# Agenda

## Planning Decisions Committee Meeting

6:30 pm, Tuesday 9 December 2025

Fitzroy Town Hall - (**Late Report**)

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# 6. DTP Applications (Late Report)

## 6.4. – PPE25/0769 - 28 - 30 Stephenson Street, Cremorne

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| **Author** | Joe Byrne – Senior Statutory Planner |
| **Authoriser** | General Manager City Sustainability and Strategy |

### Executive Summary

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| **Property** | 28 – 30 Stephenson Street Cremorne VIC 3121 |
| **Ward** | Lennox |
| **Application number** | PPE25/0769 (Council Ref)<br>PA2503781 (DTP Ref) |
| **Proposal** | Construction of a 13 storey office building, use of the land for a food and drink premises, restricted recreation facility and waste to energy facility (anaerobic digester), reduction in car parking requirements and bicycle facilities. |
| **Zoning & Overlay/s** | - Commercial 2 Zone (C2Z)<br>- Development Contributions Plan Overlay (Schedule 1)<br>- City Link Project Overlay (CLPO)<br>- Design and Development Overlay (Schedule 51 – Cremorne Enterprise Precinct – Cremorne West) |
| **Strategic setting** | Major Employment Precinct<br>This application was made to the Minister for Planning under the Clause 53.22 Significant Economic Development |
| **Submissions** | DTP notified Council about this application on 24 July 2025 under s52(1)(b) of the *Planning and Environment Act* 1987. DTP have also notified surrounding owners and occupiers. Notice commenced 4 December 2025.<br>Given the restricted timeframes, notice had just commenced at the time of officers finalising this report. |
| **Key reasons for recommendation** | - The site is suitable for development, however overall height and scale is of concern.<br>- The development would not result in unreasonable amenity impacts to surrounding properties. |

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| **Recommendation** | That Council notify the Department of Transport and Planning outlining Council's position that the proposal is supported for the key reasons provided.<br>Key conditions include:<br>o Overall height reduction of the development (deletion of three levels);<br>o Use hours and patron number restrictions;<br>o Correction to plans regarding uses as well as built form changes;<br>o Changes to the proposed public realm upgrades; and<br>o General engineering conditions. |
| **Contact Officer** | Joe Byrne |

## 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 supported, subject to the following conditions being included on any permit that issues:

**Conditions**

Amended Plans

1. Before the use and 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 Hassell , Plan no. TP001-TP0059 Rev A and dated 26.06.25 but modified to show:

   *Building design*

   (a) Deletion of 3 storeys between Levels 7-9;

   (b) Notations on floor plans to replace:

      (i) "workplace" with "office";

      (ii) "food and beverages" with "restaurant"; and

      (iii) "retail wellness/ indoor recreation" with "restricted recreation facility";

   (c) Clearly show roofing vs openable louvres on the roof top level, with roofing over the restaurant and restricted recreation facility (not openable);

   (d) The building entry portal and associated doors modified to be located fully (including when opening) within title boundaries;

   (e) All works associated with the terracotta pipe façade screen are to be contained within the title boundary. The depth of the façade is to be maintained within the title boundaries in order to maintain the architectural quality of the building;

(f) The fire booster cabinet doors modified to avoid a door projecting beyond the building alignment when in an open position;

(g) Removal of the terracotta pipe façade system from the northern wall (with the exception of a 2.65m return where no building wall abuttal exists at 3 Cubitt Street) and replace with a finish that complements the architectural design of the building;

(h) Removal of portal windows from the southern boundary wall and provide alternative visual interest to this wall;

(i) Show the layout of the 99kW solar panel array on the roof plan;

*Car and bicycle parking*

(j) Eight visitor bicycles located within title boundaries;

(k) Clearly dimension the width and depth of the loading/waste collection area;

(l) A vehicle clearance cross check demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;

(m) Electrical infrastructure to ensure car parking areas are 'electric vehicle ready', including:

(i) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space; and

(ii) A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand;

(n) Details of on-street bicycle parking corrals, including locations and dimensions of all kerb ramps and bicycle racks, to the satisfaction of the Responsible Authority;

(o) A minimum of 20% of employee bicycle parking spaces to be accessible to an electric bicycle charging point;

(p) The provision of all bicycle spaces for employees to be provided in a bicycle locker, or in a lockable compound; and

(q) Any changes required by reports (such as Sustainable Management Plan, Waste Management Plan, Wind or Acoustic reports, and the like).

2. The uses 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. As part of the ongoing progress and development of the site, Hassell 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.

Façade Strategy and Materials and Finishes Plan

4. In conjunction with the submission of development plans under Condition 1, 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) The strategy must illustrate the legibility of the proposal from short and distant views, including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This can be provided through montages from various vantage points and/or built model;

   (b) Elevations at a scale of 1:20 or 1:50 illustrating typical street wall and upper level details, entries and doors;

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

   (d) Details of the ground floor frontage;

   (e) Details of all services proposed along Stephenson and Gwynne Streets to be integrated into the overall design of the building;

   (f) Information about how the façade will be maintained;

   (g) A sample board and coloured renders outlining colours, materials and finishes including the glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface; and

   (h) Information about how the façade (including the terracotta pipe façade system) and vegetation will be maintained.

Sustainable Management Plan

5. In conjunction with the submission of development plans under Condition 1, an amended 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 include the following:

   (a) Reference to the amended plans referred to in condition 1; and

   (b) Remove passive house innovation credit.

6. 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

7. In conjunction with the submission of development plans under Condition 1, 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 include:

   (a) Reference to the amended plans required by Condition 1 and associated updates to development data and waste calculations;

(b) The plan must include all relevant risk assessments associated with waste management at this site; and

(c) A clause must be included in the plan regarding potential review into the service if operational requirements change.

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

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

Wind Report

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

Landscape Plan (Private realm)

11. In conjunction with the submission of development plans under Condition 1, an updated landscape plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the landscape plan will then form part of this permit. The plan must be generally in accordance with the landscape concept plans, prepared by Tract, but modified to show:

(a) The amended plans required by Condition 1;

(b) Provide a plant schedule with the following information:

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

(ii) Plant species selection needs to avoid plants listed in 'Advisory list of environmental weeds in Victoria';

(c) Provide a planting plan(s) showing the location of proposed planting and plant numbers and species, as well as a legend containing key features, materials and surfaces;

(d) Provide information on proposed irrigation for all planter beds and hanging plant sculptures;

(e) Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be provided for; and

(f) Load bearing weights for the building structure need to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed,

to the satisfaction of the Responsible Authority.

12. 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.

Green Travel Plan

13. Before the development is occupied, 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) the provision of real time passenger information displays for nearby stops within the building lobby;

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

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

(f) details of bicycle parking and bicycle routes;

(g) details of GTP funding and management responsibilities;

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

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

Public Realm Plan

15. Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Public Realm Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Public Realm Plan must include the following:

(a) Incorporate the recently constructed kerb outstand and tree on the south-west corner of Gwynne and Stephenson Streets, or reconfigure as agreed by the responsible authority with the retention and protection of the existing tree. New

kerb and channel to drain to street tree kerb openings or to council stormwater pit to the satisfaction of Council;

(b) Two new additional trees along the Stephenson Street frontage, and incorporate the existing street tree to be retained in the design. Species to be confirmed by Council;

(c) Remove the perforated steel flooring and bluestone pavers and replace with asphalt;

(d) Bike hoops to be Council's standard bike hoops;

(e) Detail of the concrete seats to demonstrate compliance with Council requirements;

(f) Tactile indicators (where required) for pram ramp per Council requirements;

(g) Crossover to be asphalt or charcoal coloured concrete in accordance with engineering standards;

(h) Convert all rain gardens into 'passive irrigation' gardens with associated design details to Council's satisfaction;

(i) Tree planting and ground cover planting detailed to Council's satisfaction;

(j) Show dimensions for the unobstructed footpath width and setbacks from the kerb;

(k) Show all underground services and any existing features;

(l) Annotation stating that any outdoor dining is subject to separate approval from Council (footpath trading licence);

(m) Landscaping and seating;

(n) All pavements reinstated as asphalt footpaths with concrete kerb and channels to match existing for the full length of the site as per City of Yarra's Infrastructure – Road Materials Policy. City of Yarra Latte mix asphalt is to be used in kerb extension areas where outdoor dining is proposed;

(o) All paving must be compliant with Australian Standards and Council standards for slip resistance and DDA;

(p) Details of any re-located street infrastructure;

(q) Details of pedestrian kerb crossing;

(r) Details of the materiality of outstands including edges, permeable surface finishes, drainage, and landscaping;

(s) Before the development is commenced, or by such later date as approved in writing by the Responsible Authority, the owner is to amend levels to ensure the grade of the footpath is gradual and DDA compliant;

(t) Internal finished floor levels (FFL) must be aligned to the proposed DDA compliant footpath levels at the interface with the property boundary; and

(u) Footpaths and any paving adjacent to the site may need to be reinstated to ensure the grade of the footpath and the paving are gradual and DDA compliant at the full cost of the owner,

All to the satisfaction of the Responsible Authority.

16. Before the building is occupied, all works associated with the Public Realm Plan as shown on the endorsed plans and Public Realm Plan (referred to in Condition 16) must be fully constructed and completed by the permit holder, with all costs borne by the permit holder, to the satisfaction of the Responsible Authority.

Civil work and drainage design plans

17. Within 6 months of the development commences, Civil Work and Drainage Design Plans prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once the plan is approved, it will be endorsed and will then form part of the permit. The Civil Work and Drainage Design Plans must provide:

    (a) Be consistent with the public realm plan required under Condition 16;

    (b) Provide for all civil and drainage works that are required to the abutting road frontages, as part of the development and proposed public realm works;

    (c) Include a stormwater and flooding analysis and catchment plan as it relates to the development, proposed public realm works and drainage scheme to ensure no 'ponding' or retention of water in the roadways (i.e. including kerb extension);

    (d) Drainage details of the proposed passive irrigation gardens;

    (e) Be in accordance with Council's engineering standards and requirements;

    (f) Be DDA compliant to the satisfaction of Council;

    (g) Show all existing and proposed street fixtures and furniture including but not limited to service authority assets, street lighting, signs and linemarking in Stephenson and Gwynne Streets abutting the development;

    (h) surface material finishes shown and specified to the satisfaction of the responsible authority;

    (i) Provide street lighting in accordance with Council standards;

    (j) Show all underground services within the road reserve abutting the development;

    (k) Provide a minimum 1m wide road pavement adjustment strip adjoining the new kerb extension to match the channel lip to the satisfaction of Council;

    (l) The road pavement must be graded to the kerb and channel in accordance with Council standards;

    (m) Show existing and proposed footpath, kerb and channel and pavement levels on Civil Works and Drainage Design plans to the satisfaction of Council;

    (n) Provide road cross-sections from building line to centre of road at 5m intervals along the kerb extension with existing and proposed surface levels;

    (o) Provide a long-section of the new channel invert showing chainages related to the cross-sections and channel levels and grades;

    (p) Show dimensions of the kerb extension;

    (q) Ensure redundant stormwater property drains in the footpath are removed;

    (r) Ensure active property stormwater drains are connected to the new kerb and channel or underground drainage to the satisfaction of Council;

(s) Existing Council underground stormwater drainage is to be modified to suit the proposed kerb extension in accordance with Council standards and to the satisfaction of Council. Redundant drainage infrastructure is to be removed and the excavation backfilled and pavements reinstated in accordance with Council standards;

(t) A new legal point of Discharge for the development must be obtained and connections within the road reserve shown on Civil Works and Drainage Design Plans;

(u) Show parking sign, traffic sign and line marking changes to the satisfaction of Council;

(v) The vehicle crossing in Gwynne street must be suitable for a 99 percentile vehicle as specified in Australian standard AS/NZS 2890.1:2004 and comply with Council standards;

(w) The vehicle crossing must be DDA compliant for a minimum width of 1.5m from the building line;

(x) Provide vehicle crossing detail and cross-sections in accordance with Council requirements and standards;

(y) Where tables and chairs are to be placed in the kerb extension, the asphalt footpath is to be constructed in accordance with Latte mix asphalt in accordance with council standards;

(z) The footpath abutting the development must be fully reconstructed in accordance with Council standards; and

(aa) (aa)The section of kerb and channel at the southern end of the kerb extension and across the vehicle crossing must not hold water.

18. Before the development is completed or at a later date as agreed in writing by the Responsible Authority, all associated works shown on the endorsed Civil Work and Drainage Design Plans must be fully constructed and completed by the permit holder at their cost, all to the satisfaction of the Responsible Authority.

Street Trees

19. Before the development commences, the permit holder must provide an Asset Protection Bond of $5,000 (ex GST) for the existing street tree on Stephenson Street, unless otherwise advised by the Responsible Authority. The security bond:

    (a) must be provided to the Responsible Authority in the form of a bank cheque or guarantee;

    (b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and

    (c) must be in accordance with the requirements of this permit.

20. Any pruning required to be undertaken for the street trees along the subject site's frontage must be completed by an approved tree maintenance contractor (to the satisfaction of the Responsible Authority) with all associated costs to be borne by the permit holder.

21. Before the development commences, the permit holder must make a financial contribution towards the proposed street trees and understorey planting within public land of $5,592 (ex GST), being $755 for each of the two street trees, and $4,082 for the understorey planting.

22. After the building is completed, and prior to occupation of the building, the permit holder must notify the Responsible Authority in writing that the building has been completed so that planting can occur within the first available planting season. Tree pits may require a temporary 'make safe' until such time that planting can occur.

Tree Management Plan

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

    (a) the protection of street tree adjacent the Stephenson Street frontage:

        (i) pre-construction;

        (ii) during construction; and

        (iii) post construction

    (b) the provision of any barriers;

    (c) any pruning necessary; and

    (d) watering and maintenance regimes,

    to the satisfaction of the Responsible Authority.

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

Car Parking

25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the car lift must be installed in accordance with the manufacturer's specifications by a suitably qualified person. The car lift must be maintained thereafter to the satisfaction of the Responsible Authority.

26. Before the use commences, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

    (a) the number and location of car parking spaces, including DDA spaces;

    (b) the management of car parking spaces and security arrangements for employees of the development;

    (c) details of way-finding, cleaning and security of end of trip bicycle facilities;

    (d) policing arrangements and formal agreements;

(e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(f) details regarding the management of loading and unloading of goods and materials; and

(g) Instructions to employees and patrons that they must only use the car parking facilities provided on site or which are otherwise available to the public.

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

General

28. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

29. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

30. Before the buildings is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the car park and pedestrian entries 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.

31. 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.

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

33. The amenity of the area must not be detrimentally affected by the construction, 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.

34. The 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.

Road infrastructure

35. 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.
36. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:
    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.
37. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

Development Contributions

38. Prior to the issue of a building permit, commencement of the development, or issue of a Statement of Compliance (whichever occurs first) 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 amount of the levy within a time specified in the agreement.

Uses

39. The restricted recreation facility must have no more than 100 patrons at any one time and can only be used between the following hours:
    (a) 7.00am -10.00pm on any day.
40. The provision of any music and entertainment within the restricted recreation facility must be at a background noise level.
41. No more than 90 patrons are permitted in the ground floor café, and no more than 150 patrons within the roof top restaurant.
42. The café at ground floor and the roof top restaurant may only operate between the following hours:
    (a) 7.00am – 10.00pm on any day.
43. The provision of music within the café and roof top restaurant must be at a background noise level.
44. Speakers external to the building (including outdoor areas) must not be erected or used.
45. Emptying of bottles and cans into bins may only occur between 7.00am and 10.00pm on any day.

46. Delivery and collection of good to and from the land (including deliveries for the waste may only occur between 7.00am and 10.00pn Monday to Saturday, or after 9.00am on a Sunday or public holiday except for those allowed under any relevant local law.

47. A management plan must be provided for the waste to energy facility which specify:

    (a) Maximum staff numbers on the premises;

    (b) Hours of deliveries being contained between 7.00am and 10.00pm;

    (c) Cleaning and maintenance details; and

    (d) Contact details and emergency procedures.

Construction Management

48. 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.

49. 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;

(i) the construction program;

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

(k) parking facilities for construction workers;

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

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

(n) 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; and

(o) 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.

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

Permit Expiry

51. This permit will expire if:

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

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

(c) the use is not commenced within five years of 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 maybe required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

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

All future employees within the development approved under this permit will not be permitted to obtain resident, employee or visitor parking permits.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

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.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the Permit Holder's expense after seeking approval from the relevant authority.

The Permit Holder/developer is responsible for the management and protection of their building from groundwater.

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.

Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management Unit.

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.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easements.

These premises will be required to comply with the Public Health and Wellbeing Act 2008. The use must not commence until registration has been granted by Council's Health Protection Unit.

## 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 28-30 Stephenson Street, Cremorne.

2. The application was made to the Minister for Planning under Clause 53.22 (Significant Economic Development).

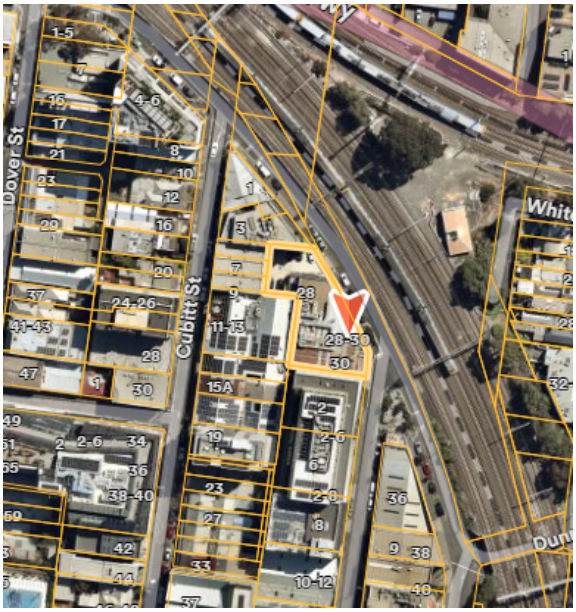


*Figure 1: Aerial photograph identifying the site and surrounding land (Source: NearMap 15 October 2025)*

3. In brief, the application proposes the development of the site with a 13 storey office building, use of the land for a food and drink premises, restricted recreation facility and waste to energy facility (anaerobic digester), reduction in car parking requirements and bicycle facilities.

4. A separate application (PLN21/0729) was approved by Council on 17 October 2022 for construction of a 10 storey office building of the same design.

5. A second subsequent application (PLN23/0501) for a 13 storey office building was submitted to Council and subsequentially withdrawn 27 November 2024. This proposal was the same as what is currently proposed and lodged with the DTP, excluding some minor adjustments.

*Building height and massing*

6. The proposed 13 storey building will feature:

   (a) A sheer 13 storey street wall to Stephenson Street;

   (b) Built form constructed along all title boundaries, with the exception of a 3.425m setback from the western boundary shared with 5-9 Cubitt Street;

   (c) Saw-tooth roof profile, providing a cap element; and

   (d) Overall building height of 53.95m to the top of the saw-tooth roof pitch.

*Building layout*

7. The development will feature the following layout:

(a) 2 basement levels containing 25 car parking spaces and an anerobic digestor at basement level 1;

(b) Ground level office lobby (95m2) and cafe (141m2);

(c) Ground level end of trip facilities, including 40 bicycle parking spaces;

(d) Open office tenancies between Level 1 and Level 11 (overall 6,735sqm), including amenities; and

(e) Roof top communal area (180sqm), Food and drink premises (225sqm) and retail wellness / indoor recreation (245sqm).

*Materials and finishes*

8. The proposal includes the following material pallet:

(a) Concrete lobby entry portal and glazed ground floor frontage.

(b) Screened facades to glazing, comprising:

(i) Spaced terracotta extruded pipes (250mm diameter);

(c) Exoskeleton steel;

(d) High performance glazing;

(e) Textured pre-cast concrete to north, west and southern boundary walls;

(f) Charcoal cladding to service area and car lift door at ground level;

(g) Charcoal coloured metal canopy; and

(h) Glazed louvres to roof terrace.

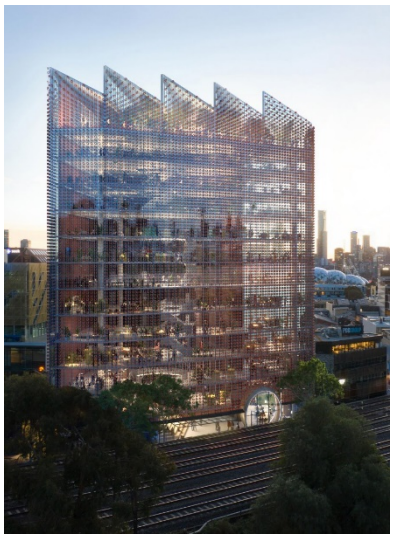

*Figure 2: proposed view from the opposite side of the railway line (Source: Application material)*

9. The attached **Council Officer Application Assessment Table (**See attachment 1) sets out a brief overview of the application, the relevant planning framework key aspects of proposal and internal and external consultation undertaken.

## Advertising

**Advertising**

10. The application was notified to Council and surrounding properties. At the time of finalising this report, the DTP notice period had just commenced.

11. An verbal update will be provided to Councillors at the PDC meeting including any objections that have been received and the key issues raised.

## Referrals

12. 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 | Conditions required |
| Waste Management | Supported. |
| ESD | Supported. |
| Urban Design (public realm) | Conditions required |
| Urban Design (built form) | Unsupportive. Recommend reducing the height by at least 3 storeys (to approximately 40m in height) between levels 7-9 (retaining the roof top terrace). This has been included in the recommendation. |
| Strategic Transport | Conditions required |

## Officer Assessment

13. The attached **Council Officer Application Assessment Table** sets out a high level assessment of the application against the key considerations in the planning scheme.

14. This has led to the recommendation that the application be supported subject to conditions.

## Legal and Legislative Obligations

**Conflict of interest disclosure**

15. 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.

16. 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. 6.1.1 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Officer Report DECCA Re
2. 6.1.2 PLN21/0729 - 28 - 30 Stephenson Street Cremorne - Officer Report - Standard
3. 6.1.3 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Acoustic Report

4. 6.1.4 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Anaerobic Digester Mechanical Plans
5. 6.1.5 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Application Form
6. 6.1.6 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Architectural Plans Part 1
7. 6.1.7 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Architectural Plans Part 2
8. 6.1.8 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Architectural Plans Part 3
9. 6.1.9 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Architectural Plans Part 4
10. 6.1.10 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Architectural Plans Part 5
11. 6.1.11 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Cover Letter
12. 6.1.12 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Development Summary
13. 6.1.13 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Facade Maintenance Plan
14. 6.1.14 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Facade Details
15. 6.1.15 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Facade Harmonics Wind Assessment
16. 6.1.16 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Height Safety Layout Plan
17. 6.1.17 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Landscape Plan Set
18. 6.1.18 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Mechanical Services Plan
19. 6.1.19 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Odour Impact Statement
20. 6.1.20 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Planning Report
21. 6.1.21 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Sustainability Management Plan
22. 6.1.22 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Title
23. 6.1.23 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Transport Impact Assessment
24. 6.1.24 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Urban Context Report
25. 6.1.25 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Waste Management Plan
26. 6.1.26 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Wind Letter
27. 6.1.27 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Wind Report
28. 6.1.28 PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Traffic Memo

DTP Application assessment table

| **Overview** | |
|---|---|
| **Property** | 28 – 30 Stephenson Street Cremorne VIC 3121 |
| **Ward** | Lennox |
| **DTP Ref & Status/ reason for referral** | PA2503781 – Notification underway<br>Application made to the Minister for Planning under Clause 53.22 (Significant Economic Development)<br>Council was notified under section 52 of the Act. |
| **Council Ref** | PPE25/0769 |
| **Proposal** | Construction of a 13 storey office building, use of the land for a food and drink premises, restricted recreation facility and waste to energy facility (anaerobic digester), reduction in car parking requirements and bicycle facilities. |
| **Site & Context** | Described in planning report for planning permit PLN21/0729, as included in the documentation |
| **Notable application history** | • Planning permit PLN21/0729 was issued 17 October 2022 for construction of a multi-storey building with associated basement car parking, use of the land for office and food and drink premises (no permit required for uses) and a reduction of standard car parking requirements.<br>• Planning application PLN23/0501 was withdrawn 27 November 2024. This application was for the construction of a thirteen-storey building, use of the land for offices, waste to energy facility (anaerobic digester) and food and drink premises (no permit required for office land use), a reduction to the statutory car parking requirements and visitor bicycle parking requirements. |
| **Planning Framework** | |
| **Zoning & Overlays** | Commercial 2 Zone (C2Z)<br>Development Contributions Plan Overlay (Schedule 1)<br>City Link Project Overlay (CLPO)<br>Design and Development Overlay (Schedule 51 – Cremorne Enterprise Precinct – Cremorne West) |
| **Statutory controls** | A planning permit is required for the following: |

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| | • For use as a Food and drink premises under Clause 34.02-1 (Commercial 2 Zone) of the Yarra Planning Scheme (the Scheme)<br>• To construct a building or construct or carry out works under Clause 34.02-4 (Commercial 2 Zone) and Clause 43.02-2 (Design and Development Overlay) of the Scheme.<br>• A reduction in car parking under Clause 52.06-3 (Car Parking)<br>• A reduction in bicycle parking under Clause 52.34-2 (Bicycle Parking)<br><br>The subject site is subject to a Development Infrastructure Levy and a Community Infrastructure Levy under the DCPO1<br><br>The subject site is also affected by the Environmental Audit Overlay. The requirements of this overlay are required to be met prior to the commencement of development on any permit issued. |
| **Relevant planning policies** | • Clause 2 - Municipal Planning Strategy, including:<br>  ○ Clause 02.01 – Context<br>  ○ Clause 02.02 – Vision<br>  ○ Clause 02.03 – Strategic Directions<br>  ○ Clause 02.04 – Strategic Framework Plan<br>• Clause 13 – Environmental risks and amenity<br>• Clause 15 – Built environment and heritage<br>• Clause 17 – Business<br>• Clause 18 – Transport<br>• Clause 19 – Development infrastructure |
| **Other relevant documents** | • Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017)<br>• Plan Melbourne: 2017 – 2050 (Department of Transport and Planning) |
| **Internal & External consultation** | |
| **Consultation** | DTP have notified surrounding property occupiers and owners.<br><br>At the time of writing this report, notice had just commenced on 4 December 2025. |
| **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: |

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| | • Urban Design<br>• Development Engineering<br>• ESD<br>• Waste |
| **Other expertise required** | DTP are recommended to obtain expert advice in relation to:<br>• Wind expert – to review/verify provided wind assessment<br>• Acoustic expert – to assess the potential noise impacts to/from the site. |
| **Key considerations** | **Generally complies?** |
| Strategic support | **Yes**<br>The subject site is located within a C2Z, which has a key purpose to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.<br>The proposal enjoys considerable support from both State and Local Planning Policy Framework for redevelopment of the site to provide higher density commercial use. Policy at *Clauses 11*, *17* 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 site is also within close proximately to the Swan Street Major Activity. The office use does not require a planning permit in the C2Z providing further evidence that the nature of the proposed development is consistent with the purpose of the zone.<br>The site's location also encourages the use of alternative modes of transport to and from the site which will help reduce reliance on motor vehicles as encouraged by clauses 15.01-2L-01 (Environmentally sustainable development), 17.01-1L (Employment) and 18.01-3S (Sustainable and safe transport).<br>Clause 02.02-8 (Economic Development) and Clause 02.04 (Strategic Framework Plan) identifies Cremorne as one of two major employment precincts within the City of Yarra, the other being the Gipps Street Precinct in Collingwood. There are several strategies provided at Clause 17.01-1L(Employment) seeking to maintain and encourage employment growth in these major employment precincts.<br>The Cremorne Built Form Review and Recommendations (Hodyl & Co, May 2022), which informed DDO51, includes the following description of the Cremorne West Sub-Precinct |

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| | *Recent development activity in the sub-precinct has shifted towards a higher scale of built form (up to a maximum of 10 storeys). A 9 storey development on Cremorne Street (Seek Headquarters) contrasts the existing fine-grain industrial buildings in this sub-precinct. The trend of consolidating smaller sites in order to deliver larger floorplate developments is anticipated to continue. These larger-scale sites have the potential to deliver more significant upgrades to the public realm. Retaining a mixture of small, medium and large-scale floorplates will be key to retaining the mix of employment uses supported in Cremorne West.*<br><br>Having regard to the above, the proposed development enjoys strong strategic planning support. However, this strategic support must be balanced with other objectives in the Scheme which require new development to be an appropriate response to both the strategic and physical context. An assessment of the appropriateness of built form is provided below. |
| Land Use | A planning permit is required for the proposed use as a food and drink premises only. With respect to land use appropriateness, there is strong strategic support under the C2Z. A proposed cafe would be positioned at ground level, with direct access to Stephenson Street, A second food and drink premises is also proposed on the roof top. The site is well positioned close to public transportation nodes, as well as positioned close to the Swan Street Major Activity Centre further to the north. And generally the use is appropriate in this context.<br><br>In respect to amenity impacts from the proposed uses, Clause 13.07-1L-01 of the Scheme (Interfaces and Amenity) seeks to ensure that new non-residential uses and development be designed to minimise the impacts of noise, fumes and air emissions, storage and waste, light spill, and overlooking and unsightly views upon nearby existing residential properties, as well on non-residential uses. Amenity impacts relating to built form will be discussed later within the report, with the following discussion limited to the impacts of the use of the Food and Drink Premises.<br><br>Hours of operation and patron numbers to the proposed cafe have been excluded from the submission. Clause 13.07-1L-01 does not limit hours of non-residential uses within a Commercial Zone, however does limit hours of operation for a use in a residential zone to 8am to 8pm. Although hours outside of these residential limits may be acceptable given the commercial zone and setback from residential properties, these are useful as a guide for the proposed café. Given the context and the separation of the residential and industrial zones with a major road, it is considered appropriate to allow the rstauarant/café to operate between 8.00am and 10.00pm on any day as these hours would allow for the reasonable operation and not intrude past 10.00pm when residential properties would expect less commercial activity. This could be addressed by condition. |

<table>
<tr><td></td><td>Further to this, no patron numbers have been identified for this use. Based on a floor area of 141sqm for the ground floor cafe, it is considered that a maximum of 90 patrons is appropriate in this instance, while the roof top proposes and area of 225 sqm will be limited to 150 patrons. No management plans have been submitted and therefore it is proposed that the these be conditioned on any approval granted.</td></tr>
<tr><td>Built Form</td><td>Concerns / Conditions required<br><br>In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at Clause 15.01 (Built Environment) and the DDO51. Regard must be given to the context, height and massing, relationship to adjoining buildings and architectural quality. The following table provides an overview of the proposal's level of compliance with the built form requirements of DDO51 with the non-compliances discussed in greater detail below. All requirements are discretionary.
<table>
<tr><th>Built Form Requirements</th><th>DDO51</th><th>Application Plans</th><th>Compliance with DDO51</th></tr>
<tr><td>2.3: Building height</td><td>36m maximum</td><td>53.95m maximum</td><td>The proposed maximum building height does not comply</td></tr>
<tr><td>2.4: Street wall setback</td><td>None specified</td><td>0m</td><td>The application complies</td></tr>
<tr><td>2.4: Street wall height</td><td>16m maximum</td><td>53.95m maximum</td><td>The proposed maximum street wall height does not comply</td></tr>
<tr><td>2.6: Upper-level setback</td><td>3m minimum</td><td>0m</td><td>The proposed minimum upper-level setback does not comply</td></tr>
<tr><td>2.6: Boundary wall height</td><td>34m maximum</td><td>North: 50.45m<br>South: 53.95m</td><td>The proposed boundary wall heights do not comply</td></tr>
</table></td></tr>
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| | | | | |
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| | | | West: 53.95m | |
| | 2.7: Building separation | 1-3 levels above the boundary wall<br>Minimum 3m from common property boundary<br>4 or more levels above the boundary wall<br>Minimum of 4.5m from common property boundary<br>*For a site with a frontage less than 20m, can build to boundary, limited to one side.* | North: 0m<br>South: 0m<br>West: 0m and 3.446m | The proposed building separation **does not comply** |
| | 2.8: Overshadowing of Cremorne St footpath opposite | No additional overshadowing between 10 am and 2pm on 22 September for a minimum of 3 hours | No additional overshadowing. | The application **complies.** |
| | 2.9: Residential interface | Not applicable. | Not applicable. | Not applicable. |
| | 2.10: Character buildings | Not applicable | Not applicable. | Not applicable. |
| | 2.11: Building design | See DDO51 for Building Design | See below comments | The application **complies** |
| | 2.12: View to landmarks | Not applicable | Not applicable. | Not applicable. |

| | | | |
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| 2.13: Vehicle access and laneways | See DDO51 for Vehicle access and laneways | See below comments | The application **complies** |
| 2.14: Pedestrian and bicycle design | See DDO51 for Pedestrian and bicycle design | See below comments | The application **complies** |

Site context

The subject site is located within an area where higher built form and contemporary designs are emerging characteristics of the precinct. A significant number of multi-storey buildings have been approved or constructed within the Cremorne neighbourhood, with heights broadly ranging from 5 to 12-storeys.

The surrounding land is primarily comprised of small to moderate sized allotments. Irregular allotment shaped (such as the Site) are noted adjacent the curve of the train line. It is noted that this section of Cremorne features a robust built form character with buildings typically built to title boundaries.

There is no dispute strategically the subject site is appropriately located for a higher-density development, being within proximity to the Swan Street activity centre and within a commercial zone with excellent access to cycling networks, public transport, services and facilities. Based on these attributes, it is a reasonable expectation that this site will experience intensification in the future.

As outlined previously within the report, the site is also positioned within a Major Employment Precinct.

Given the scale of the subject site and being a corner site, it can accommodate taller forms and more robust massing. Whilst there is potential for a development on-site, regard must be had to the appropriateness of scale of the proposal, based on the individual context and constraints of the land.

Building Height

The proposal exceeds the preferred 36m maximum building height by 17.95m with a proposed maximum building height of 53.95m.

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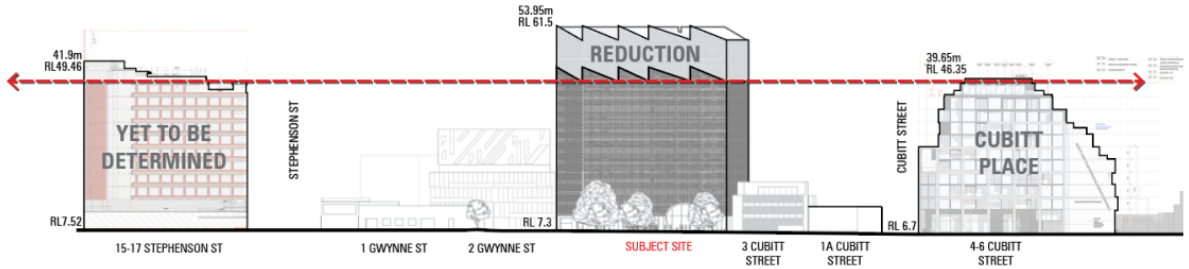
| | DDO51 specifies a permit should only be granted to construct a building that exceeds the preferred building height if all the following requirements are met:<br>• *The building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule.*<br>• *The development achieves design excellence through each of the following:*<br>  ○ *Greater building separation than the minimum requirement in this schedule.*<br>  ○ *Provide safe and generous ground level setbacks and publicly accessible spaces to enhance the public realm and accommodate building entrances, spaces for outdoor dining, landscaping or street level bicycle parking.*<br>  ○ *No additional overshadowing of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.*<br>  ○ *Where a site contains a character building it should be retained and incorporated within the design of a future building.*<br><br>In relation to the general design objectives, DDO51 directs taller buildings to the northern portion of Stephenson Street, transitioning to a lower built form on narrow streets and interfaces with adjoining low rise residential areas. Notably, the prescribed maximum building heights in DDO51 are discretionary and the majority of recent building approvals within the area generally have some exceedance above the prescribed maximum building height. For this reason, an analysis of the surrounding context and recent building approvals is critical to understanding the emerging future character of Stephenson St and whether the proposal is an appropriate mid-rise building in this context.<br><br>Council's urban design consultant, Hansen, assessed the proposal prior to the gazettal of Amendment C317yara, and while they had regard to the draft DDO51 (now the current interim DDO51) as well as the revised draft UDF, Hansen's assessment benchmarked the proposal against the scale of abutting and existing developments in Stephenson St. Hansen relevantly advised:<br>  ○ *There is an emerging trend of development of 5+ storeys in the main part of Cremorne, with some examples of 6 storeys located on corner sites or of a substantial land area. Taller buildings in the order of 7-8 storeys are found generally on corner sites fronting wider streets (15m) and with broad street frontages. The most recent approvals comprise 12 storey forms (RL46.35), with the most comparable to the subject site being located to the west at the corner of Cubitt and Stephenson Streets (at 4-6 Cubitt St & 13 Dover St).* |

- *The subject site benefits from a corner location and its more robust frontage to the curved Stephenson Street and elevated rail corridor opposite. It also abuts a recent 7 storey development to its immediate south, which fronts Gwynne Street.*

In summary, when having regard to recent building approvals within the surrounding area, most approved buildings exceed the preferred building height, thereby providing some justification to exceed the preferred maximum building height specified under DDO51.

However, the proposed development will not sit comfortably within the prevailing and emerging heights of development along the Stephenson Street streetscape. Hanson were not supportive of the height and noted that they do not consider a form that of this scale is appropriate and therefore in this instance a more consistent distinction in overall height is warranted. They also raised concerns with the proposal sheer rising form, in particular to its rear, where it will prominently rise above abutting low-rise forms and present as a largely blank wall, forming a forceful perimeter at the northern edge of Cremorne. They recommended a reduction of at least 3 storeys (to approx.. RL47.3) (at levels 7-9) to achieve an appropriate urban form consistent with heights emerging within the precinct.

*Clause 15.01-2L* (Building design) encourages new development to ensure the proposed height responds to the building height of adjoining developments, or where there are no specified building height requirements, have regard to the physical and strategic context of the site. As outlined above, the proposal would not fit within the surrounding context or comply with the DDO, and a reduction 3 storeys would be required.




*Proposal within the Stephenson streetscape as viewed from the north-east with height reduction indicated.*

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| | Figure : Proposed view of the development when viewed from the north-east with the height reduction indicated (Hansen Partnership Pty Ltd 22/05/2024)<br><br>Street Wall Height & Setback Requirements<br><br>The Stephenson Street street wall height well exceeds the DDO51 preferred street wall height by 37.95m. Council's Urban Designers, Hanson, specified that given the nature of Stephenson Street and the elevated rail corridor opposite, a more traditional street wall and tower form arrangement is not considered to be necessary. However, the sheer 13 storey façade wall will accentuate the proposed projection, and the continuation of the façade form would overwhelm the streetscape. As outlined above, a 3-storey reduction of the building (including the street wall) has been recommended, which will ensure the built form better responds to the surrounding streetscape.<br><br>DDO51 specifies a permit should not be granted to construct a building which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements unless the following requirements are met, to the satisfaction of the responsible authority:<br>○ *The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule.*<br>○ *The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule.*<br><br>*Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.*<br><br>*Street walls should:*<br>○ *Be designed to reinforce a pedestrian scale along streets and laneways.*<br>○ *Include architectural detailing such as high quality tactile materials and depth and articulation to provide visual interest to pedestrians.*<br>*Development should:*<br>○ *Provide chamfered building corners at intersections to create additional public space at points of pedestrian congestion, where appropriate.*<br>○ *Expand the public realm through inset building entrances and integrated seating with foot clearance, where appropriate.* |

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| | *Where an adjacent site has provided a ground level setback, development should provide a similar setback to achieve consistency along a street frontage.*<br><br>The design response does not meet the intent of the provision which is to deliver a wider footpath within the boundaries of the site. However, development on surrounding properties prevents the delivery of a continuous wide footpath, while the width of the footpath within the public realm is proposed to be increased (resulting in removal of on-street car parking spaces). As discussed later within the report, a public realm plan condition would be recommended to be included.<br><br><u>Upper-Level setbacks</u><br><br>DDO51 specifies a preferred upper level setback of 3m to Stephenson St. Additionally, DDO51 specifies development should:<br><br>○ *Provide upper level setbacks above the street wall to reduce the visual impact of buildings experienced from the street.*<br>○ *Ensure upper levels do not overwhelm narrow streets, laneways and right of ways.*<br>○ *Incorporate architectural expression at upper levels distinct from but complementary to the street wall.*<br>○ *Contain upper level setbacks above the street wall within a maximum of two steps to minimise repetitive stepping of the built form.*<br>○ *Be setback from heritage buildings to ensure their visual prominence is maintained when viewed directly or obliquely along the street.*<br>○ *Be setback to ensure architectural features of heritage buildings are visible.*<br><br>The proposed development does include any upper level setbacks, while a sheer 13-storeys streetwall is proposed. Although Hanson noted that a more traditional street wall and tower form arrangement is not considered to be necessary, the height is excessive and a reduced form is recommended.<br><br><u>Building Separation</u><br><br>The subject site has a frontage of 38.65m to Stephenson Street and therefore falls within the DDO51 requirement of providing building separation for sites with a frontage of 20 metres or more. The prescribed building separation is a 3m setback for 1-3 levels above the boundary wall height or 4.5m for 4 or more levels above the boundary wall height. |

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| | In addition, DDO51 specifies:<br><br>*Where development is proposed on the boundary above the boundary wall height, it should:*<br><br>o *Be well articulated if visible from the street.*<br>o *Not be constructed along the entire length of the boundary.*<br>o *Not result in a continuous wall of buildings when viewed from the street*<br><br>As outlined previously within the previously, excluding a setback within the north west portion, the development proposes 0m side boundary setbacks.<br><br><u>Overshadowing requirements</u><br><br>The proposal complies with the DDO51 requirements. The overshadowing diagrams demonstrate that the proposal would not overshadow any part of Cremorne Street, Balmain Street and any existing or potential public open space.<br><br><u>Building design requirements</u><br><br>DDO51 specifies development should achieve urban design and architectural excellence and lists a range of objectives, including achieving appropriate activation and surveillance of the public realm; encouraging high quality internal and external amenity; discouraging continuous walls without breaks or articulation; encouraging the use of high quality materials and opportunities for greening; and providing flexible floor plates and car parking areas that can adapt over time.<br><br>Hanson was generally supportive of the building design response, noting the following:<br><br>*The proposal comprises an effectively scaleless glazed façade treatment to Stephenson Street (and the rail corridor), comprising a clear glazed façade, articulated externally by terracotta coloured pipes sections affixed as a mesh or screen. This architectural treatment will provide a visually distinct façade and the short pipe sections will add depth to the expression and provide some external shadowing to the otherwise exposed east and north facing glazed elevations.*<br><br>For reasons laid out later in the report, the development will not result in unreasonably amenity impacts to surrounding properties, while has been designed to have high quality internal amenity.<br><br>Further, activation and surveillance of the public realm will be discussed later in the report. |

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| | Vehicle access and laneways<br><br>DDO51 specifies the following vehicle access requirements of relevance:<br><br>• *Where access is required from a street, right of way or laneway of 6 metres or less, include a setback at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1 metres (including the existing laneway). Between ground level and first floor, a headroom clearance of 4 metres minimum should be achieved.*<br>• *Where a property extends the full length of the laneway or street, development should provide additional ground floor setbacks to increase the width of existing laneways and streets to a minimum of 6.1 metres for the whole frontage of the site to the laneway.*<br>• *Car parking should be located within a basement or concealed from the public realm (in that order of preference).*<br>• *Separate entries for car parking and loading bays is discouraged.*<br>• *Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by:*<br>  ○ *Ensuring a high standard of pedestrian amenity.*<br>  ○ *Limiting potential conflict between vehicle movements and pedestrian activity.*<br>  ○ *Avoiding wide crossover points.*<br>  ○ *Ensuring adequate spacing between crossovers.*<br>• *Development with redundant vehicle access points should reinstate the kerb, line-marked parking bats, and relocate any parking signs.*<br><br>The proposal generally responds to the above vehicle design requirements for the following reasons:<br><br>○ The proposed vehicle access is off Stephenson St at the very southern end at the intersection of Gwynne Street which is logical given the widened footpath further north.<br>○ The proposed car parking is located within a basement.<br>○ The vehicle entry point is separated from the pedestrian / bicycle entry point via end of trip entry and office lobby which is acceptable in this context. |

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| | Pedestrian and bicycle design<br><br>Visitor bicycle parking is proposed within the building and on the extended footpath within the public realm. |
| Built Form – Public realm | **Conditions required**<br><br>*The Public Realm & Pedestrian Spaces*<br><br>The proposed development demonstrates a strong commitment to improving the public realm and pedestrian experience along Stephenson and Gwynne Streets. The design incorporates a generously proportioned ground floor with a café tenancy and commercial entrance, significantly enhancing street-level activation and interaction. The glazed street wall along Stephenson Street provides visual permeability, while the terracotta pipe screen adds depth and architectural interest. The proposal includes widened footpaths along Stephenson Street, achieved through the removal of on-street car parking spaces. This will improve pedestrian comfort and circulation. Conditions will require a detailed Public Realm Plan to ensure compliance with civil engineering and drainage requirements, including tree planting, kerb treatments, and bicycle parking relocation. The primary building entry is marked by a distinctive circular concrete structure, creating a clear focal point for ingress and egress. However, projections beyond the title boundary (entry portal and lift-tilt doors) will be conditioned to ensure they do not obstruct the public realm. The design also promotes passive surveillance through extensive glazing and active frontages, improving perceived safety.<br><br>Clause 15.01-1L (Urban Design) encourages development that improves the quality and functionality of the public realm. The proposal achieves this by widening footpaths along Stephenson Street and introducing active frontages. These measures enhance pedestrian comfort and safety while contributing to a more vibrant streetscape. DDO51 seeks to deliver public realm improvements and pedestrian-friendly environments in conjunction with higher-density development. The proposal meets these objectives by providing a cohesive ground-level design, improving footpath widths, and ensuring that vehicle access points are logically located to minimize pedestrian conflict. As specified above, conditions requiring a Public Realm Plan will further ensure compliance with DDO51's design requirements for landscaping, bicycle parking, and civil works.<br><br>Further to this, Council's Urban Design Unit recommended a detailed Public Realm Plan to be submitted for review. They also recommended the following public realm interface and works conditions:<br><br>o Provide an annotation confirming all streetscape works shown outside of the property boundary of the subject site are subject to the approval of the Public Realm Improvement Plan.<br>o Flush and stepless access is to be provided at all pedestrian entrances to the building from the public realm. |

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| | ○ Any ramps, handrails, TGSIs or other DDA access requirements are to be accommodated entirely within the boundary of the subject not and must not protrude into public realm.<br>○ All tilt-lift doors located along the ground floor interface are to be positioned so that no part of the door protrudes into the public realm in any position of operation, including fully open, fully closed, or in-between.<br>○ Where the building is set-back from the site boundary, provide a clear delineation between the private and public realm (such as through a change in floor material at the site boundary).<br>○ The vehicle carriageway along Stephenson St must be maintained at a width of no less than 5.2m wide and any point.<br><br>The remaining conditions required by the Urban Design Unit will be addressed through the detailed Public Realm Plan and Landscape Plan required as part of the permit. |

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| Landscaping/ Vegetation | **Conditions required**<br><br>In addition to Clause 2.11 of DDO51 requiring development to provide opportunities for greening, especially at the lower levels of the building, Clause 15.01-2L encourages trees and vegetation planting to contribute to an urban forest. Clause 15.01-2L-01 also encourages the retention and provision of canopy and significant trees to reduce urban heat island effects. A landscape plan prepared by Hassell dated 26 June 2025 was submitted with the application, showing landscaping proposed within the public realm and on the roof plan.<br><br>The proposed landscape design generally complies with strategies at *Clause 15.01-2L* which recommends developments to *incorporate setbacks that provide space for soft landscaping, including the planting of canopy trees, where appropriate*.<br><br>Street Trees<br><br>There is an existing street tree and garden bed at the north-eastern corner of Stephenson St and Gwynne St (on the opposite side of the street to the subject site). This tree must be retained and protected. Council's Urban Design Unit also recommended three (3) new street trees provided within the kerb extension to increase tree canopy cover and improve pedestrian amenity along Stephenson Street. The garden beds within the public realm are also recommended to comply with specific sizes.<br><br>Conditions will be applied to guarantee that landscaping outcomes meet the standards and comments provided by the Urban Design Unit |
| Off-site amenity impacts | **Satisfactory**<br><br>Clause 15.01-2S of the Scheme aims to provide building design that minimises the detrimental impacts on neighbouring properties, the public realm and the natural environment. Equally the potential impacts relating to overshadowing of SPOS, loss of daylight to windows, visual bulk and overlooking of sensitive areas must be addressed. The relevant policy framework for amenity considerations is contained within clause 13.07-1L-01 as well as the decision guidelines of the Commercial 2 Zone at Clause 34.02-7. Situated within the C2Z, the Site does not have any immediate interface with dwellings in a residential zone. The nearest dwellings are those located at 12, 20 and 22 Cubitt Street, which are approximately 25 metres to the west. These dwellings are located in the C2Z, where residential amenity expectations need to be tempered. The nearest residentially zoned land is land on the eastern side of the railway line within the Neighbourhood Residential Zone, |

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| | approximately 47m from the Site. The adjoining properties in all directions are occupied by multi-storey office or industrial buildings. These buildings are generally built to the common boundaries of the Site, with the exception of the light courts built to the western boundary of 5-9 Cubitt Street. Given this highly-built up, principally commercial context, the proposed development will not result in any unreasonable amenity impacts, which is discussed in detail below.<br><br>Overshadowing<br><br>The proposal does not overshadow residential properties in a residential zone or any specified footpaths, and therefore the requirements of DDO51 are met.<br><br>Noise<br><br>The application is accompanied by an acoustic report prepared by DDEG Acoustics dated 08 October 2025. The report assesses cogeneration plant and other mechanical systems serving the proposed building. It is recommended that if a permit were to issue, a condition should require that the development must comply at all times with the EPA noise regulations that apply to commercial developments (the EPA Noise Protocol).<br><br>Overlooking<br><br>In relation to overlooking, the proposal provides no direct views into habitable rooms or private open space of dwellings in a residential zone within 9m of the site, being the standard distance for addressing overlooking in the Scheme. Clauses 13.07-1L-01 and 15.01-2L -1L-01 encourage development to minimise overlooking into residential properties, regardless of the zone, however the proposed development will be well setback from any residential properties and will not result in any unreasonable overlooking.<br><br>Equitable development<br><br>To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development are relevant. All immediately adjoining properties are located in the C2Z, with none having any heritage controls. It is therefore considered that all adjacent properties have robust development potential, despite a number of the adjoining having been redeveloped in the past 10 years for commercial purposes. The return of the terracotta pipe façade system along the northern façade is an inappropriate outcome from an equitable development outcome. The porthole window of the southern boundary wall are similarly inappropriate. Conditions in the recommendation ensure that these windows are removed and replaced with a robust boundary wall treatment that is compatible the architectural aesthetic of the building. The resultant boundary walls to the north, south and west allows properties abutting these walls to |

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| | reciprocate a boundary wall to the common boundary. The remaining western wall that is setback 3m from the western boundary is considered to positively respond to the light courts at the rear of the existing office buildings at 5-9 Cubitt Street. It is also noted that 3m boundary setbacks are commonly adopted for upper levels with windows in the emerging built form character of the surrounding area. Accordingly, it is considered that the proposal will not prejudice equitable development opportunities on adjoining land. |
| Wind | Clause 15.01-2L of the Scheme seeks that new development provides a safe and comfortable pedestrian environment. A wind report was submitted with the application. This report outlined the potential wind impacts from within the roof terrace and the public realm. Council contracted wind engineers, MEL Consultants, reviewed the Wind Tunnel Test Report, and were satisfied with the findings. They agreed that the proposed design is not expected to generate wind levels in excess of the recommended wind comfort criteria at the ground level, pedestrian areas and various terraces and agreed that no modifications to the proposed development are required for the public realm. They also noted that the canopy being removed from the plans would improve wind conditions within the public realm. |
| On-site amenity & ESD | **Satisfactory**<br><br>The development is considered to achieve a high level of on-site amenity through the following:<br><br>o A generous entry lobby with small food and drink premises and ground level courtyard.<br>o The provision of a suite of ESD features including operable glazing to assist indoor air quality control, excellent daylight access due to the relatively shallow office floor plates and terracotta pipe façade system to improve thermal comfort.<br>o Male, female and DDA amenities for staff on each office level.<br>o An enclosed communal roof terrace at Level 12, which includes various amenities for employees such as communal space, together with extensive landscaping.<br>o Extensive bicycle parking for both employees and visitors and end of trip facilities for employees.<br><br>ESD features The wider ESD features proposed for the development include the following:<br><br>o Assembly House forms one of first 15 pilot projects to be constructed as part of A New Normal, fitting under the Net Zero Architecture, Organic Energy and Solar Architecture categories.<br>o The proposal achieves an overall BESS score of 74%.<br>o High performance façade regarding insulation, glazing, airtightness and shading. |

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| | ○ 59kW rooftop solar PV system, together with anaerobic digester (discussed further below) to create a net zero carbon operating outcome.<br>○ On site treatment of organic waste, through an anaerobic digester which will provide energy for use on-site only during operational hours.<br>○ Fixtures, fittings and appliances to be modern energy and water efficient, within one star of the best available.<br>○ Car parking with EV charging infrastructure provided.<br>○ A STORM report with a score of 145% has been submitted that relies on 792m2 of rooftop catchment diverted to 15,000-litres of rainwater storage used for toilet flushing throughout and landscape irrigation.<br><br><u>Anaerobic Digestor</u><br><br>The proposal incorporates an anaerobic digester (AD) in the basement levels, which forms one the core parts of the ESD strategy for the building. The AD will convert food waste into biogas and organic fertilizer. The biogas can then be used to generate electricity and heat for the proposed building as well as buildings within the surrounding precinct by feeding back into the grid.<br><br>Given the above, and further support from Council's ESD Advisor, it is considered that the proposed development will have a high level of on-site amenity. |
| Carparking & traffic | **Conditions required**<br><br>Council's Development Engineering Team has no objection to the reduction in the car parking requirements for this site.<br><br>*Clause 52.06-9* (Design standards for car parking) relates to the design of car parking areas and contains 7 standards and requirements relating to access way, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping. Council's Development Engineering Unit reviewed the above against the architectural plans and were satisfied with the layout of the basement. They did, however, recommend the following items to be included on the plans to ensure adequate movement of vehicles within the site:<br><br>(a) annotation on the drawings to confirm the headroom clearance above the accessible car space and shared area is 2.5 metres.<br>(b) dimension on the drawings the car lift door width. |

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| | Further, Council's Development Engineering Unit also recommended a number of conditions relating to infrastructure that extends over the Stephenson Street footpath. This includes front lift tilt doors and the utility cabinet doors. They recommended the lift tilt doors be setback behind the property line, while a notation be included requiring an annotation on the drawing to confirm the utility cabinet doors can swing at 180-degrees and be latched onto the building wall when in service.<br><br>Several engineering conditions relating to civil works, road asset protection, and construction management, impacts of assets on the proposed development, reinstatement of redundant vehicle crossings and modification to car parking signage have been recommended. These conditions are considered standard and should also be included on any permit issued. |
| Bicycle provision | **Conditions required**<br><br>Pursuant to Clause 52.34 of the Scheme, the proposed development is required to provide 24 employee spaces and 8 visitor bicycle spaces on site. The proposal provides a total of 16 visitor bicycle spaces (all off site) and 48 employee bicycle spaces. The proposal will therefore meet the on-site provision for employee bicycle spaces, although seeks a reduction to the requirement to provide eight visitor spaces on-site. Council's Strategic Transport Unit recommended the following:<br>o 8 visitor bicycle parking spaces are to be provided within the site boundary<br>o 8 visitor bicycle parking spaces are to be provided on Stephenson Street parallel to the kerb<br>o A provision of a minimum of 66 employee bicycle parking spaces within the site boundary.<br>o Employee bicycle parking space dimensions in accordance with the requirements of AS2890.3.<br>o Confirmation of how the bicycle parking compound and End of Trip facilities are fully secure.<br><br>Council's Urban Design Unit recommended the bicycle hoops be installed parallel to the kerb and setback a minimum of 600mm from the back of the kerb, while reiterated the remaining visitor bicycle parking to be provided within the site boundaries. |
| Net community benefit | **Conditions required**<br><br>Pursuant to *Clause 71.02-3* Integrated Decision Making, outcomes should be balanced in favour of net community benefit. Subject to condition, this application as currently proposed would provide sustainable development and public realm improvements for the benefit of present and future generations. |

## Declaration

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

# Planning Application

Delegate Report

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. 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 and to their Elders past, present and future.

| Application Information | | | |
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| Council Reference | PLN21/0729 | | |
| Application Received | 30/09/2021 | Recent Amendment | |
| Officer | Daniel Herrmann | | |
| Delegate | Mary Osman | | |
| Address | 28-30 Stephenson St, Cremorne VIC 3121 | | |
| Proposal | Construction of a multi-storey building with associated basement car parking, use of the land for office and food and drink premises (no permit required for uses) and a reduction of standard car parking requirements | | |
| Ward | Melba | | |
| Zone | Commercial 2 Zone | | |
| Overlay(s) | Development Contributions Plan Overlay -<br>City Link Project Overlay - City Link Project Overlay | | |
| Current Land Use | Office | | |
| Aboriginal Cultural Heritage Significance | | N/A | |
| Land Contamination | | Low Risk | |
| Planning Scheme Amendments | Amendment C238 - Development Contributions Plan Overlay Schedule 1<br>Amendment C269 – Scheme update | | |
| Submissions - Support | 0 | Submissions - Objections | Application exempt from Notice |
| Statutory Days | 107 as of 7 October 2022 | | |
| Officer Recommendation | Planning Permit | | |

# Planning Scheme Amendments

## Amendment C269

Amendment C269 proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 with a Municipal Planning Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government.

Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020 and proceeded to a panel hearing in October 2021.

The Panel report was released on 18 January 2022. Council resolved on 19 April 2022 that having considered the Panel report, to submit the adopted Amendment to the Minister for Planning for approval.

The new clauses are largely reflected in current planning policy, which is generally not contradictory to the proposed re-write of Clauses 21 and 22. However, as this amendment is now a 'seriously entertained' planning proposal, a summary and brief assessment of the relevant policies to the proposal is provided in the table below. This assessment confirms that the proposal is consistent with the new policies.

| Proposed C269 Local Policy reference | Brief Assessment |
|---|---|
| Clause 02.01-8 – Economic Development | ***Major employment precincts:*** *Cremorne Precinct and Gipps Street Precinct, Collingwood.*<br>*These precincts are shown on the Strategic Framework Plan in clause 02.04. 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 a large number of workers, customers, clients and other firms.*<br>• *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.* |
| 02.03-1 – Settlement | |
| 02.03-3 – Environmental Risks and Amenity (Climate Change) | Lead on environmental sustainability and seek to manage the long-term effects of climate change:<br>Create a built environment that mitigates and adapts to climate change by:<br>• *Directing growth to activity centres, major employment precincts, and employment land that is close to public transport;* |

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| | • *Promoting land use and development that support a shift to sustainable modes of transport - walking, cycling and public transport; and*<br>• *Supporting environmentally sustainable development.*<br>The proposed development will appropriately locate a multi-storey commercial development within the Cremorne Major Employment Precinct. |
| Clause 02.04 – Strategic Framework Plan | The Site is formally identified as being located within the Cremorne Major Employment Precinct. |
| Clause 13.07-1L – Interfaces and Amenity | The policy aspirations of this clause is addressed under the off-site amenity and on-site amenity assessments below. |
| Clause 15.01-1L – Urban Design | Built form and design is discussed extensively in the officer assessment below and concludes that the proposal exhibits high quality architectural and urban design. |
| Clause 15.01-2L – Building Design | Built form and design is discussed extensively in the officer assessment below and concludes that the proposal exhibits high quality architectural and urban design.<br><br>The proposal is consistent with 'mid-rise development' policy the seeks to direct mid-rise development within major employment precincts (among other locations).<br><br>The proposal is consistent with policy that seeks Low and Zero Carbon Development. |
| Clause 15.02-1L – Environmentally Sustainable Development | The proposal achieves ESD Excellence, which includes zero carbon operations and numerous sustainability design features including an anaerobic digester. This is exceptional ESD leadership proposed by the Applicant, which will be implemented by permit condition. |
| Clause 17.01-1L – Employment | The proposal features a 4,835m2 of leasable office floor space to support employment opportunities within the Cremorne Major Employment precinct. |
| Clause 18.02-1L – Sustainable Transport | The provision of extensive bicycle facilities and a reduction of car parking proposed will ensure this policy is met. |
| Clause 18.02-4L – Car Parking | The proposal seeks a reduction of the car parking requirements to reduce reliance on private vehicle usage. A car parking management plan has been included with the proposal. |

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| Clause 19.03-2L – Infrastructure Contributions | The proposal includes upgrades to the public realm adjacent the Site. |
| Clause 19.03-3L – WSUD | The proposal is consistent with this policy, as outlined in the submitted Sustainable Management Plan. Implementation is required by permit condition. |
| Clause 19.03-5L – Waste | Waste management is discussed in the assessment section below and addressed via a Waste Management Plan that will be implemented by permit condition. |

# Aboriginal Cultural Heritage Significance

The site is not within an area of Cultural Heritage sensitivity.

# Background

The following are matters of process that are relevant to this application:

## Lodgement of Section 50 plans

On 22 June 2022 the applicant submitted a Section 50 amendment in an attempt to address concerns raised by urban design, engineering, ESD and wind referrals:

- Reduction of three levels (now 10 storeys).
- Reduction of floor to ceiling height for Level 1-8 by 150mm (1.2m reduction).
- Additional minor changes made in response to ESD, engineering, urban design and wind referral comments.

The Section 50 plans are the 'decision plans' for this application. Reference is made to them in the assessment section of this report (with the exception of some referral comments referring to the originally considered plans).

## Planning History

The site has the following planning history:

- PPE16/0223 - Planning Property Enquiry - Decision: Closed (Past) - Finalised: Unknown
- PPE17/0173 - Planning Property Enquiry - construction of a fence including gates. - Decision: Closed (Past) - Finalised: Unknown
- SP05/0025 - Three lot subdivision - Decision: Permit (Past) - Finalised: 16/08/2005
- SC05/0027 - Certification - Decision: Certified With a Statement of Compliance (Past) - Finalised: 12/10/2005

- PLN16/1207 - Building and works including alterations to the existing building and a reduction in the car parking requirement associated with an office. - Decision: Endorsed (Past) - Finalised: 22/03/2017
- PLN17/0697 - Signage - Decision: Permit (Past) - Finalised: 22/09/2017
- SC21/0068 - Certification - consolidation - Decision: Certified With a Statement of Compliance (Past) - Finalised: 13/09/2021

# Existing Conditions

## Subject Site

The Site is located at 28-30 Stephenson Street, Cremorne and is formally identified as:

- Lot 2 of Plan of subdivision 536439Q.
- Lot 3 of Plan of subdivision 536439Q.

Collectively the two lots form an irregular shaped site measuring:

- 38.65m to Stephenson Street.
- 8.03m to Gwynne Street.
- A maximum depth of 25.6m
- A total area of 842sqm.

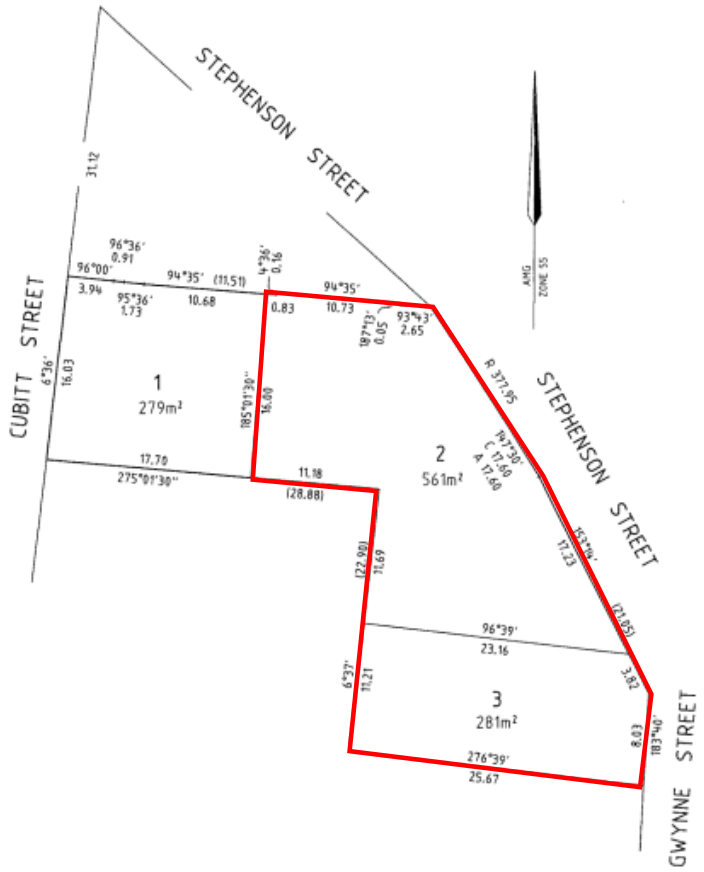


**Image:** Extract of Plan of subdivision 536439Q showing the subject site.

The Site is currently occupied by a two storey brick building used for office purposes. An existing concreate car parking area is located on the northern side of the building, with vehicle access from a double width crossover along Stephenson Street. A cross over is also provided along the Gwynne Street frontage, which provides vehicle access within the building.

**Image:** Photo of the Site viewed from Stephenson Street, adjacent Gwynne Street intersection.

## Title

The title(s) submitted with the application does not show any covenants or easements.

## Surrounding Land

The subject site is located within the Cremorne Major Employment precinct. The immediately adjacent land to the south, west and north is located in the Commercial 2 Zone and characterised by commercial buildings and land use. Land on the eastern side of Stephenson Street is zoned Transport 1 Zone and contains elevated railway lines. The nearest residential zone is located 93 metres east of the site (east of the railway line).

The Site also benefits from convenient access to the following transport infrastructure and services:

- Richmond Train Station – 400m northwest.
- East Richmond Station – 350m east.
- Swan Street Major Activity Centre (MAC) – 100m north.
- Tram Services – Swan Street (120m north) and Church Street (400m east).
- M1 Citylink entry (Punt Road) – 500m southwest.
- M1 City link exit (Church Street) – 800m southeast.
- Main Yarra Trail and bike path – 500m southwest.
- Goschs Paddock – 400m west.

**Image:** Aerial view of the surrounding neighbourhood (Yarra GIS, April 2022).

The site is within a section of Cremorne predominantly characterized by commercial and light industrial uses, with built form generally reflective of these uses and displaying high site coverage. Existing building heights in the area were historically low rise (between one and three storeys). However, the Cremorne major employment precinct (CPEP) is currently going through a period of transition from a lower scale to higher density development. There are a number of larger scale developments within this part of Cremorne which have been approved, are under construction or already completed. These buildings generally range from between five and ten storeys, including:

- 4-6 Cubitt Street and 13 Dover Street (PLN19/0657) – 10 storey office building – under construction.
- 2-6 Gwynne Street (PLN17/0650) – 7 storey office building - constructed.
- 8 Gwynne Street (PLN16/0013) – 5 storey office building.
- 24-26 Gwynne Street (PLN20/0510) – 8 Storey office building with roof terrace.
- 7 Dover Street (PLN18/0619) – 8 storey office building (PLN22/0530 involves the construction of an 11 storey office building that is currently under consideration).
- 10 Dover Street (PL07/0443) – 8 storey office building.
- 34-40 Cubitt Street, 2-6 Fitzgibbon Street and 49-55 Dover Street (PLN19/0921) – 8 storey office building under construction.
- No. 19 Cubitt Street (PLN19/0664). 7-storey development under construction.
- 65-81 Dover Street (PLN20/0229) – 8 storey office building under construction.
- 9-11 Cremorne Street (PLN16/1017) – 8 storey office building constructed.
- 118-124 Balmain Street (PLN18/0989). 9-storey development constructed.
- 11 – 13 Pearson Street (PLN17/0044) – 7 storey office building approved.
- 60-88 Cremorne Street (PLN17/0626). 8-storey development constructed.

- 30-32 Cremorne Street and 23 Jessie Street (PLN20/0533) – 9 storey office building.
- 74 Cubitt Street (PLN21/0530) – 7 Storey office building approved.
- 84 Cubitt Street (PLN18/0756). 7-storey development constructed.
- 22 Gordon Street (PLN19/0527) 8-storey development under construction.
- 1-11 Gordon Street (PLN18/0498) - 7-storey development constructed.
- 90 Green Street (PLN21/0071) – 10 storey office development approved.

The immediate interfaces of the Site are described below:

*East*

To the east / northeast is Stephenson Street and its intersection with Gwynne Street. Beyond Stephenson Street is a large wall that forms the barrier to elevated railway lines. The railway corridor, together with Stephen Street measures approximately 50 metres. Beyond the railway corridor is a mix of single to triple storey attached dwellings.

*North*

To the north of the Site is 1 and 3 Cubitt Street. 3 Cubitt Street has been developed with a 4 storey commercial building (office and ancillary showroom) under planning permit PL06/1083. This building is generally built to all boundaries and features a blank four storey wall to the common boundary. The fourth storey is notably setback approximately 3 metres from its eastern and western boundaries.

**Image:** Photo of existing building at 3 Cubitt Street and the Site in background, looking southward.

1 Cubitt Street contains a two storey brick building, generally built to its boundaries, used for office purposes.

*South*

To the south of the Site is 2-6 Gwynne Street, which contains a recently constructed 7 storey office building under planning permit PLN17/0650. The building features a 4 storey street wall to Gwynne Street, four storey boundary wall adjacent the common boundary.

The upper levels are setback of approximately 4.7m from Gwynne Street and the common boundary.

A small pocket park is located on the southern side of the intersection between Stephenson and Gwynne Streets.

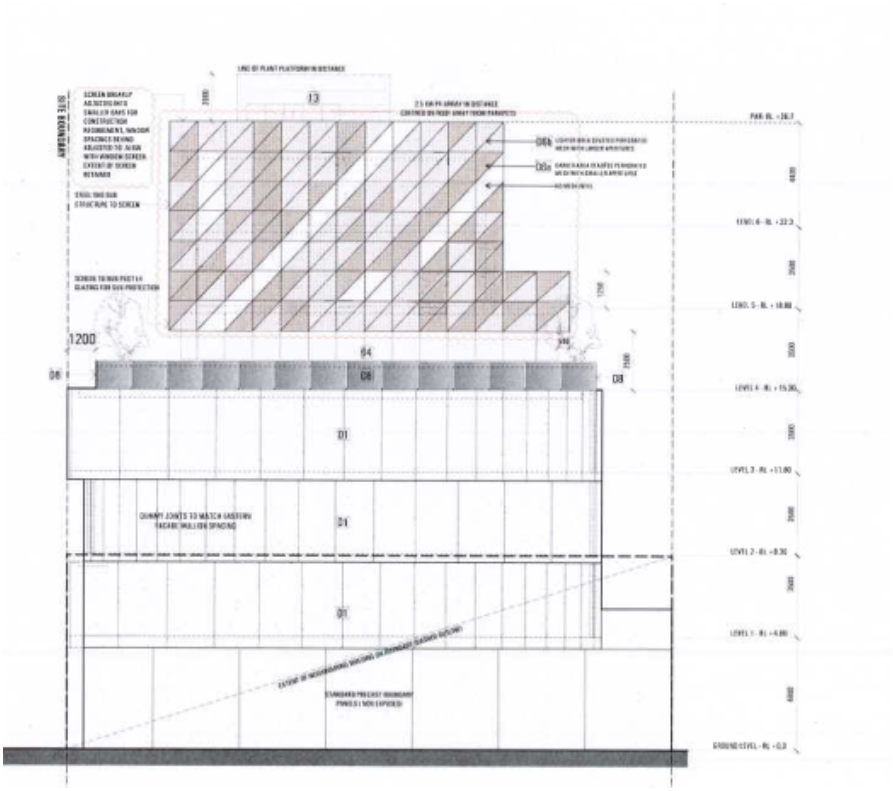

**Image:** Endorsed northern elevation of PLN17/0650 at 2-6 Gwynne Street.

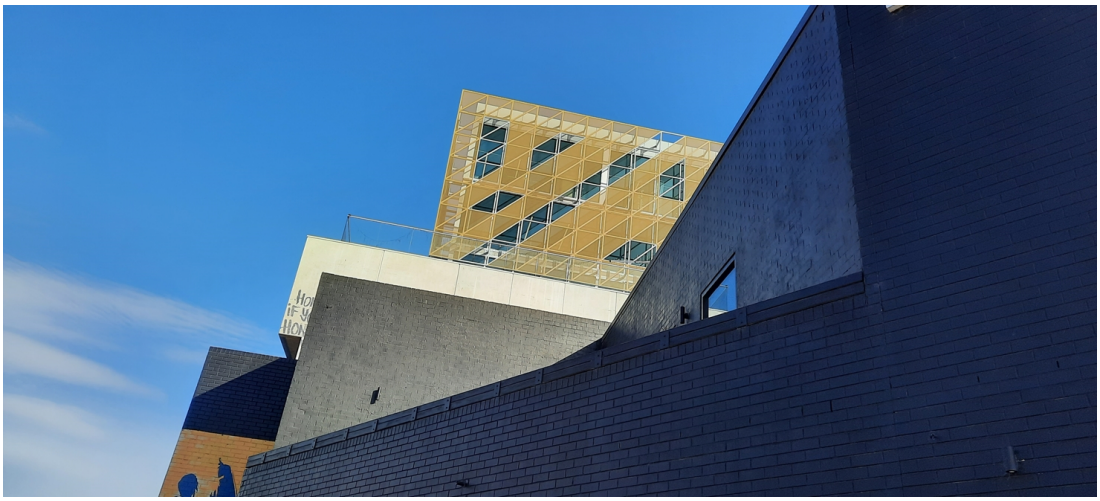

**Image:** Photo of existing boundary wall and upper levels of 2-6 Gwynne Street, with existing building on the site in foreground.

*West*

Immediately west of the Site is land at 5-15 Cubitt Street.

Land at 5-9 Cubitt Street has been developed with three, three storey office buildings. The office buildings are attached and each feature narrow three storey boundary walls and light courts with east facing windows adjacent its common boundary with the Site. These buildings are also built to their north and south boundaries.

Land at 11-13 Cubitt Street contains a double storey brick building that is built to its title boundaries. The building is currently used for office purposes.

15-17 Cubitt Street contains a double storey commercial building currently used for industry and office purposes. A recent amendment has been processed for PLN17/0397.01, which seeks to establish a caretakers dwelling on this land.

On the western side of Cubitt Street are three dwellings at 12, 20 and 22 Cubitt Street. It is unclear if these dwellings benefit from existing use rights but are purpose built dwellings. The closest dwelling is approximately 25 metres west of the Site.

# The Proposal

The application involves the construction of a 10 storey mixed-use building (plus two basement levels and associated pits) for office and food and drink premises uses (no permit required for uses) and a reduction of standard car parking requirements. Further details of the proposal are as follows:

## Use

The application proposed to use the land for:

- Food and drink premises - 60m2 NLA (no permit required) at ground level
- Office – 4,835m2 NLA (no permit required) between Levels 1-9.

## Development:

*Building height and massing*

- The proposed 10 storey building will feature:
  - A sheer 10 storey street wall to Stephenson Street (with 450mm façade screen projection beyond Stephenson Street boundary).
  - A building form built to all title boundaries, with the exception of a 3.45m setback from the western boundary shared with properties at 5-9 Cubitt Street (reducing to 3m to the edge of the screen).
  - Saw-tooth roof profile, providing a cap element.
- Overall Building height details include:
  - 43m to the top of the saw-tooth roof profile.
  - 39.225m to Level 09 ceiling.
  - 39.5m to lift overrun.

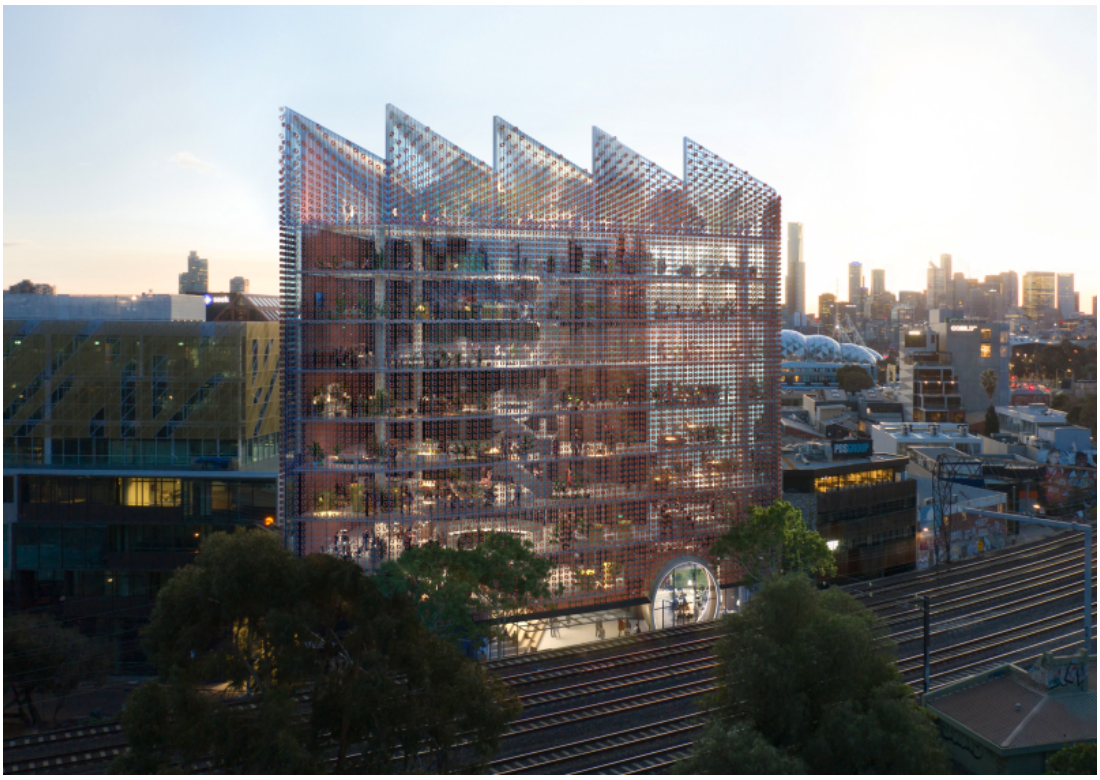

**Image:** Extract of Hassell render of the proposal (S50 amendment documents) viewed from above the railway corridor.

*Layout*

- Basement pit and Basement Level 01 containing 25 car stacker spaces accessed via car lift from Gwynne Street, services and rain water tank.
- Basement Level 01 (mezzanine) comprises car stacker void, store, services, anaerobic digester, substation, fire tank, fire pump.
- Ground level features commercial lobby,
- The ground floor frontage will be activated by the 60m2 food and drink premises and lobby entrance to the office levels above. The remainder of the ground floor frontage comprises waste storage area, car lift access to basement levels, bicycle spaces and associated end of trip facilities and fire booster and meters.
- The lobby provides access to lift and stair core (built to the west boundary), a rear courtyard adjacent the western boundary.
- Levels 1-9 are nominated for office use, with part of Level 8 and all of Level 9 nominated as a communal areas for office occupant use (Level 9 is an enclosed level despite being referenced as a roof terrace). Each office level will also be provided male, female and accessible amenities.

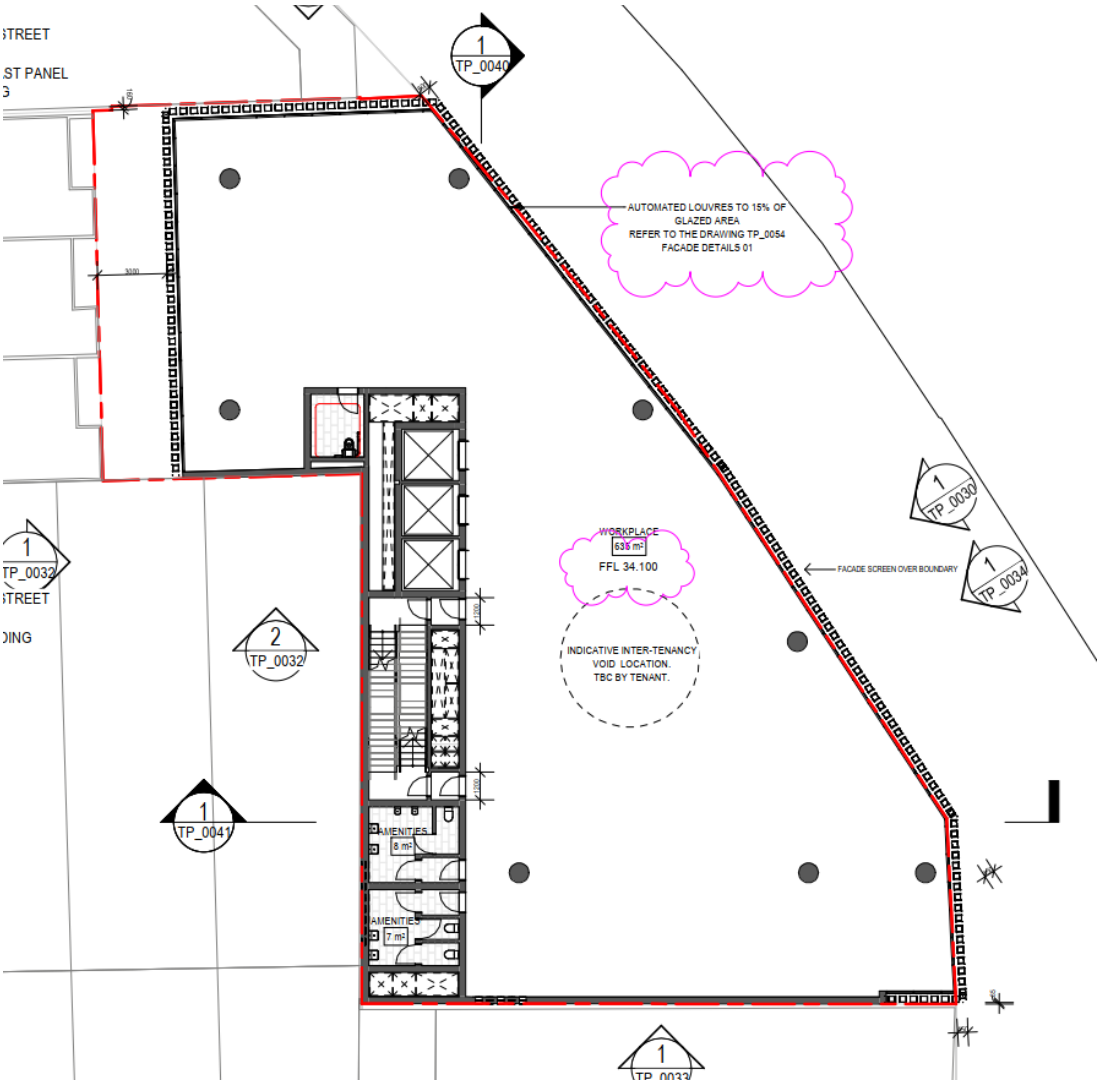


**Image:** Typical office level floor plan, prepared by Hassell (S50 application documents).

*Key ESD initiatives*

- Passive house equivalent façade performance.
- All levels will have natural light from the Stephenson/Gwynne Street elevations, northern and southern boundary walls (at least partly glazed) and the part of the western elevation that is setback from the title boundary.
- Mixed mode ventilation is proposed, which includes high level louvres on all office levels for natural ventilation.
- Anaerobic digester within the basement to generate renewable electricity and heat for use on-site and serviced by a zero-emission Emobility service (rickshaws).
- 99kW rooftop solar PV system.

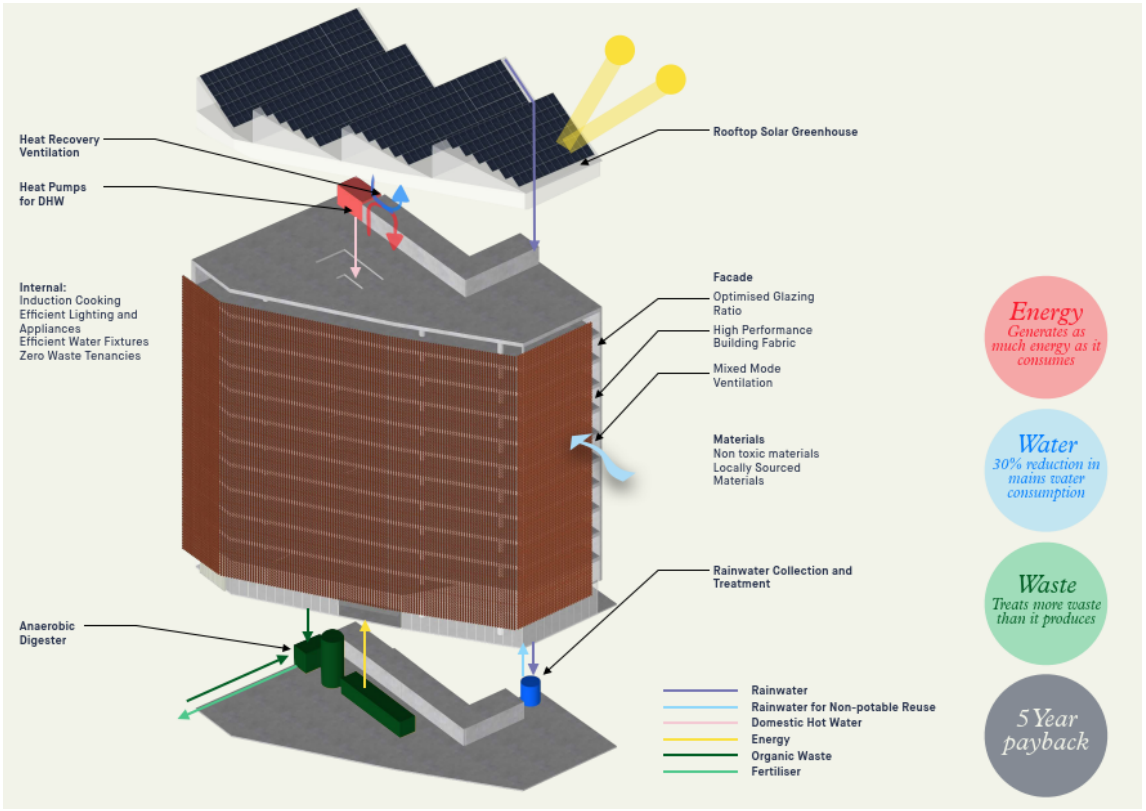


**Image:** Extract of the SMP, prepared by Finding Infinity (application material)

*Materials and finishes*

The proposal features a deliberately restrained material palette including:

- Concrete lobby entry portal and glazed ground floor frontage.
- Screened facades to glazing, comprising:
  - Spaced terracotta extruded pipes (250mm diameter).
  - Exoskeleton steel.
  - High performance glazing.
- Textured pre-cast concrete to north, west and southern boundary walls.
- Charcoal cladding to service area and car lift door at ground level.
- Charcoal coloured metal canopy.
- Glazed louvres to roof terrace.

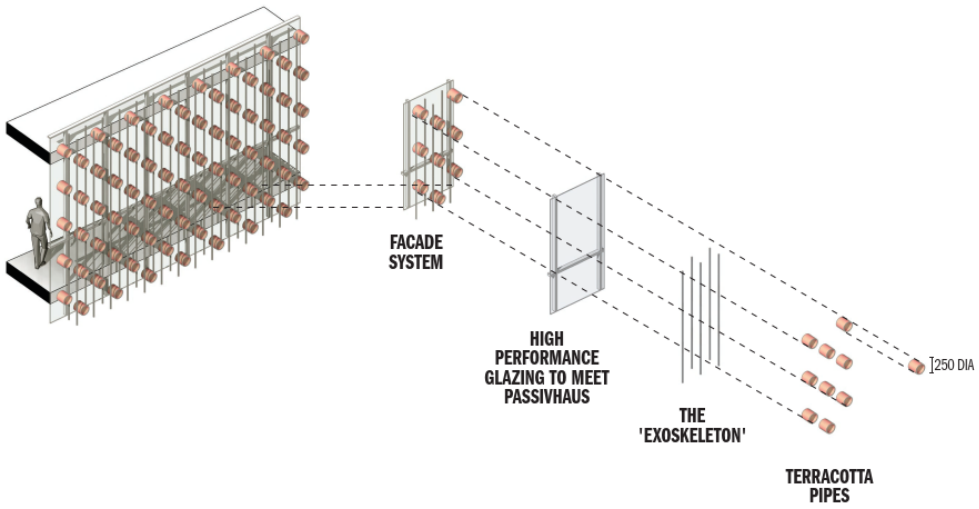


**Image:** Extract of Hassell Town Planning Report – Façade System (application material).

# Yarra Planning Scheme Provisions

## Zoning

The subject site is zoned Commercial 2 (C2Z). The following provisions apply:

- Pursuant to clause 34.02-1 of the Scheme, a permit is not required for office and food and drink premises (less than 100sqm leaseable area) uses.
- Pursuant to clause 34.02-4 of the Scheme, a permit is required to construct a building.

## Overlay

*Development Contributions Plan Overlay (DCPO1)*

The subject site is affected by Development Contributions Plan Overlay. A Development Infrastructure Levy (DIL) is payable in accordance with the rates specified under the DCP01.

The following permit condition will be included on any planning permit granted

- 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.

*City Link Project Overlay*

The subject site is affected by City Link Project Overlay (CPLO). The CPLO seeks to ensure the efficient construction, operation and maintenance of the Melbourne City Link Project, the Exhibition Street Extension Project and CityLink Tulla Widening Project.

An application must be referred under Section 55 of the Act to the person or body specified as the referral authority in Clause 66.03.

# Relevant Particular Provisions

## Clause 52.06 – Car Parking

The site is located within the Principal Public Transport Network Area, therefore the parking rates in Column B of Clause 52.06-5 apply. 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 |
|---|---|---|---|---|
| Food & drink premises | 60 m² | 3.5 spaces per 100 m² of leasable floor area | 2 | 0 |
| Office | 4,835 m² | 3.0 spaces per 100 m² of net floor area | 145 | 25 |
| | | Total | 147 | 25 (122 space reduction) |

As identified above, a car parking reduction of 122 car spaces is sought by the proposal, including a full waiver for the food and drink premises.

## Clause 53.18 – Stormwater Management in Urban Development

This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:

- Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.
- Should meet all of the standards of Clauses 53.18-5 and 53.18-6.

## Clause 52.34 - Bicycle facilities

Pursuant to Clause 52.34-1 of the Scheme, a new use must not commence, or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage are provided on the land.

The following table identifies the bicycle parking requirements under Clause 52.34-3 of the Scheme, the provision of bicycle parking on site, and the subsequent reduction below the statutory requirement that is being sought:

| Proposed Use | Quantity/ Size | Statutory Parking Rate | No. of Spaces Required | No. of Spaces Allocated |
|---|---|---|---|---|
| Office (other than specified in the table) | 4,835 m² | 1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm | 17 employee spaces | 48 |

| | | | | |
|---|---|---|---|---|
| | | 1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm | 5 visitor spaces. | |
| Food and drink premises | 60 sqm | 1 employee space to each 300 sqm of leasable floor area | 1 employee spaces | 8 |
| | | 1visitor space to each 500 sqm of leasable floor area | 1 visitor spaces. | |
| **Bicycle Parking Spaces Total** | | | **18 employee spaces** | **48 employee spaces** |
| | | | **6 visitor spaces** | **8 visitor spaces** |
| **Showers / Change rooms** | | 1 to the first 5 employee spaces and 1 to each additional 10 employee spaces | **3 showers / change rooms** | **7 showers / change rooms** |

Clause 52.34-2 of the Scheme states that a permit may be granted to reduce or waive this requirement. Clause 52.34-5 of the Scheme contains bicycle signage requirements.

### General Provisions

- Clause 65 – Decision guidelines.

### Planning Policy Framework (PPF)

General Provisions

The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Framework, as well as the purpose of the zone, overlay or any other provision. An assessment of the application against the relevant sections of the Scheme is contained in this report.

Planning Policy Framework (PPF)
Relevant clauses are as follows:

- Clause 11.01-1R (Settlement - Metropolitan Melbourne)
- Clause 11.02 (Managing Growth)
  - Clause 11.02-1S (Supply of Urban Land)
- Clause 13.07 (Amenity and Safety)
  - Clause 13.07-1S (Land use compatibility)
- Clause 15.01 (Built Environment and Heritage)
  - Clause 15.01-1R (Urban design - Metropolitan Melbourne)
  - Clause 15.01-2S (Building design)
  - Clause 15.01-5S (Neighbourhood character)
  - Clause 15.02 (Sustainable Development)
- Clause 15.02-1S (Energy Efficiency)

- Clause 17.01 (Employment)
    - Clause 17.02 (Commercial)
- Clause 17.02-1S (Business)
- Clause 18.01 (Integrated Transport)
    - Clause 18.01-1S – (Land use and transport planning)
- Clause 18.02-1R (Sustainable personal transport- Metropolitan Melbourne)
    - Clause 18.02-2S (Public Transport)
    - Clause 18.02-4S (Car Parking)

Municipal Strategic Statement

The relevant policies in the Municipal Strategic Statement can be described as follows:

- Clause 21.04-3 (Industry, office and commercial)
- Clause 21.05-2 (Urban design)
- Clause 21.05-3 (Built form character)
- Clause 21.06 (Transport)
- Clause 21.06-3 (The road system and parking)
- Clause 21.07-1 (Ecologically sustainable development)
- Clause 21.08-2 (Burnley-Cremorne- South Richmond)

Relevant Local Policies

- Clause 22.05 (Interfaces Uses Policy)
- Clause 22.10 (Built form and design policy
- Clause 22.16 (Stormwater Management (Water Sensitive Urban Design)
- Clause 22.17 (Environmentally Sustainable Design)

Other relevant documents

*Cremorne and Church Street Precinct Urban Design Framework*

The *Cremorne and Church Street Precinct Urban Design Framework* [UDF] was adopted by Council at its meeting in September 2007. The intent of the UDF was to support redevelopment that contributes to Cremorne as a mixed-use area, while supporting strategic aims to develop employment opportunities in the area.

The Vision and aims for Cremorne as set out in the UDF are as follows:

> *Cremorne is a precinct in transition from traditional small manufacturing and service industry uses to higher order office, business services and educational functions, interspersed with residential pockets.*

Council prepared Amendment C97 to the Scheme which proposed to rezone the study area from Business 3 Zone to Business 2 Zone, in order to provide for some residential development in the precinct. The Amendment was abandoned by Council at its February 2010 meeting, however the UDF remains as an adopted document.

*Cremorne Place Implementation Plan*

The Victorian Planning Authority (VPA), Yarra City Council and State Government agencies are working together to prepare a plan for the future of Cremorne. The final Place Implementation Plan will provide:

- a high-level vision for the future of Cremorne that reflects input from the communities that live, work and invest there; and
- a prioritised set of projects that will progress delivery of that vision.

The goal of the plan is to mobilise State government and council support and resources around the priority projects and ensure that these reflect the priorities of the community. The VPA and Yarra City Council prepared an *Issues and Opportunities paper* (November 2019) that outlined some key considerations for planning in this area to address. These include the following (amongst others);

- competing demands on public space;
- desired building character; and
- providing diverse and affordable working spaces.

At this stage the Plan is yet to be finalised.

*Spatial Economic and Employment Strategy*

The Spatial Economic and Employment Strategy (SEES) was adopted by Council in

September 2018 and includes 6 directions which will inform future policy for the Scheme.

The strategic direction contained within the SEES supersedes that contained within the Yarra

Business and Industrial Land Strategy (BILS), adopted by Council in June 2012. In regard to the site, the Strategy 2 of the SEES aims to retain and grow Yarra's Major Employment Precincts, providing the following:

> *To accommodate projected demand for commercial floor space Yarra's two large consolidated employment precincts at Gipps Street, Collingwood and Cremorne/Church Street South, Richmond should be retained for employment activities. These areas have made a gradual transition from predominantly industrial uses to a wider mix of activities that include professional services, creative industries, medical-related activities and small-scale manufacture. Zoning should continue to exclude residential development to retain the core employment function of these precincts.*

*Plan Melbourne*

The plan outlines the vision for Melbourne's growth to the year 2050. It seeks to define whatkind of city Melbourne will be and identifies the infrastructure, services and major projects

which need to be put in place to underpin the city's growth. It is a blueprint for Melbourne's

future prosperity, liveability and sustainability.

The document identifies that increased diversity and density of development is encouraged

within areas covered by the Principal Public Transport Network particularly at interchanges,

activity centres and where principal public transport routes intersect.

*Melbourne Industrial and Commercial Land Use Plan (MICLUP)*

The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050. It provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne and puts in place

a planning framework to support state and local government to more effectively plan for future employment and industry needs, and better inform future strategic directions.

Map 4 within the document shows the industrial land within the inner metro region, identifying the site and those within the C2Z as existing regionally significant industrial land (see below with the site identified as a red dot).

# Advertising

Clause 34.02-6 states that an application to construct a building or construct or carry out works is exempt from the notice requirements of Section 52(1 )(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act if land is greater than 30m from a residential zone, land used for a hospital or education centre of land within the Public Acquisition Overlay to be acquired for a hospital or education centre.

The site is not within 30m of any of these, and therefore the proposed works are exempt from these requirements.

*Note: the proposed uses do not trigger a planning permit.*

# Referrals

## Internal Referrals

The application was originally referred to the following internal departments and external consultants and their recommendations are linked below:

Council departments

- Engineering services
- Urban Design (public realm)
- Strategic Transport
- ESD
- City Strategy (Open Space)
- City Works (Waste)
- City Works (Open Space)

External Consultants

- Urban Design – Hansen Partnership
- Wind Impacts – MEL Consultants

Engineering services
D22/83514 - IREF22/00322 - 28 Stephenson Street Cremorne - Internal Referral - Response - Development Engineering

Urban Design (public realm)
D22/62641 - IREF22/00326 - Internal Referral Response - Urban Design

Strategic Transport
D22/62641 - IREF22/00326 - Internal Referral Response - Urban Design

ESD
D22/71494 - IREF22/00324 - Internal Referral Response - ESD

Open Space
D22/85714 - IREF22/00321 - Internal Referral Response - Open Space Design - City Strategy

Waste
D22/70287 - IREF22/00323 - Internal Referral Response - City Works - Waste

Urban Design – Hansen Partnership
D22/214805 - CREF22/00032 - Original UD referral response (Hansen)

Wind Impacts – MEL Consultants
D22/214791 - CREF22/00031 - Original Wind referral response (MEL)

Comments on the Section 50 amended plans were sought from Council's Wind and urban Design consultants and ESD, Urban Design and Engineering Units, with these provided below. Comments from the remaining internal departments were not sought, as any outstanding comments for these matters are addressed by proposed conditions.

Wind Consultant
D22/214524 - CREF22/0031 - Wind re-referral final response (MEL)

Urban Design Consultant

D22/214522 - CREF33/0032 - Final Hansen UD referral comments

Urban Design Unit
D22/174338 - IREF22/00326 - Internal Referral Response - Urban Design

ESD
D22/169652 - IREF22/00324 - Internal Referral Response - ESD

Engineering Unit
D22/164963 - IREF22/00322 - Internal Referral - Response - Development Engineering

## External Referrals

The application was referred to the following external authorities their recommendations are linked below:

Transport for Victoria / Transurban
No response received.

Environment Protection Authority (no objection, no conditions, 2 x notes)
D22/80258 - EREF22/00054 - EPA Referral Response - No Objection

# Assessment

The considerations for this application are as follows:

- Strategic justification.
- Land Use.
- Built Form and design.
- On-site amenity, including ESD.
- Off-site amenity.
- Car parking, traffic and access.
- Bicycle parking and strategic transport.
- Waste Management.
- Anerobic digester.

### Strategic justification

The proposal enjoys considerable support from both State and local policy for accommodating increased development in the given location. The site is appropriately placed for the proposal, due to its proximity to Swan Street, along with numerous public transportation options, including multiple bus routes, tram routes and key arterial roads.

The C2Z encourages non-residential uses, including commercial uses such as offices and retail, with a purpose of the zone '*To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.* The development of the site achieves this outcome,

and is consistent with strategies outlined in clause 11.01-1S (Settlement) which aim to '*promote and capitalise on opportunities for urban renewal and infill redevelopment'* and *'ensure retail, office-based employment, community facilities and services are concentrated in central locations'.* The office use and small café do not require a planning permit in the C2Z and is considered entirely appropriate for the site and complementary to the surrounding commercial uses.

Clause 11.03-1R (Activity Centres – Metropolitan Melbourne) encourages development and growth in and around activity centres, with the proximity in particular to Swan Street supporting more intensive development. This is evident in the emerging mid to high-rise character within the immediate area, with the increasing scale of development within Cremorne acknowledging the neighbourhood's proximity to major activity centres and responding accordingly.

The development provides opportunities for new employment within the proposed office and shop, consistent with clause 17.01-1S (Diversified Economy) and clause 17.02-1S (Business). These provisions, along with clause 21.04 (Land Use), recognise and support land uses and development that contributes '*to increase the number and diversity of local employment opportunities'.*

At a State level, the metropolitan planning strategy *Plan Melbourne* seeks to create 20-minute neighbourhoods, where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or via public transport. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists. The site fulfils these criteria.

The C2Z zone also seeks to *ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.* In this regard, there are no sensitive uses within close proximity to the land, with the site fully surrounded by land within the C2Z. The closest dwelling is located at 12, 20 and 22 Cubitt Street, 26 metres from the Site. It is unclear if these dwellings continue to benefit from existing use rights at the time of writing.

Clause 13.07-1L (Interfaces and amenity) of Amendment C269 applies to non-residential use and development and seeks to minimise off-site amenity impacts to residential uses, including noise, fumes, waste, light spill and overlooking. As noted, the site is not within proximity to any sensitive, residential uses. A more detailed discussion on off-site amenity will occur later within this report.

The proposal incorporates 48 bicycle spaces and associated end of trip facilities for office employee use. This outcome is consistent with Clause 18.02-1S (Sustainable personal transport). This is also supported by the proposed Clause18.02-1L (Sustainable transport – cycling) within the MPS, which encourages lower amounts of car parking within developments and encourages the prioritising of alternative transport modes such as cycling. This provides for a sustainable outcome with regards to land-use and transport integration.

Based on the above, the proposal is consistent with the purpose of the zone and strategic intent for the Cremorne area, where intensification of commercial uses and provision of diverse employment opportunities are encouraged.

## Land Use

The use of the land for offices and food and drink premises (<100sqm) does not require a planning permit in the C2Z and are therefore appropriate.

## Built form and design

The relevant permit trigger for the development is the C2Z, and the primary considerations for the proposed development are the decision guidelines at clause 34.02-7 of the Scheme. The urban design assessment is further guided by planning policy at clauses 15.01-1S (Urban design), 15.01-2S (Building design) and 22.10 (Built form and design policy).

These provisions and guidelines seek a development that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations of the area. Particular regard must be given to the height and massing, street setbacks and the proposal's relationship to adjoining buildings and train line. These considerations will be addressed separately below.

*Context*

As outlined within the 'site and surrounds' section of this report, the subject site is located within an area where higher built form and contemporary designs are emerging characteristics of the precinct. A significant number of multi-storey buildings have been approved or constructed within the Cremorne neighbourhood, with heights broadly ranging from 5 to 10-storeys. It is noted that the development at 4-6 Cubitt Street & 13 Dover Street (PLN19/0657) will be a 10 storey office building (35.2m high), which is currently under construction. This building will 40m northwest of the Site and will be the tallest building in proximity of the Site. The land immediately south has been recently developed with a 7 storey office building. Land to the north and south have been developed with 4 and 3 storey office buildings respectively.

The surrounding land is primarily comprised of small to moderate sized allotments. Irregular allotment shaped (such as the Site) are noted adjacent the curve of the train line. It is noted that this section of Cremorne features a robust built form character with buildings typically built to title boundaries.

There is no dispute that strategically the subject site is appropriately located for a higher-density development, being within proximity to the Swan Street activity centre and within a commercial zone with excellent access to cycling networks, public transport, services and facilities. Based on these attributes, it is a reasonable expectation that this site will experience intensification in the future. This change is supported by local policy, with clause 21.08-2 of the Scheme noting the following;

> *This neighbourhood is largely an eclectic mix of commercial, industrial and residential land use. With two railway lines and both north south, and east west tram routes, the neighbourhood has excellent access to public transport. The Cremorne commercial area functions as an important metropolitan business cluster which must be fostered.*

The proposal will be consistent with proposed Clause 02.03-3 (Environmental risks and amenity – climate change) under Amendment C269yara which seeks to manage the long term effects of climate change by directing growth to major employment precincts (among other locations) that are close to public transport.

This vision is further reinforced in the aforementioned *Cremorne and Church Street Precinct Urban Design Framework*; which recognises an area in transition from traditional small manufacturing and service industry uses to higher order office, business services and educational functions. On this basis, the proposed development of the subject site is considered complementary to the emerging character and context of the Cremorne area.

*Height, scale and massing of the development*

While the Scheme contains no specified height limits for this site, Clause 22.10-3.3 (Setbacks and Building Height) aims to ensure that the height of new development is appropriate to the surrounding context and respects the prevailing pattern of heights of the area. The building will stand 43m to the top of the saw-tooth roof profile and 39.2m to the Level 09 ceiling. As a result, the proposed building height will be the tallest building in this section of Cremorne (approximately 4 metres taller than 4-6 Cubitt Street, excluding the roof form).

The building also proposes to be built sheer to the northern, southern and eastern boundaries, together with a 3.45m setback from the western boundary.

Council's urban design consultant has reviewed the Section 50 amendment plans (reduced by 12.6m in height from the original proposal) with regard to building height, scale and massing. The following comments were provided:

- **Emerging character:**
  - *Observations of the site's physical context reveals an emerging character with the evolution of taller building forms in this traditionally low-rise industrial context. A number of recent planning approvals is beginning to shape the urban morphology of the area – and provides a 'guide' to the anticipated building heights.*
  - *Taller buildings in the order of 7-8 storeys are found generally on corner sites fronting wider streets (15m) and with broad street frontages. The most recent approvals comprise 10 storey forms, with the most comparable to the subject site being located to the west at the corner of Cubitt and Stephenson Streets (at 4-6 Cubitt St & 13 Dover St).*
  - *Swan Street Activity Centre is approximately 100m to the north of the site (across two rail corridors). Building heights are designated up to 27m (7-8 storeys) to this area.*

- **Physical context**
  - *The subject site benefits from a corner location and its more robust frontage to the curved Stephenson Street and elevated rail corridor opposite. It also abuts a recent 7 storey development to its immediate south, which fronts Gwynne Street.*

- **Overall height**
  - *Rising to an overall height of 43m, we believe that the proposal now comprises a form and scale that acknowledge the site's more prominent position within the Cremorne neighbourhood due to its visual exposure from the rail corridor that the site can accommodate a form which projects above the emerging datum of recent development to appropriately define the northern edge of the employment precinct.*
  - *While the proposal still exceeds the height of the recent 7 storey development to the immediate south and would broadly accord will the approved height at the nearby corner of Cubitt and Stephenson Streets. It would therefore more appropriately 'mark' the urban block end along the*

*Stephenson Street streetscape and ensure a more appropriate transition in scale to nearby taller developments.*

- *The proposal prominent saw-tooth skyline profile is striking and reference's Cremorne's industrial past. It will contribute to a visually interesting and varied skyline appreciation of Cremorne, particularly as appreciated from passing trains or as a backdrop to the Punt Road oval.*

- **Massing / street wall**
  - *Given the nature of Stephenson Street and the elevated rail corridor opposite, a more traditional street wall and tower form arrangement is not considered to be necessary.*

- **Western setback**
  - *The approximately 3.4m setback off the rear (western) boundary with 5-9 Cubitt Street is acknowledged, as it sensitively responds to the abutting 3 storey offices which comprise small rear yards and glazing to their eastern extent.*

From a height perspective, the proposed building height is considered acceptable at an officer level having regard to both the unique location along the curve of the adjoining railway line and the emerging built form character of the area. The building also steps up from the existing 7 storey building at 2-6 Gwynne Street to inform a well-defined northern boundary to this section of the Cremorne Major Employment Precinct. Additional height at the northern boundary is considered more appropriate at this interface, compared to hinterland areas of the Cremorne MEP. The proposal will also be comparable in height to the 10 storey building at 4-6 Cubitt Street (refer to images below). The saw-tooth roof form is also considered a positive design element that both screens plant equipment and contributes to a visually engaging building appearance that pays homage to Cremorne's industrial past. The architectural quality of the building is also commendable, which will be discussed further below.

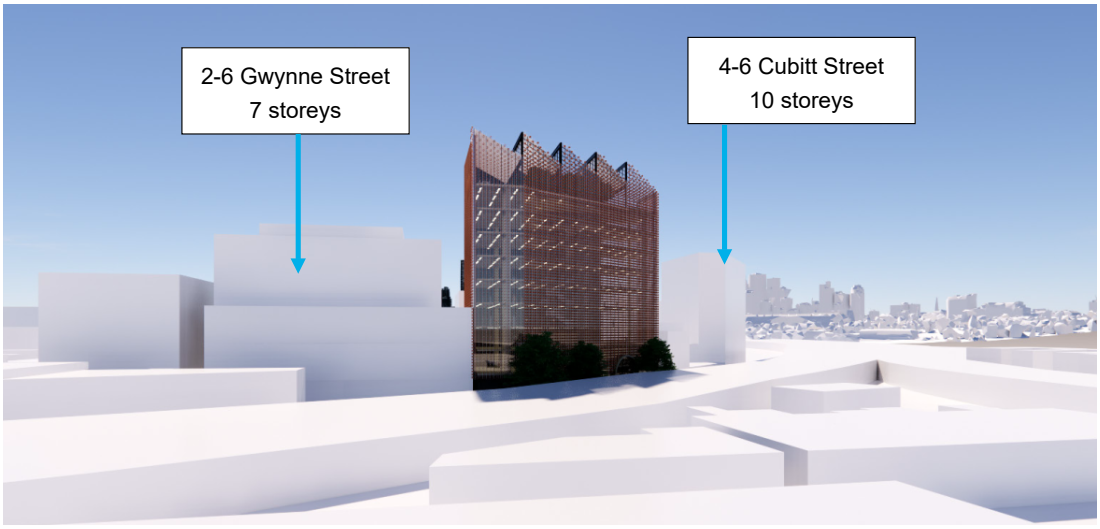


**Image:** Massing perspective of the proposed building and surrounding buildings, views from eastern side of the railway line (above ground view).

**Image:** Massing perspective of the approved 10 storey building and surrounding buildings at 4-6 Cubitt Street & 13 Dover Street, viewed from the east (train line removed for clarity).

The more typical approach to building form throughout Cremorne is to provide a 3 – 5 storey street wall with upper levels setback. The proposed sheer street wall is considered to be acceptable in this instance having regard to:

- 4.3m blank high brick retaining wall that elevates the adjoining railway corridor running continuously along the eastern side of this section of Stephenson Street, which reduces the visual sensitivity of the streetscape.
- The 38m wide railway corridor will ensure that a 'sense of openness' in the streetscape is maintained.
- The architectural quality employed in the façade, which will be discussed further below.
- The shadow diagrams indicate that there is no public realm overshadowing position why upper levels should be recessive.
- The public realm improvements proposed along Stephenson Street (discussed further below).

The terracotta pipe screen also projects approximately 450mm beyond the title boundary. The façade screen projection extends for 9 storeys above ground level and is not a minor element of the building design. This projection is considered to be an unacceptable liability risk for Council.. Accordingly, a condition will require the façade screen system to be located entirely within title boundaries.

High site coverage and robust built form is common characteristic throughout Cremorne. The proposed zero-lot setbacks from the northern and southern side boundaries are also considered to be acceptable having regard to the irregular shape of the Site, high site coverage and boundary walls being common throughout Cremorne and the quality of boundary walls finishes proposed (discussed under architectural quality below).

The appropriateness of the rear setback will be guided by the off-site amenity assessment, provided below.

*Landmarks, views and vistas*

It is policy at clause 15.01-2S of the Scheme that important landmarks, views and vistas be protected or enhanced. The impact on long range views and vistas are only relevant where they form part of an identified character of an area (within planning policy) and typically apply to landscapes or natural features.

The proposed development does not compete with any identified landmarks given its location and is considered to be an acceptable response to the local policy direction under clause 22.03-4 of the Scheme.

*Public realm interface / pedestrian experience (within title boundaries)*

Clause 22.10-3.4 promote active and attractive frontages to the public domain in order to enhance public safety and the pedestrian experience.

The construction of a contemporary building with a generously proportioned (5m floor to floor height) ground floor, containing a café tenancy and commercial entrance, will increase the activation of the ground floor and will improve interaction at street level.

The Stephenson Street ground floor façade is primarily constructed of glazing, with only a small 2.5m (6.5%) wide portion of the frontage to be occupied by services (utility meters / fire control room). The 8m frontage return along Gywnne Street is entirely occupied by services (fire booster) and car park entry. The services and car parking entry have been designed with a cohesive charcoal colour, which will appear recessive adjacent the glazed ground floor frontage and projecting terracotta pipe screen above.

The primary building entry has been designed with a striking concrete circular structure, which provides a clear focal point for ingress and egress. However, it is noted that this structure projects up to 300mm beyond the title boundary at ground level (refer to image below). Despite the aesthetic merit, this projection is not acceptable and represents an unreasonable obstruction within the public realm. A condition has been included to ensure the entry portal and associated doors do not project beyond the title boundary. The proposed lift-tilt doors south of the entry portal will also project up to 600mm beyond the title boundary. Given the vertical clearance will be approximately 3 metres, this projection is acceptable. A condition will be included to ensure the projection is limited to 600mm.

A horizontal canopy structure is proposed along the Stephenson and Gwynne street frontages projects approximately 1.8 metres beyond the title boundaries with a clearance height of approximately 3.4m metres. The canopy provides important protection from inclement weather and achieves appropriate vertical clearance (>2.7m) and is setback >750mm from the proposed kerb alignment in accordance with Building Regulations.

**Image:** Perspective of the ground floor frontage to Stephenson Street. Source: S50 visualisation images.

Council's Urban Design Unit raised concerns about the location of the vehicle entry and service cabinets and requested that they be relocated to the northern end of the Site to improve amenity and activation of the recently refurbished pocket park at the corner of Gwynne and Stephenson Streets. Notwithstanding this, the current locations for these elements is considered acceptable having regard to the following:

- Over 90% of the Stephenson Street frontage is activated with glazing, which will front on to extended an public realm treatment adjacent the Site, discuss further below. This space provides opportunities for outdoor seating, as well as landscaping and street furnishings.
- The proposed vehicle entry location will replace an existing vehicle entry location.

**Image:** Photo of the recently refurbished pocket park at the intersection of Gwynne and Stephenson Streets.

A condition is included in the recommendation to ensure that the fire booster cabinet doors are redesigned to avoid door projecting beyond the building alignment when in an open position.

*Architectural quality*

Policy at clause 15.01-2S encourages high standards in architecture and urban design, whilst clause 22.10 encourages the design of new development to respect (amongst others) the pattern, spatial characteristics, fenestration, roof form and materials of the surrounding area.

As noted earlier, an increasing degree of contemporary, mid-rise built form is now forming a prominent part of Cremorne. These developments typically provide robust, rectilinear designs, high proportions of glazing across facades, and roof forms that are either flat or pitched in a contemporary fashion.

The proposal features a restrained external material palette derived from textured/untextured concrete (terracotta colour) boundary walls, a combination of glazing and metal cladding (charcoal colour) at ground level and screen curtain walls comprising a terracotta pipe façade system to Stephenson Street (pipe opening facing outward) and part of the western elevation.

The proposed architecture is driven by a balanced response to the industrial past of the precinct and the creation of a new contemporary built form that achieves sustainability excellence. The terracotta pipe façade system will appear as a prominent element of the building, particularly when viewed along the adjoining railway corridor. This façade system has not only elegant and sculptural qualities but is also thermally dynamic (external shading – refer to image below) and allows for good natural daylight to internal areas and unique views into and out of the building. This façade system also appears delicate against the robust nature of textured/untextured concrete boundary walls to the western and southern elevations.

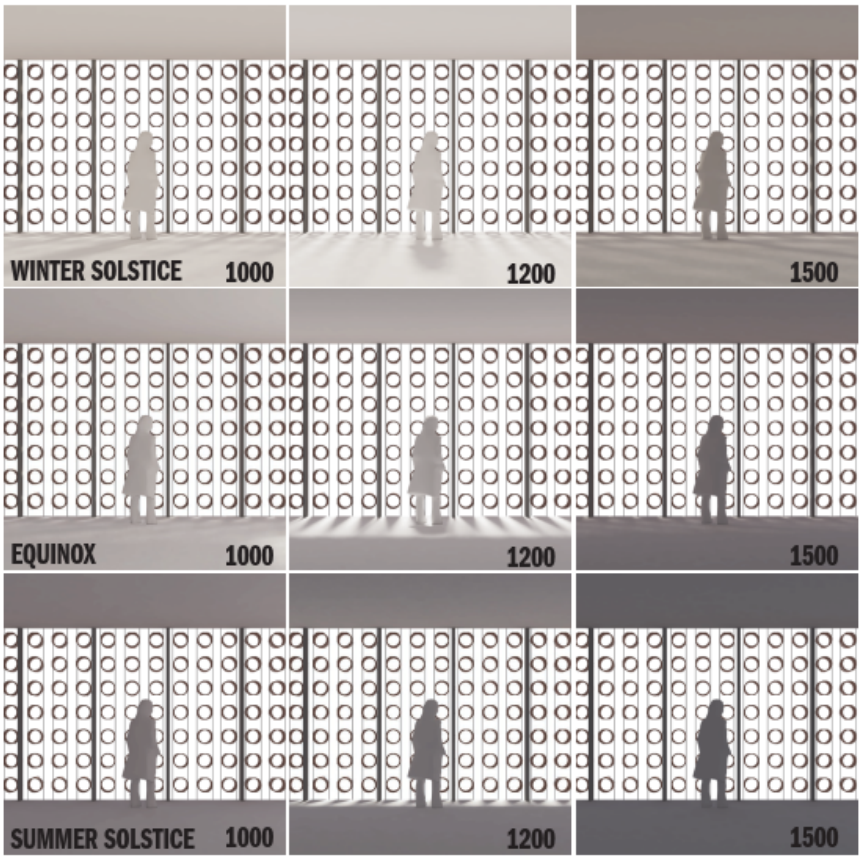


**Image:** Indicative daylight outcomes experienced internally on office levels throughout different times of the calendar year. Source: Hassell Architectural plans (original submission).

The terracotta screen wraps around the northern façade of the building. Whilst this is a positive architectural outcome from visual interest perspective, this is not considered to be an appropriate equitable development outcome (discussed further under 'off-site amenity impacts' below). A condition has been included to ensure the northern façade does not contain windows adjacent the adjoining building at 1-3 Cubitt Street (only a 2.65m return along the northern façade permitted). This is to be replaced with a robust concrete finish that ties into the overall architectural design of the building. In the same manner, the portal windows proposed at the top of the southern façade will be removed via permit condition (refer to image below).

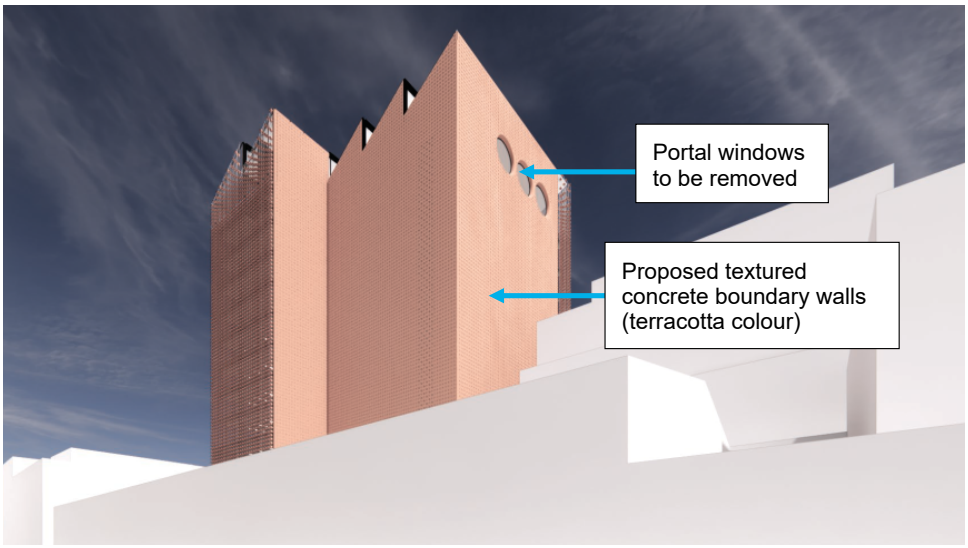


**Image:** 3D perspective of the proposed building viewed from the southwest. Source: Visualisations prepared for S50 amendment plans, Hassell.

Council's urban design consultant appreciated the facades passive design features of the terracotta facade system, however, raised the lack of detail regarding how window cleaning could occur with the terracotta projecting in front of the glazing as matter to be addressed. The Applicant has confirmed that the façade tensile wires have been designed with sufficient space between the wires to allow cleaning. Maintenance details are also requested via condition through a façade management strategy.

The proposed concrete boundary walls feature a textured terracotta finish using a circle pattern that visually complements the terracotta pipe façade system to the street. This includes treatment also includes the use of obscure round glass blocks to the western boundary wall (refer to image below). These are acceptable given they do not provide a view or significant daylight and are a material that can be used on a common boundary.

**Image:** Extract for external materials schedule showing obscured round glass block design detail used within the western boundary wall. Source: S50 plans.

The collective boundary wall treatments provide a level of visual interest, however the removal of the screen/glazing to the northern wall and removal of port holes windows to the southern façade result in a monotonous appearance. As a result, a condition has been included to ensure the visual interest to the northern and southern boundary walls is improved.

Overall, it is considered that all sides of the proposed building will feature a high level of architectural quality and appearance. A façade strategy condition is included in the recommendation to ensure that all external finishes for the facades are executed to

Council's satisfaction, including the provision of detailed images/samples of materials/finishes to ensure a high quality finish is achieved. A further condition is recommended that requires the retention of Hassell for the life of the project

*Public realm (external to title boundaries)*

The proposal seeks to demolish the existing kerb along the Stephenson Street frontage and realign it with an extended footpath / pedestrian realm outcome, which will result in the removal of existing on-street car parking spaces adjacent the Site. The proposed public realm treatment includes visitor bicycle hoops, garden beds / rain gardens, three street trees, seating, perforated metal and asphalt surface treatments and opportunities for future outdoor seating. An extract of the concept is shown in the image below.

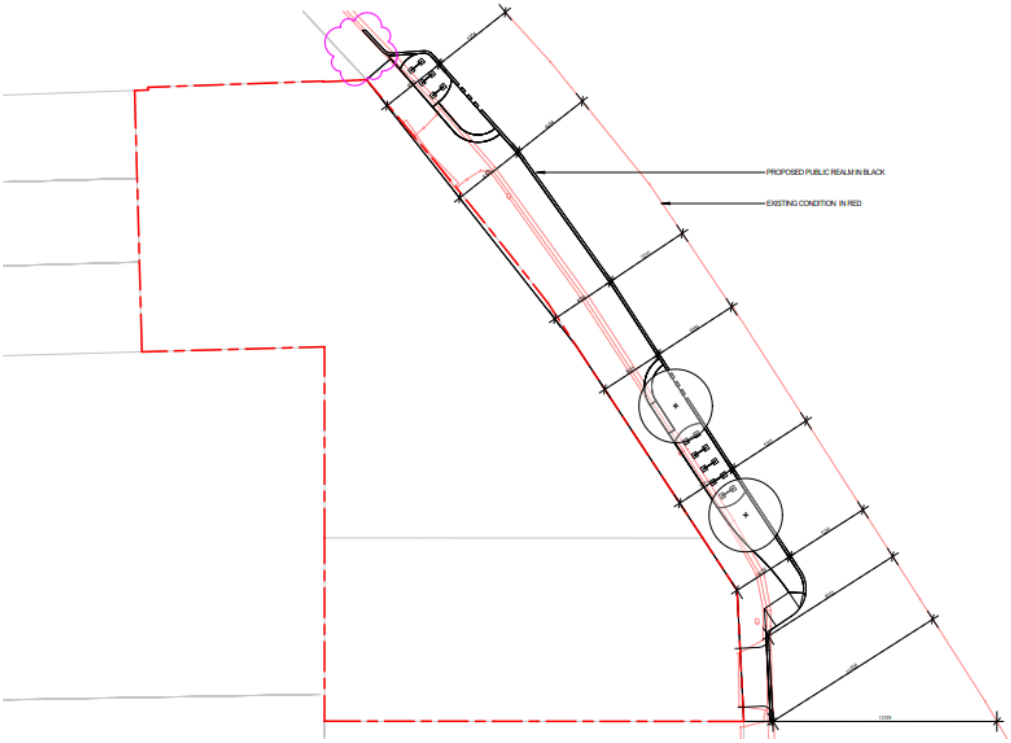


**Image:** Extract of the proposed ground floor landscape plan showing extent of improvements within the public realm. Source: Hassell Landscape Plans.

Council's urban design unit have reviewed the landscape plan and support the proposed kerb extension / public realm improvements at a high level. However, a number of changes have been requested as follows:

- Modifications to retain the recently planted street at southern end of Stephenson Street and provide at least two additional street trees (including associated planting and maintenance costs).
- Replace perforated metal and blue stone footpath surface material with asphalt.

- Rain gardens to be changed to passive irrigation gardens to reduce maintenance requirements for Council.
- Demonstrate that the design meets drainage requirements under a separate analysis.

A public realm plan condition has been included in the recommendation, which incorporates the requirements from Council's urban design team. A drainage and detailed design plan is also included in the recommendation to ensure drainage requirements are appropriately addressed.

At the time the application was lodged, no street trees adjoined the Site. As mentioned above, a street tree has been planted recently at the southern end of Stephenson Street (refer to image below). An additional standard conditions have been included in the recommendation to ensure this street tree is protected during construction works.

**Image:** Officer photo of the recently planted street tree located within the public realm of the Site.

Overall, the proposed public realm works will significantly improve the pedestrian experience adjacent the Site and is supported.

*Landscaping (private realm)*

In addition to the public realm works described above, the proposal provides landscaping within the western setback at ground level and a winter garden and plantings at the roof terrace level (now Level 09 with the amended plans).

The proposal incorporates significant greenery including "mature trees in 800mm deep soil garden bed" on the roof terrace level, which is to be encouraged.These trees will be visible from outside of the building and, if successful, will further improve the visual appeal of the building as well as to its sustainability.

Council's City Strategy (open space) unit support the proposed landscaping areas, subject to further details provided. These details have been included as landscaping plan conditions in the recommendation.

## On-site amenity, including ESD

*On-site amenity*

The development is considered to achieve a high level of on-site amenity through the following:

- A generous entry lobby with small food and drink premises and ground level courtyard.
- The provision of a suite of ESD features including operable glazing to assist indoor air quality control, excellent daylight access due to the relatively shallow office floor plates and terracotta pipe façade system to improve thermal comfort.
- Male, female and DDA amenities for staff on each office level.
- An enclosed communal roof terrace at Level 09, which includes various amenities for employees such as pool/sauna and flexible meeting rooms/spaces together with extensive landscaping.
- Extensive bicycle parking for both employees and visitors and end of trip facilities for employees.

*ESD features*

The wider ESD features proposed for the development include the following:

- Assembly House forms one of first 15 pilot projects to be constructed as part of A New Normal, fitting under the Net Zero Architecture, Organic Energy and Solar Architecture categories.
- The proposal achieves an overall BESS score of 76%.
- High performance façade regarding insulation, glazing, airtightness and shading.
- 99kW rooftop solar PV system, together with anaerobic digester (discussed further below) to create a net zero carbon operating outcome.
- On site treatment of organic waste, through an anaerobic digester which will provide energy for use on-site only during operational hours.
- Fixtures, fittings and appliances to be modern energy and water efficient, within one star of the best available.
- Provision for further reduction of parking space over time, as alternative modes of travel become prevalent – with EV charging infrastructure provided.
- A STORM report with a score of 151% has been submitted that relies on 790 m2 of rooftop catchment diverted to 15,000-litres of rainwater storage used for toilet flushing throughout and landscape irrigation.

Council's ESD Advisor requested further information in relation to the originally submitted Sustainable Management Plan (SMP), prepared by Finding Infinity. An amended SMP was included with the Section 50 amendment in response to these referral comments.

The amended SMP has satisfied the further information request with the exception of committing to passive house certification to represent an innovation that is stated in the SMP. A condition has been included requiring the SMP to be amended to remove reference to the passive house innovation credit, together with a condition requiring the 99kW solar panel system to be shown on the architectural plans.

## Off-site amenity

Clause 15.01-2S of the Scheme aims to provide building design that minimises the detrimental impacts on neighbouring properties, the public realm and the natural environment. Equally the potential impacts relating to overshadowing of SPOS, loss of

daylight to windows, visual bulk and overlooking of sensitive areas must be addressed. The relevant policy framework for amenity considerations is contained within clauses 22.05 and 22.10 as well as the decision guidelines of the Commercial 2 Zone at Clause 34.02-7.

Situated within the C2Z, the Site does not have any immediate interface with dwellings in a residential zone. The nearest dwellings are those located at 12, 20 and 22 Cubitt Street, which are approximately 25 metres to the west. These dwellings are located in the C2Z, where residential amenity expectations need to be tempered. The nearest residentially zoned land is land on the eastern side of the railway line within the Neighbourhood Residential Zone, approximately 47m from the Site.

The adjoining properties in all directions are occupied by multi-storey office or industrial buildings. These buildings are generally built to the common boundaries of the Site, with the exception of the light courts built to the eastern boundary of 5-9 Cubitt Street.

Given this highly-built up, principally commercial context, the proposed development will not result in any unreasonable amenity impacts, which is discussed in detail below.

*Visual Bulk*

Clause 22.10 calls for new development to be well designed in terms of both massing and materiality to minimise visual bulk impacts to nearby sensitive uses such as dwellings. Visual bulk impacts have been discussed at length in the Building Height and Massing sections of this report above.

*Noise Impacts*

Clause 13.05-1S states that community amenity should not be reduced by noise emissions. Similarly, local policy at clause 22.05 calls for commercial development to consider noise attenuation in its design response.

The application proposes two different uses – a food & drink premises at ground floor, with the remainder of the building used for office. Both uses are section 1 uses under the C2Z and therefore do not require a planning permit (and as such, conditions cannot be placed on a permit to restrict the operational capacity of these uses). In any case, the proposed office use is not associated with problematic noise impacts. The proposed small food and drink premises is not expected to affect the nearest residentially-zoned dwellings (i.e. those east of the railway line) given they are located approximately 47m from the Site.

Notwithstanding the above, a condition will require the development to comply at all times with the EPA noise regulations that apply to commercial developments (the EPA Noise Protocol). These measures will ensure minimal noise impacts arising from the development in accordance with State and Local planning policy.

*Overlooking*

Whilst not strictly applying to commercial development, Standard B22 of Clause 55 (ResCode) of the Scheme sets out guidance for managing overlooking where there is a residential context.

The 25m separation distance from the SPOS areas of dwellings at 20-22 Cubitt Street would also be more than double the requirement of Standard B22 (9 m), which would ensure no unreasonable loss of privacy would result from the proposal.

*Overshadowing within the public realm*

The overshadowing diagrams included with the application show that the footpaths on the western side of Cubitt Street will experience additional overshadowing during the hours of 9am and 10:30am of the Equinox. The diagrams also indicate that the proposal will

overshadow the footpath of Stephenson Street soon after 1pm but will enjoy near full solar access between approximately 9:15am and 1pm. The recently renewed pocket park at the corner of Gwynne and Stephenson streets will also enjoy full solar access between 9am and approximately 12:30pm, while still enjoying over 50% solar access at 1pm (refer to image below). No concerns have been raised regarding overshadowing impacts proposed within the public realm by Council's urban design consultant or City Strategy (open space) unit. It is therefore considered that the public realm overshadowing impacts that result from the proposal are acceptable within this C2Z context.

**Image:** Extract of proposed overshadowing diagram at 1pm on the September Equinox (S50 amendment plans)

*Overshadowing within the private realm*

There is no secluded private open space in close proximity to the Site to the south. Furthermore, any overshadowing experienced to light courts, windows and terraces on adjoining commercial properties is considered acceptable given the C2Z context of the Site and surrounds.

Roof mounted solar panels are located on a number of properties to the south of the Site, including the recently constructed 7 storey development at 2-6 Gwynne Street, as shown in the aerial image below.

**Image:** Aerial image showing the location of rooftop solar energy facilities in close proximity to the Site.

Impacts to rooftop solar energy facilities have been considered on numerous occasions before VCAT. The general principles of assessing development impacts on solar panels was established established in *John Gurry & Assoc Pty Ltd v Moonee Valley CC & Ors* [2013] VCAT 1258. It is considered that the 'major employment precinct' context of the Site, where there is an emerging mid-rise character, is a determining factor in this instance. Therefore, the shadow impacts to solar panels on surrounding low-scale buildings is not considered unreasonable or a reason to refuse the development.

The shadow diagrams provided for the S50 amendment indicate that the northern array of rooftop solar panels on 2-6 Gwynne Street will be overshadowed (partly to fully) during each hour of the September Equinox. However, the southern bank will generally maintain full solar access. This is considered a balanced outcome, given the Site context and that there appears to be an opportunity to relocate some of the northern solar panel array to improve efficiency.

*Wind Impacts*

Wind impacts relate to the public realm, with a particular focus on potential impacts to pedestrians using the public realm. A desktop wind impact assessment, prepared by VIPAC, was submitted in support of the application. This assessment was reviewed by Council's wind consultant (MEL Consultants), who provided the following comments that required action:

- *The effect of the building at 2-6 Gwynne Street on the assessed wind conditions.*
- *The wind conditions in the ground floor seating area on the west side of the development.*

- *The wind conditions in the seating area on Stephenson Street detailed in the landscaping plans.*
- *How the wind conditions outside the main entrance are improved by the recommended air-lock that has an ineffective separation distance between the air-lock doors.*

A revised wind impact assessment was submitted as part of the Section 50 amendment, which provided a response to the above matters. MEL Consultants have reviewed the revised report and raised no outstanding issues, with the exception of noting a number of typos in the report. A condition has been included to ensure these typos are corrected on a revised wind report, that includes wind tunnel test.

The wind assessment recommended that 1.2m high temporary windscreens are provided within the outdoor seating areas proposed in the public realm. It is noted that these screens would be subject to a footpath trading permit and will not be required to be shown on the architectural plans.

*Equitable Development*

To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development must be considered. All immediately adjoining properties are located in the C2Z, with none having any heritage controls. It is therefore considered that all adjacent properties have robust development potential, despite a number of the adjoining having been redeveloped in the past 10 years for commercial purposes.

As discussed above, the return of the terracotta pipe façade system along the northern façade is an inappropriate outcome from an equitable development outcome, despite the Applicant proposing them to be 'sacrificial' in nature. The porthole window of the southern boundary wall are similarly inappropriate. Conditions in the recommendation ensure that these windows are removed and replaced with a robust boundary wall treatment that is compatible the architectural aesthetic of the building.

The resultant boundary walls to the north, south and west allows properties abutting these walls to reciprocate a boundary wall to the common boundary.

The remaining western wall that is setback 3m from the western boundary is considered to positively respond to the light courts at the rear of the existing office buildings at 5-9 Cubitt Street. It is also noted that 3m boundary setbacks are commonly adopted for upper levels with windows in the emerging built form character of the surrounding area.

Accordingly, it is considered that the proposal will not prejudice equitable development opportunities on adjoining land.

## Car parking, traffic and access

*Car parking provision*

The proposal will provide 25 on-site car parking spaces (0.37 spaces per 100sqm) within the basement levels, which results in a car parking reduction of 122 car spaces under the requirements of Clause 52.06-5.

In support of the reduced car parking on-site, examples of approved office developments within the City of Yarra with reduced on-site car parking rates were provided by Councils Traffic Engineers. Details of these development sites are provided as follows:

- 60-88 Cremorne Street, Cremorne – 0.85 spaces per 100m2.
- 9-11 Cremorne Street, Cremorne – 0.85 spaces per 100m2.
- 2-16 Northumberland Street, Collingwood – 0.89 spaces per 100m2.

The proposed office parking rate of 0.37 spaces per 100 square metres of floor area is considered appropriate as the site has very good access to public transport and seeks to encourage more sustainable forms of transport.

Council's Engineering Unit provided the following additional comments in support of the proposed car parking reduction:

- *Parking demand for the food and drink premises:* The proposed food and drink use would generate a parking demand of 2 spaces. No on-site car parking would be provided for the proposed use. Parking for both staff and patrons would be accommodated on-street. The catchment area surrounding the site consists of residences and some businesses. It would be expected that a portion of patrons to the site would be generated from the office and foot traffic. The streets surrounding the site contain short-stay parking restrictions which provide regular parking turnover throughout the day until early in the evening.
- *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:
    - Swan Street trams – 130 metre walk
    - East Richmond railway station – 340 metre walk
    - Richmond railway station – 350 metre walk
    - Church Street trams – 410 metre walk
    - Punt Road buses – 430 metre walk
- *Multi-purpose Trips within the Area:* Customers and clients to the development could combine their visit by engaging in other activities of 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 and other nearby businesses. The site has good access to the on-road bicycle network.
- *Availability of Car Parking:* On-street parking in this part of Cremorne is very high during business hours. The area surrounding the subject site is blanketed in time based parking restrictions and Permit Zones. The high parking demand in the surrounding streets would be a disincentive for employees to drive to the office or food and drink premises.
- *Relevant Local Policy or Incorporated Document:* The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. 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.

*Traffic*

Council's Engineering Unit have confirmed that the traffic generation is reasonable, and that any increase in the volume of traffic generated by the development should be accommodated within the local road network without adversely impacting on the traffic operation of nearby streets.

*Access and Layout*

The proposal incorporates a single width vehicle entry point from Gwynne Street to provide access to the car park entry / car lift to basement levels.

Clause 52.06-9 (Design standards for car parking) of the Scheme relates to the design of car parking areas and contains 7 standards and requirements relating to access way, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping.

These details, along with the proposed car lift design have been reviewed by Council's Engineering Unit who are generally satisfied with the layout of vehicle access and car parking arrangements, subject to the following matters that could have been addressed by permit condition:

- Clearly dimension the width and depth of the loading/waste collection area.
- A ground clearance assessment.

Several engineering conditions in regards to civil/public realm works, vehicle crossings, road asset protection, construction management and impact of assets on proposed development have also been requested by the Engineering Unit. These conditions could have been included as conditions of any permit issued.

Overall, the proposed design and configuration of access and car parking areas would achieve a satisfactory outcome, subject to the conditions requested by Council's engineering Unit.

### Bicycle facilities and strategic transport

With regards to bicycle spaces, the development will provide 8 visitor spaces and 48 employee spaces at ground level in a horizontal arrangement. As described earlier in the report, the proposal satisfies the statutory bicycle space requirements outlined in Clause 52.34. The proposal also meets the BESS best practice requirements for employee office rates (1 space per 100sqm).

Council's Strategic Transport Unit have reviewed the proposed bicycle parking spaces and raised no concerns with the layout or associated facilities design. The Strategic Transport Unit also reviewed the strategic transport initiatives of the proposal and recommended the following:

- Details of on-street bicycle parking corrals, including locations and dimensions of all kerb ramps and bicycle racks, to the satisfaction of the Responsible Authority.
- A minimum of 20% of employee bicycle parking spaces to be accessible to an electric bicycle charging point.
- The provision of all bicycle spaces for employees to be provided in a bicycle locker, or in a lockable compound.
- The provision of a Green Travel plan.
- Car parking bays to be electrically wired to be 'EV ready'.

These matters are addressed via conditions in the recommendation.

### Waste management

A waste (bin) storage room is provided at ground level, behind the fire booster cabinet, and accessed from the car park access and end of trip facilities corridor. Waste is proposed to be collected within the ground floor when vehicle entry area via a private collection service. Swept path diagrams prepared for the waste collection vehicle have been reviewed by Council's Engineering Unit who have raised no concerns from an access perspective.

The submitted Waste Management Plan (WMP), prepared by Ratio for the original proposal, was reviewed by Council's Contract Services Unit who requested the following matters to be addressed:

- The proposed collection process may prove problematic for the various stakeholders and would need to be approved by the traffic engineers.
- The plan must include all relevant risk assessments associated with waste management at this site.
- A clause must be included in the plan regarding potential review into the service if operational requirements change.

A revised waste management plan is required by conditions in the recommendation, which addresses the above items as well as reference to the amended proposal.

## Anaerobic Digester

The proposal incorporates an anaerobic digester (AD) in the basement levels, which forms one the core parts of the ESD strategy for the building. This is the first known AD proposed within the municipality (at least in a formal planning permit application context).

The AD will convert food waste into biogas and organic fertilizer. The biogas can then be used to generate electricity and heat for the proposed building.

In addition to organic waste generated from the Site, the collection of organic (food) waste is proposed by 'EcoCaddy' in electric-assist cargo tricycles (rickshaws) from food businesses around Cremorne within a 3km radius of the Site. These tricylces will then deliver the food waste to the Site, loading it directly into a chute located in the waste storage room at ground level (adjacent to the car parking entry). It is understood that the chute transfers the waste to the basement level where the system sorts the matter into organic matter for digesting and packaging waste for separate disposal.

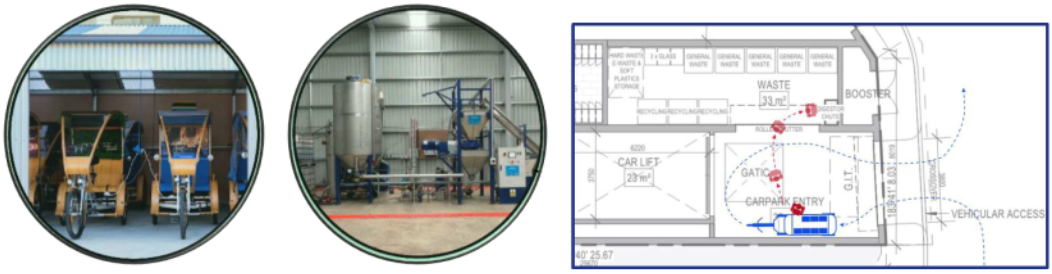


**Image:** Extracts from the amended SMP regarding the proposed AD, prepared by Finding Infinity.

Similar to the function of photovoltaic solar panels on a building, the functions of the proposed AD is considered to be ancillary to the office and food and drink premises uses of the building.

The applicant has advised that approximately 3.9 tonnes per day will be required to produce 1,170m³ per day clean biogas to keep the building running. This equates to approximately 117 tonnes of organic waste will be accepted on site each month.

Having regard to this volume, a statutory referral was made to the Environment Protection Authority (EPA) as a determining referral authority pursuant to Clause 66.02-1 (a development requiring a Development Licence or Operating Licence in accordance Part 4.4

of the *Environment Protection Act 2017*). The EPA responded with no objection to the proposed AD noting that the approvals process of which environmental and human health risks are assessed in detail under the *Environment Protection Act 2017* is a separate assessment of the planning merits of the proposal under planning application process. The EPA required two (2) notes to be included on any permit issued, which form part of the recommendation.

As the environmental and human health risks are not subject to this assessment, the primary planning consideration for the proposed AD is the traffic generated by the rickshaws collecting and delivering organic waste to the Site. Ratio traffic impact assessment estimates that the AD will generate 1 trip every 40 minutes (or 12 trips per day to the Site). Council's engineering unit agreed with this traffic estimate and advised that this is low and would not cause any significant impact to the surrounding area.

# Conclusion

Based on the above report, the proposal is considered to substantially comply with the relevant planning policies and therefore should be supported subject to permit conditions.

# Recommendation

That Planning Permit PLN21/0729 be issued for Construction of a multi-storey building with associated basement car parking, use of the land for office and food and drink premises (no permit required for uses) and a reduction of standard car parking requirements at 28-30 Stephenson St, Cremorne VIC 3121, generally in accordance with the "decision plans" and subject to the following conditions:

## Amended 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 three copies must be provided. The plans must be generally in accordance with the decision (Section 50 amendment) plans prepared by Hassell, received by Council on 22 June 2022 but modified to show:

*Building design*

(a) The building entry portal and associated doors modified to be located within title boundaries, with the exception of an elements that has a minimum vertical clearance of 2.7 metres above the footpath.

(b) All works associated with the terracotta pipe façade screen are to be contained within the title boundary. The depth of the façade is to be maintained within the title boundaries in order to maintain the architectural quality of the building.

(c) The lift-tilt doors south of the entry portal to have no more than a 600mm projection beyond the title boundary when open.

(d) The fire booster cabinet doors modified to avoid a door projecting beyond the building alignment when in an open position.

(e) Removal of the terracotta pipe façade system from the northern wall (with the exception of a 2.65m return where no building wall abuttal exists at 3 Cubitt

Street) and replace with a finish that complements the architectural design of the building.

(f) Removal of portal windows from the southern boundary wall and provide alternative visual interest to this wall.

(g) Show the layout of the 99kW solar panel array on the roof plan.

*Car and bicycle parking*

(h) Clearly dimension the width and depth of the loading/waste collection area.

(i) A vehicle clearance cross check demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet.

(j) Electrical infrastructure to ensure car parking areas are 'electric vehicle ready', including:

  (i) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.

  (ii) A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.

(k) Details of on-street bicycle parking corrals, including locations and dimensions of all kerb ramps and bicycle racks, to the satisfaction of the Responsible Authority.

(l) A minimum of 20% of employee bicycle parking spaces to be accessible to an electric bicycle charging point.

(m) The provision of all bicycle spaces for employees to be provided in a bicycle locker, or in a lockable compound.

*Reports*

(n) Any changes required by the amended Sustainable Management Plan at Condition 5;

(o) Any changes required by the amended Waste Management Plan at Condition 7;

(p) Any changes required by the amended Wind Assessment Report at Condition 10; and

(q) Any changes required by the amended Landscape Plan at Condition 12.

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. As part of the ongoing progress and development of the site, Hassell 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.

### Façade Strategy and Materials and Finishes Plan

4. In conjunction with the submission of development plans under Condition 1, 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) The strategy must illustrate the legibility of the proposal from short and distant views, including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This can be provided through montages from various vantage points and/or built model.
   (b) Elevations at a scale of 1:20 or 1:50 illustrating typical street wall and upper level details, entries and doors;
   (c) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
   (d) Details of the ground floor frontage;
   (e) Details of all services proposed along Stephenson and Gwynne Streets to be integrated into the overall design of the building;
   (f) Information about how the façade will be maintained;
   (g) A sample board and coloured renders outlining colours, materials and finishes including the glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface; and
   (h) Information about how the façade (including the terracotta pipe façade system) and vegetation will be maintained.

### Sustainable Management Plan

5. In conjunction with the submission of development plans under Condition 1, an amended 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 dated 27/05/2022, prepared by Finding Infinity, but updated to include the following:
   (a) Reference to the amended plans referred to in condition 1.
   (b) Remove passive house innovation credit.

6. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority. This shall include:
   (a) The submission of evidence of carbon neutral operations within 6 months of a Certificate of Occupancy being issued.

### Waste Management Plan

7. In conjunction with the submission of development plans under Condition 1, 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 Ratio and dated February 2022, but modified to include:

(a) Reference to the amended plans required by Condition 1 and associated updates to development data and waste calculations;
(b) The proposed collection process may prove problematic for the various stakeholders and would need to be approved by the traffic engineers.
(c) The plan must include all relevant risk assessments associated with waste management at this site.
(d) A clause must be included in the plan regarding potential review into the service if operational requirements change.

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

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

### Wind Report

10. Before the development commences, an amended Wind Impact 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 Incorporated Document. The wind impact assessment Report to must be generally in accordance with the Wind Impact Assessment Report to prepared by VIPAC, dated 3 June 2022, but modified to refer to:
    (a) The amended plans required by Condition 1.
    (b) A wind tunnel model study of the environmental wind conditions and any associated mitigations measures/recommendations.
    (c) Corrected dates in the control page.
    (d) Figure 6 to show the correct building scale on the adjoining land to the south.
    (e) Corrected criterion recommendation for the outdoor seating area along Stephenson Street.

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

### Landscape Plan (Private realm)

12. In conjunction with the submission of development plans under Condition 1, an updated landscape plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the landscape plan will then form part of this permit. The plan must be generally in accordance with the landscape concept plans, prepared by Tract, but modified to show:

    (a) The amended plans required by Condition 1.

(b) Provide a plant schedule with the following information:
  (i) The proposed plant species (botanical and common name), installation size, width x height at maturity, and plant numbers.
  (ii) Plant species selection needs to avoid plants listed in 'Advisory list of environmental weeds in Victoria'.

(c) Provide a planting plan(s) showing the location of proposed planting and plant numbers and species, as well as a legend containing key features, materials and surfaces
(d) Provide information on proposed irrigation for all planter beds and hanging plant sculptures.
(e) Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be provided for.
(f) Load bearing weights for the building structure need to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed.

to the satisfaction of the Responsible Authority.

13. 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.

## Green Travel Plan

14. Before the development is occupied, 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) the provision of real time passenger information displays for nearby stops within the building lobby;
(d) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(e) a designated 'manager' or 'champion' responsible for coordination and implementation;
(f) details of bicycle parking and bicycle routes;
(g) details of GTP funding and management responsibilities;

(h) the specific design of bicycle storage devices proposed to be used for employee 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; and
(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'.
(m) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Public Realm Plan

16. Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Public Realm Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Public Realm Plan must be generally in accordance with the kerb extension details shown on Drawing No. TP0004 (Rev C) dated 19/01/2022, TP0011 (Rev D) dated 09/02/2022 and TP0021 (Rev B) dated 14/12/2021 of the landscape plans prepared by Hassell, but modified to include the following:

(a) Incorporate the recently constructed kerb outstand and tree on the south-west corner of Gwynne and Stephenson Streets, or reconfigure as agreed by the responsible authority with the retention and protection of the existing tree. New kerb and channel to drain to street tree kerb openings or to council stormwater pit to the satisfaction of Council.
(b) Two new additional trees along the Stephenson Street frontage, and incorporate the existing street tree to be retained in the design. Species to be confirmed by Council.
(c) Remove the perforated steel flooring and bluestone pavers and replace with asphalt.
(d) Bike hoops to be Council's standard bike hoops.
(e) Detail of the concrete seats to demonstrate compliance with Council requirements.
(f) Tactile indicators (where required) for pram ramp per Council requirements.
(g) Crossover to be asphalt or charcoal coloured concrete in accordance with engineering standards.
(h) Convert all rain gardens into 'passive irrigation' gardens with associated design details to Council's satisfaction.
(i) Tree planting and ground cover planting detailed to Council's satisfaction.
(j) Show dimensions for the unobstructed footpath width and setbacks from the kerb.
(k) Show all underground services and any existing features.
(l) Annotation stating that any outdoor dining is subject to separate approval from Council (footpath trading licence).

(m) Landscaping and seating
(n) All pavements reinstated as asphalt footpaths with concrete kerb and channels to match existing for the full length of the site as per City of Yarra's Infrastructure – Road Materials Policy. City of Yarra Latte mix asphalt is to be used in kerb extension areas where outdoor dining is proposed.
(o) All paving must be compliant with Australian Standards and Council standards for slip resistance and DDA.
(p) Details of any re-located street infrastructure.
(q) Details of pedestrian kerb crossing.
(r) Details of the materiality of outstands including edges, permeable surface finishes, drainage, and landscaping.
(s) Before the development is commenced, or by such later date as approved in writing by the Responsible Authority, the owner is to amend levels to ensure the grade of the footpath is gradual and DDA compliant.
(t) Internal finished floor levels (FFL) must be aligned to the proposed DDA compliant footpath levels at the interface with the property boundary.
(u) Footpaths and any paving adjacent to the site may need to be reinstated to ensure the grade of the footpath and the paving are gradual and DDA compliant at the full cost of the owner.

All to the satisfaction of the Responsible Authority.

17. Before the building is occupied, all works associated with the Public Realm Plan as shown on the endorsed plans and Public Realm Plan (referred to in Condition 16) must be fully constructed and completed by the permit holder, with all costs borne by the permit holder, to the satisfaction of the Responsible Authority.

## Civil work and drainage design plans

18. Within 6 months of the development commences, Civil Work and Drainage Design Plans prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once the plan is approved, it will be endorsed and will then form part of the permit. The Civil Work and Drainage Design Plans must provide:

(a) Be consistent with the public realm plan required under Condition 16.
(b) Provide for all civil and drainage works that are required to the abutting road frontages, as part of the development and proposed public realm works;
(c) Include a stormwater and flooding analysis and catchment plan as it relates to the development, proposed public realm works and drainage scheme to ensure no 'ponding' or retention of water in the roadways (i.e. including kerb extension);
(d) Drainage details of the proposed passive irrigation gardens;
(e) Be in accordance with Council's engineering standards and requirements.
(f) Be DDA compliant to the satisfaction of Council.
(g) Show all existing and proposed street fixtures and furniture including but not limited to service authority assets, street lighting, signs and linemarking in Stephenson and Gwynne Streets abutting the development.
(h) surface material finishes shown and specified to the satisfaction of the responsible authority
(i) Provide street lighting in accordance with Council standards.
(j) Show all underground services within the road reserve abutting the development

(k) Provide a minimum 1m wide road pavement adjustment strip adjoining the new kerb extension to match the channel lip to the satisfaction of Council.
(l) The road pavement must be graded to the kerb and channel in accordance with Council standards.
(m) Show existing and proposed footpath, kerb and channel and pavement levels on Civil Works and Drainage Design plans to the satisfaction of Council.
(n) Provide road cross-sections from building line to centre of road at 5m intervals along the kerb extension with existing and proposed surface levels.
(o) Provide a long-section of the new channel invert showing chainages related to the cross-sections and channel levels and grades.
(p) Show dimensions of the kerb extension.
(q) Ensure redundant stormwater property drains in the footpath are removed.
(r) Ensure active property stormwater drains are connected to the new kerb and channel or underground drainage to the satisfaction of Council.
(s) Existing Council underground stormwater drainage is to be modified to suit the proposed kerb extension in accordance with Council standards and to the satisfaction of Council. Redundant drainage infrastructure is to be removed and the excavation backfilled and pavements reinstated in accordance with Council standards.
(t) A new legal point of Discharge for the development must be obtained and connections within the road reserve shown on Civil Works and Drainage Design Plans
(u) Show parking sign, traffic sign and line marking changes to the satisfaction of Council.
(v) The vehicle crossing in Gwynne street must be suitable for a 99 percentile vehicle as specified in Australian standard AS/NZS 2890.1:2004 and comply with Council standards.
(w) The vehicle crossing must be DDA compliant for a minimum width of 1.5m from the building line.
(x) Provide vehicle crossing detail and cross-sections in accordance with Council requirements and standards.
(y) Where tables and chairs are to be placed in the kerb extension, the asphalt footpath is to be constructed in accordance with Latte mix asphalt in accordance with council standards.
(z) The footpath abutting the development must be fully reconstructed in accordance with Council standards.
(aa) (aa)The section of kerb and channel at the southern end of the kerb extension and across the vehicle crossing must not hold water.

19. Before the development is completed or at a later date as agreed in writing by the Responsible Authority, all associated works shown on the endorsed Civil Work and Drainage Design Plans must be fully constructed and completed by the permit holder at their cost, all to the satisfaction of the Responsible Authority.

## Street Trees

20. Before the development commences, the permit holder must provide an Asset Protection Bond of $5,000 (ex GST) for the existing street tree on Stephenson Street, unless otherwise advised by the Responsible Authority. The security bond:

(a) must be provided to the Responsible Authority in the form of a bank cheque or guarantee;
(b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and
(c) must be in accordance with the requirements of this permit.

21. Any pruning required to be undertaken for the street trees along the subject site's Church Street frontage must be completed by an approved tree maintenance contractor (to the satisfaction of the Responsible Authority) with all associated costs to be borne by the permit holder.

22. Before the development commences, the permit holder must make a financial contribution towards the proposed street trees and understorey planting within public land of $5,592 (ex GST), being $755 for each of the two street trees, and $4,082 for the understorey planting.

23. After the building is completed, and prior to occupation of the building, the permit holder must notify the Responsible Authority in writing that the building has been completed so that planting can occur within the first available planting season. Tree pits may require a temporary 'make safe' until such time that planting can occur.

## Tree Management Plan

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

(d) the protection of street tree adjacent the Stephenson Street frontage:
  (i) pre-construction;
  (ii) during construction; and
  (iii) post construction
(e) the provision of any barriers;
(f) any pruning necessary; and
(g) watering and maintenance regimes,

to the satisfaction of the Responsible Authority.

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

## Car Parking

26. Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, the car lift must be installed in accordance with the manufacturer's specifications by a suitably qualified person. The car lift must be maintained thereafter to the satisfaction of the Responsible Authority.

27. Before the use and development commences, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:
    (a) the number and location of car parking spaces, including DDA spaces;
    (b) the management of car parking spaces and security arrangements for employees of the development;
    (c) details of way-finding, cleaning and security of end of trip bicycle facilities;
    (d) policing arrangements and formal agreements;
    (e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;
    (f) details regarding the management of loading and unloading of goods and materials; and
    (g) Instructions to employees and patrons that they must only use the car parking facilities provided on site or which are otherwise available to the public.

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

## General

29. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

30. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

31. Before the buildings is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the car park and pedestrian entries 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.

32. 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.

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

34. The amenity of the area must not be detrimentally affected by the construction, 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.

35. The 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.

## Road infrastructure

36. 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.

37. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

38. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

## Development Contributions

39. Prior to the issue of a building permit, commencement of the development, or issue of a Statement of Compliance (whichever occurs first) 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 amount of the levy within a time specified in the agreement.

## Construction Management

40. 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.

41. 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;
    (i) the construction program;
    (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
    (k) parking facilities for construction workers;
    (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
    (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
    (n) 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;
    (o) 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.

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

## Permit Expiry

43. 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.

    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 maybe required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

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

All future employees within the development approved under this permit will not be permitted to obtain resident, employee or visitor parking permits.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

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.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the Permit Holder's expense after seeking approval from the relevant authority.

The Permit Holder/developer is responsible for the management and protection of their building from groundwater.

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.

Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management Unit.

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.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easements.

These premises will be required to comply with the Public Health and Wellbeing Act 2008. The use must not commence until registration has been granted by Council's Health Protection Unit.

### Environment Protection Authority Notes

This permit is not an EPA permission/approval. Before the use or development authorised under this permit starts, the permit holder must ensure that any obligations or duties that arise under the *Environment Protection Act 2017* are met. This may include obtaining an EPA permission, approval or exemption, in accordance with the Environment Protection Regulations 2021.

The amended *Environment Protection Act 2017* came into effect on 1 July 2021.

The amended *Environment Protection Act 2017* imposes new duties on individuals and/or businesses undertaking the activity permitted by this permit. If your business engages in activities that may give rise to a risk to human health or the environment from pollution or waste, you must understand those risks and take action to minimise them as far as reasonably practicable.

For further information on what the new laws mean for Victorian businesses go to
https://www.epa.vic.gov.au/for-business/new-laws-and-your-business
For further information on what the new laws mean for individuals and the community go to
https://www.epa.vic.gov.au/about-epa/laws/new-laws/the-new-act-for-the-community

# Declaration of conflict of interest

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

- No conflict declared by Planner: Daniel Herrmann
- No conflict declared by Delegate: Mary Osman/Ally Huynh

Planner: **Daniel Herrmann** Signature:

Date: 17/10/2022

Delegate: **Mary Osman/Ally Huynh** Signature:

Date: 17/10/2022

ADVERTISED PLAN

DDEG (Acoustics)
VIC | NSW | TAS | ACT | QLD | SA
T: 03 8814 3250
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ABN: 13 610 344 986

# Consultant Advice Note

| | | | |
|---|---|---|---|
| **Project:** | Matter House, Cremorne | **Ref:** | 21454-A CAN01 R0 |
| **Issued By:** | [redacted] | **Date:** | 23/10/2025 |
| **Subject:** | Cogeneration Plant Acoustic Review | | |

**DISTRIBUTION**

| To | Cc | Name | Company | Email |
|---|---|---|---|---|
| ☒ | ☐ | [redacted] | Cobild | [redacted] |

## 1 Purpose

This document presents the findings of a supplementary acoustic review conducted as an addendum to the town planning acoustic report previously issued by DDEG in relation to the proposed commercial building development at 28-30 Stephenson Street, Cremorne (DDEG Report Ref. 21454-AER2-R0, "*Matter House, Cremorne - Town Planning Acoustic Report*", dated 16/05/2023).

This acoustic review considers the potential additional environmental noise emissions and required noise controls associated with a cogeneration plant that is now proposed in the basement of the building and was not included in the design assessed in the previously issued town planning acoustic report.

## 2 Reference Documentation

This document is based on information contained in the following documents and drawings:

**Table 1 Reference Documentation**

| Document | Prepared by | Issue |
|---|---|---|
| Town Planning Issue Architectural Drawings, Drawing Nos. TP_0001 to 0004, TP_0010 to 0022, TP_0028, TP_0030 to 34, TP_0040 to 0043, TP_0050 to 0059, (38 sheets total). | Hassell | Rev A - DTP Submission 26/06/2025 |
| Email:<br>Subject: Engine Noise<br>From: [redacted] | Active Research Pty Ltd | 8/10/2025 |

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## 3 System Description

The cogeneration plant will be located within the mezzanine of the Basement 01 level of the building. The plant will comprise an anaerobic digester and associated processing equipment to generate biogas from building waste, which will feed two gas-powered generators that will generate electricity for the building. The key noise-generating equipment associated with the cogeneration plant will include:

- 2x 200 kW gas-powered generators (complete with their own acoustic enclosures)
- Rotary lobe pumps associated with bio-gas processing

ADVERTISED PLAN

## 4 Noise Sensitive Areas

Table 2 and Figure 1 identify the nearest and potentially most-affected Noise Sensitive Areas (NSAs) in the vicinity of the project site, as defined by the relevant environmental noise legislation.

**Table 2 Details of Potentially Most-Affected Noise Sensitive Areas (NSAs)**

| NSA Ref. | Address | No. Storeys | NSA Type |
|---|---|---|---|
| 1 | 22 Cubitt Street, Cremorne | 1 | Residential Dwelling |
| 2 | 21 Cubitt Street, Cremorne | 1 | Residential Dwelling |
| 3 | 8 Gwynne Street, Cremorne | 5 | Residential Apartments |
| 4 | 30 White Street, Cremorne | 1 | Residential Dwelling |

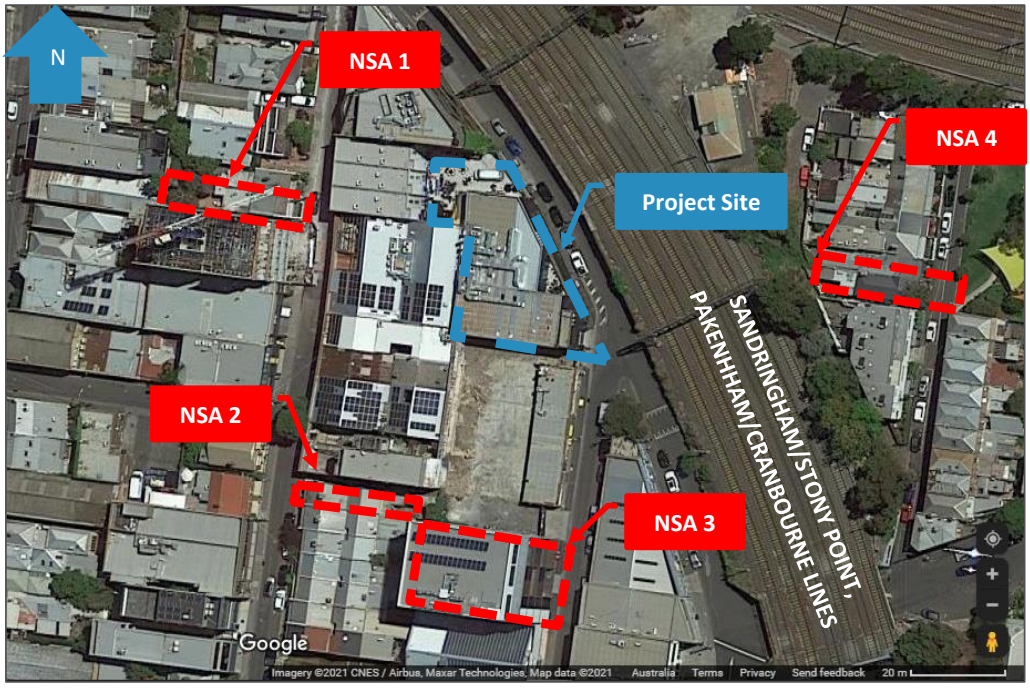


**Figure 1 Locations of Potentially Most-Affected Noise Sensitive Areas (NSAs) (Aerial Photo Source: Google Maps)**

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## 5 Noise Criteria

Noise emissions from the cogeneration plant (and overall building) will need to comply with the with the requirements of *EPA Publication 1826 – Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (EPA Noise Protocol).

Table 3 presents the noise limits that have been determined to apply at the potentially most-affected Noise Sensitive Areas (refer to town planning acoustic report for full details of noise limit derivation).

**Table 3 EPA Noise Protocol Noise Limits**

| Period | Applicable Times | EPA Noise Protocol Noise Limits, $L_{eff}$, dB(A) | |
|---|---|---|---|
| | | NSAs 1, 2 and 3 | NSA 4 |
| Day | ▪ 7 am to 6 pm Monday to Saturday | 58 | 54 |
| Evening | ▪ 6 pm to 10 pm Monday to Saturday<br>▪ 7 am to 10 pm Sundays and Public Holidays | 52 | 49 |
| Night | ▪ 10 pm to 7 am All Days | 49 | 45 |

## 6 Cogeneration Plant Noise Assessment

As the cogeneration plant will be located in the basement of the building the main path of noise emissions will be via air intake / exhaust and engine exhaust and other ventilation paths. Environmental noise emissions from directly from the engine and pumps will be adequately attenuated by the building.

Noise emissions via the intake / exhaust and engine exhaust and other ventilation paths will be addressed via incorporation of appropriately specified attenuator and exhaust silencers.

The designers of the cogeneration system have advised that the cogeneration plant will be designed to achieve no greater than 50 dB(A) at 1 metre external to the building.

Noting that the nearest NSAs are separated by a distance of at least 40 to 50 m, it can be expected that noise levels due to the cogeneration plant will be less than 20 dB(A) at the nearest and potentially most-affected NSAs. This level of noise will be well within the EPA Noise Protocol noise limits for all periods at all NSAs, even when combined other mechanical plant noise associated with the building.

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## 7 Conclusion and Recommendations

Key conclusions and recommendations from the assessment conducted area as follows:

- The cogeneration plant and other mechanical systems serving the proposed building must comply with the EPA Noise Protocol noise limits at nearby Noise Sensitive Areas.
- From review of the proposed building and advice provided regarding the cogeneration system design, it is considered that there are no issues which would prevent this from being practicably achieved.
- The detailed design of the cogeneration plant and other building mechanical services systems must ensure that all measures necessary to comply with EPA Noise Protocol noise limits are incorporated into the design, construction and operation of the building.

Yours sincerely,

[redacted]

Director

[redacted]

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## A.1 Limitations of Advice

The following limitations are applicable with respect to the acoustic advice presented in this notice:

- DDEG has prepared this document for the sole use of the Client and for the specific purpose expressly stated in the document. No other party should rely on this document without the prior written consent of DDEG. DDEG undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document.
- The information contained in this document provides advice in relation to acoustics and vibration only. No claims are made and no liability is accepted in respect of design and construction issues falling outside of the specialist field of acoustics and vibration engineering including and not limited to structural integrity, fire rating, architectural buildability and fitness-for-purpose, waterproofing and the like. Supplementary professional advice should be sought in respect of these issues.
- In preparing this document DDEG may have relied upon information provided by the client and other third parties, some of which may not have been verified. DDEG accepts no responsibility or liability for any errors or omissions which may be incorporated into this document as a result.
- Advice presented is based on the specified reference documentation. The recommendations apply specifically to the project under consideration, and must not be utilised for any other purpose. Any modifications or changes to the project from that described in the listed reference documentation may invalidate the advice provided in this document, necessitating a revision.
- Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

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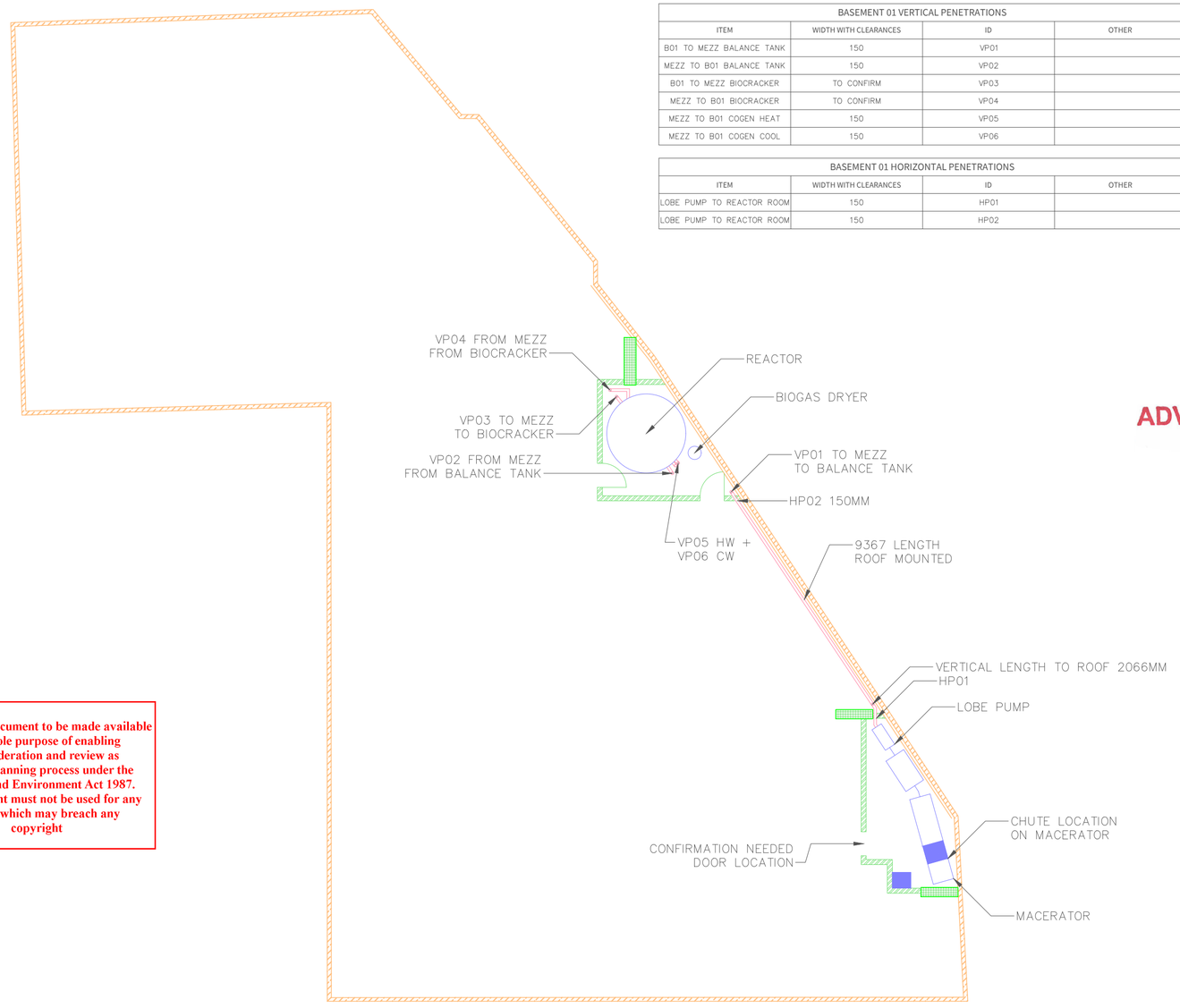
| BASEMENT 01 EQUIPMENT AND VESSELS | | | |
|---|---|---|---|
| ITEM | LENGTH | WIDTH | HEIGHT |
| MACERATOR | 4707 | 800 | 1942 |
| LOBE PUMP | 1376 | 420 | 402 |
| BIOGAS DRYER | | D250 | 6000 |
| REACTOR | | D3000 | 6000 |

| BASEMENT 01 VERTICAL PENETRATIONS | | | |
|---|---|---|---|
| ITEM | WIDTH WITH CLEARANCES | ID | OTHER |
| B01 TO MEZZ BALANCE TANK | 150 | VP01 | |
| MEZZ TO B01 BALANCE TANK | 150 | VP02 | |
| B01 TO MEZZ BIOCRACKER | TO CONFIRM | VP03 | |
| MEZZ TO B01 BIOCRACKER | TO CONFIRM | VP04 | |
| MEZZ TO B01 COGEN HEAT | 150 | VP05 | |
| MEZZ TO B01 COGEN COOL | 150 | VP06 | |

| BASEMENT 01 HORIZONTAL PENETRATIONS | | | |
|---|---|---|---|
| ITEM | WIDTH WITH CLEARANCES | ID | OTHER |
| LOBE PUMP TO REACTOR ROOM | 150 | HP01 | |
| LOBE PUMP TO REACTOR ROOM | 150 | HP02 | |

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FILING MARGIN

INOPLEX.
Website inoplex.com.au
Mobile +61 448 307 282
Email joel@inoplex.com.au
Address Factory 3, 10 Rene Street, Noosaville QLD 4566
ABN 27 617 768 359

DRAWING TYPE: Architectual

PROJECT NOTES
- 100mm pipe represented, confirming final diameter.
- Chute location misalignment will require adapting to fit.

FINISH REQUIREMENTS: N/A

ORIENTATION

SCALE: 1:125 | SHEET SIZE: A2

FIRST RELEASE: 16.08.2023

REVISIONS

| No. | Description | By | Date |
|---|---|---|---|
| 1 | | | |

CLIENT NAME: Active Research

PROJECT ADDRESS: 28-30 Stephenson Street Cremorne

PROJECT NUMBER: 01

PROJECT TITLE: Matter House

DRAWING NUMBER: 01

ADVERTISED
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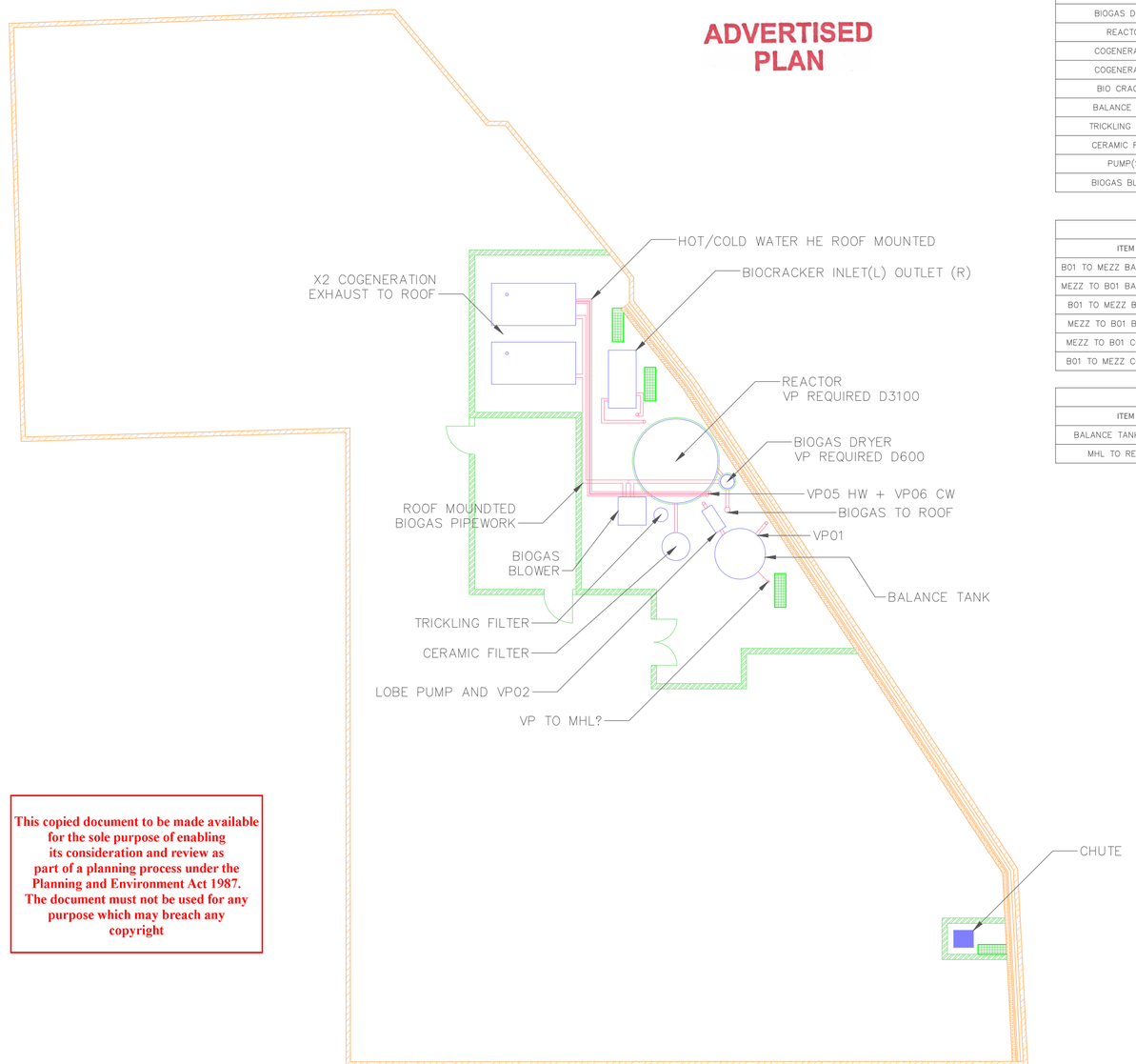


| MEZZ EQUIPMENT AND VESSELS | | | |
|---|---|---|---|
| ITEM | LENGTH | WIDTH | HEIGHT |
| BIOGAS DRYER | | D250 | 6000 |
| REACTOR | | D3000 | 6000 |
| COGENERATION | 3200 | 1600 | 2500 |
| COGENERATION | 3200 | 1600 | 2500 |
| BIO CRACKER | 2063 | 986 | 1700 |
| BALANCE TANK | | D1800 | 2750 |
| TRICKLING FILTER | | D500 | 2000 |
| CERAMIC FILTER | | D1000 | 2000 |
| PUMP(S) | TO CONFIRM | TO CONFIRM | TO CONFIRM |
| BIOGAS BLOWER | 1000 | 1000 | 1200 |

| BASEMENT 01 VERTICAL PENETRATIONS | | | |
|---|---|---|---|
| ITEM | WIDTH WITH CLEARANCES | ID | OTHER |
| B01 TO MEZZ BALANCE TANK | 150 | VP01 | |
| MEZZ TO B01 BALANCE TANK | 150 | VP02 | |
| B01 TO MEZZ BIOCRACKER | TO CONFIRM | VP03 | |
| MEZZ TO B01 BIOCRACKER | TO CONFIRM | VP04 | |
| MEZZ TO B01 COGEN HEAT | 150 | VP05 | |
| B01 TO MEZZ COGEN COOL | 150 | VP06 | |

| BASEMENT 01 HORIZONTAL PENETRATIONS | | | |
|---|---|---|---|
| ITEM | WIDTH WITH CLEARANCES | ID | OTHER |
| BALANCE TANK TO MHL | 150 | HP03 | |
| MHL TO REACTOR | 150 | HP04 | |

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Address Factory 3, 10 Rene Street, Noosaville QLD 4566
ABN 27 617 768 359

DRAWING TYPE: Architectual

PROJECT NOTES

- 270mm clearance between roof and reactor at 6000mm height. Will confirm height.
- Clearances of reactor and biogas cooler floor penetrations need confirmation. Currently 50mm.
- Pipework from balance tank to MHL not currently shown. Will require vertical and horizontal penetrations.

FINISH REQUIREMENTS: N/A

ORIENTATION

SCALE: 1:125 | SHEET SIZE: A2

FIRST RELEASE: 16.08.2023

REVISIONS

| No. | Description | By | Date |
|---|---|---|---|
| 1 | | | |

CLIENT NAME: Active Research

PROJECT ADDRESS: 28-30 Stephenson Street Cremorne

PROJECT NUMBER: 01

PROJECT TITLE: Matter House

DRAWING NUMBER: 02

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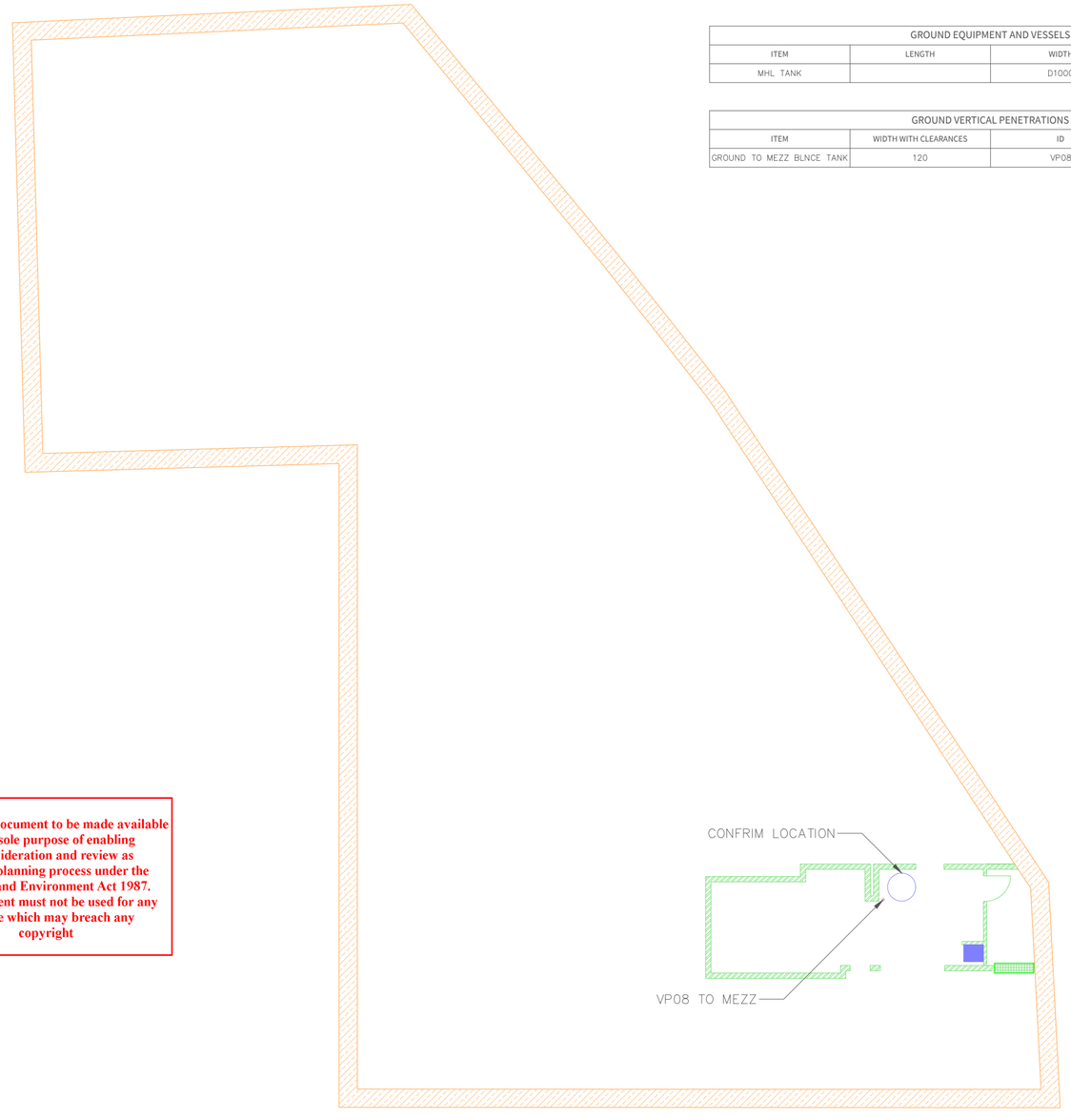
| GROUND EQUIPMENT AND VESSELS | | | |
|---|---|---|---|
| ITEM | LENGTH | WIDTH | HEIGHT |
| MHL TANK | | D1000 | 1000 |

| GROUND VERTICAL PENETRATIONS | | | |
|---|---|---|---|
| ITEM | WIDTH WITH CLEARANCES | ID | OTHER |
| GROUND TO MEZZ BLNCE TANK | 120 | VP08 | |

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ABN 27 617 768 359

DRAWING TYPE
Architectual

PROJECT NOTES
- MHL tank location needs to be confirmed.
- Confirm chute location.

FINISH REQUIREMENTS
N/A

ORIENTATION

SCALE 1:125
SHEET SIZE A2

FIRST RELEASE
16.08.2023

REVISIONS
No.1 Description By Date

CLIENT NAME
Active Research

PROJECT ADDRESS
28-30 Stephenson Street Cremorne

PROJECT NUMBER
01

PROJECT TITLE
Matter House

DRAWING NUMBER
**03**

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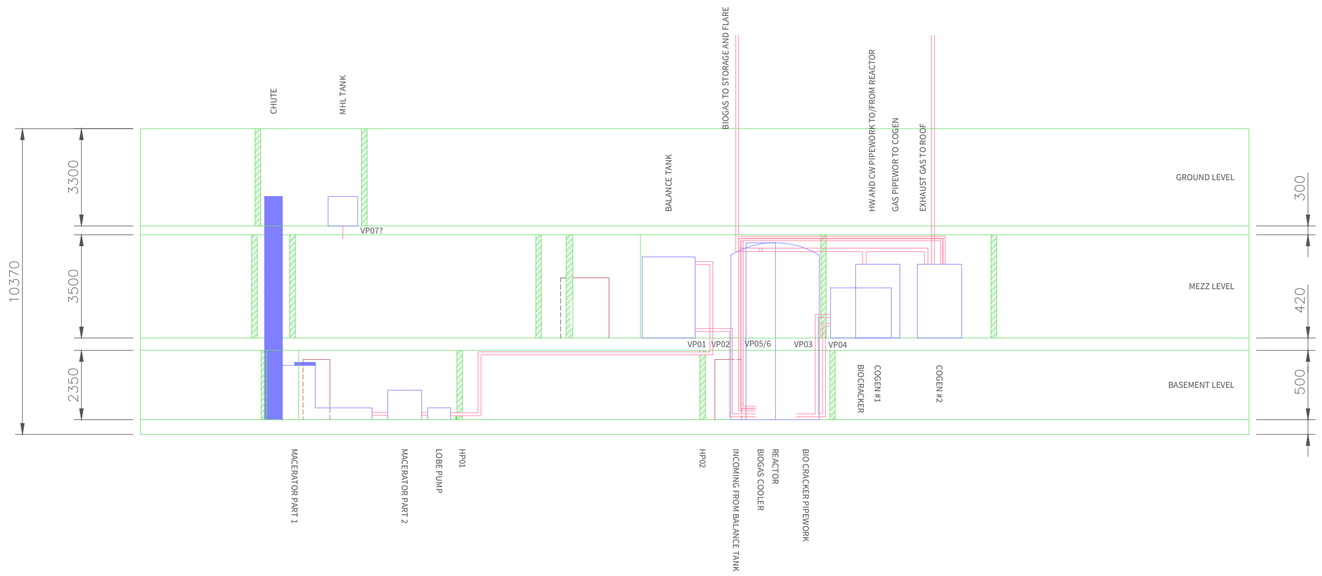


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Address Factory 3, 10 Rene Street, Noosaville QLD 4566
ABN 27 617 758 359

DRAWING TYPE
Architectual

PROJECT NOTES
- Columns not shown.
- Pipework not complete.
- VP02 is awaiting confirmation.
- Essential equipment and vessels shown only.

FINISH REQUIREMENTS
N/A

ORIENTATION

SCALE 1:125
SHEET SIZE A2

FIRST RELEASE
16.08.2023

REVISIONS
No.1 Description By Date

CLIENT NAME
Active Research

PROJECT ADDRESS
28-30 Stephenson Street Cremorne

PROJECT NUMBER
01

PROJECT TITLE
Matter House

DRAWING NUMBER
04

FILING MARGIN

# Apply for a planning permit

## Before you start

**Are you in the right place?**

Only applications where the Minister for Planning is the responsible authority are to be lodged through this portal.

Check the schedule to Clause 72.01 of your local planning scheme to see which responsible authority issues planning permits for your location.

**You will need these documents to submit this application:**

- A full, current copy of title information for each individual parcel of land forming the subject site.
- A plan of existing conditions.
- Plans showing the layout and details of the proposal.
- Any information required by the planning scheme, requested by DTP or outlined in a DTP planning permit checklist.
- If required, a description of the likely effect of the proposal.
- If applicable, a current Metropolitan planning Levy certificate.

Fees will apply for this application - find out about fees for planning applications. You need to pay all fees or request a fee waiver before you submit. We accept Credit Card payments online and support EFT payments.

This application will automatically save as you enter information.

## Contact details

### Applicant details

| | |
|---|---|
| **Is the applicant a person or organisation?** | Organisation |
| **Organisation name** | Matter House Group Pty Ltd c/- Tract Consultants Pty Ltd |
| **Business phone number** | [redacted] |
| **Email** | [redacted] |
| **Address type** | Street address |
| **Street address** | |

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| | |
|---|---|
| **Unit type** | |
| **Unit number** | |
| **Level number** | 6 |
| **Site or building name** | |
| **Street number** | 6 |
| **Street name** | Riverside Quay |
| **Suburb** | Southbank |
| **Postcode** | 3006 |
| **State** | VIC |

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## Owner details

| | |
|---|---|
| **The owner is the applicant** | Yes |

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## Preferred Contact

| | |
|---|---|
| **First name** | [redacted] |
| **Last name** | [redacted] |
| **Mobile** | |
| **Work phone** | [redacted] |
| **Organisation** | Tract Consultants Pty Ltd |
| **Job title** | |
| **Email** | [redacted] |
| **Address type** | Street address |

### Street address

| | |
|---|---|
| **Unit type** | |

| | |
|---|---|
| **Unit number** | |
| **Level number** | 6 |
| **Site or building name** | |
| **Street number** | 6 |
| **Street name** | Riverside Quay |
| **Suburb** | Southbank |
| **Postcode** | 3006 |
| **State** | VIC |

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## Pre-application meeting details

| | |
|---|---|
| **Have you submitted a pre-application meeting request already for this site?** | Yes |
| **Enter the pre-application number** | PPA-848 |

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## Land details

| | |
|---|---|
| **Planning scheme** | Yarra |

At least one location must be provided to submit this application. Options for defining locations are described below:

- **Auto-populate using land titles:** Street addresses are extracted from uploaded land titles (lot on plan and crown allotments are not supported by this feature).
- **Map interface:** Specify up to 300 properties and parcels using search, select and/or a GIS shapefile.
- **Manual entry:** Use this when other methods fail. Locations are accepted as entered and are not system validated.

### Upload and scan land titles to automatically populate street addresses

1. **Upload documents**

**2. Scan uploaded documents**

- Detected street addresses will be added to the list below.

- You must check and confirm address details are correct.
- Documents are only scanned once. If additional documents are uploaded after a scan, only new documents will be scanned.
- Scanning of documents can take a few minutes to process. You will be unable to edit your application until this process has completed.

**Scan results**

**Manual location details**

It is strongly recommended that you use the map to search and select locations for land related to this application. Manually entering or editing locations could cause delays in your application processing if that location cannot be found.

# Application details

| | |
|---|---|
| **Describe your proposal** | Construction of a multi-storey Office development with associated Food and drink premises, Restricted recreation facility and Waste to energy facility. |
| **Is this application a combined S96A application (i.e. a combined amendment and planning permit application)?** | No |
| **What is the application trigger?** | 53.22 |
| **Please select the application category** | Other |
| **Enter the estimated cost of any development for which the permit is required** | Failed to convert value: [redacted] |
| **What is the current land use?** | Office |
| **Describe how the land is used and developed now** | Two storey warehouse accommodating office (creative agencies). |
| **Does this application look to change or extend the use of this land?** | Yes |
| **What is the proposed land use?** | Food and drink premises<br>Leisure & recreation<br>Office<br>Energy Generation Facility |
| **Energy type** | Waste to energy |

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| | |
|---|---|
| **What is the renewable project name?** | Matter House Anaerobic Digester |
| **Generated capacity (MW)** | |
| **Storage capacity (MW)** | |
| **Is the site within an irrigation district declared under Part 6A of the Water Act 1989?** | No |

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Please ensure engagement with Traditional Owners of the subject land is considered and outlined in consultation plans.

| | |
|---|---|
| **Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?** | No |

## Additional details

| | |
|---|---|
| **Does this application involve the creation or removal of dwellings?** | No |
| **Does the application involve native vegetation removal?** | No |
| **Does this application involve the creation or removal of lots?** | No |
| **Does the activity require preparation of a Cultural Heritage Management Plan (CHMP)?** | No |

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## Supporting documents

The following supporting documents must be submitted with this application, preferably in PDF or Word format

- A full, current copy of title information for each individual parcel of land forming the subject site.
- A plan of existing conditions.
- Plans showing the layout and details of the proposal.
- Any information required by the planning scheme, requested by DTP or outlined in a DTP planning permit checklist.
- If required, a description of the likely effect of the proposal (for example, traffic, noise, environmental impacts).
- If applicable, a current Metropolitan planning Levy certificate (a levy certificate expires 90 days after the day on which it is issued by the State Revenue Office and then cannot be used).

**Supporting documents**

[TRANSPORT IMPACT ASSESSMENT] 210407TIA001F-F-All. Rev 1.pdf
[ELIGIBILITY LETTER] PPA-848_28-30 Stephenson Street, Cremorne_DFP Eligibility Confirmation Letter.pdf
[MPL] MPL001042 (07.05.2025).pdf
[WTE FACILITY PLANS] Matter HouseActive Research 160823 Drafts Plans.pdf
[ACOUSTIC REPORT] 28 - 30 Stephenson Street Cremorne - Acoustic Report.PDF
[TITLE] Certificate of Title (28-30 Stephenson St).pdf
[CHANGES LIST] MATTER HOUSE - DFP - Design Development Updates.pdf
[FACADE MAINTENANCE] TP_0054 - Facade Details 01.pdf
[PLANNING REPORT] 2025-06-19 - Planning Report - Matter House (28-30 Stephenson St, Cremorne)_final.pdf
[WIND TEST - FACADE PROTOTYPE] 24092A-WT-PRO00__MatterHouse, Cremorne.pdf
[COVER LTR] 2025-06-20 - Cvr Ltr-DTP - Matter House (28-30 Stephenson St Cremorne).pdf
[IV LETTER] Attachment E - Invest Victoria Letter -PPA 848 Matter House,Cremorne - FOR SIGNATURE.pdf
[WMP] Waste Management Plan v.2 (1).pdf
[SMP] 250505_Matter House_SMP_REV09.pdf
[ODOUR IMPACT STATEMENT] Odour Impact Statement.PDF
[WIND REPORT] 28 - 30 Stephenson Street Cremorne Wind Report.PDF
[PLANS] RP_250618_13Storey_ArchitecturalDrawings.pdf

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**3D digital model**

A 3D digital model will assist to clearly communicate your application's intentions and enhance the review process. We encourage and recommend submitting a 3D digital model as part of your application.

- **Mandatory** formats: **FBX**, **OBJ**, **3DM**; Optional supplementary formats: RVT, IFC
- Triangle count under five million per development.
- Unit scale in metric.
- The maximum file size is 250 MB.
- Please refer to the technical guidance for submission to check your model meets all specifications. We will request a re-submission of the 3D digital model if the specifications are not met.
- If you are unable to submit your 3D digital model, contact visualisation@transport.vic.gov.au for assistance.

**3D digital model**

## Fees and payment

View planning and subdivision fees

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### Fee

| | |
|---|---|
| **Fee type** | Applications for permits under section 47 of the Planning and Environment Act 1987 (regulation 9) |
| **Class** | 15 |
| **Fee amount** | [redacted] |
| **Fee description** | To develop land (other than a class 8 or a permit to subdivide or consolidate land) if the estimated cost of development is more than $15,000,000 and not more than $50,000,000 |

The total amount is calculated as the highest fee plus 50% of the remainder of the fees.

| | |
|---|---|
| **Total amount to pay** | [redacted] |
| **Payment method** | EFT |
| **BSB** | [redacted] |
| **Account and reference number** | [redacted] |
| **EFT confirmation** | I confirm that the fee has been paid via EFT |

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## Submit

**Applicant declaration** I declare that I am or represent the applicant; that all the information in this application is true and correct; and that the owner (if not myself) has been notified of the application

**Privacy statement**

The Department of Transport and Planning (DTP) is committed to protecting personal information provided by you in accordance with the principles of the Victoria privacy laws. The information you provide will be used for the following purposes:

- correspond with you about your application
- if necessary, notify affected parties who may wish to inspect your proposal so that they can respond
- if necessary, forward your application to a referral authority.

Your contact details may be used by DTP or its contracted service providers under confidentiality agreements to survey you about your experience with DTP.

The information you provide may be made available to:

- any person who may wish to inspect your proposal until the process is concluded

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- relevant officers in DTP, other Government agencies or Ministers directly involved in the planning process
- persons accessing information in accordance with the Public Records Act 1973 or the Freedom of Information Act 1982.

If all requested information is not received, DTP may be unable to process your request.

You may access the information you have provided to DTP by contacting Development assessment

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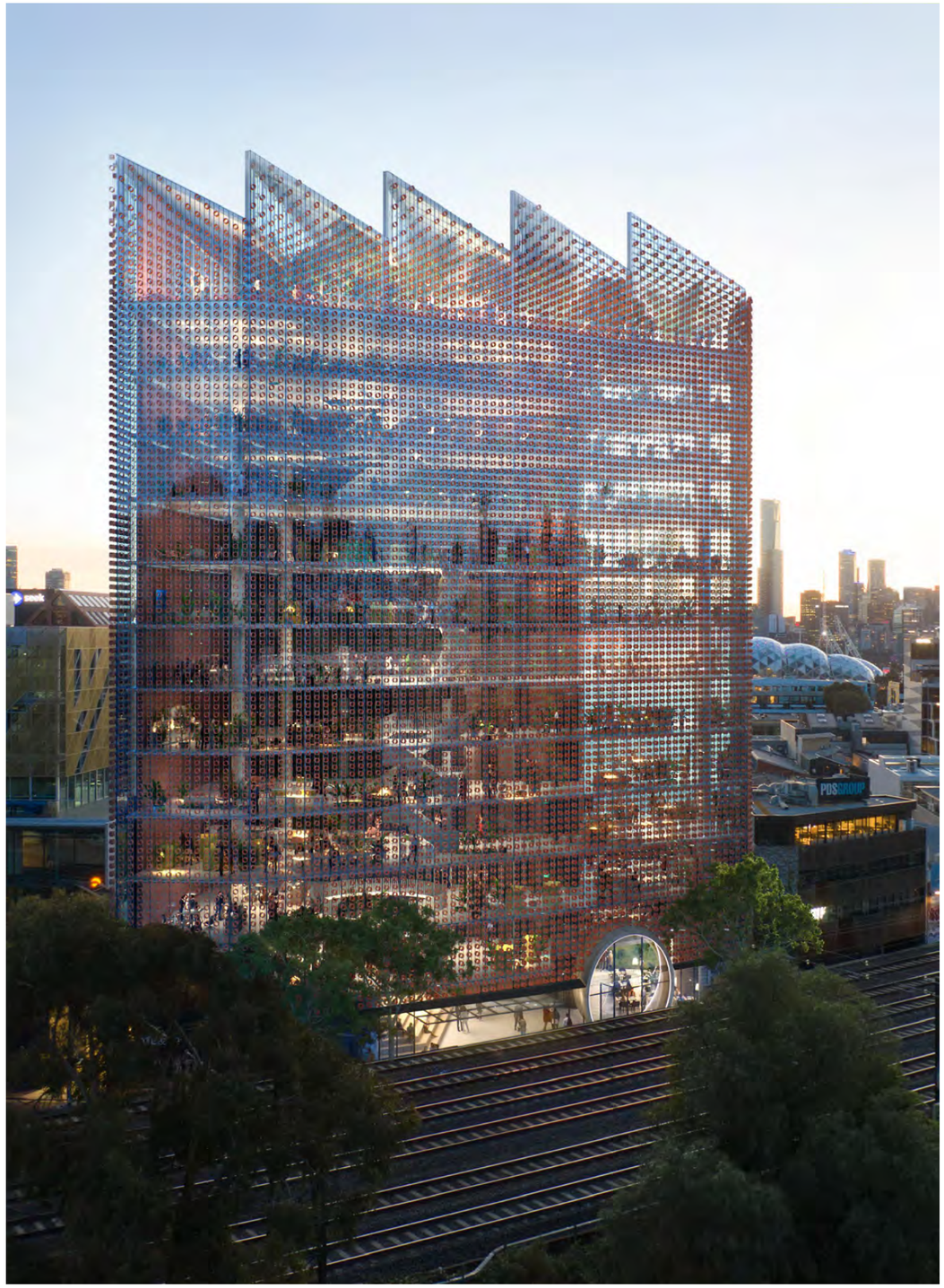

## Town Planning Drawing List

| Sheet Number | Sheet Name | HSL_SHEET_STAGE | Current Revision |
|---|---|---|---|
| TP_0001 | Cover Sheet | TOWN PLANNING | A |
| TP_0002 | Site Plan | TOWN PLANNING | A |
| TP_0003 | Existing Conditions | TOWN PLANNING | A |
| TP_0004 | Demolition Plan | TOWN PLANNING | A |
| TP_0010 | Basement Pits | TOWN PLANNING | A |
| TP_0011 | Basement 01 | TOWN PLANNING | A |
| TP_0012 | Basement 01 - Mezzanine | TOWN PLANNING | A |
| TP_0013 | GF Plan | TOWN PLANNING | A |
| TP_0014 | L1 Plan | TOWN PLANNING | A |
| TP_0015 | L2 Plan | TOWN PLANNING | A |
| TP_0016 | L3 Plan | TOWN PLANNING | A |
| TP_0017 | L4 Plan | TOWN PLANNING | A |
| TP_0018 | L5 Plan | TOWN PLANNING | A |
| TP_0019 | L6 Plan | TOWN PLANNING | A |
| TP_0020 | L7 Plan | TOWN PLANNING | A |
| TP_0021 | L8 Plan | TOWN PLANNING | A |
| TP_0022 | L9 Plan | TOWN PLANNING | A |
| TP_0028 | Roof Plan | TOWN PLANNING | A |
| TP_0030 | Elevations | TOWN PLANNING | A |
| TP_0031 | Elevations | TOWN PLANNING | A |
| TP_0032 | Elevations | TOWN PLANNING | A |
| TP_0033 | Elevations | TOWN PLANNING | A |
| TP_0034 | Streetscape Elevations | TOWN PLANNING | A |
| TP_0040 | Section | TOWN PLANNING | A |
| TP_0041 | Section | TOWN PLANNING | A |
| TP_0042 | Section | TOWN PLANNING | A |
| TP_0043 | Section | TOWN PLANNING | A |
| TP_0050 | Material Schedule | TOWN PLANNING | A |
| TP_0053 | Facade Details | TOWN PLANNING | A |
| TP_0054 | Facade Details 01 | TOWN PLANNING | A |
| TP_0055 | Boundary Details | TOWN PLANNING | A |
| TP_0056 | Facade Strategy - FT-02 | TOWN PLANNING | A |
| TP_0057 | Facade Strategy - FT-12 | TOWN PLANNING | A |
| TP_0058 | Facade Strategy - FT-06 | TOWN PLANNING | A |
| TP_0059 | Facade Strategy - FT-03/FT-04 | TOWN PLANNING | A |

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REFERENCE MAP

NORTH

0m 1m 2m 3m 4m

**NOTES**

1. Do not scale drawing. Written dimensions govern
2. All dimensions are in millimeters unless noted otherwise
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ADVERTISED PLAN

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Architect Directors VIC:
Mark Loughnan 15032
Peter Lee 13798

**CLIENT**

MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

Cover Sheet

**REVIEWED** NW

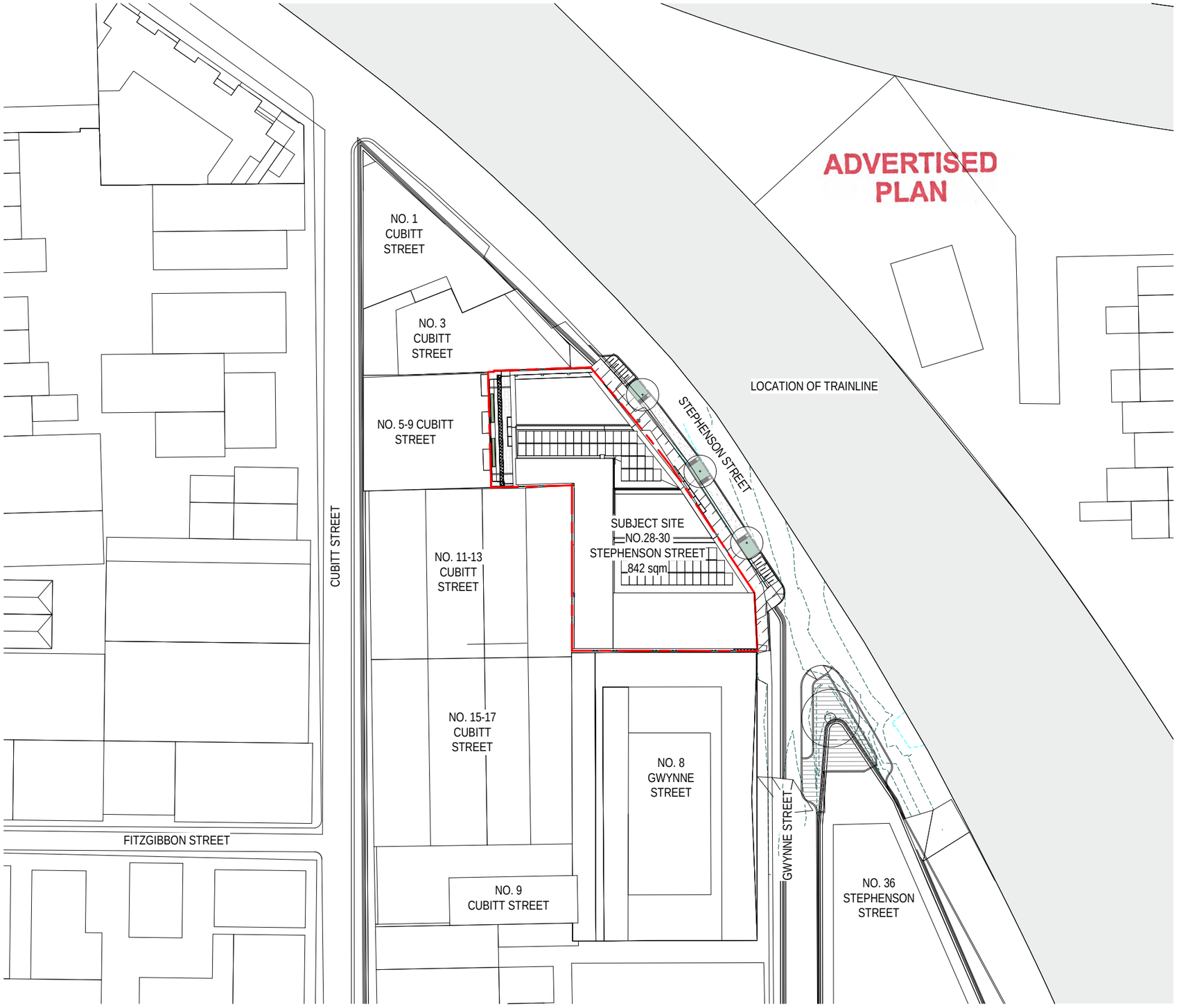
**SCALE @ A3**

**APPROVED** AL

**PROJECT NO.** 015454

**DRAWING NO.** TP_0001

**REV NO.** A




REFERENCE MAP

NORTH

0m 5m 10m 15m 20m

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

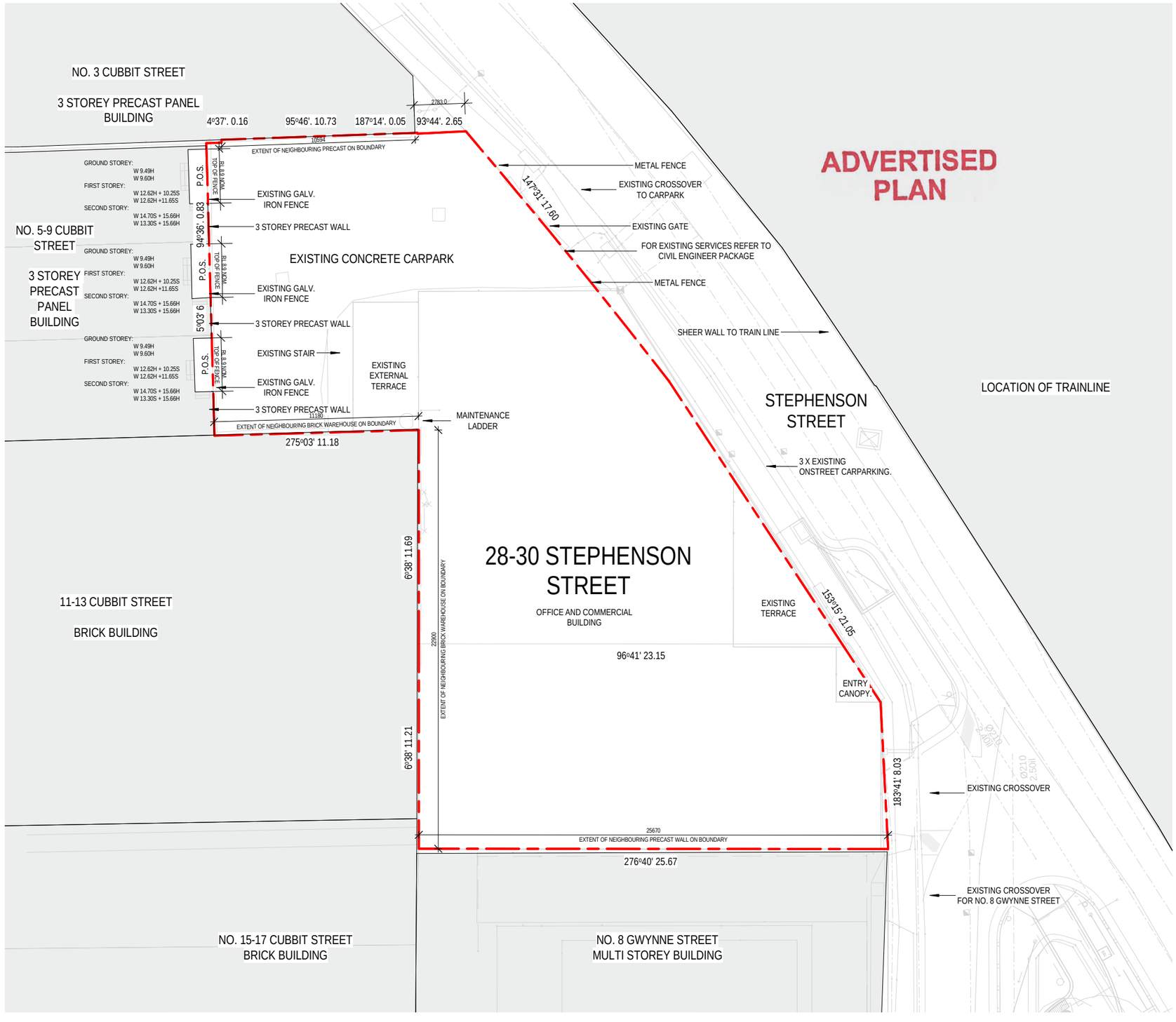
**STATUS**

FOR DTP SUBMISSION

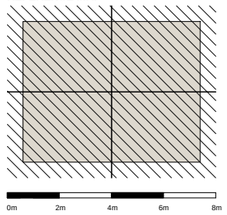
**DRAWING TITLE**

Site Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 500 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0002 | A |




**REFERENCE MAP**




**NORTH**

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

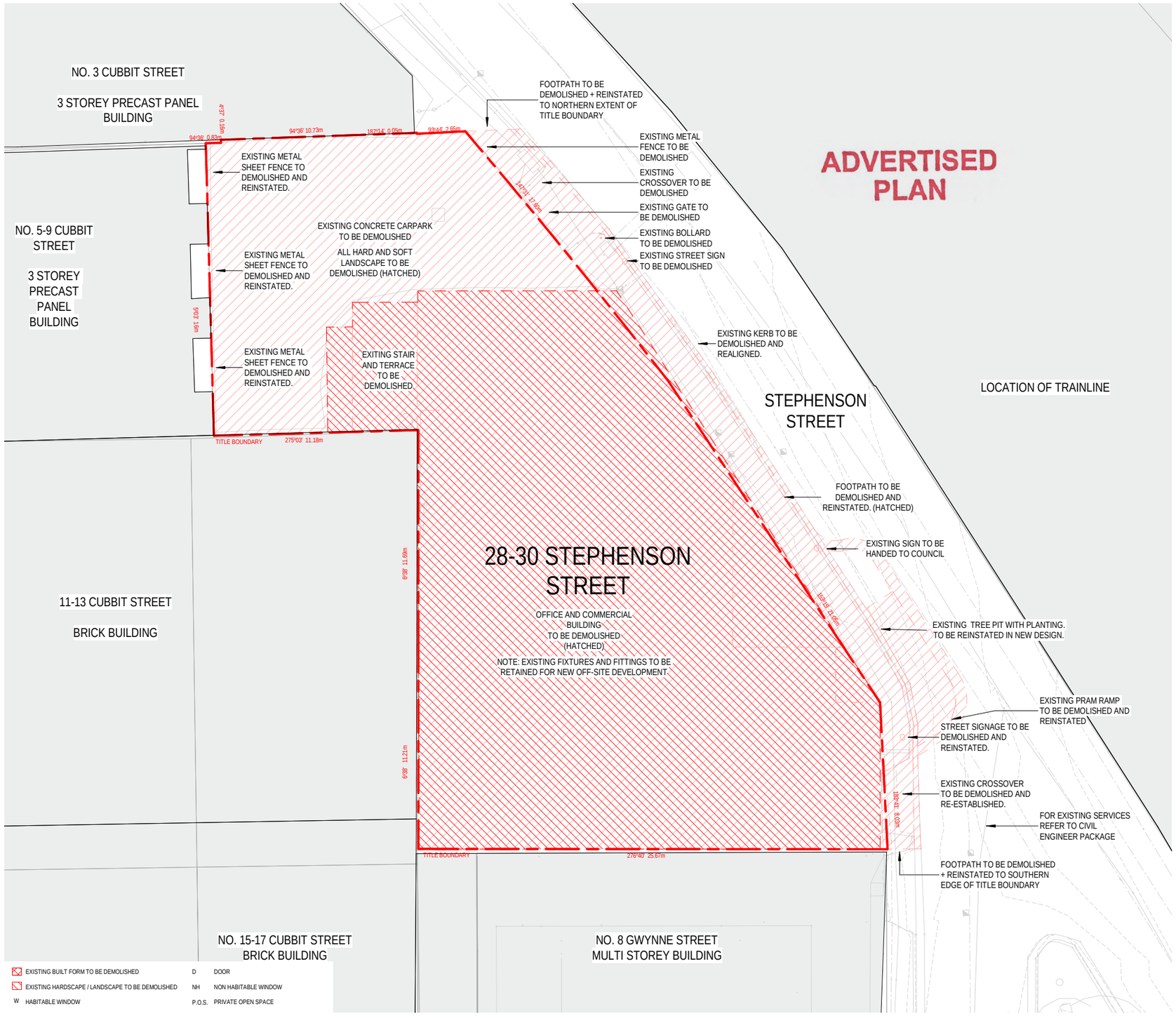
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

Existing Conditions

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0003 | A |




REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

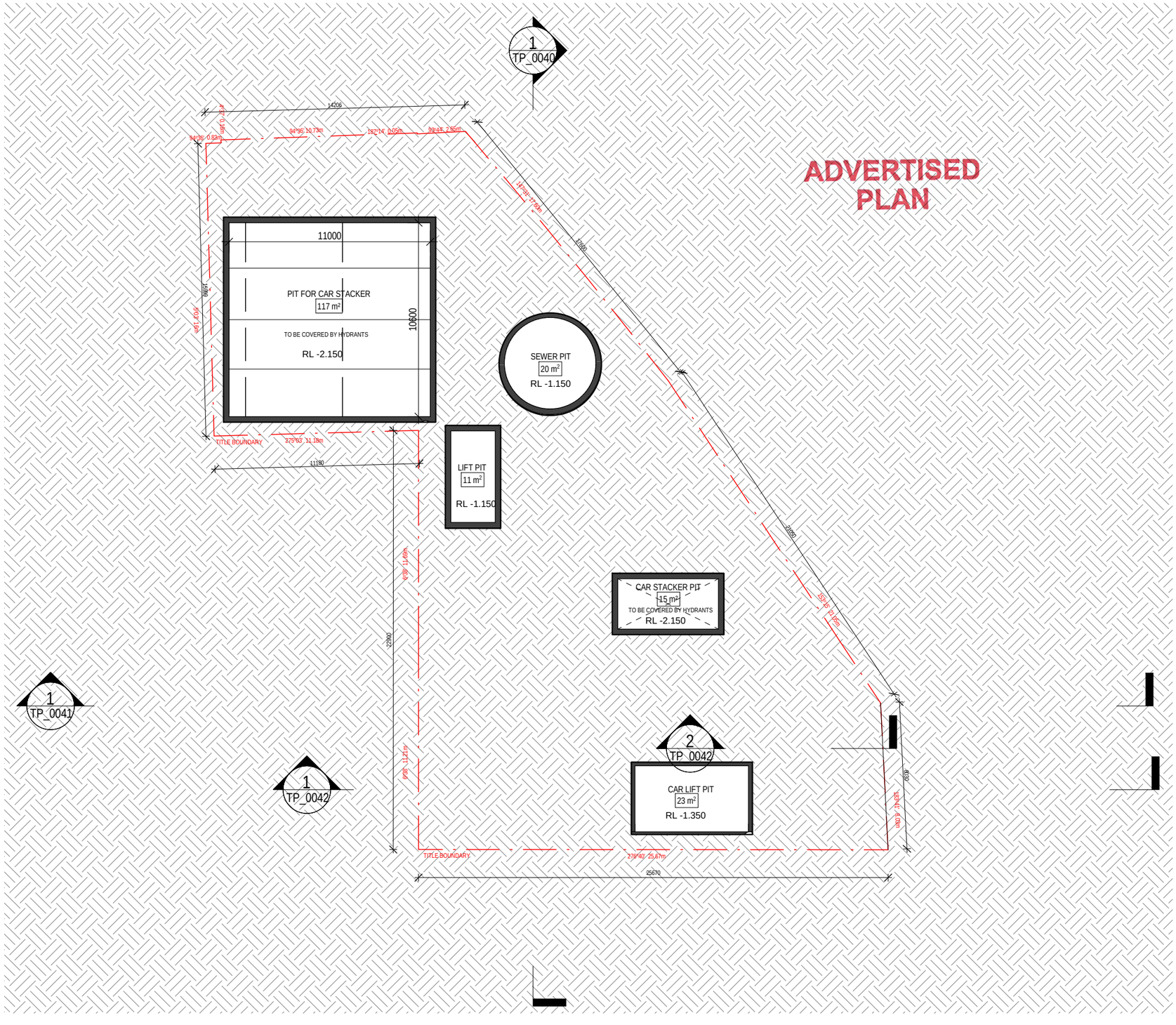
**STATUS**

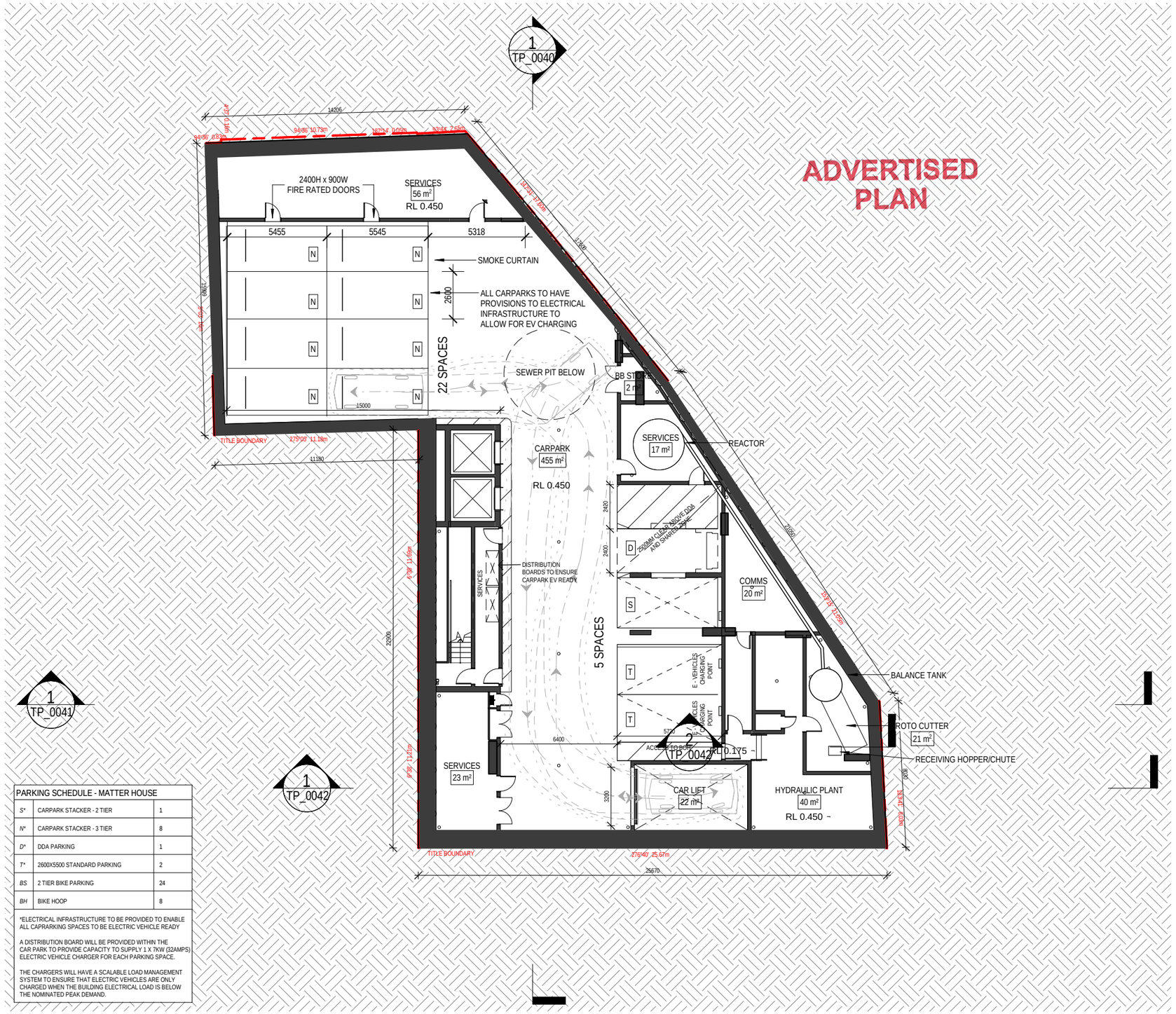
FOR DTP SUBMISSION

**DRAWING TITLE**

Demolition Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0004 | A |


1
TP_0040
ADVERTISED
PLAN
11000
PIT FOR CAR STACKER
117 m²
TO BE COVERED BY HYDRANTS
RL -2.150
10600
SEWER PIT
20 m²
RL -1.150
LIFT PIT
11 m²
RL -1.150
CAR STACKER PIT
15 m²
TO BE COVERED BY HYDRANTS
RL -2.150
CAR LIFT PIT
23 m²
RL -1.350
1
TP_0041
1
TP_0042
2
TP_0042
TITLE BOUNDARY
25670
22000
14206
11180
1998
2000
2000
2000




| PARKING SCHEDULE - MATTER HOUSE | | |
|---|---|---|
| S* | CARPARK STACKER - 2 TIER | 1 |
| N* | CARPARK STACKER - 3 TIER | 8 |
| D* | DDA PARKING | 1 |
| T* | 2600X5500 STANDARD PARKING | 2 |
| BS | 2 TIER BIKE PARKING | 24 |
| BH | BIKE HOOP | 8 |

*ELECTRICAL INFRASTRUCTURE TO BE PROVIDED TO ENABLE ALL CAPRARKING SPACES TO BE ELECTRIC VEHICLE READY

A DISTRIBUTION BOARD WILL BE PROVIDED WITHIN THE CAR PARK TO PROVIDE CAPACITY TO SUPPLY 1 X 7KW (32AMPS) ELECTRIC VEHICLE CHARGER FOR EACH PARKING SPACE.

THE CHARGERS WILL HAVE A SCALABLE LOAD MANAGEMENT SYSTEM TO ENSURE THAT ELECTRIC VEHICLES ARE ONLY CHARGED WHEN THE BUILDING ELECTRICAL LOAD IS BELOW THE NOMINATED PEAK DEMAND.

**REFERENCE MAP**

**NORTH**

0m 2m 4m 6m 8m

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Peter Lee 13798

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House

28-30 STEPHENSON STREET CREMORNE

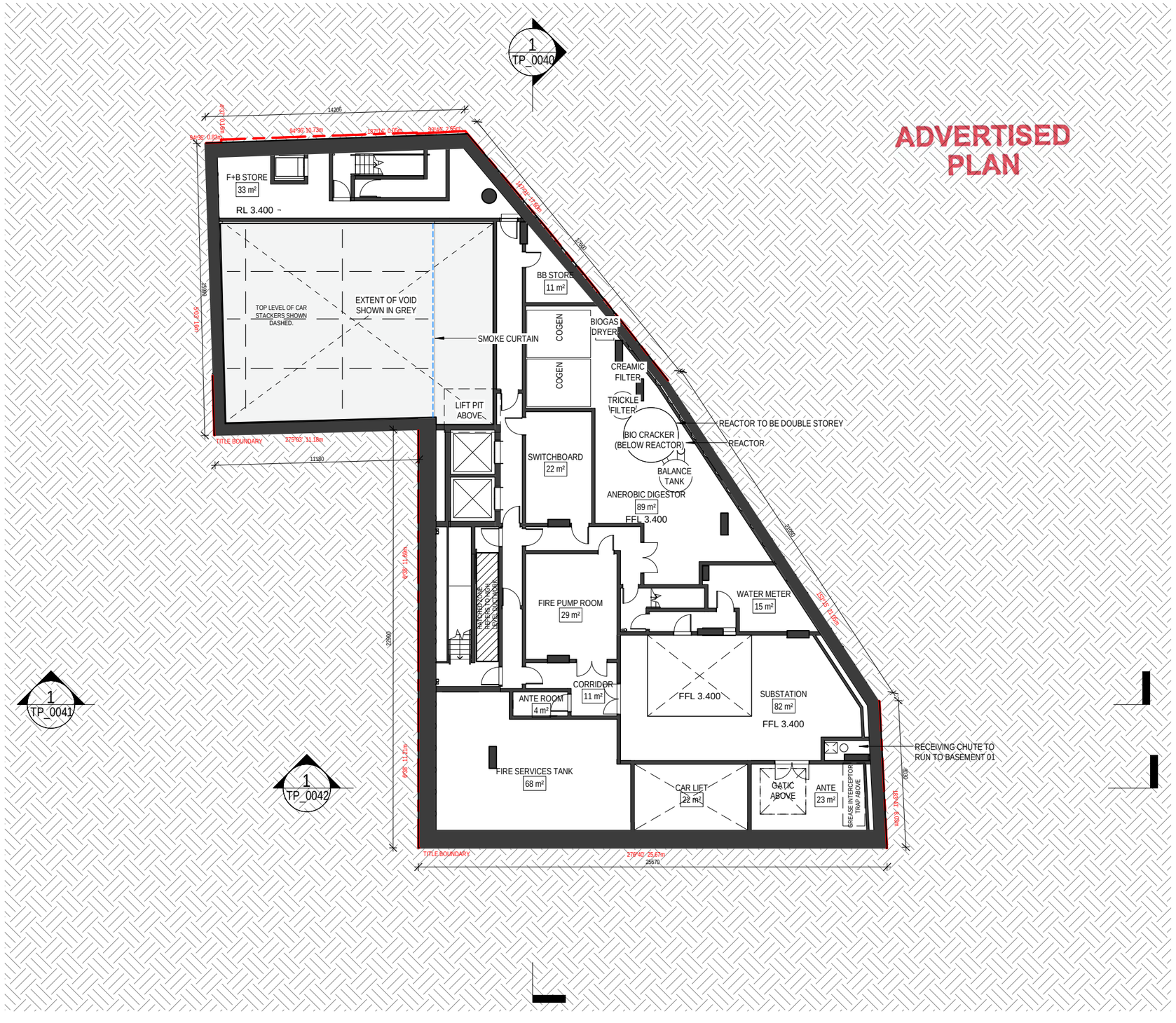
**STATUS**

FOR DTP SUBMISSION

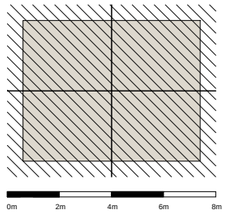
**DRAWING TITLE**

Basement 01

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0011 | A |




**REFERENCE MAP**




**NORTH**

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**

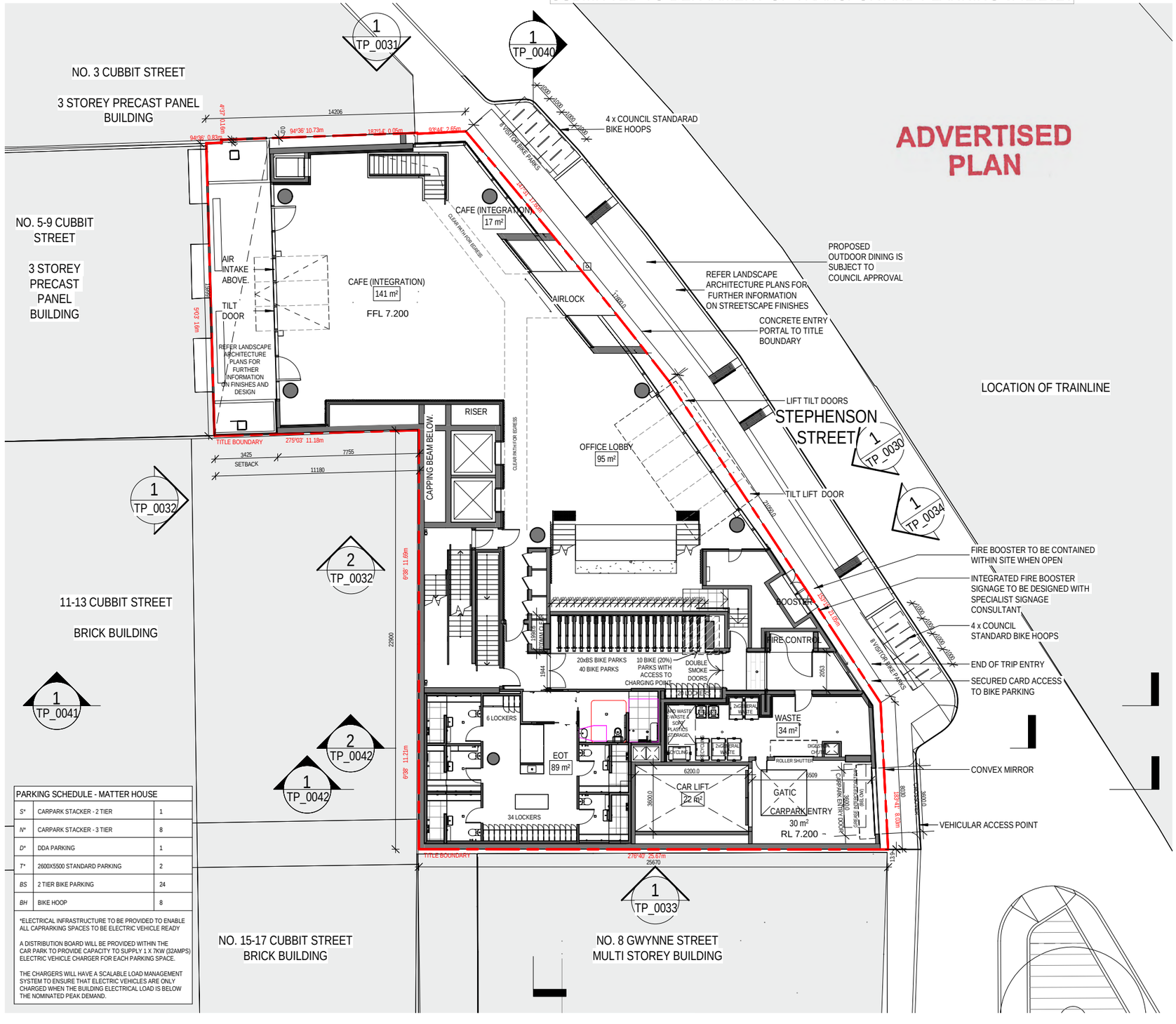
FOR DTP SUBMISSION

**DRAWING TITLE**

Basement 01 - Mezzanine

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0012 | A |

SUBMITTED TO DEPARMENT OF TRANSPOR AND PLANNING 3/12/2025




| PARKING SCHEDULE - MATTER HOUSE | | |
|---|---|---|
| S* | CARPARK STACKER - 2 TIER | 1 |
| N* | CARPARK STACKER - 3 TIER | 8 |
| D* | DDA PARKING | 1 |
| T* | 2600X5500 STANDARD PARKING | 2 |
| BS | 2 TIER BIKE PARKING | 24 |
| BH | BIKE HOOP | 8 |

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REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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Peter Lee 13798

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

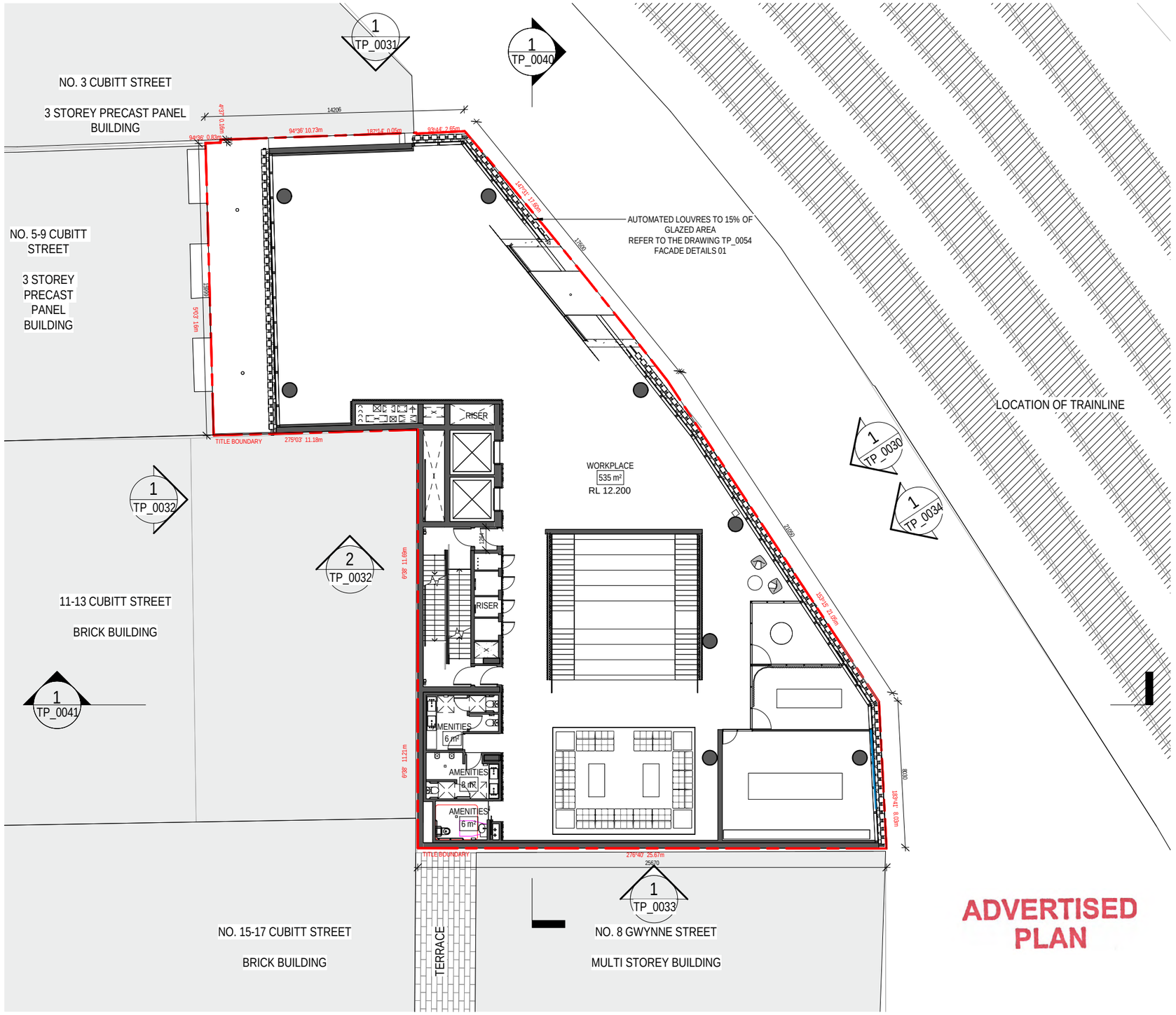
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

GF Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0013 | A |




REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

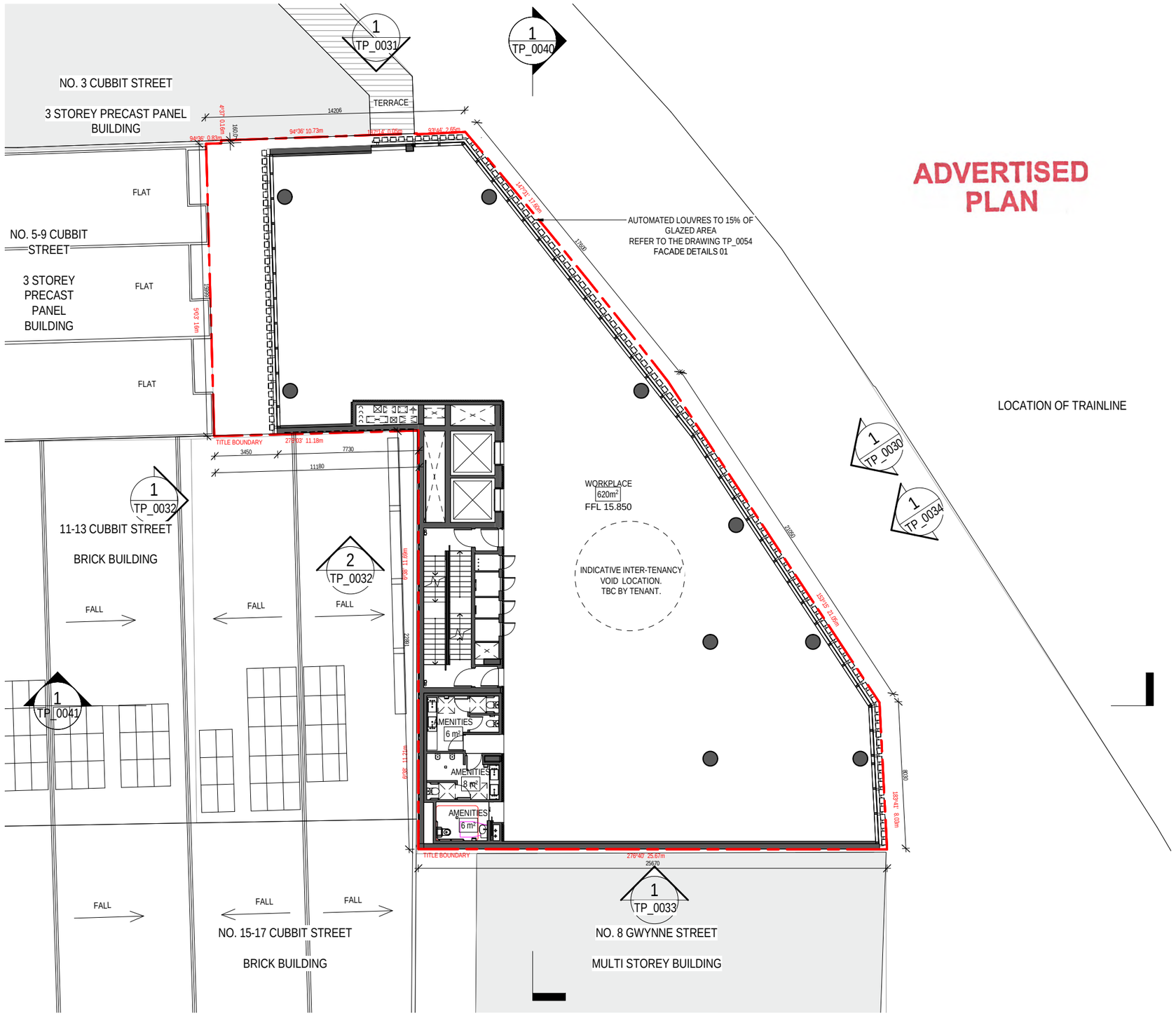
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L1 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0014 | A |




ADVERTISED PLAN

**REFERENCE MAP**

NORTH

0m 2m 4m 6m 8m

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

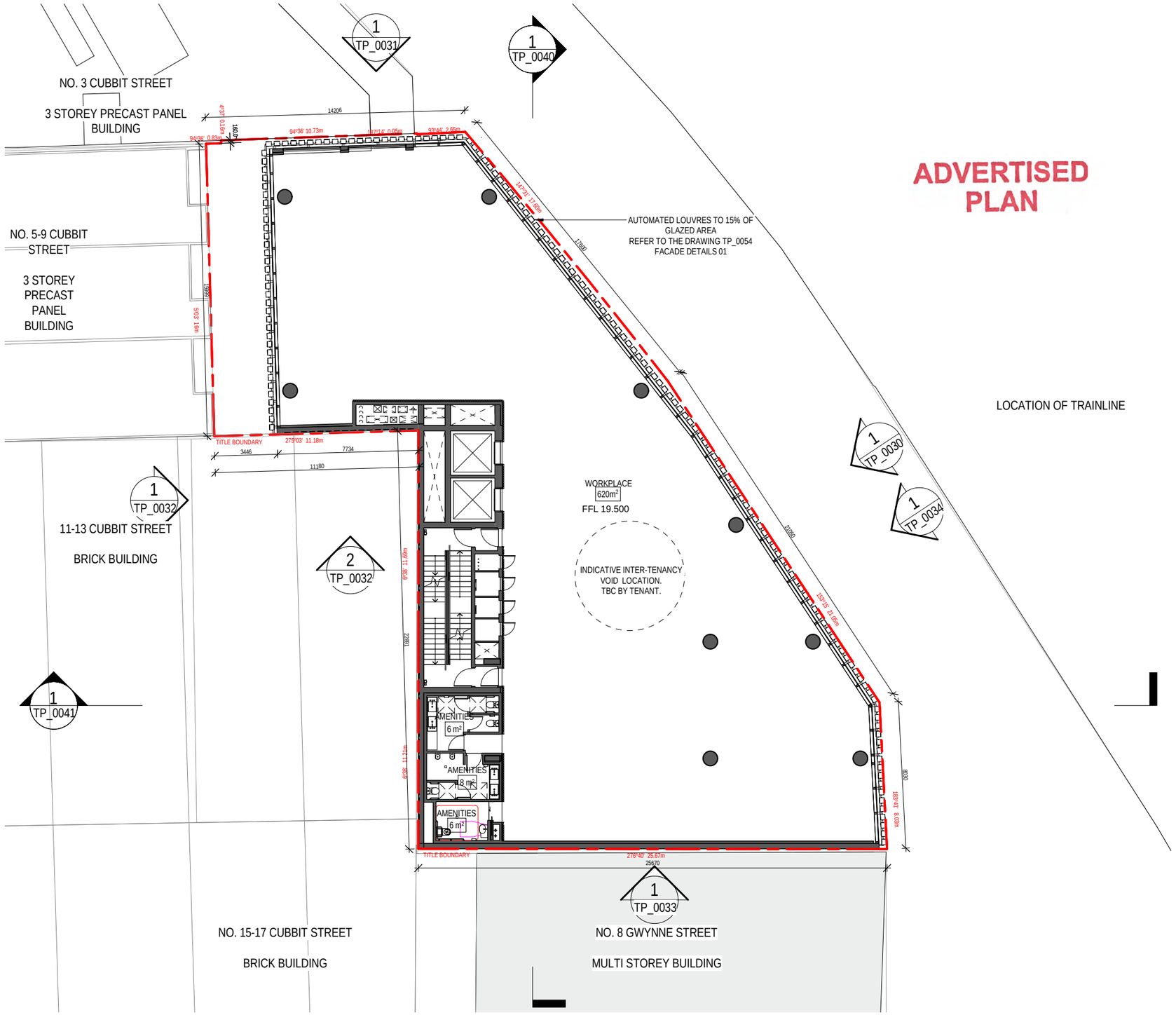
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L2 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0015 | A |




ADVERTISED PLAN

REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

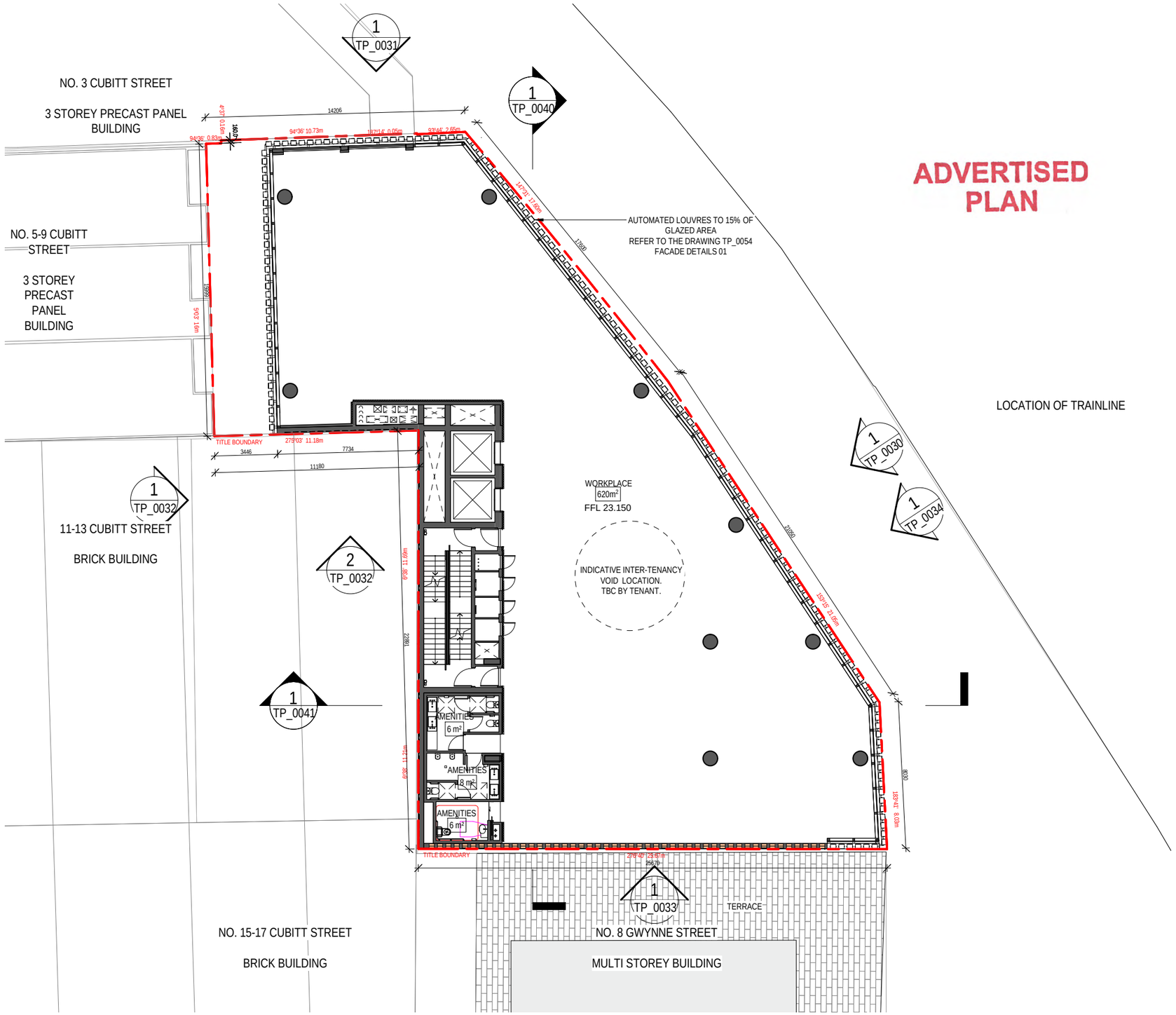
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L3 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0016 | A |




ADVERTISED PLAN

REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

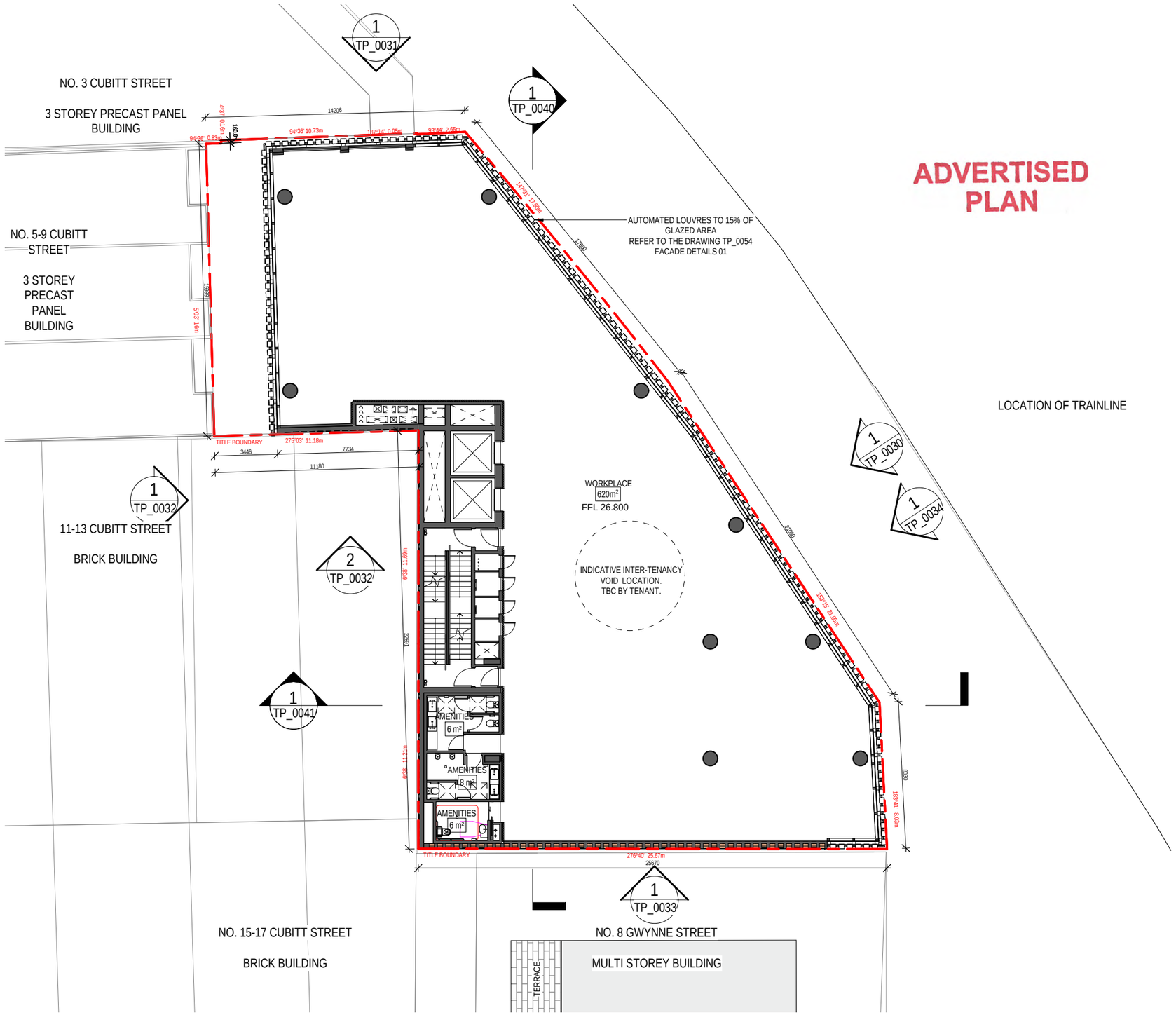
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L4 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0017 | A |




ADVERTISED PLAN

REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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**CLIENT**

MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

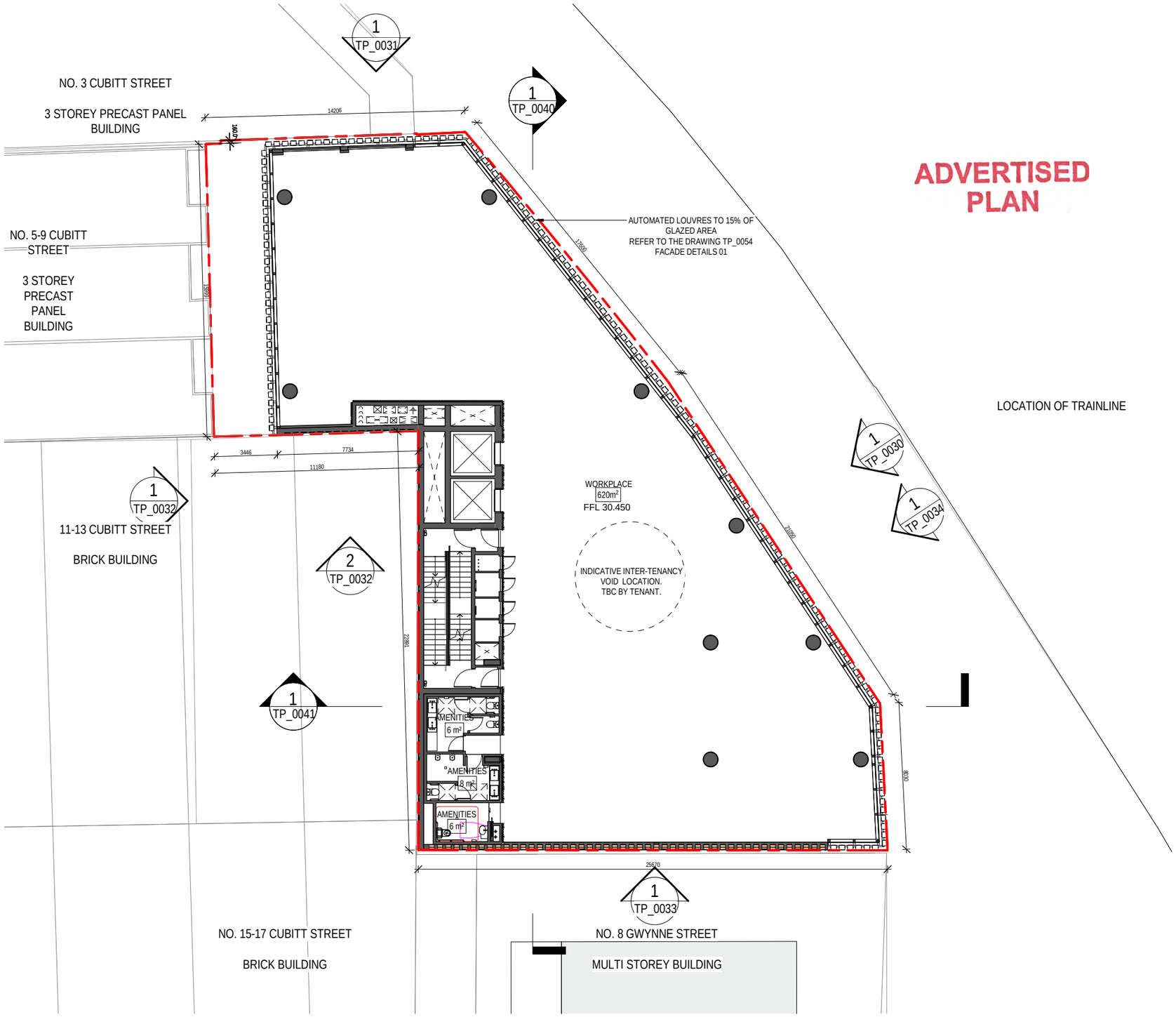
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L5 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0018 | A |




ADVERTISED PLAN

REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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Architect Directors VIC:
Mark Loughnan 15032
Peter Lee 13798

**CLIENT**

MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House

28-30 STEPHENSON STREET CREMORNE

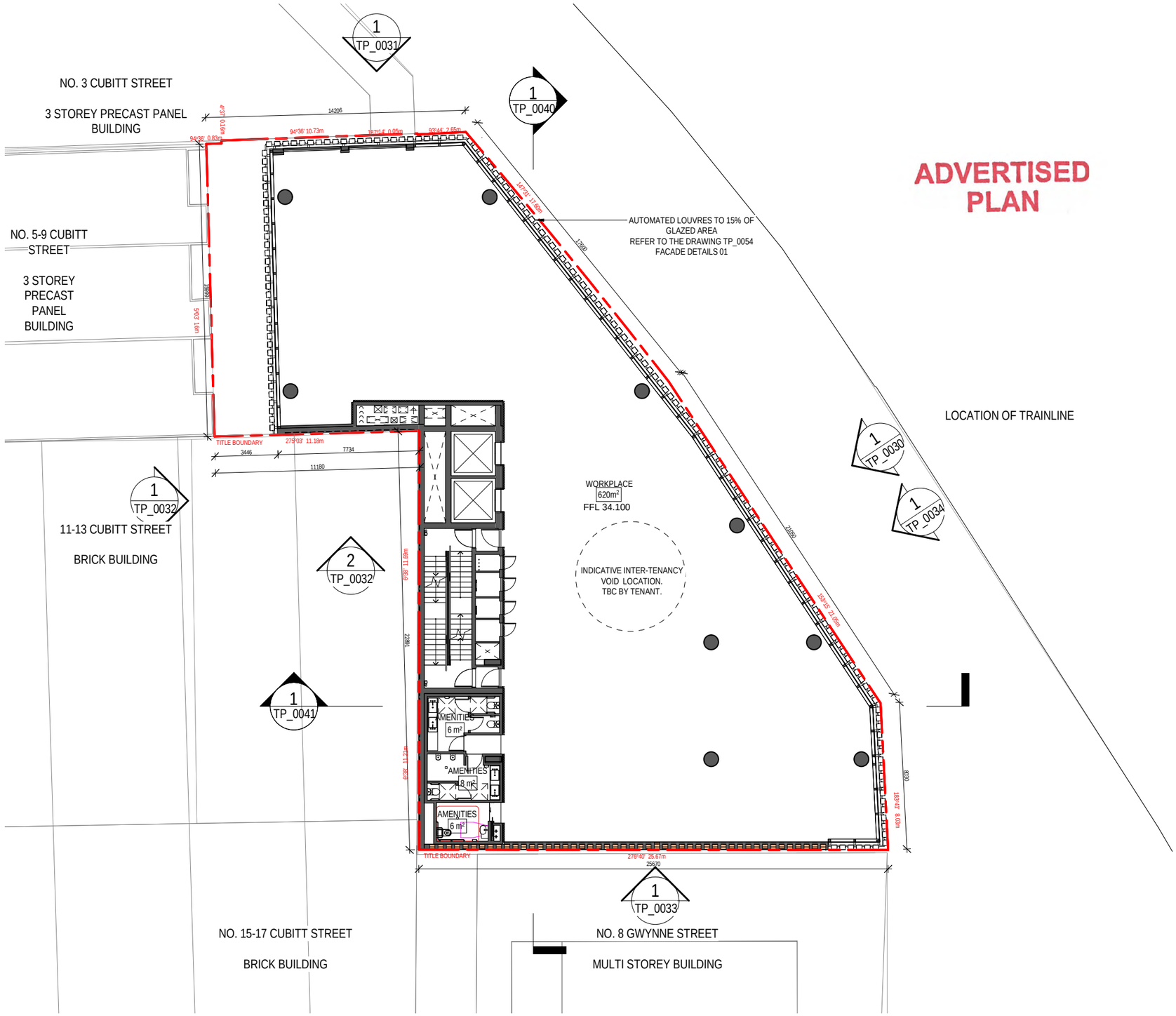
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L6 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0019 | A |




ADVERTISED PLAN

REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

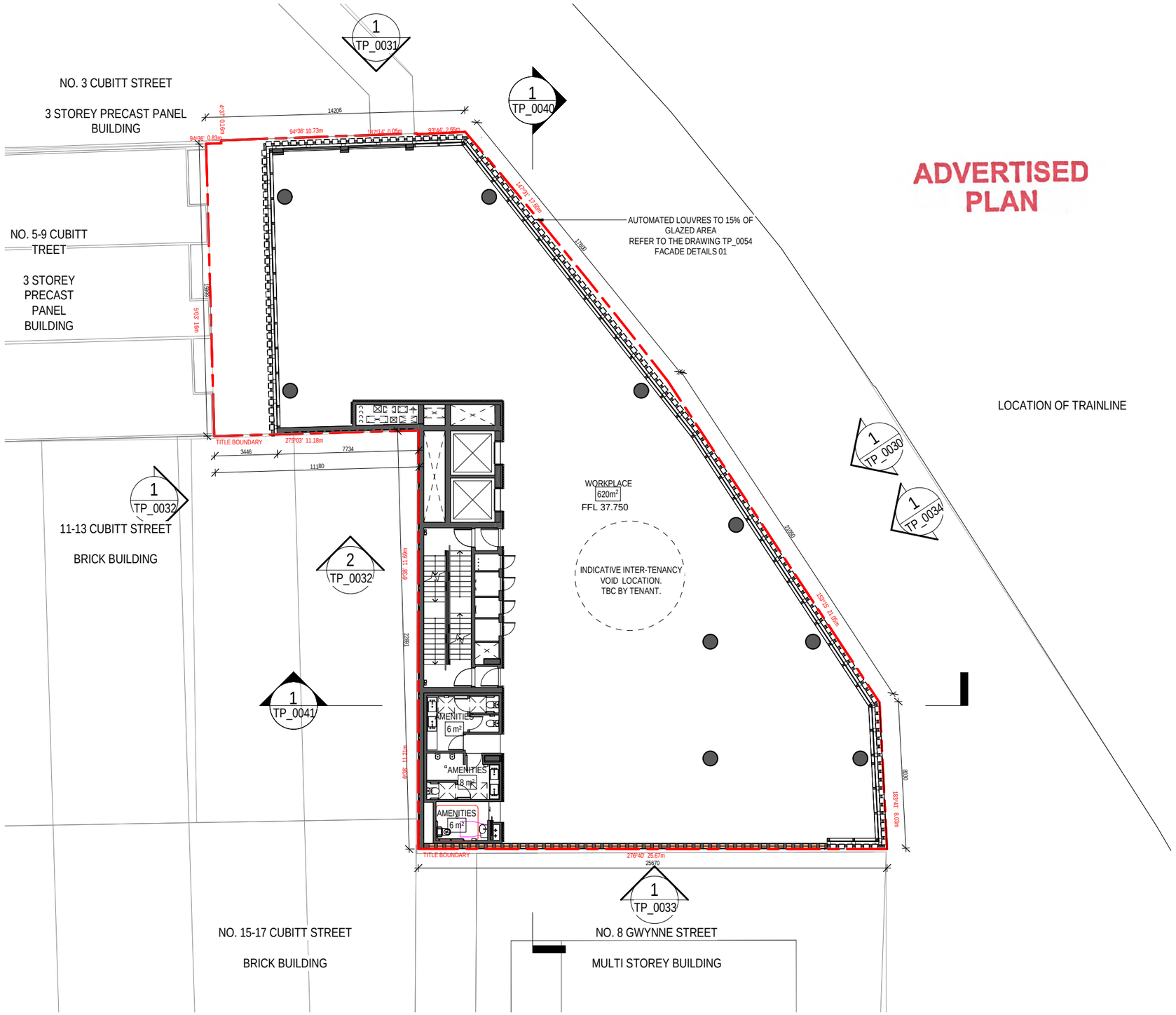
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L7 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0020 | A |




ADVERTISED PLAN

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REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

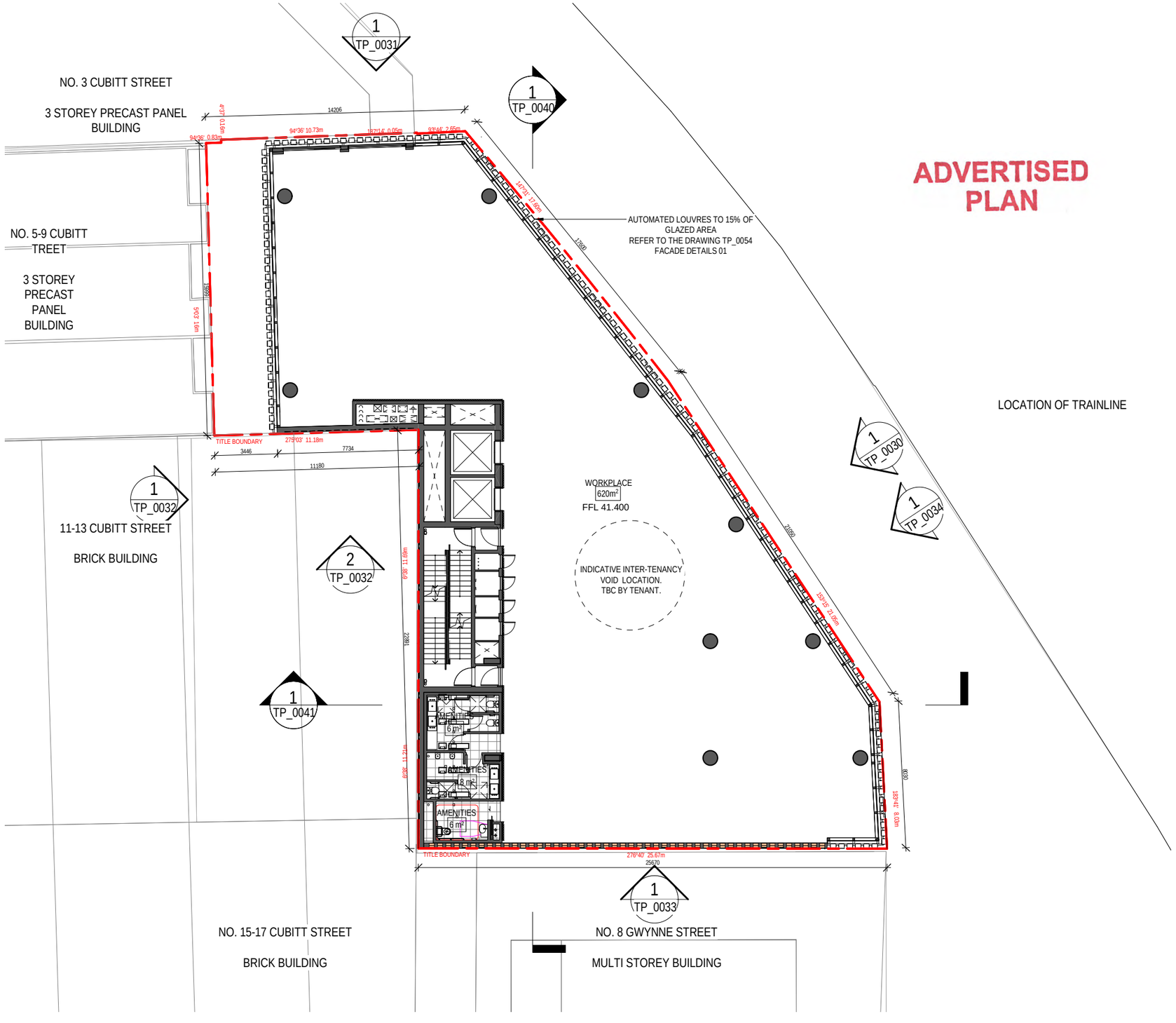
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L8 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0021 | A |




ADVERTISED PLAN

REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

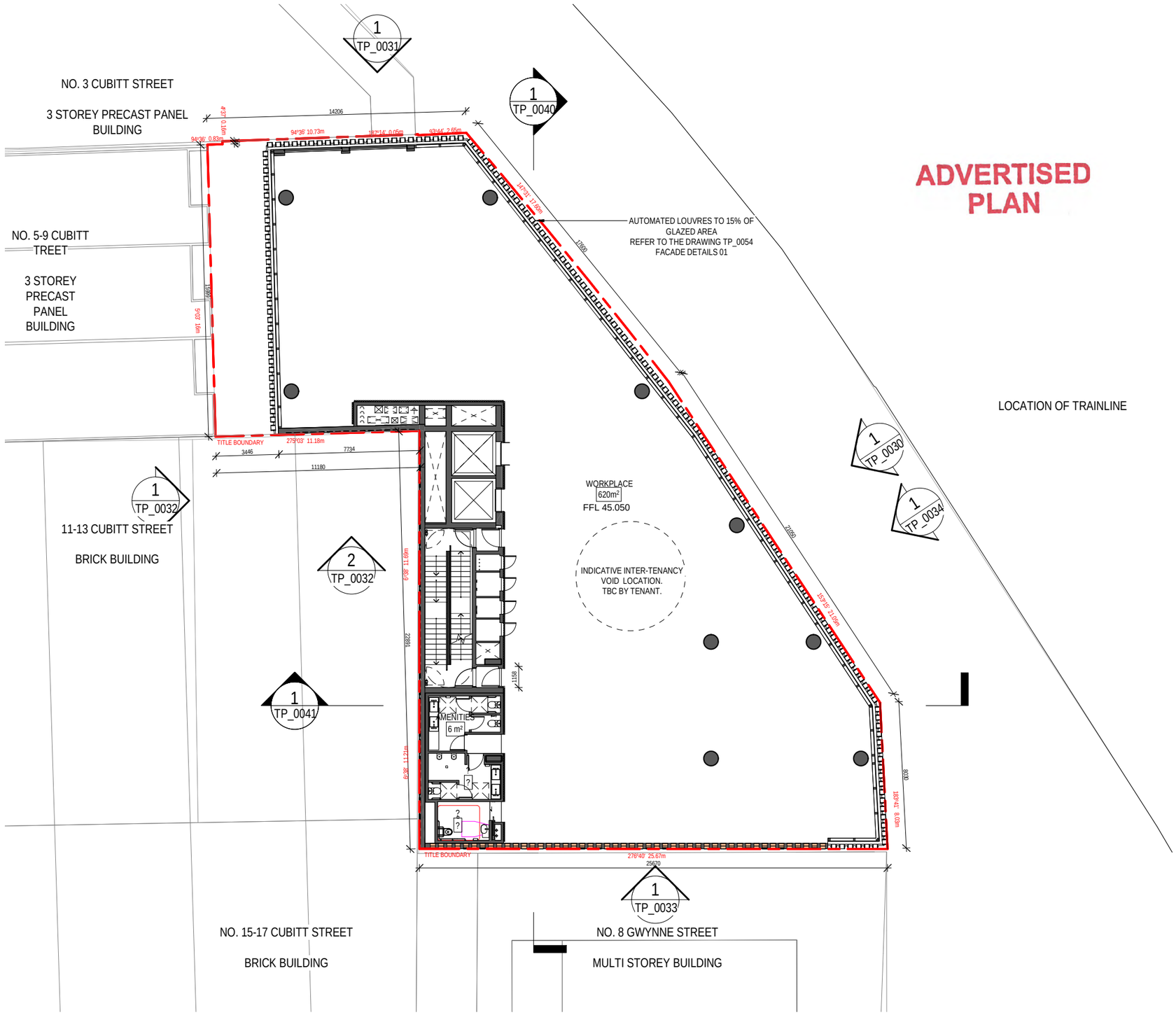
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L9 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0022 | A |




REFERENCE MAP

NORTH

0m 1m 2m 3m 4m

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**PROJECT**

Matter House

28-30 STEPHENSON STREET CREMORNE

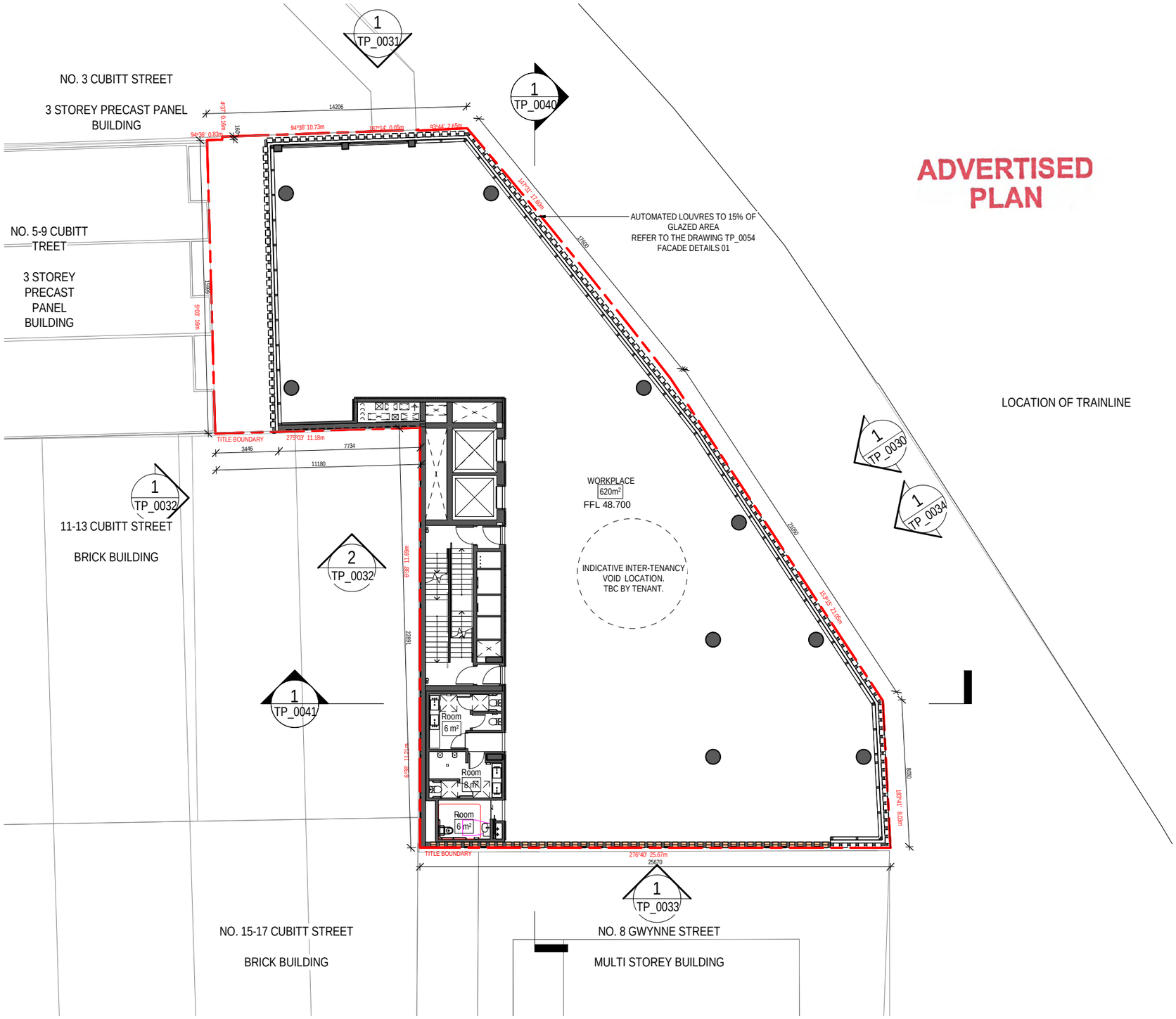
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L10 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0023 | A |




**REFERENCE MAP**

NORTH

0m 1m 2m 3m 4m

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**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

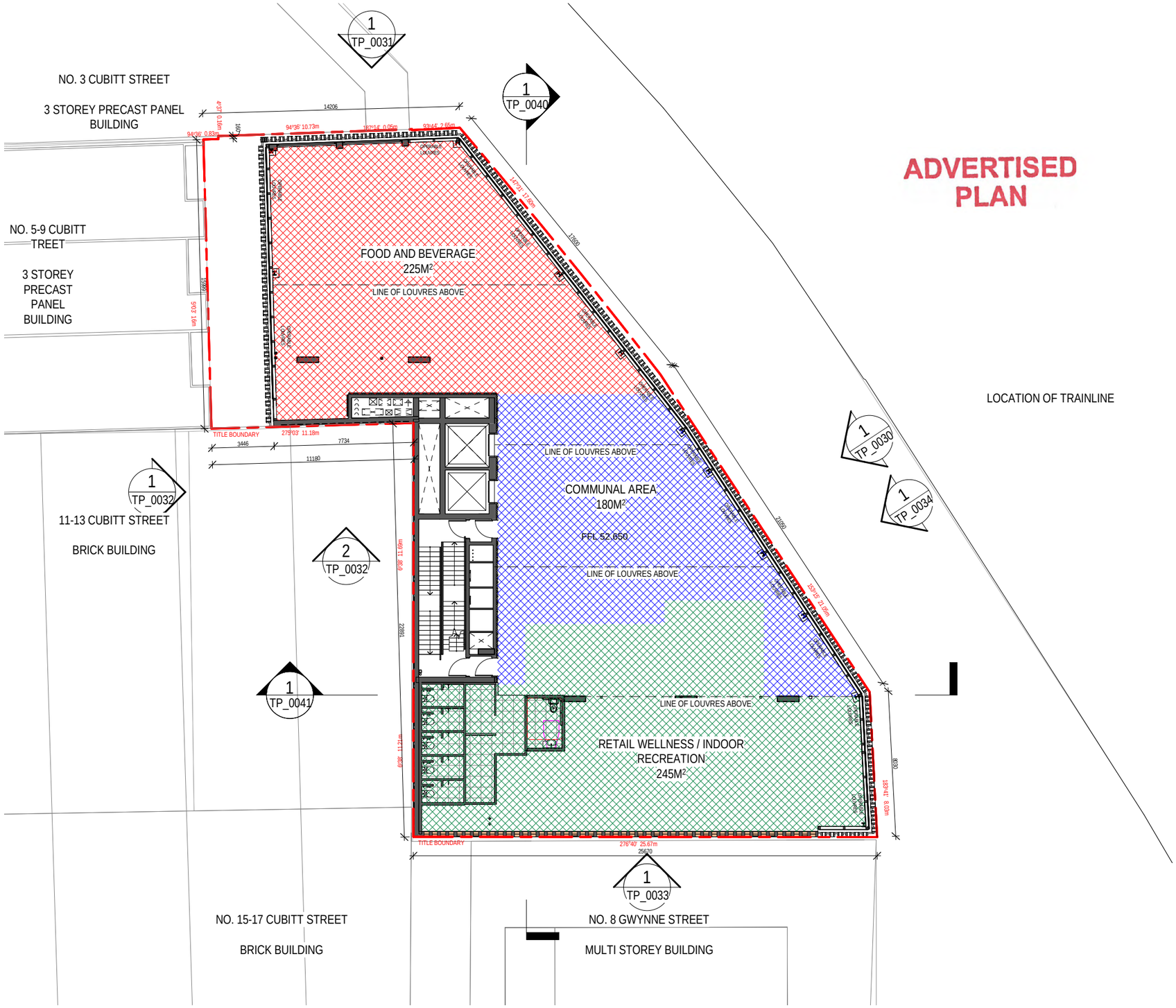
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L11 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0024 | A |




ADVERTISED PLAN

**REFERENCE MAP**

NORTH

0m 1m 2m 3m 4m

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**PROJECT**

Matter House

28-30 STEPHENSON STREET CREMORNE

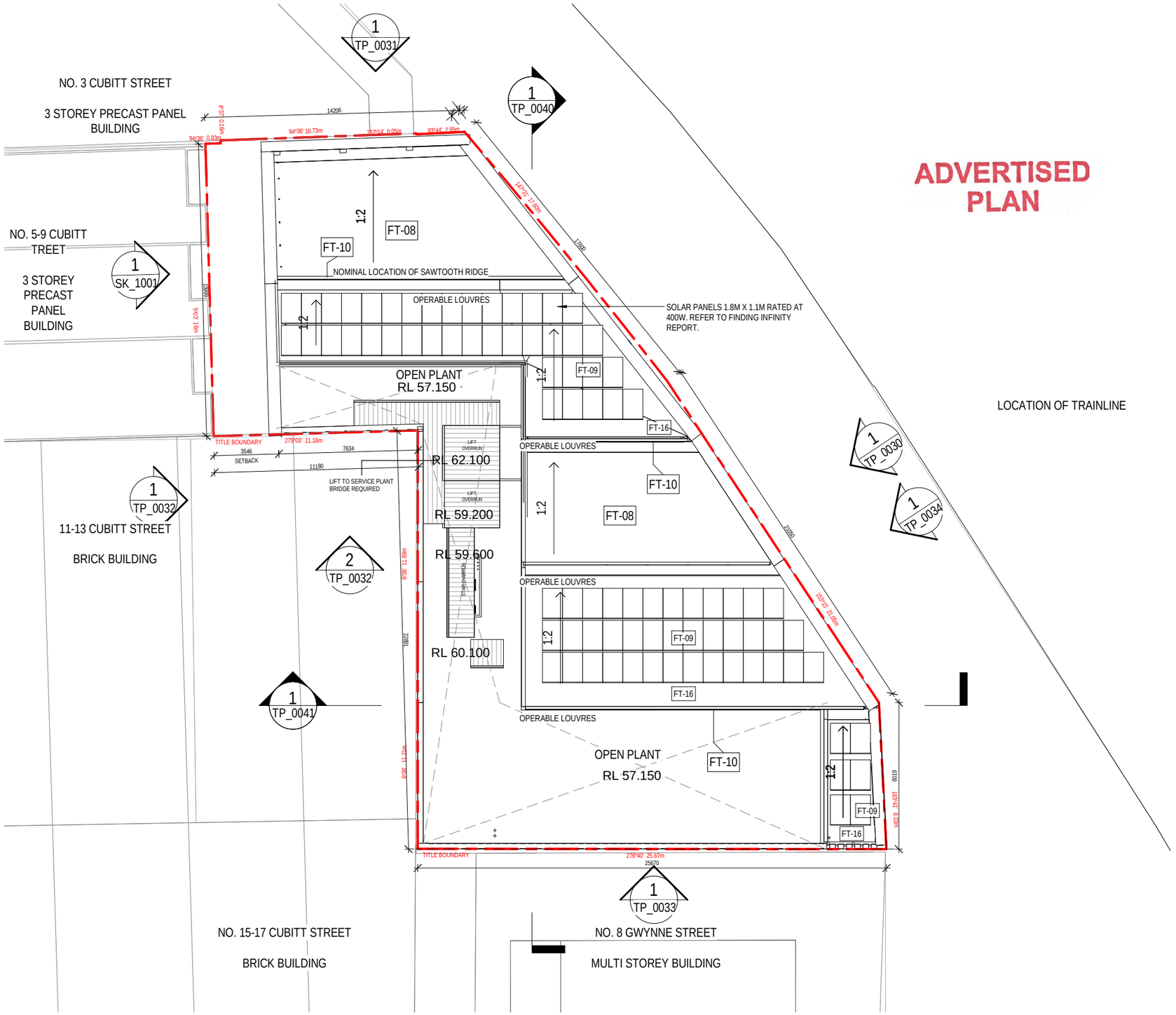
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

L12 Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0026 | A |




REFERENCE MAP

NORTH

0m 2m 4m 6m 8m

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

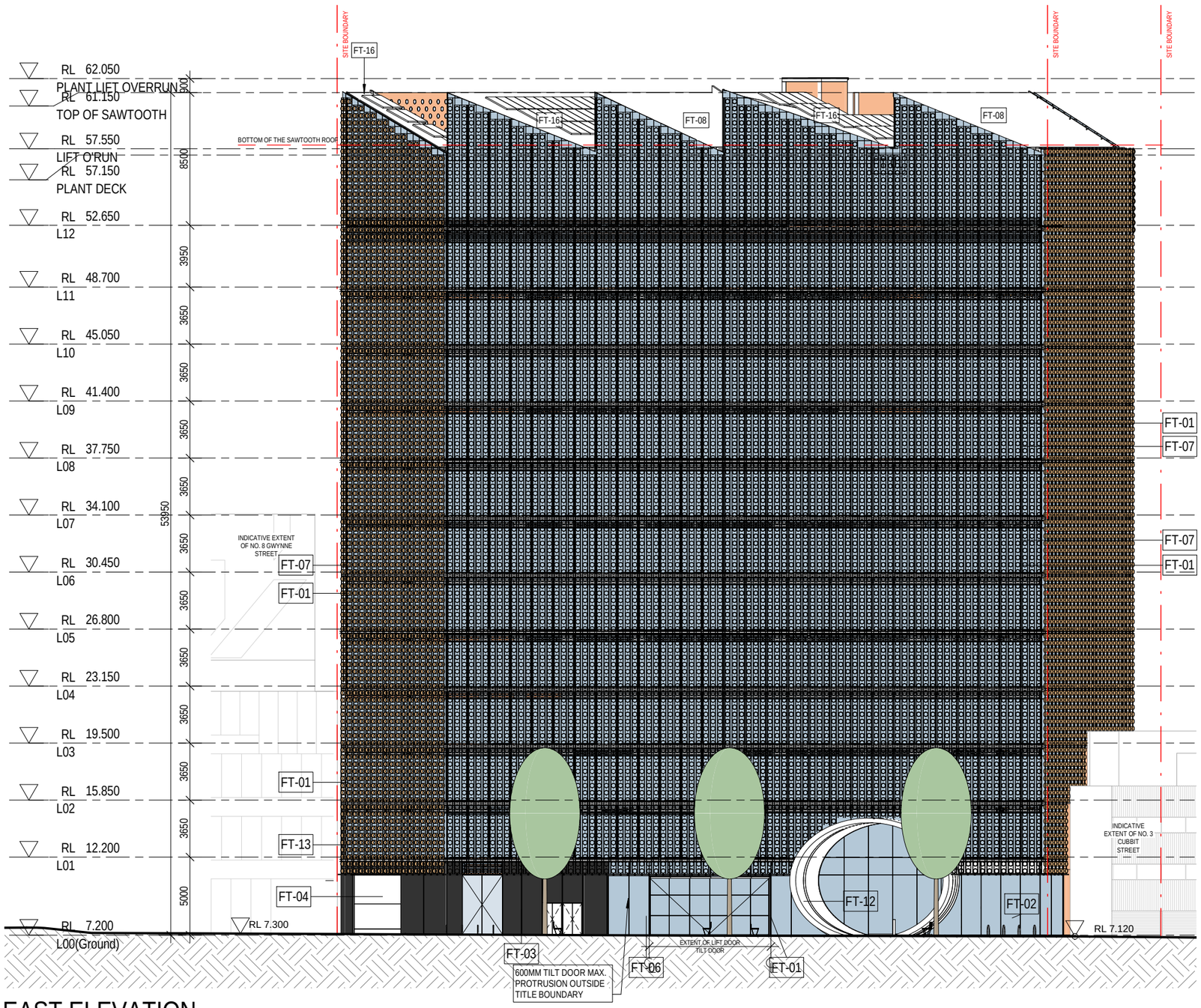
**STATUS**

FOR DTP SUBMISSION

**DRAWING TITLE**

Roof Plan

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0028 | A |



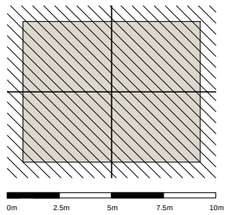

1 EAST ELEVATION
1 : 250

ADVERTISED PLAN

FACADE TYPES LEGEND - MATTER HOUSE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FT-01 | TERRACOTTA COLOUR PIPE | FT-06 | GLAZED TILT DOOR | FT-11 | LOUVRE WINDOW- ROOF TERRACE | FT-17 | FIRE RATED OBSCURE ROUND GLASS BLOCK |
| FT-02 | CLEAR GLAZING- GROUND | FT-07 | CLEAR GLAZING- UPPER LEVELS | FT-12 | CONCRETE ENTRY PORTAL | | |
| FT-03 | CHARCOAL CLADDING | FT-08 | ROOF SHEETING | FT-13 | PRECAST CONCRETE IN TERRACOTTA COLOUR | | |
| FT-04 | CHARCOAL CLAD CARPARK DOOR | FT-09 | PHOTO VOLTAIC CELLS | FT-14 | METAL PLATE IN CHARCOAL COLOUR | | |
| FT-05 | TEXTURED PRECAST IN TERRACOTTA COLOUR | FT-10 | LOUVRE WINDOW- HIGH LEVEL | FT-16 | ROOF SHEETING | | |

REFERENCE MAP




NORTH

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Peter Lee 13798

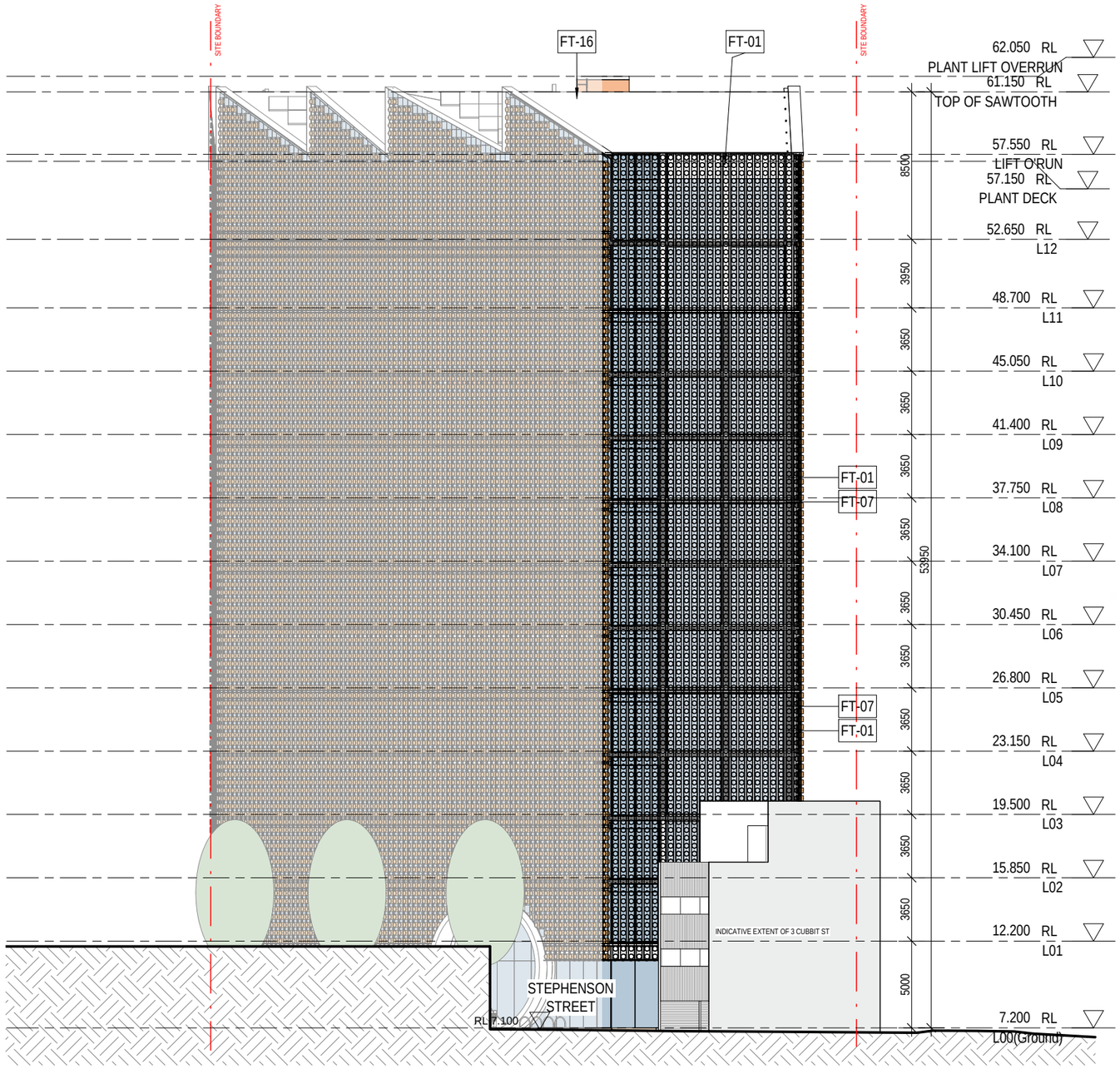
**CLIENT**
MATTER HOUSE GROUP PTY LTD

**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
Elevations

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | As indicated |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0030 | A |



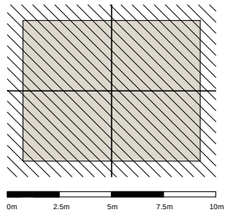

1 NORTHERN ELEVATION
1 : 250

FACADE TYPES LEGEND - MATTER HOUSE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FT-01 | TERRACOTTA COLOUR PIPE | FT-06 | GLAZED TILT DOOR | FT-11 | LOUVRE WINDOW- ROOF TERRACE | FT-17 | FIRE RATED OBSCURE ROUND GLASS BLOCK |
| FT-02 | CLEAR GLAZING- GROUND | FT-07 | CLEAR GLAZING- UPPER LEVELS | FT-12 | CONCRETE ENTRY PORTAL | | |
| FT-03 | CHARCOAL CLADDING | FT-08 | ROOF SHEETING | FT-13 | PRECAST CONCRETE IN TERRACOTTA COLOUR | | |
| FT-04 | CHARCOAL CLAD CARPARK DOOR | FT-09 | PHOTO VOLTAIC CELLS | FT-14 | METAL PLATE IN CHARCOAL COLOUR | | |
| FT-05 | TEXTURED PRECAST IN TERRACOTTA COLOUR | FT-10 | LOUVRE WINDOW- HIGH LEVEL | FT-16 | ROOF SHEETING | | |

ADVERTISED PLAN

REFERENCE MAP




NORTH

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Peter Lee 13798

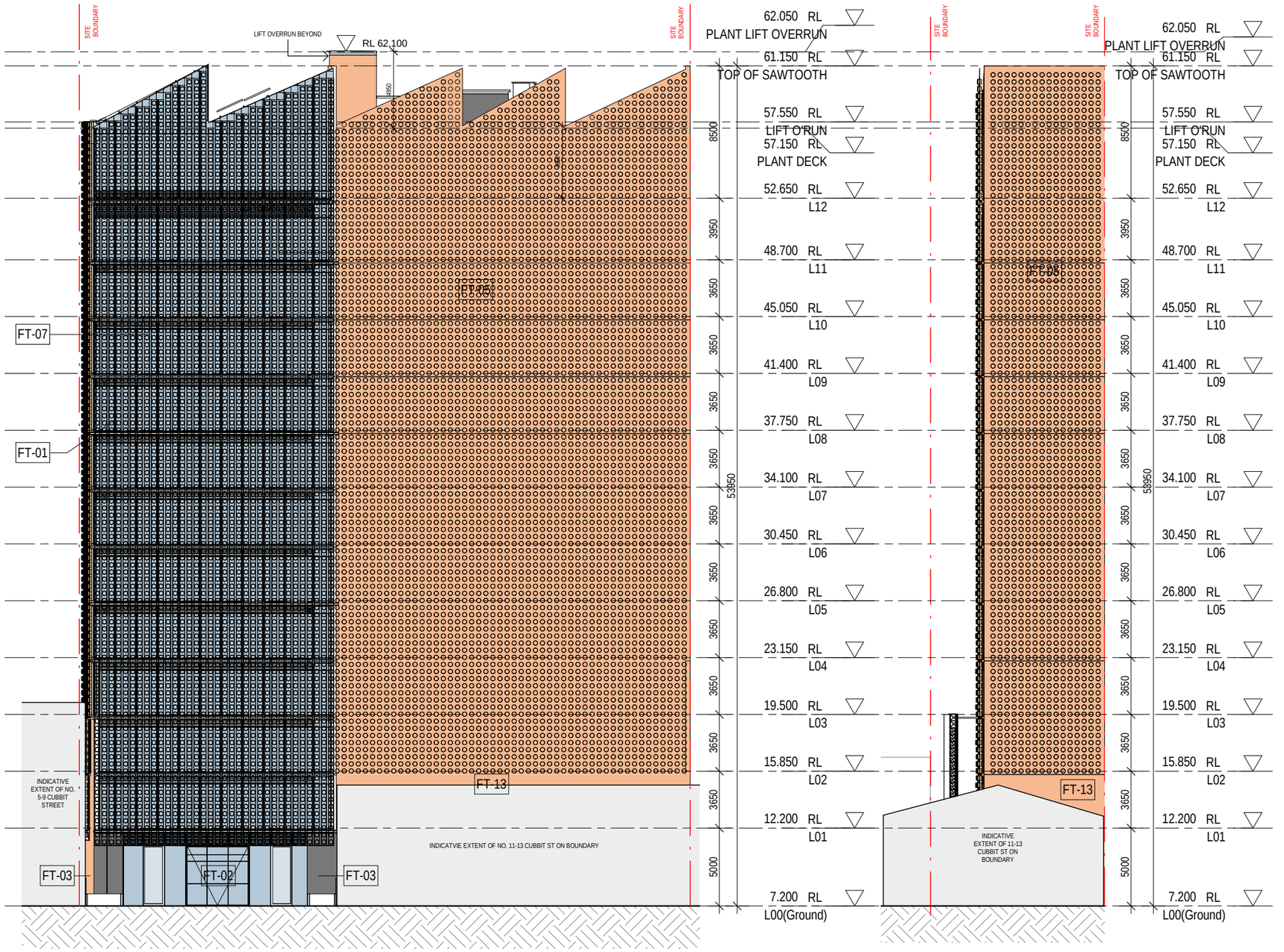
CLIENT
MATTER HOUSE GROUP PTY LTD

PROJECT
Matter House
28-30 STEPHENSON STREET CREMORNE

STATUS
FOR DTP SUBMISSION

DRAWING TITLE
Elevations

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | As indicated |
| APPROVED | PROJECT NO. |
| AL | 015454 |
| DRAWING NO. | REV NO. |
| TP_0031 | A |




1 WEST ELEVATION
1 : 250

2 SOUTH WESTERN ELEVATION
1 : 250

FACADE TYPES LEGEND - MATTER HOUSE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FT-01 | TERRACOTTA COLOUR PIPE | FT-06 | GLAZED TILT DOOR | FT-11 | LOUVRE WINDOW- ROOF TERRACE | FT-17 | FIRE RATED OBSCURE ROUND GLASS BLOCK |
| FT-02 | CLEAR GLAZING- GROUND | FT-07 | CLEAR GLAZING- UPPER LEVELS | FT-12 | CONCRETE ENTRY PORTAL | | |
| FT-03 | CHARCOAL CLADDING | FT-08 | ROOF SHEETING | FT-13 | PRECAST CONCRETE IN TERRACOTTA COLOUR | | |
| FT-04 | CHARCOAL CLAD CARPARK DOOR | FT-09 | PHOTO VOLTAIC CELLS | FT-14 | METAL PLATE IN CHARCOAL COLOUR | | |
| FT-05 | TEXTURED PRECAST IN TERRACOTTA COLOUR | FT-10 | LOUVRE WINDOW- HIGH LEVEL | FT-16 | ROOF SHEETING | | |

ADVERTISED PLAN

REFERENCE MAP

NORTH

0m 2.5m 5m 7.5m 10m

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Peter Lee 13798

CLIENT
MATTER HOUSE GROUP PTY LTD

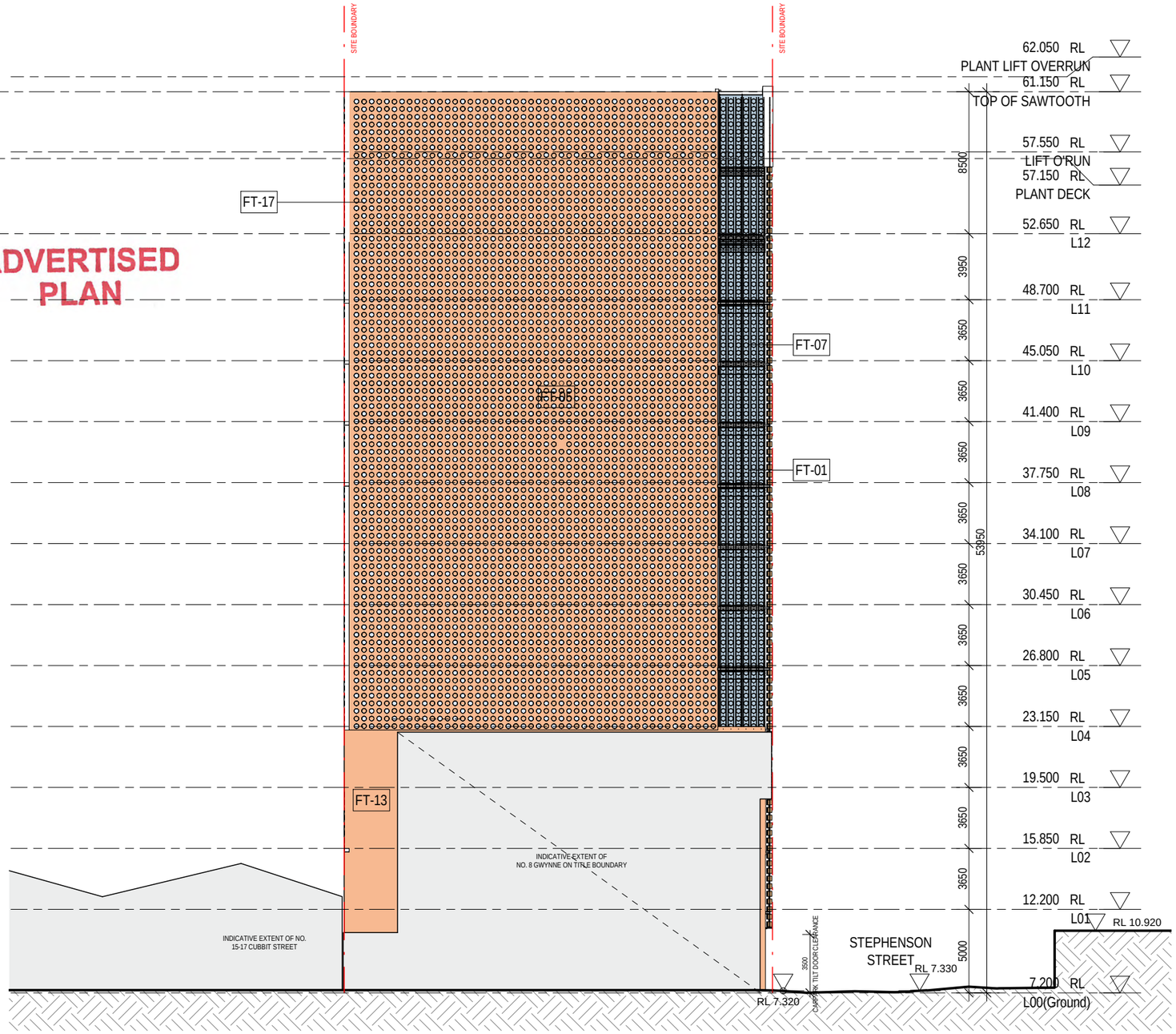
PROJECT
Matter House
28-30 STEPHENSON STREET CREMORNE

STATUS
FOR DTP SUBMISSION

DRAWING TITLE
Elevations

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | As indicated |
| APPROVED | PROJECT NO. |
| AL | 015454 |
| DRAWING NO. | REV NO. |
| TP_0032 | A |

ADVERTISED PLAN



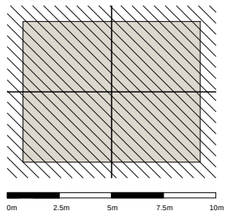

## 1 SOUTH ELEVATION

1 : 250

FACADE TYPES LEGEND - MATTER HOUSE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *FT-01* | TERRACOTTA COLOUR PIPE | *FT-06* | GLAZED TILT DOOR | *FT-11* | LOUVRE WINDOW- ROOF TERRACE | *FT-17* | FIRE RATED OBSCURE ROUND GLASS BLOCK |
| *FT-02* | CLEAR GLAZING- GROUND | *FT-07* | CLEAR GLAZING- UPPER LEVELS | *FT-12* | CONCRETE ENTRY PORTAL | | |
| *FT-03* | CHARCOAL CLADDING | *FT-08* | ROOF SHEETING | *FT-13* | PRECAST CONCRETE IN TERRACOTTA COLOUR | | |
| *FT-04* | CHARCOAL CLAD CARPARK DOOR | *FT-09* | PHOTO VOLTAIC CELLS | *FT-14* | METAL PLATE IN CHARCOAL COLOUR | | |
| *FT-05* | TEXTURED PRECAST IN TERRACOTTA COLOUR | *FT-10* | LOUVRE WINDOW- HIGH LEVEL | *FT-16* | ROOF SHEETING | | |

REFERENCE MAP




NORTH

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Architect Directors VIC:
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Peter Lee 13798

**CLIENT**

MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**

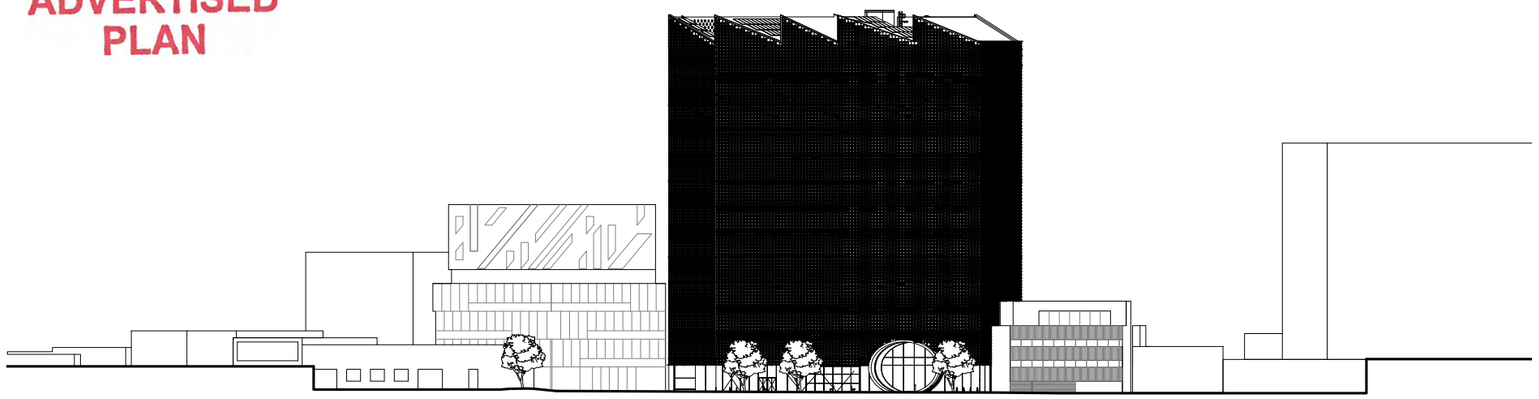
FOR DTP SUBMISSION

**DRAWING TITLE**

Elevations

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | As indicated |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0033 | A |

ADVERTISED PLAN



1 STEPHENSON ST STREETSCAPE ELEVATION
TP_0013 1 : 750

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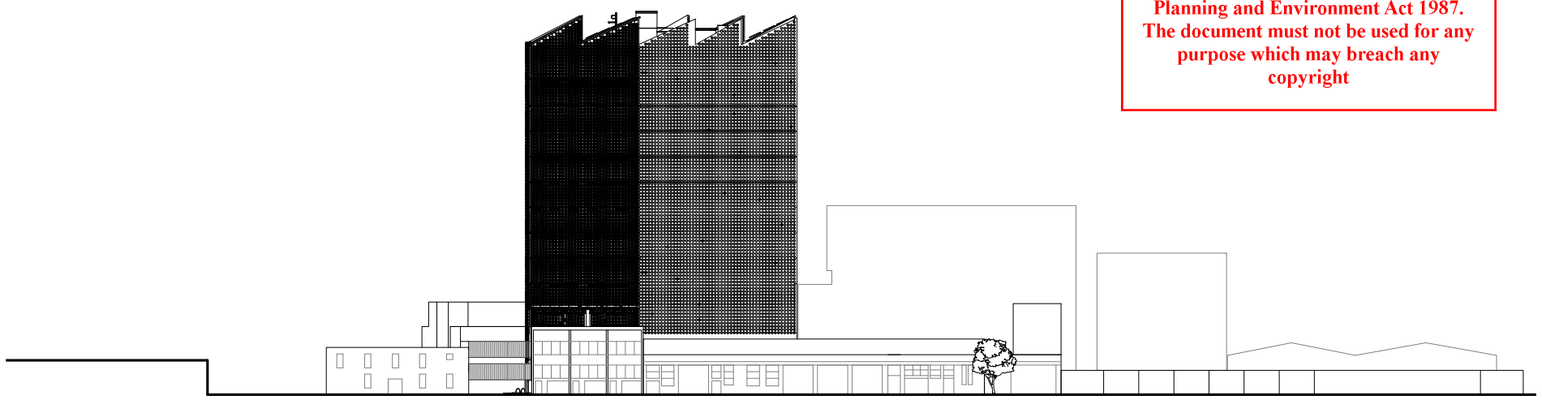
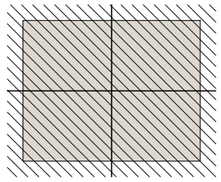


2 CUBITT ST STREETSCAPE ELEVATION
1 : 750

REFERENCE MAP

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**

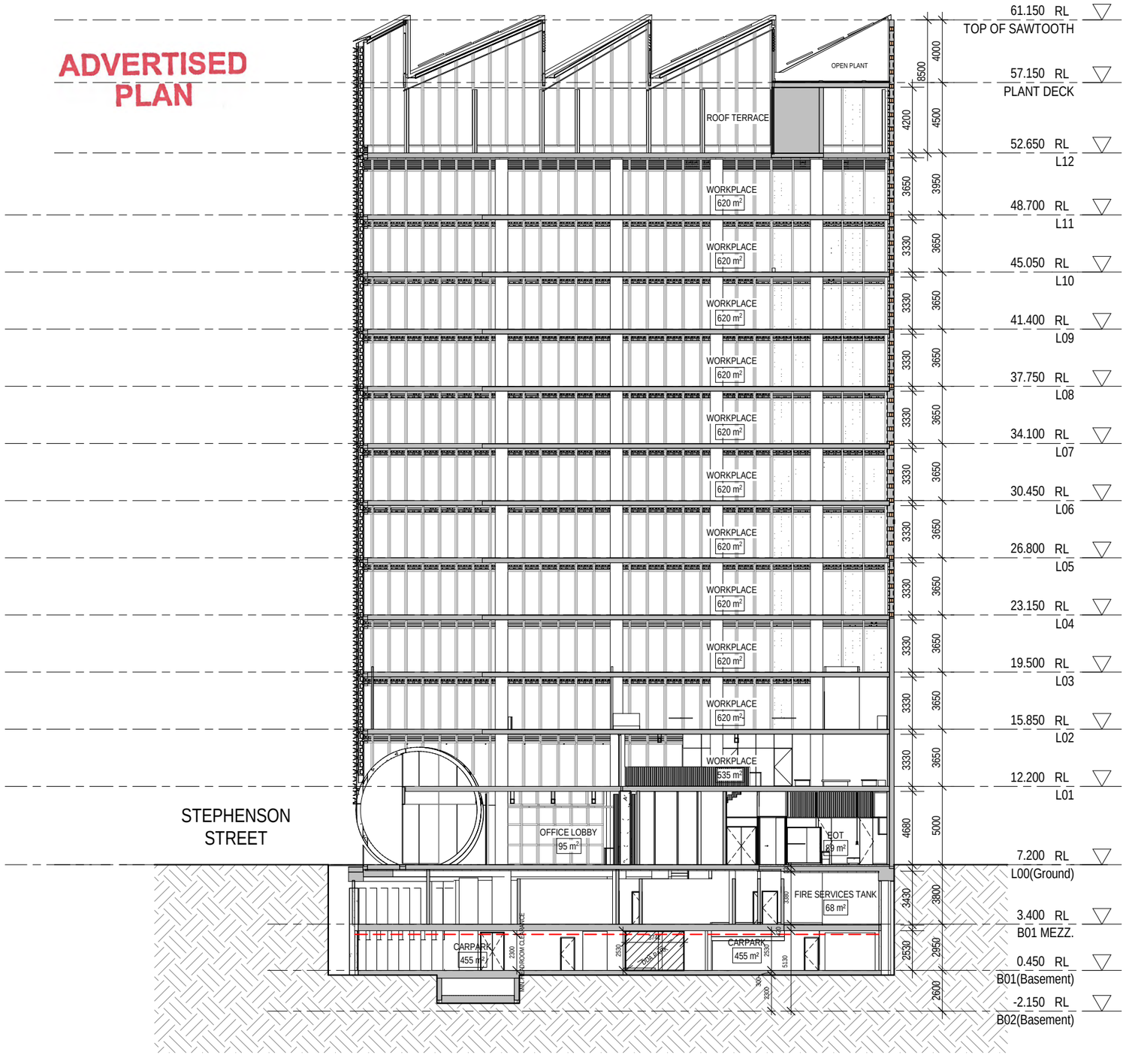
FOR DTP SUBMISSION

**DRAWING TITLE**

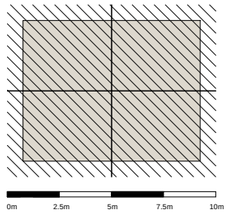
Streetscape Elevations

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 750 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0034 | A |

ADVERTISED PLAN




REFERENCE MAP

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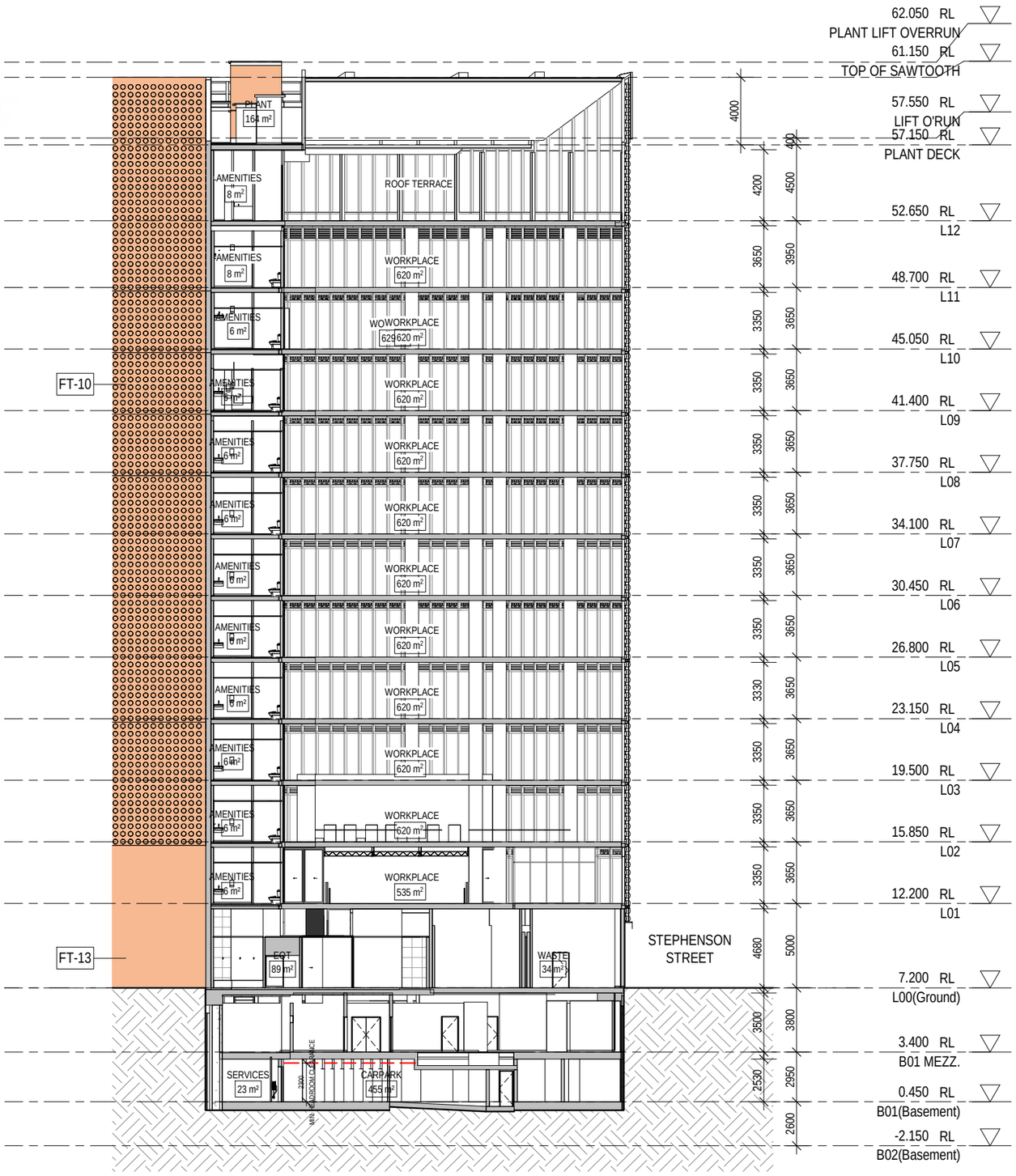
**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
Section

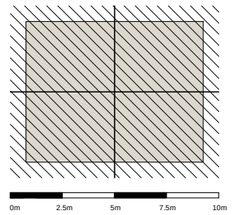
| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 250 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0040 | A |

ADVERTISED PLAN




REFERENCE MAP

NORTH

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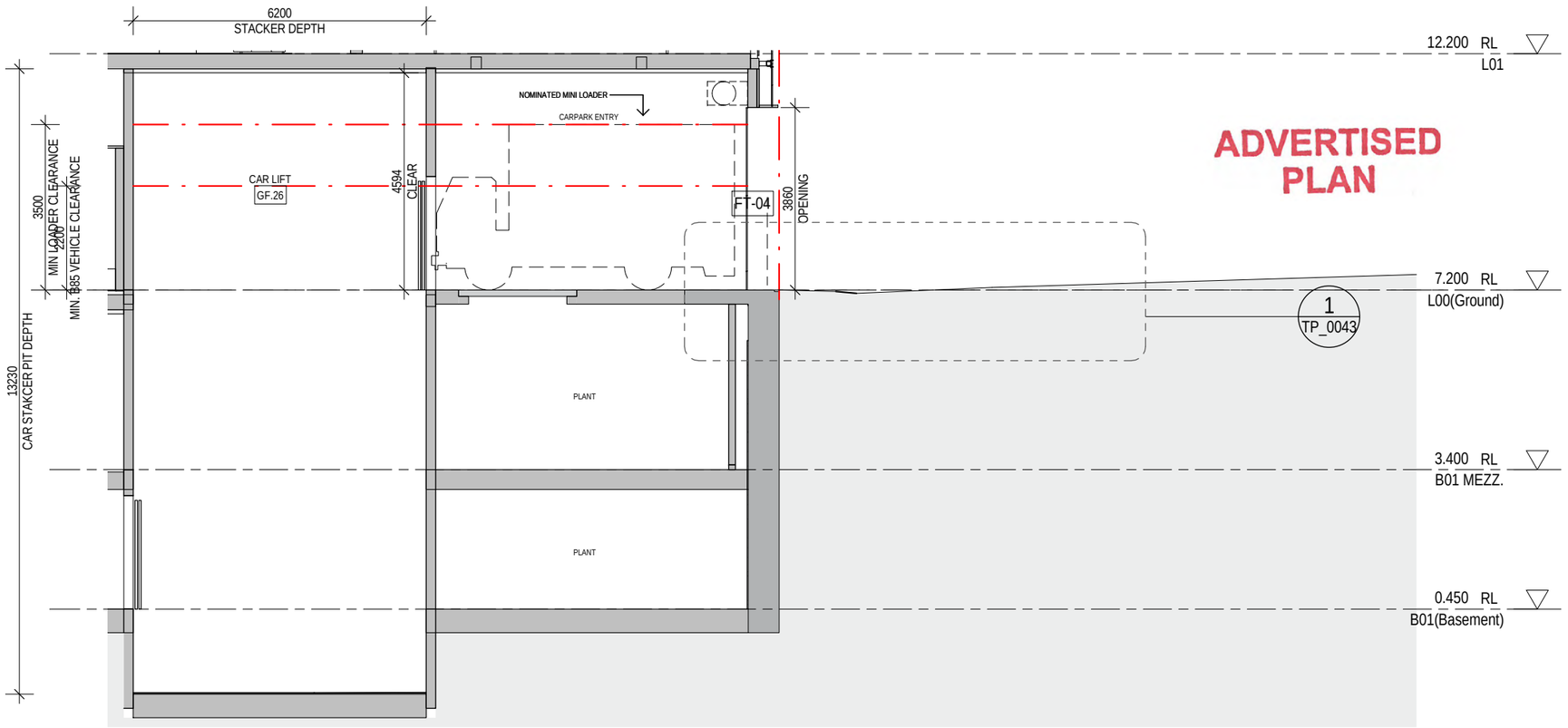
**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

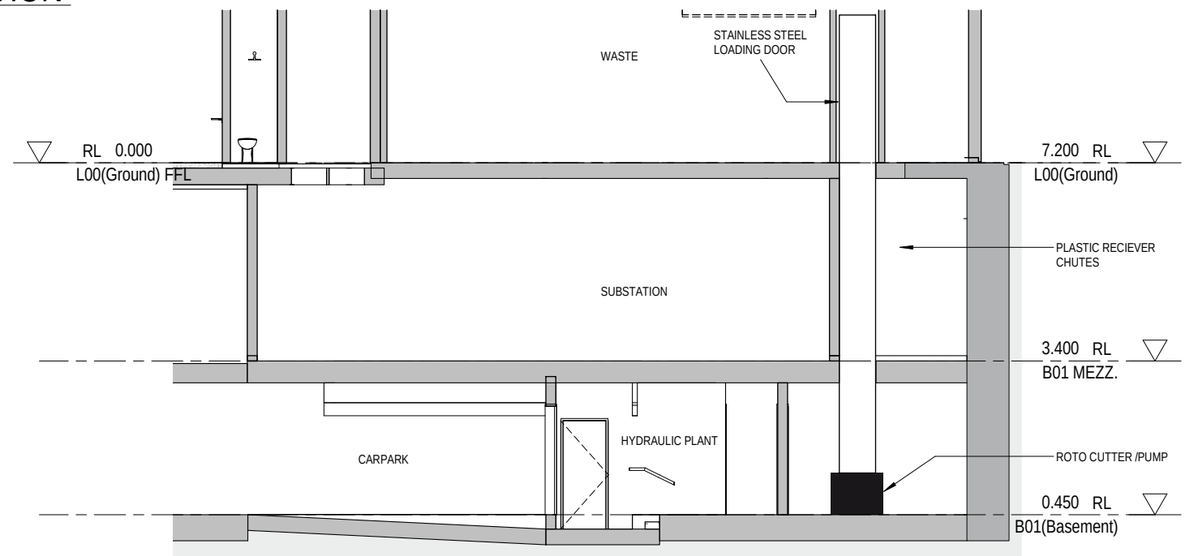
**DRAWING TITLE**
Section

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 250 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0041 | A |




ADVERTISED PLAN

1 CARPARK LIFT ENTRY SECTION
TP_0010 1 : 100




2 DIGESTER CHUTE SECTION
TP_0010 1 : 100

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REFERENCE MAP

NORTH

0m 1m 2m 3m 4m

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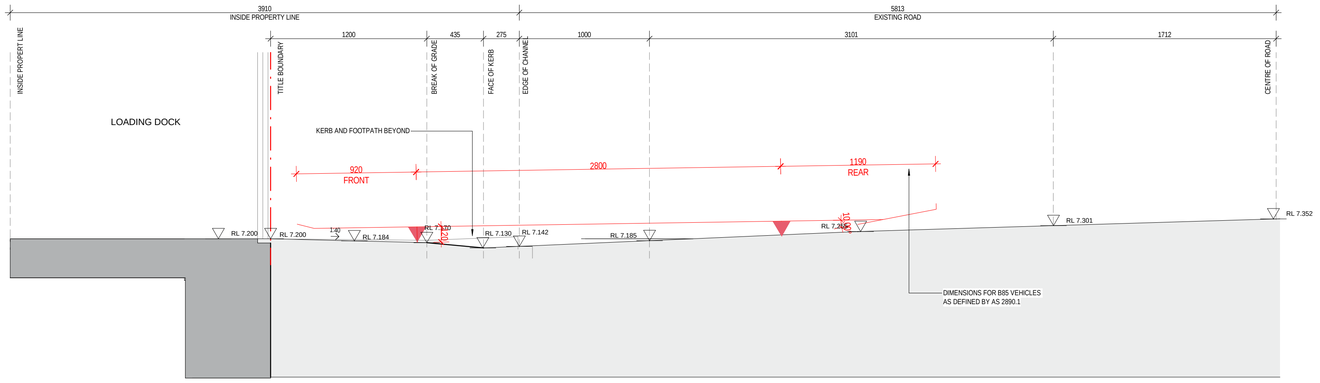
**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
Section

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 100 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0042 | A |




1 VEHICLE CROSSOVER CROSS SECTION
TP_0042 1 : 20

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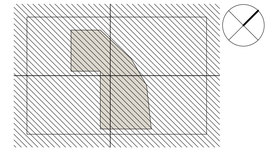

0 m 2 m 4 m 6 m 8 m

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**PROJECT**
Matter House

28-30 STEPHENSON STREET CREMORNE

**NOT FOR CONSTRUCTION**

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
Section

**REVIEWED**
NW

**SCALE @ A1**
1 : 20

**APPROVED**
AL

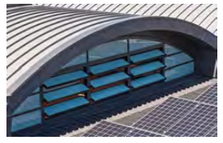
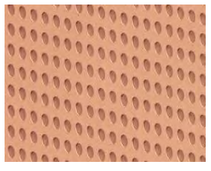
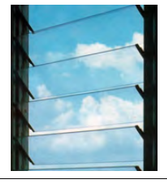
**PROJECT NO.**
015454

**DRAWING NO.**
TP_0043

**REV NO.**
A

ADVERTISED PLAN

MATERIAL SCHEDULE - ASSEMBLY HOUSE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| *FT-01* | TERRACOTTA COLOUR PIPE | | *FT-07* | CLEAR GLAZING- UPPER LEVELS<br><br>TO NOT REFLECT MORE THAN 20% OF VISIBLE LIGHT | | *FT-13* | PRECAST CONCRETE IN TERRACOTTA COLOUR | |
| *FT-02* | CLEAR GLAZING- GROUND<br><br>TO NOT REFLECT MORE THAN 20% OF VISIBLE LIGHT | | *FT-08* | ROOF SHEETING | | *FT-14* | METAL PLATE IN CHARCOAL COLOUR | |
| *FT-03* | CHARCOAL CLADDING | | *FT-09* | PHOTO VOLTAIC CELLS | | *FT-16* | ROOF SHEETING | |
| *FT-04* | CHARCOAL CLAD CARPARK DOOR | | *FT-10* | LOUVRE WINDOW- HIGH LEVEL |  | *FT-17* | FIRE RATED OBSCURE ROUND GLASS BLOCK | |
| *FT-05* | TEXTURED PRECAST IN TERRACOTTA COLOUR<br><br>TO NOT REFLECT MORE THAN 20% OF VISIBLE LIGHT |  | *FT-11* | LOUVRE WINDOW- ROOF TERRACE |  | | | |
| *FT-06* | GLAZED TILT DOOR | | *FT-12* | CONCRETE ENTRY PORTAL | | | | |

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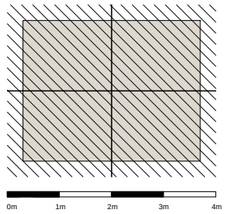


NORTH

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**CLIENT**

MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**

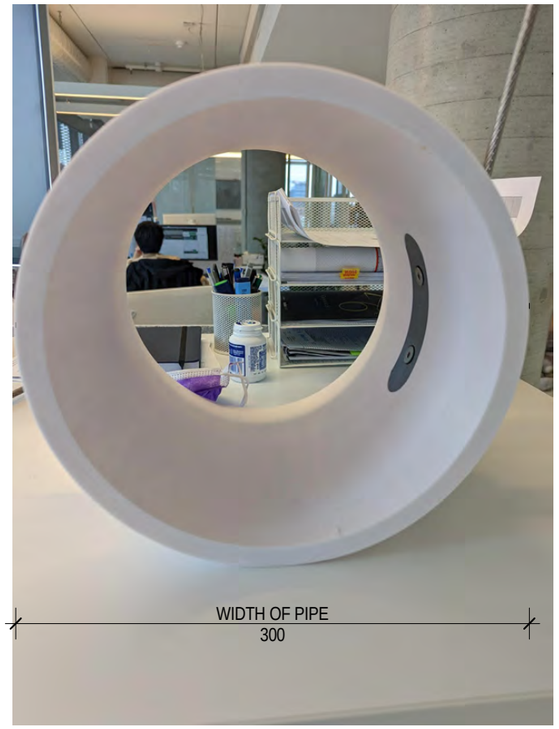
FOR DTP SUBMISSION

**DRAWING TITLE**

Material Schedule

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0050 | A |

01. INITAL TEST PROTOTYPE WITHOUT MATERIALITY




02. INITAL TEST PROTOTYPE WITHOUT MATERIALITY

03. INITAL TEST PROTOTYPE WITHOUT MATERIALITY

04. MATERIALITY TEST AGAINST CREMORNE FABRIC

05. MATERIALITY TEST AGAINST EXISTING 28 STEPHENSON STREET

IMAGERY TO BE REVIEWED IN CONJUNCTION WITH TP_0054

ADVERTISED PLAN

**REFERENCE MAP**

**NORTH**

0m 1m 2m 3m 4m

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Peter Lee 13798

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House
28-30 STEPHENSON STREET CREMORNE

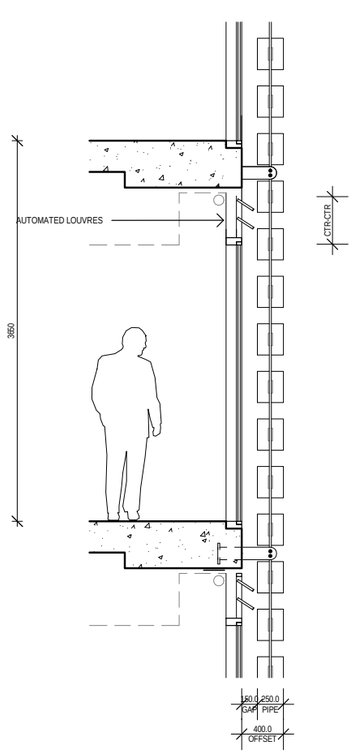
**STATUS**

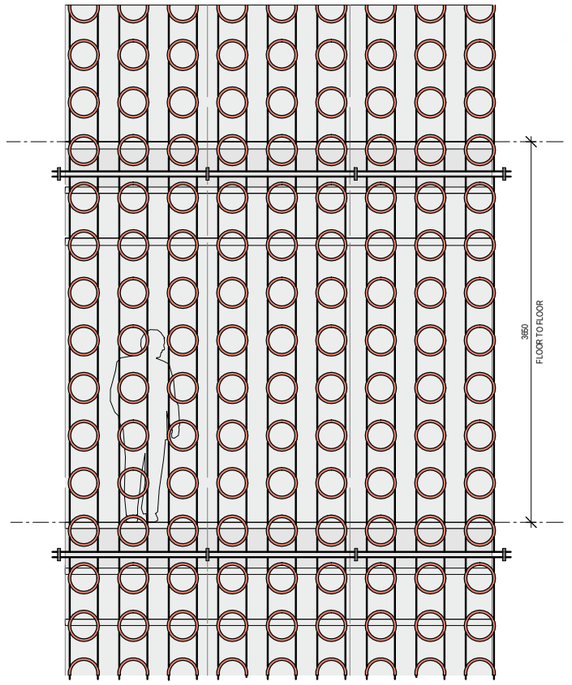
FOR DTP SUBMISSION

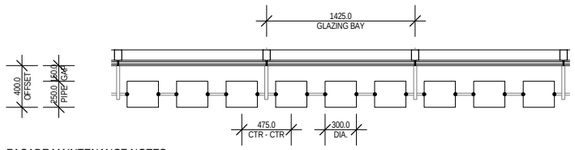
**DRAWING TITLE**

Facade Details

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0053 | A |




FACADE MAINTENANCE NOTES:
• ACCESS TO THE MAJORITY OF FACADES IS PROVIDED VIA ACCESS POINTS INSTALLED AROUND THE PERIMETER OF ROOFS.
• WHERE REQUIRED, AN ELEVATION WORK PLATFORM(EWP) IS RECOMMENDED FOR ACCESSING FACADES WHERE NOT POSSIBLE TO ACCESS VIA ROPES.
• WHERE POSSIBLE, THE PREFERRED METHOD OF GLAZING REPLACEMENT IS FROM THE INTERNAL SIDE, WITH ASSISTANCE FROM ROPE ACCESS OPERATORS ON THE EXTERNAL SIDE TO REMOVE AND REPLACE STRUCTURAL SILICONE SEALS.
• IF INTERNAL REPLACEMENT IS NOT POSSIBLE, GLAZING CAN BE REPLACED EXTERNALLY WITH A TRACTION HOIST SUSPENDED FROM A FREESTANDING NEEDLE DAVIT TEMPORARILY INSTALLED ON THE ROOF LEVEL.
• THE FREQUENCY OF FACADE CLEANING WILL BE TWICE PER YEAR, IN LINE WITH THE NATIONAL INDUSTRY STANDARD IN AUSTRALIA
• THE PRECAST CONCRETE FACADE ON THE BOUNDARY REQUIRES LOW MAINTENANCE AND MINIMAL UPKEEP DUE TO ITS HIGH DURABILITY.
• THE PIPE FACADE SYSTEM HAS BEEN DESIGN TO REQUIRE LOW MAINTENANCE AND MINIMAL UPKEEP. THESE WILL BE PERIODICALLY CLEANED WITH THE FACADE.
• THE VEGETATION WILL ALL BE CONTAINED WITHIN THE PROPERTY FOOTPRINT. ALL MAINTENANCE WILL BE COMPLETED WITHIN THE PROPERTY BOUNDARIES VIA SAFE WORKING PLATFORMS WHERE VEGETATION IS AT A HIGH LEVEL.

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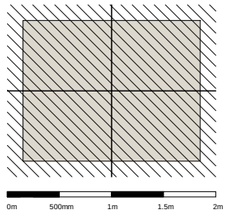
**REFERENCE MAP**




**NORTH**

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Peter Lee 13798

**CLIENT**
MATTER HOUSE GROUP PTY LTD

**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
Facade Details 01

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 50 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0054 | A |

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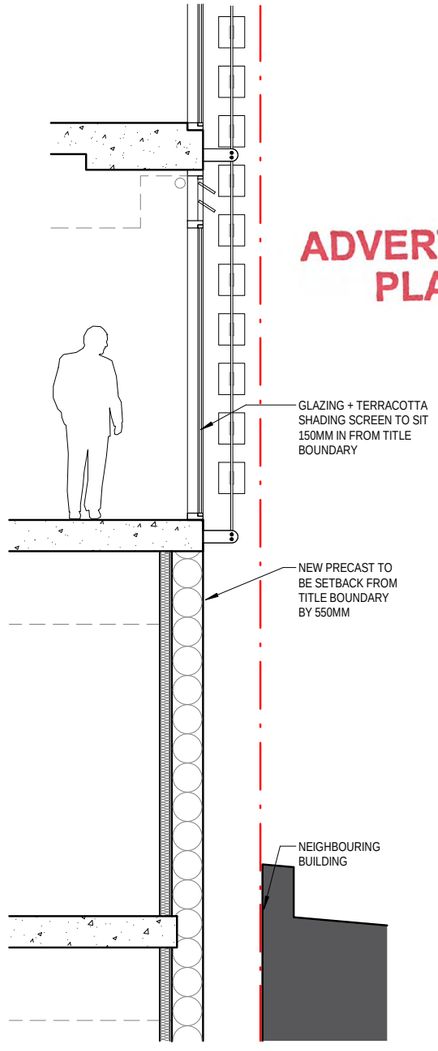
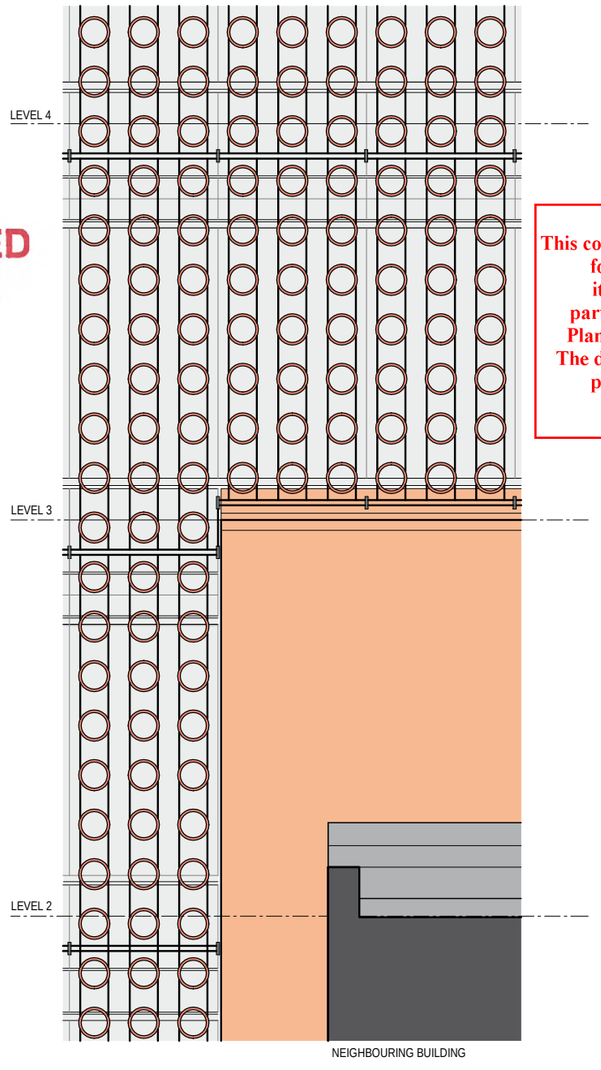
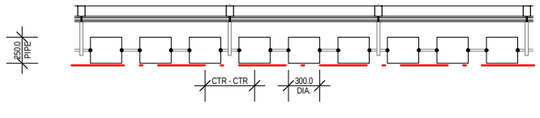


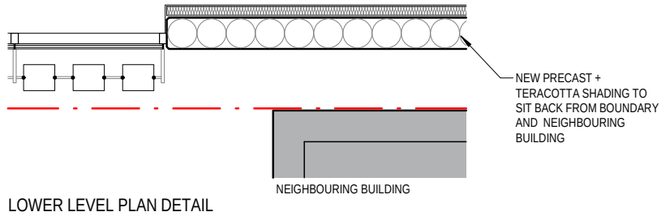

SECTION DETAIL




ELEVATION DETAIL

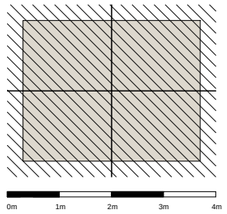



UPPER LEVEL PLAN DETAIL




LOWER LEVEL PLAN DETAIL

**REFERENCE MAP**




**NORTH**

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MATTER HOUSE GROUP PTY LTD

**PROJECT**

Matter House

28-30 STEPHENSON STREET CREMORNE

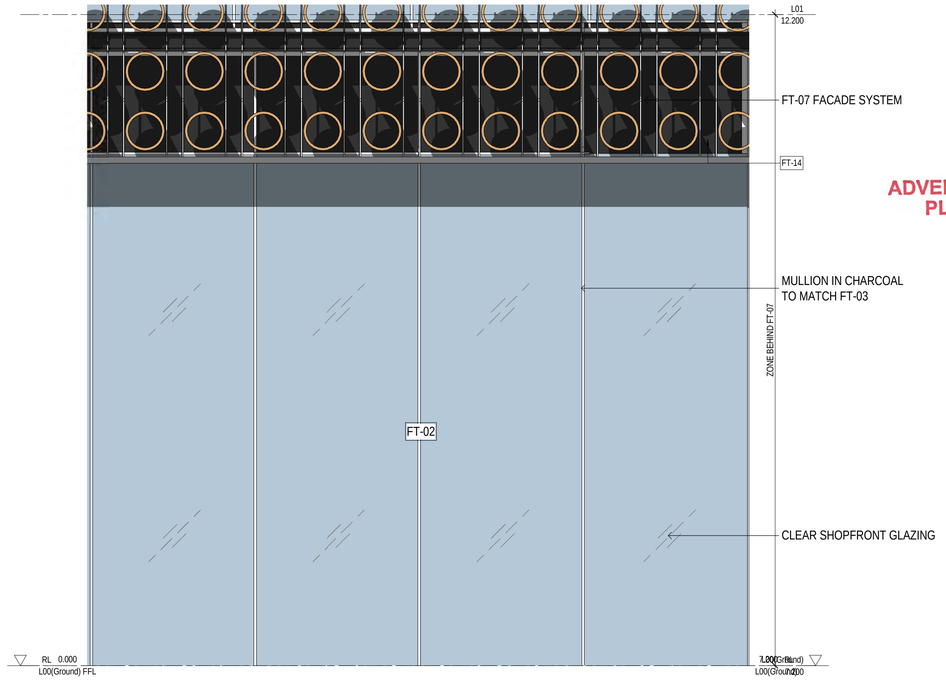
**STATUS**

FOR DTP SUBMISSION

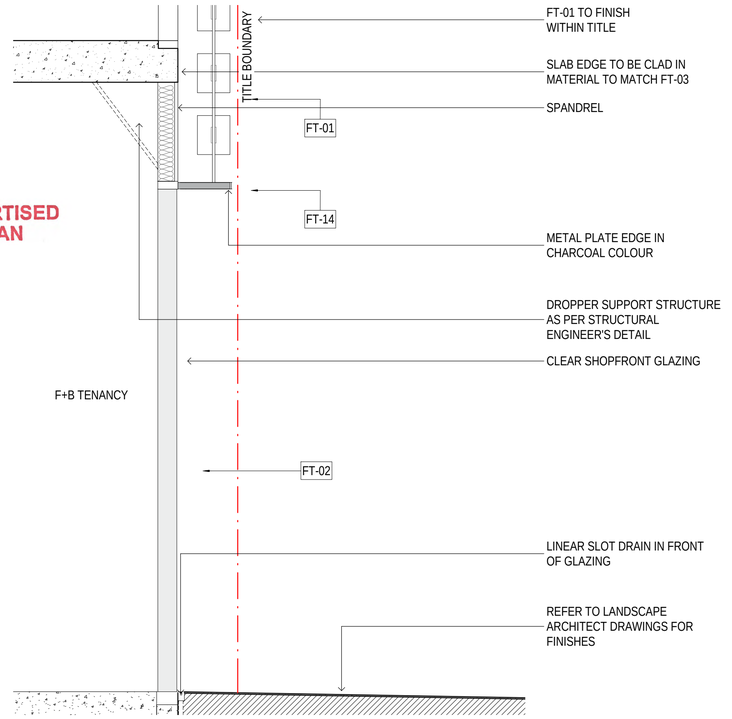
**DRAWING TITLE**

Boundary Details

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 50 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0055 | A |




2 FT-02 SHOPFRONT GLAZING - ELEVATION
1 : 20




1 A_6501 FT-02 SHOPFRONT GLAZING - SECTION
1 : 20

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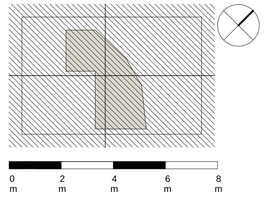

0 m 2 m 4 m 6 m 8 m

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**PROJECT**
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28-30 STEPHENSON STREET CREMORNE

**NOT FOR CONSTRUCTION**

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
Facade Strategy - FT-02

**REVIEWED**
NW

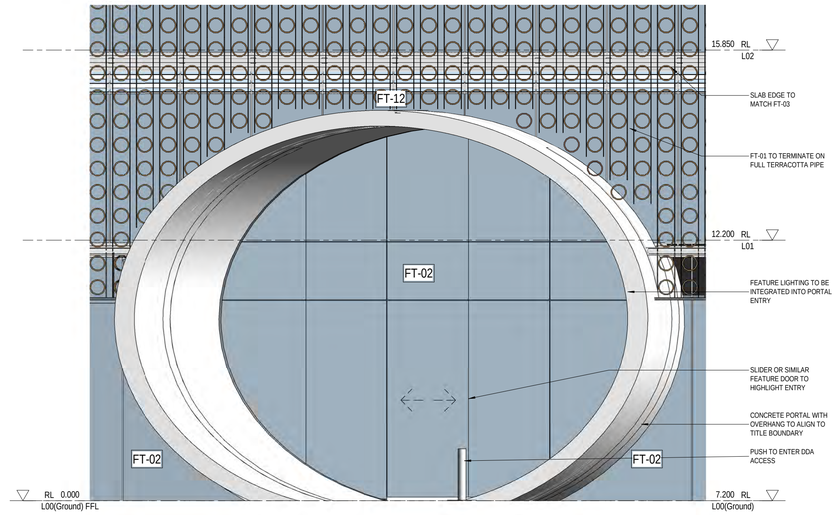
**SCALE @ A1**
1 : 20

**APPROVED**
AL

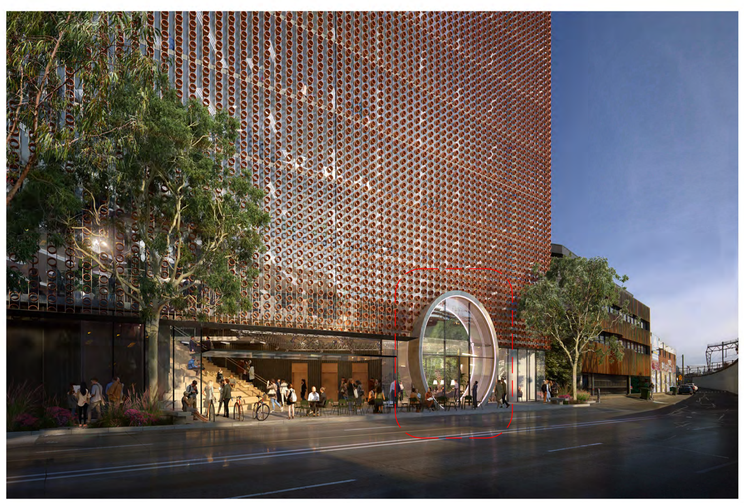
**PROJECT NO.**
015454

**DRAWING NO.**
TP_0056

**REV NO.**
A




1 FT-02 ELEVATION
1 : 50



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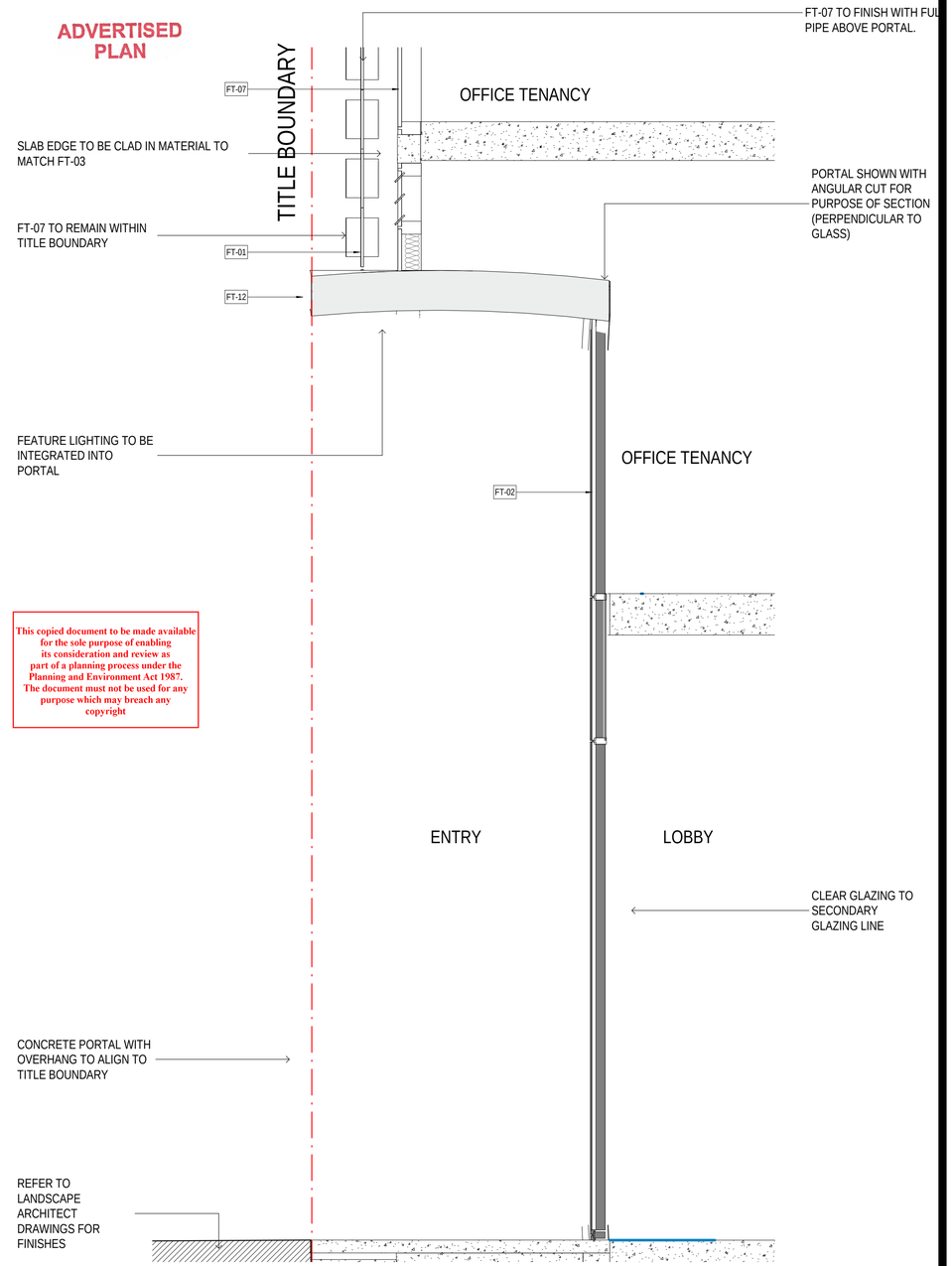
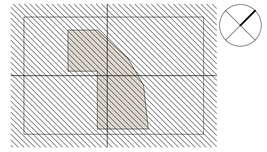



2 Entry Portal Section
A_6501 1 : 20

**REFERENCE MAP** **NORTH**

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**PROJECT**
Matter House

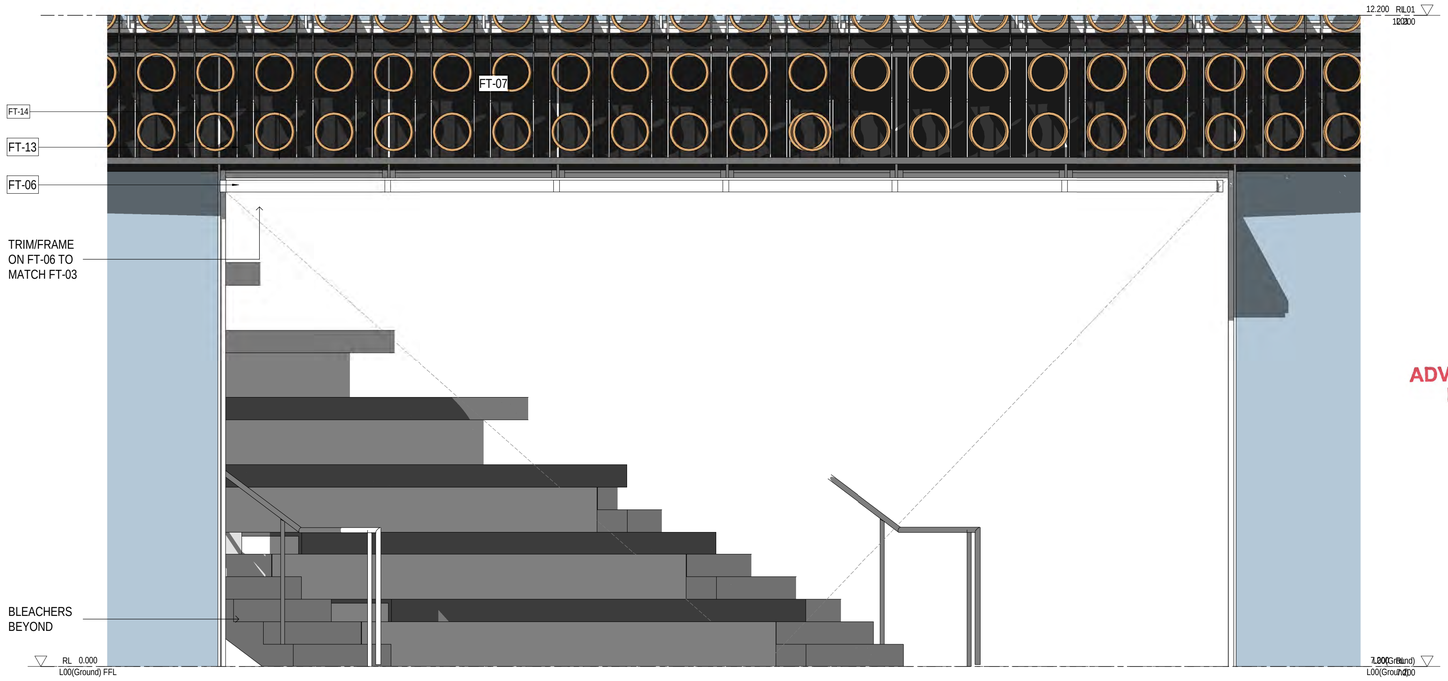
28-30 STEPHENSON STREET CREMORNE

**NOT FOR CONSTRUCTION**

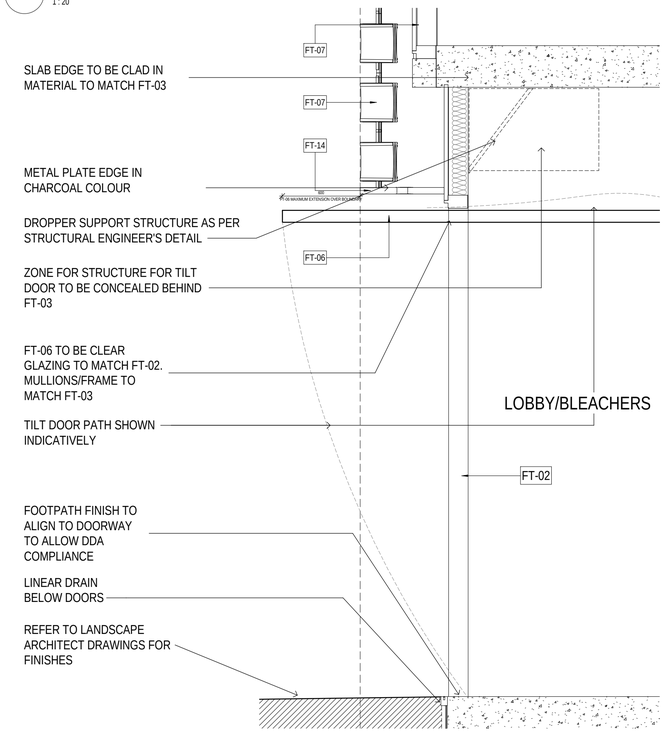
**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
Facade Strategy - FT-12

| REVIEWED | SCALE @ A1 |
|---|---|
| NW | As indicated |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0057 | A |




2 FT-06 - ELEVATION
1 : 20




1 A_6501 FT-06 - SECTION
1 : 20

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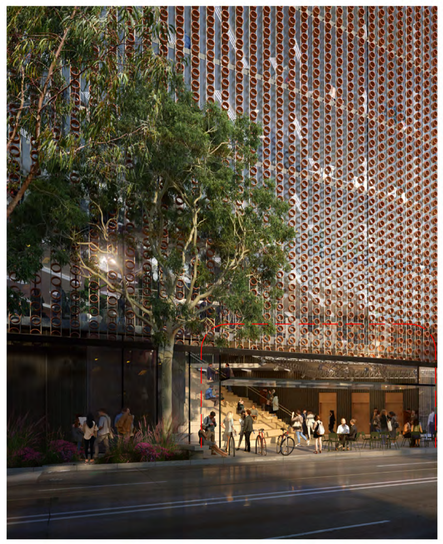
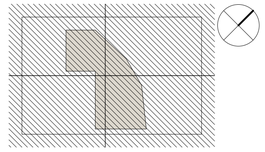


**REFERENCE MAP** **NORTH**



0 m 2 m 4 m 6 m 8 m

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Peter Lee 13798

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**PROJECT**
Matter House

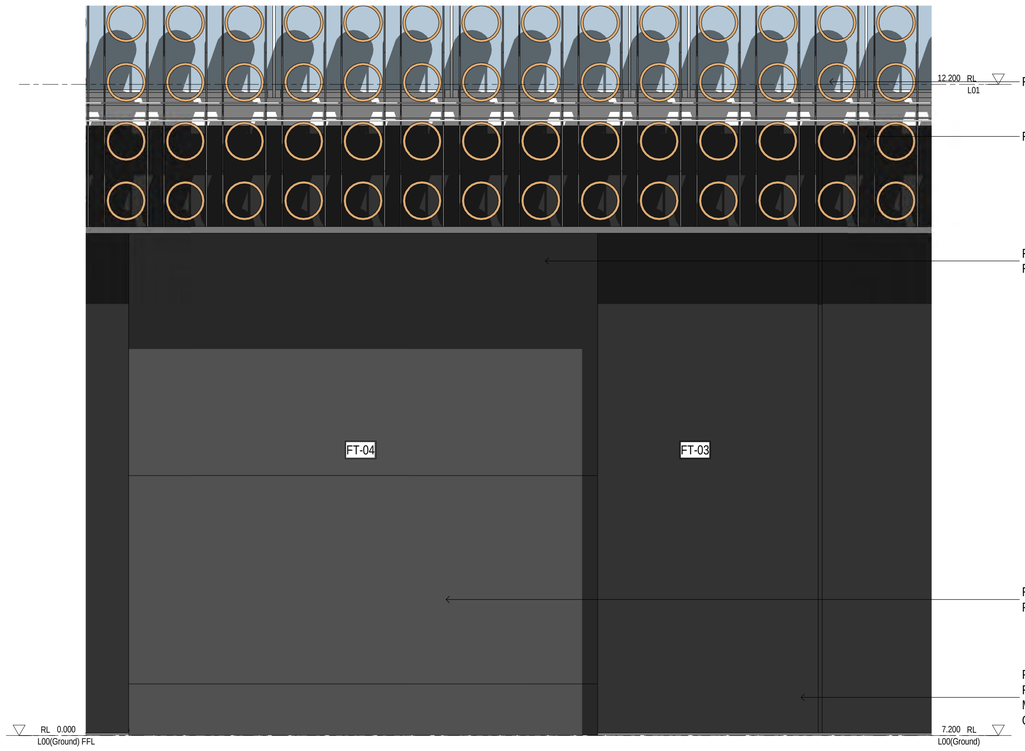
28-30 STEPHENSON STREET CREMORNE

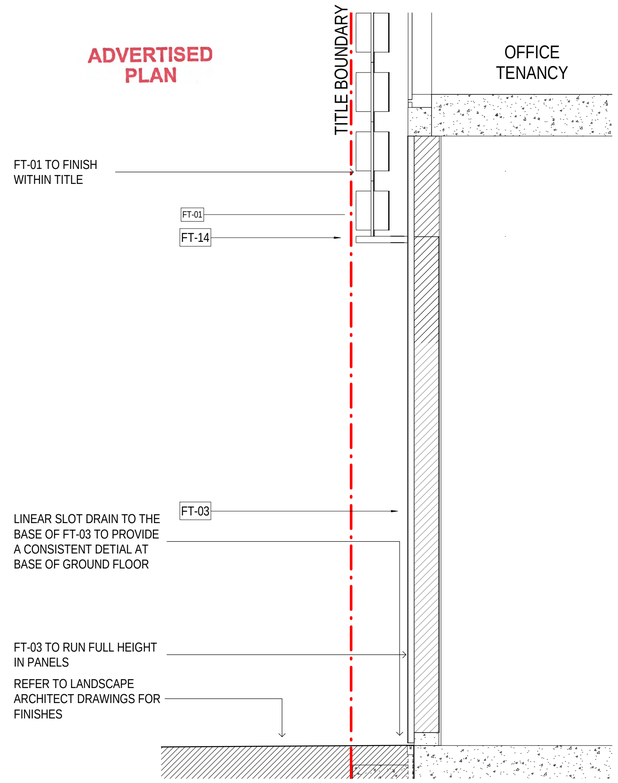
NOT FOR CONSTRUCTION

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
Facade Strategy - FT-06

| REVIEWED | SCALE @ A1 |
|---|---|
| NW | 1 : 20 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0058 | A |

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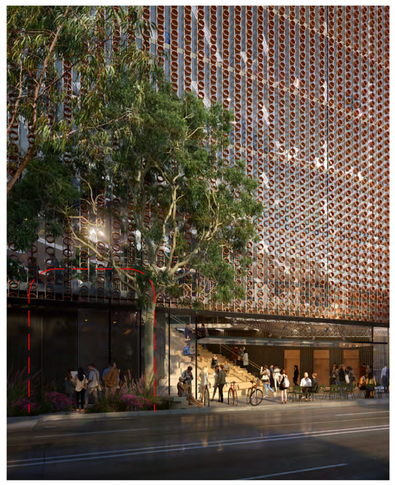
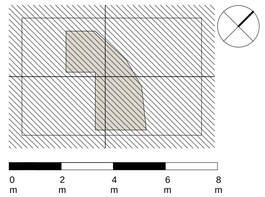


**REFERENCE MAP** **NORTH**

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MATTER HOUSE GROUP PTY LTD

**PROJECT**
Matter House

28-30 STEPHENSON STREET CREMORNE

**NOT FOR CONSTRUCTION**

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
Facade Strategy - FT-03/FT-04

| REVIEWED | SCALE @ A1 |
|---|---|
| NW | 1 : 20 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0059 | A |

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# SHADOW DIAGRAMS

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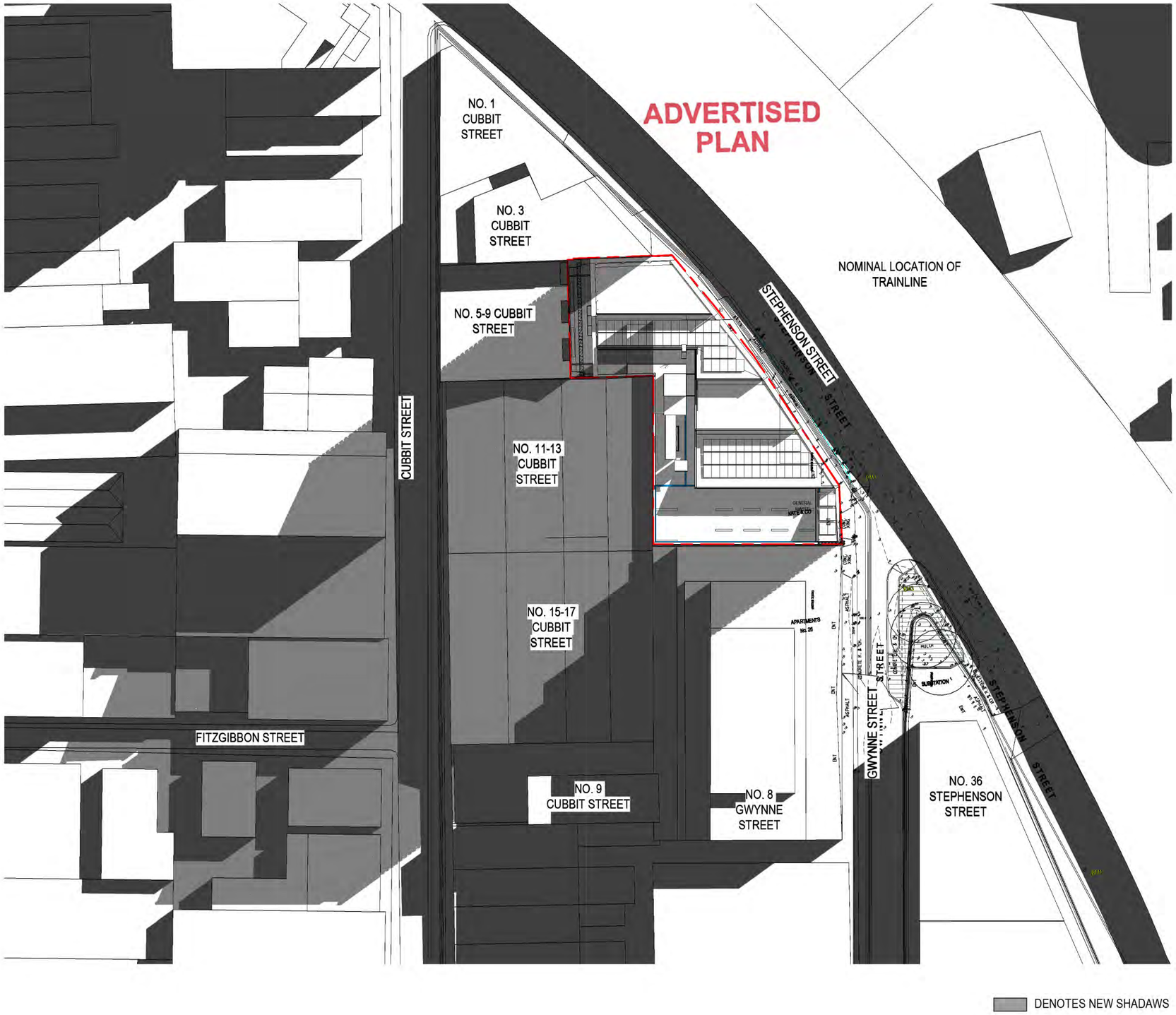


REFERENCE MAP

NORTH

0m 5m 10m 15m 20m

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Peter Lee 13798

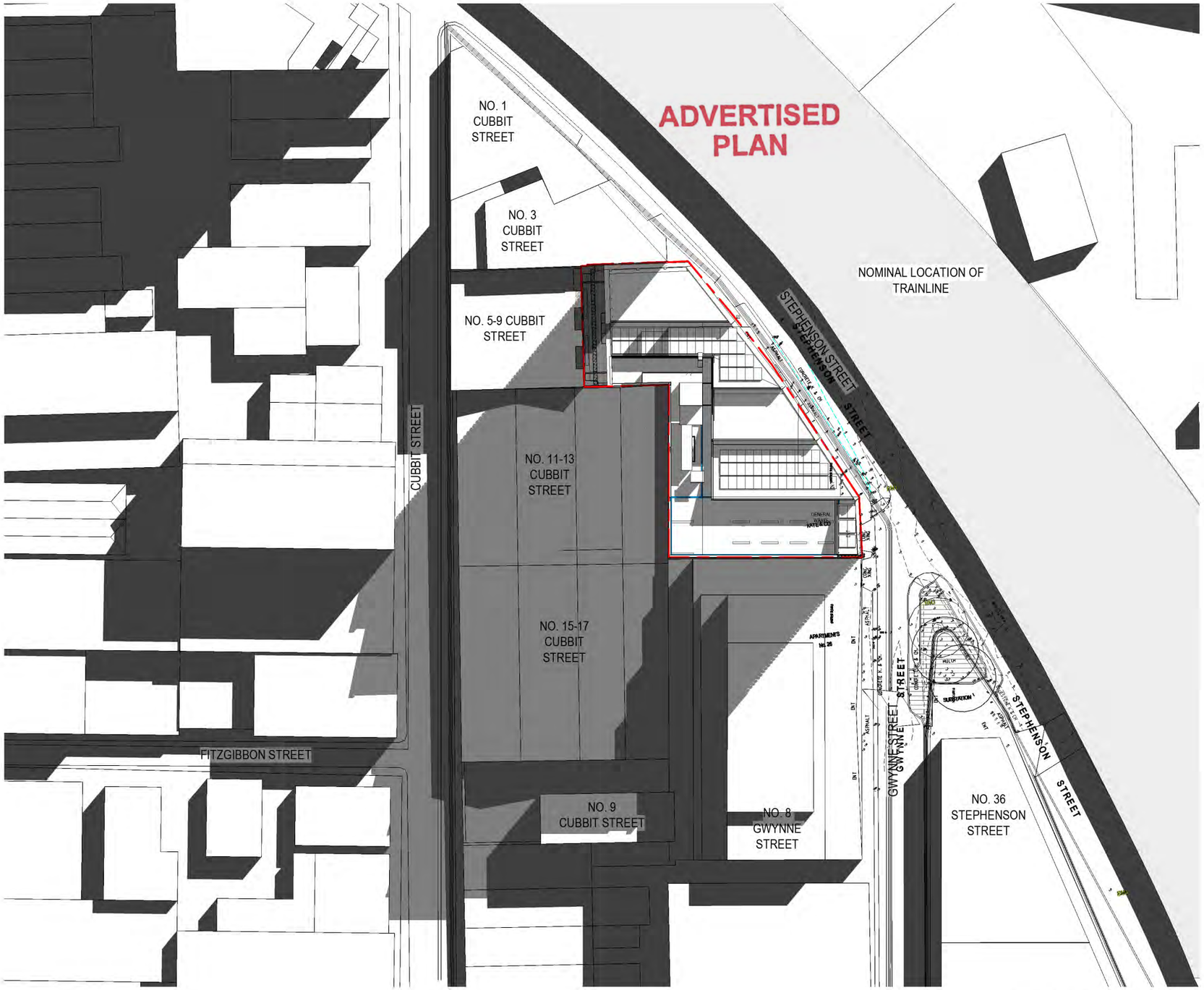
**CLIENT**
MATTER HOUSE GROUP PTY LTD

**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
9AM Proposed Shadow Diagram

| REVIEWED | SCALE @ A3 |
|---|---|
| Checker | As indicated |
| **APPROVED** | **PROJECT NO.** |
| Approver | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0070 | |




REFERENCE MAP

NORTH

0m 5m 10m 15m 20m

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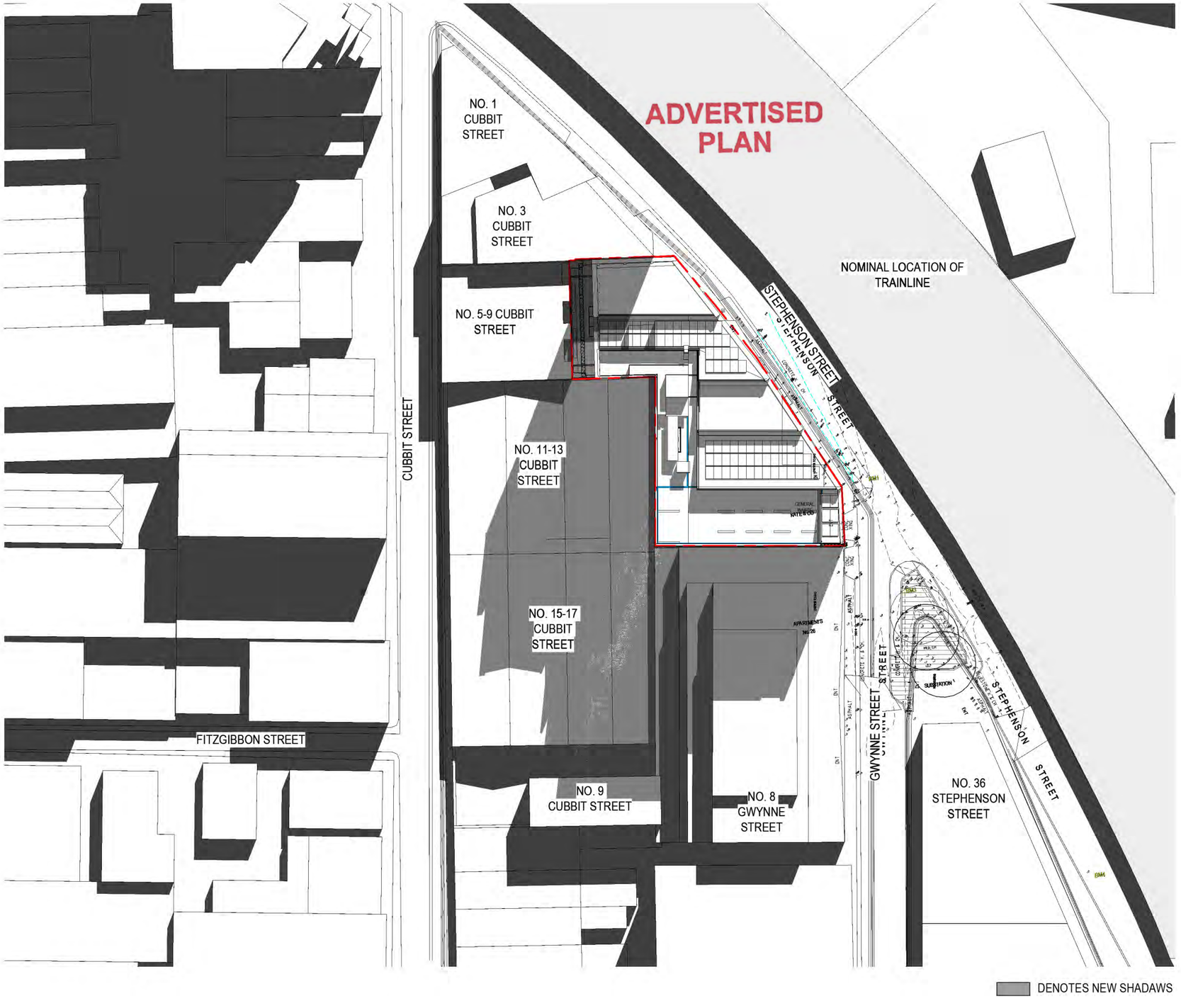
MATTER HOUSE GROUP PTY LTD

**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
10AM Existing Shadow Diagram

| | |
|---|---|
| **REVIEWED** | **SCALE @ A3** |
| Checker | As indicated |
| **APPROVED** | **PROJECT NO.** |
| Approver | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0081 | |




REFERENCE MAP

NORTH

0m 5m 10m 15m 20m

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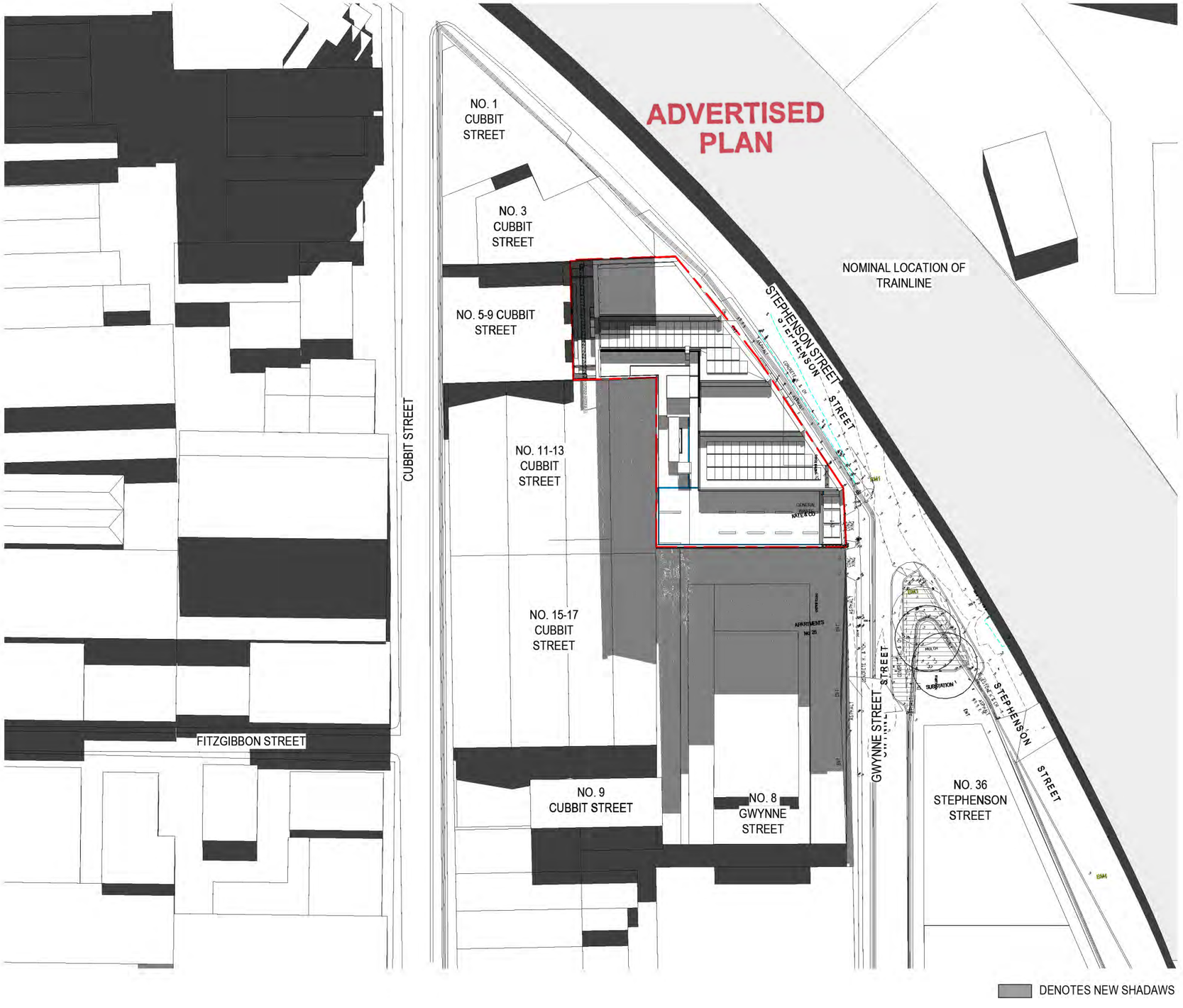
**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
11AM Proposed Shadow Diagram

| REVIEWED | SCALE @ A3 |
|---|---|
| Checker | As indicated |
| **APPROVED** | **PROJECT NO.** |
| Approver | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0072 | |




REFERENCE MAP

NORTH

0m 5m 10m 15m 20m

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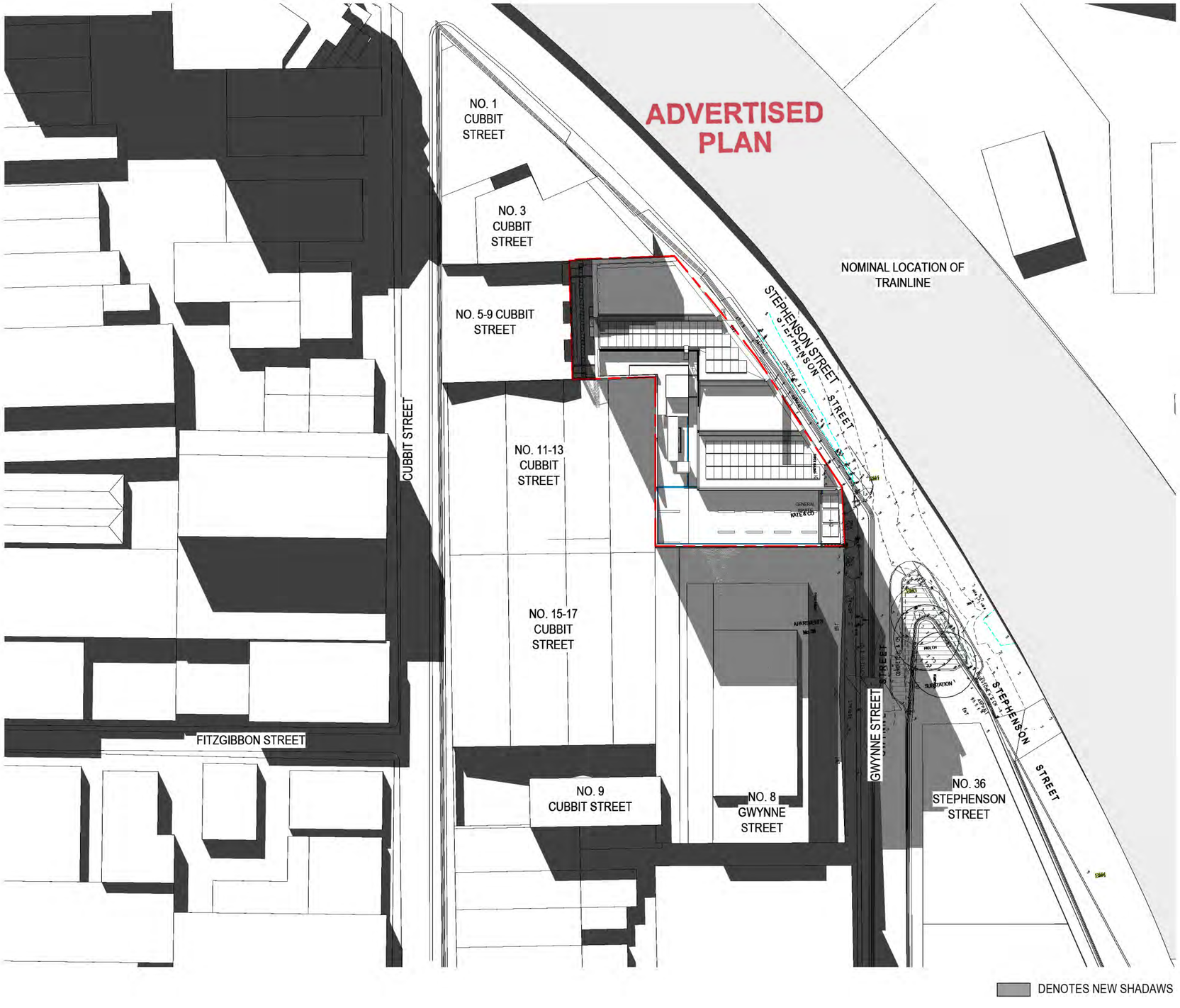
**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
12PM Proposed Shadow Diagram

| REVIEWED | SCALE @ A3 |
|---|---|
| Checker | As indicated |
| **APPROVED** | **PROJECT NO.** |
| Approver | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0073 | |

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NORTH

0m 5m 10m 15m 20m

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**CLIENT**
MATTER HOUSE GROUP PTY LTD

**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
1PM Proposed Shadow Diagram

| REVIEWED | SCALE @ A3 |
|---|---|
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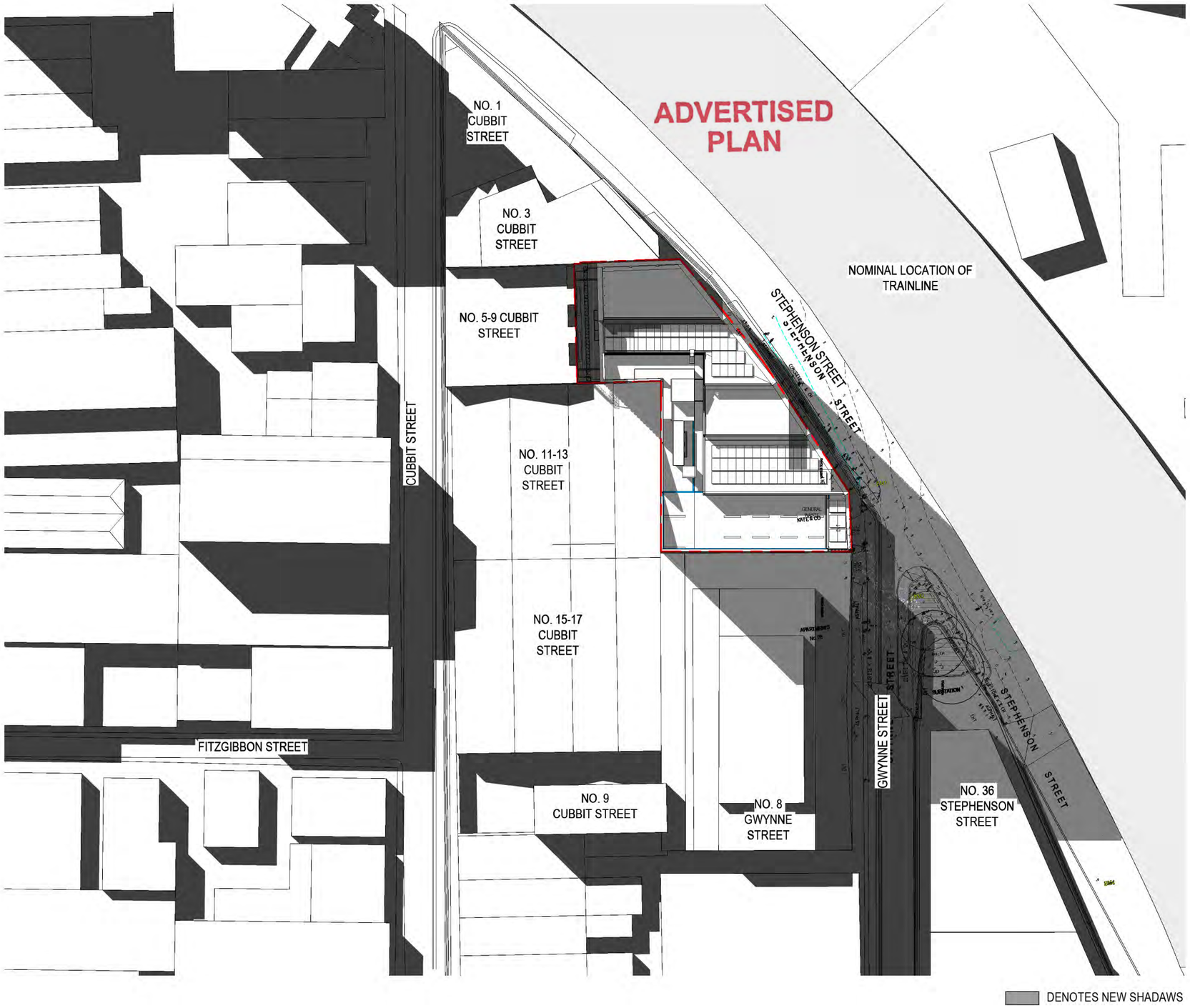
| Approver | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0074 | |

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NORTH

0m 5m 10m 15m 20m

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**CLIENT**
MATTER HOUSE GROUP PTY LTD

**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
FOR DTP SUBMISSION

**DRAWING TITLE**
2PM Proposed Shadow Diagram

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Tract

[redacted]
Senior Planner
Development Facilitation
Department of Transport and Planning

via DTP Portal

20 June 2025

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Dear [redacted]

**28-30 Stephenson Street, Cremorne ('Matter House')**
**Planning Permit Application under Clause 53.22, Category 1**

Tract continues to act on behalf of Matter House Group Pty Ltd in this matter.

We thank the Development Facilitation Team for its assistance in pre-application engagement and for correspondence dated 3 April 2025 confirming that an application can be made under Category 1 of Clause 53.22.

Accordingly, we are pleased to submit a planning permit application for the use and development of land at 28-30 Stephenson Street, Cremorne.

Application enclosures

We are pleased to enclose the following documents to assist in Development Approvals' assessment:

- MPL Certificate.
- Certificate of Title dated 18 June 2025.
- Written Advice from the Chief Executive Officer, Invest Victoria.
- Changes List:
  - Outlining a list of design updates to the pre-application package lodged with DFP.
  - The Planning Report (Tract) has been updated accordingly to align with the Plans.
- Plans (Hassell).
- Façade Maintenance Details (Hassell).
- Waste to Energy Facility Plans (Anaerobic Digester).
- Planning Report (Tract).
- Sustainability Management Plan (Finding Infinity).
- Waste Management Plan (Ratio).
- Transport Impact Assessment (One Mile Grid).
- Wind Tunnell Test on Façade Prototype (J Synnot, T Kerr, and J Kostas).
- Wind Report (Vipac).
- Acoustic Report (Vipac).
- Odour Impact Statement.

The above material has been updated to address the preliminary comments from Development Facilitation relating to façade design and maintenance, environmentally sustainable design, anaerobic digester and cogeneration plant and discrepancies identified by OVGA in their review of the pre-application material.

Tract Consultants Pty Ltd
ACN: 055 213 842

ATF Tract Consultants Unit Trust
ABN: 75 423 048 489

Quality Endorsed Company
ISO 9001: Licence No. 2095

Wurundjeri Country
Level 6, 6 Riverside Quay, Southbank VIC 3006

(03) 9429 6133
www.tract.com.au

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We understand that these documents will be referred to Yarra City Council once all information requirements have been satisfied, and that the affected parties will be notified of the application consistent with the requirements of Section 52(1) (a), (b) and (d) of the Planning and Environment Act 1987.

Should you have any questions, please do not hesitate to contact me or [redacted] on [redacted] or [redacted]

Yours sincerely

[redacted]
[redacted]
Senior Town Planner
Tract
[redacted]

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# 6,735M² NLA

## COMMERCIAL OFFICE NLA

### Development Summary*

### FOR DEPARTMENT OF TRANSPORT + PLANNING

| Building Level | Description | Land Use | Floor to floor | GFA[1] | (Office) NLA | Food & Drinks Premises (NLA) | Waste to Energy Facility | Communal Amenity | Retail Wellness/ Indoor Recreation | Circulation / Services |
|---|---|---|---|---|---|---|---|---|---|---|
| N/A | Plant Deck | PLANT | N/A | 20m² | N/A | | | | | |
| 12 | Tower | ROOFTOP TERRACE | 4.5-8.5m | 760m² | 0m² | 225m² | | 180m² | 245m² | |
| 11 | Tower | OFFICE | 3.95m | 760m² | 620m² | - | | | | |
| 10 | Tower | OFFICE | 3.65m | 760m² | 620m² | | | | | |
| 9 | Tower | OFFICE | 3.65m | 760m² | 620m² | | | | | |
| 8 | Tower | OFFICE | 3.65m | 760m² | 620m² | | | | | |
| 7 | Tower | OFFICE | 3.65m | 760m² | 620m² | | | | | |
| 6 | Tower | OFFICE | 3.65m | 760m² | 620m² | | | | | |
| 5 | Tower | OFFICE | 3.65m | 760m² | 620m² | | | | | |
| 4 | Tower | OFFICE | 3.65m | 760m² | 620m² | | | | | |
| 3 | Tower | OFFICE | 3.65m | 760m² | 620m² | | | | | |
| 2 | Tower | OFFICE | 3.65m | 760m² | 620m² | | | | | |
| 1 | Tower | OFFICE | 3.65m | 760m² | 535m² | | | | | |
| GF | Ground | OFFICE (Lobby), Food & Drinks Premises, Services, EOT | 5m | 760m² | 0m² | 158m² | | 95m² Lobby area | | 165m² EOT/Services |
| B1 (Mezz) | Basement | Plant, Services / Anaerobic Digester /Parking | 3.8m | 830m² | 0m² | | 92m² | | | |
| B1 | Basement | Plant/Parking | 2.95m | 830m² | 0m² | | 40m² | | | |
| B2 | Basement | Plant Pits | Varies | 230m² | 0m² | | | | | |
| **Summary** | | | | **11,790m²** | **6,735m²** | **383m²** | **132m²** | **275m²** | **245m²** | |

1. Includes Voids. and includes lift overrun and stair overrun only.

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BARWON ROPE ACCESS

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**Date: 22/09/2025**

**Matter House – Façade Maintenance Proposal**

**1. Overview**

The Matter House façade maintenance strategy is designed to ensure long-term performance, accessibility, and cleanliness of the external glass and pipe façade system. Due to the unique suspended façade configuration, maintenance operations will primarily rely on rope access (abseiling) techniques, with procedures aligned to engineering constraints and safety requirements.

**2. Access Methodology**

Façade access will be facilitated via **abseilers descending from the roof**.

- **Primary Access:** Trained rope access technicians will descend over the edge of the roof using certified anchor points (as detailed in the anchor point engineering documentation – reference page 2).
- **Overhang and Suspended Façade Access:** Once below the roof edge, abseilers will extend beneath the overhang and work through the suspended façade structure to reach the glass panels behind.
- **Façade Spacing:** The engineering design provides a **150mm horizontal gap** between façade pipe elements, allowing unobstructed vertical access. This spacing is sufficient for a rope access technician to insert an arm and cleaning tools through the façade to effectively clean the glazing surfaces behind.
- While this configuration is **time-consuming**, it remains a **safe and manageable approach** that ensures complete façade coverage without the need for dismantling or external platforms.

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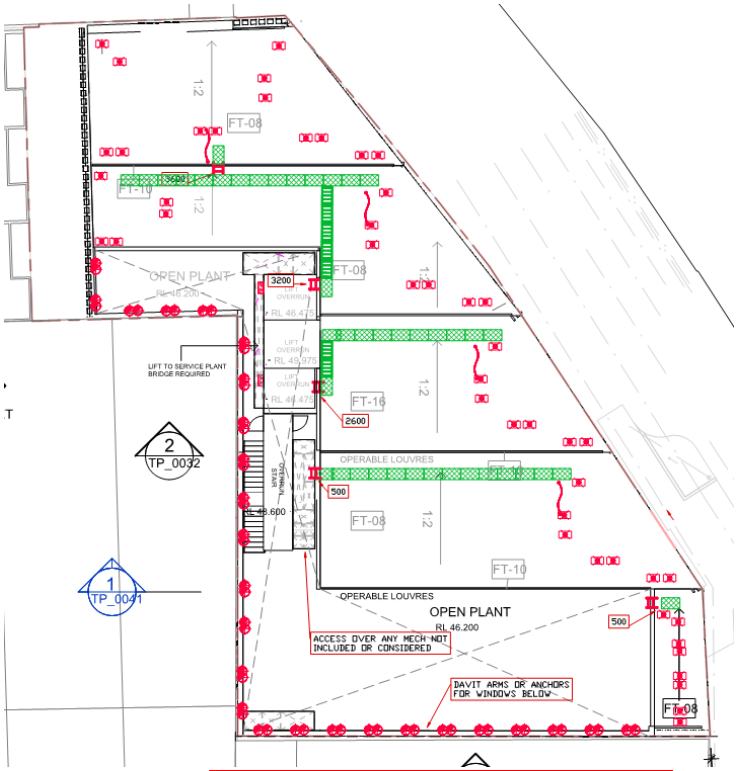


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**3. Maintenance Scope**

**3.1 Glass Cleaning**

- **Frequency:**
  - **Twice annually** (every six months) to maintain visual quality and prevent residue buildup.
  - Additional cleans may be scheduled following construction works or adverse weather events.
- **Method:**
  - Rope access cleaning using low-impact, non-abrasive cleaning solutions and microfiber squeegees.
  - Access through façade pipe spacing as permitted by engineering design.

**3.2 Façade Pipe Elements**

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- **Maintenance Access:**
    - The same rope access methodology will be used for inspection and cleaning of the external façade pipes.
    - Maintenance tasks include removal of dirt or oxidation buildup, and periodic surface inspections for corrosion or coating wear.
- **Frequency:**
    - **As required**, based on visual inspection or environmental exposure (e.g., pollutants, coastal air).

**3.3 Anchor Points**

- All anchor points will be **certified and tested annually** in accordance with AS/NZS 1891.4 and manufacturer recommendations.
- Anchor points are to be inspected by a qualified height safety engineer prior to each maintenance cycle.

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**4. Safety and Compliance**

All façade maintenance operations will comply with:

- **AS/NZS 1891** (Industrial fall-arrest systems and devices)
- **AS/NZS 4488** (Industrial rope access systems)
- **AS/NZS 1657** (Fixed platforms, walkways, stairways, and ladders)
- Site-specific **Safe Work Method Statements (SWMS)** and **Job Safety Analyses (JSA)** will be developed prior to each maintenance cycle.
- All technicians will hold **IRATA or equivalent rope access certification** and current **Working at Heights training**.

**5. Maintenance Scheduling**

| Task | Frequency | Access Method | Notes |
|---|---|---|---|
| Glass cleaning | Twice yearly | Rope access | Through façade pipe spacing |
| Façade pipe cleaning | As required | Rope access | Based on inspection |

| Task | Frequency | Access Method | Notes |
|---|---|---|---|
| Anchor point inspection | Annual | Certified inspector | Report to be filed to building management |

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**6. Reporting and Documentation**

After each maintenance cycle:

- A **Façade Maintenance Report** will be issued detailing access methods, cleaning outcomes, inspection findings, and any damage or wear detected.
- Recommendations for repairs or coating touch-ups will be noted and scheduled accordingly.
- Reports will be archived as part of the building's **maintenance log** for compliance and warranty tracking.

**7. Summary**

The proposed rope access strategy provides a **safe, effective, and repeatable** means of maintaining the Matter House façade. By utilizing the existing structural configuration and engineered spacing allowances, this system enables comprehensive cleaning and inspection without the need for additional permanent access systems.
With biannual glass cleaning and as-needed façade maintenance, the Matter House façade will retain its architectural intent, aesthetic quality, and structural integrity throughout its lifecycle.

[redacted]

Director

Barwon Rope Access Pty Ltd

ABN 15 645 057 503

BARWON ROPE ACCESS

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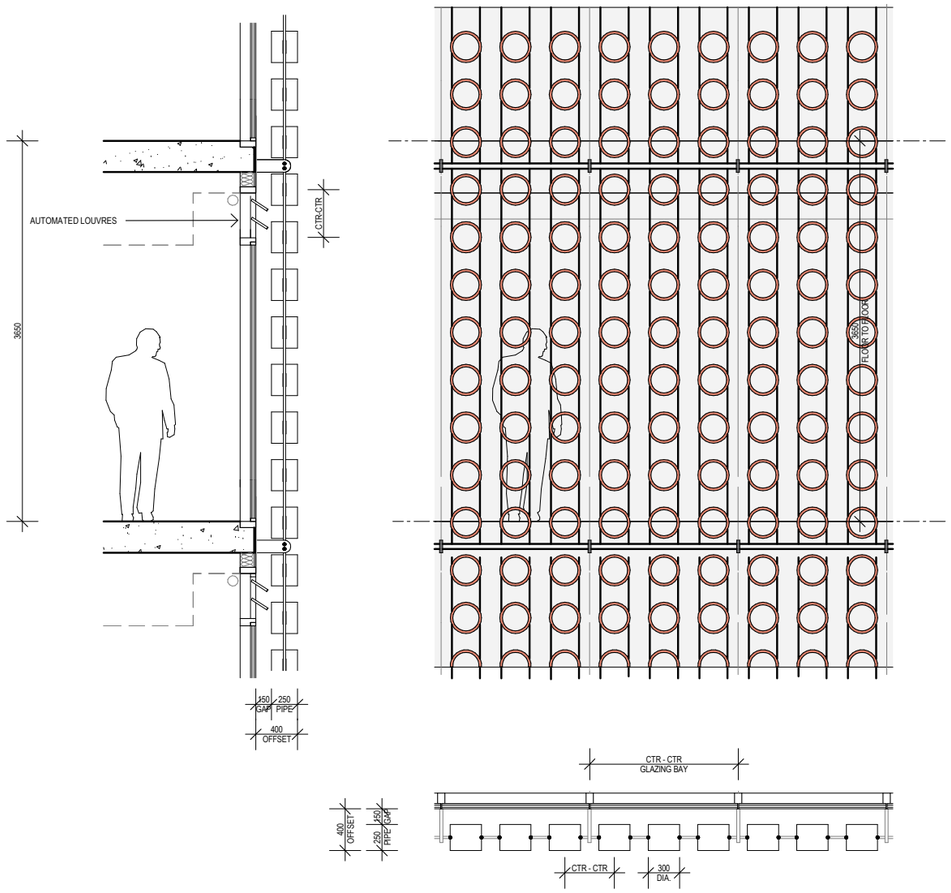
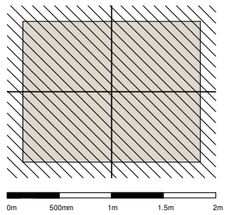



FACADE MAINTENANCE NOTES:
• ACCESS TO THE MAJORITY OF FACADES IS PROVIDED VIA ACCESS POINTS INSTALLED AROUND THE PERIMETER OF ROOFS.
• WHERE REQUIRED, AN ELEVATION WORK PLATFORM(EWP) IS RECOMMENDED FOR ACCESSING FACADES WHERE NOT POSSIBLE TO ACCESS VIA ROPES.
• WHERE POSSIBLE, THE PREFERRED METHOD OF GLAZING REPLACEMENT IS FROM THE INTERNAL SIDE, WITH ASSISTANCE FROM ROPE ACCESS OPERATORS ON THE EXTERNAL SIDE TO REMOVE AND REPLACE STRUCTURAL SILICONE SEALS.
• IF INTERNAL REPLACEMENT IS NOT POSSIBLE, GLAZING CAN BE REPLACED EXTERNALLY WITH A TRACTION HOIST SUSPENDED FROM A FREESTANDING NEEDLE DAVIT TEMPORARILY INSTALLED ON THE ROOF LEVEL.
• THE FREQUENCY OF FACADE CLEANING WILL BE TWICE PER YEAR, IN LINE WITH THE NATIONAL INDUSTRY STANDARD IN AUSTRALIA
• THE PRECAST CONCRETE FACADE ON THE BOUNDARY REQUIRES LOW MAINTENANCE AND MINIMAL UPKEEP DUE TO ITS HIGH DURABILITY.
• THE PIPE FACADE SYSTEM HAS BEEN DESIGN TO REQUIRE LOW MAINTENANCE AND MINIMAL UPKEEP. THESE WILL BE PERIODICALLY CLEANED WITH THE FACADE.
• THE VEGETATION WILL ALL BE CONTAINED WITHIN THE PROPERTY FOOTPRINT. ALL MAINTENANCE WILL BE COMPLETED WITHIN THE PROPERTY BOUNDARIES VIA SAFE WORKING PLATFORMS WHERE VEGETATION IS AT A HIGH LEVEL.

**REFERENCE MAP**




**NORTH**

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**CLIENT**
MATTER HOUSE PTY LTD

**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
For Town Planning

**DRAWING TITLE**
Facade Details 01

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 50 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0054 | A |

# FULL SCALE WIND TUNNEL TESTS ON A FAÇADE PROTOTYPE OF THE MATTER HOUSE DEVELOPMENT, CREMORNE

ADVERTISED PLAN

By

[redacted]

and

[redacted]

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## SUMMARY

A full-scale façade prototype, to be installed on the façade of the Matter House development, has been tested in a wind tunnel to measure the wind induced dynamic response of the cable mounted GRC pipes and examine the acoustic performance of the prototype. The tests were conducted for wind speeds up to a maximum wind speed of approximately 25ms$^{-1}$ for a range of wind incidence angles involving variations of yaw angle (from -60 degrees to +120 degrees). The response of the cable mounted GRC pipes under wind action have been observed and measured using both load cells and accelerometers. Load cells, specified and installed by Ronstan, were included on selected cables to measure their tension during testing. Accelerometers were also mounted on pairs of cables to measure their responses. The standard deviation accelerations at the locations of the accelerometers were recorded for a range of wind directions and wind speeds. Where possible, this data has been processed to obtain the peak displacements about a mean at the locations of the accelerometers. The accelerometers were mounted such that the sway mode and rotational mode of motion could be identified, with the rotational mode obtained through a digital difference of the pairs where possible.

Peak displacements about a mean were observed at a maximum at a yaw angle of +60°. For this yaw angle, the trailing GRC pipes experienced buffeting effects off the upstream pipes, resulting in the highest response at these downstream locations. These peak displacements about a mean have been shown to be of the order of 7mm, and were observed to occur for a narrow envelope of both windspeed and yaw angle. Peak rotations about a mean have been shown to be up to approximately 3°, relative

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to the centreline of the pipe. No discernible trend could be inferred from the data recorded by the load cells due to their poor temporal response and signal conditioning characteristics.

No audible tones under wind action were found to emanate from the prototype across the range of yaw angles and wind speeds tested. It would be recommended, during the installation process on the building, to seal any unused mounting or fabrication holes to avoid the possibility of wind generated noise.

M E L CONSULTANTS

**Report 24092A-WT-PRO01**

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# MATTER HOUSE DEVELOPMENT, CREMORNE
# FAÇADE PROTOTYPE TESTING

**MEL CONSULTANTS REPORT NO:** **24092A-WT-PRO01**

**PREPARED FOR:**
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**Contact:** [redacted]

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**Contact:** [redacted]

**PREPARED BY:** [redacted]
Senior Engineer Date: 29th August 2024

**REVIEWED BY:** [redacted]
Director Date: 29th August 2024

**RELEASED BY:** [redacted]
Executive Director Date: 29th August 2024

**REVISION HISTORY**

| Revision No: | Date Issued | Reason/Comment |
|---|---|---|
| 0 | 29th August 2024 | Initial Issue |
| 1 | 24th September 2025 | added description of sound recording method |

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**FIGURES**

**APPENDIX - FACADE PROTOTYPE SHOP DRAWINGS**

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## 1. INTRODUCTION

Full scale wind tunnel testing of a façade prototype of the Matter House development was conducted at the MEL Consultants wind tunnel facility to measure the wind induced dynamic response of the cable mounted GRC pipes and examine the acoustic performance under wind action. The façade prototype was provided by Tensys Engineers in a configuration considered to be representative of a typical arrangement on the building and this was used in wind tunnel testing.

The façade prototype configuration was constructed to full scale dimensions to a height and width that would fit within the confines of the wind tunnel working section. A plywood backing was included behind the cable mounted GRC pipes to simulate the building façade. Photos of the prototype mounted in the wind tunnel are shown in Figures 1 to 3. The cable mounted GRC pipes were instrumented with accelerometers and had their accelerations monitored and measured during the testing period. Load cells were specified and installed by Ronstan to measure the tension in the cables during testing. These cables were tensioned by Ronstan to a pre-defined value, equivalent for all cables. The accelerometer and load cell locations are shown in Figures 6 to 9.

Shop drawings of the wind tunnel prototype as supplied by Tensys Engineers are included in Appendix A.

These tests were carried out in the MEL Consultants wind tunnel facility during August 2024.

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## 2. TEST FACILITY AND PROCEDURE

The MEL Consultants wind tunnel facility is a closed-circuit wind tunnel which allowed the facade prototype to be exposed to wind speeds up to approximately 25ms$^{-1}$ for a range of yaw and pitch wind incident angles. The prototype was mounted on the turntable in the test section of the wind tunnel as shown in Figures 1 to 3.

Tests were conducted for wind speeds up to a maximum wind speed of approximately 25ms$^{-1}$ for a range of yaw angles (from -60 degrees to +120 degrees). These measurements were made in uniform turbulent flow of approximately 3% turbulence intensity, where turbulence intensity is defined as the standard deviation of the longitudinal wind speed divided by the mean longitudinal wind speed $\sigma_v / \overline{V}$. The sign convention for yaw and pitch angle is defined in Figures 4 and 5 respectively.

For the Matter House development standing approximately 55m in height, the serviceability limit state (SLS – 5 year return period) mean wind speed calculated from AS/NZS 1170.2 is approximately 20.5ms$^{-1}$. At each combination of yaw and pitch angles the range of mean wind speeds used in the wind tunnel testing covered speeds up to just above the site SLS wind speed (≈8ms$^{-1}$ → ≈25ms$^{-1}$). Note that due to the height of the prototype only 90° pitch angle could be tested.

The incident wind angles examined are summarised here in Table 1.

**Table 1. Pitch and yaw angles tested at each wind speed.**

| | yaw angles, deg (°) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **-60** | **-45** | **-30** | **-15** | **0** | **15** | **30** | **45** | **60**** | **75** | **90** | **105** | **120** |
| **90° Pitch** | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

**Note:** **"**"** denotes further testing was performed at this yaw angle to investigate the response of the Pipes for finer increments of wind speed between approximately 20ms$^{-1}$ to 25ms$^{-1}$

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Accelerometers were mounted on the prototype GRC pipes as shown in Figures 6 to 9. Time series measurements from each of the accelerometers were recorded and processed to determine the standard deviation accelerations as a function of yaw angle and wind speed. The accelerometer output was collected over a data-sampling period of 60 seconds with a sampling rate of 1250Hz. The peak displacements, obtained from the measured acceleration data, were calculated in terms of mm about a mean in relation to the prototype yaw angle and wind speed.

For a narrow-banded response the standard deviation and peak displacement (about the mean displacement) can be determined by the following formulae;

$$\sigma_y = \frac{\sigma_{\ddot{y}}}{(2\pi n)^2} \qquad (1)$$

$$\hat{y} = g * \sigma_y \qquad (2)$$

$$g = \sqrt{2\ln(Tn)} \qquad (3)$$

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where

| | |
|---|---|
| $\sigma_{\ddot{y}}$ | standard deviation acceleration ($ms^{-2}$) |
| $\sigma_y$ | standard deviation displacement (m) |
| $\hat{y}$ | peak displacement (m) |
| $g$ | peak factor, |
| $n$ | narrow band frequency (Hz) |
| $T$ | sample time (s), |

For vibration responses that have a number of modes (frequencies), the displacements must be determined by double integration of the acceleration time-series. The benefit of the double integration is a displacement time-series (about a mean displacement value) is obtained so the standard deviation, maximum, and minimum displacements can be determined. For the analysis of the recorded data, the double integration method has been used to obtain the peak displacements about a mean from the acceleration time-series, which has been high-pass filtered to isolate the response of the GRC pipes mounted on the tensioned cable. Unless otherwise specified, all displacements presented are relative to a mean value.

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Where possible, the time series data of accelerometer pairs have been analysed to determine the peak rotation angle about a mean, relative to the centreline of the GRC pipes. These accelerometer pairs differenced with each other were:

- 101-x differenced with 102-x
- 501-x differenced with 502-x
- 503-x differenced with 506-x

Figure 10 illustrates the convention used to describe the rotation of the GRC pipes, relative to their centreline.

To monitor and record any wind generated noise, microphones were positioned in the wind tunnel test chamber to monitor for any acoustic tones. They were located outside of the direct air stream and provided real time output of the noise and frequency components in the test chamber as shown in the image below.

**Location of the microphones in the wind tunnel test chamber. The wind flow is out of the page.**

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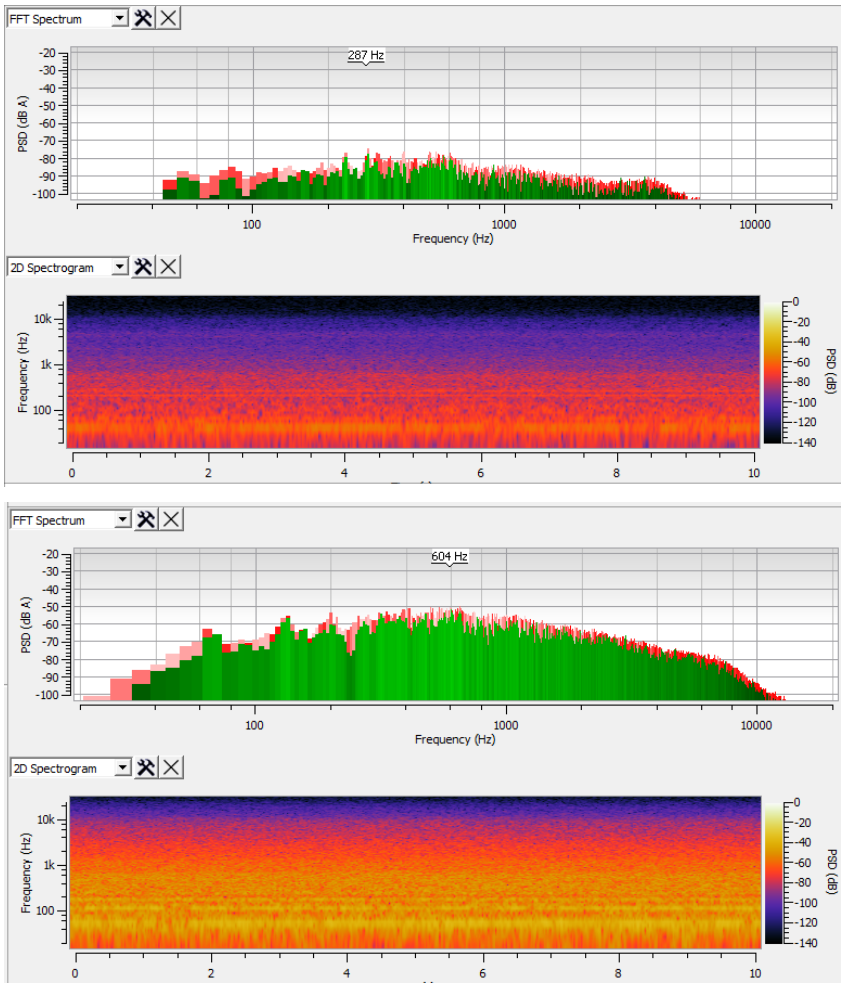
Any tonal noises arising from the façade would become evident on the real time spectrogram plots of the sound pressure levels recorded by the microphones. Sample background wind tunnel (i.e. empty wind tunnel chamber) spectrograms with no tonal noises evident, are presented for two of wind tunnel speeds in the Figures below.




**Spectra of background (i.e empty test chamber) wind tunnel sound pressure levels from the recording microphones at low (upper image) and high (lower image) wind tunnel speeds. No distinct tonal noises are present.**

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## 3. RESULTS AND DISCUSSION

Fundamental frequencies of each accelerometer have been determined from impulse response tests and compared against the frequencies observed during the wind tunnel testing. These measured frequencies have been presented in Table 2.

**Table 2: Measured fundamental frequencies at each accelerometer location.**

| Accelerometer | Frequency | |
|---|---|---|
| | Sway | Rotation |
| **Configuration 1** | | |
| 104-x (Rig) | ≈5.2Hz | - |
| 104-y (Rig) | ≈2.7Hz | - |
| 503-x | ≈4.5Hz | ≈7.5Hz |
| 503-y | ≈5.5Hz | |
| 506-x | ≈4.5Hz | |
| 501-x | ≈4.5Hz | ≈7.5Hz |
| 501-y | ≈5.5Hz | |
| 502-x | ≈4.5Hz | |
| 101-x | ≈4.5Hz | ≈7.5Hz |
| 101-y | ≈5.5Hz | |
| 102-x | ≈4.5Hz | |
| **Configuration 2** | | |
| 101-x | ≈4.7Hz | ≈8.0Hz |
| 101-y | ≈6.0Hz | |
| 102-x | ≈4.7Hz | |

From the above it can be seen that the cables were all tensioned to an approximately equivalent value.

During testing, it was observed that at a +60° yaw angle and for a narrow band of windspeeds, a downstream pipe (which had not been instrumented) was exhibiting torsional response due to the interference and buffeting effects of the upstream pipes. To obtain data for this response phenomenon an additional configuration, designated Configuration 2, was investigated by moving a pair of accelerometers to the downstream pipe. The location of the accelerometer pair for this additional investigation is shown in Figures 8 and 9.

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Where possible, peak displacements about a mean at each accelerometer location for each orientation have been calculated and are presented in Addendum A (tabulated spreadsheet) of this report. Due to the resolution limitations of the accelerometers, displacements below 0.1mm could not be confidently resolved. The peak rotation angle about a mean of the pipes, relative to their centreline, is also presented in Addendum A.

### 3.1. Wind induced dynamic response

Peak displacements about a mean were observed at a maximum at a yaw angle of +60°. For this yaw angle, the trailing GRC pipes experienced buffeting effects off the upstream pipes, resulting in the highest response at these downstream locations. These peak displacements about a mean have been shown to be of the order of 7mm, and were observed to occur for a narrow envelope of both windspeed and yaw angle. Peak rotations about a mean at these downstream locations have been shown to be up to approximately 3°, relative to the centreline of the pipe.

No discernible trend could be inferred from the data recorded by the load cells due to the poor temporal responses and signal conditioning characteristics.

### 3.2. Wind induced noise

No audible tones under wind action were found to emanate from the prototype across the range of yaw angles and wind speeds tested. It would be recommended, during the installation process on the building, to seal any unused mounting or fabrication holes to avoid the possibility of wind generated noise.

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## 4. CONCLUSIONS

A full-scale façade prototype, to be installed on the façade of the Matter House development, has been tested in a wind tunnel to measure the wind induced dynamic response of the cable mounted GRC pipes and examine the acoustic performance of the prototype.

Peak displacements about a mean were observed at a maximum at a yaw angle of +60°. For this yaw angle, the trailing GRC pipes experienced buffeting effects off the upstream pipes, resulting in the highest response at these downstream locations. These peak displacements about a mean have been shown to be of the order of 7mm, and were observed to occur for a narrow envelope of both windspeed and yaw angle. Peak rotations about a mean have been shown to be up to approximately 3°, relative to the centreline of the pipe. No discernible trend could be inferred from the data recorded by the load cells due to their poor temporal response and signal conditioning characteristics.

No audible tones under wind action were found to emanate from the prototype across the range of yaw angles and wind speeds tested. It would be recommended, during the installation process on the building, to seal any unused mounting or fabrication holes to avoid the possibility of wind generated noise.

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**FIGURES**

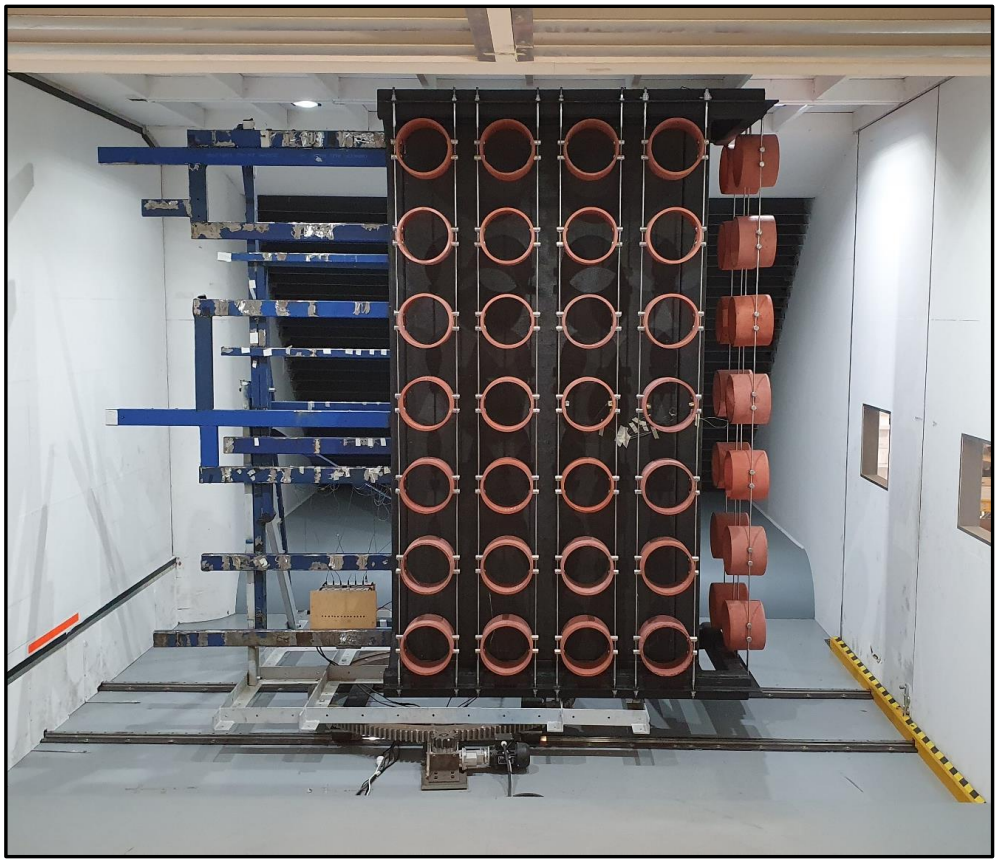

**Figure 1 – Matter House façade prototype installed in the wind tunnel (90-degree pitch angle, 0-degree yaw angle).**

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**Figure 2 – Matter House façade prototype installed in the wind tunnel (90-degree pitch angle, -60-degree yaw angle).**

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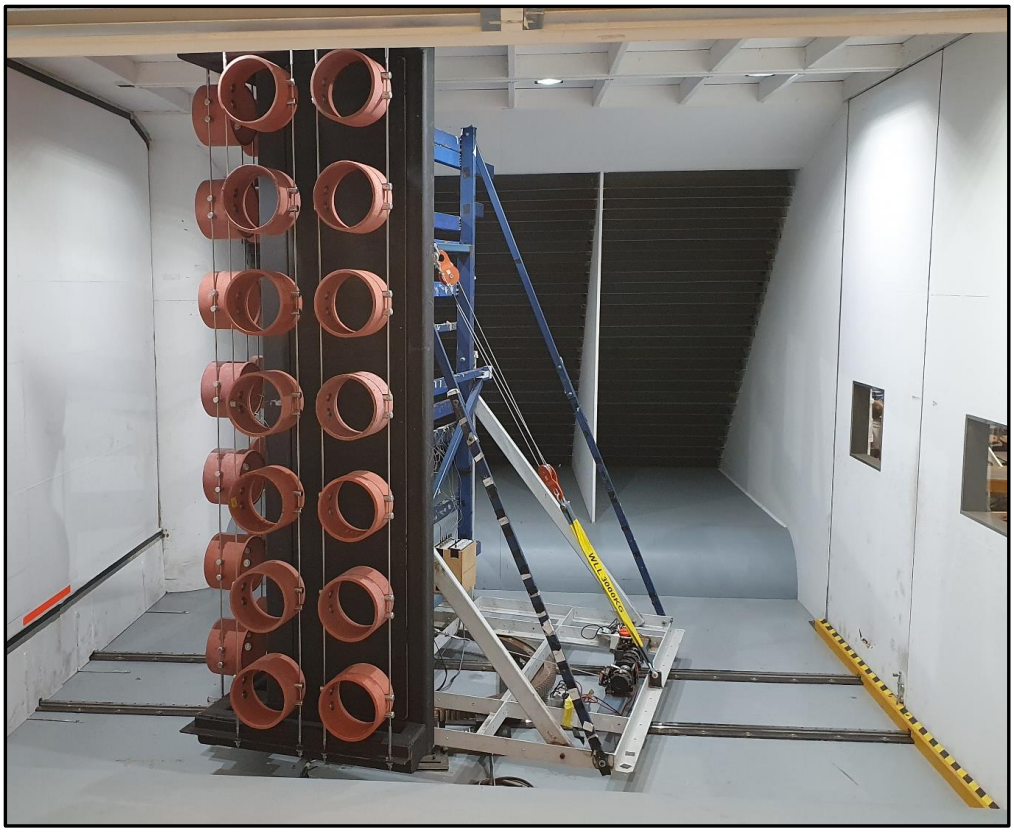

**Figure 3 – Matter House façade prototype installed in the wind tunnel (90-degree pitch angle, 105-degree yaw angle).**

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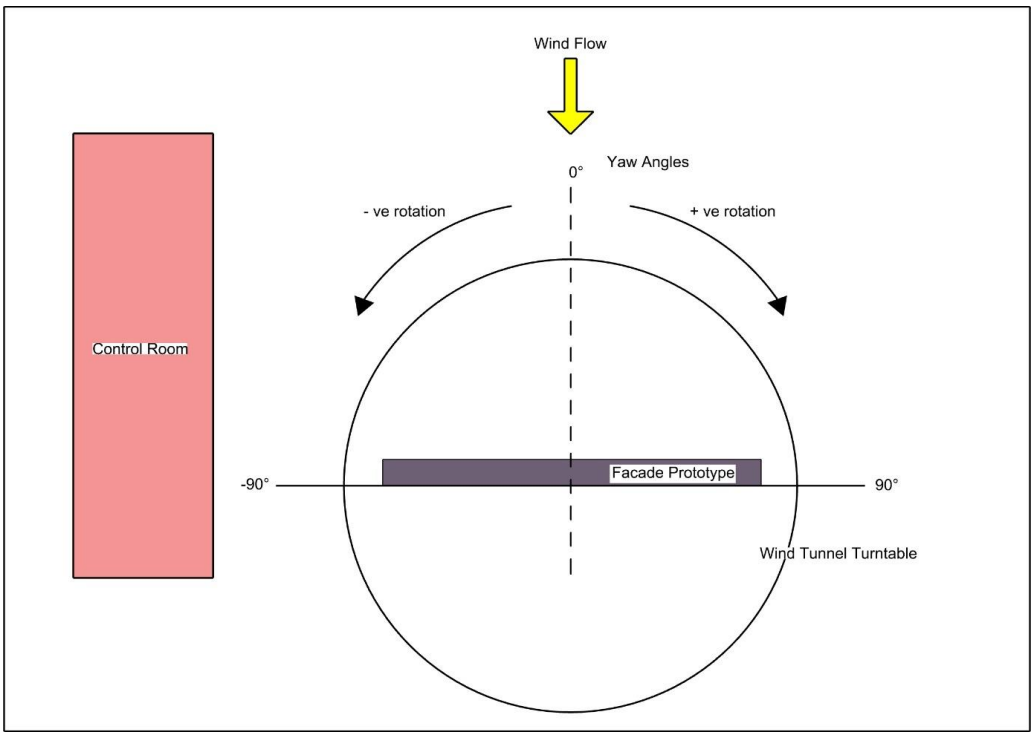


**Figure 4 - Yaw angle sign convention (plan view).**

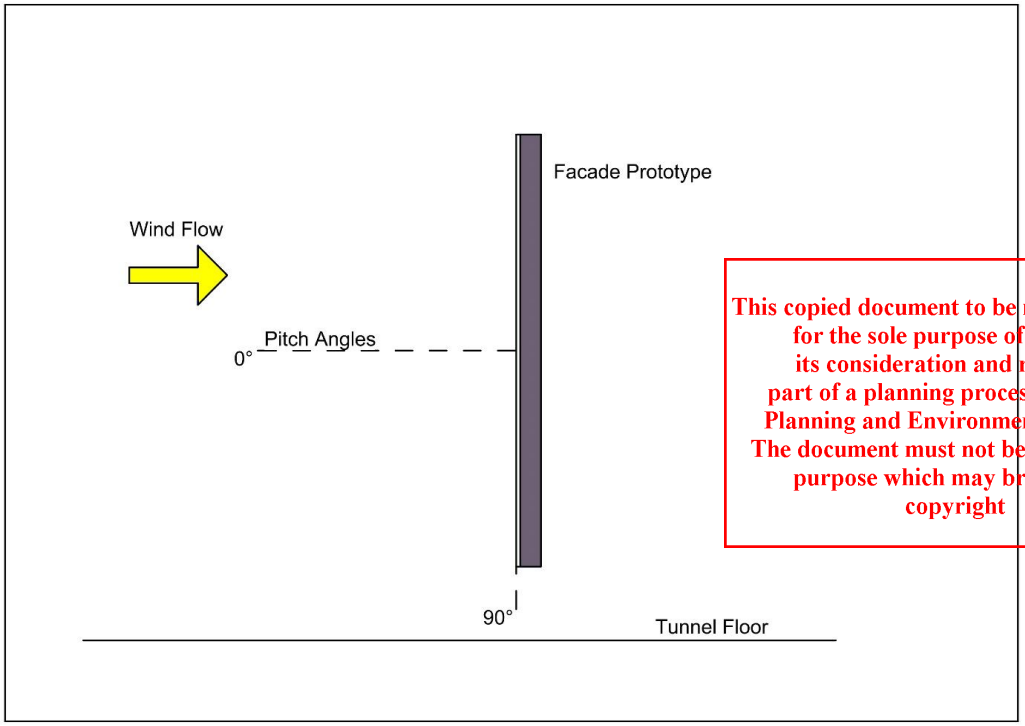


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**Figure 5 - Pitch angle sign convention (side elevation).**

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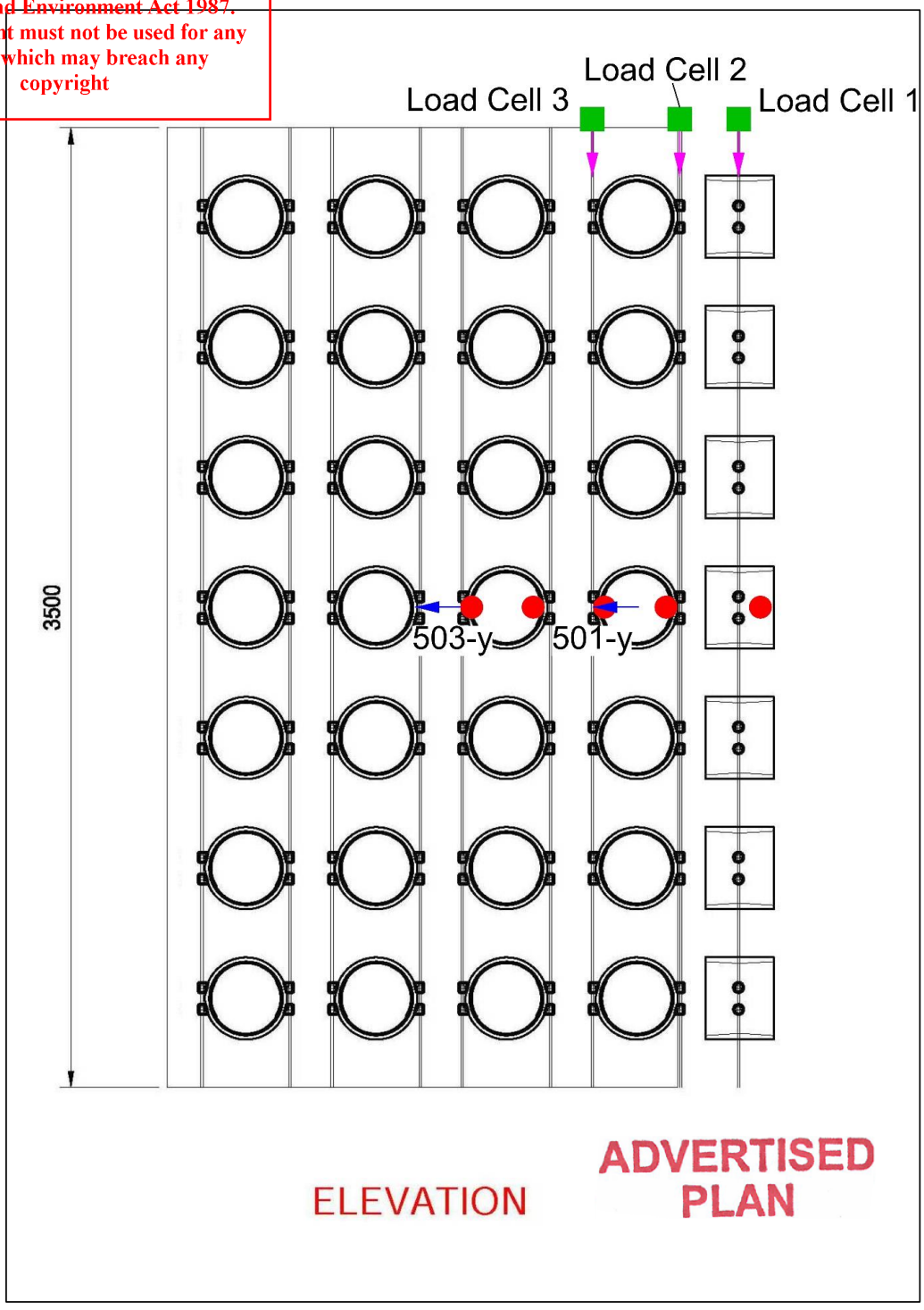


**Figure 6 – Annotated shop drawings showing locations of accelerometers on the prototype (elevation view) – Configuration 1.**

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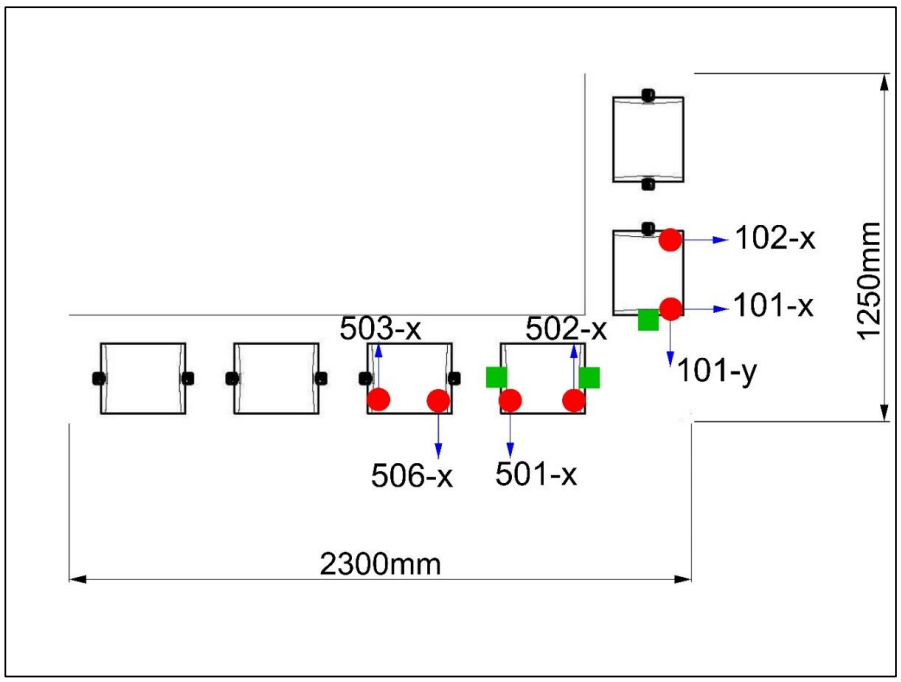


**Figure 7 – Annotated shop drawings showing locations of accelerometers on the prototype (plan view) – Configuration 1.**

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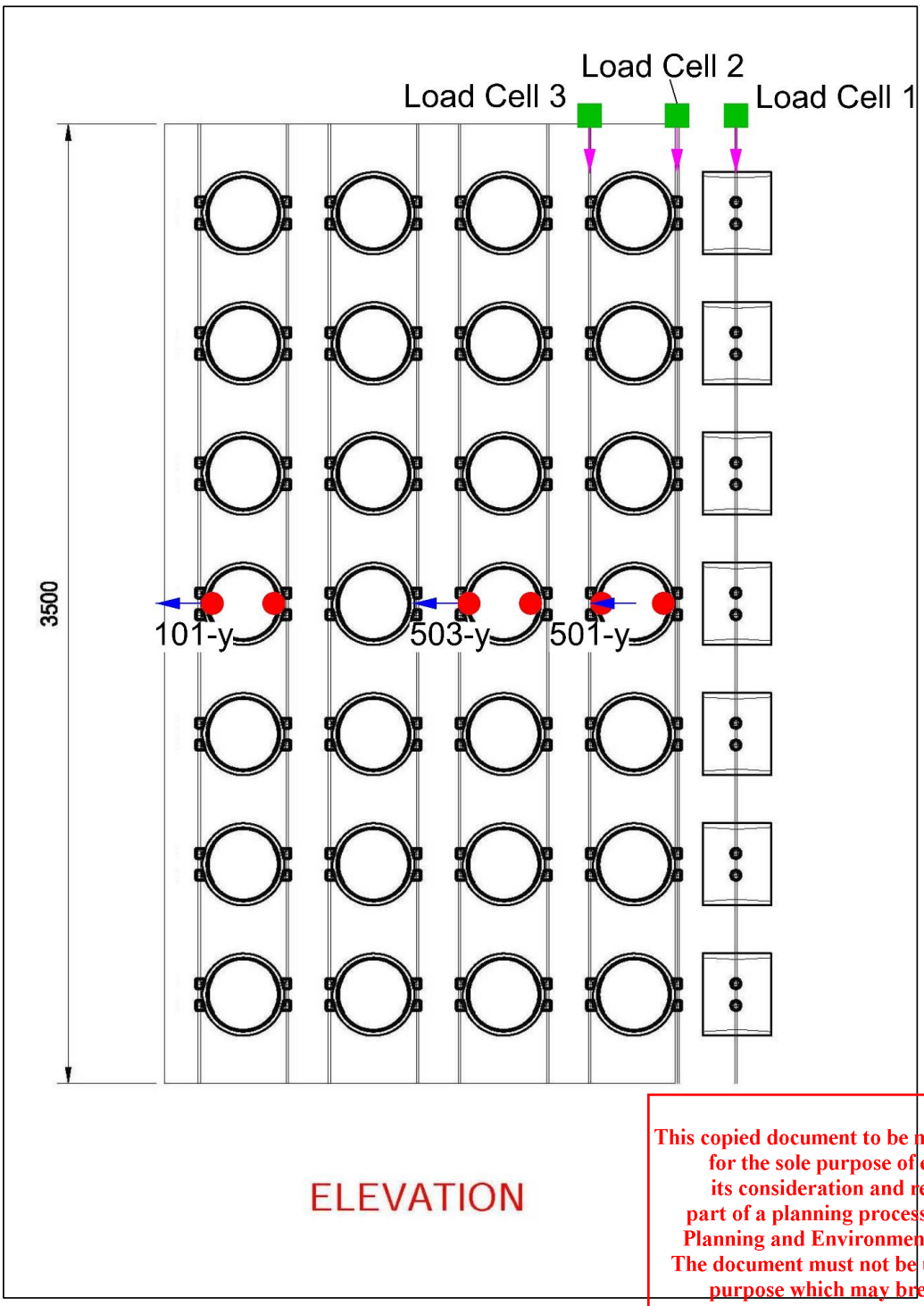


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**Figure 8 – Annotated shop drawings showing locations of accelerometers on the prototype (elevation view) – Configuration 2.**

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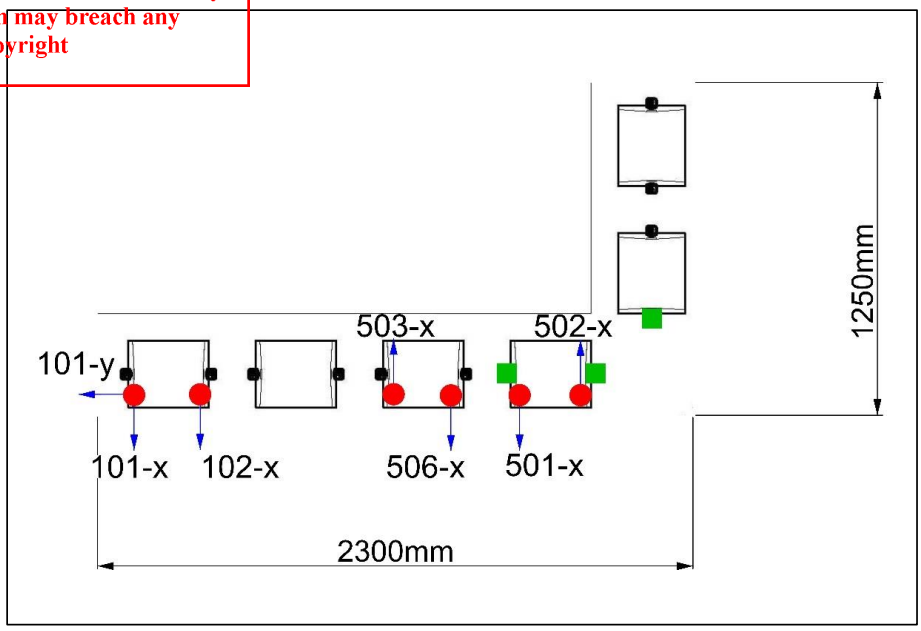



**Figure 9 – Annotated shop drawings showing locations of accelerometers on the prototype (plan view) – Configuration 2.**

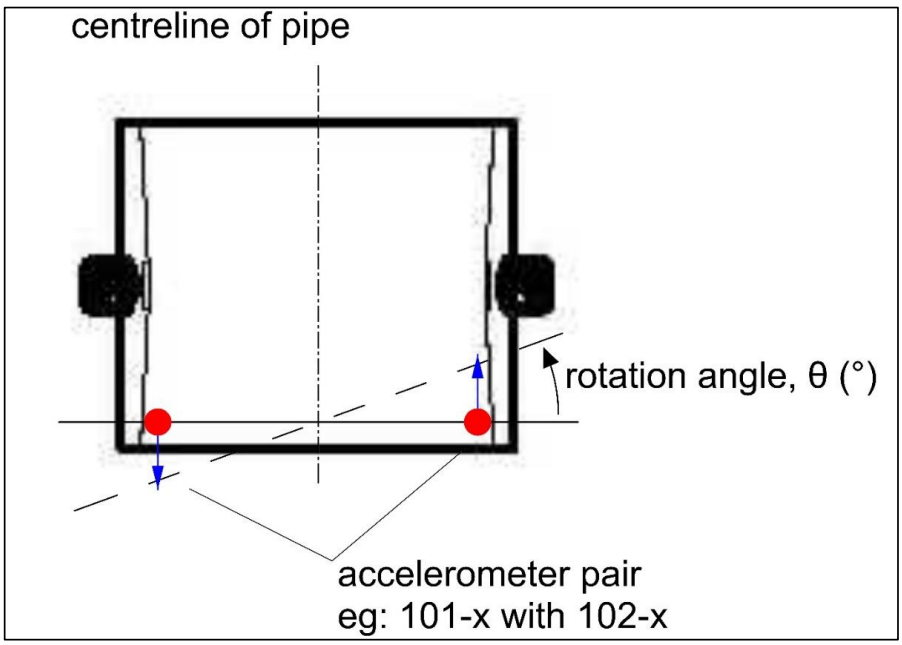
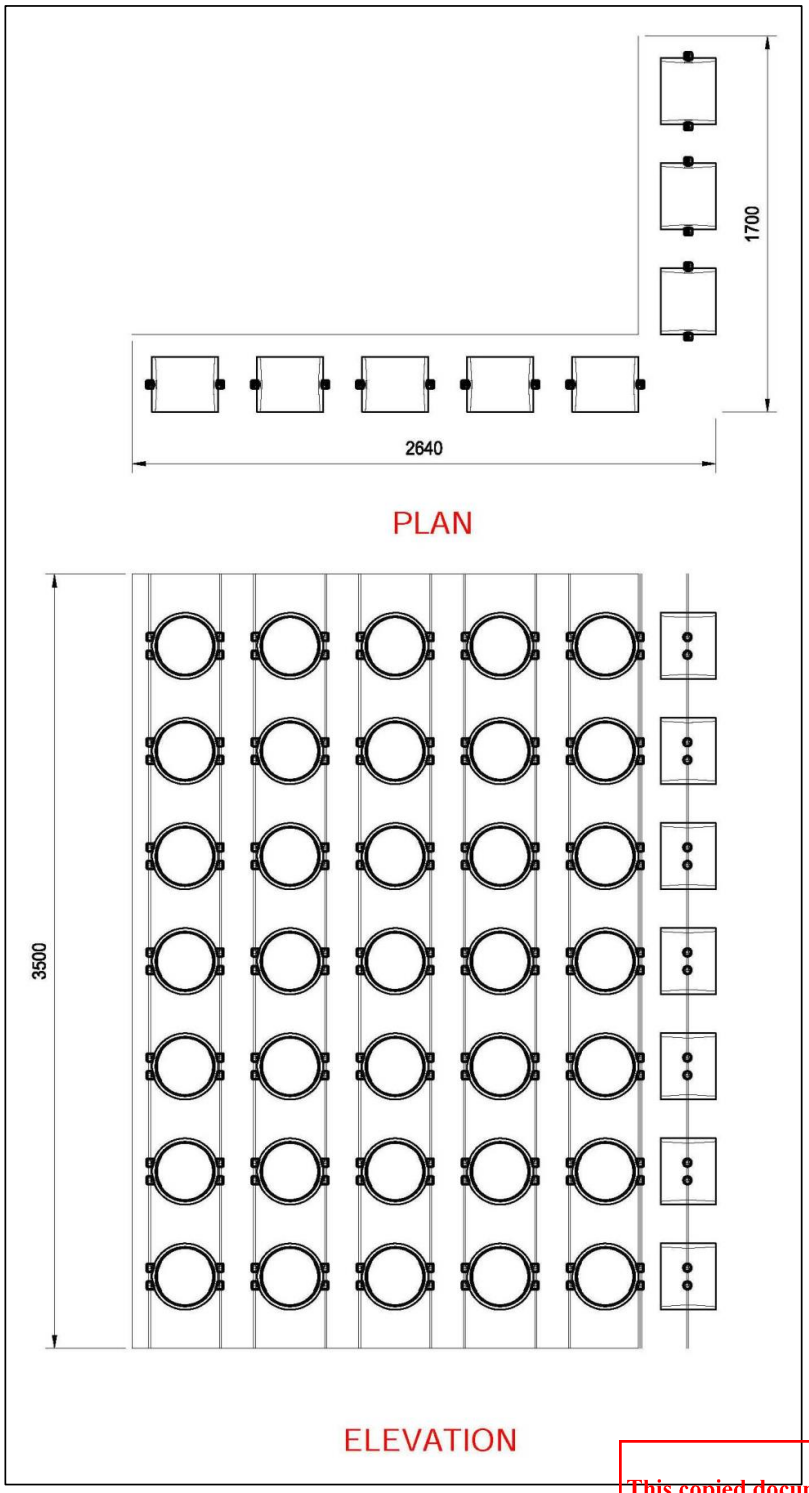



**Figure 10 – Convention for pipe rotation angle about a mean, relative to centreline of pipe element.**

**APPENDIX – FACADE PROTOTYPE SHOP DRAWINGS**

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Installation of components is to the manufacturer's current specification, instructions and amendments.

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- STEP 300 RISE
- STEP LADDER
- PLATFORM KOMBI
- STAIR KOMBI

LADDERS
- LADDER - LD41
- LADDER - LD42
- LADDER - LD43
- LADDER - LD51
- LADDER - LD52
- LADDER - LD53

LADDERS
- LADDER - LD21
- LADDER - LD22
- LADDER - LD31
- LADDER - LD32
- LADDER - LD33

HATCHES & ACCESS
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- HATCH - HINGED
- GUARDRAIL KIT - HATCH
- PULL DOWN LADDER
- LADDER BRACKET
- STROP
- TEMP. LADDER
- SIGNAGE - ANCHOR
- SIGNAGE - DANGER

GUARDRAIL / WALKWAY
- GUARDRAIL - SURFACE MOUNT
- GUARDRAIL - CONCRETE MOUNT
- WALKWAY - ALUMINIUM
- WALKWAY - FIBRE
- SKYLIGHT PROTECTOR
- WALKWAY WITH GUARDRAIL
- WALKWAY LEVELLED

STATIC LINES / RAIL
- CORNER UNIT
- FROGLINE SUR. MOUNT
- FROGLINE CON. MOUNT
- FROGLINE STEEL MOUNT
- FROGLINE TRAVELLER
- MONORAIL (DH250)

ROPE ACCESS
- DAVIT BASE FLUSH
- DAVIT BASE PROUD
- DAVIT BASE PLANTER
- DAVIT BASE TOWER
- DAVIT BASE - TWIST.
- DAVIT ARM (LOOSE SUPPLY)
- DAVIT HEIGHT EXTENSION (L.S.)

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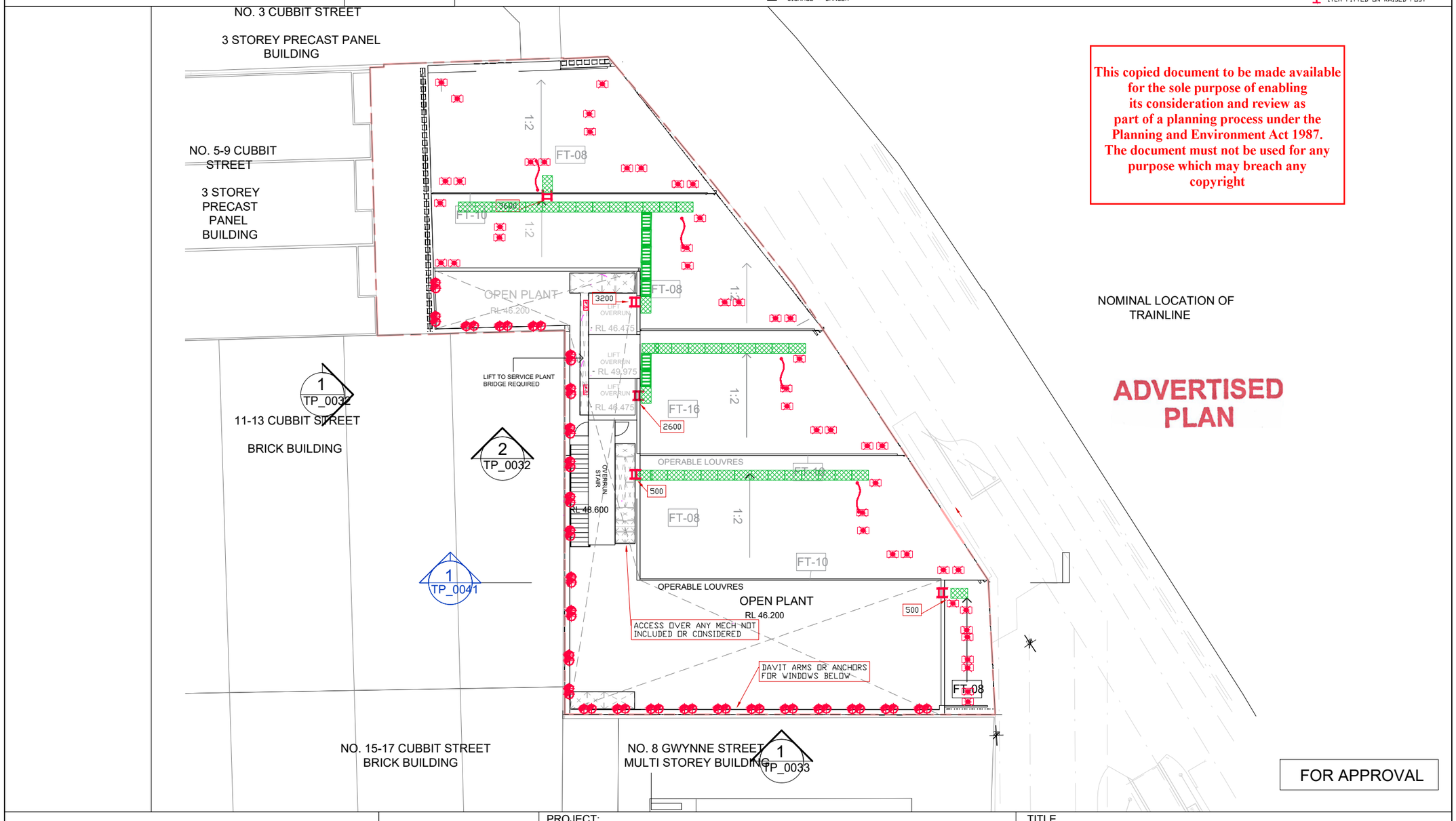


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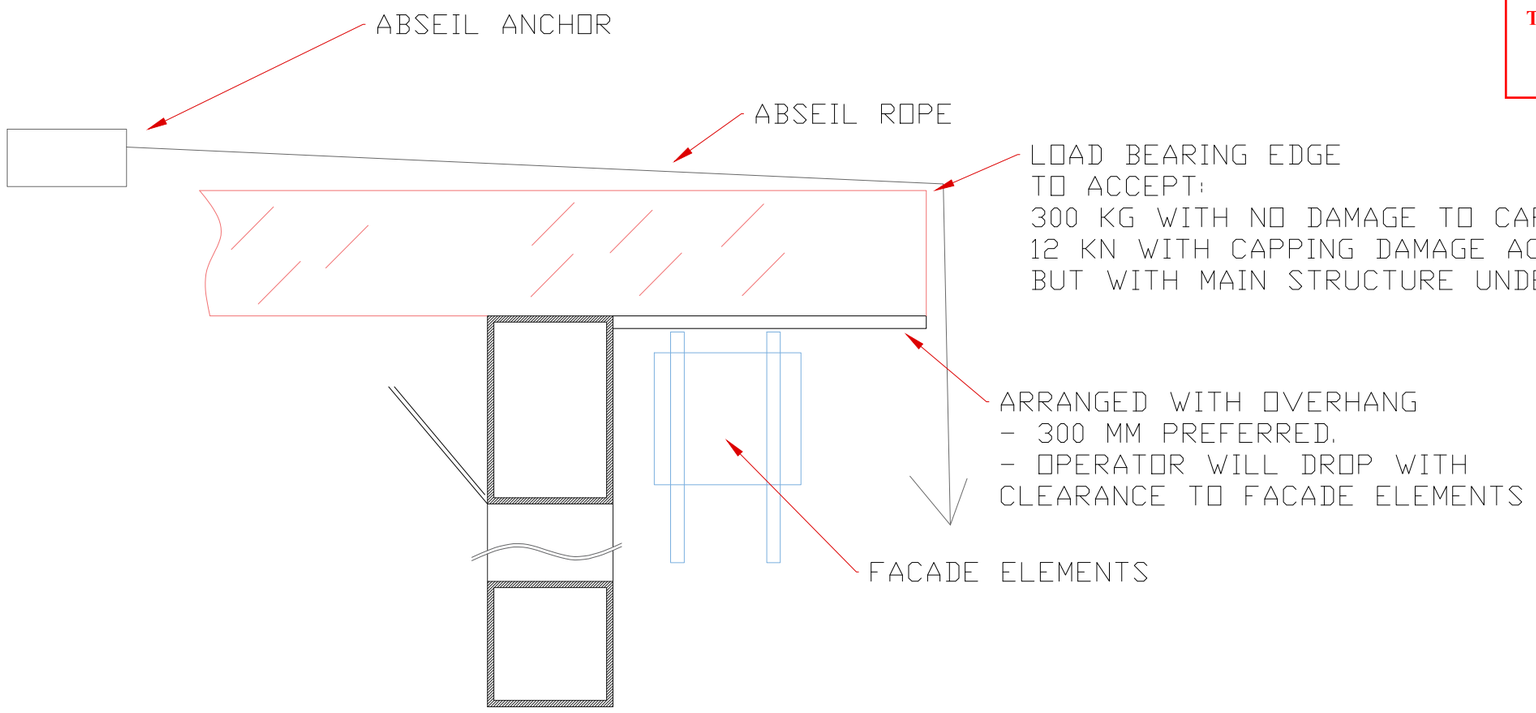


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**Landscape Architecture**

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Architect Directors VIC:
Mark Loughnan 15032
Peter Lee 13798

**CLIENT**
MATTER HOUSE GROUP PTY LTD

**PROJECT**
MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

**STATUS**
TOWN PLANNING

**DRAWING TITLE**
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| TP_0003 | SITE PLAN/EXISTING CONDITIONS | A |
| TP_0004 | PUBLIC REALM CONDITION | A |
| TP_0011 | GROUND FLOOR GENERAL ARRANGMENT PLAN | A |
| TP_0012 | LEVEL 12 PLAN | |
| TP_0021 | SECTIONS | A |
| TP_0022 | SECTIONS | A |
| TP_0051 | TYPICAL DETAILS | A |
| TP_0052 | TYPICAL DETAILS | A |
| TP_0053 | TYPICAL DETAILS | A |
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10. ALL WORKS ADJACENT TO EVC VEGETATION COMMUNITIES MUST ADHERE TO STRICT GUIDELINES AND MUST BE CARRIED OUT BY A QUALIFIED ENVIRONMENTAL CONTRACTOR. WORKS METHODOLOGY TO BE CONFIRMED BY ENGINEERING & COMPLETIONS MANAGER, PRIOR TO COMMENCEMENT OF WORKS.
11. ALL MATERIALS AND WORKMANSHIP MUST BE IN ACCORDANCE WITH THE RELEVANT CURRENT AUSTRALIAN STANDARD AND CODES OF PRACTICE INCLUDING ALL AMENDMENT AND RAIL AUTHORITY REGULATIONS EXCEPT WHERE VARIED BY THE SPECIFICATIONS AND/OR DRAWINGS.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL STRUCTURES IN A STABLE CONDITION AND ENSURING NO PART SHALL BE OVER STRESSED DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF ALL TEMPORARY WORKS.
13. ALL FURNITURE, FIXINGS, ELEMENTS AND STRUCTURES ARE TO BE ERECTED LEVEL. WHERE INSTALLED ON SLOPES OR GRADED WALKWAYS, PROVIDE A LEVEL AREA AROUND. ERECT ALL POSTS / POLES VERTICALLY UNLESS OTHERWISE NOTED. PROPRIETARY ITEMS SHALL BE INSTALLED AND SECURELY FIXED TO MANUFACTURER'S REQUIREMENTS.
14. UNLESS NOTED OTHERWISE ACCORDANCE:
    a. ALL DIMENSIONS ARE IN MILLIMETRES
    b. ALL REDUCED LEVELS ARE IN METERS
    c. ALL SETOUT COORDINATES ARE TO MAP GRID AUSTRALIA (MGA)
    d. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (AHD)
    e. ALL CHANGES REFER TO THE RAIL ALIGNMENT AND ARE IN METERS.
    15. DIMENSIONS SHALL NOT BE SCALED FROM DRAWINGS.
16. SITE MEASURE AND ALLOW FOR THE PROVISION OF COORDINATED AND APPROVED SHOP DRAWINGS FOR SET OUT AND FABRICATION OF ALL INDICATED ELEMENTS, INCLUDING FOOTINGS AND FIXTURES.
17. ANY DISCREPANCIES NOTED SHALL BE BROUGHT IMMEDIATELY TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, PROJECT MANAGER AND SUPERINTENDENT FOR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
18. STRUCTURAL ENGINEERING TO ALLOW FOR FULL SOIL VOLUME AS SHOWN IN DRAWINGS IN WET SATURATED CONDITION.
19. ALL ROOF TOP PLANTING INCLUDING HANGING POTS TO BE SUPPORTED THROUGH AUTOMATED DRIP LINE IRRIGATION USING HARVESTED WATER.
20. ALL ROOFTOP PLANTING TO BE REGULARLY [1X PER MONTH] CHECKED FOR WEEDS AND PESTS. DEAD PLANT MATERIAL TO BE REMOVED. REGULAR CHECKS OF SOIL QUALITY TO ENSURE SUSTAINING PLANT HEALTH. A DETAILED MAINTENANCE MANUAL WILL BE PROVIDED FOR TENDER SUBMISSION.
21. ALL PAVING MUST BE COMPLIANT WITH AS 1428 AND COUNCIL STANDARDS. COMPLIANCE CERTIFICATES WILL BE PRODUCED DURING CONSTRUCTION.
22. ALL FOOTPATH GRADES AND LEVELS TO BE SMOOTHLY TRANSITIONED TO SURROUNDING LEVELS AND INTO BUILDINGS.
23. OUTDOOR DINING IS SUBJECT TO SEPARATE APPROVAL FROM COUNCIL (FOOTPATH TRADING LICENCE).

# Printing:

ALL DRAWINGS TO BE PRINTED IN COLOUR FOR CLARITY.

# Legend:

GENERAL

EXTENT OF LANDSCAPE ARCHITECTURAL WORKS

PROPERTY BOUNDARY

WALL / FURNITURE

WL-01
PRECAST CONCRETE SEATING EDGE
TO STREET TREE GARDEN BED

FU-02
SPACEFRAME HANGING STRUCTURE

FU-03
STAINLESS STEEL BIKE HOOP
TO COUNCIL SPECIFICATION

FU-10
COLORBOND MONUMENT PERIMETER FENCE

HARDSCAPE

PV-01
ASPHALT PAVING
TO COUNCIL STANDARDS

PV-02
CITY OF YARRA "LATTE MIX" ASPHALT

PV-06
HARDWOOD TIMBER SEATING

PV-08
CONCRETE KERB TO COUNCIL STANDARDS

PV-09
TGSI
POLYURETHANE WHITE ON CONCRETE

SOFT LANDSCAPE

SL-01
GARDEN BED

SL-02
STREET GARDEN MIX

SL-03
HANGING PLANT SCULPTURE

SL-04
HANGING PLANT SLIDER

TREE

TP-01
PROPOSED 300L ADVANCED TREE - LEVEL 12

TP-02
PROPOSED 200L ADVANCED TREE - STREET TREE

ADVERTISED PLAN

**CONSULTANT**
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61 Little Collins Street
Melbourne Vic 3000 Australia
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Architect Directors VIC:
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Peter Lee 13798

**REFERENCE**

**NORTH**

**NOTES**
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| REV | DESCRIPTION | DATE |
|---|---|---|
| A | FOR DTP SUBMISSION | 26/06/2025 |

**CLIENT**
MATTER HOUSE GROUP PTY LTD

**PROJECT**
MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

**STATUS**
TOWN PLANNING

**DRAWING TITLE**
DRAWING LIST & LEGEND

**NOT FOR CONSTRUCTION**

**REVIEWED**
CB

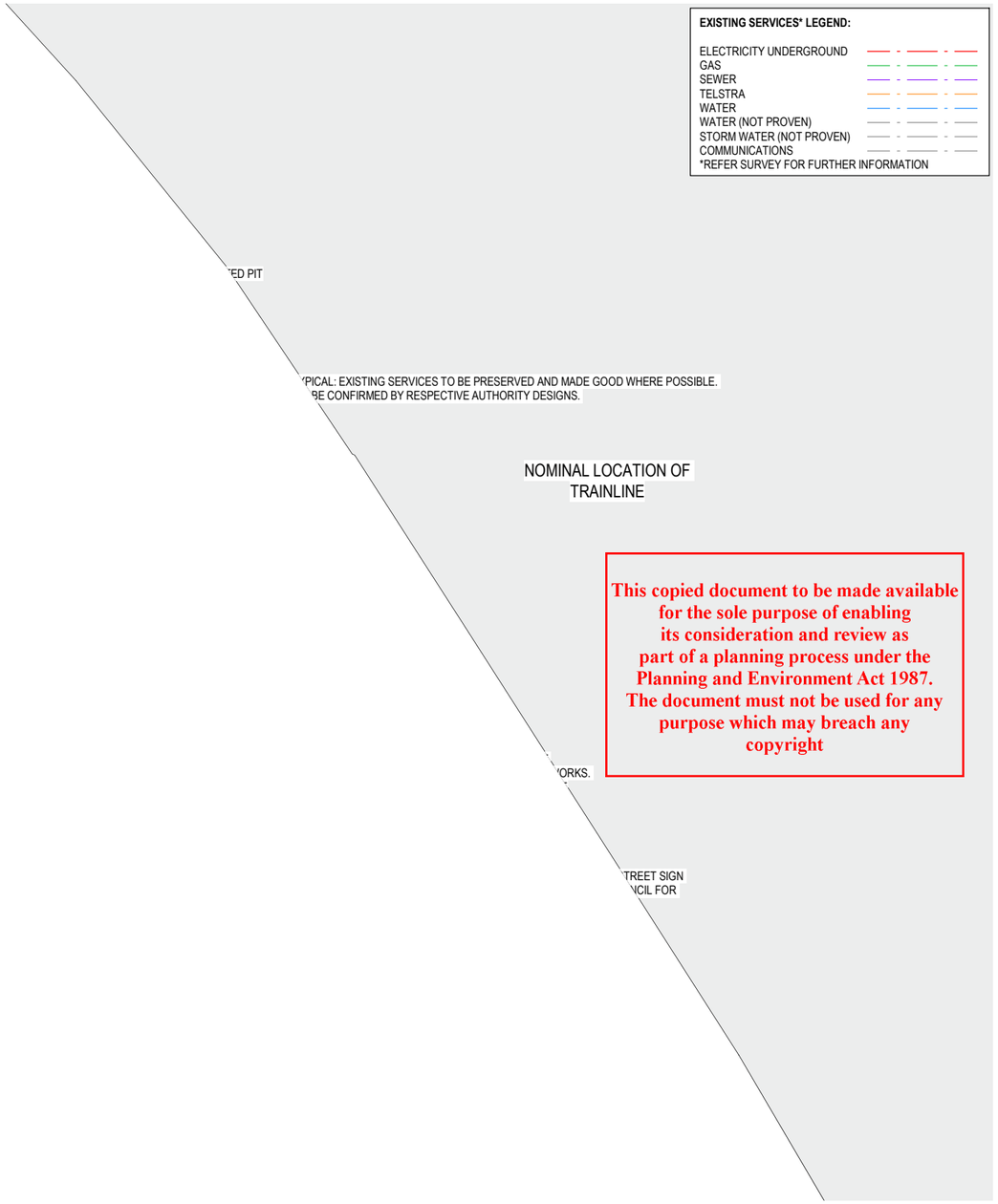
**APPROVED**
BH

**DRAWING NO.**
TP_0002

**SCALE @ A3**

**PROJECT NO.**
015454

**REV NO.**
A

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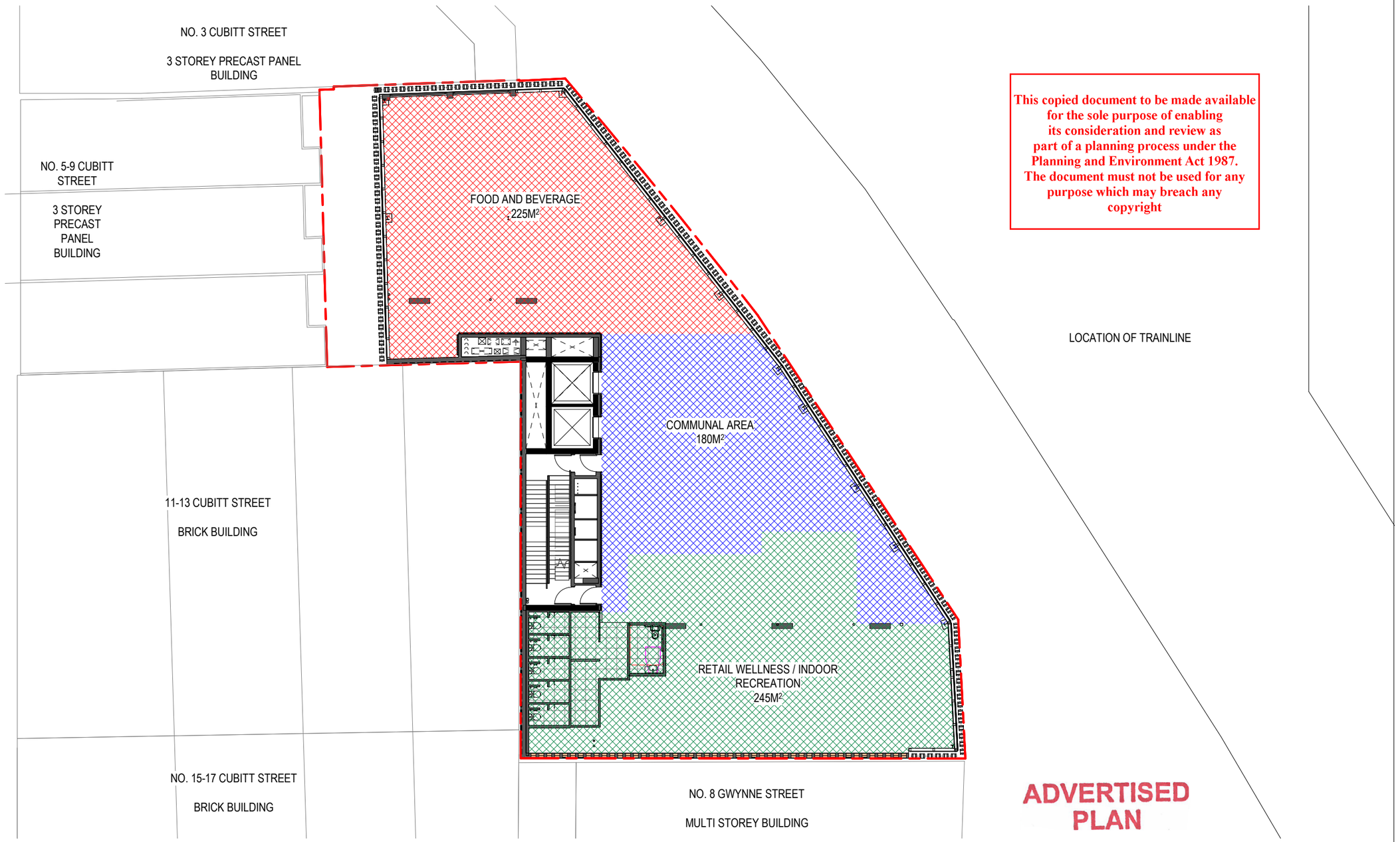


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**REFERENCE**

**NORTH**

0m 1m 2m 3m 4m

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**REV DESCRIPTION** **DATE**

**CLIENT**
MATTER HOUSE GROUP PTY LTD

**PROJECT**
MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

**STATUS**
TOWN PLANNING

**DRAWING TITLE**
LEVEL 12 PLAN

**NOT FOR CONSTRUCTION**

**REVIEWED**
Checker

**APPROVED**
Approver

**DRAWING NO.**
TP_0012

**SCALE @ A3**
1 : 200

**PROJECT NO.**
015454

**REV NO.**

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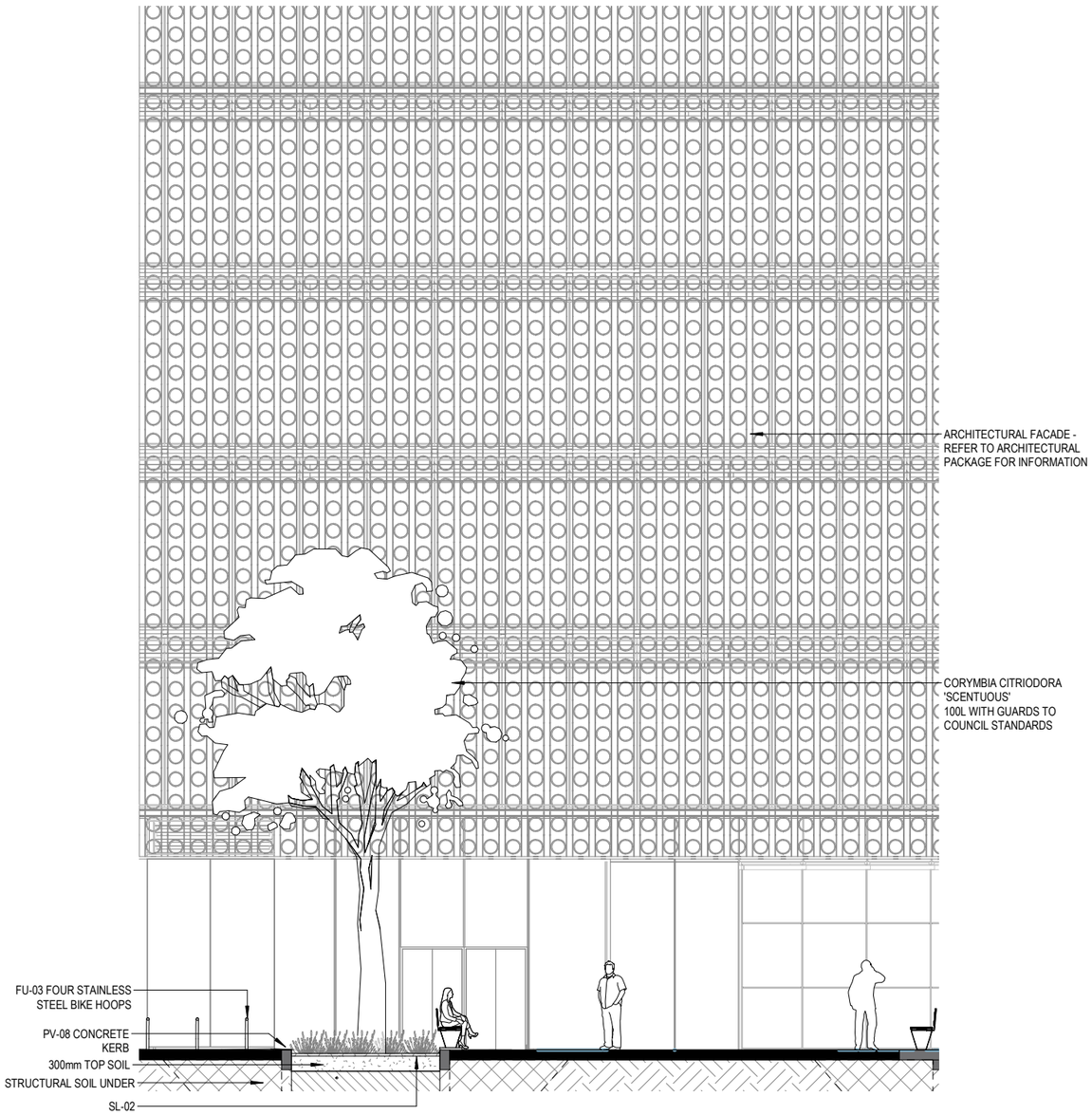
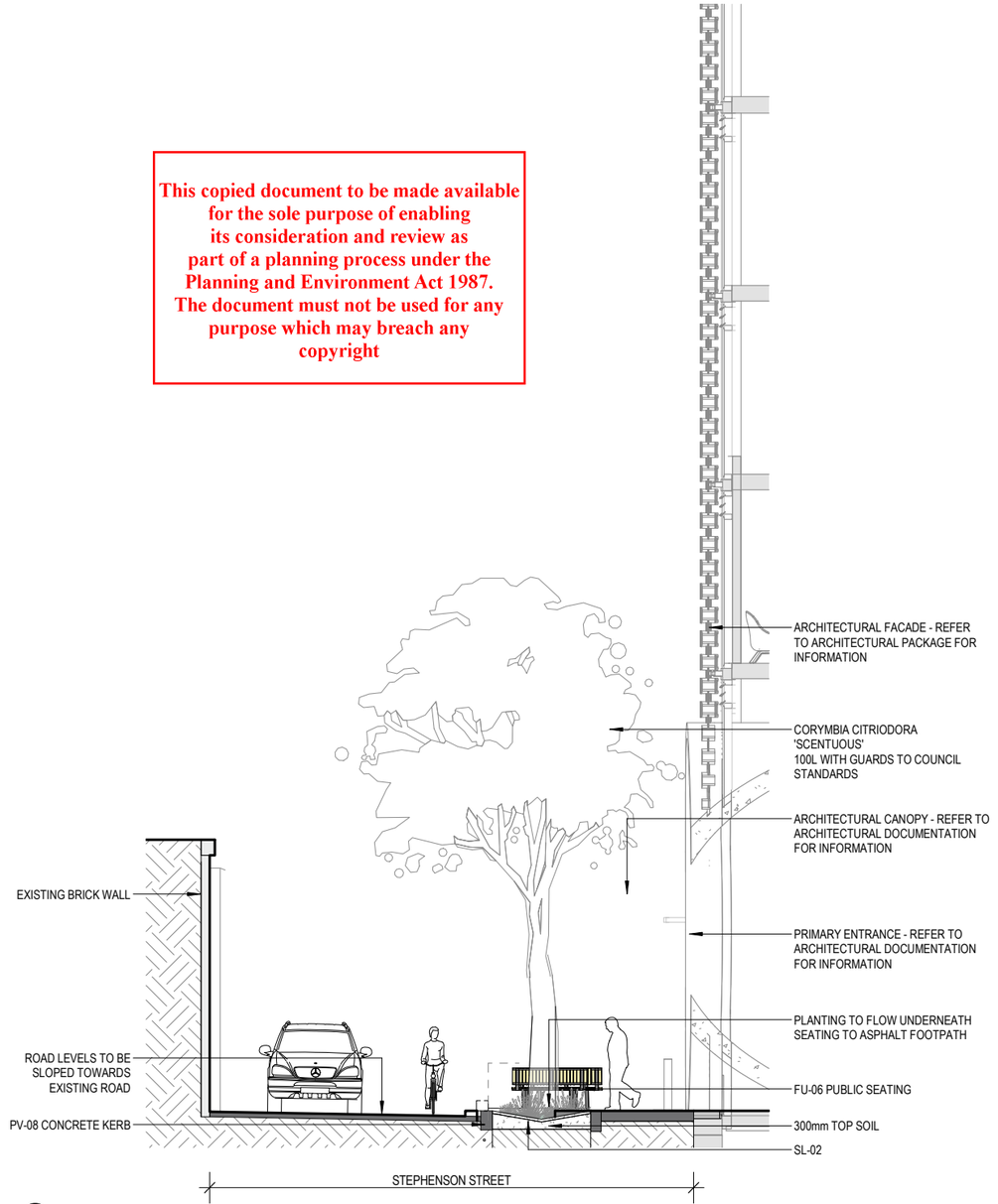



1 SECTION - STREETSCAPE RAINGARDEN & LOADING BAY
1 : 100




2 SECTION - STREETSCAPE KERB EXTENSION
1 : 100

ADVERTISED PLAN

H

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REFERENCE

NORTH

0m 1m 2m 3m 4m

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| A | FOR DTP SUBMISSION | 26/06/2025 |

CLIENT
MATTER HOUSE GROUP PTY LTD

PROJECT
MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

STATUS
TOWN PLANNING

DRAWING TITLE
SECTIONS

NOT FOR CONSTRUCTION

REVIEWED
CB

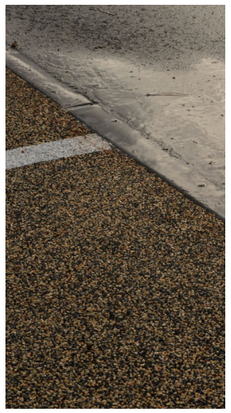
APPROVED
BH

DRAWING NO.
TP_0021

SCALE @ A3
1 : 100

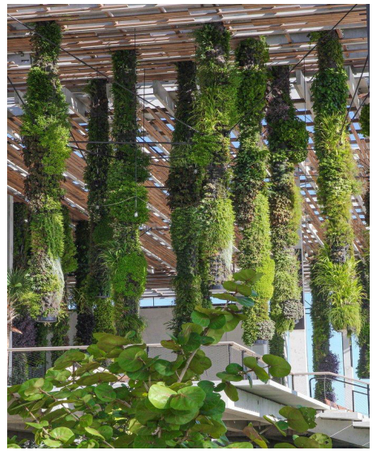
PROJECT NO.
015454

REV NO.
A



1 FU-06 PUBLIC SEATING
1 : 1

2 SL-02 - WSUD RAINGARDEN
1 : 1



3 SL-03 - HANGING PLANT SCULPTURE
1 : 1

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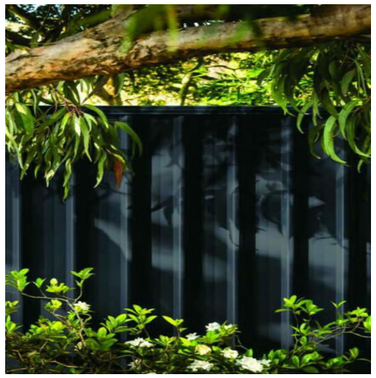
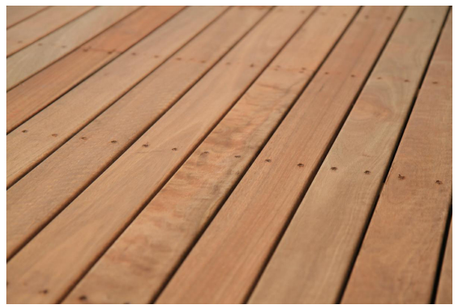
ADVERTISED PLAN



4 FU-10 - COLOURBOND MONUMENT FENCE
1 : 1

5 FU-03 - BIKE HOOP
1 : 1

6 FU-02 - SPACEFRAME STRUCTURE
1 : 1



7 FU-04 - TIMBER SEATING PLINTHS
1 : 1

H

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**REFERENCE**

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**CLIENT**
MATTER HOUSE GROUP PTY LTD

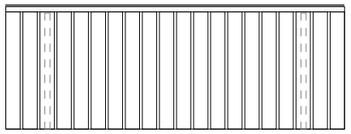
**PROJECT**
MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

**STATUS**
TOWN PLANNING

**DRAWING TITLE**
TYPICAL DETAILS

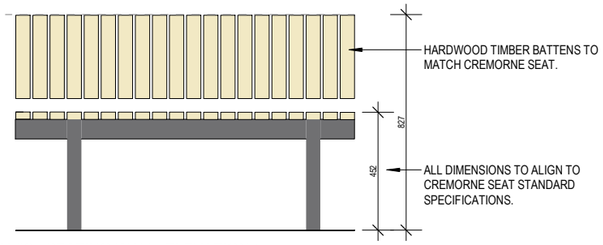
**NOT FOR CONSTRUCTION**

**REVIEWED** CB
**APPROVED** BH
**SCALE @ A3** 1 : 1
**PROJECT NO.** 015454
**Proj-Orig-Vol-Lev-Typ-Rol-Num-Suit-Rev** TP_0052-A

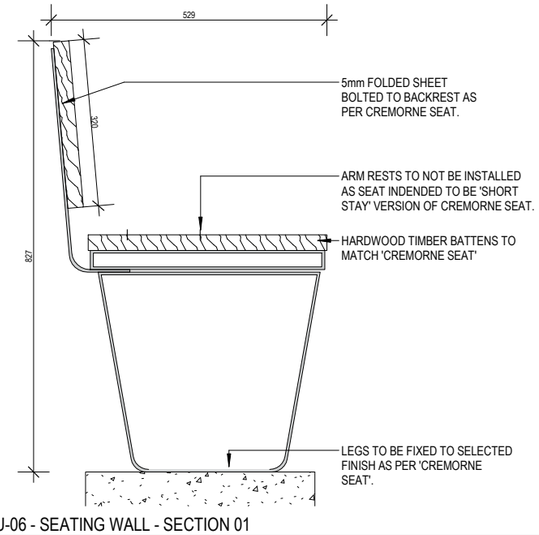


1 FU-06 - SEATING WALL - PLAN 1
1 : 20

ADVERTISED PLAN

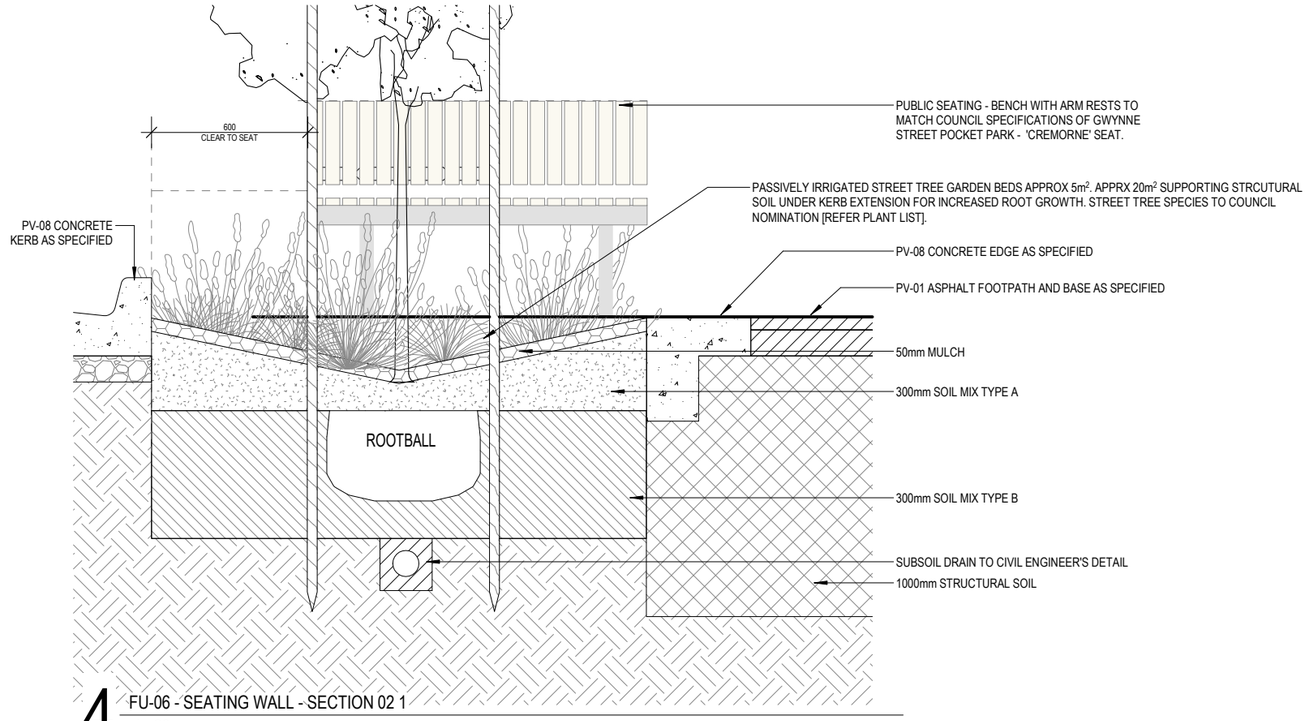



2 FU-06 - SEATING WALL- ELEVATION 1
1 : 20

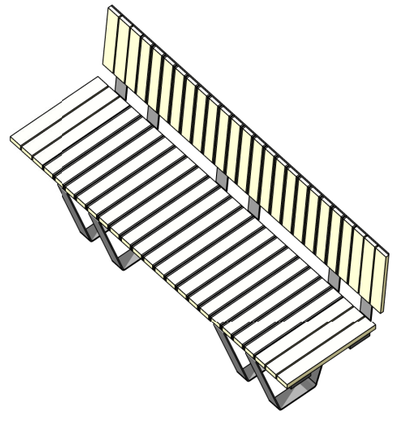



3 FU-06 - SEATING WALL - SECTION 01
1 : 10

DETAILS INDICATIVE, FINAL SEATING DETAILS TO BE CONFIRMED WITH SUPPLIER




4 FU-06 - SEATING WALL - SECTION 02 1
1 : 20



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|---|---|---|---|---|---|---|---|---|---|
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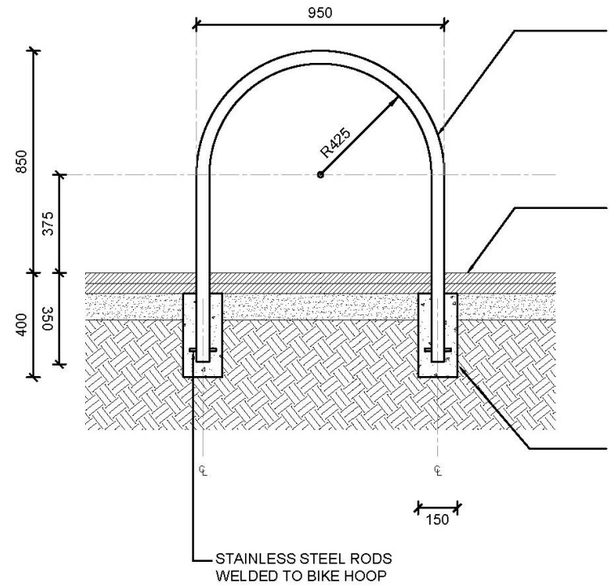
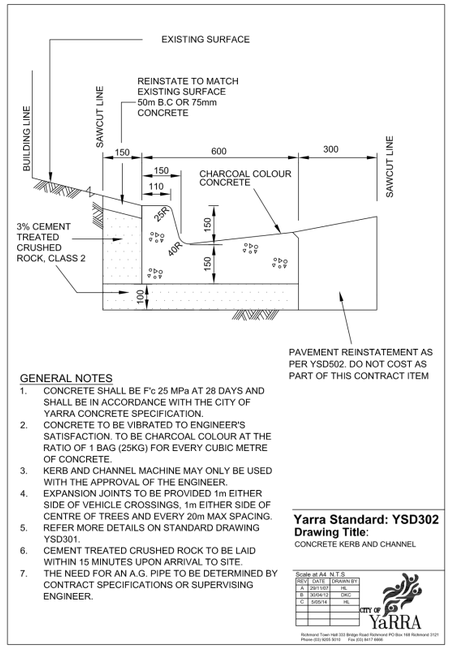
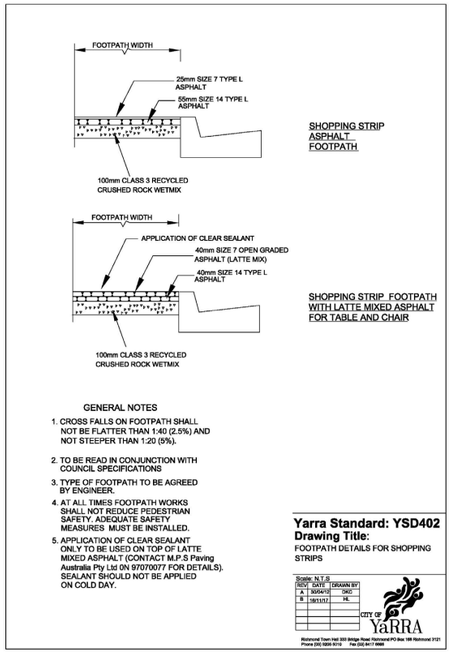
ADVERTISED
PLAN

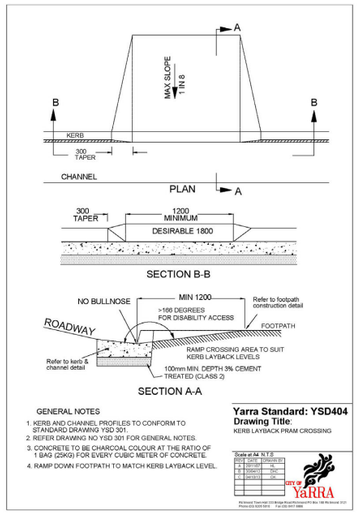



1 **BICYCLE HOOP CONSTRUCTION - SECTION DETAIL**
1:20




1 FU-03 - BIKE HOOP DETAIL
1 : 20




2 PV-08 - CONCRETE KERB DETAIL
1 : 20

3 TYPICAL FOOTPATH DETAILS
1 : 20

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## NOTE:

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Architect Directors VIC:
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Peter Lee 13798

**REFERENCE**

**NORTH**

0m 1m 2m 3m 4m

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| REV | DESCRIPTION | DATE |
|---|---|---|
| A | FOR DTP SUBMISSION | 26/06/2025 |

**CLIENT**
MATTER HOUSE GROUP PTY LTD

**PROJECT**
MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

**STATUS**
TOWN PLANNING

**DRAWING TITLE**
COUNCIL DRAWINGS

**NOT FOR CONSTRUCTION**

**REVIEWED** CB
**APPROVED** BH
**DRAWING NO.** TP_0055
**SCALE @ A3** 1 : 20
**PROJECT NO.** 015454
**REV NO.** A

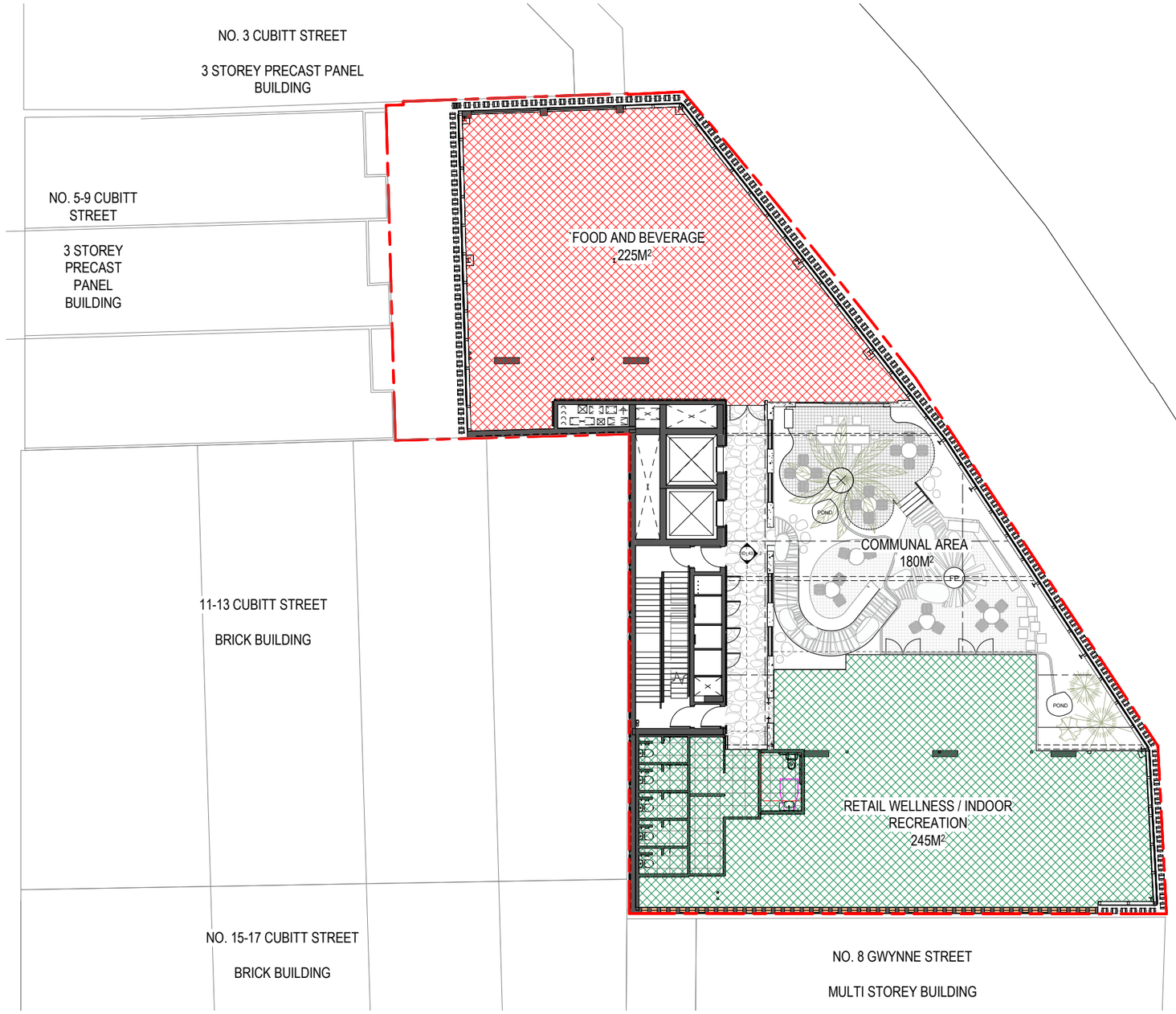
| Courtyard SL-01 7 X 140MM POT/ M2 - IRRIGATED | | | |
|---|---|---|---|
| plant name common | botanical | mature size | function |
| Groundcover | | | |
| | | | |
| Native River Mint | Mentha australis | | |
| Native violet | Viola hederacea | | |

| Streetscape SL-02 7 X 140MM POT/ M2 | | | |
|---|---|---|---|
| plant name common | botanical | mature size | function |
| Trees | | | |
| | | | |
| Lemon Scented Gum Dwarf | Corymbia citriodora 'Scentuous' | 7 x 3m | suggested pot size: 100l |
| | | | |
| | | | |
| Shrubs | | | |
| Austral Crane's Bill | Geranium solanderi var. solanderi | 0,5m | |
| Common Everlasting/ Yellow Buttons | Chrysocephalum apiculatum | 0.5m | |
| Common Rice flower | Pimelea humilis | 0.5m | |
| Dusty Daisy-bush | Pimelea humilis | 1m | |
| Native Iris | Patersonia occidentalis | 0.5-1m | |
| Spreading Flax Lily | Dianella admixta | 0.5m | |
| | | | |
| Groundcover | | | |
| Ivy leaved Viola | Viola hederacea | | |
| Native Thyme | Prostanthera incisa | | |

| Courtyard SL-03 7 X 140MM POT/ M2 - IRRIGATED | | | |
|---|---|---|---|
| plant name common | botanical | mature size | function |
| Climber | | | |
| | | | |
| Kangaroo Vine | Cissus antarctica | 3-5m | climbing and hanging |
| Star Jasmin | Trachelospermum | 3-5m | climbing and hanging |

| Pots SL-04 7 X 140MM POT/ M2 - Movable with water storage | | | |
|---|---|---|---|
| plant name common | botanical | mature size | function |
| Shrubs | | | |
| | | | |
| Various berries and herbs as per SL-06 | varies | up to 600mm | edilble and flowering |

ADVERTISED PLAN

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0m 1m 2m 3m 4m

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REV DESCRIPTION DATE

CLIENT
MATTER HOUSE GROUP PTY LTD

PROJECT
MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

STATUS
TOWN PLANNING

DRAWING TITLE
LEVEL 12 PLAN

NOT FOR CONSTRUCTION

REVIEWED
Checker

APPROVED
Approver

DRAWING NO.
TP_0012

SCALE @ A3
1 : 200

PROJECT NO.
015454

REV NO.

# MATTER HOUSE

## 28-30 STEPHENSON STREET CREMORNE

## MECHANICAL SERVICES

TENDER ISSUE

### MECHANICAL SERVICES DRAWING INDEX

| | | | | |
|---|---|---|---|---|
| M000 | COVER SHEET | | T1 | 26.05.23 |
| M001 | LEGEND OF SYMBOLS AND GENERAL NOTES | | T1 | 26.05.23 |
| M100 | BASEMENT LEVEL | HVAC LAYOUT | T1 | 26.05.23 |
| M100.M | BASEMENT MEZZANINE | HVAC LAYOUT | T1 | 26.05.23 |
| M300 | GROUND LEVEL | HVAC LAYOUT | T1 | 26.05.23 |
| M301 | LEVEL 01 | HVAC LAYOUT | T1 | 26.05.23 |
| M302 | LEVELS 02-08 (TYPICAL) | HVAC LAYOUT | T1 | 26.05.23 |
| M309 | LEVEL 09 | HVAC LAYOUT | T1 | 26.05.23 |
| M310 | ROOF LEVEL | HVAC LAYOUT | T1 | 26.05.23 |
| M600 | SCHEMATIC | | T1 | 26.05.23 |

| Revision | Description | By | Date |
|---|---|---|---|
| T1 | TENDER ISSUE | MS | 26.05.23 |

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Client: COBILD, TABOO, ROCK DIGITAL

Architect: HASSELL STUDIO

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Project Name: MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

Drawing Title: MECHANICAL SERVICES
COVER SHEET

| Drafted | Designed | Checked | Date | Scale | Sheet Size |
|---|---|---|---|---|---|
| MS | RH | AM | APR' 2023 | N.T.S | A1 |

| Job Number | Drawing Number | Revision |
|---|---|---|
| 21176 | M000 | T1 |

## LEGEND OF SYMBOLS

- EXISTING DUCTWORK TO BE REMOVED
- AxB XX — RECTANGULAR DUCTWORK DIMENSIONS SHOWN ARE CLEAR AIRWAY (mm)
  - A DENOTES SIDE VIEWED
  - B DENOTES SIDE NOT VIEWED
  - XX DENOTES DUCT SYSTEM (REFER TO ABBREVIATIONS)
- Ø — CIRCULAR SHEET METAL DUCTWORK, REFER SPECIFICATION FOR FURTHER DETAILS
- R1.2 INTERNALLY INSULATED DUCTWORK C/W PERFORATED ALUMINIUM FOIL LINING NOMINALLY 50mm THICK
- R2.0 INTERNALLY INSULATED DUCTWORK C/W PERFORATED ALUMINIUM FOIL LINING NOMINALLY 75mm THICK
- R3.0 INTERNALLY INSULATED DUCTWORK C/W PERFORATED ALUMINIUM FOIL LINING NOMINALLY 100mm THICK
- FIRE RATED DUCTWORK TO SUIT FIRE COMPARTMENT REQUIREMENTS
- EXTERNALLY INSULATED SHEETMETAL DUCTWORK
- FLEXIBLE DUCT, POP & BUTTERFLY DAMPER (REFER SCHEDULE.)
- FD — FIRE DAMPER COMPLETE WITH ACCESS PANEL
- SD — SMOKE DAMPER COMPLETE WITH ACCESS PANEL
- DUCT MOUNTED DAMPERS (PLAN & ELEVATION VIEW) — VCD, OBD, NRD
  - VCD DENOTES VOLUME CONTROL DAMPER
  - OBD DENOTES OPPOSED BLADE DAMPER
  - NRD DENOTES NON RETURN DAMPER
- SUPPLY AIR DUCT RISER
- RETURN AIR DUCT RISER
- DUCTED AC UNIT WITH CEILING ACCESS PANEL
- CEILING CASSETTE UNIT - 4 WAY BLOW
- ENERGY RECOVERY VENTILATOR
- REVERSE CYCLE SPLIT SYSTEM AIR CONDITIONER, (INDOOR UNIT). UNIT SHALL BE WALL MOUNTED AT HIGH LEVEL.
- DX SINGLE SPLIT TYPE OUTDOOR CONDENSING UNIT
- FOUR WAY BLOW SUPPLY AIR DIFFUSER C/W CUSHION HEAD. SHADED QUADRANTS DENOTE BLANKED SECTIONS
- SQUARE FACED SWIRL DIFFUSER
- RETURN / TRANSFER / EXHAUST AIR GRILLE
- LINEAR SLOT DIFFUSER C/W INSULATED AIR PLENUM
- SIDE WALL AIR REGISTER (ARROW INDICATES DIRECTION OF AIR FLOW)
- WEATHERPROOF LOUVRE C/W ACTIVE PLENUM SECTION (ARROW INDICATES DIRECTION OF AIR FLOW)
- ⊗T — TUNDISH. (BY HYDRAULICS TRADE)
- CEILING ACCESS PANEL, (450x450) - (600x600)
- ▲U — UNDERCUT DOOR (25mm MINIMUM) FOR RELIEF AIR.
- ▲A — DOOR GRILLE. REFER SCHEDULE.
- MSSB — MECHANICAL SERVICES SWITCHBOARD

## DUCTWORK SYSTEMS

- SUPPLY AIR
- OUTSIDE AIR
- MAKE-UP AIR
- RELIEF AIR
- STAIR PRESSURISATION
- RETURN AIR
- EXHAUST AIR
- CARPARK EXHAUST AIR
- KITCHEN EXHAUST

## PIPEWORK SYSTEMS

- COLD WATER PIPEWORK
- HYDRONIC SUPPLY PIPEWORK
- HYDRONIC RETURN PIPEWORK
- CONDENSER PIPEWORK
- HEATING PIPEWORK
- CONDENSATE DRAIN
- REFRIGERANT PIPEWORK
- REFRIGERANT CONTAINMENT

### FLEXIBLE DUCT SCHEDULE

| AIR FLOW (L/s) | DUCT SIZE (mm) |
|---|---|
| 0 - 50 | 150 dia |
| 51 - 90 | 200 dia |
| 91 - 160 | 250 dia |
| 161 - 230 | 300 dia |
| 231 - 350 | 350 dia |
| 351 - 500 | 400 dia |
| 501 - 640 | 450 dia |

NOTE: FLEXIBLE DUCT CONNECTIONS TO SHEET METAL DUCTS SHALL BE FITTED WITH CONED TRANSITION WHERE NECESSARY.

### DOOR GRILLE SCHEDULE

| No. | AIR FLOW (L/s) | GRILLE SIZE |
|---|---|---|
| U ▶ | 50 | UNDERCUT 25mm |
| A ▶ | 90 | 600x150 |
| B ▶ | 120 | 600x200 |
| C ▶ | 150 | 600x250 |
| D ▶ | 180 | 600x300 |
| E ▶ | 260 | 600x450 |
| F ▶ | 370 | 600x600 |

### RETURN/EXHAUST GRILLE SCHEDULE

| AIR FLOW (L/s) | FACE SIZE (mm) | GRILLE SIZE |
|---|---|---|
| 1 - 40 L/s | 150x150 | EXHAUST GRILLES TO BE EGGCRATE WITH MATTE BLACK CUSHION HEADS |
| 41 - 70 L/s | 200x200 | |
| 71 - 110 L/s | 250x250 | |
| 111 - 160 L/s | 300x300 | |
| 161 - 320 L/s | 600x300 | |
| 321 - 640 L/s | 600x600 | |
| 641 - 970 L/s | 600x900 | |
| 971 - 1290 L/s | 600x1200 | |
| 1291 - 2590 L/s | 1200x1200 | |

## CONTROLS

- (T) INFRA RED REMOTE CONTROLLER IN WALL MOUNTED BRACKET. CONTROLLER LOCATED APPROX 1500mm A.F.F.L. (TYP)
- (CP) WALL MOUNTED A/C CONTROLLER IN BRACKET. CONTROLLER LOCATED APPROX 1500mm A.F.F.L. (TYP)
- (CO) CARBON MONOXIDE SENSOR
- (CD) CARBON DIOXIDE SENSOR

## ABBREVIATIONS

| | |
|---|---|
| AC | AIR CONDITIONING UNIT |
| CA | CLEAN AIR |
| CE | CARPARK EXHAUST |
| CHW | CHILLED WATER |
| CPEF | CARPARK EXHAUST FAN |
| CO | CARBON MONOXIDE |
| C/W | COMPLETE WITH |
| CW | COLD WATER |
| EA | EXHAUST AIR (GENERAL) |
| FCU | FAN COIL UNIT |
| HE | HAZARDOUS EXHAUST |
| HHW | HEATING HOT WATER |
| KE | KITCHEN EXHAUST |
| KEF | KITCHEN EXHAUST FAN |
| MA | MAKEUP AIR |
| OA | OUTSIDE AIR |
| OAF | OUTSIDE AIR FAN |
| PA | PRESSURISATION AIR |
| RA | RETURN AIR |
| RAG | RETURN AIR GRILLE |
| RE | RELIEF AIR |
| SA | SUPPLY AIR |
| SAF | SUPPLY AIR FAN |
| SAG | SUPPLY AIR GRILLE |
| SE | SMOKE EXTRACTION EXHAUST |
| SP | STAIRWELL PRESSURISATION |
| SPF | STAIRWELL PRESSURISATION FAN |
| TA | TRANSFER AIR |
| TE | TOILET EXHAUST |
| TEF | TOILET EXHAUST FAN |

## GENERAL NOTES

1. ALL NEW SUPPLY & RETURN AIR DUCTWORK TO BE EXTERNALLY INSULATED C/W ALUMINIUM FOIL WRAPPING & VAPOUR SEALED IN ACCORDANCE WITH THE BCA REQUIREMENTS UNLESS SHOWN OTHERWISE. EXHAUST & OUTSIDE AIR DUCTWORK TO BE UNINSULATED UNLESS SHOWN OTHERWISE.
2. ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE BEFORE COMMENCING ANY WORK OR SHOP DRAWINGS. DO NOT SCALE DRAWINGS. GIVEN DIMENSIONS ARE IN MILLIMETERS (mm) & AIR FLOWS IN LITRES PER SECOND (L/s).
3. OVERFLASHING OF MECHANICAL SERVICES PENETRATIONS IN THE EXTERNAL BUILDING STRUCTURE BY THE MECHANICAL CONTRACTOR. ALL OPENINGS WITHIN THE BUILDING FOR MECHANICAL SERVICES TO BE MADE GOOD.
4. ALL EXISTING A/C & VENTILATION SYSTEMS TO REMAIN UNLESS SHOWN OTHERWISE.
5. CONDENSATE DRAINS FROM ROOFTOP EQUIPMENT TO TERMINATE OVER NEAREST DOWNPIPE. PROVIDE U-TRAP FOR CONDENSATE DRAIN AT UNIT.
6. ALL EXTERNAL DUCTWORK SHALL BE HEAVILY CROSS-BROKEN TO SHED WATER & ALL EXPOSED FLANGES COVERED WITH TOP-HAT SECTIONS. PROVIDE WEATHERPROOF COVERS OVER MECHANICAL EQUIPMENT FLEXIBLE CONNECTIONS & V.C.D.'s.
7. ALL ROOF MOUNTED EQUIPMENT SUPPORTS ARE TO BE PLACED ACROSS THE ROOF DECKING RIBS C/W WAFFLE PAD BETWEEN, NOT WITHIN THE ROOF DECKING PAN.
8. ALL EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
9. TUNDISHES BY HYDRAULIC SERVICES CONTRACTOR.
10. PROVIDE ACCESS PANELS C/W WINGNUT LOCKING AT 3.0m INTERVALS & CHANGE OF DIRECTION, ON SIDE OF KITCHEN HOOD EXHAUST DUCTS.
11. LIAISE WITH THE BUILDER TO COORDINATE THE LOCATIONS OF CEILING ACCESS PANELS FOR MAINTENANCE OF DUCTWORK & EQUIPMENT.
12. REBALANCE DIFFUSERS & REGISTERS AS SHOWN.
13. ALL DUCTWORK DIMENSIONS SHOWN ARE CLEAR INTERNAL DIMENSIONS OF THE AIR PASSAGE.
14. ALL S/A & R/A FLEXIBLE DUCTWORK SHALL BE MIN. R1.0 INSULATED & LIMITED TO A MAXIMUM LENGTH OF 3.0m FROM SPIGOT TO OUTLET. FOR LONGER RUNS PROVIDE INSULATED CIRCULAR DUCTWORK OF EQUIVALENT SIZE.
15. MECHANICAL SERVICES CONTRACTOR SHALL ALLOW FOR ALL DUCT BENDS, OFFSETS & TRANSITIONS TO CLEAR BEAMS, PIPEWORK & OTHER SERVICES & OBSTACLES.
16. PROVIDE ACOUSTIC TREATMENT TO DUCTWORK & EQUIPMENT AS NECESSARY TO ACHIEVE THE REQUIREMENTS OF THE ACOUSTIC REPORT.
17. ALL SUPPLY AIR DIFFUSER & RETURN AIR GRILLE CUSHION HEADS TO BE INTERNALLY / ACOUSTICALLY INSULATED.
18. ALL S/A & R/A CUSHION HEADS & PLENUM BOXES TO BE FITTED WITH A DAMPER IN THE FLEXIBLE DUCT CONNECTION SPIGOT.
19. ALL VISIBLE INTERNAL SURFACES OF DUCTWORK & PLENUMS THROUGH GRILLES & REGISTERS TO BE PAINTED MATT BLACK.
20. ALL ELECTRICAL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH AS3000, LOCAL AUTHORITY & SUPPLY AUTHORITY REQUIREMENTS.
21. THE ENTIRE INSTALLATION INCLUDING BUT NOT LIMITED TO THE DESIGN, SUPPLY & INSTALLATION OF ALL PLANT & EQUIPMENT, DUCTWORK, PIPING, INSULATION & CONTROLS SHALL COMPLY WITH THE REQUIREMENTS OF THE BCA APPENDIX J ENERGY EFFICIENCY.
22. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF ALL RELEVANT AUSTRALIAN STANDARDS & CODES OF PRACTICE APPLICABLE TO THE WORKS INCLUDING, BUT NOT LIMITED TO, AS.1668.
23. THE CONTENTS OF ALL WORK DESCRIBED ON THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION.

| Revision | Description | By | Date |
|---|---|---|---|
| T1 | TENDER ISSUE | MS | 26.05.23 |

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Client: COBILD, TABOO, ROCK DIGITAL

Architect: HASSELL STUDIO

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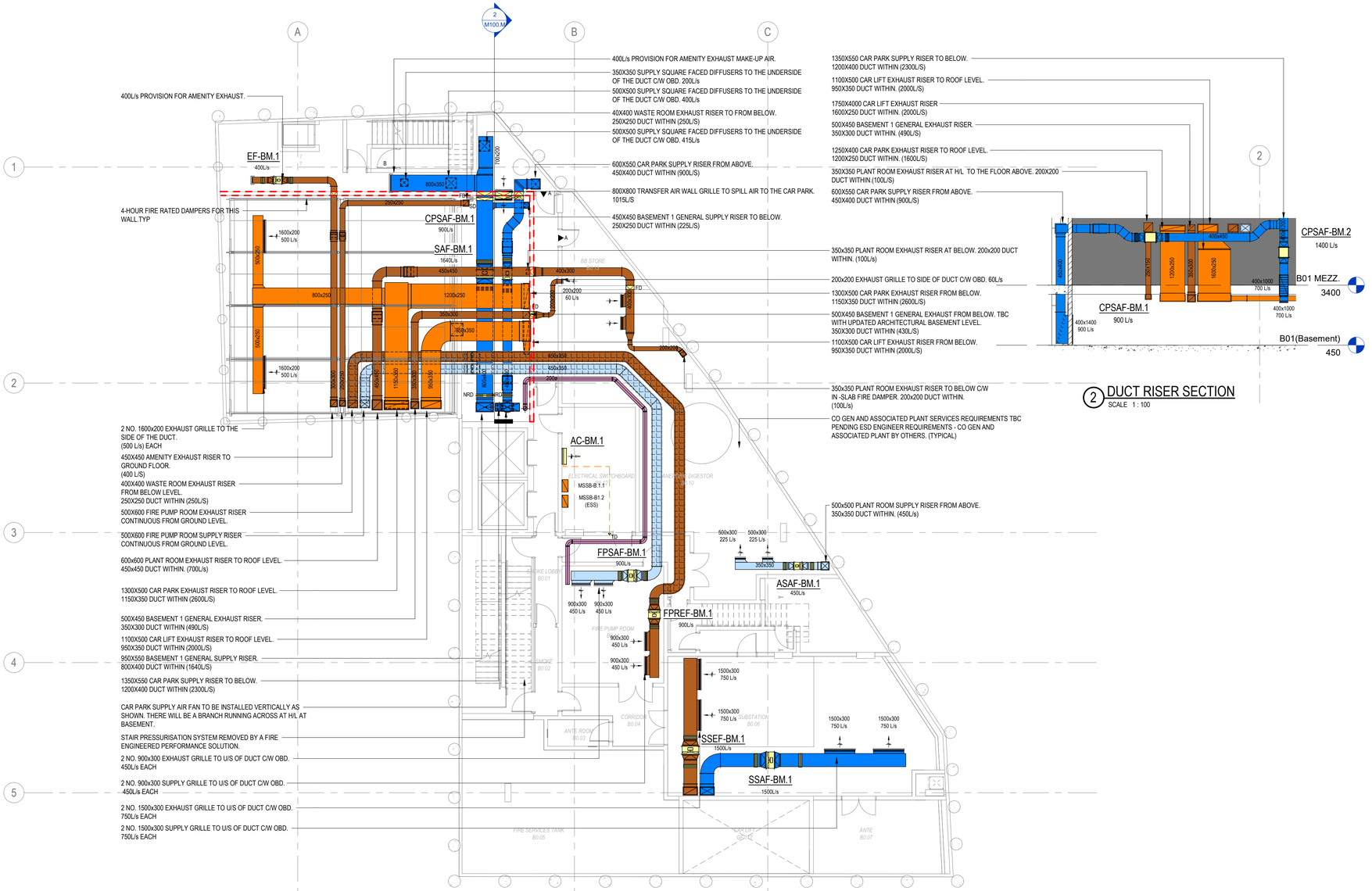
Project Name: MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

Drawing Title: MECHANICAL SERVICES
LEGEND OF SYMBOLS AND GENERAL NOTES

| Drafted | Designed | Checked | Date | Scale | Sheet Size |
|---|---|---|---|---|---|
| MS | RH | AM | APR' 2023 | N.T.S | A1 |

| Job Number | Drawing Number | Revision |
|---|---|---|
| 21176 | M001 | T1 |

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North Point

Project Name: MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

Drawing Title: MECHANICAL SERVICES
BASEMENT MEZZANINE
HVAC LAYOUT

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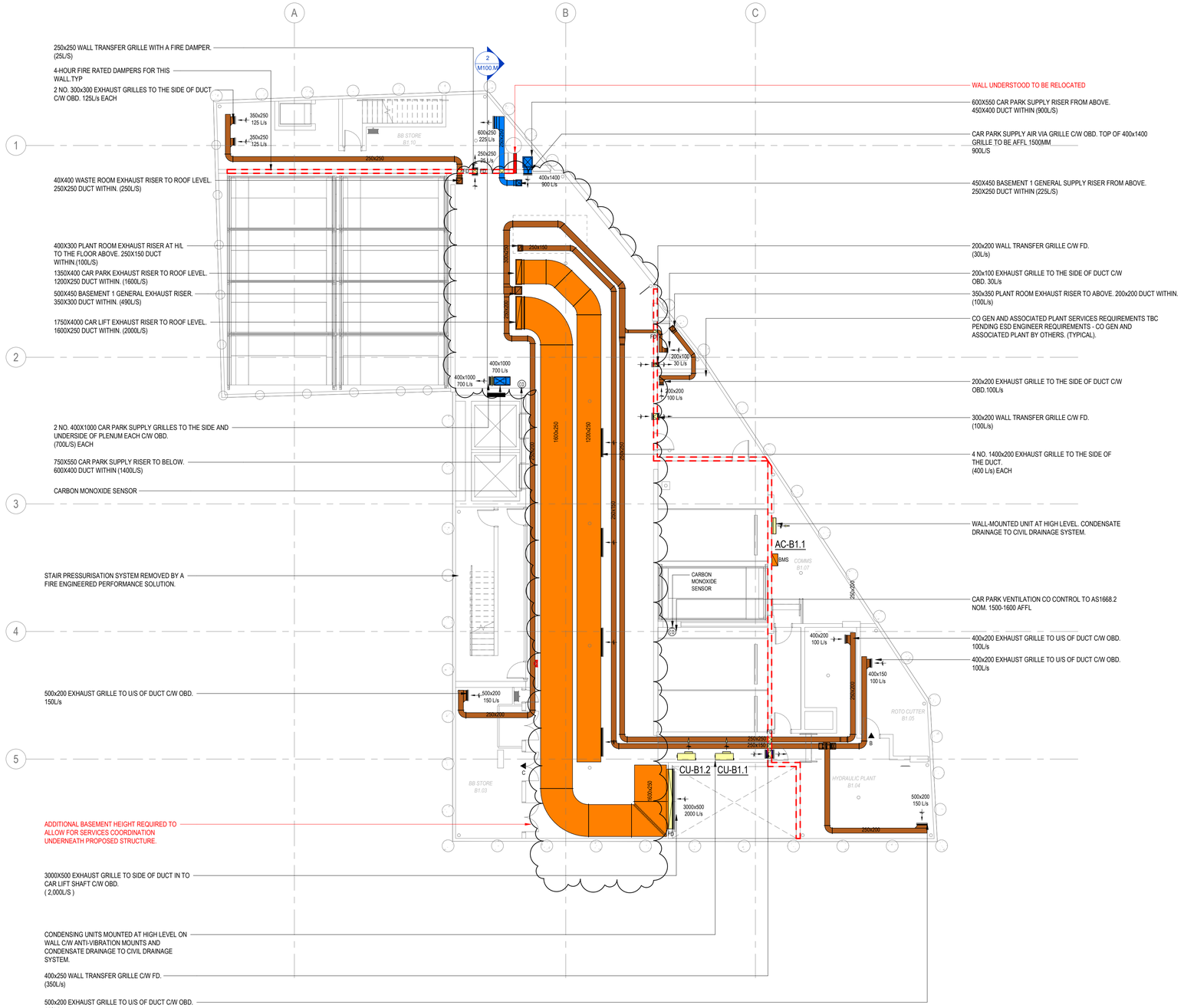
| MS | RH | AM | APR' 2023 | 1 : 100 | A1 |

| Job Number | Drawing Number | Revision |
|---|---|---|
| 21176 | M100.M | T1 |

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North Point

Project Name: MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

Drawing Title: MECHANICAL SERVICES
BASEMENT LEVEL
HVAC LAYOUT

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| Job Number | Drawing Number | Revision |
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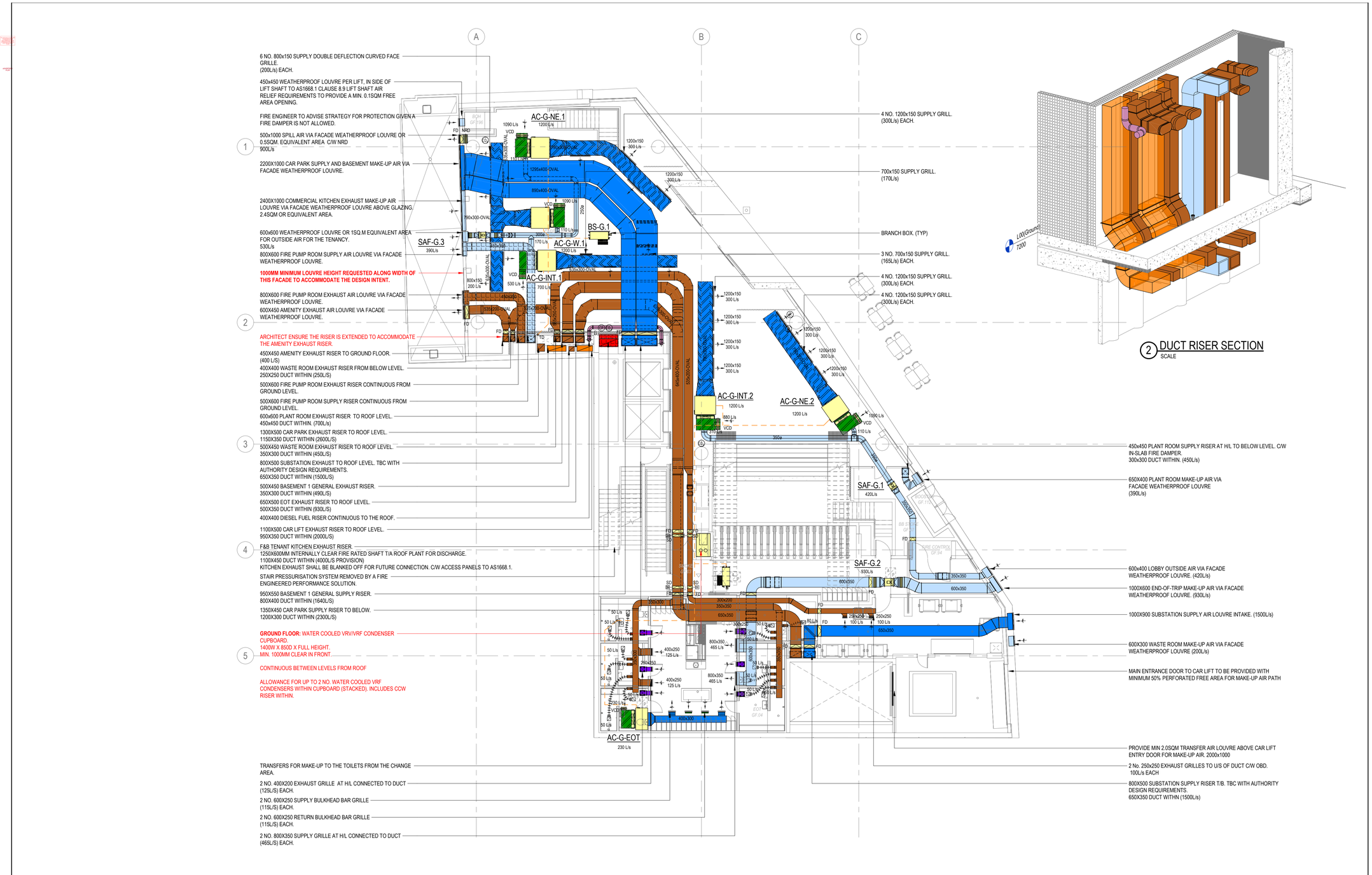
| 21176 | M100 | T1 |

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North Point

Project Name: MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

Drawing Title: MECHANICAL SERVICES
GROUND LEVEL
HVAC LAYOUT

| Drafted | Designed | Checked | Date | Scale | Sheet Size |
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| MS | RH | AM | APR' 2023 | 1 : 100 | A1 |

| Job Number | Drawing Number | Revision |
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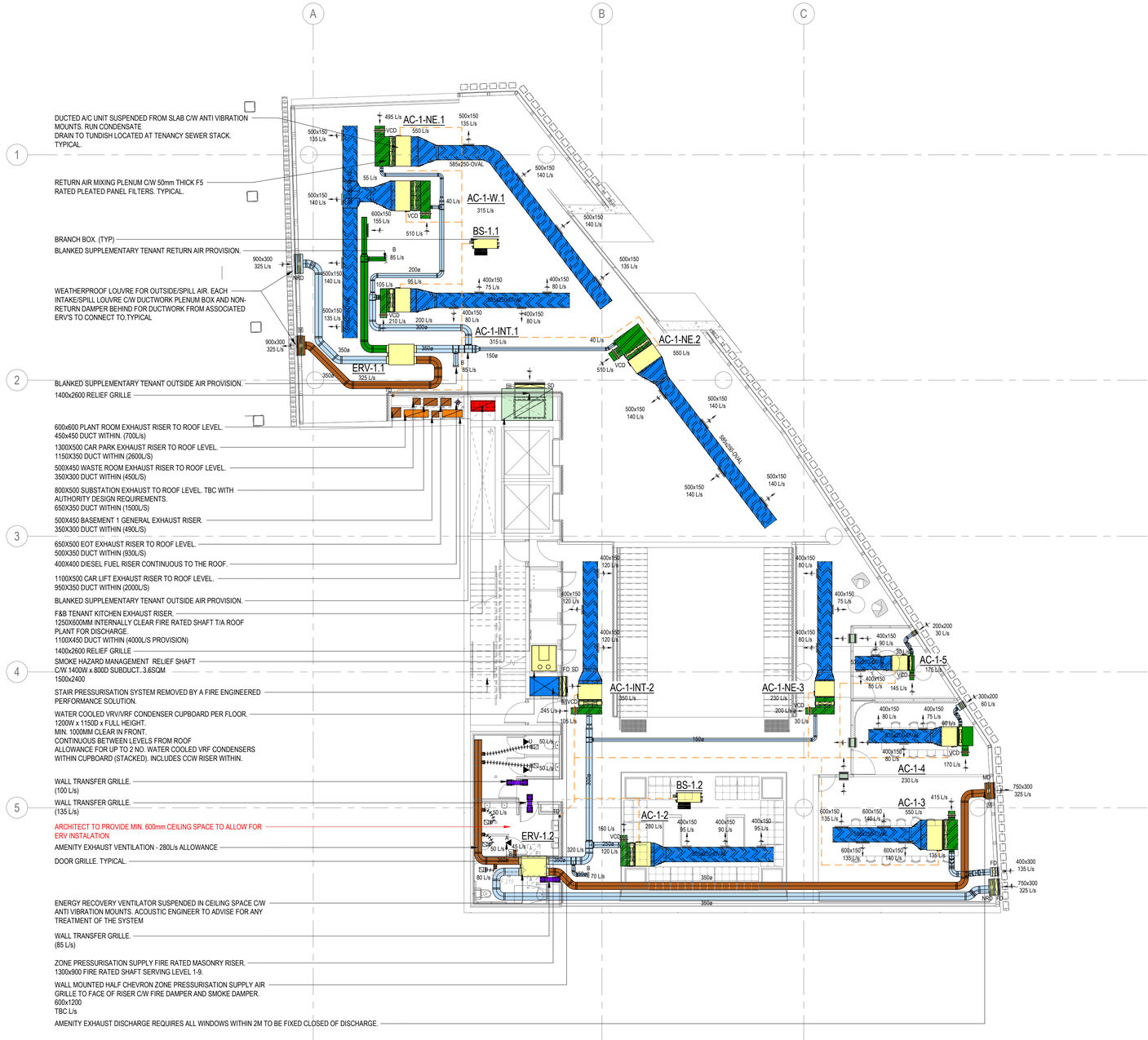
| 21176 | M300 | T1 |

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North Point

Project Name: MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

Drawing Title: MECHANICAL SERVICES
LEVEL 01
HVAC LAYOUT

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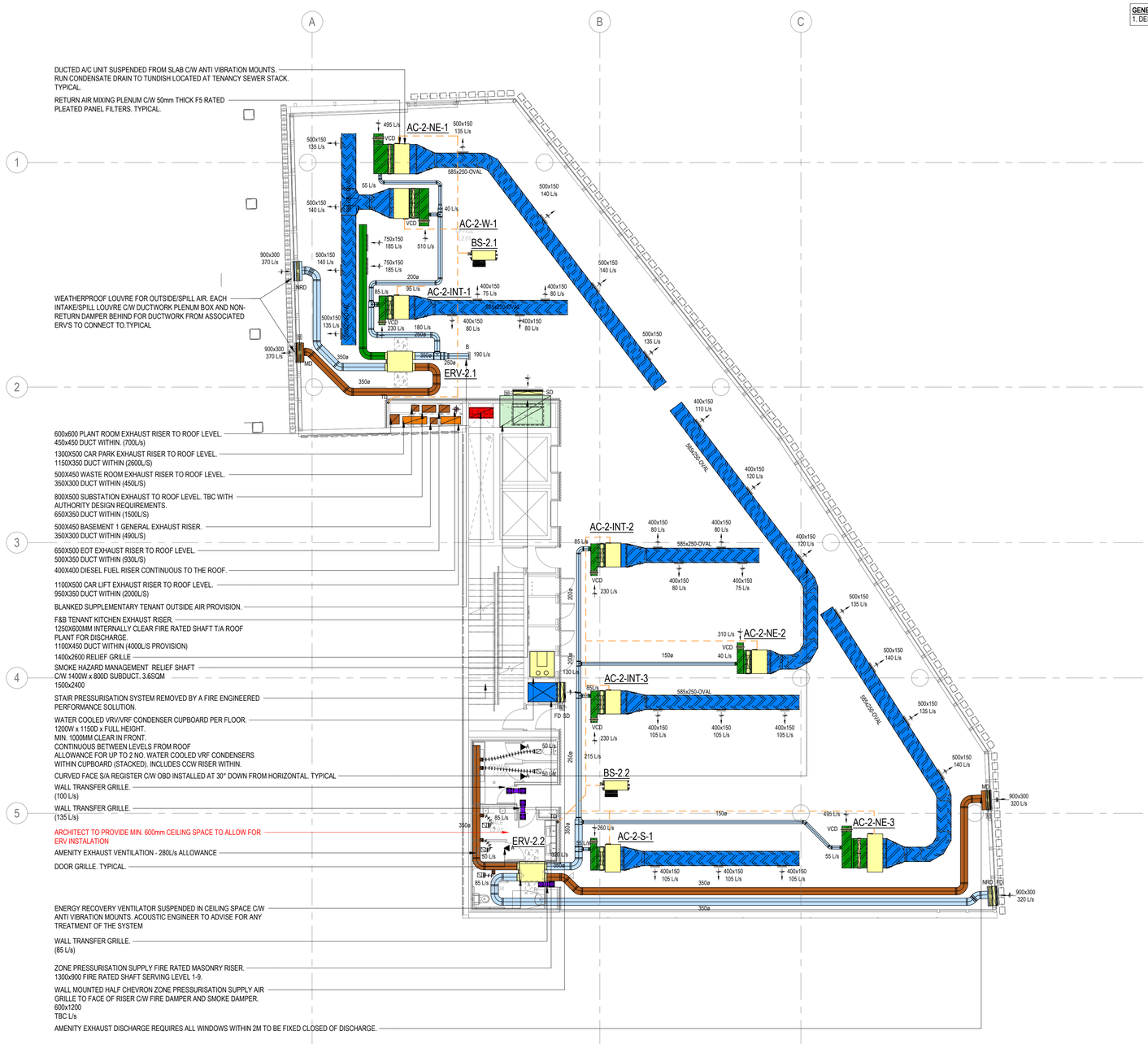
| MS | RH | AM | APR' 2023 | 1 : 100 | A1 |

| Job Number | Drawing Number | Revision |
|---|---|---|
| 21176 | M301 | T1 |

**GENERAL NOTES:**
1. DESIGN SUBJECT TO CHANGE PENDING GLAZING AND BUILDING FABRIC DETAILS

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Project Name: MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

Drawing Title: MECHANICAL SERVICES
LEVELS 02-08 (TYPICAL)
HVAC LAYOUT

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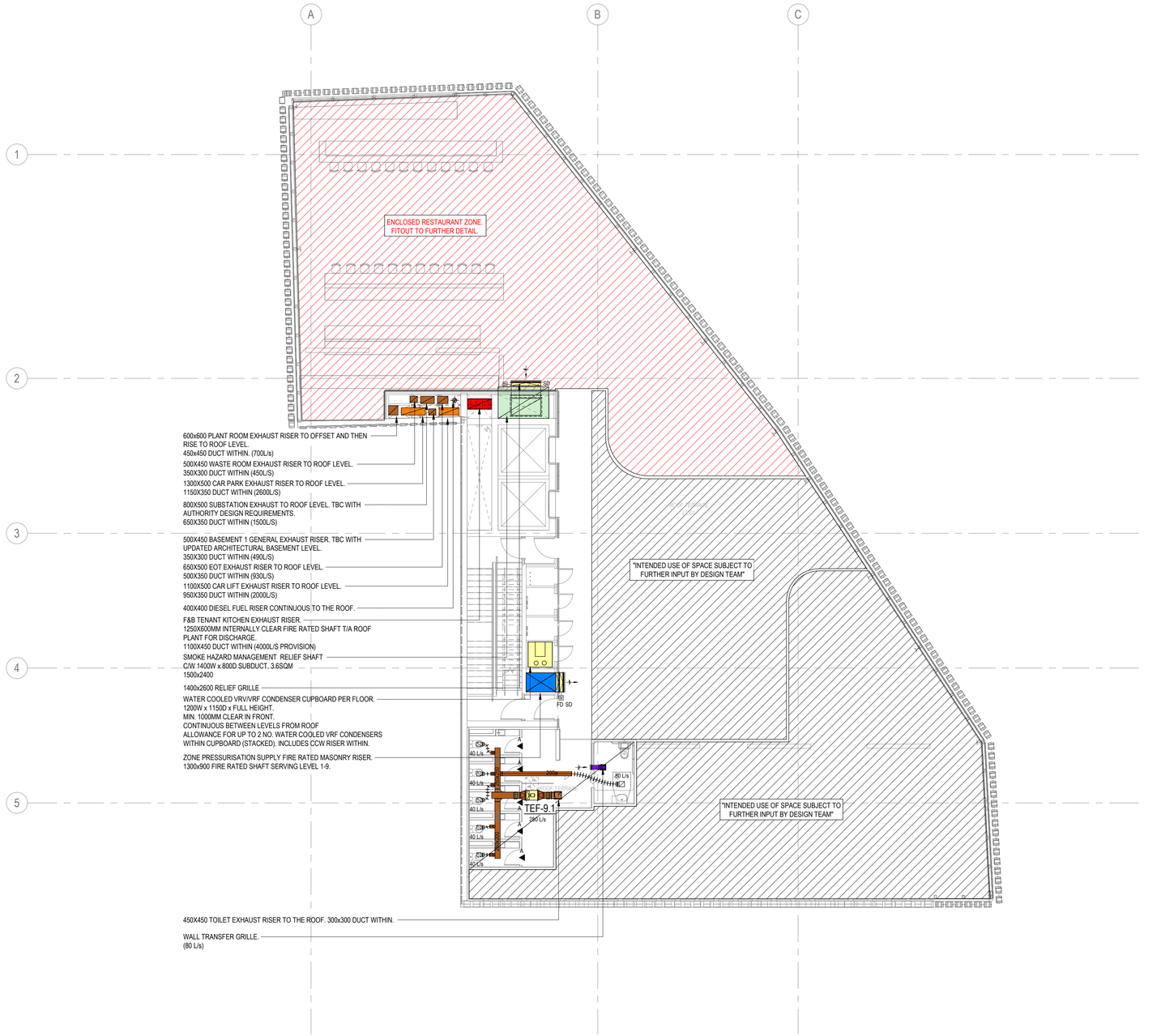
| Job Number | Drawing Number | Revision |
|---|---|---|
| 21176 | M302 | T1 |

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North Point

Project Name: MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

Drawing Title: MECHANICAL SERVICES
LEVEL 09
HVAC LAYOUT

| Drafted | Designed | Checked | Date | Scale | Sheet Size |
|---|---|---|---|---|---|
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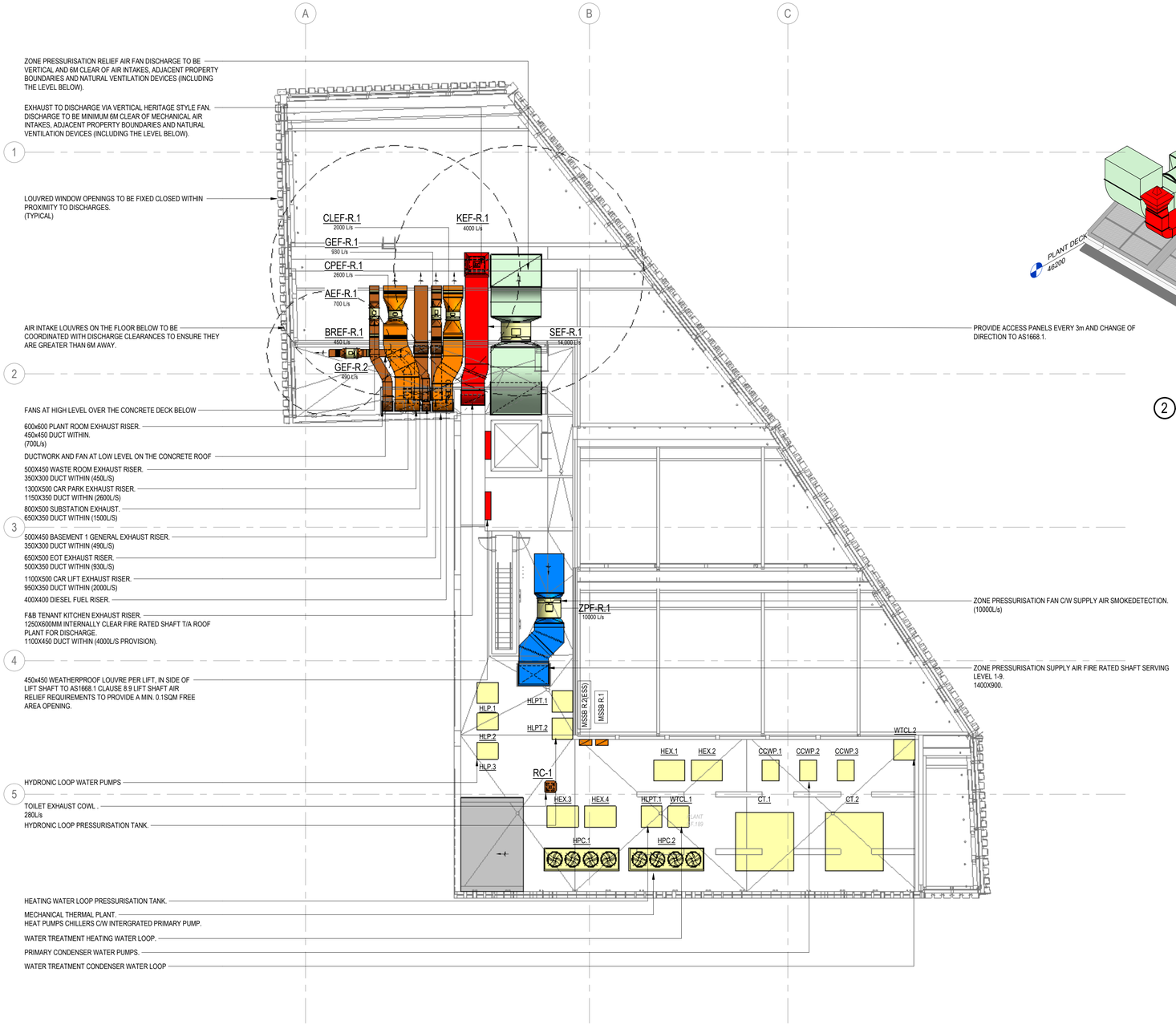
| Job Number | Drawing Number | Revision |
|---|---|---|
| 21176 | M309 | T1 |




2 FANS 3D VIEW
SCALE

| Revision | Description | By | Date |
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North Point

Project Name: MATTER HOUSE
28-30 STEPHENSON STREET CREMORNE

Drawing Title: MECHANICAL SERVICES
ROOF LEVEL
HVAC LAYOUT

| Drafted | Designed | Checked | Date | Scale | Sheet Size |
|---|---|---|---|---|---|
| MS | RH | AM | APR' 2023 | 1 : 100 | A1 |

| Job Number | Drawing Number | Revision |
|---|---|---|
| 21176 | M310 | T1 |

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Matter House Group Pty Ltd
Level 8, 9-11 Cremorne Street
CREMORNE VIC 3121
[redacted]
Cobild

ADVERTISED PLAN

20 October 2023

by email: [redacted]

**REQUEST FOR REVIEW OF REQUIREMENT FOR AN ODOUR IMPACT ASSESSMENT AT 28-30 STEPHENSON STREET, CREMONE, VICTORIA**

Dear [redacted]

As requested, The Odour Unit (**TOU**) has undertaken a preliminary review of the proposed development at 28-30 Stephenson Street, Cremorne, Victoria (the **Proposed Development**), in the context of the requirement for the undertaking of an odour impact assessment. In undertaking this preliminary review, TOU has relied upon the following documents, namely:

- A town planning report completed by Hassell dated 27 June 2023; and
- Mechanical design specification drawings completed by Wrap Consulting Engineering dated 26 May 2023.

Based on a preliminary review of the documents, the following remarks are made in relation to the Proposed Development:

- The primary use of the building will be commercial and consist of a thirteen-storey building;
- A Waste-to-Energy (**WtE**) Facility will be located in the basement of the building, with the capacity to process 10 tonnes of organic waste per day. The organic waste will consist of food waste from local restaurants collected on a daily basis and delivered to the WtE Facility for processing;
- The WtE Facility will consist of an anaerobic digestor system, which reflects a segregated activity that does not form the primary use of the building. However, the Environment Protection Authority Victoria (**EPA VIC**) may trigger/activate the need for an odour impact assessment, and this is yet to be determined (at the time of writing);
- With the above in mind, an odour impact assessment is not required for the building airspace/structure that will house the anaerobic digestor or the building as a whole; and
- If an odour impact assessment is required, it will be reviewed once EPA VIC (and other relevant stakeholders) have delineated the requirements for the proposed anaerobic digestor and its licencing approval.

The Odour Unit

Signed by:

[redacted] MEngSc, B. Eng (Hon)/B.Sc, AMIChemE, MIEAust, CAQP
Operations Manager

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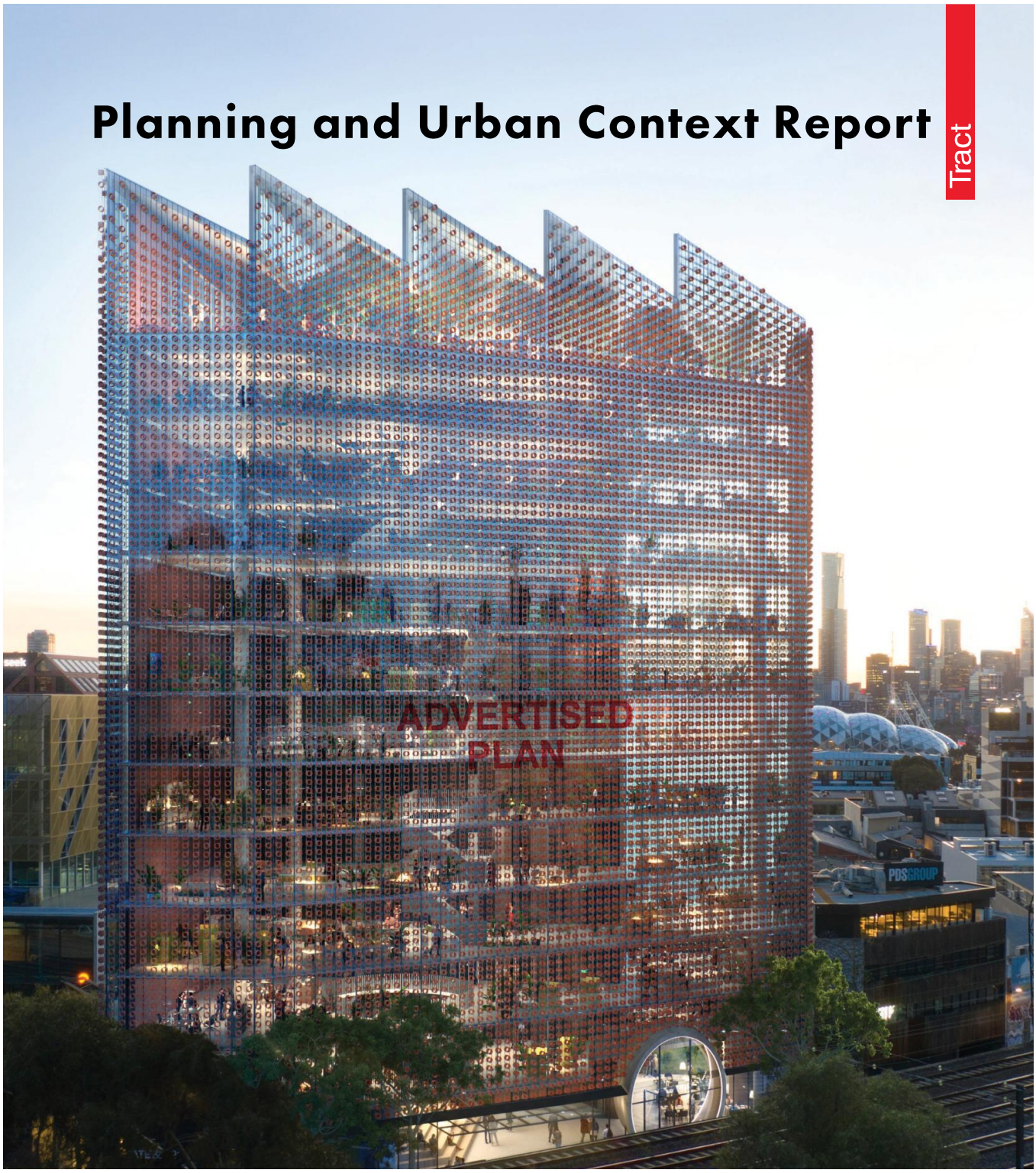
# Planning and Urban Context Report

Tract




## Planning Permit Application

Matter House – 28-30 Stephenson Street, Cremorne

Prepared for Matter House Group Pty Ltd

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Tract
Level 6, 6 Riverside Quay, Southbank, VIC 3006
(03) 9429 6133
www.tract.com.au
24 October 2025

# Overview

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| Background | |
|---|---|
| Applicant / Owner | Matter House Group Pty Ltd |
| Address | 28-30 Stephenson Street, Cremorne |
| Lot Description | Land in Plan of Consolidation 379409M |
| **Permit Application Details** | |
| Description of Proposal | Construction of a thirteen storey Office building (no permit required for use) including Food and drink premises, Restricted recreation facility and Waste to energy facility (anaerobic digester). |
| Permit Requirement | Clause 34.02-4 – to construct a building or construct or carry out works (Commercial 2 Zone).<br>Clause 34.02-1 – to use the land for a Waste to energy facility, Restricted recreation facility and Food and Drink Premises (Commercial 2 Zone).<br>Clause 43.02-2 To construct a building or construct or carry out works<br>Clause 52.06-3 – to reduce the statutory car parking rate (Car parking).<br>Clause 52.34 – to reduce the statutory visitor bicycle parking requirements (Bicycle facilities). |
| **Relevant Planning Provisions** | |
| Municipal Planning Strategy | Clause 02.01 (Context)<br>Clause 02.02 (Vision)<br>Clause 02.03 (Strategic Directions)<br>Clause 02.04 (Strategic Framework Plan) |
| Planning Policy Framework | Clause 11 – Settlement<br>Clause 15 – Built Environment and Heritage<br>Clause 17 – Economic Development<br>Clause 18 Transport<br>Clause 19 – Infrastructure |
| Zone | Commercial 2 Zone |
| Overlays | City Link Project Overlay<br>Development Contributions Plan Overlay, Schedule 1<br>Design and Development Overlay, Schedule 51 (DDO51) |
| Particular Provisions | Clause 52.06 (Car parking) |

| | |
|---|---|
| | Clause 52.34 (Bicycle facilities)<br>Clause 53.10 (Uses and activities with potential adverse impacts)<br>Clause 53.18 (Stormwater Management in Urban Development)<br>Clause 53.22 (Significant Economic Development) |
| Other Planning Considerations | Plan Melbourne 2017-2050 (2017)<br>Plan for Victoria<br>Spatial Economic and Employment Strategy (SEES, 2018)<br>Recycling Victoria – a new economy (February 2020)<br>Cremorne Place Implementation Plan (December 2020)<br>Cremorne Urban Design Framework (September 2023)<br>City of Yarra Climate Emergency Declaration<br>Victoria's Climate Change Strategy (DEECA, 2021)<br>Proposed Draft Amendment C318yara – Cremorne Precinct |

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Planning and Urban Context Report

Planning Permit Application
Matter House – 28-30 Stephenson Street, Cremorne

Project Number
318-0531-02

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Revisions

| Issue | Date | Description | Prepared By | Reviewed By | Project Principal |
|---|---|---|---|---|---|
| 00 | 19/07/2023 | Planning and Urban Context Report | CF | AT | LC |
| 01 | 19/12/2023 | Planning and Urban Context Report | CF | LC | LC |
| 02 | 19/06/2025 | Planning and Urban Context Report – DTP Submission | CF | LC | LC |
| 03 | 10/07/2025 | Planning and Urban Context Report – DTP Submission | CF | LC | LC |
| 04 | 24/10/2025 | Planning and Urban Context Report – DTP Submission | CF | LC | LC |

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*In preparing this report, Tract may have relied upon information provided by other parties. Tract accepts no responsibility for (or for checking) to the accuracy, completeness or currency of information provided by those parties.*

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# 1 Introduction

## 1.1 Application Overview

This report has been prepared by Tract Consultants Pty Ltd upon the instructions of Matter House Group Pty Ltd. The purpose of the report is to accompany a planning permit application for the proposed development of a thirteen-storey, energy-positive commercial building at 28-30 Stephenson Street, Cremorne ('the Site').

This planning permit application is extensively aligned with the existing approval for a multi-storey building on the Site under Planning Permit PLN21/0729. The design has been reviewed to strengthen its alignment with the *Cremorne Urban Design Framework* (UDF) which was released following the granting of the planning permit.

The proposed development is broadly consistent with the accrued development rights obtained via the existing planning permit but modified to introduce an additional three storeys of commercial (office) floor space, reflective of its strategic position in an area designated for the greatest level of employment intensification. This application also seeks to increase the permitted capacity of the on-site anaerobic digester to convert organic waste to energy at a scale that exceeds the energy demands of the building. This will achieve 'net-positive' energy generation with capacity to feed back into the grid, with this land use classified as a waste-to-energy facility.

To complement the office use, a wellness use (Restricted recreation facility) and Food and drinks premises are proposed at ground and rooftop levels, to be enjoyed by tenants within the building and the broader Cremorne community.

This report provides a detailed assessment of the proposal against the policy and provisions of the *Yarra Planning Scheme* and background strategic work including the *Cremorne UDF*.

The proposal demonstrates exceptional alignment with the policy vision, design guidelines and overarching ambitions of the *Cremorne UDF*, in addition to the broader policy and provisions of the *Yarra Planning Scheme*, *Yarra Climate Emergency Plan: 2024-2030* and *Victoria's Climate Change Strategy*. This is demonstrated through genuine leadership in sustainable building design, architectural finesse and the delivery of office floor space which is programmed in a manner that responds to the evolving business ecology of Cremorne.

Accordingly, the proposal represents a highly considered and significant economic development that merits the issuing of a planning permit to facilitate its delivery.

## 1.2 Design Summary

Designed by Hassell in collaboration with Finding Infinity, Matter House will be a 'building-as-producer', with the thirteen-storey building extending well beyond benchmarked sustainability requirements to become a net-producer of energy and net importer of organic waste.

This submitted design maintains the original ambition to be highly energy efficient with good thermal comfort, incorporating high-performance building fabric and HVAC.

The proposed building provides 11,790sqm of Gross Floor Area (9,900sqm excluding basement), including 6,735sqm of Office net leasable area (NLA), and complementary Food and drink tenancies (383sqm in total) and a Wellness / recreation tenancy (245sqm).

The project facilitates active modes of travel and makes a substantial contribution to the public realm through a considered façade strategy and active ground plane. Matter House responds to emerging demand for commercial floorspace that aligns with strong ESG commitments made by local businesses, of which there is a distinct shortfall in the City of Yarra.

This principled approach to development is the result of a collaboration between local Cremorne businesses Cobild, Taboo and Rock Media. Through a shared ambition to deliver on building innovation, the project excels across multiple fronts to set a new benchmark for buildings in the City of Yarra, Melbourne and further afield.

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## 1.3 Planning Permit History

The Site benefits from an existing planning permit (PLN21/0729) issued by Yarra City Council on 17 October 2022.

PLN21/0729 ('the Planning Permit') allows for: *Construction of a multi-storey building with associated basement car parking, use of the land for office and food and drink premises (no permit required for uses) and a reduction of standard car parking requirements.*

The ten-storey development approved under PLN21/0729 adopts a sheer streetwall and side and rear interfaces. The approved building, generally in accordance with the plans received by Council on 22 June 2022, also includes:

- 4660sqm of Office net leasable area.
- 60sqm of Food and drink premises area including micro-tenancy fronting Stephenson Street.
- 731sqm of communal amenity across rooftop terrace level (620sqm) and Leve 8 (111sqm).
- 48 on-site employee bicycle parking spaces.
- 16 on-street visitor bicycle parking spaces.
- Substantial 'End of Trip' facilities.
- An anaerobic digester with input and output capable of powering the building.

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## 1.4 Planning Permit Triggers

This application triggers a planning permit under the following provisions of the *Yarra Planning Scheme:*

- Clause 34.02 – to construct a building or construct or carry out works (Commercial 2 Zone).
- Clause 34.02 – to use part of the building as a Waste to energy facility, Restricted recreation facility and Food and drink premises in excess of 100sqm (Commercial 2 Zone).
- Clause 43.02 – to construct a building or construct or carry out works (Design and Development Overlay).
- Clause 52.06 – to reduce the statutory car parking rate (Car parking).
- Clause 52.34 – to reduce the statutory visitor bicycle parking rate (Bicycle facilities).

The above permit triggers reflect those of the previous application and approval (PLN21/0729) with the exception of the 'Waste to energy', 'Restricted recreation facility' and 'Food and drinks premises' land use triggers.

## 1.5 Enterprise, Innovation and Urban Design in Cremorne

The Site is situated in the heart of the Cremorne Enterprise Precinct and is identified within in the 'Cremorne West Precinct' in the *Cremorne UDF.* The strategic objective for the sub-context within which the Site is located is for future development to consolidate Cremorne's status as a sought-after destination for jobs in knowledge-intensive industries.

It is envisioned that Cremorne will be the forefront of business innovation outside of the CBD. In this sense, it is important that new buildings in Cremorne set higher standards in terms of sustainability, design and internal programming.

Buildings located at the apex of the arcing Richmond-South Yarra rail corridor have been identified as having a proposed discretionary maximum building height of 9 storeys (36 metres) in the Cremorne UDF. This represents the highest preferred height within the Cremorne West Precinct. In this context this irregular site presents an opportunity for a confident building that sets a new benchmark for commercial development in Cremorne.

The project collaborators have sought to deliver a building that is an authentic manifestation of local culture, heritage, commerce and innovation, with a well-designed silhouette and façade that will be visible from the elevated rail line.

Drawing upon the suburb's industrial bones, Matter House is a building that it utilitarian in nature, but with a form that rivals its function. Where iconic factory buildings represent an era of manufacturing and industrial prosperity in Melbourne, Matter House is a building that will represent the epoch of digital and tech innovation, delivering an unrivalled working environment whilst simultaneously expanding the possibilities of sustainable design in the face of climate emergency.

The Cremorne UDF is further discussed at Sections 2.3, 4.6 and 5.1 of this report.

## 1.6 A New Normal

Matter House forms on of the first 15 pilot projects to be constructed as part of A New Normal, fitting under the Net Zero Architecture, Organic Energy and Solar Architecture categories. Matter House is the first A New Normal project to be proposed within the City of Yarra.

Finding Infinity provides the following statement in relation to the proposal:

"The aspirations of this project are to create an exemplar office building for the City of Yarra, Melbourne and Australia. The targets we are seeking on this project are well beyond any requirements set by Council and building code. Rather than targeting minimum compliance we are seeking maximum performance in everyway we possible can, in as pragmatic a way as possible. The vast majority of initiatives not only minimise environmental impact but also make sense financially. We hope the project can be used to raise the benchmark of how office buildings perform in Melbourne."

Three world-leading examples that are set on this project are:

- High Performance: High performance façade and HVAC systems.
- Solar Greenhouse: Dial use of the roof for energy collection and landscape.
- Anaerobic Digester: Collecting food waste from local businesses to produce renewable energy for the building.

## 1.7 Architectural statement

Hassell has prepared the following Architectural Statement, as detailed in full in the Design Report:

"Matter House is a true homage to its urban context in a contemporary form and is uniquely placed to provide a connected ground floor and pedestrian link with its street frontage. Beyond the desire to create an architectural icon and legacy, the vision was also to provide high quality premium workspaces and interior spaces will replicate the enthusiasm, cohesion and engagement realised in the current Matter House and amplify this to a building community that shares its values of wellness, creativity, sustainability and community."

## 1.8 Project team

The project team assembled by Matter House Group is as follows:

- Finding Infinity – Sustainability Consultant.
- Hassell – Project Architect & Landscape Architect.
- Cobild – Builder.
- Tract – Planning.
- One Mile Grid – Transport.
- Ratio – Waste.
- Vipac – Wind.
- Cogent – Acoustic.

## 1.9 Report structure

This report describes the Site and its context (Chapter 2), details the proposal (Chapter 3), identifies relevant planning policy and provisions of the *Yarra Planning Scheme* and strategic planning documents at Chapter 4 and provides an assessment against these at Chapter 5.

This assessment informs the recommendations provided in the conclusion (Chapter 6).

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# 2 Site & Surrounds

This section of the report should be read in conjunction with the Design and Urban Context Report prepared by Hassell.

## 2.1 Site Details

The Site is located at 28-30 Stephenson Street, Cremorne and is formally identified on Certificate of Title as Land in Plan of Consolidation PC379409M.

The Site is not affected by any easements.

Refer to **Figure 1** – **Plan of Consolidation.**

## 2.2 Site Analysis and Key Interfaces

The Site is irregularly shaped, forming a general 'L' shape with a slightly curved frontage of approximately 38.7 metres to Stephenson Street (running parallel to the curvature of the street and railway line). The Site also fronts the top end of Gwynne Street, where it intersects with Stephenson Street, for a length of approximately 7.7 metres.

The Site has a total area of approximately 842sqm.

The Site is currently occupied by a two storey brick building accommodating the advertising agency *Taboo* and other commercial tenants. The part of the Site not occupied by the building is used as a carpark.

There are two existing vehicle crossovers to the Site; a dual crossover at the northern end of the Site and a single crossover at the southern end.

The Site's immediate interfaces are described below.

North: Adjoining the Site to the north-east is 3 Cubitt Street; a three-four storey precast panel building. Further north-east is 1 Cubitt Street; a two storey brick building holding the corner where Cubitt Street meets Stephenson Street. Further north-west is a recently constructed development at 4-6 Cubitt Street (12 storeys inclusive of mezzanine level).

South: Situated immediately south of the Site is 2-6 Gwynne Street, a seven-storey building with four storey podium to Gwynne Street. South-west of the Site is 15-17 Cubitt Street; a brick warehouse building. Further south at 8 Gwynne Street and19 Cubitt Street are six and seven-storey office buildings. A recently completed pocket park is located at the corner of Gwynne and Stephenson Street which is complementary to the public realm works approved under the existing permit.

East: East of the Site is Stephenson Street and the trainline running generally in a north-south direction. Further east of the trainline is a pocket of residentially zoned land.

West: Immediately west of the Site is 5-9 Cubitt Street; a three storey precast panel building and 11-13 Cubitt Street; a brick warehouse building.

Refer to **Figure 2** – **Aerial Plan** and **Figure 3** – **Site Photos.**

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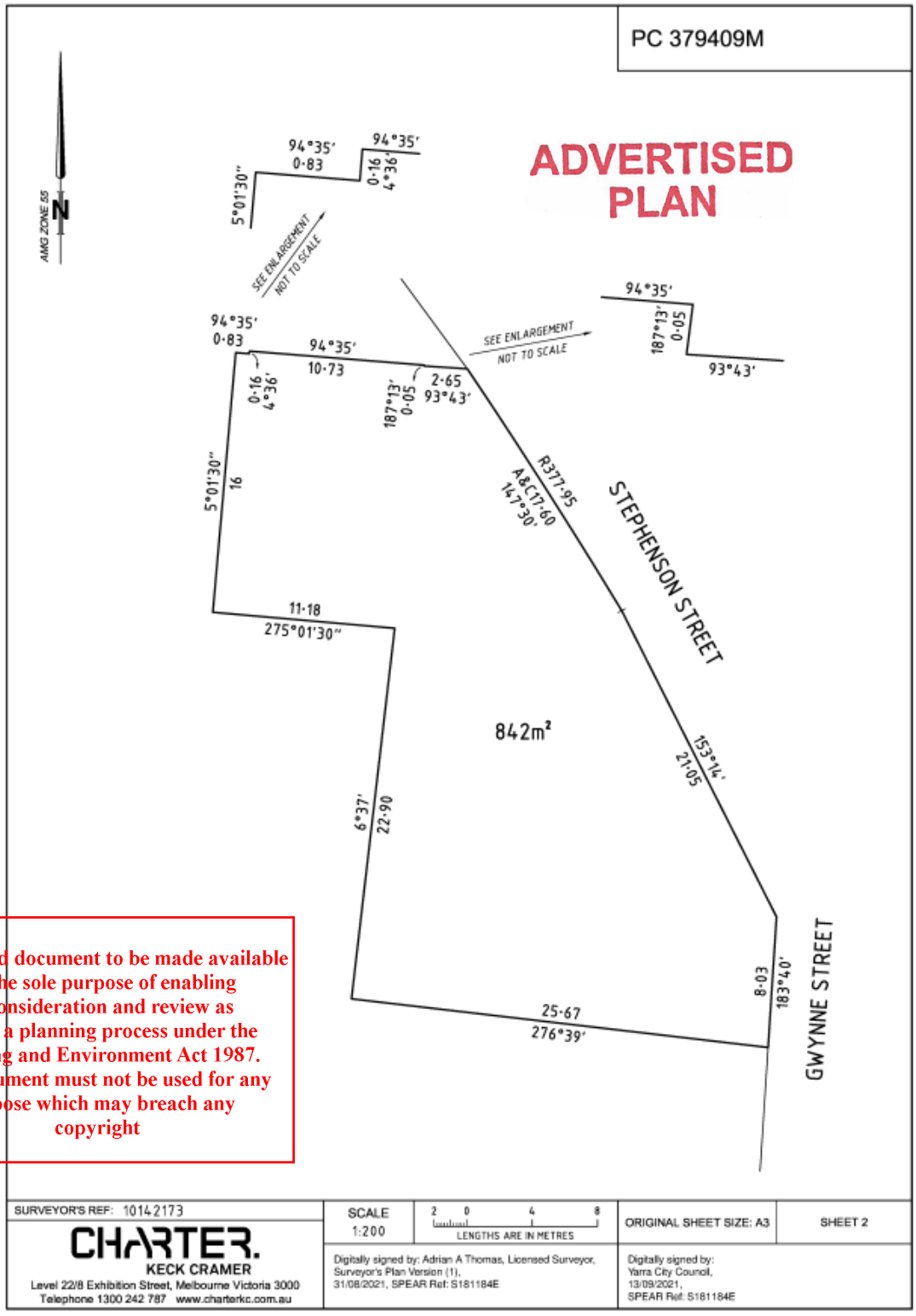


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*Figure 1- Plan of Consolidation*

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*Figure 2- Aerial Plan*

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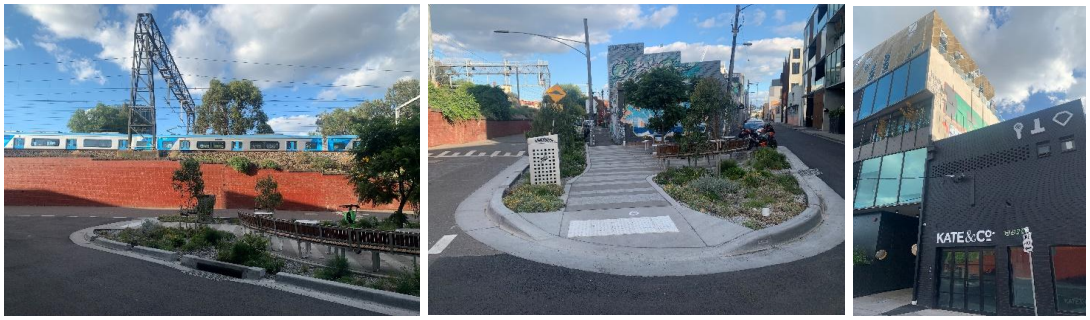
*Site frontage to Gwynne Street – looking west; Site frontage to Stephenson Street -looking south-west and west*




*View toward elevated rail line from northern end of Gwynne Street; recently completed pocket park at juncture between Gwynne Street and Stephenson Street; Interface between 2-6 Gwynne Street and Site (looking south-west).*

*Stephenson Street looking north; Site looking south-west; Site frontage and existing crossover, looking south-west toward rear of 5-9 Cubitt Street townhouses.*

*Rear of 3 Cubitt Street (adjoins Site to the north); 1 Cubitt Street, looking south-west; Cubitt Street – view looking south from Stephenson Street.*

*Figure 3: Site Photos*

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## 2.3 Site Context

Located in City of Yarra in Cremorne, the Site is two kilometres or a 17 minute train / walk out of Melbourne's CBD.

The Site has excellent access to amenities (open space, recreation and shopping) within walking distance, with a walk score of 92 out of 100 as detailed in the Transport Impact Assessment prepared by One Mile Grid.

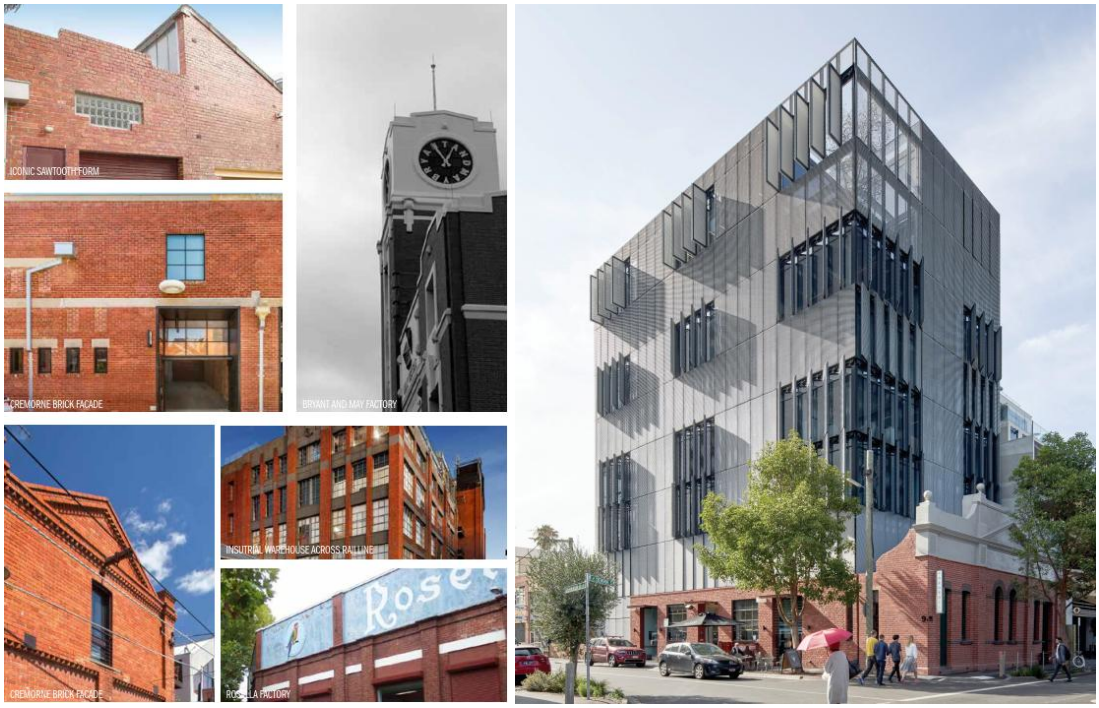
Complementing the Site's walkability is excellent access to public transport services and priority cycling routes.

### Land use and built form context

With regard to land use, the Site is located within a vast stretch of Commercial 2 Zoned land (commercial / office) adjacent to a pocket of residential land sitting on the other side of the trainline. To the north of the Site is the significant Swan Street retail corridor. There is an education use in the Kangan Institute to the south-west of the Site.

The built form context of the area is characterised by a mix of warehouse / factory buildings, finer grain residential cottages and contemporary medium-high density development.

Refer to the images below and to **Figure 3 – Context Plan.**




*Extract from the Design Report prepared by Hassell* *9-11 Cremorne Street, Cremorne (Fieldwork and Cobild).*

The surrounding area in Cremorne is undergoing significant transformation including the following notable projects (status: under assessment, approved, under construction or completed) in the vicinity of the Site:

- 9-11 Cremorne Street, Cremorne (8 storeys, completed in 2019).
- 14-18 Cremorne Street, Cremorne (12 storeys, approved).
- 24 Cremorne Street, Cremorne (11 storeys, under assessment).
- 31-53 Cremorne Street, Cremorne (10 storeys, complete).
- 2-6 Gwynne Street, Cremorne (7 storeys, completed).
- 8 Gwynne Street, Cremorne (8 storeys, completed).
- 70-80 Gwynne Street, Cremorne (10 storeys, approved).
- 4-6 Cubitt Street, Cremorne (12 storeys (including mezzanine), complete).

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- 30-32 Cremorne Street and 23 Jessie Street, Cremorne (9 storeys, approved).
- 34 Cremorne Street, Cremorne (9 storeys, approved).
- 38-42 Cremorne Street, Cremorne (8 storeys, approved).
- 68-88 Green Street, Cremorne (7 storeys, under construction).
- 65-81 Dover Street, Cremorne (9 storeys, complete).
- 12 Dover Street, Cremorne (8 storeys, approved).
- 101 Cremorne Street, Cremorne (12 storeys, approved).
- 49-51 Balmain Street, Cremorne (9 storeys, approved).

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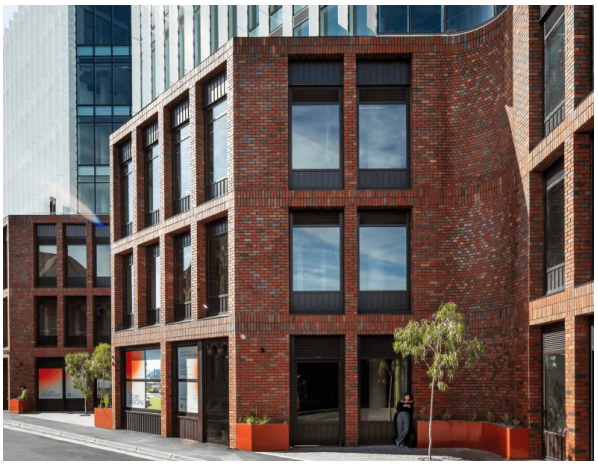
*14-18 Cremorne Street (approved)*



*65 Dover Street (constructed)*

*101 Cremorne Street (approved)*

*Cubitt Place (4-6 Cubitt Street) (constructed)*

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### Cremorne Enterprise Precinct (Cremorne Place Implementation Plan)

The Site is located in the Cremorne Enterprise Precinct, with the Cremorne Place Implementation Plan setting out the following vision for Cremorne:

> *Cremorne is a global innovation precinct with a vibrant village feel, new sustainable development, quality public spaces, active transport options, set within narrow streets and historic industrial buildings and workers cottages.*

and for the Enterprise Precinct:

> *Grow as a sustainable major inner-metro enterprise precinct for creative and tech industries to support Melbourne's growing enterprise economy.*

Strategic outcomes sought for the area are discussed in detail at Section 4.6.

### Cremorne West Precinct (Cremorne UDF)

The Cremorne UDF (September 2023) builds upon the Cremorne Place Implementation Plan. It provides guidance as to how the City of Yarra envisions the built environment developing to facilitate Cremorne's overarching land use vision as the primary destination for innovation in business and knowledge-intensive industry.

As identified in the Cremorne UDF, the Site sits within the Cremorne West Precinct.

Cremorne Street forms the main north-south corridor, with Bendigo Kangan Institute at the heart of the precinct. The precinct vision is characterised by a network of narrow north-south streets with low-rise industrial and residential buildings with emerging mid-rise contemporary office development.

The Project is located at the north-eastern extent of the precinct on the curved Stephenson Street adjacent to the rail corridor, which is a distinct context within this precinct.

The Cremorne UDF and alignment of the project with the vision for the Cremorne West Precinct is further discussed at Section 4.6 and 5.1.

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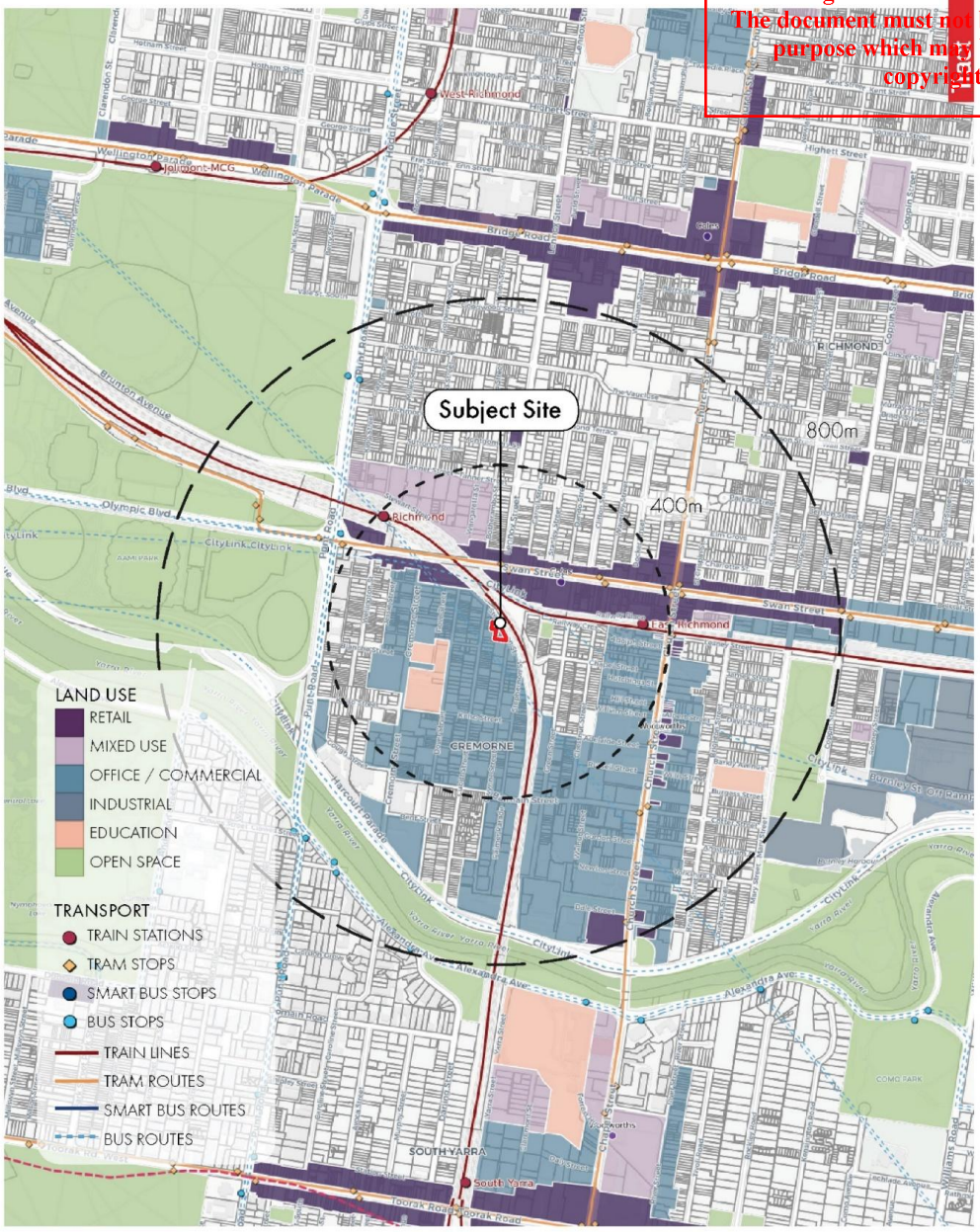


Drawing Title | Project Name

**Context Plan** | 28-30 Stephenson Street, Cremorne

| Drawing No. | Revision | Date | Drawn | Checked | Project Principal | Scale |
|---|---|---|---|---|---|---|
| 318-0531-00-P-03-DR02 | 00 | 08.09.2021 | LZ | CF | LC | Not to scale |

*Figure 3 – Context Plan*

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# 3 Proposal

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This section of the report should be read in conjunction with the Architectural Design Report prepared by Hassell.

## 3.1 Overview

This application proposes a net-positive thirteen (13) storey commercial building that will accommodate a collection of creative and innovative businesses seeking to locate in a building and precinct that inspires and facilitates the cross-pollination of ideas.

### Key elements

Key elements of the 13 storey proposal include:

- 11,790 sqm of Gross Floor Area (GFA) (9,900sqm excluding basement).
- 6,735sqm of commercial (Office) net leasable area across 11 levels.
- Waste-to-energy facility (anaerobic digestor)
- Food and drink premises: 158sqm at ground level; 225sqm at rooftop level (383 sqm total).
- Wellness use (Restricted recreation facility): 245sqm at rooftop level.
- Communal garden (180sqm) at rooftop level and communal lobby area (95sqm) at ground level.
- Net-Zero Waste (on-site treatment of more organic waste than is produced).
- Net-positive Energy (produces more energy than it consumes) including an all electric, gas-free energy supply.
- 48 staff / occupant bicycle spaces plus 16 visitor spaces.
- 25 car parking spaces, including spaces with e-charging capabilities.

### 3.1.1 Alignment with existing planning permit

This planning permit application is extensively aligned with the existing approval for a ten (10) storey building under PLN21/0729, the Planning Permit issued by the City of Yarra on 17 October 2022.

The design has been reviewed to strengthen its alignment with the *Cremorne Urban Design Framework* (UDF) which was released following the granting of the planning permit.

The proposed development is broadly consistent with the accrued development rights obtained via the existing planning permit but modified to introduce an additional three storeys of commercial (office) floor space, expanded food and drinks premises, new micro-tenancy and an increased operational capacity to the on-site anaerobic digestor which will operate as a waste-to-energy facility.

The below table compares the proposal to the existing approval (summarised at Section 1.2 of this report).

| Element | Existing Approval (PLN21 / 0729) | Current Proposal | Change |
|---|---|---|---|
| Building height | 10 storeys including rooftop terrace | 13 storeys including rooftop terrace | + 3 storeys |
| Massing arrangement | Sheer streetwall to Stephenson Street (alternative to typical 'podium and upper-level setback arrangement') | Sheer streetwall to Stephenson Street (alternative to typical 'podium and upper-level setback arrangement') | No change |

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| | | | |
|---|---|---|---|
| Anaerobic digester | Organic waste input capable of powering the building | Organic waste input capable of exceeding required amount to power the building and exporting electricity to the grid (**waste-to-energy facility**) | Net positive producer of renewable energy – producing renewable energy to power the building and assist in powering Cremorne |
| Office Net Leasable Area (NLA) | 4660sqm | 6735sqm | + 2075qm |
| Food and drink premises NLA | 60sqm<br>(1 tenancy) | 383sqm<br>(2 tenancies) | + 323sqm |
| Restricted recreation facility (Wellness use) | n / a | 245sqm | + 245sqm |
| Communal amenity | 620sqm at rooftop | 180sqm at rooftop | - 440sqm |
| Bicycle parking | 48 on-site employee spaces<br>16 on-street visitor spaces | 48 on-site employee spaces<br>16 on-street visitor spaces | No change |
| Car parking | 25 car spaces including 1 DDA space and all wired to be 'EV-ready' | 25 car spaces including 1 DDA space and all wired to be 'EV-ready' | No change |

## 3.2 Planning Permit Triggers

This proposal triggers a planning permit under the following provisions of the *Yarra Planning Scheme:*

- Clause 34.02 – to construct a building or construct or carry out works (Commercial 2 Zone).
- Clause 34.02 - to use part of the building as a Waste to energy facility, Restricted recreation facility and Food and drinks premises (Commercial 2 Zone).
- Clause 43.02 – to construct a building or construct or carry out works.
- Clause 52.06 – to reduce the statutory car parking rate (Car parking).
- Clause 52.34 – to reduce the statutory visitor bicycle parking rate (Bicycle facilities).

The above triggers are the same as the previous application and approval with the exception of waste to energy and Restricted recreation facility land use triggers and Food and drink premises (in excess of 100sqm).

## 3.3 Land Use and Building Program

### 3.3.1 Land use

Matter House is proposed to accommodate the following land uses:

- Office (6735sqm net leasable area, plus lobby and rooftop amenities).
- Food and drink premises (383sqm) at Ground Level and Rooftop Level.
- Restricted recreation facility (245sqm) at Rooftop Level.
- Waste to energy facility at Basement 1 Level and Basement 1 (Mezzanine).

Office land use does not require planning permission within the Commercial 2 Zone (C2Z).

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The building program is designed to activate the ground plane to Stephenson Street and the Stephenson / Gwynne Street intersection, while providing flexible, attractive and connected office tenancies above suitable for a range of creative organisations, with varied outlook to the north, east and west.

The Office use is complemented by programmed common amenities including the ground floor lobby and landscaped rooftop. Both the rooftop and ground floor spaces are designed to foster a strong sense of community between tenants.

To complement on the Office use, a Food and drink premises is proposed at ground level and rooftop level, as well as a wellness retail use at the rooftop level, which is best defined in the *Yarra Planning Scheme* as 'Restricted recreation facility', nested under 'Minor sports and recreation facility' in the 'Leisure and recreation' group. The wellness use will be for Office employees and the broader Cremorne community to enjoy.

The Waste to energy land use is described in detail below.

### Waste to energy facility (anaerobic digester)

A core element of the proposal is the anaerobic digester located at basement level. An anaerobic digester converts food waste into biogas and organic fertiliser. The biogas can then be used to generate electricity and heat.

The anaerobic digester involves the collection of organic (food) waste by *EcoCaddy* in cutting-edge, electric-assist cargo tricycles (rickshaws) from food businesses around Cremorne within a 3km radius of Matter House. EcoCaddy will then deliver the food waste to the Site, loading it directly into a chute located in the waste storage room at ground level (adjacent to the carpark entry). The chute transfers the waste to the basement level where the system sorts the matter into organic matter for digesting, and packaging for separate disposal.

The energy will be available for use within the building and beyond (with capability to export to the grid or a local community battery) and will help to significantly reduce the volume of organic waste being sent to landfill by businesses in Cremorne.

As the anaerobic digestor is proposed to produce energy for use 'off-site' (as well as on-site) it meets the definition for a 'Waste to energy facility' in the *Yarra Planning Scheme*, which is a Section 2 (permit-required) land use in the Commercial 2 Zone. This is discussed further at Section 4.3.

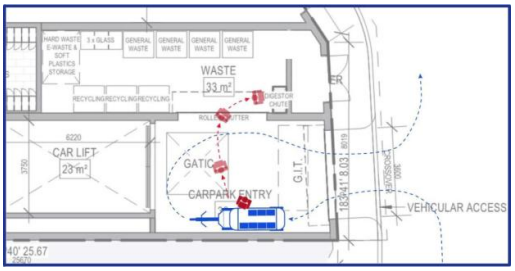
The anaerobic digester will be in continuous operation 24 hours a day.

Management of the digester will primarily be remote. Staff will only require incidental access to maintain the equipment (anticipated frequency of once a week).

Relevant approvals will be sought from regulatory authorities such as the EPA. However, the land use is not expected to cause any detrimental off-site amenity impacts.

4-6 cargo tricycles are expected to be in use for collection and delivery of food waste to the Site.

Refer to *Appendix 5: Anaerobic Digester Proposal* within the Sustainability Management Plan prepared by Finding Infinity for further information regarding the proposal and *EcoCaddy* – the business proposed to manage operations.




*Extracts from the SMP prepared by Finding Infinity and Waste Collection Management Document (EcoCaddy)*

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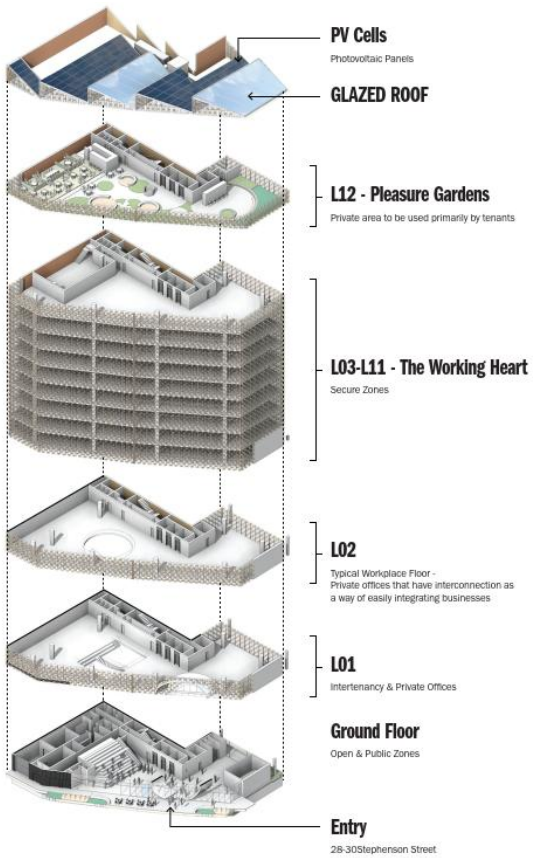
### 3.3.2 Internal layout

The proposed internal layout of the development is summarised as follows.

- **Basement 2** – car lift, 25 car spaces in stacker systems, rainwater tank (min. 15KL), services, lift.
- **Basement 1**– anaerobic digester, services, fire pump, fire tank, car lift, substation, switch, kitchen store, void to below (car stacker area), lift.
- **Ground** – oculus entryway, commercial lobby, concierge desk, food and drink tenancy (156sqm), tiered seating, on-site bicycle parking (48 spaces), off-site bicycle parking (16 spaces), end of trip facilities, car park entry, car lift, waste storage room.
- **Level 1** – workplace (535sqm), intertenancy void, lift, stairwell, amenities (toilets).
- **Levels 2-11** – workplace (620sqm), intertenancy void (TBC by tenant), lift, stairwell, amenities (toilets).
- **Level 12** – roof terrace communal area (180sqm) comprising landscape and amenities; programmed tenancy spaces: Food and drink premises (225sqm) and Wellness / recreation (245sqm).

Additional building height above the occupiable space at the rooftop level includes space for plant, necessary servicing and lift overrun, integrated within the building's sawtooth architectural features.

Photovoltaic panels are proposed to the sawtooth roof, angled to maximise solar exposure.




*Extract from Design Report prepared by Hassel*

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## 3.4 Design Response

Matter House has been formed by an iterative design response that draws upon both the industrial history of Cremorne and its current transformation into a world class enterprise precinct.

Through a focus on work / life balance that places wellness and creativity at its core, the building comprises three distinct zones: 'The Stage' (open and public zones), 'Working Heart' (productive, flexible and ownable spaces) and 'Pleasure Gardens' (a retreat space for employees).

Key components of the design response – the height and massing, the façade strategy, public realm response, internal program and rooftop terrace – are described in detail below.

### Height and massing

The building adopts a height and massing strategy that responds to the Site context, the vision for Cremorne and the project brief. The building stands proud at a height of thirteen storeys with a sheer façade to Stephenson Street.

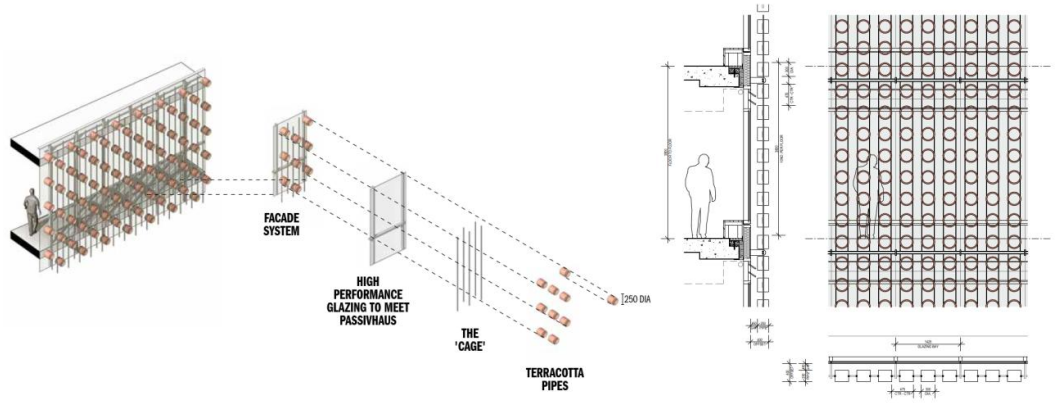
Instead of adopting a podium and upper level setback arrangement, which is typically appropriate in contexts where heritage and neighbourhood character are prominent constraints, the proposal has been designed to respond to its angular frontage with Stephenson Street and the rail corridor to provide a well-articulated building that focuses of materiality, form and architectural finesse to provide a striking landmark that acts as a gateway into the CBD and symbol of the intersection of economics and innovation in the Cremorne Enterprise Precinct.

### Façade strategy

The proposal applies considered treatments of the building's varied interfaces acknowledging that Matter House will be seen and read in the round. This includes allowing for equitable development of adjoining properties while understanding that 'interim' conditions could last years. It also maximises opportunity for daylight access from multiple aspects.

To the primary building elevation facing the trainline (east), a terracotta-coloured pipe façade system is prominent. It becomes an homage and subtle reference to the industrial heritage of Cremorne, taking a solid material naturally sourced and kilned and transforming it into a thermally dynamic façade system.

This façade wraps around the north elevation with fire rated obscure square glass blocks behind to allow for equitable development. To the south elevation, the language of the pipes is reflected through fire rated obscure round glass blocks interspersed across a texture terracotta precast. The pipe system is replicated to the west elevation in the northern portion of the building where a 3.45m setback is applied to the Site's boundary with 5-9 Cubitt Street.




*Extract from Design Report (Hassell)*

### Public realm

The project proposes streetscape works to improve the public realm in the vicinity of the Site. The streetscape works to remedy Cremorne's narrow footpath network and absence of public space.

This includes the following measures, some of which it is understood will be subject to separate Council approval:

- Widening of the footpath to include space for public seating and opportunity for alfresco dining.
- Provision of 16 bicycle spaces for visitors along the Site frontage.
- Integration of landscaping with three feature trees and raingardens.

To further integrate the building with the public realm, a highly activated ground plane is proposed with the following features accessible to the public and visible from the street:

- 'Oculus' concrete entry portal.
- Operable glazing / doorways.
- Amphitheatre seating facing the lobby and entry.
- Food and drink premises.
- Landscaped terrace within the west building setback.

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*Extract from Design Report (Hassell)*

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## Internal program

The internal program is generally split into three zones: 'the Stage' (open and public zones at ground level), 'Working Heart' (productive, flexible and ownable spaces throughout the building) and Pleasure Gardens (a retreat at the rooftop for employees and guests).

*The Stage* at ground level is complemented by a Food and drink premises tenancy which will be open to the public and service employees and visitors to the building, providing an important meeting place and blending the public and professional realms. The building is designed to open up to Stephenson Street, with a proposal to extend the existing footpath with integrated landscape and bicycle parking as well as micro-café tenancy to further activate Stephenson Street.

The *Working Heart* comprises 11 storeys of flexible office space with opportunity for central inter-tenancy voids between levels which will provide an important visual and physical link while allowing light and air to penetrate between floors. The intertenancy void will be an optional design feature for tenants.

The *Pleasure Gardens* takes cues from Cremorne's historic gardens, with a sprawling landscaped zone comprising programable spaces for meetings, breaks, socialising and sharing ideas. The roof brings the buildings sustainability aspirations to the forefront with integrated landscape and solar forging with the buildings saw tooth structure. Further information is provided in the following section.

## Rooftop terrace

The rooftop space will offer a point of respite for office employees to sit, relax and host informal meetings within a central landscaped setting.

The previously proposed 'wellbeing zone' with infinity pool and sauna is proposed to be formalised as a wellness / recreation facility, located at the southern end of the rooftop.

At the northern end, a food and beverage tenancy will contribute to the rooftop program, achieving a mix of ancillary activity reminiscent of many co-working spaces. It will provide office tenants with a space to dine and informally work, meet and socialise, with other building occupants and the broader Cremorne community.

Functionally, the rooftop is key to the sustainability strategy (discussed below) in its provision of solar panels to generate energy for the building.

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*Extract from Design Report (Hassell)*

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## 3.5 Environmentally Sustainable Design (ESD) Response

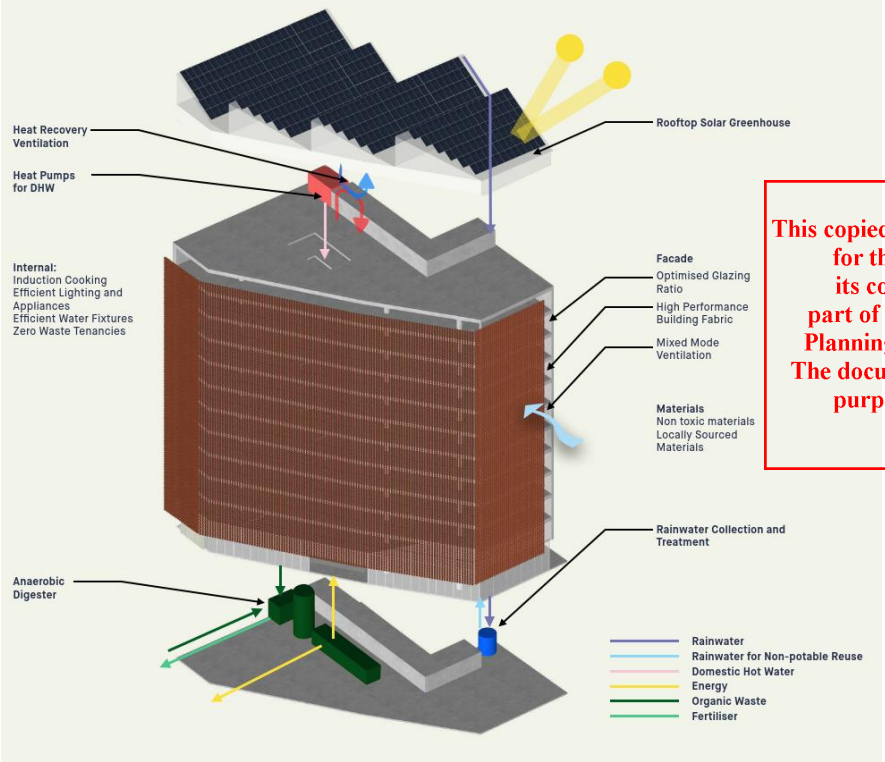
Matter House aspires to create an exemplar office building – setting benchmarks on ESD performance and innovation not just within the City of Yarra but within Melbourne and Australia more broadly. From conception the project has sought to exceed performance criteria set by Council and building code seeking to maximise performance, minimise environmental impact and do so in a financially viable way.

The proposed building achieves or targets the following performance outcomes:

- A Built Environment Sustainability Scorecard (BESS) Score of 73% equating to 'ESD Excellence'.
- A STORM assessment with a rating of 145%.
- A commitment to exceed minimum NABERS performance by achieving a rating of at least 5 stars.

The proposed building also proposes innovation in three key areas that are not included in the above rating tools and benchmarks:

- **Anaerobic Digester:** An anaerobic digester is proposed to be incorporated as part of the development. This has multiple key benefits which reduce impact beyond the building itself. As discussed in Section 3.4, the digester will import food waste from the surrounding precinct which would typically be sent to landfill, converting this organic material to energy and fertiliser. The digester can produce up to 4 times the energy demands of the building.
- **High-Performance Building Fabric and HVAC:** The façade design has been optimised to achieve a high standard for heating and cooling. This is implemented through a high-performance façade which consists of any optimised shading screen, wrapping around the north and east of the façade with high performance glazing.
- **Rooftop Solar Greenhouse (Dual Rooftop Use):** The rooftop space provided to the development is multi-faceted providing space for both a productive garden and energy production. The solar is optimised to let light through creating an environment for plants and food to grow while also generating energy for the building.

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*Extract from the SMP (Finding Infinity) demonstrating target initiatives*

In summary the proposal includes the following initiatives as detailed in the SMP prepared by Finding Infinity:

- *High performance façade regarding insulation, glazing, airtightness and shading.*
- *120 kW Photovoltaic Solar System.*
- *Efficient LED lighting, with daylight and motion sensors and timers in common areas.*
- *Fixtures, fittings and appliances to be modern energy and water efficient, within one star of the best available.*
- *100% electric fossil fuel free building, no gas connection.*
- *Natural light and mixed mode ventilation.*
- *Efficient electric HVAC with heat recovery ventilation.*
- *A minimum 15,000L rainwater tank connected toilets and irrigation.*
- *On site treatment of organic waste, through an anaerobic digester.*
- *Materials selection to avoid embodied energy and negative health and environmental impacts.*
- *Rooftop solar greenhouse and productive garden.*
- *Electric vehicle charging and car share.*
- *Promotion of human powered transportation, through the provision of best practice standards for bicycle parking and end of trip facilities.*
- *Provision for further reduction of parking space over time, as alternative modes of travel become prevalent.*

For a comprehensive overview and detail of the ESD initiatives please refer to the submitted SMP.

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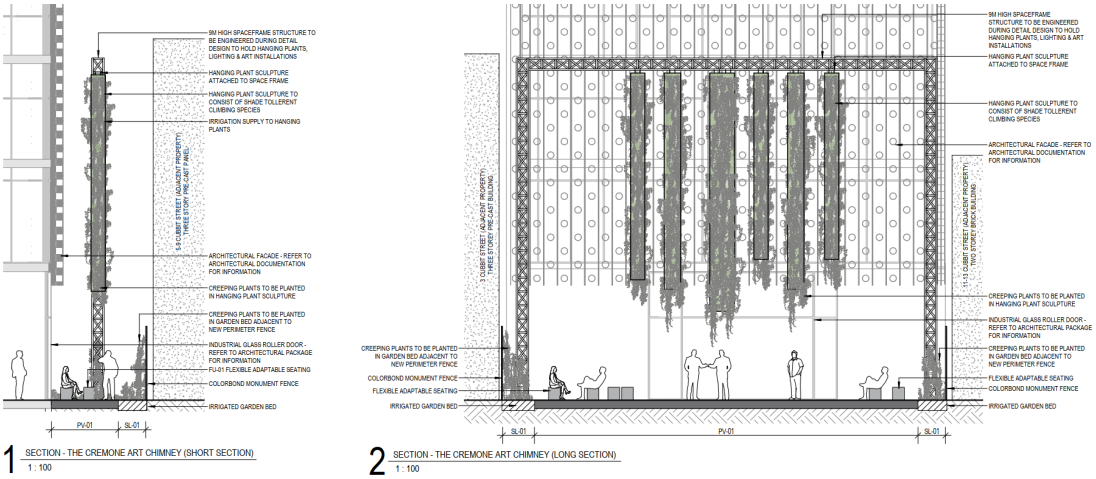
## 3.6 Landscape

A highly considered landscape proposal has been incorporated into Matter House.

At ground level, two medium sized columnar trees and a tall canopy eucalyptus tree are proposed along Stephenson Street within the extended footpath / pedestrian zone. Water Sensitive Urban Design (WSUD) raingardens will collect rainwater discharged from bluestone gutters.

Bluestone paving will be applied to the footpath as well as removed and reinstated crossovers.

With the west setback at ground level to the rear of the Food and drink premises a steel structure column is proposed to support a commissioned artwork 'the Cremorne Art Chimney' with creeping plants along the structure and hanging, shade tolerant plants.




*Extract from the Landscape Plan prepared by Hassell.*

The landscape vision for the communal roof terrace builds upon the historic Cremorne 'pleasure gardens' as a concept with possible activation including a variety of vibrant garden spaces.

## 3.7 Transport, access, car and bicycle parking

A detailed Transport Impact Assessment has been prepared by One Mile Grid in accompaniment of this application. A summary of the proposal in terms of bicycle facilities, vehicle access and car parking is provided below.

### Bicycle Facilities

The proposal provides a total of 48 bicycle spaces for employees located at ground floor with secure entry and storage directly accessible from Stephenson Street.

A further 16 visitor bicycle spaces are located in front of the building within the proposed extended pedestrian zone.

### Vehicle access

Vehicle access to basement car parking is proposed via the existing crossover at the southern end of the Site (which will be demolished and reconstructed).

Vehicles will then enter the basement via a car lift.

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### Car parking

Car parking is proposed across basement levels containing space for twenty-five (25) car parking spaces within a mechanical stacker system and one (1) DDA parking space.

## 3.8 Waste and loading

Complementing the waste to energy proposal set out above in Section 3.3, a comprehensive Waste Management Plan has been prepared by Ratio.

The WMP details the expected waste generation under the following streams: general waste, digestate (by-product of anaerobic digester), recycling and glass. It also outlines expected volume of waste (organics) delivered to the Site and the delivery frequency.

Refer to the extracts from the WMP below.

**Table 5.1: Waste Collection Requirements**

| Waste Stream | Volume (L/week) | Bin Size (L) / Equipment | Quantity | Collection Frequency (per week) | Capacity (L/week) |
|---|---|---|---|---|---|
| General Waste | 5,698 | 1100 | 3 | 2 | 6,600 |
| Digestate (by-product of anaerobic digester) | 500-1,000 kg/day | Digestate holding vat | 1 | 7 | 7,000 kg |
| Recycling | 4,678 | 1100 | 3 | 2 | 6,600 |
| Glass | 1,170 | 240 | 3 | 2 | 1,440 |

**Table 5.2: Organic Waste Delivery to Site Requirements**

| Waste Stream | Weight Delivered (kg/day) | Bin Size (kg) | Bin Quantity per load | Delivery Frequency (per day) | Capacity (kg/day) |
|---|---|---|---|---|---|
| Organics | 10,000 | 20 | 18 | 30 | 10,800 |

*Extracts from WMP prepared by Ratio*

Waste collection of general waste and recycling is proposed via a private contractor, who will park in the designated loading area on Stephenson Street, wheel the bins from the waste storage room at ground level for transfer into the vehicle before returning them to storage. This process is not expected to take more than 15 minutes per waste stream.

Collection of the digestate from the anaerobic digester is also proposed to be performed by a private contractor. The digestate bi-product is intended to be pumped into an pipe connection adjacent to the organic waste shoot for collection by a contractor that will reverse into the car park entry point internal to the Site.

As set out above in Section 3.3 - Waste to energy facility – delivery of organic waste to the Site is proposed to be undertaken by *EcoCaddy.*

Commercial waste collection will be undertaken in accordance with the Environment Protection (Residential Noise) Regulations 2008.

Refer to the WMP prepared by Ratio for further information.

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# 4 Planning Provisions

This chapter outlines relevant policy and provisions of the *Yarra Planning Scheme* and other planning considerations.

## 4.1 Municipal Planning Strategy (MPS)

The Municipal Planning Strategy (MPS) sets out the vision for the municipality and the key strategic directions under a range of themes to guide planning within the municipality. Relevant clauses are summarised below.

Clause 02.01 Context provides an overview of the municipality's key characteristics including the following:

- Yarra has declared a climate emergency.
- The scale of development within the municipality includes low to mid rise building, as well as some taller buildings.
- Cremorne is a Major Employment Precinct, which is emerging as Melbourne's premier destination for creative business, particularly in the tech and digital space. Further employment generating uses are supported.
- Yarra benefits from an extensive public transport and active transport system, with usage rates continuing to rise

Clause 02.02 (Vision) identifies the following spatial vision for the municipality:

*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 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. ...*

*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. ...*

*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.*

Clause 02.03 Strategic directions establishes a range of overarching strategic directions for the development of Yarra, set out below, as most relevant to the Site and proposal.

Environmental risks and amenity

- Lead on environmental sustainability and seek to manage the long-term effects of climate change.
- Create a built environment that mitigates and adapts to climate change by:
  - Directing growth to activity centres, major employment precincts, and employment land that are close to public transport.
  - Promoting land use and development that support a shift to sustainable modes of transport - walking, cycling and public transport.
  - Supporting environmentally sustainable development.

Built environment and heritage

- 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.

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- Reinforce Yarra's low-rise neighbourhoods by directing mid-rise buildings to appropriate locations, within major and neighbourhood activity centres, employment areas (as identified in clause 02.01), major regeneration areas (as shown on the Strategic Framework Plan in clause 02.04), and along boulevards (Hoddle St, Alexandra Parade, Victoria Parade and the south end of Queens Parade).

Economic development

- Promote Yarra as an attractive location for economic activities and an important part of Melbourne's inner city economy.

Transport

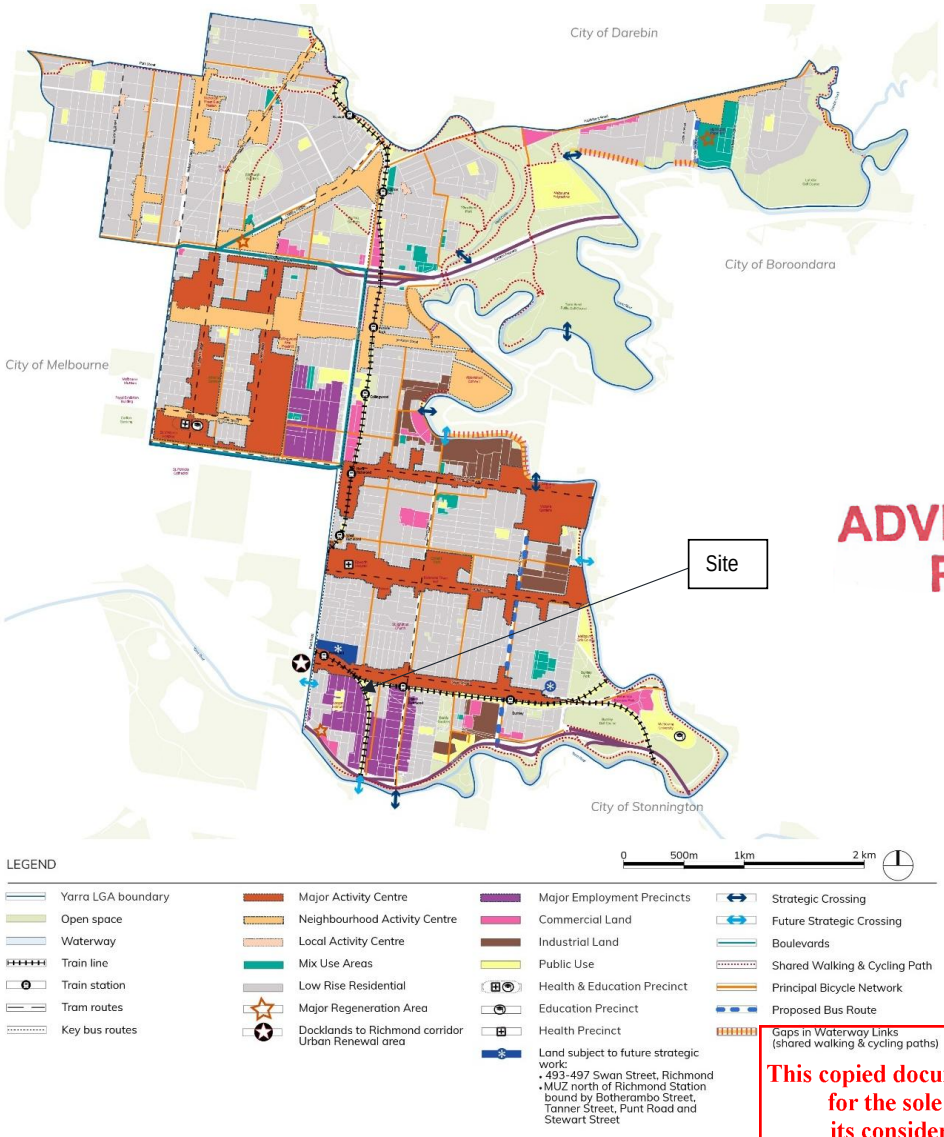
- Facilitate connectivity and travel options that are environmentally sustainable, integrated and well-designed.

Clause 02.03 Strategic Framework Plan

The above strategic directions are to be read in conjunction with the Strategic Framework Plan at clause 02.04.

The Site is located in the Major Employment Precinct of Cremorne, adjacent to the railway corridor.

Refer to the below plan.

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## 4.2 Planning Policy Framework (PPF)

To ensure planning schemes further the objectives of planning in Victoria, planning authorities must take into account and give effect to the general principles and specific policies contained in the Planning Policy Framework (PPF).

The PPF clauses that are most relevant to this proposal are detailed below.

### Clause 11 – Settlement

Clause 11 dictates that planning should 'anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.'

**Clause 11.01-1S (Settlement)** seeks to 'facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements'. Strategies to achieve this objective include:

- *Plan for development and investment opportunities along existing and planned transport infrastructure.*
- *Encourage a form and density of settlements that supports healthy, active and sustainable transport.*
- *Promote and capitalise on opportunities for urban renewal and infill redevelopment.*
- *Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.*
- *Ensure retail, office-based employment, community facilities and services are concentrated in central locations.*

### Clause 15 – Built Environment and Heritage

Amongst other things, planning should promote 'excellence in the built environment' and 'development that is environmentally sustainable' and 'minimise detrimental impacts on the built and natural environment'.

More specifically, 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.*

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**Clause 15.01-1S (Urban Design)** aims to 'create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.'

**Clause 15.01-1R (Urban Design – Metropolitan Melbourne)** seeks to create a 'distinctive and liveable city with quality design and amenity' in part through providing 'spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries'.

**Clause 15.01-1L (Urban Design)** outlines strategies to achieve the above objectives, including (as relevant):

- *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*
- *Support development that creates new public spaces to serve the needs of residents, workers, traders and visitors.*
- *Encourage developments to incorporate public art.*
- *Support development that provides weather protection of the public realm (including footpaths and plazas).*

**Clause 15.01-2S (Building Design)** aims 'to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development', including through the following strategies:

- *Improve the energy performance of buildings through siting and design measures that encourage:*
  - *Passive design responses that minimise the need for heating, cooling and lighting.*

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- *On-site renewable energy generation and storage technology.*
- *Use of low embodied energy materials.*

**Clause 15.01-2L (Building Design)** outlines the following strategies (as relevant):

- *Design development to:*
  - *Reflect and respond to streetscape elements, including:*
    - *Pattern of development.*
    - *Building spacing.*
  - *Make a positive contribution to the streetscape through high quality architecture and urban design.*
  - *Use articulation or massing or change of surface treatment or a combination of these to minimise visual bulk and integrate with the surrounding character.*
- *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 ... Employment, commercial and industrial areas as defined in clauses 02.01 and 11.03-1L* (amongst other locations).
- *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.*
- *Encourage a simple palette of durable materials that respond to the streetscape character through type, colour, finish and contrast.*
- 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.

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**Clause 15.01-2L (Environmentally sustainable development)** seeks to achieve best practice in environmentally sustainable development from the design stage through to construction and operation. It includes a range of strategies relating to energy performance, water, indoor environment quality, transport, waste management and urban ecology within buildings. It requires the preparation of a Sustainability Management Plan to be submitted alongside an application.

**Clause 15.01-4S (Healthy Neighbourhoods)** aims to 'achieve neighbourhoods that foster healthy and active living and community wellbeing'.

### Clause 17 – Economic Development

Clause 17 outlines that Planning is to:

- Provide for a strong and innovative economy, where all sectors are critical to economic prosperity.
- 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.

**Clause 17.01-1S (Diversified economy)** aims to 'strengthen and diversify the economy' through a range of strategies including:

- Protect and strengthen existing and planned employment areas and plan for new employment areas.

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- Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.
- Improve access to jobs closer to where people live.

**Clause 17.01-1R (Diversified economy – Metropolitan Melbourne – Inner Metro Region)** seeks to 'retain and encourage the development of areas in and around Collingwood, Cremorne and South Melbourne for creative industries.'

**Clause 17.01-1L (Employment)** outlines the following general strategies:

- *Support development that provides high quality amenity for workers.*
- *Support development that provides affordable workspaces and co-working spaces to facilitate a diverse range of enterprises, including small businesses, artists and creative industries.*
- *Recognise that commercial and industrial land can support employment uses during the day while also supporting activities that contribute to the night-time economy.*
- *Support uses that provide services for workers in employment areas which are ancillary to their employment function.*

Yarra seeks to maintain and grow employment in the **Cremorne Major Employment Precinct**. Specifically, strategies include the following:

- *Manage the redevelopment of sites within Yarra's major employment precincts to provide uses that support their intended economic function.*
- *Maintain zoning that supports the economic function of the major employment precincts.*
- *Encourage the intensification of employment land in Yarra's major employment precincts.*
- *Support development that provides high-quality built form within Yarra's major employment precincts.*
- *Support development that improves the public realm of major employment precincts, including the provision of or access to public open space.*
- *Support improvements to pedestrian environments in major employment precincts including:*
  - *Wider and continuous footpaths.*
  - *Links through sites.*
  - *Links to public transport.*
  - *Improved lighting and legibility to improve safety and security.*
- *Manage transport within, to and from the major employment precincts by:*
  - *Prioritising walking, cycling and public transport over car reliance.*
  - *Discouraging additional vehicle crossovers on major roads.*
  - *Locating loading and waste collection facilities away from pedestrian environments.*

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**Clause 17.01-2S (Innovation and research)** seeks to 'create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education' through the following strategies (inter alia):

- 'Support the development of enterprise precincts that build the critical mass of employment in an area, leverage the area's public and private sector economic competitive strengths and assets, and cater to a diversity of employment types and scales.
- Promote an accessible, well-connected, high-amenity and collaborative physical environment that is conducive to innovation and to creative activities.'

**Clause 17.02-1S (Business)** aims to 'encourage development that meets the community's needs for retail, entertainment, office and other commercial services.'

### Clause 18 – Transport

Clause 18 identifies that Planning should ensure a safe, integrated and sustainable transport system that:

- Provides access to social and economic opportunities to support individual and community wellbeing.
- Facilitates economic prosperity.
- Actively contributes to environmental sustainability.

- Facilitates network-wide efficient, coordinated and reliable movements of people and goods.
- Supports health and wellbeing.

**Clause 18.01-3L (Sustainable Transport)** aims to 'support a sustainable transport system that reduces the impact of private motor vehicle traffic and on-street parking' through *development that prioritises 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.*

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**Clause 18.02-1S (Walking)** aims to 'facilitate an efficient and safe walking network and increase the proportion of trips made by walking'.

**Clause 18.02-2S (Cycling)** seeks to 'facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.'

**Clause 18.02-3S (Public transport)** seeks to 'facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.'

**Clause 18.02-4S (Roads)** aims to 'facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.'

**Clause 18.02-4L-01 (Car Parking)** aims to ensure that *'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.*

### Clause 19 – Infrastructure

**Clause 19.01-1S (Energy supply)** aims to facilitate appropriate development of energy supply infrastructure, including by facilitating energy infrastructure projects that help diversify local economies and improve sustainability and social outcomes and renewable energy generation and storage to meet on-site energy needs.

**Clause 19.01-2S (Renewable energy)** aims to 'support the provision and use of renewable energy in a manner that ensures appropriate siting and design considerations are met'.·

**Clause 19.03-3L (Water Sensitive Urban Design)** which applies to the construction of a building and has the following objectives (inter alia) *'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.'*

**Clause 19.03-5L (Waste)** which aims to *'make provision for waste and recycling in new development, including separation, storage and collection facilities and facilities for composting'* and *'ensure that the size and design of waste and recycling facilities can accommodate the waste and recycling likely to be generated by the development.'*

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## 4.3 Zone

### Commercial 2 Zone

The Site is located within the Commercial 2 Zone (C2Z).

The purpose of the C2Z is as follows:

- *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.*

Office is a Section 1 use and no planning permit is required for this activity.

Food and drink premises is a Section 1 use (if leasable floor area does not exceed 100sqm). As the total area of food and drink premises is 260sqm the use is classified as Section 2 – Permit Required.

Pursuant to Clause 34.02, a permit is required to use land for a Waste to energy facility, noting that Industry uses in Section 1 must not be a use specified with no threshold distance in Clause 53.01. There is no specified threshold distance for 'combustion, treatment or bio-reaction of waste to produce energy'. As such, a Waste to energy facility is a Section 2 use.

Pursuant to Clause 53.10-1, 'An application to use land for an industry, utility installation or warehouse for a purpose listed in the table to this clause must be referred to the Environment Protection Authority under section 55 of the Act if the threshold distance is not to be met or no threshold distance is specified'. Refer to Section 4.5 of this report for further information regarding Clause 53.10.

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

Pursuant to Clause 34.02-7 an application to construct a building or construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Refer to **Figure 4 – Zone Plan.**

## 4.4 Overlays

### City Link Project Overlay

The Site is subject to the CLPO. The purpose of the CLPO is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the efficient construction, operation and maintenance of the Melbourne City Link Project, the Exhibition Street Extension Project and CityLink Tulla Widening Project.*
- *To ensure that the display of a Business identification sign on land no longer required for the Melbourne City Link Project or the Exhibition Street Extension Project is limited to a level that does not compete with the display of signs shown on the plan titled "Melbourne City Link Project - Advertising Sign Locations November 2003".*

### Development Contributions Plan Overlay (Schedule 1)

The Site is subject to the DCPO. The purpose of the DCPO 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.*

Schedule 1 to the DCPO identifies the Site within Area 11 – Cremorne.

The schedule specifies levies payable per sqm of floorspace for commercial development amongst other types of development.

Refer **to Figure 5 – Overlay Plan.**

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### Design and Development Overlay (DDO), Schedule 51 (DDO51) – Cremorne Enterprise Precinct – Cremorne West

The purpose of the Design and Development Overlay is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

Pursuant to clause 43.02-2, a permit is required to construct a building or construct or carry out works.

The Site is covered by DDO51, an interim built form control that was gazetted into the Yarra Planning Scheme on 25 September 2025 via amendment C317yara.

DDO51 has the following design objectives:

- *To create a thriving enterprise precinct which delivers high quality, innovative and environmentally sustainable development to support commercial and employment opportunities.*
- *To support mid-rise built form with taller built form on Cremorne Street and the northern portion of Stephenson Street, transitioning to a lower built form on narrow streets and interfaces with adjoining low rise residential areas.*
- *To reinforce the fine grain industrial character of the precinct through a mix of well-designed new buildings and protection and adaptation of heritage and character buildings.*
- *To ensure development enhances the public realm and contributes to a network of pedestrian orientated streets through street activation, human scale development, sunlight access to Cremorne Street and Balmain Street and open spaces, comfortable wind conditions, and street setbacks at ground level.*
- *To ensure development responds to interfaces with residential precincts to minimise amenity impacts such as visual bulk, overlooking and overshadowing through appropriate scaling and transition of built form.*

DDO51 outlines several discretionary design requirements that apply to an application to construct a building or construct or carry out works. These generally reflect objectives of the Cremorne Urban Design Framework.

The Site is identified in Area CW-E on the 'Cremorne West precinct heights, setbacks and interface plan'.

Precinct CW-E has preferred requirements as set out below.

| Built Form | Preferred Requirement | Mandatory Requirement |
|---|---|---|
| **Maximum building height** | 36m | N / A |
| **Maximum street wall height** | 16m | N / A |
| **Minimum upper level setback** | 3m | N / A |
| **Minimum boundary wall height** | 24m | N / A |

Pursuant to subclause 2.15, an application to construct a building or construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

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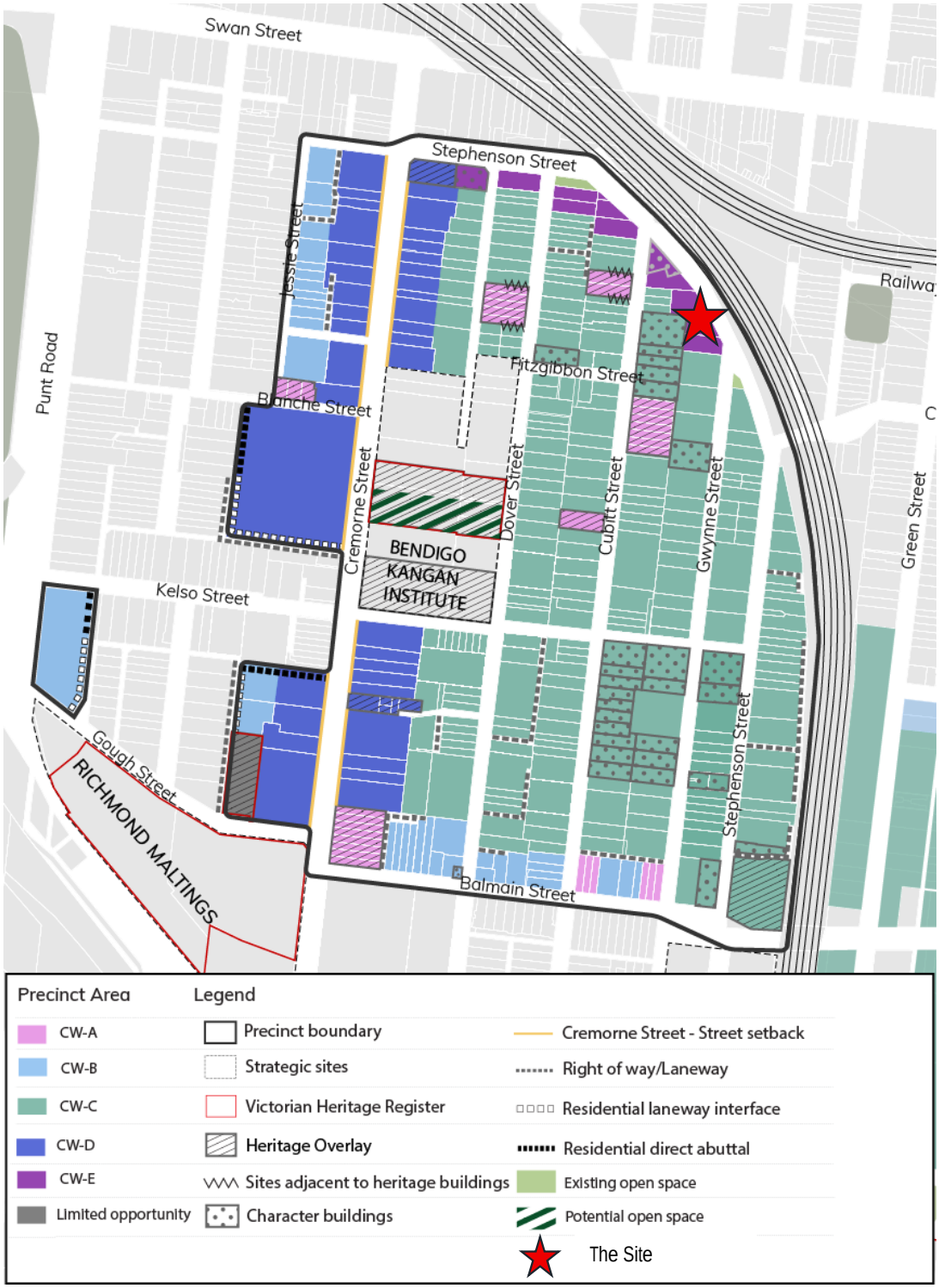


Cremorne West precinct heights, setbacks and interface plan (with Site identified)

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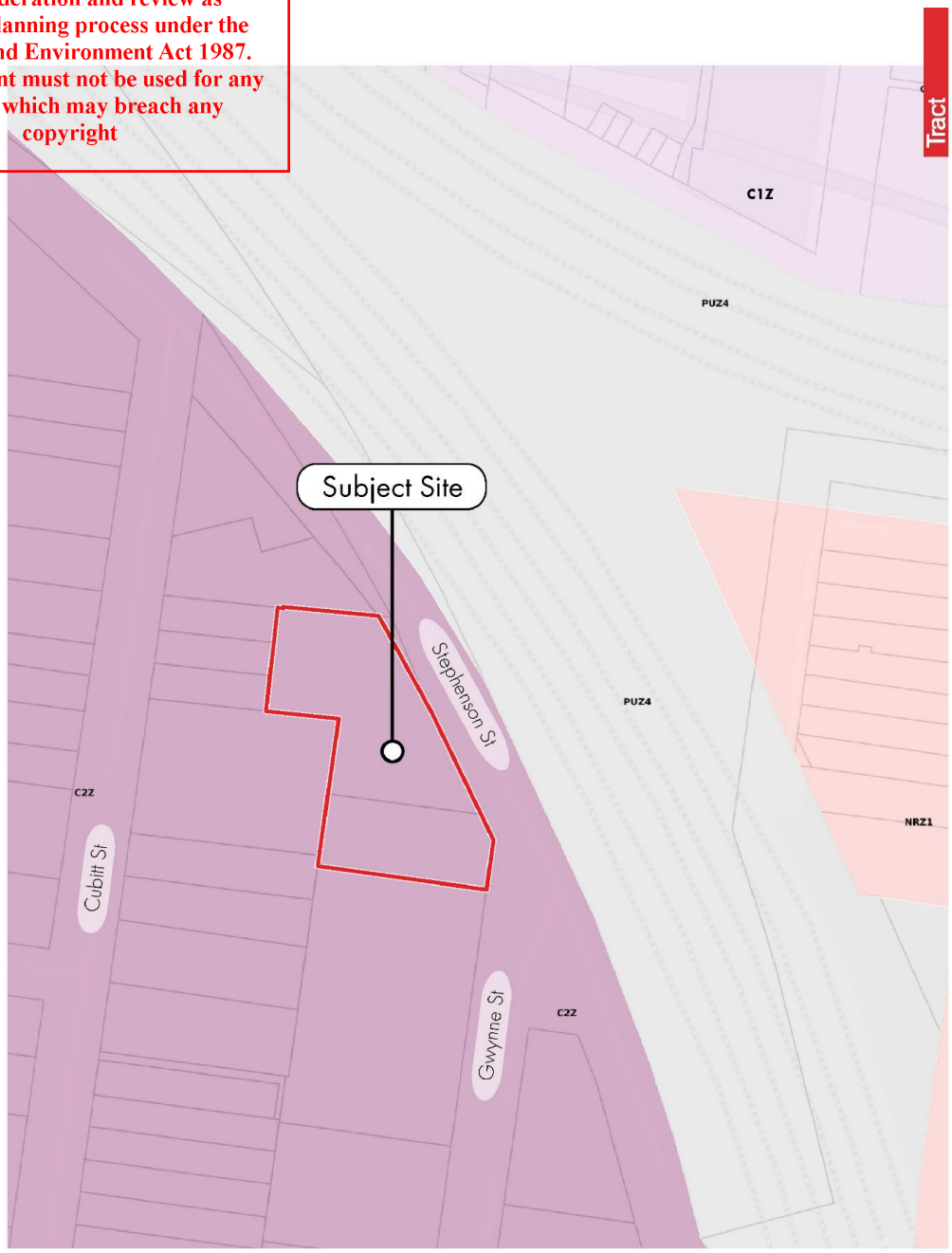


Drawing Title: Zoning Plan

Project Name: 28-30 Stephenson Street, Cremorne

| Drawing No. | Revision | Date | Drawn | Checked | Project Principal | Scale |
|---|---|---|---|---|---|---|
| 318-0531-00-P-03-DR03 | 00 | 08.09.2021 | LZ | CF | LC | 0 30M |

*Figure 4 – Zone Plan*

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Drawing Title: Overlay Plan

Project Name: 28-30 Stephenson Street, Cremorne

| Drawing No. | Revision | Date | Drawn | Checked | Project Principal | Scale |
|---|---|---|---|---|---|---|
| 318-0531-00-P-03-DR04 | 00 | 08.09.2021 | LZ | CF | LC | 0 30M |

Figure 5 – Overlay Plan

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## 4.5 Particular Provisions

### 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.*

Pursuant to Clause 52.06-5, as the land is identified as being within the Principal Public Transport Network Area, the Column B rate applies.

The requirements for the provision of car parking pursuant to Clause 52.06-5 are detailed below:

| Proposed use | Area | Statutory rate | Planning scheme parking requirement |
|---|---|---|---|
| Office | 6735sqm net floor area | 3 spaces to each 100sqm of net floor area | 202 spaces |
| Food and drink premises | 383sqm leasable floor area | 3.5 spaces to each 100sqm of leasable floor area | 13 spaces |
| Waste to energy facility | 92sqm | No rate listed in Table 1 | - |
| Restricted recreation facility | 245sqm | No rate listed in Table 1 | - |
| | | | Total: 225 |

Pursuant to Clause 52.06-3 (Permit requirement), a permit may be granted to reduce or waive the statutory car parking requirement.

The development has an on-site provision of 25 car parking spaces. As such, a reduction of 200 car parking spaces is sought against the requirements of the *Yarra Planning Scheme.*

Pursuant to Clause 52.06-6, where a use of land is not listed in Table 1 (e.g. for Waste to energy facility and Restricted recreation facility) car parking spaces must be provided to the satisfaction of the responsible authority before the new use commences.

### Clause 52.34 - Bicycle Facilities

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The purpose of Clause 52.34 is:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. A permit may be granted to vary, reduce or waive the requirements of this clause.

The requirements for the provision of bicycle parking pursuant to Clause 52.34-5 are detailed below:

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| Proposed use | Area / No. | Staff rate | Staff requirement | Visitor rate | Visitor requirement |
|---|---|---|---|---|---|
| Office | 6735sqm | 1 to each 300 sqm of net floor area for (NFA) if NFA exceeds 1000sqm | 23 spaces | 1 to each 1000sqm of NFA if NFA exceeds 1000sqm | 6 spaces |
| Retail (Food and drink premises) | 383sqm | 1 space per 300sqm | 1 space | 1 space per 500sqm | 0 |
| Minor sports and recreation facility | 245sqm<br>3 employees | 1 employee space per 4 employees | 0 spaces | 1 visitor space to each 200sqm of NFA | 1 |
| | | | Total: 24 spaces | | Total: 7 spaces |

Pursuant to Clause 52.34-2 (Permit requirement), shower and change room facilities are required where 5 or more employee bicycle spaces are provided.

The proposal includes an on-site provision of 48 bicycle spaces for employees, which exceeds the statutory requirements of 24 bicycle spaces for staff.

The proposal seeks a reduction to the requirement to provide eight visitor spaces on-site. Instead, the design response provides 16 spaces for visitors on Stephenson Street (twice as many as the requirement).

The proposal includes provision of end of trip facilities including change rooms and no less than seven showers on ground level, thereby exceeding the required provision rates.

### Clause 53.10 - Uses and activities with potential adverse impacts

The purpose of Clause 53.10 is to identify those types of uses and activities, which if not appropriately designed and located, may cause offence or unacceptable risk to the neighbourhood.

Clause 53.10-1 specifies threshold distances from any part of the land proposing a use or activity with potential adverse impacts to:

- land (not a road) in an Activity Centre Zone, Capital City Zone, Commercial 1 Zone, Docklands Zone, residential zone or Rural Living Zone; or
- land used for a hospital, an education centre or a corrective institution; or
- land in a Public Acquisition Overlay to be acquired for a hospital, an education centre or a corrective institution.

There is no specified threshold distance for 'combustion, treatment or bio-reaction of waste to produce energy'.

Referral to the EPA

Clause 53.10-1 specifies that 'An application to use land for an industry, utility installation or warehouse for a purpose listed in the table to this clause must be referred to the Environment Protection Authority under section 55 of the Act if the threshold distance is not to be met or no threshold distance is specified'.

This application proposes to use land for a waste to energy facility (bio-reaction of organic waste to produce energy). As such referral to the EPA is required.

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### 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.

Pursuant to Clause 53.18-3 an application to construct a building or construct or carry out works:

- Must meet all of the objectives of Clause 53.18-5 and 53.18-6
- Should meet all of the standards of Clause 53.18-5 and 52.18-6.

A comprehensive assessment of the proposal's response to stormwater management is addressed in the Sustainability Management Plan prepared by Finding Infinity and summarised in Section 5 of this report.

### Clause 53.22 – Significant Economic 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 provisions of this clause prevail over any inconsistent provision in this planning scheme'.

This clause applies to an application under any provision of the *Yarra Planning Scheme* if:

- The applicant submits written confirmation that the application is an application to which this clause applies.
- The condition corresponding to a category in Table 1 is met.

Category 3 specifies that the application must include a use specified in Table 2. The conditions corresponding to that use do not need to be met. The application may also include a use that is not specified in Table 2.

Category 3 applies where the Minister for Planning has advised in writing that they are satisfied the proposed use or development of land is of significance having regard to the:

- Purpose of clause 53.22.
- Estimated cost of development.
- Extent to which the development supports or implements planning policy.

Information demonstrating the likely feasibility of the proposed development is provided to the satisfaction of the Minister for Planning. This must include written advice from the Chief Executive Officer or delegate, Invest Victoria.

Exemption from review

Pursuant to Clause 53.22-4, an application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.

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## 4.6 Strategic and Other Planning Considerations

### Plan Melbourne 2017-2050 (2017)

Plan Melbourne 2017-2050 is the Victorian Government's metropolitan planning strategy that will guide the city's growth to 2050.

Plan Melbourne is structured with nine principles which underpin a long-term vision, seven outcomes, 32 directions and 90 policies.

In achieving the vision 'Melbourne will continue to be a global city of opportunity and choice'. The plan has regard Melbourne past, present and future to inform policy settings.

Plan Melbourne contains a number of relevant key policies for achieving Direction 1.1 which aims to 'Create a city structure that strengthens Melbourne's competitiveness for jobs and investment.'

Policy 1.1.2 supports the redevelopment of major urban renewal precincts in and around the central city. It is intended that these precincts will deliver high-quality, distinct and diverse neighbourhoods providing a major opportunity to deliver a significant increase in housing supply and diversity as well as employment generating land uses.

### Plan for Victoria

Plan for Victoria is the new state-wide vision and strategic plan to guide how Victoria will grow over time.

Although not yet introduced formally into planning schemes in Victoria, the plan will eventually supersede Plan Melbourne 2017-2050 through future amendments.

The plan is structured around five pillars: Self-determination and caring for Country, Housing for all Victorians, Accessible jobs and services, Great places, suburbs and towns, and Sustainable environments.

Under the pillar of 'accessible jobs and services', Economic Growth Victoria (a new government agency) has developed the 'Economic Growth Statement' which identifies the following priority sectors for Victoria: advanced manufacturing, health technology and medical research, the clean and circular economy, digital technologies and agribusiness.

The vision for 'sustainable environments' includes designing and building liveable and resilient workplaces and electrifying the built environment through a renewable energy transition.

### Spatial Economic and Employment Strategy (SEES) (2018)

The City of Yarra's SEES – prepared by SGS Economics and Planning – identifies the municipality's critical contribution to Metropolitan Melbourne's economic output, particularly with respect to Yarra's 'mix of retail and entertainment precincts, mixed employment precincts, and health and education facilities provide employment and services that are metropolitan in their reach and, arguably, vital to Melbourne's 'brand' as a creative urban economy.'

The Strategy notes that 'recent decades employment in Yarra has become increasingly knowledge intensive and services oriented with an economy that benefits from a well-connected, inner city location with access to workers, customers and other businesses' being a major factor – alongside a range of macro-scale drivers – in the number of knowledge workers in Yarra increases from 18,300 to around 44,000 between 1996 and 2016.

The Strategy estimates demand over the next 15 years for 389,000sqm of additional commercial floor space, with the Cremorne / Church Street South precinct having been 'identified as having significant floor space capacity if existing lower scale development is replaced by multi-storey development.'

It is noted that in the Cremorne precinct, commercial office rents are approaching CBD rates, indicating a need to provide an appropriate level of supply to ensure affordability and accessibility for the current mix of businesses is maintained.

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## Recycling Victoria – A new economy (February 2020)

*Recycling Victoria* is the State government's circular economy policy, which sets out a 10-year plan for waste and recycling.

The policy aims to transform how the economy uses materials, reuses, repairs and recycles to reduce waste, cut pollution and establish a strong recycling system. It acknowledges the need for businesses, government and individuals to collaborate to realise the benefits of a circular economy.

*Recycling Victoria* complements the national goal to halve Australia's food waste (the amount of organic waste sent to landfill) by 2030 by encouraging investment in appropriate food waste to energy mechanisms.

Planning for waste to energy infrastructure is a key commitment of the policy, with the Victorian Government supporting WTE projects where they:

- *Meet best-practice environment protection requirements including air pollution controls.*
- *Reduce the amount of waste sent to landfill and do not displace reuse or recycling.*
- *Do not inhibit innovation in reuse or recycling of materials.*
- *Meet best-practice energy efficiency standards.*
- *Reduce greenhouse gas emissions compared to the waste and energy services they displace.*
- *Have sustainable business models that create jobs and economic development.*
- *Work well with local communities in which they operate.* (p. 36).

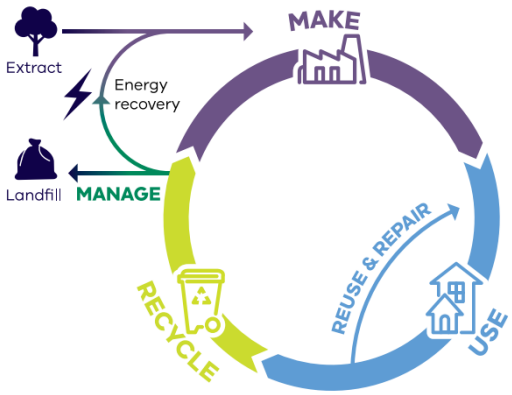


**Figure 2: Resource flows in a circular economy**

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*Extract from Recycling Victoria – a new economy (February 2020).*

## Cremorne Place Implementation Plan (December 2020)

The Cremorne Place Implementation Plan was developed by the VPA in consultation with City of Yarra, DELWP, the DJPR and the Cremorne community following the release of the Issues and Opportunities Paper (discussed below). The plan seeks to guide investment and growth in Cremorne around the following themes:

- Economy and innovation.
- Transport and movement.
- Public and open space.
- Buildings and development.

The Plan sets out the following vision for Cremorne:

> *Cremorne is a global innovation precinct with a vibrant village feel, new sustainable development, quality public spaces, active transport options, set within narrow streets and historic industrial buildings and workers cottages.*

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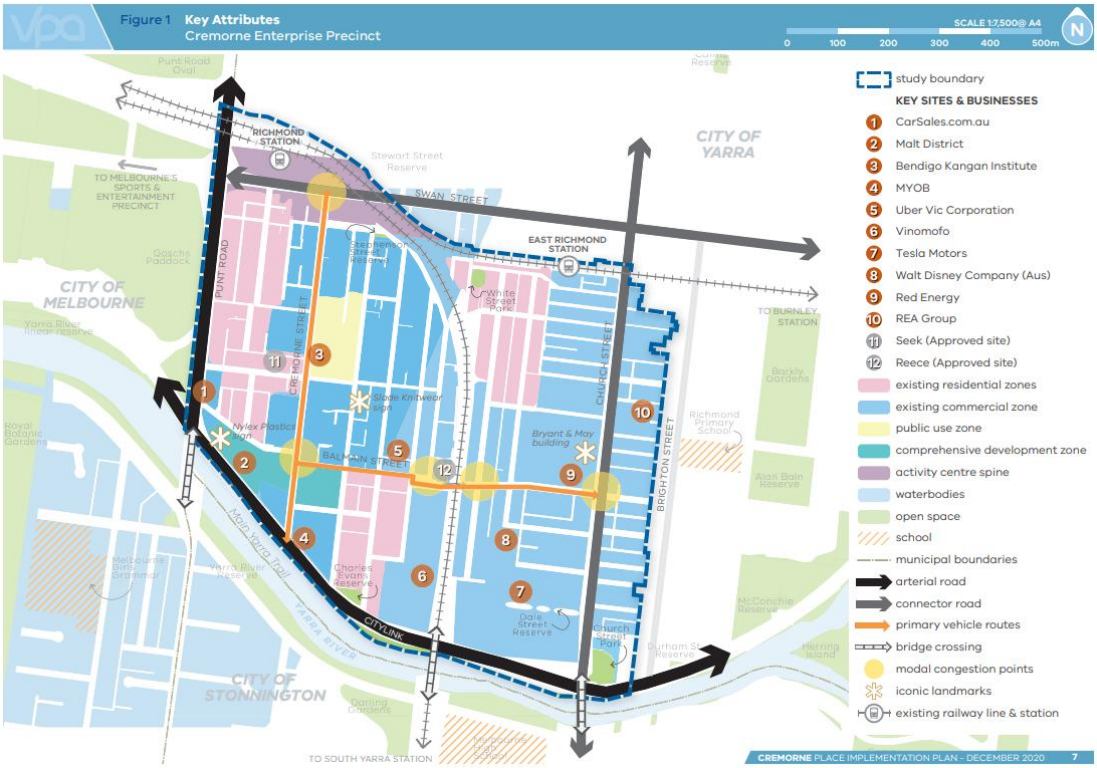
To realise the vision for Cremorne, the plan proposes a set of directions including the following:

- **Enterprise precinct** - *Grow as a sustainable major inner-metro enterprise precinct for creative and tech industries to support Melbourne's growing enterprise economy.*
- **Innovation anchor** - *Support the creation of learning accelerators and a centre for teaching and learning innovation at the Bendigo Kangan Institute site to serve as an education, training and community anchor institution for the precinct.*
- **Vibrant hub** - *Enhance Cremorne as a vibrant and diverse hub where Melbourne's entrepreneurs, innovators, startups, creatives and tech workers build partnerships, share knowledge, and grow together*
- **Streets for people** – *Encourage easy movement through Cremorne and its surrounds with sustainable transport options and improved access to the public transport network as a priority.*
- **Public amenity** - *Enhance the public and open spaces of Cremorne by redesigning the local road network for people, improving and increasing open space, urban greening, street art and more.*
- **Local character** – *Plan for the development needs of an enterprise precinct without compromising its distinctive assets, industrial and residential heritage and local character of Cremorne.*
- **Quality of place** – *Protect quality of place for both workers and residents by ensuring development complements Cremorne's built character and addresses the sensitive interface between commercial and residential buildings.*




*Key Attributes – Cremorne Enterprise Precinct (Cremorne Place Implementation Plan (VPA, City of Yarra, Victoria State Government, December 2020)*

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## Cremorne Urban Design Framework (September 2023) and Draft Amendment C318yara

Yarra City Council approved a revised Cremorne Urban Design Framework (**Cremorne UDF**) in September 2023, following consultation on the Draft Cremorne UDF (2022).

The Cremorne UDF builds upon the Cremorne Place Implementation Plan by taking its high-level vision and actions and developing these into detailed directions for the future of Cremorne to meet the changing needs of business and workers, residents and visitors. It introduces a detailed framework to guide the long-term future growth, development and character of the area.

The Cremorne UDF will provide the strategic basis for new built form controls in the *Yarra Planning Scheme.* Draft built form controls are proposed via Amendment C318yara, including a new Design and Development Overlay, Schedule 51 (DDO51) which would apply to the Cremorne Enterprise Precinct – Cremorne West.

Amendment C318yara also proposes a Parking Overlay (to promote sustainable modes of transport and limit the amount of car parking needed in new development) and a new policy under clause 11.03 to support the economic role of the precinct and opportunity for public realm improvement, amongst other considerations.

This application has been prepared having regard to the Cremorne UDF including its vision for the Cremorne West Precinct. A detailed assessment of the proposal against the key directions, objectives and vision for the Site under the Cremorne UDF is provided at Section 5.1.

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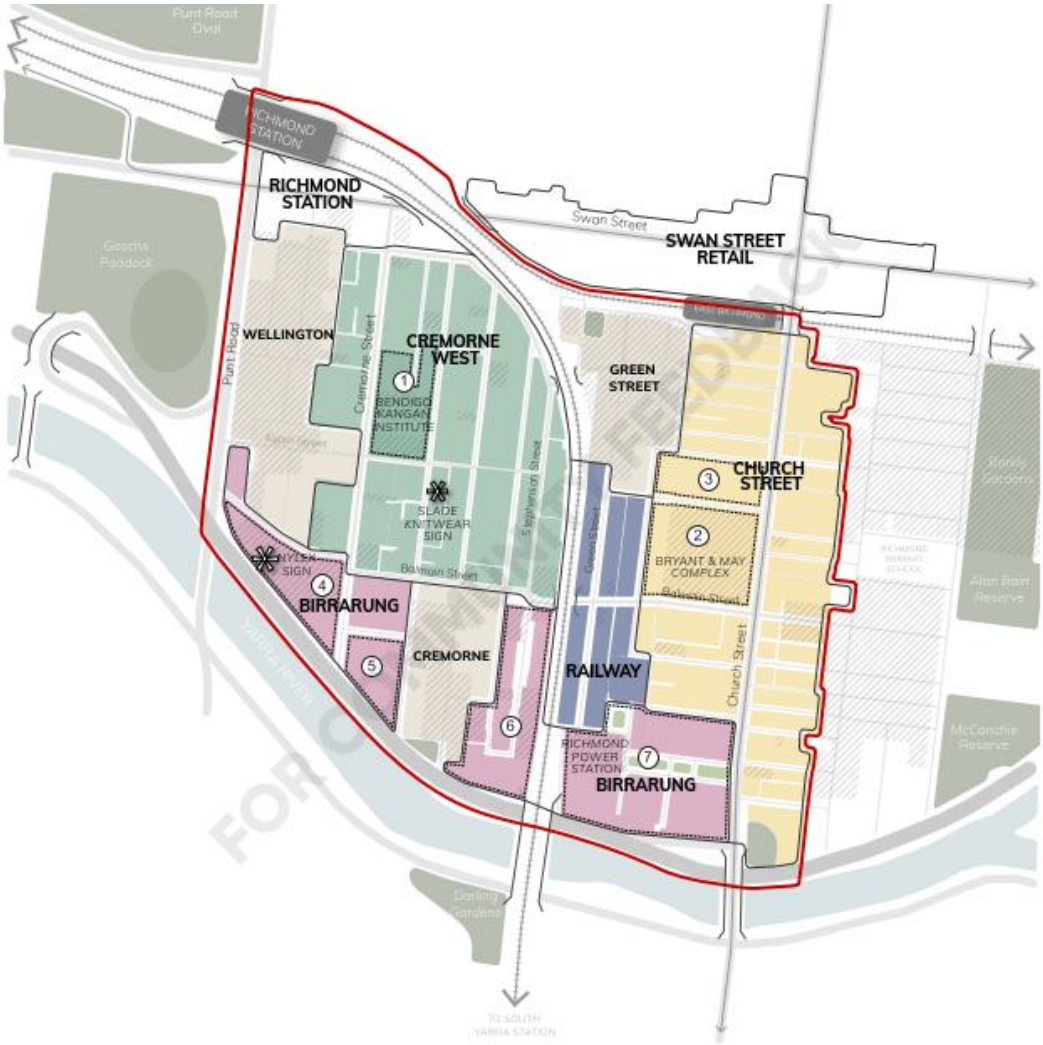


Figure 3 - Precincts

Cremorne UDF Precincts

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## City of Yarra Climate Emergency Declaration and Climate Emergency Plan 2024-2030

The City of Yarra was one of the first local governments in the world to declare a climate emergency.

The declaration recognises that climate change is the single greatest threat of our time and that the need to reduce carbon emissions to restore a safe climate is urgent.

Council acknowledges its role in bringing about action on climate and leading by example in accelerating its own carbon emission reductions.

The key transformations of Yarra's Climate Emergency Plan 2024-2030 are as follows:

- *Embedding proactive climate responses in the ways we govern and work and supporting our community to do the same in their everyday lives.*
- *Prioritising support for community members at greater risk from climate impacts to ensure they are connected, supported, and empowered to build resilience.*
- *Building partnerships and empowering our community to advocate for stronger climate policies, targets and actions and an equitable future for all.*
- *Achieving net zero emissions by 2035 by delivering innovative programs and initiatives that increase renewable energy, reduce energy use and support the transition to all-electric homes, businesses, industry and transport.*
- *Collaborating with Traditional Owners as decision-makers and partners in caring for Country, connecting our community with nature, and improving biodiversity and climate resilience in the natural environment.*
- *Ensuring everyone in Yarra lives and works in comfortable and climate-safe homes and buildings, supported by climate resilient public spaces and infrastructure*
- *Transitioning to a circular economy by supporting our community to consume less, repair, share, and repurpose more and send less waste to landfill.*

## Victoria's Climate Change Strategy (DEECA, 2021)

Victoria's Climate Change Strategy is the first in a series of five-yearly roadmaps to help achieve net-zero emissions and climate resilience by 2045.

The State Government has legislated the following emission reduction targets:

- 28–33% by 2025.
- 45–50% by 2030.
- 75-80% by 2040.

These targets seek to maintain Victoria's position as a climate leader in Australia and confirm the State's position as a leading jurisdiction globally, alongside the United Kingdom and the European Union.

The Strategy includes the following actions:

- *transition our state to a clean energy future that create jobs, cut costs for households and businesses and strengthen our energy system.*
- *invest in innovative technologies, such as zero emissions vehicles and hydrogen, and partner with businesses and communities to set Victoria up for their adoption.*
- *recognise and safeguard the role of our natural environment in reducing emissions, and ensure our farmers are well placed to embrace new technologies and practices that reduce emissions.*
- *support Victorian businesses and communities to cut emissions and thrive in a net-zero emissions future.*

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# 5 Planning Assessment

## Overview

When assessing the proposal against the *Yarra Planning Scheme*, it was determined that the following issues were relevant.

- Does the proposal align with the vision for Cremorne having regard to the Cremorne Urban Design Framework?
- Does the proposal achieve the outcomes sought in relation to building height, built form and urban design?
- Is the proposal consistent with relevant policy and provisions of the Yarra Planning Scheme including the C2Z?
- How is the proposal achieving the state and local sustainability and climate action objectives?
- Does the proposal create any unreasonable amenity impacts to neighbouring properties?
- Is the proposed arrangement for traffic and transport appropriate?
- Is the proposed arrangement for waste and loading appropriate?

Each of these issues is discussed further below.

## 5.1 Does the proposal align with the vision for Cremorne having regard to the Cremorne Urban Design Framework (September 2023)?

There is presently a policy gap in the *Yarra Planning Scheme* in relation to the land use and built form outcomes sought for Cremorne. Acknowledging this gap, this report applies weight to strategic documents including the Cremorne Place Implementation Plan and the Cremorne UDF to interpret Council's vision for the Site and Cremorne more broadly. An overview of these strategies is provided in Chapter 4.

The Cremorne UDF is of particular relevance to this application, having been published shortly after the existing planning permit (PLN21/0729) was issued and providing considerable strategic guidance for the Site and broader precinct. To assist the Responsible Authority in its assessment of this application, an assessment against the vision, key directions, objectives and actions, and recommended building heights of the Cremorne UDF is provided below.

### 5.1.1 Vision

As set out in the Cremorne Place Implementation Plan and replicated in the Cremorne UDF, the vision for Cremorne is:

*'A global innovation precinct with a vibrant village feel, new sustainable development, quality public spaces, active transport options, set within narrow streets and historic industrial buildings and workers cottages'.*

The vision for Cremorne West is that it *'will form the heart of the Cremorne 'Enterprise Precinct' with diverse global and local creative and innovative businesses. It will be a vibrant and busy commercial precinct with activity spilling out onto its streets'.*

#### Response

The proposal will contribute to the realisation of the vision for Cremorne and the Cremorne West / Enterprise Precinct in the following ways:

- Through Matter House the project's collaborators seek to construct a commercial building that is truly innovative in its approach to sustainability and which houses tenants that are equally bold and creative in their endeavours.
- The proposal will make a substantial contribution to the public realm through a tactile façade system and a series of considered improvements to the streetscape that will create a new, high quality public space to be enjoyed by the community.

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- The proposal facilities and encourages active transport usership through a substantial provision of bicycle parking spaces, top of the line end of trip facilities and an appropriately scaled reduction to the statutory requirement for car parking.

### 5.1.2 Key directions

The following key directions are set out in the Cremorne UDF. Directions most relevant to this application are **emphasised**.

1. Grow Cremorne's commercial core as a global tech and enterprise precinct.
2. Cremorne Street and Church Street as the key spines of the enterprise precinct.
3. Bendigo Kangan Institute campus reimagined as a creative and digital education and community hub.
4. Retain Cremorne's unique residential neighbourhoods in amongst respectful commercial development.
5. Celebrating the unique history of Cremorne's industrial and residential past.
6. **Redesigned road network which prioritises active and sustainable transport.**
7. Enhanced links to revitalise Richmond and East Richmond Stations.
8. A network of open space that links to neighbouring spaces outside of Cremorne.
9. **An exemplary environmentally sustainable precinct.**
10. Reconnecting Cremorne to the river corridor.

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#### Response

The proposal is strongly aligned with the key directions of the Cremorne UDF, introducing an exemplar commercial development that strengthens Cremorne's role as a globally recognised enterprise precinct through the delivery of 6520sqm of office floor space in a consciously programmed building that seeks to foster interaction and innovation amongst tenants and visitors.

The proposal will also establish a new benchmark for environmentally sustainable development within Cremorne through net-positive energy production, acting as a localised source of renewable energy that simultaneously processes organic waste from surrounding hospitality businesses. The ambitions of the proposed development have the potential to lead future development within the precinct in alignment with the Cremorne UDF.

Further to this, Hassell's design response makes a tangible contribution to the emerging design vernacular of Cremorne through a contemporary, environmentally conscious building that has been informed by the industrial heritage character of the local area, whilst delivering public realm benefits at street level in a manner that prioritises active transport and walkability.

Importantly, the Site's position on the north-eastern arc of Stephenson Street ensures that off-site amenity impacts are not introduced to existing residential housing within the precinct, providing further policy alignment for the significant commercial floor area to be delivered by this project in the proposed location.

### 5.1.3 Theme 1: A place to create, innovate and live

Theme 1 states that:

> *Cremorne will continue to grow as a global innovation precinct supported by places to live, shop and spaces to enjoy. This vibrant mix of uses will support the emerging economy and help to create a diverse and accessible place with great amenity for workers, residents and visitors.*

The relevant objectives of Theme 1 are set out below.

- **1.1 -** Continue to grow Cremorne as Melbourne's premier global innovation precinct.
- **1.2 - Support affordable workspaces and the diversity of creative and innovative businesses.**
- **1.3 - Provide the digital infrastructure to grow Cremorne as a centre for innovation and technology.**
- **1.5 – Recognise the commercial, employment, retail and residential roles of different precincts in Cremorne.**

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Response

- Objective 1.1 identifies that 'Enterprise precincts play a critical role in Victoria by providing land for business formation and idea development. Their ongoing success requires state and regional planning policy support and strategic direction.' The proposal seeks to create a building where business of varying sizes and ages can co-locate to share and develop ideas.
- The proposal aligns strongly with the intent of the actions outlined in response to Objective 1.2, delivering a market-led innovation hub that innovates in commercial programming and sustainable development practices.
- Objective 1.3 speaks to digital infrastructure. Whilst the proposal does not directly address the actions, the introduction of an anaerobic digestor (waste to energy facility) that will feed back into the grid represents a substantial innovation in the capacity of Cremorne to support high-tech digital infrastructure in an environmentally sustainable manner and improves energy networking in the precinct.
- Objective 1.5 outlines that 'the Cremorne West Precinct will support commercial activities ranging from small innovative manufacturing to corporate head offices.' Actions include updating planning policy support for Cremorne West as a commercial core. The proposal seeks to deliver a commercial building with 6520sqm of Office leasable floor area, and complementary uses, strongly aligning with this objective.

### 5.1.4 Theme 2: A leading sustainable and climate resilient precinct

Theme 2 identifies that leaders in the development industry will need to respond to the growing demand from businesses and the community for zero carbon, healthy and climate resilient workplaces.

Attaining 'zero-net emissions' or 'zero carbon' across Yarra is a key driver of Council's *Yarra Climate Emergency Plan*. It requires that the net carbon emissions from the entire municipality are equal to zero.

Commercial buildings are also identified to be a key part of Yarra's climate change mitigation response as these buildings emit the most emissions.

The relevant objectives of Theme 2 include:

- **2.1 - Facilitate and support net-zero carbon development**
- **2.2 - Creating an urban forest and greening buildings to mitigate the urban heat island effect.**
- **2.3 - Integrating water management into Cremorne to support a resilient and liveable precinct.**

Response

The proposal is extensively aligned with this Theme 2 and will set a new benchmark for the Cremorne precinct, City of Yarra and Victoria through the delivery of a net-positive commercial development that applies passive house design principles and prioritises employee health and wellbeing through design.

The proposal efficiently manages water and waste, notably through the introduction of a waste to energy facility (anaerobic digestor) which will take food waste from the building and surrounding precinct, convert this to energy to power the building and feed back into the grid.

The proposal also contributes to Cremorne's urban forest through enhanced public realm with canopy tree planting as well as rooftop planting and solar harvesting.

The proposal either directly aligns with or substantially exceeds the objectives and actions set under Theme 2 and does so ahead of any changes to the *Yarra Planning Scheme* that directly encourage and facilitate such an outcome.

### 5.1.5 Theme 3: Connected and accessible Cremorne

Under Theme 3 the Cremorne UDF sets out its support for convenient, safe and sustainable transport modes – walking, cycling and public transport, that allow workers, residents and visitors choice and ease of access.

The objectives as relevant under Theme 3 are set out below.

- **3.1 – Create a highly accessible and well connected movement network that prioritises sustainable and active transport and discourages through traffic.**

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- **3.3 – Deliver a safe and attractive local cycling and pedestrian network which connects strategic corridors, major trails and key destinations.**
- **3.4 – Reduce off-street parking requirements to promote more sustainable modes of transport.**

Response

The proposal aligns with the objectives and actions of Theme 3, prioritising pedestrian and cycling (as well as public transport) as the primary means of access for employees and visitors.

This is exemplified through integrated cycling end of trip facilities and public realm improvements that assist with delivering a more walkable public realm, a key challenge in Cremorne. This aligns with the designation of Stephenson Street as a key 'Movement Corridor' which is identified for footpath widening in *Figure 19 – Streets Implementation Plan*.

Off-street car parking is limited in the proposal to 25 spaces, ensuring that employees are not incentivised to access the Site via private motor vehicle.

### 5.1.6 Theme 4 – Spaces for people

Theme 4 outlines that 'a high-quality public realm and sense of place will be created in Cremorne through its safe, green, pedestrian friendly streets and integrated network of public spaces'.

Cremorne is currently constrained by its high-density environment and narrow footpaths, with a growing community requiring improved public realm and open space.

The following objectives are of key relevance to the proposal.

- **4.1 – Creating a network of high quality public spaces in Cremorne.**
- **4.3** – Redesigning Cremorne's streets as places for people.

The proposal aligns with these objectives through the enhanced public realm, footpath widening, activation and tree planting in a manner that aligns with Council's recent investment into a pocket park at the corner of Gwynne and Stephenson Streets.

Stephenson Street is identified as a key Movement Corridor with 'street re-design' encouraged via the Cremorne UDF (Figure 40 – Open space and public realm framework).

### 5.1.7 Theme 5 – Quality design that builds on Cremorne's precinct identity

Theme 5 acknowledges that Cremorne is undergoing significant change and development pressure. The high demand for office floor space in Cremorne and unprecedented investment is changing the scale of commercial development.

The Cremorne UDF seeks to introduce new built form controls to guide future development in alignment with the following objectives (as relevant to the proposal).

Whilst built form controls are yet to be drafted or introduced to the *Yarra Planning Scheme* the objectives of Theme 5 provide guidance for design and development in the precinct.

The objectives are summarised as relevant below:

- **Objective 5.1 – Create a comfortable and engaging public realm**

  Objective 5.1 seeks (as relevant) to:

  - Create opportunities to enhance the public realm.
  - Create well designed buildings at street level.
  - Retain solar access to key footpaths and open space.
  - Minimise adverse wind effects caused by buildings in the public realm.
- **Objective 5.2 – Delivering high quality sustainable buildings**

  Objective 5.2 seeks (as relevant) to:

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- Sustainable buildings will be addressed through the implementation of Council's existing ESD policy and any new standards.
- Recommendations include net-zero carbon emissions, maximised daylight, sustainable design features and design of facades that are responsive to the orientation to achieve optimal thermal comfort.

- **Objective 5.3 – Ensuring the scale and form of buildings responds to their context**

  Objective 5.3 seeks for new buildings to be responsive to their context, including neighbouring buildings, the character of the street and the broader Cremorne context.

  - Buildings heights in the Cremorne UDF range between 3-10 storeys and are proposed to be *preferred* (discretionary) heights.
  - Building heights are taller along main streets, including the northern arc of Stephenson Street.
  - Upper-level setbacks of between 3-5 metres are generally encouraged.
  - New design will be high quality and display design excellence.

Response: Objectives 5.1 and 5.2

The proposal responds to the objectives and actions of Theme 5 as follows:

- The proposal places a strong focus on how the building integrates with the public realm. This is achieved via:
  - The widening of the Stephenson Street footpath to include space for public seating, bicycle parking and landscaping with feature trees.
  - A highly activated ground plane with the following features accessible to the public and visible from the street:
    - 'Oculus' concrete entry portal.
    - Operable glazing / doorways.
    - Amphitheatre seating facing the lobby and entry.
    - Food and drink premises.
    - Landscaped terrace within the west building setback.
- Above ground level, the building has been designed with wind mitigation measures to ensure a comfortable public realm, noting that pocket parks along Stephenson Street have recently been introduced and upgraded, including at the corner of Gwynne Street and Stephenson Street to the south of the Site. The Wind Report prepared by Vipac demonstrates that the proposed 13 storey building with sheer streetwall to Stephenson Street will be able to achieve comfortable wind conditions in the public realm through design measures relating to the footpath canopy and public seating, amongst others.
- The proposal seeks to go beyond Council's existing ESD policy and new standards by creating a building that is a net producer of energy, net importer of organic waste and captures and reuses as much stormwater as possible.
- The building's high performance façade - in terms of insulation, glazing, airtightness and shading – directly aligns with the recommendation to design facades that are responsive to orientation to deliver optimal thermal comfort. The dynamic façade will allow sunlight to penetrate the building in winter, while shading the building from thermal heat gain in summer.

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*Extract from Design Report (Hassell)*

Response: Objective 5.3

In addition to the actions listed above, Objective 5.3 sets out recommendations for overall building heights, street wall, setbacks and building design within the Cremorne UDF.

With respect to this objective it is necessary to acknowledge that whilst the Cremorne UDF provides important policy context for land use and development, recommended design guidelines such as those relating to building height, street wall and setbacks are yet to be drafted in the form of a permanent planning control that has been reviewed by a Planning Panel.

The recently gazetted amendment c317yara introduced an interim built form control 'Design and Development Overlay, Schedule 51 (DDO51) which includes discretionary height and setback controls (detailed at Section 4.4 of this report). These align with the guidance provided in the Cremorne UDF, including:

- A preferred maximum building height of 9 storeys / 36 metres.
- A preferred maximum street wall height of 4 storeys / 16 metres.
- A preferred minimum upper-level setback of 3 metres.

The proposal, at 13 storeys and 49.9 metres (including roof terrace, but excluding sawtooth roof feature) seeks to exceed the preferred height of 36 metres, and does not introduce a podium to Stephenson Street which remains consistent with the previously approved design.

Notwithstanding, the proposed development demonstrates an exceptional alignment with the policy objectives of Theme 5, including Objective 5.3. Notably:

- The overall height of the building and presentation to Stephenson Street has been designed in a manner that is site-responsive.
- The Site is applied the highest preferred height within the Cremorne West Precinct (CW-E Precinct), reflective of the prominent 'precinct-edge' location and limited off-site amenity impacts. Refer to Figure 44 for further detail.
- The proposal aligns with the objective for street walls to reinforce an appropriate scale for pedestrians along streets, including architectural detailing with tactile materials, depth and articulation to ensure an engaging experience.
- The proposal introduces a well-designed building edge and facade on a building that is visible from the elevated railway line.

Further assessment in relation to the building's height and presentation is provided in Chapter 5.2.

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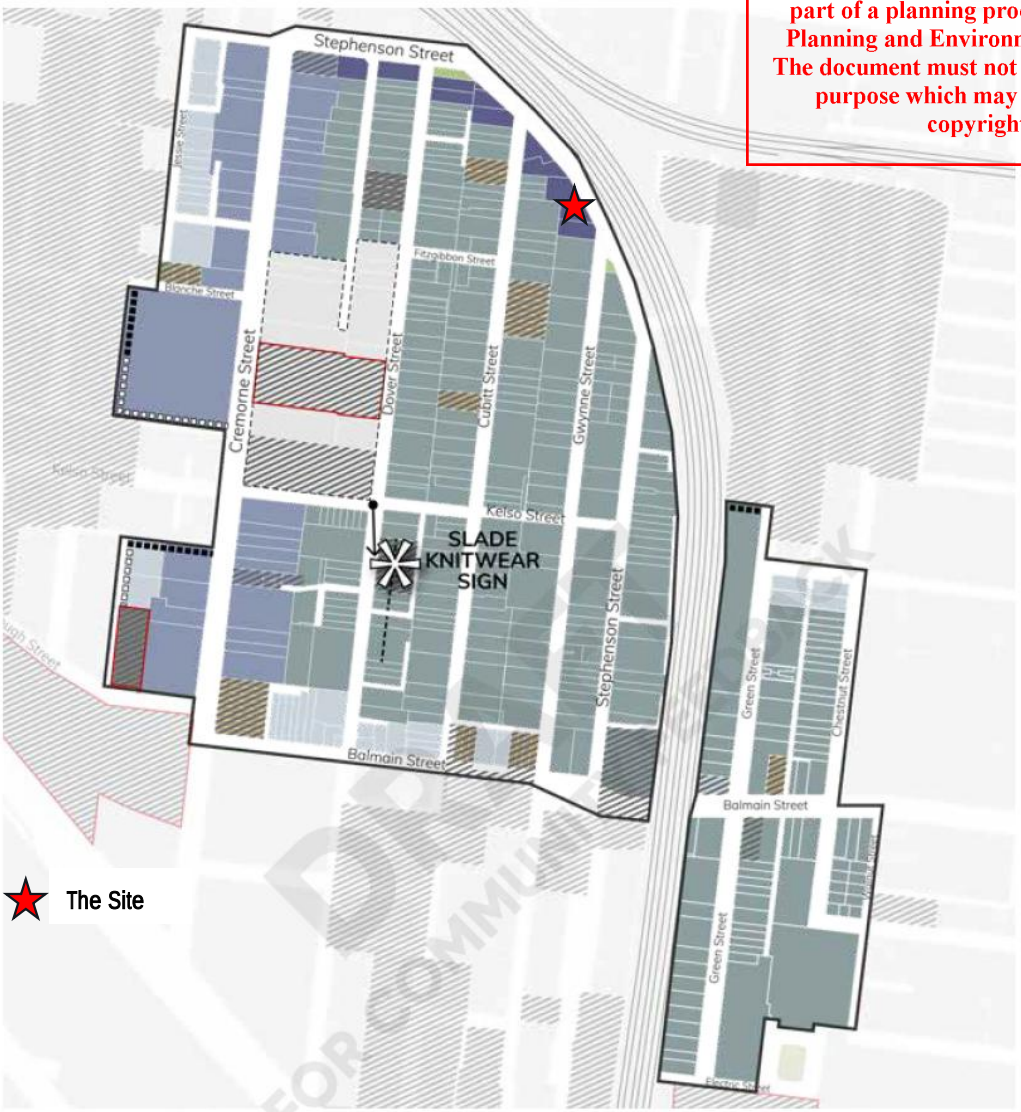


- Precinct boundary
- Strategic sites
- Heritage Overlay
- Victorian Heritage Register
- Residential laneway interface
- Residential direct interface
- Slade Knitwear Sign (HO343)
- Primary view location
- Upper level setback (11m)
- Limited development opportunity

*For sites within the Heritage Overlay or adjacent to a site in the HO, refer to Objective 5.4.*

| Maximum overall building height | Maximum street wall height | Minimum upper level setback |
|---|---|---|
| 36m (9 storeys) | 16m (4 storeys) | 3m |
| 32m (8 storeys) | 16m (4 storeys) | 5m (subject to solar) |
| 28m (7 storeys) | 12m (3 storeys) | 3m |
| 20m (5 storeys) | 12m (3 storeys) | 3m<br>5m (Balmain Street / Jessie Street) |
| 12m (3 storeys) | --- | --- |

*Figure 44 - Cremorne West and Railway Precinct - building heights, street wall heights and upper level setbacks*

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## 5.2 Does the proposal achieve the outcomes sought in relation to building height, built form and urban design?

### Proposed height and massing – an elegant verticality

The *Yarra Planning Scheme* identifies areas where a low-rise built form character is sought to be protected and maintained and pockets where higher development is appropriate.

The proposed building height is not only appropriate for the Site context, but is purposeful and furthers the objectives of the *Yarra Planning Scheme*. Matter House stands proud at a height of thirteen stories, being three stories taller than the building approved under PLN21/0729.

28-30 Stephenson Street is a Site that presents an opportunity for striking architectural expression, with an angular frontage set opposite the Richmond-South Yarra rail corridor facilitating a sheer built form outcome that is articulated by the gentle angles of the façade and the interplay between dynamic façade elements with the activity within the building.

While not uncharacteristic of the Cremorne area, the proposed height and massing represents a considered design choice not to adopt a 'podium and tower' typology - an approach that is seen in other parts of the municipality more confined by heritage and neighbourhood character considerations. Whilst the podium and tower typology is successful in many parts of the City of Yarra, there is an impetus to facilitate greater architectural diversity and expression in locations such as Cremorne where buildings can be designed to proudly contribute to the burgeoning creative and tech hub whilst minimising public realm and off-site amenity impacts.

This is apparent when considering how the building will be experienced. There is no 'opposite footpath' from which to read the upper levels of the building. The building, importantly, will most often be read by passengers on inward and outward-bound city trains or from longer range viewpoints. The cohesively designed building with striking saw tooth roof feature will act as a prominent visual gateway into the CBD and the Cremorne Enterprise Precinct.

At the pedestrian scale, the focus is drawn to the dynamic façade material which services a utilitarian function through seasonal filtering of sun and shade, whilst also providing a tactile material to contrast with the glazing beyond. Pedestrians will experience and engage with the ground floor which opens to Stephenson Street with generous landscape and activation. Providing an important node of street-activity which is in short supply in the local area.

More broadly, the building genuinely establishes new standards of self-sufficiency and the broader sustainability and design objectives are of such a standard that the visual prominence of the building will help to act as a proud landmark for residents and visitors to the City of Yarra, demonstrating the capacity for Cremorne to deliver innovation in architecture, culture and sustainability through its established networks of creatives and construction businesses.

The commercial use and programming of Matter House contributes to its built form expression. Matter House is a creative hub and a collective for many businesses and groups to come together to grow professionally and personally. The building is designed to provide visual connection through the veiled façade through to the multitude of businesses within, as well as visible activity nodes at ground floor and rooftop.

Sitting atop the building within its sawtooth frame, the rooftop greenhouse and complementary community-minded uses acts as a metaphor for the building as a whole; a building grounded in the economic traditions of Cremorne, a place for new ideas to flourish while emerging companies and established companies help each other to grow.

### Built form and urban design

The following assessment is provided with regard to relevant policy at Clause 15.

- Cremorne is an area designated for higher built form (as a major employment precinct) and the suburb is experiencing substantial change accordingly. In terms of pattern of development and building space, it is noted that the Site is part of a block of lots that are large in relation to finer grain lots on the west side of Cubitt Street and on the east side of the trainline. The development has therefore been designed to respond to these streetscape elements, acknowledging the Site's ability to accommodate a more robust form having regard to the coarser urban grain.
- Having been through an iterative design process, the proposal is able to demonstrate specific benefits that typically warrant a taller built form (relative to the prevailing pattern of mid-rise form).These benefits include:
    - **Architectural design excellence**. The proposal incorporates a highly considered façade strategy (detailed at Section 3.4) that exudes architectural elegance and serves many functions: it is thermally dynamic, references

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Cremorne's industrial built form heritage, allows outlook to multiple aspects and allows views into the building from the elevated trainline.

- **Best practice environmental sustainability objectives in design and construction.** The proposal will set a new benchmark for what it means to be sustainable. More than the BESS score of 73% equating to 'ESD Excellence', the building represents innovation in three key areas that are not included in the above rating tools – dual rooftop use (greenhouse potential and solar), waste to energy production, and high performance heating and cooling.
- **Positive contribution to the enhancement of the public domain.** The proposal makes a substantial contribution the public realm through proposed improvements to Stephenson Street including widening the footpath, providing public seating, the planting of street trees and incorporation of raingardens as water sensitive urban design (also detailed at Section 3.4).

· The proposed development contributes positively to the public environment in line with Clauses 15.01-1S, 1R and 1L through the following measures:

- Considered urban design gestures / improvements to Stephenson Street that provide an outdoor space for people to meet and gather.
- A welcoming ground floor area that will be open to the public.

With regard to **Clause 15.01-2L (Building Design)**, the proposal achieves the following:

· A positive contribution to the urban fabric and public realm through a careful selection of building materials (terracotta piping, precast concrete and glazing) and integration of the building with the street by activating the ground plane with publicly accessible spaces internally and through considered urban design gestures.

· A building height that aligns with the emerging context of the Cremorne Precinct, noting several recent developments of eight-thirteen stories in vicinity of the Site. Additionally, the building has been designed with a façade that minimises the appearance of visual bulk through a tactile veil of terracotta pipes over glazing.

· A ground level façade that is well integrated with the street and contributes to the public domain as discussed above, through urban design gestures such as seating, footpath widening and landscape treatments.

· Opportunities for passive surveillance of the public realm from lower levels of the building.

· A distinct and well-defined pedestrian entry to the building through a feature 'oculus'.

· An environmentally sustainable development. Refer to the discussion above at Section 5.4.

· A site coverage that responds to features of the Site and the character of the surrounding area.

· A high level of amenity for future building occupants with a focus on work / life balance and wellbeing at its core and provision of a sense of connection to the Site's immediate environs.

· Equitable development opportunities to adjoining lots through a considered massing and façade strategy. The massing has minimal off-site amenity impacts due to the absence of any immediate residential uses or public facilities. Further, in terms of shadow, the location and characteristics of the Site means that a vast proportion of shadow cast by the proposed built form will fall on other development sites rather than on areas warranting protection (such as the public realm / footpaths / private open spaces).

· A substantial landscaping response throughout the building.

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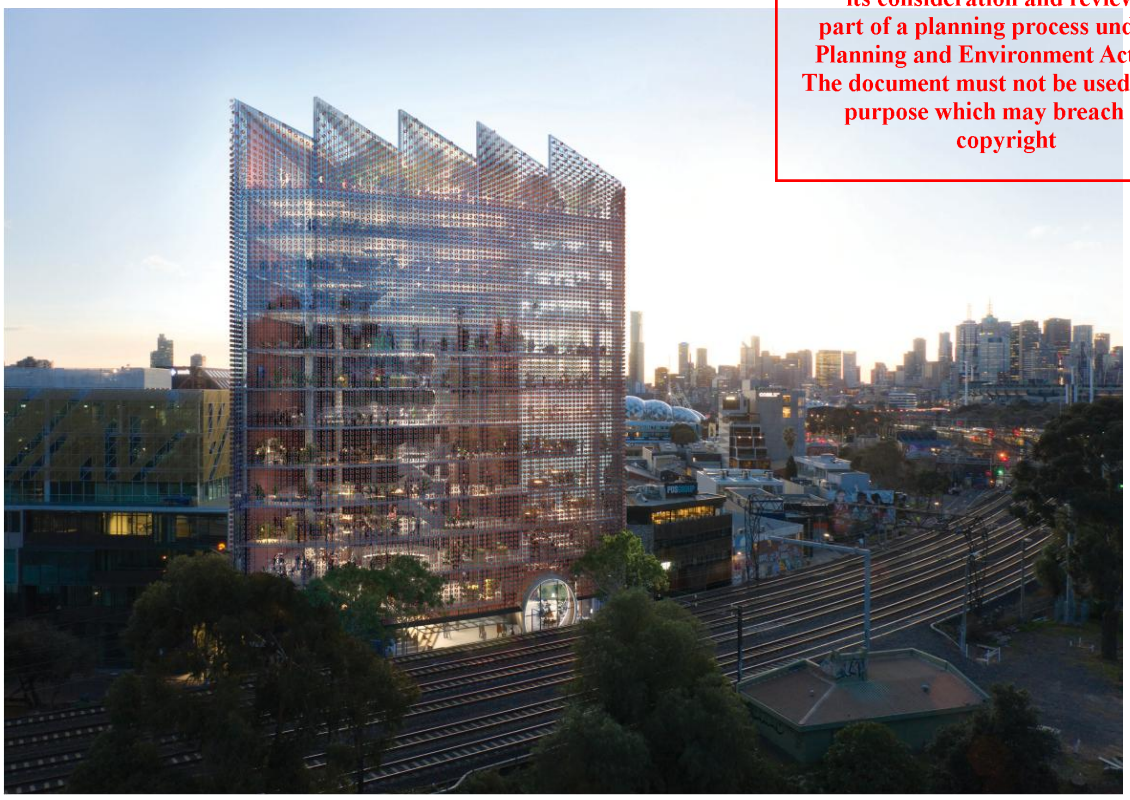

*Extract from Design Report prepared by Hassell*

## 5.3 Is the proposal consistent with relevant policy and provisions of the *Yarra Planning Scheme* including the C2Z?

The proposal is consistent with various policy and provisions outlined in the *Yarra Planning Scheme*, including state and metropolitan planning policy, Plan Melbourne 2017-2050, local planning policy and the municipal strategic statement, while having regard to both the land use zoning and overlay provisions affecting the Site and relevant particular provisions.

More particularly, it is noted that:

- The proposal aligns with the City of Yarra's vision set out in Clause 02.01 by demonstrating design excellence including through a truly state-of-the-art approach to sustainability, increasing opportunities for employment through a unique commercial offering and facilitating cycling, walking and public transport as predominant modes for travel to work. It also provides a mid-rise building in a part of Cremorne undergoing substantial change and capable of accommodating this scale of built form and level of density.
- The proposal supports the broader economic and employment-related provisions of the Planning Policy Framework (Clauses 17, 17.01-1S, 17.01-1R, 17.01-1L, 17.01-2S, 17.02-1S) for the following reasons:
  - The provision of 6520sqm of net leasable commercial office area and the provision of 391sqm of Food and drink premises (two tenancies) which contributes to increasing the number and diversity of local employment opportunities, close to where people live.
  - The proposal specifically seeks to accommodate creative and innovative tenants that will benefit from the crosspollination of ideas with other tenants in the building and, at a wider scale, from co-locating in Cremorne with other businesses and industries of this nature.
- As detailed at Section 5.2, the proposed building designed by Hassell represents an excellent architectural response to the project brief, the Site and its context and aligns with and furthers the objectives of State and local

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urban design and built form policies (Clause 15). Importantly, the proposal strongly aligns with Clause 15.01-2L to achieve environmentally sustainable development through:

- A passive design response that minimises the need for heating, cooling and lighting.
- On-site renewable energy generation through solar PV array and an anaerobic digester; and
- Use of low embodied energy materials.

- The proposal does not immediately adjoin any existing residential uses and as a consequence there is limited opportunity for offsite impacts such as overlooking, noise and overshadowing.
  - Where some overshadowing occurs to surrounding streets (the public realm) this is considered appropriate with regard to the Site context.
  - In relation to potential noise sources (mechanical plant and car stackers), the Acoustic Report prepared by Cogent states that there is no reason the measures recommended in the report can't be achieved to comply with the EPA noise protocol.
- The location of the proposal close to high-quality public transport routes, proposed bicycle parking in excess of minimum requirements and proposed reduction to standard car parking rates will promote sustainable transport options through reduced reliance on the private car. The proposal is consistent with the provisions set out in Clauses 18.

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## Commercial 2 Zone

### General Decision Guidelines

With particular regard to the provisions of the Commercial 2 Zone and the *General* decision guidelines at Clause 34.02-7, the following is noted:

- The Office use, Food and drink premises and Restricted recreation facility are entirely compatible with the purpose of the C2Z to 'encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.'
- The building is not expected to affect the safety or amenity of adjacent, more sensitive uses, given that the use is a light rather than heavy commercial use. It is noted that there are no immediately adjacent residential uses with the closest residential zone located on the opposite side of the trainline to the east and existing residential dwellings located in the C2Z to the west separated from the Site by properties on the east side of Cubitt Street and Cubitt Street itself.

### Use Decision Guidelines – Waste to Energy Facility

With regard to the *Use* decision guidelines and the proposed waste to energy facility, the following is noted:

- Existing uses in the vicinity of the Site will be compatible with the proposed waste to energy facility (in terms of providing organic waste for collection).
- There will not be a conflict between existing uses and the proposed use (by nature of its discreet operation).
- The drainage of the land will not affect the proposed use.
- The proposed waste to energy facility is designed to feed renewable energy to the grid, offering broader public benefit.
- The operation of the waste to energy facility will involve minimal impact to traffic generation on roads through organic delivery by EcoCaddy – small cargo tricycles that are well suited to navigate narrow streets in Cremorne.
- The proposed use is not expected to affect nearby existing residential areas (on the other side of the railway line) as it will not generate typically industrial off-site effects relating to smell or noise. This can be confirmed by referral to the EPA (required under Clause 53.10 for the proposed waste to energy facility ('combustion, treatment or bio-reaction of waste to produce energy').
- It is noted that the approved development under PLN21/0729 included an anaerobic digester with organic input capable of powering the building. This included referral to the EPA and it was determined that the design and location of the digester would not cause offence or unacceptable risk to the neighbourhood. The additional EcoCaddy trips required to deliver the increased throughput to the digester, proposed in this application, are not expected to cause any unreasonable offsite amenity impacts.

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Buildings and Works Decision Guidelines

With regard to the decision guidelines for *Building and works* at Clause 34.02-7, the following is noted:

- The proposal has been designed with due regard to the movement of pedestrian and cyclists, with adequate entry points into the building from Stephenson Street and circulation area to access the lifts and end of trip facilities. The proposed loading bay and vehicular access point has been assessed by One Mile Grid and Ratio as appropriate in terms of loading and waste removal.
- The provision of car parking has been assessed as appropriate to the use and context and in terms of furthering Yarra's objectives in terms of sustainable personal transport. Refer to Section 5.6 of this report and to the Transport Impact Assessment prepared by One Mile Grid for further detail.
- The proposal incorporates a sophisticated streetscape response including accommodating a design recommendation (a canopy to the Stephenson Street footpath) arising from the Wind Impact Assessment prepared by Vipac. With regard to illumination, a public lighting strategy will be further developed at design development stage. A nominal location has been shown for projected 'artwork or lighting to train wall' along Stephenson Street in the plans prepared by Hassell.
- The building including all landscaped areas will be privately maintained.
- It is expected that the building will be able to be connected to existing services. It will also utilise proposed energy generating features in terms of servicing.
- The building incorporates a substantial stormwater response, diverting rainwater to a 15KL rainwater tank to be used for toilets and irrigation. The proposal has a STORM rating of 145% far exceeding the benchmark.
- The building benefits from a location on the north-east side of its block, which means that solar access is maintained to Stephenson Street for a large proportion of the day. A small amount of shadow is cast to dwellings on the west side of Cubitt Street at 9am on 21 September. Refer to the Shadow Diagrams prepared by Hassell for further clarification.

## 5.4 How is the proposal achieving the goals of Yarra and Victoria's ESD directions?

The building delivers precisely what is sought by Yarra's Climate Emergency Plan on several accounts: 'an acceleration of a local circular food system' (action 7.2.1), 'an innovative, community scale energy solution' (action 4.1.1), and a building with 'an enhanced climate resilience response' that will help accelerate the introduction of elevated zero carbon targets (action 6.1.4) / a Net Zero Code.

The proposal further aligns with Yarra's Climate Action Plan and Victoria's Climate Change Strategy, and sustainability policy more broadly, through the following key achievements and initiatives:

- Net positive energy through the incorporation of an anaerobic digester and 20 kW Photovoltaic Solar System.
- High-performance building fabric and HVAC.
- Rooftop solar greenhouse (dual rooftop use).
- A Built Environment Sustainability Scorecard (BESS) Score of 73% equating to 'ESD Excellence'.
- A STORM assessment with a rating of 145%.
- A commitment to exceed minimum NABERS performance by achieving a rating of at least 5 stars.
- Efficient LED lighting, with daylight and motion sensors and timers in common areas.
- Fixtures, fittings and appliances to be modern energy and water efficient, within one star of the best available.
- 100% electric fossil fuel free building, no gas connection.
- Natural light and mixed mode ventilation.
- At least 15 KL rainwater tank connected toilets and irrigation.
- Materials selection to avoid embodied energy and negative health and environmental impacts.
- Electric vehicle charging.
- Promotion of human powered transportation, through the provision of best practice standards for bicycle parking and end of trip facilities.

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- Provision for further reduction of parking space over time, as alternative modes of travel become prevalent.

The proposed waste-to-energy facility aligns with relevant state policy *Recycling Victoria – a new economy* (February 2020) by contributing to the national goal to halve Australia's food waste (the amount of organic waste sent to landfill) by 2030 by encouraging investment in appropriate waste to energy technologies.

The proposal demonstrates the capacity for businesses, government and individuals to collaborate to realise the benefits of a circular economy and forge new ground in the way waste and energy can be integrated into the urban fabric.

Refer to the **Sustainability Management Plan** prepared by **Finding Infinity** for further information.

## 5.5 Does the proposal create any unreasonable amenity impacts to neighbouring properties?

The proposal has been designed to respect the equitable development opportunity of all adjoining land. A summary of the potential amenity considerations to adjoining sites is set out below.

2-6 Gwynne Street and 8 Gwynne Street

With particular regard to visual bulk and daylight impacts to adjoining sites, we note the following:

- The existing development at 2-6 & 8 Gwynne Street provides a deep setback from its northern boundary as well as taking primary daylight access from the east.
- The large outdoor terrace at 2-6 Gwynne Street receives light and outlook from multiple directions including uninterrupted views to the east, over the trainline and NRZ.
- In the C2Z, there are no provisions to protect sunlight to terraces, notwithstanding the existing outdoor terrace and windows will receive direct sunlight at multiple points during the day.
- Visual bulk is a lower order consideration between commercial buildings. The degree to which the building imposes any substantive impact in terms of visual bulk to 2-6 Gwynne Street is negligible.
- The proposal seeks to preserve the equitable development opportunities of 2-6 Gwynne Street and 8 Gwynne Street through the application of a section 173 agreement.

5 – 9 Cubitt Street

- The setback from the west boundary is greater than the setbacks provided to on the adjoining sites where there are windows (5-9 Cubitt Street).
- This is a good outcome in terms of daylight provision and building separation.

11 – 15 Cubitt Street

- The proposal is designed to preserve the equitable development opportunity of 11-15 Cubitt Street.
- If redeveloped this land will achieve much of its daylight from the west (Cubitt Street).
- The setback of the proposed building from the northern-west interface also provides daylight from the north to 11-15 Cubitt Street.

Having regard to the above, the proposal does not create any unreasonable amenity impacts to neighbouring properties.

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## 5.6 Is the proposed arrangement for traffic and transport appropriate?

A comprehensive assessment against the transport impact and arrangements of the proposal is provided within the Transport Impact Assessment prepared by One Mile Grid.

The TIA concludes the following:

- *The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;*
- *The proposed EcoCaddy tricycles are expected to comfortably operate on-site for deliveries, with limited traffic impacts expected noting at most 2 per hour will be received;*
- *The proposed provision of car parking results in a shortfall of 172 spaces when compared to the Planning Scheme requirements;*

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- *The proposed supply of car parking is considered appropriate, considering the following:*
  - The site has excellent access to sustainable transport modes with various train, tram and bus *services in the immediate vicinity of the site;*
  - *The site has good access to formal and informal cycling routes, providing additional access options for staff and visitors;*
  - *There are several share car pods in close proximity of the site;*
  - *The provision of extra bicycle parking spaces above the statutory requirements promotes an alternative means of transportation for staff and visitors;*
  - *The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities;*
  - *Existing parking restrictions within the vicinity of the site will encourage employees to utilise alternative transport options and ensure they do not park long-term on-street; and*
  - *Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity. The operation of the car lift is not expected to have an impact on the operation of Stephenson Street or Gwynne Street;*
- *The operation of the car lift is not expected to have an impact on the operation of Stephenson Street or Gwynne Street;*
- *The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the surrounding road network; and*
- *There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.*

For the reasons outlined above, the proposal is considered to provide an appropriate response in terms of traffic and transport.

### 5.7 Is the proposed arrangement for waste and loading appropriate?

A comprehensive Waste Management Plan (WMP) has been prepared by Ratio in accompaniment of the application.

The proposed waste arrangements for general waste and recycling (collection by private contractor via a loading bay on Stephenson Street, separated waste streams and storage at ground floor in the waste room) are considered to be appropriate to the use and likely volume of waste generated.

The proposed transfer of organic waste to the Site for processing in the WTE facility as discussed above in Section 5.3 is not expected to cause any management issues or offsite amenity impacts.

Refer to the WMP prepared by Ratio for further information.

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# 6 Conclusion

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This report describes the proposed development of *Matter House,* an industry-leading commercial office building featuring a food and drink premises, restricted recreation facility and waste to energy facility (anaerobic digester) at 28-30 Stephenson Street, Cremorne.

It has been advised in writing by the Department of Transport that a planning permit application can be made for the proposal under Clause 53.22 of the *Yarra Planning Scheme.*

The proposal will accommodate a range of innovative and creative businesses seeking to locate in a state-of-the-art environmentally sustainable building within the Cremorne Enterprise Precinct.

The proposed building designed by Hassell and heavily informed by Finding Infinity's sustainability strategy sets the bar incredibly high in terms of design excellence and environmental performance. In terms of innovation, the building achieves net positive energy generation through a solar generating roof and an anaerobic digester that will power the building and feed back into the grid.

Above the ground plane, the 13-storey building introduces a well-designed silhouette and façade that will be visible and admired from the elevated rail line. The proposed massing and façade design is supported by the wind tunnel testing, demonstrating that a comfortable pedestrian environment will be maintained.

The design and built form parameters are extensively aligned with the existing approval for a ten (10) storey building under PLN21/0729. The design has been reviewed in response to the *Cremorne Urban Design Framework* (UDF) which was released following the granting of the planning permit.

The proposed development is broadly consistent with the accrued development rights obtained via the existing planning permit but modified to introduce an additional three storeys of commercial (office) floor space, an increased operational capacity to the on-site anaerobic digester (which will operate as a waste-to-energy facility) and additional complementary uses (food and drink premises and restricted recreation facility).

Chapter 5 of this report provides an assessment of the proposal against the relevant planning policy documents that guide commercial development in Cremorne, as well as the policy and provisions of the *Yarra Planning Scheme*.

The report finds that:

- The proposal is exceptionally aligned with the *Cremorne Urban Design Framework*, City of Yarra's Climate Emergency Plan and Victoria's Climate Change Strategy.
- The application is consistent with the Commercial 2 Zone and various relevant provisions of the *Yarra Planning Scheme* including Council's built form and urban design policies.
- The proposed building height and employment floor area is appropriate having regard to the policy alignment with the Cremorne UDF, the emerging surrounding context, and the purpose of Clause 53.22 – Significant Economic Development.
- The proposed waste-to-energy facility is appropriately sited and designed and will provide a net-benefit to the community through the conversion of organic waste generated in local hospitality businesses to electricity which will exceed the energy demands of the building and feed back into the grid.

On the basis of the above, the proposal represents a highly considered and significant development that merits the issuing of a planning permit to facilitate its delivery.

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# Appendix A Response to OVGA Comments

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# 28-30 Stephenson Street, Cremorne
# Response to OVGA comments

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The below table provides a response to comments made by the OVGA in their memorandum dated 05 March 2025.

## Context and urban design

| OVGA comment | Response |
|---|---|
| *Is the building type and location an appropriate neighbourhood fit?* | |
| *As previously noted, this is an appropriate outcome for this site.* | Noted. |
| *Will the form and external appearance of the design improve the quality and amenity of the public realm and streetscapes?* | |
| *Yes, the design is very well considered and there is a strong commitment to high quality design outcomes.* | Noted. |
| *Does the design fit into local networks including pedestrian, cycle, car and service access and circulation requirements, including contributing to neighbourhood permeability?* | |
| *Yes, project is a clever solution to a complex site condition.* | Noted. |
| *Dedicated bicycle access with sliding door and internal parking is well considered.* | Noted. |
| *Are heights, street frontages and interfaces at ground level appropriate?* | |
| *Heights are a planning department decision.* | Noted. We understand the height is supported by the planning department. |
| *Street address appears appropriate and welcoming.* | Noted. |
| *Wider footpath and planting improve context.* | Noted. |
| *Are there any heritage impacts?* | |

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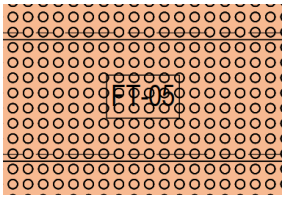
| | |
|---|---|
| *Not that were raised.* | Noted. |

Architectural design

| OVGA comment | Response |
|---|---|
| *Is the building bulk, massing and modulation successful?* | |
| *Yes, building is well executed. Design has a clear idea which is carried out well. There is significant strength in the design form and layering of the façade detailing which work successfully together.* | Noted. |
| *Need to capture sawtooth detail of roof profile and depth to elevation in front of lift overrun and stair lid to roof. This detail, depth, and material is critical to capture and to ensure strength of design is not eroded by the pragmatics of these rectilinear forms against the saw tooth profile. Further design required to capture this design intent in documents.* | Please refer to views 'in the round' within the 3D model prepared by Hassell. |
| *West elevation is correctly tagged as FT-05 but does not have the dimpled precast finish shown. Update drawings to include the dimple to ensure that this not substituted at a later date to FT-13 which is just a flat panel. This is critical to ensure design is read in the round. Again, we note it is correctly tagged, however the ambiguity of what is 'drawn' can easily lead to future discussions of it being 'incorrectly tagged'. A flat panel would be a significantly inferior urban outcome.* | Noted.<br>West Elevation is tagged as FT-05 and shows the dimple to precast, consistent with the tag. See extract below.<br>  |
| *In design development, carefully consider the sheet metal and carpark door details. Consider how graffiti, dents, scratches, can be easily dealt made good. No problem with having flat, blank elements, just need to ensure they can be maintained to retain design vision, i.e. repainted or protective coatings.* | If required, an anti graffiti coating can be included to these elements. |
| *Are there acceptable relationships with other nearby buildings in terms of separation, setbacks, amenity and urban form?* | |
| *The building appears well considered in the round.* | Noted. |

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|---|---|
| *Is the architectural design approach, materials and detailing appropriate?* | |
| *It is excellent to see the physical prototyping of the façade pipe detail. This commitment to the design is strongly supported.* | Noted. |
| *Strongly recommend full scale design prototypes are undertaken to further tune the entire façade assembly and resolve key issues as early as possible.* | Full scale prototype has been built for wind and harmonic testing. Refer wind tunnel test report and images of the full sized façade prototype. |
| *External screens need to be physically tested ASAP in a wind lab. There are numerous complexities to resolve early in the design development process. Common issues facing external decorative screens on taller buildings are:*<br>- *Harmonic resonance (natural frequency) can lead to extreme vibration and ultimate failure. Screens and screen support will have high velocity wind pass through and around them and can be subject to vibration. There have been cases overseas where screens have gone into harmonic resonance. Test and revise if required.*<br>- *Screens can cause exceptionally loud and high-pitched whistling noise and prototypes need to be tested in wind tunnels to design out these unexpected and highly nuanced issues.*<br>*These issues cannot be resolved through wind simulations, they require physical testing of screen build up at scale.* | This concern was considered and addressed in the wind report, 'Full Scale Wind Tunnell Tests on a Façade Prototype of the Matter House Development, Cremorne' prepared by J Synnot, T Kerr and J Kostas of MEL Consultants, submitted to DTP on 20 June 2025.<br>The wind tunnel test included harmonic monitoring. |
| *Remaining concern about unresolved resolution to façade maintenance (noting Hassell comments on drawing 'Façade Detail 01')*<br>*Cleaning outside face of glass behind terracotta pipes will be difficult. Should there be an accessible work platform between glass and pipes?*<br>*The façade detail shows a vertical gap of 155mm between each 300mm wide pipe. The pipe is set off the glass by 150mm. It is unlikely you can get an adequate or effective cleaning regime to work within these constraints. While it may be physically possible to insert a squeegee vertically and rotate it within the gap it is not likely to lead to actually being functional. How is glass proposed to be cleaned and has this been verified by a service provider as feasible?*<br>*Consider if the façade screen should cantilever further away from the face of glass to allow for access between these two elements.* | This concern is addressed in 'Matter House – Façade Maintenance Proposal' prepared by Barwon Rope Access.<br>It outlined that primary access will be via trained rope access technicians using anchor points, with façade spacing allowing for unobstructed cleaning. While the cleaning process is time-consuming, it is confirmed by the contactor as a 'safe and manageable approach'. |

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| *Cleaning of pipes is an issue - they will gather significant dirt; all city buildings do.*<br>*Consider if part of internal base of pipe is a darker colour to hide discolouration and dirt build up? Consider if the internal finish should be glazed? Consider if the base of the pipe is removed so no dirt or water can settle?*<br>*Test putting pipe prototype outside, on top of Hassell Studio roof, for six months to see how it weathers and test ideas on how to deal with any discovered issues. Noting all occupants are forced to look through the glass and pipes so its long-term visual performance is of great importance to the project.* | Hassell has provided the following response to this concern:<br>*The building's concept originated from the modern re-interpretation of an industrial warehouse. The terracotta colour pipe was to selected to reinterpret a brick façade which is a material that embraces wear, marks and patina. We believe the building will only become more beautiful as natural weathering occurs and creates subtle variation across the façade as a whole.*<br>*The comment regarding the internal collection of water and dust is valid, however, the final design of the pipe will ultimately have a minor fall from middle of pipe to exterior. This is due to the proposed construction methodology and thicknesses associated to construct the pipes.*<br>*This camber will not be visibly noticeable as the falls are minor, however, we are confident that this will mitigate water ponding and dirt buildup.* |
| *The design concept is strong, functionality just needs to be fully worked through.* | Noted. |
| *Ensure glass replacement can occur internally for all panes and that a lift is sized to allow for the maximum pane size to be replaced using this method. If external replacement is required, outline how pipe screen can be removed and reinstated at height safely and efficiently to allow access to glass pane behind. Currently not sufficiently resolved.* | A response to this concern is included in the Façade Details sheet prepared by Hassell, as follows:<br>- *Where possible, the preferred method of glazing replacement is from the internal side, with assistance from rope access operators on the external side to remove and replace structural silicone seals.*<br>- *If internal replacement is not possible, glazing can be replaced externally with a traction hoist suspended from a freestanding needle davit temporarily installed on the roof level.*<br>Where panels fit in the lifts, they will be replaced internally. Where they do not, façade pipes can be de-tensioned to allow for external replacement. This is subject to the detailed design process and panel sizing. |
| *Note the transparency of the façade shown in the overall renders is not realistic. The glass façade will be quite opaque (dark), and it will only be at night that it will become transparent. Further the pipe elements will also make the façade appear solid across much of a view, not all equally transparent as presented in some views.*<br>*None of this façade opacity is actually a problem, as it will be a very dynamic and appealing façade, however it is highly unlikely to look like the renders. It would be beneficial for the design team to render out more* | Noted. |

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| | |
|---|---|
| *accurately to allow them to make more informed decisions as they progress into design development.* | |

Amenity

| OVGA comment | Response |
|---|---|
| *Are there environmental impacts, including sustainable design, overshadowing, visual and acoustic privacy, noise, wind and reflectivity* | |
| *All previous ESD comments are reiterated.* | Noted. |
| *We commend the stated intentions and innovations but strongly recommend a 'Nabers Commitment Agreement' for a minimum of 5.5 Stars and a commitment to a Greenstar Rating of at least 5 Stars. Only through these commitments can an outcome be guaranteed with reasonable confidence. The material presented demonstrates good intentions and research, but documentation is only indicative.* | The applicant has confirmed they are happy to commit to 5.5 NABERS and 5 Star GreenStar. |
| *If the proponents are serious about their initiatives and claims (e.g. providing 200% of the building's electricity consumption through generation, pathway to zero, zero waste), these would contribute significantly to the above independently verified ratings. Thus, the proponent should not have a problem committing to them.* | The applicant has confirmed they are happy to commit to 5.5 NABERS and 5 Star GreenStar. |
| *The claimed 73% BESS score relies on the expanded anaerobic digestor capacity of 10 to / day, collecting organic waste from 340 businesses (!) with 6 vehicles.* | We note that the digester is proposed on the basis of a there being a solid business case. There are alternative methods available, however, including partnering with supermarkets for food waste disposal and agricultural waste (plant products) if required. This has been confirmed by ActiveResearch. |
| *Despite more general material provided, key concerns remain about the systems design and architectural integration of the proposed anaerobic digester and cogeneration plant. There are significant discrepancies within the material provided. These include:*<br>- *Access to the basement space for the receiving chute / balance tank highly questionable through either a gatic (in the middle of the car park entry) or via the substation (most likely prohibited). Apparently a daily 15min walk through is needed.* | Discrepancies have been rectified in the updated material provided to DTP including dimensions of the generator and proposed reactor aligning with proposed space in Basement 01.<br>In response to the remainder of queries:<br>- A Traffic Letter has been prepared by OneMileGrid confirming suitability of access to the receiving chute / balance tank at carpark entry and limited potential for conflict with other vehicles.<br>- Access will be via lift and car lift for all equipment. |

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| - *Access for maintenance / replacement of equipment questionable*<br>- *Dimensions of the setup (12m long generator) don't match drawings.*<br>- *Proposed reactor height of 7m does not fit into proposed space on Basement 01.*<br>- *No air intake or exhaust are shown for the generator.*<br>- *Proposed use of co-generation heat is unclear as the heat pumps for air conditioning / heating are located on the roof. The only applicable reference project (Green Solution Hotel, Denmark) given uses a pool as a heat sink.*<br>- *The waste report states that the plant would 'likely require a full-time staff member to manage waste loading.' Is this feasible?*<br>- *Operations of the organic waste collection are critical to support the system. The provided website and landline number for organic waste collector (EcoCaddy) appear disconnected. It is unclear whether the business exists.* | - Air intake / exhaust for the proposed generator is shown in mechanical drawings provided (HVAC).<br>- Proposed use of co-generation heat will be for the wellness use on the roof (sauna, spa, etc.).<br>- Feasibility of full-time staff member to manage waste loading has been factored in to the overall building costs.<br>- EcoCaddy or an alternative business is proposed to collect and provide the organic waste. Alternative sources are available as confirmed by Active Research including agricultural waste (plant products). |
| *Are layouts functional and accessible with enough space, storage, light, outlook, fresh air and comfort* | |
| *Layouts are functional and appropriate* | Noted. |
| *Well considered core arrangement* | Noted. |
| *Open floor plan is logical solution to site condition* | Noted. |
| *Note - ensure sufficient capacity in at least one lift to allow for higher elements to be moved between roof top plant and ground floor for maintenance (goods / passenger lift) – appears this may already be addressed in central lift which has higher RL* | A lift has been allowed to run to Plant Deck to ensure plant replacement strategy. |
| *Is landscape integrated into the design* | |
| *Extended footpath is an improved urban outcome* | Noted. |
| *Tree planting and WSUD approach appears well considered and successfully brings landscape to a hard urban edge* | Noted. |
| *Low level landscaped outdoor space to west creates a successful buffer and adds visual porosity to the ground plane* | Noted. |
| *Unclear about the need and rationale for the three-storey free standing plant screen? Without a design presentation* | Hassell has provided the following response to this concern: |

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| *from the designers, it is difficult to assess the success of this element.* | *This trellis or planting screen was convinced as an element to function within the "Cremorne Art Chimney".*<br><br>*The Art Chimney is an interactive green / art space that will take ques from the 3d dimensional volume and verticality of the courtyard and grow vertically not horizontally to maximize the opportunity for greenery and art while also providing potential screening to adjacent neighbors.*<br><br>*The chimney and it's suspended greenery seeks to appear as a 'green oasis' behind the proposed café area, and will be accessible for café patrons during open hours.* |

Summary

*The overall architectural approach is of significant merit.*

*The OVGA is not providing further commentary on height which is a planning department consideration.*

*It is critical the façade strategy is resolved and is not left as an issue for the tenant to work around or removed by the contractor and replaced by a substandard solution (e.g. glazed frit surface treatment). Façade set outs or floor areas may need to change to allow for a holistic façade solution. We note these are more technical components however as the project relies on these elements for a high-quality design outcome they become a planning risk. If these issues are not resolved and captured in principle now, they may be removed. A contractor will likely state the façade is poorly considered, is not meeting key functionality requirements, and could be vastly simplified saving time and money.*

*The landscape and public realm commitment appears to be working well on what is complex and highly urban context.*

*A strong ESD commitment is required. We suggest a commitment to a 5.5-star Nabers and 5- star Greenstar rating provides us confidence in the project, while allowing the design team to navigate a range of options to get a best for project outcome.*

*The OVGA are generally supportive of this ambitious project.*

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# Matter House
## Sustainability Management Plan

*REV 09 - Prepared by Finding Infinity*
*Issued: 07/08/2025*

The United Nations stated that we need to halve carbon emissions globally by 2030, for human survival. This means we need to transform our exisiting buildings and infrastructure. And what about our new buildings? Every new building needs to give back to our city. To be a producer, not a consumer. Not simply be 10% better than the minimum, but actually provide a positive impact. Today, and for the lifetime of the building. Every project is an opportunity to help accelerate Greater Melbourne's transition towards becoming the world's first Self Sufficient City. But currently there are far too few examples in this city to make it easy for developers to know how to create a positive impact. We are extremely excited about this opportunity to work together with City of Yarra to create an example to help future generations. We are not interested in doing less harm, it's time for us to create a positive impact through the construction industry.

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# An office building as a producer.

*Giving back resources to the city and future generations.*

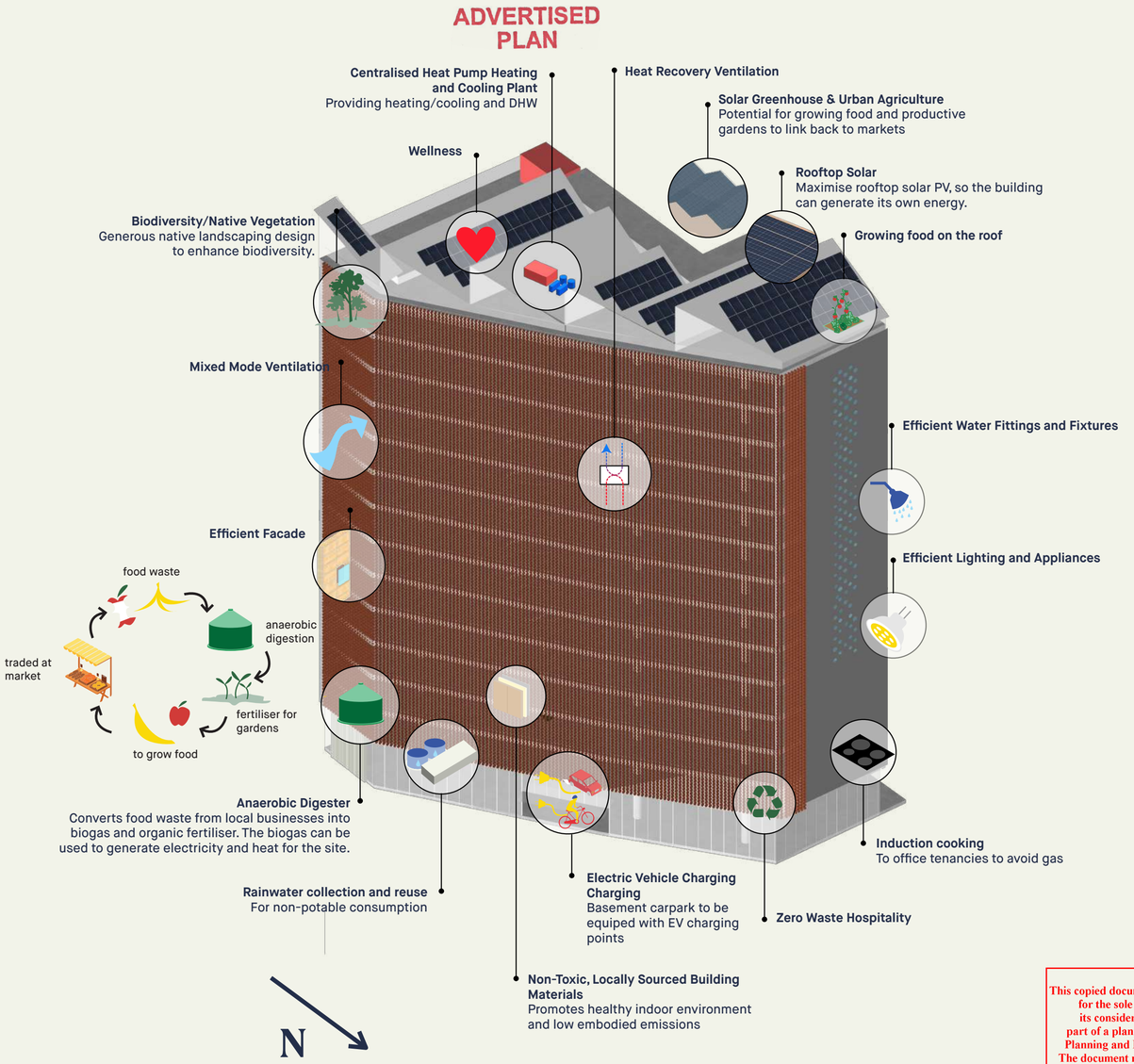
*Creating a world leading example in City of Yarra to help inspire more developers in Melbourne to push the limits environmentally.*

*Helping transform Greater Melbourne into a self sufficient city.*

*We seek to go beyond minimum compliance and rather target maximum performance.*

*Creating an example that implements every single commercially viable initiative we possibly can to inspire more developers to do the same.*

*Creating a building that can help accelerate the introduction of a Net Zero Code in Greater Melbourne.*




**Energy**
*Generates >200% more than it consumes*

**Water**
*26% reduction in mains water consumption*

**Waste**
*Treats more waste than it produces*

***<10 Year payback***

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# The Project

*A new office building in Cremorne.*

*A workplace with a work-life balance that puts creativity at its core.*

*A built form and place identity that belongs to the next evolution of Cremorne.*

*This city needs more examples. This building is designed to give more than it takes, not only in terms of resources, but as an exemplar to future generations.*

*The project achieves a score of 73%, considered "excellence", when benchmarked using the Built Environment Sustainability Scorecard (BESS).*

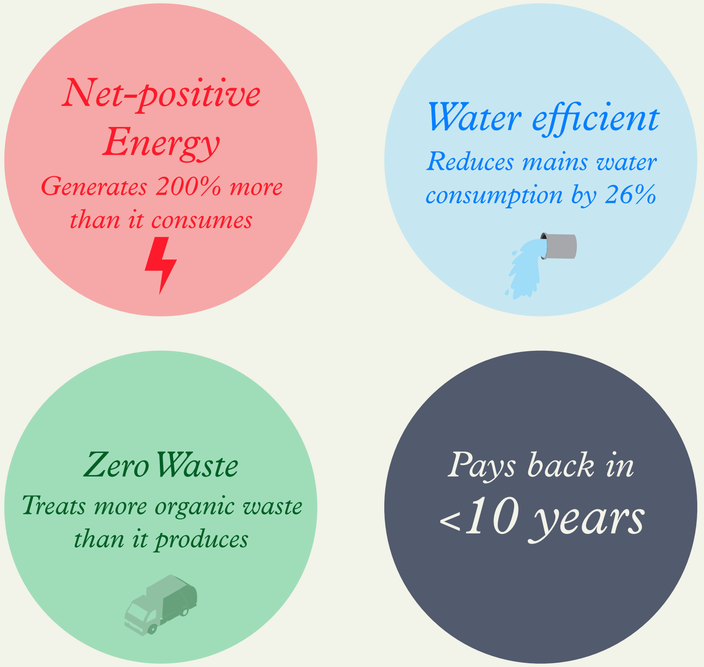
*It goes well beyond well beyond BESS requirements, by becoming a net-producer of energy and a net importer of organic waste.*

*The aspirations of this project are to create an exemplar office building for the City of Yarra, Melbourne and Australia. The targets we are seeking on this project are well beyond any requirements set by Council and building code. Rather than targeting minimum compliance, we are seeking maximum performance in every way we possibly can, in as pragmatic a way as possible. The vast majority of initiatives not only minimise environmental impact but also make sense financially. We hope the project can be used to raise the benchmark of how office buildings perform in Melbourne.*

*Three world leading examples that we are setting on this project are*

1) *<u>High performance:</u> high-performance Facade and HVAC systems*
2) *<u>Solar Greenhouse:</u> Dual use of the roof for solar energy collection and growing food*
3) *<u>Anaerobic Digester:</u> Collecting food waste from local businesses to produce renewable energy for the building*

# Vision

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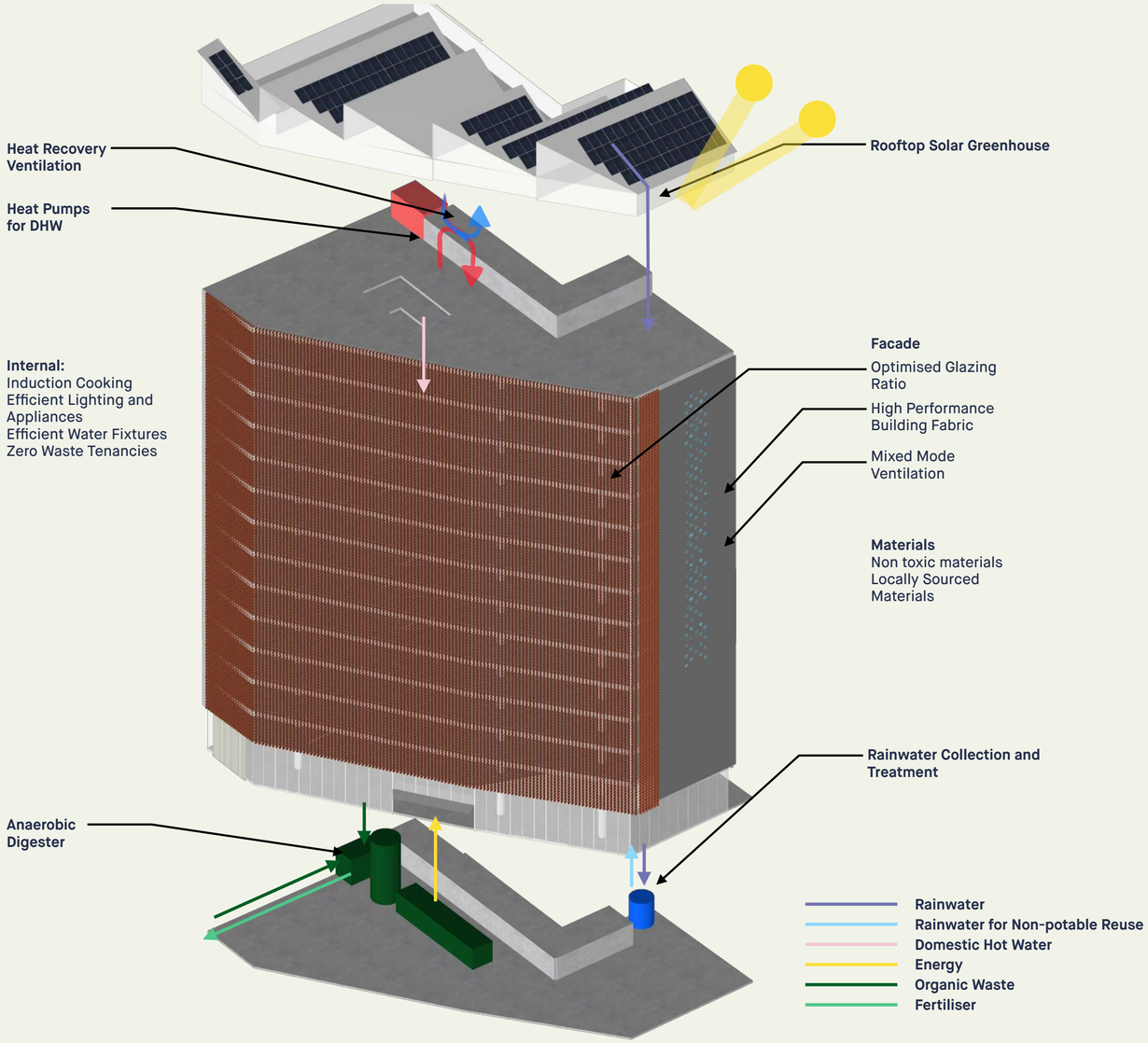
# Executive Summary

# Target Initiatives

// *High-performance facade*
// *Rooftop Solar Greenhouse*
// *On-site Anaerobic Digestion*
// *Efficient lighting, appliances and office equipment*
// *Efficient water fixtures and fittings*
// *Rainwater collection and reuse*
// *Induction cooking*
// *Heat pump DHW*
// *Efficient HVAC system*
// *Mixed Mode Ventilation*
// *Heat Recovery Ventilation*
// *Zero Waste Tenancies*
// *Non Toxic Construction*

***This building will be an Australian and international benchmark located in City of Yarra.***

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**Energy**
*Generates 200% more than it consumes*

**Water**
*26% reduction in mains water consumption*

**Waste**
*Treats more waste than it produces*

***<10 Year payback***

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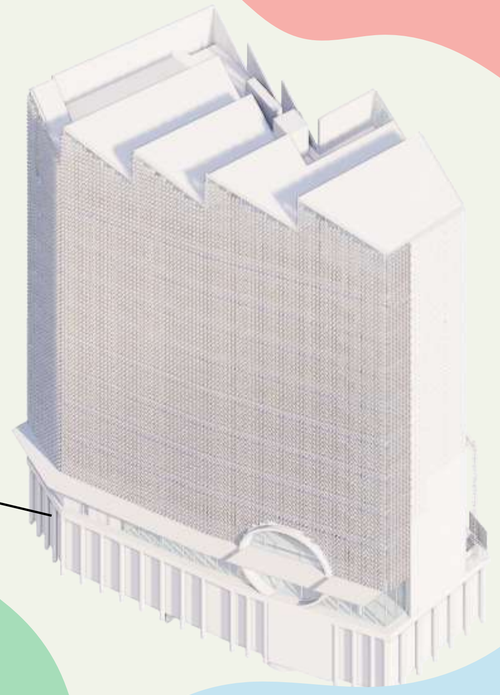
systems

*Co-generated heat will be used in the wellness facility located on the roof.



# 3 Key Initiatives



# Office Level Initiatives

*The objective of the design is to maximise occupant comfort through high-performance building fabric and optimised shading.*

*Providing a great user experience through ample natural light, thermal comfort and great air quality.*

*A combination of natural ventilation and mechanical heat recovery ventilation ensure constant supply of healthy, fresh air while minimising energy consumption.*

*Preliminary daylight modelling indicates a daylight factor of over 2% to the working plane to ~34% of occupied floor areas on office levels.*

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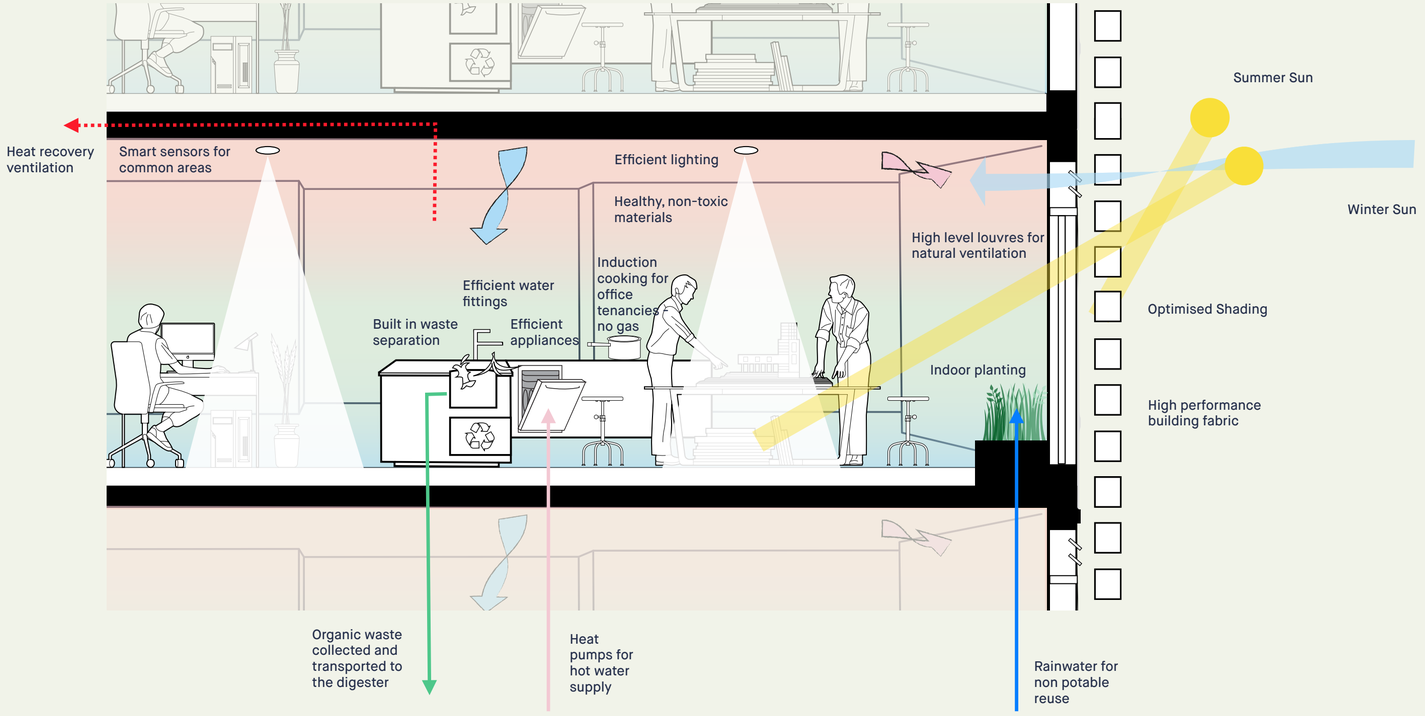


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# Relationship to A New Normal

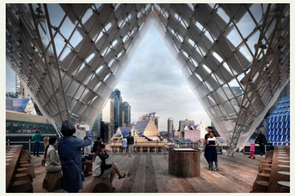
*15 of Melbourne's best architecture firms have come together to propose new projects across Melbourne to propel the city into the 4th industrial revolution. Transforming Greater Melbourne from a consumer to a producer by 2030 by integrating technology with culture. A New Normal launched at Melbourne Design Week 2021, winning the Design Week Prize.*

*Matter House forms one of first 15 pilot projects to be constructed as part of A New Normal, fitting under the Net Zero Architecture, Organic Energy and Solar Architecture categories.*

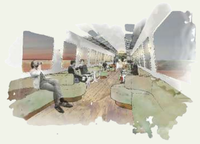
*"Let's build something to be proud of for generations to come."*
*Sally Capp, Lord Mayor of Melbourne*

***Grimshaw X Greenshoot Consulting X Greenaway Architects -*** Electrification of Cars

***Clare Cousins Architects -*** The City After Natural Gas



***John Wardle Architects -*** Creating Space Through Solar



***Foolscap Studio -*** Electrification of Interstate Trains

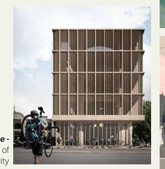
***Hassell -*** Cultural Battery Bank

***Fender Katsalidis -*** Mandatory Energy Efficient Retrofits

***Ha -*** Transforming La Trobe Valley

***Openwork -*** Water Unlimited

***WOWOWA -*** Organic Waste to Energy Sauna

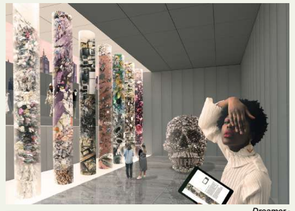


***Edition Office -*** Cathedral of Circularity

***Kennedy Nolan -*** Net Zero Architecture

***NMBW -*** New Suburban Street Typology

***Six Degrees Architects -*** Organic Waste Powered Cinema



***Dreamer -*** Replace Me

***Fieldwork -*** Construction Without Carbon

**$100 bn investment opportunity**

**Each initiative pays for itself in less than 10 years**

**Provides over 81,000 Annual construction jobs to 2030**

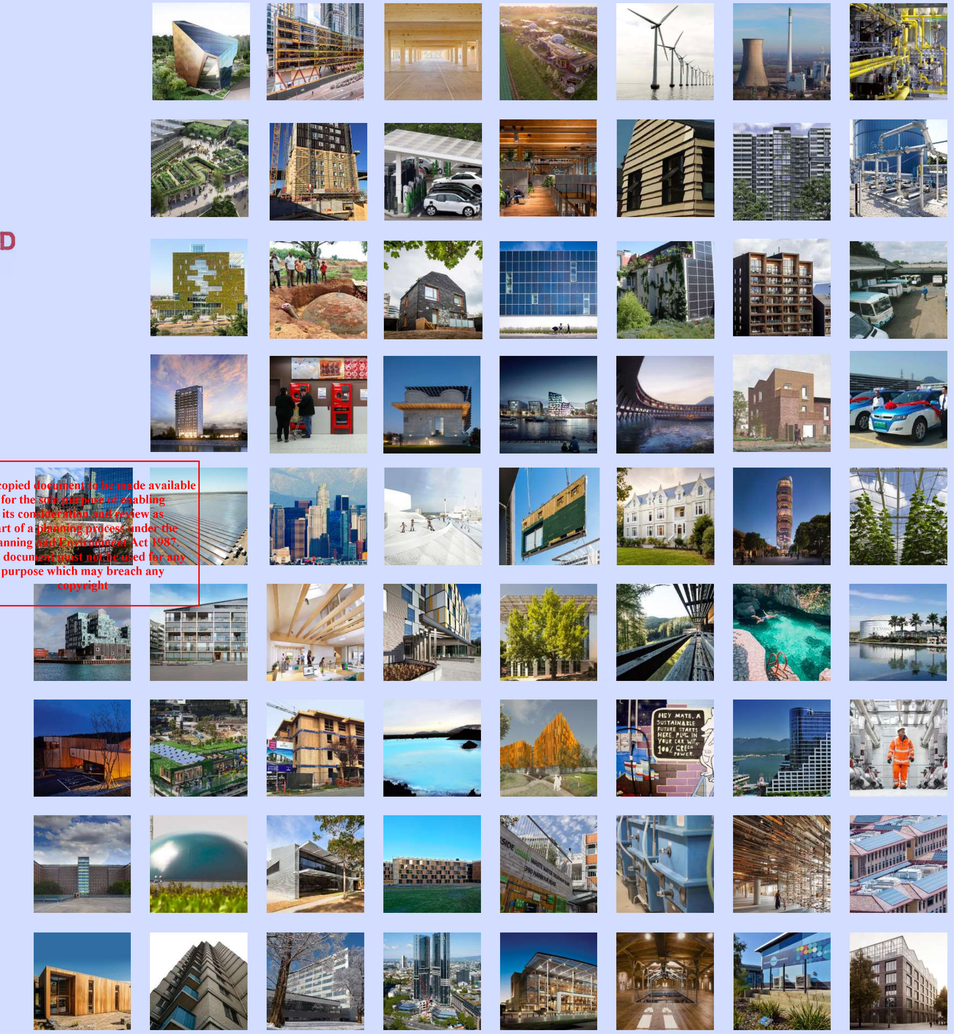
**Provides over 43,000 ongoing jobs**

# The inevitability of the future

*Case Studies: Nothing New*

*Unintentionally, we found that part of the work we do at Finding Infinity is future forecasting by having our finger on the pulse for these kinds of projects internationally. Hundreds of net-zero buildings are popping up around the world. Nothing we are proposing is truly innovative. Each of the initiatives are tried and tested on various projects around the world.*

*The innovation lies in integrating them all into one project, which is rare.*



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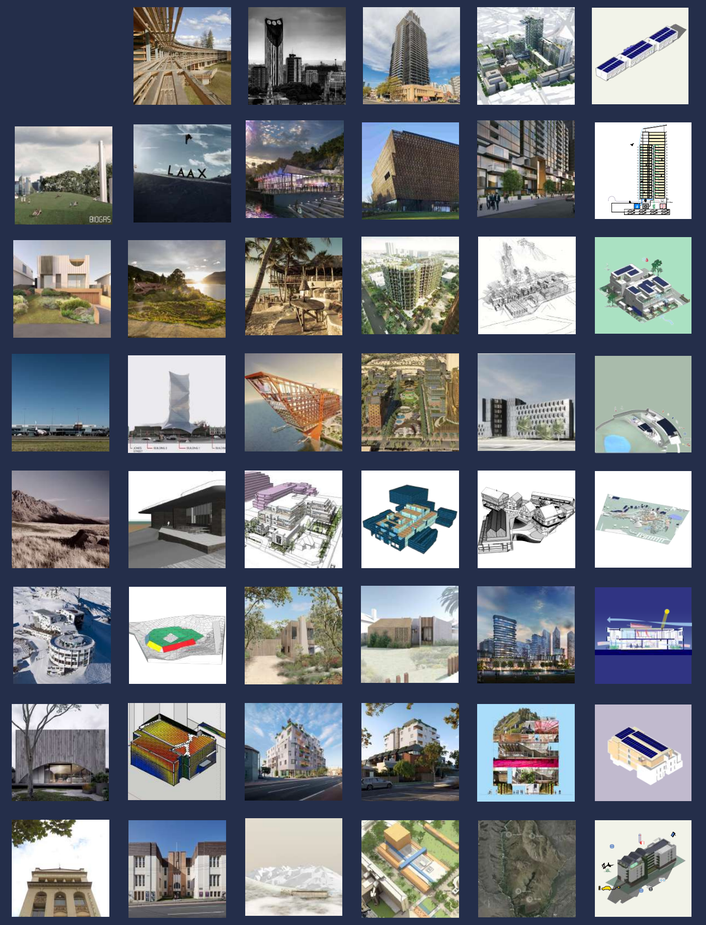
# Finding Infinity: Insights and experience in Australian development

*We collect and compile data from each project. This helps us estimate costs. We have a great database that we are continually refining in terms of capital costs for various initiatives. We simulate projects to understand the operational savings. Surprisingly, we find that we are usually the only firm on projects with access to this kind of information. It is not complicated, we simply communicate with suppliers. But it has taken us a long time to compile this information. IP is not our focus, we are interested in working with clients to deliver projects. Less talk, more action.*

*We have worked on over 100 buildings in Australia and internationally, including hotels, residential, apartments, offices, retail, museums, precincts and more.*

*On average, it is possible to achieve net-positive energy generated on-site, water neutrality and zero-waste for an 8% increase in total project budget, using initiatives that pay back in around 8 years.*

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# Process

*Finding Infinity has performed an exhaustive investigation to optimise the environmental design, targeting the environmental financial threshold - where every cost-effective initiative is implemented.*

*The modelling performed includes:*

*// Facade optimisation beyond minimum compliance through detailed thermal modelling, using Integrated Environmental Solutions Virtual Environment (IESVE). Investigating heating and cooling loads and comfort*
*// Insulation extent*
*// Glazing extent and performance*
*// Airtightness*
*// Thermal bridging*
*// Shading extent*
*// Lighting and equipment efficiency*
*// HVAC efficiency, mixed mode ventilation & heat recovery ventilation*
*// Daylight studies using Radiance within IESVE to ensure great natural light balanced with thermal performance*
*// Financial modelling of all initiatives to ensure feasibility*
*// Water balance calculations to optimise fixtures and fittings, and rainwater tank sizing*
*// Waste calculations to optimise waste strategy*

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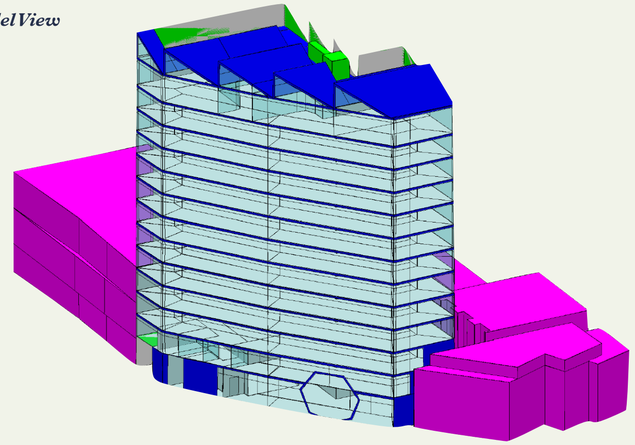
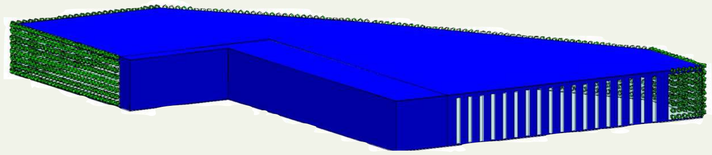
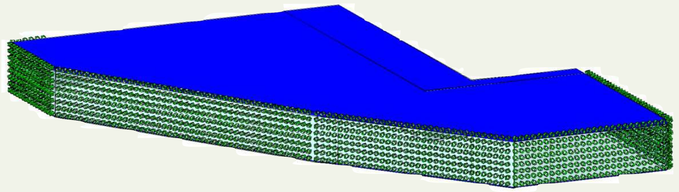
***Energy Model View***



***Daylight Model Views***





***Typical office floor***

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# Pathway to Net Zero

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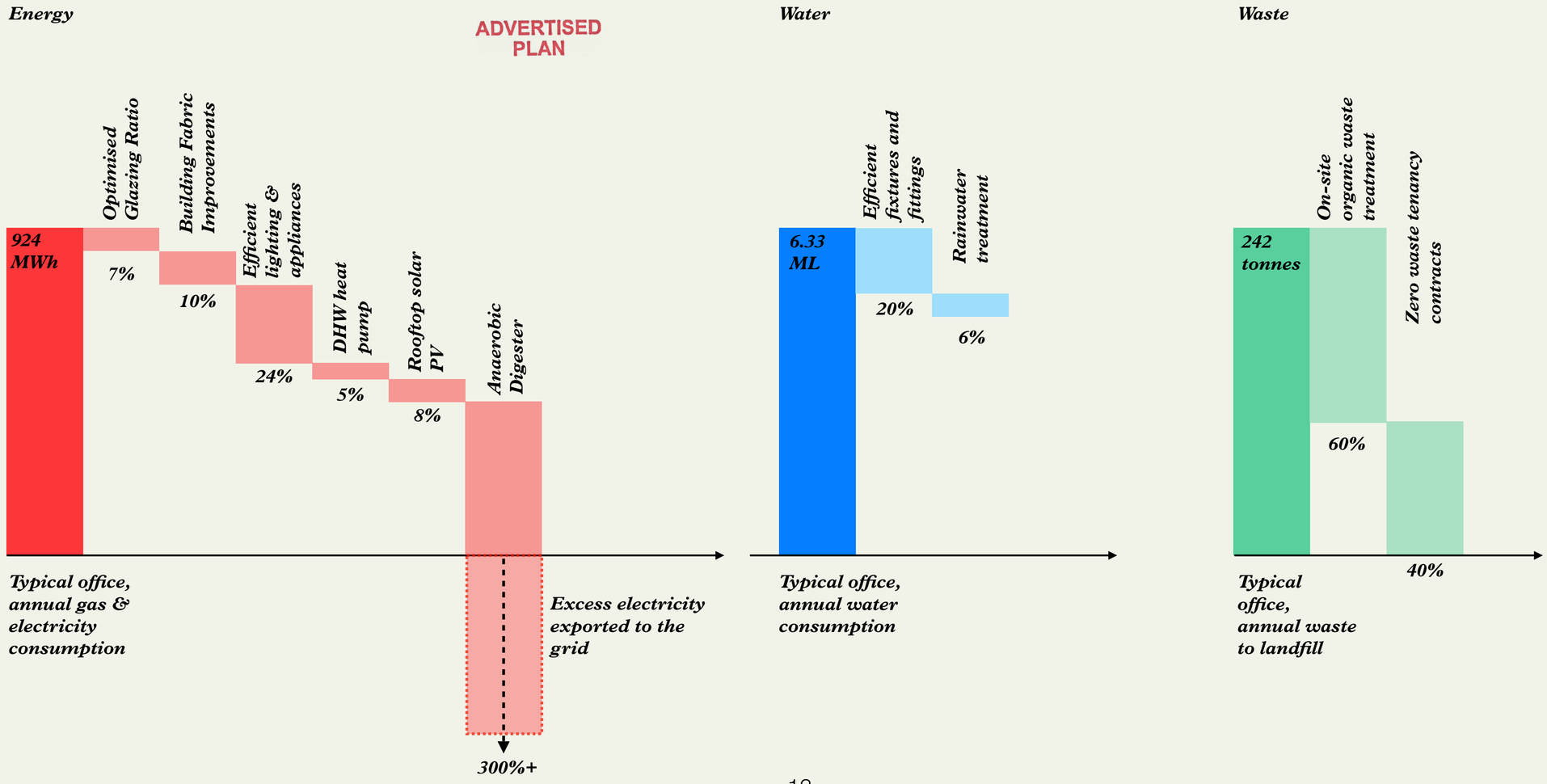

# Initiatives

## ***Energy***

***High performance building envelope:***
*High performance building envelope, including insulation, glazing and airtightness can reduce the need for heating and cooling in residences and commercial and improve comfort for occupants*



***Orientation, ventilation, daylight and shading:***
*Buildings should be carefully designed to optimise natural light and shading and allow for cross ventilation*

***Efficient lighting, appliances and equipment:***
*Key considerations include:*

- *LED lighting - consumes significantly less energy than most traditional globes while producing the same amount of light*
- *Sensors and timers for lighting and equipment*
- *Efficient refrigerators and dishwashers*
- *Reduced office equipment eg. Use of laptops over desktop computers, efficient server equipment*

***Induction cooking:***
*Induction cooktops to each office tenancy allow for the avoidance of the use of gas.*

***Heat Pumps for DHW:***
*Avoid gas heating and hot water units by using efficient electric heat pumps.*

***Efficient electric HVAC system***

***Rooftop PV:***
*In order for buildings to generate their own energy, solar photovoltaic (PV) panels can be installed on rooftops, converting the sun's energy into electricity.*

***Heat recovery ventilation:***
*The process of heat recovery ventilation (HRV) extracts air from kitchen and bathroom exhaust and uses it to preheat outdoor air to be supplied to occupied areas.*

***Solar Greenhouse:***
*Combine habitable rooftop space with Solar PV and productive gardens*

***Electric vehicle charging and car share:***
*Provisions for electric vehicle (EV) charging should be made, to encourage tenants to move away from combustion engines.*

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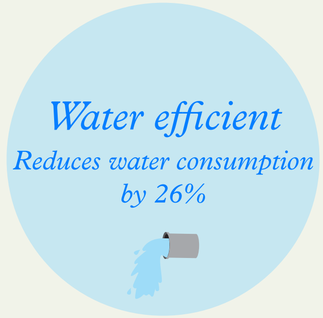
# Initiatives

## *Water*

***Efficient water fittings and fixtures:***
*Water consumption in buildings can be reduced significantly through the use of modern, efficient fixtures and fittings.*
*Efficient showers and taps can reduce flow rates significantly without reducing the amenity of bathrooms and kitchens.*

***Rainwater collection and reuse:***
*Rainwater can be collected from all non-trafficable roof areas - that is any roof that isn't publicly accessible to walk on. If solar PV is raised over a habitable space, rainwater can be collected from the solar PV.*

*This can be used for irrigation and outdoor uses, treated to an appropriate level for indoor non-potable uses such as toilet flushing, or treated to potable levels for indoor potable uses, such as drinking and showering.*

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# Initiatives

## *Waste*

***Design for zero waste:***
*Tenancies can be designed to make it easy to live without producing waste.*

- *Easy to separate organics for processing through digester, composting or worm farms.*
- *Reusable containers & bags / baskets / trolleys for transporting supplied.*
- *Recycling and organics should be as easy or easier to dispose of correctly than landfill waste.*

***Anaerobic Digester:***
*Anaerobic digesters are essentially large stomachs, which use bacteria to digest organic waste. Food waste is collected and fed into the digester, where it is converted into methane (biogas) and organic fertiliser.*

*Waste will be imported from the surrounding area to power a digester generating significantly more energy than the building consumes, for export into the local grid.*

## *Materials*

***Non-Toxic construction materials and finishes:***
*A healthy buildings for occupants, avoiding where possible red-list materials such as chrome, PVC and any materials containing Volatile Organic Compounds.*

*Zero Waste*
*Treats more organic waste than it produces*

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# Report Summary

*// Finding Infinity has been engaged to develop and document the environmentally sustainable design (ESD) strategies for the proposed development at 28-30 Stephenson Street, Cremorne. This Sustainability Management Plan has been prepared in accordance with Yarra City Council's Sustainable Design Assessment in the Planning Process (SDAPP) guidelines.*

*// This report summarises the environmental initiatives integrated into the design of the commercial development to demonstrate compliance with town planning provisions. The client intends that the environmental design aspects of this project not only meet the minimum requirements of the Building Code of Australia & Yarra City Council but push far beyond and set a new example for development in Melbourne and Australia. The project is aspiring towards net-zero energy and zero waste.*

***Tools & benchmarking:***

*// Built Environment Sustainability Scorecard (BESS): As is recommended by the Yarra City Council, BESS has been used in order to benchmark the project. A score of 73% was achieved, significantly improving on the recommended minimum score of 50%.*

*// (National Australian Built Environment Rating Scheme (NABERS): Minimum 5 Star Target*

*// Stormwater Treatment Objective-Relative Measure (STORM): Melbourne Water stormwater calculation tool STORM was used to benchmark the project's proposed stormwater treatment, which scored over 100%.*

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# Report Issue Register

| REVISION | DATE | DESCRIPTION |
|---|---|---|
| DRAFT | 30.07.21 | Draft for comment |
| DRAFT | 27.08.21 | Draft for comment |
| DRAFT | 31.08.21 | Draft for comment |
| REV01 | 08.09.21 | For submission |
| REV02 | 26.11.21 | Update for submission |
| REV03 | 10.12.21 | Update for submission |
| REV04 | 16.02.22 | Update for submission |
| REV05 | 14.04.22 | Draft for comment |
| REV06 | 27.05.22 | For submission |
| REV07 | 29.05.23 | For submission |
| REV08 | 11.06.23 | For submission |
| REV09 | 05.05.25 | Final issue |
| REV10 | 07.08.25 | Final issue |

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# Overview

# Introduction

*Finding Infinity has been engaged to develop and document the environmentally sustainable design (ESD) strategies for the proposed development at 28-30 Stephenson Street, Cremorne.*

*This report contains a summary of the environmental objectives adopted for the development in line with the Yarra City Council planning requirements as detailed in Yarra's SDAPP standards.*

*The process to be followed for various scales of buildings in the City of Yarra is as follows:*

| Size/type of development | What to submit | Who can prepare the submission |
|---|---|---|
| **Small developments - All planning applications other than described in the medium and large.** | Include ESD features in plans and drawings | Yourself |
| **Medium developments:**<br>• 2-9 new residential dwellings, or<br>• 100m2 to 1000m2 of non-residential, or<br>• 100m2 to 1000m2 of alterations and additions | A Sustainable Design Assessment (SDA) that shows best practice in ESD | Yourself |
| **Large developments:**<br>• 10 or more residential dwellings, or<br>• 1000m2 or greater of non-residential, or<br>• 1000m2 or greater of alterations and additions | Sustainable Management Plan (SMP) that shows best practice in ESD | A ESD consultant or sustainability professional |

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***To align early design decisions for this development with the City of Yarra's planning framework, the proposed initiatives are presented under the following ten key Environmentally Sustainable Development categories:***

1. *Indoor Environment Quality*
2. *Construction and Building Management*
3. *Energy Performance*
4. *Water Resources*
5. *Stormwater Management*
6. *Transport*
7. *Waste Management*
8. *Urban Ecology*
9. *Building Materials*
10. *Innovation*

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# Sources of Information

*Performance outcomes in the report are based on:*
*//Discussions and correspondence with the Design Team*
*//Architectural drawings issued by Hassell, as set out below:*

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| Description | Drawing No. | Architect | Issue Date |
|---|---|---|---|
| Basement Plan | TP-0011 | Hassell | 26/06/25 |
| Ground Floor Plan | TP-0013 | Hassell | 26/06/25 |
| L1 Plan | TP-0014 | Hassell | 26/06/25 |
| L2-L11 Plans | TP-0015 - TP-0024 | Hassell | 26/06/25 |
| L12 Plan | TP-0025 | Hassell | 26/06/25 |
| Roof Plan | TP-0026 | Hassell | 26/06/25 |
| Sections | TP-0040 - TP-0042 | Hassell | 26/06/25 |
| Elevations | TP-0030 - TP-0033 | Hassell | 26/06/25 |

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# Project Description

*The development site currently contains an existing two storey brick building. The site is surrounded by Commercial 2 Zoned land to the north-west, west and south and Stephenson Street and the rail line to the North/NorthEast. On the east side of the rail line is a pocket of residential land, this is the nearest residentially zoned land is 50metre to the East, opposite a raised rail line. The total site area is approximately 842 m².*

*The proposed development comprises 2 floors of mixed use 12 floors of office space, with two floors provided as mixed use/ event space and a communal rooftop garden.*

*The development site is located within the City of Yarra.*

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# Project Innovation

***The report details aspects of the design which satisfy the requirements for BESS, STORM and NABERS. However, this project goes beyond the minimum requirements in and proposes innovation in three key areas that are not included in typical ratings tools:***

*// Energy: An anaerobic digester is proposed to be incorporated as part of the development to provide energy to be consumed on-site only. This has multiple key benefits which reduce impact beyond the building itself. The digester will import food-waste from restaurants in the surrounding precinct, which would typically be sent to landfill. This waste will be transported to the site using an e-mobility service and is then converted into energy and fertiliser.*

*// High Performance building fabric and HVAC: The façade design has been optimised by implementing a high-performance façade, which consists of an optimised shading screen, wrapping around the North and East of the façade and high-performance glazing. The insulation goes well beyond minimum compliance to reduce the heating and cooling demands. In conjunction with the façade design, a highly energy-efficient HVAC system is proposed with heat recovery ventilation and airtightness.*

*// Dual Rooftop Use: The rooftop space provided to the development is multi-faceted, providing a space for productive gardening and energy generation. The solar is optimised to let through light, creating an environment for plants and food to grow while also generating energy for the building.*

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# Sustainable Design Principles and Benchmarking

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## *BESS*

*The Built Environment Sustainability Scorecard (BESS) has been used during the schematic design phase of this project to benchmark the design to ensure that a best practice standard is attained.*

*The BESS assessment is based on individual credits which contribute to category scores. The overall score is shown as a percentage figure; this figure represents a percentage improvement over a benchmark project. A score of 50% and higher equates to 'best practice' and is an effective pass of the BESS tool, while a score of 70% and higher equates to BESS 'excellence' and exists as a higher benchmark in the tool.*

*The proposed development has been designed to achieve Council's best practice sustainable design standard.*

*A preliminary BESS assessment has been undertaken to confirm best practice is achieved by the proposed scheme and is summarised below. The overall combined target far exceeds the minimum requirement of 50% for the project.*

| Area | Score |
|---|---|
| **Management** | 100% |
| **Water** | 57% |
| **Energy** | 72% |
| **Stormwater** | 100% |
| **IEQ** | 62% |
| **Transport** | 75% |
| **Waste** | 66% |
| **Urban Ecology** | 62% |
| **Innovation** | 70% |
| **Project BESS Score** | **73%** |

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# Sustainable Design Principles and Benchmarking

## *STORM*

*A STORM assessment has been undertaken for the proposed development. The STORM Calculator rates the performance of treatment measures relative to the percentage of best practice targets that have been achieved by those treatment measures. A rating of 100% signifies that Council best practice has been achieved.*

*A storm rating of 151% has been achieved.*

*Please refer to Appendix 2: STORM Results for the STORM assessment summary.*

## *NABERS*

*NABERS modelling has not been performed at this stage, however the project will commit to exceeding the minimum performance requirement by achieving an average rating of at least 5 stars.*

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# Key Initiatives

***The key initiatives integrated into the project are as follows:***

// *High performance façade regarding insulation, glazing, airtightness and shading*

// *Minimum 59 kW rooftop solar PV greenhouse*

// *On site treatment of organic waste, through an anaerobic digester which will provide energy for use on-site only during operational hours*

// *Efficient LED lighting, with daylight and motion sensors and timers in common areas*

// *Fixtures, fittings and appliances to be modern energy and water efficient, within one star of the best available*

// *Natural light and mixed mode ventilation*

// *Efficient electric HVAC with heat recovery ventilation*

// *At least 15 kL rainwater tank connected toilets and irrigation*

// *Materials selection to avoid embodied energy and negative health and environmental impacts*

// *Electric vehicle charging*

// *Promotion of human powered transportation, through the provision of best practice standards for bicycle parking and end of trip facilities*

// *Provision for further reduction of parking space over time, as alternative modes of travel become prevalent*

***This is an exciting project to be a part of and a great opportunity for Yarra to lead the industry in high performance, low environmental impact, sustainable offices.***

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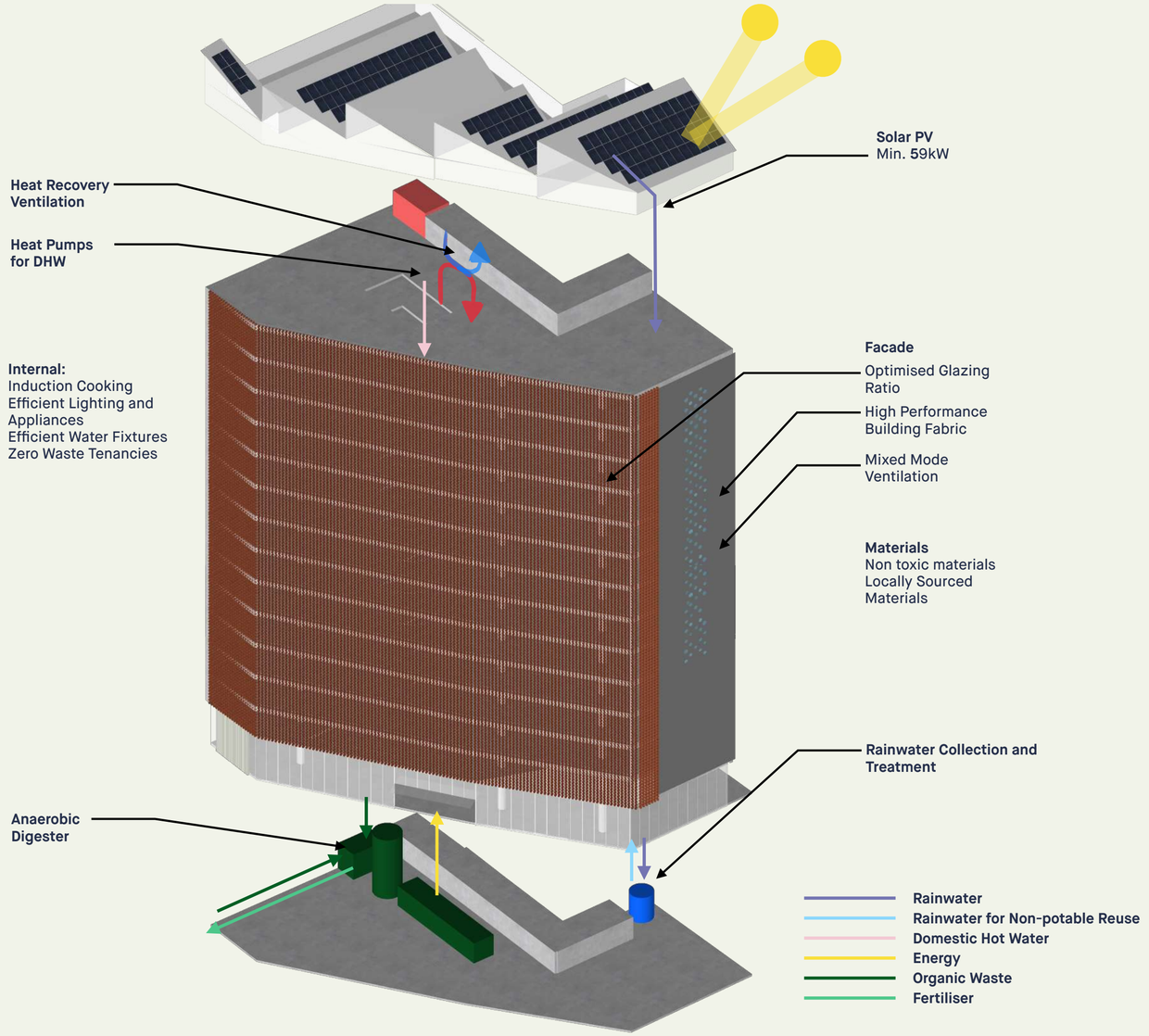
# Sustainability Strategy

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# Sustainability

# 1. Indoor Environmental Quality

*The objective is to create healthy living spaces for building occupants. Key defining points which affect indoor environmental quality are as follows;*

*// Natural light*
*// External Views*
*// Air quality*
*// Ventilation*
*// Thermal Comfort*
*// Noise*
*// Materials*

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| Issue | Design Rsponse |
|---|---|
| **Natural Ventilation** | There are good opportunities for natural single sided and crossflow ventilation through the use of appropriately sized and placed automated high level louvres to all office levels. Natural ventilation will be utilised in conjunction with mixed mode HVAC operations. |
| **Healthy Air** | A combination of automated natural ventilation and mechanical ventilation will be used to ensure healthy air in the building - with fresh air rates exceeding the minimum under AS 1668:2012 by 50%. $CO_2$ monitoring will also be used to ensure a maximum $CO_2$ concentration of 800 ppm. |
| **Daylight** | A high degree of glazing to suitable facades, in combination with high performance glass and an effective shading strategy, offers strong daylight access while minimising heat gains through glazing to reduce HVAC energy consumption and improve thermal comfort. |
| **External Views** | The shading has been designed such that external views out of the building from all floors are maintained. |
| **Thermal Comfort** | Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes:<br>- Automated louvres to all office levels<br>- High performance glazing<br>- High performance insulation |
| **Internal Noise Levels** | Excessive noise generated by neighbours, traffic and hard surfaces have been reduced by the inclusion of:<br>- Acoustic insulation to external walls<br>- Double glazing to windows |
| **Building materials** | Building materials will be low VOC and avoid harmful substances. See further info on materials page. |

# 2. Construction and Building Management

*Using environmentally sustainable design principles, buildings have a much greater potential to lessen their impact on the environment. Such initiatives include;*

*// An early commitment to environmental targets*
*// A demolition and construction waste minimisation strategy*
*// An operational waste separation strategy*
*// Regular tuning of building services*
*// Preparation of a Building Users Guide*

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| Issue | Design Response |
|---|---|
| **Building reuse** | The majority of the existing 2 storey brick building on-site will be reused, with the intention for a design challenge to take place, building a retreat out of only the materials recycled from the site. |
| **Building Users Guide** | The building's sustainability features will be informed to the tenants through a short building user's guide. The document will include at a minimum:<br>- Practical recommendations for reducing energy usage and improving thermal comfort of the tenancies<br>- Description of the rainwater systems<br>- Description of the waste system, with particular focus on organic waste, and practical recommendations for minimising waste to landfill<br>- Description of the solar PV system<br>- Description of the anaerobic digester<br>- Information about local car sharing schemes |
| **Environmental Management Plan** | A site specific Environmental Management Plan will be implemented to guide construction and ensure demolition and construction waste target is met |
| **Metering** | Electricity, water and rainwater utility metering will be provided for all individual tenancies and major communal uses. Meters will be located in areas which are easy to access to facilitate regular monitoring. |
| **Commissioning and Tuning of Services** | An independent commissioning agent is to be used for commissioning services and providing guidance on optimising ongoing tuning of building services. |
| **Head contractor environmental accreditation** | Consideration was made to appointing a head contractor with a valid ISO 14001 accreditation, however this was deemed unfeasible for the project. |

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# 3. Energy Performance

*The objective is to minimise the energy demand of the building and reduce the operational greenhouse gas emissions. Key areas to consider include;*

*// Building envelope*
*// Internal layout and orientation*
*// Heating and cooling systems*
*// Lighting*
*// Renewable energy generation*
*// Water heaters*

**Building energy consumption will be dependent on occupancy levels, use types for different spaces, operations/controls and weather so may differ from values provided.*

| | |
|---|---|
| **Effective Shading** | The façade shading has been designed to provide effective shading to the North, North East and East facades while maintaining views. |
| **Efficient Lighting** | LED lighting will be specified throughout the building.<br>Daylight and occupancy sensors will be specified in common areas.<br>A minimum 20% reduction on NCC requirements will be achieved for all lighting. |
| **Energy Efficient Appliances** | Any appliances provided as part of the building will have an energy rating within 1 star of the best available. |
| **Domestic Hot Water** | Domestic hot water will be provided by an efficient centralised heat pump hot water system. The domestic hot water heat pump(s) significantly improve on the best practice standards outlined in BESS. While BESS suggests an energy reduction from base case of >10%, a heat pump will provide a reduction from an electrical instantaneous system of >60%. |
| **Avoiding Gas Consumption** | Domestic hot water will be provided via a centralised heat pump, and office level kitchens will utilise induction cooktops instead of gas. |

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# 4. Water Efficiency

*The objective is to reduce potable water demand and maximise the building's independence form the water network. Keys areas of water efficiency to consider include;*
*// Water efficient fixtures and appliances*
*// Rainwater harvesting and use*
*// Landscape design*

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| Issue | Design Response |
|---|---|
| **Water Efficient Fixtures** | Water Efficient fittings and fixtures will be specified throughout the development, with WELS ratings as follows:<br>// Kitchen taps: 5 star<br>// Bathroom taps: 5 star<br>// Showerheads: 4 star (>=6.0 but <=7.5 L/min)<br>// WC: 4 star<br>// Urinal: 5 star |
| **Rainwater use** | Rainwater will be harvested from all roof areas to a rainwater tank of 15kL, and will contribute to servicing non-potable uses, such as toilets and irrigation. Based on toilet demand across the building, rainwater tank has been sized to avoid any overflow and ensure rainwater is used on site. See inputs in table opposite. |
| **Water Efficient Landscaping** | Native and drought tolerant plant species will be favoured for the landscaping design, for the purposes of reducing the irrigation requirements. Landscape irrigation will be a sub surface drip system. |
| **Water Efficient Appliances** | Any appliances provided as part of the base building will be water efficient, with WELS ratings as follows:<br>// Dishwashers: 5 star<br>// Washing machines: 5 star |
| **Fire System Water** | Any required routine fire protection system test water and maintenance drain-downs will be redirected to the rain water tank for on-site reuse. Use of Auto-test VSR system that reduces water used for testing. |

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# 5. Stormwater Management

*Stormwater quality is a significant issue in urban areas as the high levels of impervious surfaces transport stormwater quickly into the drainage system along with sediment and pollutants. Water Sensitive Urban Design has been addressed through the inclusion of a rainwater tank for stormwater retention and reuse, which all roof runoff will be directed towards.*

| Issue | Design Response |
|---|---|
| **Stormwater Management** | The development achieves a STORM rating of 145% with the following strategy:<br>- Rainwater will be harvested from at least 792m2 of non-trafficable roof area<br>- The rainwater tank storage volume will be at least 15,000 litres<br>- The roof will incorporate a rainwater sensor, so that in times of rain the entire roof area will be closed and directed to rainwater tanks.<br>- All collected rainwater will be used to service toilets and irrigation<br>- All rainwater falling on to the roof area will be directed to rainwater tanks.<br>- All water falling on impervious ground area will be redirected to garden beds with overflow to stormwater system. |

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# 6. Transport

*Many transport impacts are inherent to a building's location, such as the distance from employment, shops, services, schools and recreation. Promoting environmentally friendly transport is incorporated into a building's design through the following key design decisions:*

*// Reducing onsite car parking*
*// Fuel efficient transport*
*// Bicycle facilities and parking*

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| Issue | Design Response |
|---|---|
| **Walkability & Public Transport Access** | The development achieves a Walk Score of 92 out of a possible 100 points, defining it as a 'Walker's Paradise'.<br>The site is located less than 500m away from the nearest trains, trams and buses. |
| **Bicycle Parking** | A minimum of 47 occupant bicycle parking spaces will be provided and 15 visitor bicycle parking spaces. |
| **Minimising Cars** | The development proposes to reduce the number of carparks provided to 25. This is justified by the proximity to local transport. |
| **End of trip facilities** | Showers with adjacent changing facilites are provided at the minimum rate of 1 for the first 5 bicycle parks, and 1 per 10 thereafter. A minimum of 1 locker per bicycle park is to be provided. |
| **Electric Vehicle Charging** | A minimum of one electric vehicle charging point will be provided to encourage low emissions transport options. A provision for future EV charge connection will be made by pre-wiring all parking spaces for electrical connection. |
| **Alternate transport strategies** | The design will provide provision for the charging and storage of other small electric vehicles, such as scooters - as these modes of transport become more prevalent. |
| **Car Share Information** | Details of surrounding car share locations will be provided in the Building User Guide. Staff will be encouraged to car pool to the site with links to popular car pool matching websites<br>provided on staff portals. |
| | Refer to the Green Travel Plan for further information. |

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# 7. Waste Management

*The objective is to minimise construction from demolition, construction, operation and end of life. Key considerations that minimise the waste going to landfills are listed below:*
*// Construction waste management targets*
*// Operational waste and diversion strategy*

| Issue | Design Response |
|---|---|
| **Construction Waste Management** | A minimum of 90% of construction and demolition waste will be diverted from landfill. |
| **Operational Waste Management** | A separate operational Waste Management Plan will be prepared for this project. |
| **Organic waste** | Organic waste will be treated on site through anaerobic digestion. The site will also import waste from local businesses to use to power the site. |
| **Storage Spaces for Recycling and General Waste** | Space for waste bins for commingled recycling and general waste will be provided in accordance with the Waste Management Plan. |
| **Building for Deconstruction** | As architectural details are still being finalised, the team will integrate fixing systems that present an easier disassembly process at the end of life stage. Alternative structural systems that present more streamlined deconstruction, such as mass timber, were explored but were found to not be viable for this project.The facade presents an opportunity for reuse after deconstruction, with elements such as steel cabling and windows to be fixed for ease of disassembly. |

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# 8. Urban Ecology

*The objective is to promote and protect ecosystems and biodiversity. Key considerations for best practice ecosystem management can include;*

*// Environmental benefits*
*// Health and well being*
*// Economic benefits*
*// Communal*
*// Landscaping for seasonal heat control*
*// Landscaping to reduce glare and ground temperature*
*// Landscaping to reduce wind penetration and capture summer breeze*

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| Issue | Design Response |
|---|---|
| Maintain/Enhancing Ecological Value | The site currently holds a brick warehouse style building with no landscaping. The proposed design will enhance the ecological value of the site through rooftop landscaping and storm water management. |
| Landscaping | Landscaping is incorporated into the rooftop and the ground floor design, with the intention to incorporate landscaping on office floors which are yet to be designed. Total landscaping will exceed 218 m2. The ground floor is to incorporate 28 m2 and the rooftop is to incorporate up to 180 m2 of landscaping. See landscape drawings for reference. |
| Communal Spaces | The building's rooftop, ground floor and first floor will all contain aspects of communal space with ground and first floors providing opportunities for public engagement and community activation. This will provide considerable more communal space than the required 327m2. |
| Growing Food | The project will incorporate approximately 180 m2 of food growing area. The ground floor is to incorporate 14 m2 and the roof is to incorporate 117 m2 of productive growing areas, with an additional 10m2 of hanging planting and 50 m2 of vertical growing space as shown in landscape drawings. See attached drawings for reference. |
| Urban Heat Island | The roof shape is designed to provide north oriented solar panels along with a productive garden rooftop space. The combination of shading provided by the PV array and heat sink provided by the garden will provide an improvement to the UHI effect compared to the currently non landscaped site. Any non solar PV material on the roof will have a SRI as follows, according to GBCA recommendations: For roof pitched <15° a three year SRI >64, and for roof pitched >15° a three year SRI >34.<br><br>Furthermore, a study (Masson et al.) has shown that solar panels, by shading the roofs, slightly increases the need for heating (3%), but reduces the energy needed for air-conditioning (by 12%) and also the Urban Heat Island (UHI): 0.2 K by day and up to 0.3 K at night.<br>Source: https://www.frontiersin.org/articles/10.3389/fenvs.2014.00014/full |
| Facade vegetation | Climbing vegetation to the North and North-East facade was considered in order to provide shading and cooling to the facade. This initiative was deemed unviable due to maintenance requirements. |

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# 9. Building Materials

*A building's life cycle impact is largely influenced by material selection, including embodied energy of the material, longevity/ durability, source, ability to be reused/recycled and the toxicity of material components. Key design considerations include;*

*// Embodied energy*
*// Retaining and re-using existing materials*
*// Specifying recycled materials*
*// Sustainably sourced timber*
*// Obtaining third party certification*

| Paints, sealers etc. | Maximum VOC limit (g/L) |
|---|---|
| General purpose adhesives and sealants | 50 |
| Interior wall and ceiling paint | 16 |
| Trim, varnishes and wood stains | 75 |
| Primers, sealer and prep coats | 65 |
| One and two pack performance coatings for floors | 140 |
| Acoustic sealants, architectural sealants, waterproofing membranes and sealant, fire retardant sealants and adhesives | 250 |
| Structural glazing adhesive, wood flooring and laminate adhesives and sealants. | 100 |
| **Timber products** | **Maximum formaldehyde limit** |
| Plywood | ≤1mg/L |
| Particle board | ≤1.5 mg/L |
| LVL | ≤1mg/L |
| MDF | ≤1mg/L |
| Laminates | ≤0.1mg/m2/hr |

*Green Building Council of Australia recommendations for VOC limits.*

| Issue | Design Response |
|---|---|
| Hazardous Materials and VOCs | At least 95% of all internally applied paints, adhesives, sealants (by volume) or carpets (by area) meet the total VOC limits specified in the GBCA table opposite |
| Sustainable Timber | All timber used will be AFS, FSC or similar certified sustainable timber. |
| Environmentally Preferable Materials | All insulation materials will have an Ozone Depleting Potential (ODP) of zero. |
| Building reuse | The existing building will be almost entirely reused, with minimal demolition waste. Where possible, it is the intention to reuse demolition materials for a design challenge - building a retreat out of only the materials recycled from the site. |
| Steel | Steel to be sourced from responsible steel maker. Fabricated steelwork is supplied by a steel fabricator/steel contractor accredited to the Environmental Sustainability Charter of the Australian Steel Institute (ASI) |
| Concrete | Concrete to contain locally sourced recycled aggregates. Concrete to contain minimum 30% fly ash or slag mix cement substitute where structurally viable |
| Recycled Materials | Recycled materials will be prioritised in materials selection throughout the detailed design process. Currently no target has been specified but this will be refined as the project progresses. |
| PVC | As per the GBCA recommendation, a proposed target for 90% of PVC to be either eliminated from construction or meet GBCA Best Practice Guidelines for PVC. HDPE or other non chlorine plastics will be pursued for outlet piping and conduit. No uPVC windows will be installed. Vinyl flooring with PVC will be avoided. PVC free electrical cabling will be pursued. |

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# 10. Innovation

*A building's life cycle impact is largely influenced by material selection, including embodied energy of the material, longevity/ durability, source, ability to be reused/recycled and the toxicity of material components. Key design considerations include;*
*// Embodied energy*
*// Retaining and re-using existing materials*
*// Specifying recycled materials*
*// Sustainably sourced timber*
*// Obtaining third party certification*

| Issue | Design Response |
|---|---|
| Anaerobic Digester | An anaerobic digester is proposed to be incorporated as part of the development's building services. The digester will import food-waste from restaurants in the surrounding precinct, which would typically be sent to landfill. This waste will be transported to the site using an e-mobility service and is then converted into energy and fertiliser. |
| Rooftop Use | The rooftop space provided to the development is multi-faceted, providing a space for productive gardening and energy generation. The solar is optimised to let through light, creating an environment for plants and food to grow while also generating energy for the building. The rooftop greenhouse will contain up to 180m2 of growing space. |
| High Performance Building Fabric and HVAC | High-performance double glazing with a U Value of 1.5, shading, airtightness and R4 insulation in combination with a highly efficient mixed mode HVAC system with Heat Recovery Ventilation. This is far beyond the building code and local planning scheme compliance and will be a leading example for office buildings in Melbourne. |

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# Appendices

# Appendix 1: Bess Report



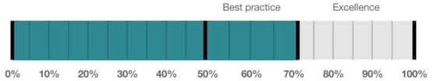
## BESS Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 28 Stephenson 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**




**74%**

**Project details**

| | |
|---|---|
| **Name** | Copy of 28 Stephenson St, Cremorne VIC 3121, Australia |
| **Address** | 28 Stephenson St Cremorne Victoria 3121 |
| **Project ID** | 2E3CEEA2-R1 |
| **BESS Version** | BESS 7 |
| **Site type** | Non-residential development |
| **Account** | alison@findinginfinity.com |
| **Application no.** | |
| **Site area** | 844 m² |
| **Building floor area** | 11,185 m² |
| **Date** | 07 Aug 2025 |
| **Software version** | 2.1.0-B.596 |

**Performance by category** ● This project ○ Maximum available

| Category | Weight | Score | Pass |
|---|---|---|---|
| Management | 5% | 100% | - |
| Water | 9% | 57% | ✓ |
| Energy | 28% | 77% | ✓ |
| Stormwater | 14% | 100% | ✓ |
| IEQ | 17% | 62% | ✓ |
| Transport | 9% | 75% | - |
| Waste | 6% | 66% | - |
| Urban Ecology | 6% | 50% | - |
| Innovation | 9% | 70% | - |





## Buildings

| Name | Height | Footprint | % of total footprint |
|---|---|---|---|
| Assembly House | 12 | 11,185 m² | 100% |

## Dwellings & Non Res Spaces

**Non-Res Spaces**

| Name | Quantity | Area | Building | % of total area |
|---|---|---|---|---|
| **Office** | | | | |
| Office Floor | 1 | 11,185 m² | Assembly House | 100% |
| **Total** | **1** | **11,185 m²** | **100%** | |

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## Supporting Evidence

**Shown on Floor Plans**

| Credit | Requirement | Response | Status |
|---|---|---|---|
| Management 3.2 | Annotation: Individual utility meters to be provided to all individual commercial tenancies | | - |
| Management 3.3 | Annotation: Sub-meters to be provided to all major common area services (list each) | | - |
| Water 3.1 | Annotation: Water efficient garden details | | - |
| Energy 3.1 | Carpark with natural ventilation or CO monitoring system | | - |
| Energy 4.2 | Location and size of solar photovoltaic system | | - |
| Energy 4.4 | Location and size of renewable energy system(s) | | - |
| Stormwater 1.1 | Location of any stormwater management systems (rainwater tanks, raingardens, buffer strips) | | - |
| Transport 1.4 | Location of non-residential bicycle parking spaces | | - |
| Transport 1.5 | Location of non-residential visitor bicycle parking spaces | | - |
| Transport 1.6 | Location of showers, change rooms and lockers as nominated | | - |
| Transport 2.1 | Location of electric vehicle charging infrastructure | | - |
| Waste 2.1 | Location of food and garden waste facilities | | - |
| Waste 2.2 | Location of recycling facilities | | - |
| Urban Ecology 1.1 | Location and size of communal spaces | | - |
| Urban Ecology 2.1 | Location and size of vegetated areas | | - |

**Supporting Documentation**

| Credit | Requirement | Response | Status |
|---|---|---|---|
| Management 2.3a | Section J glazing assessment | | - |
| Management 2.3b | Preliminary modelling report | | - |
| Energy 1.1 | Energy Report showing calculations of reference case and proposed buildings | | - |
| Energy 3.1 | Details of either the fully natural carpark ventilation or CO monitoring system proposed | | - |
| Energy 3.7 | Average lighting power density and lighting type(s) to be used | | - |



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# Appendix 1: Bess Report



| Credit | Requirement | Response | Status |
|---|---|---|---|
| Energy 4.2 | Specifications of the solar photovoltaic system(s) | | - |
| Energy 4.4 | Report including specifications of the renewable energy system and energy calculations | | - |
| Stormwater 1.1 | STORM report or MUSIC model | | - |
| IEQ 1.4 | A short report detailing assumptions used and results achieved. | | - |

## Credit summary

**Management** Overall contribution 4.5%

| | 100% |
|---|---|
| 1.1 Pre-Application Meeting | 100% |
| 2.3 Thermal Performance Modelling - Non-Residential | 100% |
| 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% | 57% | ✔ Pass |
|---|---|---|---|
| 1.1 Potable Water Use Reduction | | 40% | |
| 3.1 Water Efficient Landscaping | | 100% | |
| 4.1 Building Systems Water Use Reduction | | 100% | |

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**Energy** Overall contribution 27.5%

| | Minimum required 50% | 77% | ✔ Pass |
|---|---|---|---|
| 1.1 Thermal Performance Rating - Non-Residential | | 62% | |
| 2.1 Greenhouse Gas Emissions | | 100% | |
| 2.2 Peak Demand | | 100% | |
| 2.3 Electricity Consumption | | 100% | |
| 2.4 Gas Consumption | | N/A | ❖ Scoped Out |
| No gas proposed for the HVAC systems. DHW gas consumption is reduced significantly through the use of an electric heat pump. | | | |
| 2.6 Electrification | | 0% | ⊘ Disabled |
| Credit is available when project is declared to have no gas connection. | | | |
| 3.1 Carpark Ventilation | | 100% | |
| 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 | | 100% | |
| 4.4 Renewable Energy Systems - Other | | 100% | |

**Stormwater** Overall contribution 13.5%

| | Minimum required 100% | 100% | ✔ Pass |
|---|---|---|---|
| 1.1 Stormwater Treatment | | 100% | |

**IEQ** Overall contribution 16.5%

| | Minimum required 50% | 62% | ✔ Pass |
|---|---|---|---|
| 1.4 Daylight Access - Non-Residential | | 43% | ✔ Achieved |
| 2.3 Ventilation - Non-Residential | | 66% | ✔ Achieved |
| 3.4 Thermal comfort - Shading - Non-Residential | | 100% | |
| 3.5 Thermal Comfort - Ceiling Fans - Non-Residential | | 0% | |
| 4.1 Air Quality - Non-Residential | | 100% | |

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# Appendix 1: Bess Report



**Transport** Overall contribution 9.0%

| | 75% |
|---|---|
| 1.4 Bicycle Parking - Non-Residential | 100% |
| 1.5 Bicycle Parking - Non-Residential Visitor | 100% |
| 1.6 End of Trip Facilities - Non-Residential | 100% |
| 2.1 Electric Vehicle Infrastructure | 100% |
| 2.2 Car Share Scheme | 0% |
| 2.3 Motorbikes / Mopeds | 0% |

**Waste** Overall contribution 5.5%

| | 66% |
|---|---|
| 1.1 - Construction Waste - Building Re-Use | 0% |
| 2.1 - Operational Waste - Food & Garden Waste | 100% |
| 2.2 - Operational Waste - Convenience of Recycling | 100% |

**Urban Ecology** Overall contribution 5.5%

| | 50% |
|---|---|
| 1.1 Communal Spaces | 100% |
| 2.1 Vegetation | 75% |
| 2.2 Green Roofs | 0% |
| 2.3 Green Walls and Facades | 0% |
| 3.2 Food Production - Non-Residential | 0% |

**Innovation** Overall contribution 9.0%

| | 70% |
|---|---|
| 1.1 Innovation | 70% |

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## Credit breakdown

**Management** Overall contribution 4.5%

| | 100% |
|---|---|

| | | |
|---|---|---|
| **1.1 Pre-Application Meeting** | | 100% |
| 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 | Yes | |
| **2.3 Thermal Performance Modelling - Non-Residential** | | 100% |
| Score Contribution | This credit contributes 25% towards the category score. | |
| Criteria | Has a preliminary facade assessment been undertaken in accordance with NCC2019 Section J1.5? | |
| Question | Criteria Achieved ? | |
| Office | Yes | |
| Criteria | Has preliminary modelling been undertaken in accordance with either NCC2019 Section J (Energy Efficiency), NABERS or Green Star? | |
| Question | Criteria Achieved ? | |
| Office | Yes | |
| **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 ? | |
| Office | 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 ? | |
| Office | 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 | |

# Appendix 1: Bess Report



**Water** Overall contribution 9.0%

| | | | |
|---|---|---|---|
| | Minimum required 50% | 57% | ✔ Pass |

| | |
|---|---|
| **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?: | Yes |
| Are you installing a rainwater tank?: | Yes |
| **Fixtures, fittings & connections profile** | |
| Showerhead: | 4 Star WELS (>= 6.0 but <= 7.5) |
| Bath: | Scope out |
| Kitchen Taps: | >= 5 Star WELS rating |
| Bathroom Taps: | >= 5 Star WELS rating |
| Dishwashers: | >= 5 Star WELS rating |
| WC: | >= 4 Star WELS rating |
| Urinals: | >= 5 Star WELS rating |
| Washing Machine Water Efficiency: | >= 5 Star WELS rating |
| Which non-potable water source is the dwelling/space connected to?: | Rainwater |
| Non-potable water source connected to Toilets: | Yes |
| Non-potable water source connected to Laundry (washing machine): | Yes |
| Non-potable water source connected to Hot Water System: | No |
| **Rainwater tank profile** | |
| What is the total roof area connected to the rainwater tank?: Rainwater | 789 m² |
| Tank Size: Rainwater | 15,000 Litres |
| Irrigation area connected to tank: Rainwater | 114 m² |
| Is connected irrigation area a water efficient garden?: Rainwater | Yes |
| Other external water demand connected to tank?: Rainwater | - |
| **1.1 Potable Water Use Reduction** | 40% |

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| | |
|---|---|
| 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 | 28351 kL |
| Output | Proposed (excluding rainwater and recycled water use) |
| Project | 18147 kL |
| Output | Proposed (including rainwater and recycled water use) |
| Project | 17672 kL |
| Output | % Reduction in Potable Water Consumption |
| Project | 37 % |
| Output | % of connected demand met by rainwater |
| Project | 5 % |
| Output | How often does the tank overflow? |
| Project | Never / Rarely |
| Output | Opportunity for additional rainwater connection |
| Project | 4056 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 |

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**Energy** Overall contribution 27.5%

| | | | |
|---|---|---|---|
| | Minimum required 50% | 77% | ✔ Pass |

| | |
|---|---|
| Use the BESS Deem to Satisfy (DtS) method for Non-residential spaces?: | No |
| Are you installing a cogeneration or trigeneration system?: | No |
| **Non-residential buildings profile** | |
| Heating, Cooling & Comfort Ventilation - Electricity Reference fabric & services: | 159,903 kWh |
| Heating, Cooling & Comfort Ventilation - Electricity - proposed fabric and reference services: | 96,362 kWh |
| Heating, Cooling & Comfort Ventilation - Electricity Proposed fabric & services: | 96,362 kWh |
| Heating - Gas - Reference fabric and services: | 0.0 MJ |
| Heating - Gas - Proposed fabric and Reference services: | 0.0 MJ |
| Heating - Gas - Proposed fabric and services: | 0.0 MJ |
| Heating - Wood - reference fabric and services: | - |
| Heating - Wood - proposed fabric and reference services: | - |
| Heating - Wood - proposed fabric and services: | - |
| Hot Water - Electricity - Reference: | 0.0 kWh |
| Hot Water - Electricity - Proposed: | 25,914 kWh |
| Hot Water - Gas - Baseline: | 384,140 MJ |
| Hot Water - Gas - Proposed: | 0.0 MJ |
| Lighting - Reference: | 144,371 kWh |
| Lighting - Proposed: | 117,749 kWh |
| Peak Thermal Cooling Load - Reference: | 635 kW |
| Peak Thermal Cooling Load - Proposed: | 531 kW |
| **Solar Photovoltaic system profile** | |
| System Size (lesser of inverter and panel capacity): PV 1 | 59.0 kW peak |
| Orientation (which way is the system facing)?: PV 1 | North |
| Inclination (angle from horizontal): PV 1 | 30.0 Angle (degrees) |
| **1.1 Thermal Performance Rating - Non-Residential** | 62% |
| 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 (NCC 2019 Section J)? |
| Output | Total Improvement |
| Office | 39 % |
| **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? |
| Output | Reference Building with Reference Services (BCA only) |
| Office | 182,846 kg CO2 |
| Output | Proposed Building with Proposed Services (Actual Building) |
| Office | 124,722 kg CO2 |
| Output | % Reduction in GHG Emissions |
| Office | 31 % |
| **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? |
| Output | Peak Thermal Cooling Load - Baseline |
| Office | 635 kW |
| Output | Peak Thermal Cooling Load - Proposed |
| Office | 531 kW |
| Output | Peak Thermal Cooling Load - % Reduction |
| Office | 16 % |
| **2.3 Electricity Consumption** | 100% |
| Score Contribution | This credit contributes 9.1% towards the category score. |
| Criteria | What is the % reduction in annual electricity consumption against the benchmark? |
| Output | Reference |
| Office | 159,903 kWh |
| Output | Proposed |
| Office | 122,276 kWh |
| Output | Improvement |
| Office | 23 % |
| **2.4 Gas Consumption** | N/A ◇ Scoped Out |
| No gas proposed for the HVAC systems. DHW gas consumption is reduced significantly through the use of an electric heat pump. | |
| This credit was scoped out | No gas proposed for the HVAC systems. DHW gas consumption is reduced significantly through the use of an electric heat pump. |
| **2.6 Electrification** | 0% ⊘ Disabled |
| Credit is available when project is declared to have no gas connection. | |
| This credit is disabled | Credit is available when project is declared to have no gas connection. |
| **3.1 Carpark Ventilation** | 100% |

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| | |
|---|---|
| Score Contribution | This credit contributes 9.1% towards the category score. |
| Criteria | If you have an enclosed carpark, is it: (a) fully naturally ventilated (no mechanical ventilation system) or (b) 40 car spaces or less with Carbon Monoxide monitoring to control the operation and speed of the ventilation fans? |
| Question | Criteria Achieved ? |
| Project | Yes |
| **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? |
| Output | Reference |
| Office | 384,140 MJ |
| Output | Proposed |
| Office | 93,290 MJ |
| Output | Improvement |
| Office | 75 % |
| **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 J6.2a of the NCC 2019 Vol 1? |
| Question | Criteria Achieved ? |
| Office | Yes |
| **4.1 Combined Heat and Power (cogeneration / trigeneration)** | N/A Scoped Out |
| | No cogeneration or trigeneration system in use. |
| This credit was scoped out | No cogeneration or trigeneration system in use. |
| **4.2 Renewable Energy Systems - Solar** | 100% |
| Score Contribution | This credit contributes 4.5% towards the category score. |
| Criteria | What % of the estimated energy consumption of the building class it supplies does the solar power system provide? |
| Output | Solar Power - Energy Generation per year |
| Office | 76,880 kWh |
| Output | % of Building's Energy |
| Office | 32 % |
| **4.4 Renewable Energy Systems - Other** | 100% |





| | |
|---|---|
| Score Contribution | This credit contributes 4.5% towards the category score. |
| Criteria | Does another form of renewable energy (not solar) provide 5% of the estimated energy consumption of the building class it supplies? |
| Annotation | 10 T/day anaerobix digester |
| Question | Other Renewable Energy - Energy Generation per year |
| Office | 1,692,000 kWh |
| Output | % of Building's Energy |
| Office | 1383 % |

**Stormwater** Overall contribution 13.5%

Minimum required 100% 100% ✔ Pass

| | |
|---|---|
| Which stormwater modelling 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 | 151 |
| Output | Min STORM Score |
| Project | 100 |

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# Appendix 1: Bess Report



**IEQ Overall contribution 16.5%**

| | | |
|---|---|---|
| Minimum required 50% | 62% | ✔ Pass |

| | | |
|---|---|---|
| **1.4 Daylight Access - Non-Residential** | 43% | ✔ 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? | |
| Office | 43 % | |
| **2.3 Ventilation - Non-Residential** | 66% | ✔ 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? | |
| Office | 12 % | |
| 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? | |
| Office | 50 % | |
| Criteria | What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain? | |
| Question | Value | |
| Office | 800 ppm | |
| **3.4 Thermal comfort - Shading - Non-Residential** | 100% | |
| 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? | |
| Office | 100 % | |
| **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? | |
| Annotation | Tenancies are being provided as cold shell fit out, however tenancy agreements will promote the use of ceiling fans. | |
| Question | Percentage Achieved? | |
| Office | 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 ? |
| Office | Yes |
| Criteria | Does all carpet meet the maximum total indoor pollutant emission limits? |
| Question | Criteria Achieved ? |
| Office | Yes |
| Criteria | Does all engineered wood meet the maximum total indoor pollutant emission limits? |
| Question | Criteria Achieved ? |
| Office | Yes |

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# Appendix 1: Bess Report



**Transport** Overall contribution 9.0%

75%

| | | |
|---|---|---|
| **1.4 Bicycle Parking - Non-Residential** | | 100% |
| Score Contribution | This credit contributes 25% 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 ? | |
| Office | Yes | |
| Question | Bicycle Spaces Provided ? | |
| Office | 48 | |
| **1.5 Bicycle Parking - Non-Residential Visitor** | | 100% |
| Score Contribution | This credit contributes 12.5% 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 ? | |
| Office | Yes | |
| Question | Bicycle Spaces Provided ? | |
| Office | 15 | |
| **1.6 End of Trip Facilities - Non-Residential** | | 100% |
| Score Contribution | This credit contributes 12.5% 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 ? | |
| Office | 6 | |
| Question | Number of lockers provided ? | |
| Office | 48 | |
| Output | Min Showers Required | |
| Office | 1 | |
| Output | Min Lockers Required | |
| Office | 48 | |
| **2.1 Electric Vehicle Infrastructure** | | 100% |
| Score Contribution | This credit contributes 25% towards the category score. | |
| Criteria | Are facilities provided for the charging of electric vehicles? | |
| Question | Criteria Achieved ? | |
| Project | Yes | |
| **2.2 Car Share Scheme** | | 0% |





| | | |
|---|---|---|
| Score Contribution | This credit contributes 12.5% towards the category score. | |
| Criteria | Has a formal car sharing scheme been integrated into the development? | |
| Question | Criteria Achieved ? | |
| Project | No | |
| **2.3 Motorbikes / Mopeds** | | 0% |
| Score Contribution | This credit contributes 12.5% towards the category score. | |
| Criteria | Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)? | |
| Question | Criteria Achieved ? | |
| Project | No | |

**Waste** Overall contribution 5.5%

66%

| | | |
|---|---|---|
| **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** | | 100% |
| 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 | Yes | |
| **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 | |

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# Appendix 1: Bess Report



**Urban Ecology** Overall contribution 5.5%

50%

| | | |
|---|---|---|
| **1.1 Communal Spaces** | | 100% |
| 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 | |
| Office | 2,370 m² | |
| Output | Minimum Common Space Required | |
| Office | 361 m² | |
| **2.1 Vegetation** | | 75% |
| 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 | 22 % | |
| **2.2 Green Roofs** | | 0% |
| Score Contribution | This credit contributes 12.5% towards the category score. | |
| Criteria | Does the development incorporate a green roof? | |
| Question | Criteria Achieved ? | |
| Project | No | |
| **2.3 Green Walls and Facades** | | 0% |
| 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 | No | |
| **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 | |
| Office | 190 m² | |
| Output | Min Food Production Area | |
| Office | 224 m² | |

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BESS, Copy of 28 Stephenson St, Cremorne VIC 3121, Australia 28 Stephenson ...

**Innovation** Overall contribution 9.0%

70%

| | | |
|---|---|---|
| **Innovations** | | |
| **Description:** | | |
| Anaerobic Digestor | An anaerobic digestor is provided to import and treat food waste from restaurants in the surrounding precinct - diverting waste from landfill and converting it into energy. | |
| Facade shading | An innovative facade shading system has been optimised to provide the ultimate benefit to users, providing a balance of natural light and solar gain. | |
| Building Facade | The building insulation and glazing target Passive House performance, far exceeding the minimum DtS requirements in Section J. | |
| Heat Recovery Ventilation | Heat Recovery ventilation in combination with - help to reduce heating requirements. And improve interior air quality, HRV helps with asthma and can help with preventing mould forming. | |
| Rooftop solar greenhouse | A rooftop greenhouse sheltered by a solar PV system significantly exceeding BESS requirements will be installed. This will grow food and act as communal space for tenants. | |
| **Points Targeted:** | | |
| Anaerobic Digestor | 2 | |
| Facade shading | 1 | |
| Building Facade | 1 | |
| Heat Recovery Ventilation | 1 | |
| Rooftop solar greenhouse | 2 | |
| **1.1 Innovation** | | 70% |
| 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 2: STORM Results

Melbourne Water

## STORM Rating Report

TransactionID: 1354632
Municipality: YARRA
Rainfall Station: YARRA
Address: 28-30 Stephenson Street
Cremorne
VIC 3121
Assessor: Almo Troup
Development Type: Commercial/Retail
Allotment Site (m2): 842.00
STORM Rating %: 145

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| Description | Impervious Area (m2) | Treatment Type | Treatment Area/Volume (m2 or L) | Occupants / Number Of Bedrooms | Treatment % | Tank Water Supply Reliability (%) |
|---|---|---|---|---|---|---|
| Roof Area | 792.00 | Rainwater Tank | 15,000.00 | 100 | 153.80 | 76.00 |
| Ground Area | 50.00 | None | 0.00 | 0 | 0.00 | 0.00 |

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Date Generated: 08-Apr-2022 Program Version: 1.0.0

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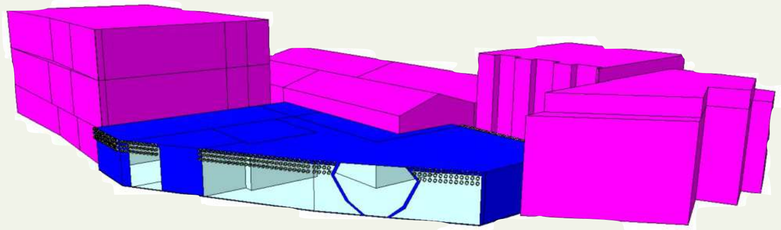
# Appendix 3: Preliminary Daylight Analysis

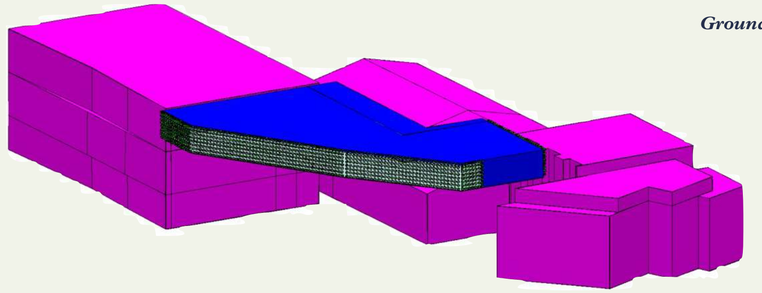
*Preliminary daylight modelling performed using the Radiance module in Integrated Environmental Solutions Virtual Environment (IESVE) established that across the building around 43% of regular use floor areas have a daylight factor of >2% under uniform overcast sky conditions.*

*Modelling was performed at a work plane height of 0.7m, with proposed ceiling heights, proposed shading design, proposed glazing with Visible Light Transmittance of 48% and proposed glass brick with a Visible Light Transmittance of 78%.*

***Daylight Model***

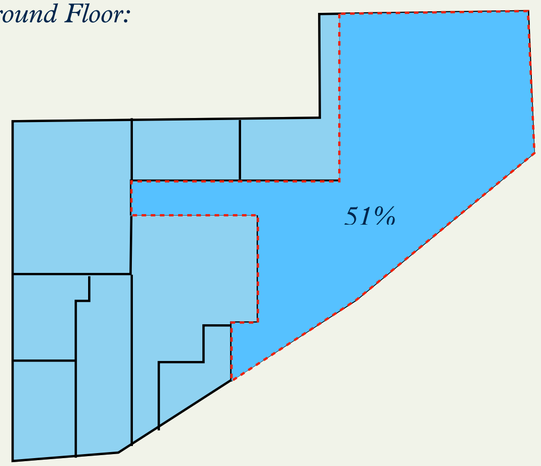


***Ground Floor***

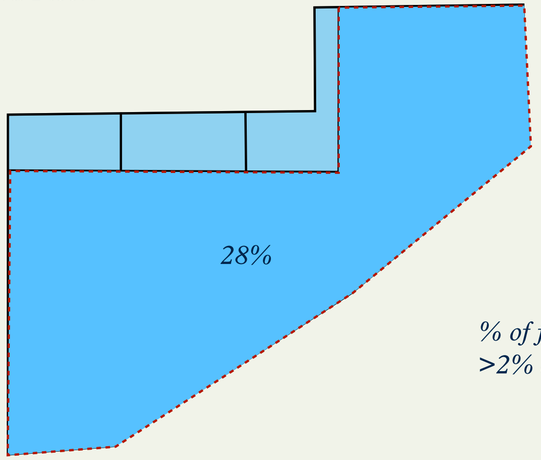


***Third Floor***

*Ground Floor:*




*Third Floor:*




*% of floor area with >2% daylight factor*

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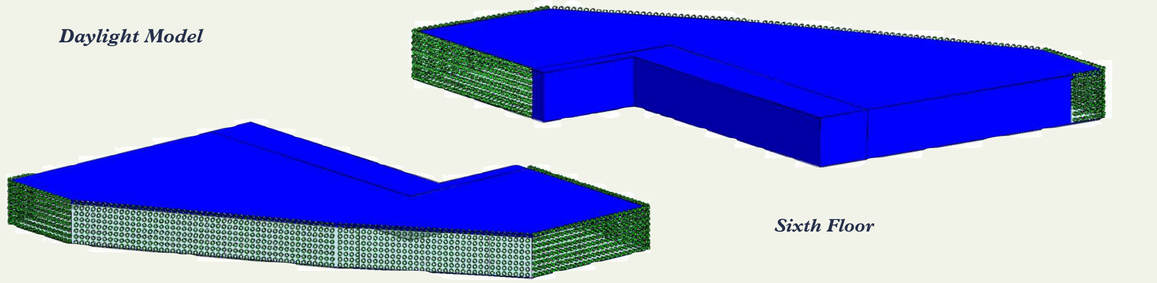
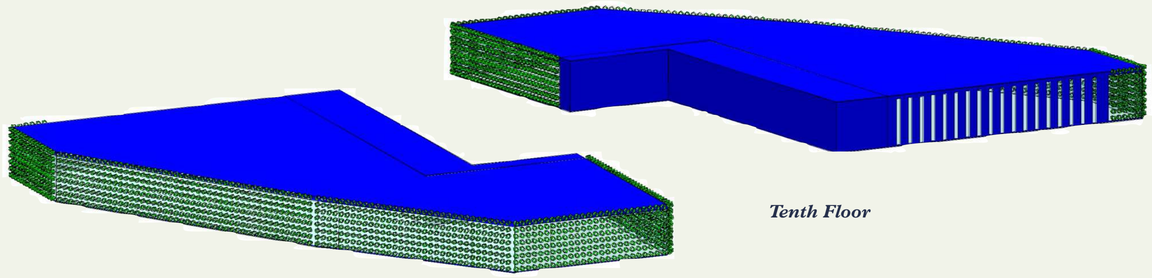
*Modelling was performed at a work plane height of 0.7m, with proposed ceiling heights, proposed shading design, proposed glazing with Visible Light Transmittance of 48% and proposed glass brick with a Visible Light Transmittance of 78%.*

***Daylight Model***

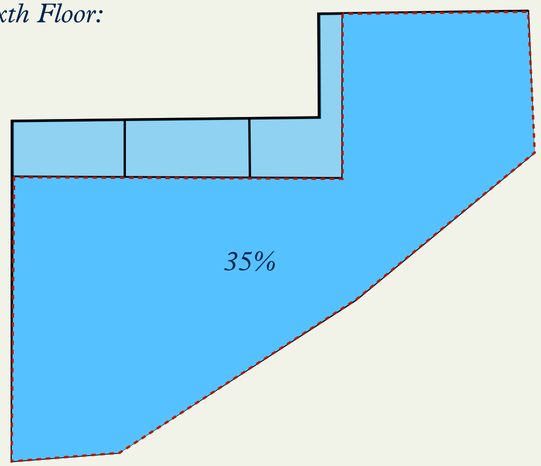


***Sixth Floor***

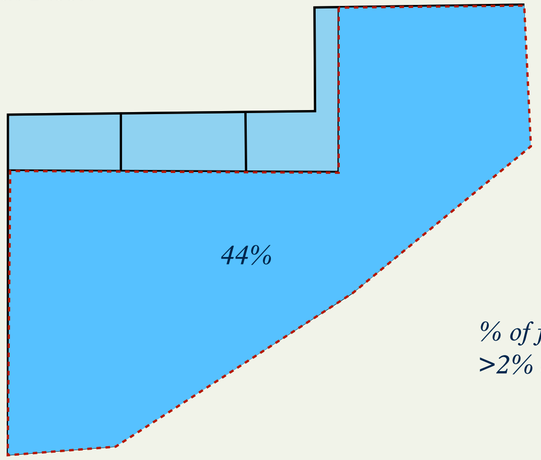


***Tenth Floor***

*Sixth Floor:*




*Tenth Floor:*




*% of floor area with >2% daylight factor*

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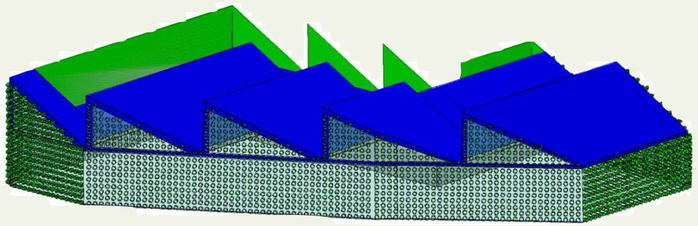
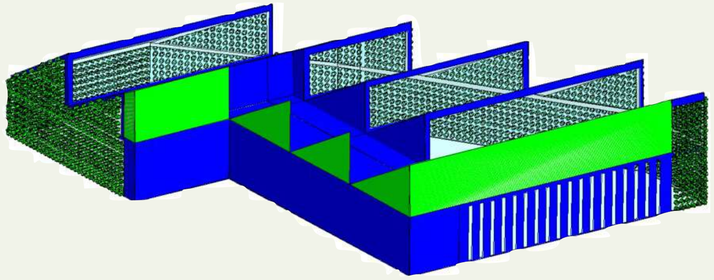
*Modelling was performed at a work plane height of 0.7m, with proposed ceiling heights, proposed shading design, proposed glazing with Visible Light Transmittance of 48% and proposed glass brick with a Visible Light Transmittance of 78%.*

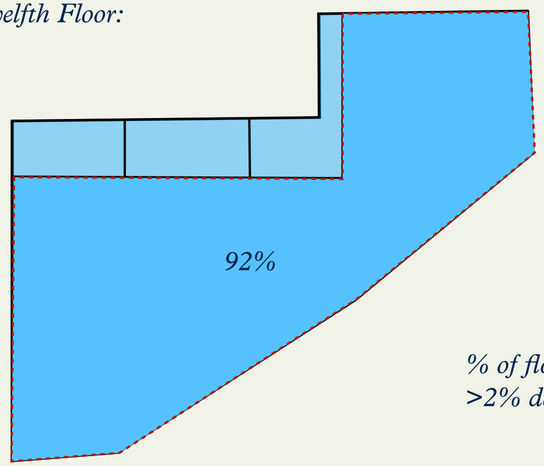
***Daylight Model***



***Twelfth Floor***



*Twelfth Floor:*




*% of floor area with >2% daylight factor*

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# Appendix 4: Preliminary Energy Modelling

*Preliminary energy modelling was performed using thermal simulation software Integrated Environmental Solutions Virtual Environment (IESVE). A reference building based on NCC Section J Deemed to Satisfy (DTS) requirements was compared to the currently proposed design.*

*As seen in the graph to the right, the proposed building demonstrates an 18% reduction in total energy consumption, including a 40% reduction in heating and cooling energy.*

*Additionally peak cooling load was modelled to be reduced by 16%, from 635 kW to 531 kW.*

*Energy modelling parameters can be found on the following pages.*

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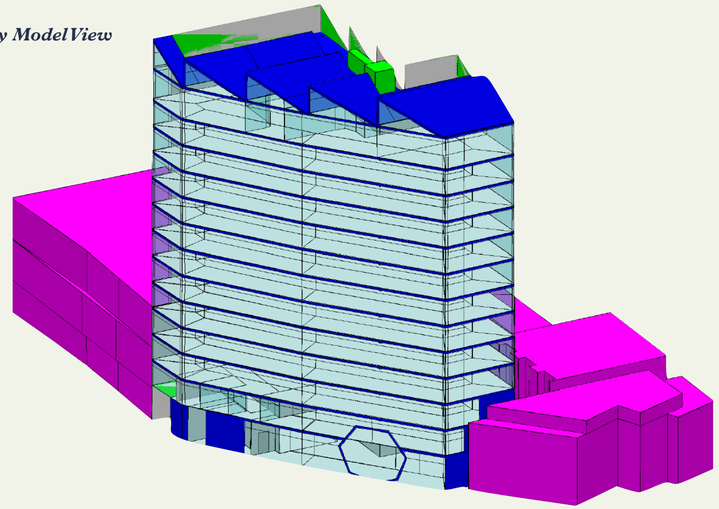
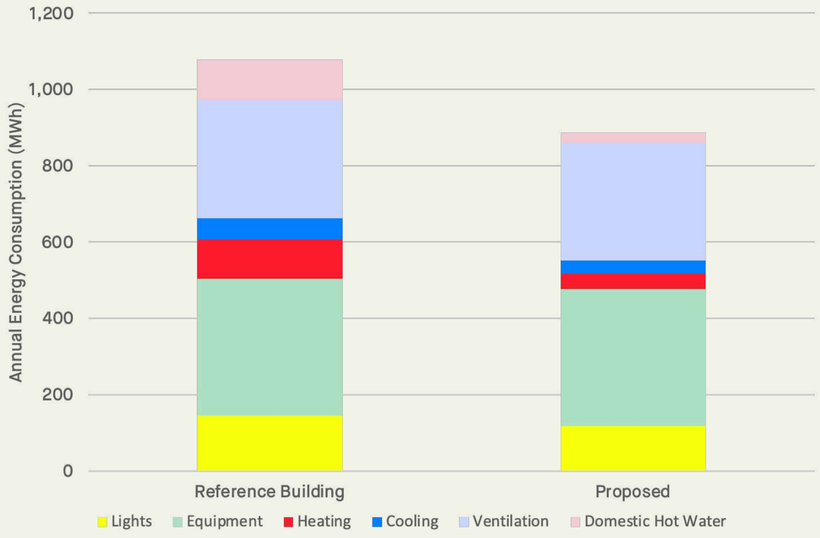
| Modelled energy consumption (MWh/year) | Reference building | Proposed |
|---|---|---|
| Lights | 144 | 118 |
| Equipment | 359 | 359 |
| Heating | 103 | 62 |
| Cooling | 57 | 34 |
| Ventilation | 308 | 308 |
| Domestic hot water | 107 | 26 |
| **Total** | **1,078** | **907** |
| GHG emissions (tonnes/y) | 992* | 834* |

**This 10% reduction will be further offset by onsite energy generation.*

*Energy Model View*





# Appendix 4: Preliminary Energy Modelling - Parameters

*Parameters used in the modelling of energy consumption are shown in the table to the right.*

| Energy Model Parameters Part 1 | | |
|---|---|---|
| **Building fabric** | **Reference building** | **Proposed** |
| **Wall insulation** | Total wall makeup R1.15 | Total wall makeup R4 |
| **Roof insulation** | Total roof makeup R3.2 | Total roof makeup R6 |
| **Floor insulation** | Total floor makeup R2 | Total floor makeup R6 |
| **Facade glazing performance** | U3.15, SHGC 030, VLT 0.48 | U1.5, SHGC 0.19, VLT 0.48 |
| **Airtightness** | 0.35 ACH | 0.35 ACH |
| **Systems** | **Reference building** | **Proposed** |
| **HVAC** | Fan Coil System with Electric Air Sourced Heat Pump, Heating COP 3.5, Cooling COP 3.5 | Fan Coil System with Electric Air Sourced Heat Pump, Heating COP 3.5, Cooling COP 3.5 |
| **Natural ventilation** | None | Automated louvres to 15% of glazed area, operating according to internal and external temperatures |
| **Outdoor air rate** | 10 L/s.person | 10 L/s.person |
| **Setpoint temperatures** | 21°C - 24°C | 21°C - 24°C |
| **DHW** | 95% Delivery efficiency, gas boiler with 85% efficiency, 4L/person | 95% Delivery efficiency, Heat pump with CoP 3.5, 4L/person |

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# Appendix 4: Preliminary Energy Modelling - Parameters

*Parameters used in the modelling of energy consumption are shown in the table to the right.*

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| Energy Model Parameters Part 2 | | |
|---|---|---|
| **Zones - Office** | **Reference building** | **Proposed** |
| **Occupancy** | 10 m²/person | 10 m²/person |
| **Equipment** | 11 W/m² | 11 W/m² |
| **Lights** | 4.5 W/m² | 3.6 W/m² |
| **HVAC operating hours** | 7am - 6pm, 5 days | 7am - 6pm, 5 days |
| **Zones - Meeting** | | |
| **Occupancy** | 2 m²/person | 2 m²/person |
| **Equipment** | 11 W/m² | 11 W/m² |
| **Lights** | 4.5 W/m² | 3.6 W/m² |
| **HVAC operating hours** | 7am - 6pm, 5 days | 7am - 6pm, 5 days |
| **Zones - Public** | | |
| **Occupancy** | 10 m²/person | 10 m²/person |
| **Equipment** | n/a | n/a |
| **Lights** | 4.5 W/m² | 3.6 W/m² |
| **HVAC operating hours** | 7am - 6pm, 5 days | 7am - 6pm, 5 days |

# Appendix 5: Rainwater Inputs and Outputs

*Parameters used in the modelling of rainwater use are shown in the tables below.*

| Rainfall inputs | |
|---|---|
| **Roof area** | 790m2 |
| **Runoff coefficient** | 0.95 |
| **Tank size** | 15kL |
| **Tank initial level** | 8kL |
| **Daily toilet demand** | 4.72kL/day |

| Rainfall outputs | |
|---|---|
| **Annual rainfall** | 522mm/year |
| **Annual rainwater collected** | 392 kL/year |
| **Annual overflow** | 0kL |
| **Annual shortfall** | 1323kL/year |

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# Appendix 6: Anaerobic Digester Proposal

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## Anaerobic Digester Proposal

Active Research

# Step 1 - Delivery of waste products

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From point of acceptance at the bottom of the waste chute to transfer to the reactor.

The preferred delivery function of organic matter (food waste) will be via a chute system within the building and packed in either plastic or paper bags. It is proposed a collection bin at the bottom of the chute be fitted with a live floor and at regular intervals emptied onto the bag opening device.

- If the bottom of the chute were fitted with a sensor, the sorting device would turn on as the bag approached thus saving energy having the separator constantly running.
- Another advantage of this system is that it can be fully enclosed with any smells being arrested on the way through.

Food delivered will fall directly onto the feed screw to the vertical separator and separation of organic matter (food waste and packaging) undertaken. Plastic film and other non-digestible matter baled for separate disposal.

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# Step 2 - Digestion

Anaerobic digestion is a well understood and utilised technology particularly in Europe and the UK. Very large units are often utilised for district heating in addition electricity production.

The proposed vessel will be manufactured in Australia to ASTM A240 316L standards.  Polished stainless would be proposed for public view (the pictured unit in the pic is matt finish).
Operating temperature 38 - 42°C, constant stir, double skin insulated.
Fitted with legs or skirts (preferred) pH adjusted.
Fully loaded weight 18 tonne
Empty 4.5 tonne.

Material is progressively fed into the bottom cone of the reactor and pushed to the top as new material is transferred. Residence time for digestion 24 – 48 hours.

Biogas is collected in the top of the reactor at a pressure of 5kPa unless requested otherwise. Biogas is scrubbed of contaminants and dried.

External storage e.g. bag in a box is usually acceptable if stored outdoors. In Victoria, the overpressure release valve and flare must be a minimum distance of 20 metres from nearest occupied distance and fenced off. To be clarified with EPA. A flare on the roof may be an acceptable alternative. Fitted with shrouds will remove public view of the flame at night which burns with a pale blue colour so not visible during daylight hours.

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# Layout

There are three considerations in the layout of the proposed plat –
- receiving bunker for outside delivery and pre-treatment such as plastic separation and pH adjustment, allow 10m²,
- reactor at 5m²
- cogeneration plant 12m x 2.4 x 2.4m

Reactor height of 7m. This can be placed away from the collection areas & CHP, just requiring additional plumbing. Diameter is 3m plus a little space around the vessel.

As a reference point, a Cat Co-generation plant fits neatly into a 40’ container. With the unit in the building the box would not be required however the same noise attenuation would be required.

The layout is not rigid and plumbing will be adjusted as required to accommodate the eventual floor plan.

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# Service Requirements

**Water** – 50mm connection,
**Sewer** – standard. There is a chance the water authority would require a measuring device of some kind if it was thought process water from the AD would be discharged to the sewer network.
**Fresh air inlet for engine**
**Exhaust** – The engine is supplied with noise attenuation; Exhaust is low emissions due to biogas fuel.

Process operation is remotely monitored.

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# Controls & Instrumentation

The plant will be remotely monitored as well as on-site,
- Reactor temperature
- Feed rate
- pH
- biogas flow rate, pressure, and quality
- Chemical oxygen demand (COD)
- Redox – oxygen level in the reactor
- All motors and pumps
- Electrical generation

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# Operational Issues

The system is very robust and in the normal course of events the microbes recover quickly if there is a sudden temperature drop or the pH is out of kilter. The monitoring system will detect any potential issues before they become a problem. Add to this a regular (monthly) analysis of the reactor contents for any deficiencies or phage's as a preventative measure. The chances of an excessive amount of a biocide being added is a very rare occurrence. Back-up supplies of microbes are kept on-hand.

An on-site requirement is for a single staff member to walk through the plant on a daily basis to check for any leaks or strange noises – about 15 minutes. A programmed maintenance call will be undertaken by Caterpillar to check oils and lubricants etc.

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Commercial in Confidence Customised for: COBILD

# Appendix 7: EcoCaddy

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**zero** waste @ **zero**
emissions

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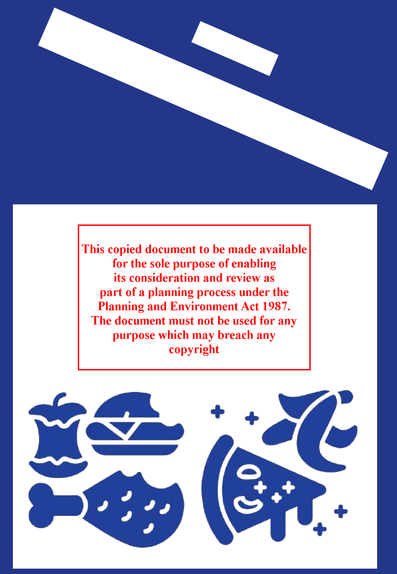

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More than 40% of what is sent to landfill is food waste.

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annual cost to the Australian economy

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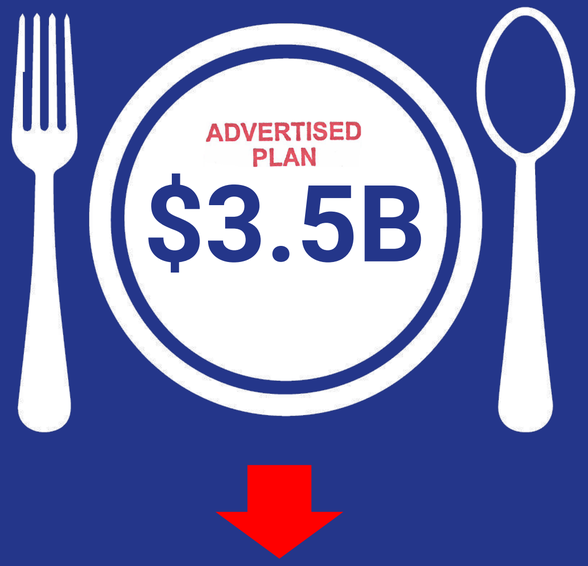


of that is generated by the food service industry

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# WHY

is this happening

# Current Paradigm | For Food Businesses

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There are **4 major barriers** holding back food service businesses in Australian cities from diverting their food scraps into an organics bin today.

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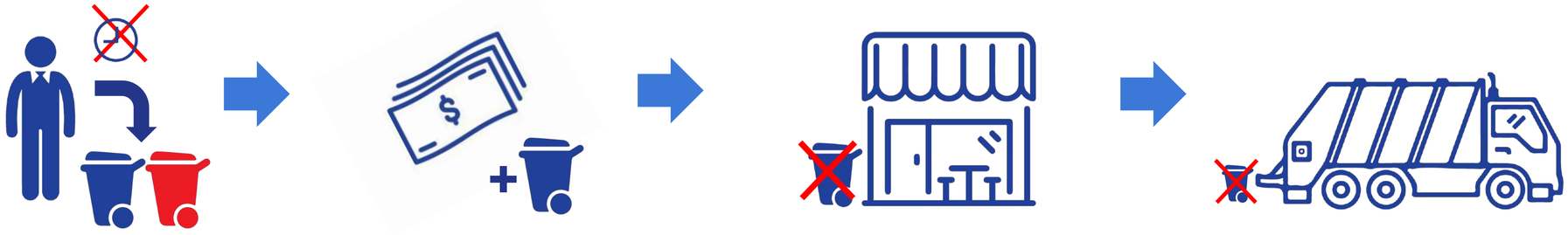

Diverting waste is perceived to take too much time and effort.

Adding yet another bin is seen to cost the business more money

Not enough space to store another bin back of house.

Waste trucks are too big to service businesses in dense urban areas.

Source:https://www.greenindustries.sa.gov.au/resources/commercial-food-waste-pilot---summary-report-(2016)

# Current Paradigm | For Cities

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There are **5 big problems** with *how* food waste is collected and treated today.

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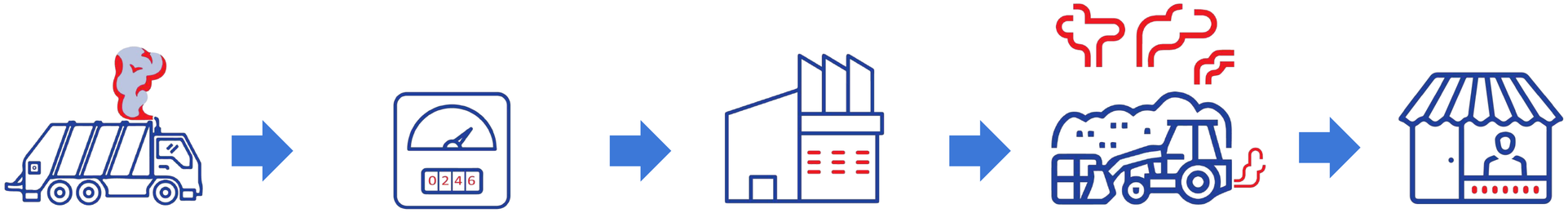


Food waste collection is carried out by large petrol guzzling trucks

Often these trucks have to travel a great distance just to get to and from collection zones.

Treatment facilities are large, expensive to operate and hard to scale.

Treatment facilities are large emitters of of toxic gases and terrible odours

Final materials have to travel great distances to where they can be sold and used again.

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# WHAT

can be done?

# Shifting the Paradigm | For Food Businesses

We've created a **simple service** for food businesses in dense urban areas to divert their food waste from landfill that will save them time and money.

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Easy *in-kitchen* bin swap system. Clean for dirty. Anything that's been alive can go in this bin.

Save money by diverting heavy food scraps from waste, shrinking landfill bin costs

The right size bin for the job, that fits neatly into commercial kitchens. Saving space and time.

Cutting-edge electric assist cargo tricycles built to service dense urban environments

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# Shifting the Paradigm | For Cities

We've created a unique **decentralised, hyperlocal food organics** collection and treatment system. It will radically reduce the emissions currently produced by the waste industry and provide the market with a better service model.

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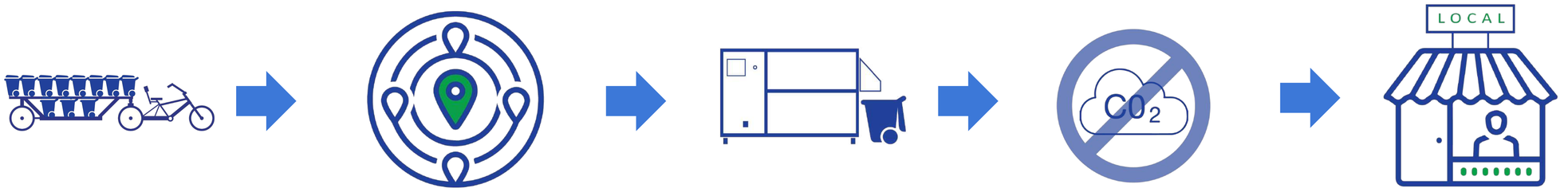


Food waste collection is carried out by pedal electric-assisted cargo vehicles

Compact and scalable facility design, enable us to house our fleets in the very collection zones we serve.

Utilizing scalable, cost-effective and completely self-contained treatment technology.

The treatment technologies we use do not emit harmful emissions or odours.

Final materials are used on site or are distributed and sold in the nearby neighbourhoods.

ADVERTISED PLAN

# Blue Ocean | For Cities

ADVERTISED PLAN

We are building a **zero waste @ zero emissions** system of the future.

We see an opportunity to make a paradigm shift in the way businesses approach waste. Converting ***waste*** into a valuable ***resource.***

Unused or discarded food, through various processes, can be converted into **clean energy.**

Efficient and low contamination kitchen collections

Zero-emission Transport

Local homes powered by biogas and rooftop/vertical gardens fed by organic compost

On site anaerobic digester/biogas for energy production with Co2 capture.

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# HOW

do we
do this?

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SKATEBOARDING & ROLLERBLADING PROHIBITED AT ALL TIMES
ecoCaddy
sustainable urban delivery
www.ecocaddy.com.au
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We're applying tried and tested methods and technology from other industries, to radically improve the waste industry.
Commercial in Confidence © Copyright EcoCaddy Pty Ltd 2021
78
13

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# Reporting | We track your impact.

Our container system enables us to track individual locations in close detail. Daily reports enable you to see your operations like never before

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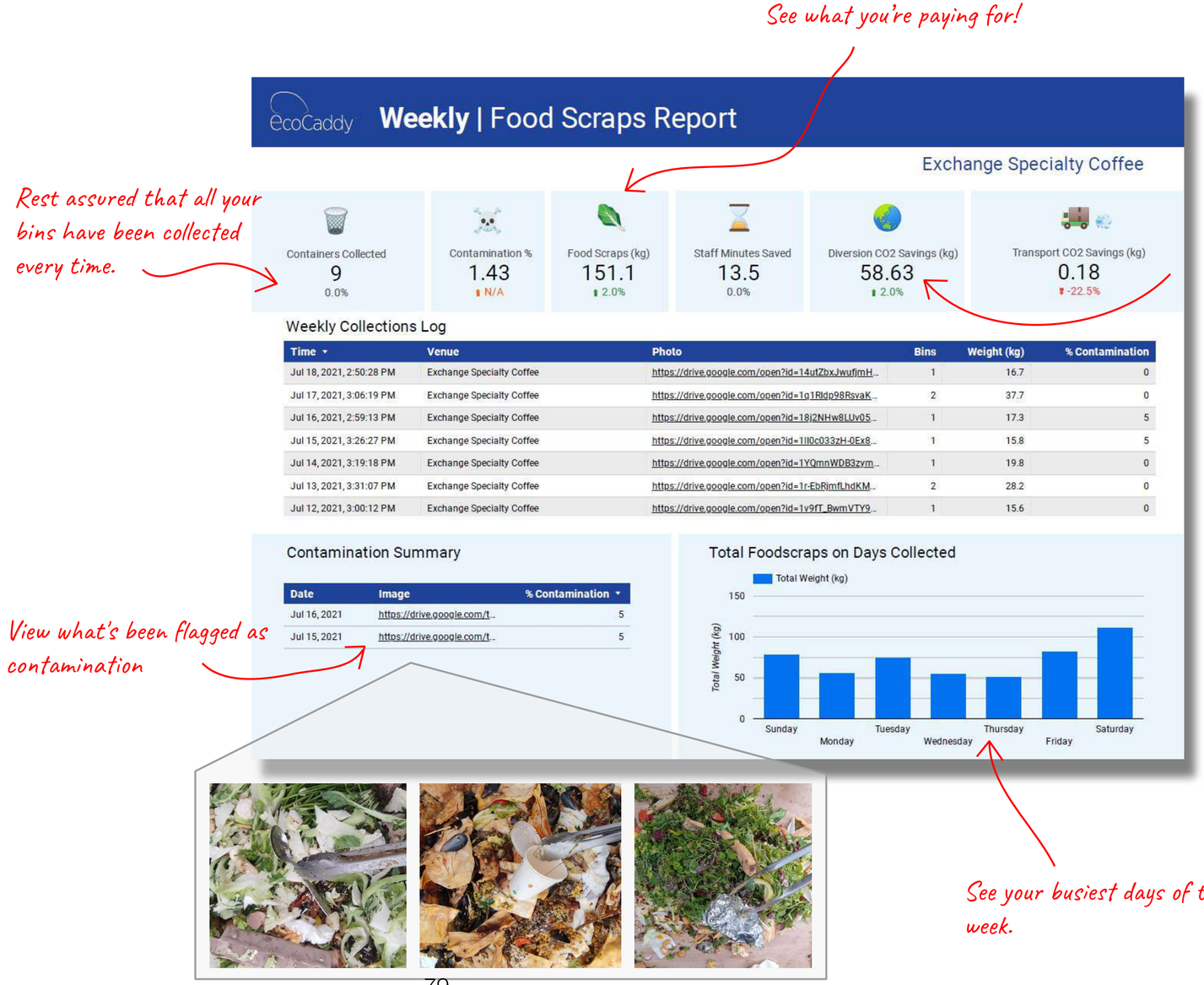

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# Zero Emissions Transport Platform

We utilise the most advanced electric-assisted vehicles available. We've developed a modular system that enables our common chassis to be adapted for different use cases.

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## Our unique vehicles are built to haul:

Built for large payloads and to last:

+ EPA approved to transport food waste anywhere in Australia
+ Road legal as a pedal electric-assisted tricycle Standard EN15194
+ Legally operated on all Australian roads, cycle ways and footpaths
+ Can haul payloads of 350kg
+ Swappable lithium-ion battery system = infinite range
+ 4x hydraulic disc brakes
+ GPS tracked
+ Low maintenance

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# Scalable Facilities

We've ran our services all over the country and have developed scalable and modular configurations to operate our fleets.

Enabling us to cost effectively scale up or down our operations to perfectly suit the needs of the neighbourhoods we serve.

**Our footprint is ultra light.**

Minimum Requirements

+ 1x car park space + shelter / 20ft shipping container / 2 x 3m shed
+ 240v outlet for battery charging
+ Batteries can be charged using solar PV

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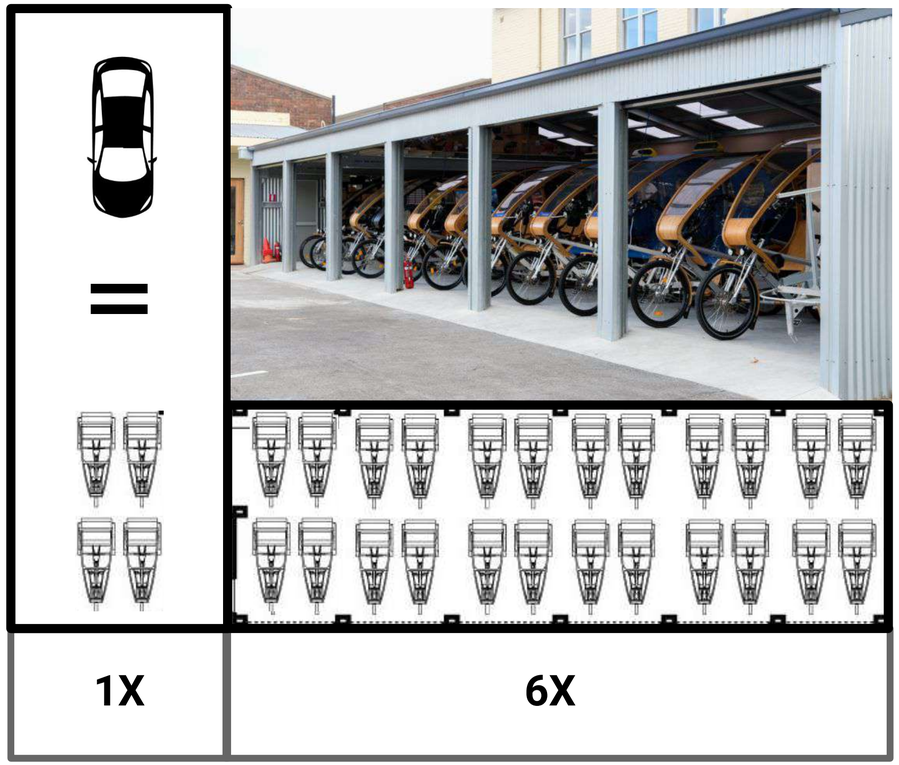

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# ASSEMBLY HOUSE

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# Assembly House | Organics Management

EcoCaddy will provide a turn-key solution to manage discarded organic material at Assembly House.

**Providing the following operations:**

+ Collection of organics from the local area (3km radius of Assembly House)
+ Loading of organics into the Anaerobic Digester at Assembly House
+ On-site daily management of Anaerobic Digester if required.
+ Unloading of Anaerobic Digester byproduct (fertilizer) and transport to a transfer station for further processing.

+ **EcoCaddy vehicles will be stored off-site in a nearby facility**

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# Accessing Assembly House

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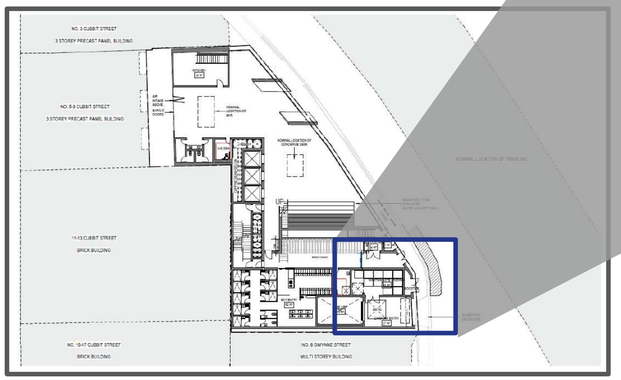


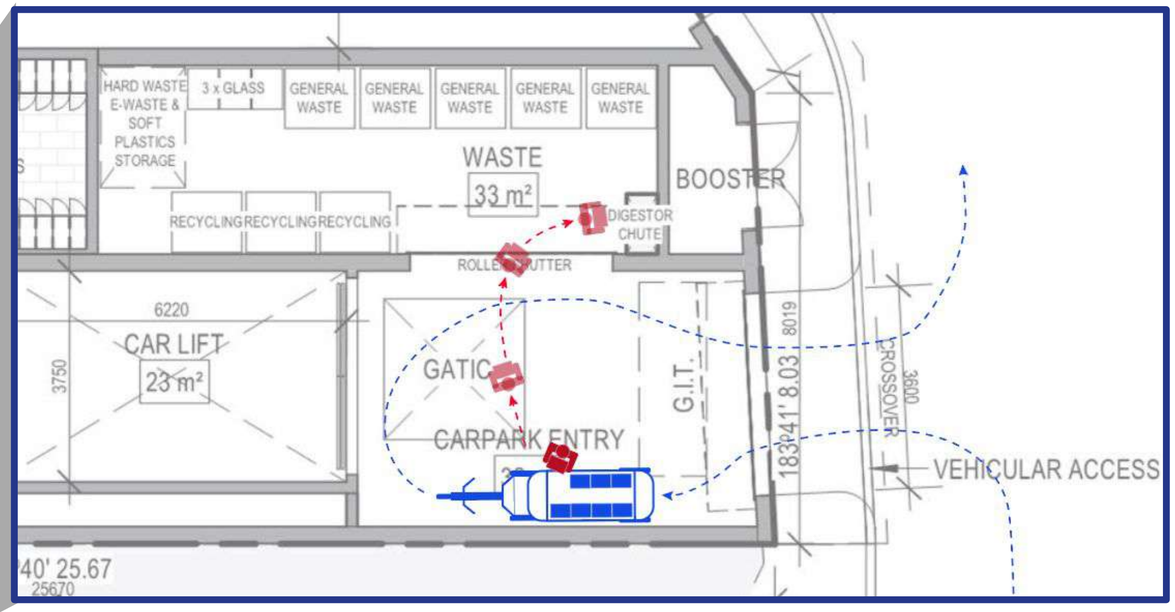


Silent and compact electric assisted tricycles arriving and disembarking every 45-60 minutes.

**EcoCaddy vehicles will be stored offsite*

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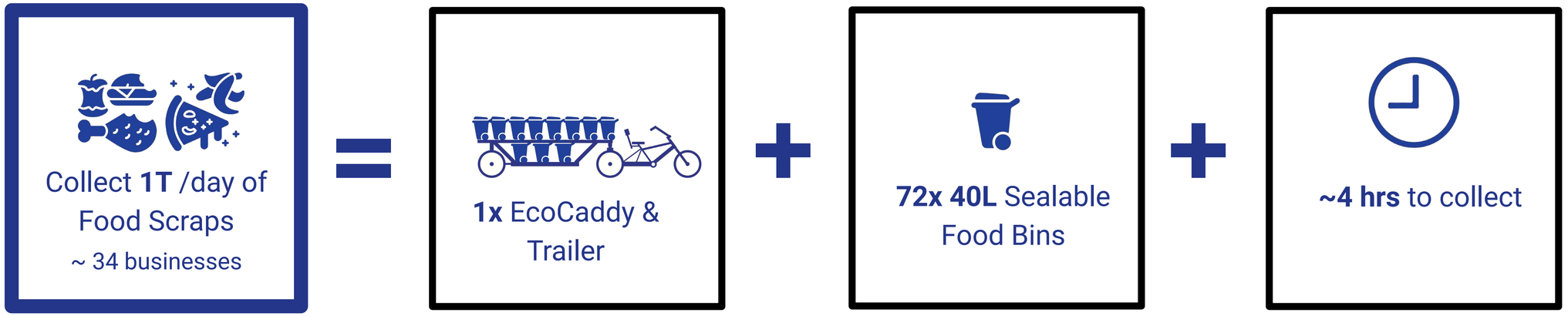
# Operational Model

## THE DETAILS

Each EcoCaddy trailer is able to carry (24) Food Bins.
Each Food Bin weighs on average 15kgs (depending on material being collected).
The average collection for each EcoCaddy trailer will be 360kgs per load.
It takes on average 1.3 hours for an EcoCaddy to make collections for local businesses & deposit material.
(1) EcoCaddy trailer is able to collect and deposit 1T of Food Waste in 4 hours.

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# Operational Model

## Scaled to 10t / day to meet Assembly House demand

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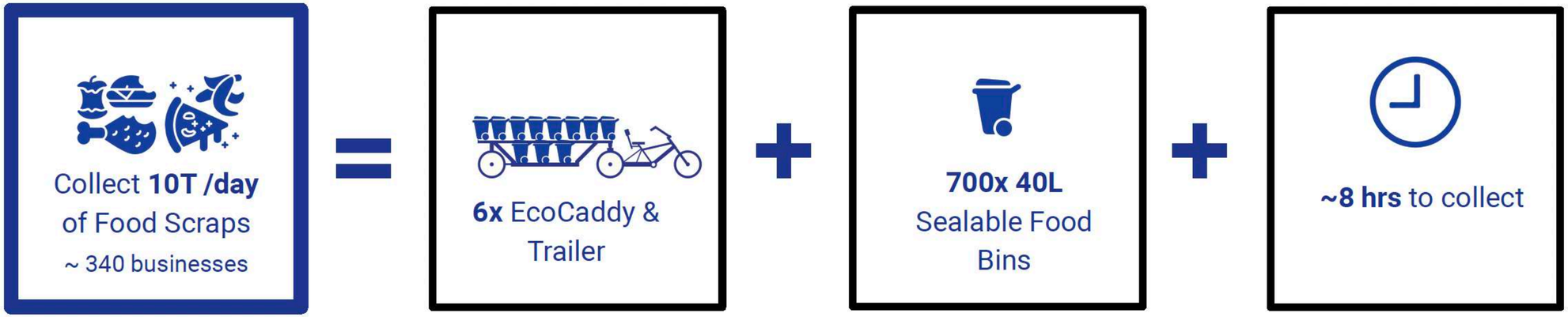
**THE DETAILS**

>EcoCaddy trailers will operate between 9am - 6pm to collect and deposit the food waste
>The EcoCaddy trailers will collect and deposit 10t of food waste across an 8 hour period
>The food waste will be collected from local businesses primarily around the Cremorne and Richmond area
>The food waste will be deposited directly into the Anaerobic Digester each day (i.e. no storage offsite).
>There will be 700 food bin collections which will result in 32 deliveries to the site each day
>Each delivery to site will take on average 10 mins to deposit waste into the Anaerobic Digester
>Collections will be coordinated from approximately 340 businesses (commonly multiple food bins per business)



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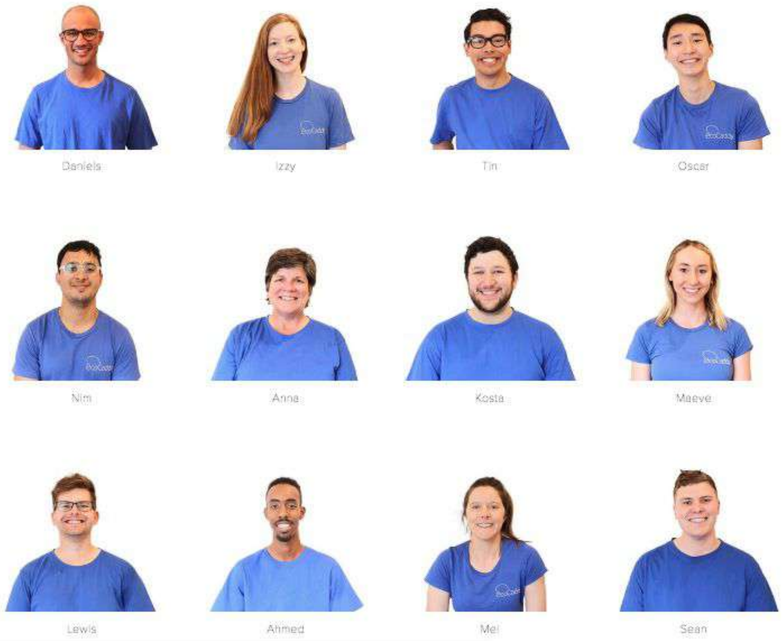
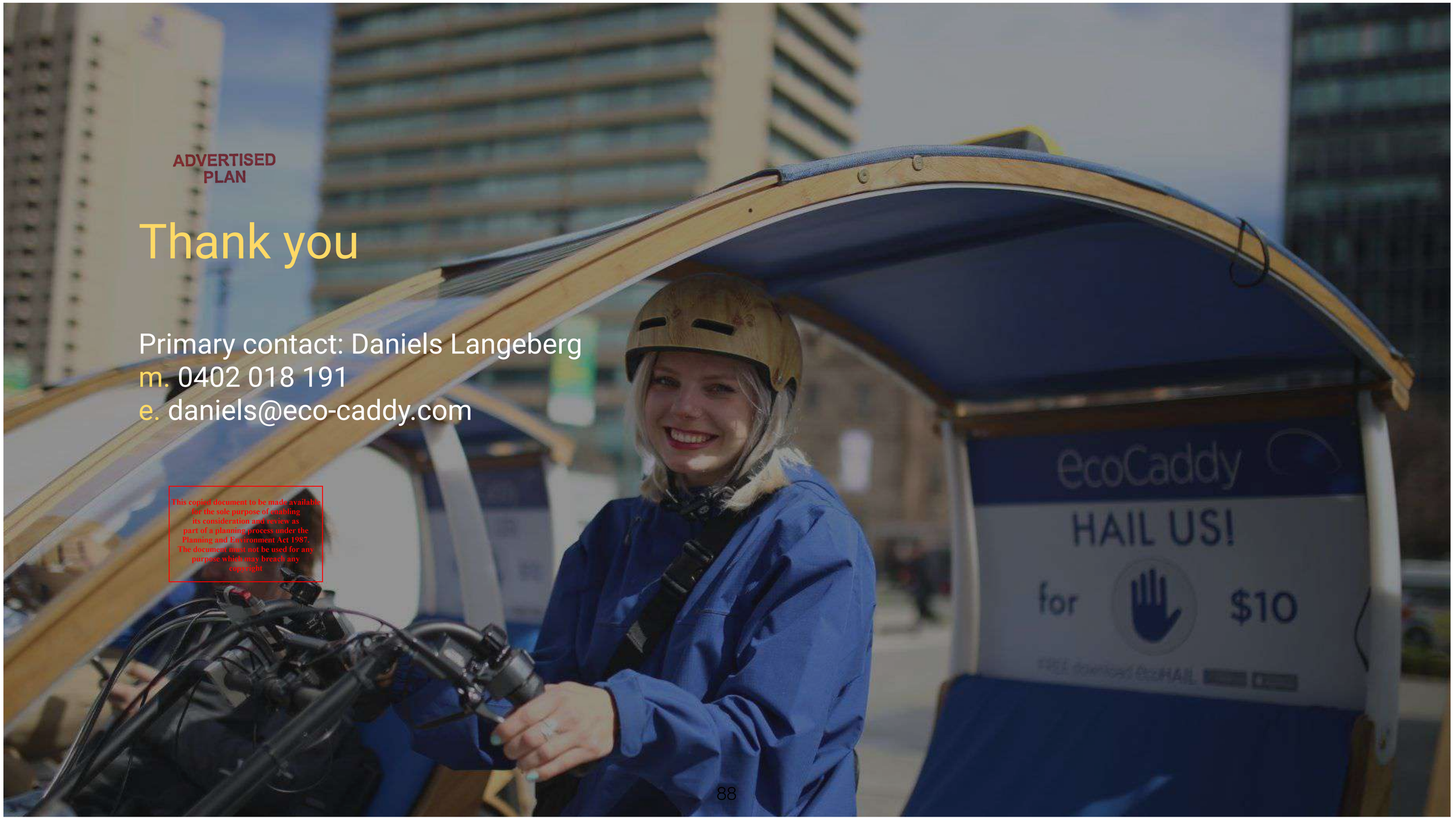
# Our Team

EcoCaddy is a tech-infused company that specialises in **last mile logistics**, fleet and personnel management.

Founded in 2015, our fleet of electric-assisted tricycles have travelled over **250,000 km's - that's over 82 tonnes** of carbon emissions saved.

We are a **privately owned South Australian company**, clocking in thousands of kilometers every month for some of the most innovative brands in the country.

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Thank you
Primary contact: Daniels Langeberg
m. 0402 018 191
e. daniels@eco-caddy.com
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EcoCaddy
HAIL US!
for
$10

# Appendix 8: Waste Delivery Swept Path for Anaerobic Digester system

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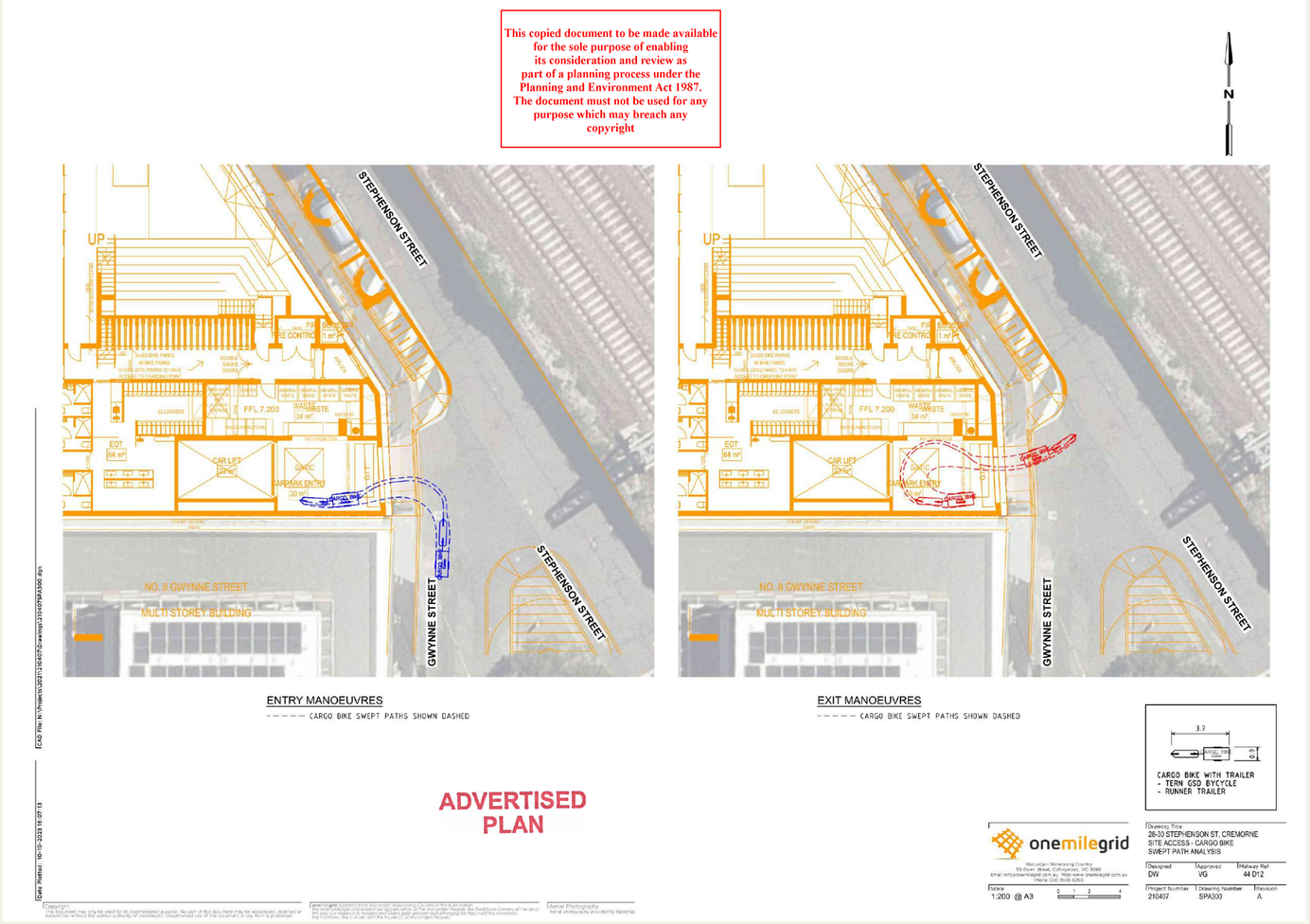
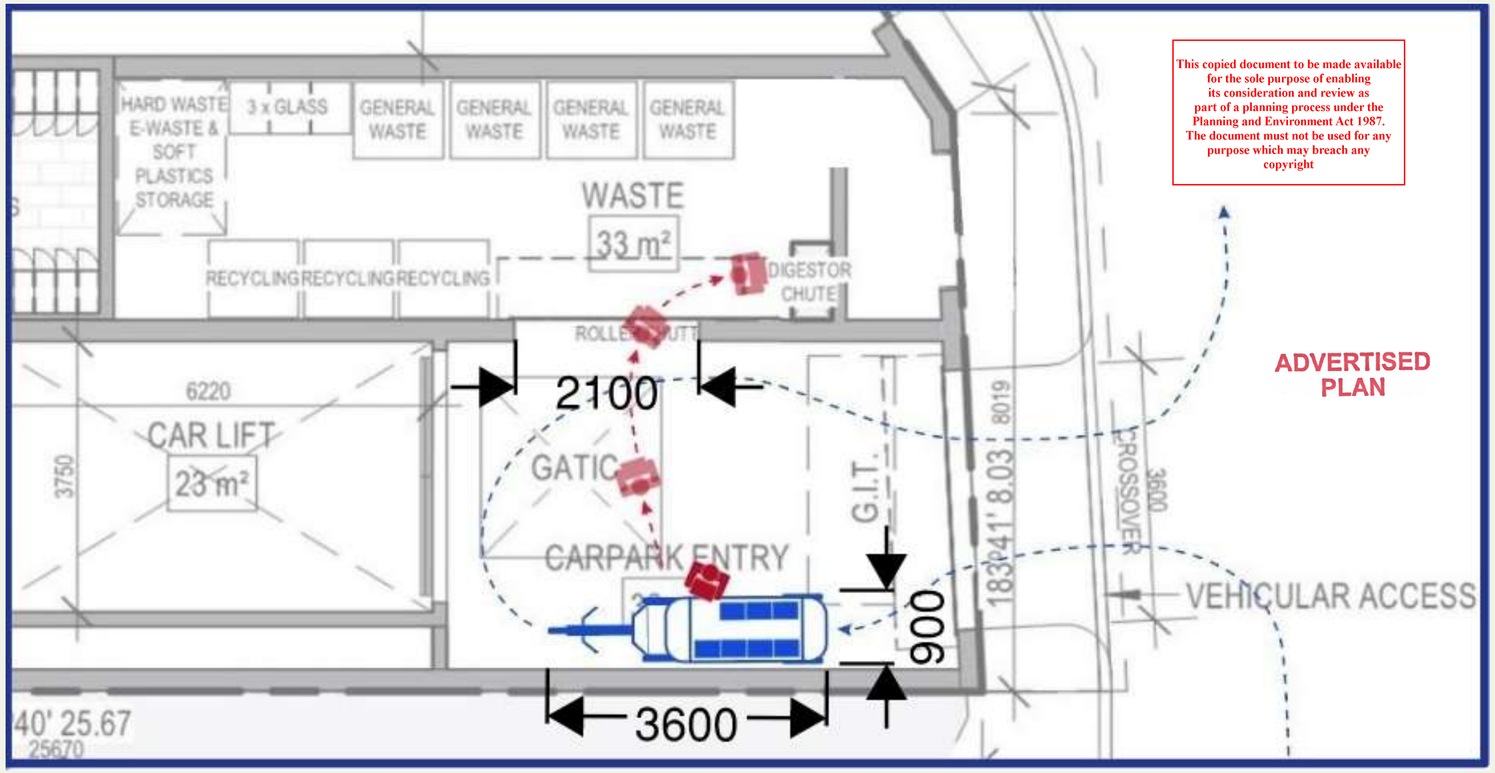


# Appendix 8: Waste Delivery Swept Path for Anaerobic Digester system

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# Appendix 9: CitiPower Indicative Approval for Anaerobic Digester

**From:** Hall, Adam ADhall@powercor.com.au
**Subject:** RE: MATTER HOUSE - 28 STEPHENSON STREET CREMORNE (CR 308822775)
**Date:** 27 September 2023 at 11:57 am
**To:** Chris Coyle chris@cobild.com.au

AH

You don't often get email from adhall@powercor.com.au. Learn why this is important

Good morning, Chris,

As discussed, CitiPower have no issues with the proposal for co-generation at the site.

Feasibility of the connection itself would be determined through the CitiPower eConnect process.

Further information can not be given about potential parameters governing connection arrangement or export until the technical information around generator size and how thy will operate has been provided (again part of the assessment through eConnect)

Happy to discuss.

Kind Regards

**Adam Hall I Customer Development Manager**
Network Services I Design & Customer Programs
CitiPower Pty Ltd and Powercor Australia Ltd
**A** Level 3, 40 Market Street, Melbourne VIC 3000
**P** 0448 006 696
**E** adhall@powercor.com.au

**From:** Chris Coyle <chris@cobild.com.au>
**Sent:** Wednesday, 27 September 2023 10:22 AM
**To:** Hall, Adam <ADhall@powercor.com.au>
**Subject:** MATTER HOUSE - 28 STEPHENSON STREET CREMORNE (CR 308822775)

Hi Adam,
I hope you're well.

Thank-you for your time a few weeks ago to discuss the above project. As we mentioned, we are in the process of preparing an application for submission to Citipower for the export of energy back into the grid via a Cogeneration Plant (Anaerobic Digestor).

As part of our planning process, Yarra Council have requested that we obtain "**confirmation in writing that CitiPower have been informed of the proposal and that they are generally supportive of it**".

We understand this has been done across multiple other cogeneration plant operations around Melbourne and we are happy to work with you to facilitate an outcome that is acceptable for you and your team. It would be appreciated if you could assist us in providing broad support for the ability for us to export energy back into the grid subject to whatever qualifications that you need to add.

Please give me a call if you have any queries

**Chris Coyle**
Not Your Typical **Development Manager**

COBILD™

**P:** 03 9827 1217
**M:** 0421 841 929
**A:** Level 8, 9-11 Cremorne St, Cremorne VIC 3121
Website // Instagram

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**REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958**



VOLUME 12350 FOLIO 725 Security no : 124125425601D
Produced 18/06/2025 10:54 AM

## LAND DESCRIPTION

Land in Plan of Consolidation 379409M.
PARENT TITLES :
Volume 10923 Folio 178 to Volume 10923 Folio 179
Created by instrument PC379409M 23/12/2021

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## REGISTERED PROPRIETOR

Estate Fee Simple
TENANTS IN COMMON
As to 3 of a total of 6 equal undivided shares
Sole Proprietor
ASSEMBLY HOUSE PROJECT PTY LTD of LEVEL 8 9-11 CREMORNE STREET CREMORNE VIC 3121
As to 1 of a total of 6 equal undivided shares
Sole Proprietor
MACKINNON SKIES PTY LTD of "NORTH TOWER" LEVEL 5 485 LA TROBE STREET MELBOURNE VIC 3000
As to 1 of a total of 6 equal undivided shares
Sole Proprietor
TRUMPET TOWERS PTY LTD of "NORTH TOWER" LEVEL 5 485 LA TROBE STREET MELBOURNE VIC 3000
As to 1 of a total of 6 equal undivided shares
Sole Proprietor
RICHO INVESTMENTS PTY LTD of "NORTH TOWER" LEVEL 5 485 LA TROBE STREET MELBOURNE VIC 3000
AV690360L 31/05/2022

## ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

## DIAGRAM LOCATION

SEE PC379409M FOR FURTHER DETAILS AND BOUNDARIES

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## ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

## ADMINISTRATIVE NOTICES

NIL

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**REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958**



Effective from 31/05/2022

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| Document Identification | **PC379409M** |
| Number of Pages (excluding this cover sheet) | **2** |
| Document Assembled | **18/06/2025 10:54** |

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# PLAN OF CONSOLIDATION

EDITION 1 | PC 379409M

## LOCATION OF LAND

**Parish :** JIKA JIKA
**Township :** -
**Section :** -
**Crown Allotment :** -
**Crown Portion :** 3 & 4 (PARTS)

**Title Reference :** VOL.10923 FOL.178
VOL.10923 FOL.179

**Last Plan Reference :** LOT 2 & 3 ON PS536439Q

**Postal Address :** (at time of subdivision) 28 - 30 STEPHENSON STREET
CREMORNE VIC 3121

**MGA94 Co-ordinates** (of approx. centre of land in plan) E 323380 N 5811530 ZONE : 55

Council Name: Yarra City Council

Council Reference Number: SC21/0068
Planning Permit Reference: Planning permit not required
SPEAR Reference Number: S181184E

**Certification**

This plan is certified under section 6 of the Subdivision Act 1988

**Statement of Compliance**

This is a statement of compliance issued under section 21 of the Subdivision Act 1988

Public Open Space

A requirement for public open space under section 18 of the Subdivision Act 1988 has not been made

Digitally signed by: Sarah Griffiths for Yarra City Council on 13/09/2021

## VESTING OF ROADS AND/OR RESERVES

| IDENTIFIER | COUNCIL/BODY/PERSON |
|---|---|
| NIL | NIL |

## NOTATIONS

**DEPTH LIMITATION:** Does not apply.

ADVERTISED PLAN

**Survey :** THIS PLAN IS NOT BASED ON SURVEY.

**Staging :** THIS IS NOT A STAGED SUBDIVISION
PLANNING PERMIT No.

To be completed where applicable:
THIS SURVEY HAS BEEN CONNECTED TO PERMANENT MARKS No(s)
IN PROCLAIMED SURVEY AREA No.

## NOTATIONS

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## EASEMENT INFORMATION

LEGEND: A - APPURTENANT EASEMENT E - ENCUMBERING EASEMENT R - ENCUMBERING EASEMENT (ROAD)

SECTION 12 (2) OF THE SUBDIVISION ACT 1988 APPLIES TO ALL OF THE LAND IN THIS PLAN

| EASEMENT REFERENCE | PURPOSE | WIDTH (Metres) | ORIGIN | LAND BENEFITED/IN FAVOUR OF |
|---|---|---|---|---|
| | | | | |

CHARTER.
KECK CRAMER
Level 22/8 Exhibition Street, Melbourne Victoria 3000
Telephone 1300 242 787 www.charterkc.com.au

SURVEYOR'S REF: 10142173 25/08/21

Digitally signed by: Adrian A Thomas, Licensed Surveyor, Surveyor's Plan Version (1), 31/08/2021, SPEAR Ref: S181184E

ORIGINAL SHEET SIZE: A3 | SHEET 1 OF 2

PLAN REGISTERED
TIME: 2:56 PM DATE: 23/12/2021
R. Rusan
Assistant Registrar of Titles

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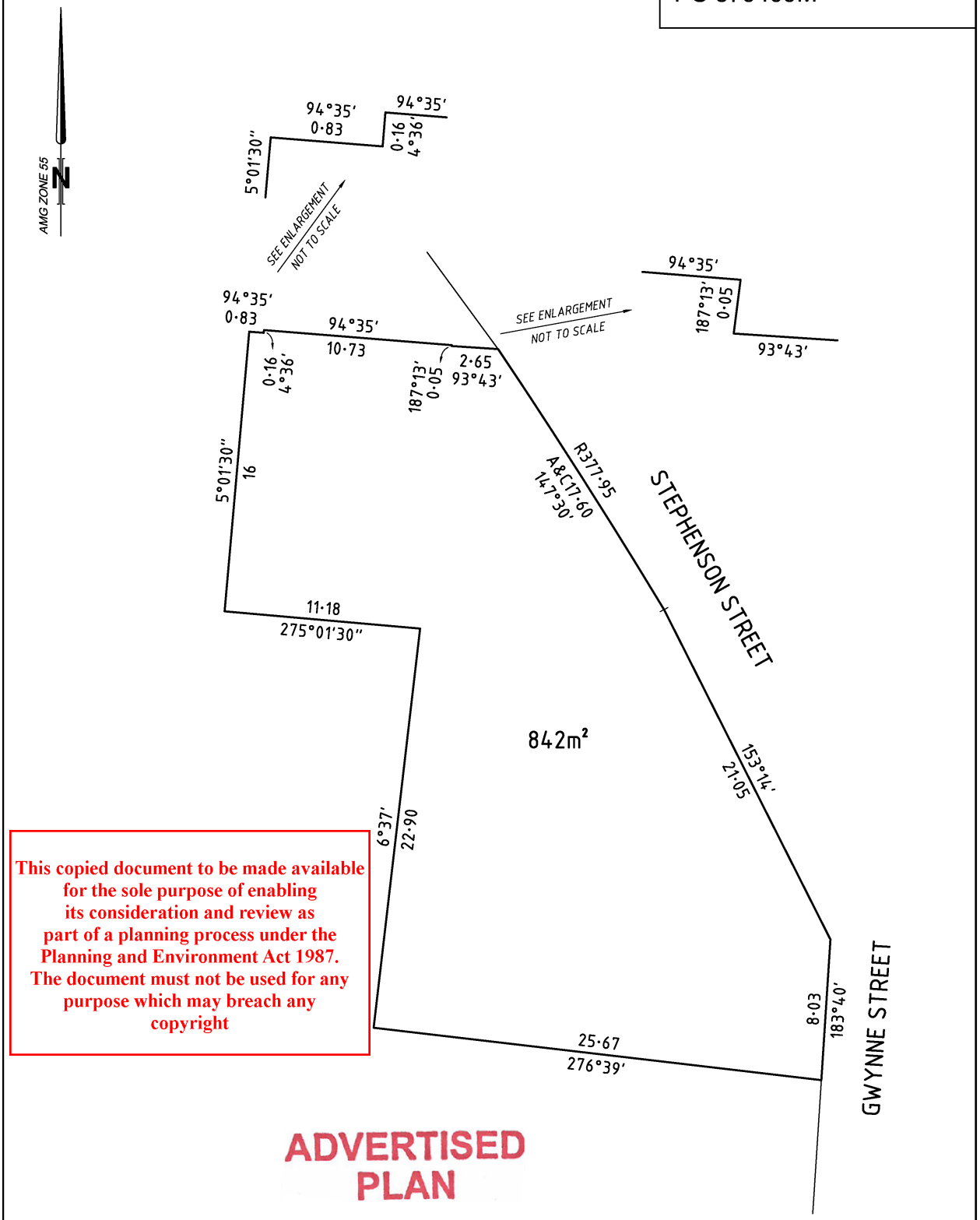
PC 379409M

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| | | | |
|---|---|---|---|
| SURVEYOR'S REF: 10142173 | SCALE 1:200 — 2 0 4 8 LENGTHS ARE IN METRES | ORIGINAL SHEET SIZE: A3 | SHEET 2 |
| CHARTER. KECK CRAMER<br>Level 22/8 Exhibition Street, Melbourne Victoria 3000<br>Telephone 1300 242 787 www.charterkc.com.au | Digitally signed by: Adrian A Thomas, Licensed Surveyor, Surveyor's Plan Version (1), 31/08/2021, SPEAR Ref: S181184E | Digitally signed by: Yarra City Council, 13/09/2021, SPEAR Ref: S181184E | |

# Department of Environment, Land, Water & Planning

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| Status | Registered | Dealing Number | AV690360L |
| Date and Time Lodged | 31/05/2022 04:52:09 PM | | |

**Lodger Details**

| | |
|---|---|
| Lodger Code | 20371X |
| Name | MARSH & MAHER |
| Address | |
| Lodger Box | |
| Phone | |
| Email | |
| Reference | |

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## TRANSFER

**Jurisdiction** VICTORIA

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**Land Title Reference**
12350/725

**Transferor(s)**

| | |
|---|---|
| Name | MACKINNON SKIES PTY LTD |
| ACN | 614701094 |
| Name | RICHO INVESTMENTS PTY LTD |
| ACN | 614759769 |
| Name | TRUMPET TOWERS PTY LTD |
| ACN | 605774785 |

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**Estate and/or Interest being transferred**
Fee Simple

**Consideration**
$AUD 6000000.00

**Transferee(s)**
**Tenancy (inc. share)** TENANTS IN COMMON 3 / 6



Reference :
Secure Electronic Registries Victoria (SERV), Level 13, 697 Collins Street Docklands 3008
Locked bag 20005, Melbourne 3001, DX 210189
ABN 86 627 986 396

# Department of Environment, Land, Water & Planning

## Electronic Instrument Statement

| | |
|---|---|
| Name | ASSEMBLY HOUSE PROJECT PTY LTD |
| ACN | 646789577 |
| Address | |
| Floor Type | LEVEL |
| Floor Number | 8 |
| Street Number | 9 |
| To Street Number | 11 |
| Street Name | CREMORNE |
| Street Type | STREET |
| Locality | CREMORNE |
| State | VIC |
| Postcode | 3121 |

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| | |
|---|---|
| **Tenancy (inc. share)** | TENANTS IN COMMON 1 / 6 |
| Name | MACKINNON SKIES PTY LTD |
| ACN | 614701094 |
| Address | |
| Property Name | NORTH TOWER |
| Floor Type | LEVEL |
| Floor Number | 5 |
| Street Number | 485 |
| Street Name | LA TROBE |
| Street Type | STREET |
| Locality | MELBOURNE |
| State | VIC |
| Postcode | 3000 |

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|---|---|
| **Tenancy (inc. share)** | TENANTS IN COMMON 1 / 6 |
| Name | TRUMPET TOWERS PTY LTD |
| ACN | 605774785 |
| Address | |
| Property Name | NORTH TOWER |
| Floor Type | LEVEL |
| Floor Number | 5 |
| Street Number | 485 |
| Street Name | LA TROBE |
| Street Type | STREET |
| Locality | MELBOURNE |
| State | VIC |
| Postcode | 3000 |

| | |
|---|---|
| **Tenancy (inc. share)** | TENANTS IN COMMON 1 / 6 |
| Name | RICHO INVESTMENTS PTY LTD |
| ACN | 614759769 |
| Address | |
| Property Name | NORTH TOWER |



Reference :
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Locked bag 20005, Melbourne 3001, DX 210189
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| Floor Type | LEVEL |
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| Postcode | 3000 |

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**Duty Transaction ID**
5443216

The transferor transfers to the transferee their estate and/or interest in the land specified for the consideration, subject to any restrictive covenant set out or referred to in this transfer.

**Execution**

1. The Certifier has taken reasonable steps to verify the identity of the transferee or his, her or its administrator or attorney.
2. The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
3. The Certifier has retained the evidence supporting this Registry Instrument or Document.
4. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant law and any Prescribed Requirement.

| | |
|---|---|
| Executed on behalf of | ASSEMBLY HOUSE PROJECT PTY LTD |
| Signer Name | MICHAEL MAMMEN |
| Signer Organisation | HWL EBSWORTH LAWYERS |
| Signer Role | AUSTRALIAN LEGAL PRACTITIONER |
| Execution Date | 31 MAY 2022 |

**Execution**

1. The Certifier has taken reasonable steps to verify the identity of the transferee or his, her or its administrator or attorney.
2. The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
3. The Certifier has retained the evidence supporting this Registry Instrument or Document.
4. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant law and any Prescribed Requirement.

| | |
|---|---|
| Executed on behalf of | MACKINNON SKIES PTY LTD<br>TRUMPET TOWERS PTY LTD<br>RICHO INVESTMENTS PTY LTD |
| Signer Name | ESTHER XUAN ZHANG |
| Signer Organisation | MARSH & MAHER |
| Signer Role | AUSTRALIAN LEGAL PRACTITIONER |
| Execution Date | 31 MAY 2022 |

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# Department of Environment, Land, Water & Planning

## Electronic Instrument Statement

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| Signer Name | ESTHER XUAN ZHANG |
| Signer Organisation | MARSH & MAHER |
| Signer Role | AUSTRALIAN LEGAL PRACTITIONER |
| Execution Date | 31 MAY 2022 |

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# *28-30 Stephenson Street, Cremorne*

Transport Impact Assessment

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210407TIA001K-F

3 December 2025

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## DOCUMENT INFORMATION

| | | | |
|---|---|---|---|
| **Prepared for** | Cobild | | |
| **File Name** | 210407TIA001K-F | **Report Date** | 3 December 2025 |
| **Prepared by** | [redacted] | **Reviewed by** | [redacted] |
| **Signature** | [redacted] | **Signature** | [redacted] |

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# 1 INTRODUCTION

**one**mile**grid** has been requested by Cobild to undertake a Transport Impact Assessment of the proposed mixed-use development at 28-30 Stephenson Street, Cremorne.

As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic and parking data has been sourced and relevant background reports have been reviewed.

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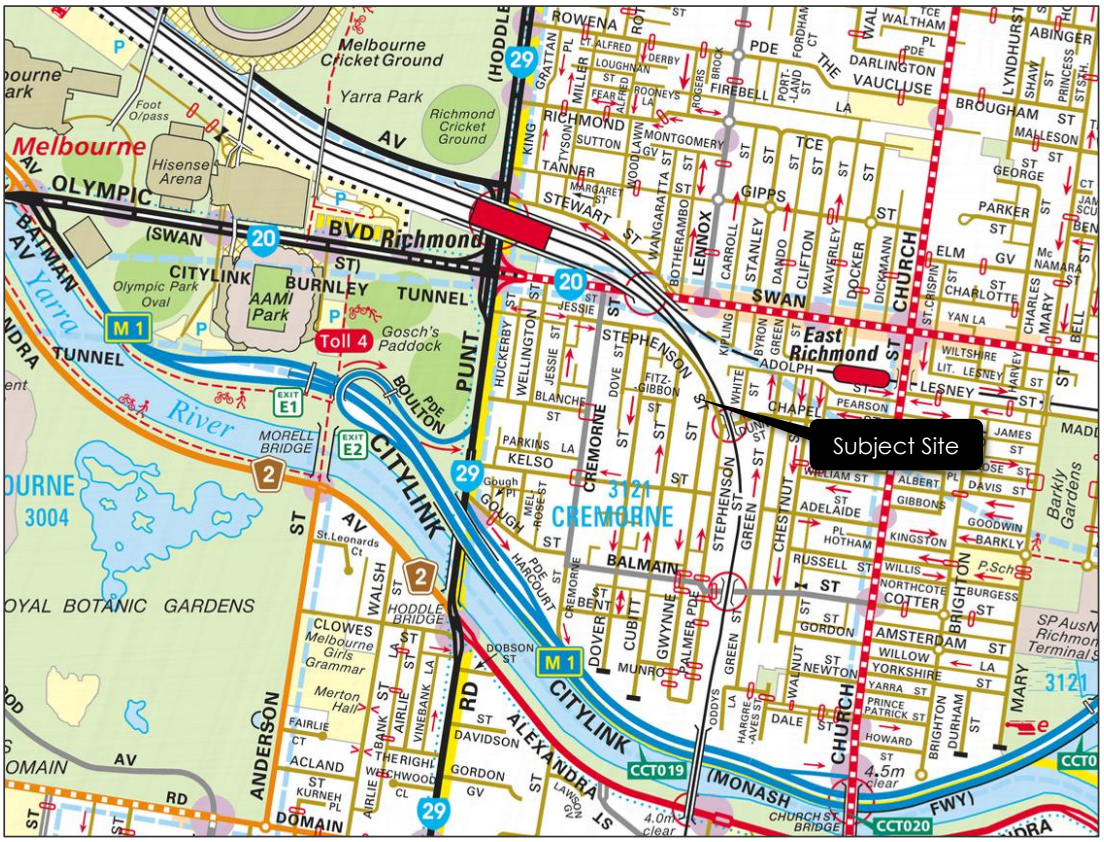
# 2 EXISTING CONDITIONS

## 2.1 Site Location

The subject site is located on the southwest side of Stephenson Street, which runs parallel to the elevated rail reservation on the approach to Richmond Station as shown in Figure 1.

**Figure 1 Site Location**

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The site is irregular in shape and is currently occupied by a two-storey brick office building. Site access is available via a crossover to Stephenson Street towards the north of the site, with an at-grade open air car park at the northwest corner providing a total of 7 on-site car spaces.

Land use in the immediate vicinity of the site is mixed in nature, and includes office, warehousing and retails uses, mixed with some medium density residential lots. To the north across the train line reservation is the active Swan Street Activity Centre which includes shops (including a full line supermarket), restaurants, bars and other amenities. Swan Street is readily accessible via an underpass to the northwest of the site.

An aerial view of the subject site is provided in Figure 2.

**Figure 2 Site Context (27 July 2021)**

*Copyright Nearmap*

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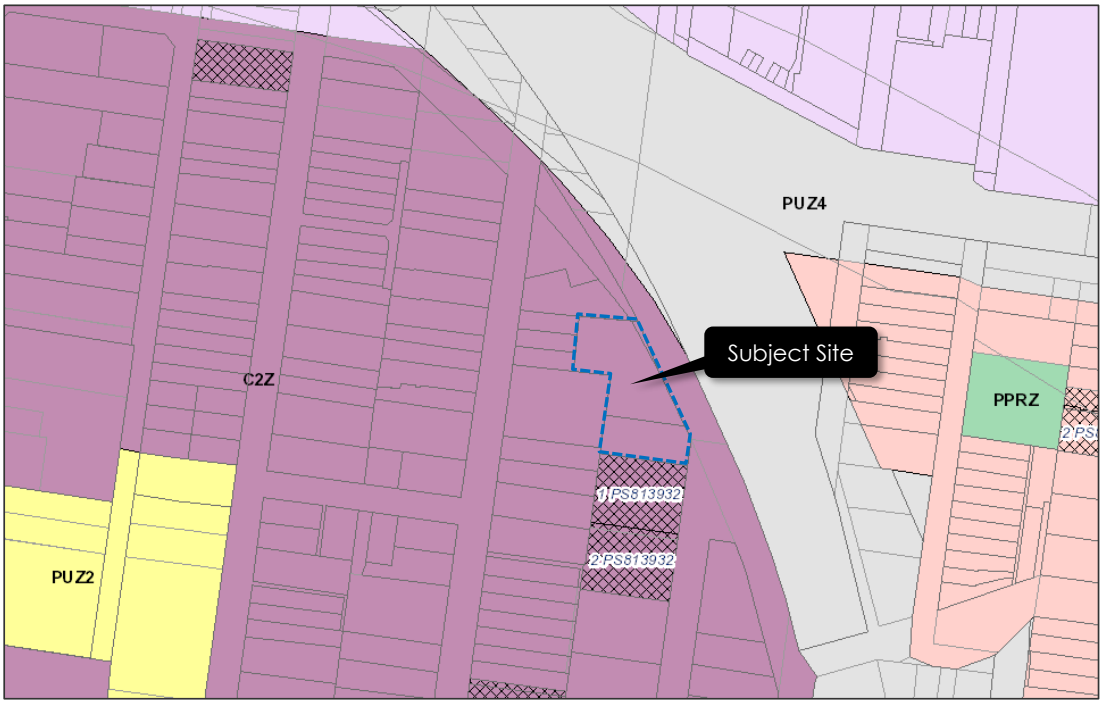
## 2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Commercial 2 Zone (C2Z).

**Figure 3 Planning Scheme Zones**




The site falls within the Principal Public Transport Network Area, as shown in Figure 4.

**Figure 4 Principal Public Transport Network Area Map**

## 2.3 Road Network

### 2.3.1 Stephenson Street

Stephenson Street is a local road which runs generally east-southeast from Cremorne Street for approximately 350 metres to Dunn Street, after which Stephenson Street continue directly south for approximately 320 metres, to Balmain Street.

From Balmain Street, Stephenson Street only facilitates one-way northbound traffic to Dunn Street. Between Dunn Street and Cremorne Street, Stephenson Street facilitates traffic movements in each direction.

Kerbside parking is provided on the west side of the road, in the vicinity of the site, generally restricted to 4-hour parking between 7:00am and 7:00pm.

The default 50km/h speed limit applies to Stephenson Street in the vicinity of the site.

The cross-section of Stephenson Street at the frontage of the site is shown in Figure 5.

**Figure 5 Stephenson Street, looking northwest past the subject site**

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### 2.3.2 Gwynne Street

Gwynne Street is a local road generally aligned north-south, running between Stephenson Street in the north and Palmer Parade in the south. Gwynne Street provides a single one-way southbound traffic lane from Stephenson Street to Balmain Street. To the south of Balmain Street, two-way traffic movements are facilitated. Kerbside parking is provided on the east side of Gwynne Street, generally restricted to 4-hour parking between 7:00am and 7:00pm.

The default 50km/h speed limit applies to Gwynne Street in the vicinity of the site.

The cross-section of Gwynne Street at the frontage of the site is shown in Figure 6.

**Figure 6 Gwynne Street, looking south past the subject site**

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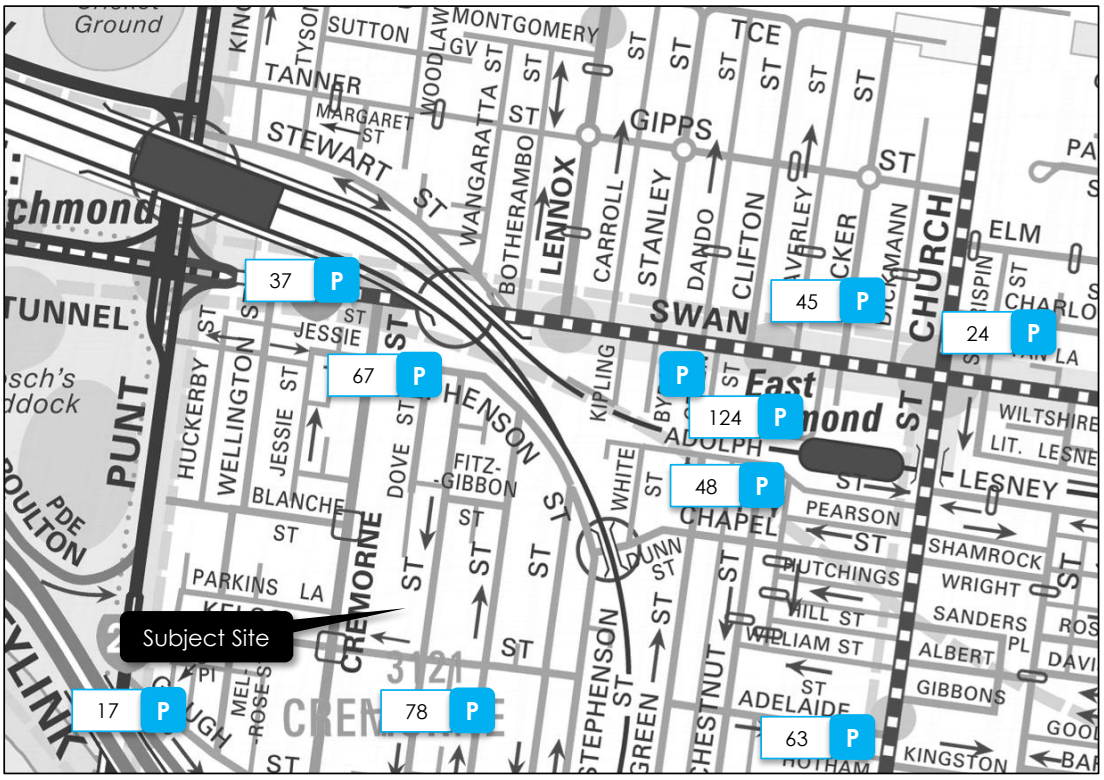
## 2.4 Car Parking

A number of commercial and Council off-street car parks are located in the vicinity of the site, as indicated in Figure 7.

**Figure 7 Car Parking Locations**

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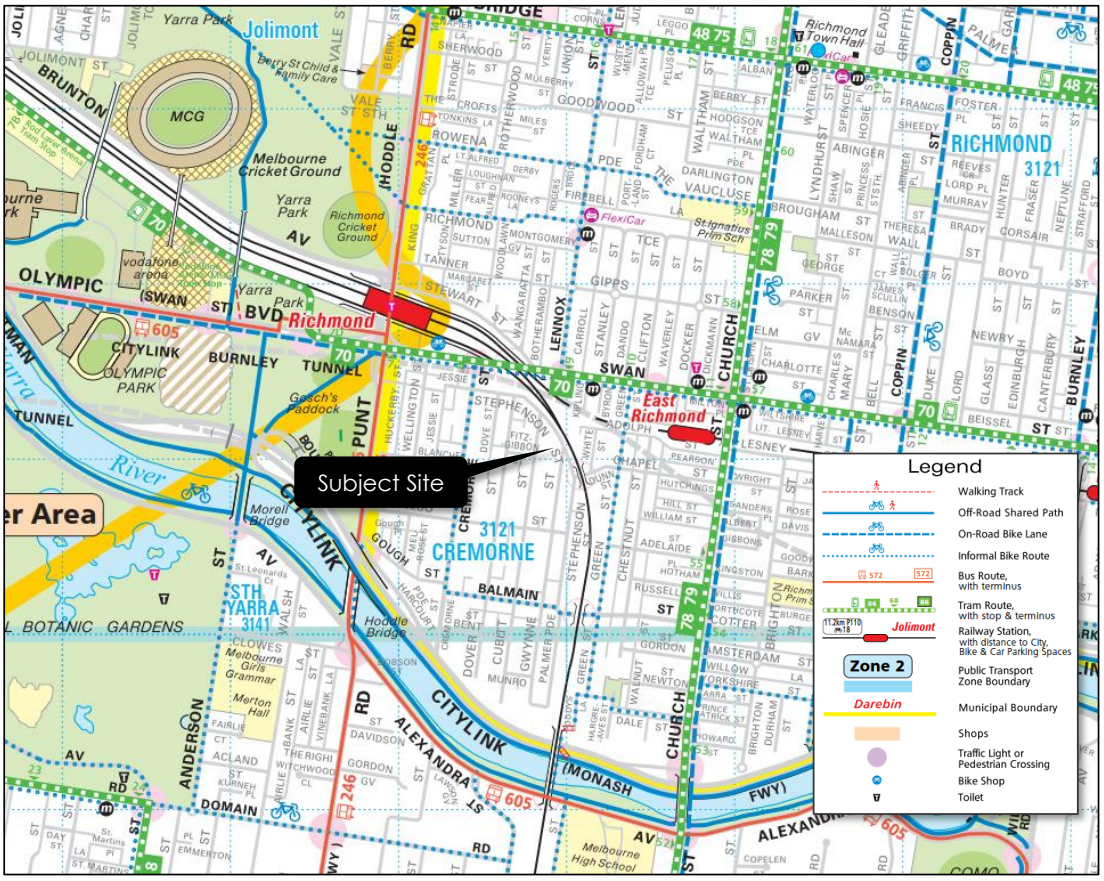
## 2.5 Sustainable Transport

### 2.5.1 General

An extract of the TravelSmart Map for the City of Yarra is shown in Figure 8, highlighting the public transport, bicycle and pedestrian facilities in the area.

**Figure 8 TravelSmart Map**

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### 2.5.2 Public Transport

The site has excellent public transport accessibility, with a wide variety of transport modes and services servicing the immediate vicinity of the site. Of note, the site is located effectively on the doorstep of Richmond train station which provides rail connections to the entire rail network. The full public transport provision in the vicinity of the site is shown in Figure 9 and detailed in Table 1.

**Figure 9 Public Transport Provision**

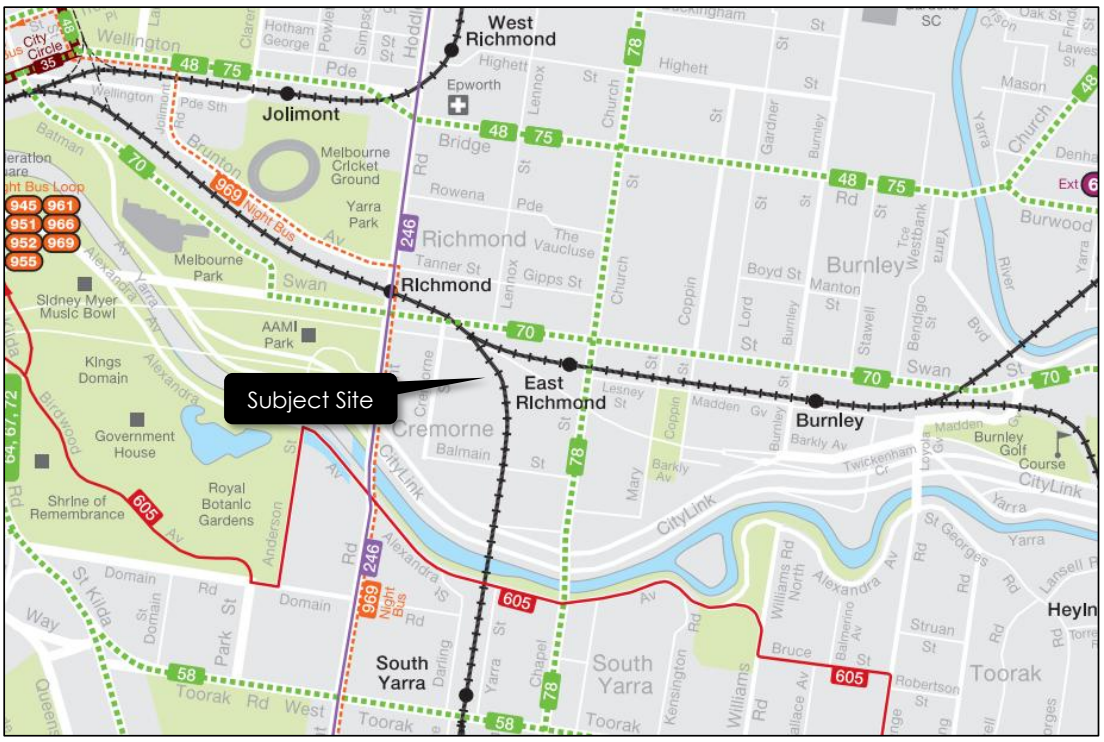


**Table 1 Public Transport Provision**

| Mode | Route No. | Route Description | Nearest Stop/Station |
|---|---|---|---|
| Train | | Alamein Line | Richmond Station |
| | | Belgrave Line | |
| | | Cranbourne Line | |
| | | Frankston Line | |
| | | Glen Waverley Line | |
| | | Lilydale Line | |
| | | Pakenham Line | |
| | | Sandringham Line | |
| Tram | 70 | Waterfront City Docklands - Wattle Park | Lennox St |
| | 78 | North Richmond - Balaclava via Prahran | East Richmond Station |
| Bus | 246 | Elsternwick - Clifton Hill via St Kilda | Swan St / Punt Rd |
| | 969 | Night Bus - City - Caulfield - Ferntree Gully Rd - Rowville - Wantirna - Ringwood | |

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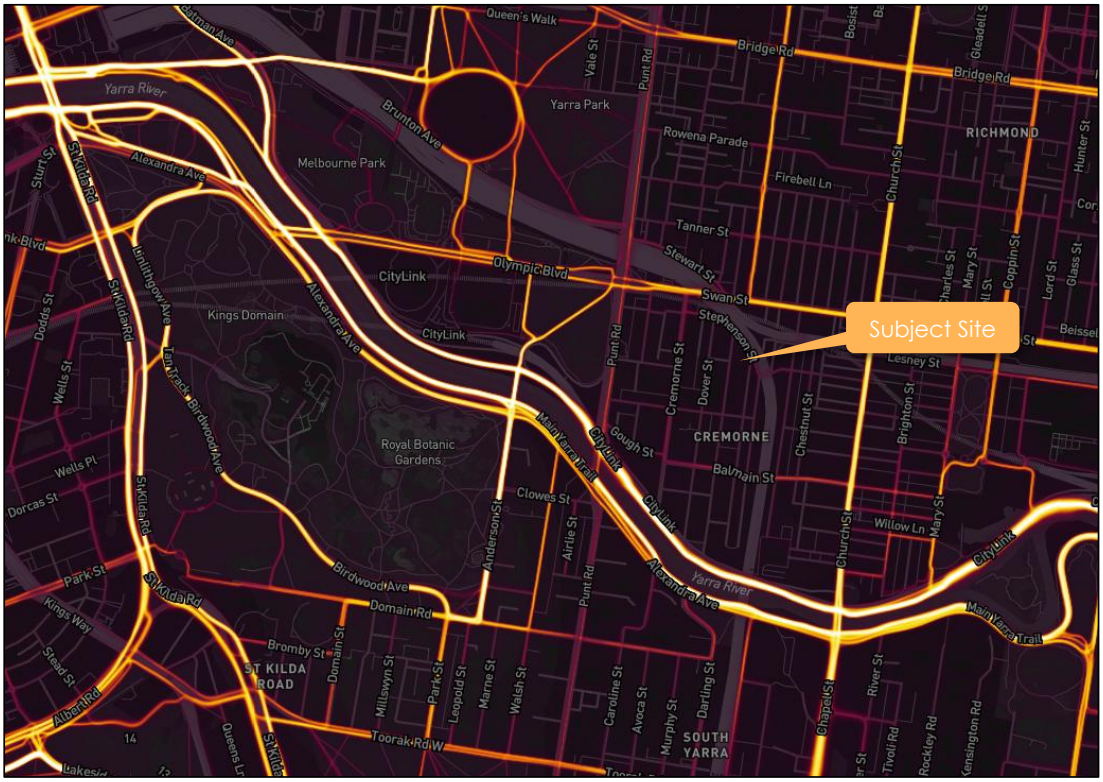
### 2.5.3 Bicycle Facilities

Strava is a social network and training tool for cyclists, runners and swimmers. Users record their physical activity using a dedicated GPS device or utilise the mobile app, and upload the file to their profile.

Strava anonymised this information and makes it available through their "Global Heatmap" tool, showing aggregated all public activities over the last two years across the world.

A view of the cycling heatmap in proximity to the study area is provided below in Figure 10. Routes of higher usage are brighter in colour.

**Figure 10 Strava Cycling Heatmap**




As shown above, primary routes in and out of the study area comprise:

- Main Yarra Capital City Trail; and
- Church Street.

It is noted that this information includes all cycling activities recorded on the platform, inclusive of weekend trips, and all trips throughout the day. Additionally, the data is skewed towards sports cyclists, given that the bulk of commuter and recreational cyclists will not be tracking their rides.

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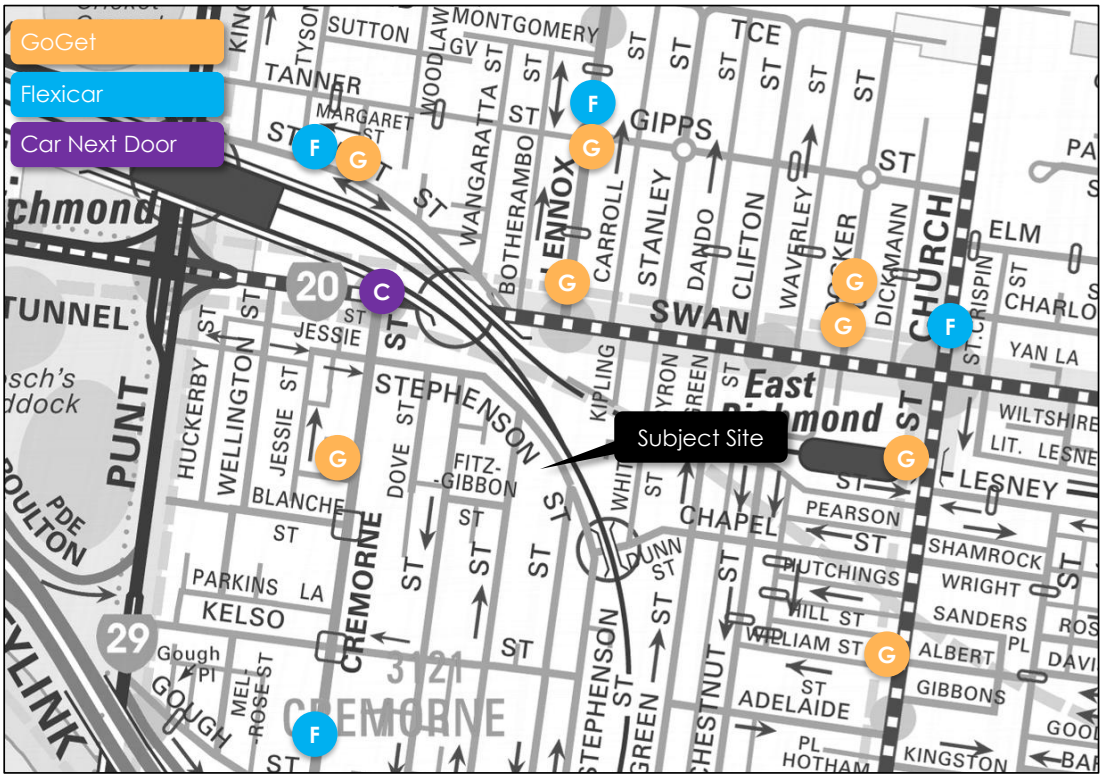
### 2.5.4 Share Cars

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except that users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 11.

**Figure 11 Share Car Locations**

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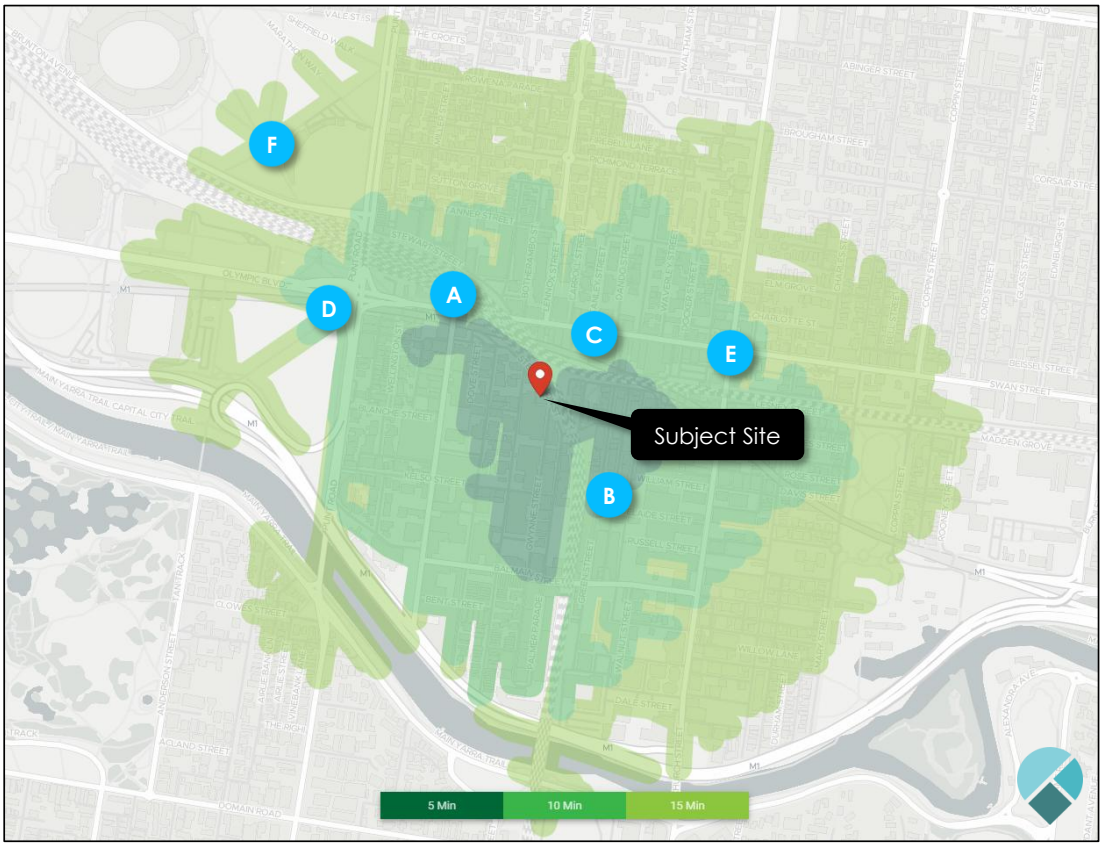
### 2.5.5 Pedestrian Accessibility

In addition to having good access to public transport modes, the site is well-located for pedestrian accessibility, with a number of recreation, education, shopping and employment uses located within 10 - 15 minutes' walk of the site.

Figure 12 shows a pedestrian walk time map for the site, with the major facilities in the vicinity of the site identified in Table 2.

**Figure 12 Pedestrian Walk-Time Map**




*Courtesy of Targomo*

**Table 2 Site Facilities**

| Ref | Facility | Approx. Distance |
|---|---|---|
| A | Richmond Train Station | 500m |
| B | Fitness First Richmond | 500m |
| C | Coles Richmond | 550m |
| D | Goschs Paddock | 550m |
| E | Swan Street / Church Street Shopping Precinct | 650m |
| F | Yarra Park | 900m |

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## 2.6 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 92/100 and is very walkable, with most errands able to be accomplished on foot.

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# 3 DEVELOPMENT PROPOSAL

## 3.1 General

It is proposed to develop the subject site for the purposes of an office development, complimented with a minor sports and recreation facility use (nominally a wellness centre) and food and beverage use (nominally a café).

The proposed building has been designed with a basement level car park, ground floor amenities and 11 levels of office.

A summary of the development areas is included below in Table 3.

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**Table 3 Development Summary**

| Use | No./Area |
|---|---|
| Food & Beverage | 383 m² |
| Minor Sports & Recreation | 3 employees, 245 m² |
| Office | 6,735 m² |

The building and development intends to be a sustainable space which offers not only office space for users, but also the opportunity to use communal facilities across the site for events, presentations and the like. The office component will offer largely co-working space with the option for specific tenants as well.

One of the key components of the sustainable aspect of the development is to be a non-waste producer and any waste generated is transferred back into energy using an on-site Anaerobic Digester. This plant which is located in the basement occupies an area of 92 m² and has the ability to convert organic waste into energy. Food waste will be collected throughout the area using the EcoCaddy model which will then be disposed of within the digester thus producing energy.

## 3.2 Car Parking and Vehicular Access

A total of 25 car spaces are proposed on-site, including one accessible space. All car parking is provided within stacker systems, located in a basement level. The basement is accessed via a crossover to Gwynne Street at the southeast corner of the site. From the crossover, cars will enter a car lift which will transport them to the basement parking level.

At the northwest of the basement, two stackers are arranged in tandem, providing a total of 18 spaces. The front stacker provides a total of 7 spaces, arranged over two levels (ground and upper levels), as well as a space for vehicles to drive through and access the rear stacker. The rear stacker provides a total of 11 spaces, arranged over three levels (pit, ground and upper).

Towards the southeast of the basement, a single stacker provides a total of 6 spaces, arranged over two levels (including a basement pit and the 'ground' level). The northernmost space at the ground level is provided a shared zone adjacent to the north, and will be allocated as an accessible space.

All car parking within the stackers will be allocated to permanent tenants of the office building provided on a leased basis. Users of the car park will be inducted to assist with the use of the car lift and stackers.

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## 3.3 Streetscape Improvements

As part of the development, it is proposed to improve the existing streetscape to Stephenson Street with a significantly improved pedestrian experience along the frontage of the site. As part of the improvement works, the footpath will be widened to provide for an activated streetscape which will include seating, higher order pedestrian permeability into the site and along Stephenson Street and bike parking. The widened footpath will result in the loss of some on-street car parking.

## 3.4 Bicycle Parking

A total of 40 bicycle spaces are proposed in a secure compound on the ground level of the development.

To complement the bicycle parking and promote other sustainable means of accessing the site, extensive end of trip facilities is located on the ground floor which is provided with a separate entry from Stephenson Street as well as connectivity to the main foyer area.

The facility includes the following elements:

- 60 lockers
- 6 showers and change rooms including one accessible
- Associated facilities.

In addition to the secure facilities, a further 16 bicycle spaces are proposed on Stephenson Street along the frontage of the site as part of the improved streetscape works.

## 3.5 Anaerobic Digestor

The proposed development has a strong commitment to sustainability with an on-site anaerobic digestor which converts organic waste into energy for the building. The proposed digestor is expected to meet the energy needs of the proposed development.

The anaerobic digestor is located in the basement and occupies an area of 92 m². Deliveries of the material are to occur via EcoCaddy vehicles which deliver incoming waste via a chute. It is noted that the EcoCaddy's will arrive during the middle of the day using specialist built tricycles. The tricycles will prop within the setback to the car lift and deposit waste into the digester chute.

The anaerobic digestor is remotely monitored, however there is an on-site requirement for a single staff member to walk through the plant on a daily basis plus general allowance for programmed maintenance.

## 3.6 Waste Collection

A waste management plan has been prepared by Ratio for the development. It is intended that waste will be collected by a private contractor using a mini rear loader waste collection vehicle. The waste truck will enter the site and prop within the setback to the car lift. To ensure the truck is located entirely within the subject site, the car lift doors will be open to allow for the front overhang of the truck. Waste will be loaded into the truck and once complete the truck will reverse out of the site and travel either along Stephenson Street or Gwynne Street.

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# 4 DESIGN ASSESSMENT

## 4.1 Yarra Planning Scheme – Clause 52.06

**one**mile**grid** has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme.

A review of those relevant Design Standards is provided in the following section.

### 4.1.1 Design Standard 1 – Accessways

A summary of the assessment for Design Standard 1 is provided in Table 4.

**Table 4 Clause 52.06-9 Design Assessment – Design Standard 1**

| *Requirement* | *Comments* |
|---|---|
| Be at least 3 metres wide | Satisfied – minimum width of accessway is 3.5 m |
| Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide | Satisfied – accessway is in excess of 4.2 m wide at changes of direction |
| Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre | N/A – private car park, albeit satisfied |
| Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres | Satisfied – a minimum height clearance of 2.1 m is achieved |
| If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction | Satisfied – all vehicles can exit the site in a forward direction |
| Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone | N/A – does not connect to a Road Zone |
| Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height. | Not satisfied – the sight splays are obstructed by walls on either side of the accessway. Nevertheless, the presence of a roller door is expected to alert pedestrians to exiting vehicles. If required, a convex mirror or flashing light could be provided to provide additional sight distance / visual alert to pedestrians |
| If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway. | N/A – does not connect to a Road Zone |

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### 4.1.2 Design Standard 2 – Car Parking Spaces

All car parking is provided within mechanical parking systems and has therefore been assessed against Design Standard 4.

### 4.1.3 Design Standard 3 – Gradients

No grades are proposed along the accessway or through the car park, therefore satisfying the requirements of Design Standard 3.

### 4.1.4 Design Standard 4 – Mechanical Parking

As outlined previously, it is proposed to utilise mechanical parking systems to accommodate all parking spaces for the development. The development will utilise a TrendVario 6200 in tandem with a TrendVario 6300 system at the north of the basement, with a TrendVario 6100 system at the south of the basement, as shown in Figure 13.

**Figure 13 Basement Level Stacker Arrangement**

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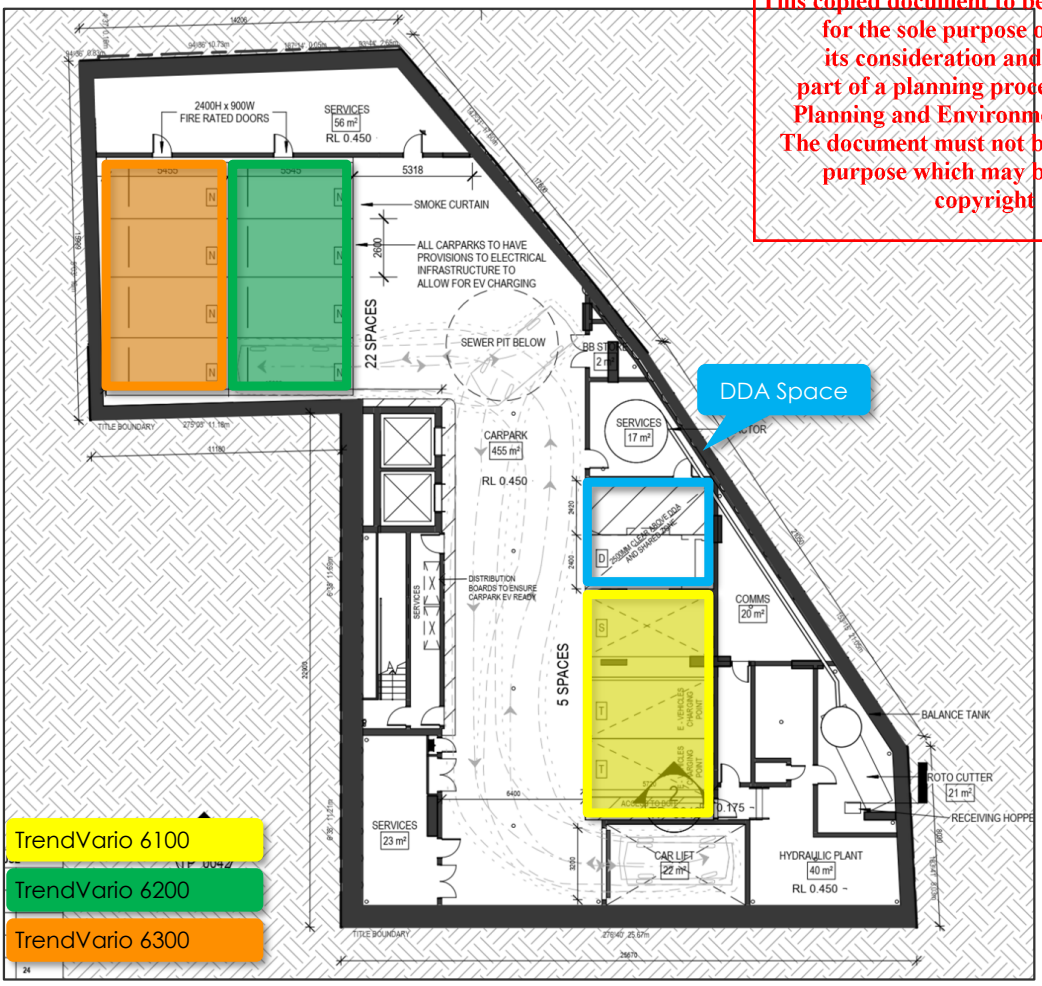

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The 6200 system will be positioned at the front, and will provide 7 car spaces over the ground and upper levels, while the 6300 system will be positioned at the rear, providing 11 spaces in pit, ground and upper levels. In addition, a TrendVario 6100 system at the south of the basement, will provide 7 spaces in pit and ground levels.

All TrendVario systems function by allowing platforms on the ground-level to move horizontally, allowing platforms on the upper level to move vertically and shuffle platforms to the ground-level as required. A vacant space (i.e., no platform) remains clear on the ground-level at all times to facilitate this mechanism. Furthermore, the vacant space within the 6200 system facilitates access to the rear 6300 stacker system in the tandem arrangement.

Drivers are allocated a specific car space within the stacker, which is reserved for their use only. As such, the driver will enter and exit the system from the same row at all times. When storing a vehicle within the system, a driver will approach the stacker system from the access aisle and prop in front of their designated parking row. They will then 'call' the platform, using either a remote control or pressing the appropriate button on a control panel, and the empty space will be shuffled from within the system to the ground-level.

The gates will then open and permit access onto the car platform. Once the driver has parked, they will exit their vehicle and walk outside of the stacker, the doors will close, and the car will be shuffled into position for storage.

When retrieving a vehicle, the system will operate in the same manner, albeit in reverse, with the resident 'calling' their vehicle

Specification sheets for each system are provided within Appendix B to Appendix D.

Based on the proposed stackers, Table 5 below summarises the effective vehicle spaces.

**Table 5 TrendVario Effective Vehicle Space**

| Model | Levels | Effective Vehicle Space | | |
|---|---|---|---|---|
| | | Width | Height | Length |
| TrendVario 6100 | Pit | 2.4m | 2.25m | 5.0m |
| | Ground | 2.4m | 2.45m* | 5.0m |
| TrendVario 6200 | Ground | 2.4m | 2.2m | 5.5m |
| | Upper | 2.4m | 2.2m* | 5.5m |
| TrendVario 6300 | Pit | 2.4m | 2.0m | 5.0m |
| | Ground | 2.4m | 2.15m | 5.0m |
| | Upper | 2.4m | 2.2m* | 5.0m |

**Based on the level of the ceiling above the stackers, the effective vehicle space has an increased clearance due to additional space above the stacker*

While all spaces accord with the Planning Scheme dimensions for car parking, to ensure the spaces are suitably accessible, swept path diagrams have been prepared, and are attached within Appendix A demonstrating satisfactory access to critical car spaces with an 85th percentile passenger vehicle (B85).

A review of the stacker design against the specific Planning Scheme requirements is provided in Table 6 below.

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**Table 6 Clause 52.06-9 Design Assessment – Design Standard 4**

| *Requirement* | *Comments* |
|---|---|
| At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle clearance height of at least 1.8 metres. | Satisfied – As outlined in Table 5 above, all spaces within each stacker will provide a clearance of at least 1.8m. |
| Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation. | Satisfied - All stacker spaces will be allocated to staff. |

## 4.2 Car Lift Review

Access to the basement levels is proposed via a single car lift which is accessed from Gwynne Street. Car lifts are an increasingly common method to providing efficient access to basement car parking levels on irregularly shaped sites such as the subject site. A conventional ramp system would not achieve a function or efficient layout for the site. Specifications for the car lift are provided in Appendix E.

The system operates as follows:

- On Entry
  - All staff with parking spaces in the basement are issued with a remote control;
  - A vehicle wishing to enter the car lift presses the remote as they arrive at the car lift entry;
  - A lighting system will illuminate (visible from Gwynne Street) in the event that the lift is in operation to advise an on-coming motorist to wait on-street until the lift has cleared (based on the traffic assessment which follows the probability of this occurring is very low);
  - Lighting and signage direct the driver into position within the lift;
  - The driver enters the basement level and parks within their allocated car space;
  - Staff use the passenger lift or stairs to access the upper office levels.
- On Exit
  - The driver positions their vehicle in front of the lift;
  - The driver presses their remote to call the lift to basement level;
  - The lift takes them to the ground level;
  - The driver drives out in forwards direction to Gwynne Street.

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## 4.3 Waste Collection

A bin storage area is located on the ground level, adjacent the entry to the car lift. Bins will be transferred to the waiting truck for collection. Specifically, waste will be collected by a private contractor using a mini rear loader waste collection vehicle. The waste truck will enter the site and prop within the setback to the car lift. To ensure the truck is located entirely within the subject site, the car lift doors will be open to allow for the front overhang of the truck. Waste will be loaded into the truck and once complete the truck will reverse out of the site and travel either along Stephenson Street or Gwynne Street. Naturally waste will be collected outside of peak periods.

In relation to the EcoCaddy deposits into the digester, these will arrive during the middle of the day (so that they do not coincide with traffic or waste collections) using specialist built tricycles. The tricycles will prop within the setback to the car lift and deposit waste into the digester chute. An extract of the delivery arrangement and path of the tricycle is provided in Figure 14.

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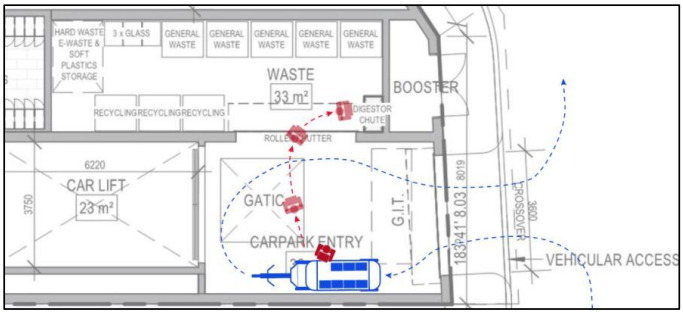
**Figure 14 EcoCaddy Tricycle**




Refer to the Waste Management Plan prepared by Ratio for further information.

## 4.4 Bicycle Parking

It is proposed to provide all secure bicycle parking within a multi-tiered bicycle rack. The multi-tiered racks have been provided with a separation of 400 mm between racks and 350 mm from adjacent walls. Furthermore, the racks have a depth of 2,000 mm and an adjacent aisle width of 1,920 mm, all in accordance with the product specifications for double stacked parking.

Based on the use of multi-tiered racks, 50% of spaces are effectively on-ground horizontal spaces, therefore exceeding the Australian Standard requirement for 20% of spaces being provided on-ground.

In addition to these spaces, a further 16 spaces are provided on Stephenson Street in horizontal racks. These racks have been designed in accordance with the relevant standards.

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# 5 GREEN TRAVEL INITIATIVES

## 5.1 Overview

As part of the development, the applicant / operator will look to implement a number of Green Travel Initiatives to encourage the use of pedestrian, bicycle and public transport travel to and from the site.

The final composition of the Green Travel Plan and initiatives will be determined at an appropriate time following the approval and development of the site.

## 5.2 Green Travel Plan Champion

A Green Travel Plan "Champion" will be appointed by the Owners Corporation / Management who will be responsible for the implementation and ongoing management of the Green Travel Plan.

## 5.3 Bicycle Facilities

The development proposes bicycle parking well in excess of the minimum statutory requirements, with secure facilities provided on the ground level. End of trip facilities are located near the bicycle storage room, easily accessed from Stephenson Street.

Furthermore, a considerable proportion of bicycle parking spaces are provided in horizontal racks, which provide opportunities for all users, including the elderly, and electric bicycle users.

## 5.4 Public Transport

Information on how to utilise the public transport system, and in particular how to purchase a Myki, the costs of a Myki, and the nearest Myki purchase and top-up locations will also be provided.

## 5.5 Car-Pooling

Staff will be encouraged to car pool to the site with links to popular car pool matching websites provided on staff portals.

## 5.6 Building Intranet Site / Social Media Page

An intranet site or similar for the building will be established and maintained by the Owners Corporation / Management, which will include relevant green travel information.

## 5.7 Tenant Welcome Pack

All new tenants will be provided with a 'welcome pack' Providing information on public transport, cycling and walking routes.

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## 6 LOADING

Clause 65 (Decision Guidelines) of the Yarra Planning Scheme identifies that:

> "*Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*"

Given the use of the site predominantly as an office, with minor sports and recreation, and food and beverage uses, it is expected that deliveries to the site will generally be made by vans and smaller utility vehicles, with the largest vehicle to service the site being the waste collection vehicle. As such, it is not considered practical or necessary to provide a dedicated on-site loading bay.

A detailed previously, waste collection will occur outside of peak periods and utilise the setback to the lift for waste collection. Swept paths have been prepared to illustrate the path of the waste truck and its 'propped' location within the setback and car lift.

The provision for loading is therefore considered appropriate for the proposed use.

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# 7 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Yarra Planning Scheme, which specifies the following requirements for the proposed development.

**Table 7 Clause 52.34 – Bicycle Parking Requirements**

| Component | No./Area | Requirement | Total |
|---|---|---|---|
| Retail (Food & Beverage) | 383 m² | 1 space per 300 m² for employees<br>1 space per 500 m² for visitors | 1<br>- |
| Minor Sports and Recreation | 3 employees<br>245 m² | 1 space per 4 employees for employees<br>1 space per 200 m² for visitors | 1<br>1 |
| Office | 6,735 m² | 1 space per 300 m² for employees<br>1 space per 1,000 m² for visitors | 23<br>6 |
| **Total** | | **Employees**<br>**Visitors** | **24**<br>**7** |

There is no rate for the anaerobic digestor, however, due to its size no requirement is triggered.

Furthermore, where 5 or more employee bicycle spaces are provided, employee facilities are required in accordance with Clause 52.34 of the Yarra Planning Scheme, as identified below.

**Table 8 Clause 52.34 – Bicycle Facility Requirements**

| Facility | Employee Bicycle Spaces | Requirement | Total |
|---|---|---|---|
| Showers | 24 spaces | 1 shower for the first 5 employee bicycle spaces; plus<br>1 to each 10 employee bicycle spaces thereafter | 3 |

*Showers must have access to a communal change room, or combined shower and change room*

It is proposed to provide 40 bicycle parking spaces within the ground level bicycle store, available for staff use, with an additional 16 spaces to be provided in ground-mounted hoops within the footpath for use by visitors. In addition, extensive end of trip facilities are provided on-site which include no less than 6 showers and change rooms.

Considering the above, the proposed provision of bicycle parking exceeds the requirements of the Planning Scheme and is therefore considered appropriate. Additionally, the provision of end of trip facilities (in the form of showers and change rooms) exceeds the requirements of the Planning Scheme and is therefore considered appropriate.

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# 8 CAR PARKING

## 8.1 Statutory Car Parking Requirements

### 8.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Yarra Planning Scheme. In this regard, Clause 52.06 also identifies that where any part of the land is identified as being within the Principal Public Transport Network Area, the Column B car parking rates apply to the proposed development. As shown in Figure 4, the site is located within the Principal Public Transport Network Area, and therefore, the Column B rates apply.

In relation to land uses where a minimum car parking rate is not provided under Clause 52.06, the Yarra Planning Scheme states:

> *"Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority"*

The subsequent car parking requirements for the different components of the proposed development is calculated in Table 9.

**Table 9 Clause 52.06 – Car Parking Requirements**

| *Use* | *No/Area* | *Rate* | *Car Parking Measure* | *Total* |
|---|---|---|---|---|
| Food & Drink Premises | 383 m² | 3.5 | to each 100m² of leasable floor area | 13 |
| Minor Sports & Recreation | 245 m² | - | Satisfaction of RA | - |
| Office | 6,735 m² | 3 | to each 100m² of net floor area | 202 |
| Anaerobic Digestor | 92 m² | - | Satisfaction of RA | - |
| **Total** | | | | **225** |

Based on the above calculations, a total of 225 parking spaces are required for the proposed development, plus any parking required by the responsible authority for the minor sports and recreation, and anaerobic digestor land uses.

### 8.1.2 Proposed Car Parking Provision

It is proposed to provide a total of 25 car parking spaces on-site, which equates to a shortfall of 200 spaces when compared to the Planning Scheme requirements.

Clause 52.06-7 of the Yarra Planning Scheme indicates that an application to reduce (including reduce to zero) the requirement for car spaces must be accompanied by a Car Parking Demand Assessment. The Assessment must assess the car parking demand likely to be generated by the proposed development, having consideration to:

- 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.

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- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

## 8.2 Car Parking Demand Assessment

### 8.2.1 Office

It is typically recognised that the rates outlined under Clause 52.06 of the Planning Scheme are excessive for developments within the inner urban areas, where sites are generally better served by sustainable transport access.

It is noted that office parking demands are typically dictated by the availability of parking, either on-site or off-site, and if parking is constrained by either restrictions or availability, as is the case in the site's vicinity, then employees will elect to utilise alternative modes of transport to access the site.

The vast proportion of parking in the area is time restricted or permitted, and what little all-day parking is available is highly utilised during typical business hours.

In practice, the high utilisation of long-term car parking in the area substantially reduces the attractiveness and convenience of travelling to the site via private vehicle without having allocated parking available. Combined with the very good accessibility of the site by public transport and cycling amenity, it is expected that the office is unlikely to generate parking demands in excess of the provision of allocated parking.

In addition, it is understood a number of office developments throughout the City of Yarra with significantly reduced office car parking requirements have been supported by Council in recent years. These developments and associated car parking rates are provided in Table 10.

**Table 10 Approved Office Developments in Yarra**

| *Site Location* | *Floor Area* | *Approved Rate (per 100m²)* |
|---|---|---|
| 4 Brown Street, Collingwood | 371m² | 1.35 spaces per 100m² |
| 242 Bridge Road, Richmond | 476m² | 1.26 spaces per 100m² |
| 3/29 Cromwell Street, Collingwood | 640m² | 1.40 spaces per 100m² |
| 71-93 Gipps Street, Collingwood | 8,923m² | 0.96 spaces per 100m² |
| 2-16 Northumberland Street, Collingwood | 15,300m² | 0.89 spaces per 100m² |
| 33 Balmain Street, Cremorne | 1,788m² | 0.78 spaces per 100m² |
| 122 Johnston Street, Collingwood | 725m² | 0.56 spaces per 100m² |

Car parking for the office component of the site is currently proposed at a rate of 0.37 spaces per 100 m² which is considered to be appropriate based on the location of the site with regards to public transport and general amenities.

### 8.2.2 Food & Drink Premise

Typically, the car parking demand of a food and drink use is broken up into two components: staff demand and customer demand.

In relation to staff, similar to the office component, staff who are not allocated a parking space will be encouraged to change their behaviour and utilise the other modes of transport to the site.

In relation to customers, short term parking is available in the vicinity to accommodate these demands should they eventuate. However, it should be noted that a large portion of customers to

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the café will consist of staff of the office above and the neighbouring commercial tenancies and therefore will not generate any additional parking demand.

### 8.2.3 Minor Sports & Recreation (Wellness Centre)

Similarly to the food and drink premise, the car parking demand of a minor sports and recreation use is typically broken up into two components: staff demand and customer demand.

In relation to staff, similar to the office component, staff who are not allocated a parking space will be encouraged to change their behaviour and utilise the other modes of transport to the site.

In relation to customers, short term parking is available in the vicinity to accommodate these demands should they eventuate. However, it should be noted that a large portion of customers to the wellness centre will consist of staff of the office above and the neighbouring commercial tenancies and therefore will not generate any additional parking demand.

### 8.2.4 Anaerobic Digestor

The proposed anaerobic digestor occupies an area of 92 m² only. Based on the operation of the digestor, no staff are required permanently however a daily inspection of the system is required. This daily inspection could generate the demand for 1 car space, however due to the nature of the digestor where sustainability is paramount, there is a high likelihood that the staff member will ride to the site. Notwithstanding conservatively assuming they drive to the site, as they are only required for a short period of time, they will be able to utilise the short term parking opportunities available in the vicinity of the site to monitor the operation should it be required.

### 8.2.5 Anticipated Parking Demand

Based on the above, due to the restricted parking opportunities in the vicinity of the site, it is not expected that staff without a car space will drive to the site. In relation to customers and the digestor staff member, short term parking is available in the vicinity to accommodate any potential customer / visitor demands.

Regardless of the projected demands, Clause 52.06-7 of the Yarra Planning Scheme identifies a number of factors that must be considered when determining the appropriateness of a proposed supply of parking. These factors are more strategic in nature than a pure assessment of the likely demands against the proposed supply of parking.

A review of those factors considered relevant to the proposal are outlined in the following section.

## 8.3 Review of Car Parking Provision

### 8.3.1 City of Yarra Climate Emergency Plan

In June 2020 the City of Yarra adopted the "Yarra Climate Emergency Plan" which sets out a number of targets, objectives and strategies for reducing the impact of the Council and its constituents on the environment.

The plan includes the development of an Integrated Transport Plan for Yarra which will aim to achieve the following transport related objectives:

- *"Increase the share of trips by sustainable transport modes"*;
- *"Identify existing and emerging issues and opportunities, including incentives or initiatives to change travel behaviours"*;

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- *"Use parking provisions, or other mechanisms, to encourage car-share and electric vehicles"*; and
- *"Promote efficient use of road space for walking and cycling, public transport, shared transport and zero emissions vehicle"*.

By providing reduced parking for the development, staff are compelled to make decisions about their travel behaviours and adopt sustainable transport modes. The provision of reduced parking for new developments will allow Council to reduce the number of personal vehicle trips undertaken by staff.

### 8.3.2 City of Yarra Parking Management Strategy

The purpose of the City of Yarra Parking Management Strategy "is to provide a policy framework to guide officers in the management of the parking resource."

The Action Plan 2013 – 2015 lists 16 principles which are key drivers for parking management in Yarra, including:

7. Ensure that new developments are self-sufficient in meeting their parking needs - with the exception of encouraging reduced parking or no car parking developments for sites very close to public transport stops.

This further emphasises Council's desire to reduce car usage, through encouraging reduced parking supply in appropriate locations, such as the subject site.

### 8.3.3 Planning Scheme Policies

The Yarra Planning Scheme includes a number of polices with regard to transport and environmentally sustainable development. These include Clause 21.06 – Transport and Clause 22.17 – Environmentally Sustainability Development. The relevant objectives within each of the policies is provided below:

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Clause 21.06 – Transport

- *"To provide safe and convenient pedestrian and bicycle environments"*
- *"To facilitate public transport usage"*
- *"To reduce the reliance on the private motor car"*
- *"To reduce the impact of traffic"*

Clause 22.17 – Environmentally Sustainable Development

- *"To ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order"*
- *"To minimise car dependency"*
- *"To promote the use of low emissions vehicle technologies and supporting infrastructure"*

Clause 21.06 also identifies that "*in Yarra unrestricted car use and parking is neither practical nor achievable*" and further "*Car parking will be managed to optimise its use and to encourage sustainable transport options.*"

The above policy objectives are driven towards sustainable transport outcomes and the encouragement of alternative methods of transport compared to private motor vehicle use. To achieve these outcomes, the use of public transport, walking and cycling as methods of transport are paramount. The proposed development is ideally located in this regard to promote the use of public transport, walking, and cycling through the limiting of car parking provided on-site.

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### 8.3.4 On-Street Parking Restrictions

On-street parking is restricted within the vicinity, to encourage short-term parking (for visitors and customers) and ensure that staff without a parking space will be encouraged to shift their travel behaviour to sustainable transport modes, such as public transport, walking and cycling.

### 8.3.5 Alternative Modes of Transport

As indicated in Section 2.4, the site has excellent access to Public Transport, with numerous train, tram and bus services in the immediate vicinity. In addition, the development proposes provision of bicycle parking well in excess of the Planning Scheme requirements.

Access to these modes ensures that staff and visitors to the development will have practical means to access the site without reliance on private vehicles.

### 8.3.6 Potential for On-site Car Parking

It is noted that the subject site occupies a relatively small area on the ground level. As such, the car parking which has been proposed has been designed to be highly space efficient through the use of a car lift, stackers and tandem spaces.

Therefore, it is not possible to provide a greater supply of on-site car parking.

## 8.4 Adequacy of Proposed Car Parking Provision

It is expected that the proposed supply of car parking is appropriate for the proposed development, considering the following:

- The site has excellent access to sustainable transport modes with various train, tram and bus services in the immediate vicinity and access to formal and informal cycling routes, providing access options for employees;
- There are a number of share car locations in close proximity to the subject site;
- The provision of additional bicycle parking spaces above the statutory requirements promotes an alternative means of transport for office staff;
- The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities;
- Existing parking restrictions within the vicinity of the site will encourage employees with low car ownership rates, and ensure employees do not park long-term on-street;
- Paid parking sites in the vicinity of the site provide parking for staff who may on occasion see the value in driving to work; and
- Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity.

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## 8.5 Accessible Car Parking

The Building Code of Australia (BCA) specifies the minimum requirements for provision of accessible car parking.

The proposed office development, classified as a Class 5 building, requires provision of one accessible car spaces for every 100 car parking spaces or part thereof.

Noting the proposed provision of 25 car spaces on-site, the BCA requires at least one accessible car space on-site. The proposed provision of one space thus satisfies the BCA requirements.

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# 9 TRAFFIC

## 9.1 Traffic Generation

### 9.1.1 Office

The proposed office development (to which is the only use to be allocated car parking) is expected to generate peak vehicle movements during the morning and evening peak when staff arrive and depart. Outside these times, traffic generation is anticipated to be minimal as there is no on-site parking provided for visitors.

It is generally accepted that traffic generation of office uses is a function of the car parking provision, with around 50% of spaces filling during the AM peak hour and 50% of spaces being vacated during the PM peak hour. A counter peak flow of 10% of the peak direction volume will be conservatively applied for the purposes of this assessment. It is expected that all 25 spaces will be allocated to office staff.

Application of the above rates to the 25 spaces gives the projected traffic as summarised in Table 11 below.

**Table 11 Anticipated Peak Hour Traffic Generation – Office**

| *Period* | *Inbound Movements* | *Outbound Movements* |
|---|---|---|
| AM Peak Hour | 12 | 1 |
| PM Peak Hour | 1 | 12 |

### 9.1.2 EcoCaddy

In order to provide enough organic waste to power the development, EcoCaddy have determined that there will be 30 deliveries to the site each day, with each delivery taking approximately 10 minutes to deposit the waste into the system.

Assuming the tricycles deposit waste over an 8 hour period across the day (avoiding peak periods), there will be a delivery once every 16 minutes, across the course of the day, inclusive of 4 movements per hour.

## 9.2 Traffic Impact

### 9.2.1 Peak hours

Reviewing the volumes above, it is noted that a maximum of 17 vehicle movements per hour are expected during peak periods even conservatively allowing for one EcoCaddy delivery, equivalent to one vehicle trips every three and a half minutes. Even when focussed into one access point, the traffic volumes generated by the proposed development are very low, and are expected to be easily absorbed into the surrounding road network.

Furthermore, noting the existing site provided 7 car spaces which are currently generating traffic to and from the site, the net increase to the surrounding road network will be less.

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### 9.2.2 Daily – EcoCaddy

In terms of the overall EcoCaddy deliveries, noting that these will occur outside of peak periods, and based on the number of deliveries per day, it is expected that at most there will be 4 an hour.

These tricycle movements have a very low impact to traffic in the area as they are smaller human powered vehicles. Given there will be just 4 deliveries an hour at most, and all deliveries will be contained within the site, these movements are not expected to have an impact on the surrounding area.

## 9.3 Car Lift Operation

Based on the level of traffic generated by the proposed development, it is not expected that there will be queuing occurring on Stephenson Street when using the lift.

Nevertheless, in order to determine the likelihood of this, **one**mile**grid** have undertaken a probability assessment, noting the expected peak hour traffic generation of 13 movements.

With a service time of approximately 75 seconds, the lift has the capacity to service 48 vehicles per hour thus based on the level of traffic generated results in a utilisation ratio of 0.27 (or 27%). In relation to the potential for queuing, based on queue theory, the car lit is expected to generate a 98th percentile queue for two vehicles. It is noted that this queue includes one vehicle 'within' the system; either in the lift, waiting in the basement or in the process of accessing the lift at ground-level, and one vehicle waiting. In this regard, the analysis indicates that there will be no more than a queue for one vehicle behind the lift thus not impacting externally to the site as the lift is setback from Gwynne Street. In addition, it is noted that the 85th percentile queue analysis indicates that there will be no queue external to the system.

In consideration of the above, it is not expected that the use will result in any impact to the surrounding road network with any queues and delays contained within the site itself. Furthermore, due to the nature of the use, there is no need for passing as all movements will be inbound in the morning and outbound in the evening.

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# 10 CONCLUSIONS

It is proposed to develop the subject site for the purposes of mixed-use development, with car parking provided in stackers, within a basement level, which is accessed by a car lift. Extensive end of trip facilities are proposed to promote sustainable transport opportunities for travel to and from the site.

Considering the analysis presented above, it is concluded that:

- The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The proposed provision of parking car parking results in a shortfall of 200 spaces when compared to the Planning Scheme requirements;
- The proposed supply of car parking is considered appropriate, considering the following:
  - The site has excellent access to sustainable transport modes with various train, tram and bus services in the immediate vicinity of the site;
  - The site has good access to formal and informal cycling routes, providing additional access options for staff and visitors;
  - There are several share car pods in close proximity of the site;
  - The provision of extra bicycle parking spaces above the statutory requirements promotes an alternative means of transportation for staff and visitors;
  - The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities;
  - Existing parking restrictions within the vicinity of the site will encourage employees to utilise alternative transport options and ensure they do not park long-term on-street; and
  - Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity.
- The proposed EcoCaddy tricycles are expected to comfortably operate on-site for deliveries, with limited traffic impacts expected noting at most 4 per hour will be received;
- The operation of the car lift is not expected to have an impact on the operation of Stephenson Street or Gwynne Street;
- The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the surrounding road network; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

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# *Appendix A Swept Path Diagrams*

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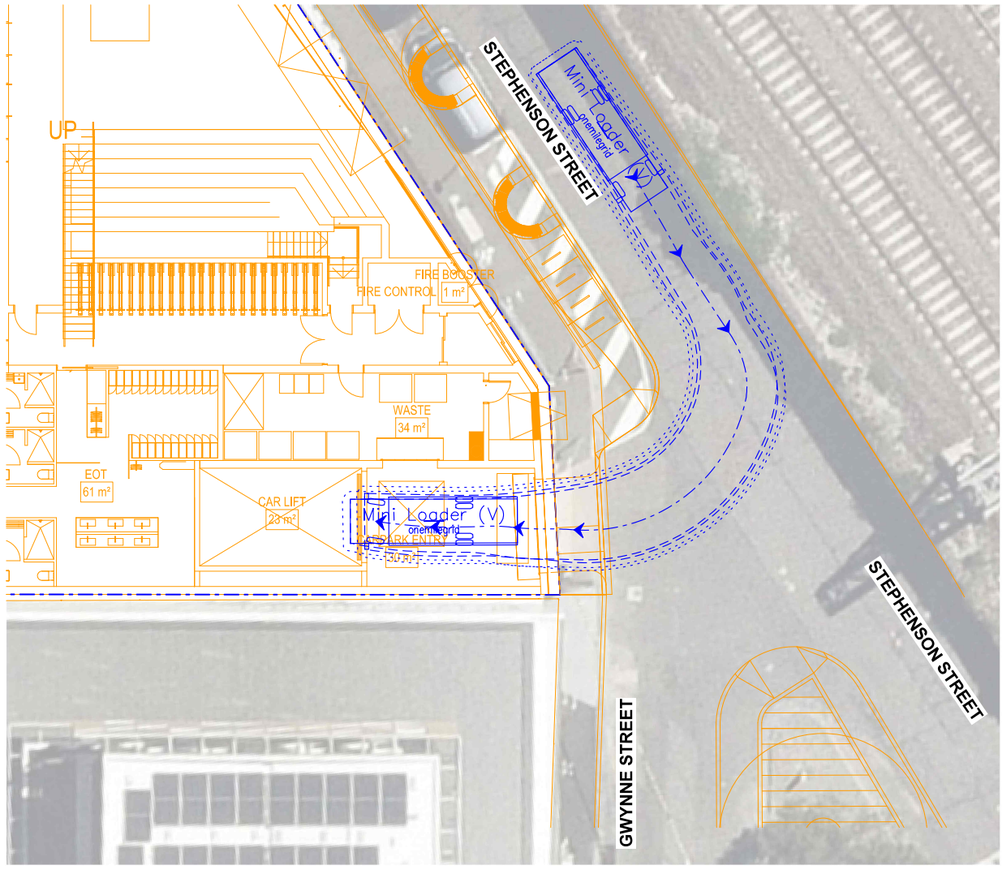


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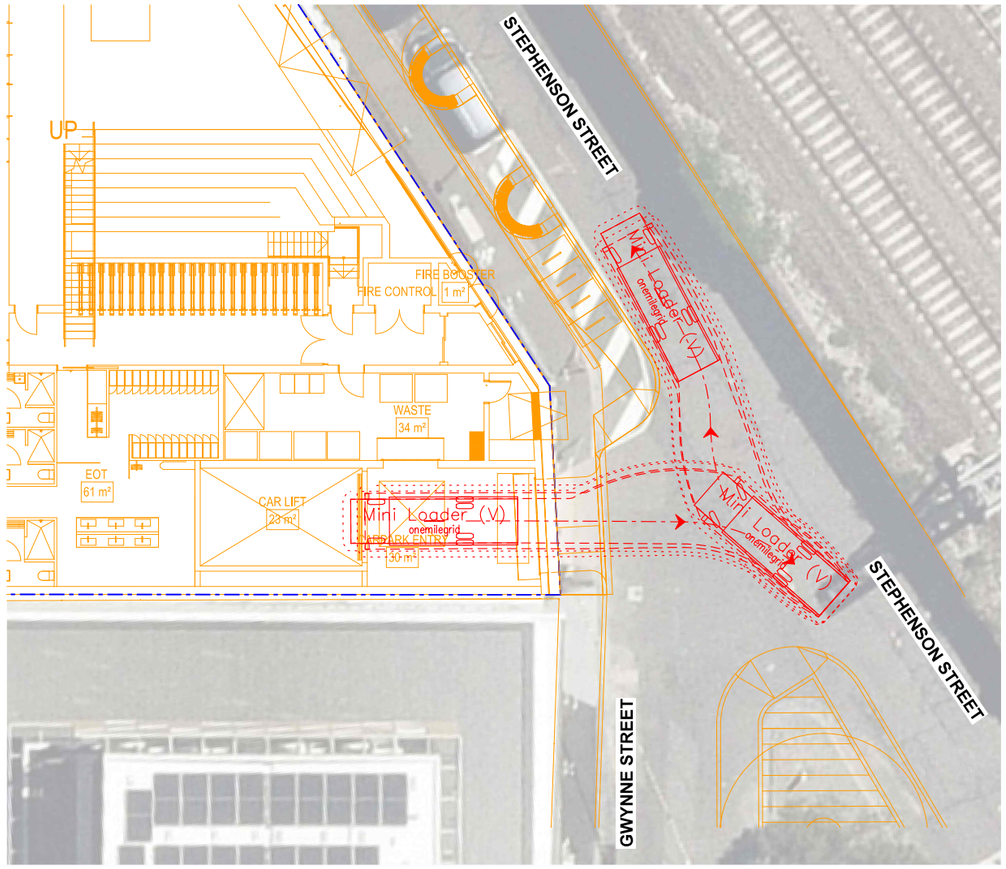


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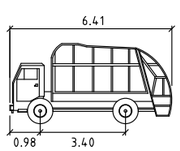


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Drawing Title
28-30 STEPHENSON ST, CREMORNE
SITE ACCESS - MINI WASTE LOADER
SWEPT PATH ANALYSIS

| Designed | Approved | Melway Ref |
|---|---|---|
| DW | VG | 44 D12 |

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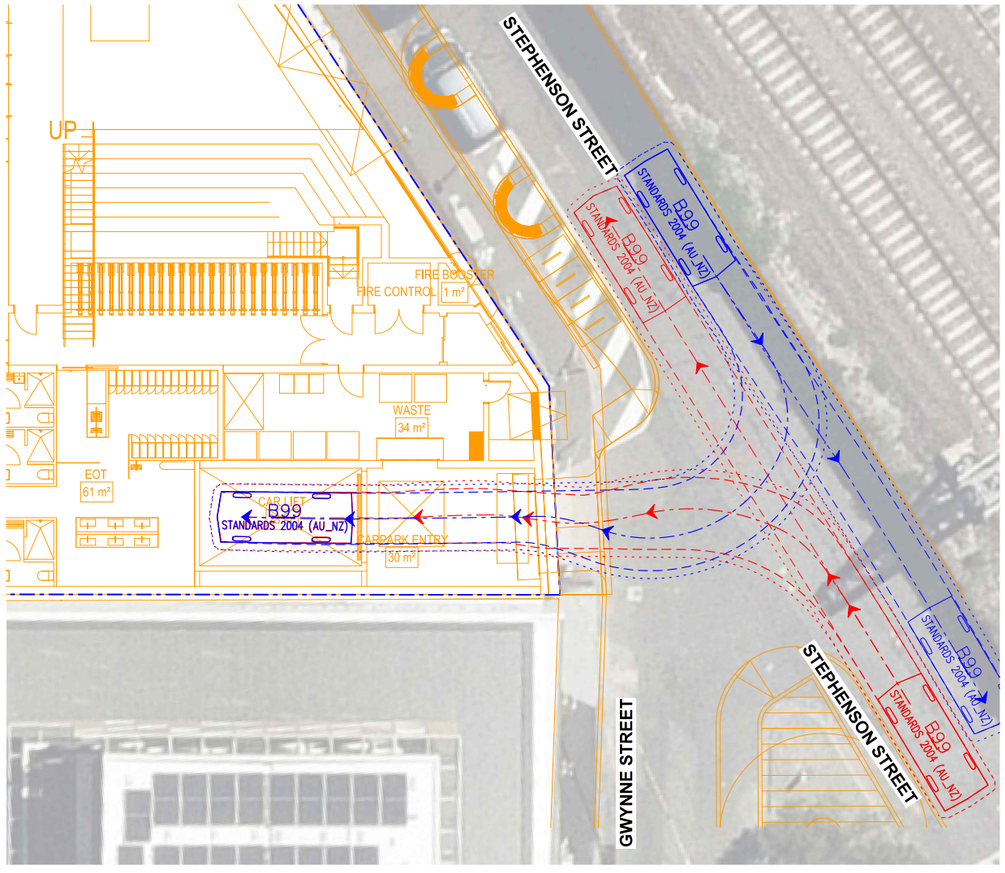


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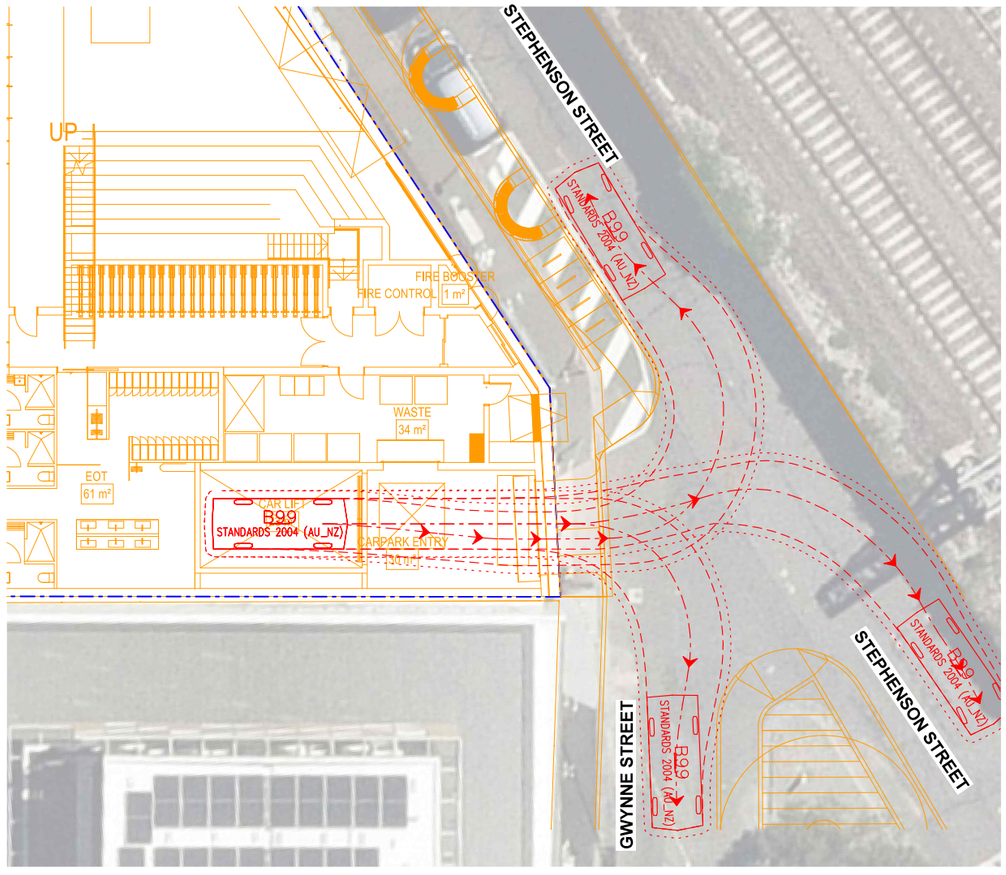


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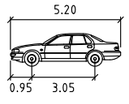


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Drawing Title
28-30 STEPHENSON ST, CREMORNE
SITE ACCESS - B99
SWEPT PATH ANALYSIS

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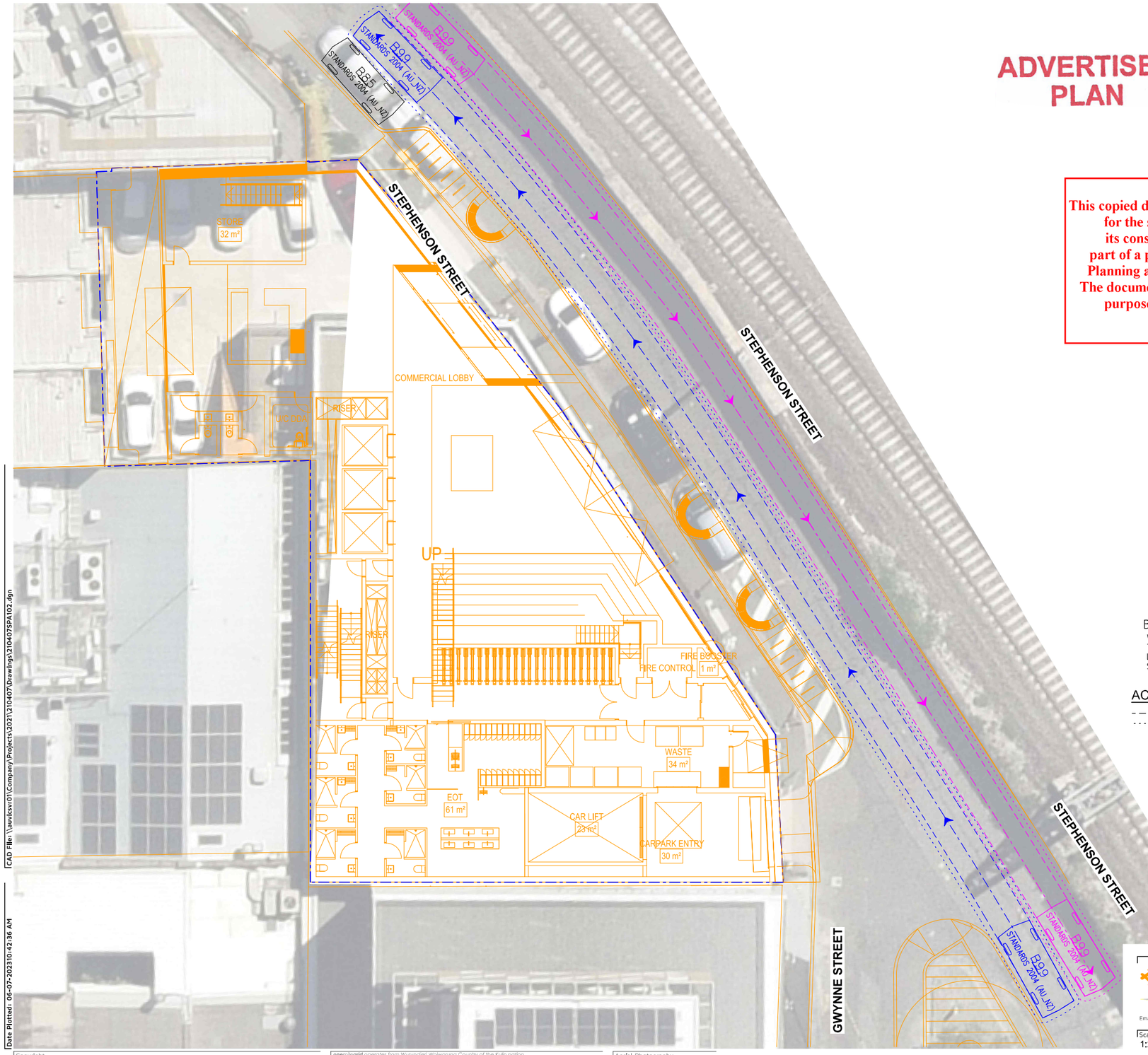


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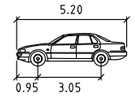


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ACCESS MANOEUVRES

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Drawing Title
28-30 STEPHENSON ST, CREMORNE
SITE ACCESS - B99
SWEPT PATH ANALYSIS

| Designed | Approved | Melway Ref |
|---|---|---|
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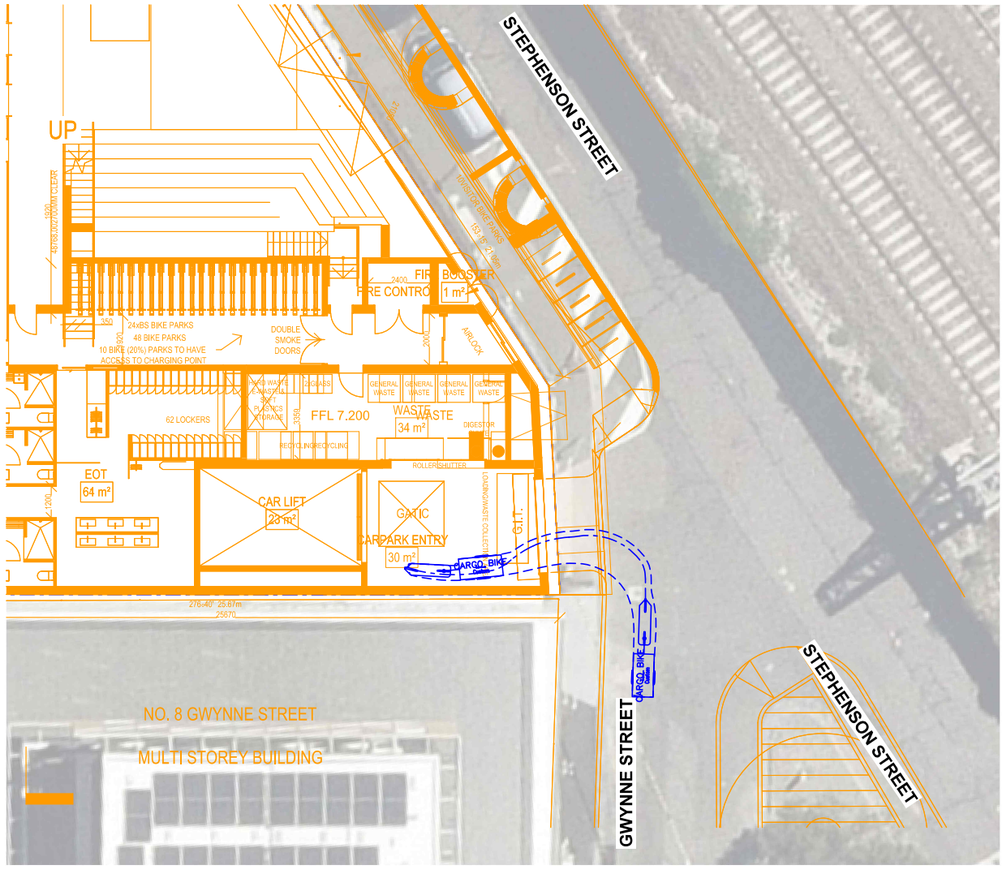


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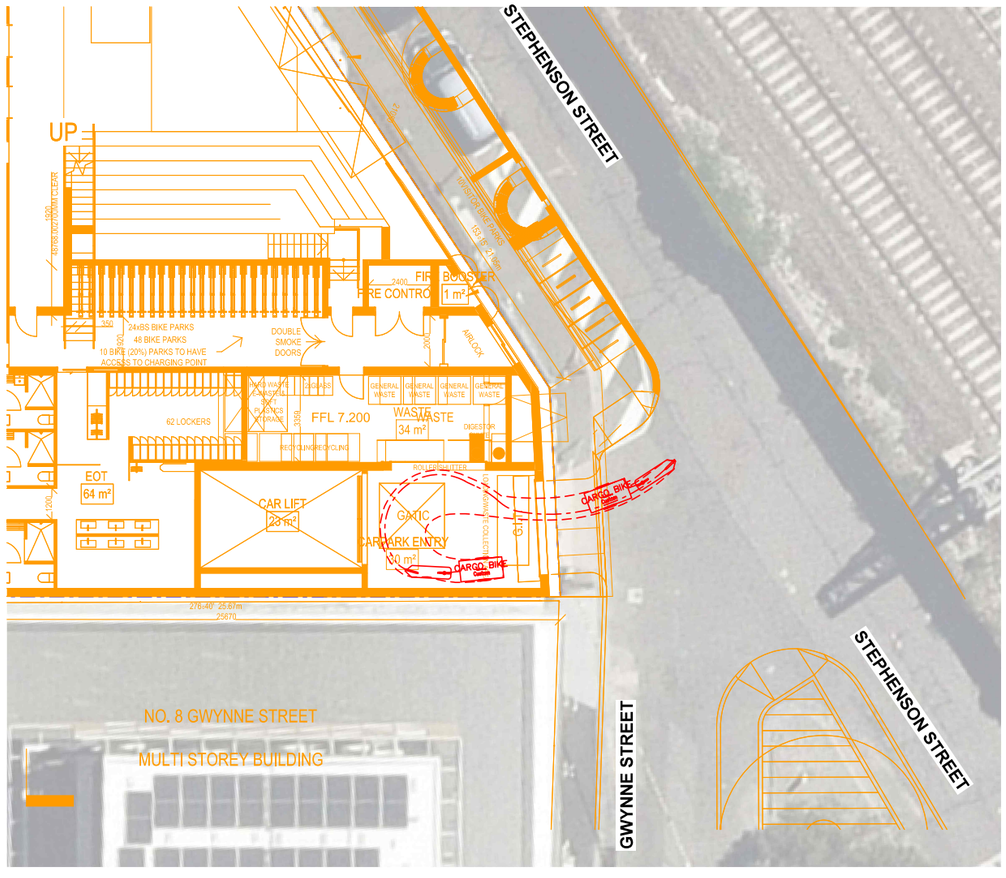


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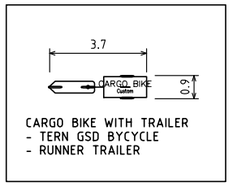


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Drawing Title
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SITE ACCESS - CARGO BIKE
SWEPT PATH ANALYSIS

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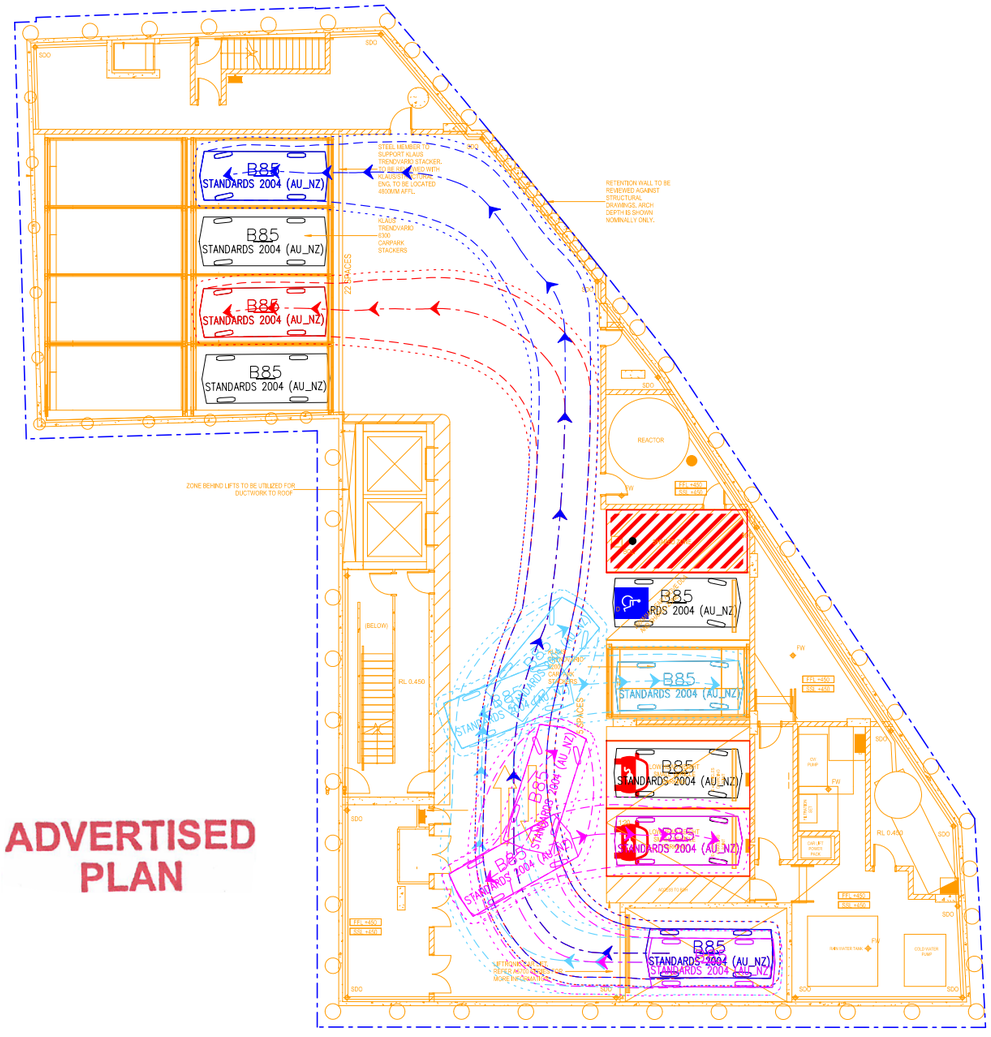


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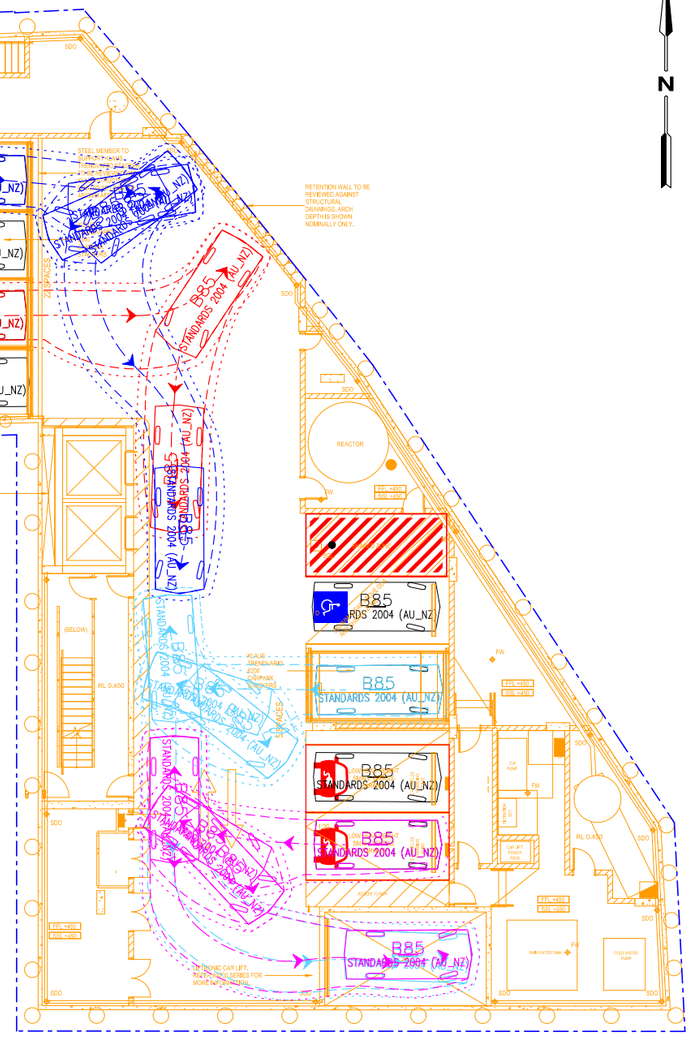


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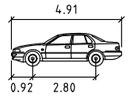


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BASEMENT ACCESS - B85
SWEPT PATH ANALYSIS

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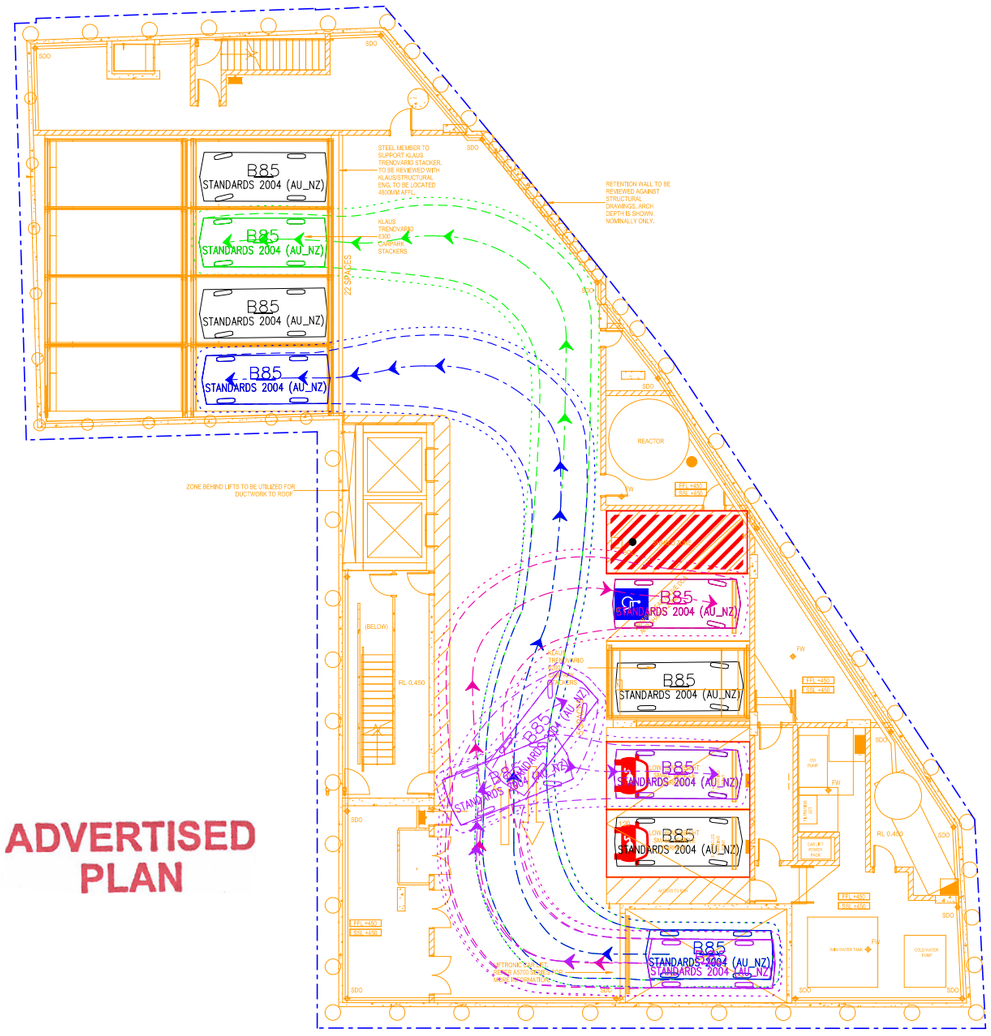


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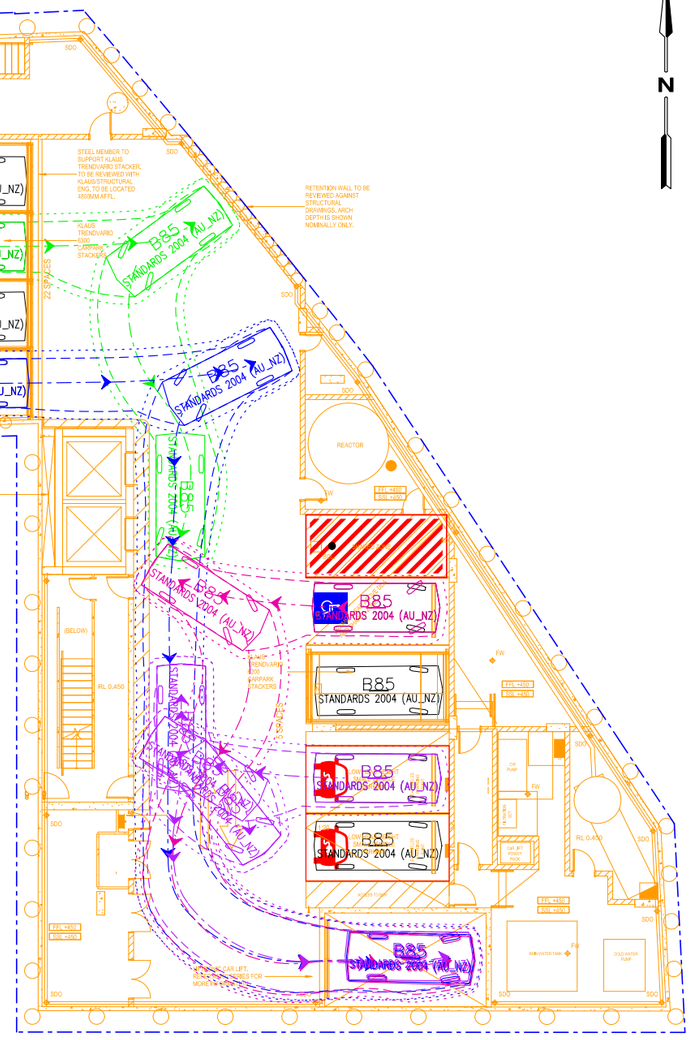


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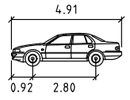


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Wurundjeri Woiwurung Country
56 Down Street, Collingwood, VIC 3066
Email:info@onemilegrid.com.au Web:www.onemilegrid.com.au
Phone (03) 9939 8250

Drawing Title
28-30 STEPHENSON ST, CREMORNE
BASEMENT ACCESS - B85
SWEPT PATH ANALYSIS

| Designed | Approved | Melway Ref |
|---|---|---|
| DW | VG | 44 D12 |

Scale 1:200 @ A3 (0 1 2 4)

| Project Number | Drawing Number | Revision |
|---|---|---|
| 210407 | SPA200 | D |

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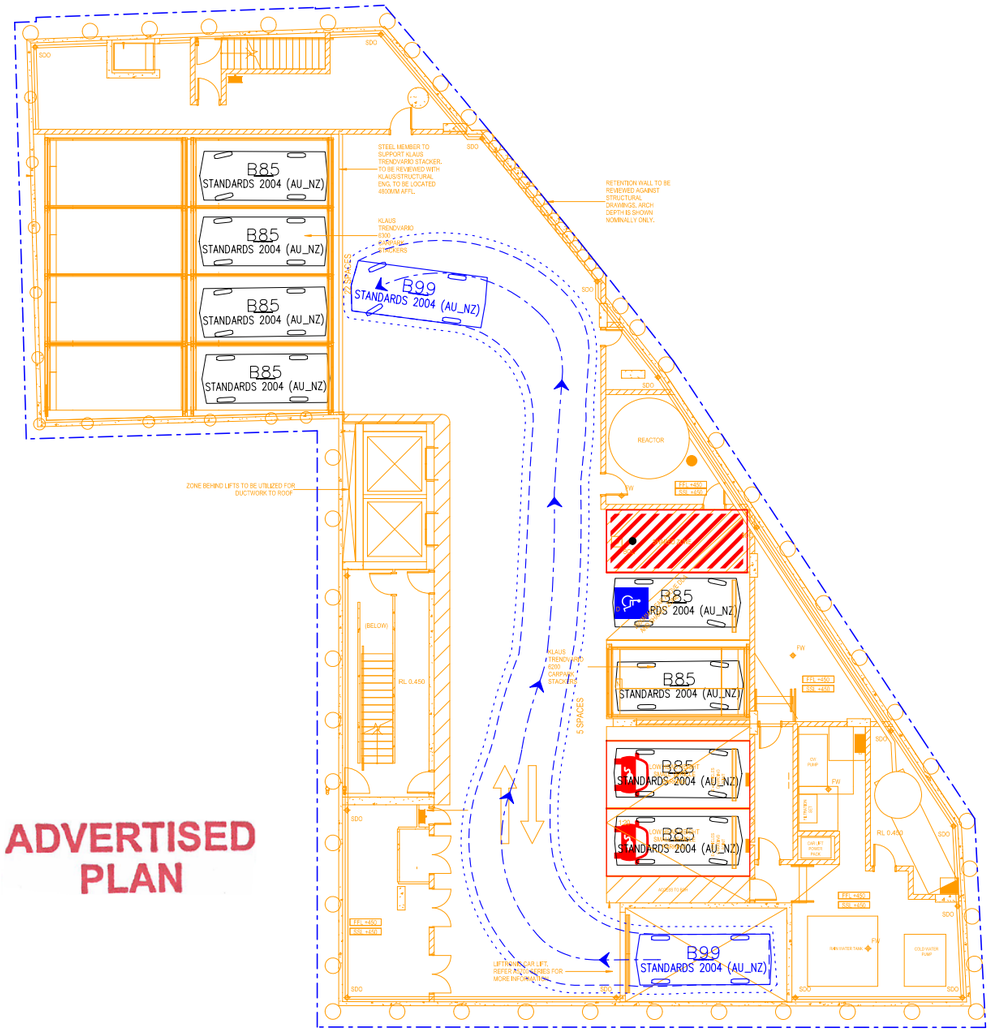
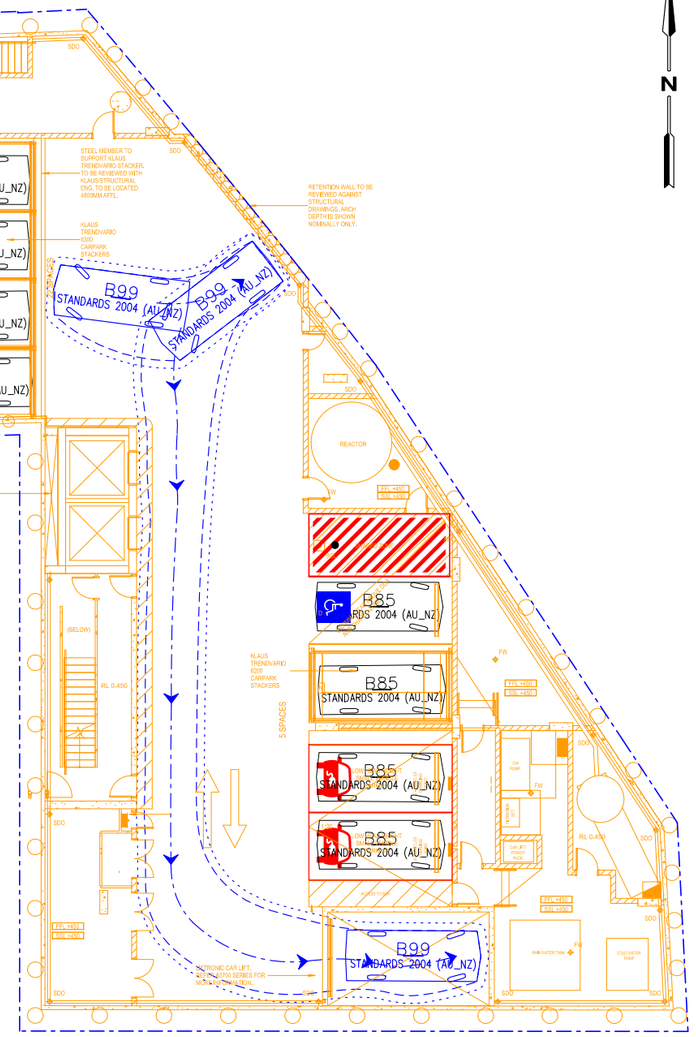
Aerial Photography
Aerial photography provided by Nearmap




N

ADVERTISED PLAN

ENTRY MANOEUVRES

– – – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
--------- 300mm CLEARANCE ENVELOPE SHOWN DOTTED

EXIT MANOEUVRES

– – – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
--------- 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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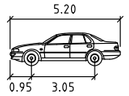
CAD File: N:\Projects\2021\210407\Drawings\210407SPA202.dgn

Date Plotted: 12-05-2023 10:36:20




| B99 | meters |
|---|---|
| Width | : 1.94 |
| Track | : 1.84 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 33.9 |

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Aerial Photography
Aerial photography provided by Nearmap

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Phone (03) 9939 8250

Drawing Title
28-30 STEPHENSON ST, CREMORNE
BASEMENT ACCESS - B99
SWEPT PATH ANALYSIS

| Designed | Approved | Melway Ref |
|---|---|---|
| DW | VG | 44 D12 |

Scale 1:200 @ A3 (0 1 2 4)

| Project Number | Drawing Number | Revision |
|---|---|---|
| 210407 | SPA202 | D |

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# *Appendix B Klaus TrendVario 6100*

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ADVERTISED
PLAN

KLAUS multiparking

**KLAUS Multiparking GmbH**
Hermann-Krum-Straße 2
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Fon +49 (0) 7565 508-0
Fax +49 (0) 7565 508-88
info@multiparking.com
www.multiparking.com

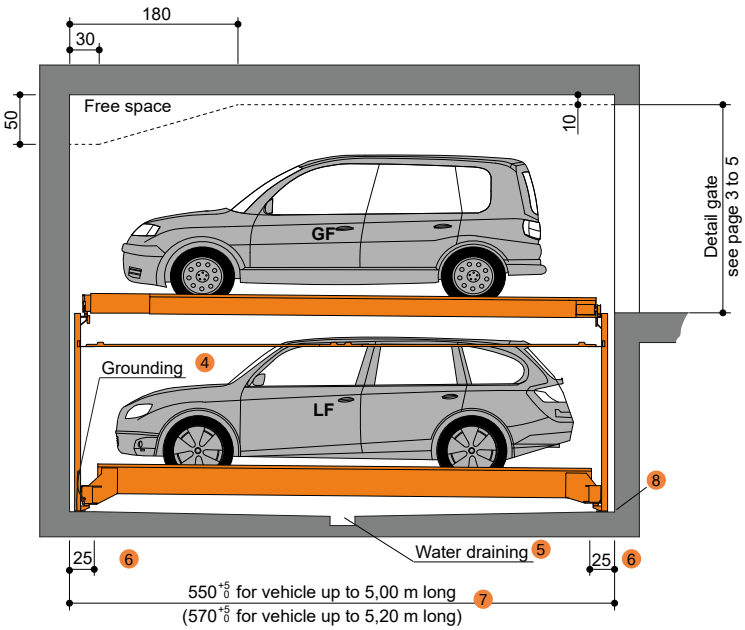
# PRODUCT DATA

## trendvario 6100

2000 kg / 2600 kg [1] / 3000 kg [1]

Page 1 Section Vehicle data
Page 2 Height dimensions
Page 3 Sliding gate width dimensions
Page 4 Sliding gate width dimensions
Page 5 Sliding gate width dimensions
Page 6 Approach Free spaces Function
Page 7 Load plan
Page 8 Technical data
Page 9 Electrical To be performed by the customer
Page 10 Description
Page 11 Description

**Building version without detail gate**




Gate variants see pages 3 to 5

**Loadable up to 3000 kg!** Individual parking spaces can even be loaded retrospectively!

### Dimensions

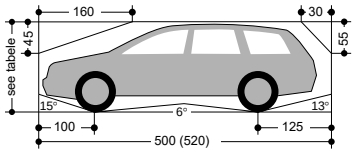
All space requirements are minimum finished dimensions. [2]
Tolerances for space requirements +3 0 dimensions in cm.

### Suitable for

Standard passenger vehicle: Limousine, Station Sagon, SUV, Van according to clearance and maximum surface load.

| | | | |
|---|---|---|---|
| Width [3] | 190 cm | 190 cm | 190 cm |
| Weight | max. 2000 kg | max. [1] 2600 kg | max. [1] 3000 kg |
| Wheel load | max. 500 kg | max. 650 kg | max. 750 kg |

### Clearance profile




ADVERTISED PLAN

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1 Maximum load possible at additional cost.
2 To follow the minimum finished dimensions, make sure to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202
3 Vehicle width for platform width 230 cm. If wider platforms are used it is also possible to park wider vehicle.
4 Potential equalization from foundation grounding connection to system (provided by the customer).
5 Slope with drainage channel and sump.
6 Tolerances for the evenness of the carriageway (floor) must be strictly complied with in accordance with DIN 18202, chart 3, line 3..
7 For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a pit length of 570 cm .
8 At the transition section between pit floor and walls no hollow mouldings/coves are possible. If hollow mouldings/coves are required, the systems must be designed smaller or the pits accordingly wider.

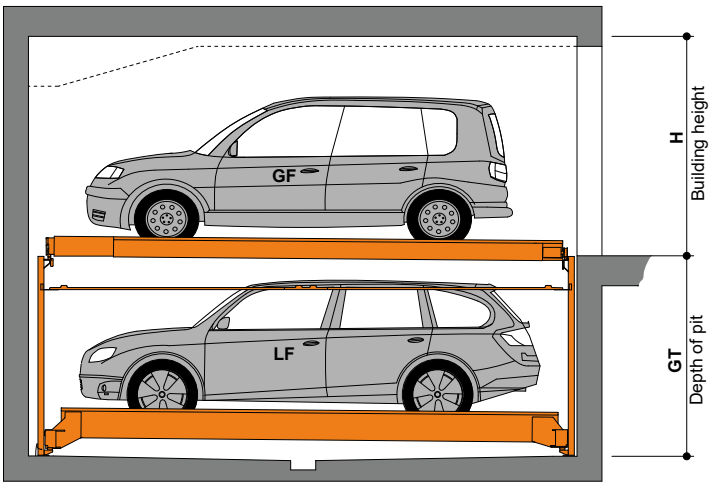
If sprinklers are required make sure to provide the necessary free spaces during the planning stage.

TrendVario 6100 | Code number 589.65.700-001 | Version 01.2020

Page 1 Section Vehicle data
Page 2 Height dimensions
Page 3 Sliding gate width dimensions
Page 4 Sliding gate width dimensions
Page 5 Sliding gate width dimensions
Page 6 Approach Free spaces Function
Page 7 Load plan
Page 8 Technical data
Page 9 Electrical To be perfor-med by the customer
Page 10 Description
Page 11 Description

## Height dimensions

**The permissible vehicle height GF must be larger than or same vehicle height LF.**




| Type | GT | Vehicle height LF | Vehicle height GF 200 | 205 | 210 | 215 | 220 | 225 | 230 | 235 | 240 | 245 | H - Building height |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6100 / 175 | 175 | 150 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 180 | 180 | 155 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 185 | 185 | 160 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 190 | 190 | 165 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 195 | 195 | 170 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 200 | 200 | 175 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 205 | 205 | 180 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 210 | 210 | 185 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 215 | 215 | 190 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 220 | 220 | 195 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 225 | 225 | 200 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 230 | 230 | 205 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 235 | 235 | 210 | | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 240 | 240 | 215 | | | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 245 | 245 | 220 | | | | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 250 | 250 | 225 | | | | | 240 | 245 | 250 | 255 | 260 | 265 | |

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## Example of configuration

Example : Vehicle height LF 175 cm & Vehicle height GF 225 cm
Type : 6100 / 200
Depth of pit (GT) : 200 cm
Building height : 245 cm

| Type | GT | Vehicle height LF | Vehicle height GF 200 | 205 | 210 | 215 | 220 | 225 | 230 | 235 | 240 | 245 | H - Building height |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6100 / 175 | 175 | 150 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 180 | 180 | 155 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 185 | 185 | 160 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 190 | 190 | 165 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 195 | 195 | 170 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 200 | 200 | 175 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |
| 6100 / 205 | 205 | 180 | 220 | 225 | 230 | 235 | 240 | 245 | 250 | 255 | 260 | 265 | |

ADVERTISED PLAN

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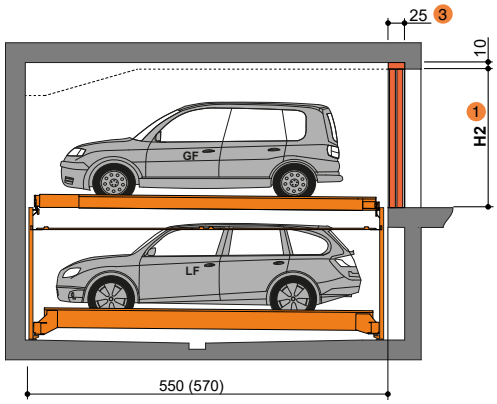
Page 9 Electrical To be perfor-med by the customer
Page 10 Description
Page 11 Description

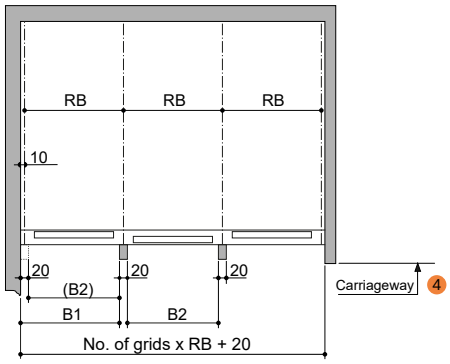
## Garages with sliding gates | Widths dimensions

### Sliding gate behind columns




| Vehicle height GF | H2 |
|---|---|
| **200** | 210 |
| **205** | 215 |
| **210** | 220 |
| **215** | 225 |
| **220** | 230 |
| **225** | 235 |
| **230** | 240 |
| **235** | 245 |
| **240** | 250 |
| **245** | 255 |

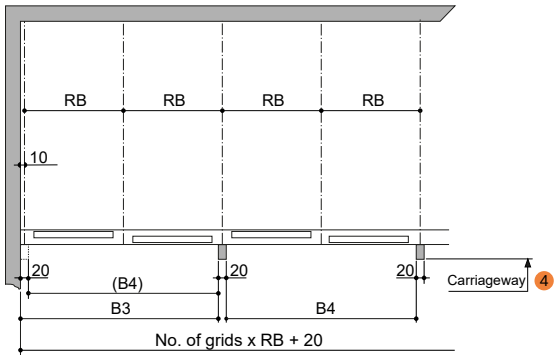
### Columns per each grid unit




| Usable platform width | RB 2 | B1 | B2 |
|---|---|---|---|
| 230 | 250 | 250 | 230 |
| 240 | 260 | 260 | 240 |
| 250 | 270 | 270 | 250 |
| 260 | 280 | 280 | 260 |
| 270 | 290 | 290 | 270 |

ADVERTISED PLAN

### Columns every second grid unit




| Usable platform width | RB 2 | B3 | B4 |
|---|---|---|---|
| 230 | 250 | 500 | 480 |
| 240 | 260 | 520 | 500 |
| 250 | 270 | 540 | 250 |
| 260 | 280 | 560 | 540 |
| 270 | 290 | 580 | 560 |

In accordance with ASR A1.7, an inspection book is required for a gate with electric drive that is intended for commercial use. Prior to commissioning and annually thereafter, the gate must be inspected by a qualified expert and the findings recorded in the inspection book.The inspection must be performed independently of any maintenance work.

We generally recommend our maximum platform width of 270 cm for corner boxes and boxes with dividing walls.
The adjoining grid must be taken into account during planning. Narrower platform widths can cause problems during operation (depending on the vehicle type, access situation and individual driving behaviour).

For large limousinesand SUVs, the access lanes may need to be widened (especially in the case of corner boxes with an insufficient manoeuvring radius)

1 Minimum clear height H2 to local regulations.
2 RB = Grid unit width **must** strictly conform to dimensions quotes!
3 Only applies to manually operated gates. The electrically driven gates must have 35 cm.
4 Observe minimum carriageway width according to local regulations.

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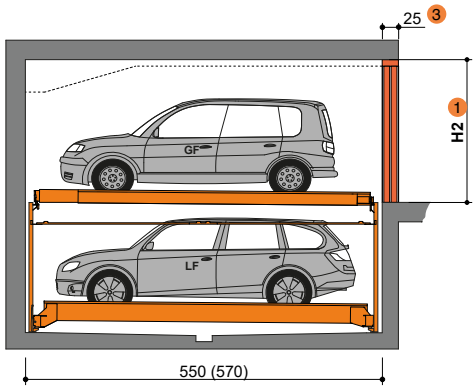
Page 1 Section Vehicle data
Page 2 Height dimensions
Page 3 Sliding gate width dimensions
Page 4 Sliding gate width dimensions
Page 5 Sliding gate width dimensions
Page 6 Approach Free spaces Function
Page 7 Load plan
Page 8 Technical data
Page 9 Electrical To be perfor-med by the customer
Page 10 Description
Page 11 Description

## Garages with sliding gates | Widths dimensions

### Sliding gate between columns

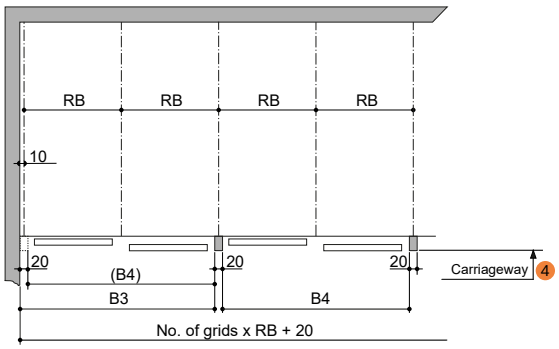



| Vehicle height GF | H2 |
|---|---|
| **200** | 220 |
| **205** | 225 |
| **210** | 230 |
| **215** | 235 |
| **220** | 240 |
| **225** | 245 |
| **230** | 250 |
| **235** | 255 |
| **240** | 260 |
| **245** | 265 |

### Columns per each grid unit

**Not applicable!**

### Columns every second grid unit




| Usable platform width | RB 2 | B3 | B4 |
|---|---|---|---|
| 230 | 250 | 500 | 480 |
| 240 | 260 | 520 | 500 |
| 250 | 270 | 540 | 250 |
| 260 | 280 | 560 | 540 |
| 270 | 290 | 580 | 560 |

ADVERTISED PLAN

In accordance with ASR A1.7, an inspection book is required for a gate with electric drive that is intended for commercial use. Prior to commissioning and annually thereafter, the gate must be inspected by a qualified expert and the findings recorded in the inspection book.The inspection must be performed independently of any maintenance work.

We generally recommend our maximum platform width of 270 cm for corner boxes and boxes with dividing walls.
The adjoining grid must be taken into account during planning. Narrower platform widths can cause problems during operation (depending on the vehicle type, access situation and individual driving behaviour).

For large limousinesand SUVs, the access lanes may need to be widened (especially in the case of corner boxes with an insufficient manoeuvring radius)

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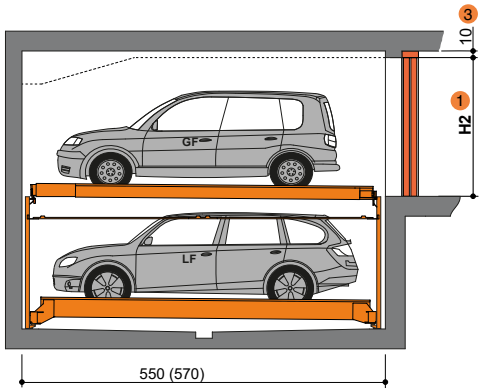
1 Minimum clear height H2 to local regulations.
2 RB = Grid unit width **must** strictly conform to dimensions quotes!
3 Only applies to manually operated gates. The electrically driven gates must have 35 cm.
4 Observe minimum carriageway width according to local regulations.

Page 1 Section Vehicle data
Page 2 Height dimensions
Page 3 Sliding gate width dimensions
Page 4 Sliding gate width dimensions
Page 5 Sliding gate width dimensions
Page 6 Approach Free spaces Function
Page 7 Load plan
Page 8 Technical data
Page 9 Electrical To be perfor-med by the customer
Page 10 Description
Page 11 Description

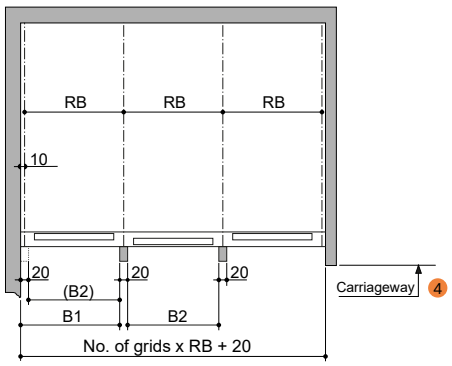
## Garages with sliding gates | Widths dimensions

### Sliding gate in front of columns



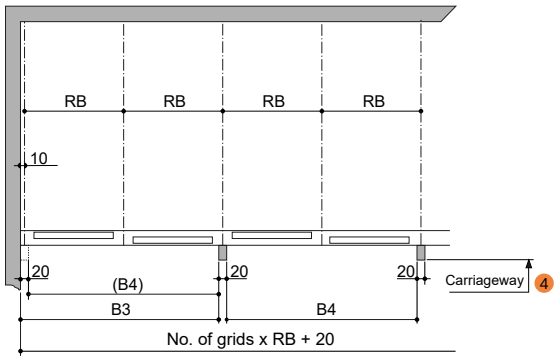

| Vehicle height GF | H2 |
|---|---|
| **200** | 210 |
| **205** | 215 |
| **210** | 220 |
| **215** | 225 |
| **220** | 230 |
| **225** | 235 |
| **230** | 240 |
| **235** | 245 |
| **240** | 250 |
| **245** | 255 |

### Columns per each grid unit




| Usable platform width | RB 2 | B1 | B2 |
|---|---|---|---|
| 230 | 250 | 250 | 230 |
| 240 | 260 | 260 | 240 |
| 250 | 270 | 270 | 250 |
| 260 | 280 | 280 | 260 |
| 270 | 290 | 290 | 270 |

### Columns every second grid unit




| Usable platform width | RB 2 | B3 | B4 |
|---|---|---|---|
| 230 | 250 | 500 | 480 |
| 240 | 260 | 520 | 500 |
| 250 | 270 | 540 | 250 |
| 260 | 280 | 560 | 540 |
| 270 | 290 | 580 | 560 |

In accordance with ASR A1.7, an inspection book is required for a gate with electric drive that is intended for commercial use. Prior to commissioning and annually thereafter, the gate must be inspected by a qualified expert and the findings recorded in the inspection book.The inspection must be performed independently of any maintenance work.

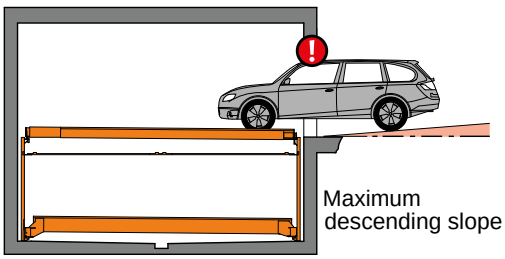
We generally recommend our maximum platform width of 270 cm for corner boxes and boxes with dividing walls.
The adjoining grid must be taken into account during planning. Narrower platform widths can cause problems during operation (depending on the vehicle type, access situation and individual driving behaviour).

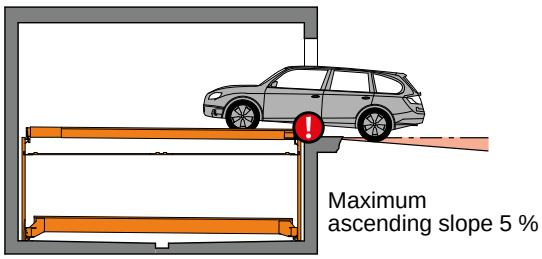
For large limousinesand SUVs, the access lanes may need to be widened (especially in the case of corner boxes with an insufficient manoeuvring radius)

1 Minimum clear height H2 to local regulations.
2 RB = Grid unit width **must** strictly conform to dimensions quotes!
3 Only applies to manually operated gates. The electrically driven gates must have 35 cm.
4 Observe minimum carriageway width according to local regulations.

Page 1 Section Vehicle data
Page 2 Height dimensions
Page 3 Sliding gate width dimensions
Page 4 Sliding gate width dimensions
Page 5 Sliding gate width dimensions
Page 6 Approach Free spaces Function
Page 7 Load plan
Page 8 Technical data
Page 9 Electrical To be perfor-med by the customer
Page 10 Description
Page 11 Description

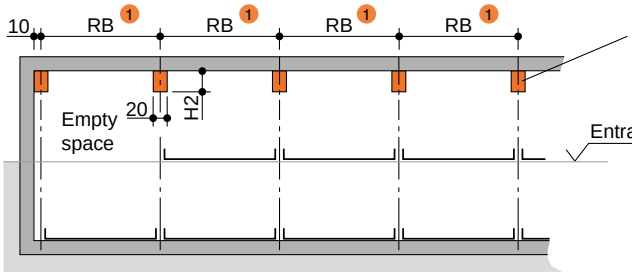
## Approach




The illustrated maximum approach angle must not be exceeded. Incorrect approach angle will cause serious maneouvring & positioning problems on the parking system for which the local agency of KLAUS Multiparking accepts no responsibility.

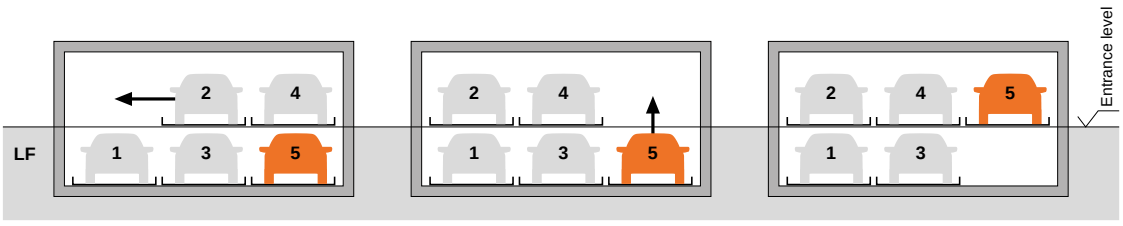
## Longitudinal free space




| H2 2 | H2 max |
|---|---|
| Building height - 305 | 45 |

## Function with standard numbering and identification of parking levels

e.g. for parking space No. 5: Check first that all doors are closed, then select No. 5 on operating panel.




For driving the vehicle off platform No. 5 the ground floor parking platforms are shifted to the left

The empty space is now below the vehicle which shall be driven off the platform. The platform No. 5 will be loweredt.

The vehicle on platform No. 5 can now be driven off the platform.

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ADVERTISED PLAN

1 RB = Grid unit width **must** strictly conform to dimensions quotes!

2 Building height see page 2.

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# *Appendix C Klaus TrendVario 6200*

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Fax +49 (0) 7565 508-88

info@multiparking.com
www.multiparking.com

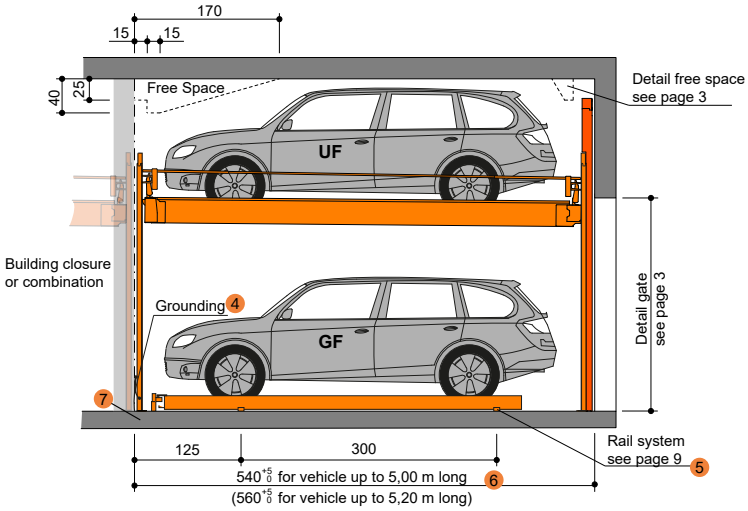
# PRODUCT DATA

## trendvario 6200+

2000 kg / 2600 kg [1] / 3000 kg [1]

Page 1 Section Vehicle data
Page 2 Height dimensions
Page 3 Vertical gate width dimensions
Page 4 Sliding gate width dimensions
Page 5 Sliding gate width dimensions
Page 6 Sliding gate width dimensions
Page 7 Arrangement of the grid Approach Free spaces Function
Page 8 Load plan
Page 9 Rails
Page 10 Technical data
Page 11 Electrical To be performed by the customer
Page 12 Description
Page 13 Description

## Building version with vertical gate




ADVERTISED PLAN

Gate variants see pages 3 to 6

**Loadable up to 3000 kg!** Individual parking spaces can even be loaded retrospectively!

### Dimensions

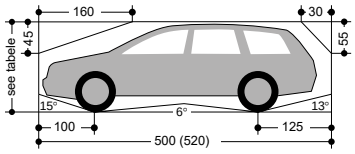
All space requirements are minimum finished dimensions. [2]
Tolerances for space requirements +3 0 dimensions in cm.

### Suitable for

Standard passenger vehicle:
Limousine, Station Sagon, SUV, Van according to clearance and maximum surface load.

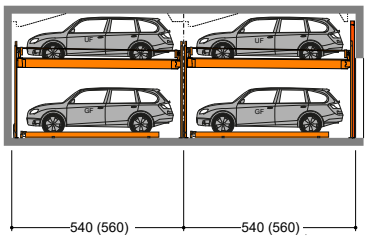
| | | | |
|---|---|---|---|
| Width [3] | 190 cm | 190 cm | 190 cm |
| Weight | max. 2000 kg | max. [1] 2600 kg | max. [1] 3000 kg |
| Wheel load | max. 500 kg | max. 650 kg | max. 750 kg |

### Clearance profile

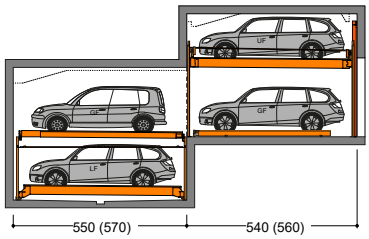



## Examples KombiSystem

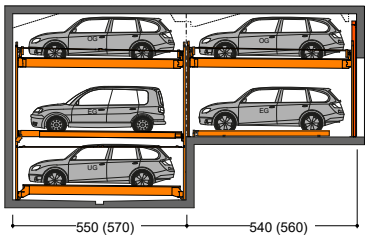
**Combination 6200+ with 6200+**




**Combination 6100 with 6200+**




**Combination 6300 with 6200+**

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1. Maximum load possible at additional cost.
2. To follow the minimum finished dimensions, make sure to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202
3. Vehicle width for platform width 230 cm. If wider platforms are used it is also possible to park wider vehicle.
4. Potential equalization from foundation grounding connection to system (provided by the customer).
5. Tolerances for the evenness of the carriageway (floor) must be strictly complied with in accordance with DIN 18202, chart 3, line 3..
6. For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a pit length of 560 cm .
7. At the transition section between pit floor and walls no hollow mouldings/coves are possible. If hollow mouldings/coves are required, the systems must be designed smaller or the pits accordingly wider.

If sprinklers are required make sure to provide the necessary free spaces during the planning stage.

TrendVario 6200+ | Code number 589.65.740-001 | Version 01.2020

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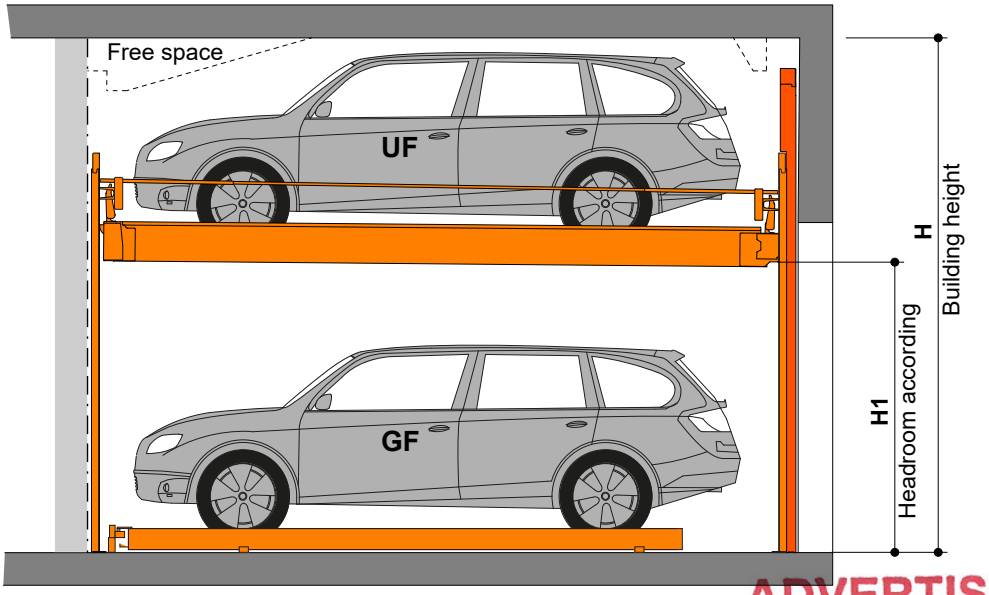
## Height dimensions




ADVERTISED PLAN

| Type | H1 | Vehicle height GF [1] | Vehicle height UF | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 150 | 155 | 160 | 165 | 170 | 175 | 180 | 185 | 190 | 195 | 200 | 205 | 210 | 215 | 220 | H - Building height |
| 6200+ / 160 | 160 | 150 | 330 | 335 | 340 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | |
| 6200+ / 165 | 165 | 155 | 335 | 340 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | |
| 6200+ / 170 | 170 | 160 | 340 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | |
| 6200+ / 175 | 175 | 165 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | |
| 6200+ / 180 | 180 | 170 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | |
| 6200+ / 185 | 185 | 175 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | |
| 6200+ / 190 | 190 | 180 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | |
| 6200+ / 195 | 195 | 185 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | |
| 6200+ / 200 | 200 | 190 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 | |
| 6200+ / 205 | 205 | 195 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 | 445 | |
| 6200+ / 210 | 210 | 200 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 | 445 | 450 | |
| 6200+ / 215 | 215 | 205 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 | 445 | 450 | 455 | |
| 6200+ / 220 | 220 | 210 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 | 445 | 450 | 455 | 460 | |

## Example of a configuration

Example : Vehicle height GF 175 cm & Vehicle height UF 190 cm
Type : 6200+ /185
Headroom according (H1) : 185 cm
Building height : 395 cm

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| Type | H1 | Vehicle height GF [1] | Vehicle height UF | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 150 | 155 | 160 | 165 | 170 | 175 | 180 | 185 | 190 | 195 | 200 | 205 | 210 | 215 | 220 | H - Building height |
| 6200+ / 160 | 160 | 150 | 330 | 335 | 340 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | |
| 6200+ / 165 | 165 | 155 | 335 | 340 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | |
| 6200+ / 170 | 170 | 160 | 340 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | |
| 6200+ / 175 | 175 | 165 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | |
| 6200+ / 180 | 180 | 170 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | |
| 6200+ / 185 | 185 | 175 | ~~355~~ | ~~360~~ | ~~365~~ | ~~370~~ | ~~375~~ | ~~380~~ | ~~385~~ | ~~390~~ | 395 | 400 | 405 | 410 | 415 | 420 | 425 | |
| 6200+ / 190 | 190 | 180 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | |

[1] Maximum vehicle height for the passage H1 - 5cm.

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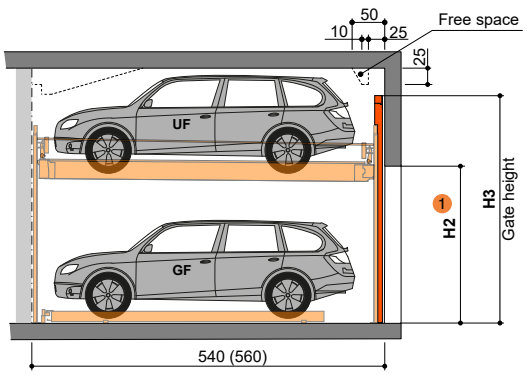
Page 13 Description

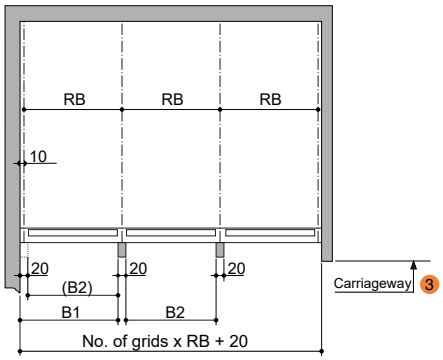
## Garages with vertical gates | Width dimensions

### Gate behind columns




| max. Vehicle height UF / GF | H2 | H3 |
|---|---|---|
| 150 | 210 | 325 |
| 155 | 210 | 335 |
| 160 | 210 | 335 |
| 165 | 210 | 335 |
| 170 | 210 | 335 |
| 175 | 210 | 335 |
| 180 | 210 | 360 |
| 185 | 210 | 360 |
| 190 | 210 | 360 |
| 195 | 210 | 360 |
| 200 | 215 | 360 |
| 205 | 220 | 385 |
| 210 | 225 | 385 |
| 215 | 230 | 385 |
| 220 | 235 | 385 |

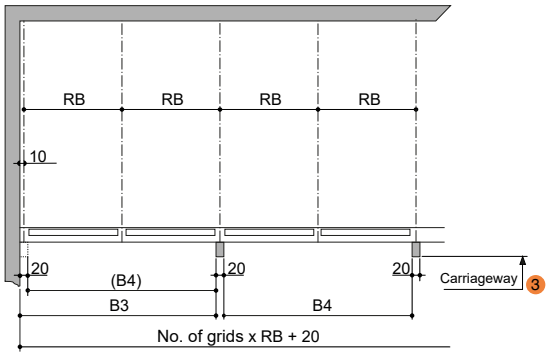
### Columns per each grid unit




| Usable platform width | RB 2 | B1 | B2 |
|---|---|---|---|
| 230 | 250 | 250 | 230 |
| 240 | 260 | 260 | 240 |
| 250 | 270 | 270 | 250 |
| 260 | 280 | 280 | 260 |
| 270 | 290 | 290 | 270 |

ADVERTISED PLAN

### Columns every second grid unit




| Usable platform width | RB 2 | B3 | B4 |
|---|---|---|---|
| 230 | 250 | 500 | 480 |
| 240 | 260 | 520 | 500 |
| 250 | 270 | 540 | 250 |
| 260 | 280 | 560 | 540 |
| 270 | 290 | 580 | 560 |

In accordance with ASR A1.7, an inspection book is required for a gate with electric drive that is intended for commercial use. Prior to commissioning and annually thereafter, the gate must be inspected by a qualified expert and the findings recorded in the inspection book.The inspection must be performed independently of any maintenance work.

We generally recommend our maximum platform width of 270 cm for corner boxes and boxes with dividing walls.
The adjoining grid must be taken into account during planning. Narrower platform widths can cause problems during operation (depending on the vehicle type, access situation and individual driving behaviour).

For large limousinesand SUVs, the access lanes may need to be widened (especially in the case of corner boxes with an insufficient manoeuvring radius)

1 Minimum clear height H2 to local regulations.
2 RB = Grid unit width **must** strictly conform to dimensions quotes!
3 Observe minimum carriageway width according to local regulations.

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# *Appendix D Klaus TrendVario 6300*

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ADVERTISED
PLAN

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www.multiparking.com

# PRODUCT DATA

## trendvario 6300+

2000 kg / 2600 kg [1] / 3000 kg [1]

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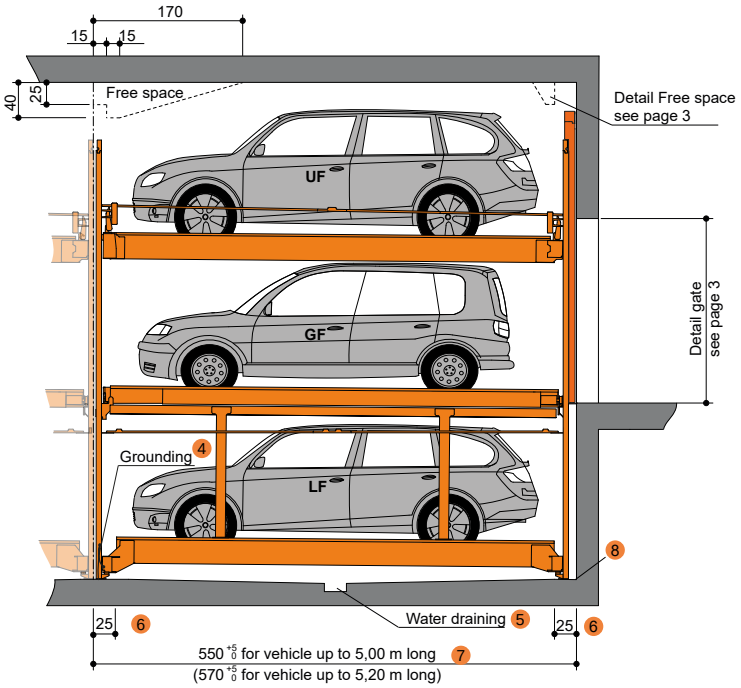
## Building version with vertical gate




Gate variants see pages 3 to 6

**Loadable up to 3000 kg!** Individual parking spaces can even be loaded retrospectively!

### Dimensions

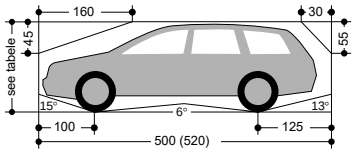
All space requirements are minimum finished dimensions. 2
Tolerances for space requirements dimensions in cm. +3 0

### Suitable for

Standard passenger vehicle: Limousine, Station Sagon, SUV, Van according to clearance and maximum surface load.

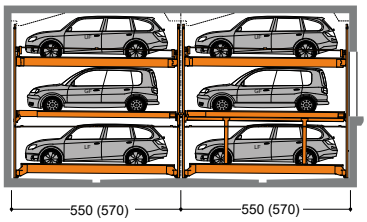
| | | | |
|---|---|---|---|
| Width 3 | 190 cm | 190 cm | 190 cm |
| Weight | max. 2000 kg | max. 1 2600 kg | max. 1 3000 kg |
| Wheel load | max. 500 kg | max. 650 kg | max. 750 kg |

### Clearance profile

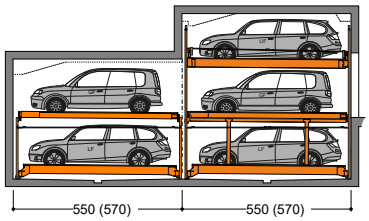



## Examples KombiSystem

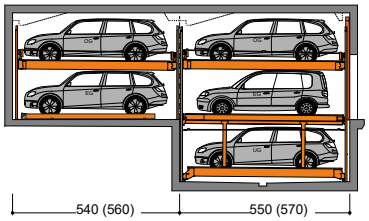
**Combination 6300 with 6300+**




**Combination 6100 with 6300+**




**Combination 6200+ with 6300+**

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ADVERTISED PLAN

1 Maximum load possible at additional cost.
2 To follow the minimum finished dimensions, make sure to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202
3 Vehicle width for platform width 230 cm. If wider platforms are used it is also possible to park wider vehicle.
4 Potential equalization from foundation grounding connection to system (provided by the customer).
5 Slope with drainage channel and sump.
6 Tolerances for the evenness of the carriageway (floor) must be strictly complied with in accordance with DIN 18202, chart 3, line 3..
7 For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a pit length of 570 cm .
8 At the transition section between pit floor and walls no hollow mouldings/coves are possible. If hollow mouldings/coves are required, the systems must be designed smaller or the pits accordingly wider.

If sprinklers are required make sure to provide the necessary free spaces during the planning stage.

TrendVario 6300+ | Code number 589.65.780-001 | Version 01.2020

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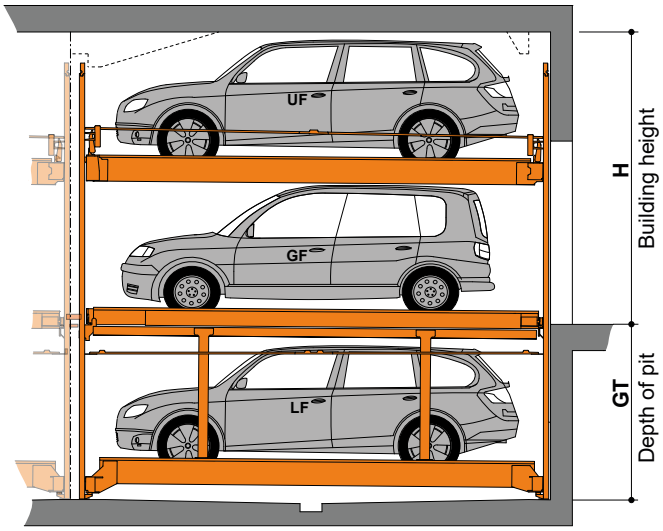
## Height dimensions

**The permissible vehicle height GF must be 10cm larger than vehicle height LF.**

| Type | GT | Vehicle height LF |
|---|---|---|
| 6300+ / 200 | 200 | 150 |
| 6300+ / 205 | 205 | 155 |
| 6300+ / 210 | 210 | 160 |
| 6300+ / 215 | 215 | 165 |
| 6300+ / 220 | 220 | 170 |
| 6300+ / 225 | 225 | 175 |
| 6300+ / 230 | 230 | 180 |
| 6300+ / 235 | 235 | 185 |
| 6300+ / 240 | 240 | 190 |
| 6300+ / 245 | 245 | 195 |
| 6300+ / 250 | 250 | 200 |




| Vehicle height GF | Vehicle height UF | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 150 | 155 | 160 | 165 | 170 | 175 | 180 | 185 | 190 | 195 | 200 | 205 | 210 | 215 | 220 |
| **160** | 335 | 340 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 |
| **165** | 340 | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 |
| **170** | 345 | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 |
| **175** | 350 | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 |
| **180** | 355 | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 |
| **185** | 360 | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 |
| **190** | 365 | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 |
| **195** | 370 | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 |
| **200** | 375 | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 | 445 |
| **205** | 380 | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 | 445 | 450 |
| **210** | 385 | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 | 445 | 450 | 455 |
| **215** | 390 | 395 | 400 | 405 | 410 | 415 | 420 | 425 | 430 | 435 | 440 | 445 | 450 | 455 | 460 |

**H - Building height**

## Example of configuration

**Example of configuration 1:**

| | | |
|---|---|---|
| Vehicle UF: | 150 | Type: **6300+ / 225** |
| Vehicle GF: | 190 | |
| Vehicle LF: | 175 | Height: **365** |

**Example of configuration 2:**

| | | |
|---|---|---|
| Vehicle UF: | 160 | Type: **6300+ / 230** |
| Vehicle GF: | 160 | |
| Vehicle LF: | 180 | Height:**Selection not possible!!!** |

Configuration 2 is not possible because the maximum permissible vehicle GF is smaller than the vehicle LF.
The larger vehicle LF cannot retract.

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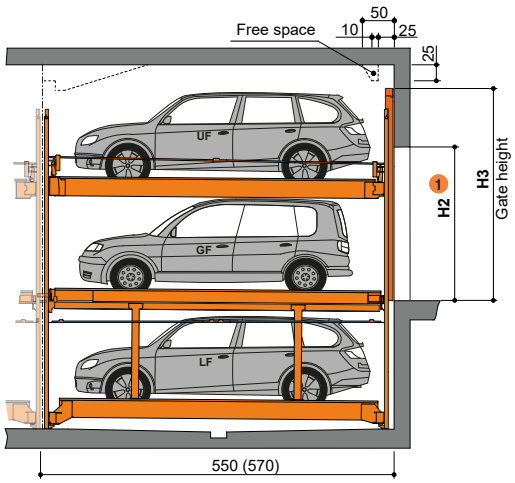
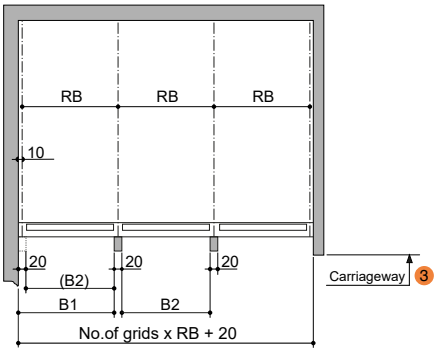
## Garages with vertical gates | Width dimensions

### Gate behind columns




| max. Vehicle height UF / GF | H2 | H3 |
|---|---|---|
| **160** | 210 | 325 |
| **165** | 210 | 325 |
| **170** | 210 | 335 |
| **175** | 210 | 335 |
| **180** | 210 | 335 |
| **185** | 210 | 360 |
| **190** | 210 | 360 |
| **195** | 210 | 360 |
| **200** | 210 | 360 |
| **205** | 215 | 360 |
| **210** | 220 | 385 |
| **215** | 225 | 385 |
| **220** | 230 | 385 |

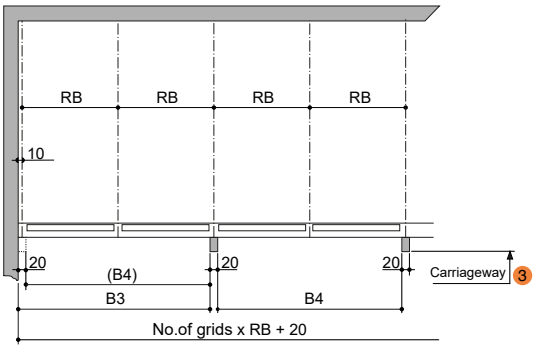
### Columns per each grid unit




| Usable platform width | RB 2 | B1 | B2 |
|---|---|---|---|
| 230 | 250 | 250 | 230 |
| 240 | 260 | 260 | 240 |
| 250 | 270 | 270 | 250 |
| 260 | 280 | 280 | 260 |
| 270 | 290 | 290 | 270 |

ADVERTISED PLAN

### Columns every second grid unit




| Usable platform width | RB 2 | B3 | B4 |
|---|---|---|---|
| 230 | 250 | 500 | 480 |
| 240 | 260 | 520 | 500 |
| 250 | 270 | 540 | 250 |
| 260 | 280 | 560 | 540 |
| 270 | 290 | 580 | 560 |

In accordance with ASR A1.7, an inspection book is required for a gate with electric drive that is intended for commercial use. Prior to commissioning and annually thereafter, the gate must be inspected by a qualified expert and the findings recorded in the inspection book.The inspection must be performed independently of any maintenance work.

We generally recommend our maximum platform width of 270 cm for corner boxes and boxes with dividing walls.
The adjoining grid must be taken into account during planning. Narrower platform widths can cause problems during operation (depending on the vehicle type, access situation and individual driving behaviour).

For large limousinesand SUVs, the access lanes may need to be widened (especially in the case of corner boxes with an insufficient manoeuvring radius)

1 Minimum clear height H2 to local regulations.
2 RB = Grid unit width **must** strictly conform to dimensions quotes!
3 Observe minimum carriageway width according to local regulations.

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# *Appendix E Liftronic Car Lift*

ADVERTISED PLAN

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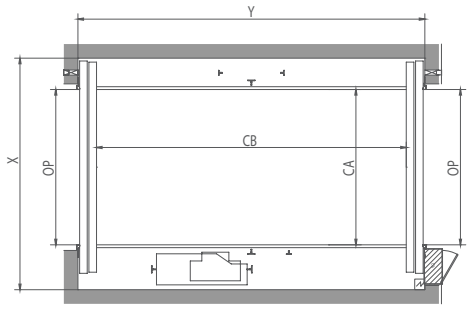
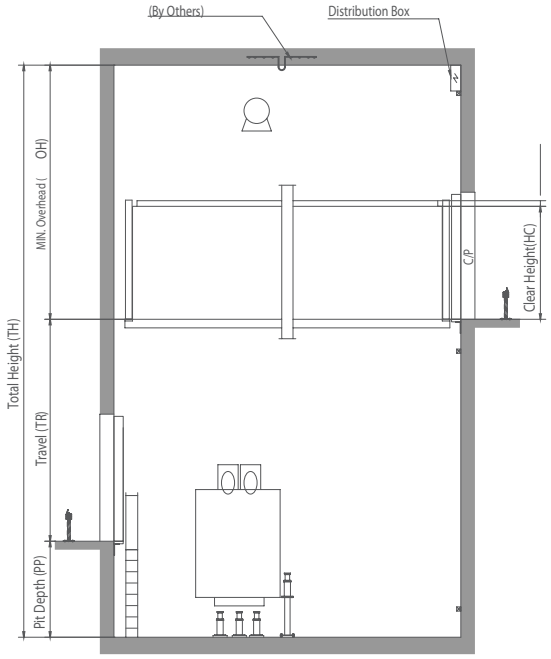
# Vehicle Lifts

## TRACTION VEHICLE LIFT

Machine Room-Less




## SPECIFICATIONS

| CENTER OPENING STANDARD AREA DIMENSIONS (units: mm) | | | | | |
|---|---|---|---|---|---|
| Type | Specification | Clear Opening | Car Interior | Hoistway | Machine Room |
| | | OP | CA x CB | X x Y | MX x MY |
| Hydraulic | A2500-C030/45 | 2350 | 2350x5310 | 3450x5970 | 2500x2800 |
| | A3000-C030/45 | 2400 | 2400x5600 | 3400x6400 | |
| | A3500-C030/45 | 2750 | 2750x6350 | 3950x7010 | |
| Traction Machine Room | A2500-C030/60 | 2350 | 2350x5310 | 3700x5970 | 2500x2800 |
| | A3000-C030/60 | 2400 | 2400x6250 | 3750x6910 | |
| | A3500-C030/60 | 2750 | 2750x6350 | 4100x7010 | |
| Traction Machine Room-Less | A2500-C030/60 | 2350 | 2350x5310 | 3700x5970 | n/a |
| | A3000-C030/60 | 2400 | 2400x5560 | 3750x6220 | |
| | A3500-C030/60 | 2750 | 2750x6350 | 4100x7010 | |

*Note: Above data is based o

| PERFORMANCE AND VERTICAL DIMENSIONS (units: mm) | | | | | | |
|---|---|---|---|---|---|---|
| Type | Speed m/s | Capacity | Overhead | Pit Depth | Machine Room Height | Car Height |
| | | KG | OH | PP | | |
| Hydraulic C030 | 0.5 | 2500/3000/3500 | 3400 | 1600 | 2000 | 2000 |
| Hydraulic C045 | 0.75 | 2500/3000/3500 | 3400 | 1600 | 2000 | 2000 |
| Traction MR C030 | 0.5 | 2500/3000/3500 | 4400 | 1600 | 2400 | 2000 |
| Traction MR C060 | 1.0 | 2500/3000/3500 | 4400 | 1600 | 2400 | 2000 |
| Traction MRL C030 | 0.5 | 2500 | 3900 | 1800 | n/a | 2000 |
| Traction MRL C060 | 1.0 | 2500 | 3900 | 1800 | n/a | 2000 |
| Traction MRL C030 | 0.5 | 3000 | 3900 | 1800 | n/a | 2000 |
| Traction MRL C060 | 1.0 | 3000 | 3900 | 1800 | n/a | 2000 |
| Traction MRL C030 | 0.5 | 3500 | 4150 | 1800 | n/a | 2000 |
| Traction MRL C060 | 1.0 | 3500 | 4150 | 1800 | n/a | 2000 |

KINETEK

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# MATTER HOUSE

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PLAN

# 28 STEPHENSON STREET

28 Stephenson Street
Town Planning Report

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05.09.23

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**We respectfully acknowledge the Bunurong Boon Wurrung and Wurundjeri Woi Wurrung peoples of the Eastern Kulin Nation as the Traditional Custodians of the land on which we discuss today and we pay our respect to their Elders past, present and emerging.**

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CONTENTS

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# SECTION 01
# PROJECT OVERVIEW

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**In a drastically changing business environment, Matter House will be Australia's newest working home for the creative and entrepreneurial community. Matter House is the realisation of a longstanding vision to create an exceptional building that showcases the best creative agencies in Australia whilst bringing about a paradigm shift in how a commercial building can benefit the community. The building has been designed to inspire and connect wonderful minds in a space that values our community, the wellness of our people and a sustainable, purposeful future.**

**We look forward to developing our vision with you and adding to the spirit of Cremorne.**

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# PROJECT OVERVIEW

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## MATTER HOUSE WILL ADD TO CREMORNE'S REPUTATION AS A CREATIVE AND TECH-HUB DISTRICT. IT WILL NOT ONLY BECOME AN ICON FOR HIGH STANDARD ARCHITECTURAL DESIGN BUT WILL SET THE NEW BECHMARK FOR HIGH SUSTAINABILITY OUTCOMES.

### MATTER HOUSE STATEMENT

Matter House will make a statement as an international benchmark of high quality architectural design through a striking form and utilizing unique sustainability opportunities which will create the most sustainable building in Cremorne - we will exceed international standards of ESD benchmarking as well as not only being a Net Producer building by returning energy to the grid, through innovative ESD outcomes. The building is a mixed used development, with a architectural form and design that reflects the industrial urban context and reinterprets it in a modern and striking way that is both contextually relevant while ensuring it provides high amentity to the end user and workplace occupant. Our proposal includes the upgrade and improvement of the public realm to Stephenson Street via the widening of the footpath and inclusion of space for alfresco dining. We see this as an important step to increase street activation and improve pedestrian access between the adjacent pocket park and surrounding areas. The building has a rooftop garden which will provide unqiue city views and have a programmatic design outcome that is unseen in Melbourne.
The building will be retained and not resold.

### TEAM

Developer _ CoBild + Matter House
Architecture _ HASSELL
Planning _ Tract
Landscape Architecture _ HASSELL
Traffic _ One Mile Grid
Services _ WRAP
ESD _ Finding Infinity
Structure _ Edge
Waste _ Ratio
Acoustics_ Cogent
Fire Engineering_ DobbsDoherty
Building Surveyor_Floreancig Smith

### Site Details

Address:
28-30 Stephenson Street

Site Area:
842m2

Site Frontage:
Stephenson Street
Commercial shared boundaries

Existing Site Infrastructure
2 Storey Existing Brick workspace with multiple tenants.

Existing Site Use
Commercial offices and carpark.

Overview
The proposal is for a 13 storey commercial office building, with a unique and iconic roof terrace for the users of the building combined with communal amenities, end of trip services and activated ground floor plane.

Development
Ground + 12 storeys

Height
Basement Level B2 : Various
Basement Level B1 : 2.95m
Basement Level B1(Mezz) : 3.8m
Ground Floor : 5m
Typical Floor : 3.65m
Rooftop Terrace Floor : 4.5-8.5m
Bottom of Roof Pitch : RL+57.79
Top of Roof Pitch: RL+61.15
Top of Core: RL +60.93

# HOW IT BEGAN

## COBILD AND THE MATTER HOUSE TEAM HAVE HAD A LONG STANDING RELATIONSHIP BUILT ON TRUST, ALIGNMENT AND FUN. THIS RELATIONSHIP HAS GROWN OVERTIME AND HAS NOW RESULTED IN A UNIQUE OPPORTUNITY TO CREATE A SUSTAINABLE BUILDING WHICH HAS A FOCUS ON PROVIDING SPACE FOR THE CREATIVE COMMUNITY TO COLLABORATE AND THRIVE.

**An invite only architectural competition was run by Cobild and Matter House in December 2020 to find an architect to join them on the journey who aligned with their vision and could bring the project to life.**

**Four architectural firms were invited to present their scheme to the Matter House and Cobild team and Hassell was awarded the project.**

ADVERTISED PLAN



## A LITTLE HISTORY

ASSEMBLY HOUSE
COBILD™

**Assembly House - A Collaboration**

In 2000, The Taboo Group was founded. Born on the streets, the agency's specialty was connecting big brands with culture. The business progressed from office space to office space: St Kilda Road, Windsor and to South Yarra from 2008.

Following 6 years of on-time rental payments, it was here at Oxford Street that the landlord refused to allow us to paint the tired walls white, instead opting for a questionable avocado green. Enough was enough, and it was time to leave. A passing comment from Andrew Mackinnon to Richard Mackinnon "Dad, do you have a spare $500k to put into a building for Taboo? With a quick reply, Richard said – 'I do.' That night I would be dinning with funny-man Andy Lee and co-owner of Rock Digital, currently residing in the avocado colored walls in Oxford Street. Andy had heard of our mission to find a new home for Taboo and Rock and exclaimed "I'd like to join you on your mission!".

Following an unsuccessful bid to secure a site in Cubit Street, Andrew, Andy and Richard were introduced to another, bigger block behind it on Stephenson Street. A few drive bye's later, we would be introduced to two poorly adjoined warehouses, currently housing vintage automobiles, awaiting fresh upholstery. Not long after the site was secured and we commenced a project, riddled with challenges and inexperience. A year later and a renovation bill three times our expectations, we were complete.

On Day 1: December 2007, The Taboo Group, Rock Digital, Kate and Co and The Monkeys (Accenture), would all be opening there doors at 28-30 Stephenson Street. The building was home to 120 employees of some of the most progressive agencies in the city, perhaps the country, and it was fun! Car park parties, collaborations, big brand meetings and new found friendships immediately enriched the space with an ambitious and playful culture. In addition, all businesses within the building were winning and growing. A great space, with brilliant culture created the magical foundation for successful business performances.

Not long after and in an always ambitious mindset, the three owners met with some architects who lobbed in an idea to 'build up' and maximize the space. The back of the the envelope costs were high and the risk and skill level very low. Upon a walk to purchase a sandwich from Sloan Ranger, Andrew bumped into long time friend and fellow EO member – Rotem Rotenberg and his father, the infamous Coby. 'Would you like to do join venture and develop our building together," was the question Andrew asked. Coby replied immediately & enthusiastically – "YES".

With lunches, laughter and a binding theme the teams committed to a plan to build a remarkable building at 28-30 Stephenson Street, Cremorne. The theme: Trust, Alignment and Fun.

We look forward to you joining us on this adventure.

Andrew, Rotem, Andy, Coby and Richard

## OUR DESIGN VALUES

ASSEMBLY HOUSE
COBILD™

**SUSTAINABILITY + WELLBEING + CREATIVITY + COMMUNITY**

## DESIGN BRIEF

ASSEMBLY HOUSE
COBILD™

**Key Design Requirements**

- The creation of an exceptional building which push the boundaries of great design and provide a unique, timeless design response to its location and context.
- Provide an exceptional design which intrinsically assists in achieving a great planning outcome (in terms of height & yield).
- Incorporate exceptional ESD principles which exceeds current industry benchmarks.
- Provide an ethical design response that considers all aspects of the lifecycle of the building.
- Create spaces which absorb and replicate the enthusiasm, cohesion & engagement realised in the current Assembly House and amplify this concept into a bigger and better building.
- Provide a considered approach to the integration of separate tenancies and levels to facilitate cohesion in building and facilitate the community feel of the current space.
- Consider the creative nature of the future tenants and internal spaces which they will inhabit.
- Maximise the creation of high quality communal shared roof terraces & gardens.
- Focus on occupant wellness design initiatives to provide exceptionally healthy spaces.
- Address hygienic design considerations.
- Exceptionally designed feature lobby which is reflects the buildings unique design.
- High quality end of trip facilities which are well integrated into the design.
- Maximise NLA and ensure we achieve highly efficient floor plates.
- Premium vertical access solution with consideration of the changing landscape with health requirements.
- Basement car parking to suit NLA. (Guide of 1 car space per 100m$^2$ of NLA)

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# MATTER HOUSE IN CREMORNE

## A Collaboration

### MATTER HOUSE

In 2000, The Taboo Group was founded. Born on the streets, the agency's specialty was connecting big brands with culture.

Beginning life as two poorly adjoined warehouses, Matter House was forged from the creative and entrepreneurial communities within it's tenants; The Taboo Group, Rock Digital, Kate and Co and The Monkeys (Accenture).

Matter House is a great space, with brilliant culture created the magical foundation for successful business performances. The building is currently home to 120 employees of some of the most progressive agencies in the city, perhaps the country, and it is fun!

We are passionate about continuing the evolution of Matter House to the next level through inspiring and connecting creative minds in a space that values our community, the wellness of our people and the natural environment.

We look forward to developing our vision with you and adding to the spirit of Cremorne.

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TABOO

ROCK AGENCY

ADVERTISED PLAN

KATE&CO·PR

The Monkeys
Part of Accenture Interactive

# COBILD IN CREMORNE

## 9-11 Cremorne Street

### COBILD HEADQUARTERS

**Cobild have a proud history of delivering many high-quality buildings across inner-Melbourne and particularly in the City of Yarra. We don't do things by halves.**

**Based in the heart of Cremorne at 9–11 Cremorne Street, our recently completed HQ, offers seven levels of commercial office space with a rooftop terrace, two ground floor retail tenancies, basement parking and a 5 Star Green Star rating.**

**It was also awarded the Sir Osborn McCutcheon Award (Best Commercial Building) at the 2020 Victorian Architecture Awards and has become a benchmark for good design in the area.**

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# HASSELL IN CREMORNE

ADVERTISED PLAN

## 60-88 Cremorne Street

### SEEK HEADQUARTERS

SEEK and Hassell are creating a long term home that will be the international headquarters of the organisation.

60-88 Cremorne Street delivers a new international benchmark for commercial development; a mixed use urban precinct that responds to its context, is environmentally sustainable, provides the latest in workplace design and offers amenity to the local Cremorne community.

A variety of public, community and SEEK based amenity has been provided on the ground plane, whilst the workplace levels sit above the new urban precinct with a roof terrace on the top level with uninterrupted views of the city.

The building is set back from all of its boundaries to be respectful to its residential neighbours and to allow a wider footpath on Cremorne Street.

The use of brick and steel draws on the materiality used in the area so the building will feel of its place for many years to come. The building will achieve best practice environmental sustainable design and has been designed in consultation with Arup to secure a 5 star Green Star rating (Australian Excellence) and a NABERS Energy 5 star rating and a NABERS Indoor Environment 4.5 star rating.

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# SECTION 02
# DESIGN CONTEXT

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# CONTEXT ANALYSIS

## Open Spaces and Views

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**The Site is located 2km south-east of the Melbourne CBD, and offers connectivity with direct access to multiple train, tram and bus transport with easy links to major arterial roads including Punt Road and Citilink freeway.**

Despite being located in a dense inner urban environment, Cremorne is well connected to a vast amount of public green open space.

The Olympic Park and MCG sporting precincts are located within short walking distance and the Royal Botanic Gardens are also easily accessible.

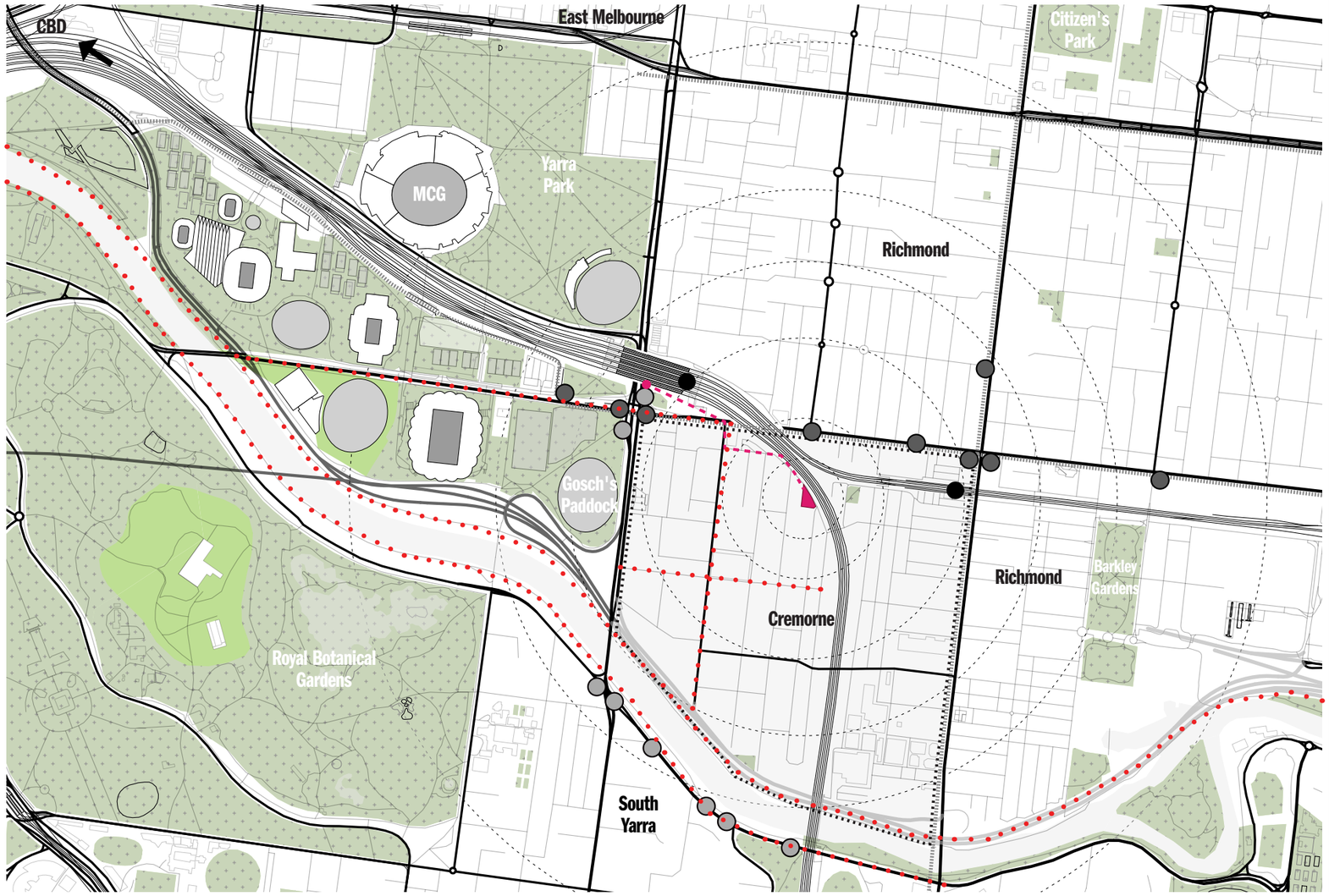
The Yarra River provides a corridor of open space and amenity within a short walk of the site.
Richmond Station is a 4 min walk along Stephenson and Cremorne Street from the subject site.

The site has direct access to an extensive network of bicycle routes can be easily accessed from the subject site including the Yarra/Capital City Trail along the Yarra River.

Direct access to Punt Road and the Citilink freeway provides convenient access to the broader metropolitan road network.

Trams service both Swan St and Church St, providing connections to the city and surrounding suburbs.

At higher levels the site will have unique views towards the city, but mostly over the picturesque industrial fabric of Cremorne and Burnley towards the Yarra River.



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# WELL CONNECTED

## The site is located on a transport nexus for Rail, Tram, People and vehicles.

### Rail - 7 minute walk to Richmond Train Station

Richmond Train Station is a doorstep away - it is 7 minute walk away, less than 500m door-to-door.
East Richmond Train Station is a well connected train station in Melbourne - located on the Lilydale, Belgrave, Alamein, and Glen Waverley lines in Victoria, Australia.

### Tram - 6 minute walk to Lennox St/Swan St Stop 9

Lennox St/Swan St Stop 9 and Swan St Shopping Centre/Swan St Stop 10 - is a quick 6 minute walk and connects with tram routes 70 and 78.

### Bus - 13 minute walk to Bus Stop

Cremorne is also a few minutes away from Bus line 246. The bus services to connects Cremorne to the Northern suburbs departing every 10 minutes.

### A walkable Precinct

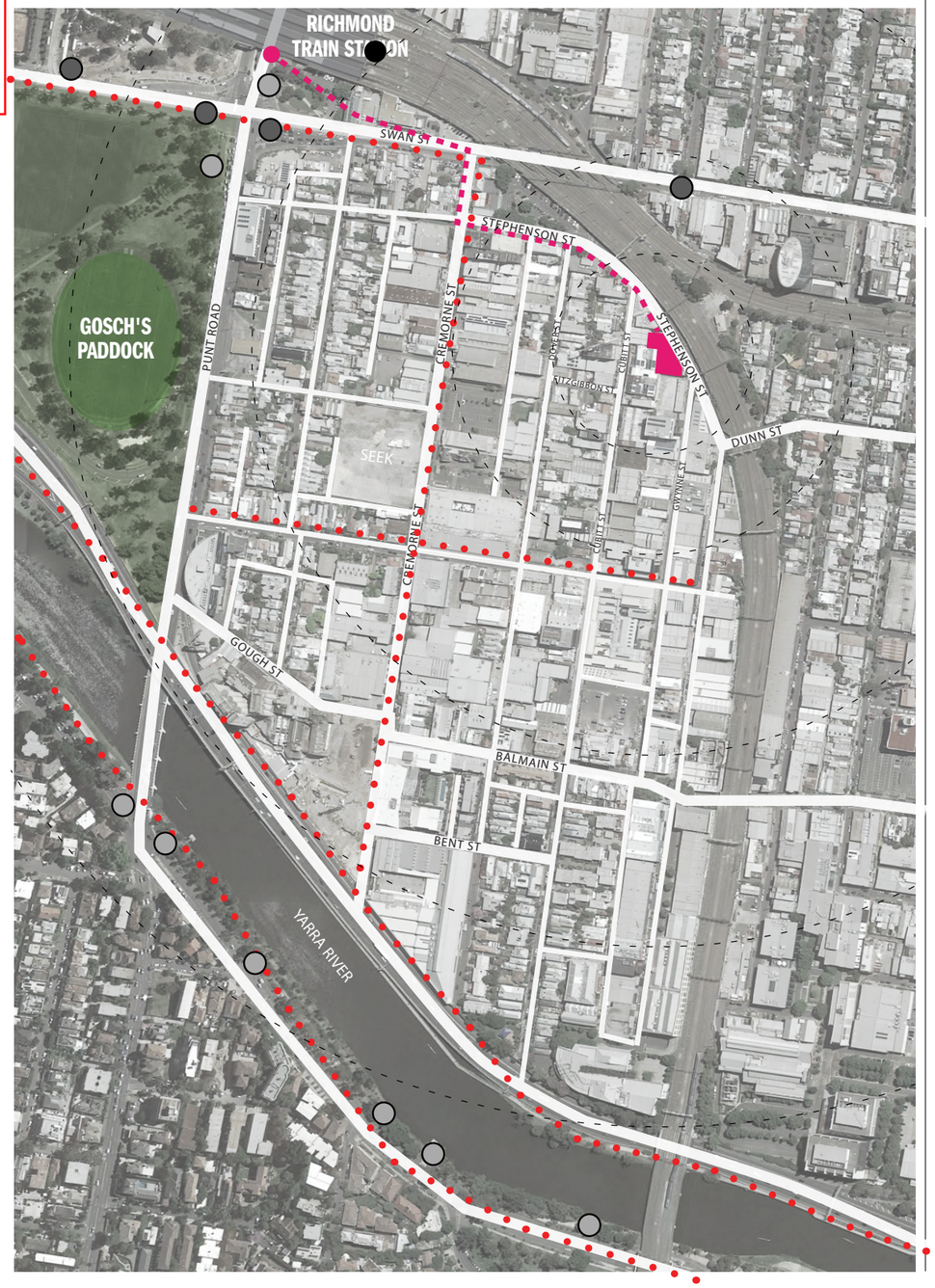
Direct adjacency and short distance to major Sports precinct and expansive green gardens. The city of Melbourne and Yarra is committed to creating an enjoyable and safe walking environment for all its residents, workers and visitors.

### Bicycle friendly connections

Cremorne is part of a very safe bicycle network - The City of Yarra is committed to creating an enjoyable and safe bicycle network - including the Main Yarra Bike Trail - connecting into 28 Stephenson Street.

### Vehicle connections

28 Stephenson Street is very well connected to both local CBD road network, and onto the metropolitan road network via Punt Road or Swan Street.



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# CONTEXT LAND USES

## Urban & Precinct Context
## Neighbouring and Cremorne Building uses

**Cremorne is a small inner suburb of Melbourne, 2 km south-east of the CBD. Its local government area is the City of Yarra.**

### Surrounding Land Uses + Occupants

16. Maltings
17. Carsales.com
18. ERA Development
19. Precinct Hotel
20. Cherry Tree Hotel
21. Rosella Factory
22. Kangan
23. Wilson Car Park
24. Zenu
25. Glassshouse
26. Wittner Head Office
27. Hecker Guthrie
28. Launchpad
29. Icon Co
30. Sun Studios

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- _Subject Site
- _Residential in Commercial Zone (Non Conforming)
- _Residential (Conforming)
- _Commercial
- _Retail/F+B
- _Schools/Education Services
- _Carpark

Hassell ©

# CONTEXTUAL HEIGHT

## A series of recent developments, planning approvals and planning applications in Cremorne.

## The plan shows an emerging trend towards heights in Richmond and Cremorne.

## The Subject Site is neatly positioned near the Dimmey's building which will provide symmetry and balance across the railine.

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- _Subject Site
- _5 or less (No Fill)
- _Planning Approval
- _Pending Planning Approval
- _6 Storeys
- _7 Storeys
- _8 Storeys
- _9 Storeys
- _10+ Storeys

# WORKING CREMORNE

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## CREMORNE REMAINS A TRUE MODERN MONUMENT TO THE RICH AND VIBRANT HISTORY OF WORKING MELBOURNE.

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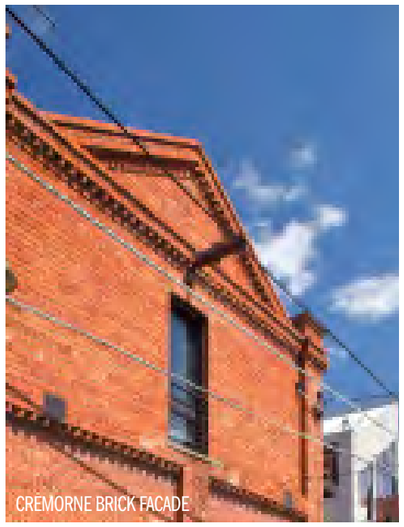
**Cremorne is a suburb rich with a working heritage. Through the diverse array of workers cottages, to the flagship and iconic factories that shape and articulate the inner city Melbourne skyline. The suburb is one where it's impossible to avoid the heritage that has been so acutely ackowledged within the Richmond and Cremorne precinct.**

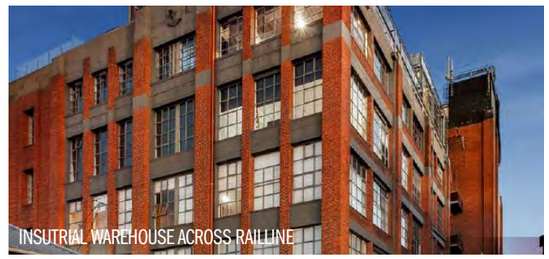
**As a language and an articulation, the heritage of Cremorne shows rich reds, strong black framed windows, sawtooth roofs and functional brickwork to provide ornament in a considered and organized way. The forms that derive from industrial architecture are strong and unapologetic, they are utalitarian, but they are beautiful.**

ICONIC SAWTOOTH FORM

CREMORNE BRICK FACADE

BRYANT AND MAY FACTORY


CREMORNE BRICK FACADE


INSUTRIAL WAREHOUSE ACROSS RAILLINE

ROSELLA FACTORY



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# PLEASURE CREMORNE

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## TO COUNTER THE WORKING HERITAGE, CREMORNE RELIED ON THE PLEASURE GARDENS OF CREMORNE.

**To counterbalance the stress and pressure of working in the industry and factories of late 1800's Melbourne there was a unique and truly spectacular 'Cremorne Gardens' located on the banks of Yarra River at the end of what is now known as Cremorne Street.**

**The Gardens, approximately located at the now current Malt Districts development provided a place to relax, socialize and unwind with amenities such as food and drink supply, live music, green space and a vibrant and green respite where one from the broader Melbourne could comfortably lie and enjoy the lake and find balance with working life.**

**Now in 2021, Cremorne finds itself again, a destination, but often not for it's green spaces, however, this should change.**

MAP OF CREMORNE PLEASURE GARDENS

VICTORIAN PLEASURE GARDENS

VICTORIAN PLEASURE GARDENS

VICTORIAN PLEASURE GARDENS

VICTORIAN PLEASURE GARDENS

VICTORIAN PLEASURE GARDENS

# URBAN CONTEXT

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## CREMORNE IS NOW A MIX OF COMMERICAL, RESIDENTIAL AND HIGH TECH STARTUPS.

**Cremorne has consistently adapted to demands of a changing demographic of users and still manages to find diversity and uniqeness in the uses, articulation and design of it's forms and uses.**

**Stephenson Street begins it's looping journey through Cremorne adjacent the Historic Pub of The Precinct Hotel, passing the only open green space in Cremorne being the Stephenson Street Reserve.**

**Stephenson Street runs parallel to one of Melbourne's major rail corridors, with the curved street following the contour of the raised concrete rail reserve.**
**South of the Dunn Street underpass, Stephenson Street transitions into a double-sided Street with a mix of residential, work, play and industry, and different building typologies. Stephenson St shows Cremorne's ability to adapt, improvise and develop regardless of form.**

CREMORNE BRICK FACADE

CREMORNE BRICK FACADE

CREMORNE BRICK FACADE

CREMORNE BRICK FACADE

CREMORNE BRICK FACADE

# SITE CONTEXT

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## DIRECTLY OPPOSITE THE RAILWAY, THE SUBJECT SITE HAS A UNIQUE OPPORTUNITY TO BECOME A BUILDING EXPERIENCED BY THOUSANDS A DAY.

**In general, the site is surrounded by Commercial 2 Zoned land to the north-west, west and south, and is bound by Stephenson Street and the rail corridor immediately beyond to the north-east and east. On the east side of the rail corridor is a pocket of residential land and to the north is Commercial 1 Zoned land that contains the Dimmey's development along Swan Street.**

**The Site's location, zoning and favourable interfaces, particularly being adjacent the rail corridor, indicate that it is well-suited for a development that has been designed to respond confidently to its context, serving as a future landmark and symbol for the creative and innovative culture of Cremorne.**

NEIGHBOURING BUILDING

STEPHENSON STREET LOOKING NORTH

SITE PROXIMITY TO RAILINE

STEPHENSON STREET LOOKING SOUTH

# SURVEY

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## 28-30 STEPHENSON STREET

**CREMORNE 3121 -**
**City of Yarra**

**Site area:** 842m²

**No. of Parcels:** 2

**Lot and Plan Number:**
Lot 2\PS536439, Lot 3\
PS536439

**Standard Parcel Identifier (SPI):** 2\PS536439

**Local Government (Council):** YARRA

**Council Property Number:**
348110

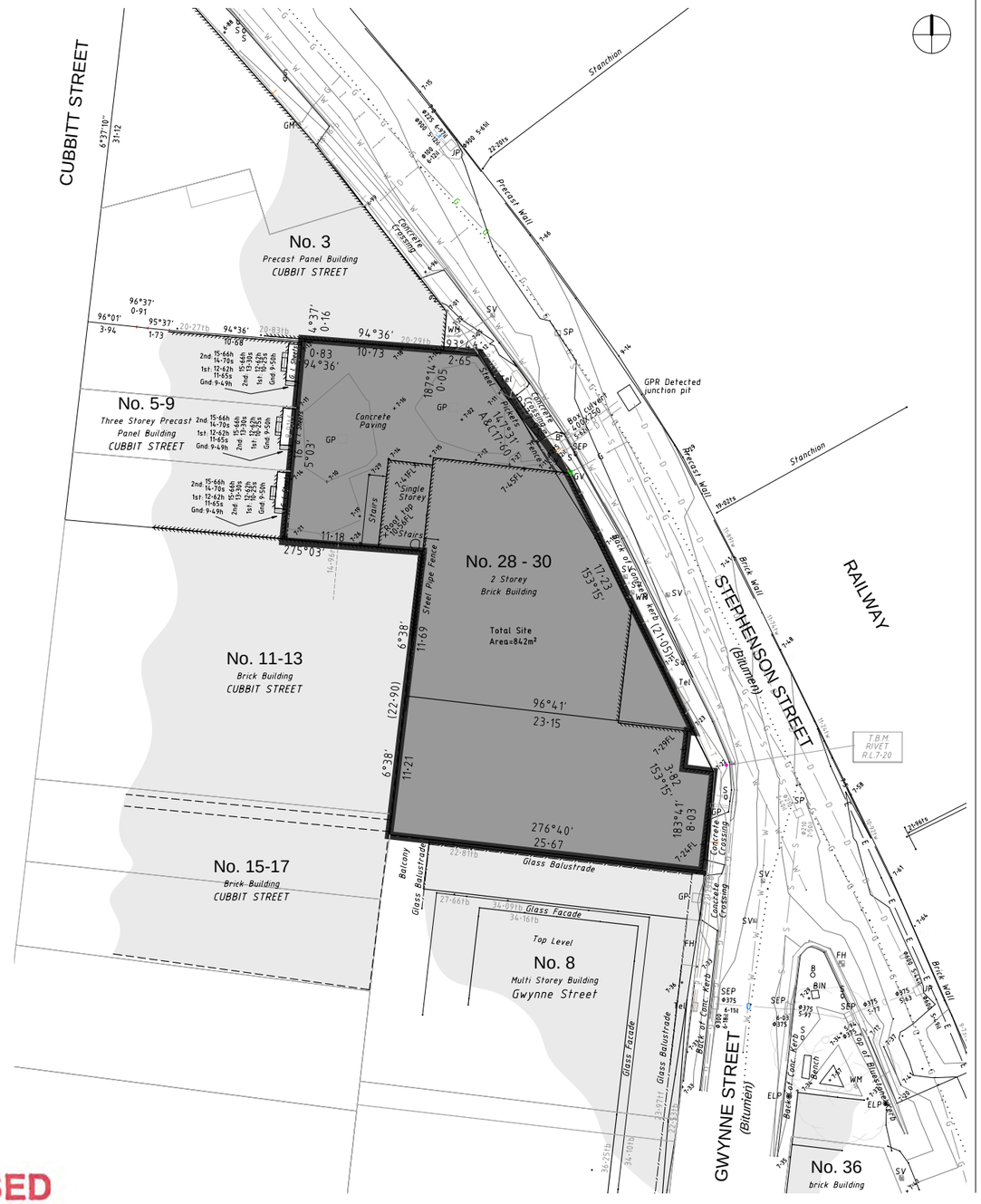
The subject site is located within the City of Yarra municipality.
The site is situated within the Commercial 2 Zone for Cremorne, approximately 400m from Richmond Station. The site is an irregular shape as it is made up of 2 parcels of land, Lot 2 on 28 Stephenson Street, Cremorne and Lot 3 on 30 Stephenson Street, Cremorne.

The site is surrounded by Commercial 2 Zoned land to the north-west, west and south and Stephenson Street and the rail line to the North/North-East. On the east side of the rail line is a pocket of residential land, this is the nearest residentially zoned land is 50metre to the East, opposite a raised rail line.

28 -30 Stephenson Street currently has an existing two storey brick building - occupied by Taboo Group, Rock Agency digital and Kate and Co and the Monkeys.

Each site has an existing crossover and there is provision of 4 x 4hour on street carparks directly out the front of 30 Stephenson St, with a section of 'No Standing' zone where Stephenson street turns into Gwynne Street.

The intention is to demolish all built form on the two sites and build a single new Matter House building.

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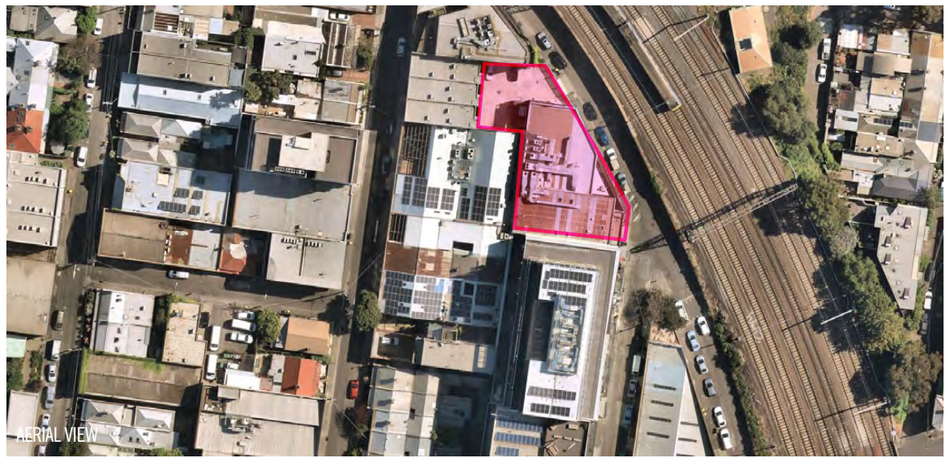
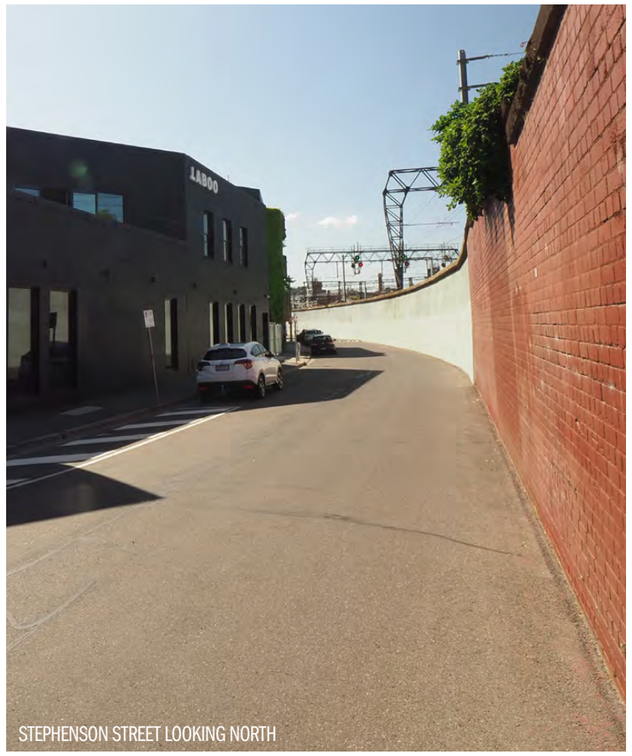
## AERIAL VIEWS



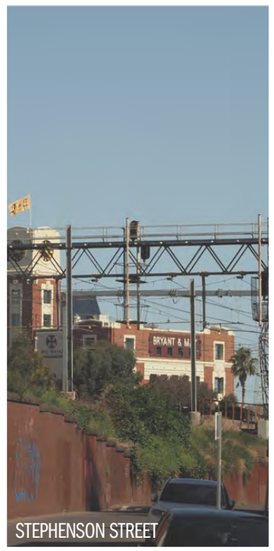
AERIAL VIEW

AERIAL VIEW FROM SITE LOOKING WEST

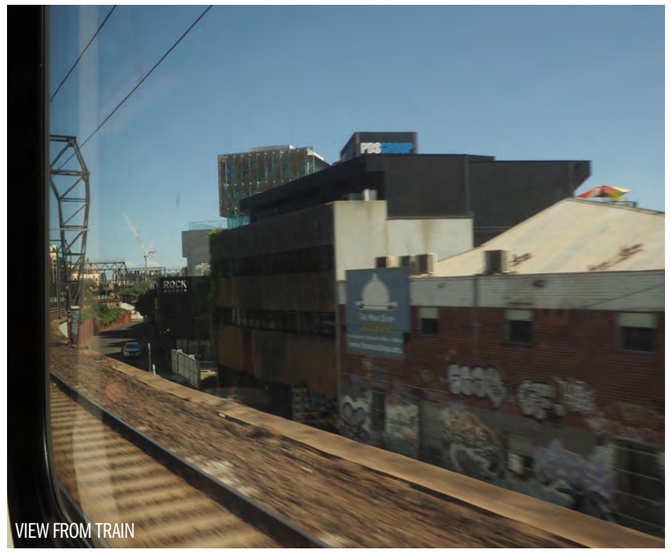
STEPHENSON STREET LOOKING SOUTH



STEPHENSON STREET LOOKING NORTH



STEPHENSON STREET



VIEW FROM TRAIN



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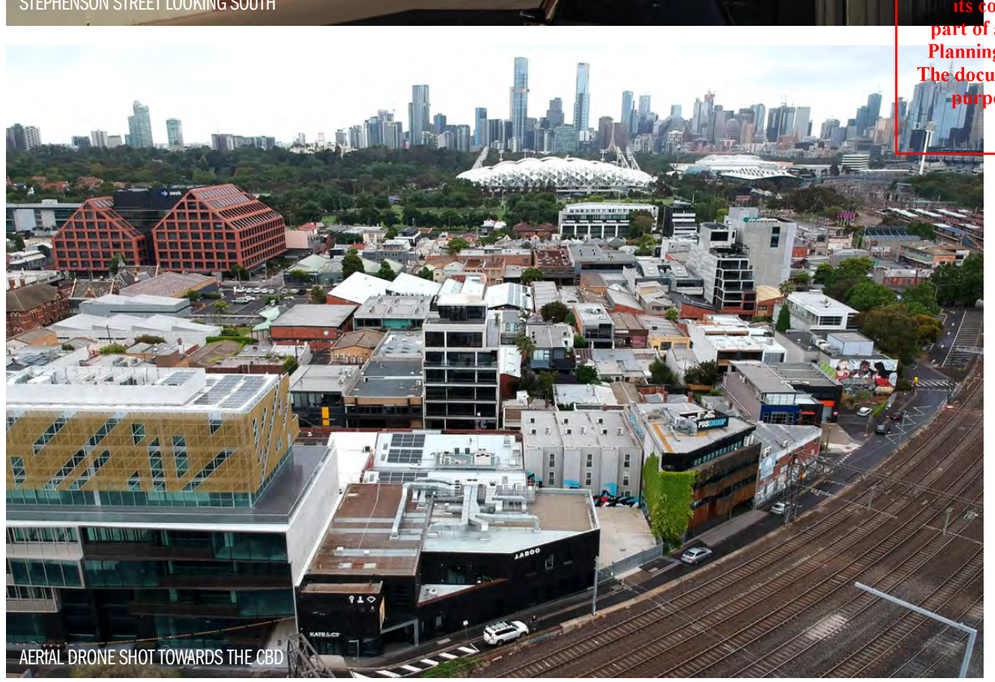
STEPHENSON STREET LOOKING SOUTH

STEPHENSON STREET LOOKING SOUTH

CUBITT STREET LOOKING NORTH


AERIAL DRONE SHOT TOWARDS THE CBD

AERIAL DRONE SHOT TOWARDS SOUTH WEST

STEPHENSON STREET LOOKING NORTH

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# OPPORTUNITIES AND CONSTRAINTS

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## OPEN SPACES, TRANSPORT & VIEWS

**The site offers uninterrupted views in all directions towards the city, over the sports district, to the Royal Botanic Gardens, and back over the picturesque industrial fabric of Cremorne.**

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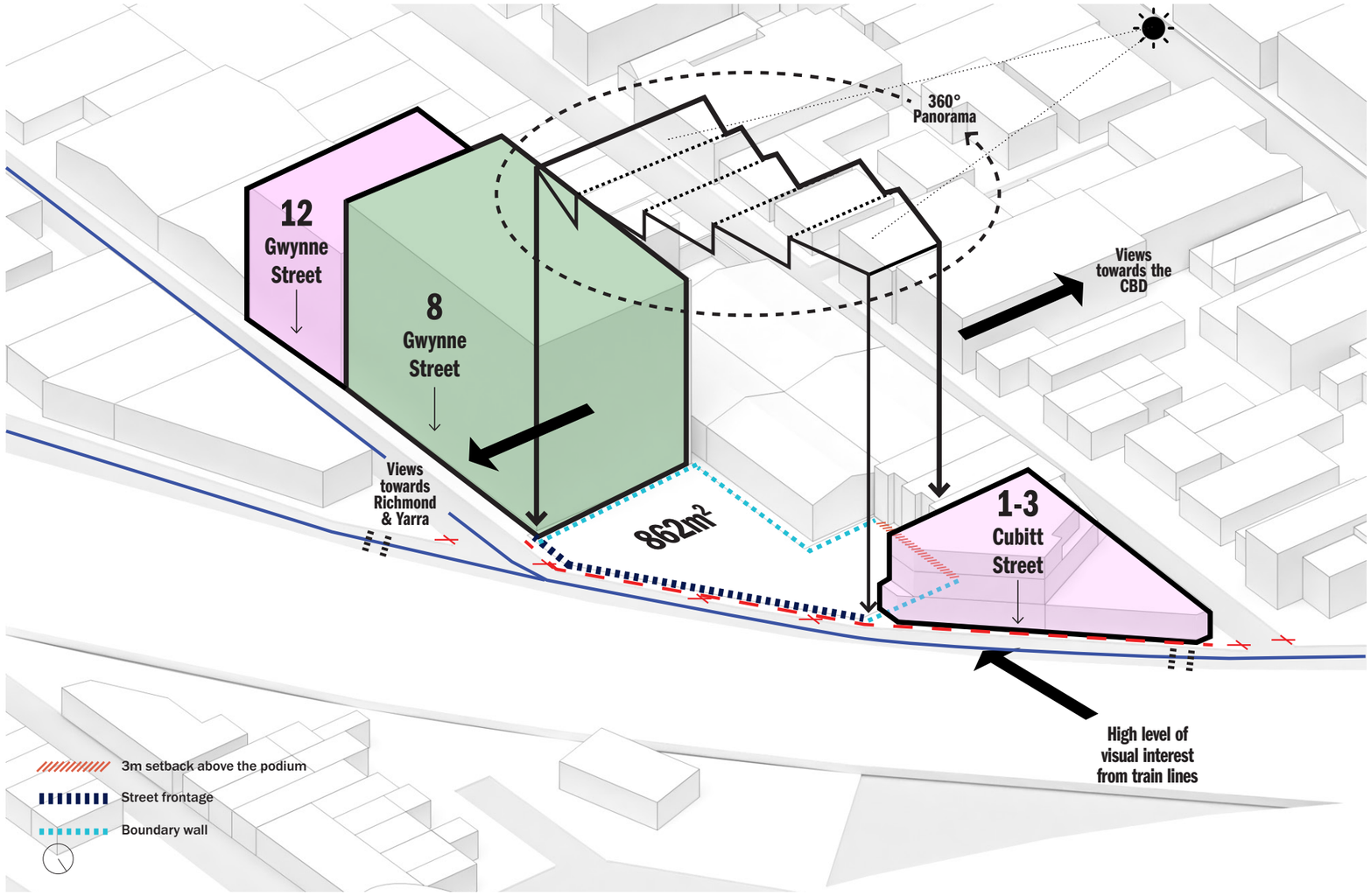

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# SECTION 03
# DESIGN RESPONSE

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# CONCEPTUAL DIAGRAMS

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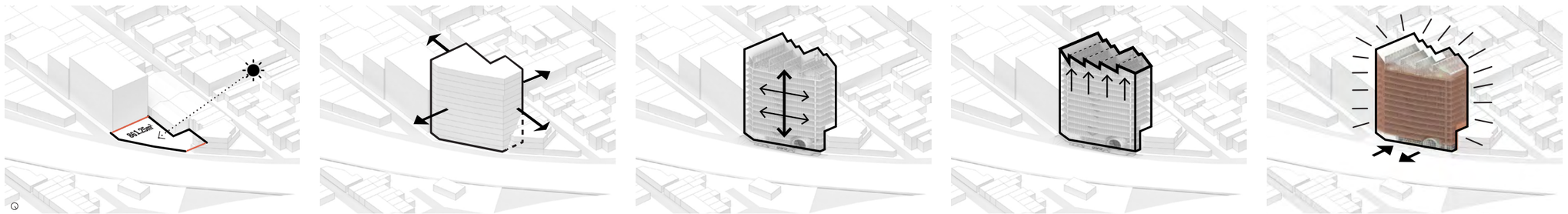
## ACKNOWLEDGING STRATEGIC REDEVELOPMENT SITE CRITERIA & RESPONDING TO THE CONTEXTUAL GROUND PLANE.

**A uniquely located and unconventionally shaped site lends itself to a unique building form and and design response.**

**The proposed massing of 28-30 Stephenson St is setback beyond the recommended planning controls of the site - resulting in a generous separation between the existing building context.**

**This shaping maintains great amenity and light for the tenants of 28-30 Stephenson Street.**



### STAGE 1

**Unlocking the site's potential & strategic redevelopment site yield**

### STAGE 2

**Shape of this building to become an icon of Cremorne with high level of visual interest from train lines.**

### STAGE 3

**Designed through an inside out approach, adapting to future tenant needs both horizontally and vertically.**

### STAGE 4

**Contextual "Contemporary Warehouse" form with the Sawtooth direction parallel to adjacent buildings**

### STAGE 5

**Contemporary interpretation of Cremone's history, texture and materiality**

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# HERITAGE AS FORM

## CREMORNE'S HERITAGE AS AN ARCHITECTURAL FORMFINDING IS AN OPPORTUNITY TO BE EMBRACED

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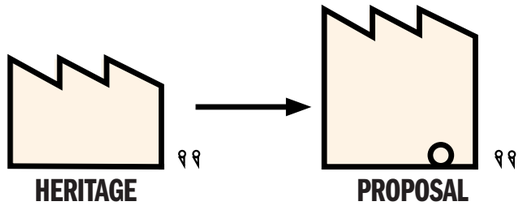



### HERITAGE

The iconic sawtooth form is one identified with the warehouse and industry of Cremorne.

The space was designed to be flexible, iconic and would offer ample light and ultimately would shape the form of many working class neighbourhoods.

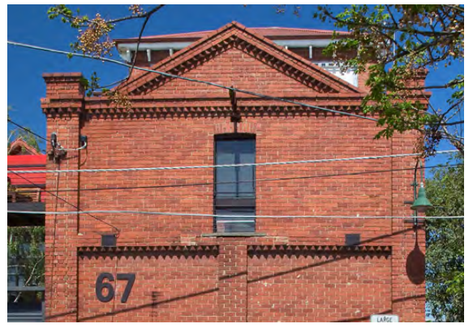
Many of historic warehouses and factories in Cremorne and Richmond project above the rooftops of surrounding buildings. The scale of these iconic buildings reflects their utilitarian function and economic activity whilst simultaneously establishing ornate landmarks that characterise the local area.

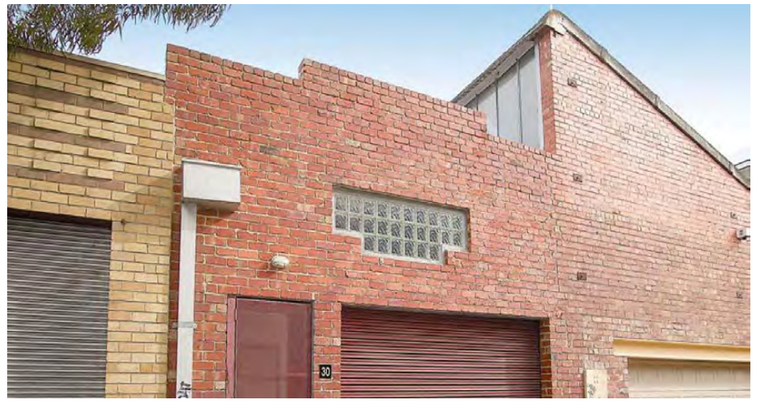
### PROPOSAL

The iconic sawtooth form is raised to the top of the proposed site to allow for the icon of the industrial suburb to soar once again.

The terracotta facade is a nod to the brick of past forms. It's an homage in a contemporary form.

Taking a material from something that was typically solid and turning it into a screen which protects ecologically but allows amenity to the workplace.









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# FORM FINDING DIAGRAMS

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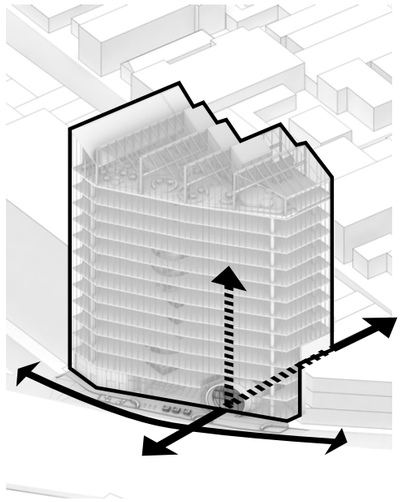
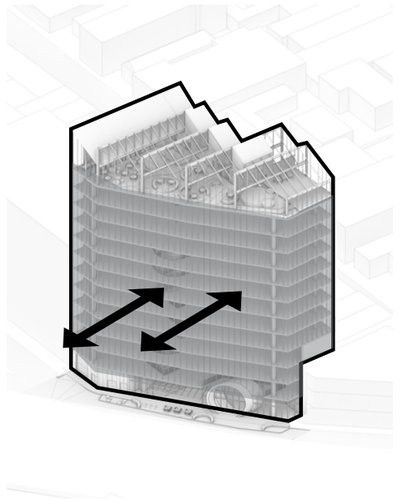


## 1_CONNECTED

### Community connection focused, permeable and open ground plane for greenery usage.

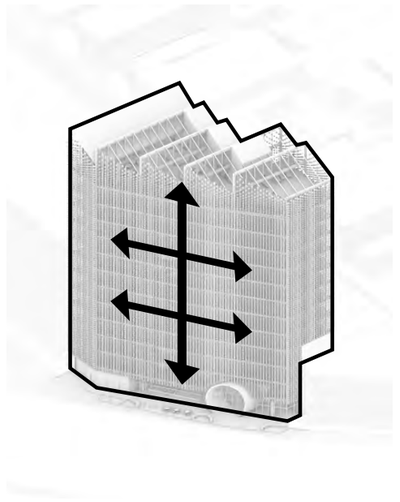
Located adjacent to the train line provides the opportunity to create a slender counterpoint that will balance the long flat swath created by the elevated rail corridor. The bland wall that characterises the rail infrastructure will be actively engaged by the dynamic form of the proposed Matter House scheme.



## 2_TRANSPARENT

### A dynamic 'performative' skin wraps the elegant building form.

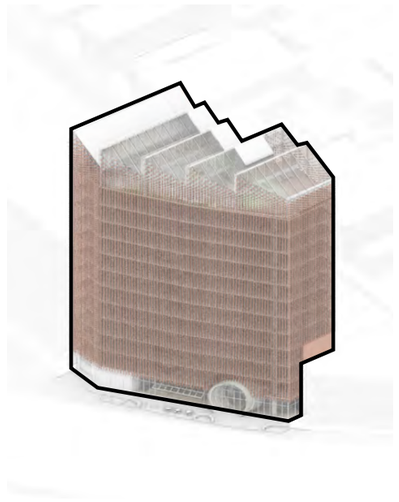
The 'veil' approach allows natural light to be maximised into the floorplates and ensures equitable access to light, views, and natural venitlation.
This unique kenetic pipe veil allows the building to transform from day to night, and from up close to far away.



## 3_CIRCULATION SPINE

### A circulation spine for access and amenity for the tenants to reinforce a workplace for the future.

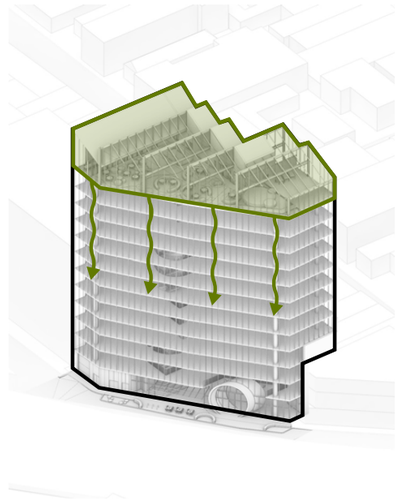
The proposed building will add to the series of elegant taller forms that already assist in the navigation and wayfinding at a pedestrian scale.
A new vibrant addition to the evolution of an established pattern of varied built form.



## 4_SKIN & VEIL

### A pipe veil to reflect the industrial urban context and heritage through the material use of brick and fired/kilned terracotta.

The tactile, kinetic skin that wraps the building is both an appropriate contextual response to the surrounding materiality whilst serving to counter to stolid character of the rail wall.



## 5_PLEASURE GARDENS

### The "Green spine" connecting the building together to reference and highlight the modern adaptation of the pleasure gardens of Cremorne.

The building offers two statement spaces - Ground and Roof. The Ground plane will be 'public' in character, whilst the rooftop is a planted retreat and hosted space for tenant events, an 'invitation only' place that allows organisations to express themselves and demonstrate the value they place on their people.

# GROUND PLANE

## The Public Ground Floor continues the opportunity for engagement with the community.

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### 'PUBLIC' IN CHARACTER

Today's dynamic organisational cultures are constantly looking for better ways to engage with their broader community of customers, influencers and partners.

**Matter house will have a Ground plane that is essentially 'public' in character - a transformative space to host community events, a gallery space, a community space, a meeting space aligned to the values of the building occupants.**

This will be a double volume space that can connect overtly to the street and work at different scales of activation.

The Ground floor will act as both a passive lobby space, but engage equally well as an exhibition space, a place that can hold a public lecture or open up to a full structured festival event.

**Matter House maximises its unique location along an unloved remnant of the railway lane and injects new life into this section of Stephenson Street to become an active particiant of the Cremorne community.**

**Active, generous and open, full height glass along the length of the ground plane ensures the Matter House community is always on show to passers by - both those on foot, in cars or on the train.**

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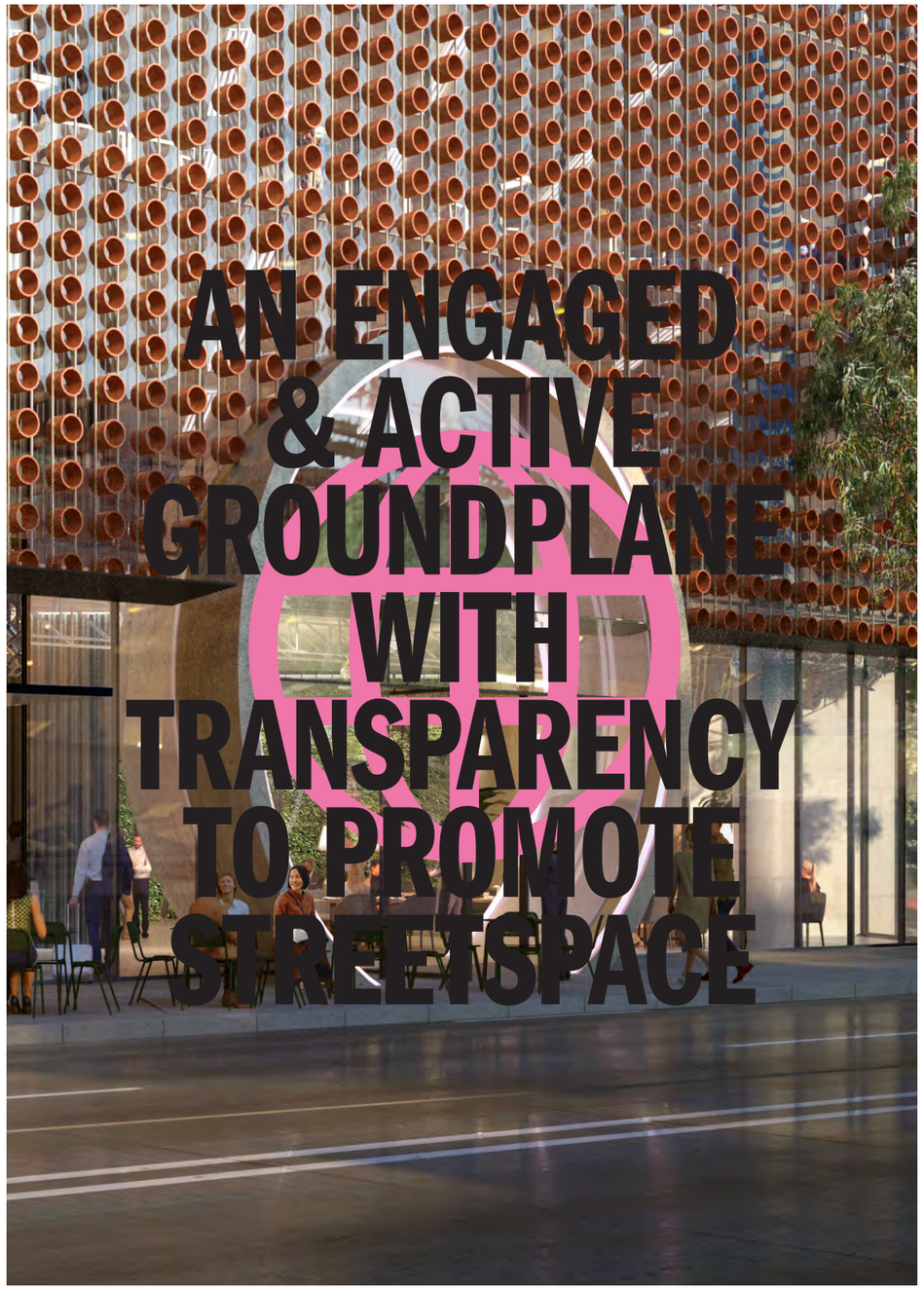




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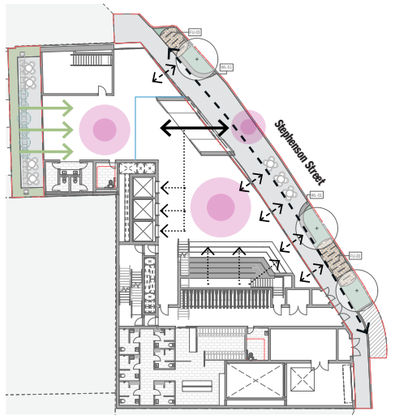
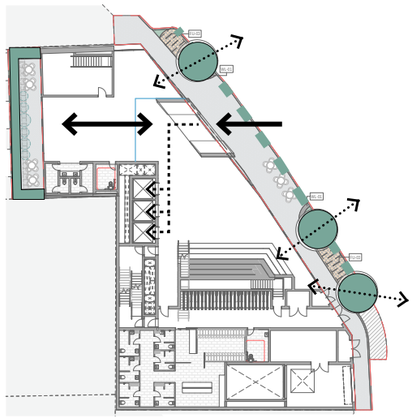


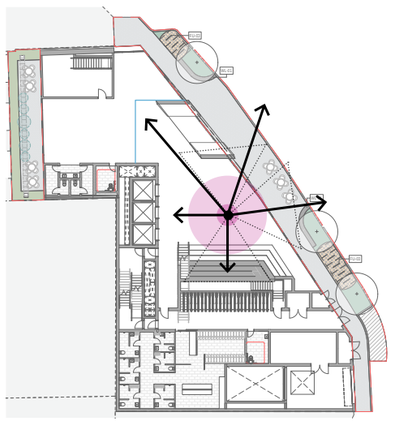

## Ground Floor - Community Engagement

Opportunity to showcase Matter House to passer-by



## Ground Floor - Daily Streetscape Activation

Street Landscape



## Ground Floor - Activation Mode

Productive, flexible and ownable spaces

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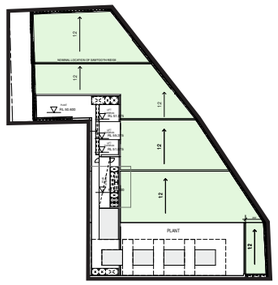
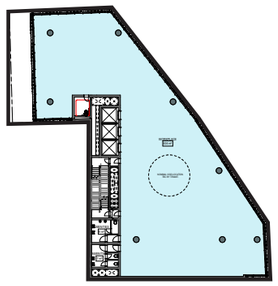
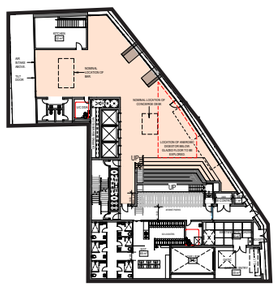
# THE WORKPLACE EXPERIENCE

## A new Cremorne Icon - Matter House will be designed through an inside out approach to commercial architecture - leading to the best workplace outcome.







### Pleasure Gardens

### Working Heart

### The Stage

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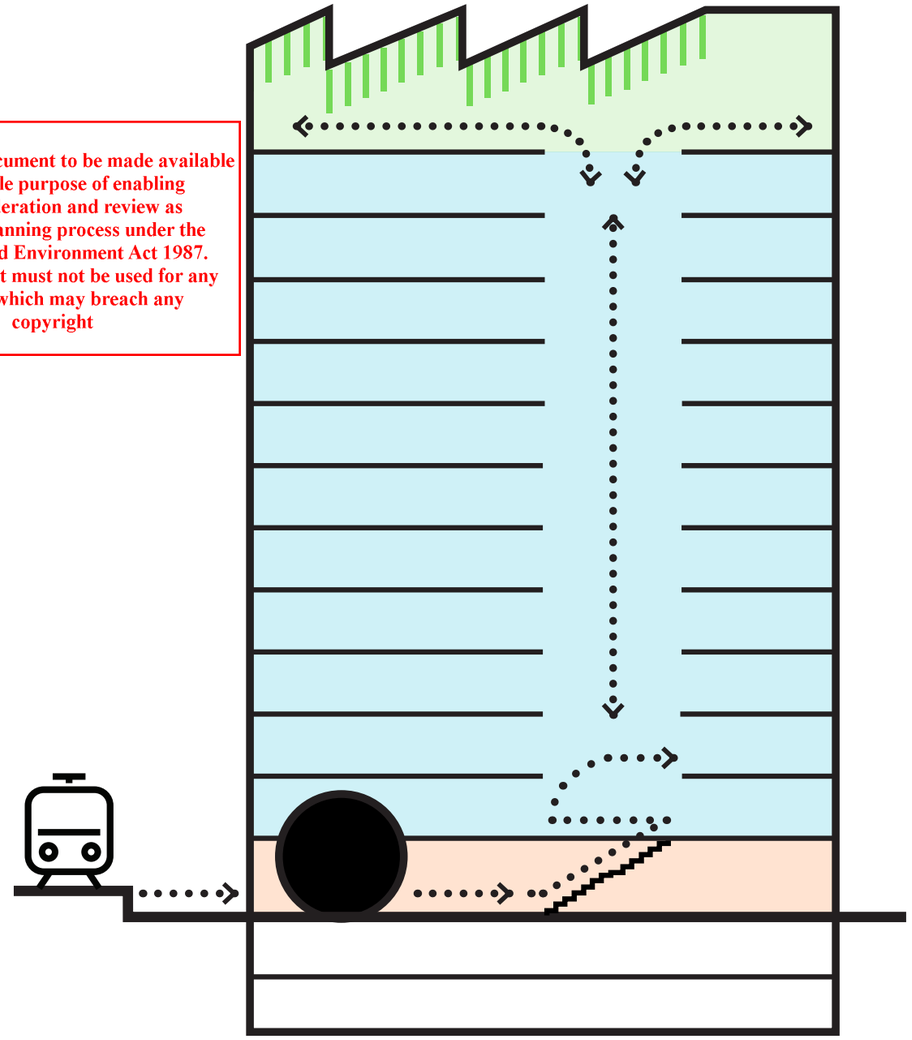



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# WORK/LIFE BALANCE

## Internally the building is broken into 3 distinct zones - an active ground plane, a 'working heart' in the middle & a planted rooftop retreat. Matter House promotes a work/life balance that puts wellness & creativity at its core.

**Pleasure Gardens***

Matter Retreat

**Working Heart**

Productive, flexible and ownable spaces

**The Stage**

Open & Public Zones

*Represents possible activation oppurtunity.

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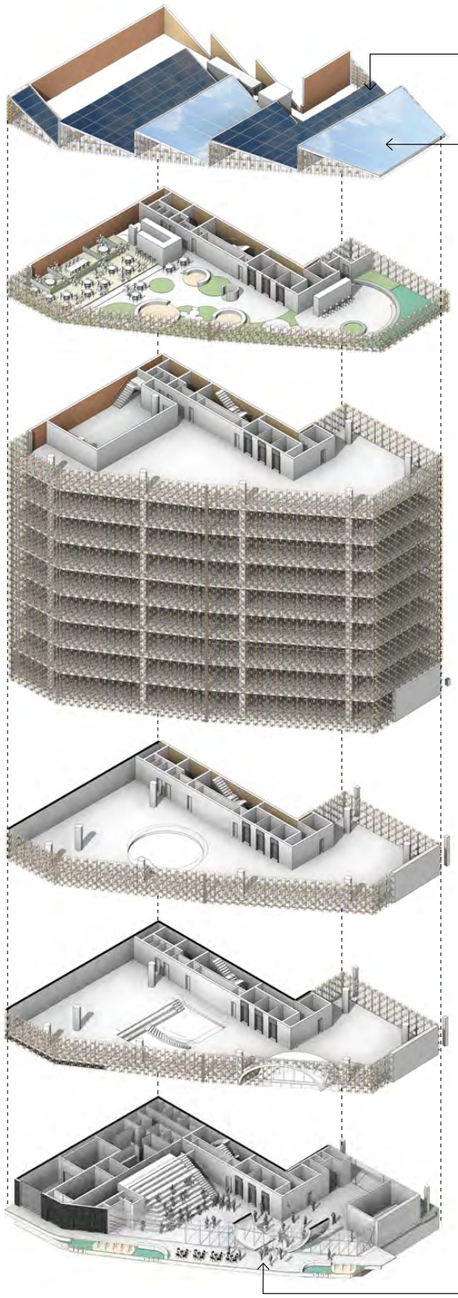


**PV Cells**

Photovoltaic Panels

**GLAZED ROOF**

**L12 - Pleasure Gardens***

Private area to be used primarily by tenants

**L03-L11 - The Working Heart**

Secure Zones

**L02**

Typical Workplace Floor -
Private offices that have interconnection as a way of easily integrating businesses

**L01**

Intertenancy & Private Offices

**Ground Floor**

Open & Public Zones

**Entry**

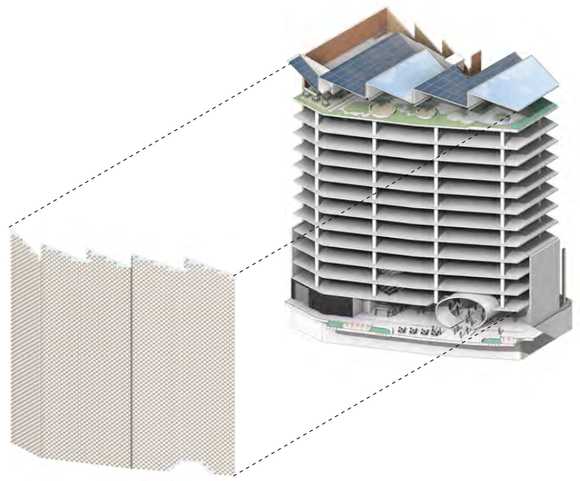
28-30Stephenson Street

Matter House

# FACADE

## The terracotta coloured pipe facade becomes a homage and reference to the heritage of Cremorne. Taking a solid material naturally found, kilned and converting from something that was typically solid and turning it into a screen which protects ecologically but allows amenity to the workplace.

Leveraging the materiality of the historic brick in the area, the building transforms from a brick red colour to a cream brick colour. A performative skin veils the building - a kinetic screen of pipe elements whereby the colour of the pipe elements will subtly change from bottom to top to engage with the rhythm and texture of the surrounding urban context.



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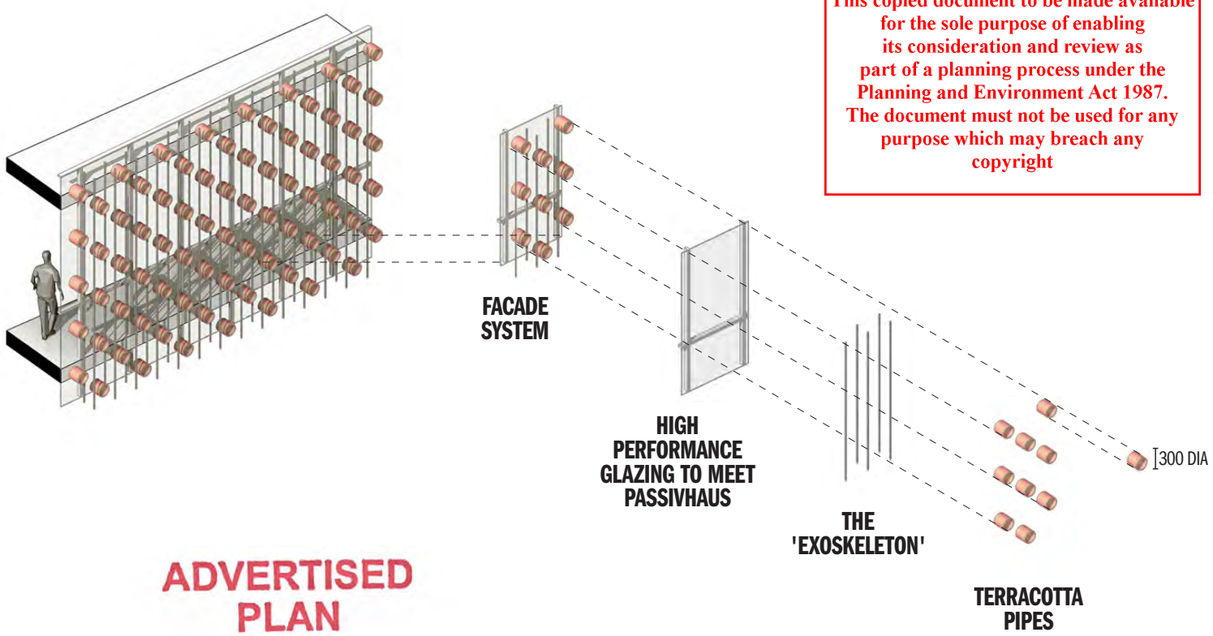


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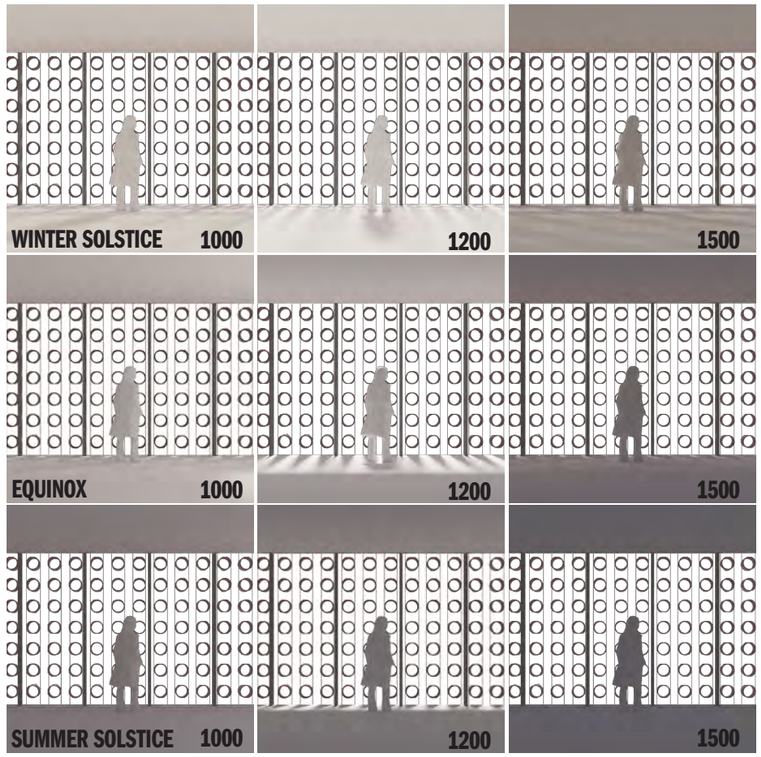




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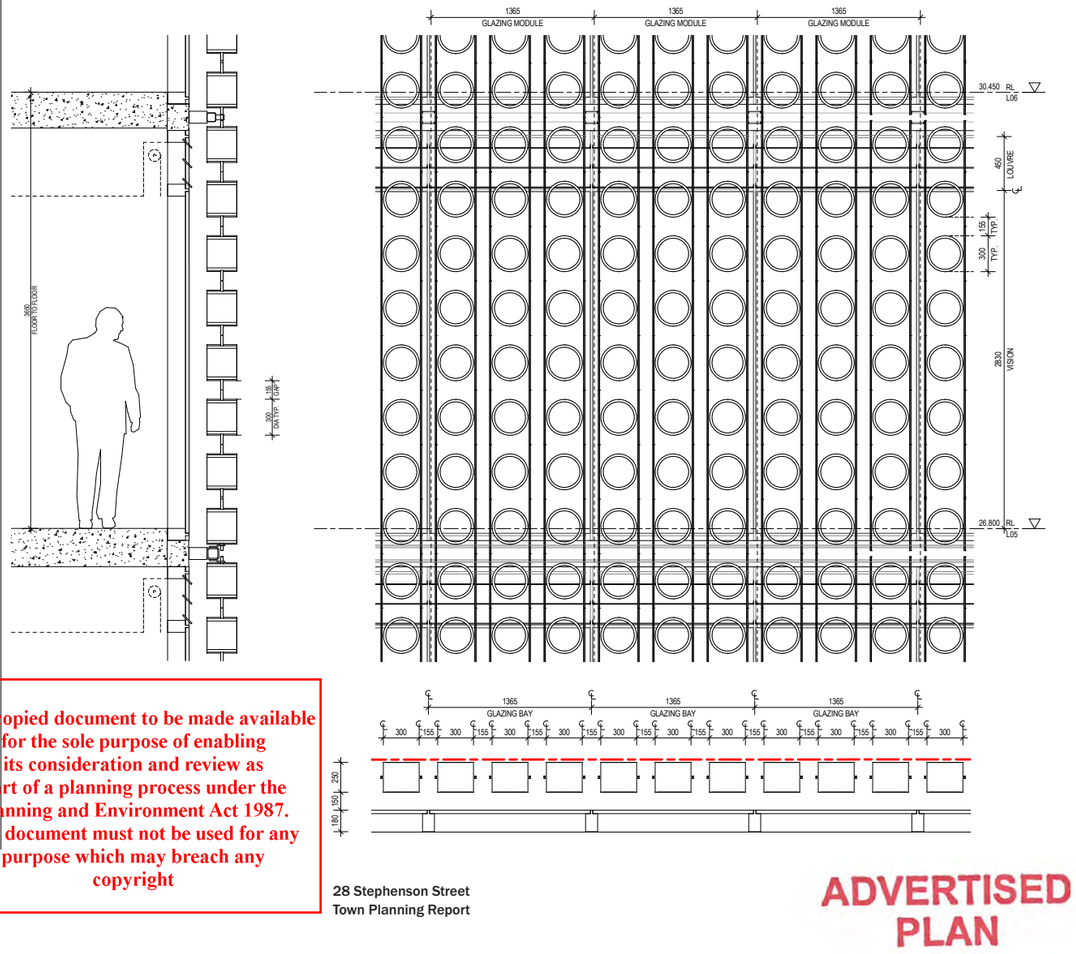
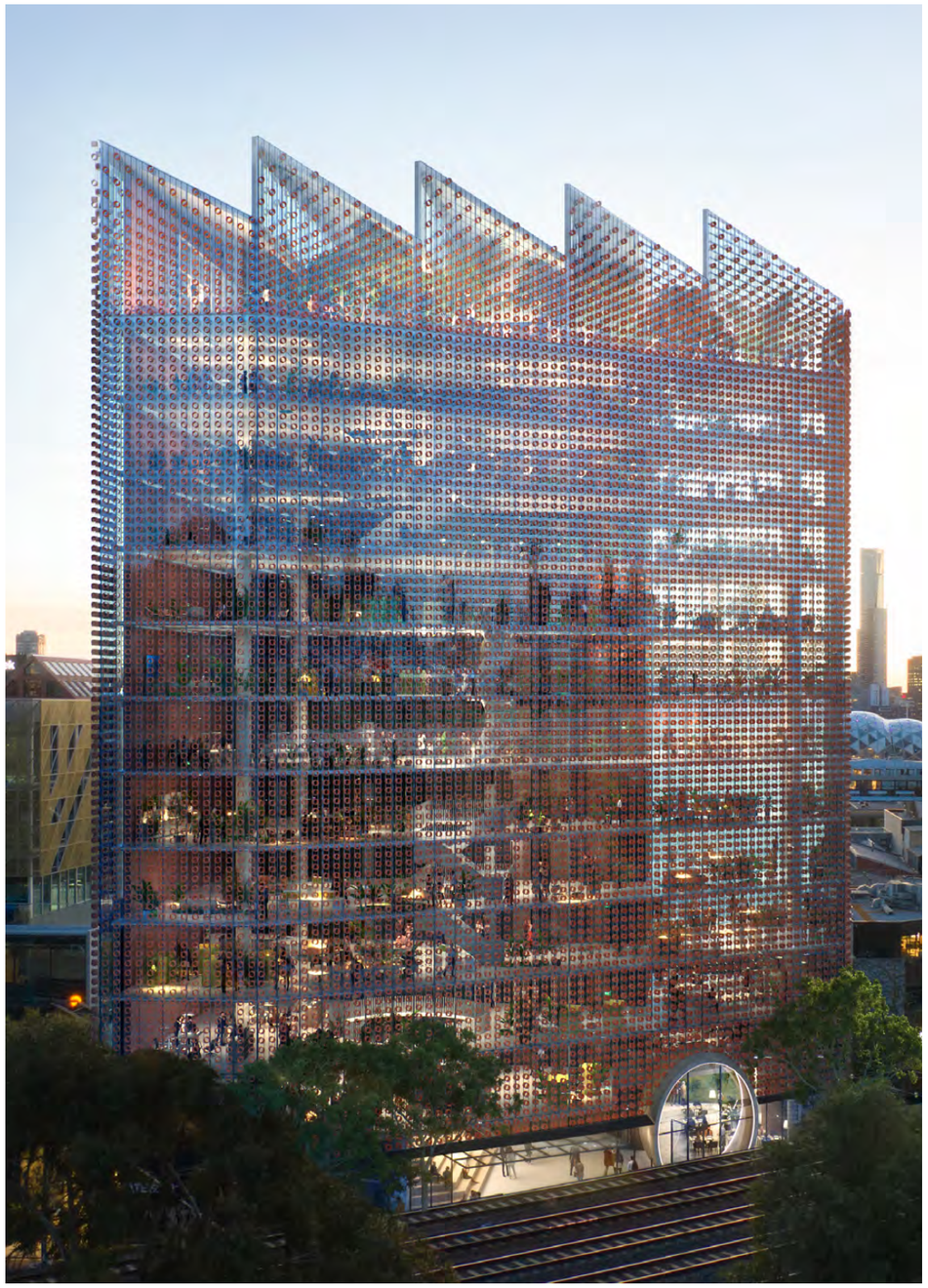
# SCREENED FACADE

## A dynamic 'performative' skin wraps the elegant building form. Carefully spaced and extruded pipes, these elements protect the building skin from direct sun penetration and create a kinetic screen that allows discrete views into the building interior to occur from different viewpoints

The veil slides as it progresses up the facade to ensure views are maximized and the green crown of the building is highlighted and shown to the broader context.



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# EXTERNAL FINISHES

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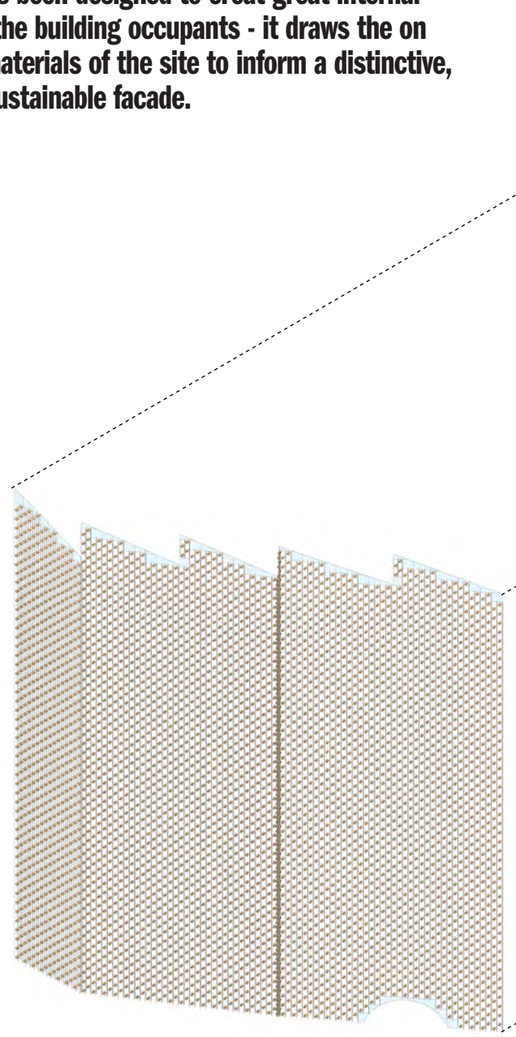
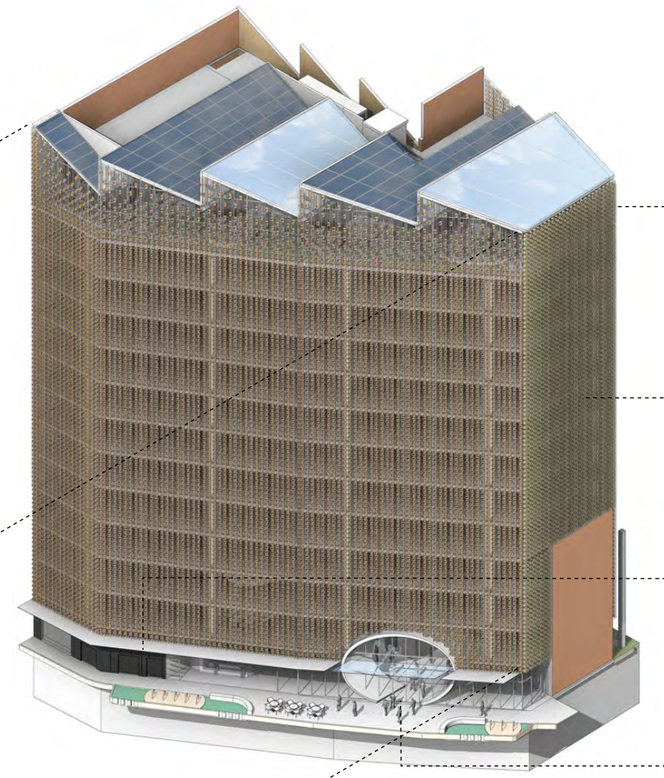
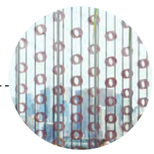
**This facade has been designed to creat great internal ammenity for the building occupants - it draws the on the heritage materials of the site to inform a distinctive, singular and sustainable facade.**





1_Textured Precast



2_Screened Facade

3_Cladding Plinth

4_Concrete Entry Portal



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# EXTERNAL FINISHES

**The materials and colours draw on the contextual heritage brick found through Cremourne, to inform a distinctive new identity.**

**A high performing sustainable facade - has been a driver of the external shading - to ensure the building meets energy ratings.**

### 1_Textured Precast Facade

Conceived as an architectural framework, the textured precast facade responds to the rich context.

### 2_Screened Facade

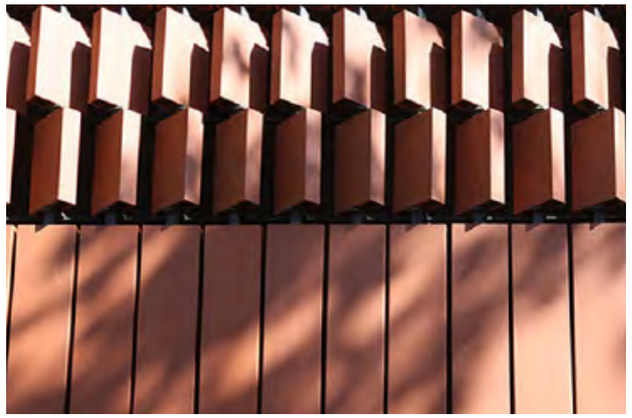
Curtain wall Facade System with terracotta coloured pipes.

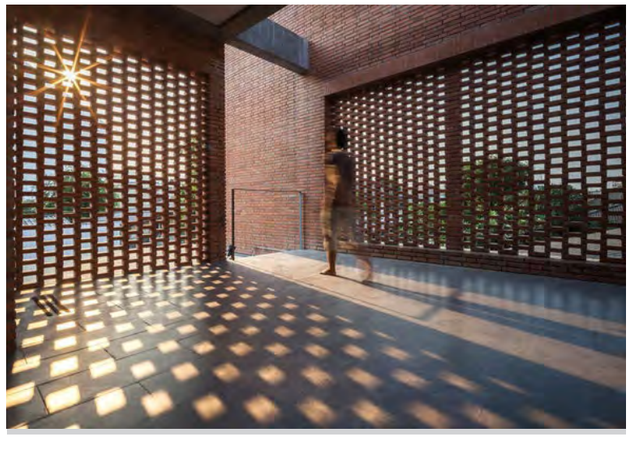
### 3_Cladding Plinth

Textured, precast concrete panel facade.

### 4_Concrete Entry Portal

Textured, precast concrete portal.





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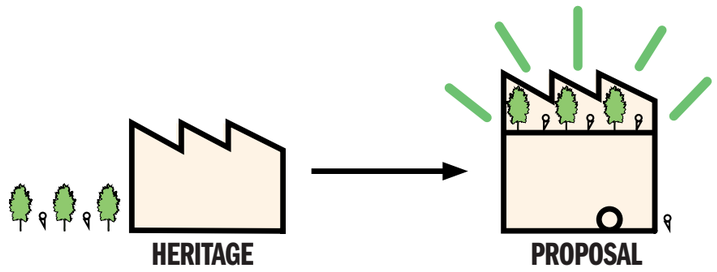
Matter House

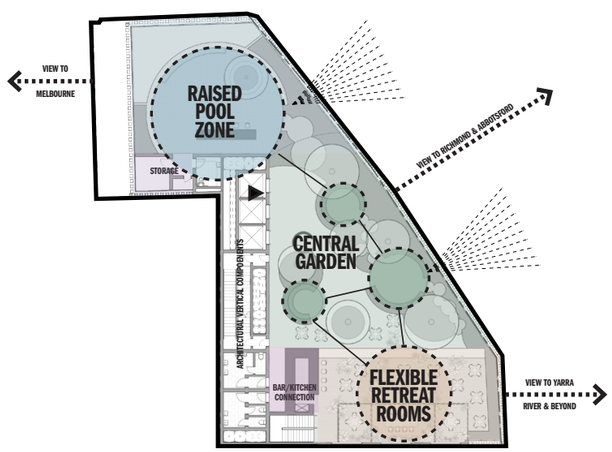
# ROOFTOP GARDEN

**The Cremorne rooftop becomes a unique experience that establishes Matter House as a premium workplace. The pleasure gardens located on the top floor is a 'greenhouse' that will promote the growth of both flourishing vegetation and collaboration between the emerging and established creatives within the building.**




**A 'green spine' that connects ground plane with the roof top - inviting the wider community to enjoy, share and create together.**

**The rooftop provides communal amenity for staff and their guests within a landscaped setting. Amenities include informal seating, flexible spaces for meetings, an integrated infinity pool and sauna, as well as larger spaces that may be programmed for workplace or industry events (associated with the Office use). The rooftop is designed to accommodate bar / café staff to service events. The rooftop will not be open to the general public. ***




*Represents possible activation

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Section 03 - Design Response

# THE MATTER RETREAT

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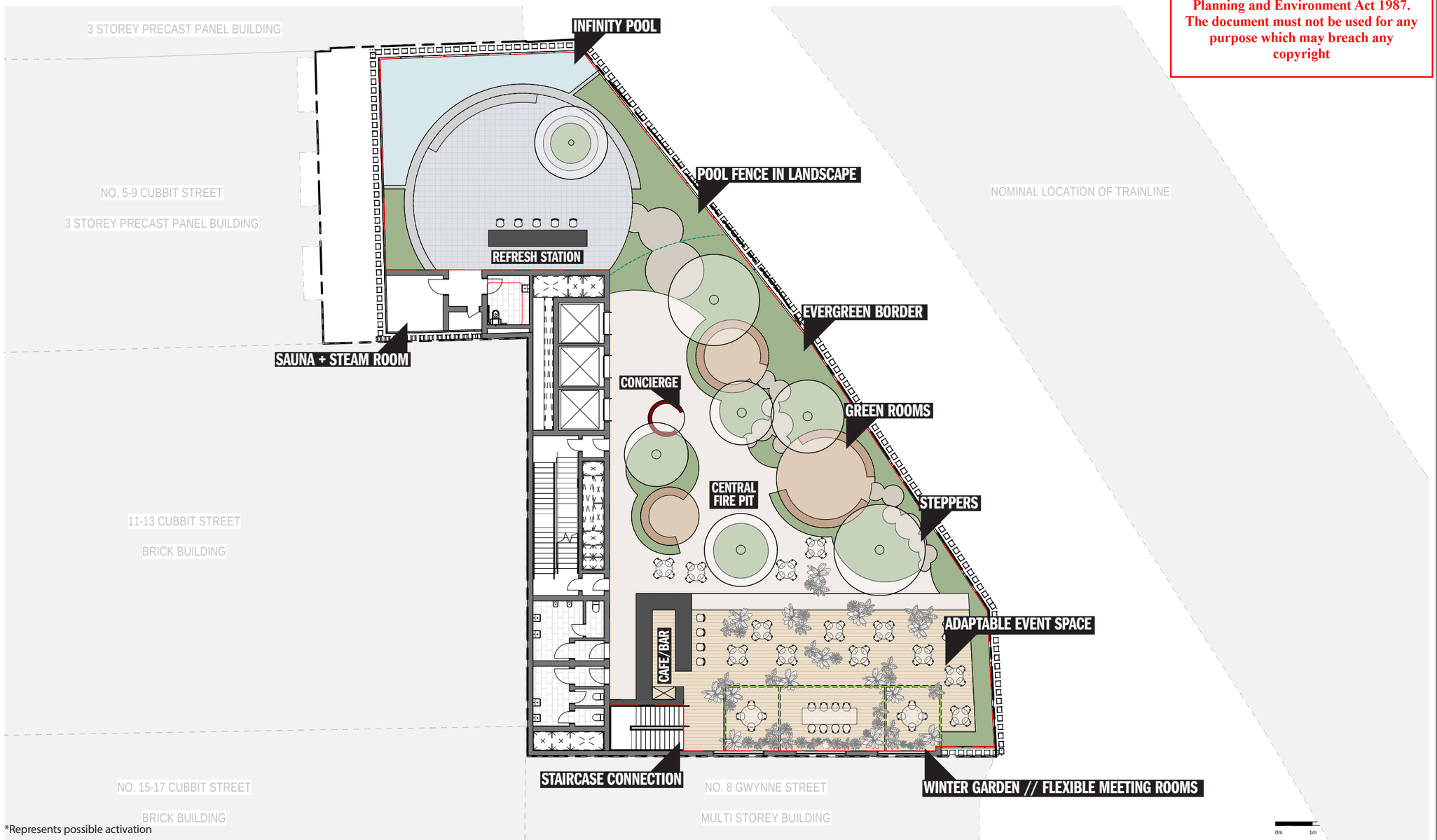


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# ESD

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## A deep and demonstrated commitment to sustainability. Matter House aims to create a workplace that thrives while reducing our environmental impact.

### AN OFFICE BUILDING AS A PRODUCER

**Matter House will be a sustainability hub and a community wide asset that leverages a network of people as much as it utilises a series of integrated systems. It goes beyond 'box ticking' to drive fundamental change in behaviours and aims to exceed all current industry ESD benchmarks.**

**It will be a Cremorne ESD leader, a beacon for generation next, privately owned but a community resource and a facilitator of energy exchange. Aiming for 80% Bess ration, incorporating innovative ESD principals such as WELL certification, Passive House and Living Building Challenge concepts to ensure best possible outcomes. These strategies are backed by the low tech performative skin that wraps the building.**

### THE TARGET INITIATIVES INTEGRATED INTO THE PROJECT AS AS FOLLOWS :

**// High performance façade regarding insulation, glazing, airtightness and shading**

**// 99 kW Photovoltaic Solar System**

**// Efficient LED lighting, with daylight and motion sensors and timers in common areas.**

**// Fixtures, fittings and appliances to be modern energy and water efficient, within one star of the best available.**

**// 100% electric fossil fuel free building, no gas connection**

**// Natural light and mixed mode ventilation.**

**// Efficient electric HVAC with heat recovery ventilation.**

**// At least 15 kL rainwater tank connected toilets and irrigation.**

**// On site treatment of organic waste, through an organic waste to energy plant**

**//Materials selection to avoid embodied energy and negative health and environmental impacts.**

**// Rooftop solar greenhouse**

**// Electric vehicle charging provision to all car parking spaces**

**// Promotion of human powered transportation, through the provision of best practice standards for bicycle parking and end of trip facilities**

**// Provision for further reduction of parking space over time, as alternative modes of travel become prevalent**

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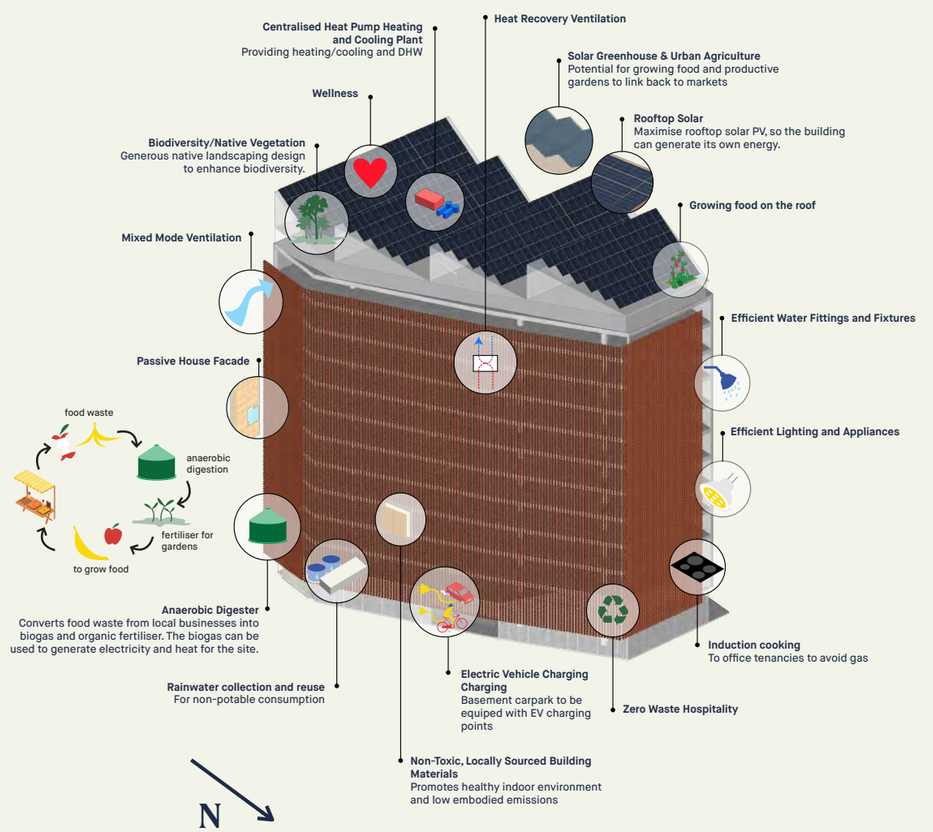




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# HUMAN DIMENSION

## The Anaerobic Digester = Recycling Organic Waste

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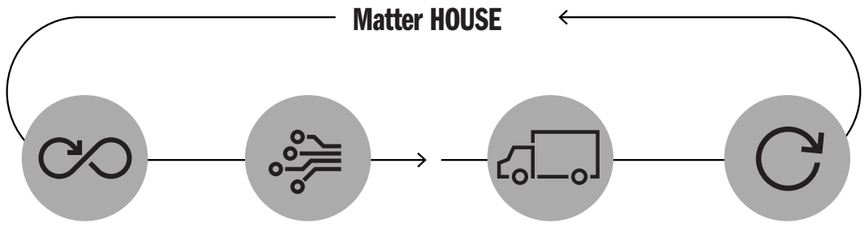
## This building will be an Australian and international benchmark located in City of Yarra.




### ANAEROBIC DIGESTER

Anaerobic Digester are essentially large stomachs, which use bacteria to digest organic waste. Food waste is collected and fed into the digester, where it is converted into methane (biogas) and organic fertiliser.

**From point of acceptance at the bottom of the waste chute to transfer to the digestion chamber.**

Waste can be imported from the surrounding area to power a digester consuming 10 tonnes of organic waste daily.

Food waste from local resurants will be collected on a daily basis and delivered to site via energy efficient tricycles. The organic matter will then be fed into a large bin chute which will transfer the waste into the digestion chamber of the anaerobic digestor.

**These initiatives will create a healthy office building that is a net producer of energy, zero carbon operations and zero waste.**

### ECO CADDY

**Eco Caddy primarily deliver the organic waste to feed the digestor.**

Eco Caddy will also will collect the liquid fertiliser bi-product.

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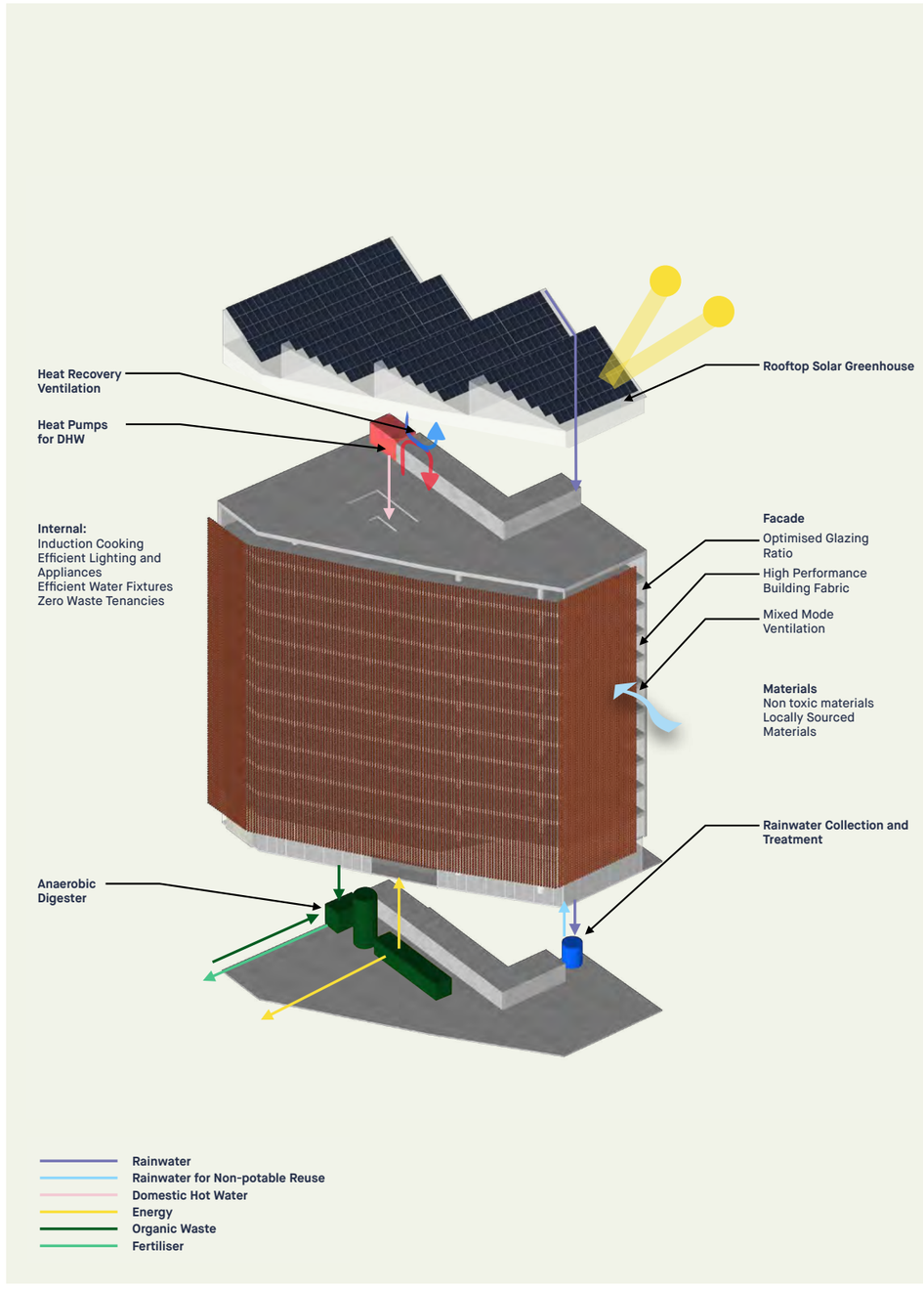

# ARCHITECTURAL STATEMENT

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## MATTER HOUSE IS A TRUE HOMMAGE TO ITS URBAN CONTEXT IN A CONTEMPORARY FORM AND IS UNIQUELY PLACED TO PROVIDE A CONNECTED GROUND FLOOR AND PEDESTRIAN LINK WITH ITS STREET FRONTAGE.

**Beyond the desire to create an architectural icon and legacy, the vision was also to provide high quality premium workspaces and interior spaces will replicate the enthusiasm, cohesion and engagement realised in the current Matter House and amplify this to a building community that shares its values of wellness, creativity, sustainability and community.**

**Matter House began with a shared vision to create a unique and timeless building that showcased the best creative agencies in Australia.**

An unashamedly bold and unique building that leveraged the creative Cremorne mindset to become a beacon for likeminded entreprenuers. An innovative hub backed by an ethical strategy associated with B corporation companies.
28 Stephenson Street delivers a new home and benchmark for commercial development. A mixed use urban precinct that responds to its context, is environmentally sustainable, provides the latest in workplace design and offers amenity to the local Cremorne community.
With purpose and integrity, the Matter building is designed to be an active, contributor to the spirit and future of Cremorne. A building that is many things - a creative and innovative hub, a productive workplace, a building that offers the community bookable spaces for festivals, lectures and events. Matter House is a building that will inject new life into the old trainline wall at street level, whilst offering up an aesthetically elegant and kinetic form to the evolving Cremorne skyline.

**This site offers a vibrant and well-connected location, a gateway to Melbourne.**

it is strategically located within Cremorne, with access to green open space, public transport and cycling routes, retail and cultural opportunities along Swan street, and has emerged as a creative tech hub.
A variety of public, community and tenant amenity is provided on the ground plane, whilst the workplace levels sit above the new urban precinct with a roof terrace on the top level with uninterrupted views of the city.

**A facade conceived as an architectural framework, unifying the many uses and allowing for subtle variations to respond to the rich context of Cremorne.**

The Facades are given a sculptural quality through the use terracotta coloured pipe arranged in vertical elements.

**The terracotta coloured pipe facade becomes a homage and reference to the heritage of Cremorne.**

Taking a solid material naturally found, kilned and converting from something that was typically solid and turning it into a screen which protects ecologically but allows amenity to the workplace.

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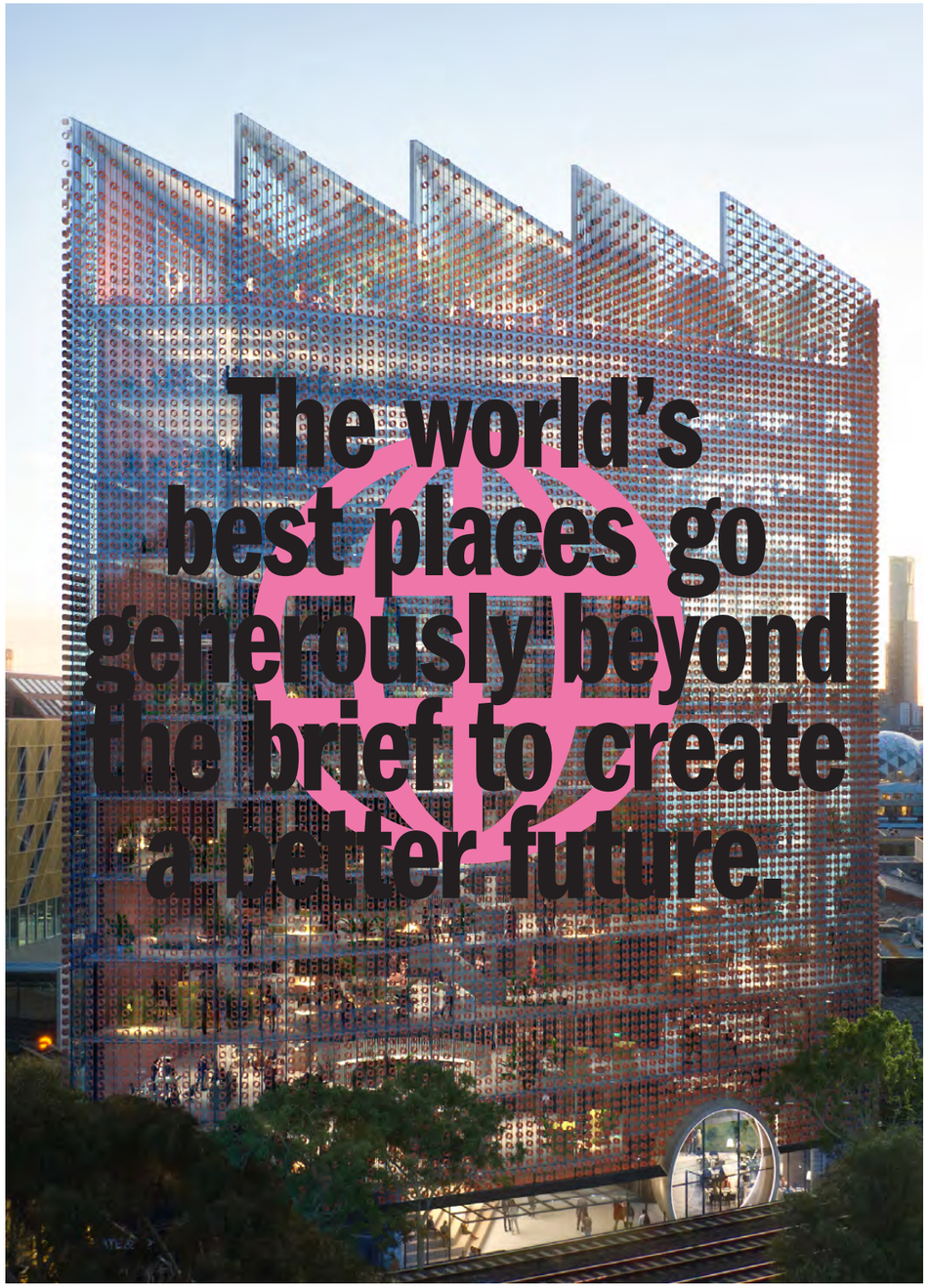


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# 28-30 STEPHENSON STREET

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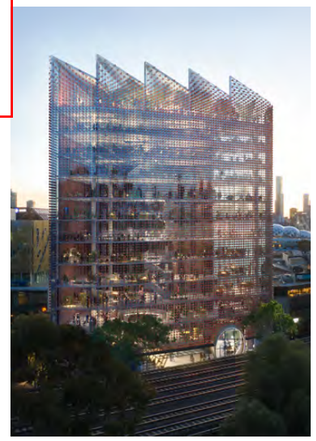
**6,520m²**

**Target Building Net Lettable Commerical / Office Area**

**Car spaces**

**27**

**Two Levels of Basement Car Spaces**



## It is a new Premium Workspace, embedded into Cremorne's context, unlocking a new community mindset. The potential for activation across Stephenson Street gives Matter House enormous and unparalleled potential.

### HOLISTIC SOLUTION TO TENANTS

Matter House aims to provide a workplace environment with a holistic solution to tenants and their staff, which not only meet their needs for functional, attractive office space, but which address their broader business and individual needs including tenant wellbeing.

**A place for community and activation during and after business hours for its tenants, enabling the creation of a future proof workplace.**

Further, Matter House demonstrates a commitment to sustainability, and offers its tenants the opportunity to leverage existing initiatives while also exploring new options.

### FLOOR PLATES

The building can provide capacity of 6,520m2 NLA, with a connected ground floor, dedicated premium end-of-trip facilities, flexible parking options and prominent ground and building.

A disciplined efficiency to the floor plates ensures they are highly flexible. The structure is honest, and arranged to maximise the opportunity for the future workplace to evolve over many future lease cycles. The opportunity to engage interconnecting stairs and voids will be included in the arrangement and services managed to ensure simplicity and flexibility will be the hall mark of the proposal.

The floor plate size provides the opportunity for internal atriums, communication stairs, and a high degree of visual connectivity between areas. This creates opportunities for colocation of areas, encourages physical movement and activity, and creates 'vertical villages' within the stack as an urban community.

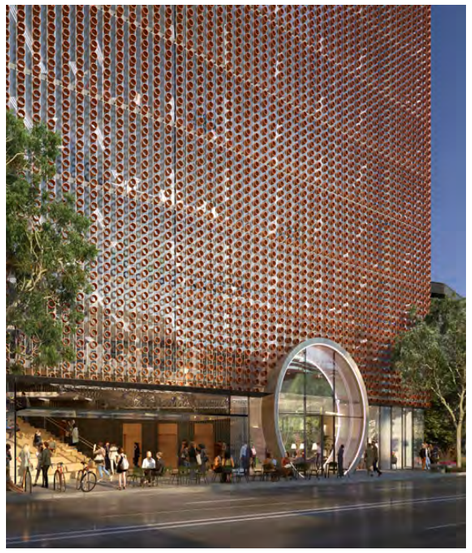
**64**

**Total Bike Parks (48 Tenant Bike Parks + 16 external Visitors Bike Parks)**

**Bringing approximately**

**750**

**Staff and People to Cremorne**



# COMMUNITY MINDSET

## CREATING ENGAGEMENT WITH THE COMMUNITY.

### A stand-out commercial project for Stephenson Street and Cremorne that is smart in design and creates a place where people want to work.

**A new Cremorne landmark with 40m of activation along Stephenson Street creating Identity and Entry.**
**The vibrant Stephenson St precinct will offer a connected new home for its tenants – a place for community connection and activation during and after business hours.**

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**Matter House as driver of behavioural change using community scaled sustainability strategies, beyond the rating systems.**



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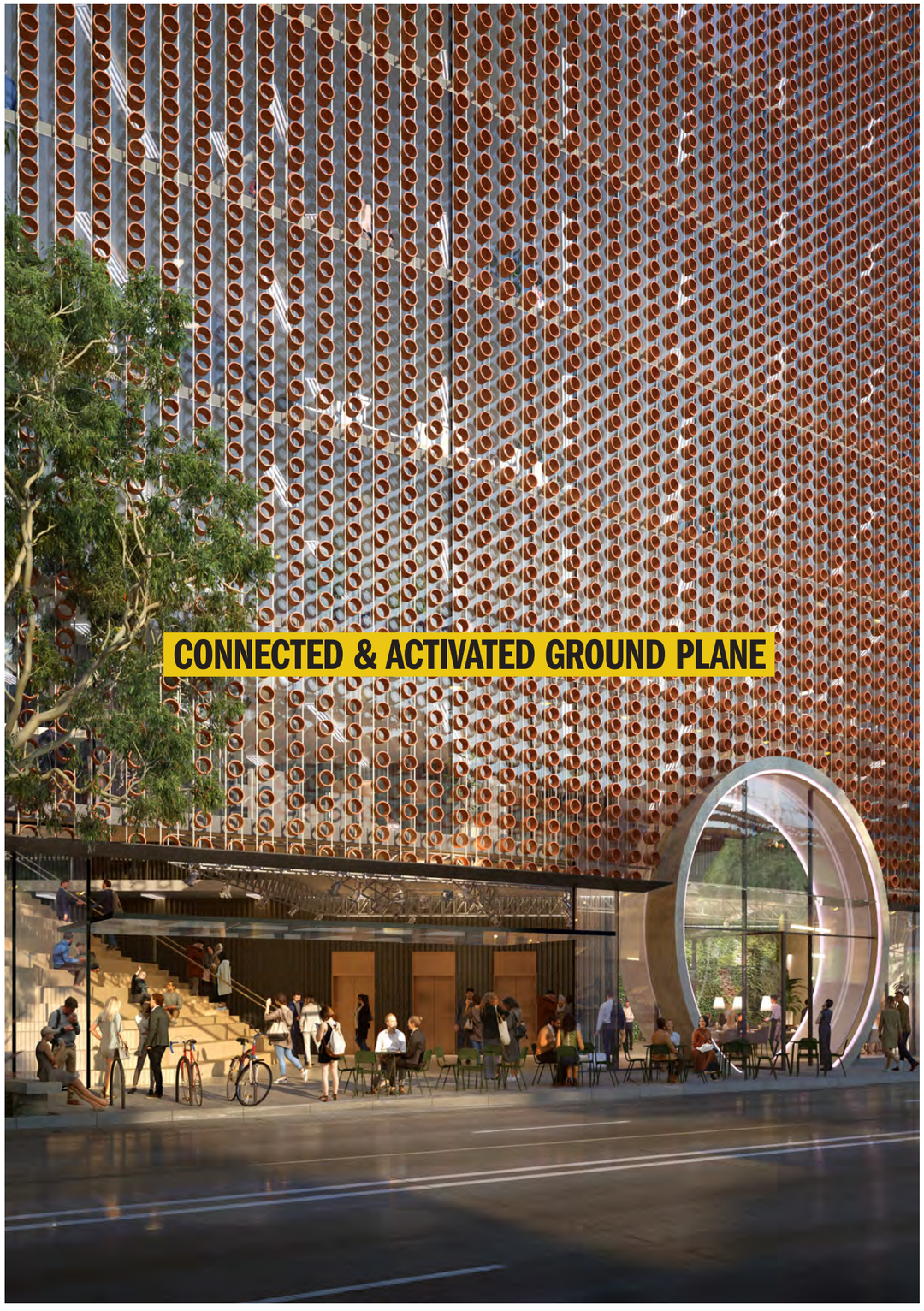

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# VISUALISATIONS

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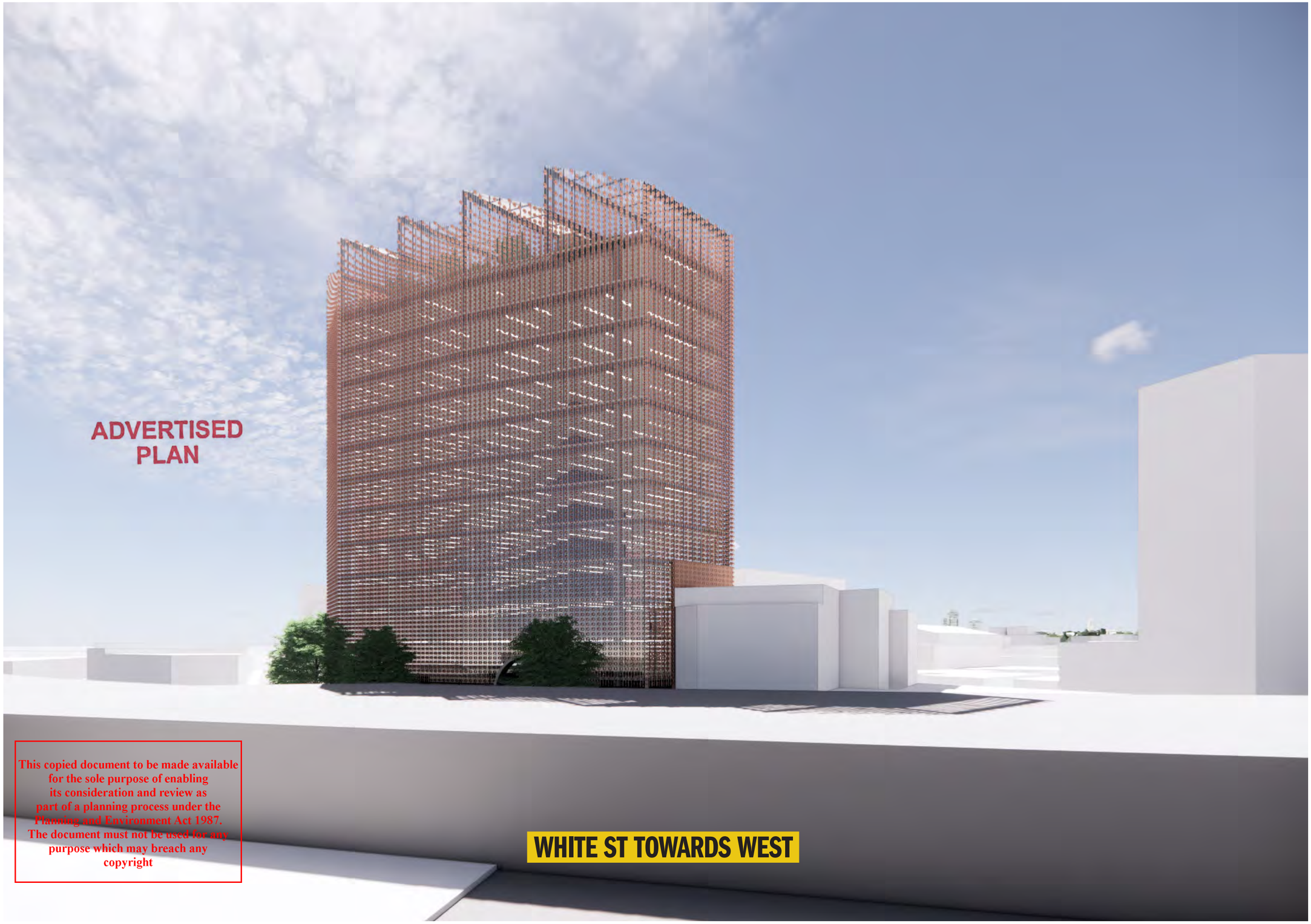


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STEPHENSON ST TOWARDS SOUTH

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# 360 DEGREE VIEWS

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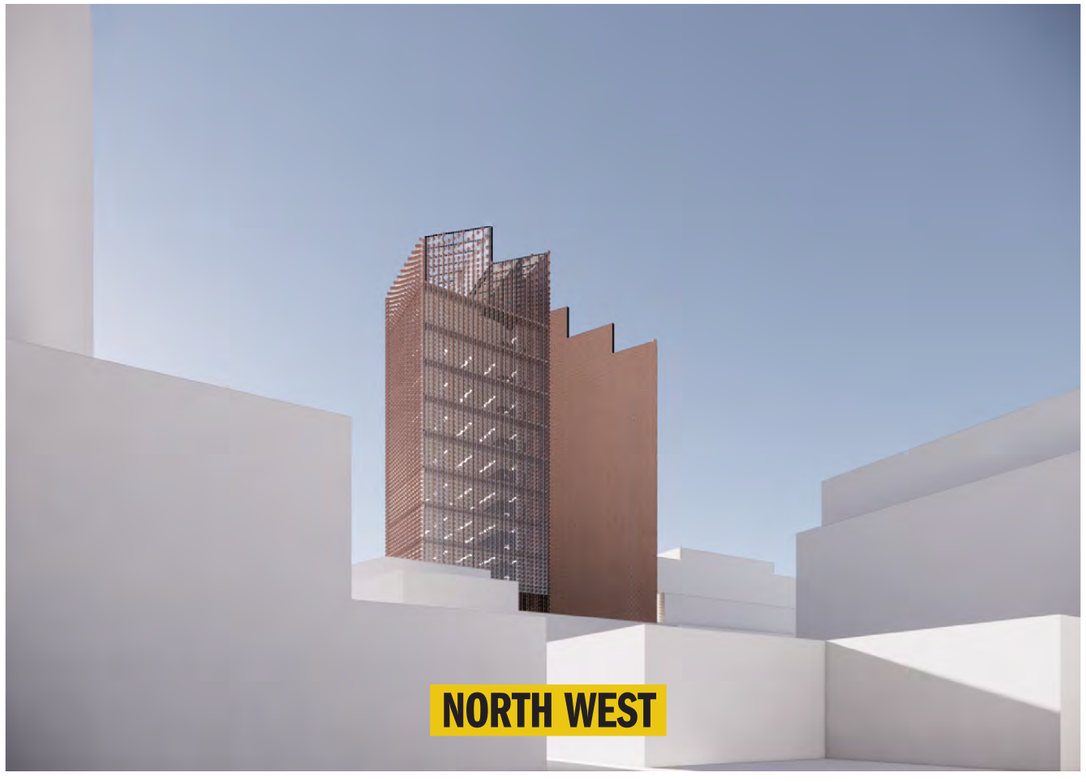

# CONTEXTUAL HEIGHT

## CREMORNE CONTINUES TO CHANGE, THIS AERIAL SHOWS THE COTINUING CHANGES TO THE SURROUNDING CONTEXT SINCE ORIGINAL PRODUCTION OF THE RENDERS FOR MATTER HOUSE.

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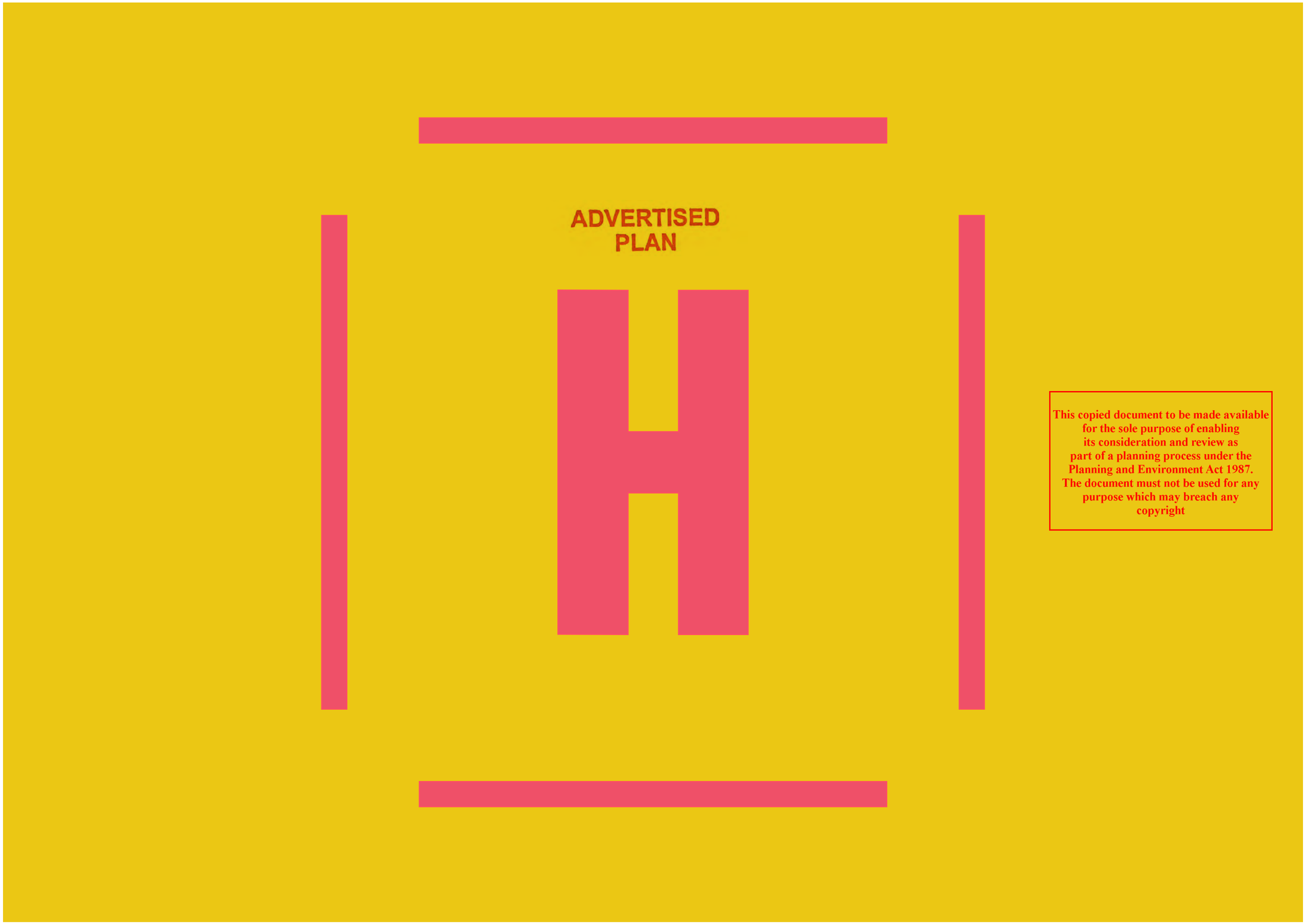


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ratio:waste

# Waste Management Plan

Matter House - Lot 2, 28 Stephenson St
& Lot 3, 30 Stephenson St, Cremorne

July 2025

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r:

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**Prepared for:**
Cobild Pty Ltd

**Our reference:**
18244W-REP03F01

| Version | Date | Reason for Issue | Prepared By | Checked By |
|---|---|---|---|---|
| REP02-F01 | 09/05/2023 | Town Planning – Final Issue | L Harris | L Harris |
| REP03-F01 | 7/07/2023 | Revised Plans | M Fairlie | M Fairlie |
| REP04-F01 | 18/06/2025 | Revised Plans | M Fairlie | M Fairlie |
| REP05-F01 | 04/07/2025 | Revised Plans | M Fairlie | M Fairlie |

| | |
|---|---|
| Directory Path | Y:\18001-18500\18244W - Matter House - Lot 2, 28 Stephenson St & Lot 3, 30 Stephenson St, Cremorne\9. Reports\18244W-REP03F01.docx |

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# 1 Introduction

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## 1.1 Project Details

**Address**

Lot 2, 28 Stephenson St & Lot 3, 30 Stephenson St, Cremorne

**Local Council**

Yarra City Council (Phone: 03 9205 5555)

**Development Summary**

| Level | Waste Source | Net Leasable Area ($m^2$) |
|---|---|---|
| Retail | Café Space | 158 |
| | Restaurant | 225 |
| | Wellness Retail | 245 |
| 1 to 11 | Office | 6,735 |
| Total | | 7,363 |

## 1.2 Scope

This Waste Management Plan has been prepared to accompany the Town Planning Application, outlining the following:

- The development's waste generation estimates.
- The proposed waste management system and bin storage arrangements.
- The proposed bin quantities/sizes and collection frequencies.
- The proposed waste collection arrangements.
- Management responsibilities.

## 1.3 Relevant Guidelines and Policies

Relevant guidelines and publications considered as part of the preparation of this Waste Management Plan include:

- Australian Government – 2018 National Waste Policy: Less waste, more resources.
- Recycling Victoria – A New Economy 2019.
- Environment Protection (Residential Noise) Regulations 2008.
- Sustainability Victoria – Better Practice Guide for Waste Management and Recycling in Multi unit Developments (2018): The waste management plan has been prepared using the waste generation rates provided in these guidelines.

## 1.4 Limitations

Waste management arrangements during the construction and fit-out stages of the development, and on-going operation and monitoring of the waste management arrangements for the development following the occupation of the development are outside the scope of this Waste Management Plan.

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# 2 Operational Waste Management Guide

This operational waste management guide outlines a system for appropriately separating waste into distinct streams.

## 2.1 Waste Separation Responsibilities

**General Waste**

- Receptacles shall be provided for the temporary holding of general waste and emptied into the general waste collection bins when full.
- General waste should be placed within biodegradable bags prior to being placed into general waste collection bins located in the refuse room, via the lift when full.

**Organics**

- Food organics must be separated from general waste.
- Kitchen caddies will be provided for separating food organics and emptied into the organics chute located in the refuse room at ground floor when full.
- Food organics must be unbagged.

**Recycling**

- Receptacles shall be provided for the temporary holding of recycling and emptied into the recycling collection bins located in the refuse room, via the lift when full.
- Recycling must not be placed in bags.
- Bottles and cans should be rinsed, cardboard flattened, and lids/packaging separated as per the Australiasian Recycling Label Instructions (visit: https://recyclingnearyou.com.au/arl/) prior to being placed into the recycling collection bins.

**Glass**

- Receptacles shall be provided for the temporary holding of glass and emptied into the glass collection bins located in the refuse room, via the lift when full.
- Glass must not be placed in bags.
- Bottles should be rinsed, and lids/packaging separated as per the Australiasian Recycling Label Instructions (visit: https://recyclingnearyou.com.au/arl/) prior to being placed into the recycling collection bins.

**Other**

- Soft Plastics: Receptacles shall be provided for the temporary holding of soft plastics and emptied into the soft plastics drop-off point located in the refuse room, via the lift when full.
- Hard Waste and E-Waste: Must be separated and taken to the drop-off point, located in the refuse room, via the lift.

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## 2.2 Building Manager Responsibilities

The Building Manager shall be responsible for the following:

- Ongoing management of the waste system including the maintenance of the bin rooms, the anaerobic digester and components including the chute to the satisfaction of users and the relevant authority, and in accordance with relevant manufacturer specifications. When required, the Building Manager shall engage an appropriate contractor to conduct services, replacements or upgrades.
- Provide to staff/contractors equipment manuals, training, health and safety procedures, risk assessments, and PPE to control hazards associated with all waste management activities.
- The building manager together with the engaged waste contractor will be responsible for undertaking a risk assessment associated with all waste management activities prior to commencement of waste collection.
- Arrangements will be made by the building manager to have approximately 10,000 kg of organic waste delivered to the site per day. 10,000 kg per day is required to produce enough biogas in the digester, which will be captured and converted to heat and electricity for the building's use.
- The building manager must ensure that the external contractor (EcoCaddy) has access to the carpark entry and refuse room for organic waste deliveries.
- Managing the digestate produced by the anaerobic digester and arranging for collections/drop-offs via the appropriate contractors. It is expected that 500-1,000 kg of digestate will be produced per day.
- Presenting bins in the bin rooms for collections.
- Managing the e-waste, hard waste and soft plastics and arranging collections via the appropriate contractors as required. The building manager must educate tenants on sorting e-waste, hard waste and soft plastics and advise tenants of the drop-off point in the refuse room. E-waste is prohibited under Victorian state law to be disposed of in landfill.
- Liquid waste such as cooking oil shall be collected and disposed of by a specialist contractor engaged by the building manager.
- Bin room access to the collection contractor/s.
- Engage and manage the waste collection contractors.
- Securing the bin rooms and labelling/numbering the bins according to the property address to protect the equipment from theft and vandalism.
- Service all public areas through sweeping and removal of litter on a regular basis, to prevent stormwater pollution.
- Publish and distribute information to ensure that users are familiar about the waste management system and the locations of waste disposal.
- Preventing overfilled bins by keeping lids closed and ensuring bungs are leak free.
- Inform users that bagged recycling (commingled and glass) is not permitted.
- Ensure that bins provided for use at the designated site are not removed.
- Ensure that the waste storage area is provided as per the requirements set out in Section 4.

## 2.3 Waste Management Plan Revisions

From time to time, due to changes in legislative requirements, changes in the development's needs and/or waste patterns (such as waste composition, volume, or distribution), or to address unforeseen operational issues, Building Management shall be responsible for coordinating the necessary Waste Management Plan revisions, including (on an as-required basis):

- A waste audit and new waste management strategy.
- Revision of the waste system (bin size / quantity / waste streams / collection frequency / update of equipment).
- Revision of the services provided by the waste collection contractor(s).
- Re-education of users.
- Any necessary statutory / regulatory requirements / approvals.

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# 3 Waste Volume Details

## 3.1 Waste Volume Assessment

**Table 3.3: General Waste & Organics Volume Estimates**

| Waste Stream | Net Leasable Area ($m^2$) | Operational Days (per week) | General Waste Generation Rate (L/100$m^2$/day) | General Waste Volume (L/Week) | Organics Generation Rate (L/100$m^2$/day) | Organics Volume (L/Week) |
|---|---|---|---|---|---|---|
| Cafe Space | 158 | 5 | 240 | 1,896 | 60 | 474 |
| Rooftop Restaurant (assessed as cafe) | 225 | 5 | 240 | 2,700 | 60 | 675 |
| Rooftop wellness | 245 | 5 | 120 | 1,470 | 30 | 367 |
| Level 1-11 Offices | 6,735 | 5 | 8 | 2,694 | 2 | 673 |
| Total | 7,363 | - | - | 8,760 | - | 2,189 |

**Table 3.4: Recycling & Glass Volume Estimates**

| Waste Stream | Net Leasable Area ($m^2$) | Operational Days (per week) | Recycling Generation Rate (L/100$m^2$/day) | Recycling Volume (L/Week) | Glass Generation Rate (L/100$m^2$/day) | Glass Volume (L/Week) |
|---|---|---|---|---|---|---|
| Cafe Space | 158 | 5 | 160 | 1,264 | 40 | 316 |
| Rooftop Restaurant (assessed as cafe) | 225 | 5 | 160 | 1800 | 40 | 450 |
| Rooftop wellness | 245 | 5 | 120 | 1,470 | 30 | 368 |
| Level 1-11 Offices | 6,735 | 5 | 8 | 2,694 | 2 | 674 |
| **Total** | 7,363 | - | - | 7,228 | - | 1,808 |

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# 4 Waste Storage Details

## 4.1 Waste Storage Requirements

**Table 4.1: Waste Storage Requirements – Refuse Room**

| Waste Stream | Bin Size (L) / Equipment | Quantity | Height (mm) | Width (mm) | Depth (mm) | Footprint ($m^2$) |
|---|---|---|---|---|---|---|
| General Waste | 1100 | 3 | 1330 | 1240 | 1070 | 3.99 |
| Organics | Organics Chute | 1 | NA | 500 | 500 | 0.25 |
| Recycling | 1100 | 3 | 1330 | 1240 | 1070 | 3.99 |
| Glass | 240 | 3 | 1060 | 585 | 730 | 1.29 |
| Other (Hard Waste/E-Waste/Soft Plastics) | Drop-off point | 1 | NA | 2000 | 1000 | 2.00 |
| **Total Footprint Required Excluding Circulation ($m^2$):** | | | | | | **11.52** |
| **Total Area Provided ($m^2$):** | | | | | | **33.00** |

**Table 4.2: Waste Storage Requirements – Anaerobic Digester**

| Waste Stream | Equipment | Quantity | Height (mm) | Width (mm) | Depth (mm) | Footprint ($m^2$) |
|---|---|---|---|---|---|---|
| Organics | Anaerobic Digester | 1 | Refer to supplier specs | | | 27.00 |
| | Digestate Holding Vat | 1 | | | | |
| **Total Footprint Required Excluding Circulation ($m^2$):** | | | | | | **27.00** |
| **Total Area Provided ($m^2$):** | | | | | | **27.00** |

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# 5 Waste Collection & Organic Waste Delivery to Site Delivery Details

## 5.1 Waste Collection & Organic Waste Delivery to Site Requirements

**Table 5.1: Waste Collection Requirements**

| Waste Stream | Volume (L/week) | Bin Size (L) / Equipment | Quantity | Collection Frequency (per week) | Capacity (L/week) |
|---|---|---|---|---|---|
| General Waste | 8,760 | 1100 | 3 | 3 | 9,900 |
| Digestate (by-product of anaerobic digester) | 500-1,000 kg/day | Digestate holding vat | 1 | 7 | 7,000 kg |
| Recycling | 4,678 | 1100 | 3 | 2 | 6,600 |
| Glass | 1,170 | 240 | 3 | 2 | 1,440 |

**Table 5.2: Organic Waste Delivery to Site Requirements**

| Waste Stream | Weight Delivered (kg/day) | Bin Size (kg) | Bin Quantity per load | Delivery Frequency (per day) | Capacity (kg/day) |
|---|---|---|---|---|---|
| Organics | 10,000 | 20 | 18 | 30 | 10,800 |

Based on the electricity consumption estimate, from the energy modelling for the SMP produced by Finding Infinity, and energy generation estimates per tonne of organic waste from Active Research, it is estimated that an average of ~10t of organic waste per day will generate approximately the amount of electricity that the building consumes on an annual basis (see the SMP for further info).

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## 5.2 Waste Collection Methodology

**Bins**

The collection of waste and recycling bins is to be performed by a private collection contractor. The Building Manager shall prepare garbage bins for collection and provide access to the collection contractor. The collection contractor will drive in a forward direction and enter the development via the carpark entry off Stephenson St and park in the loading area at ground level. The contractor will then enter the refuse room, wheel bins to the rear of the collection vehicle for emptying and return the emptied bins to the refuse room after collections have been completed. A 6.4-metre-long mini rear loader is expected to perform collection, which has a height clearance requirement of 2.5m when collecting 1100L bins. It is expected that the waste vehicle will overhang onto the footpath by approximately 826 mm. To avoid this overhang, during collections, the car lift will be disabled, and the waste truck will park with its front partially overhanging into the car lift. As the car lift will be rated to 5.5 tonne, the maximum weight of the waste vehicle must not exceed this. Refer to Table 7.1 for a list of suitable waste collection contractors.

After collection has been completed, the contractor will reverse out of the site. A spotter will be employed to prevent clashes with oncoming traffic. The collection procedure is expected to take no longer than 15 minutes per waste stream.

**Digestate**

The collection of digestate is to be performed by a private collection contractor. The Building Manager shall provide access to the collection contractor. The collection contractor will drive in a forward direction and enter the development via the carpark entry off Stephenson St and park in the loading area at ground level. The contractor will then pump digestate from the digester in the basement to the vehicle. A 6.4-metre-long mini rear loader is expected to perform collection. It is expected that the vehicle will overhang onto the footpath by approximately 826 mm. To avoid this overhang, during collections, the car lift will be disabled, and the waste truck will park with its front partially overhanging into the car lift.

After collection has been completed, the contractor will reverse out of the site. A spotter will be employed to prevent clashes with oncoming traffic. The collection procedure is expected to take no longer than 15 minutes.

## 5.3 Organic Waste Delivery to Site Methodology

It is expected that organic waste produced from developments located within a 3km radius of the development will be delivered via an external contractor (EcoCaddy), using tricycles. The tricycle will enter the carpark entry off Stephenson St at ground level and empty organic waste containers into the chute located in the refuse room. The building manager must ensure that the external contractor has access to the carpark entry and refuse room during for delivery (See Appendix E for more detail).

## 5.4 Waste Collection and Delivery Times

Commercial waste collection shall be undertaken in accordance with *Environment Protection (Residential Noise) Regulations 2008,* as outlined below:

- Collections occurring once a week should be restricted to the hours 6am — 6 pm Monday to Saturday.
- Collections occurring more than once a week should be restricted to the hours 7 am — 6 pm Monday to Saturday.
- Further to the above, it is recommended that bin collections occur during the hours of 10am-3pm, to avoid peak hour traffic.
- It is recommended that digestate collections occur during the hours of 3pm-6pm, to avoid clashes with the tricycle deliveries.
- It is recommended that tricycle deliveries occur during the hours of 7am-3pm, to avoid clashes with the digestate collection vehicle.

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# 6 Design Standards

## 6.1 Refuse Room Design Requirements

- Comply with Building Code of Australia (BCA) and all relevant Australian Standards.
- Allow storage of all collection bins on site at all times.
- Allow easy access for users of the bins.
- Allow easy, direct, and convenient transfer of bins to the collection point.
- Bin rooms shall be appropriately screened to prevent unsightly impacts on amenity.
- Artificial light shall be provided where necessary outside the bin room to enable occupiers of the site to always dispose of waste safely and appropriately.
- The bin rooms shall be sized to accommodate all waste arising on the premises together with any associated equipment for handling the generated waste. The area designated for bin storage is based on the number of bins and the physical dimensions of the bins.
- The bin room shall be maintained to ensure that the aesthetics of the development are not compromised.
- Each bin shall be accessible and manoeuvrable in and out of the bin room with minimum handling of other bins.
- The floor of the bin rooms shall be constructed of concrete (or similar) and shall be finished to a smooth even surface covered at the intersection of walls and plinths.
- The bin rooms shall be ventilated in accordance with the requirements of the Building Code of Australia and AS1668.2.
- Ventilation openings shall be protected against flies and vermin.
- Doors shall be tight fitting.
- A graded bin washing area (connected to wastewater, with a litter trap connected to prevent wastewater pollution) and wall-mounted hosecock should be provided for washing bins, in accordance with the relevant authority requirements.

## 6.2 Equipment Design Requirements

- Anaerobic Digester: Refer to Appendix D.
- Car lift: To be rated to a minimum of 5.5 tonne. This will allow the waste vehicle to pull onto the car lift during collections.

## 6.3 Commercial Bin Colour Requirements

- Garbage bins with a black body and red lid.
- Organics bins with black body and lime green or maroon lid.
- Recycling bins with black body and light blue lid.
- Glass bins with black body and purple lid.
- Soft Plastics bins with black body and white lid.

## 6.4 Internal Commercial Waste Receptacle Requirements

- Suitably sized receptacles no larger than 60 litres for general waste, organics, recycling, glass, and soft plastics to ensure ease of manual handling. Note: If receptacles are larger than 60 litres, a bin lifter will be required in the refuse room.

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# 7 Contact Information

Table 7.1 below includes a complimentary listing of contractors and equipment suppliers. The Project Principal shall not be obligated to procure goods / services from these companies. Ratio Consultants does not warrant or make representations for the goods / services provided by these contractors and suppliers.

**Table 7.1: Contractors and Supplier Details**

| Service | Contractor/ Supplier | Phone | Website |
|---|---|---|---|
| Waste Collection | CSC Waste & Recycling | 1300 499 927 | www.cscwaste.com.au |
| | iDump | 1300 443 867 | www.idump.com.au |
| Mobile Garbage Bins | Sulo Australia | 1300 364 388 | www.sulo.com.au |
| Anaerobic Digester | Active Research | 0439 747 742 | https://www.activeresearch.com.au/ |
| Organic Waste Deliveries | EcoCaddy | (08) 7625 2888 | www.ecocaddy.com.au |
| Bin Washing | The Bin Butlers | 1300 788 123 | www.thebinbutlers.com.au |
| | Calcorp Services | 1800 225 267 | www.calcorpservices.com.au |
| | Kerbside Clean-A-Bin | 03 9830 7381 | www.kerbsidecleanabin-srp.com.au |
| | WBCM Environmental Australia | 1300 800 621 | www.wbcm-aust.com.au |
| Odour Control | Eco-Safe Technologies | 1300 135 039 | www.eco-safe.com.au |
| E-Waste Collection | Tech Collect | 1300 229 837 | www.techcollect.com.au |

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# Appendix A Plans Assessed:

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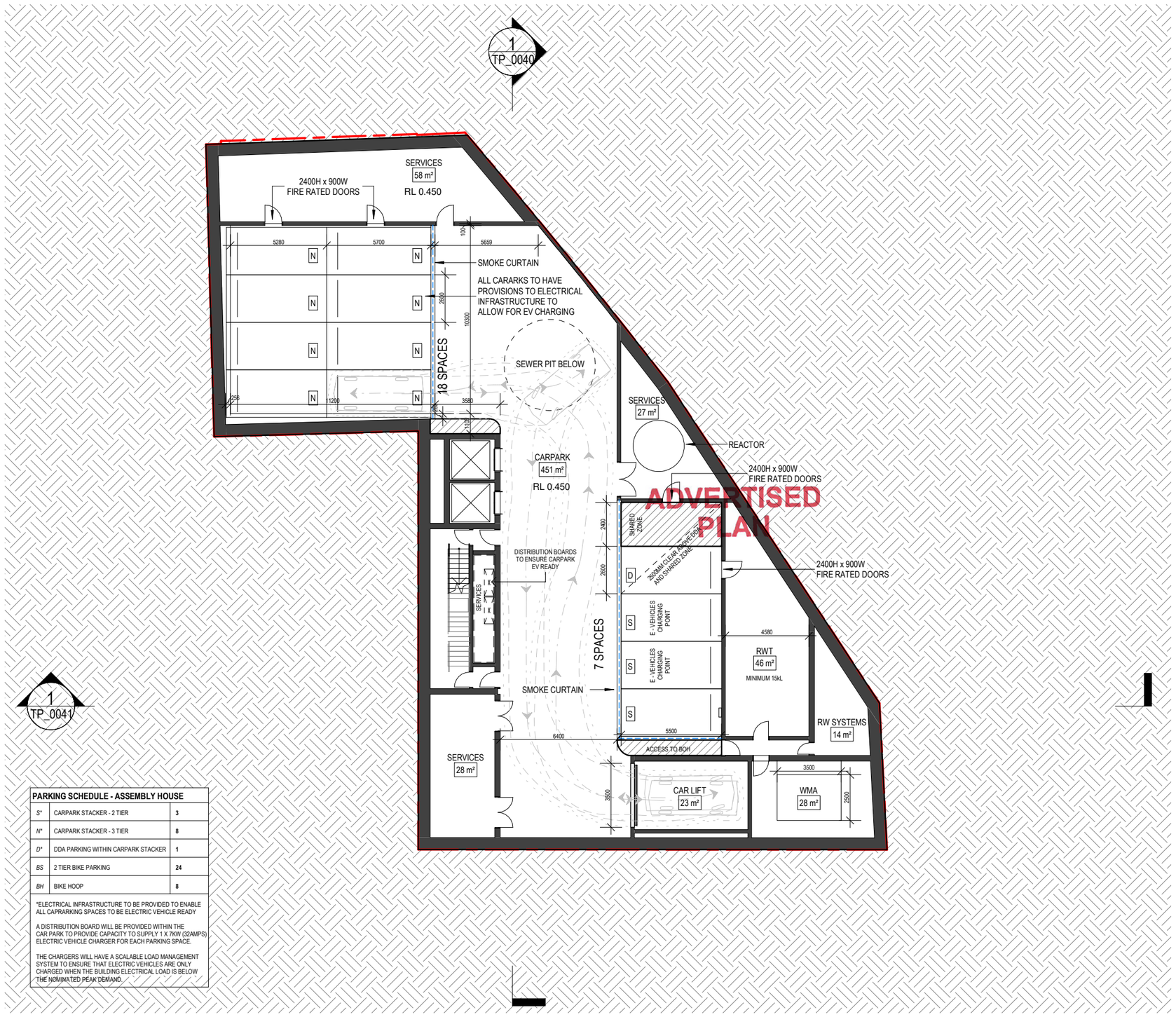


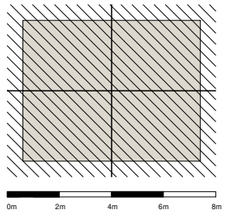

| PARKING SCHEDULE - ASSEMBLY HOUSE | | |
|---|---|---|
| S* | CARPARK STACKER - 2 TIER | 3 |
| N* | CARPARK STACKER - 3 TIER | 8 |
| D* | DDA PARKING WITHIN CARPARK STACKER | 1 |
| BS | 2 TIER BIKE PARKING | 24 |
| BH | BIKE HOOP | 8 |

*ELECTRICAL INFRASTRUCTURE TO BE PROVIDED TO ENABLE ALL CARPARKING SPACES TO BE ELECTRIC VEHICLE READY

A DISTRIBUTION BOARD WILL BE PROVIDED WITHIN THE CAR PARK TO PROVIDE CAPACITY TO SUPPLY 1 X 7KW (32AMPS) ELECTRIC VEHICLE CHARGER FOR EACH PARKING SPACE.

THE CHARGERS WILL HAVE A SCALABLE LOAD MANAGEMENT SYSTEM TO ENSURE THAT ELECTRIC VEHICLES ARE ONLY CHARGED WHEN THE BUILDING ELECTRICAL LOAD IS BELOW THE NOMINATED PEAK DEMAND.

**REFERENCE MAP**




**NORTH**

**NOTES**

1. Do not scale drawing. Written dimensions govern
2. All dimensions are in millimeters unless noted otherwise
3. All dimensions shall be verified on site before proceeding with the work. Hassell shall be notified in writing of any discrepancies.
4. This drawing must be read in conjunction with all relevant contracts, specifications and drawings

This drawing is an uncontrolled copy. Unless noted otherwise

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| REV | DESCRIPTION | DATE |
|---|---|---|
| A | FOR TOWN PLANNING | 13.04.23 |

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melbourne@hassellstudio.com
Architect Directors VIC:
Mark Loughnan 15032
Peter Lee 13798

**CLIENT**
ASSEMBLY

**PROJECT**
Matter House
28-30 STEPHENSON STREET CREMORNE

**STATUS**
For Town Planning

**DRAWING TITLE**
Basement 01

| REVIEWED | SCALE @ A3 |
|---|---|
| NW | 1 : 200 |
| **APPROVED** | **PROJECT NO.** |
| AL | 015454 |
| **DRAWING NO.** | **REV NO.** |
| TP_0011 | A |

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# Appendix B Waste Storage Drawings:

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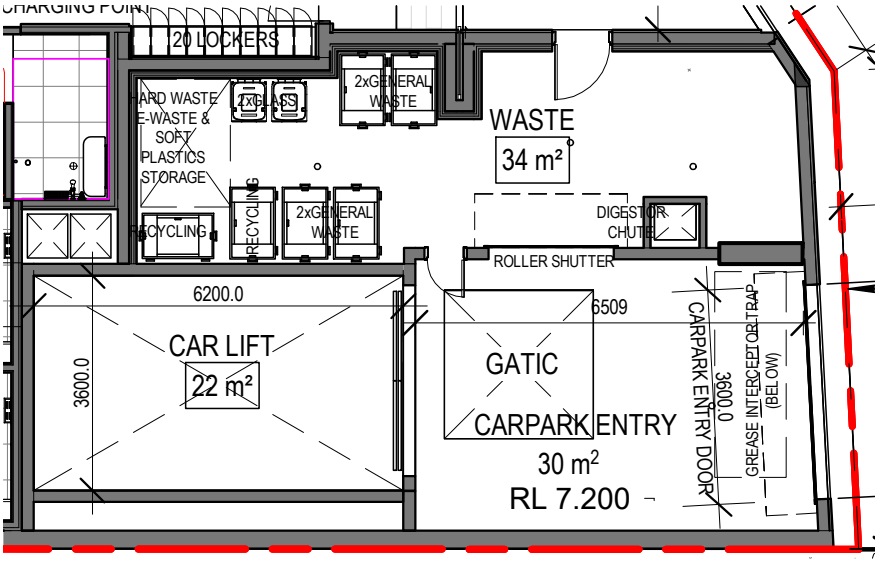
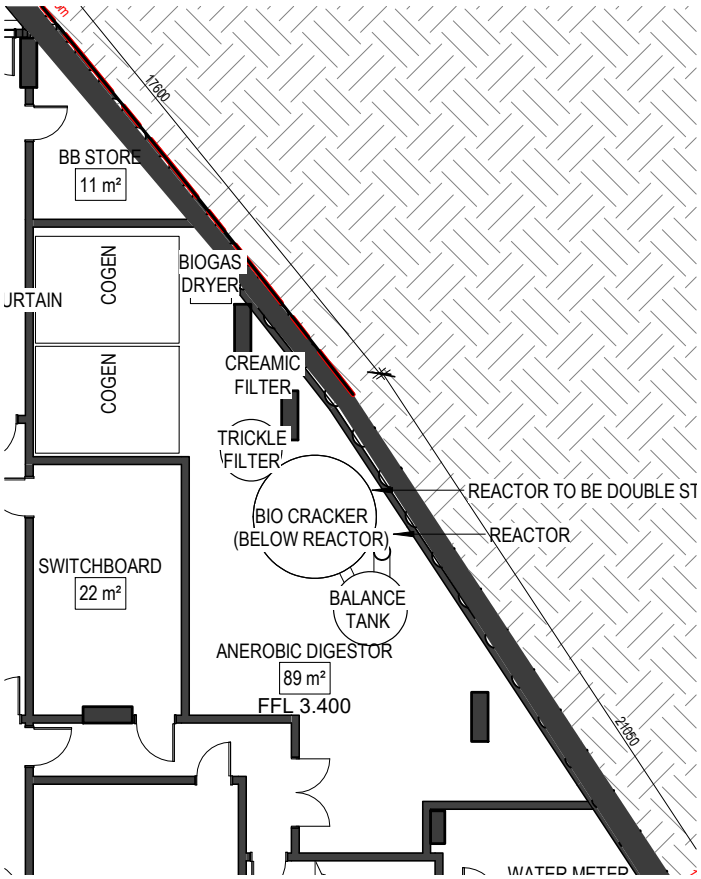
Ground level extract of refuse room and loading area:




Basement level extract of anaerobic digester room:

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# Appendix C Waste Truck Swept Paths:

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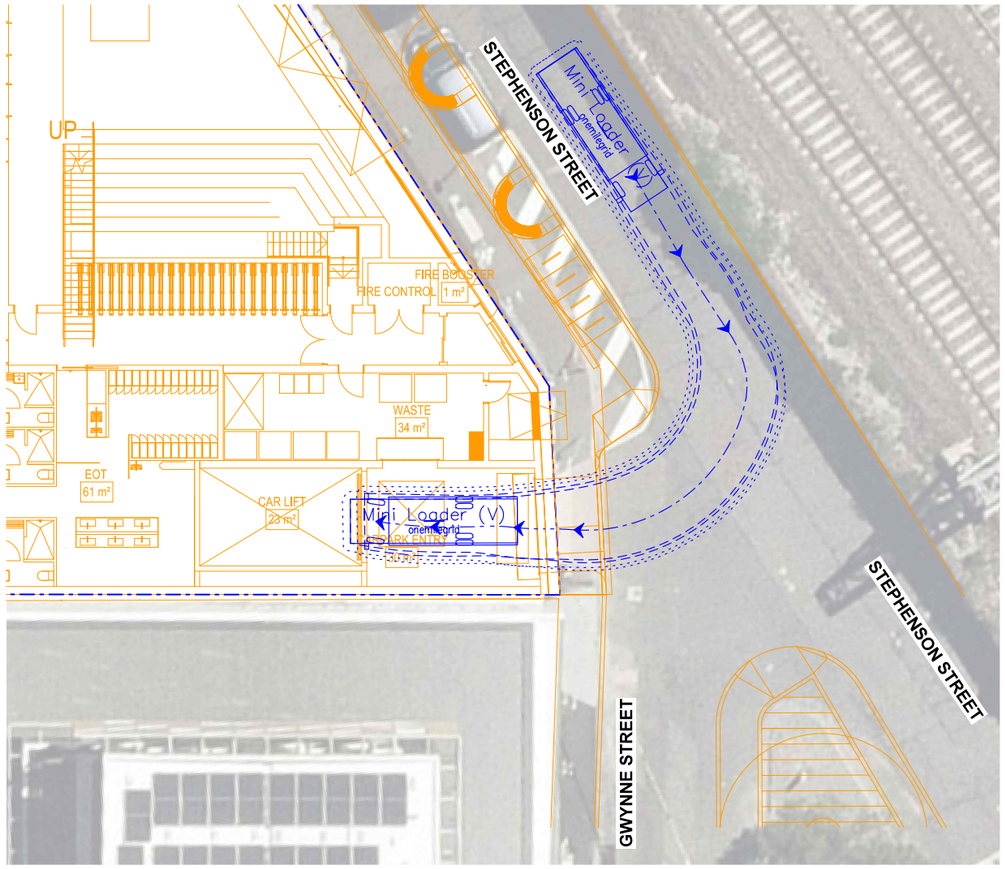


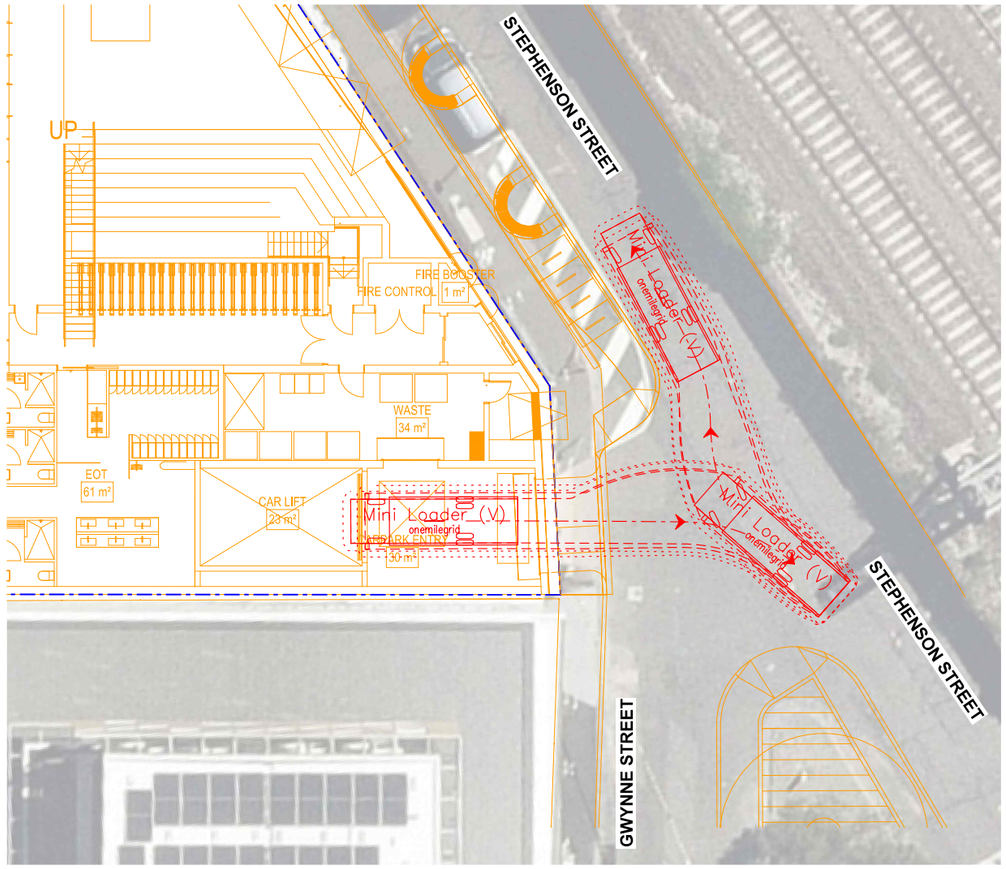


N

ENTRY MANOEUVRES

- - - - - DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED

EXIT MANOEUVRES

- - - - - DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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CAD File: \\auvlesvr01\Company\Projects\2021\210407\Drawings\210407SPA101.dgn

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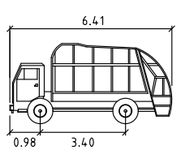


WASTE MINI LOADER meters

| | |
|---|---|
| Width | : 1.85 |
| Track | : 1.85 |
| Lock to Lock Time | : 4.0 |
| Steering Angle | : 33.6 |

onemilegrid

Wurundjeri Woiwurung Country
56 Down Street, Collingwood, VIC 3066
Email:info@onemilegrid.com.au Web:www.onemilegrid.com.au
Phone (03) 9939 8250

Drawing Title
28-30 STEPHENSON ST, CREMORNE
SITE ACCESS - MINI WASTE LOADER
SWEPT PATH ANALYSIS

| Designed | Approved | Melway Ref |
|---|---|---|
| DW | VG | 44 D12 |

| Scale | Project Number | Drawing Number | Revision |
|---|---|---|---|
| 1:200 @ A3 | 210407 | SPA101 | D |

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Aerial Photography
Aerial photography provided by Nearmap

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# Appendix D Anaerobic Digester Details:

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# Assembly House

***Organic Energy***

# Contents

//Anaerobic digestion
//What is anaerobic digestion?
//Cost and return
//Sensitivity analysis
//Placement
//Transferring waste to digester
//Operations & staffing
//Distributing heat & electricity
//Sewer connection
//Fertiliser
//Further details
//Precedents

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# Anaerobic Digestion

## What is anaerobic digestion?

*Anaerobic digesters are essentially large stomachs, which use bacteria to digest organic waste. Food waste is collected and fed into the digester, where it is converted into methane (biogas) and organic fertiliser.*

*The methane produced by the digester can be burned in a combined heat and power (CHP) plant, which generates electricity and heat. The fertiliser can be processed and sold.*

*Waste can be imported from further developments and the surrounding area to power a digester consuming 10 tonnes of organic waste daily.*

## Why anaerobic digestion?

*We estimate Melbourne sends around 1,500 tonnes of food waste to landfill per day.*

*We put it in a plastic bag and pay someone to remove it. In landfill, food waste rots — releasing methane, a greenhouse gas 28-36 times more potent than carbon dioxide.*

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# What is anaerobic digestion?

## Main components

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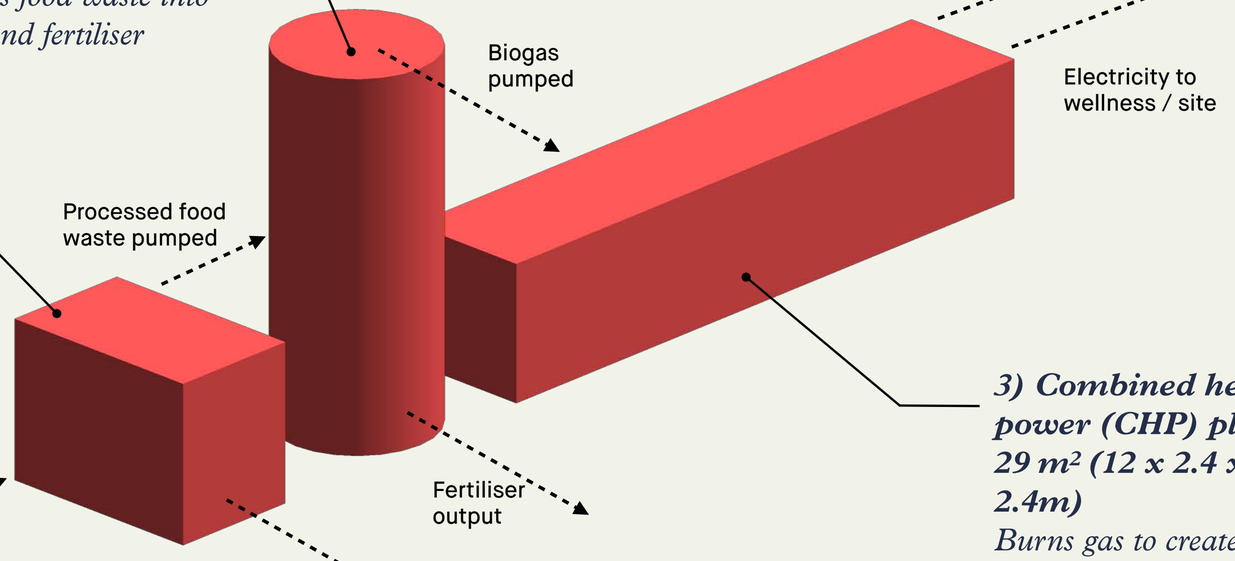
***2) Digestion chamber***
***5m² (~3m diameter)***
***x 7m tall***
*Converts food waste into biogas and fertiliser*

***1) Receiving bay***
***10m² (4 x 2.5 x 4m)***
*Waste delivery and pre-treatment such as plastic separation and pH adjustment*




***3) Combined heat & power (CHP) plant***
***29 m² (12 x 2.4 x 2.4m)***
*Burns gas to create heat & electricity*

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# Cost and return - Indicative Only

*The table to the right summarises information received as part of previous project proposals. Capital cost, net income and spatial requirements are based on estimates provided by each company.*

*Costs not considered include but are not limited to:*
*//Spatial "opportunity cost"*
*//Insinkerators and associated plumbing*
*//Civil works*

***Cost and return analysis for Assembly House can be completed once further information is received.***

| Proposal | Capital Cost | Spatial Requirements | Annual Net Income | Simple Payback | Inclusions | BOOT potential? |
|---|---|---|---|---|---|---|
| **Active Research (rapid digestion - 24-48hrs)** | $2,119,130+GST<br><br>Plus CHP $725,00+GST | 10 m² receiving bay<br>5 m² digester (height 7m)<br>29 m² CHP | OPEX: $63,000+GST<br>Electricity: $290,000<br>Heat: $90,000<br>Waste: $500,000<br>Fertiliser: $0<br>Net income: ~$830,000 | 3.4 years | Waste processing<br>Contaminant separator<br>Digestion chambers<br>Fertiliser dewatering<br>Gas treatment<br>Process water treatment<br>CHP | Y (AD & CHP separate but both can be financed/ BOOT) |
| **Biogass (~28 day retention)** | $1.458m | 212m² footprint<br>~4m max height | ~$890,000 | 1.6 years | Waste processing<br>Digestion chambers<br>Gas treatment<br>CHP | ? |
| **Gekko Industries (~28 day retention)** | $3.5-4.1m | 25m x 30m footprint<br>~16m height | ~$890,001 | ~3.9-4.6 years | Waste processing<br>Digestion chambers<br>Gas treatment<br>CHP | Y |
| **Puxin (small unit - 375 kg/day) (~28 day retention)** | $55,000 | 25 m² | ~$10,000 (including allowing 2hrs / day management) | ~5.5 years | Waste processing<br>Digestion<br>Gas treatment & storage<br>Generator | ? |

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# Financial parameters - Indicative Only

*Baseline financial parameters for payback analysis of the digesters based on previous project estimates are as follows. Variations on these are considered in sensitivity analysis on the following slide.*

- *Waste disposal cost (generated on-site) - $250 / tonne*
- *Income from imported waste - $150 / tonne*
- *Fertiliser value - $0 / tonne (potential to turn this into income stream)*
- *Electricity value - $0.175 / kWh*
- *Heat value - $0.05 / kWh*

*Organic waste generation on site was estimated using on the below rates, based on Sustainability Victoria and Zero Waste SA generation rates. To be conservative, the waste received by the digester was estimated at 25% of the total generated.*

- ***Residential**: 2.9L / bedroom / day*
- ***Food & beverage venues**: 40L / 10m² floor area / day*
- ***Retail (non-food)**: 0.3L / 10m² floor area / day*
- ***Office**: 0.35L / 10m² floor area / day*
- ***Hotel**: 1.5L / room / day*

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# Sensitivity Analysis - Indicative Only

*Financial return of the digester proposal from Active Research was estimated based on a range of factors including:*

*// Variations in waste quantity produced on-site*
*// Variations in value of imported waste*
*// Variations in total waste treated*
*// Variations in electricity and heat prices*
*// Variations in waste disposal prices*

*Under these scenarios, with a single variable altered, the simple payback never increases to more than 7.4 years.*

*Scenarios with more than one variable altered were then considered. These include:*

*// On site waste generation reduced by 50%, value of imported waste reduced to nil. Simple payback: 7.7 years*
*// Total waste treated reduced by 50%, on-site waste reduced by 75%, value of imported waste reduced to nil, energy income per kWh reduced by 75%. Fertiliser value reduced to nil. Simple payback: ~10.3 years*

| | Simple payback with factor applied (years) | | | | | |
|---|---|---|---|---|---|---|
| | Reduced to Nil | Reduced 50% | Reduced 20% | Increased 20% | Increased 50% | Increased 100% |
| On-site waste generation | 3.7 | 3.5 | 3.5 | 3.4 | 3.3 | 3.2 |
| Value of imported waste | 6.8 | 4.6 | 3.8 | 3.1 | 2.8 | 2.3 |
| Waste treated | N/A | 7.4 | 4.4 | N/A | N/A | N/A |
| Electricity price | 5.4 | 4.2 | 3.7 | 3.2 | 2.9 | 2.5 |
| Heat price | 3.9 | 3.6 | 3.5 | 3.4 | 3.3 | 3.1 |

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# BOOT Scheme / Financed

*There is potential to operate the digester under a Build Own Operate Transfer (BOOT) scheme or Power Purchase Agreement (PPA).*

*Feedback from suppliers is that PPAs are more common and beneficial at the present for this type of equipment.*

*Typical PPA responsibilities and benefits to the developer and the supplier are shown in the table to the right.*

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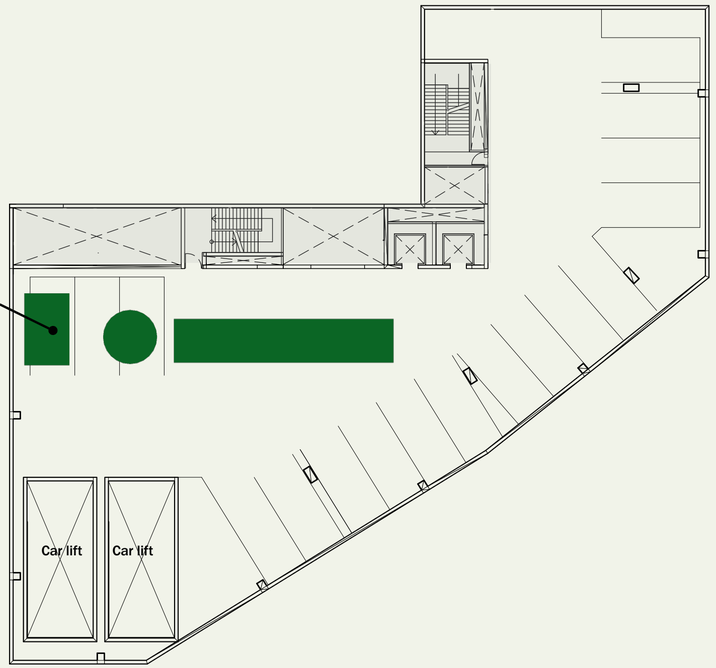
| Developer | Supplier |
|---|---|
| • Provides space on-site<br>• Signs contract to purchase electricity at a set rate for a set time. Example provided by a supplier was 11.7 c/kWh for 10 years<br>• Price of electricity includes repayment of equipment<br>• Signs contract for maintenance (~$60,000 p.a.)<br>• Minimum supply of waste needs to be contracted, either with the developer or another waste supplier. Typically minimum ~70% of digester capacity contracted.<br>• Treatment of waste, heat recovered from engine, fertiliser generated are a “free” byproduct of agreement<br>• Option to buy out the equipment and take full ownership at certain trigger points (e.g. after 2 years of operations)<br>• Ownership typically taken over by developer at end of PPA contract | • Designs, constructs / installs equipment<br>• Operates / maintains equipment<br>• Sells electricity to the developer to cover the cost of installation |

# Placement - Location TBC

**Assembly House - Pre Planning Application**

## PLAN
### Basement carpark




**Anaerobic Digester for organic waste treatment**
~10 m2 receiving bay, ~5 m2 digester (height 7m), ~29 m2 CHP

**Components can be separated as required, they do not need to be co-located.**

Note: Plans are indicative only and subject to further design development and consultant coordination

Scale 1:200 @A3

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# Transferring waste to digester

## Site waste

*Options for on-site waste:*
*//Insinkerators on each level*
*//Central drop off location*

| Transfer Method | Capital Cost | Spatial Requirements | Operating Costs | Effectiveness |
|---|---|---|---|---|
| **Floor by floor communal insinkerators** | **Medium**<br>Exact cost TBC<br>Rough price per floor $1000 + additional pipework costs | **Medium** - Around 1m² on each floor plate in waste room for sink with insinkerator<br>Some additional pipework | **Medium** (TBC) - insinkerators may need regular maintenance at a cost to building owners or tenants. | **High** - equally accessible to waste chutes. Requires organics caddies. |
| **Central drop off - staff managed** | **None** | None | None | **Medium** - Staff education required. Organics caddies / trolleys required. |
| **Central drop off - tenant managed** | **None** | None | None | **Low** - Tenant education & enthusiasm required. Organics caddies / trolleys required. |

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# Transferring waste to digester
## External waste

*Waste is delivered via trucks to the loading bay, where it is emptied into the digester receiving bay for processing.*

*The receiving bay contains a live floor onto which the waste is emptied directly.*

*The remainder of the process is automated.*

*The receiving bay will be designed with negative pressure ventilation to ensure any smells are contained and do not impact the surrounding site.*

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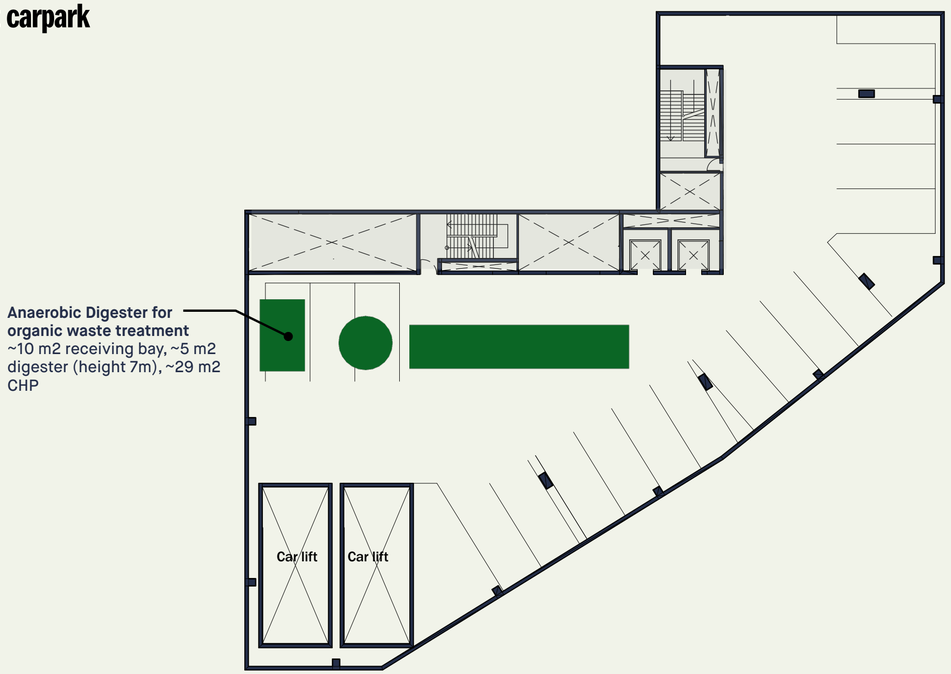
# Location TBC

Assembly House - Pre Planning Application

## PLAN
### Basement carpark

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0 4 8 16m
1:200

Scale 1:200 @A3

Note: Plans are indicative only and subject to further design development and consultant coordination


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# Operations & staffing

*The plant will be remotely monitored as well as on-site,*
*//Reactor temperature*
*//Feed rate*
*//pH*
*//biogas flow rate, pressure, and quality*
*//Chemical oxygen demand (COD)*
*//Redox – oxygen level in the reactor*
*//All motors and pumps*
*//Electrical generation*

*Staffing considerations for the digester are as listed below:*

*//General operations: single staff member to walk through the plant on a daily basis to check for any leaks or strange noises – about 15 minutes*
*//Delivery of commercial waste: to be managed by commercial custodial staff*
*//Delivery of residential waste: either via Insinkerators in apartments or via centralised waste areas with custodial staff transferring food waste to digester*
*//Delivery of external waste: to be managed by external waste contractor*
*//Maintenance: no internal staff required, covered under operational contracts with suppliers*

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# Distribution of electricity & heat

*Discussions with building servicesTBD.*

*Potential for heat and electricity to be distributed via embedded network.*

*Electricity and heat to be generated using 400 kWe CAT generator. See specifications below.*
*https://www.cat.com/en_AU/products/new/power-systems/electric-power/gas-generator-sets/15969935.html*

*Exporting heat TBD.*

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# Sewer Connection

*The digester requires a sewer connection. Digestate will not be put into the sewer, however around 10kL / day of grey water will be generated which will drain to sewer.*

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# Fertiliser

*Approximately 0.75-1 tonne of digestate is estimated to be created per day. This is stored and collected in a truck approximately once per week.*

*There is potential to generate income from selling this digestate as a fertiliser, however this has not been factored into financial returns at this stage.*

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# Further details

*The table to the right includes further details on some key questions & barriers.*

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| Topic | Comments |
|---|---|
| **Regulatory constraints** | EPA may have conditions that must be met, particularly with regard to importing waste from outside the site. Feedback is generally EPA will not get involved unless council request it, or waste is imported. Council to be consulted before EPA. |
| **Ventilation requirements** | Waste delivery area may need ventilation<br>Gas storage will need to vent / flare<br>CHP exhaust will need to be ventilated<br>Design of all of these will require digester designer & services input |
| **External waste sources - where do we get waste?** | Potential waste sources include other commercial food operations or large scale residential developments nearby. Would need to enter into contracts for waste collection / disposal. Potential to partner with a commercial waste collector - would need to show them it is a cheaper option for them than alternatives (proximity to waste sources / discount on landfill tariff) |
| **Waste quantity guarantees** | If we partnered with a commercial waste collector they may provide guarantees around the quantity. Potential waste sources in the area would need to be investigated as the project progresses. |
| **Waste quality guarantees** | If we partnered with a commercial waste collector they may provide guarantees around the quality. Potential waste sources in the area would need to be looked into as the project progresses. |
| **Fertiliser sale** | If fertiliser is pasteurised it can be sold commercially. Nearby agricultural operations often purchase fertiliser. Can also be packaged and sold to consumers. |
| **Avoiding contamination of waste** | Feedback from David Halliday is that the most common contaminant is plastics, which are separated as part of the process.<br>Large scale chemical contaminant can be a risk but is not common. Stocks of bacteria are kept in reserve in case of large scale kill off and digester can be restarted rapidly. |
| **Waste handling** | Plant would likely require a full time staff member to manage waste loading. Custodial staff can typically manage transfer of waste from commercial areas to digester loading area.<br>Residential waste can be transported through Insinkerators & pipework, or taken by residents to a central location to be collected by digester manager. |

# Precedents

*The table to the right summarises a selection of known anaerobic digestion precedents in Australia and overseas.*

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| Project | Details |
|---|---|
| **Biogas in Australia (general)** | As of 2017 there were 242 biogas plants in Australia. The majority of these are landfill gas and sewage treatment, however there are at least 27 that use anaerobic digestion of agricultural and biowaste. |
| **Jandakot Bioenergy Plant, Western Australia** | Built by Biogass for Richgro. Predominantly receives council collected green waste. Received grant funding from WA State Gvt, Australian Government Clean Technology Investment Program, and finance through CEFC.<br>Takes 35,000 - 50,000 tonnes of food waste annually. Capital cost of $8m.<br>Payback estimated at <4 years not including grants. |
| **EarthPower, Camelia, NSW** | Australia's first food waste to energy plant. Consumes 45,000 tonnes per year of commercial, industrial and residential food waste. Some arrives packaged and is separated by machinery. Sells fertiliser and electricity. Purchased in 2007 by Veolia & Cleanaway. |
| **Berrybank Farm Energy Recovery Project, Victoria** | Agricultural biogas installation treating 18 tonnes of pig manure daily. Operational since 1991. $2m investment, generates $400k in energy savings annually and sells $800k-$1.2m of fertiliser annually. Additional significant saving in trade waste costs. |
| **Green Solution House Hotel, Denmark** | Produces energy in the basement of the hotel from the hotel's food waste. Gas generated is burned in a CHP plant providing heat and electricity for the building. Excess heat is stored in a swimming pool converted to a thermal storage system. |
| **Disney World, Florida, USA** | 120,000 tonne/year digester at Disney World. $30 million capital cost including a 5.4MW CHP plant. |
| **UC Davis, California, USA** | 50 tonne / day digester at University of California, Davis, with capital cost of $8.5 million. Includes a CHP plant to feed electricity and heat into the University's grid. |

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# Appendix E Organic Waste Delivery to Site Details:

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zero waste @ zero emissions

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More than 40% of what is sent to landfill is food waste.

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annual cost to the Australian economy

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of that is generated by the food service industry

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# WHY

is this happening

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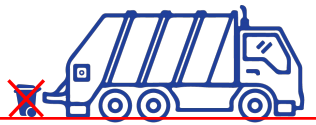
# Current Paradigm For Food Businesses

There are **4 major barriers** holding back food service businesses in Australian cities from diverting their food scraps into an organics bin today.

Diverting waste is perceived to take too much time and effort.

Adding yet another bin is seen to cost the business more money

Not enough space to store another bin back of house.



Waste trucks are too big to service businesses in dense urban areas.

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# Current Paradigm | For Cities

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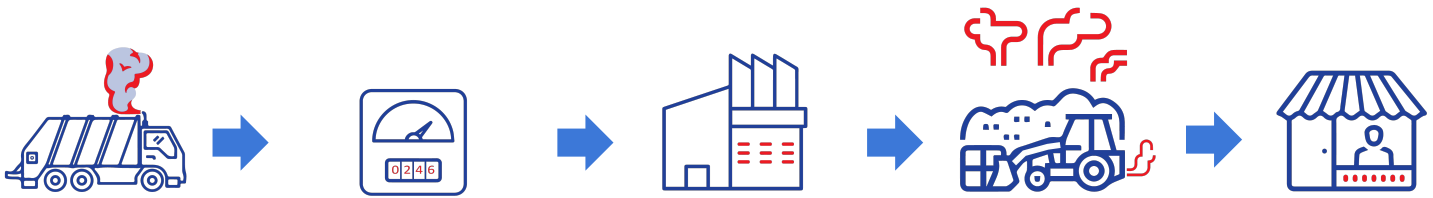
There are **5 big problems** with *how* food waste is collected and treated today.




Food waste collection is carried out by large petrol guzzling trucks

Often these trucks have to travel a great distance just to get to and from collection zones.

Treatment facilities are large, expensive to operate and hard to scale.

Treatment facilities are large emitters of of toxic gases and terrible odours.

Final materials have to travel great distances to where they can be sold and used again.

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# WHAT

can be done?

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# Shifting the Paradigm | For Food Businesses

We've created a **simple service** for food businesses in dense urban areas to divert their food waste from landfill that will save them time and money.

Easy *in-kitchen* bin swap system. Clean for dirty. Anything that's been alive can go in this bin.

Save money by diverting heavy food scraps from waste, shrinking landfill bin costs

The right size bin for the job, that fits neatly into commercial kitchens. Saving space and time.

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# Shifting the Paradigm | For Cities

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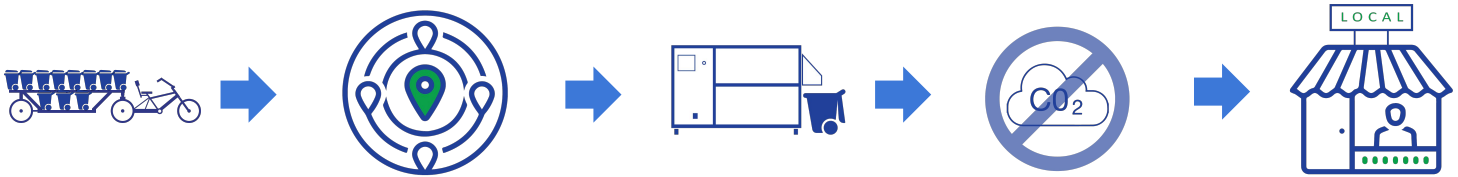
We've created a unique **decentralised, hyperlocal food organics** collection and treatment system. It will radically reduce the emissions currently produced by the waste industry and provide the market with a better service model.




Food waste collection is carried out by pedal electric-assisted cargo vehicles

Compact and scalable facility design, enable us to house our fleets in the very collection zones we serve.

Utilizing scalable, cost-effective and completely self-contained treatment technology.

The treatment technologies we use do not emit harmful emissions or odours

Final materials are used on site or are distributed and sold locally

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# Blue Ocean | For Cities

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We are building a **zero waste @ zero emissions** system of the future.

We see an opportunity to make a paradigm shift in the way businesses approach waste. Converting ***waste*** into a valuable ***resource.***

Unused or discarded food, through various processes, can be converted into **clean energy.**

Efficient and low contamination kitchen collections

Zero-emission Transport

Local homes powered by biogas and rooftop/vertical gardens fed by organic compost

On site anaerobic digester/biogas for energy production with Co2 capture.

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# HOW

do we
do this?

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# Zero Emissions Transport Platform

We utilise the most advanced electric-assisted vehicles available. We've developed a modular system that enables our common chassis to be adapted for different use cases.

**Our unique vehicles are built to haul:**

Built for large payloads and to last:

+ EPA approved to transport food waste anywhere in Australia
+ Road legal as a pedal electric-assisted tricycle Standard EN15194
+ Legally operated on all Australian roads, cycle ways and footpaths
+ Can haul payloads of 350kg
+ Swappable lithium-ion battery system = infinite range
+ 4x hydraulic disc brakes
+ GPS tracked
+ Low maintenance

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# Scalable Facilities

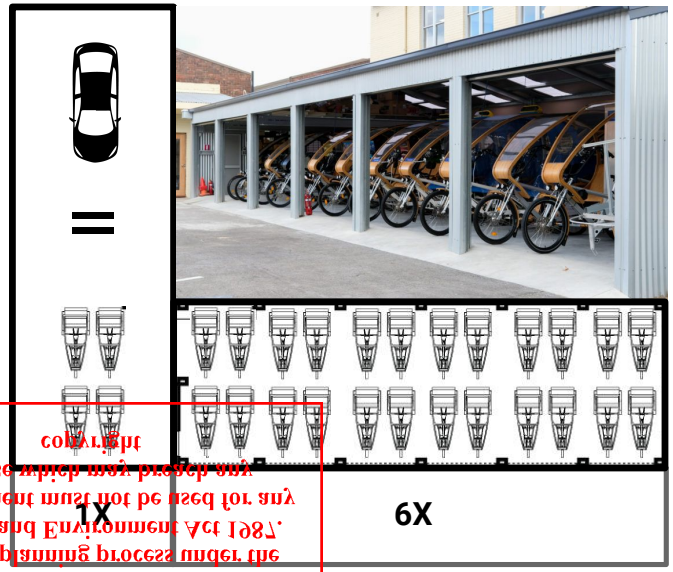
We've ran our services all over the country and have developed scalable and modular configurations to operate our fleets.

Enabling us to cost effectively scale up or down our operations to perfectly suit the needs of the neighbourhoods we serve.

**Our footprint is ultra light.**

Minimum Requirements

- 1x car park space + shelter / 20ft shipping container / 2 x 3m shed
- 240v outlet for battery charging
- Batteries can be charged using solar PV

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# Scalable Operational Model

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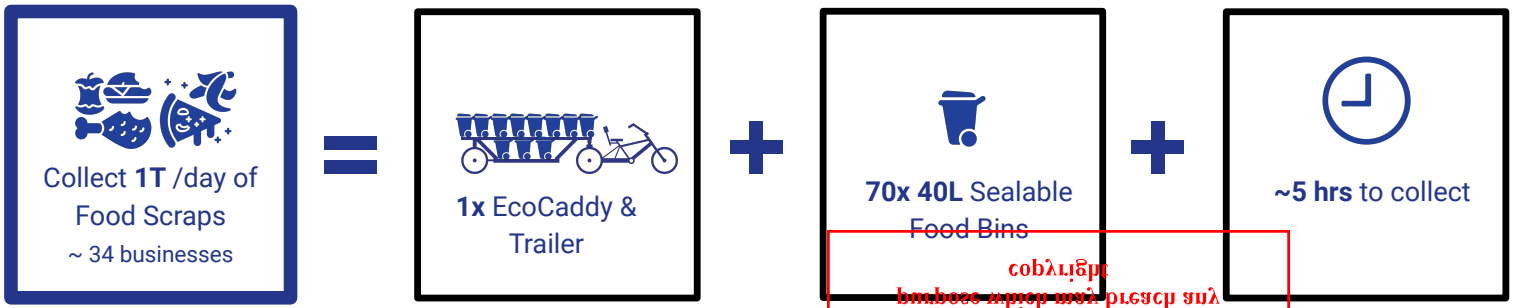


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# Operational Model
# Scaled to 10T / Day

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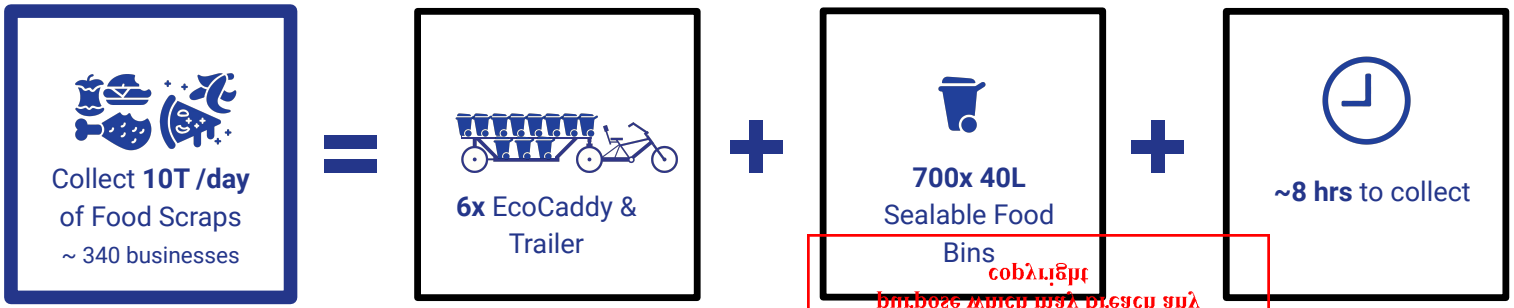


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# Hospitality Industry Insights

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Our market research has identified that hospitality businesses are **receiving a generic and basic service** and that service is not addressing some **key problems** that affect how efficiently their business operates.

| Cafe / Restaurant Size | Small | Medium | Large |
|---|---|---|---|
| Number of Employees | 1 - 12 | 13 - 30 | 31+ |
| Average Volume of Food Scraps Produced /Wk | 110 - 240L | 240 - 660L | 660 - 2400L |
| Space Wasted Storing Bin(s) | 0.5 m3 | 0.5 - 1.2 m3 | 1.2 - 4.63 m3 |
| Money Spent on General Waste / Wk | $18 - $30 | $30 - $65 | $65 - $145 |
| Carbon Emissions Produced / Wk | 16 - 34 kg | 34 - 93 kg | 93 - 338 kg |
| Average Time Staff Spend Dealing with Waste / Wk | 0.25 - 0.5 hrs | 0.5 - 1.4 hrs | 1.4 - 5 hrs |

# Benefits of Our Service

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**40%**
reduction of money spent on general waste

**60%**
increase in space lost from waste bins

**6%**
6% of staff time back that was wasted on waste management

**100%**
reduction in carbon emissions from diversion of food waste from landfill.

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# Product Solution Showcase | Customer Facing

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**Website**
Learn About our Simple Offering / Get in Touch

**Onsite Waste Assessment**
30 min in person appointment

**Report**
Understand your waste

**Choose Plan**
The perfect plan for you

**Collection**
Recurring zero emissions in kitchen bin swap service

**Energy & Compost**
Responsibly and efficiently created in your local community

**Monthly Report**
See the positive impact you're having on your community

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# Waste Assessment | Exchange Specialty Coffee

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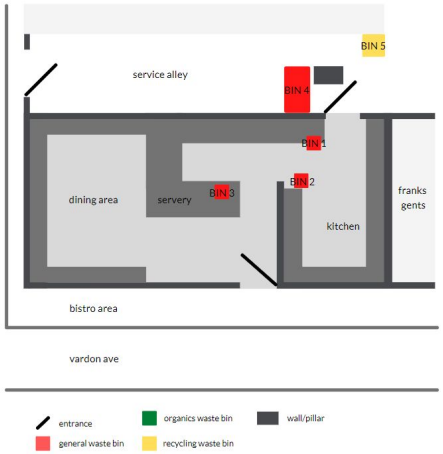
## SPATIAL ASSESSMENT

- Very little room back of house for extra bins
- Difficult to get a sizable bin from back of house to the kitchen due to a large pillar partially blocking the doorway
- Competing for space back of house with next door neighbours
- Low capacity to have sizable extra bins in the kitchen - due to kitchen and serving area layout, traffic flow of staff and entry/exit points





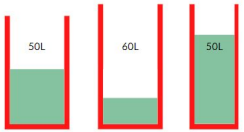

## BIN ASSESSMENT

Kitchen

- 2x bins for collecting general waste
  - 1x 50L bin mainly used by kitchen staff for prepping
    - Approx 60% organics and 40% mixed plastics and paper.
  - 1x 60L bin mainly used by waitstaff to clear plates
    - 80% mixed paper/plastics and 20% organics (noticed peelings and lost inventory in this one so I'm assuming from prep)
  - Servery 1x 50L bin for collection of coffee grounds
    - Approximately 15-20% filled with coffee bean bags (some biodegradable and some not).

Servicing Frequency:

Bin 1: emptied daily / twice daily on busy days
Bin 2: emptied daily / twice daily on busy days
Bin 3: emptied 2 -3 times weekly






## BIN ASSESSMENT

Kitchen

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# EcoCaddy Food Organics Recycling

## Service Plans & Pricing

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| | Bonsai | Silver Fern | Gold Maple |
|---|---|---|---|
| **Cafe / Restaurant Size** | **Small** | **Medium** | **Large** |
| Number Employees | 1 - 12 | 13 - 30 | 31+ |
| Volume of Food Scraps Per Week | ~ 120 L | ~ 280 L | 480 L |
| No. 40L Containers Required | 1 | 1 | 2 |
| Collections Days Per Week | 3 | 7 | 6 |
| **Amount per /wk** | **$27.00** | **$49.00** | **$78.00** |

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Disclaimer: EcoCaddy reserve the rights to change these rates which may be subject to change

All rates are in $AUD and exclusive of 10% GST

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# ASSEMBLY HOUSE

PLAN
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# Assembly House | Organics Management

EcoCaddy will provide a turn-key solution to manage discarded organic material at Assembly House.

**Providing the following operations:**

+ Collection of organics from the local area (3km radius of Assembly House)
+ Loading of organics into the Anaerobic Digester at Assembly House
+ On-site daily management of Anaerobic Digester if required.
+ Unloading of Anaerobic Digester byproduct (fertilizer) and transport to a transfer station for further processing.
+ **EcoCaddy vehicles will be stored off-site in a nearby facility**

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Attachment 6.1.25
PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Waste Management Plan
Page 574 of 630

# Accessing Assembly House

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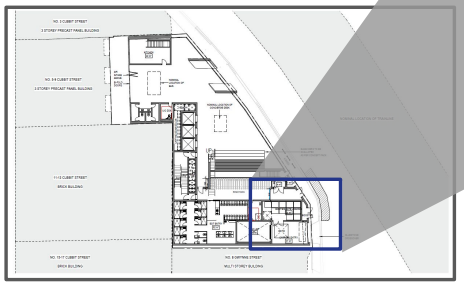

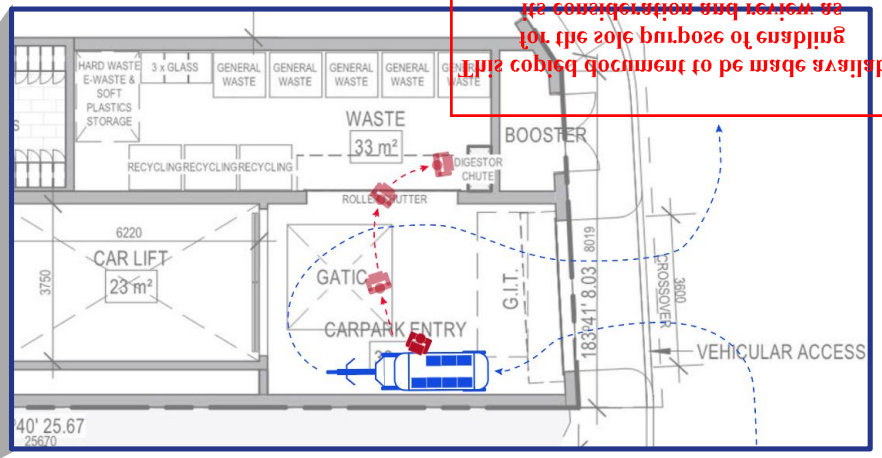


Silent and compact electric assisted tricycles arriving and disembarking every 15-30 minutes.
**EcoCaddy vehicles will be stored offsite*

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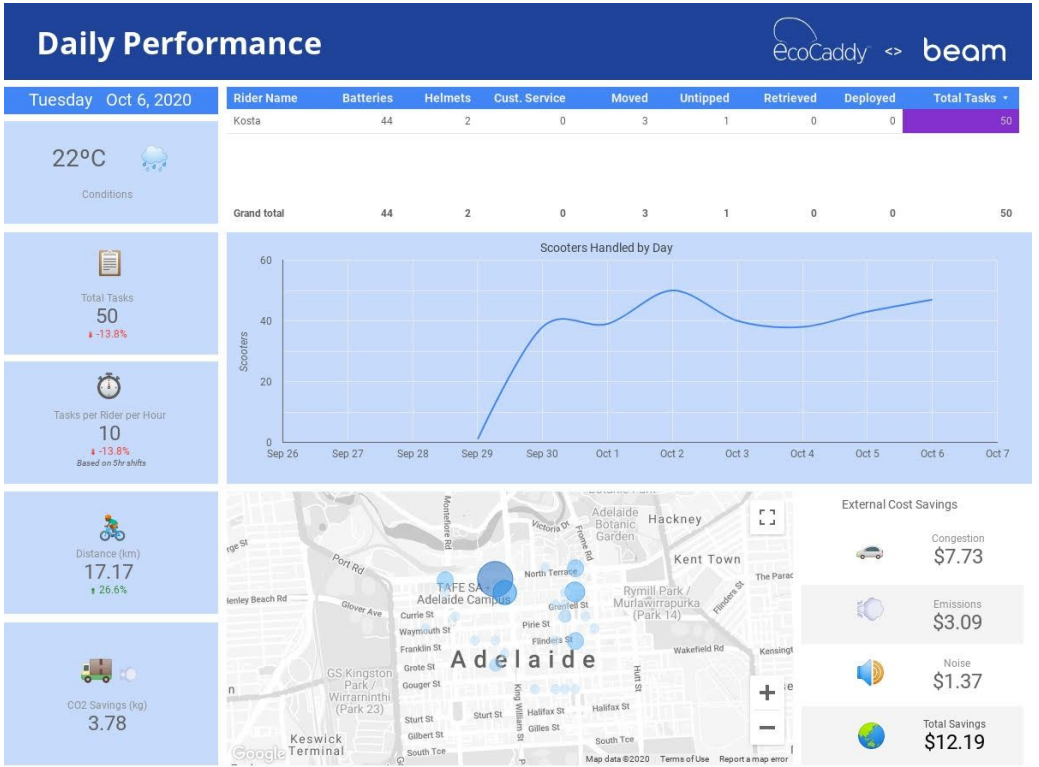
# Data | We track our impact.

Everything we do is tracked. From km's and collections to individual tasks, so our team can improve and our customers can measure their impact

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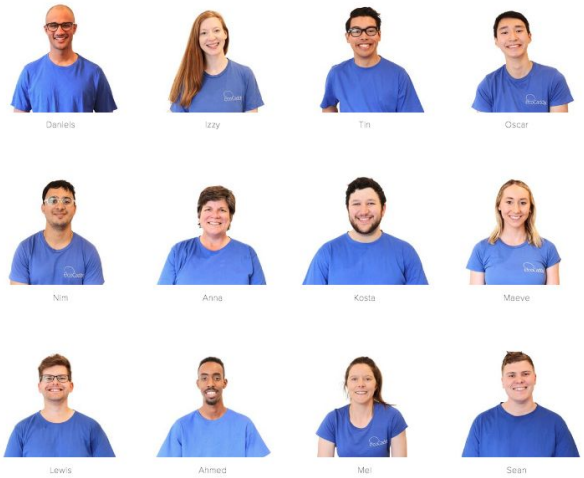
# Our Team

EcoCaddy is a tech-infused company that specialises in **last mile logistics**, fleet and personnel management.

Founded in 2015, our fleet of electric-assisted tricycles have travelled over **250,000 km's - that's over 82 tonnes** of carbon emissions saved.

We are a **privately owned South Australian company**, clocking in thousands of kilometres every month for some of the most innovative brands in the country.

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# Thank you

Primary contact: Daniels Langeberg
m. 0402 018 191
e. daniels@eco-caddy.com

**Date: 29/09/2025**

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**Vipac Letter to Cobild - Matter House Urban Realm – Wind Assessment**

In response to: Confirmation that the drawings provided remain consistent with the wind tunnel test report Wind test: 14 February 2024 - 30N-21-0021-TRP-50399-7 and that modelling around the Ground floor canopy and street furniture have remained generally in line with tests conducted in configuration B and Configuration C and are unlikely to change the initial assessment of the buildings performance.

Assessed Architectural Drawings: GF revision TP_0013 Rev A and linked drawing set:

TP_0001 Cover Sheet TOWN PLANNING A
TP_0002 Site Plan TOWN PLANNING A
TP_0003 Existing Conditions TOWN PLANNING A
TP_0004 Demolition Plan TOWN PLANNING A
TP_0010 Basement Pits TOWN PLANNING A
TP_0011 Basement 01 TOWN PLANNING A
TP_0012 Basement 01 - Mezzanine TOWN PLANNING A
TP_0013 GF Plan TOWN PLANNING A
TP_0014 L1 Plan TOWN PLANNING A
TP_0015 L2 Plan TOWN PLANNING A
TP_0016 L3 Plan TOWN PLANNING A
TP_0017 L4 Plan TOWN PLANNING A
TP_0018 L5 Plan TOWN PLANNING A
TP_0019 L6 Plan TOWN PLANNING A
TP_0020 L7 Plan TOWN PLANNING A
TP_0021 L8 Plan TOWN PLANNING A
TP_0022 L9 Plan TOWN PLANNING A
TP_0028 Roof Plan TOWN PLANNING A
TP_0030 Elevations TOWN PLANNING A
TP_0031 Elevations TOWN PLANNING A
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TP_0033 Elevations TOWN PLANNING A
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TP_0040 Section TOWN PLANNING A
TP_0041 Section TOWN PLANNING A
TP_0042 Section TOWN PLANNING A
TP_0043 Section TOWN PLANNING A
TP_0050 Material Schedule TOWN PLANNING A
TP_0053 Facade Details TOWN PLANNING A
TP_0054 Facade Details 01 TOWN PLANNING A
TP_0055 Boundary Details TOWN PLANNING A
TP_0056 Facade Strategy - FT-02 TOWN PLANNING A
TP_0057 Facade Strategy - FT-12 TOWN PLANNING A
TP_0058 Facade Strategy - FT-06 TOWN PLANNING A
TP_0059 Facade Strategy - FT-03/FT-04 TOWN PLANNING A

Assessment: I have read the updated drawings comparison with previous assessed. I confirm that the updated design will be expected to have similar wind conditions to the scheme have been assessed.

[redacted]

Wind Team Leader

ViPAC

**Vipac Engineers & Scientists Ltd**
279 Normanby Road, Port Melbourne VIC 3207 Australia

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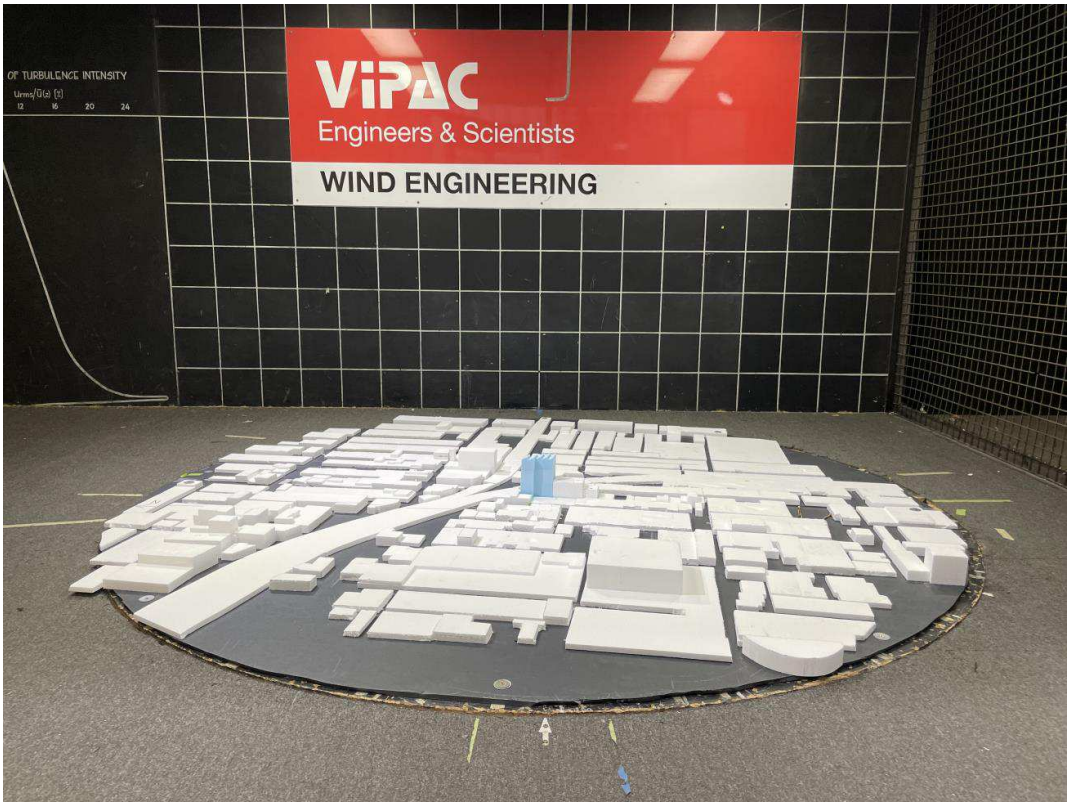
# Assembly House Development Pty Ltd

# Matter House, Cremorne

# Pedestrian Level Winds - Wind Tunnel Test




30N-21-0021-TRP-50399-7

14 February 2024

ADVERTISED PLAN

ADVERTISED PLAN



| | |
|---|---|
| **Job Title:** | Matter House, Cremorne |
| **Report Title:** | Pedestrian Level Winds - Wind Tunnel Test |
| **Document Reference:** | 30N-21-0021-TRP-50399-7 |

**Prepared For:**
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| | | | |
|---|---|---|---|
| **Author:** | [redacted] 14 Feb 2024 | [redacted] | Wind Consultant |
| **Reviewer:** | [redacted] 14 Feb 2024 | | |
| **Issued By:** | [redacted] 14 Feb 2024 | [redacted] | Wind Team Leader |

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**Revision History:**

| *Rev. #* | *Comments / Details of change(s) made* | *Date* | *Revised by:* |
|---|---|---|---|
| Rev. 00 | Original issue | 28 Feb 2023 | R. Islam |
| Rev. 01 | Minor amendments | 03 Mar 2023 | R. Islam |
| Rev. 02 | Minor amendments | 23 Mar 2023 | R. Islam |
| Rev. 03 | Minor amendments | 04 Apr 2023 | R. Islam |
| Rev. 04 | Updated Drawings | 04 May 2023 | E. Yuen |
| Rev. 05 | Minor amendments | 09 May 2023 | E. Yuen |
| Rev. 06 | Collating Wind Advice from TRP-56094-1 | 13 Feb 2024 | E. Yuen |
| Rev. 07 | Minor Amendments | 14 Feb 2024 | EY |

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# Executive Summary

**Assembly House Development Pty Ltd** commissioned Vipac Engineers and Scientists Pty Ltd to carry out a wind tunnel test to determine the likely pedestrian level wind conditions for the proposed development of **Matter House, Cremorne** at 28-30 Stephenson Street, Cremorne.

The model was constructed based on drawings supplied by Hassell in **January 2023**. The development and surrounding buildings covering a circular area of approximately 500m radius were modelled at a 1:400 scale. At the request from the client, the assessment was conducted at a 13 storey (54m) high building.

Further wind tunnel test was carried out in May 2023 to further analysis the local wind environment, and to provide the client with alternative wind control options.

The approaching mean and turbulent flows of the Terrain Category 3 (all wind directions) Atmospheric Boundary Layer were modelled based on Australian Standard AS 1170.2-2021.

Updated drawings were provided in **February 2024** and a comparative analysis between the wind tunnel test data and the amended plans was conducted. The findings of the study are summarised as follows:

**The proposed development is expected to:**

- fulfil the recommended criterion for **Safety** at all test locations;
- fulfil the recommended criterion for **Walking** at all footpath locations**;**
- fulfil the recommended criterion for **Standing** at all building entrances; and
- fulfil the recommended criteria for **Sitting** at the seating areas.

The proposed development would not cause a significant adverse impact on the adjacent areas.

As a general statement, common to all new developments, educating occupants about wind conditions at high-level terraces/balconies during high-wind events and tying down loose furniture are highly recommended.

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Attachment 6.1.27
PPE25/0769 - 28 - 30 Stephenson Street Cremorne - Wind Report

# 1 Introduction

Vipac Engineers & Scientists Ltd was commissioned by **Assembly House Development Pty Ltd** to carry out a wind tunnel test of the likely wind conditions for the Proposed development of **Matter House, Cremorne** at 28-30 Stephenson Street, Cremorne.

The proposed development is a 13-storey office tower with a building height of approximately 54m from street level (Figure 2). The site is bounded by Stephenson Street to the east and existing developments in the remaining directions. A satellite image of the development site, the east elevation of the building, and the ground floor plan with approximate dimensions overlaid are shown in Figure 1, Figure 2 and Figure 3, respectively.

The development is located on a relatively flat terrain. The site is surrounded predominately by low to mid-rise developments with Melbourne Park to the north west. Considering the surroundings and terrain, within a 3.2 km radius, the site of the development is assumed to be within Terrain Category 3 for all directions (Figure 4).

This report details the pedestrian level wind assessment results of the tests carried out on a 1:400 scale model of the proposed development in Vipac's Boundary Layer Wind Tunnel in Melbourne, during February 2023. The results show the wind effects in ground level public areas adjacent to the development as proposed.

The pedestrian wind environment study of the development was conducted using Omni-directional pressure sensor techniques to predict wind velocities. The study investigated safety and comfort in ground level pedestrian access-ways adjacent to the project.

The model was constructed to drawings supplied by **Hassell** in **January 2023**. Figure 5 and Figure 6 show the 1:400 scaled models in the wind tunnel. A complete list of the drawings used to construct the model is provided in Appendix B of this report.

*Figure 1: Aerial view of the development site.*

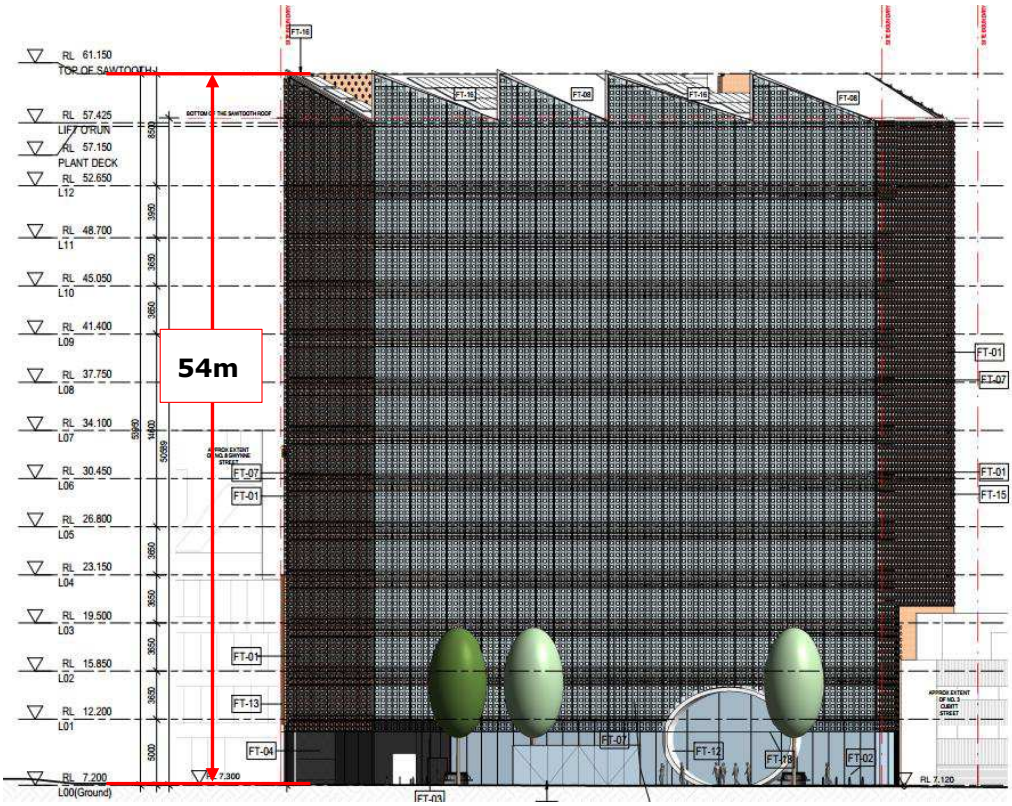


*Figure 2: East elevation of the proposed development (April 2023).*

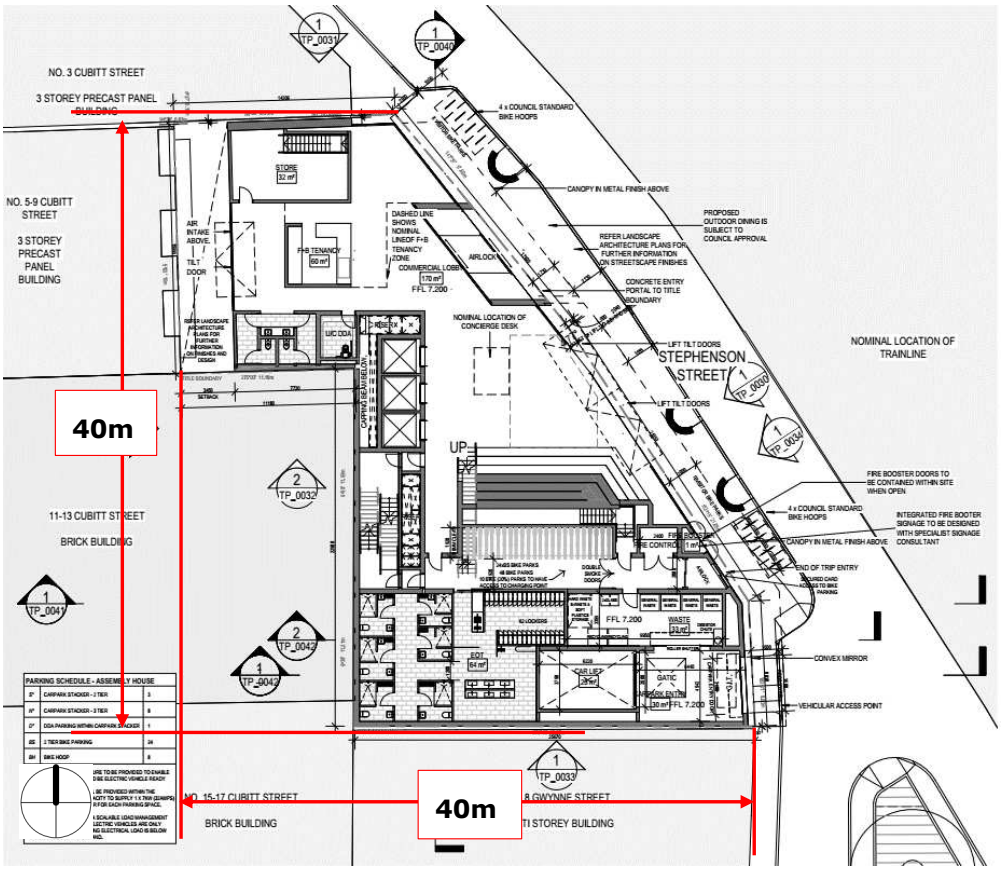


*Figure 3: Ground level plan with the overall dimensions overlaid.*

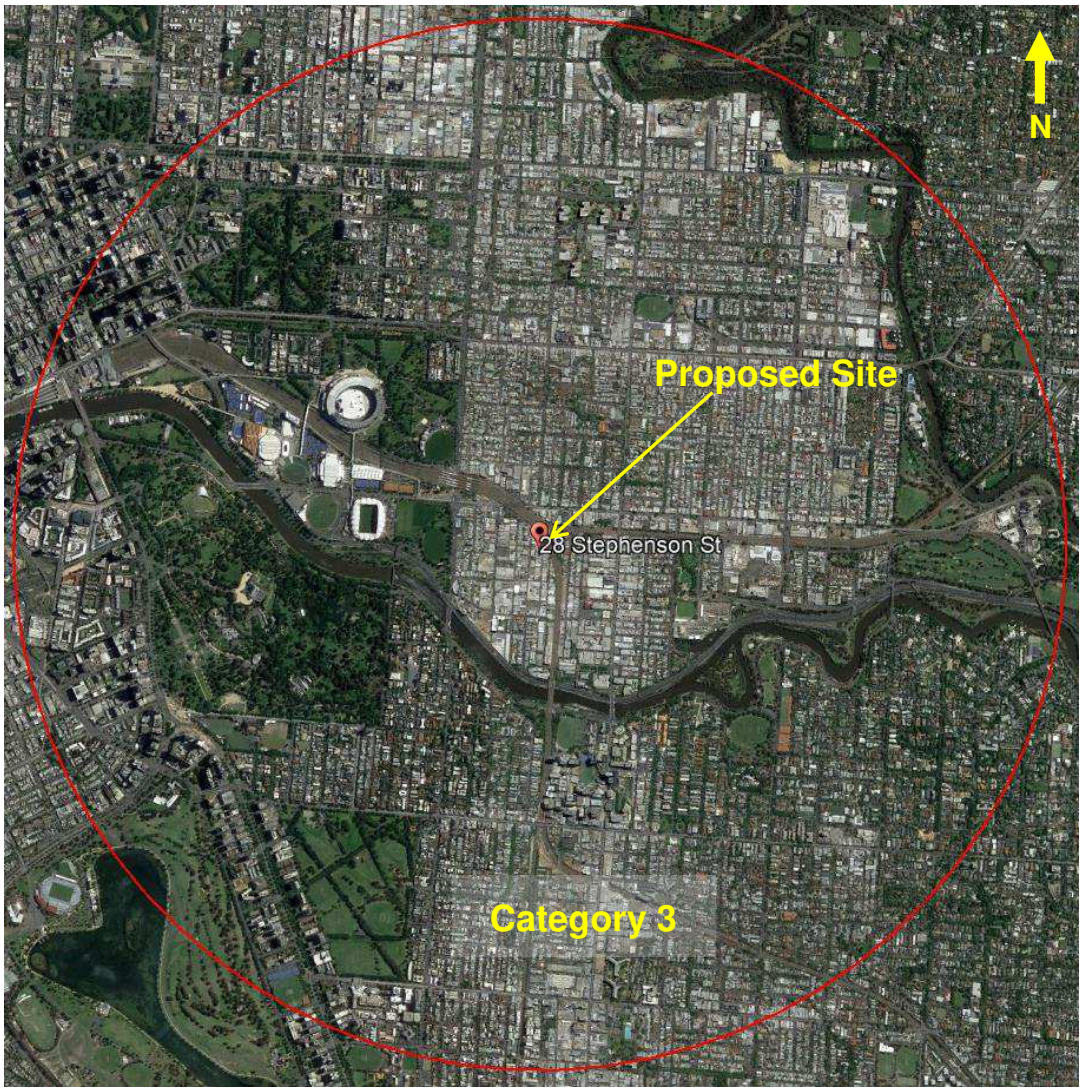


*Figure 4: Assumed terrain roughness for wind speed estimation.*

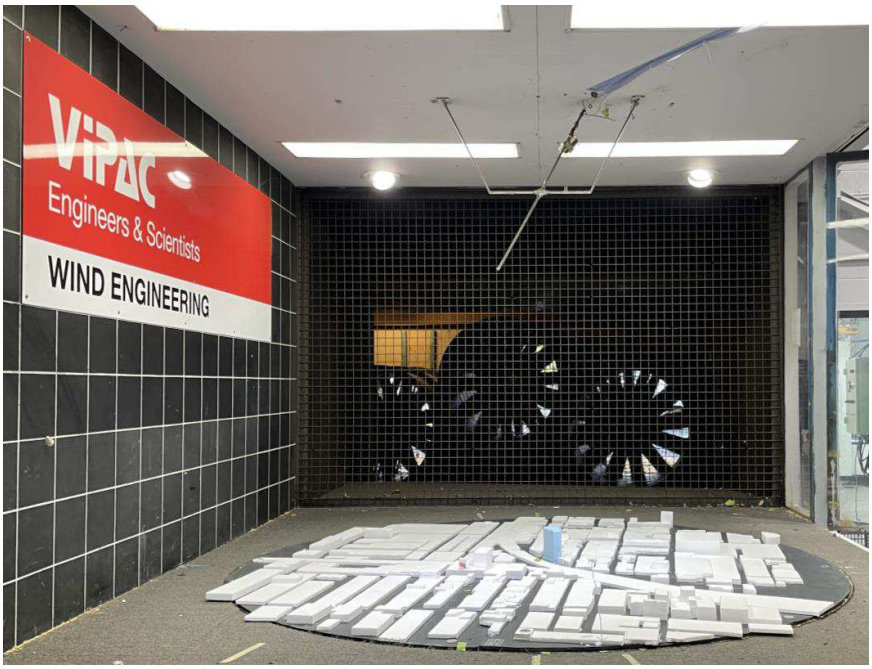


*Figure 5: Overall view from north of the 1:400 scale model of the modelled/tested development in the wind tunnel.*

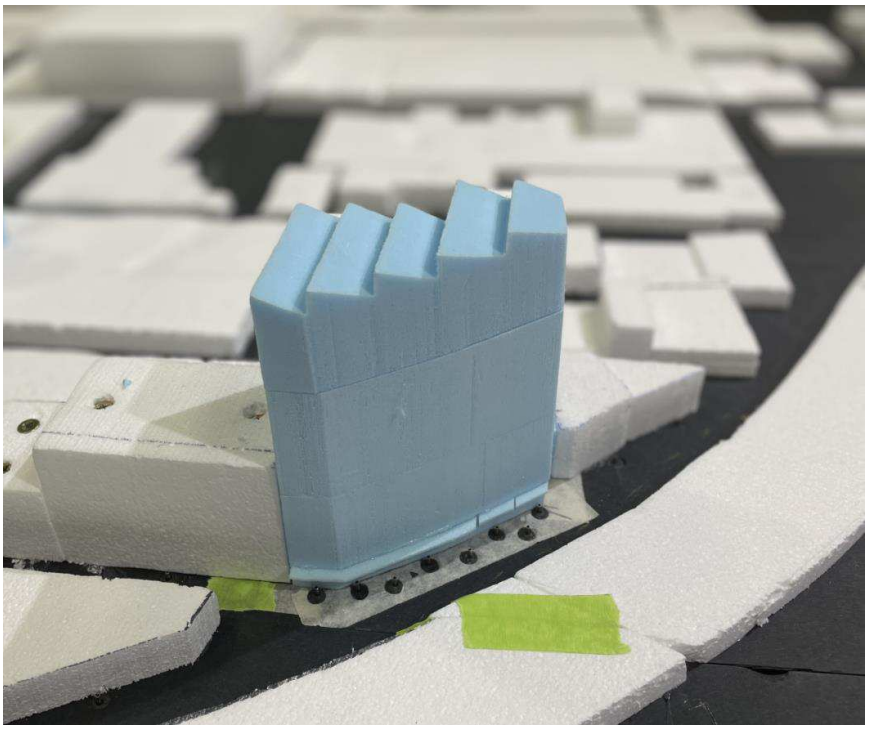

*Figure 6: Close up view from the east of the 1:400 scaled model in the wind tunnel.*

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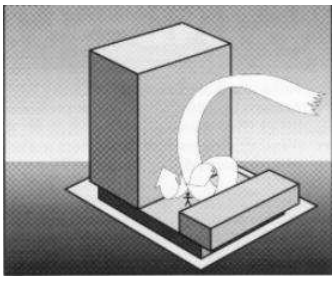
## 1.1 Environmental Wind Effects

### Atmospheric Boundary Layer

As wind flows over the earth it encounters various roughness elements and terrain such as water, forests, houses and buildings. To varying degrees, these elements reduce the mean wind speed at low elevations and increase air turbulence. The wind above these obstructions travels with un-attenuated velocity, driven by atmospheric pressure gradients. The resultant increase in wind speed with height above ground is known as a wind velocity profile. When this wind profile encounters a tall building, some of the fast moving wind at upper elevations is diverted down to ground level resulting in local adverse wind effects.

The terminology used to describe the wind flow patterns around the proposed development is based on the aerodynamic mechanism, direction and nature of the wind flow.

**Downwash** – refers to a flow of air down the exposed face of a tower. A tall tower can deflect a fast moving wind at higher elevations downwards.

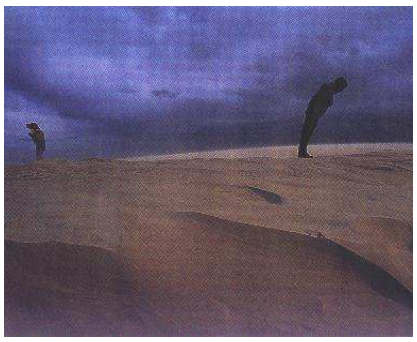


**Corner Accelerations** – when wind flows around the corner of a building it tends to accelerate in a similar manner to airflow over the top of an aeroplane wing.

**Flow separation** – when wind flowing along a surface suddenly detaches from that surface and the resultant energy dissipation produces increased turbulence in the flow. Flow separation at a building corner or at a solid screen can result in gusty conditions.

**Flow channelling** – the well-known "street canyon" effect occurs when a large volume of air is funnelled through a constricted pathway. To maintain flow continuity the wind must speed up as it passes through the constriction. Examples of this might occur between two towers, in a narrowing street or under a bridge.

**Direct Exposure** – a location with little upstream shielding for a wind direction of interest. The location will be exposed to the unabated mean wind and gust velocity. Piers and open water frontage may have such exposure.



## 2 Regional Wind Climate

The mean and gust wind speeds have been recorded in the Melbourne International Airport for over 30 years. This data has been analysed and the directional probability distribution of wind speeds has been determined. The directional distribution of hourly mean wind speed at the gradient height, with a probability of 0.1% of time and 20% of time exceeded are shown in Figure 7. The wind data at this free stream height is common to all Melbourne city sites and may be used as a reference to assess ground level wind conditions at the site.

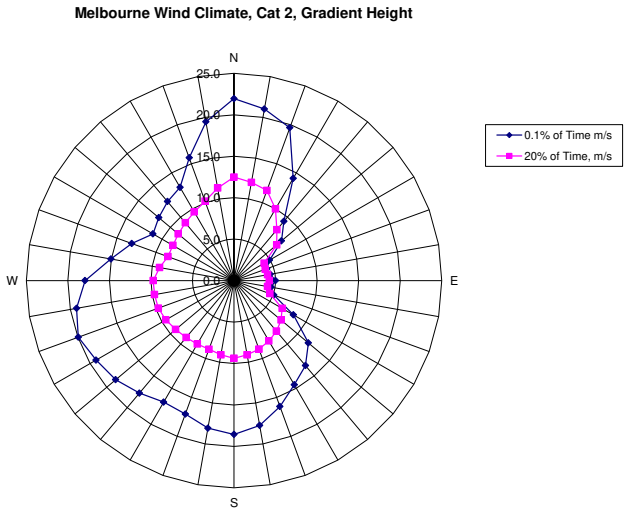



*Figure 7: Directional Distribution of Mean Hourly Wind Velocities (m/s) for 0.1% and 20% exceeded at Gradient Height for Melbourne.*

# 3 Assessment Criteria

The Better Apartment Guidelines Environment and Clause 58.04-4 criteria for wind impact were applied in the study. The document recommends the following wind comfort criteria (Table 1).

*Table 1: Wind criteria.*

| Unsafe | Comfortable |
|---|---|
| Annual maximum 3 second gust wind speed exceeding **20m/sec** with a probability of exceedance of 0.1% considering at least 16 wind directions. | Hourly mean wind speed or gust equivalent mean speed from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than:<br>**3m/sec** for sitting areas (outdoor cafés)<br>**4m/sec** for standing areas (window shopping, queuing)<br>**5m/sec** for walking areas (steady steps for most pedestrians) |

This criterion specifically calls for the safety criterion to be used to assess infrequent winds (e.g. peak event of ≤ 0.1% of the time); and the perceived pedestrian comfort to be assessed based on frequently occurring winds (e.g. winds that occurs 80% of the time).

The mean wind speed is hourly mean speed or gust equivalent mean (3 sec gust divided by 1.85), whichever is greater.

In this study, comfort criteria are assessed for any directions instead of all directions combined. It is noted this could be slightly conservative.

The Schedule specifies that safe and comfortable wind conditions must be achieved in publicly accessible areas within a distance equal to half the longest width of the building measured from all facades or half the overall height of the building, whichever is greater, as shown in Figure 8.

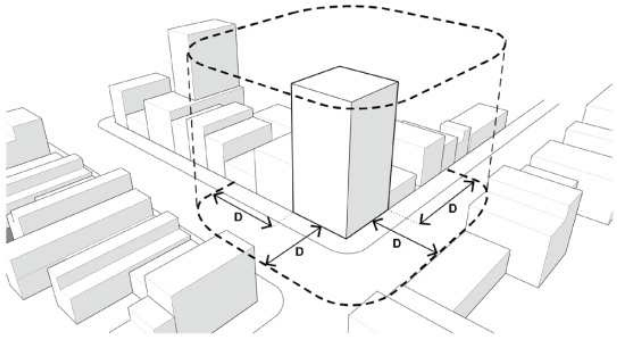



*Figure 8: Assessment distance as detailed in Clause 58.04-4.*

### 3.1.1 Use of Adjacent Pedestrian Occupied Areas & Recommended Comfort Criteria

The following table lists the specific areas adjacent to the proposed development and the corresponding recommended criteria.

*Table 2: Recommended application of criteria.*

| Area | Specific location | Recommended Criteria |
|---|---|---|
| Public Footpaths, Accessways | Along Stephenson Street, Gwynn Street and Cubitt Street (Figure 9) | Walking |
| Building Entrances | Main building entrances along Stephenson Street (Figure 9) | Standing |
| Flexible Outdoor Dining Areas | Along Stephenson Street (Figure 9) | Sitting/Standing (if applicable) |
| Outdoor Dining Areas | Western courtyard (Figure 9) | Sitting |

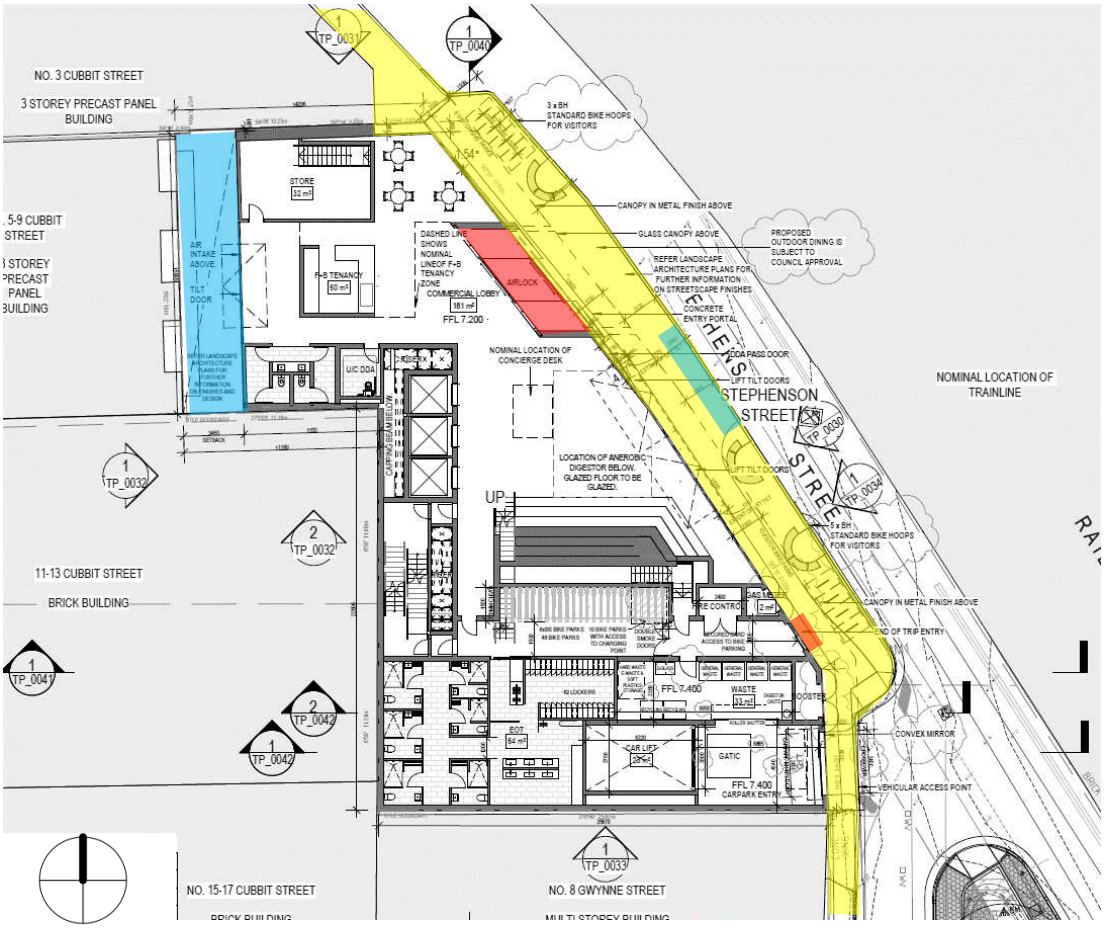



*Figure 9: Ground level plan of the proposed development with the recommended wind criteria overlaid.*

# 4 Wind Tunnel Simulation

## 4.1 Similarity Requirements

The validity of wind tunnel testing relies on the similarity between model and full-scale parameters. This requires undistorted length scaling (ie. geometric similarity), similarity of flow parameters (i.e. kinematic similarity) and finally similarity of pressures and forces.

Complete similarity is usually impossible to obtain because of the competing requirements of the various non-dimensional parameters, (e.g. Reynolds Number, Rossby Number and Richardson Number). Some requirements (i.e. Reynolds Number equality) can be waived for sharp edged structures immersed in a neutrally stable atmospheric boundary layer and geometric and kinematic similarity suffice. These are the requirements specified in Section C1.4, AS/NZS 1170.2 Supplement 1: 2011 [4] and are employed in this study.

## 4.2 Approach Wind Simulation

The wind effects tests were carried out in the 3m wide × 2m tall × 16m long Boundary Layer Wind Tunnel at Vipac Engineers and Scientists Ltd in Melbourne. The Boundary Layer Wind Tunnel is designed to simulate the flow incident on a development by modelling the upstream terrain characteristic roughness. To this end, an estimate of the upstream terrain properties for the Development has been made and reproduced in the wind tunnel.

The approaching mean and turbulent flows of the Terrain Category 3 Atmospheric Boundary Layers based on different exposures were modelled based on Australia Standard AS 1170.2-2021. The wind tunnel calibration velocity and turbulence intensity profiles for Terrain Category 3 are shown in Figure 10. These represent the wind velocity and turbulence intensity profiles approaching the model of the development. Closer to the ground the wind moves more slowly but with increased turbulence. The simulated approach is indicative of full-scale planetary boundary layer velocity and turbulence intensity profiles.

Velocity correction factors are used to adjust the measured wind speed to ensure that the ratio of mean roof-height to reference height wind speed in the wind tunnel matches expected full-scale values.

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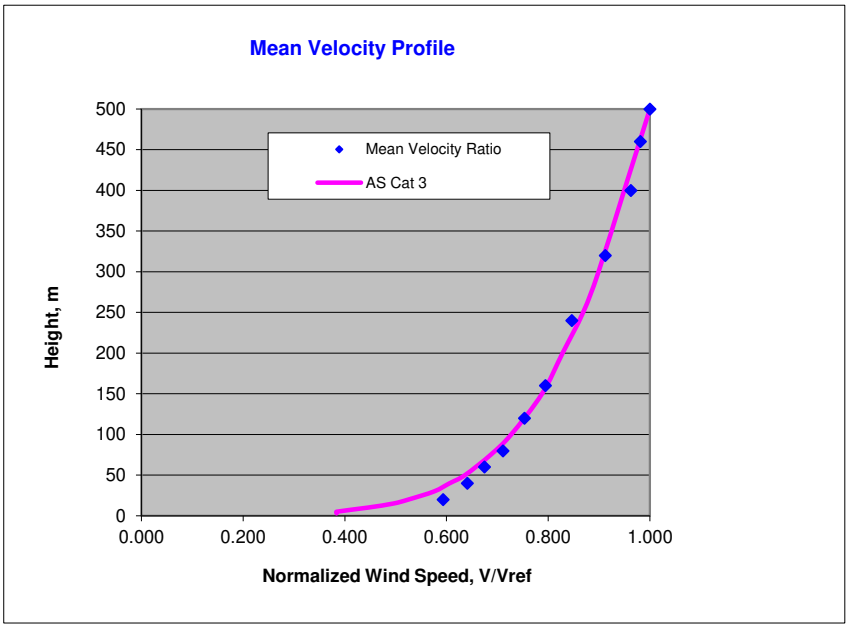


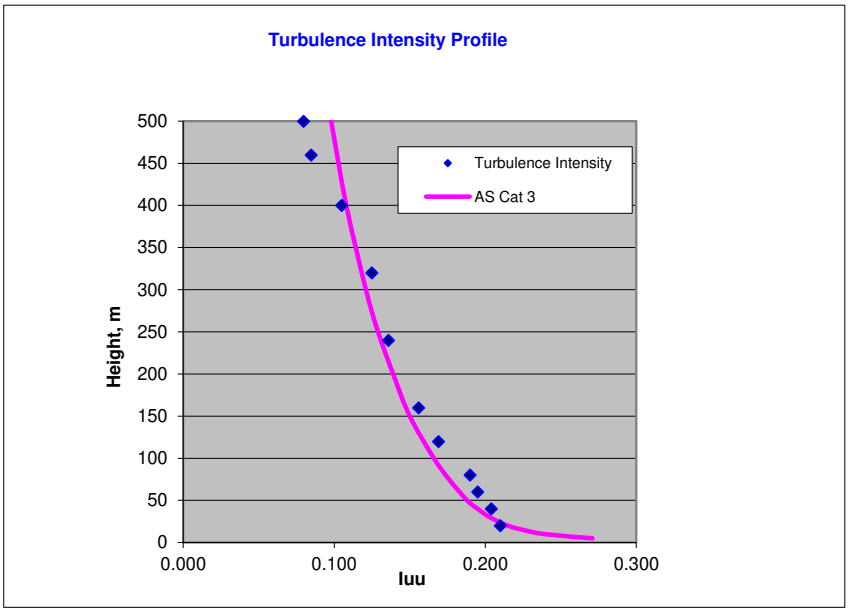


*Figure 10: Mean Velocity and Turbulence Intensity Profiles for Terrain Category 3 (1:400 scale).*

# 5 Test Procedure

The pedestrian wind environment in the adjacent footpath areas along Stephenson Street, Gwynn Street and Cubitt Street were assessed using Omni-directional pressure sensor measurements [4].

Velocity measurements were made using Irwin sensors (Omni-directional pressure sensors) installed at different locations at the adjacent ground level footpath areas and podium level of the modelled development. The test was conducted without any landscaping. The distribution of Irwin sensors has allowed the determination of the variation in velocity sufficient to capture the changes in velocity distribution that can typically occur over such areas. The resolution of measurement locations is in accordance with that prescribed in the Wind Tunnel Testing Quality Assurance Manual of the Australasian Wind Engineering Society.

PVC tubes with 1.3 mm internal diameter linked the Irwin sensors to pressure transducer device using a tuned arrangement to prevent harmonic fluctuations.

Velocity measurements were obtained at 10° wind azimuth increments starting from 0° (north) for a full 360° circle. The sampling time is determined based on the similarity criteria and corresponds to a total time of one hour in full scale. Statistical analysis was carried out on the signals for the mean and standard deviation. All velocity coefficients derived from the wind tunnel were converted to velocities by integrating the data with the regional wind climate and corresponding to design wind speeds with a probability 0.1% of time for safety criterion assessment and 20% of time for comfort criteria assessment.

A total of **17** sensors were used in order to provide a quantitative measure of the ground level wind speeds at various locations around the footpaths and garden. The sensor locations are shown in Figure 11.

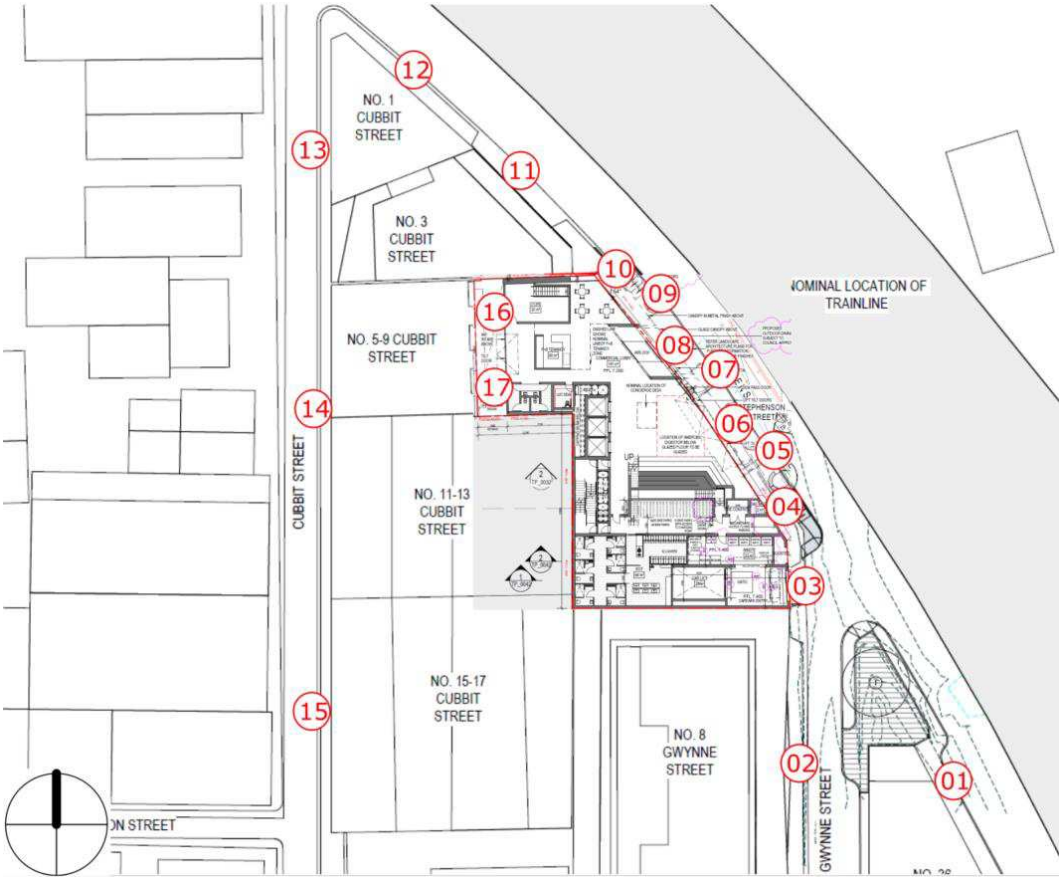


*Figure 11: Sensor numbers and locations on the ground level.*

# 6 Results and Discussion

The pedestrian wind environment in the footpath, main entrances and seating areas were assessed in the **January 2023** wind tunnel test using omnidirectional pressure sensor tests.

Two configurations were conducted, namely:

A) **Existing**: A reference configuration of existing conditions (empty site, Figure 12); and

B) **13 storeys**: test with the previously proposed development (total 13 storeys / 54m) and existing surrounding developments (Figure 13).

The tests were conducted without any landscaping at the ground level.

*Figure 12: Overall view of the development model in the wind tunnel (Existing).*

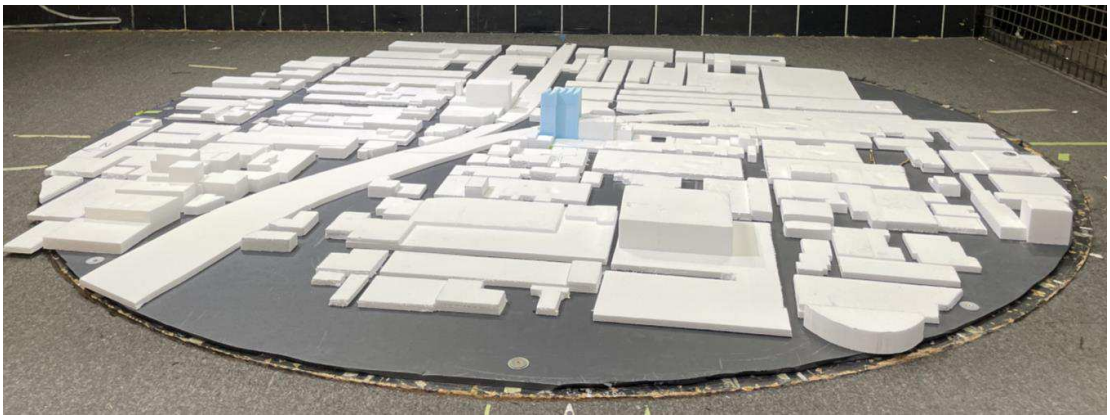

*Figure 13: Overall view of the development model in the wind tunnel (13 storeys).*

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The test results are presented as polar plots for the gust wind speeds appended in Appendix C of this report. Figure 14 shows an example of these plots. In the figure, the colour circles represent the velocities for the safety criterion and the two sets of data points represent the different test configurations and their predicted gust wind speeds for the 36 directions for Location 3. All testing was conducted without street trees and other landscaping.

The plot shows that with the modelled/tested design, Location 3 measured wind speeds within the recommended safety criterion in both configurations. The predicted mean wind speed was within the recommended walking comfort criterion (Figure 15). Therefore, no wind control measures were recommended for this location.

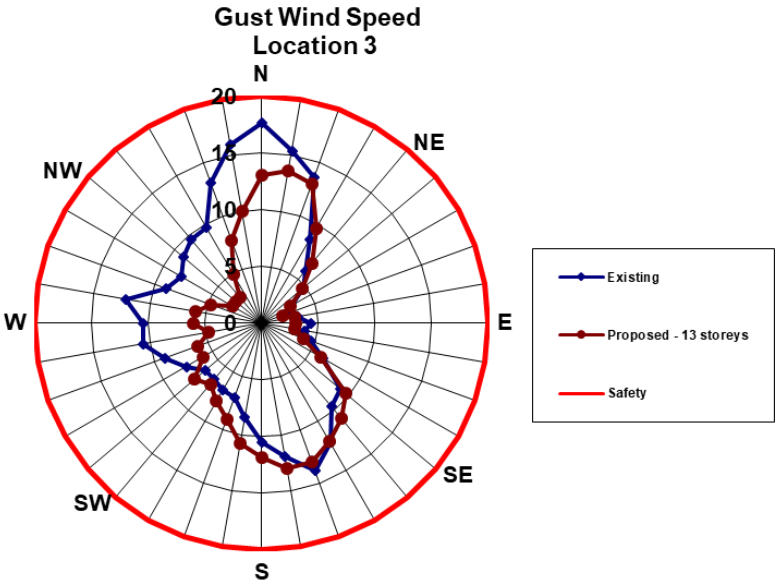


*Figure 14: Polar plot showing the wind speed compared with safety criteria (Location 3).*

Figure 15 shows the comparison between the comfort criteria and predicted mean wind speeds (maximum of statistic mean and GEM). In these figures, the colour lines represent the threshold velocities for the different criteria and the data series (bars) represent the predicted values of the mean velocities. For the all wind direction combination, there are no particular methods specified in the BADS guidelines, the up-crossing prediction method described in Appendix D was used in the study.

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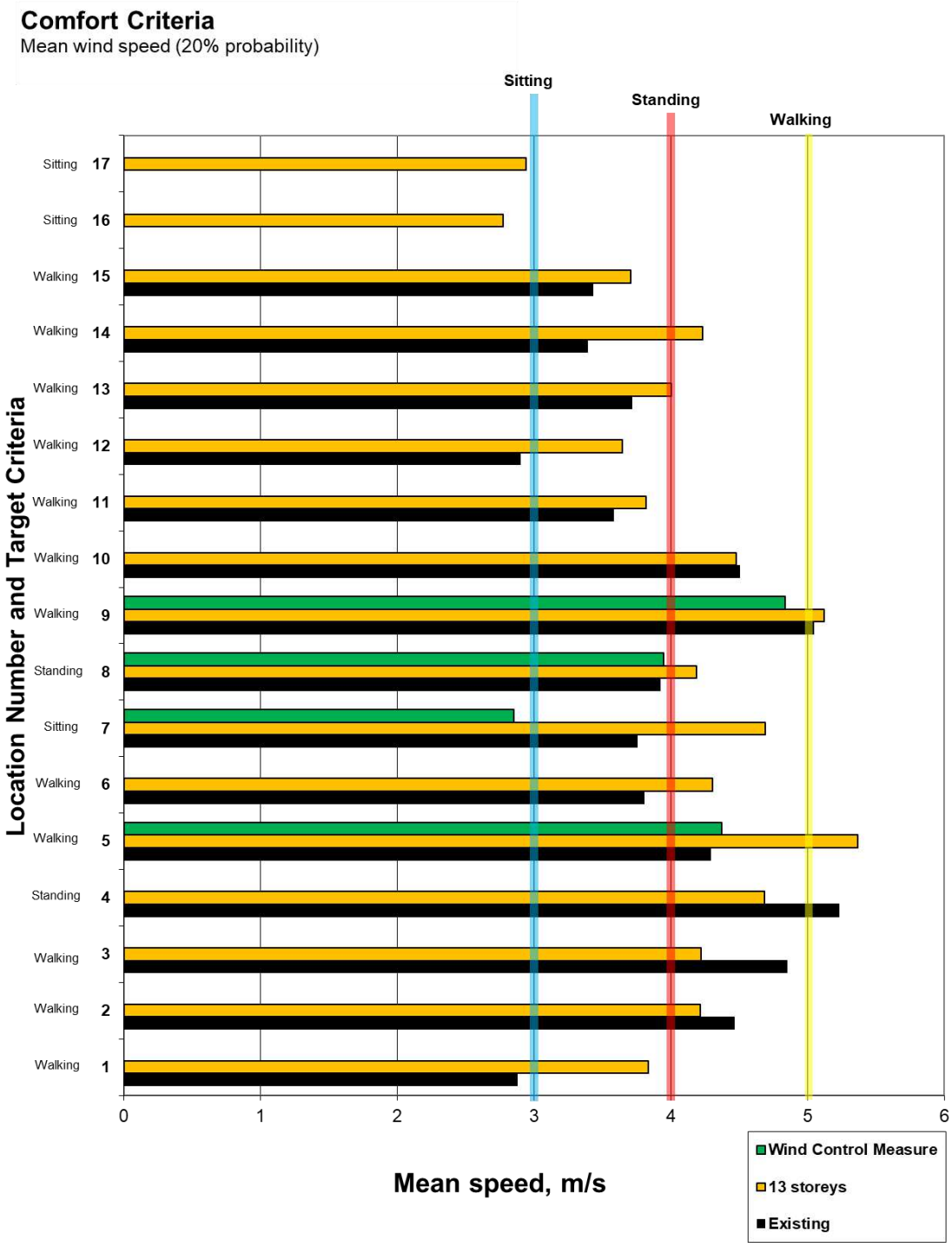


*Figure 15: Bar plot showing the wind speed compared with comfort criteria (Locations 1-17).*

Based on the tests conducted, the following points were observed.

## 6.1 Safety Criterion Test

All locations within the immediate vicinity of the subject development measured gust windspeeds within the recommended safety criterion for the Proposed configuration. As such, no recommendations for wind amelioration were provided.

## 6.2 Comfort Criteria

### 6.2.1 Pedestrian Footpath and Accessways

**Location 1-3, 5 & 9-15**

**Tests were performed with the 1.7-2m deep solid canopy along Stephenson Street**

Most locations measured windspeeds within the recommended walking comfort criterion for the modelled configuration. Locations 5 and 9 exceeded this criterion. The proposed benched seating backs at these locations were then tested with a total height of 1m and fully solid, and results have shown that comfortable wind speeds are achieved. However, similar wind conditions are expected if these benched seating backs were made porous (minimum 40% porosity). In addition, the bike rack and the northern benched seating are also recommended to switch locations (Figure 16 and Figure 17).

### 6.2.2 Building Entrances

**Locations 4, 6 & 8**

Location 4 measured wind speeds exceeding the recommended standing comfort criterion but within the walking comfort criterion for the modelled configuration. As such, this entrance is recommended to feature a set of two doors (similar to an airlock), and the external door could be fixed open during the building's hours of operations (Figure 16), which is expected to have standing conditions in front of the entrance.

Location 8 also measured wind speeds exceeding the recommended standing comfort criterion. However, the recommendation discussed in Section 6.2.1 for Locations 5 and 9 allows wind speeds to be within the standing comfort criterion. As such, no further recommendation for wind amelioration is provided.

Location 6 measured wind speeds slightly exceeding the standing comfort criterion typically recommended for main entrances. However, this is intended to be used as an entrance on fair weather days only and, as such, Vipac has deemed appropriate for this location to meet the walking comfort criterion. Hence, no recommendation for wind amelioration was provided.

### 6.2.3 Seating Areas

**Locations 7, 16 & 17**

Location 7 measured wind speeds exceeding the recommended sitting comfort criterion for the modelled configuration. As this location is intended for flexible outdoor dining, a 1.2m high solid wind screen is recommended north of this area whenever outdoor dining is brought out (Figure 16).

Locations 16 and 17 measured wind speeds within the recommended sitting comfort criterion. However, it should be noted that the proposed design features at this location (plants in pots hung from steel structure) as per the landscaping plan are beneficial to the wind environment and for wind speeds to be within the sitting criterion for Location 17 (Figure 18).

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Planning Decisions Committee Meeting Agenda 9 December 2025

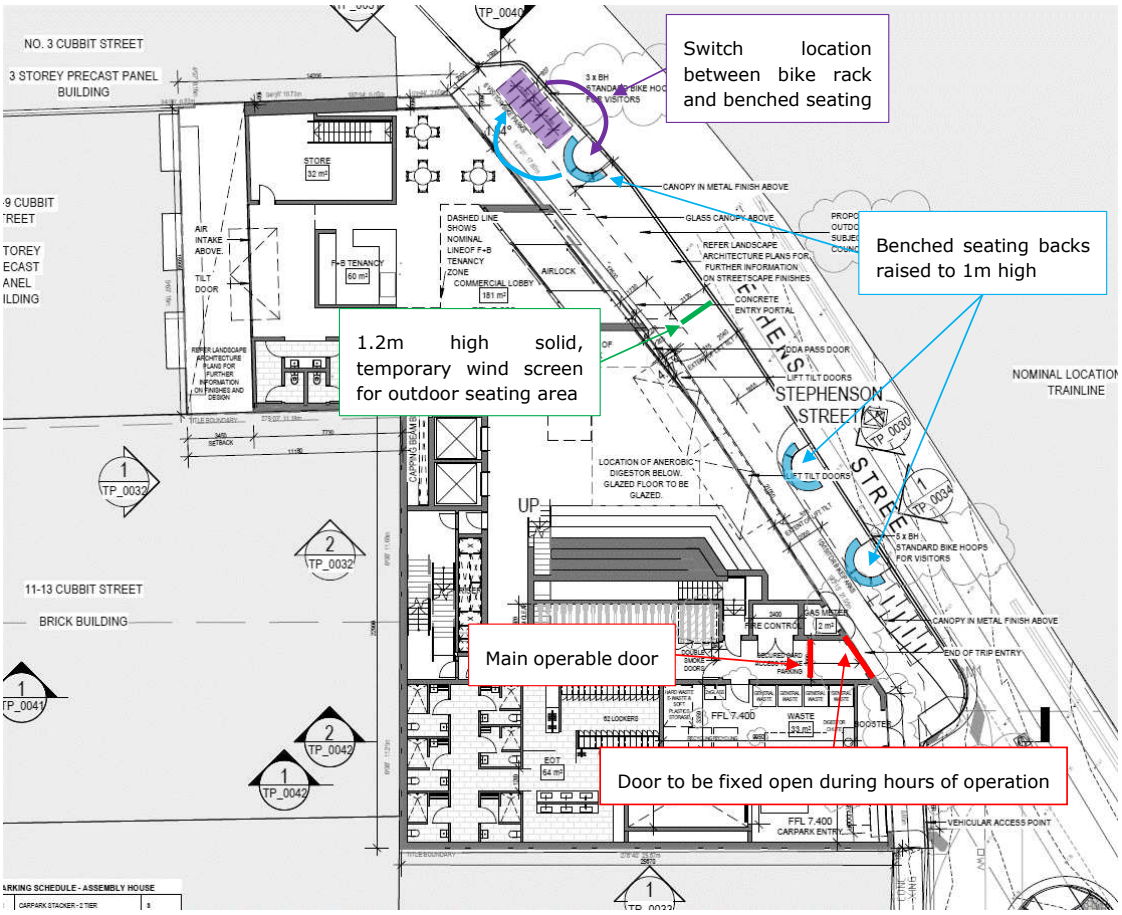


*Figure 16: Recommended wind control measures overlaid the ground level plans.*

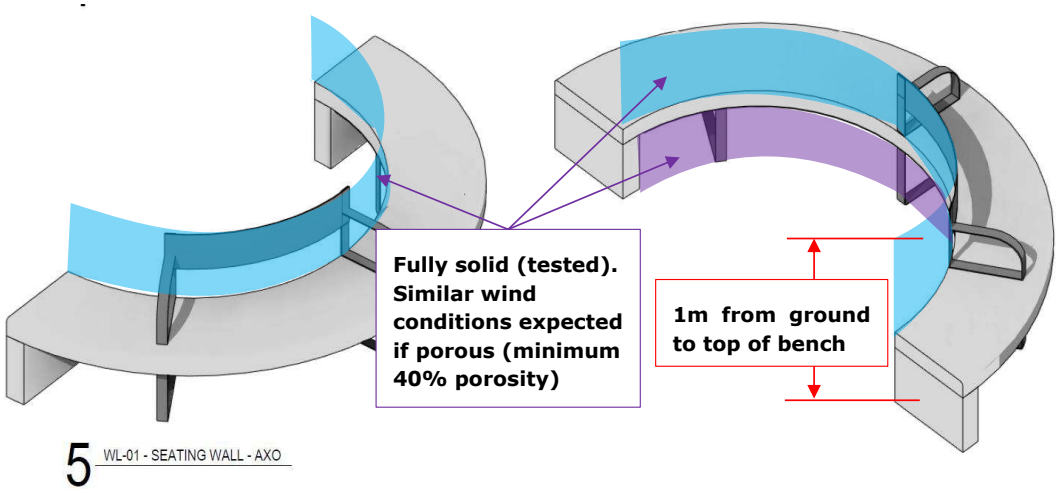


*Figure 17: Recommendation for design of benched seating along Stephenson Street.*

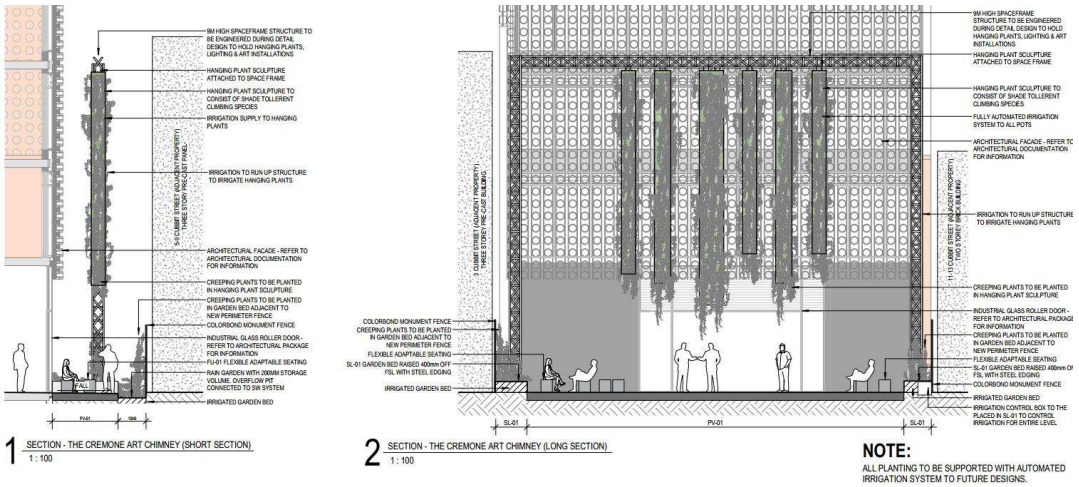


*Figure 18: Proposed landscaping features that are beneficial to Location 17.*

## 6.3 Additional Testing (May 2023)

Vipac Engineers & Scientists Ltd has been commissioned by Assembly House Development Pty Ltd to provide additional wind tunnel test data on the proposed development located at 28-30 Stephenson Street, Cremorne. This report details the pedestrian level wind assessment results of tests carried out in Vipac's Boundary Layer Wind Tunnel in Melbourne during **May 2023.**

The model was constructed based on drawings supplied by Hassell in April 2023. The proposed development and surrounding buildings covering a circular area of approximately 500m was modelled at a 1:400 scale (Figure 19 & Figure 20). The approaching mean and turbulent flows of the Terrain Category 3 (all directions) Atmospheric Boundary Layers were modelled based on Australian Standards AS 1170.2-2021. The wind tunnel setup and configuration are consistent with the February 2023 wind tunnel test.

As the building height and massing has not changed; a total of 8 sensors were placed along Stephenson Street to adequately capture and analysis the effects of the development without the canopy along Stephen Street, and the proposed public furniture. The location and sensor numbers are shown in Figure 21. The following three configurations were tested as depicted in Figure 22.

- **Config A:** Without Northern Canopy – *The canopy along Stephen Street from the northern most corner to the main entrance to the building was removed. Additionally 1m high solid fixed furniture were included in this configuration.*
- **Config B:** Without Canopy – *The canopy along the entire length of Stephen Street has been removed, however street furniture consisting of 1m high fixed furniture were introduced.*
- **Config C:** Without Canopy, nor Furniture – *The canopy along the entire length of Stephen Street has been removed. Additionally, no street furniture was included in this configuration.*

The wind tunnel test data of the proposed 13-storey scheme from the February 2023 wind tunnel test was used as a reference to gauge wind speeds against the wind comfort criterion. This reference is noted as "*Proposed with canopy*". The wind tunnel test results of these three configurations against the reference configuration are presented in Figure 23. Whereas the gust plots are presented in 7Appendix D

Our observations and comments are as follows:

i. All locations measured wind speeds with the safety criterion for all configurations;
ii. All locations measured wind speeds within the walking criterion; with the exception of configuration C. This concludes that the 1m high solid public furniture provide some amelioration qualities to location 5.
iii. The EOT entrance (Location 4) measured windspeeds exceeding the standing comfort criterion; a setback entrance is recommended at this location. The proposed airlock is expected to be sufficient.

Wind tunnel test results conclude that the canopy is generally detrimental to wind environment at ground level. Vipac recommends that the removal of the canopy will generally be beneficial to the wind comfort experienced at the public realm.

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*Figure 19: Close up view of the 1:400 scale model in the wind tunnel.*

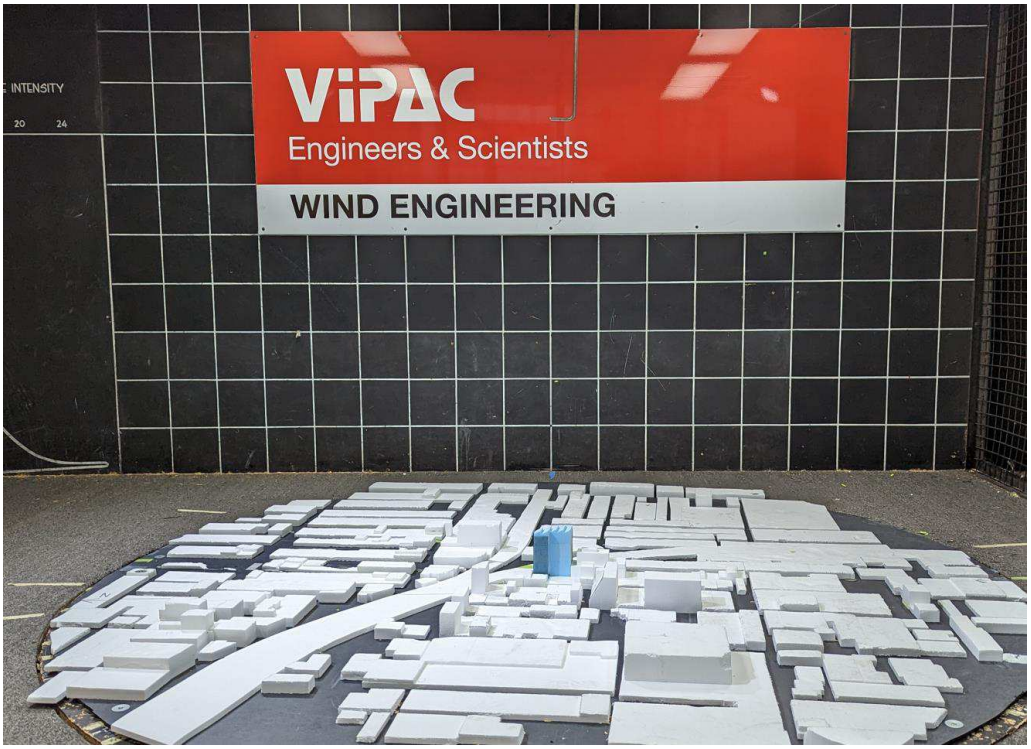


*Figure 20: 1:400 scale model in the wind tunnel.*

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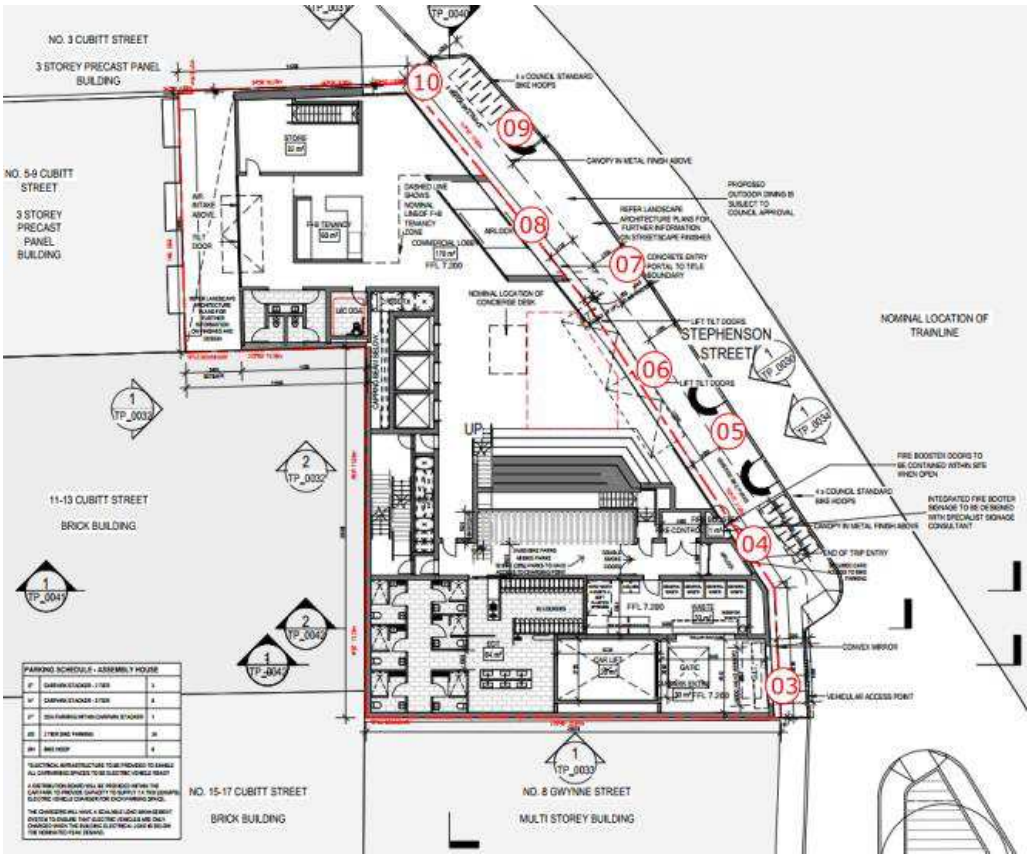


*Figure 21: Sensor Location and Numbers overlaid the Ground Floor plan.*

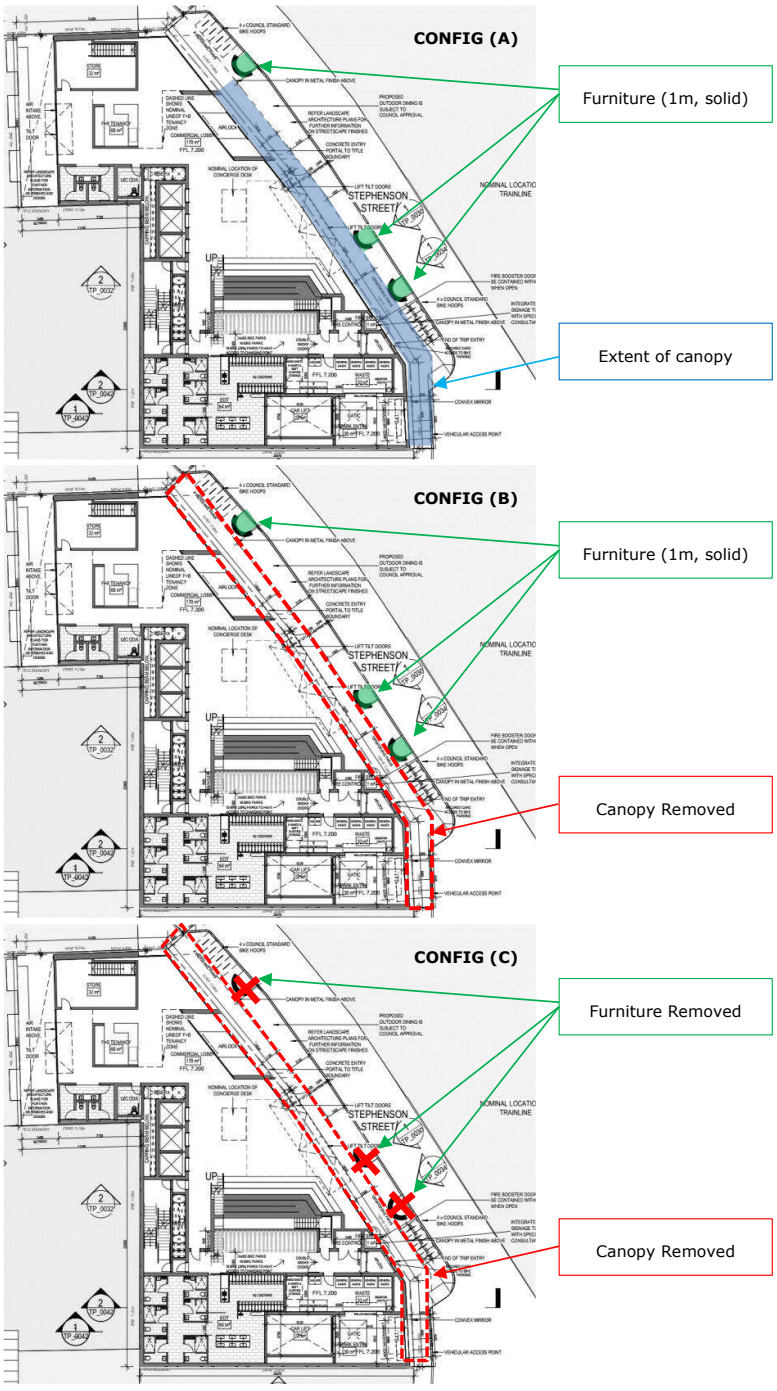


*Figure 22: Test Configurations to determine impact of canopy and furniture on the public realm.*

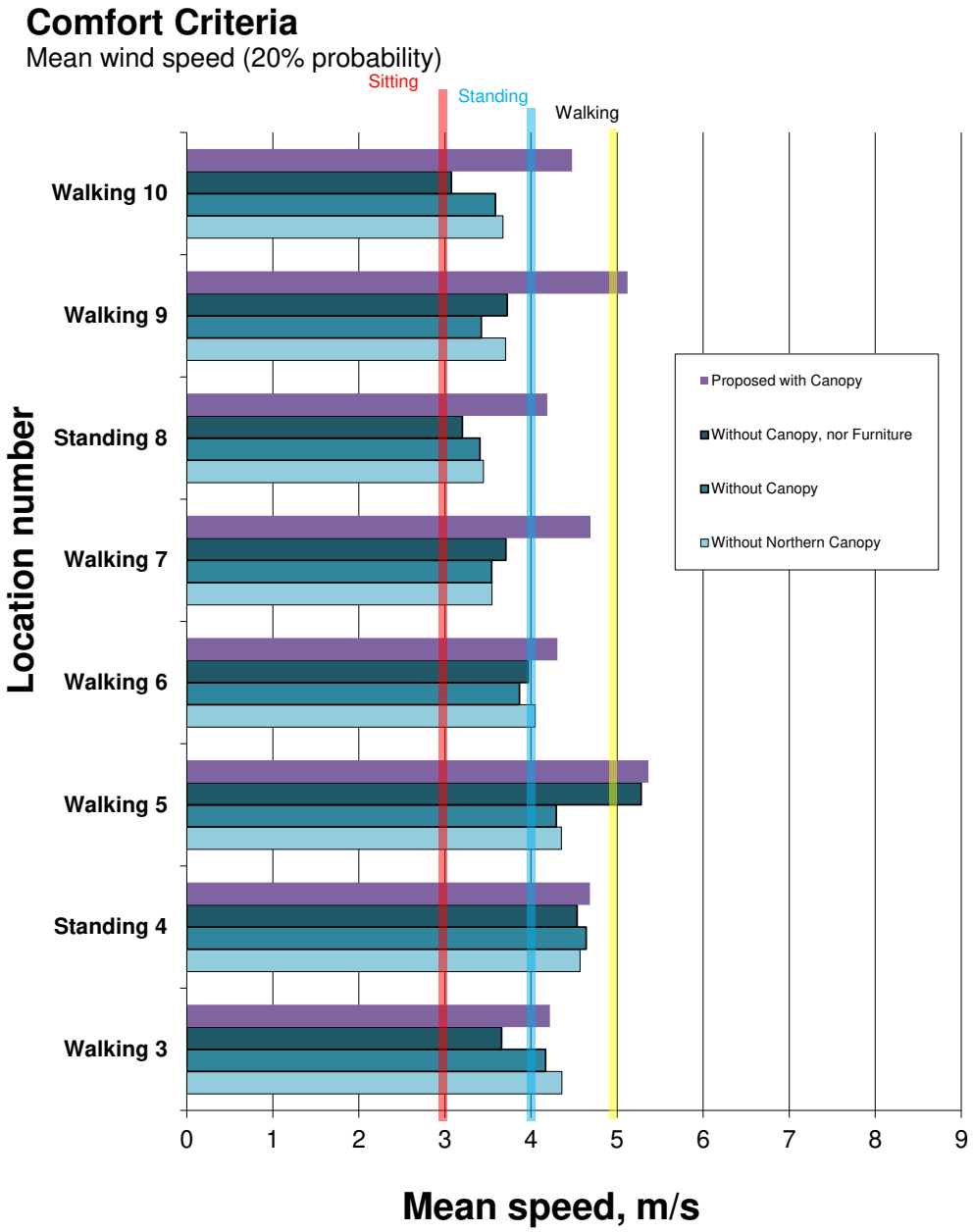


*Figure 23: Bar plot showing the wind speed compared with comfort criteria (Locations 1-10) of the March 2023 Retest.*

## 6.4 Updated Design (February 2024)

Amended plans were provided by Hassell in February 2024. A comparison was made with the findings in the January and March 2023 wind tunnel test data. The observations and findings are as follows:

- The ground floor plans have not significantly changed from the plans tested, however the canopy along Stephen street has been removed and additional street furniture has been introduced. This is largely in line with the March 2023 wind tunnel test data (Figure 24).
- The height of the development matches the 54m high build form massing as testing in the wind tunnel.
- The landscaping plans feature the public seating design to match council specifications. Vipac expect the proposed design will provide sufficient roughness factor to the surrounding area given it's increased distribution.

Vipac has carefully reviewed the updated plans and assessed the wind conditions of the updated design scheme.

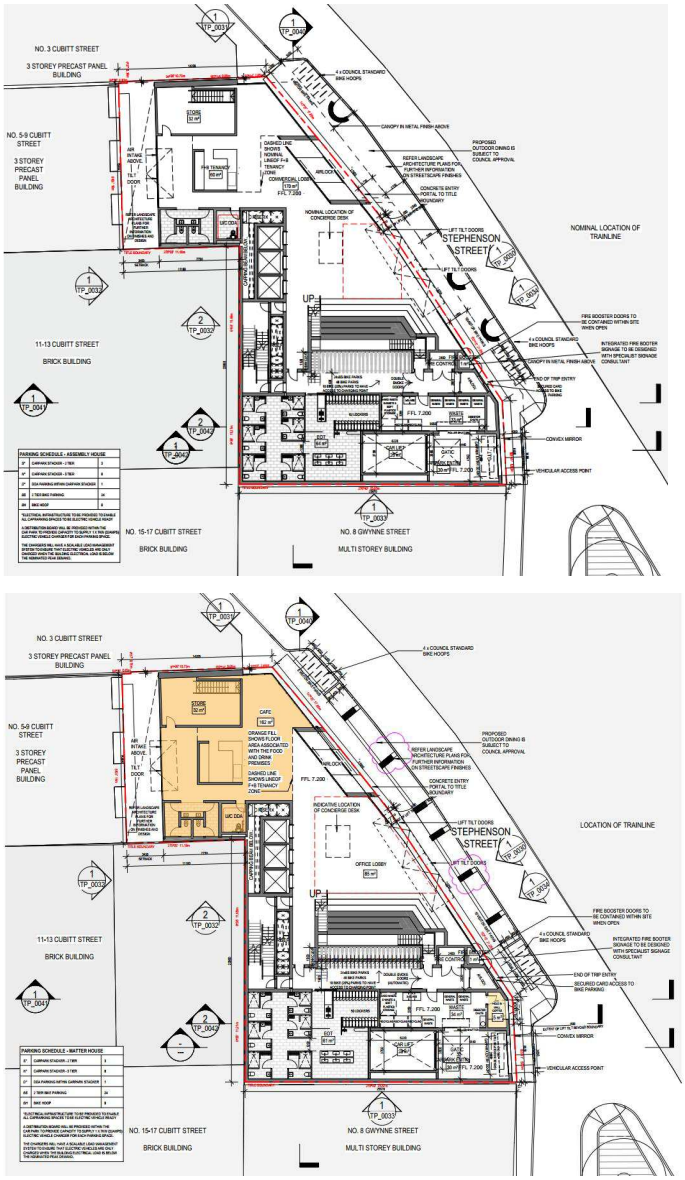


*Figure 24: Comparison between the January 2023 (bottom) and April 2023 (top) ground floor plans*

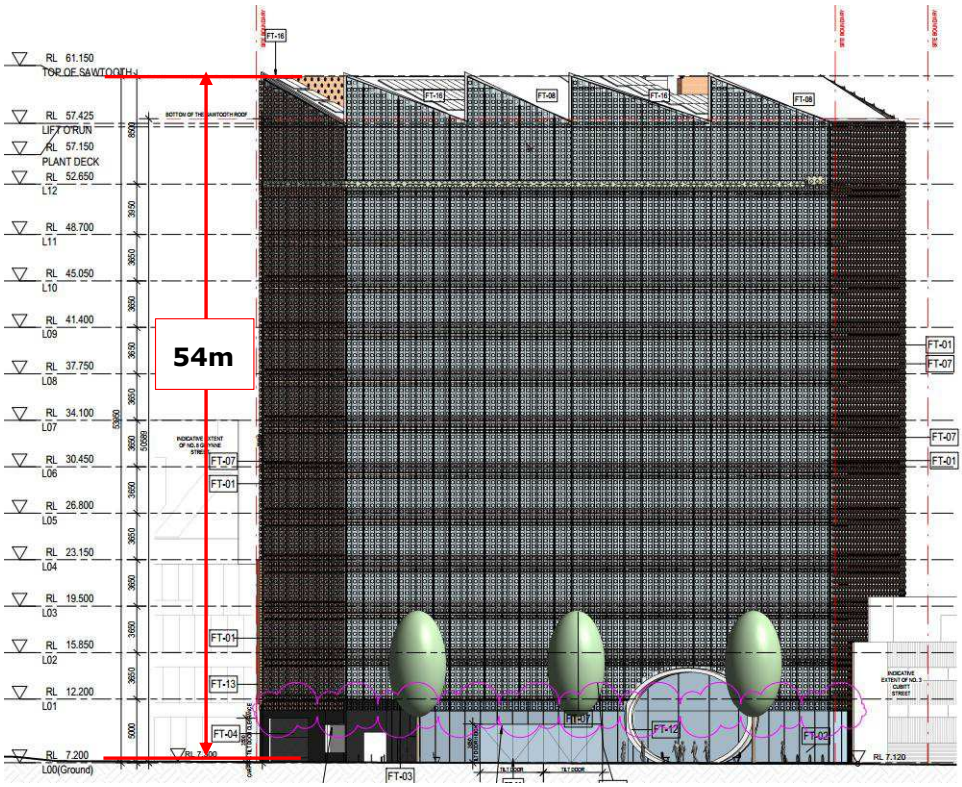


*Figure 25: Eastern Elevation showing the overall height of the proposed development*

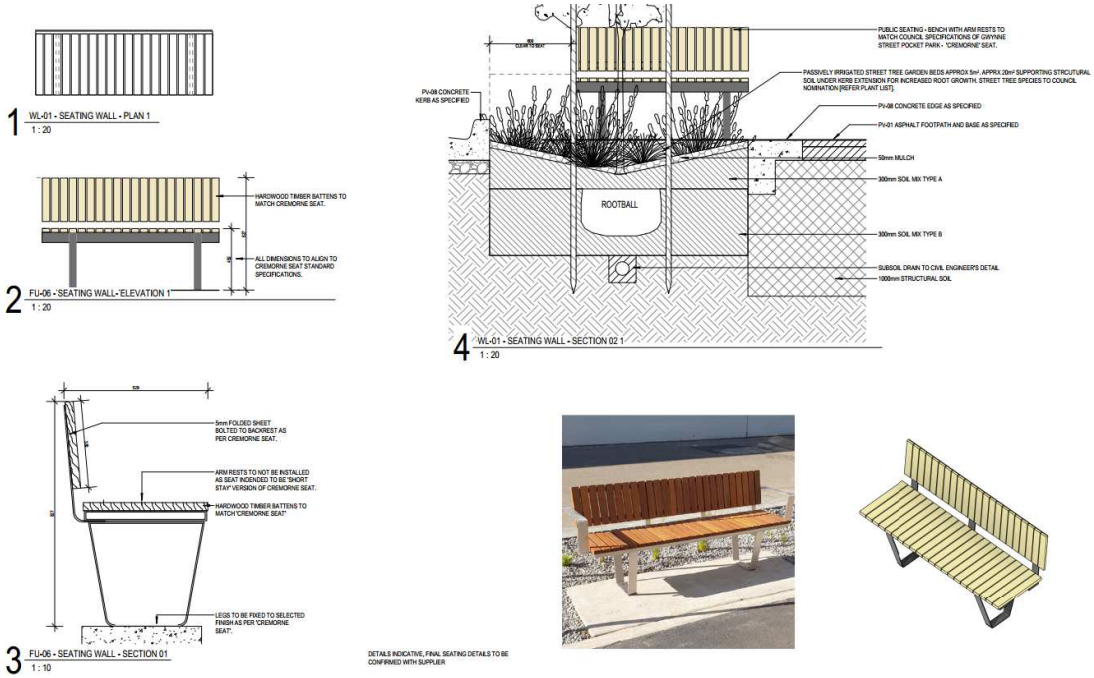


*Figure 26: Proposed design of the outdoor bench seat*

# 7 Conclusion

Vipac has carried out an assessment of the pedestrian level winds for the proposed development of **Matter House, Cremorne** at 28-30 Stephenson Street, Cremorne based on a scaled wind tunnel test.

The findings of the study are summarised as follows:

**The amended February 2024 designs of the development is expected to:**

- fulfil the recommended criterion for **Safety** at all test locations;
- fulfil the recommended criterion for **Walking** at all footpath locations**;**
- fulfil the recommended criterion for **Standing** at all building entrances; and
- fulfil the recommended criteria for **Sitting** at the seating areas**.**

The proposed development would not cause significant adversely impact to the adjacent areas.

As a general statement, common to all new developments, educating occupants about wind conditions at high-level terraces/balconies during high-wind events and tying down loose furniture are highly recommended.

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# Appendix A References

1. Australian/New Zealand Standard 1170.2:2002, Wind actions
2. Melbourne, W. H., "Criteria for Environmental Wind Conditions", Jour. Industrial Aerodynamics, Vol. 3, 241-249, 1978
3. Simiu E, Scanlan R, "*Wind Effects on Structures*". Wiley-Interscience
4. Aynsley R., Melbourne W., Vickery B., *Architectural Aerodynamics* Applied Science Publishers

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# Appendix B Drawing List

**Received April 2023:**

| | |
|---|---|
| TP_0001 | Cover Sheet |
| TP_0002 | Site Plan |
| TP_0003 | Existing Conditions |
| TP_0004 | Demolition Plan |
| TP_0010 | Basement Pits |
| TP_0011 | Basement 01 |
| TP_0012 | Basement 01 - Mezzanine |
| TP_0013 | GF Plan |
| TP_0014 | L1 Plan |
| TP_0015 | L2 Plan |
| TP_0016 | L3 Plan |
| TP_0017 | L4 Plan |
| TP_0018 | L5 Plan |
| TP_0019 | L6 Plan |
| TP_0020 | L7 Plan |
| TP_0021 | L8 Plan |
| TP_0022 | L9 Plan |
| TP_0023 | L10 Plan |
| TP_0024 | L11 Plan |
| TP_0025 | L12 Plan |
| TP_0026 | Roof Plan |
| TP_0030 | Elevations |
| TP_0031 | Elevations |
| TP_0032 | Elevations |
| TP_0033 | Elevations |
| TP_0034 | Streetscape Elevations |
| TP_0040 | Section |
| TP_0041 | Section |
| TP_0042 | Section |
| TP_0050 | Material Schedule |
| TP_0053 | Facade Details |
| TP_0054 | Facade Details 01 |
| TP_0055 | Boundary Details |
| TP_0056 | Facade Strategy - FT-02 |
| TP_0057 | Facade Strategy - FT-12 |
| TP_0058 | Facade Strategy - FT-06 |
| TP_0059 | Facade Strategy - FT-03/FT-04 |

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**February 2024: Architectural**

| | | | |
|---|---|---|---|
| TP_0001 | Cover Sheet | TOWN PLANNING | C |
| TP_0002 | Site Plan | TOWN PLANNING | C |
| TP_0003 | Existing Conditions | TOWN PLANNING | C |
| TP_0004 | Demolition Plan | TOWN PLANNING | C |
| TP_0010 | Basement Pits | TOWN PLANNING | C |
| TP_0011 | Basement 01 | TOWN PLANNING | C |
| TP_0012 | Basement 01 - Mezzanine | TOWN PLANNING | C |
| TP_0013 | GF Plan | TOWN PLANNING | C |
| TP_0014 | L1 Plan | TOWN PLANNING | C |
| TP_0015 | L2 Plan | TOWN PLANNING | C |
| TP_0016 | L3 Plan | TOWN PLANNING | C |
| TP_0017 | L4 Plan | TOWN PLANNING | C |
| TP_0018 | L5 Plan | TOWN PLANNING | C |
| TP_0019 | L6 Plan | TOWN PLANNING | C |
| TP_0020 | L7 Plan | TOWN PLANNING | C |
| TP_0021 | L8 Plan | TOWN PLANNING | C |
| TP_0022 | L9 Plan | TOWN PLANNING | C |
| TP_0023 | L10 Plan | TOWN PLANNING | C |
| TP_0024 | L11 Plan | TOWN PLANNING | C |
| TP_0025 | L12 Plan | TOWN PLANNING | C |
| TP_0026 | Roof Plan | TOWN PLANNING | C |
| TP_0030 | Elevations | TOWN PLANNING | C |
| TP_0031 | Elevations | TOWN PLANNING | C |
| TP_0032 | Elevations | TOWN PLANNING | C |
| TP_0033 | Elevations | TOWN PLANNING | C |
| TP_0040 | Section A | TOWN PLANNING | C |
| TP_0041 | Section B | TOWN PLANNING | C |
| TP_0042 | Section C | TOWN PLANNING | C |
| TP_0043 | Vehicle Crossover Cross-Section | TOWN PLANNING | B |
| TP_0050 | Material Schedule | TOWN PLANNING | C |
| TP_0053 | Facade Details | TOWN PLANNING | C |
| TP_0054 | Facade Details 01 | TOWN PLANNING | C |
| TP_0055 | Boundary Details | TOWN PLANNING | C |
| TP_0056 | Facade Strategy - FT-02 | TOWN PLANNING | C |
| TP_0057 | Facade Strategy - FT-12 | TOWN PLANNING | C |
| TP_0058 | Facade Strategy - FT-06 | TOWN PLANNING | C |
| TP_0059 | Facade Strategy - FT-03/FT-04 | TOWN PLANNING | C |
| TP_0070 | 9AM Proposed Shadow Diagram | TOWN PLANNING | A |
| TP_0071 | 10AM Proposed Shadow Diagram | TOWN PLANNING | A |
| TP_0072 | 11AM Proposed Shadow Diagram | TOWN PLANNING | A |
| TP_0073 | 12PM Proposed Shadow Diagram | TOWN PLANNING | A |
| TP_0074 | 1PM Proposed Shadow Diagram | TOWN PLANNING | A |
| TP_0075 | 2PM Proposed Shadow Diagram | TOWN PLANNING | A |
| TP_0076 | 3PM Proposed Shadow Diagram | TOWN PLANNING | A |

**February 2024: Landscaping**

| | | |
|---|---|---|
| TP_0001 | COVER SHEET | C |
| TP_0002 | DRAWING LIST & LEGEND | C |
| TP_0003 | SITE PLAN/EXISTING CONDITIONS | C |
| TP_0004 | PUBLIC REALM CONDITION | C |
| TP_0011 | GROUND FLOOR GENERAL ARRANGMENT PLAN | C |
| TP_0012 | LEVEL 12 GENERAL ARRANGEMENT PLAN | C |
| TP_0021 | SECTIONS | C |
| TP_0022 | SECTIONS | C |
| TP_0023 | SECTIONS | C |
| TP_0024 | SECTIONS | C |
| TP_0025 | SECTIONS | C |
| TP_0051 | TYPICAL DETAILS | C |
| TP_0052 | TYPICAL DETAILS | C |
| TP_0053 | TYPICAL DETAILS | C |
| TP_0054 | TYPICAL DETAILS | C |
| TP_0055 | COUNCIL DRAWINGS | C |
| TP_0056 | MASTER PLANT LIST | A |
| TP_0062 | VISUALIZATIONS | A |
| TP_0063 | VISUALIZATIONS | A |
| TP_0064 | VISUALIZATIONS | A |

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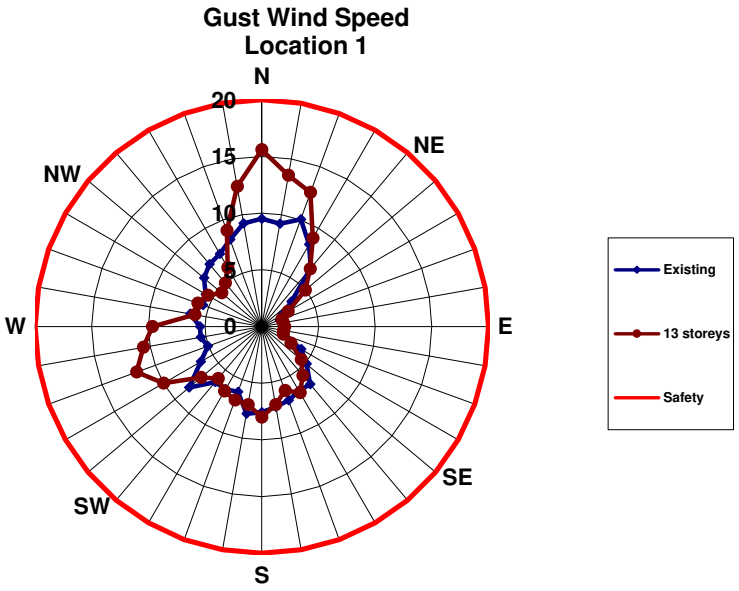
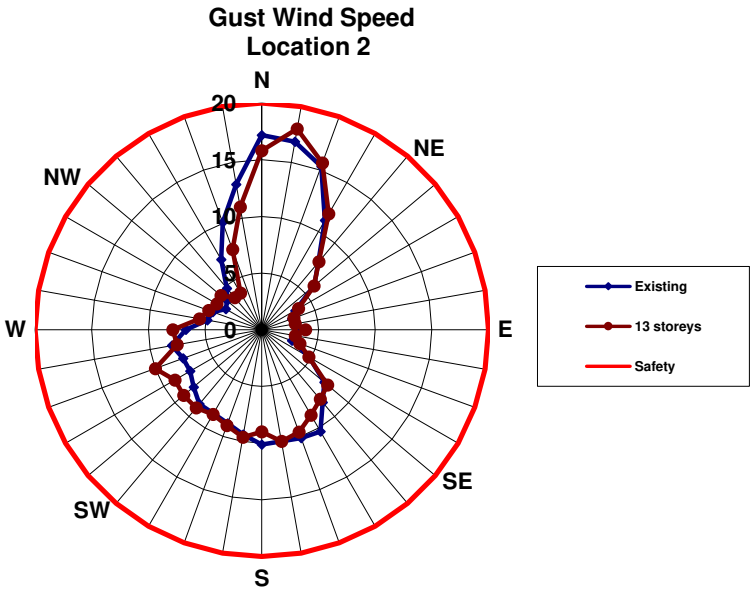
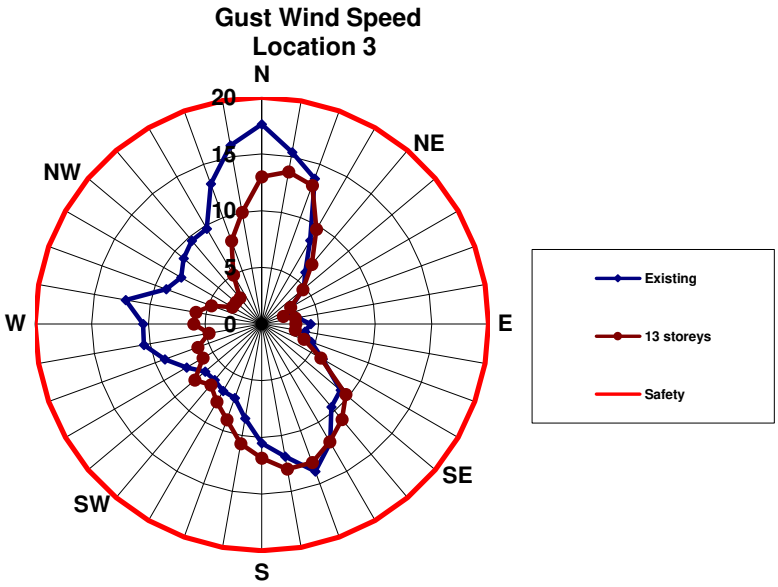
## Appendix C Omni Polar Plots – Gust Wind Speed (Safety Criterion)




Gust Wind Speed
Location 3
N
NE
E
SE
S
SW
W
NW
20
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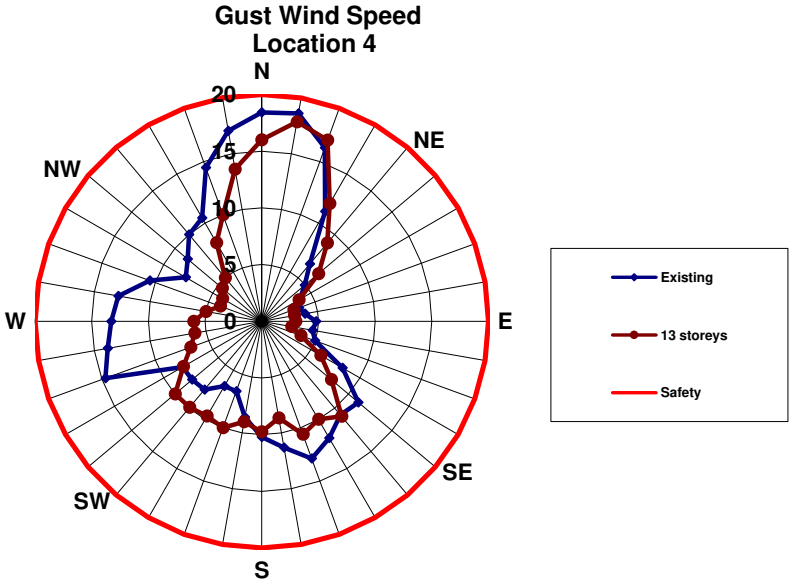
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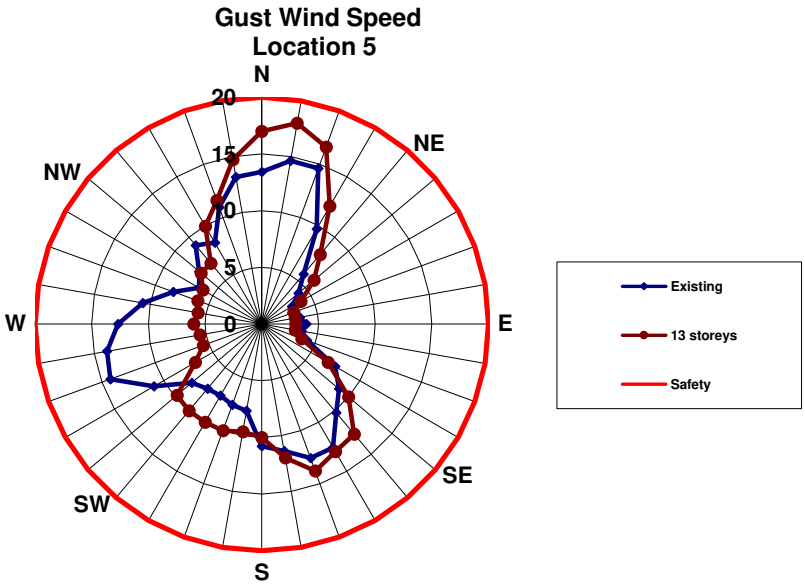
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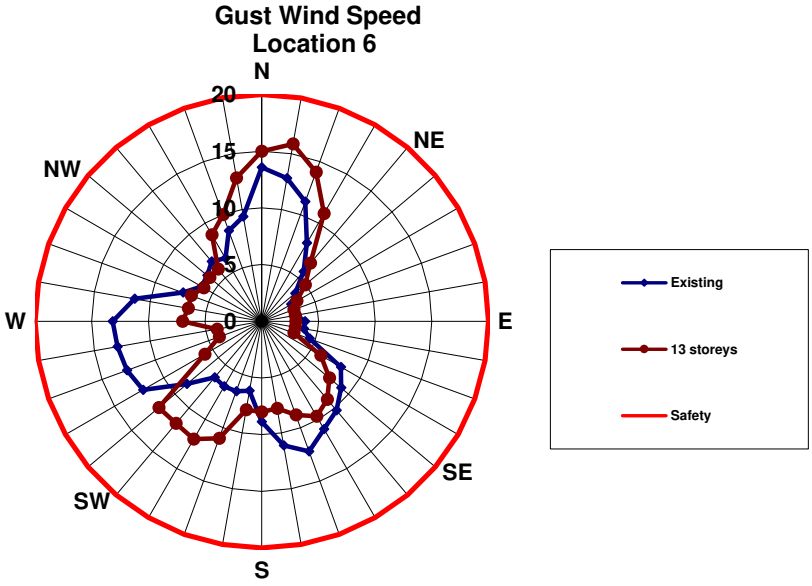
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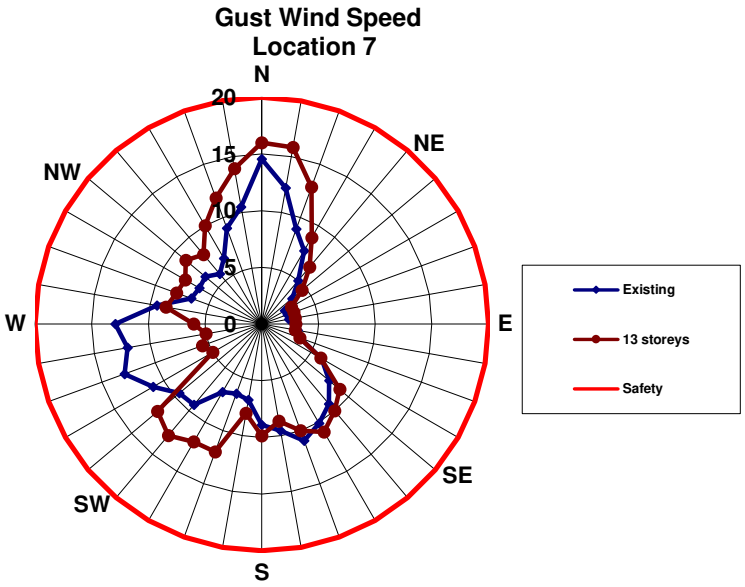
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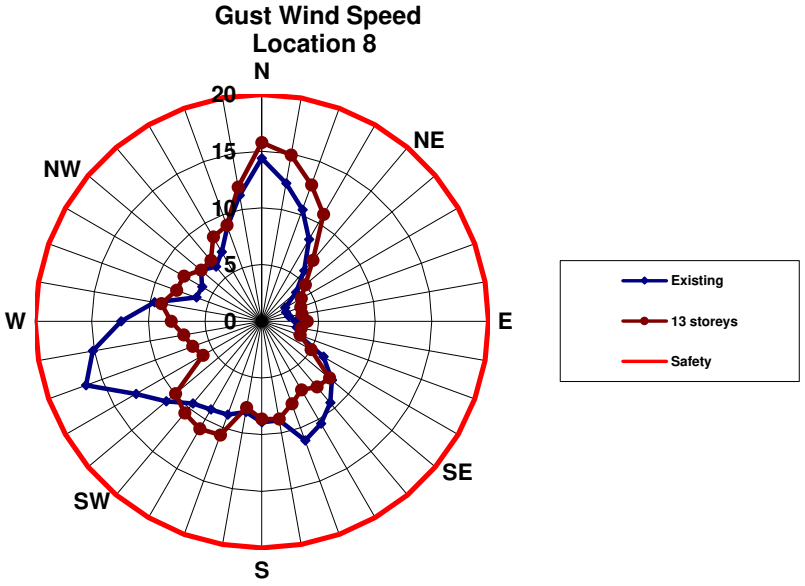
Safety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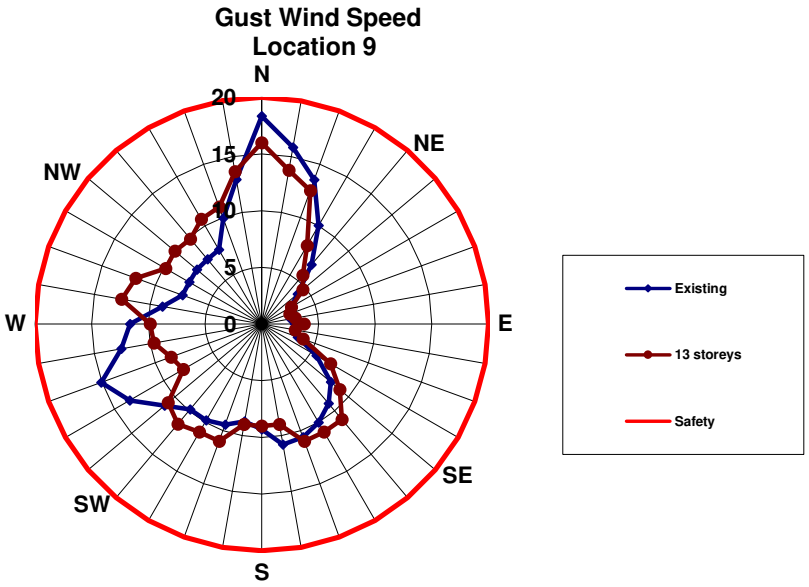
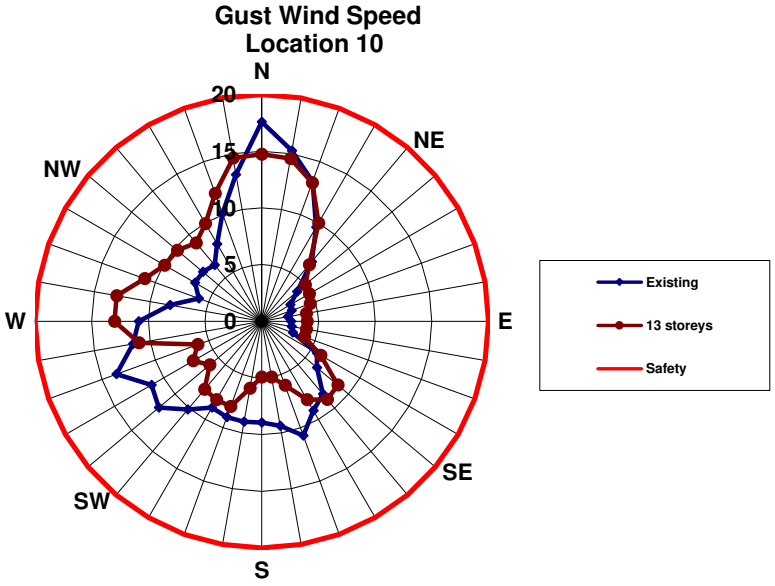
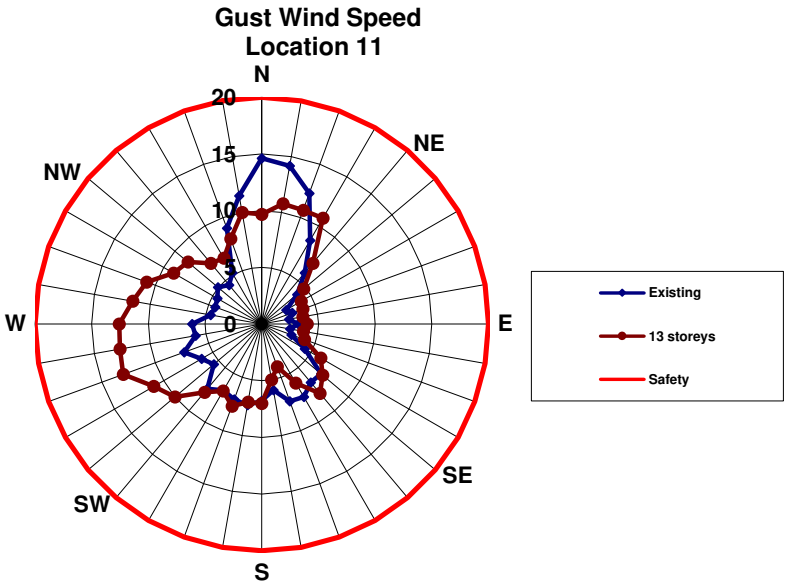
Matter House, Cremorne
Pedestrian Level Winds - Wind Tunnel Test

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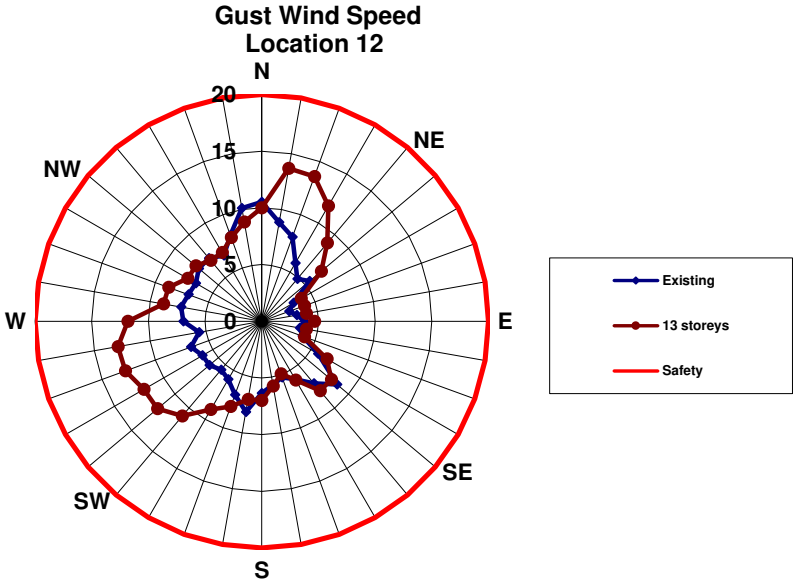
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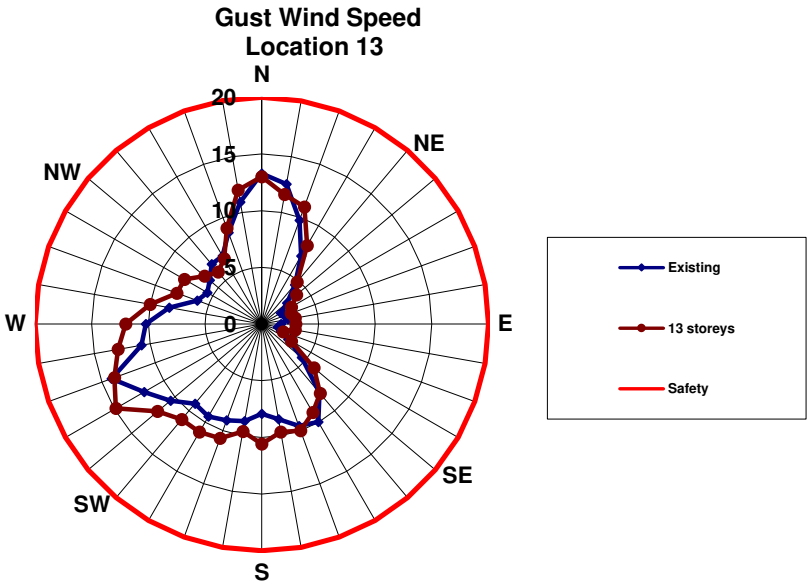
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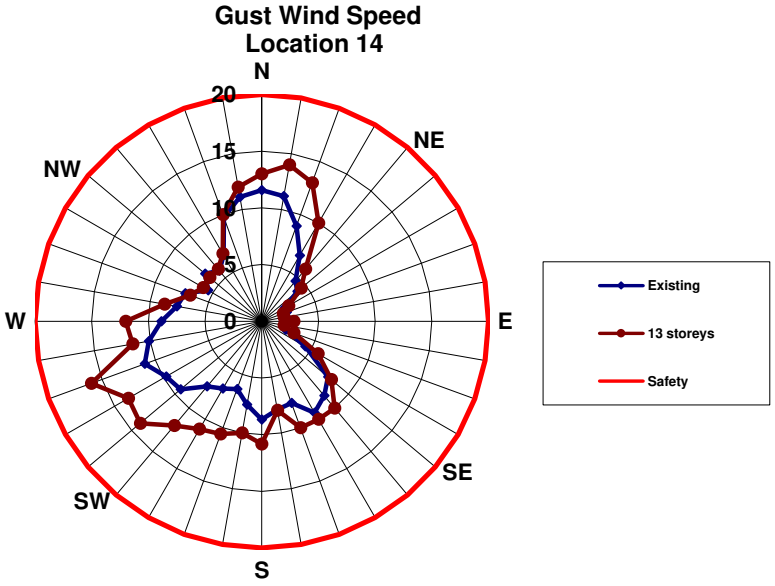
Gust Wind Speed
Location 14
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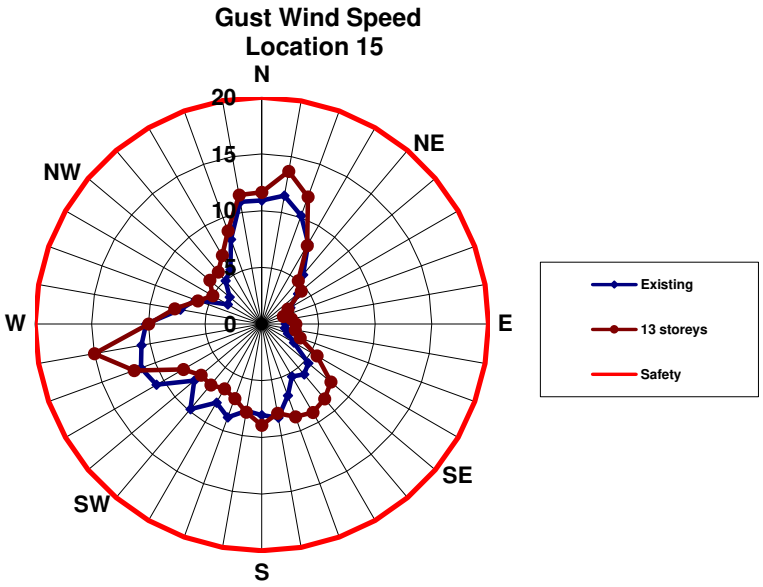
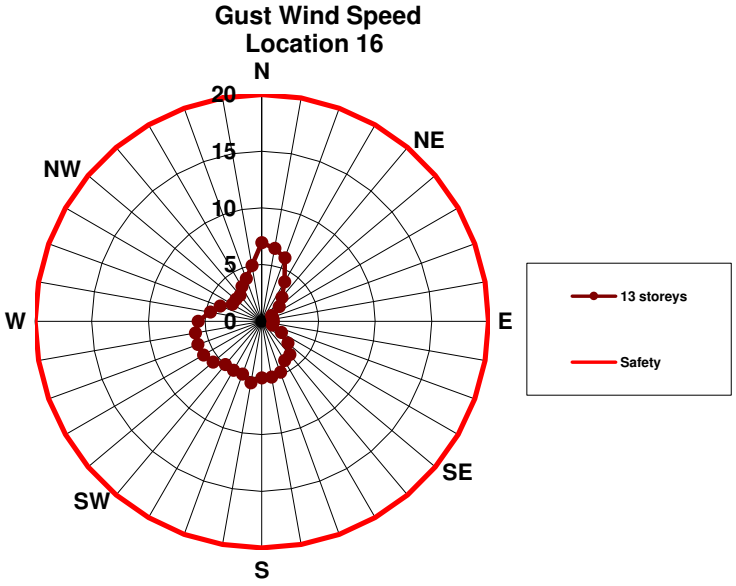
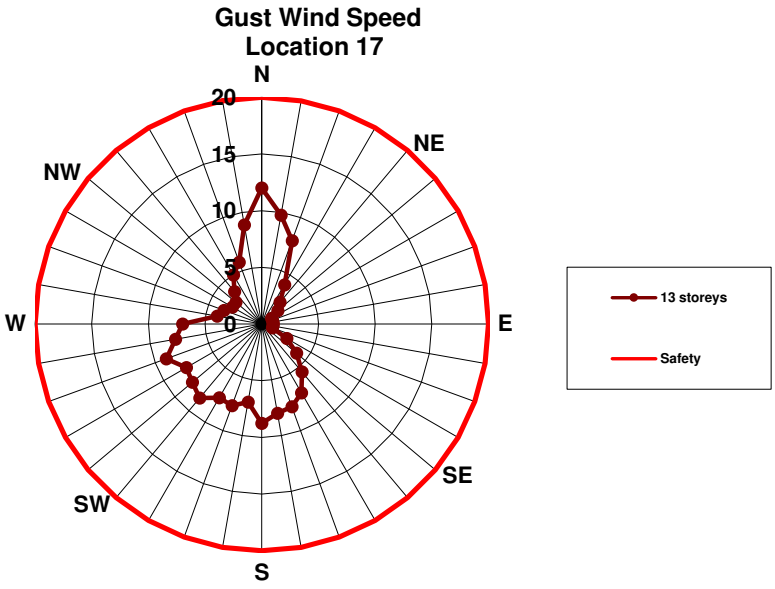
Safety

Assembly House Development Pty Ltd
Matter House, Cremorne
Pedestrian Level Winds - Wind Tunnel Test



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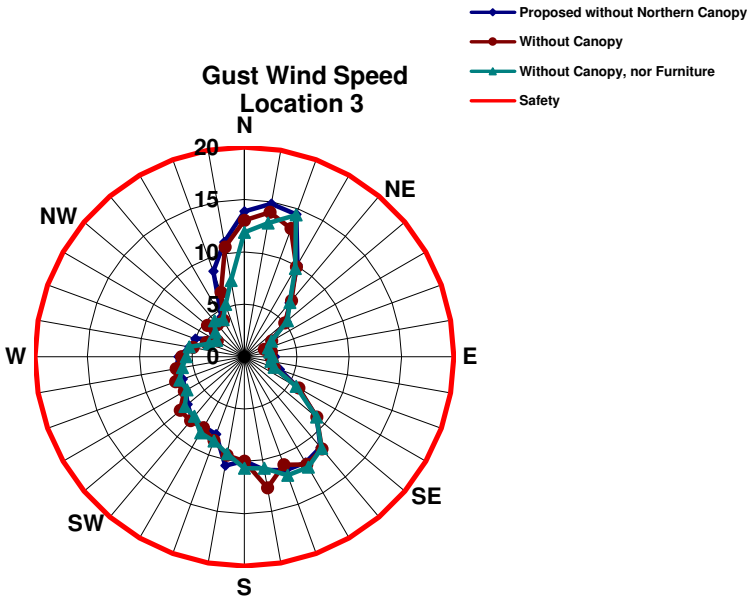
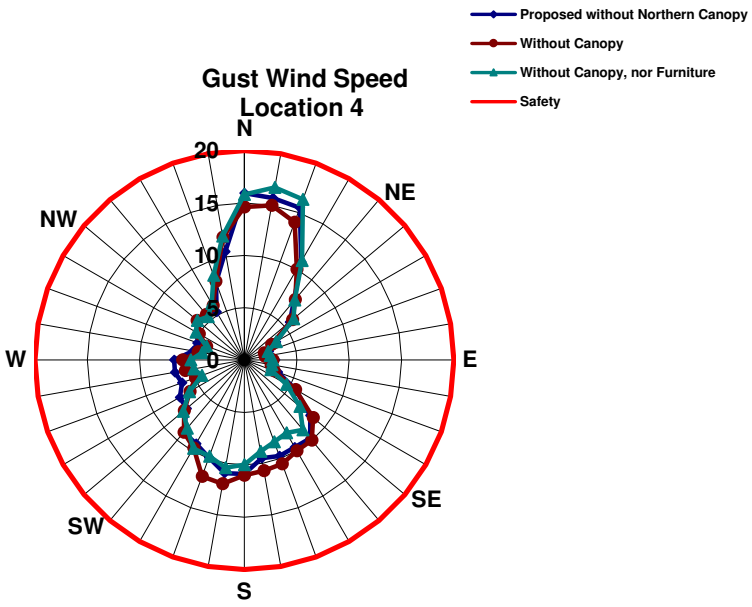
# Appendix D Omni Polar Plots – Gust Wind Safety (March 2023)

D.1



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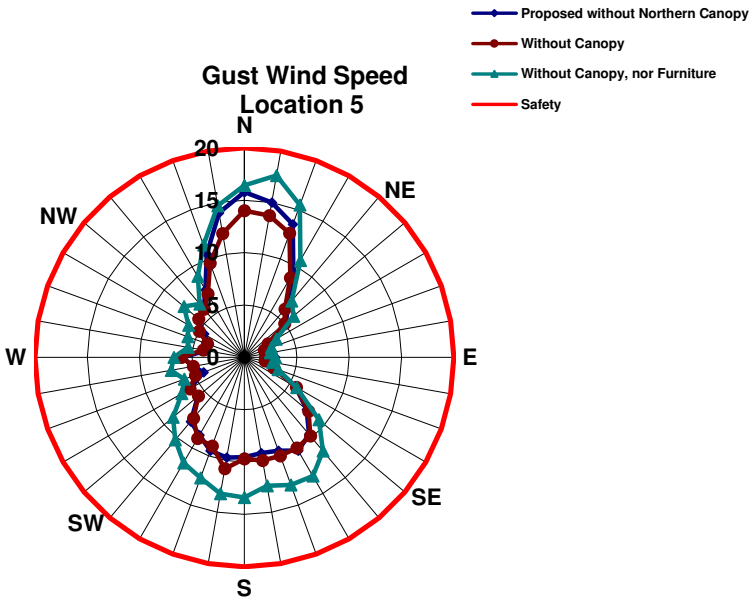


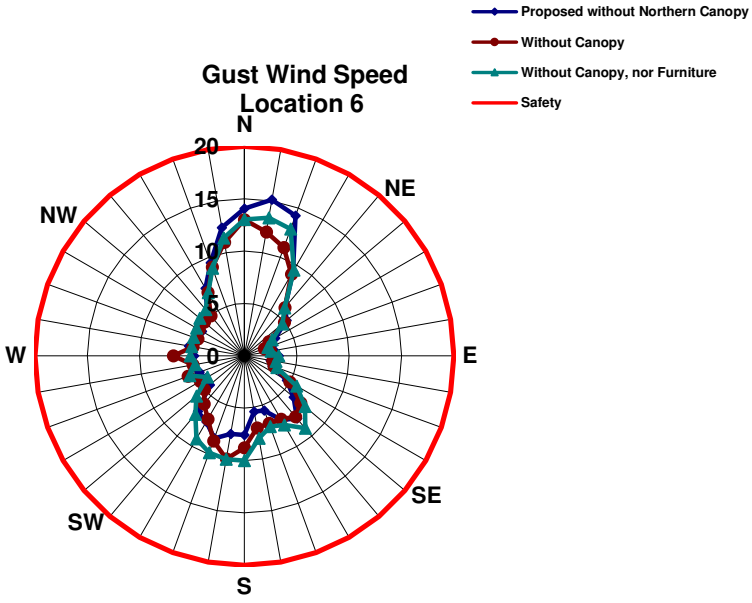

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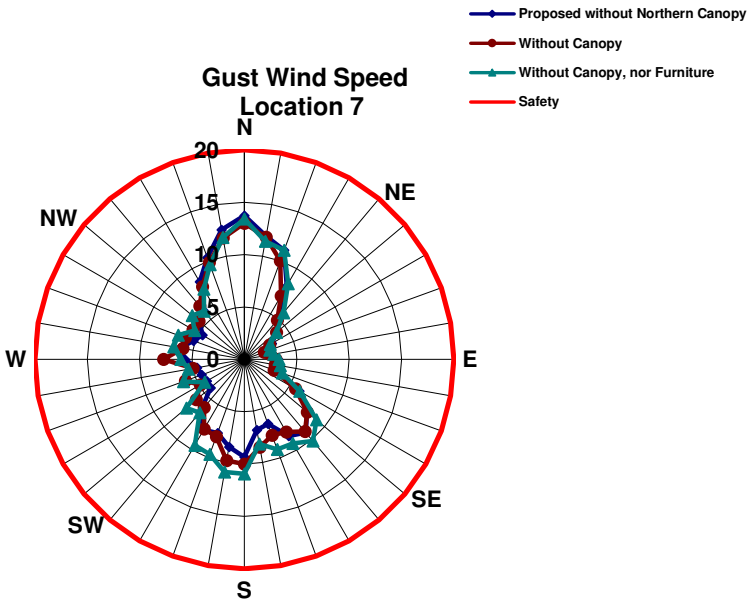
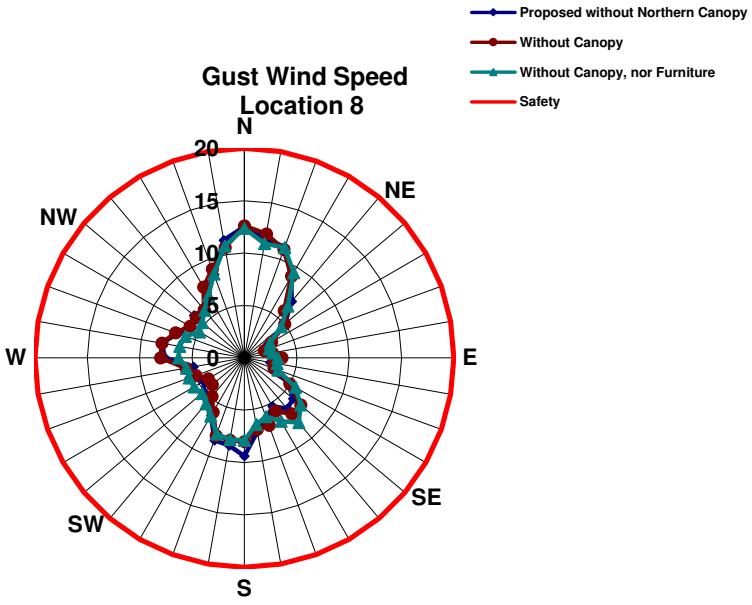
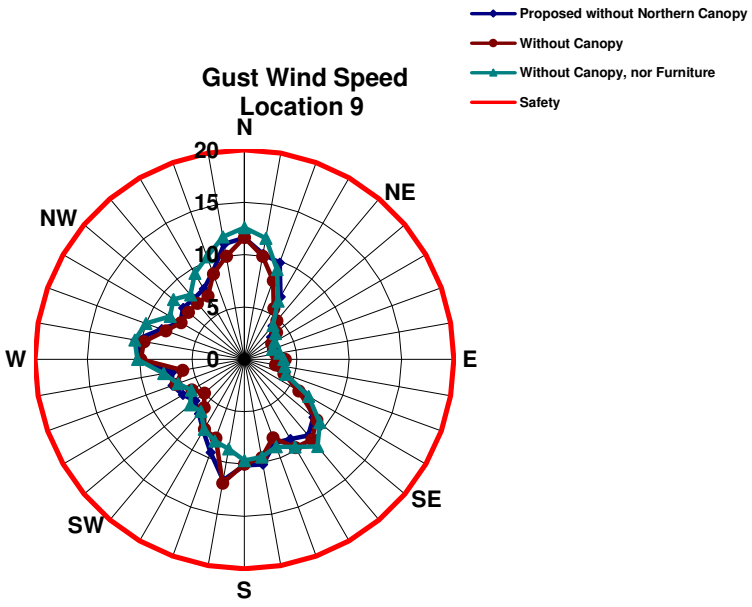
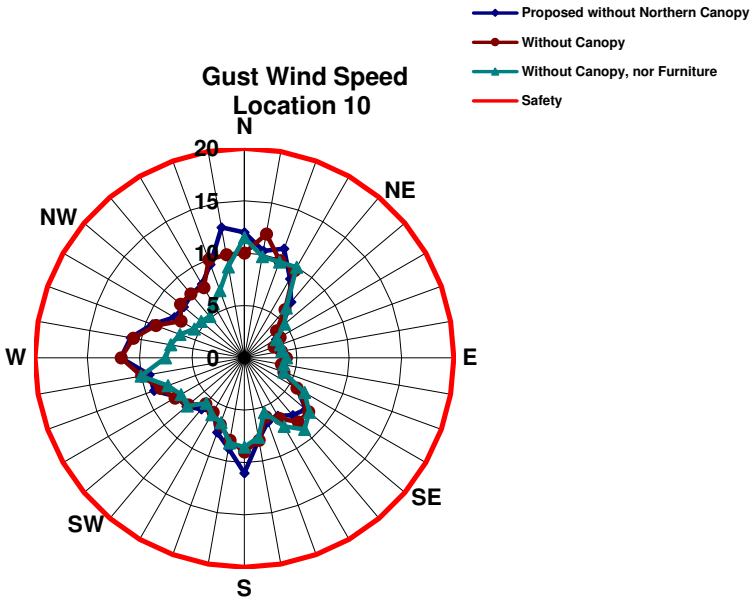
Pedestrian Level Winds - Wind Tunnel Test



Assembly House Development Pty Ltd
Matter House, Cremorne
Pedestrian Level Winds - Wind Tunnel Test



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# Appendix E Up-crossing Prediction

The up-crossing method was used at Boundary Layer Wind Tunnel Laboratory, University of Western Ontario decades ago and adapted at VIPAC recently. The methodology is based on the following theory.

The expected number of excursions beyond a level $x$ per unit time, or the rate of crossing with positive slope, according to Rice's theory (D.2), is given by:

$$N_x(x) = \int_0^\infty \dot{x}\, p(x, \dot{x})\, dx \tag{1}$$

where $\dot{X}$ is the rate of change of $x$ and $p(x, \dot{x})$ is the joint probability density function of $x$ and $\dot{X}$. For a stationary random process, $x$ and $\dot{X}$ are statistically independent, thus

$$p(x, \dot{x}) = p(x)\, p(\dot{x}) \tag{2}$$

For a Gaussian process,

$$\int_0^\infty \dot{x}\, p(\dot{x})\, d\,\dot{x} = \frac{\sigma_{\dot{x}}}{\sqrt{2\pi}} \tag{3}$$

where $\sigma_{\dot{x}}$ is the standard deviation of $\dot{x}(t)$. Thus, the crossing rate now becomes

$$N_x(x) = \frac{\sigma_{\dot{x}}}{\sqrt{2\pi}}\, p(x) \tag{4}$$

The statistical frequency or the cycling rate of process $x(t)$ is defined as

$$\nu = \frac{1}{2\pi}\ \frac{\sigma_{\dot{x}}}{\sigma_x} \tag{5}$$

Substituting this in equation (4) yields

$$N_x(x) = \sqrt{2\pi}\ \nu\ \sigma_x\ p(x) \tag{6}$$

Extending Rice's theory, Davenport (D.3) has shown that for a two-dimensional variable, $x = x(V, \alpha)$, the crossing rate of a particular boundary $x = x_1$ becomes:

$$N_x(x) = \sqrt{2\pi}\ \nu\ \sigma \int_0^{2\pi} \sqrt{1 + \left(\frac{d\,V_1}{V_1\, d\alpha}\right)^2}\ p_V(V_1, \alpha)\, d\alpha \tag{7}$$

where $x_1 = x(V_1, \alpha)$ and $p_V(V, \alpha)$ is the joint probability density function of $V$ and $\alpha$.

Approximating the probability distribution of the wind speed $V$ and the direction $\alpha$ by a generalized Weibull distribution,

$$p_V(>V, \alpha) = A(\alpha)\, e^{-|V/C(\alpha)|^{K(\alpha)}} \tag{8}$$

the probability density function of $V$ and $\alpha$ becomes

$$p_V(V, \alpha) = A(\alpha)\frac{K(\alpha)}{C(\alpha)}\left(\frac{V}{C(\alpha)}\right)^{|K(\alpha)-1|} e^{-|V/C(\alpha)|^{K(\alpha)}}\, d\alpha \tag{9}$$

Hence the crossing rate of a particular boundary $x_1 = x_1(V_1, \alpha)$ from Equation (7) becomes:

$$N_x(x_1) = \sqrt{2\pi}\ \nu\ \alpha \int_0^{2\pi} \left\{1 + \frac{d\,V_1}{V_1\, d\alpha}\right\}^{\frac{1}{2}} A(\alpha)\frac{K(\alpha)}{C(\alpha)}\left(\frac{V}{C(\alpha)}\right)^{|K(\alpha)-1|} e^{-|V/C(\alpha)|^{K(\alpha)}} d\alpha \tag{10}$$

The cycling rate, $\nu$, and the standard deviation, $\sigma$, in Equation (10) are taken as those of the wind speed, $V$, regardless of direction; namely they are based on the marginal statistical properties of $V$ and $\dot{V}$. With $\nu$ expressed in terms of occurrences per annum, $N_x(x_1)$ gives the yearly crossing rate.

The return period, or the average interval of time between events during which the response equals or exceeds the response boundary $x = x_1$, is the inverse of the crossing rate of that boundary. Consequently, from Equation (10) the return period for the response level $x = x_1$ in years is taken as

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$$R_x(x_1) = \frac{1}{N_x(x_1)} \tag{11}$$

The risk of exceeding the response level associated with the return period $R_x(x_1)$ in a time period $L$ is:

$$r(x_1) = 1 - \left(1 - \frac{1}{R_x(x_1)}\right)^L \tag{12}$$

From the above equation, the risk of exceeding $x_1$ within a time interval of $L = R_x(x_1)$ is approximately 63 percent.

## References

[D.1] Irwin, P, Garber, J and Ho, E., "Integration of Wind Tunnel Data with Full Scale Wind Climate", 10th Americas Conference on Wind Engineering, Baton Rouge, Louisiana, U.S.A., May 2005.

[D.2] Rice, S.O., "Mathematical Analysis of Random Noise", Bell Tech. Journal Vol. 18 and 19, 1945.

[D.3] Davenport, A.G., "The Prediction of Risk Under Wind Loading", 2nd International Conf. on Structural Safety and Reliability (ICOSSAR), Sept. 1977, Munich Germany.

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**COLLINGWOOD, VIC 3066**
www.onemilegrid.com.au

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3 December 2025

Cobild

Via email: [redacted]

Attention: [redacted]

# *Matter House – 28-30 Stephenson Street, Cremorne*

Clarification on Traffic Matters – RFI Response

Dear [redacted]

**one**mile**grid** has previously prepared a Transport Impact Assessment for the proposed mixed-use development at Matter House – 28-30 Stephenson Street, Cremorne.

A planning application (Application Number PA2503781) was submitted to the Minister for Planning on 20 June 2025, and a Request for Further Information (dated 24 July 2025) was subsequently received, requesting the following traffic related information:

*7. Details of the proposed waste to energy use, including:*

*a. Matters raised by OVGA in their memo of design advice dated 5 March 2025, including:*

*ii. Suitability of the access to the receiving chute/balance tank at carpark entry potential for conflict with other vehicles.*

It is projected that during the morning peak (nominally 7:30 – 8:30am) and the afternoon peak (4:30 to 5:30pm) a maximum of 17 vehicle movements would be generated. This traffic is attributed solely to the office component of the development, and accordingly is associated with the arrival and departure of staff in the morning and afternoon.

For the remaining parts of the day, traffic volumes for office uses are very low/negligible.

In this regard, the Eco Caddy is proposed to operate during non-peak periods, where there is effectively an 8 hour window of limited passenger vehicle traffic. Based on the expected number of EcoCaddy collections (30 per day), this equates to one EcoCaddy every 16 minutes. This level of traffic is considered modest and unlikely to impact on-site operations. Regardless, it is noted that a car accessing the lift can still comfortably pass the EcoCaddy vehicle whilst it is loading. Naturally collections could also occur outside of business hours further reducing the frequency if required.

In any case, assuming the business hour operation, the likelihood of conflict is still expected to be very low with the possibility that both, a vehicle entering/exiting the basement car park at the same time the EcoCaddy loading is taking place is very low.

In the event that the two vehicles meet, it is noted that there will be clear visibility to each vehicle as there is nothing blocking the view of the car lift from the waste room and the EcoCaddy is only 900 mm wide compared to the car lift loading zone which is 4.8 m wide. Accordingly, there will be the ability for a vehicle to pass if required.

Regardless, the following loading management measures are recommended to minimise potential conflicts between inbound/outbound vehicles and EcoCaddy loading activities:

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- Staff allocated a parking space in the basement car park, when inducted for the use of the lift should also be advised of the potential for the EcoCaddy to be loading at the same time.
- Signage will be installed to advise motorists to proceed with caution and EcoCaddy drivers to keep clear of the centre of the car lift; and
- Regular coordination should occur between the EcoCaddy operator and their staff to ensure all riders are aware of any requirements.

Please do not hesitate to contact should you wish to discuss the above.

Yours sincerely

[redacted]

[redacted]

***Director***

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