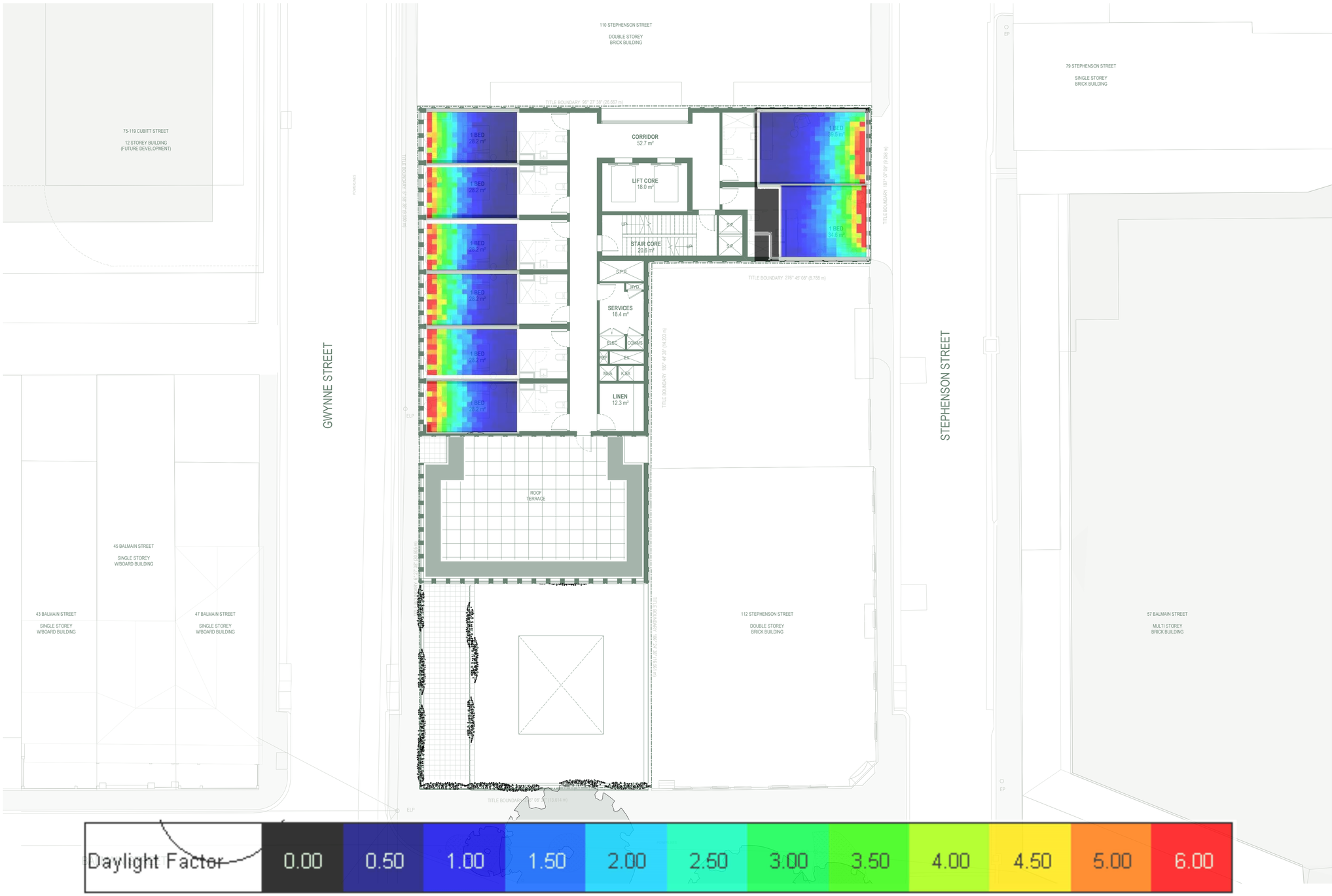

PRELIMINARY

Revisions			
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P2	12.04.2024	Post OVGA Updates	ND
P3	19.07.2024	For Information	ND

12/08/2024 6:06:12 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 8**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No: **TP01.09**
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Appendix D – TVOC LIMITS

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APPENDIX D – TVOC LIMITS

(See attached on the following page)

Total VOC limits

Paints, Adhesives and Sealants

Product category	Max. Total Volatile Organic Compounds (TVOC) content in grams per litre (g/L) of ready to use product
General purpose adhesives and sealants	50
Interior wall and ceiling paint, all sheen levels	16
Trim, varnishes, and wood stains	75
Primers, sealers, and prep coats	65
One and two pack performance coatings for floors	140
Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesives and sealants	100

Carpets

Compliance option	Test protocol	Limit
ASTM D5116	ASTM D5116 - Total VOC limit*	limit* 0.5mg/m^2 per hour
	ASTM D5116 - 4-PC (4-Phenylcyclohexene) *	0.05mg/m^2 per hour
ISO 16000 / EN 13419	ISO 16000 / EN 13419 - TVOC at three days	0.5 mg/m^2 per hour
ISO 10580 / ISO/TC 219 (Document N238)	ISO 10580 / ISO/TC 219 (Document N238) - TVOC at 24 hours	0.5mg/m^2 per hour

* mg/m²hr may also be represented as mg/m²/hr

Engineered Wood Products

Test protocol	Emissions Limit / Unit of Measurement
AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood	≤1mg/L
AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1.5 mg/L
AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1mg/L
AS/NZS 4357.4 - Laminated Veneer Lumber (LVL)	≤1mg/L
Japanese Agricultural Standard MAFF Notification No.701 Appendix Clause 3 (11) - LVL	≤1mg/L
JIS A 5908:2003- Particle Board and Plywood, with use of testing procedure JIS A 1460	≤1mg/L
JIS A 5905:2003 - MDF, with use of testing procedure JIS A 1460	≤1mg/L
JIS A1901 (not applicable to Plywood, applicable to high pressure laminates and compact laminates)	≤0.1 mg/m²hr*

Test protocol	Emissions Limit / Unit of Measurement
ASTM D5116 (applicable to high pressure laminates and compact laminates)	≤0.1 mg/m²hr
ISO 16000 part 9, 10 and 11 (also known as EN 13419), applicable to high pressure laminates and compact laminates	≤0.1 mg/m²hr (at 3 days)
ASTM D6007	≤0.12mg/m³**
ASTM E1333	≤0.12mg/m³***
EN 717-1 (also known as DIN EN 717-1)	≤0.12mg/m
EN 717-2 (also known as DIN EN 717-2)	≤3.5mg/m²hr

** The test report must confirm that the conditions of Table above comply for the particular wood product type, the final results must be presented in EN 717-1 equivalent (as presented in the table) using the correlation ratio of 0.98.

*** The final results must be presented in EN 717-1 equivalent (as presented in the table), using the correlation ratio of 0.98.

Banned or Highly Toxic Materials

A comprehensive hazardous materials survey must be carried out on any existing buildings or structures on the project site, in accordance with the relevant Environmental and Work Health and Safety (WHS) legislation.

Where the survey identified asbestos, lead, or PCBs in any existing buildings or structures, the materials must be stabilised or removed and disposed of in accordance with best practice guidelines.

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Appendix E – Preliminary Section J DTS Assessment

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APPENDIX E – PRELIMINARY SECTION J DTS ASSESSMENT

(See attached on the following page)

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Technical Memorandum (TM)

23426
06/09/2024

Zig Inge Group
14 Prospect Hill Rd,
Camberwell VIC 3000

49-51 Balmain St, Cremorne – National Construction Code (NCC) Section J Requirements

This technical memo summarises the minimum NCC 2022 Section J envelope requirements to provide input into the architectural design.

The following provides a summary of the Balmain Street development:

- 8 floors of class 3 (hotel) space
- 3 floors of class 6 (retail) space
- Located in Cremorne, Victoria (climate zone 6)

The building envelope requirements are summarised in the table below.

Table 1 Section J DTS Fabric Thermal Performance Requirements

TYPE OF BUILDING FABRIC	MINIMUM TOTAL R-VALUE	
	CLASS 3 - HOTEL	CLASS 6 - RETAIL
Roofs	R 3.2	R 3.2
Walls (opaque sections less than 80% of a wall-glazing construction)	R 1.0	R 1.0
Walls (opaque sections more than 80% of a wall-glazing construction)	R 2.8	R 1.4
Floors separating a conditioned and unconditioned space / outside air below	R 2.0	R 2.0

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Total system R-value must account for thermal bridging effects. Actual construction total R-Value thermal-performance to be confirmed based on Architectural Constructions.

The glazing requirements for the conditioned spaces are summarised in the table below:

Table 2 Glazing Requirements

GLAZING LOCATION	TOTAL U-VALUE	TOTAL SHGC VALUE
Retail, lobby and hotel rooms	≤ 3.4	≤ 0.25
Roof light (Skylight)	≤ 3.9	≤ 0.29

The advice provided is stricly in regards to R-Value requirements for NCC Section J. Other requirements / advice, must be sought from the relevant professionals as required, including but not limited to fire rating, combustibility, structural integrity, architectural build-ability, waterproofing, condensation, water absorption.

Please see attached markups for further details of the R-Value envelope locations.

Yours sincerely,
Floth Pty Ltd

Gareth Clark
Senior Sustainability & Building Physics Engineer
gclark@floth.com.au

LEGEND

- Wall - Min Total System R1.0 (e.g. insulation* - R1.5)
- Wall - Min Total System R1.4 (e.g. insulation* - R2.0 with thermal break)
- Wall - Min Total System R2.8 (e.g. insulation* - R3.4 with thermal break)
- Floor - Min Total System R2.0 (e.g. insulation* - R2.0)
- Roof - Min Total System R3.2 (e.g. insulation* - R3.0 with spacers)

NOTES:

- Total system R-value must account for thermal bridging effects. *Example insulation values provided based on prior project experience (considering only thermal performance and typical constructions). Actual construction total R-Value thermal-performance to be confirmed based on Architectural Constructions.

- The advice provided is stricly in regards to R-Value requirements for NCC Section J. Other requirements / advice, must be sought from the relevant professionals as required, including but not limited to fire rating, combustibility, structural integrity, architectural build-ability, waterproofing, condensation, water absorption.

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PROJECT NO.: 23426
DRAWING: Section J DTS R-Value Requirements
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DATE: 05/09/2024
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Project: **Balmain Street** | Drawing: **Basement 1** | Project No: **222035** | Author: **ND** | Scale: @ A1 **1 : 100** | Drawing No.: **TP01.00** | **P6**

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P6	04.09.2024	Updated Draft Town Planning	ND

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Project: **Balmain Street** | Drawing: **Ground Floor** | Project No: **222035** | Author: **ND** | Scale: @ A1 **1 : 100** | Drawing No: **TP01.01** | **P6**

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NOTES:

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P5	04.09.2024	Updated Draft Town Planning	ND

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Project: **Balmain Street** Drawing: **Level 1** Project No: **222035** Author: **ND** Scale: @ A1 **1 : 100** Drawing No: **TP01.02** **P5**

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- Floor - Min Total System R2.0 (e.g. insulation* - R2.0)
- Roof - Min Total System R3.2 (e.g. insulation* - R3.0 with spacers)

NOTES:

- Total system R-value must account for thermal bridging effects. *Example insulation values provided based on prior project experience (considering only thermal performance and typical constructions). Actual construction total R-Value thermal-performance to be confirmed based on Architectural Constructions.

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Project: **Balmain Street** Drawing: **Level 2 - 7** Project No: **222035** Author: **ND** Scale: @ A1 **1 : 100** Drawing No: **TP01.03** **P5**

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P3	16.08.2024	Draft Town Planning	ND
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P5	04.09.2024	Updated Draft Town Planning	ND

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Project: **Balmain Street** | Drawing: **Level 6** | Project No: **222035** | Author: **ND** | Scale: @ A1 **1 : 100** | Drawing No: **TP01.04** | **P5**

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NOTES:

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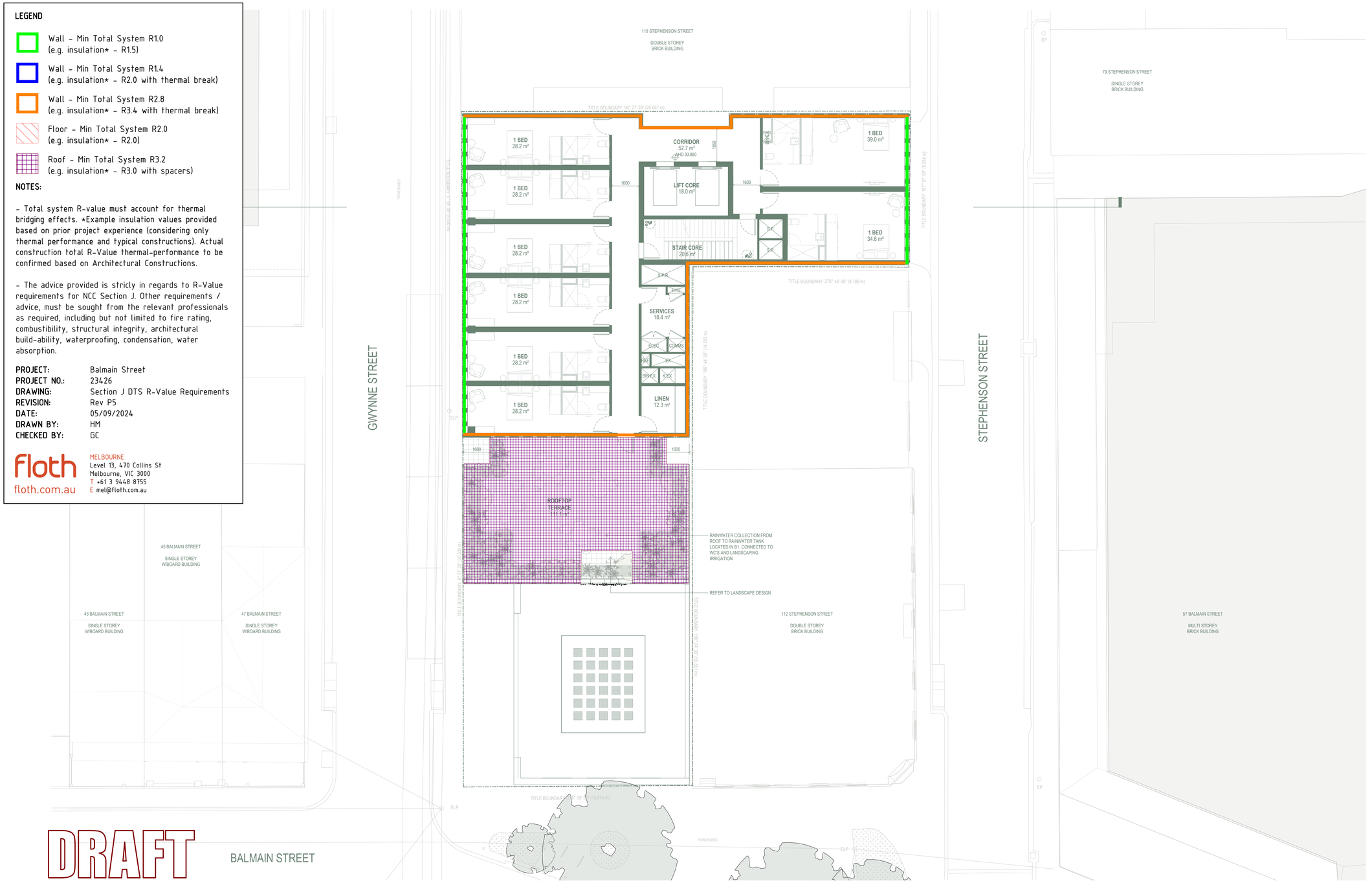

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P5	22.08.2024	Updated Draft Town Planning	ND
P6	04.09.2024	Updated Draft Town Planning	ND

4/09/2024 4:21:57 PM

Project: **Balmain Street** | Drawing: **Level 8** | Project No: **222035** | Author: **ND** | Scale: @ A1 **1 : 100** | Drawing No.: **TP01.05** | **P6**

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NOTES:

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Roof**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No: **TP01.06**
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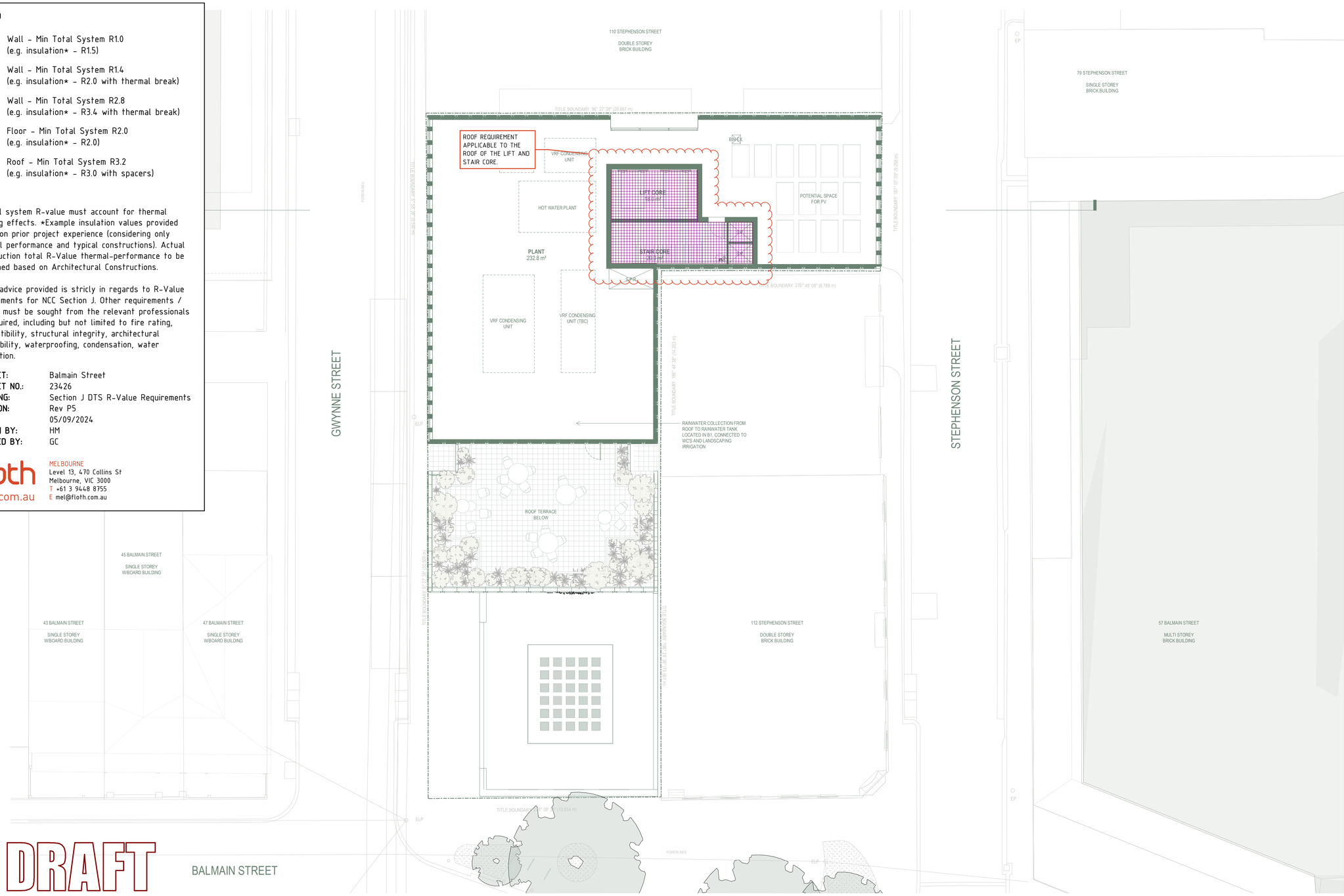

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Project: **Balmain Street** | Drawing: **Roof** | Project No: **222035** | Author: **ND** | Scale: @ A1 **1 : 100** | Drawing No: **TP01.06** | **P6**

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Appendix F – Architectural Drawing Markups

APPENDIX F – ARCHITECTURAL DRAWING MARKUPS

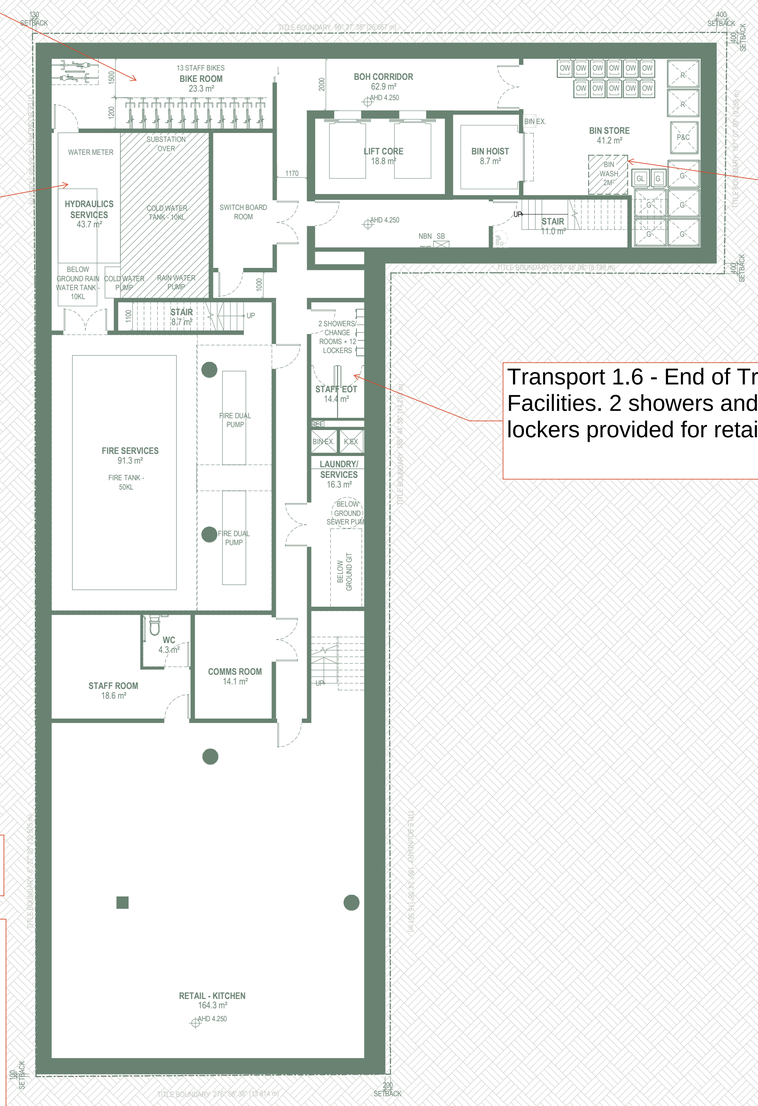
(See attached on the following page)

Transport 1.5 - Location of bicycle parking facilities.
13 spaces provided for building staff.

Stormwater 1.1 - 10 kL Rainwater tank as per Hydraulic documentation.
To be connected to:
- 90 L/day of connected toilet use
- Landscape irrigation.

Waste 2.1 / 2.2 - Location of waste facilities. Mixed recycling and organics to be provided.

Transport 1.6 - End of Trip Facilities. 2 showers and 12 lockers provided for retail staff.



Water 4.1 - The water used for fire testing is to be collected onsite and reused as appropriate.

Management 3.2 - Metering provided for all individual commercial tenancies. Separate metering facilities provided for all utilities (electricity and water). Electrical Services to incorporate individual utility meters.

Management 3.3 - Metering provided for all common area equipment. Separate metering facilities provided for central services for all utilities (electricity and water). Electrical Services to incorporate individual utility meters.

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Basement 1**
Project No.: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No.: **TP01.00**
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Transport 1.5 - Location of bicycle parking facilities.
10 parking rails provided for building guests and visitors.

Management 3.2 - Metering provided for all individual commercial tenancies. Separate metering facilities provided for all utilities (electricity and water). Electrical Services to incorporate individual utility meters.

Management 3.3 - Metering provided for all common area equipment. Separate metering facilities provided for central services for all utilities (electricity and water). Electrical Services to incorporate individual utility meters.

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Revisions			
P2	19.07.2024	For Information	ND
P3	14.08.2024	For Information	DB
P4	16.08.2024	Draft Town Planning	ND
P5	22.08.2024	Updated Draft Town Planning	ND
P6	04.09.2024	Updated Draft Town Planning	ND

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Ground Floor**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No: **TP01.01**
P6

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Urban Ecology 1.1 - Communal space provided for retail area.

Management 3.2 - Metering provided for all individual commercial tenancies. Separate metering facilities provided for all utilities (electricity and water). Electrical Services to incorporate individual utility meters.

Management 3.3 - Metering provided for all common area equipment. Separate metering facilities provided for central services for all utilities (electricity and water). Electrical Services to incorporate individual utility meters.

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Revisions			
P1	15.03.2024	Preliminary	ND
P2	19.07.2024	For Information	ND
P3	16.08.2024	Draft Town Planning	ND
P4	22.08.2024	Updated Draft Town Planning	ND
P5	04.09.2024	Updated Draft Town Planning	ND

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 1**
Project No.: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No.: **TP01.02**
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Integrated Water Management 3.1 - Architect / Landscape services to incorporate water efficient landscaping design.

Urban Ecology 2.1 - 71.1 m2 of landscaping. Representing 10.6% of the total site area.

Urban Ecology 2.2 - The development incorporates a Green Roof.

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Revisions			
P1	15.03.2024	Preliminary	ND
P2	19.07.2024	For Information	ND
P3	16.08.2024	Draft Town Planning	ND
P4	22.08.2024	Updated Draft Town Planning	ND
P5	04.09.2024	Updated Draft Town Planning	ND

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 2 - 7**
Project No: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No.: **TP01.03**
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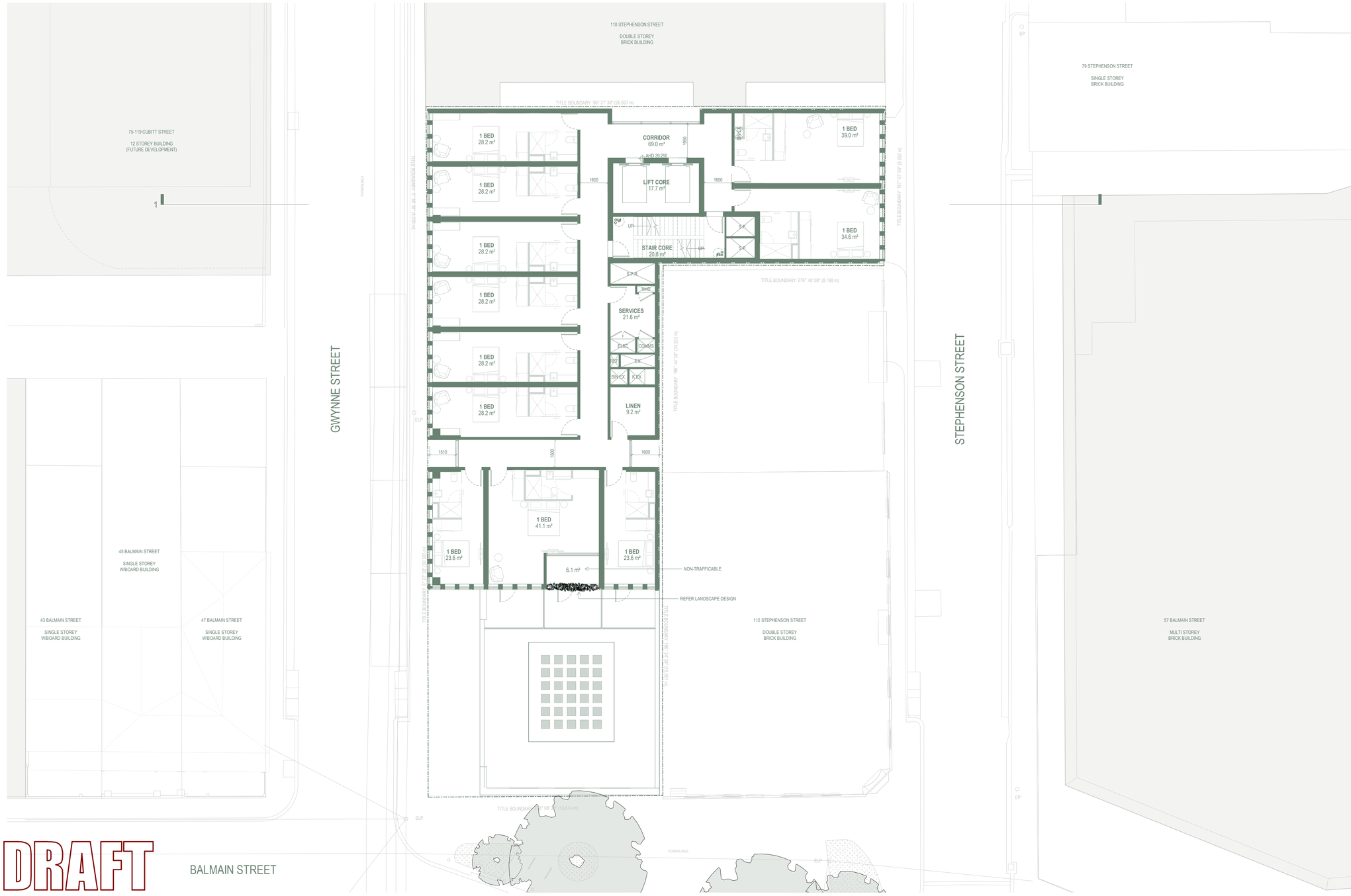

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P1	15.03.2024	Preliminary	ND
P2	19.07.2024	For Information	ND
P3	16.08.2024	Draft Town Planning	ND
P4	22.08.2024	Updated Draft Town Planning	ND
P5	04.09.2024	Updated Draft Town Planning	ND

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 6**
Project No: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No.: **TP01.04**
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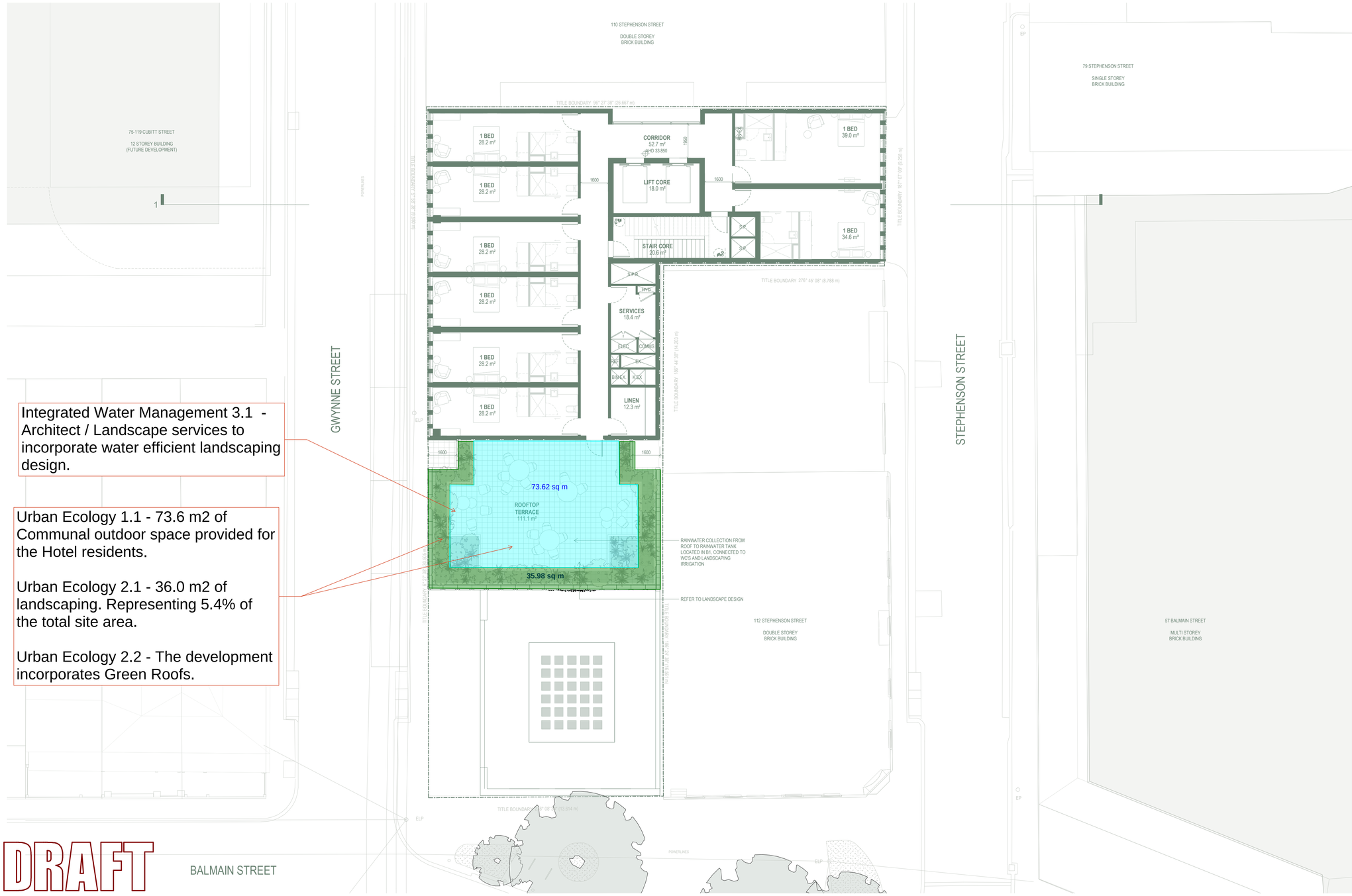

Integrated Water Management 3.1 - Architect / Landscape services to incorporate water efficient landscaping design.

Urban Ecology 1.1 - 73.6 m2 of Communal outdoor space provided for the Hotel residents.

Urban Ecology 2.1 - 36.0 m2 of landscaping. Representing 5.4% of the total site area.

Urban Ecology 2.2 - The development incorporates Green Roofs.

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Revisions

P2	12.04.2024	Post OVGA Updates	ND
P3	19.07.2024	For Information	ND
P4	16.08.2024	Draft Town Planning	ND
P5	22.08.2024	Updated Draft Town Planning	ND
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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 8**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No: **TP01.05**
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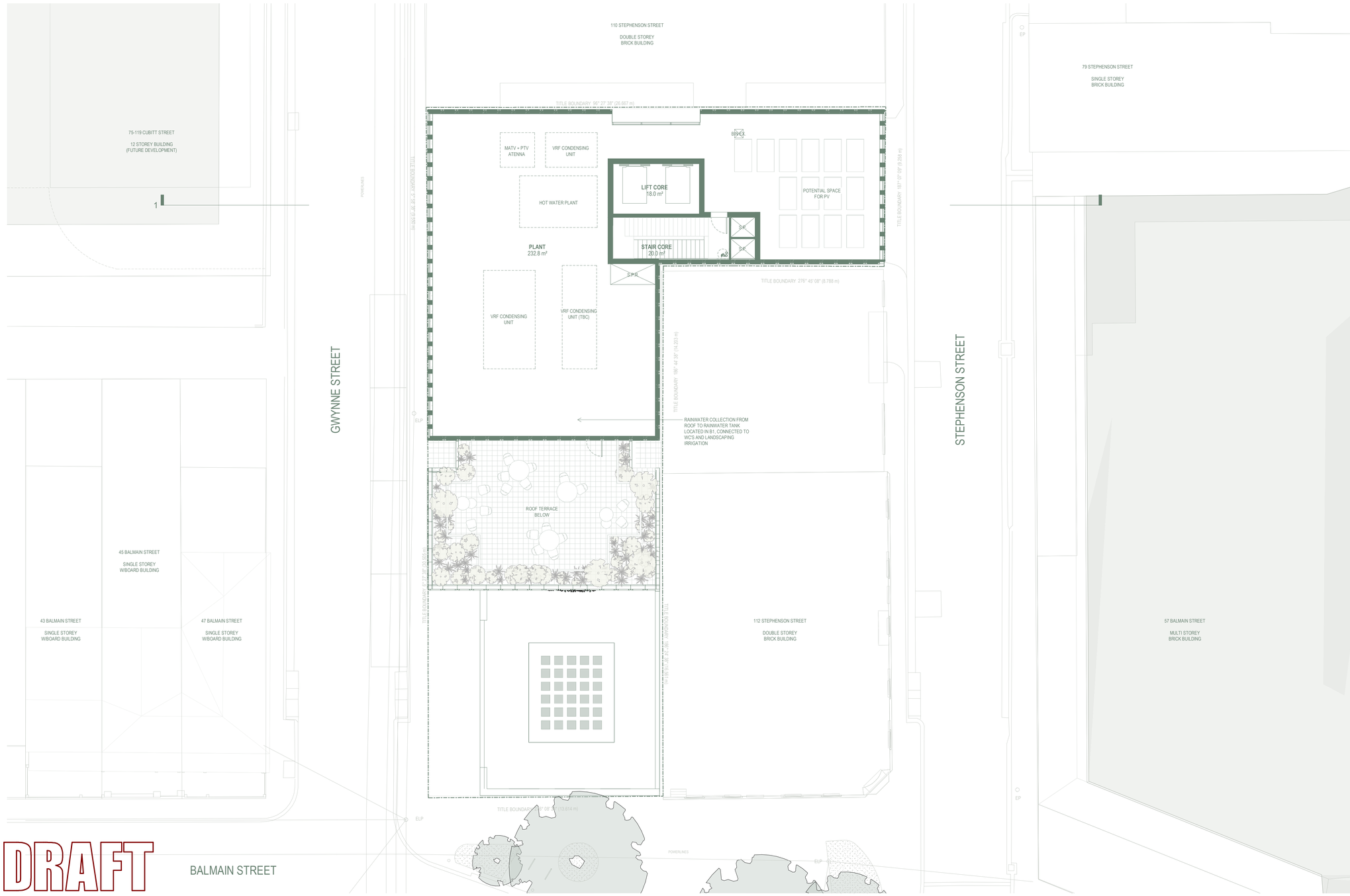

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P6	04.09.2024	Updated Draft Town Planning	ND

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Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **Roof**

Project No: **222035**

Author: **ND**

Scale: @ A1 **1 : 100**

Drawing No: **TP01.06**

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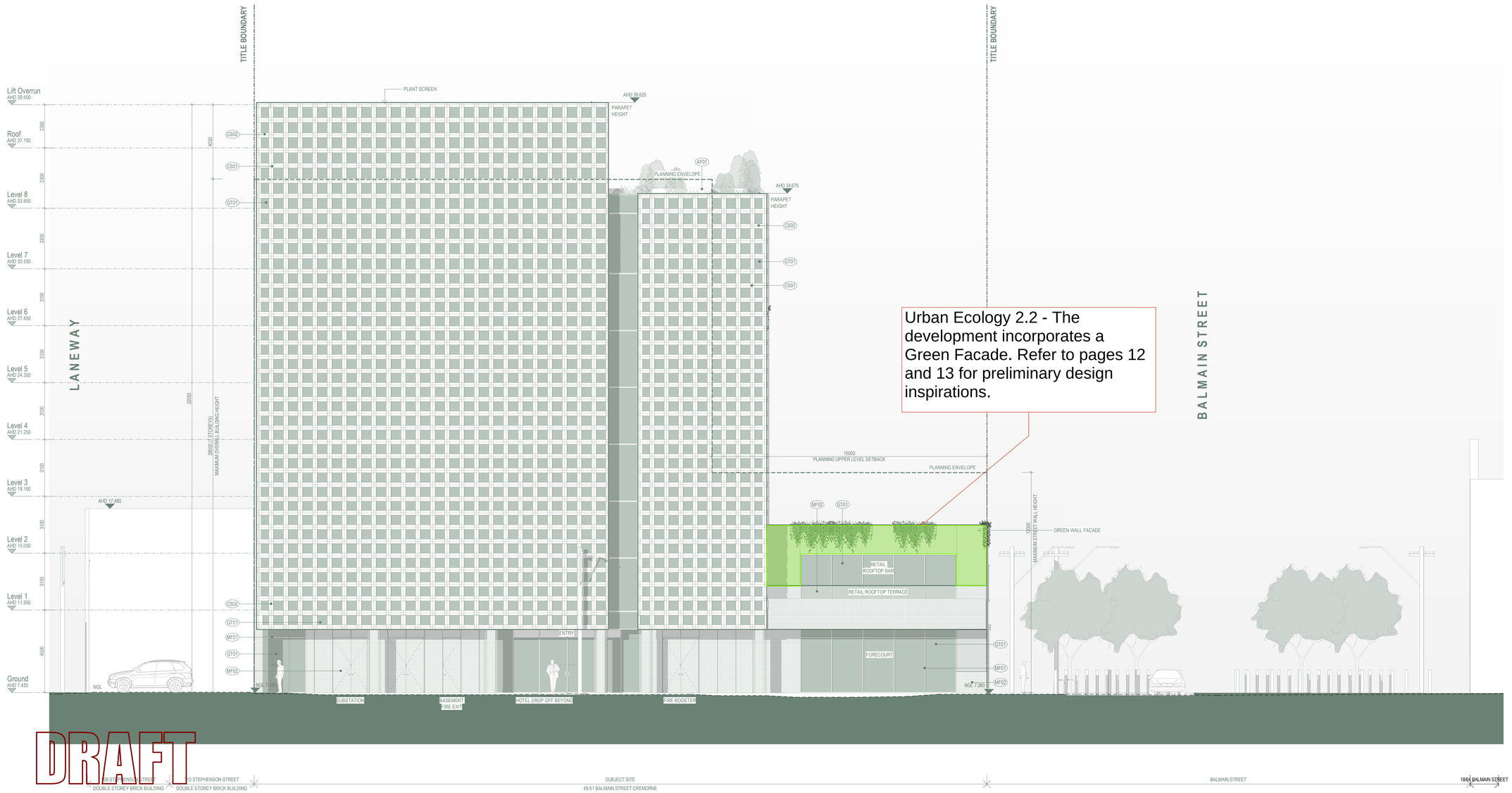

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Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **West Elevation**

Project No.: **222035**

Author: **ND**

Scale: @ A1: **1 : 100**

Drawing No.: **TP02.01**

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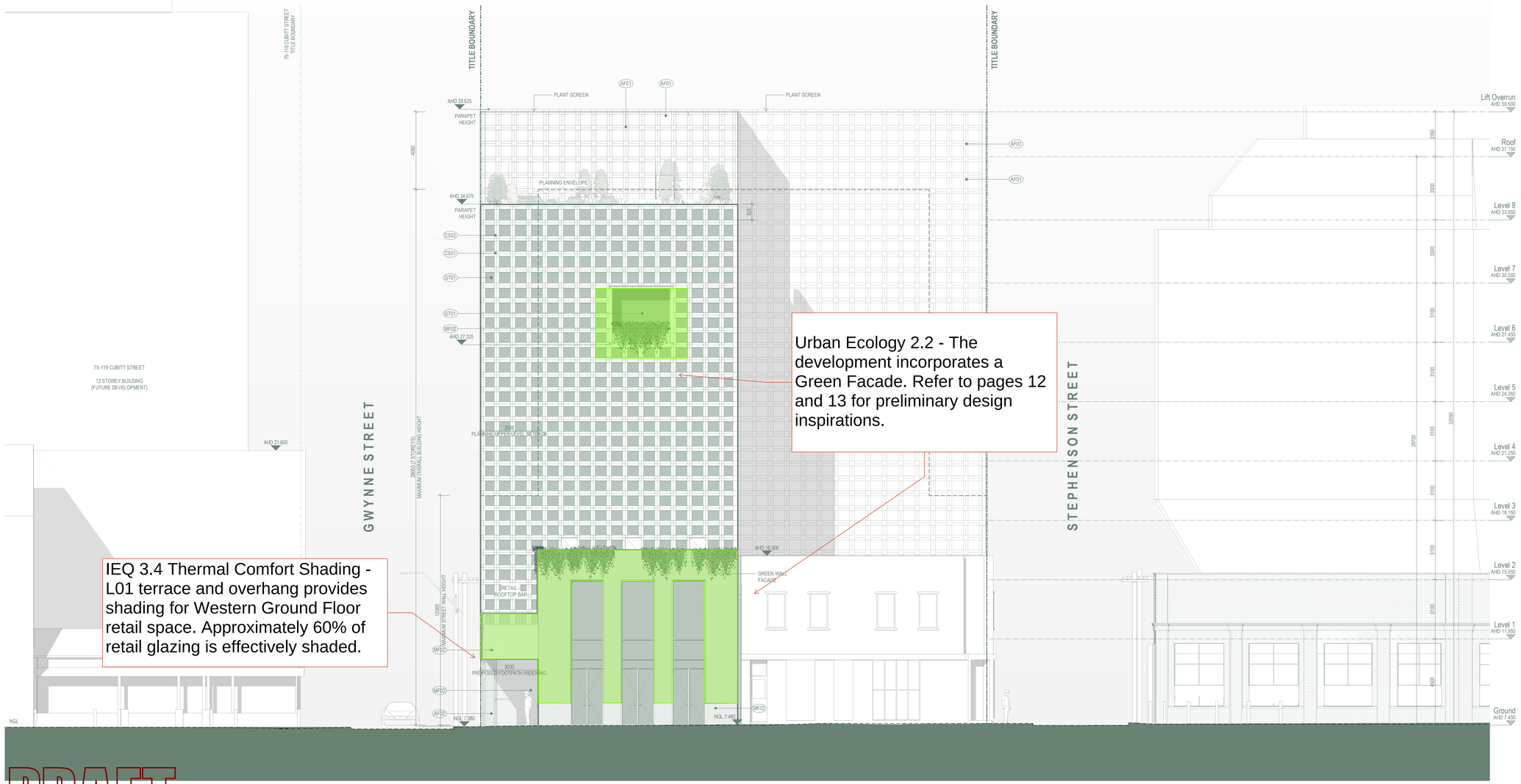

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Revisions

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P3	19.07.2024	For Information	ND
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P5	22.08.2024	Updated Draft Town Planning	ND
P6	04.09.2024	Updated Draft Town Planning	ND

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Material Legend

AF01	Precast Concrete Paint Finish
CS01	Semi Gloss Green
CS02	Matte Concrete Look
GT01	Glazing - Light Tint
GT02	Glazing - Dark Tint
MF01	Green Metal Finish
MF02	Green Press Locked Steel Grating

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **South Elevation**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No: **TP02.02**
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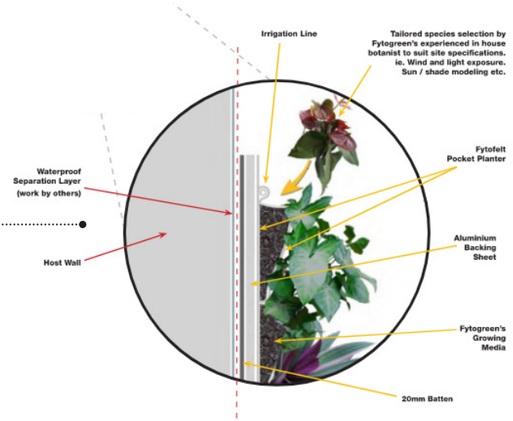
Crafted From The Context

Green Wall System

Powedercoated steel grating panels are integrated throughout the ground plane, linking the urban character of Cremorne with the geometric patterns of garden trellises. The design reflects both the industrial heritage and the natural elements of the area.

Brunswick Yard Showroom
Carr Design, Melbourne

Green Wall System



Rothelowman has consulted with Fytogreen systems regarding the green facade concepts.
Our aspiration is to create year round sensory experience - the scent of a blooming flower, the colour of the leaves and the better environment for the street. Rothelowman will continue collaboration with Fytogreeen to tailor the species for optimal outcomes.

Detail provided by Fytogreen

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Appendix G– Stormwater Management Plan

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APPENDIX G – STORMWATER MANAGEMENT PLAN

(See attached on the following page)

Balmain St

City of Yarra

Stormwater Management Report

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CLIENT

Zig Inge Group

ARCHITECT

Rothelowman

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Amendment Register

Rev. No	Section & Page No.	Issue/Amendment	Author	Project Engineer	Checked	Date
P1		For Client Review	HM	GC	GC	06/08/2024
A		For Information	HM	GC	GC	15/08/2024
B		For Information	HM	GC	GC	06/09/2024

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Appendix A – STORM Report and Plans

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1. INTRODUCTION

1.1 Project Aims

The primary aim of the development is to create a multi-storey hotel and retail space with leading yet practical sustainable design and construction for the Melbourne climate. The project will be developed in line with firmly established Best Practice sustainable design principles.

This sustainability performance will be achieved by the holistic integration of ESD elements throughout the building and site design. Wherever possible the ESD elements will be integrated into the building function to achieve the desired level of sustainable performance.

1.2 Stormwater Management Report (SWMR)

The stormwater management report and plans are prepared in accordance with:

- State Environmental Protection Policy (Waters of Victoria), Environmental protection Authority, 2003.
- Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999.
- Water Sensitive urban Design – Engineering Procedures: Stormwater, Melbourne Water, CSIRO publishing, 2005.
- STORM calculator.

2. PROPOSED DEVELOPMENT SITE AND SURROUNDINGS

2.1 Project Description

Incorporating best practice sustainable design and construction features, this proposal will deliver an 8-storey state-of-the-art mixed-use development, comprising of:

- 8 floors of hotel floor space consisting of:
  - 89 x hotel rooms (one bed)
- 3 floors of retail space
- Ground level alfresco and pedestrian set-back area

The table below shows the areas assessed in NCC Class classifications.

Table 1: Building Summary

BUILDING LEVEL	AREA DESCRIPTION	NCC CLASSIFICATION
Basement – L1	Retail	Class 6
Levels 01 - 08	Hotel space	Class 3

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2.2 Site Details

The project site is at 49-51 Balmain St, Victoria, which is in climate zone 6 under the National Construction Code (NCC). The following provides an overview of the site:

Table 2: Property Details of the Subject Site (Referenced from VICPlan interactive map)

PROPERTY DETAILS	DESCRIPTION
Property Address	49-51 Balmain St
Site Area	~650 m^2
Local Authority	Yarra
Local Planning Scheme	Yarra
Applicable Planning Scheme Zones	C2Z

The subject site and surrounding area are presented in the following figure.

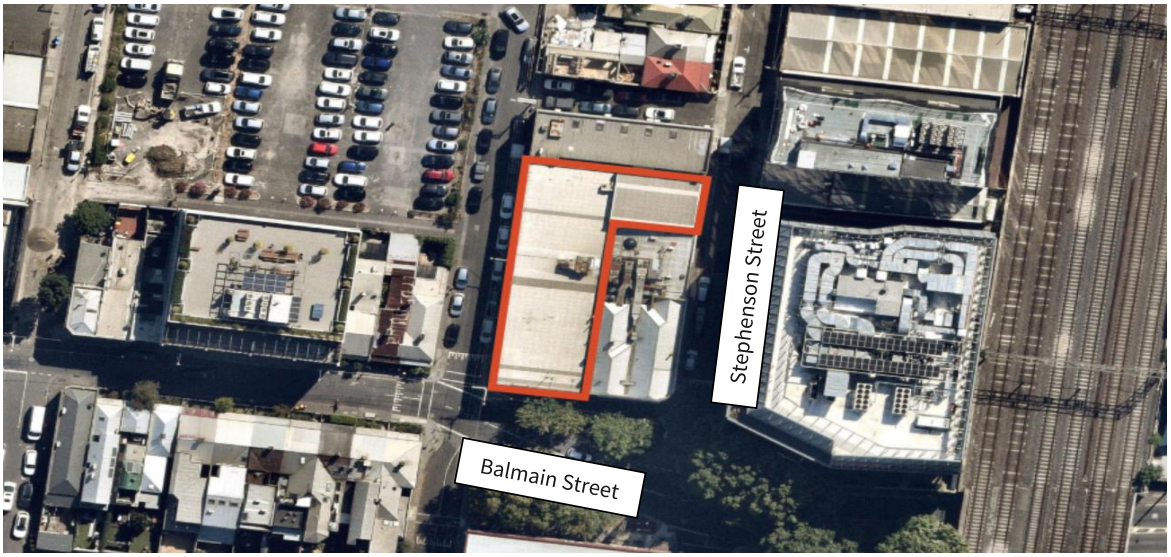

Figure 1: Site Aerial View of the Project (Nearmaps)

3. STORMWATER QUALITY STRATEGY

The majority of the runoff water from the development is from the project roofs and is to be captured and detained by a minimum 10,000L rainwater tank located in the basement. The run-off water will be recycled and re-used for toilet flushing in the retail areas, landscape and irrigation supplies.

3.1 Water Sensitive Urban Design (WSUD)

The STORM calculator from Melbourne Water was used to calculate the storm rating for the site.

The proposal achieves a Storm rating of 153% with a tank supply reliability of 76%.

3.2 Catchment plan

A catchment plan has been provided on the following page, to indicate the roof (impervious and pervious) areas.

Table 3: Catchment Areas

AREA	IMPERVIOUS AREA [M2]	PERVIOUS AREA [M2]
Roof Catchment Areas	542.2	-
Pervious Landscaped Areas	-	112.25

CATCHMENT AREA

LANDSCAPED AREA

Total impervious catchment area:
542.2 sqm
Total landscaped area:
112.25 sqm

110 STEPHENSON STREET
DOUBLE STOREY
BRICK BUILDING

79 STEPHENSON STREET
SINGLE STOREY
BRICK BUILDING

75-110 CUBITT STREET
12 STOREY BUILDING
(FUTURE DEVELOPMENT)

MATV + PTV ANTENNA
VRF CONDENSING UNIT
380.06 sq m
HOT WATER PLANT
LIFT CORE
18.0 m²
POTENTIAL SPACE FOR PV
PLANT
232.8 m²
STAIR CORE
20.0 m²
VRF CONDENSING UNIT
VRF CONDENSING UNIT (TBC)
RAINWATER COLLECTION FROM ROOF TO RAINWATER TANK LOCATED IN B1, CONNECTED TO WC'S AND LANDSCAPING IRRIGATION
3.25 sq m
3.25 sq m
70.79 sq m
38.07 sq m
56.19 sq m
28.65 sq m
74.18 sq m

GWYNNE STREET

STEPHENSON STREET

45 BALMAIN STREET
SINGLE STOREY
W/BOARD BUILDING

43 BALMAIN STREET
SINGLE STOREY
W/BOARD BUILDING

47 BALMAIN STREET
SINGLE STOREY
W/BOARD BUILDING

112 STEPHENSON STREET
DOUBLE STOREY
BRICK BUILDING

57 BALMAIN STREET
MULTI STOREY
BRICK BUILDING

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BALMAIN STREET

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Revisions			
P2	12.04.2024	Post OVGA Updates	ND
P3	19.07.2024	For Information	ND
P4	16.08.2024	Draft Town Planning	ND
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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Roof**
Project No: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No: **TP01.06**
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4. EROSION AND SEDIMENT CONTROL

To maintain the water quality during construction stage, erosion and sediment control measures will be installed in accordance with Melbourne Water (Keeping Our Stormwater Clean Builders Guidelines).

The following erosion and sediment control measures will be used duration the duration of the project to protect downstream infrastructure:

- Sediment fences around stockpiles and construction zones where soils are exposed.
- Sediment basin with sediment storage volume.
- Sediment protection devices on existing and proposed inlet pits i.e. filter socks.
- Truck wash/Cattle grid & aggregate rocks at all site access and egress points.

STORM Rating Report

TransactionID:	0
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	49-51 Balmain St
	Cremorne
	VIC 3121
Assessor:	Hunter McGill
Development Type:	Commercial/Retail
Allotment Site (m2):	670.00
STORM Rating %:	153

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Roofs	542.20	Rainwater Tank	10,000.00	45	152.80	76.00

Date Generated: 05-Sep-2024 Program Version: 1.0.0

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Traffix Group

Traffic Engineering Assessment

Proposed Mixed Use Development

49-51 Balmain Street, Cremorne

Prepared for
Zig Inge Group Pty Ltd

January 2025

G34047R-01C

Level 28, 459 Collins St
Melbourne Victoria 3000

T: 03 9822 2888
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Document Control

Our Reference: G34047R-01C

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	27/08/24	M. Koorn	C. Morello (RPE 7781)
B	Final	05/09/24	M. Koorn	C. Morello (RPE 7781)
C	Amended Final	27/01/25	M. Koorn	C. Morello (RPE 7781)

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Appendix A Swept Paths

1. Introduction

Traffix Group has been engaged by Zig Inge Group Pty Ltd to undertake a Traffic Engineering Assessment for the Proposed Mixed Use Development at 49-51 Balmain Street, Cremorne.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed development.

In the course of preparing this assessment, we have inspected the subject site, reviewed development plans (prepared by Rothelowman dated 24/1/25) and background material, and assessed the car parking and traffic impacts of the proposal.

Our assessment is as follows.

2. Existing Conditions

2.1. Subject Site

The subject land, addressed as 49-51 Balmain Street, Cremorne, is bounded by Stephenson Street (to the east), Gwynne Street (to the west) and Balmain Street (to the south).

The subject site is 'L' shaped with an abuttal of approximately 14 metres to Balmain Street at the south, a western abuttal to Gwynne Street of approximately 40 metres and an eastern abuttal to a Stephenson Street of approximately 9 metres.

The site is occupied by warehouse/showroom building that is not currently tenanted.

The site includes car parking within a garage which appears to be able to accommodate up to 4 cars which is accessible from Stephenson Street.

The site has no access to Gywnne Street and Balmain Street.

A locality plan and an aerial of the site are provided at Figure 1 and Figure 2, respectively.

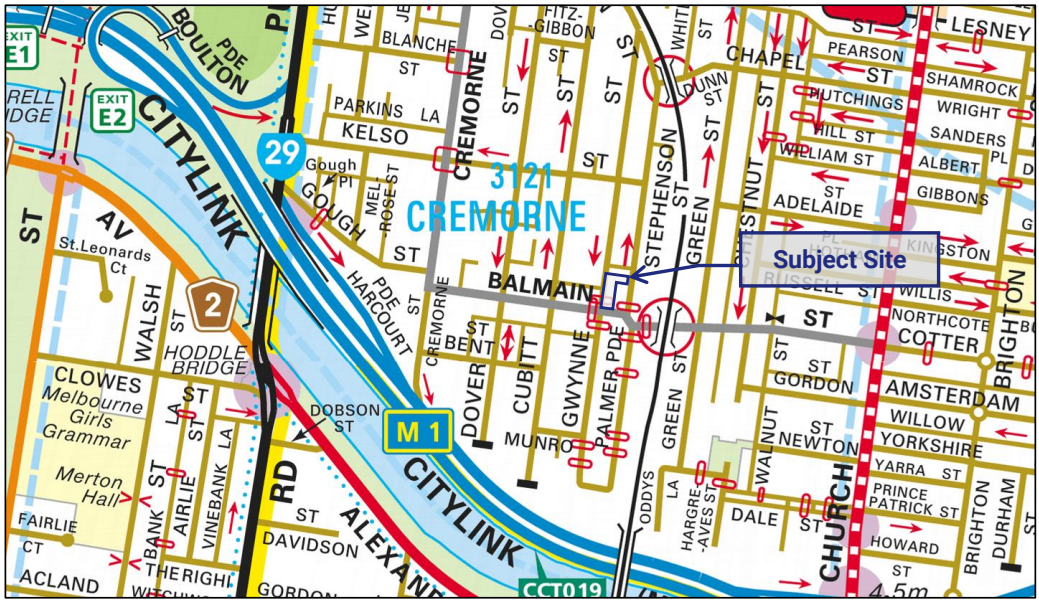


Figure 1: Locality Map

Source: Reproduced with Permission of Melway Publishing Pty Ltd

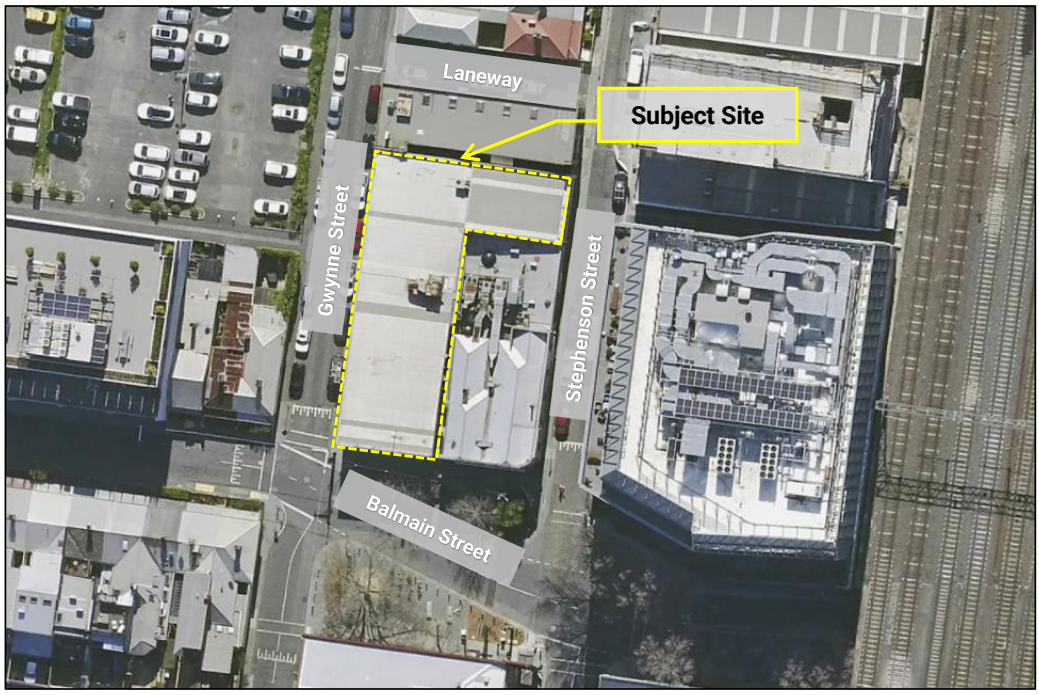


Figure 2: Aerial View *Source: Nearmap*

2.2. Planning Scheme Zones & Surrounding Uses

The subject site is zoned as Commercial 2 Zone (C2Z) under the Yarra Planning Scheme.

The site is located within the Cremorne Enterprise Precinct which has a number of guiding policy documents prepared by City of Yarra and the Victorian Planning Authority (VPA).

The area is identified as one for substantial development for mixed and commercial uses. Improvements to accessibility throughout the precinct are contemplated by reduced parking provisions, improved pedestrian and sustainable transport infrastructure.

A planning zone map is provided at Figure 3.

Land uses in the immediate vicinity of the subject site are generally commercial in nature with neighbourhood residential uses further to the southwest. The land to the immediate west, north of the laneway that runs between Gywnne Street and Cubitt Street has an approved permit for a commercial development.

Notable nearby uses include:

- **Kangan Institute**, located approximately 350 metres northwest of the site,
- **Swan Street Major Activity Centre**, located approximately 500 metres north of the site,
- **East Richmond Railway Station**, located approximately 600 metres northeast of the site,
- **Coles Richmond Icon**, located approximately 500 metres north of the site,

- **Richmond Primary School**, located approximately 600 metres east of the site,
- **Barkly Gardens**, located approximately 700 metres northeast of the site,
- **Richmond Railway Station** located approximately 700 metres northwest of the site.

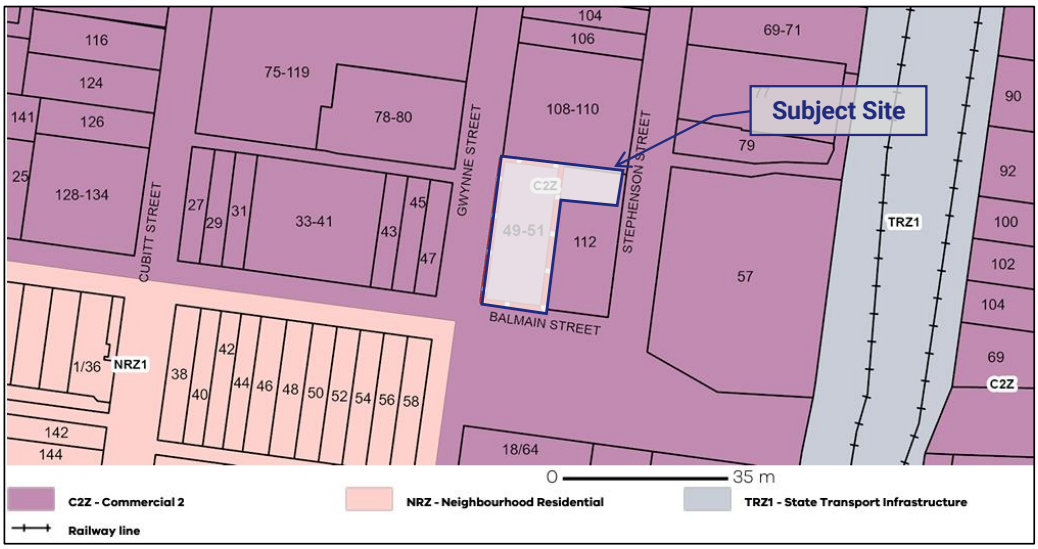


Figure 3: Planning Zone Map – Yarra

Source: Vic Plan

2.3. Road Network

Balmain Street is a local road under the road under the Council Road Register, aligned in an east-west direction between Cremorne Street to the west and Church Street to the east.

In the vicinity of the subject site, Balmain Street has a carriageway width of approximately 7.5 metres which provides for single lane of traffic in both directions.

On street parking in the vicinity of the site is not permitted. On-street parking is available on the northern side of the road between Dover Street and Cubitt Street restricted to 'Works Zone' (7am to 6pm) Monday to Friday, (9am to 3pm) Saturday and Permit zone all other times and public holidays. There are some short-term parking spaces available between Walnut Street and Green Street restricted to 2P (7am to 7pm) Monday to Saturday and public holidays and 1/2P (7am to 7pm).

Footpaths are provided on both sides of Balmain Street.

A signed speed limit of 40km/h currently applies to Balmain Street.

Stephenson Street is a local road under the Council Road Register, aligned in a north-south direction in the vicinity of the site between Cremorne Street to the northwest and Balmain Street to the south.

In the vicinity of the subject site, Stephenson Street has a carriageway width of approximately 6 metres which provides for single lane of through traffic, restricted to one-way northbound

only, and a single lane of on-street parking on the west side of the street. Further to the north of the site (north of Dunn Street), Stephenson Street operates as two-way.

On-street parking is a mixture of short-term parking, Works Zone and Permit Zone.

Footpaths are provided on both sides of Stephenson Street.

A 40km/h area speed limit applies to Stephenson Street.

Gwynne Street is a local road under the Council Road Register, aligned in a north-south direction between Stephenson Street (to the north) and terminating to the south of Munro Street where it meets Palmer Parade.

In the vicinity of the site, Gwynne Street has a carriageway width of approximately 7.1 metres which provided for a single lane of through traffic, restricted to one-way southbound only, and kerbside parallel parking on both sides of the road.

The existing footpath along the site boundary is approximately 1 metre in width.

On-street parking in the vicinity of the site along Gwynne Street is generally unrestricted on the west side and restricted to '4P 7am-7pm' on the east side (along the site boundary). A total of 6 kerbside spaces are accommodated along the site's Gwynne Street frontage.

A 40km/h area speed limit applies to Gwynne Street.

Works associated with the development at Cubitt Street will deliver a widened footpath on the western side of the road and additional on-street planting along that development frontage.

Figure 4 and Figure 9 provide views of the road network respectively.

Figure 4: Balmain Street - View East

Figure 5: Balmain Street - View West

Figure 6: Gwynne Street - View North

Figure 7: Gwynne Street - View South

Figure 8: Stephenson Street - View North

Figure 9: Stephenson Street - View South

2.4. Existing On-Street Car Parking

To understand existing parking conditions in the area, Traffix Group has collected a parking inventory and undertook a spot survey of the on-street parking on Wednesday 1st November 2023, at 10:30am.

The parking inventory area included roads within a 200m radius of the subject site. This included on-street parking as well as publicly available off-street car parks (Wilson Parking, Green Street Parking and Ace Parking) as illustrated at Figure 10.

On-street parking within the surveyed area is predominantly subject to short-term restrictions, with some medium-term and unrestricted parking also provided.

During the parking survey, 226 out of the 232 available on-street car parking spaces were observed to be occupied, and 134 out of 152 available off-street car parking spaces were observed to be occupied.

The off-street commercial car park (Wilson) at 105-109 Cubitt Street has been earmarked to be decommissioned which would reduce the available off-street car parking to 87 spaces. Of

the remaining 87 off-street car parking spaces available, 82 were observed to be occupied at the time of the spot survey.

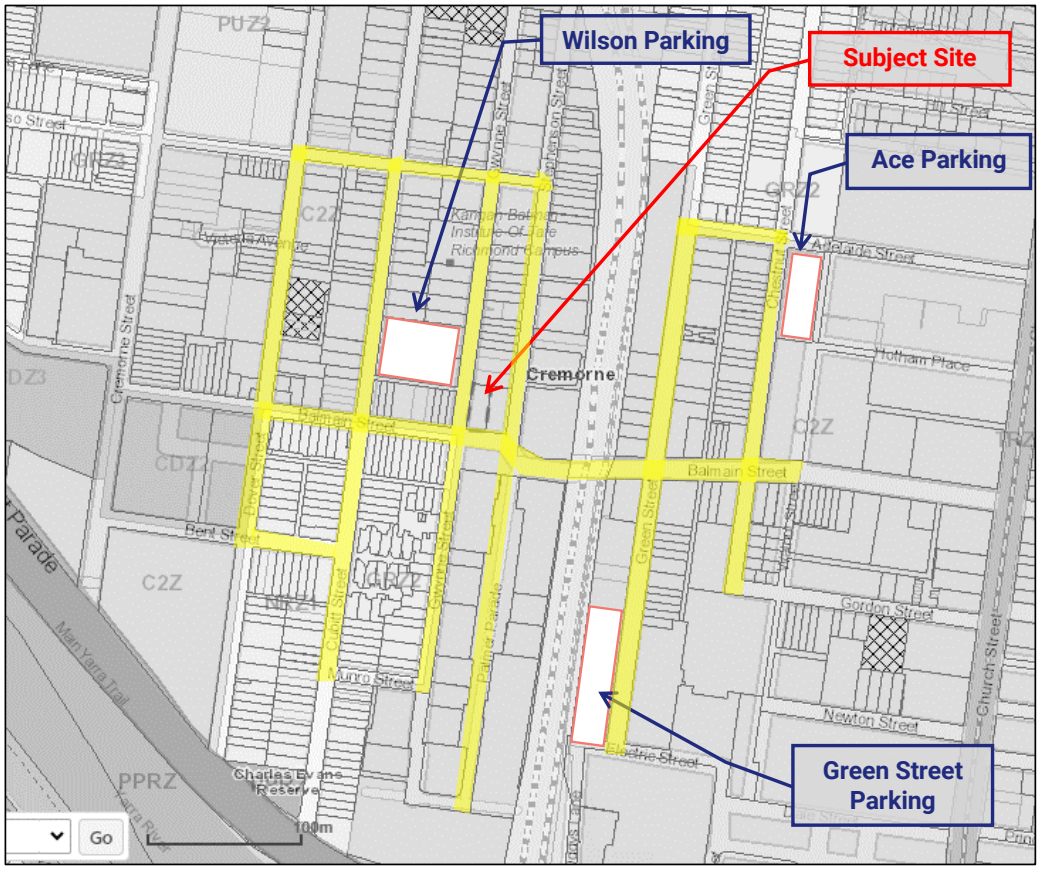


Figure 10: On-Street and Off-Street Car Parking Survey Area

2.5. Sustainable Modes of Transport

The site has excellent access to sustainable transport modes and is well located with regard to retail and essential services as detailed below.

2.5.1. Walkability

The site is situated within walking distance to the Swan Street Major Activity Centre, which is centred along Swan Street between Punt Road in the west and Park Grove in the east.

This Activity Centre provides a variety of everyday services such as restaurants, specialty shops, full-line supermarkets and other essential services which contributes to its easy walkability.

2.5.2. Rideability

The City of Yarra is well serviced by the Principal Bicycle Network (PBN), with on-road and off-road bicycle paths directly linking areas within City of Yarra with surrounding municipalities, as shown in Figure 11 below.

The subject site has excellent access to bicycle infrastructure with on-road bicycle lanes and informal bicycle routes on many roads in the immediate vicinity of the subject site. The Main Yarra Trail bike path is accessible within 500 metres to the south of the site.

These bicycle infrastructure provisions are outlined in Figure 12 below.

The proposal also includes a generous offering of bicycle parking for employees and visitors which will encourage accessibility by bike.

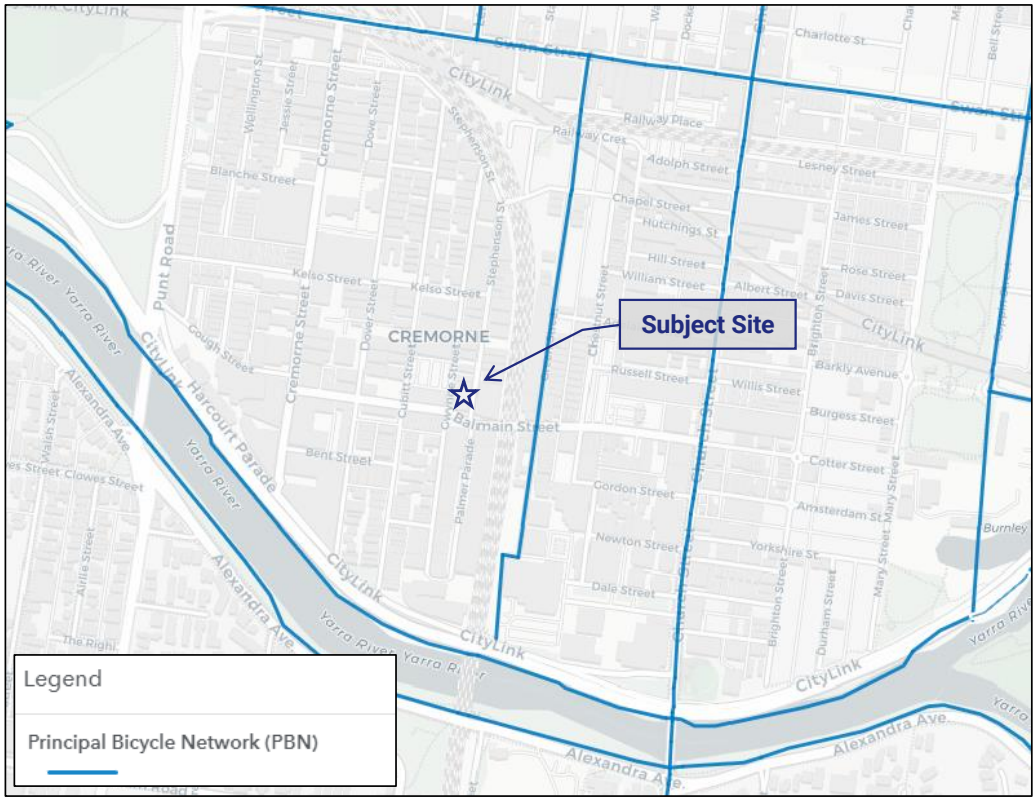


Figure 11: Principal Bicycle Network Map (PBN)

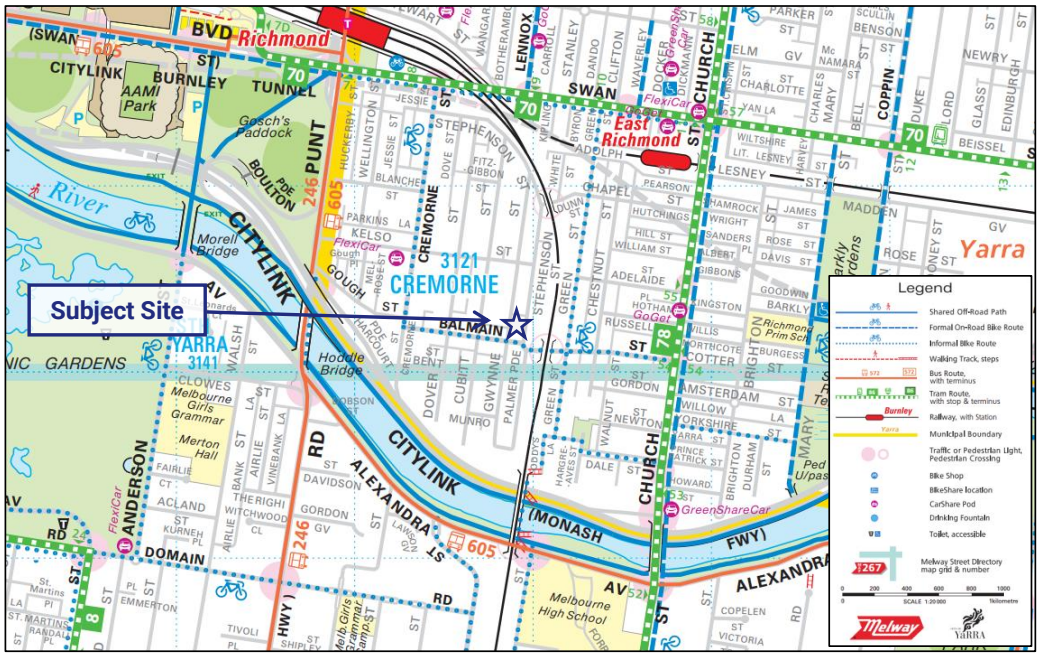


Figure 12: Yarra TravelSmart Map

2.5.3. Public Transport

The site has excellent access to public transport with train, tram and bus services in the vicinity of the site, including tram services operating along Swan Street and bus services running along Punt Road.

Richmond Station and East Richmond Station are located approximately 850 metres and 700 metres walking distance from the site, respectively.

Table 1 summarises the available services, whilst Figure 13 illustrates the nearby routes.

Table 1: Public Transport Services in the Vicinity of the Subject Site

Service	Between	Walking Distance
Train Services		
East Richmond Station	Lilydale – Melbourne CBD (Lilydale Line) Belgrave – Melbourne CBD (Belgrave Line) Alamein – Melbourne CBD (Alamein Line) Glen Waverley – Melbourne CBD (Glen Waverley Line)	~700m north-east
Richmond Station	Alamein – Melbourne CBD (Alamein Line) Belgrave – Melbourne CBD (Belgrave Line) Cranbourne – Melbourne CBD (Cranbourne Line) Frankston – Melbourne CBD (Frankston Line)	~850m north-west

Service	Between	Walking Distance
	Glen Waverley – Melbourne CBD (Glen Waverley Line) Lilydale – Melbourne CBD (Lilydale Line) Pakenham – Melbourne CBD (Pakenham Line) Sandringham – Melbourne CBD (Sandringham Line)	
Bus Services		
Route 246	City – Box Hill via Belmore Road and Eastern Freeway	~650m south
Route 605	City – Doncaster SC via Belmore Road and Eastern Freeway	~750m south-east
Tram Services		
Route 78	Box Hill – Port Melbourne	~350m east
Route 70	Victoria Gardens – St Kilda	~850m north-west

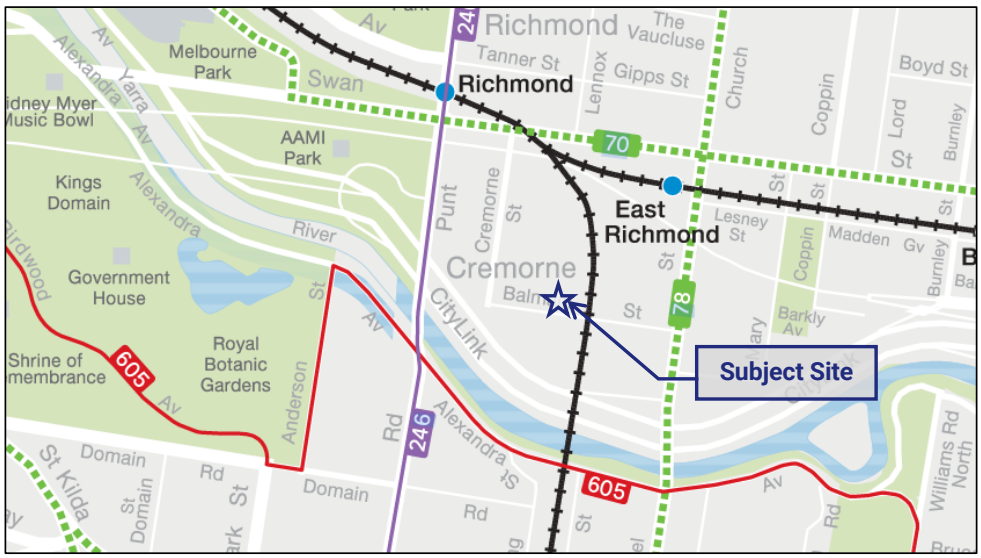


Figure 13: PTV Public Transport Map - Yarra

Source: ptv.vic.gov.au

2.5.4. Existing Car Share Opportunities

City of Yarra Council has an adopted car share policy (Car Share Policy 2019 to 2024). The policy actively encourages the Council's Sustainable Transport Strategy, which sets Council's broader vision for a connected and liveable city where residents, visitors and workers can live and travel car free by improving the convenience, safety, accessibility and range of sustainable travel choices across the municipality.

The car share scheme provides an alternative to owning a car and encourages the use of sustainable modes of transport for the majority of trips. Car share facilities offer personal and commercial or business memberships and can be more convenient for short trips as payment is generally on a per hour basis.

For staff, commercial or business car share memberships offer the benefit of being used as a fleet or pool car vehicle. This provides an alternative mode of transport for staff to use during the day (meetings, site inspections, etc.) if required, rather than driving a private vehicle to the site. This arrangement will assist in reducing the car parking demands of the proposed development.

A number of commercially operated car share pods are available proximate to the site including both FlexiCar and GoGet share carslocated within walking distance in the vicinity of the site.

The nearest 3 car share pods to the site are located as follows:

- GoGet – Cremorne Street / Bent Street (approximately 300 metres walking distance southwest of the site),
- Goget – Cremorne Street / Jessie Street (approximately 600 metres walking distance northwest of the site).
- Flexicar – Cremorne Street / Gough Street (approximately 350 metres walking distance northwest of the site),
- Flexicar – Cremorne Street / Blanche Street (approximately 500 metres walking distance northwest of the site),

A map illustrating the nearby car share pod locations is provided at Figure 14.

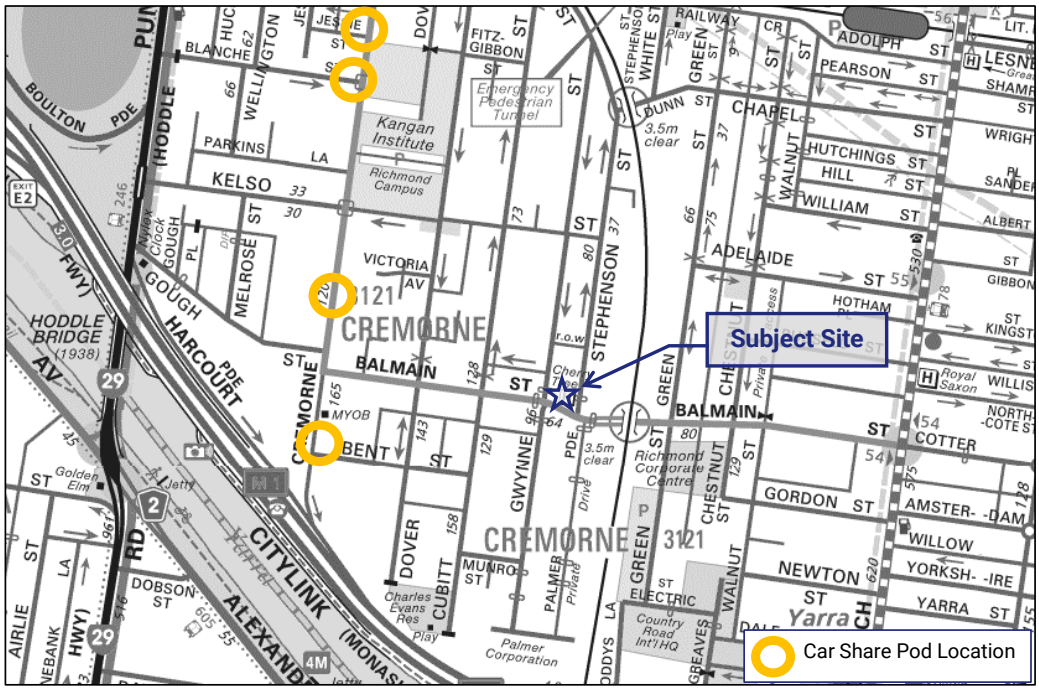


Figure 14: Car Share Pod Locations

3. Proposal

3.1. The Development

The application proposes to develop the site for the purposes of a nine-storey mixed-use development with a retail/food and drink premises provided at ground and first floor and a 89 room hotel.

The proposal does not provide any on-site car parking spaces.

A summary of the proposed floor areas and development schedule is provided in Table 2.

Table 2: Proposed Development Schedule

Use	No. / Size
Residential Hotel	89 rooms
Retail (Food & Drink)	492 m^2

3.2. Pedestrian and Cycle Access

Pedestrian access to the retail/food and drink premises is via Balmain Street.

Pedestrian access to the hotel lobby is provided Gwynne Street with pedestrian and cyclist access to the hotel lifts provided via Gwynne Street and Stephenson Street.

Cyclist access to the bicycle spaces at basement level will be via the hotel lifts.

3.3. Bicycle Parking Provisions and Allocations

The application proposes the provision of 23 bicycle spaces, allocated as follows:

- 13 staff spaces at basement level, and
- 10 hotel visitor spaces at ground level adjacent to the Stephenson Street pedestrian access and two existing visitor spaces on the Balmain Street frontage within the public realm.

End of Trip facilities are proposed on-site for staff, inclusive of 2 showers and changerooms with 12 lockers provided for staff at basement level.

3.4. Loading & Waste Collection

No on-site loading is proposed. All loading and waste collection will occur on-street along the sites Stephenson Street frontage.

The intention is that the existing crossover could be retained (for cyclist and loading access) but the northern part of the frontage would retain/extend a loading time restriction.

4. Car Parking Considerations

4.1. Statutory Requirements – Clause 52.06

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Yarra Planning Scheme. The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Clause 52.06-5 states that:

> *"Column B rates apply to a site if any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps".*

An excerpt of the Principal Public Transport Network (PPTN) Area Map is provided at Figure 15 below.

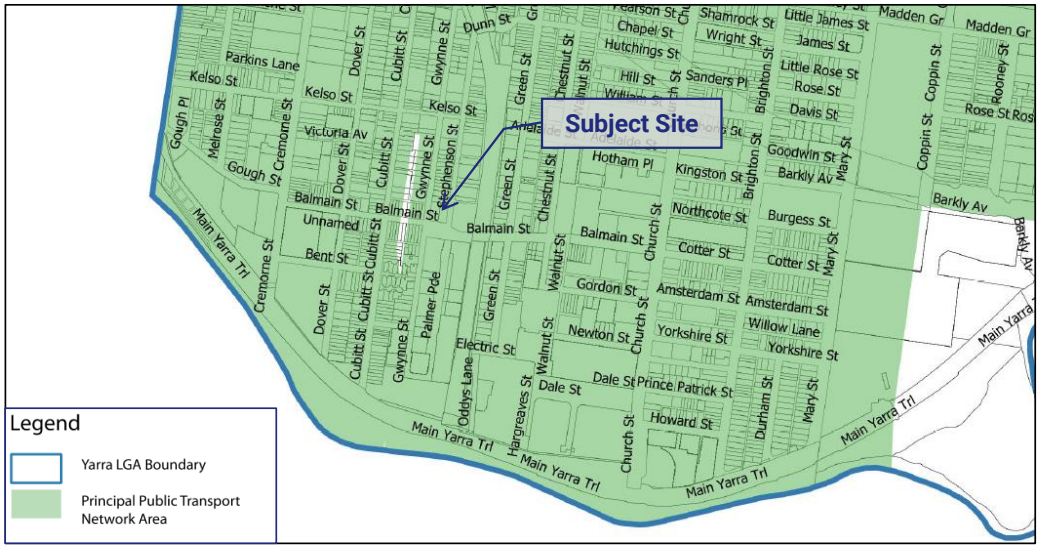


Figure 15: Yarra PPTN Area Map

The subject site falls within the PPTN area map and therefore Column B rates apply to the proposal.

Where a use is not listed in the Table 1 to Clause 52.06, car parking is to be provided to the satisfaction of the Responsible Authority.

Clause 74 of the Planning Scheme defines 'Residential Hotel' use as:

> *Land used to provide accommodation in serviced rooms for persons away from their normal place of residence. If it has at least 20 bedrooms, it may include the sale of liquor for consumption on, or off, the premises, function or conference rooms, entertainment, dancing, amusement machines, and gambling.*

On this basis, the retail/food and beverage tenancy could be considered ancillary to the hotel use.

We understand, however, that there is an intention that the retail/food and beverage tenancy would be open to the public. Therefore, we have assessed the food and beverage use as separate.

In this case, the proposed retail/food and beverage tenancy has a parking requirement for 3.5 spaces per 100 square metre of leasable floor area and there is no rate for hotel use.

On this basis, the proposal has a requirement to provide 17 spaces for the food and beverage tenancy plus parking for the hotel use to the satisfaction of the Responsible Authority.

The proposal intends to provide no on-site car parking for either of the proposed uses. A full waiver of the parking requirement under Clause 52.06 is therefore sought.

Clause 52.06-7 of the Planning Scheme allows a permit to be granted to vary the statutory car parking provisions, including a waiver.

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out as follows.

4.2. Car Parking Demand Assessment

The Scheme requires the assessment of car parking demands likely to be generated by the proposed use to have regard for listed factors, as appropriate, including:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use*
- *The variation of car parking demand likely to be generated by the proposed use over time*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors or occupants (residents or employees) of the land.*

- *Any empirical assessment or case study.*

An assessment of the projected car parking demand for the proposed development, accounting for these factors follows.

4.3. ABS Journey to Work Data (Staff Demands)

The subject site falls within the Yarra – Richmond SA2 statistical area. A review of the ABS 'Journey to Work' data for the 2011 and 2016 census identifies that a significant number of employees who work in this area, use active or alternate transport modes to travel to work, rather than a car, as driver.

Notably, the shift to alternative transport mode choices has increased since the 2011 census, resulting in a decline in car usage for employees in this area. It is expected that this will be a continued trend.

This data reveals a good reliance of public transport and walking trips as summarised at Table 3.

Table 3: Journey to Work Data (2011 VS 2016 Census) – Employees in Richmond – SA2

Mode of Travel for 'journey to work' trips	Work within Richmond – SA2 (2011)	Work within Richmond – SA2 (2016)
Car as driver	54.4%	49.9%
Public Transport	21.1%	25.2%
Walking	4.9%	5.8%
Cycling	2.8%	3.2%

This data highlights a lower reliance on private cars by employees/staff working in Richmond – SA2, which is supported by the high level of public transport access and ability to walk to the site and day to day services. It also shows a trend for increased sustainable transport which is expected to increase.

4.4. Anticipated Parking Demands

4.4.1. Hotel Use

Car parking demands generated by hotels are influenced by a mixture of factors. These include:

- the scale and type of accommodation offered,
- the location of the accommodation in relation to the nearby activity centre and leisure/tourist/employment activities,
- access from other modes (such as public transport, taxis and uber), and
- the parking provisions that are available on-site and in the surrounds.

We note that when booking accommodation, hotel guests will be advised on the availability of parking and/or alternative access options. At this point, they would make a conscious choice to either:

- drive if a car space is available and at a reasonable cost or free,
- choose to use public transport, taxi/uber or driver if parking is not available (or not affordable),
- choose alternative accommodation if neither of the above is suitable.

In this case, the site is within walking distance to Swan Street Activity Centre, near the Melbourne CBD, and has direct access to multiple public and alternative transport modes.

There is a significant supply of parking in the precinct of varying restrictions, including some short-term restrictions of up to 4P and there are off-street car parks with ticket parking, though parking surveys demonstrate this parking already has a high level of utilisation.

Accordingly, we would not anticipate that the hotel use will generate any significant level of long-term parking demands, with staff and guests likely to utilise alternative transport modes to access the site

4.4.2. Food and Drink Premise Use

Food and Drink Premises uses such as the proposed would typically operate as service type retail that draw trade from the surrounding area and other commercial uses rather than being a destination themselves.

During daytime periods, we would expect that the majority of trade to the tenancies will be walk up and there would be limited customer parking demand generated as guests from the hotel, employees from nearby offices and commercial uses, students and staff from the nearby education centre, and residents from the surrounding area walk to the site.

Notwithstanding the above, and for the purposes of a conservative analysis, the statutory rate of 3.5 spaces per 100 square metres will be adopted.

Application of this rate to the 492 square metres of food and drink premises use would indicate a peak demand for 17 spaces.

This demand will include staff and customer demands. Unconstrained staff demands are typically observed at a rate of 1 space per 100 square metres, realising a demand composition of 5 staff space and 12 customer spaces.

4.5. Allowing Fewer Car Spaces

When considering if appropriate to provide fewer car parking spaces on-site, the responsible authority must consider as appropriate:

- *The Car Parking Demand Assessment*
- *The availability of alternative car parking in the locality of the land.*
- *Any car parking deficiency associated with the existing use of the land, including:*
  - *Efficiencies gained from the consolidation of shared car parking spaces.*

  - *Public car parks intended to serve the land.*
  - *On street parking in non-residential zones.*
  - *Streets in residential zones specifically managed for non-residential parking.*
- *On street parking in residential zones in the locality of the land that is intended to be for residential use.*
- *The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.*
- *Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.*
- *The future growth and development of any nearby activity centre.*
- *Any car parking deficiency associated with the existing use of the land.*
- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- *Local traffic management in the locality of the land.*
- *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.*
- *The need to create safe, functional and attractive parking areas.*
- *Access to or provision of alternative transport modes to and from the land.*
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*
- *Any other matter specified in a schedule to the Parking Overlay.*
- *Any other relevant consideration.*

A discussion of the relevant items follows.

4.5.1. Relevant Policy and Proposed Parking Overlay

Yarra City Council supports sustainable transport and design in new and existing developments through a number of policies and initiatives.

Clause 21.06 of the Municipal Strategic Statement sets out these policies and includes a number of policies directly related to this site to encourage walking and cycling, increased public transport usage, a reduced reliance on private motor car and ultimately a reduced impact on vehicular traffic and congestion.

Yarra City Councils Strategic Transport Statement (adopted April, 2006) also creates a Hierarchy of Transport Modes that “should be applied to all decision making and actions related to transport in the City”. The hierarchy prioritises sustainable transport modes such as walking, cycling and public transport and aims to support the statements at Clause 21.06

by reducing the reliance on single occupant local and through traffic within the Yarra municipality.

Council's Parking Management Strategy (2013-2015 Action Plan) also sets out Council's vision, goals and principles for managing parking in the City of Yarra. The action plan seeks to encourage reduced parking or no car parking for development sites close to public transport stops.

Specific to this site, City of Yarra and the Victorian Planning Authority (VPA) have undertaken extensive strategic planning works to provide guidance to the future development of the Cremorne Enterprise Precinct.

The VPA has prepared the Cremorne Place Implementation Plan includes a number of Objectives, Targets and Actions (December 2020).

Key transport actions in the short term for the precinct are to "*2.1 Improve access and movement throughout Cremorne*" and *"2.2 Review the provision of car parking and its management"*.

Improved access and movement is proposed to be achieved by preparing a Streets and Movements Plan which would have the following guiding principles:

> *Prioritise safety for all users of the transport network,*
>
> *Recognise the limitation of private vehicle access and prioritise sustainable transport modes when planning for future demand,*
>
> *Recognise and provide for the needs of the existing community and businesses while planning for future change,*
>
> *Identify opportunities to increase access to and provision of public open space,*
>
> *Promote an efficient management and use of car parking supply.*

The Next Steps in the process are to:

> *"Prepare a Streets and Movement Strategy to address how to manage the available space and pathways to support the existing and future community and visitors to Cremorne Enterprise Precinct.*
>
> *Formally adopt a modal hierarchy giving priority to sustainable transport. The following will be explored:*
>
> *1 Road space sharing strategies to support active transport and improve public open space,*
>
> *2 Traffic calming measures including trialling of 30km/h speed limits,*
>
> *3 Improve public realm and safe access to the railway stations,*
>
> *4 A signalised intersection at Kelso Street and Punt Road.*

The car parking review is to:

> *"Review the provision of car parking and its management within Cremorne Streets for people*
>
> *Commercial 2 zones within the precinct Yarra City Council.*

Prepare the justification to support an amendment to the Yarra Planning Scheme that reduces the parking requirements to a rate that reflects Cremorne's context as an inner-city suburb well connected to public transport via a Parking Overlay.

In mid 2020, Traffix Group was engaged to undertake a Parking Controls Review as part of the proposed City of Yarra Planning Scheme Amendment C281 which proposed to introduce a Schedule to the Parking Overlay for the Cremorne Precinct.

The draft parking overlay seeks to set maximum parking rates of 1 space per 100 square metres of net or leasable floor area for office or retail uses (respectively).

The objectives of the draft overlay are:

To identify appropriate car parking rates for commercial development and land uses in Cremorne, having regard to the area's strategic, inner-metro location and transport environment.

To facilitate an appropriate provision of car parking spaces to enable Cremorne to grow as major enterprise precinct with sustainable development, quality public spaces and active transport options.

To reduce car parking demand, traffic congestion and noise and air pollution by encouraging the use of active and sustainable transport modes.

To improve amenity and safety for pedestrians, drivers and cyclists in Cremorne by minimising vehicle access to and through sites.

To ensure onsite car parking is designed to protect Cremorne's quality of place, including its built form character, heritage, public spaces and local road network.

A number of decision guidelines are included in the draft overlay when considering a development that provides parking over and above the maximum rates. The decision guidelines include:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *Whether the objectives of this schedule have been met.*
- *Any empirical analysis which supports a variation in the maximum number of car parking spaces that should be provided.*
- *The particular characteristics of the proposed use with regard to the likely car parking demands generated.*
- *The impacts of the proposed car parking provision on creating sustainable transport patterns that preference walking, cycling and public transport use.*
- *The impact on the road network of providing car parking in excess of the maximum rate.*

City of Yarra has long been enacting reduced parking policies to lower car usage and office/retail staff parking particularly within the Cremorne Area.

Whilst the proposal seeks a permit under the current requirements at Clause 52.06, on the basis of the above, the proposed parking provisions would not require a permit under the proposed Schedule to the Parking Overlay.

4.5.2. Activity Centre Parking & Reduced Demands due to a Suppression Approach

It has been a long-held practice within Activity Centres to rely on a centre based approach to parking. That is, individual sites do not provide car parking on their land but rather rely on a pool of car parking throughout the activity centre.

More specifically, the former Practice Note 22 (Using the Car Parking Provisions, June, 2015) stated:

> *In an Activity Centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development. Where a change of use or relatively small extension is consistent with the strategic plan for the centre and car parking cannot easily be provided, it will often be more sensible to reduce the car parking requirement, rather than prevent the use or development. Some activity centres will have excellent public transport access, ample car parking or mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre, and the reduced number of car trips would have a positive impact.*

4.5.3. Summary

The subject site is immediately adjacent to the Activity Centre and we are of the view that a consistent approach to parking for this site is appropriate.

Furthermore, due to the nature of uses, it is highly likely that parking demands will be dictated by supply.

On-street short term parking along the site frontage will allow for convenient taxi and uber pick-up and drop off for the guests of the hotel where there is direct access to Gwynne Street.

Therefore, guests and staff can easily and conveniently access the site and surrounds without the need for their own vehicle.

Parking in the area is predominantly time and ticket restricted and permit zones.

This means that whilst there is parking available on-street or in publicly available car parks for those staff, visitors or guests who choose to drive, it will be at a cost. They will then make a conscious decision whether they drive or not, or otherwise choose a different site to work/visit.

That is, we expect it is more likely that the supply of parking will dictate the hotel and staff parking demands, and there will be no long term off-site parking demands generated by the proposal.

Based on the preceding, we are of the view that the provision of zero car parking will actively encourage more sustainable transport choices for future employees and patrons.

5. Bicycle Parking Assessment

Clause 52.34 of the Planning Scheme sets out the statutory bicycle parking requirements of the Planning Scheme.

Table 4: Statutory Bicycle Parking Requirements

Use	Units	Statutory Requirement	No. Of Spaces Required
Retail	492 m^2	1 space per 300 square metres of NLA for staff 1 space per 500 square metres of NLA for customers	2 staff spaces 1 visitor space
Hotel	89 keys	1 space per 10 keys for staff 1 space per 10 keys for visitors	9 staff spaces 9 visitor spaces
		Total	**11 staff spaces 10 visitor spaces**

Based on the above assessment, the development is required to provide a total of 21 bicycle spaces, comprising 11 staff spaces and 10 commercial visitor spaces.

The requirement for 11 staff spaces also triggers a requirement for end of trip facilities at a rate of 1 shower/changeroom for the first 5 bicycle spaces and 1 space for each 10 bicycle spaces thereafter.

The application proposes the provision of 23 bicycle spaces, allocated as follows:

- 13 staff spaces at basement level,
- 10 hotel visitor spaces at ground level and 2 existing visitor spaces on the Balmain Street frontage within the public realm.

End of trip facilities are proposed on-site for staff, inclusive of 2 showers and changerooms with 12 lockers provided for commercial staff at basement level.

These above noted provisions exceed the minimum requirements under Clause 52.34 of the Scheme.

Bicycle parking has been provided in accordance with Clause 52.34 of the Planning Scheme and AS2890.3-2015 with a mix of vertical and horizontal rails as follows:

- Wall mounted vertical rails are dimensioned at 1.2 metres deep spaces, 0.5 metres spacings, and are accessible from an aisle 1.5 metres wide; and
- Horizontal spaces are provided with dimensions of 1.8 metre length and spaced at 0.5 metre centres, accessible from a 1.5 metre aisle.

We further note, a minimum of 20% of bicycle parking spaces are provided as ground (floor) level horizontal rails therefore meeting the requirements of AS2890.3-2015.

All access to bike corridors has been designed generally been designed with a minimum width of 1.5 metres which accords with the requirements of AS 2890.3.

The proposed bicycle parking arrangements and facilities are therefore considered appropriate.

6. Loading and Waste Considerations

Clause 65.01 of the Planning Scheme states that the responsible authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Loading and waste collection activities associated with the proposal are to be accommodated on-street along the site's Stephenson Street frontage.

A holding zone is provided at ground level for bins to be stored temporarily, prior to collection to minimise the duration that waste vehicles are stopped on street.

Swept path diagrams that demonstrate an 8.8m long truck (MRV) stopping along the site frontage, while still allowing for through traffic movement on Stephenson Street, are attached at Appendix A.

Accordingly, we are satisfied that loading and waste collection can be undertaken appropriately without unduly impacting on the adjacent road network.

7. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 49-51 Balmain Street, Cremorne, we are of the opinion that:

a. The proposed development has a statutory car parking requirement of 17 car spaces under Clause 52.06-5 of the Planning Scheme and the provision of zero car parking spaces results in seeking a full waiver of the statutory car parking requirement.

b. The required waiver of the parking requirement under Clause 52.06-6 is supported on the following grounds:

   i) The site is located within walking distance to the Swan Street Major Activity Centre and has excellent access to public transport services and alternative transport modes.

   ii) There is limited available on-street car parking suitable for long term parking for staff, encouraging a mode shift to more sustainable transport to access the site.

   iii) There is a generous provision of bicycle parking and end of trip facilities for future staff to encourage active transport choices.

   iv) The proposed parking provisions are consistent with City of Yarra Policies and the future Parking Overlay for the Cremorne Precinct, which is to apply maximum rates.

c. No on-site car parking is proposed and therefore no noticeable level of additional traffic is expected to be generated on the surrounding road network.

d. Bicycle parking is provided in excess of the requirements set out at Clause 52.34 of the Planning Scheme.

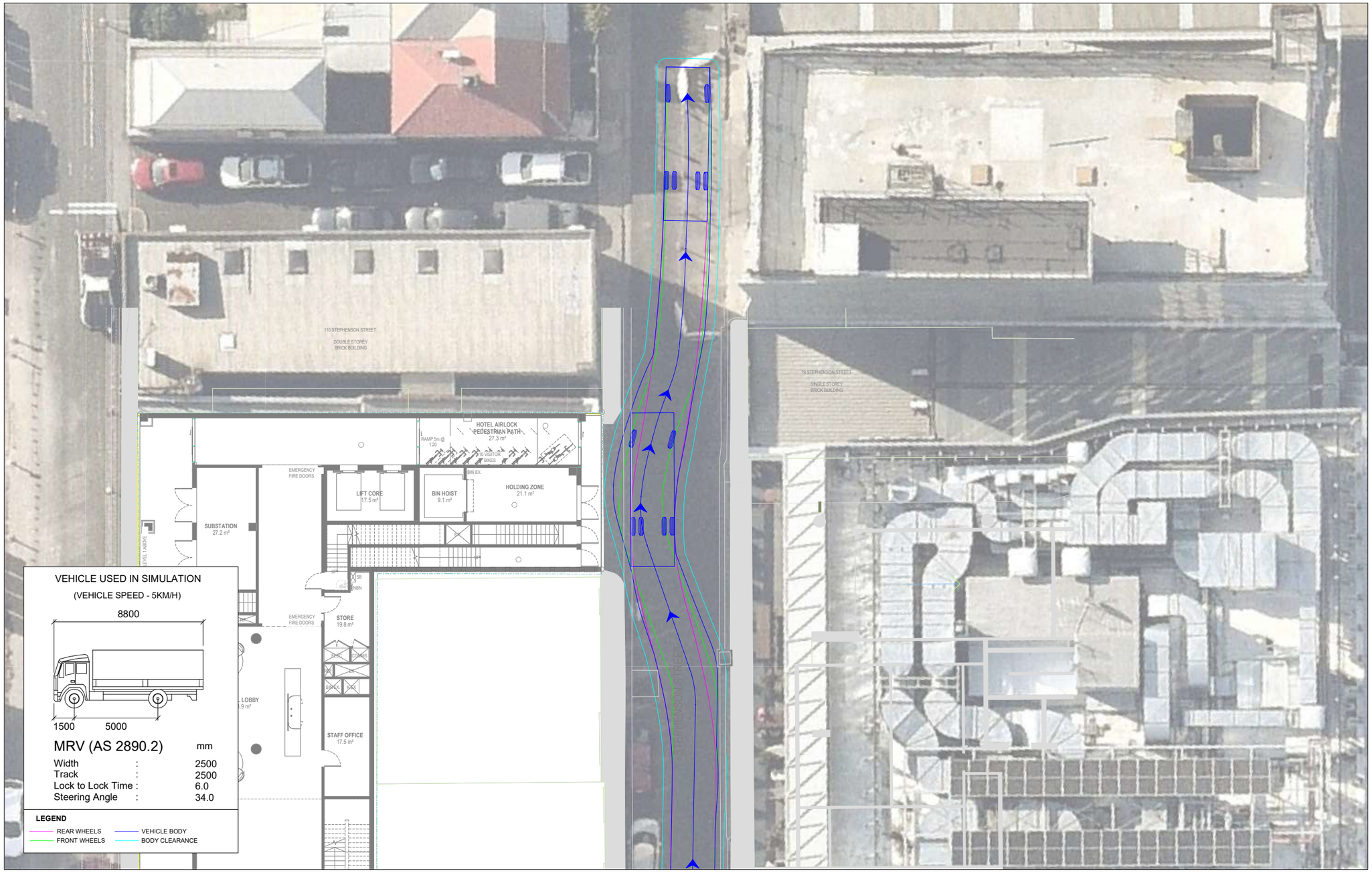
e. Loading and waste collection can be undertaken adjacent to the site without unduly impacting the adjacent road network.

There are no traffic engineering reasons why a planning permit for the proposed mixed use development at 49-51 Balmain Street, Cremorne, should be refused.

Appendix A
Swept Paths

Traffix Group G34047R-01C

MRV LOADING - INGRESS/EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	05/09/2024	TOWN PLANNING	G. SINGH	M. KOORN (RPE 14094)

49-51 BALMAIN STREET, CREMORNE
PROPOSED HOTEL DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM PLANS PROVIDED BY ROTHE LOWMAN ARCHITECTS DATED 04/09/2024.

FILE NAME: G34047-01
SHEET NO.: 01

N

SCALE: 1:200 (A3)
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Traffix Group

Waste Management Plan

Proposed Commercial Development

49-51 Balmain Street, Cremorne

Prepared for
Zig Inge Group Pty Ltd

September 2024

G34047R-02B (WMP)

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Document Control

Our Reference: G34047R-02B (WMP)

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	27/08/2024	M. Jora	C. Morello
A	Final	6/09/2024	M. Jora	C. Morello

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Appendix A Development Plans

Appendix B Swept Path Diagrams

1. Introduction

Traffix Group has been engaged by Zig Inge Group Pty Ltd to prepare a waste management plan for the proposed commercial development at 49-51 Balmain Street, Cremorne.

This Waste Management Plan is intended to act as a guideline for the proposed development and may be subject to the ongoing updates, post-development.

2. Proposal

The proposed development is for a multi-storey residential hotel development and café/food and drink uses within the basement and on the ground floor. For the purposes of this analysis, we have adopted the most conservative use which could potentially be on site, being a restaurant.

The proposed development schedule is provided in Table 1.

Table 1: Proposed Development Schedule

Land Use	Area/Size (approx.)
Residential Hotel	89 Rooms
Restaurant	491.6m^2

A shared waste storage area is provided at the basement level which can be accessed via stairs/lift. A bin hoist is provided to transfer bins from the basement level to the ground level holding zone.

Waste collection will be undertaken on-street via a private contractor using any rear loading waste vehicle. The waste vehicle will prop temporarily along the site's Stephenson Street frontage, adjacent to the holding zone to collect the bins.

A copy of the development plans prepared by Rothelowman is attached at Appendix A.

3. Waste Management Plan

3.1. Waste Systems

The waste management systems of the proposed development comprise of the following components:

- Immediate smaller bins within individual tenancies for temporary storage of garbage and recyclable waste prior to transferring to the mobile garbage bins, and
- Mobile garbage bins (MGB's) within the shared waste storage area at basement level.

Each individual tenancy will be responsible for managing receptacles and transferring their own waste manually to their primary collection waste bin room provided at the basement level.

3.2. Management of Waste Streams

In accordance with the Victorian Government's *Circular Economy Policy*: *Recycling Victoria*, food organics green organics (FOGO), glass and paper & cardboard waste have been considered separately to reduce landfill at the source.

The waste generated by the proposed development will be separated and managed into the following waste streams:

- General Garbage Waste,
- Food and Organics/Green Waste (FOGO),
- Paper & Cardboard Recycling,
- Glass Recycling, and
- Other Commingled Recycling.

The proposed management of each of the streams/systems is detailed below.

Table 2: Waste Streams

Waste Type	Waste Management
Garbage	Staff will place general landfill waste in tied plastic bags and dispose of the bagged garbage directly into the garbage bin within the shared waste area at the basement level.
Recycling	Staff will dispose of loose recyclable items directly into the recycling bin within the shared waste area at the basement level.
FOGO	Staff will dispose of organic waste directly into the organic bins within the shared waste area at the basement level.
Glass	Staff will dispose of glass waste directly into the glass bins within the commercial waste area at the basement level.

Waste Type	Waste Management
Paper & cardboard	Staff will dispose of loose cardboard directly into the paper & cardboard bin within the shared waste area at basement level. Cardboard shall be folded appropriately.
Hard Waste	The commercial tenancies will dispose of any hard waste via a private contractor on a required basis. Hard waste can temporary be stored within the shared waste storage area as required.
Other	The restaurant tenancy will engage a waste contractor responsible for the storage and collection of any cooking oils and grease. Any servicing and maintenance of the grease trap will be advised and undertaken by a private contractor. Any e-waste/charity waste generated by other tenancies will be disposed of via private contractor by arranging any e-waste/charity private bins through coordination with building management if required.

3.3. Waste Generation

3.3.1. Overall Generation Rates

The development has been assessed against the waste generation rates specified under the *Better Practice Guide for Waste Management and Recycling in Multi-unit Developments* by Sustainability Victoria. Table 3 sets out the expected waste generation for the Proposed Commercial Development.

Table 3: Waste Generation Rates

Waste Source	Garbage	Recycling
Residential Hotel	35L/room per week	35L/room per week
Restaurant	660L/100m² floor area/day	200L/100m² floor area/day

An estimate of the total waste generated by the proposed development is detailed in Table 4.

Table 4: Expected Waste Generation for the Proposed Use

Waste Source	Size/No.	Garbage	Recycling
Residential Hotel	89 rooms	3,115 L per week	3,115 L per week
Restaurant	491.6m^2	22,712 L per week	6,882 L per week
TOTAL WASTE GENERATED		**25,827 L per week**	**9,997 L per week**

3.3.2. Considering Alternative Waste Streams

A number of different land uses across the site are expected to generate FOGO, glass and paper & cardboard waste as summarised in Table 5.

Table 5: Alternative Waste Streams

Land Use	Garbage		Recycling		
	General	FOGO	Commingled	Glass	Paper & Cardboard
Residential Hotel	70%	30%	65%	10%	25%
Restaurant	70%	30%	65%	10%	25%

Based on the preceding assessment the proposal is expected to generate the following waste volumes.

Table 6: Expected Waste Generation – Splits per Stream

Waste Source	Size/No.	Garbage		Recycling		
		General	FOGO	Comingled	Glass	Paper & Cardboard
Residential Hotel	89 rooms	18,079L	7,748L	6,498L	1,000L	2,499L
Restaurant	491.6m^2					
TOTAL WASTE GENERATED		**25,827 L / week**		**9,997 L / week**		

3.4. Waste Equipment (MGBs)

Based on the determined waste generation, Table 7 provides a summary of the nominated waste storage area provisions and the frequency of collection.

Table 7: Waste Bins and Collection Frequencies

Waste Stream	Waste Volume (L/week)	Bin Capacity	No. of Bins Required	Collection Frequency (per week)
Garbage	18,079L	240L	1 no.	3
		1,100L	5 no.	
FOGO	7,748L	240L	11 no.	3
Recycling	6,498L	1,100L	2 no.	3
Glass	1,000L	360L	1 no.	3
Paper & Cardboard	2,499L	1,100L	1 no.	3

Overall, the proposed commercial development requires the following bins:

- 8 x 1,100L bins,
- 1 x 360L bin, and
- 12 x 240L bins.

Further details regarding the waste equipment required for the development are detailed in Table 8.

Table 8: Bin Details and Colours

Waste Stream	Bin Capacity	Dimensions (H x W x D) Note 1	Bin Lid Colour Note 2	Bin Body Colour Note 2
Garbage	240L 1,100L	1,060 x 585 x 730mm 1,330 x 1,240 x 1,070mm	Red	Dark Green
Recycling	1,100L	1,330 x 1,240 x 1,070mm	Yellow	
FOGO	240L	1,060 x 585 x 730mm	Light Green	
Glass	360L	1,100 x 680 x 770mm	Purple	
Paper & cardboard	1,100L	1,330 x 1,240 x 1,070mm	Blue	

Note 1. Bin capacity and dimensions are provided as an indicative dimension, sourced from Bin Supplier, 'Sulo'.
Note 2. Bin lid and body colours are based on the bin colour scheme set out by Sustainability Victoria.

3.4.1. Waste Area and Access

The proposed development provides a communal bin storage waste area located at the basement level for the whole development. Access to the waste bin room is provided via back of the house corridor/lifts. The waste area and access route are illustrated at Figure 1.

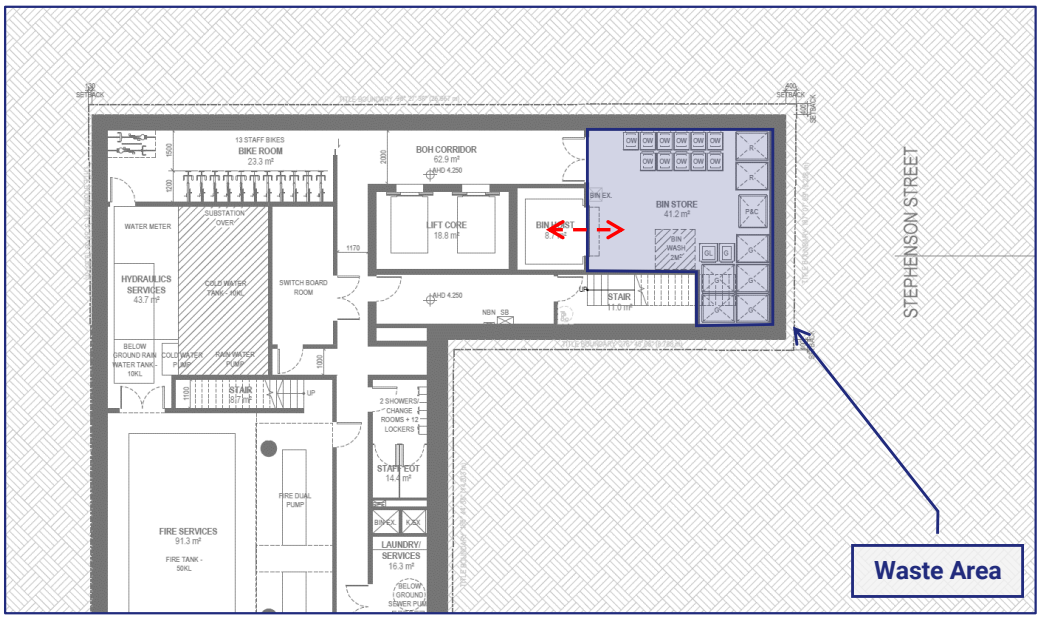

Figure 1: Proposed Waste Area & Pedestrian Access Route

Table 9 details the waste area requirements based on the waste equipment proposed.

Table 9: Waste Area Requirements

Use	Waste Equipment	Net Area[1]	Quantity	Net Waste Storage Area Required	Waste Area Provided
Commercial	240L	0.43m^2	11	4.73m^2	>16m^2
	360L	0.58m^2	1	0.58m^2	
	1,100L	1.33m^2	8	10.64m^2	
Note 1: Net area required is calculated from the dimensions of the bins.					

Based on the above, sufficient space is provided for on-site waste storage within the proposed development.

3.5. Signage

Appropriate signage in accordance with Sustainability Victoria will be displayed on the bins and within the waste area, as illustrated in Figure 2.

The signage will help guide and encourage staff of the proposed development to dispose of waste correctly into the appropriate waste streams.

Figure 2: Waste Signage Examples

3.6. Waste Collection Arrangements and Vehicle Access

It is proposed that waste collection will occur on-street.

Bins will be transferred from the bin room to the holding zone at ground level via the bin hoist prior to the arranged collection time. The waste collection will stop temporarily along the site's Stephenson Street frontage with bins transferred to/from the holding zone for collection.

A private contractor will be engaged to collect the waste with a vehicle up to the size of an 8.8m MRV.

Waste collection will be undertaken outside of the peak hours to minimise disruption on Stephenson street traffic.

Swept path diagrams demonstrating an 8.8m MRV approaching the site along Stephenson Street, stopping adjacent to the site, and departing along Stephenson Street, are attached at Appendix B.

4. Amenity Impacts

It is the responsibility of the site operator to carry out the ongoing maintenance of all waste areas to minimise the following amenity impacts.

4.1. Ventilation/Odour Prevention

For developments using forced ventilation or air-conditioning system, adequate ventilation will be provided within the bin store areas in accordance with AS1668.2 to ensure waste-related odours are minimised.

Waste areas will be frequently cleaned to prevent the retainment of odours.

4.2. Noise Reduction

The waste facilities will comply with BCA and AS2107 acoustic requirements. Private waste collection will follow Council's and EPA guidelines to ensure acoustic impact is minimised.

Collection days and times will be determined following the confirmation of a specific private waste collection contractor by the site operator. Waste collection times should comply with the EPA Noise Control Guidelines (Publication 1254):

Commercial Waste Collection

- *Collections occurring once a week should be restricted to the hours 6:30am — 8pm Monday to Saturday, 9am – 8pm Sunday and public holidays*
- *Collections occurring more than once a week should be restricted to the hours 7 am —8pm Monday to Saturday, 9am – 8pm Sunday and public holidays*

4.3. Vermin Prevention & Litter Management

Waste areas will be secured to prevent any unauthorised use. Waste areas will be monitored by the property manager to ensure that bins are not overfilled and any spillage resulting from waste collection is appropriately addressed. All access doors and bin lids will be kept closed at all times to prevent vermin access to the waste areas.

4.4. Washing Facilities and Stormwater Pollution

Third party contractors can be engaged for cleaning and washing services. Alternately, appropriate washing facilities including water supply and hose shall be provided for the regular washing of the bins and waste area by the property manager. Washing facility provided will be connected to the sewerage for drainage to prevent any stormwater pollution.

5. Ongoing Maintenance & Sustainability Initiatives

5.1. Maintenance Management

Further to the occupation of the proposed development, it is the responsibility of the site operator for the ongoing operation and maintenance of the Waste Management Plan.

The site operator will ensure that maintenance work and upgrades are carried out on the waste areas and components of the waste system. When required, the site operator will engage an appropriate contractor to conduct maintenance services, replacements, or upgrades.

All ongoing costs are to be fully met by the site operator.

5.2. Waste Reduction Strategies

The site operator will be responsible to encourage staff of the proposed development to reduce waste disposal and recycle materials based on the waste management hierarchy set out by Sustainability Victoria.

The hierarchy is detailed at Figure 3 below.

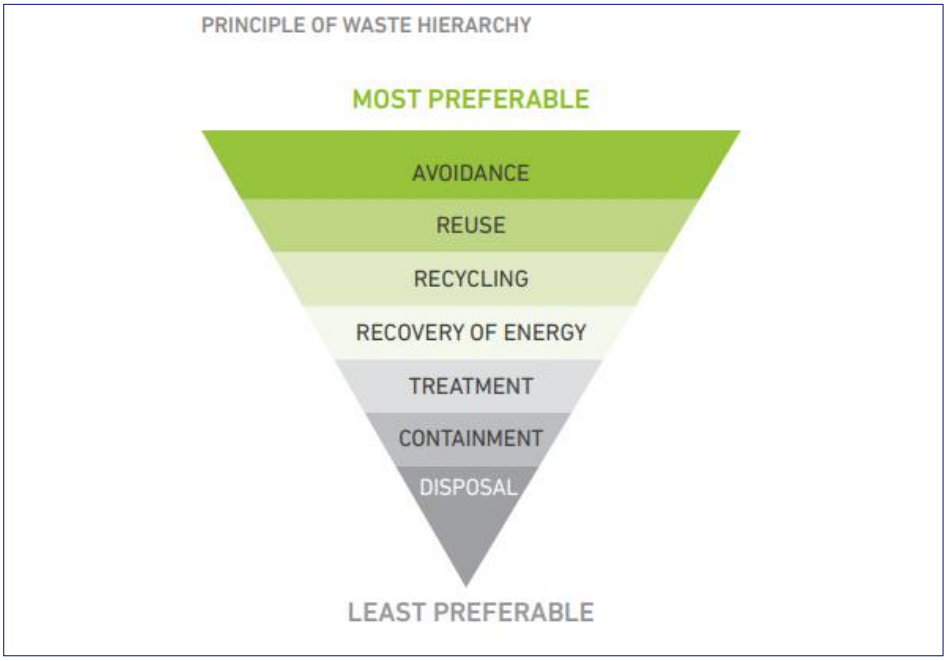

Figure 3: Sustainability Victoria's Waste Management Hierarchy

Additionally, the site operator can set targets and measures to reduce garbage going to landfill and increase recycling and choose to participate in Council's waste programs to promote sustainability initiatives.

5.3. Waste Management Rules

It will be the responsibility of the site operator to ensure all staff are provided with the relevant information and materials regarding the waste management system and sustainability strategies of the proposed development.

Relevant information will be provided at the waste areas to ensure that all users will operate and maintain safe practice when utilising the waste facilities.

5.4. Monitoring and Review

This Waste Management Plan should be monitored and reviewed on a regular basis to ensure that it meets the regulatory requirements and the expected waste generation rates outlined in Section 3.3. The site operator will be responsible for monitoring the Waste Management Plan. Where required, the site operator should undertake a waste audit to identify any modifications and/or improvements to the waste management system.

6. Contact Information

Table 10 provides a list of common waste collection service contractors and waste equipment suppliers. The site operator is not obligated to procure goods/services from the following suppliers and reserves the right to choose their own preferred suppliers.

Traffix Group does not make representations for the goods/services provided by the suppliers listed below.

Table 10: Supplier Contact Information

Service Type	Business Name	Phone	Website
Private Waste Collectors	Citywide Waste	03 9261 5000	www.citywide.com.au
	SUEZ	13 13 35	www.suez.com.au
	Cleanaway	13 13 39	www.cleanaway.com.au
	Veolia	13 29 55	www.veolia.com/anz
	JJ Richards	03 9794 5722	www.jjrichards.com.au
	Waste Wise Environmental	1300 550 408	www.wastewise.com.au
	Kartaway	1300 362 362	www.kartaway.com.au
	iDump	1300 443 867	www.idump.com.au
	Waste Ninja	1300 648 088	www.wasteninja.com.au
E-Waste Collection	TechCollect	1300 229 837	www.techcollect.com.au
Equipment Supplier	Sulo Australian (bin supplier)	03 9357 7320	www.sulo.com.au
	Mr Wheelie Bin (bin supplier)	03 9912 2850	www.mrwheeliebin.com.au
	Eco-safe Technologies (odour control system)	1300 135 039	www.eco-safe.com.au
Bin Washing Services	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
	Kerbside Clean-A-Bin	03 9588 1944	www.kerbsidecleanabin.com.au

Appendix A

Development Plans

LEVEL	GFA (Excluding Terrace)	NSA Hotel	NLA Retail	Retail Circulation & BOH	NLA Office	Circulation & Services^	Communal Terrace	Food & Beverage	Hotel 1 Bed	Totals
Basement 1	638.6 m²	0.0 m²	0.0 m²	164.3 m²	14.4 m²	460.0 m²	0.0 m²	0	0	0
Ground	494.0 m²	0.0 m²	185.9 m²	0.0 m²	0.0 m²	308.1 m²	0.0 m²	1	0	0
Level 1	600.1 m²	302.4 m²	141.4 m²	0.0 m²	0.0 m²	156.4 m²	41.9 m²	1	10	10
Level 2	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 3	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 4	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 5	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 6	475.0 m²	331.1 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	11	11
Level 7	481.1 m²	337.2 m²	0.0 m²	0.0 m²	0.0 m²	143.9 m²	0.0 m²	0	12	12
Level 8	370.4 m²	242.9 m²	0.0 m²	0.0 m²	0.0 m²	127.5 m²	111.1 m²	0	8	8
Roof	276.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	276.0 m²	0.0 m²	0	0	0
	5259.6 m²	2562.4 m²	327.3 m²	164.3 m²	14.4 m²	2191.3 m²	153.0 m²	2	89	89

^ Includes basement perimeter pile wall in this calculation - estimated thickness only.

*For preliminary feasibility purposes. Areas are not to be used for purpose of lease or sale agreements. Layouts may not comply with building regulations or other regulatory requirements. The information contained in this schedule is believed to be correct at the time of printing. Areas are generally measured in accordance with the Property Council of Australia Method of Measurement.

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PERMIT ISSUE

Revisions

P1	19.07.2024	For Information	ND
P2	14.08.2024	For Information	DB
P3	16.08.2024	Draft Town Planning	ND
P4	22.08.2024	Updated Draft Town Planning	ND
P5	04.09.2024	Updated Draft Town Planning	ND

4/09/2024 4:21:31 PM

Project: **Balmain Street**

49-51 Balmain Street, Cremorne

Drawing: **Development Summary**

Project No: **222035**

Author: **ND**

Scale: @ A1

Drawing No: **TP00.01** **P5**

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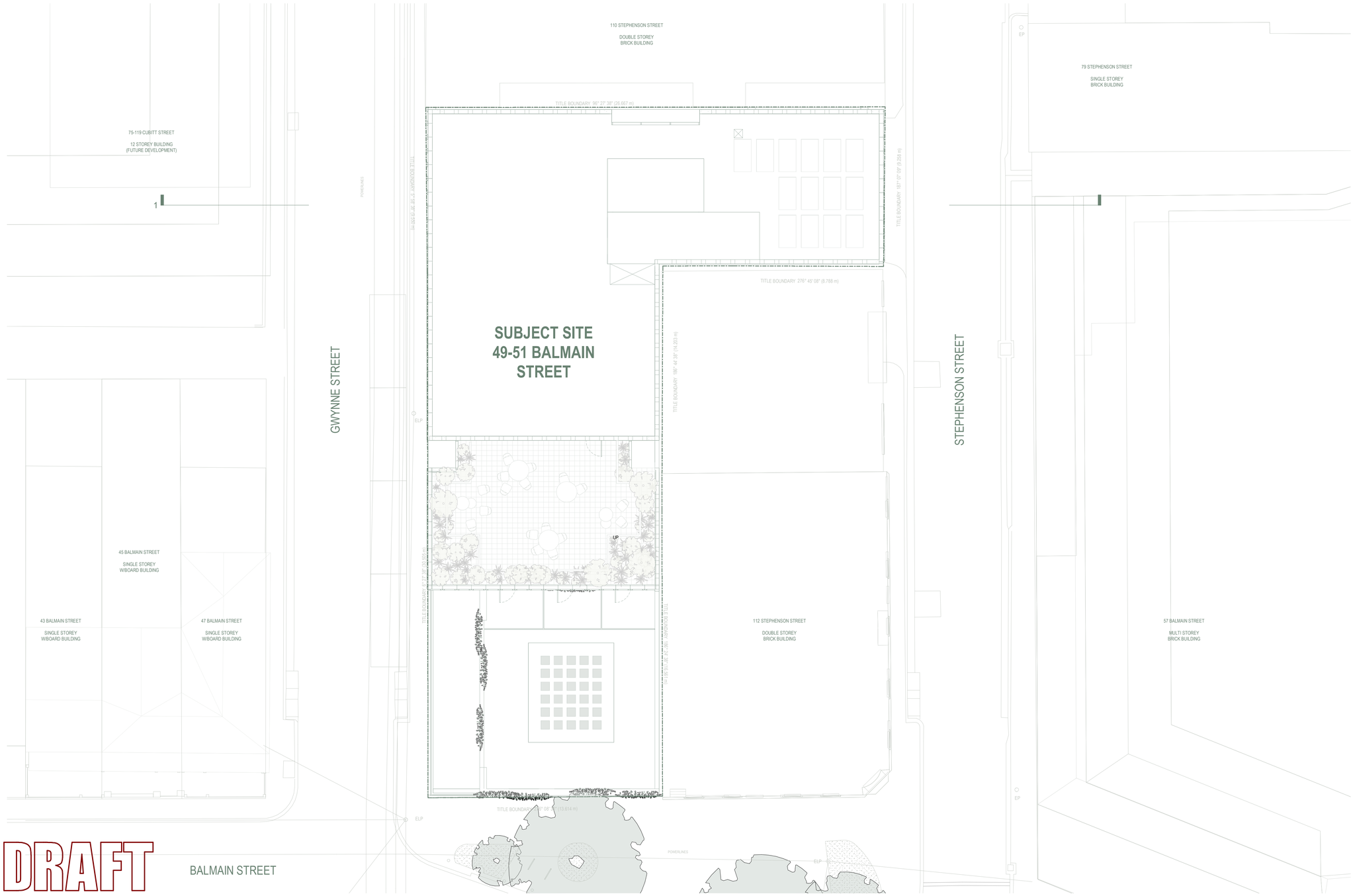

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Revisions			
P1	19.07.2024	For Information	ND
P2	14.08.2024	For Information	DB
P3	16.08.2024	Draft Town Planning	ND
P4	22.08.2024	Updated Draft Town Planning	ND
P5	04.09.2024	Updated Draft Town Planning	ND

4/09/2024 4:21:36 PM

Project: **Balmain Street** | Drawing: **Site Plan** | Project No: **222035** | Author: **ND** | Scale: @ A1 **1 : 100** | Drawing No: **TP00.02** | **P5**

49-51 Balmain Street, Cremorne

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Revisions			
P2	19.07.2024	For Information	ND
P3	14.08.2024	For Information	DB
P4	16.08.2024	Draft Town Planning	ND
P5	22.08.2024	Updated Draft Town Planning	ND
P6	04.09.2024	Updated Draft Town Planning	ND

4/09/2024 4:21:39 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Basement 1**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No: **TP01.00**
P6

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Revisions			
P2	19.07.2024	For Information	ND
P3	14.08.2024	For Information	DB
P4	16.08.2024	Draft Town Planning	ND
P5	22.08.2024	Updated Draft Town Planning	ND
P6	04.09.2024	Updated Draft Town Planning	ND

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Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Ground Floor**
Project No: **222035**
Author: **ND**
Scale: @ A1 **1 : 100**
Drawing No: **TP01.01**
P6

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Revisions				
P1	15.03.2024	Preliminary	ND
P2	19.07.2024	For Information	ND
P3	16.08.2024	Draft Town Planning	ND
P4	22.08.2024	Updated Draft Town Planning	ND
P5	04.09.2024	Updated Draft Town Planning	ND

4/09/2024 4:21:46 PM

Project: **Balmain Street**
49-51 Balmain Street, Cremorne

Drawing: **Level 1**
Project No.: **222035**
Author: **ND**
Scale: @ A1: **1 : 100**
Drawing No.: **TP01.02**
P5

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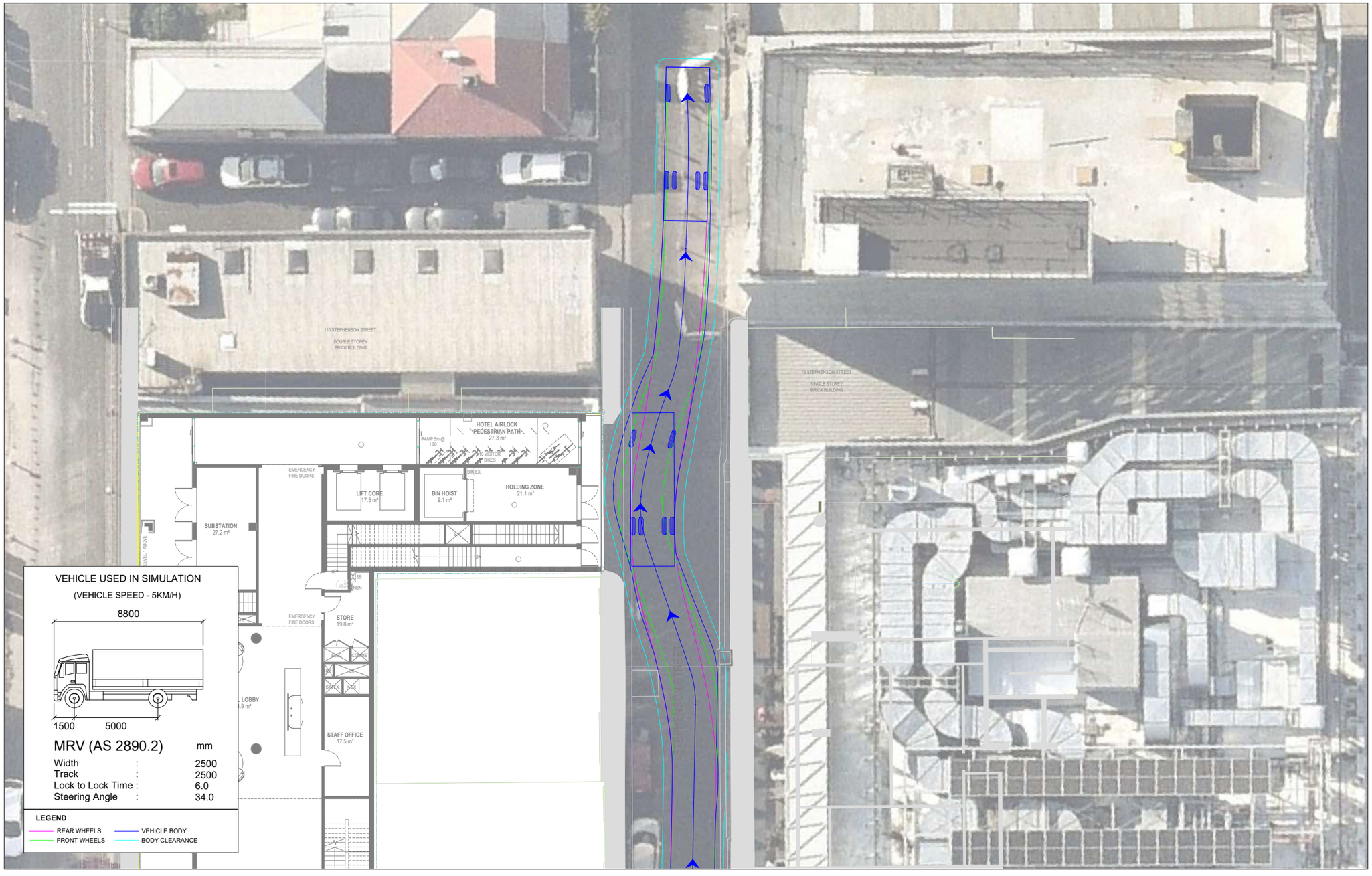
Appendix B

Swept Path Diagrams

MRV LOADING - INGRESS/EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	05/09/2024	TOWN PLANNING	G. SINGH	M. KOORN (RPE 14094)

49-51 BALMAIN STREET, CREMORNE
PROPOSED HOTEL DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM PLANS PROVIDED BY ROTHE LOWMAN ARCHITECTS DATED 04/09/2024.

FILE NAME: G34047-01
SHEET NO.: 01

N

SCALE: 1:200 (A3)
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Proposed Hotel Building

49-51 Balmain Street, Cremorne

Acoustic Report – Town Planning Application

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Project	Proposed hotel development – 49-51 Balmain Street, Cremorne.
Project No.	13232
Document Reference	13232-1.1jg
Document Status	Revision 1
Date	Friday, January 24, 2025
Author	Jordan Growcott
Client Details	**Zig Inge Group** C/- Rothelowman Level 21, 140 William Street Melbourne, VIC 3000

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1. Introduction

The proposal includes the construction of a new hotel development at 49-51 Balmain Street, Cremorne.

The current building design includes:

- Basement level – back of house areas and services rooms.
- Ground level – lobby area and retail space.
- Level 01 – accommodation rooms, retail space and associated outdoor terrace.
- Level 02 to Level 07 – accommodation rooms.
- Level 08 – accommodation rooms and a communal use outdoor terrace.

The hotel component will include 89 rooms with an expected maximum 180 hotel guests. Hotel operations will cater for 24hrs with 20 staff on site. The ancillary food and beverage at ground floor and level 1 will operate between 7am-12am and will cater for approximately 100 guests.

The subject site is surrounded by commercial and residential use, however, is also located in proximity to an existing railway line approximately 50m to the east of the site. In consideration of the above, the future facades of the building will have the potential to be exposed to elevated noise impacts associated with train passby events.

Further to the above, due to the commercial nature of the proposal, it is expected that the future operations may have the potential to generate noise emissions which may impact on existing residential receptors in proximity to the site.

In consideration of the above, Watson Moss Growcott Acoustics (WMG) has been engaged to undertake an assessment which addresses noise intrusion from the surrounding acoustic environment as well as potential noise emissions from the subject site and how they may impact on residential receptors.

This report presents the outcomes of the noise assessment and includes noise control strategies where appropriate.

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2. Noise Assessment Terminology

Noise assessment terminology used within this report is defined within Table 1 below.

Table 1: Noise Assessment Terminology

Terminology	Definition
dB(A)	Decibels recorded on a sound level meter, which has had its frequency response modified electronically to an international standard, to quantify the average human loudness response to sounds of different character
L_{eq}	The equivalent continuous level that would have the same total acoustic energy over the measurement period as the actual varying noise level under consideration. It is the noise measure defined by the EPA as the measure of the noise to use in assessing compliance with noise limits.
L_{90}	The level exceeded for 90% of the measurement period, which is representative of the typical lower levels in a varying noise environment. It is the noise measure defined by the EPA as the measure of the background noise level to use in determining noise limits.
Sound Power Level (Lw)	The sound power level of a source is a measure of the amount of energy in the form of sound emitted from the source. The sound power level of a source is an inherent characteristic of that source and does not vary with distance from the source or with a different acoustic environment. The sound power level equals the sound pressure level at a distance from the source plus 10 times the logarithm (to base 10) of the measurement surface area (m^2), and is relative to a reference sound power of 1pW, (10-12 Watts).
Sound Pressure Level (Lp)	Sound that we can hear with our ears or measure with a sound level meter is actually small variations in the pressure of the air around us. The magnitude of the pressure fluctuations vary over a very wide range from the very lowest levels we can just hear to the very high levels we need to be protected from, and for that reason sound is measured on a logarithmic scale. The sound pressure level equals 10 times the logarithm (to base 10) of the sound pressure divided by a reference pressure, which is 20 µPa. The sound pressure level reduces with increasing distance from a source and is influenced by the surroundings.

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3. Measurement Equipment

As part of the assessment works, WMG used the equipment described in Table 2 below.

Table 2: Measurement Equipment List

Equipment Designation	Use of Equipment
Ngara Real Time Sound Acquisition System	Fixed Position Noise Logging Measurements
Rion NA27 Precision Sound Level Meter	Handheld Noise Measurements

The field calibration of the equipment was checked with a Bruel & Kjaer Type 4230 Sound Level Calibrator at the commencement and completion of the noise measurements and found to be within the correct calibration range.

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4. Site and Surrounding Environment

The subject site is located at 49-51 Balmain Street, Cremorne and abuts Gwynne Street to the west, a commercial use building to the north, Stephenson Street to the east and Balmain Street to the south. The site land is configured as an 'L' shape and effectively wraps around the Cherry Tree Hotel which is located at 53 Balmain Street.

The subject site is generally surrounded by commercial operations to the north, east and south, however is located in proximity to residential premises to the west across Gwynne Street, as well as to the southwest across Balmain Street.

More broadly, the site is in proximity to an existing railway line which is elevated and located in the order of 50m to the east of the site. The railway line services Richmond and South Yarra Station and connects into the Melbourne CBD city loop. It is understood that the railway line includes both passenger and freight services.

Further to the above, the highly trafficked CityLink toll road is located in the order of 250-300m from the subject site boundary to the south and west.

Figure 1 provides an aerial image of the subject site and surrounding environment.

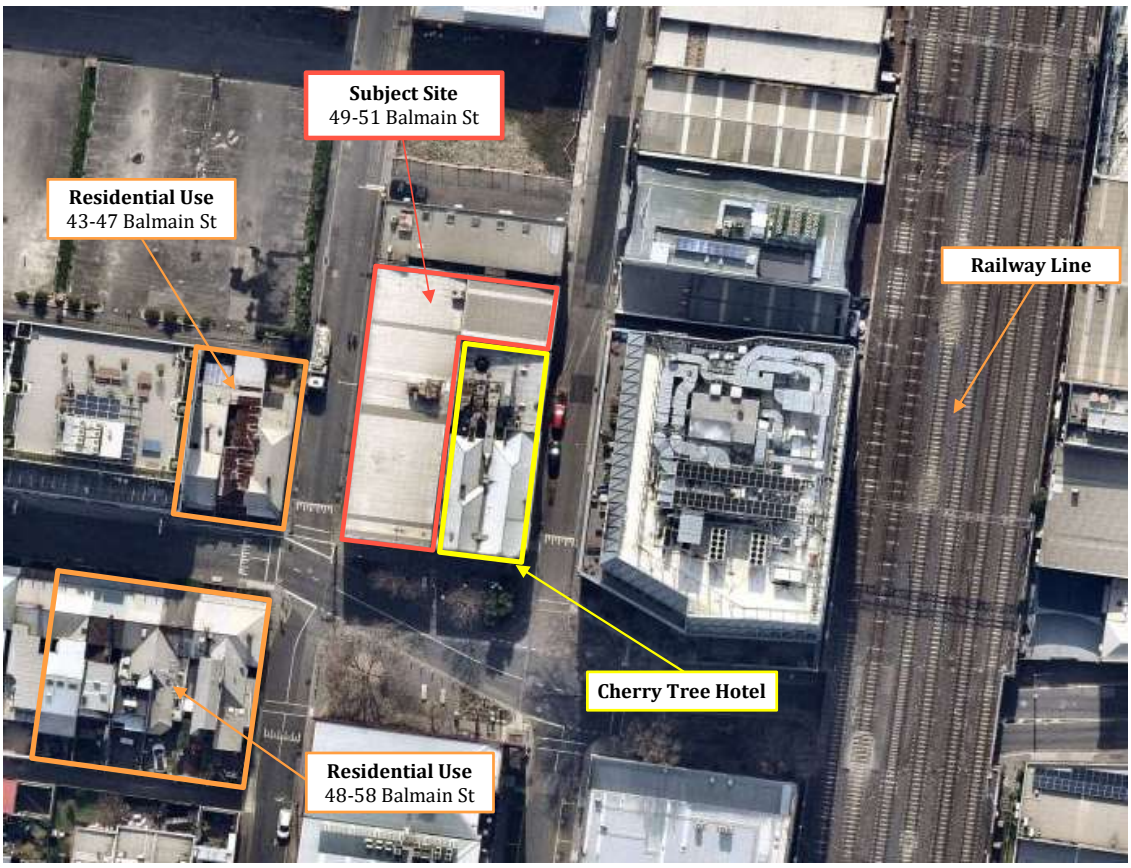

Figure 1: Aerial photo of subject site and surrounding environment

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5. Proposed Site Layout

As part of preparing this report, WMG has reviewed architectural documentation prepared by Rothelowman which is dated 22.08.2024 and referenced 'updated DRAFT Town Planning'.

Based on the documentation provided, the proposal will include the following:

- Basement – Back of house areas including retail kitchen, staff room, bin store, services rooms and amenities.
- Ground level – Retail tenancy, hotel lobby, staff office, loading area and substation.
- Level 01 – Hotel accommodation, retail food and beverage (inc. outdoor terrace).
- Levels 02-07 – Hotel accommodation.
- Level 08 – Hotel accommodation, outdoor terrace.
- Rooftop – Services platform.

The general site plan drawing dated 22.08.2024 is included Figure 2 below.

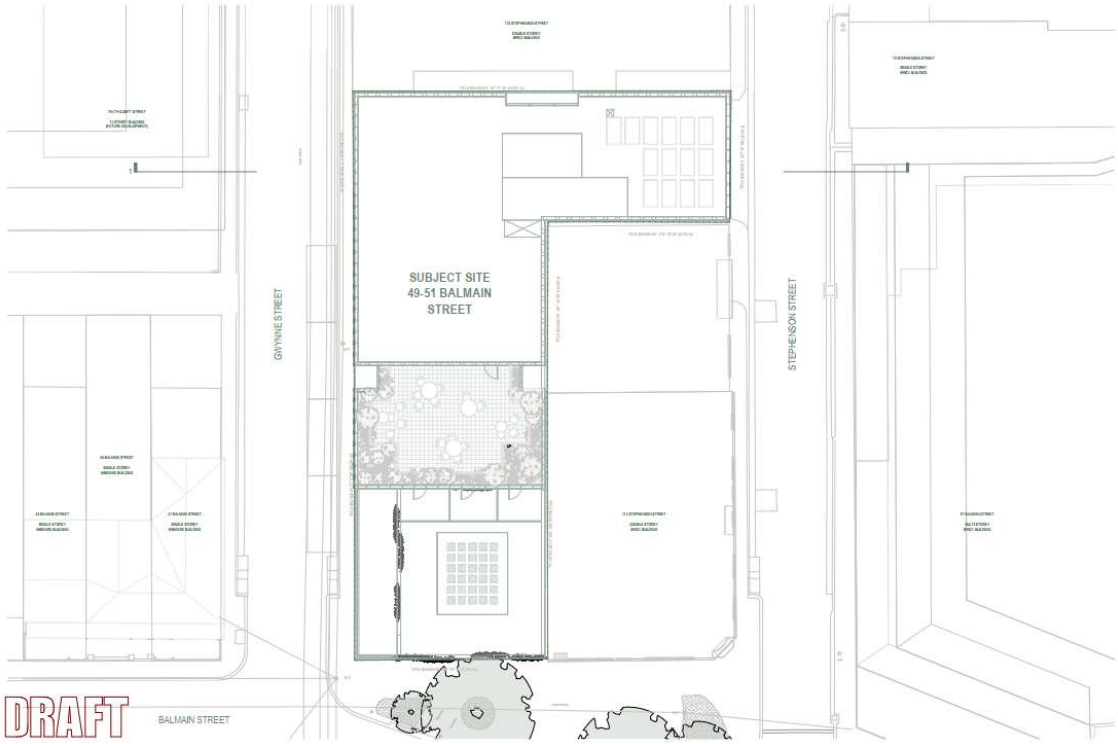

Figure 2: Proposed Site Plan – 49-51 Balmain Street

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6. Site Noise Monitoring

In order to consider the existing acoustic environment at the site and within the surrounding environment, WMG has undertaken unattended and attended noise monitoring during the following dates and times:

- Attended survey during the period 2:00pm to 3:30pm on Tuesday 24th September 2024.
- Unattended monitoring during the period Tuesday 24th September to Monday 30th September 2024.

An aerial image identifying the attended and unattended noise monitoring locations is included below.

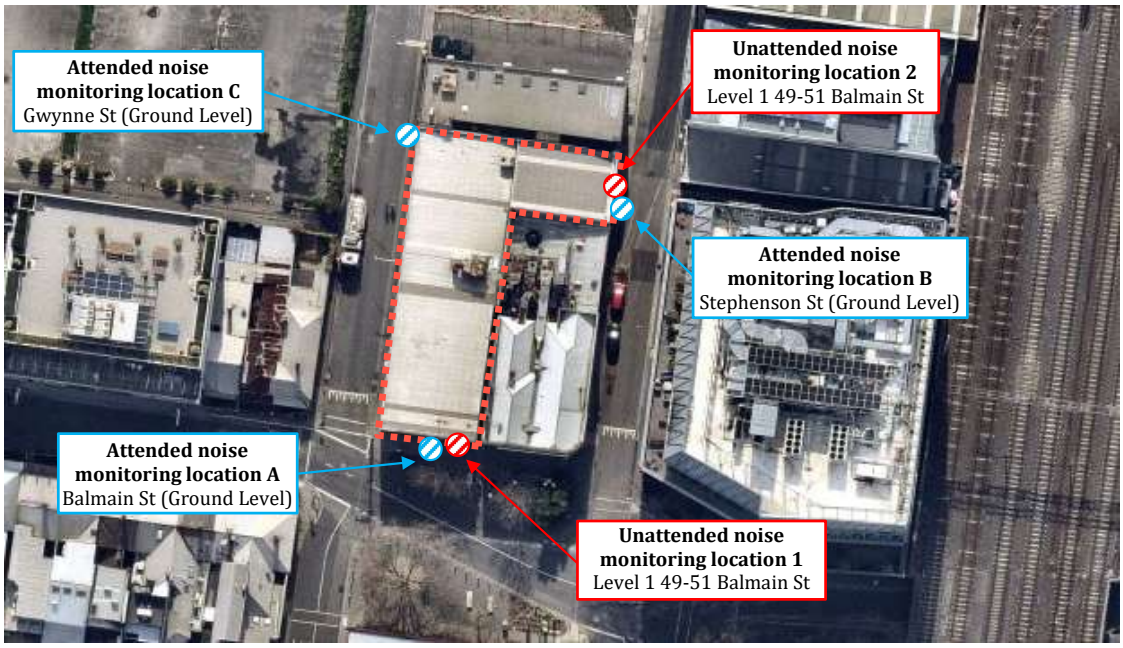

Figure 3: Aerial image identifying attended and unattended noise monitoring locations

Based on observations during attended site noise measurements, and through analysis of the audio files recorded by the unattended noise monitoring equipment, WMG provide the following commentary regarding the existing acoustic environment at and around the subject site:

- The existing ambient noise environment is typically dominated by noise associated with vehicle movements along Balmain Street and the highly trafficked CityLink toll road located to the south and west. Noise due to train passby events as well as the sounding of train horns were also audible at the subject site intermittently.
- Patron noise associated with the Cherry Tree Hotel venue outdoor area was observed to be audible at monitoring location 1 and based on analysis of unattended monitoring equipment audio recordings, was the dominant source of noise for an extended duration on Thursday, Friday and Saturday.
- Indoor music noise associated with the Cherry Tree Hotel venue was identified during the Saturday day, evening and night periods at monitoring locations 1 and 2 through analysis of audio recordings.
- Intermittent noise associated with the Reece commercial building (57 Balmain St) mechanical services equipment located directly across Stephenson Street was audible and dominant at monitoring location 2.
- Intermittent noise due to construction works being undertaken along Green Street located east of the subject site was audible on occasion during the day period at monitoring location 2.

In accordance with the noise assessment methodologies which consider impacts at sensitive uses, times during which extraneous noise associated with construction activities and mechanical services equipment have been identified and excluded from the ambient noise level data used as the basis for determining assessment criteria.

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7. Consideration of Potential Noise Emissions

When addressing potential noise emissions associated with the project, WMG has considered noise criteria which has been adopted in previous independent, but similar assessments. The criteria are based on the Environment Protection Act 2017 (The Act) which introduces the concept of 'unreasonable noise' and provides guidance regarding assessing unreasonable noise within the following documentation:

- Environment Protection Regulations 2021 (The Regulations).
- EPA Publication 1826.4 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues' (Noise Protocol).
- Environmental Reference Standard (ERS).
- EPA Publication 1996 Noise Guideline – assessing low frequency noise.

The Act focuses on prevention of pollution impacts rather than managing the impacts after they have occurred and is based on a person/entity's General Environmental Duty (GED) to reduce risk to human health and the environment.

The GED is explained in Part 3.2 of The Act and stipulates that 'a person who is engaging in an activity that may give rise to risks of harm to human health or the environment from pollution or waste must minimise those risks, so far as reasonably practicable'.

Determining what is considered 'reasonably practicable' is explained within EPA Publication 1856 and relates to the implementation of controls that are proportionate to the potential risk. It relates to the potential for harm to occur, the potential impacts on the environment, and considers what controls are available to reduce the risk, and what are their associated costs.

It is deemed the responsibility of the operator to understand and assess the risks which their operations may pose on human health or the environment, and once understood, implement proportionate controls to mitigate or minimise the risk of harm.

With the above considered, whilst evaluating risks and implementing reasonably practicable measures is considered necessary to comply with the GED, the basis for a noise assessment will be ensuring that noise impacts are not deemed 'unreasonable'. Implementation of the general concepts within The Act rely on The Regulations which further define the concepts of 'unreasonable' and 'aggravated' noise, and introduce the Noise Protocol as a tool for quantitatively addressing noise emissions from commercial premises within 'noise sensitive areas'.

For this proposal, the noise sources which will be considered under The Act, and more particularly the Noise Protocol will include commercial music entertainment noise and commercial services equipment and operations. Noise due to patrons occupying outdoor areas at the hotel, which is not captured under the legislation, is expected to be captured by the GED and would align with minimising the potential for adverse impacts to the environment.

In consideration of the above, the adopted assessment methodologies for addressing potential noise emissions from the proposal will be as summarised below.

Table 3: Summary of relevant noise sources and adopted assessment criteria

Relevant noise source	Suitable assessment criteria
Commercial mechanical services equipment	EPA Publication 1826.4 (Noise Protocol) Part I
Proposed retail tenancy – music noise	EPA Publication 1826.4 (Noise Protocol) Part II
Proposed retail tenancy – patron noise	Not regulated in Victoria. WMG typically adopts EPA Publication 1826.4 (Noise Protocol) Part I

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7.1. Noise Emission Assessment Criteria

7.1.1. Commercial Operational Noise (Mechanical Plant etc) – Noise Protocol Part I

7.1.1.1. General Methodologies

The subject site and the relevant receptors are located within a 'major urban area'.

In accordance with the Noise Protocol, noise limits for part of the site operations will be determined in accordance with Part I, A1 of the Noise Protocol document referenced as the 'urban area method'. Using the 'urban area method', relevant 'zoning levels' are calculated using the area of differing land zoning types surrounding residential receptors as described in Clause 17-15 of the Noise Protocol.

The calculated 'zone levels' vary depending on the time of the day, evening, or night with the highest permitted values occurring during day periods and the lowest during night periods. The day, evening, and night assessment periods are shown below.

Table 4: Details of EPA Assessment Periods

EPA Assessment Period	Relevant Days	Relevant Time Periods
Day	Monday to Saturday	7:00am to 6:00pm
Evening	Monday to Saturday	6:00pm to 10:00pm
	Sunday, Public Holidays	7:00am to 10:00pm
Night	All Days	10:00pm to 7:00am

Further derivation of the 'noise limits' applicable for the site operations are based on measurement of the existing ambient background noise level at nearby sensitive receptors in accordance with Clause 39-51 of the Noise Protocol.

Where ambient background noise levels at sensitive receptors fall within the range considered 'neutral' in accordance with the Noise Protocol methodologies, the calculated 'zoning levels' will apply as noise limits for the site operations.

The 'neutral' range represents an ambient background noise level which is considered 'typical' for the relevant land zoning types surrounding the receptor location. Where ambient background noise levels are measured to be higher or lower than the 'neutral range', background level adjusted noise limits will apply for the site operations.

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7.1.1.2. Measured Ambient Background Noise Levels

A summary of the measured ambient background noise levels obtained as part of the site noise monitoring discussed in Section 6 is included below.

Table 5: Summary of Unattended Noise Monitoring Results (Ambient Background Noise Levels)

Day/Date	Measurement Period	Measured External Noise Levels (L_{90})	
		Monitoring Location 1	Monitoring Location 2
Tuesday 24.09.2024	Day Period – 7:00am to 6:00pm	-	-
	Evening Period – 6:00pm to 10:00am	50 dB(A)	51 dB(A)
	Night Period – 10:00pm to 7:00am	42 dB(A)	47 dB(A)
Wednesday 25.09.2024	Day Period – 7:00am to 6:00pm	55 dB(A)	55 dB(A)
	Evening Period – 6:00pm to 10:00am	50 dB(A)	51 dB(A)
	Night Period – 10:00pm to 7:00am	44 dB(A)	47 dB(A)
Thursday 26.09.2024	Day Period – 7:00am to 6:00pm	56 dB(A)	55 dB(A)
	Evening Period – 6:00pm to 10:00am	65 dB(A)	54 dB(A)
	Night Period – 10:00pm to 7:00am	42 dB(A)	47 dB(A)
Friday 27.09.2024	Day Period – 7:00am to 6:00pm	54 dB(A)	51 dB(A)
	Evening Period – 6:00pm to 10:00am	50 dB(A)	52 dB(A)
	Night Period – 10:00pm to 7:00am	44 dB(A)	49 dB(A)
Saturday 28.09.2024	Day Period – 7:00am to 6:00pm	54 dB(A)	53 dB(A)
	Evening Period – 6:00pm to 10:00am	67 dB(A)	57 dB(A)
	Night Period – 10:00pm to 7:00am	48 dB(A)	50 dB(A)
Sunday 29.09.2024	Day Period – 7:00am to 6:00pm	49 dB(A)	52 dB(A)
	Evening Period – 6:00pm to 10:00am	46 dB(A)	51 dB(A)
	Night Period – 10:00pm to 7:00am	43 dB(A)	47 dB(A)

It was noted that mechanical services noise associated with the Reece building located to the east regularly influenced the acoustic environment at monitoring location 2 during the evening and night period and hence, the levels measured at this location have been generally excluded when determining noise criteria.

When considered at monitoring location 1, the acoustic environment was generally dominated by nearby and distant traffic except for Thursday evening and Saturday evening which included significant contributions due to patron and music noise from Cherry Tree Hotel.

For the purposes of this assessment, WMG has adopted that the ambient background levels measured at monitoring location 1 were representative of the acoustic environment at the nearest existing residential receptors, as well as the facades of the sensitive uses within the proposed development.

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7.1.1.3. Corresponding Noise Protocol – Part I Noise Limits

In accordance with EPA best practice, WMG has adopted the lowest ambient background noise levels measured during the monitoring period as the basis for determining the relevant Noise Protocol noise limits.

In consideration of the above, a summary of the Noise Protocol noise limits at the future facades of the development as well as at nearby sensitive receptors are included below.

Table 6: Calculated Noise Protocol noise limits

Assessment Period	Adopted ambient background noise level	Noise Protocol Noise Limit – dB(A) L_{eq}			
		Subject Site (south)	Subject Site (northeast)	43-47 Balmain St	48-51 Balmain St
Day	51 dB(A) L_{90}	63	63	62	61
Evening	46 dB(A) L_{90}	55	56	55	55
Night	42 dB(A) L_{90}	51	51	50	50

The noise limits must be met within a 'noise sensitive area', which for this site will be within the boundary of any of the nearby sensitive receptors, and within 10 metres of the outside of the external walls of the dwelling. The relevant assessment period will be 30 minutes.

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7.1.2. Commercial Patron Noise Emissions – Noise Protocol – Part I

There is currently no regulated assessment procedure for considering the noise being emitted from patrons gathered in indoor/outdoor areas at commercial premises.

In the opinion of the writer, patron noise from indoor/outdoor areas can be assessed like other noise sources ie. the acceptability or otherwise of patron noise will rely on a comparison of the patron noise levels with the ambient noise occurring at residential locations at sensitive times.

The writer's firm has considered possible criteria and believes, by observation, that the noise emitted from groups of patrons in indoor/outdoor areas of licensed venues will be relatively constant in level and be observed as "babble" by offsite listeners rather than individual voices.

Further, if the individual voices can be identified within a patron group, then the number of patrons will be very small (likely to be less than ten). The overall patron noise levels for such small groups will be measurably lower than for larger patron groups expected at the proposed venue.

Hence, the effective noise of a smaller patron group, ie. lower absolute noise level plus individual voice character, is expected to have similar noise impact than a larger group with the more constant babble noise character.

In consideration of the above, WMG adopts the methodologies included within Part I of the Noise Protocol (formerly State Environment Protection Policy N-1) as a reasonable assessment criterion.

This statement is made in the knowledge that the Noise Protocol documentation indicates that the EPA did not intend at the time of development, to use the document for assessing individual voices or the noise from (sporting) crowds.

However, the Noise Protocol methodology provides the following suitable attributes for assessing patron noise:

- It has been a good predictor for many years of the subjective response from residential communities exposed to noise sources of many differing characters, and in the opinion of the writer, noise sources with the character of groups of a socialising club or hotel patrons.
- It provides the ability to determine different noise limits for day, evening, and night periods.
- Night-time noise limits have as a prime consideration the protection of residential locations especially those used for sleeping.

In addition to the above, the methodology for determining relevant noise limits has as a first step consideration of the mix of Planning Scheme zonings within a radius of 200 m of the relevant residential premises. This approach therefore takes into account the reasonable amenity expectations of residents as reflected in the zoning mix in the immediate neighbourhood, something that is lacking in noise limits based purely on a margin above the background level.

Pending the future usage, and in consideration of the above, it is recommended that patron noise levels are considered in accordance with the noise limits included in Section 7.1.1.3. These values may be marginally reduced to allow for contributions from other outdoor patron seating spaces in the surrounding area if appropriate.

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7.1.3. Assessment of Commercial Music Entertainment Noise – Noise Protocol Part II

7.1.3.1. General Methodologies

The relevant music entertainment considerations for the proposal will include:

- Considering noise impacts due to music entertainment forming part of the Cherry Tree Hotel.
- Considering potential music noise emissions from the proposed retail tenancy.

When addressing music entertainment noise impacts in noise sensitive areas, the Noise Protocol requires compliance with two criteria which vary based on the times during which the music will occur.

The periods are defined as the 'day/evening' and 'night' periods as shown below in Table 7.

Table 7: Summary of Assessment Periods

Period	Relevant Days	Time Periods
Day / Evening	Monday to Saturday (other than a public holiday)	7:00am to 11:00pm
	Sunday or a public holiday (other than if either is preceding a public holiday)	9:00am to 10:00pm
	Sunday or a public holiday (if either is preceding a public holiday)	9:00am to 11:00pm
Night	Monday to Friday (other than a public holiday or a day preceding a public holiday)	11:00pm to 7:00am
	Saturday or any day preceding a public holiday	11:00pm to 9:00am
	Sunday or a public holiday (if neither is preceding a public holiday)	10:00pm to 7:00am

Based on information available online, it is understood that Cherry Tree Hotel operates between 12:00pm – 11:00pm Sunday to Thursday, and up to 12:00am on Friday and Saturday.

This therefore suggests that the operating hours of the venue fall within the 'day/evening' period, with the exception of Friday and Saturday night between 11:00pm and 12:00am, as well as between 10:00pm and 11:00pm on Sundays.

For the purposes of this assessment, WMG has assumed that the retail space associated with the subject site may have similar operating hours.

Table 8 below presents the methodology associated with determining relevant noise limits during the day/evening period and during the night period.

Table 8: Methodology to determine noise limits for each period

Relevant Period	Noise Protocol Assessment Methodology
Day/Evening Period	Music noise levels measured in dB(A) L_{eq} associated with the operation of the commercial venue to not exceed the ambient background noise levels measured as dB L_{90} by more than 5 dB(A).
Night Period	The higher peaks of music noise measured in octave band dB L_{10} associated with the operation of the commercial venue to not exceed the ambient background noise levels measured in octave band dB L_{90} by more than 8 dB(A).

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7.1.3.2. Corresponding Noise Protocol – Part II Noise Limits

In order to determine Noise Protocol noise limits for the subject site, WMG has considered attended and unattended noise monitoring undertaken the subject site as described in Section 6.

The described limits will apply for music noise emissions from the proposed commercial uses as well as impacts from the existing Cherry Tree Hotel.

Table 9: Calculated Noise Protocol Noise Limits Music Entertainment Noise

Description	dB(A)	Octave Band Centre Frequency						
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHZ
Day / Evening Period – All days dB(A) L_{eq}	51	-	-	-	-	-	-	-
Night Period – Friday to Saturday – dB L_{10}	-	60	57	53	51	47	42	28
Night Period – Sunday – dB L_{10}	-	54	53	49	48	47	39	27

For internal areas associated with the proposal, the approach adopted by WMG has been to consider the base limits included within the Environment Protection Regulations, or the emergence of the commercial music noise intrusion above the relevant internal ambient noise levels in accordance with the Noise Protocol methodology as applicable.

This could logically be addressed during detailed design as necessary by way of managing music entertainment noise levels and upgrading building construction to reduce music sound transmission between floor levels and via building facades as considered necessary.

7.1.4. Environment Reference Standard (ERS)

The ERS provides environmental values which have been developed to reflect the ambient soundscape associated with different land use settings, from highly urbanised areas to natural environments.

Through consideration of land zoning types, and varying assessment periods for the day and night, it is understood that the ERS intends to provide consideration of noise levels which may impact on:

- Sleep during the night.
- Domestic and recreational activities.
- Normal conversation.
- Child learning and development.
- Human tranquility and enjoyment outdoors in natural areas.
- Musical entertainment.

Whilst being included within the Act, the ERS is not a compliance standard and clearly states that 'the objectives for each land use category are typical ambient sound level values and are neither noise limits nor noise design criteria'.

It's understood that the primary function of the ERS is to provide environmental assessment benchmarks to assist 'decision makers' with evaluating noise emissions within areas not already captured within the Regulations and Noise Protocol.

Given the proximity of the sensitive residential receptors to the subject site, noise emissions due to site operations will be governed by the requirements of the Noise Protocol and will not require consideration in accordance with the ERS. The ERS has therefore not been considered further.

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7.1.5. EPA Noise Guideline – Assessing Low Frequency Noise

As defined in the Act, *a person must not, from a place or premises that are not residential premises emit an unreasonable noise or permit an unreasonable noise to be emitted.*

In the Regulations, unreasonable noise is based on exceedances determined in accordance with the Noise Protocol, however, the Regulations also include consideration of the frequency spectrum associated with a noise emission.

To provide some basis for addressing low frequency noise emissions and determining whether the noise emission is deemed 'unreasonable' the EPA released Publication 1996 Noise Guideline – assessing low frequency noise.

The guideline document provides 'threshold levels for assessing low frequency noise' which are not set limits, but levels that indicate a potential risk of problematic low frequency noise.

The threshold levels for indoor and outdoor measurements are included within Table 10 below.

Table 10: Indoor and outdoor measurement one-third octave band noise level thresholds

Measurement Location	One-third octave band noise levels Hz												
	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160
Indoor noise dB L_{eq}	92	87	83	74	64	56	49	43	42	40	38	36	34
Outdoor noise dB L_{eq}	92	89	86	77	69	61	54	50	50	48	48	46	44

Whilst Publication 1996 is presented as a guideline, it is understood that the EPA will require reasonably practicable measures to be considered where values are measured or predicted to be higher than the thresholds.

It is envisaged that potential low frequency noise emissions associated with the proposed operations can be evaluated during detailed design, and suitable treatments can be accommodated to minimise low frequency noise impacts.

Potential low frequency noise emissions have therefore not been considered at this stage.

Low frequency noise intrusion associated with mechanical services equipment forming part of the existing acoustic environment has been considered within the assessment where relevant.

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7.2. Noise Control Strategies for Controlling Potential Noise Emissions

7.2.1. Mechanical Services Equipment

The mechanical services design for the project has not been completed. However, from reviewing the documentation provided, the areas nominated for mechanical services include:

- Basement level fire services room.
- Ground level substation.
- Roof level services platform (understood to be on a concrete slab).

Given the early project phase, it is recommended that once the services design is completed and equipment selections are made, an acoustic consultant is engaged to review the proposal and consider potential noise emissions to ensure compliance with relevant criteria at sensitive receptors. Guidance regarding equipment items which are expected to require acoustic consideration is included below.

7.2.1.1. Supply and Exhaust Fans

As a minimum, WMG would advise that the client allow 3.0m of dedicated upstream and downstream internally lined duct and/or acoustic attenuators as required. Where possible, fans with the lowest sound power level which achieve the required duty should be considered.

7.2.1.2. Substation Room

The substation room will likely include a transformer unit which will be operated by a third party (eg. Citipower and Powercor). The transformer will likely include a tonal character at the lower frequencies of 50-200Hz which has the potential to cause disturbance to residential receptors including those forming part of the proposed development.

The substation room will form part of the base building footprint and will immediately abut sensitive residential uses vertically. As a result, there is potential for both airborne and structure borne noise to cause disturbance throughout the base building and at off-site sensitive receptors. The operator must address noise emission concerns during design to ensure that reasonably practicable measures are incorporated into the proposal, and that compliance with Noise Protocol noise limits and EPA Guideline 1996 thresholds are achieved. This may include:

- Ensuring that transformer units are installed on vibration reducing rubber mounts to provide isolation from the base building structure.
- Ensuring that heaving wiring and other vibrating elements are not installed to the underside of the slab soffit or sensitive partitions and are also fitted with suitable vibration reducing rubber fixings to provide isolation from the base building structure.
- Ensuring that the door to the substation is solid core timber and fitted with effective perimeter acoustic seals.

In addition to the above, the transformer supplier should select a unit with the lowest possible sound power level to achieve the required capacity for the project.

7.2.1.3. Commercial Mechanical Services Equipment

Preliminary input regarding base building and commercial services equipment will not be possible during the early phases of the project without information regarding equipment selections and their specific locations.

Based on the configuration of the site and the distance separation between the rooftop services platform location and nearby residential receptors, compliance with relevant assessment criteria for commercial services noise emissions will be achievable through the selection of suitable 'low noise' equipment and the inclusion of noise control treatments (eg. louvres, barriers, acoustic attenuators) where necessary. The fire room will require specific consideration during detailed design.

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7.2.2. Consideration of Potential Noise Emissions from Retail F&B Tenancy

The proposal includes a retail food and beverage tenancy located at ground and first floor level. The upper component of the tenancy also includes a small outdoor terrace which abuts Gwynne Street to the west.

When addressing potential noise emissions from the tenancy, and in additional to the mechanical services equipment noise referenced above, it is expected that the relevant sources will include:

- Patron noise.
- Music entertainment noise.

7.2.2.1. Consideration of Patron Noise Emissions

7.2.2.1.1. Source Noise Levels

Experience has shown that noise due to patrons gathered within different commercial venues can vary based on the collection of patrons, and the environment at the venue.

Generally, the approach to addressing potential patron noise impacts at sensitive receptors is to adopt suitable source noise level calculation methodologies and consider predicted values as a risk assessment tool.

Practical noise control measures including limiting patron numbers, limiting the times during which venue areas are occupied and introducing noise reducing elements (ie barriers) are then introduced so that predicted values comply with adopted design objectives.

When addressing noise emissions due to patrons at the venue, WMG has considered previous observations and noise measurements of groups of patrons in smoking/alcohol consumption areas associated within bar/restaurant venues.

Through extensive testing and analysis carried out by WMG, noise emissions due to patrons and commercial venues have been calculated using the following formula.

Patron Noise dB(A) L_{eq} = 20 log (patron numbers) + 43 dB(A)
(measured in the area 2-3 metres above an area enclosing a group of hotel patrons).

The further refinement of the formula is that once patron numbers exceed nominally 100, then the noise per unit area will be relatively constant.

The above calculation methodology is based on groups of patrons within bar/restaurant venue areas consistent with the likes of a beer garden or function room, where the primary focus is alcohol consumption and socialising.

For bar/restaurant venues where the primary focus is meals and not alcohol, WMG has considered values in the order of 5 decibels lower than those calculated by the above formula. For restaurant spaces, where dining is the focus of the occupation, values in the order of 10 dB(A) lower than those calculated by the above formula, have been considered by WMG and others as being representative of patron noise emissions.

Based on the design, it is envisaged that patrons will generally occupy the indoor components of the tenancy, however the Level 01 outdoor terrace will likely be occupied when the weather permits. It is understood that the use will align with dining, and hence values lower than the above formula would be expected.

The terrace is relatively small at 42m^2 and hence the client has advised that up to 25 patrons may occupy the space at times. Within the internal areas, WMG would expect that patronage could be in the order of 100.

In consideration of the above, and for the purposes of this assessment, WMG has adopted sound pressure levels in the order of 64-69 dB(A) for the 42m^{2}outdoor terrace, and 83-85 dB(A) for the internal areas.

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7.2.2.1.2. Predicted Noise Impacts

The sensitive receptors in proximity to the retail tenancy will include the existing dwellings located at 43-47 Balmain St and 48-58 Balmain St.

Based on the expectation that the tenancy will be utilised during all EPA periods, the critical noise limits will generally be 55-56 dB(A) L_{eq} during the evening period, and 50-51 dB(A) L_{eq} during the night period.

Patron noise from within the internal areas of the building will be reduced by the external facades of the building, and hence, noise emissions from the outdoor terrace will be the most relevant when considering potential noise impacts.

For the purposes of this assessment, WMG has considered that the patrons will generally be seated.

At off-site receptors, noise associated with patrons located on the outdoor terrace will be reduced due to distance and off-axis propagation as most of the receptors are single level and hence lower than the terrace.

In order to maximise noise shielding to the receptors, WMG has allowed for a solid balustrade (nom. 12kg/m^2) around the perimeter of the outdoor terrace which must be constructed with no gaps and be 1100mm high.

When considered at the 43-47 Balmain Street and 48-58 Balmain Street receptors, predicted levels are 49 dB(A) L_{eq} and 45 dB(A) L_{eq} respectively, and hence comply with both the evening and night period noise limits.

Although an associated use, it would be reasonable that the hotel provide control of noise intrusion to within the hotel accommodation rooms. It is understood that the accommodation room facades will generally be fixed, and hence, the sensitive location will be indoors.

This can likely be considered during detailed design after confirmation is provided regarding the intended use of the retail space, however as a guide, WMG would suggest that the external facades of the rooms in proximity to the terrace achieve a minimum weighted sound reduction index (R_w) performance of 37.

The proposed treatments are indicatively marked up below.

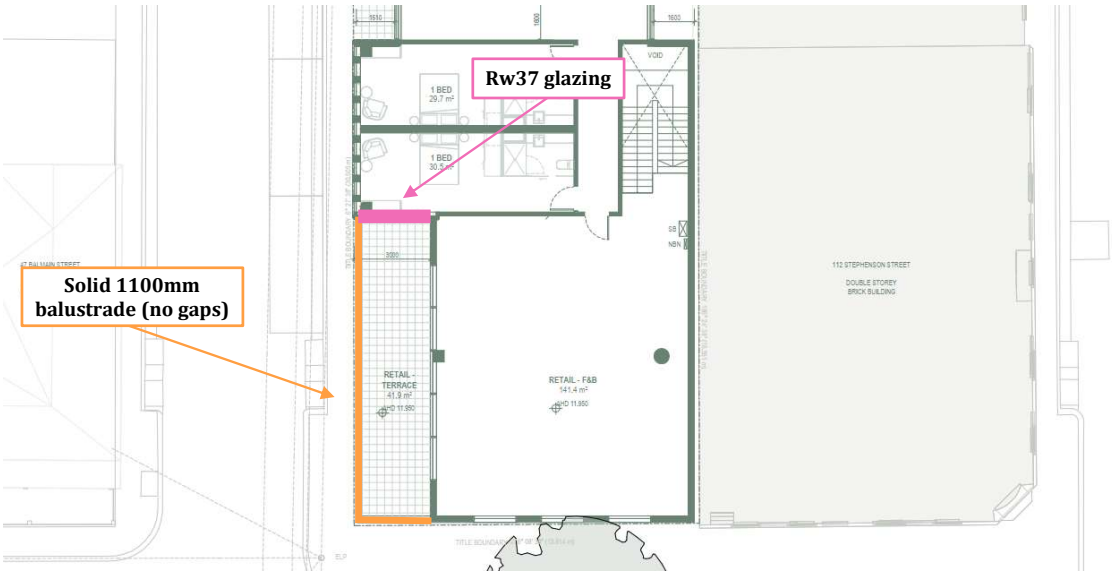

Figure 4: Indicative markup of proposed noise control treatments

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Despite the above, the operator must be aware that part of controlling patron noise will rely on facility management being active and aware of potential issues. General guideline recommendations relating to control of potential future noise emissions will include the following:

- Provide event specific management systems for non-typical events (eg. patrons shouting) to ensure that the events are resolved promptly.
- Communicate with patrons to ensure that they are aware of their expected behaviour during arrival/departure from the venue. This will include minimising loud communication, and operating vehicles in 'reasonably'.
- Providing clear signage within the venue that notifies patrons to be aware of their surroundings and to conduct themselves in a 'reasonable' manner.

It would be envisaged that the above would be introduced within a noise management plan.

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7.2.2.2. Consideration of Music Entertainment Noise Impacts

7.2.2.2.1. Predicted Residual Music Entertainment Noise Impacts

For the purposes of this assessment, WMG has considered that the retail tenancy will include 'background style' music within internal areas, and no outdoor music entertainment.

Guidance regarding the noise levels attributable to 'background music' is included within the Licensed Premises Noise Assessment Technical Guideline Version 2.0 which is dated November 2020 and was prepared by the Association of Australasian Acoustical Consultants (AAAC).

Figure 6 below includes an extract from the guideline which nominates two noise levels associated with background music. The levels are based on the patron vocal effort required to communicate with a 600mm separation distance.

Type	Internal Level (LAeq)	Comment
Background Music	67-74 dBA	Allows for conversation at normal vocal effort at 600 mm separation.
	70-77 dBA	Allows for conversation at raised vocal effort at 600 mm separation.

Figure 5: Guidance regarding amplified music noise levels (sourced from AAAC Guideline Document)

Further to the above, in the experience of WMG, background music will typically not include low frequency 'doof doof' style bass which is commonly of concern when addressing noise emissions from commercial venues with 'foreground' style music.

In consideration of the above, and based on the determined Noise Protocol noise limits, WMG expects that compliance with relevant music entertainment noise criteria will be achieved at off-site sensitive receptors, and that a suitable level of internal amenity can be achieved within the hotel accommodation rooms.

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8. Consideration of Traffic and Train Noise Intrusion

8.1. Guidance Regarding Internal Noise Levels

8.1.1. General Traffic and Train Noise Intrusion

There are currently no regulated noise criteria for addressing traffic and train noise intrusion within residential and accommodation type buildings. However, the Victorian Planning Scheme, including the City of Yarra Council Planning Scheme includes internal design sound level objectives for accommodation type buildings located in 'noise influence areas' as outlined under **Clause 58.04-3 Noise impacts.**

The Clause provides internal design sound levels which aim to protect residential or accommodation type buildings from external noise intrusion associated with surrounding industrial use, arterial roads, and railway operations.

The areas requiring consideration are identified as 'noise influence areas' and are defined by their distance separation from the noise source of relevance. This is defined in Table 11 below.

Table 11: Noise influence area – Extract Table 8 52.20-7.7 Noise Impacts (City of Yarra Planning Scheme)

Noise source	Noise influence area
Zone interface	
Industry	300 metres from the Industrial 1, 2 and 3 zone boundary.
Roads	
Freeways, tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume.	300 metres from the nearest trafficable lane.
Railways	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track.
Railway servicing freight outside Metropolitan	80 metres from the centre of the nearest track.
Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track.

The subject site is located within approximately 50m of an existing elevated railway line which is understood to carry both passenger and freight trains. Furthermore, the site is located in the order of 250-300m from the highly trafficked CityLink toll road which, based on data provided by the Department of Transport, has two-way Annual Average Daily Traffic (AADT) volumes in the order of 88,000 vehicles.

In consideration of the above, the subject site falls within a 'noise influence area', and is it is expected that the internal design sound levels nominated in the Yarra Planning Scheme will be appropriate for addressing noise intrusion from the surrounding acoustic environment.

In accordance with the Planning Scheme, when located with a 'noise influence area' the buildings should be designed and constructed to achieve the following internal noise levels:

Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels:

- *Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.*
- *Not greater than 40dB(A) for living areas, assessed as an LAeq,16h from 6am to 10pm.*

Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.

Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.

8.1.2. Short Term Maximum Noise Levels due to Train Horns and Passby Events

As has been expressed above, the acoustic environment at the subject site commonly includes noise contributions due to vehicle movements along nearby roads, however, is dominated by train noise during passby events.

Although short in duration, noise associated with the passby events can be of significance for sensitive uses including residential dwellings and to a lesser degree commercial spaces.

There are currently no specific 'noise limits' for addressing instantaneous maximum noise levels due to train passby events, however, the Passenger Rail Infrastructure Noise Policy (PRINP) issued by the Victorian Government provides thresholds to guide transport bodies and planning authorities when assessing the impact of rail noise on communities.

For scenarios where a new sensitive use is proposed for construction within proximity to an existing rail corridor, the investigation threshold nominates an instantaneous maximum external noise level of 85dB(A)L_{max}.

The described value is based on the 95th percentile of the noise levels attributable to train passby events at the site.

When considering residual internal noise levels within sensitive uses including residential dwellings, there have been several VCAT determinations which have considered instantaneous maximum dB(A) noise levels which occur during a train passby event.

The instantaneous maximum values have commonly included 60 dB(A) L_{max} for living areas, and 50-55 dB(A) L_{max} for bedroom areas. WMG has previously reviewed the VCAT outcomes and has considered that the 50 dB(A) L_{max} value within bedrooms is unnecessarily low for many residential scenarios.

For this project, it could be considered appropriate that internal design objective noise levels of 60 dB(A) L_{max} are adopted for living areas, and 55 dB(A) L_{max} are adopted for bedroom areas forming part of sensitive residential uses.

The Passenger Rail Infrastructure Noise Policy does not include consideration of commercial uses.

From previous experience in similar assessments, some consideration is given to potential noise impacts within office spaces to ensure that speech interference is minimised where practical.

For retail tenancies consistent with those proposed at the site however, it would be expected that instantaneous noise impacts will be of less concern and could be considered during detailed design if necessary for the future uses.

8.2. Adopted External Traffic Noise Levels

8.2.1. General Traffic and Train Noise

In accordance with the periods nominated within the Yarra Planning Scheme, the unattended noise monitoring results obtained between 6:00am and 10:00pm, and between 10:00pm and 6:00am have formed the basis for the traffic and train noise intrusion assessment.

Given that the use of the building will be hotel accommodation, the guestrooms will be subject to both criteria during the varying assessment periods.

WMG has analysed measured noise level data and audio files recorded as part of the unattended monitoring devices at the site and provides a summary of the measured values within Table 12.

Table 12: Summary of Unattended Noise Monitoring Results

Day/Date	Measurement Period	Measured External Noise Levels (L_{eq})	
		Monitoring Location 1	Monitoring Location 2
Tuesday 24.09.2024	Day Period – 6:00am to 10:00pm	-	-
	Night Period – 10:00pm to 6:00am	54 dB(A)	56 dB(A) *see note 2
Wednesday 25.09.2024	Day Period – 6:00am to 10:00pm	63 dB(A)	63 dB(A)
	Night Period – 10:00pm to 6:00am	53 dB(A)	56 dB(A) *see note 2
Thursday 26.09.2024	Day Period – 6:00am to 10:00pm	68 dB(A) *see note 1	62 dB(A)
	Night Period – 10:00pm to 6:00am	60 dB(A) *see note 1	55 dB(A) *see note 2
Friday 27.09.2024	Day Period – 6:00am to 10:00pm	66 dB(A) *see note 1	61 dB(A)
	Night Period – 10:00pm to 6:00am	54 dB(A)	55 dB(A) *see note 2
Saturday 28.09.2024	Day Period – 6:00am to 10:00pm	68 dB(A) *see note 1	63 dB(A)
	Night Period – 10:00pm to 6:00am	65 dB(A) *see note 1	58 dB(A) *see note 3
Sunday 29.09.2024	Day Period – 6:00am to 10:00pm	58 dB(A)	58 dB(A)
	Night Period – 10:00pm to 6:00am	51 dB(A)	55 dB(A) *see note 2

(Note 1) – Patron noise associated with the Cherry Tree Hotel venue contributed to measured noise levels.
(Note 2) – Mechanical services noise associated with the Reece building contributed to the measured noise levels.
(Note 3) – Mechanical services noise associated with the Reece building and Cherry Tree Hotel music entertainment noise was audible and contributed to measured noise levels.

It should be noted that the monitoring was conducted during the AFL Grand Final weekend, and hence, it is perhaps not surprising that the Saturday noise levels were influenced by patron noise from the Cherry Tree Hotel venue.

Through analysis of the unattended noise monitoring audio files, WMG determined that noise associated with nearby and distant traffic as well as train passby events were generally up to 63 dB(A) L_{eq} for the period 6:00am to 10:00pm, and 54 dB(A) L_{eq} during the period 10:00pm to 6:00am.

Due to access limitations, it was only possible to deploy monitoring equipment at Level 01 of the existing building. It is expected that the southern monitoring location (monitoring location 1) will be representative of the future southern facades as the location was directly exposed to Balmain Street and the elevated railway line.

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When considered at monitoring location 2, the monitoring device received significant noise shielding from the railway line to the east due to the multi-level buildings located at 79 Stephenson Street and 57 Balmain Street. However, due to the proposed building height relative to the described buildings, it is expected that noise shielding will continue to occur for the upper levels of the future development.

In consideration of the above, it is expected that the monitoring location, which had direct line of sight to the railway line between the two buildings was representative of the future eastern facades of the proposed development.

WMG therefore expects that in order to reduce traffic and train noise intrusion to comply with the Planning Scheme internal design sound levels, the future facades will need to provide a noise reduction in the order of 23 dB(A).

8.2.2. Instantaneous Maximum Noise Levels due to Train Horns

Through analysis of audio files recorded by monitoring equipment deployed at the subject site, WMG has identified a significant number of train passby events which occur within proximity of the site.

Based on observations during site investigations, and through analysis of the audio files, trains may sound their horns on occasion, but the maximum noise levels are more commonly due to the actual train passby event.

The measured noise levels during the passby events were generally up to 76 dB(A) L_{max} at monitoring location 1 and 80 dB(A) L_{max} at monitoring location 2, and hence were below the threshold for investigation under the PRINP.

In order to achieve internal noise levels consistent with the values previously adopted within VCAT determinations, the facades of the hotel building would need to provide a noise reduction in the order of 16-20 dB(A) during the day period and 21-25 dB(A) during the night period.

The external façade construction requirements for general traffic and train noise intrusion as well as instantaneous train noise events will therefore be relatively consistent for the project.

8.3. Noise Intrusion Control Strategies

8.3.1. Glazed External Facades

Commonly, the glazed components of external facades will dominate the transfer of external noise into the building.

As a result, the residual noise level inside sensitive spaces will often be controlled by the acoustic performance of the nominated glazing system.

When determining the external facade glazing treatments for the proposal, the following transfer factors have been considered as relevant for the assessment.

- Adopted external noise levels due to the surrounding acoustic environment.
- Noise increase/build up at the building facade due to building surface noise reflections.
- Area of facade glass as a percentage of the overall facade area to habitable rooms.
- Use of the internal areas.

Based on the measured noise levels obtained at the subject site, the external façade will generally be controlled by the requirement to reduce traffic and train noise intrusion. Other considerations including patron noise intrusion from the subject site's food and beverage premises and noise due independent commercial operations (discussed in Section 9 and 10) are expected to be addressed through source noise control and internal management practices.

In consideration of the above, WMG recommend that the external façade glazing system is not less than 6mm glass / 12mm air gap / 6mm glass double glazing and achieves a minimum weighted sound reduction index (R_w) of 31.

The described performance will apply for openable and fixed sections forming part of the facades and will apply not only to the glazing but the overall system including associated framing and acoustic seals.

Commercial suppliers of noise rated window or sliding door glazed systems are readily available, such as Australian Aluminium, Capral, and G James. Any systems offered to the project should include Australian based noise reduction test data or demonstrate on site to be capable of achieving the required noise reduction performance. The systems and seals installed on the project must be guaranteed to be the same as the tested systems and must be reviewed prior to approval.

During detailed design when the site plan is finalised, it is recommended that an acoustic consultant be engaged to review the proposal and ensure that the proposed glazing treatments adequately address noise intrusion at the site.

8.3.2. External Facade Walls

It is understood that the external façade walls of the building will be constructed using masonry. For the purposes of this review, WMG has adopted that the masonry is 150mm thick precast, however, this could be reviewed during the detailed design phase of the project.

The façade walls must be constructed with no gaps, and with all junctions well sealed using resilient mastic eg. Sikaflex Pro. The finalised design must be reviewed by an acoustic consultant prior to construction.

8.3.3. Roof/Ceiling Construction

It is understood that the design will not include lightweight roofing and will instead include concrete floor structures not less than 150mm thick to all levels.

The concrete slabs 'roof' sections must be combined with 13mm plasterboard suspended ceilings and include 75mm thick and 14kg/m^3 fibreglass fibrous insulation The system must be constructed with no gaps, and with all junctions well sealed using resilient mastic eg. Sikaflex Pro. The finalised design must be reviewed.

8.3.4. Ventilation Considerations

Achievement of the internal design objective noise levels will rely on external facade openable sections being closed.

This does not preclude the use of the openable facade sections, it just simply means that during times when the facade sections are open, internal design objective noise levels will not be achieved.

To account for the external facade openable sections being closed, ventilation requirements for internal areas forming part of the development will need to be considered in accordance with the Building Code of Australia and therefore may require the introduction of fan assisted ventilation, or for ventilation to be borrowed from non-sensitive areas.

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9. Consideration of Noise Intrusion from Cherry Tree Hotel

The subject site effectively wraps around the existing Cherry Tree Hotel located at 53 Balmain Street.

When considering potential noise impacts associated with the operation of the hotel, the relevant items will include:

- Mechanical services equipment noise.
- Patron noise associated with the venue indoor and outdoor area.
- Music entertainment noise.

The building design provides some inherent protection from the venue as the walls facing the roof of the venue have been designed to not include any sensitive windows or outdoor areas with facades constructed of masonry. Generally, the façade windows are also fixed closed resulting in the development being able to use the construction of the façade to provide protection to internal areas.

Furthermore, the southern facades of the development are setback from Balmain Street, and hence are shielded from noise associated with the outdoor area of the venue on Balmain Street.

9.1. Mechanical services noise impacts

It was not possible for the client to provide access above the roof of the existing site building or above the roof of the Cherry Tree Hotel as part of the site investigations.

From reviewing aerial imagery of the site, there appears to be three commercial size outdoor air conditioning units above the roof of the venue, as well as a ventilation fan, likely associated with the kitchen.

Based on previous experience involving similar equipment, it would be expected that the air conditioning units will have a sound pressure level in the order 60-65 dB(A) L_{eq} at 3 metres. The kitchen exhaust fan could be highly variable, but a sound pressure level in the order of 72 dB(A) L_{eq} at 1 metre would be a reasonable assumption.

The building design adopts masonry facades abutting the rooftop area of the Cherry Tree Hotel where the equipment is located. The masonry facades in combination with an internal stud wall and insulation is expected to adequately address noise intrusion associated with the mechanical services equipment within internal areas.

When considering potential noise impacts outside window sections of the development, the most relevant will be the southern facades located toward the Balmain St boundary, and the eastern facades which overlook Stephenson St.

Based on the results of noise level calculations, and by adopting the source sound pressure levels above, WMG expect that the residual noise impacts outside the relevant facades will generally be <35 dB(A)L_{eq} and hence will comply with the critical night period Noise Protocol noise limits by a comfortable margin.

Should findings during the construction works identify variations to the above, then a more practical solution would likely be for the developer to contribute to the venue replacing their services equipment with a lower noise emission configuration. This would benefit both parties and would be more practical than significantly upgrading the facades of the proposed development.

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9.2. Patron noise impacts

Through analysis of the audio files recorded at monitoring location 1, WMG has determined that patron noise impacts at the southern boundary of the site were generally in the order of 70-74 dB(A) L_{eq}.

Based on audible direction from the venue operator regarding closing the outdoor area at 11:00pm, it is expected that the measured noise impacts are primarily due to the occupation of the outdoor area. The number of patrons occupying the area is unknown.

Given the consistency in the measured noise levels on Thursday night and Saturday night, it is expected that the noise levels measured are representative of the noise impacts which may arise at the southern boundary of the subject site.

However, the hotel accommodation rooms associated with the new development will be setback from the southern site boundary by approximately 12m and hence will receive increased noise shielding and distance attenuation.

This is shown below.

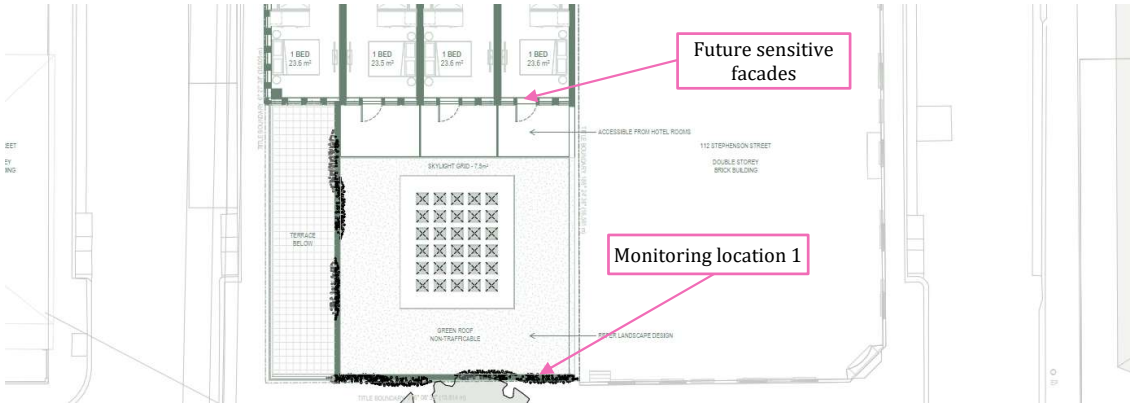

Figure 6: Monitoring location relative to future sensitive uses forming part of the proposed development

Based on calculations, WMG has predicted that the resultant noise levels due to patrons outside the future southern facades of the proposed development will be in the order of 51 dB(A) L_{eq} and hence would comply with Noise Protocol noise limits during the day, evening and night periods.

It is understood that there are no outdoor patron areas located adjacent to the eastern façade of the venue, however, when considered at monitoring location 2, there is some residual patron noise breakout from within the venue as well as from the southern outdoor area.

The patron noise is intermittently audible, however is generally masked by the mechanical services noise expected to be associated with the Reece Building located to the east of the site. The measured noise levels at monitoring location 2 during times when patrons were intermittently audible were in the order of 55-57 dB(A) L_{eq}.

Of the measured levels, mechanical services noise was generally deduced to contribute in the order of 55 dB(A) L_{eq}, and hence patron noise was expected to contribute in the order of 51-53 dB(A) L_{eq}. With the inclusion of an adjustment for façade reflection, WMG expect that patron noise adjacent to the eastern facades of the proposed development will be compliant with Noise Protocol noise limits.

In addition to the above, WMG identified periods during which patrons appeared to be occupying public streets with raised voices. This was most prominent on Saturday, which was the Grand Final night in Victoria, and hence this was expected in an inner-city area. However, as is the case for all commercial venues, it would be reasonable for the venue to implement a noise management plan to educate patrons and minimise their noise emissions whilst on public land in proximity to the subject site. This would also help manage noise impacts on existing residential receptors.

9.3. Music entertainment noise impacts

The venue operator advised the following in relation to music entertainment occurring at the venue:

- Music entertainment occurs indoors only.
- Music is consistent with background level music.
- The venue does not include live music events.

As part of the monitoring work, WMG has identified periods during which music noise was audible at both monitoring locations. Residual music noise along the southern site boundary (monitoring location 1) was due to noise breakout from the southern façade of the venue. Residual music noise in the northeastern corner of the subject site (monitoring location 2) was due to noise breakout via the openable sections along the eastern façade of the venue.

Monitoring Location 1
Through analysis of the audio files recorded, WMG determined that patron noise was generally the dominant source of noise at monitoring location 1. However, toward the end of the night, when the venue outdoor area closed, there were occasions when music noise was audible at the monitoring locations.

During these times, the measured values were in the order of 57 dB(A) L_{eq} at the monitoring location, which is higher than the adopted Noise Protocol noise limits.

Once accounting for the increased distance setback for the accommodation rooms, WMG expect that residual music noise levels will comply with the determined Noise Protocol noise limits.

Monitoring Location 2
As has been discussed the acoustic environment at monitoring location 2 included contributions due to mechanical services equipment, as well as patron noise from the venue. Noise associated with venue music was faintly audible on occasion toward the end of Saturday night trade, but could not be clearly measured in the absence of extraneous noise.

During short lulls in local traffic and patron noise, residual noise levels at the monitoring location were in the order of 52 dB(A) L_{eq}, however continued to include some contributions from extraneous noise sources other than music.

In consideration of the above, and due to the measurement location requiring a reflection adjustment, WMG expects that music noise impacts at the future facades of the proposed development comply with the relevant Noise Protocol noise limits.

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10. Consideration of Noise Intrusion from Reece Building

As part of the site investigations, WMG identified that there was mechanical services noise emanating from the 'Reece' building located at 57 Balmain Street which was audible and on occasions, dominant at the eastern site boundary.

The noise appeared to be emanating from a ground level electrical substation room via a ventilation opening, as well as a separate louvre which may be associated with the building car park. An image taken at site is included below.

Figure 7: Image captured at site of ground level substation rooms and ventilation louvres

The design includes masonry facades to the southern and eastern components of the 'L' shape, and hence, monitoring location 2 was considered representative of the facades associated with the accommodation rooms which will receive the greatest exposure to noise impacts from the mechanical services equipment.

The plant appears to include two 'steps' whereby what appears to be a fan switches on and off. This is most identifiable during the night period when ambient noise in the surrounding area is lower as is shown below.

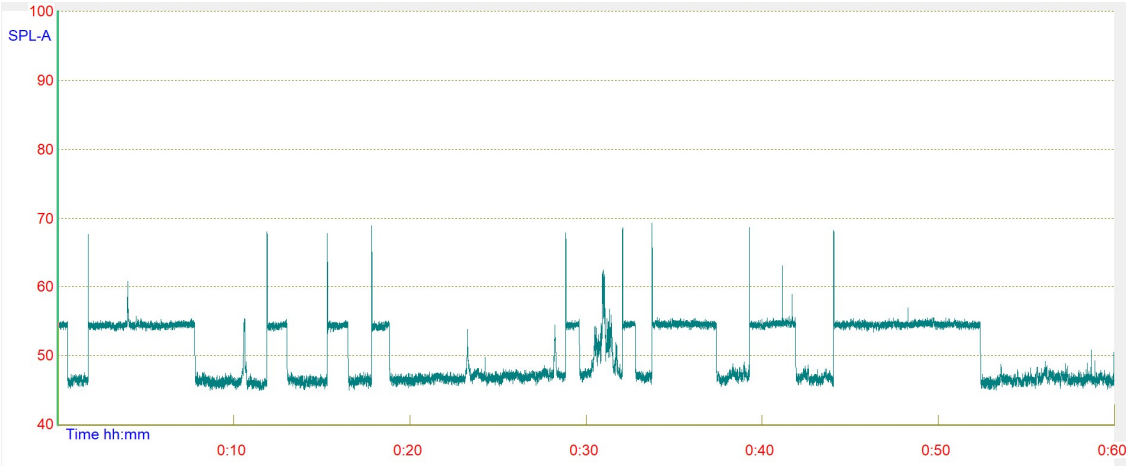

Figure 8: Noise monitoring location 2 – 0300-0400 24th September 2024

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At the lower noise level, the mechanical services noise is in the order of 45-46 dB(A) L_{eq}, however the noise level will likely be subject to the following adjustments in accordance with the Noise Protocol:

- +2 dB(A) for a 'just detectable' tonal character.
- -2.5 dB(A) for a façade reflection adjustment.

The effective noise level due to the lower level mechanical services noise impact will therefore be in the order of 45-46 dB(A) L_{eq} and hence would marginally comply with the Noise Protocol noise limit.

When considering the higher level of mechanical services noise impact, the 30 minute noise level was measured to be in the order of 53 dB(A) L_{eq}. The measured value will be subject to the following Noise Protocol adjustments:

- +2 dB(A) for a 'just detectable' tonal character.
- +3 dB(A) intermittency adjustment.
- -2.5 dB(A) for a façade reflection adjustment.

The effective noise level will therefore be in the order of 56 dB(A) L_{eq} and hence marginally comply with the evening period noise limit but exceed the night period noise limit outside the eastern facades of the hotel.

The measured noise impacts also include low frequency noise which is higher than the outdoor thresholds nominated in EPA Publication 1996.

In the first instance, the audio files indicate that the higher noise impact is due to a fan which turns on intermittently and does not appear to include noise control.

The most practical solution will likely be for the client to engage with the operator of the fan to consider noise control options such as soft start motors, VSD and internally lined ductwork. After these practical works are completed, then it would be reasonable for the developer to consider what measures may need to be introduced to protect the internal amenity of the future hotel rooms.

It is envisaged that this can be captured during detailed design as necessary with the intent to ensure that compliance with the Noise Protocol is achieved at the new development.

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11. Conclusion

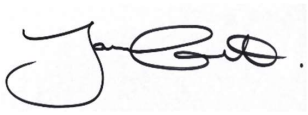
WMG has undertaken an assessment to consider the potential for noise intrusion and noise emissions from the hotel development proposed for constructed at 49-51 Balmain Street, Cremorne.

As part of the assessment, WMG has undertaken attended and unattended noise monitoring at the site to identify and measure noise levels associated with the existing acoustic environment.

Using site measurement data, WMG has provided relevant information regarding the following:

- Consideration and noise control strategies to address commercial noise intrusion at the subject site.
- Consideration and façade treatments to adequately address traffic and train noise intrusion at the subject site.
- Derivation of suitable assessment criteria at sensitive receptors for addressing noise emissions associated with services equipment and commercial operations forming part of the proposal.

Given the early stages of the proposal, it is recommended that an acoustic consultant is engaged during detailed design for the project, to ensure that potential noise intrusion, and noise emissions from the site are adequately addressed.



JORDAN GROWCOTT
WATSON MOSS GROWCOTT
ACOUSTICS PTY LTD

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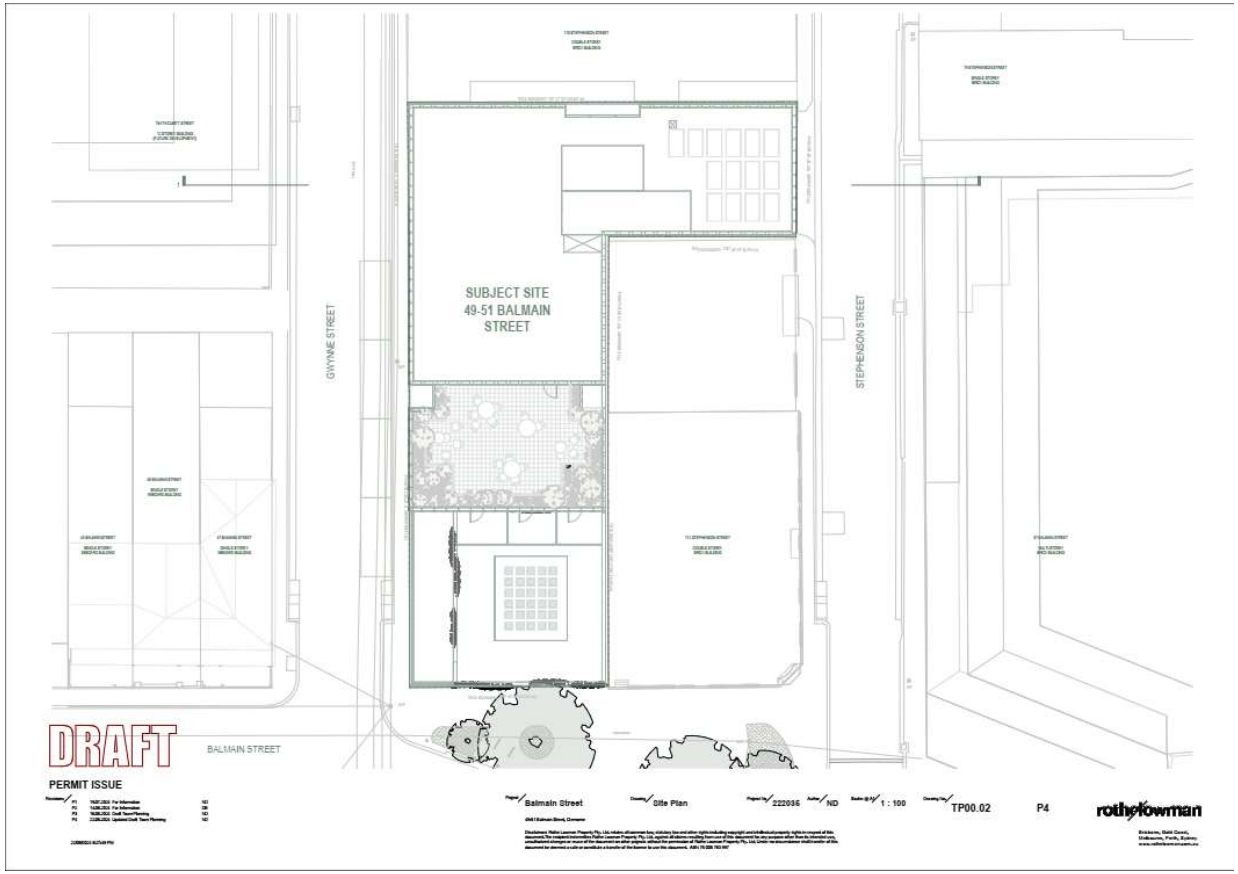
Appendix 1 – Project Drawings



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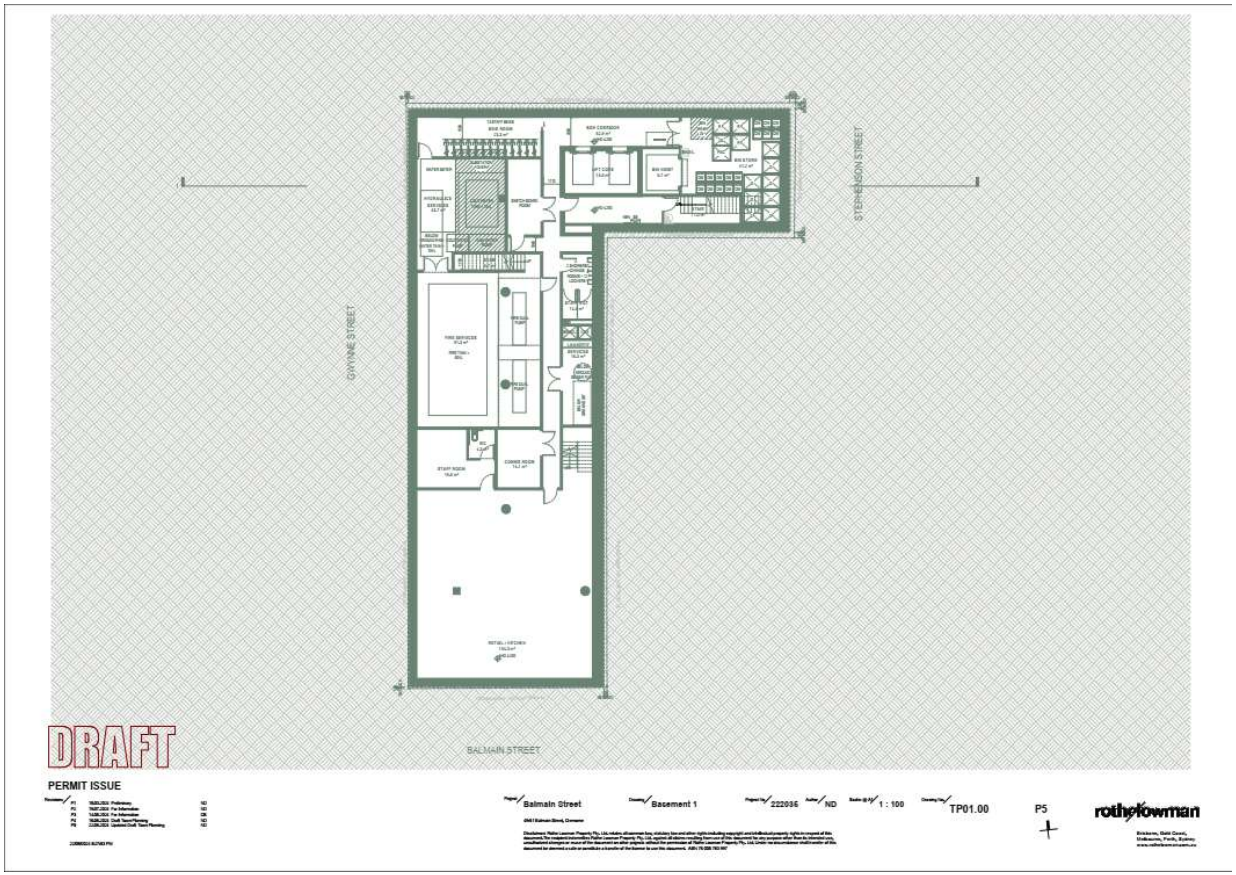

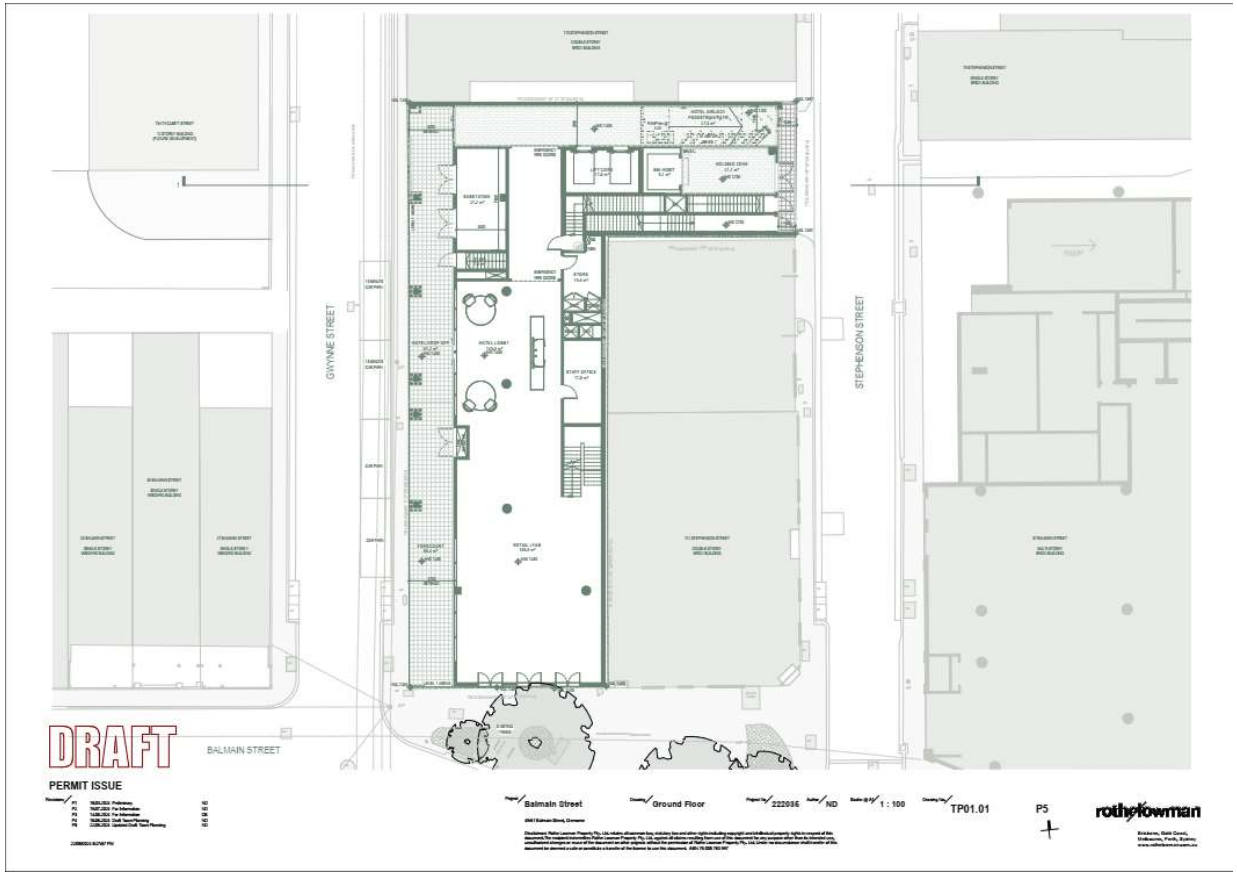
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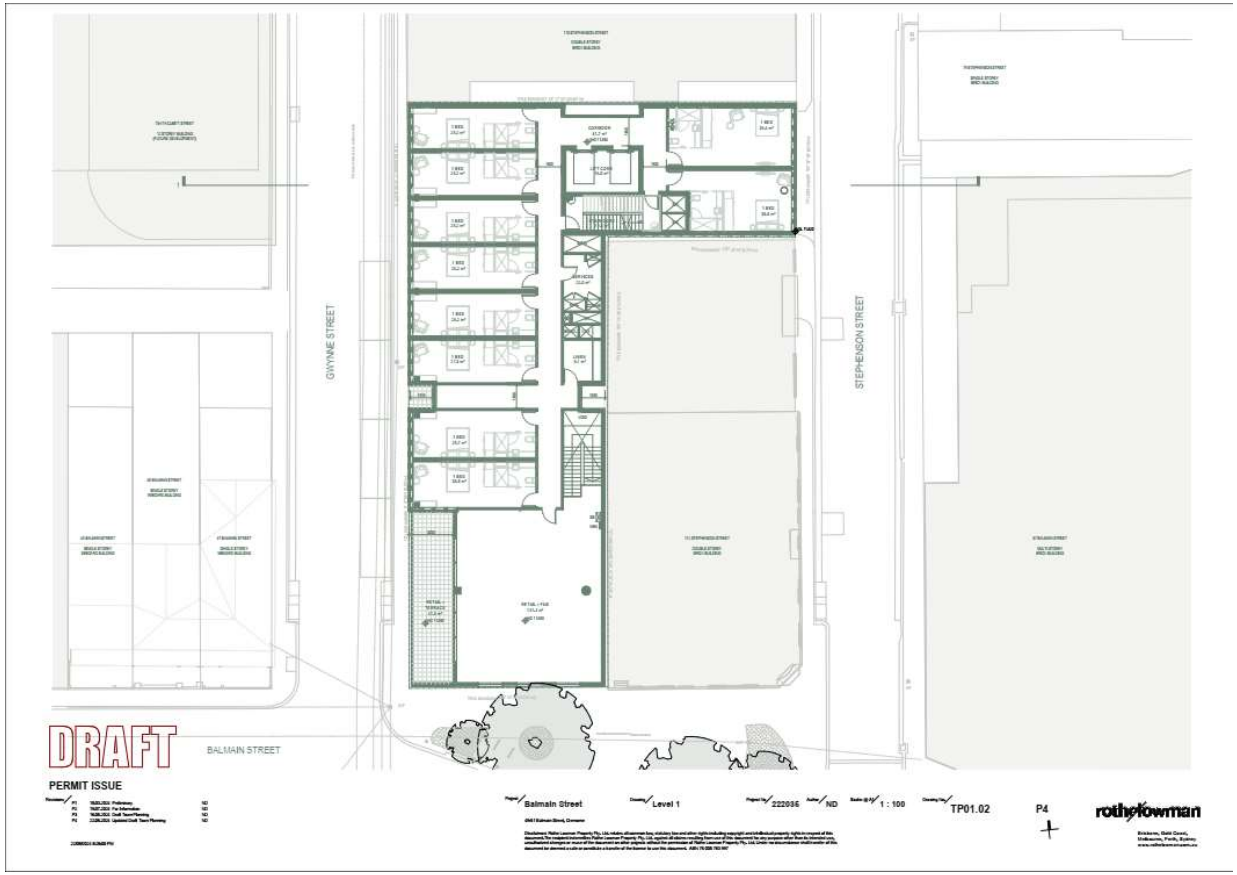
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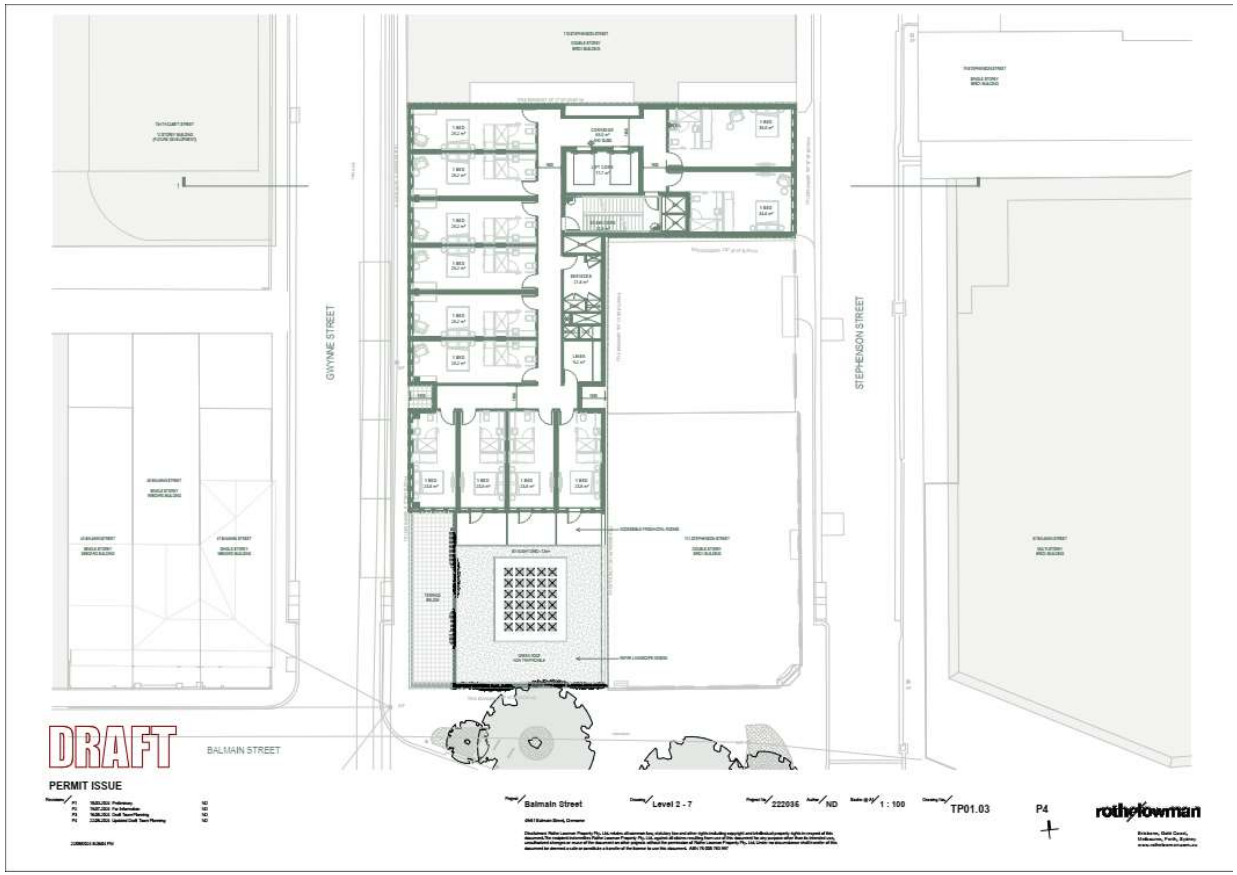
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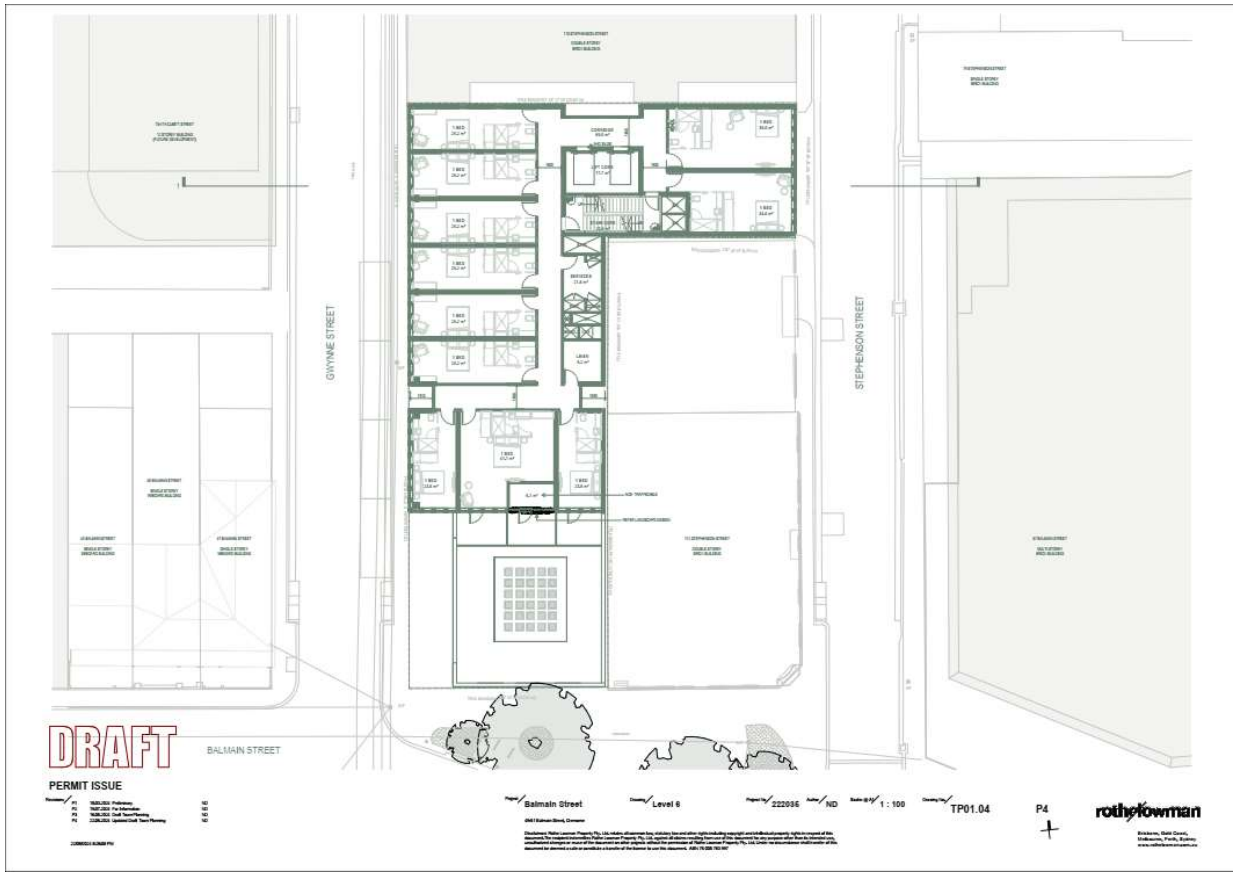
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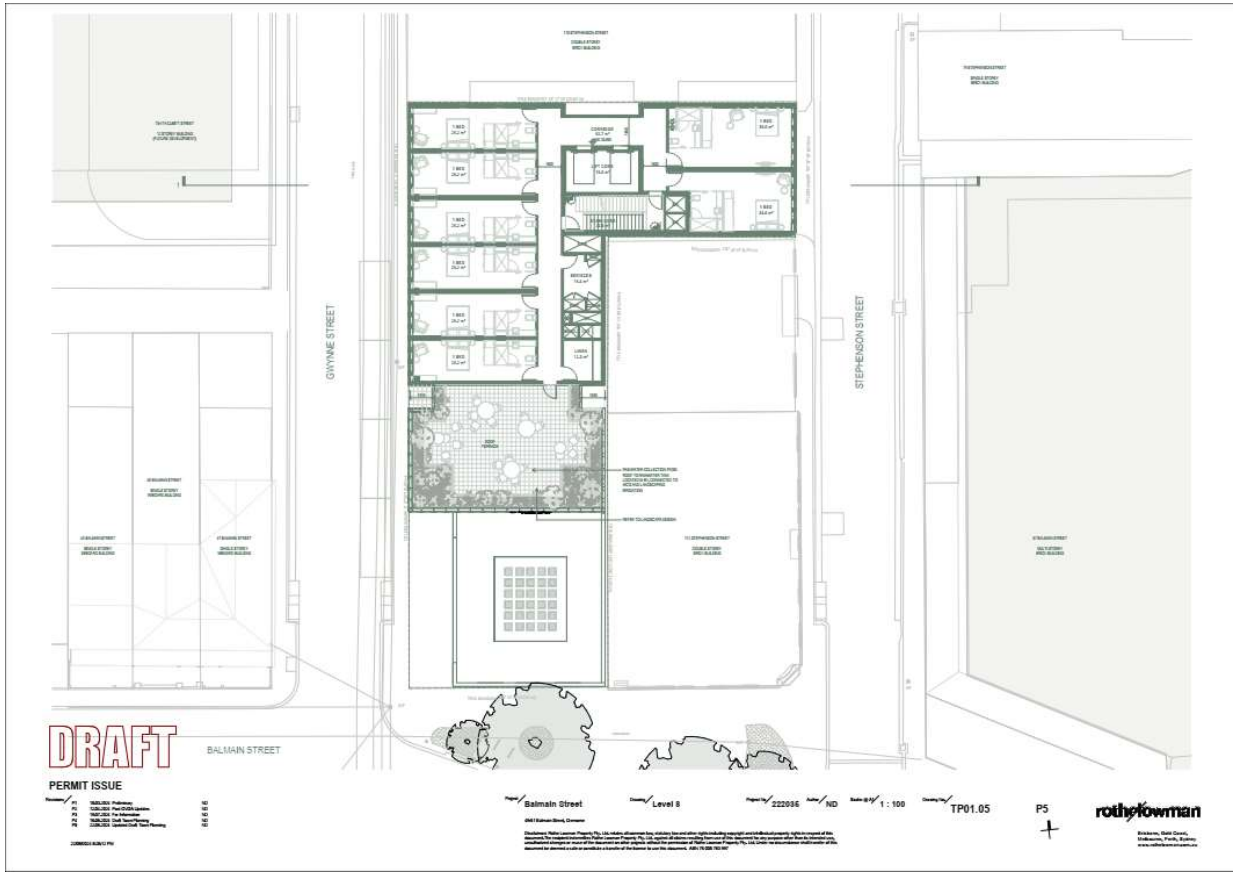

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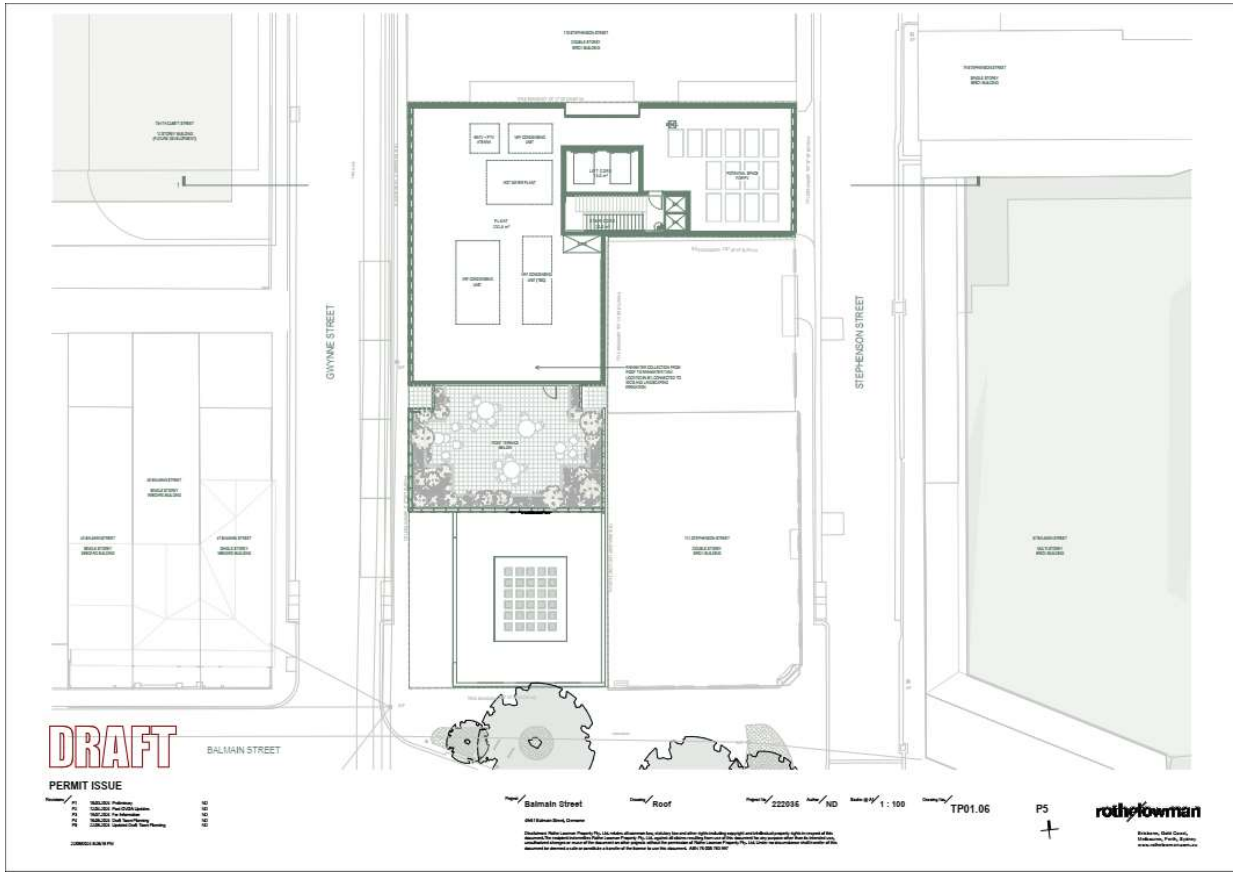

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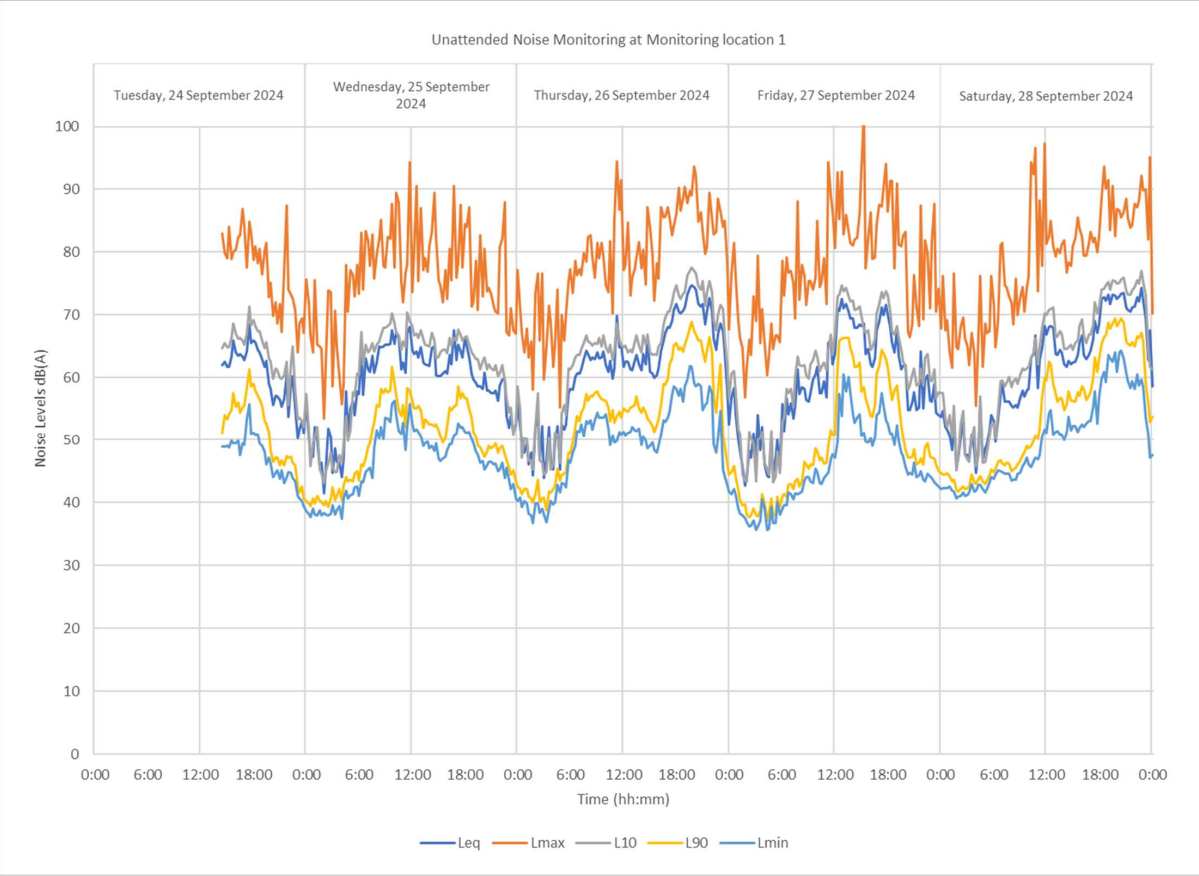
Appendix 2 – Unattended Noise Monitoring Results (Monitoring Location 1)



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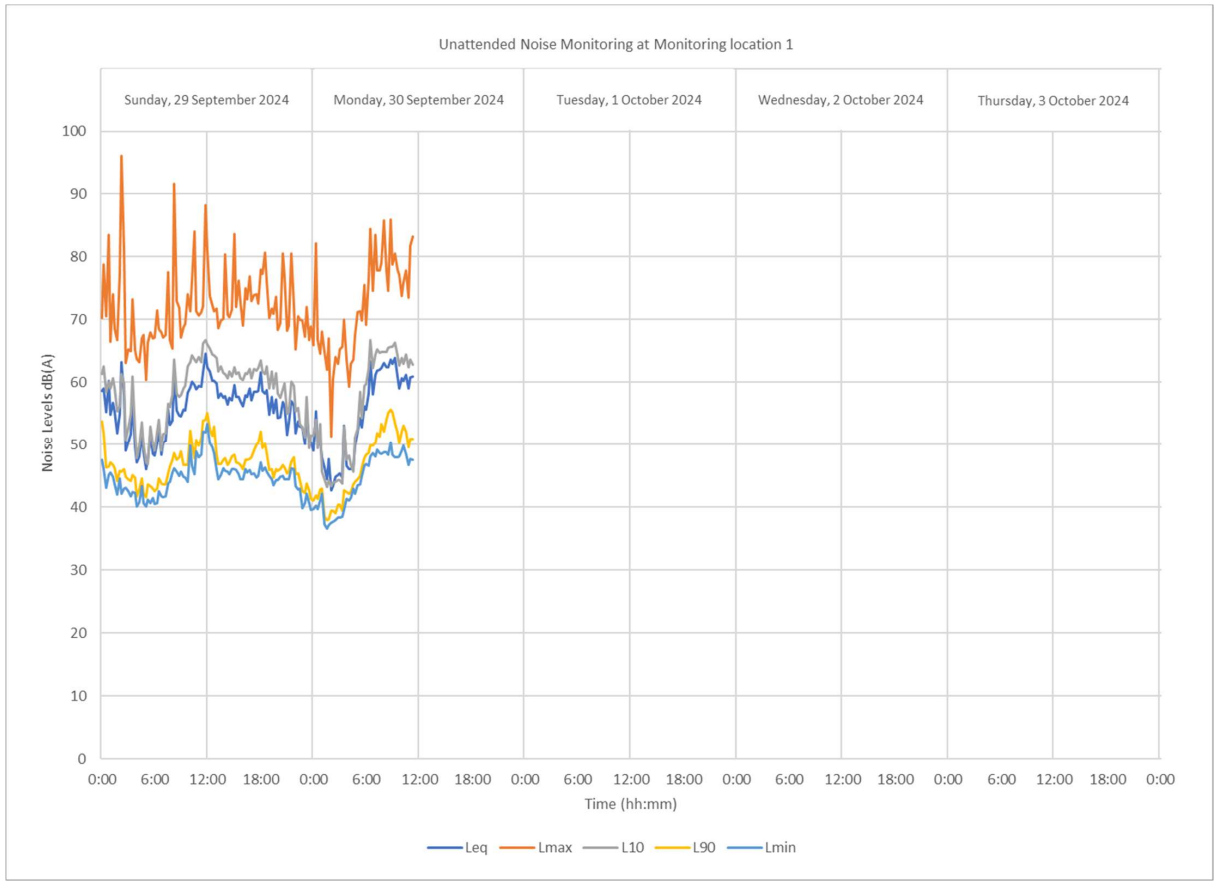

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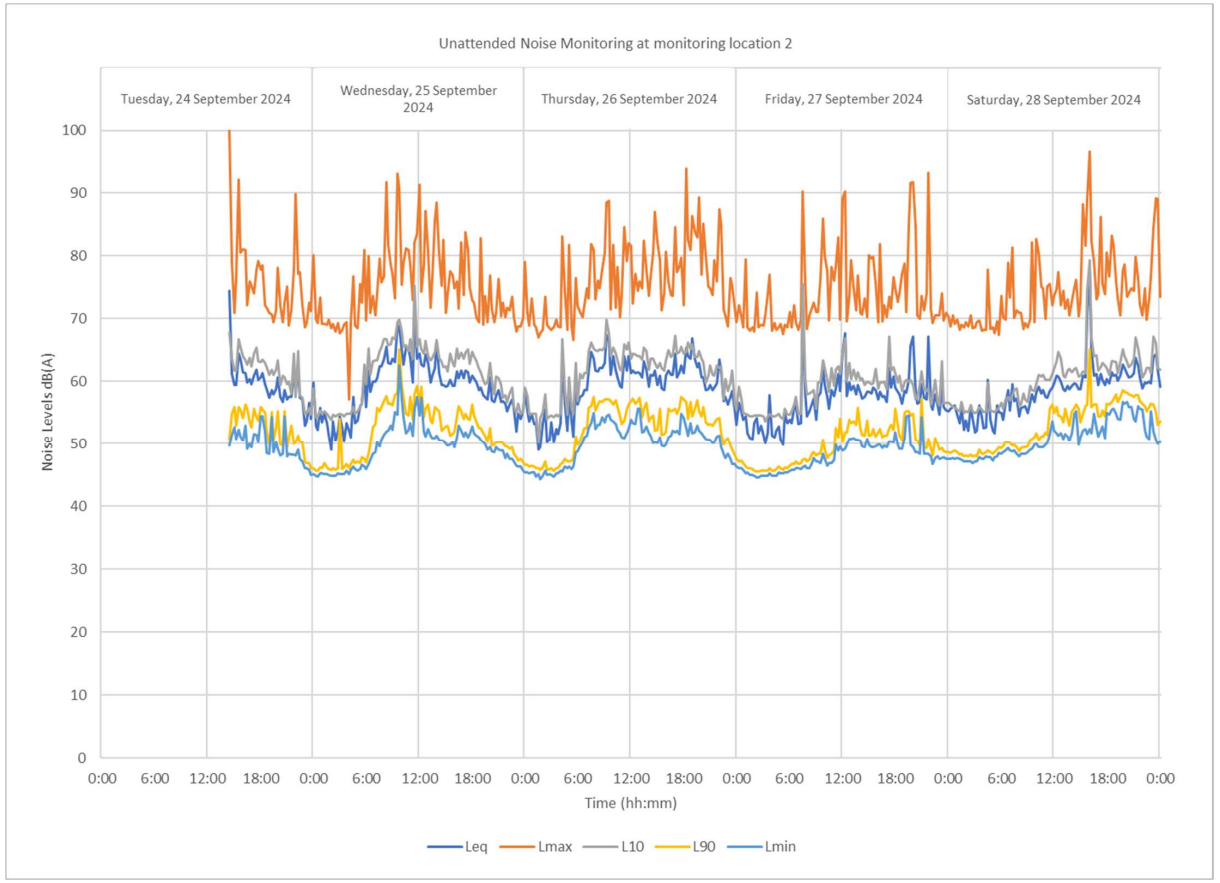
Appendix 3 – Unattended Noise Monitoring Results (Monitoring Location 2)



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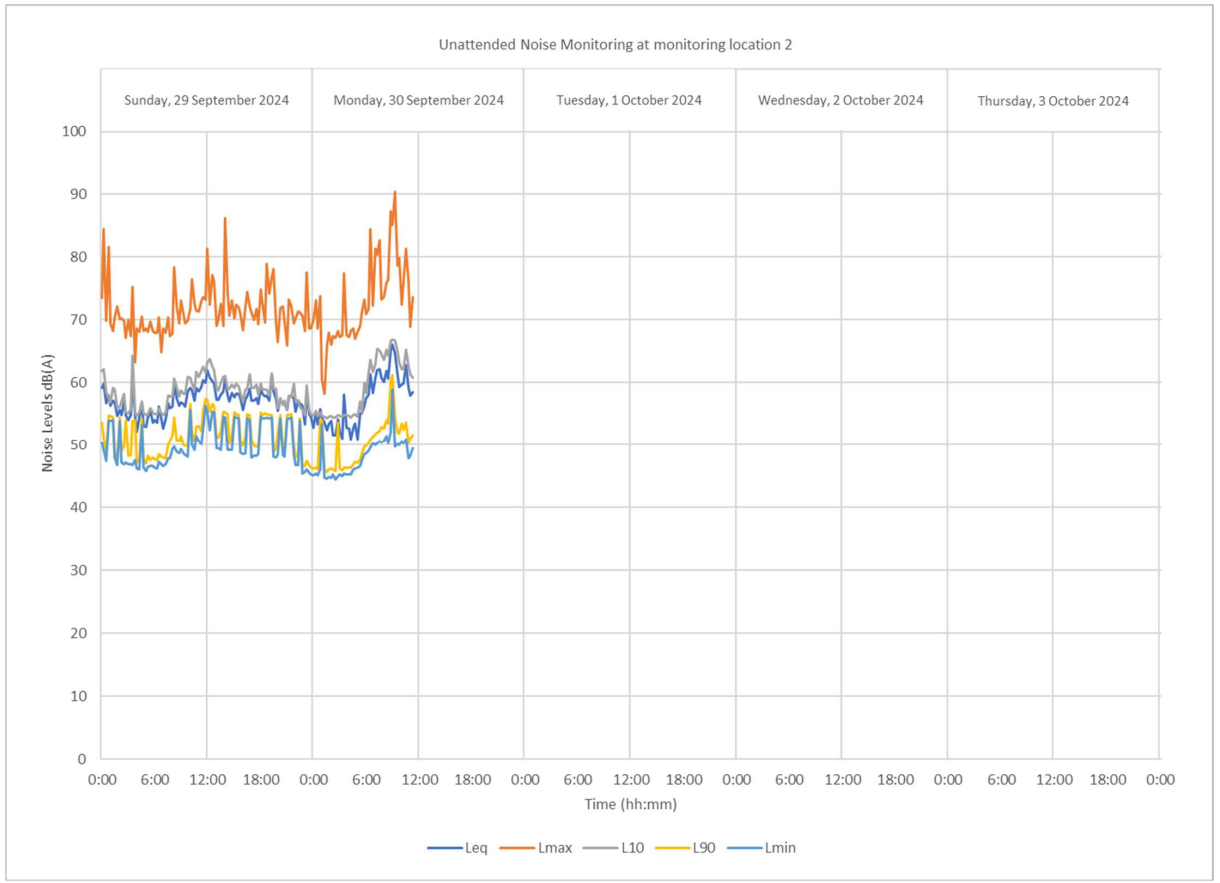


DTP Application – Council Officer Assessment

Overview	
Property	49 – 51 Balmain Street, and 108-110 Stephenson Street, Cremorne
Ward	Lennox
DTP Ref & Status/ reason for referral	PA2503512 – Notification underway Application made to Minister under Clause 53.22 Significant Economic Development Council was notified under s52 of the Act on 12 February 2025
Council Ref	PPE25/0067
Proposal	Use and develop the land for a residential hotel (9-storeys, 89-rooms), including a reduction of the statutory car parking requirement. The proposal is described in the application material. The plans under assessment are those prepared by Rothe Lowman Pty. Ltd. dated 24 January 2025.
Site & Context	Described in Application material The Cremorne area has been going through a period of transition from lower scale buildings to higher density development. The tallest building closest to the site is the seven storey building of the former 'Rosella Complex' located to the east and opposite side of the Cherry Tree hotel. In terms of transport, the Site is located approximately 460m south-west from the East Richmond Train Station and approximately 640m south from Richmond Train Station. Bus routes frequent Punt Road (650m west), whilst there are tram services along both Swan and Church Streets (460m and 330m, north and east, respectively) with the former servicing the CBD and the latter the southern suburbs.
Notable application history	N/A
Planning Framework	

Zoning & Overlays	Commercial 2 Zone Development Contributions Plan Overlay
Statutory controls	A planning permit is required for a residential hotel and retail premises (restaurant) under the Table of Uses at Clause 34.02-1 of the Yarra Planning Scheme (the Scheme). A planning permit is also required to construct a building under Clause 34.02-4 (Buildings and works) of the Scheme The Site is in Area 11 – Cremorne and is subject to development infrastructure contributions. <u>Clause 52.06 - Car parking</u> Pursuant to Clause 52.06-2, before a new use commences or the floor area of an existing use is increased or the measure specified in Column B of Table 1 to Clause 52.06-5 for that use is increased, the required car parking spaces must be provided on the land. Under the provisions of Clause 52.06-5 of the Scheme, car parking is required to be provided to Council's satisfaction for the residential hotel use and at a rate of 3.5 car spaces per 100sq.m. of leasable floor area for a restaurant. The development has a statutory rate of 17 car spaces. Pursuant to Clause 52.06-3 of the Scheme, a permit is required to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5. <u>Clause 52.34 – Bicycle Facilities</u> The statutory bicycle parking rate for a residential building (inclusive of a residential hotel) is 1 resident space and 1 visitor space to each 10 lodging rooms in developments of four or more storeys; and 1 to each 300sq.m. of leasable floor area associated with a restaurant. The clause also requires the provision of 1 shower / change room for the first 5 employee spaces and for each additional 10 employee spaces.

	Applying the rates, the development has a statutory requirement of a minimum of 19 bicycle spaces and 2 showers / change rooms for employees. In this instance the development exceeds the bicycle requirements with up to 23 bicycle spaces. <u>Clause 53.22 Significant Economic Development</u> This provision applies to an application for a Residential Hotel with a minimum value of $10 million. The Responsible Planning Authority is the Minister for Planning (not Council). The Clause enables the Responsible Authority to waive or vary any building height or setback requirement of the planning scheme. It also exempts the application from review rights.
Relevant planning policies	Broadly, the following policies within the Scheme are of most relevance to this application: (a) Clause 02.01 – Context (b) Clause 02.02 – Vision (c) Clause 11.01-S – Settlement (d) Clause 13 – Environmental risks and amenity (e) Clause 15 – Built environment and heritage (f) Clause 17 - Economic Development (g) Clause 18 – Transport (h) Clause 19 – Development infrastructure

	(i) Clause 19.03-5L – Waste
Other relevant documents	**Draft Amendment C318 - Draft Cremorne UDF** On 25 October 2022, Council resolved to (in summary) endorse the Draft Cremorne Urban Design Framework (Draft UDF) for consultation and adopt the proposed community engagement program to seek community feedback on the Draft UDF. Council sought community feedback on the draft UDF in late 2022. Council considered the feedback at a Council meeting on 12 September 2023. At the meeting, it also: a) Endorsed a revised Cremorne Urban Design Framework (UDF) for further consultation; and b) Resolved to request the Minister for Planning approve interim built form provisions via a Ministerial amendment (Amendment C317yara) and request consent to formally exhibit permanent planning provisions (Amendment C318yara). Draft Amendment C318yara proposes to: a) Introduce three new built form controls in the form of Design and Development Overlays (DDO) to manage the scale and design of new commercial development. The new DDOs would apply to the Cremorne West (DDO51), Railway (DDO52) and Church Street (DDO53) Precincts; b) Introduce the Parking Overlay to the commercial areas of Cremorne to promote more sustainable modes of transport by limiting the amount of car parking needed in new development; c) Insert a new policy under Clause 11.03 Planning for places: 11.03-6L Cremorne Precinct that supports Cremorne as a vibrant, diverse, accessible and high amenity enterprise precinct. This will include specific policy on land use, built form, access and movement, open space and the public realm; d) Introduce the background documents that informed the proposed planning controls at Schedule to Clause 72.08; and e) Rezone two identified zoning anomalies in Cremorne, where two zones apply to a single site: 20-26 Brighton Street and 459-471 Church Street. Given this document has been adopted by Council it is now seriously entertained and will form part of the assessment of this application.

	The subject site is located in the 'Cremorne West' precinct. The Cremorne West Precinct is described as Cremorne Street forms the main north south corridor, with Bendigo Kangan Institute at the heart. Characterised by a network of narrow north-south streets with low-rise industrial and residential buildings with mid-rise contemporary office development. Modern commercial buildings are envisaged to Cremorne Street and Stephenson Street. The drafted built form controls under DDO51 are summarised in the referral advice of Council's Strategic planning team. This includes: • Maximum overall height: 28 metres; • Maximum street wall height: 12 metres; • Minimum upper-level setback: 3 metres.
Internal & External consultation	
Consultation	DTP have notified adjoining property owners. At the time of finalising this report, the DTP have advised Council that two objections, they had received two objections, raising the following key grounds: • No designated on-site smoking area shown on plans and concerns of the forecourt are being used by smokers. • Various concerns with waste management and collections arrangements including: o Using on-street loading for waste collection rather than onsite, preference for collection to occur on site. o The waste management plan not appearing practical and likely to result in bins spilling out onto the footpath and obstructing pedestrians on collection days. o Concerns raised that the responsibility of following the WMP being left to private contractors will result in non-compliance. • Increased demands on the limited available on-street car parking in the area as a result of the proposed car parking reduction and the impacts on other local businesses whose custom base are turned off by difficulty finding a car park nearby. • Construction impacts and disruptions due to road closures, noise, dust etc. on the operations of surrounding local businesses.

	• Development is not consistent with the character and scale of this area of Cremorne and will overwhelm the streetscape. • Amenity impacts due to increased traffic, lack of privacy, overshadowing and nature of use (high turnover of short-term occupants) will alter the nature of the neighbourhood.
Internal referrals	The proposal has been referred to the following internal business units, whose comments are attached in full, and whose recommendations have generally been incorporated into the recommended list of conditions: • Development Engineers; • Waste Management; • ESD; • Urban Design Unit; • Open Space Unit; and • Strategic Unit.
Other expertise required	DTP are recommended to obtain expert advice in relation to: - Wind – to review the anticipated wind conditions both within and external to the site; and - Acoustic advice – in relation to potential noise impacts from the proposed use on other surrounding more sensitive land uses.
Key considerations	**Generally complies?**
Strategic support	**Partially** Broadly, there is support from the Planning Policy Framework for the redevelopment of the site to provide a higher density building. Policy at Clauses 11, 16 and 18 of the Scheme, together with Plan Melbourne, encourage the accumulation of activities and the intensification of development in and around activity centres. The commercial uses are consistent with Clause 17.01.1L (Employment) which highlights that commercial sectors underpin a sustainable economy and provide employment, consistent with Yarra's plans to foster a diverse and viable economic base. The application proposes the construction of a 9-storey building that is zoned for commercial purposes. At State level, the metropolitan planning strategy Plan Melbourne seeks to create 20minute neighbourhoods, where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or via public transport. Planning Policy Framework directives seek to promote the use of sustainable personal transport and increased

<table>
<tr><td></td><td>development close to high-quality transport routes (Clauses18.02-1L (Walking), 18.02-2L (Cycling) and 18.02-4L(Road System)).

Proximity to public transport encourages the use of alternative transport modes to and from the site; this outcome is encouraged by Clause 02.03 (Strategic direction) and Clause 18 (Transport). This is detailed within Council's Engineer's advice and is supported</td></tr>
<tr><td>Land use</td><td>No

Despite strategic support detailed above for a commercial land use, the residential hotel use is considered to be at odds with the strategic policy framework for the area as a consequence of:
The questionable need for a residential hotel in this location, which is a designated and significant Major employment precinct.
The traffic and its demand for parking beyond what the surrounding area can potentially accommodate.
The net loss of on-street, car parking due to a lack of an onsite drop off for patrons.
The additional foot traffic anticipated by deliveries and general activity at odd hours that has the potential to disturb the area, particularly the more sensitive land uses that are zoned neighbourhood residential to the south-west.
The disbursement of additional patrons of the residential hotel, combined with the Cherry Tree Hotel and additional patrons of the restaurant congregating on Balmain Street.</td></tr>
<tr><td>Built Form – DDO</td><td>No

The application was referred to Council's Strategic Planning Unit who highlighted in bold:<table><tr><th>Built Form Requirements</th><th>Proposed DDO51</th><th>PPE25/0067</th><th>Compliance with Proposed DDO51</th></tr><tr><td>Building height</td><td>28m (discretionary)</td><td>Roof: 29.7m
Lift overrun: 32m</td><td>Does not comply with the building height requirements.
It is recommended that the height of the building be lowered to comply with the building height requirements set out in DDO51.
It is also recommended that the design of the building be</td></tr></table></td></tr>
</table>

				reconsidered to address the conflicts with the design objectives set out in the DDO.
	Street wall height and setback	12m	Balmain Street 9.16m Gwynne Steet North 32m Middle 27.22m South 5.85 Stephenson Street 32m	Does not comply with the street wall height and setback requirements. ***It is recommended that street wall heights are amended to align with DDO51.*** ***It is also recommended that the design of the ground floor setback be redesigned to deliver a better outcome.***
	Upper level setback	Balmain Street 15m Gwynne Steet and Stephenson Street 3m	Balmain Street 11.9m Gwynne Steet and Stephenson Street 0m	Does not comply with the street wall height and setback requirements. ***It is recommended that upper level setbacks to all streets comply with upper level setback requirements set out in DDO51.***
	Building separation	Refer to DDO51.	Refer to comments below.	Does not comply with the street wall height and setback requirements. ***It is recommended that the application comply with the building separation requirements set out in DDO51.***

	Overshadowing	A permit must not be granted to construct a building or construct or carry out works which casts any additional overshadowing of the following spaces between 10am and 2pm on 22 September: • Southern footpath and front gardens of the properties on the south side of Balmain Street between Cremorne Street and Gwynne Street. • The northern and southern portions of the Balmain Street Plaza (defined as the area within the bollards).	Refer to comments below.	Does not comply with the overshadowing requirements. ***It is recommended that the design of the building should be amended to comply with the overshadowing requirements set out in the DDO.***
	Interface to properties in Neighbourhood Residential Zone or General Residential Zone	Requirements do not apply to this site.	Requirements do not apply to this site.	Requirements do not apply to this site.
	Character building	Requirements do not apply to this site.	Requirements do not apply to this site.	Requirements do not apply to this site.

<table>
<tr><td></td><td>
<table>
<tr><td>Building design</td><td>Refer to DDO51.</td><td>Refer to comments below.</td><td>Does not comply with the street wall height and setback requirements.

It is recommended that the building make changes to the design to comply with the building design requirements set out in DDO51.</td></tr>
<tr><td>Views to landmarks</td><td>Requirements do not apply to this site.</td><td>Requirements do not apply to this site.</td><td>Requirements do not apply to this site.</td></tr>
<tr><td>Vehicle access and laneway</td><td>Refer to DDO51.</td><td>Refer to comments below.</td><td>Complies with requirements.</td></tr>
<tr><td>Pedestrian and bicycle</td><td>Refer to DDO51.</td><td>Refer to comments below.</td><td>Complies with requirements.</td></tr>
</table>

The height of the building is at odds with the broader area because of the sheer walls to both Gwynne and Stephenson Streets with no street podium. Despite the area being flanked with buildings of a greater height than that anticipated by the proposed DDO51, there is a consistent theme of street podiums that further assist to lower the perceived building height at street level. Street podiums combined with a range of public realm benefits assist in the softening of surrounding developments, both of which are lacking in the current development proposal before Council.
</td></tr>
<tr><td>Built Form- Architectural quality/ detail</td><td>No

The quality of materials may infer a high-quality building, however the adopted gridded pattern theme across the tower only serves to exacerbate the prominence of the building height.</td></tr>
</table>

Landscaping/ Vegetation	**No - Conditions required** The application was referred to Council's Open Space team who indicated that the submitted landscape plans do not contain sufficient information to provide a detailed assessment and that the following further information is required to assist in their further assessment: 1. *Provide a planting plan(s) showing the location of proposed planting, including plant species and quantities, as well as a legend containing key features, materials, and surfaces. Proposed plants are to be:* *(a) Drawn at their mature size on the plan.* *(b) Labelled or coded to correspond with the proposed plant schedule.* 2. *Provide a plant schedule with listing the proposed plant species (botanical and common name), installation size, width x height at maturity, and plant quantities.* 3. *For mass planted areas/green walls, minimum plant densities (e.g., 5 plants per sqm) may be provided in lieu of individual plant counts.* 4. *The mulch layer for all above ground planted areas is to be wind-resistant mulch to prevent blowing away into the public realm, e.g., screened rock, or organic mulch with large particle size.* 5. *Provide information on any proposed vertical growing structures (including green wall systems) including detail drawings, mounting technique etc.* 6. *Demonstrate that irrigation to green wall system will not leak/discharge water onto the public footpath.* 7. *Provide details for any tree anchors or structural supports required.* 8. *Provide information on proposed irrigation including proposed water supply (potable or other), and type of irrigation (pop-ups or drip irrigation).*
Sustainable development	**No - conditions required** Council's ESD advisor identified: 1. The following application deficiencies: (a) *Solar PV space on the rooftop area has been allocated but no investigation into sizing or capacity has been undertaken. Recommend maximising the area allocation and solar PV size to all suitable roof area and update all documentation to include the solar PV as an integral component of the ESD strategy.*

	(b) *Building fabric insulation and glazing specifications to meet minimum NCC2029 standards only. Recommend updating the SMP with improved energy efficiency of building fabric and exceed the minimum standards by at least 10%. Even though the proposed meets the BESS Energy section minimum it is not up to standard with current development in Yarra of this scale and typology.* (c) *Staff bicycle parking spaces are in the basement and difficult to access. Recommend relocating the secure staff bicycle parking spaces to the ground floor for ease of access.* 2. The following outstanding information: (a) *No heating/cooling (HVAC) or hot water equipment type or energy efficiency performance standard was specified in the SMP. An exact make/model is not required but the system type and efficiency standard should be specified in an updated SMP to ensure the space allocation and system specifications in suited to the building design.* (b) *Green façade on the architectural drawings is inconsistent with the SMP and landscape plans. Updated architectural drawings to be consistent with SMP and landscape plans.* (c) *Notation of total vegetated landscape area in SMP Appendix F (ESD notations on plans), is not consistent with the SMP or BESS report. Total vegetation percentage figure should also include vertical element of green facade and planter boxes. Please update all figures to be consistent across all documentation.* 3. The following Improvement opportunities: (a) *Consider a larger volume rainwater tank (~20,000 litres) to improve the reliability of rainwater tank supply (above 80%) and improve the overall water efficiency performance standard. Note that the current 76% tank reliability does not include the irrigation demand, which means that this reliability will drop further below the preferred benchmark on 80% or higher.*
Public realm outcomes	The residential hotel development has tried to widen the footpath to Gwynne Street with a 3m setback as a public realm offering but fails to deliver any meaningful benefits in the way of public seating, an arcade, accessible staff and visitor bicycle spaces and landscaping. It does not enhance pedestrian connectivity, contribute to public open space, or provide amenities that support community use. The development is a missed opportunity to contribute positively to the character of the area by providing an attractive entrance, and functional space. Visitor bicycle parking in the north-east corner is enclosed, and columns are located within the 3m setback across the Gwynne Street forecourt that narrow the passage in sections.

	Notwithstanding this, if a permit were to issue the following elements / opportunities as advised by Council's Urban Designer should be addressed and rectified with conditions to ensure a suitable public realm outcome can be achieved: (a) *Green walls must not extend into the public realm at ground level.* (b) *Column line on Gwynne Street moved inward to allow provision of 1.5 metre space for pedestrian traffic when combined with the existing public footpath.* (c) *The substation relocated underground, adjacent, and accessible from the Stephenson Street or Gwynne Street frontage. Applicant to investigate access by crane truck for maintenance purposes.* (d) *Streetscape enhancements including additional street trees, garden beds, kerb extension, electrical pole relocation and reinstatement of redundant crossover as described above under Streetscape and Capital Works.* (e) *Streetscape enhancements in form of street trees and landscaping must be detailed on a Public Realm Plan (refer to indicative layout at Figure 6).* A Public Realm Plan must include, but not limited to: (a) *Property boundary clearly defined.* (b) *Layout plan indicating all existing and proposed features and surface levels.* (c) *Show all existing and proposed streetscape infrastructure including (but not limited to) light poles, drains and street signs.* (d) *Proposed bicycle spaces along site frontage, with bicycle image superimposed upon the proposed.* (e) *Clear dimensions of existing and proposed footpath widths, bicycle hoops setback width (preventing effects on pedestrian access along footpath) and offset from face of kerb to the satisfaction of the Council or responsible authority.* (f) *Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements.* (g) *Demonstrate a seamless / DDA accessible transition from the public realm into the principal entrance to the proposed building at ground floor level.* (h) *Reconstruction of all footpaths adjacent to the property in accordance with Council standards and Department of Transport's requirements.* *Any existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades.* Further conditions should explore opportunities for public seating and accessible visitor bicycle parking across the Gwynne Street interface and close to the entrance of the lobby.

Off-site amenity impacts	**No** The Draft DDO encourages a minimum boundary wall height of 20m with a 4.5m building separation above to ensure equitable development opportunities of surrounding sites. Again, the proposal does not comply with sheer walls proposed to the north, south (shared boundary with the Cherry Tree Hotel), west and east (both street interfaces). Consequently, the proposed height and scale results in an overdevelopment of the land that fails to adequately respond to the site context, resulting in bulk and overshadowing and a neglect to provide adequate equitable development opportunities for surrounding sites. As previously stated, the noise report should be reviewed by an acoustic engineer or similar to ensure that there would be no unreasonable off-site amenity impacts from the hotel.
On-site amenity & issues	**No** The application does not comply with several of the building design requirements. The ground floor setback does not create a good transition between public and private space. Issues with this design approach is explained in the advice provided by Council's urban design referral. The repetitive use of materials at the street level and uppers levels will result in the building presenting as a singular block with little articulation and competing with the neighbouring character building. The height of the floors is also a concern with this development considering its location within a Major Employment Precinct. It provides 3.1m floor to ceiling heights while the DDO seeks a 4m height. This limits the ability of the building to be retrofitted as an office if either demand for office space increases or hotel rooms are unviable. The application does not explain how floor plans could be converted in the future to office.
Carparking & traffic	**No** There is no onsite vehicle access area or car parking. Instead, the proposal indicates that it will rely on 6 existing on-street, car spaces that will serve as a drop-off to the hotel, resulting in a net community loss of on-street, car parking in an area where car parking is already scarce and limited.

	The design response is impractical and would result in parking conflicts, whilst exacerbating car parking demands, in an area already experiencing high traffic and vehicle traffic movements generated by surrounding land uses. Guests would also have to unload luggage on the street, potentially creating hazardous situations for pedestrians and other drivers alike. Importantly, Council would be required to grant approval to remove any on-street parking and given the low vacancy rates (as revealed in the traffic assessment submitted with the application), may not do so. Therefore the proposal cannot rely on the street for any vehicle access to the site and changes to existing street parking/loading arrangements cannot be relied on in any planning assessment of this application. Further, the lack of a drop off may cause traffic bottlenecks as vehicles may on occasion have to double-park on Gwynne Street when the parking bays are occupied. It is usual for hotels to provide some level of on-site pick up and drop off area and we are not aware of examples outside the CBD where a new hotel would be permitted without providing car parking and/ or on-site drop-off/pick up area/loading. Without dedicated vehicle access, the hotel patrons would be dropped off in the middle of the street, blocking traffic, since the parking availability analysis indicates there is a very low amount of available parking within this area. This is a disorderly planning and traffic outcome that will have significant impacts in terms of both traffic flow and traffic safety, on the immediate area and greater Cremorne. This in itself is reason for the proposal to be refused. The Yarra Planning Scheme contains a suite of policies at Clause 52.06-9 that require consideration of a suitable car parking layout, in addition to policies at Clause 18 and various decision guidelines at Clause 65.01. In the absence of a car parking layout, Council's Engineer has indicated that the site would benefit from a dedicated pick-up and drop-off facility ***inside*** (***emphasis added***) the development. The site provides an opportunity to provide a one-way drop-off with ingress from Gwynne Street and egress from Stephenson Street, along the northern boundary of the site. This would result in the loss of one on-street, car space out of the six along Gwynne Street, would utilise the existing crossover to Stephenson Street. Overall, it would be an acceptable traffic outcome while benefitting hotel patrons and could be achieved through changes to the ground floor layout. Notwithstanding this, should the DTP be of a mind to grant a permit, the applicant needs to be aware there is no guarantee that Council would approve the use or removal of any on-street parking spaces. Further, Council's Engineer requires the plans to be modified to include details relating to:

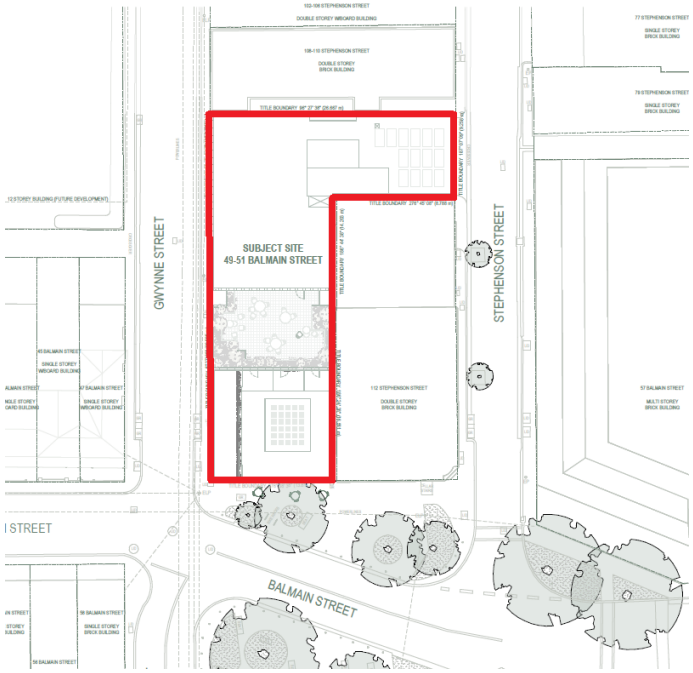
	(a) *The nearest on-street Loading Zone that could be utilised by delivery vehicles;* (b) *Dimensions (length/width) and offsets from the building lines of the existing public infrastructure i.e. - footpaths, kerbs, road pavements, etc* (c) *a Public Realm Plan (PRP) indicating the high-level functional layout of the required works within the public road reserve adjacent to the development along all frontages* (d) *The PRP is to include all relevant details outlined in the below Items and any other details stipulated through Planning requirements/documents* (e) *Note: the PRP must be consistent with the Condition 1 plans and will form part of the Condition 1 plan set for endorsement. The PRP will also inform the detailed design plans for the public realm areas* (f) *Details relating to the reconstruction of the footpaths along the Gwynne and Balmain Street frontages of the property to Council's satisfaction. The cross-fall grade of the footpaths shall be no steeper than 1 in 40 (as per the DTP's Traffic Engineering Manual Vol 3: Accessibility (DDA) Guidelines)* (g) *Details relating to the Reconstruct/upgrade the raised pavement treatment at the Gwynne Street approach to the intersection with Balmain Street, to Council's satisfaction*.
Bicycle provision	**No** The plans show up to ten visitor bicycle spaces in the north-east corner with access from Stephenson Street. These spaces appear to fall short of the spacing arrangements necessary in order to facilitate safe access. Up to 13 staff bicycle spaces are also located in the basement as are EOT facilities, which are also considered to be inadequately placed for ongoing use and safety.
Net community benefit	**No** Pursuant to Clause 71.02-3 Integrated Decision Making, outcomes should be balanced in favour of net community benefit. Overall, this application as currently proposed would potentially cause significant disorderly planning outcomes in terms of traffic movements and safety result, as well as inappropriate built form outcomes that would cause overshadowing and visual bulk. Notwithstanding this, there is an opportunity to improve the community benefits in the event a permit were to be granted, specifically provision of public realm plan that provides the benefits identified previously.

Strategic Planning
Formal Referral Response

Application Information:

Referral Officer:	Kyle Everett
Officer:	John Theodosakis
Council Reference:	PPE25/0067
Address:	49-51 Balmain St, Cremorne VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: IREF25/00669
Disclaimer:	Council's Strategic Planning Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above. The Strategic Planning comments in this assessment focus on compliance with the following clauses in the Yarra Planning Scheme: Proposed Schedule 51 to the Design and Development Overlay (DDO51). They do not provide commentary on other sections of the Planning Scheme or fully assess the internal amenity of the application.
Prev. Responses:	NA

Development Details:

Relevant amendment and status:	Amendment C318yara
Existing and proposed controls:	NA
Subject Site Plan:	

Summary of Strategic Planning comments and recommendations

The application does not comply with several requirements within DDO51 including:

- Building height
- Street wall height and setback

- Upper level setback
- Building separation
- Overshadowing
- Building design

The application is also in conflict with the design objectives outlined in DDO51.

Significant changes are required (outlined below) for the application to comply with DDO51 and a permit should not be granted in its current form.

Assessment of compliance with built form requirements

Built Form Requirements	Proposed DDO51	PPE25/0067	Compliance with Proposed DDO51
Building height	28m (discretionary)	Roof: 29.7m Lift overrun: 32m	Does not comply with the building height requirements. **It is recommended that the height of the building be lowered to comply with the building height requirements set out in DDO51.** **It is also recommended that the design of the building be reconsidered to address the conflicts with the design objectives set out in the DDO.**
Street wall height and setback	12m	Balmain Street 9.16m Gwynne Steet North 32m Middle 27.22m South 5.85 Stephenson Street 32m	Does not comply with the street wall height and setback requirements. **It is recommended that street wall heights are amended to align with DDO51.** **It is also recommended that the design of the ground floor setback be redesigned to deliver a better outcome.**

Upper level setback	Balmain Street 15m Gwynne Steet and Stephenson Street 3m	Balmain Street 11.9m Gwynne Steet and Stephenson Street 0m	Does not comply with the street wall height and setback requirements. **It is recommended that upper level setbacks to all streets comply with upper level setback requirements set out in DDO51.**
Building separation	Refer to DDO51.	Refer to comments below.	Does not comply with the street wall height and setback requirements. **It is recommended that the application comply with the building separation requirements set out in DDO51.**
Overshadowing	A permit must not be granted to construct a building or construct or carry out works which casts any additional overshadowing of the following spaces between 10am and 2pm on 22 September: • Southern footpath and front gardens of the properties on the south side of Balmain Street between Cremorne Street and Gwynne Street. • The northern and southern portions of the Balmain Street Plaza (defined as the area within the bollards).	Refer to comments below.	Does not comply with the overshadowing requirements. **It is recommended that the design of the building should be amended to comply with the overshadowing requirements set out in the DDO.**
Interface to properties in Neighbourhood Residential Zone or General Residential Zone	Requirements do not apply to this site.	Requirements do not apply to this site.	Requirements do not apply to this site.
Character building	Requirements do not apply to this site.	Requirements do not apply to this site.	Requirements do not apply to this site.

Building design	Refer to DDO51.	Refer to comments below.	Does not comply with the street wall height and setback requirements. **It is recommended that the building make changes to the design to comply with the building design requirements set out in DDO51.**
Views to landmarks	Requirements do not apply to this site.	Requirements do not apply to this site.	Requirements do not apply to this site.
Vehicle access and laneway	Refer to DDO51.	Refer to comments below.	Complies with requirements.
Pedestrian and bicycle	Refer to DDO51.	Refer to comments below.	Complies with requirements.

Strategic Planning full comments:

Building height requirements

The application does not comply with the building height requirements of DDO51 and does not satisfy the criteria to exceed them.

There are numerous design objectives that the application is in conflict with for any height above 28m to be permitted.

- The application does not support Cremorne as a thriving enterprise precinct. The design proposes lower floor to ceiling heights that are unlikely to support future office use within the building. The application also does not show how floorplates could be converted into office space if required in the future. This is discussed further under *Building design requirements*.
- The application does not reinforce fine grain industrial character of Cremorne, nor does it respond to the adjacent character building. This is discussed further under *Street wall height and setback requirements* and *Upper level setback requirements*.
- The application does not provide a human scale development along Gwynne Street and Stephenson Street. This is discussed further under *Street wall height and setback requirements* and *Upper level setback requirements*.

DDO51 outlines a criteria for height to exceed the discretionary height limit and this application does not meet the following criteria:

- Greater building separation than the minimum
- BESS score of 70%

It is recommended that the height of the building be lowered to comply with the building height requirements set out in DDO51. It is also recommended that the design of the building be reconsidered to address the conflicts with the design objectives set out in the DDO.

Street wall height and setback requirements

The application does not comply with the street wall height and setback requirements of DDO51 and does not satisfy the criteria to exceed them.

The application proposed an outcome that far exceeds the parameters specified and will result in an overwhelming built form outcome along Gwynne Street and Stephenson Street.

The design outcome does not reinforce the pedestrian scale of side streets which is an outcome the DDO seeks to encourage. This referral does commend matching the height of the adjacent character building (Cherry Tree Hotel).

The referral acknowledges the attempt to provide public realm improvements with a 3m ground floor setback to Gwynne Street.

The current Gwynne Street Footpath is 800 mm and not complaint for DDA access. While pedestrians may move through the setback area this would be a privately owned space that may be utilised for outdoor dining, seating, private planting etc in the future. Such use would negate the potential of pedestrian traffic through this space.

The setback includes columns that will also impede movement and act to demarcate the space suggesting a privatised environment within the setback.

It is recommended that street wall heights are amended to align with DDO51. It is also recommended that the design of the ground floor setback be redesigned to deliver a better outcome.

Upper level setback requirements

The application does not comply with the upper level setback requirements of DDO51.

The application does not provide any upper level setbacks along Gwynne Street or Stephen Street. There is concern that the building form will dominate these streets and not connect with future developments to the north. It is clear that the upper levels will visually impact the experience of pedestrians on the street. This design approach does not provide for clearly distinct architectural expressions at upper levels which is an outcome the DDO seeks.

DDO51 also proposes a mandatory upper level setback of 15m on Balmain Street which the application does not comply with. If the DDO was approved as it currently stands a permit could not be granted.

It is recommended that upper level setbacks to all streets comply with upper level setback requirements set out in DDO51.

Building separation requirements

The application does not comply with the building separation requirements of DDO51.

As the site has a frontage greater than 20m, upper levels on common/rear boundaries should be setback. As the building is greater than 4 or more storeys above the street wall a setback of 4.5m is required for the northern interface and common boundaries shared with the character building.

There has been little consideration of how neighbouring developments would develop and the design of blank walls along these boundaries.

It is recommended that the application comply with the building separation requirements set out in DDO51.

Overshadowing requirements

The application does not comply with the following overshadowing requirements set out in DDO51

- Southern footpath and front gardens of the properties on the south side of Balmain Street between Cremorne Street and Gwynne Street.
- The northern and southern portions of the Balmain Street Plaza (defined as the area within the bollards).

It seems the architectural plans may have interpreted the definition of “additional shadow” differently to the DDO. The DDO defines additional shadow as

Any shadow cast beyond any shadow cast by existing buildings or works, but not a shadow cast by incidental elements such as canopies, kiosks, artworks, screens or trees.

It is recommended that the design of the building should be amended to comply with the overshadowing requirements set out in the DDO.

Building design requirements

The application does not comply with several of the building design requirements.

As noted above, the ground floor setback does not create a good transition between public and private space. Issues with this design approach is explained in the advice provided by Council's urban design referral.

The repetitive use of materials at the street level and uppers levels will result in the building presenting as a singular block with little articulation and competing with the neighbouring character building.

The height of the floors is also a concern with this development considering its location within a Major Employment Precinct. It provides 3.1m floor to ceiling heights while the DDO seeks a 4m height. This limits the ability of the building to be retrofitted as an office if either demand for office space increases or hotel rooms are unviable. The application does not explain how floor plans could be converted in the future to office.

The referral commends the use of urban greening at lower levels.

It is recommended that the building make changes to the design to comply with the building design requirements set out in DDO51.

Vehicle access and laneway requirements

The application does not propose any car parking in its development and as a result largely complies with the requirements set out in DDO51.

Pedestrian and bicycle design requirements

The application complies with the requirements set out in DDO51 for Pedestrian and bicycle design requirements.

Strategic Planner: Kyle Everett

Date: 12 May 2025

Urban Design
Formal Referral Response

Application Information:

Referral Officer:	Ben Thorp
Officer:	John Theodosakis
Council Reference:	PPE25/0067
Address:	49-51 Balmain St, Cremorne VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Record D25/58352: IREF25/00213 - Referral Request
Disclaimer:	Council's Urban Designer provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Recommendation

- The proposal **is supported** subject to changes recommended below.

Comment Summary

- Overall this proposal makes some positive contributions to the streetscape and public realm with additional setbacks, passive surveillance and activation.
- There are concerns remaining around the functionality of pedestrian movement at the Gwynne Street frontage.
- The proposal can be supported subject to changes and with the addition of streetscape works.

Background

Site Context

- The subject site is located on the north eastern corner of Gwynne Street and Balmain Street. The site is a relatively small development site at 650 m^2.
- An amalgamation of two parcels into an L-shaped site, the site has three frontages of 13m to Balmain Street (South) and 40m to Gwynne Street (West) and 9 metres to Stephenson Street (East). Immediately to the East is the Cherry Tree Hotel which is an identified character building.
- Cremorne is a rapidly developing area featuring many sites that are transitioning from a low scale commercial or warehouse building type to much larger scale commercial offices. This section of Gwynne Street has experienced relatively little development to date. There are however several major projects proposed including the site at 70-80 Gwynne Street, currently Wilson's Parking.

- Balmain Street is an important two -way East-West connecting street that widens adjacent to the site and accommodates two small triangular plazas with large trees, the plaza on the north side directly adjacent to the site is currently utilised as outdoor dining for the Cherry Tree Hotel.
- Gwynne Street is a narrow (approx. 9 m) street with very narrow footpaths that are not compliant for DDA access. Traffic is one way southbound and there is currently parking on both sides. Stephenson Street is a narrow street (7.5 m) with traffic one-way northbound and parking on the Western side only. There are similar issues with footpath width.

Urban Design Framework

- The Cremorne Urban Design Framework (UDF) sets the future vision for this area. Objective 4.3 outlines that:
  '*over time the redesign of streetscapes in Cremorne will create people-oriented streets that:*
  - *are safe and easy to get around on foot or on a bike*
  - *enhance shade trees and greenery*
  - *create welcoming places for people to meet, rest and play'.*
- Effect is given to the UDF through Proposed interim DDO51.
- Proposed interim DDO51 Cremorne West (CW-D) seeks to:
  - *ensure new development enhances the public realm and contributes to a network of pedestrian friendly streets through street activation, sunlight access to Cremorne Street and Balmain Street and open spaces, comfortable wind conditions, and street setbacks at ground level.*
- It also specifies that development should:
  - *provide chamfered building corners at intersections (where appropriate) to create additional public space at points of pedestrian congestion.*
  - *expand the public realm through inset building entrances and integrated seating with foot clearance (where appropriate).*
- At 2.11 Building Design and Quality Requirements it says:
  - *break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.*
  - *provide a high level of design detail at the ground floor and lower levels of buildings.*
  - *provide well-designed entrance spaces to buildings that create a transition between the public and private realm and encourage activity to occur at the street interface.*
  - *provide for street activation at ground level to create a pedestrian- oriented environment and enhance passive surveillance of the public realm.*
  - *avoid continuous walls of buildings when viewed from the street by providing visual breaks, articulated massing and/or separation between building forms at street level and upper levels.*
  - *avoid blank walls visible from the public realm. Where a solid external wall is unavoidable, walls should be detailed and include articulation to provide visual interest.*
- In regard to services it states:
  - *Building services should not be visible on primary building facades, occupy less than 40 percent of the ground floor area of the site, and be integrated into the overall design of the building.*

    - *Services should occupy a minimal proportion of any facade including the primary facade, if not possible to locate them elsewhere.*
    - *Development should locate sub-stations below ground, where possible. Access should be provided from right of ways/laneways or located off the primary street.*
- In regard to vehicle movements it says:
    - *Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by:*
        - *ensuring a high standard of pedestrian amenity*
        - *limiting potential conflict between vehicle movements and pedestrian activity*
        - *avoiding wide crossover points*
        - *ensuring adequate spacing between crossovers.*

Public Realm Interface

Balmain Street

- The green wall is shown intruding into the public realm at ground level, this is not acceptable and green walls should not extend beyond the building line at ground level (above 3.5 metres is acceptable).

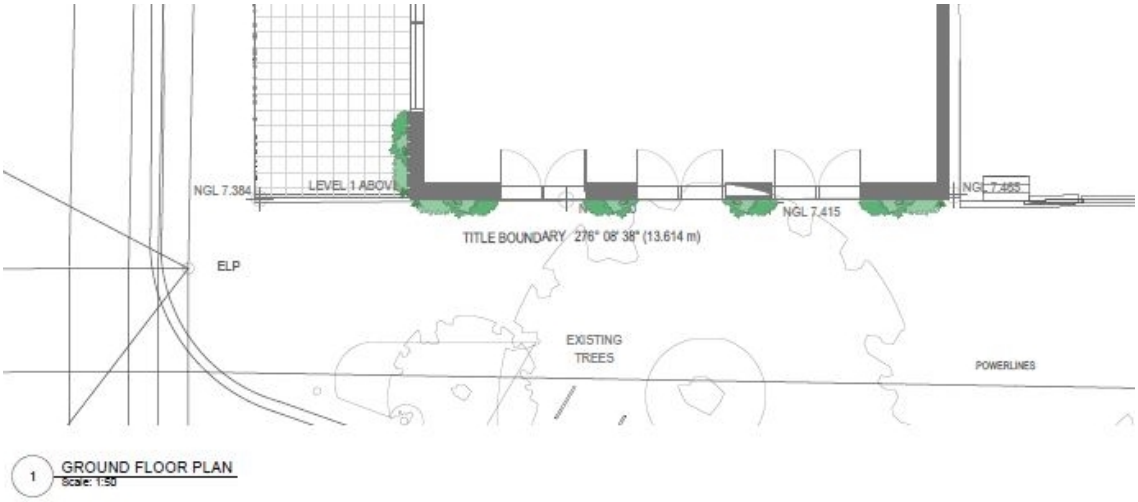


Figure 1: Green wall protruding into streetscape.

- Outdoor dining is shown in renderings provided in the Urban Context report and Architectural Statement. Please note an outdoor dining permit is separate process and not likely to be approved in the pedestrian zone in this location.

Figure 2: Outdoor dining in render

Gwynne Street

- The Gwynne Street frontage is setback at ground level by 3 metres to provide an increased public realm space and facilitate pedestrian movement.
- This is appreciated and addresses the DDO 51 design quality requirement;
    - *provide well-designed entrance spaces to buildings that create a transition between the public and private realm and encourage activity to occur at the street interface.*
    - *provide for street activation at ground level to create a pedestrian- oriented environment and enhance passive surveillance of the public realm.*
- However, we still have concerns that a viable public pedestrian route has not been created through this setback. The current Gwynne Street Footpath is 800 mm and not complaint for DDA access. While pedestrians may move through the setback area this is a privately owned space that may be utilised for outdoor dining, seating, private planting etc in the future. Such use would negate the potential of pedestrian traffic through this space.
- The setback includes columns that will also impede movement and act to demarcate the space suggesting a privatised environment within the setback.
- A setback must achieve a viable footpath of 1.5 metres, it is our recommendation that the line of columns is moved inward (East) and the above floors allowed to cantilever slightly. This will create a 1.5 width footpath constituted from the 800 mm public footpath and 700 mm from within the site. A difference in surface material or a steel edge detail should be used to mark the boundary between the public and private realm.

- A substation has been provided on the ground level, at the northern end of the Gwynne Street frontage. This creates a large area of inactive façade and is to be avoided.
- Noting DDO 51:
    - *Development should locate sub-stations below ground, where possible. Access should be provided from right of ways/laneways or located off the primary street*
- We recommend the substation is moved below ground. It should be noted that access will still be required and the use of a crane truck necessary for major maintenance works. The applicant must fully investigate access to the underground substation and ensure it does not cause impacts on streetscape elements.
- We recommend the underground substation is positioned adjacent to the Stephenson Street entrance as a first preference or the southern end of the Gwynne Street frontage as secondary option.
- We note that a wind report has not been provided, considering the height of the streetwall at the Northern end of the Gwynne Street frontage, there are concerns that wind effects in the public realm may be excessive.

Stephenson Street

- The 1150 mm setback to Stephenson Street is appreciated.
- Bike entry is located in an appropriate location but care must be taken that bike parking does not intrude into the 1500mm movement zone for bikes:

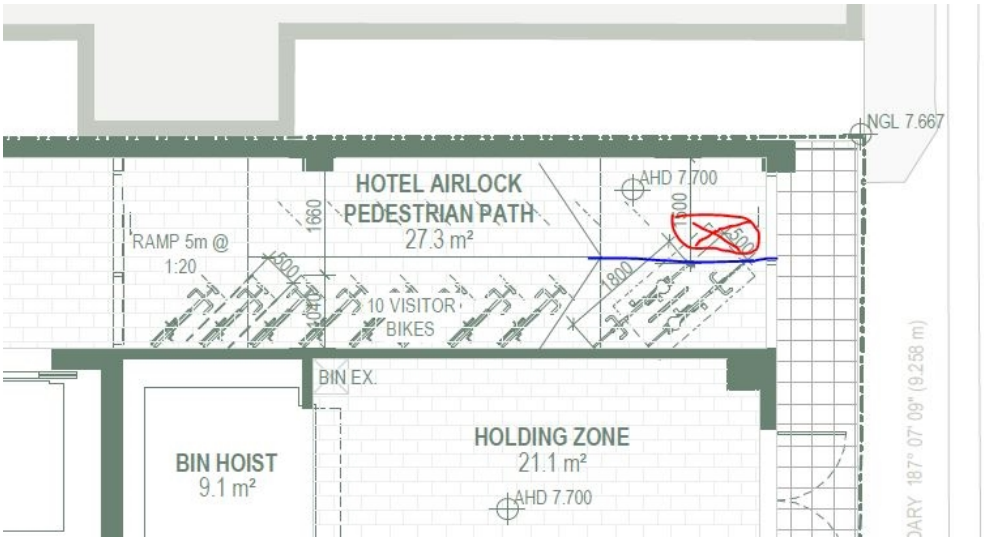


Figure 3: Bike entrance on Stephenson, bike parking area extending into the 1500 mm movement zone.

Streetscape and Capital Works

Balmain Street

- The applicant is requested to investigate relocation of the electrical pole at the Balmain Street and Gwynne Street intersection to allow greater pedestrian movement at this corner.
- As can be seen in the image below, the pole is currently located in a location that hinders pedestrian movement:

Figure 4: Electrical pole at corner of Balmain and Gwynne Streets.

- The preference of urban design is that the footpath at Balmain Street be reconstructed in asphalt as per Yarra standard drawings.

Gwynne Street

- There is currently an electrical pole located on the Gwynne Street frontage centrally adjacent to double columns:

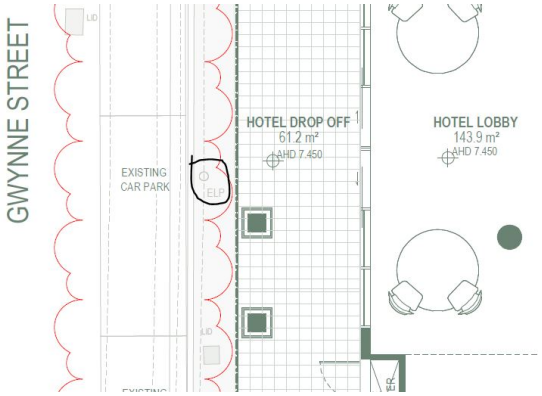


Figure 5: Electrical pole (circled) adjacent to columns.

- It is strongly recommended to relocate this pole further from the double columns to reduce impediments to pedestrian movement.
- The intersection of Gwynne Street and Balmain Streets currently features a raised pedestrian crossing. To further enhance this crossing it is recommended that the kerb line is extended to the West as indicated in figure 6 below.
- The applicant is requested to provide further tree planting and passively irrigated garden beds as indicated in figure 6. This will further enhance pedestrian amenity and help to achieve Objective 4.3 of the Cremorne UDF:

  '*over time the redesign of streetscapes in Cremorne will create people-oriented streets that:*
  - *are safe and easy to get around on foot or on a bike*
  - *enhance shade trees and greenery*

- The applicant must fully investigate any drainage implications of kerb extensions or garden bed works. To the satisfaction of the responsible authority.
- There is potential for further tree planting on Gwynne Street and the applicant is requested to pay for the planting of 4 additional street trees. 2 located in a garden bed and 2 in tree square cut-outs..

Stephenson Street

- Access for waste bin pick up has been programmed at the Stephenson Street frontage. The swept path diagram within the waste report shows the truck mounting the footpath here and moving through what is the current crossover.
- Council does not consider that this movement across the crossover is necessary and we recommend that the crossover is removed as it is otherwise redundant.
- Demolish the redundant vehicle crossing in Stephenson Street and reinstate with paving and kerb and channel to Council's satisfaction.
- There is potential for further tree planting on Stephenson Street and the applicant is requested to pay for the planting of 1 additional street tree.

Indicative Public Realm Plan (PRP)

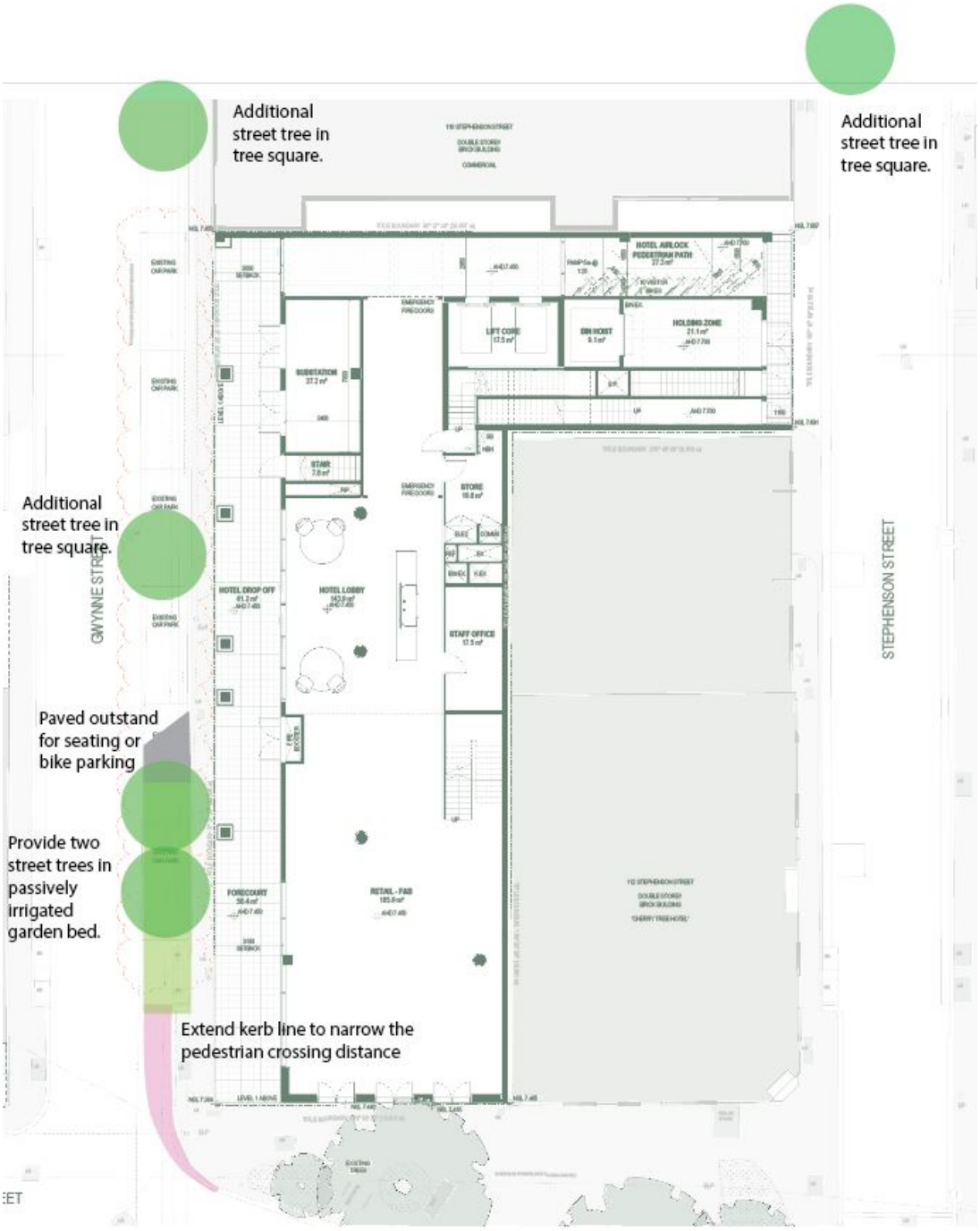


Figure 6: Indicative Public Realm and Streetscape Plan.

Street Tree and Planting

- Passively irrigated gardens bed (not rain gardens) to be provided along Gwynne Street frontage following designs at 60-88 Cremorne Street (SEEK).
    - Service pit hatches should preferably not be located in these garden beds.
    - These must be detailed so that when kerbs are reconstructed there are minimal level changes and trip hazards, removing the need for the existing bollards.
- Plans should indicate the location of five (5) additional trees along Gwynne and Stephenson Streets to be planted by Council with developer contribution.

All street tree planting is to be undertaken by Council's tree planting contractor. The applicant is requested to contribute to the cost of planting 5 new street trees, which would cover the cost of tree sourcing, planting and 24 months of establishment maintenance.

An estimate of the total cost for the trees and planting is $9,860.4 with a breakdown provided below:

- Road – 2 medium road trees @ Gwynne Street; $2,235.20 per tree
- Road – 1 medium tree @ Stephenson Street; $2,235.20 per tree
- Garden bed – 2 medium trees in garden bed @ Gwynne Street; $1,577.40 per tree

Council's tree planting contractor will source and plant the street trees. Final tree species and locations are to be confirmed by Council's arborist prior to construction. However, please keep Council updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.

The following improvements are recommended:

- Green wall must not extend into the public realm at ground level.
- Column line on Gwynne Street moved inward to allow provision of 1.5 metre space for pedestrian traffic when combined with the existing public footpath.
- Substation relocated underground, adjacent and accessible from the Stephenson Street or Gwynne Street frontage. Applicant to investigate access by crane truck for maintenance purposes.
- Streetscape enhancements including additional street trees, garden beds, kerb extension, electrical pole relocation and reinstatement of redundant crossover as described above under Streetscape and Capital Works.

Streetscape enhancements in form of street trees and landscaping must be detailed on a **Public Realm Plan** (refer to indicative layout at Figure 6).

A Public Realm Plan must be provided to the satisfaction of Urban Design. The Public Realm Plan must include, but not limited to:

- Property boundary clearly defined.
- Layout plan indicating all existing and proposed features and surface levels.
- Show all existing and proposed streetscape infrastructure including (but not limited to) light poles, drains and street signs.

- Proposed bicycle spaces along site frontage, with bicycle image superimposed upon the proposed.
- Clear dimensions of existing and proposed footpath widths, bicycles hoops setback width (preventing effects on pedestrian access along footpath) and offset from face of kerb to the satisfaction of the Council or responsible authority.
- Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements.
- Demonstrate a seamless / DDA accessible transition from the public realm into the principal entrance to the proposed building at ground floor level.
- Reconstruction of all footpaths adjacent to the property in accordance with Council standards and Department of Transport's requirements.
- Any existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades.

These comments exclude comments from the following teams, and they will be providing separate referral comments:

- City Strategy – Open Space Services
- ESD
- City Works – Waste Management
- Development Engineering

Capital Works:
There are no known planned / approved capital works around the site being led by the Urban Design Team.

Urban Designer: Ben Thorp
Date: 19 February 2025

ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	John Theodosakis
Council Reference:	PPE25/0067
Address:	49-51 Balmain St, Cremorne VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Record D25/58309: IREF25/00212 - Internal Referral Request
Disclaimer:	Council's ESD Officer provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

ESD comments were requested on the following:

- New referral – DTP referral

In assessing this application, the following documents were reviewed:

- SMP prepared by Floth dated 6/9/2024
- Architectural drawings prepared by Rothe Lowman dated 24/1/2025

Comments

Due to the short timeframe for comment back to DTP, a short format ESD Referral Response has been used for this advice.

The standard of the submitted ESD nearly meets Council's Environmentally Sustainable Design (ESD) standards.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met:

1. Applicant ESD Commitments
   - Retail space will be naturally ventilated. Retail space will also achieve 50% increase on outdoor fresh air supply above AS1668 minimum rates. Systems to achieve monitor and maintain CO_2 of 800ppm.
   - All paints, sealants, adhesives and finishes to meet Green Star maximum indoor emission limits.
   - Good levels of daylight through hotel and retail areas.
   - All electric building with no gas connected.

- Energy efficient heating, cooling and hot water systems.
- Energy efficient lifts.
- 10,000 litre rainwater tank for toilet flushing and irrigation.
- A STORM report of 153% demonstrating best practice in the stormwater management relying on 542m2 of catchment area connected to a minimum 10,000 litre rainwater tank with a toilet flushing demand of at least 90L/day.
- Operational residential waste streams include landfill, organics, mixed recycling and glass recycling. Commercial areas to include landfill, organics, mixed recycling, paper/cardboard, hard waste, e-waste.
- Bicycle parking spaces to exceed 52.34 requirements with 10 bicycle parking spaces on the ground floor for guests/visitors and 13 secure spaces for staff in the basement.
- End of trip facilities include 2 showers, change rooms and lockers.
- Vegetation landscaping to 16% of site area through various planters boxes to terraces and balconies as well as an extensive green roof above restaurant (F&B) and green façade to the southern façade of the restaurant (F&B).

2. Application ESD Deficiencies
   - Solar PV space on the rooftop area has been allocated but no investigation into sizing or capacity has been undertaken. Recommend to maximise the area allocation and solar PV size to all suitable roof area and update all documentation to include the solar PV as an integral component of the ESD strategy.
   - Building fabric insulation and glazing specifications to meet minimum NCC2029 standards only. Recommend updating the SMP with improved energy efficiency of building fabric and exceed the minimum standards by at least 10%. Even though the proposed meets the BESS Energy section minimum it is not up to standard with current development in Yarra of this scale and typology.
   - Staff bicycle parking spaces are in the basement and difficult to access. Recommend relocating the secure staff bicycle parking spaces to the ground floor for ease of access.

3. Outstanding Information
   - No heating/cooling (HVAC) or hot water equipment type or energy efficiency performance standard was specified in the SMP. An exact make/model is not required but the system type and efficiency standard should be specified in an updated SMP to ensure the space allocation and system specifications in suited to the building design.
   - Green façade on the architectural drawings is inconsistent with the SMP and landscape plans. Updated architectural drawings to be consistent with SMP and landscape plans.
   - Notation of total vegetated landscape area in SMP Appendix F (ESD notations on plans), is not consistent with the SMP or BESS report. Total vegetation percentage figure should also include vertical element of green facade and planter boxes. Please update all figures to be consistent across all documentation.

4. ESD Improvement Opportunities
   - Consider a larger volume rainwater tank (~20,000 litres) to improve the reliability of rainwater tank supply (above 80%) and improve the overall water efficiency performance standard. Note that the current 76% tank reliability does not include the irrigation demand, which means that this reliability will drop further below the preferred benchmark on 80% or higher.

ESD Advisor: Euan Williamson
Date: 20 February 2025

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	John Theodosakis
Council Reference:	PPE25/0067
Address:	49-51 Balmain St, Cremorne VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Record D25/58301: IREF25/00211 - Internal Referral Request
Disclaimer:	Council's City Works Unit provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Comments:

The waste management plan for 49-51 Balmain St, Cremorne authored by Traffix Group and dated 6/9/24 is satisfactory from a City Works Branch's perspective.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:20/02/2025

Referral Response
City Strategy – Open Space Design

Application Information:

Referral Officer:	Daniel Perrone
Officer:	John Theodosakis
Council Reference:	PPE25/0067
Address:	49-51 Balmain St, Cremorne VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: D25/58357 - IREF25/00214 - Internal Referral Request
Disclaimer:	Council's City Strategy - Open Space Plan & Design Unit – Open Space Planner, provides the following referral advice based on the information provided in the referral request memo referenced above.
Prev. Responses:	

We were requested to make comments on the following:

- Landscaping Plan (which shows landscaping proposed within the development's property boundary)
- Landscaping Plan and plant schedules
- Details for planter boxes and other furniture
- Irrigation and maintenance
- Clause 58.03-5 landscaping objectives (soil volumes, deep soil planting).

Comments and Recommendations:

Comments Summary:

The submitted Landscape Plans (prepared by Fytogreen) have been reviewed for the above planning application. The plans show that landscaping is proposed at the Ground floor, level 1, level 2, level 6, and level 8 (roof terrace).

The submitted landscape plans do not contain sufficient information to provide a detailed assessment. High level comments are provided below, as well as additional information that is required to be included on the landscape plan.

These referral comments are to be considered in conjunction with Council's Urban Design Unit referral comments.

Landscape Design Recommendations:

The proposed green façade system appears to sit outside of the title boundary and protrude into the public footpath at the ground floor along Balmain St, which is unacceptable.

Any proposed façade greening at the ground level must be accommodated entirely within the boundary of the subject site, i.e., both structural elements (such as green wall panel systems, planters, growing media etc.) and plant material/foliage must not protrude beyond the title boundary.

Façade greening at the upper levels must also be accommodated within the subject site, however, foliage may be allowed to protrude beyond the title boundary to a maximum of 300mm. Any structural elements (such as green wall panel systems, planters, growing media etc.) must be located within the title boundary.

No canopy coverage through the form of tree planting is proposed throughout the building. It is reasonable that a development of this scale offers some provision for tree planting, particularly within the outdoor roof terrace (Level 8). It is recommended that at least two (2) Type A canopy trees with min. soil volume as outlined below:

Tree type	Minimum canopy diameter at maturity	Minimum height at maturity	Area of deep soil	Volume of planter soil	Depth of planter soil
A	4 metres	6 metres	12 square metres (min. plan dimension 2.5 metres)	12 cubic metres (min. plan dimension of 2.5 metres)	0.8 metre

The proposed roof terrace layout can accommodate these two trees with only minor modifications to planter layout and would improve the landscape amenity of this space.

Landscape Plan Requirements

The landscape plan provided does not provide sufficient information to provide a detailed assessment. The general requirements of the landscape plan can be viewed at:

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/how-to-apply-for-a-planning-permit/landscape-plan-requirements

In particular (but not limited to), further information is required on the following items:

1. Provide a planting plan(s) showing the location of proposed planting, including plant species and quantities, as well as a legend containing key features, materials, and surfaces. Proposed plants are to be:
   - **1.1.** Drawn at their mature size on the plan.
   - **1.2.** Labelled or coded to correspond with the proposed plant schedule.
2. Provide a plant schedule with listing the proposed plant species (botanical and common name), installation size, width x height at maturity, and plant quantities.
   - **2.1.** For mass planted areas/green walls, minimum plant densities (e.g., 5 plants per sqm) may be provided in lieu of individual plant counts.
3. The mulch layer for all above ground planted areas is to be wind-resistant mulch to prevent blowing away into the public realm, e.g., screened rock, or organic mulch with large particle size.

4. Provide information on any proposed vertical growing structures (including green wall systems) including detail drawings, mounting technique etc.

4.1. Demonstrate that irrigation to green wall system will not leak/discharge water onto the public footpath.

5. Provide details for any tree anchors or structural supports required.

6. Provide information on proposed irrigation including proposed water supply (potable or other), and type of irrigation (pop-ups or drip irrigation).

City Works
Not applicable

Open Space Designer: Daniel Perrone
Date: 18 February 2025

Development Engineering Formal Referral Response

Application Information:

Referral Officer:	John Theodosakis
Officer:	Mark Pisani
Council Reference:	PPE25/0067
Referral Number:	IREF25/00210
Address:	49-51 Balmain Street, Cremorne
Proposal:	Proposed Mixed Use Development
Comments Sought:	Reduction in car parking; traffic; infrastructure
Disclaimer:	Council's Development Engineering unit provides the following advice based on information provided in the referral request memo referenced above.

Engineering Referral Details

Council's Engineering Referral team has reviewed the drawings and documents provided by the Statutory Planning department, as outlined in ***Table 1*** below.

A list of requirements for the applicant and proposed conditions to be included in the Planning Permit have been outlined in ***Section 1 – Engineering Requirements*** and ***Section 2 – Engineering Conditions*** respectively. Specific details of the engineering assessment are provided in ***Section 3 – Engineering Detailed Assessment*** and have informed the requirements and conditions.

Note: the engineering related matters highlighted in the Planning referral have been assessed and included in the response.

Table 1 - Drawings and Documents reviewed by Engineering

Author / Consultant	Drawing No. or Document	Revision	Dated
Contour Consultants	Town Planning and Urban Context Report		January 2025
Rothe Lowman Property	TP00.01 *Development Summary* TP01.00 *Basement 1* TP01.01 *Ground Floor* TP02.01 *West Elevation* TP02.02 *South Elevation* TP02.04 *East Elevation* TP02.11 *Podium - West Elevation 1*	B B B B B B B	24 January 2025 24 January 2025 24 January 2025 24 January 2025 24 January 2025 24 January 2025 24 January 2025

Author / Consultant	Drawing No. or Document	Revision	Dated
	TP02.12 *Podium - West Elevation Part 2* TP02.13 *Podium - South Elevation* TP02.14 *Podium - East Elevation* TP03.01 *Section A*	A A A B	24 January 2025 24 January 2025 24 January 2025 24 January 2025
Traffix Group	Traffic Engineering Assessment	C	27 January 2025

SECTION 1: Engineering Requirements – Issue to the Applicant

The applicant must satisfy the engineering items outlined in ***Table 2*** below. A written response must be provided for each requirement, and the action is to be completed prior to resubmission.

Any amendments to plans/drawings or updates to reports/documents must be highlighted using a *red cloud* around the relevant section. In the written response, indicate the relevant sheet/pages of each document which have been amended.

Table 2 - Engineering Requirements for Applicant

Item	Engineering Requirement	Action for Applicant
1	Identify the nearest on-street Loading Zone that could be utilised by delivery vehicles.	Provide annotation on the drawings.
2	Indicate the dimensions (length/width) and offsets from the building lines of the existing public infrastructure i.e. - footpaths, kerbs, road pavements, etc.	Update the drawings.
3	Provide a **Public Realm Plan (PRP)** indicating the high-level functional layout of the required works within the public road reserve adjacent to the development along all frontages. The PRP is to include all relevant details outlined in the below Items and any other details stipulated through Planning requirements/documents. Note: the PRP must be consistent with the Condition 1 plans and will form part of the Condition 1 plan set for endorsement. The PRP will also inform the detailed design plans for the public realm areas.	Provide a Public Realm Plan (PRP) with the relevant details
4	Reconstruct the footpaths along the Gwynne Street and Balmain Street road frontages of the property to Council's satisfaction. The cross-fall grade of the footpaths shall be no steeper than 1 in 40 (as per the DTP's *Traffic Engineering Manual Vol 3: Accessibility (DDA) Guidelines*).	Include annotation on the ground floor architectural plan and include on PRP

Item	Engineering Requirement	Action for Applicant
5	Reconstruct/upgrade the raised pavement treatment at the Gwynne Street approach to the intersection with Balmain Street, to Council's satisfaction	Include annotation on the ground floor architectural plan and include on PRP
6	Demolish the redundant vehicle crossing in Stephen Street and reinstate with paving and kerb and channel to Council's satisfaction.	Include annotation on the ground floor architectural plan and include on PRP
7	Provide an internal drop-off facility for the residential hotel, with the entry fronting Stephenson Street and the exit being located on Gwynne Street.	Update the drawings.

SECTION 2: Engineering Conditions – Planning Permit

The conditions outlined in ***Table 3*** below must be included in the Planning Permit to ensure the specific engineering requirements are complied with.

Note: further conditions may be required if any of the items in Table 2 are not fulfilled prior to the issuing of the Planning Permit.

Table 3 - Engineering conditions to be included in the Planning Permit

Condition related to…	Engineering condition
Public Realm: *Footpath specific*	Before the building/s is/are occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Balmain Street and Gwynne Street frontage/s must be reconstructed in materials specified by Council's Urban Design team: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *Kerb & channel specific*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Balmain Street and Gwynne Street frontage/s must be reconstructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *Functional layout plan [High level details]*	Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Responsible Authority, a Public Realm Plan of all public realm improvements associated with the development must be prepared, submitted and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The Public Realm Plan must show, but not be limited to, the following: (a) Footpath reconstruction; (b) Kerb extension works in Gwynne Street and Balmain Street; (c) Associated kerb and channel works; (d) Landscaping/streetscape works; (e) Associated drainage infrastructure works; (f) Any public realm infrastructure required under other permit conditions; (g) at the permit holder's cost; *and* (h) to the satisfaction of the Responsible Authority.
Public Realm: *Detailed design plans*	Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the Responsible Authority, detailed design drawings of the works approved under the Public Realm Plan (as required by Condition XX) addressing all road infrastructure works (including soft/hard landscaping), must be submitted to and approved by Council's Civil Engineering Department. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.

Condition related to…	Engineering condition
Public Realm: Construction & handover	Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition XX) must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.

Condition related to…	Engineering condition
Reinstatement of damages caused during development works	Within 2 months of the completion or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated: (a) In accordance with Yarra Standard Drawings | Yarra City Council (b) at the permit holder's cost; and (c) To the satisfaction of the Responsible Authority.

Table 4 - Notes to be included in the Planning Permit

Note related to…	Engineering note
Stormwater: Site discharge	The site stormwater must be directed to the nominated legal point of discharge (LPD) and shall be limited to equivalent pre-development levels *or* 70% impervious coverage, whichever is lowest, for a 20% AEP rainfall event.
Stormwater: Onsite detention	The development must detain onsite, at a minimum, the 10% AEP storm event. For cases where a safe overland flow path cannot be provided or where flows exceeding pipe capacity may impact the development or adjacent, upstream, or downstream properties, the requirement will be to detain the 1% AEP storm event.
Redundant stormwater outlets	All redundant property drain outlets are to be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.
Stormwater: Groundwater management	Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains. Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.
Service infrastructure adjustment to suit finished grades, alignments, etc.	Any service poles, structures or pits located within the public realm areas that interfere with the proposal, must be adjusted accordingly: (a) at the permit holder's cost; and (b) to the satisfaction of the Responsible Authority.
Existing parking infrastructure	No parking restriction signs, or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.

Note related to…	Engineering note
Private utility assets	Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.
Adjusting utility infrastructure	Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
Existing parking infrastructure	Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
Parking sensors	The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

SECTION 3: Engineering Detailed Assessment

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Residential Hotel	89 rooms	Parking rate not specified in Clause 52.06-5	To the Satisfaction of the Responsible Authority	0
Restaurant	492 m^2	3.5 spaces per 100 m^2 of leasable floor area	17	0
		Total	**17 spaces, plus residential hotel parking to the satisfaction of the RA**	**0 spaces**

***** Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for the Residential Hotel Use	The statutory car parking rate for residential hotels is not specified in Clause 52.06-5. The car parking for this use would need to be provided to the satisfaction of the Responsible Authority. Residential Hotels can be classified as tourist accommodation facilities. In terms of parking provision for this type of accommodation, the NSW Roads and Maritime Services' *Guide to Traffic Generating Developments* version 2.2 provides a parking rate of one off-street space per four bedrooms (0.25 spaces per one-room apartment). For the proposed residential hotel the parking demand would equate to 23 spaces.

Parking Demand Consideration	Details
	Guests to the residential hotel would know upfront that the premises contains no on-site car parking. It is expected that guests would arrive by taxi, Uber, private driver services and public transport.
Parking Demand for the Retail Use	To assess the car parking demand of the retail use, a staff parking rate of 1.0 space per 100 square metres of floor area could be adopted. This would equate to a staff parking demand of four to five spaces. Staff parking and customer parking (short-stay) would be generated off-site.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Church Street trams - 400 metre walk ▪ Swan Street trams - 850 metres ▪ Punt Road buses - 900 metre walk ▪ Richmond railway station - 800 metre walk ▪ East Richmond railway station - 650 metre walk
Multi-purpose Trips within the Area	Customers and clients to the development could combine their visit by engaging in other activities or business whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, businesses and other essential facilities. The site also has good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

Consideration	Details
Availability of Car Parking	Traffix Group had conducted an on-street parking survey of the surrounding area on Wednesday 1 November 2023 at 10:30am. The survey area encompassed sections of Dover Street, Cubitt Street, Gwynne Street, Stephenson Street, Balmain Street, Kelso Street, Bent Street, Palmer Parade (private road), Green Street, Adelaide Street and Chestnut Street. The time and extent of the survey are considered appropriate. An inventory of 232 on-street parking spaces was identified, together with 152 off-street parking spaces. The results of the survey indicate that some 226 on-street parking spaces were occupied and some 134 off-street parking spaces were occupied. The introduction of on-street parking sensors in nearby Cremorne Street, Balmain Street, Dover Street and Green Street would facilitate the parking

Consideration	Details
	turnover of short-stay parking bays. However, the very high parking demand in Cremorne would be a disincentive for visitors, customers or employees to drive to the site.
Relevant Local Policy or Incorporated Document	In terms of transport, the proposed development is considered to be in line with the objectives contained in Council's *Moving Forward – Yarra's Transport Strategy 2022-32*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

The provision of no on-site parking for the residential hotel and the absence of a dedicated on-site drop-off facility would potentially cause problems for taxis and operators of private driver services in this particular part of Cremorne. The hotel lobby would be located on the Gwynne Street frontage of the property. Gwynne Street contains a combination of 4P parking restrictions and long-stay (unrestricted) parking. Invariably, on-street parking in Gwynne Street is fully occupied during business hours and it is possible that vehicles attempting to pick up and drop off guests could double park and obstruct traffic if there is no vacant parking space.

The provision of no on-site parking for the residential hotel is not supported and is not practical in this part of Cremorne, where on-street parking is at or near saturation point.

To ensure guests can access the residential hotel effectively, it is recommended that an internal drop-off facility be provided for the development, whereby vehicles would enter from Stephenson Street and drive through to Gwynne Street.

For the restaurant use, there is no objection to the reduction in the car parking requirement.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Swept Path Assessment	
Truck Movements - Stephenson Street G34047-01* Sheet 01 Revision A	The swept path diagram for an 8.8 metre long medium rigid vehicle shows that it would utilise an existing vehicle crossing to prop and collect refuse. The vehicle crossing would be deemed to be redundant as it no longer provides vehicular access. The redundant vehicle crossing must be demolished and removed as per Council's Local Laws. The proposed arrangement cannot be implemented. Comment on the collection of waste should be sought from Council's City Works department.
Other Items	
Loading Arrangements	The applicant needs to identify the nearest on-street Loading Zone that could be practicably used for deliveries/loading activities.

* Traffix Group swept path diagram drawing number.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Impact on Council Road Assets during Construction	The construction of the new buildings/retrofitting of existing buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site. It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for employees, visitors and other users of the site.
Stephenson Street Frontage	
Removal of Redundant Vehicle Crossing	The redundant vehicle crossing on the property's Stephenson Street must be demolished and reinstated with paving and kerb and channel to Council's satisfaction.
Public Relam Works and Detailed Civil Engineering Design	
Public Realm Plan	The applicant must prepare a public realm plan, in consultation with Council's Urban Design and Civil Engineering teams, of all works along the road frontages of the development.
Detailed Engineering Design	The applicant must submit detailed engineering design drawings of all infrastructure works associated with the development to Council for assessment and approval. Materials for the footpath and kerb and channel as per referral advice from Council's Urban Design team. All on-road line markings, traffic management treatments, and traffic and parking signs (existing and proposed) are to be depicted on the detailed design. The design must also show the stormwater drainage discharge points.

SECTION 4: Acknowledgement

Engineer: Mark Pisani

Signature:

Date: 21 February 2025 (updated 19 May 2025)

6. Confidential Planning Decisions Committee Reports

Nil.