

Agenda

Planning Decisions Committee Meeting

6:30 pm, Tuesday 22 September 2026

Richmond Town Hall

www.yarracity.vic.gov.au

Planning Decisions Committee

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

Addressing the Committee

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

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

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

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

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

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

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

Arrangements to ensure our meetings are accessible to the public

Access to the building is available either by the stairs or lift. Seating is provided to watch the meeting, and the room is wheelchair accessible. Accessible toilet facilities are available. Speakers at the meeting are invited to be seated at the table to address the Council, and all participants are amplified via an audio system. Meetings are conducted in English.

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

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

Order of Business

1. Acknowledgement of Country....4
2. Attendance, apologies and requests for leave of absence....4
3. Declarations of Conflict of Interest....4
4. Confirmation of Minutes....5
5. Planning Committee Reports....6
    5.1. Cremorne Urban Design Framework - Changes made following consultation....6
6. DTP Applications....456
    6.1. PPE26/0521 - 57-71 Stephenson Street Cremorne....456
7. Confidential Planning Decisions Committee Reports....1169

1. Acknowledgement of Country

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

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

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

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

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

2. Attendance, apologies and requests for leave of absence

Attendance

Councillors:

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

Council staff:

- Mary Osman — General Manager City Sustainability and Strategy
- Narelle Jennings — Manager Development Services
- Kate Yuncken — Manager City Strategy

Governance

- Patrick O'Gorman — Senior Governance Coordinator
- Milica Latu — Senior Administration and Projects Officer
- Mel Nikou — Governance Officer

3. Declarations of Conflict of Interest

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

4. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Tuesday 25 August 2026 be confirmed.

5. Planning Committee Reports

5.1. – Cremorne Urban Design Framework - Changes made following consultation

Author	Kyle Everett – Senior Strategic Planner
Authoriser	General Manager City Sustainability and Strategy - Mary Osman

Executive Summary

- This paper provides an overview of key matters raised in submissions on the Revised Cremorne Urban Design Framework (UDF), outlines recommended changes and next steps.
- Formal exhibition of the UDF and draft Amendment C318yara (C318) was held over 5 weeks from Monday 3 November to Monday 8 December 2026. 56 submissions have been received (including two additional submissions since the 14 July 2026 Council Meeting).
- C318 was considered by Council at the 14 July 2026 Council Meeting where Council adopted to request the amendment be referred to the Standing Advisory Committee (SAC).
- In response to submissions received, officers met with the Department of Transport and Planning (DTP) and the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) to address their submissions respectively.
- Key issues from submissions regarding the UDF largely related to Theme 3 *Connected and Accessible Cremorne*. Theme 3 has been revised to:
    - Introduce the concept of short, medium and long-term changes;
    - Replace the previous Future Movement Network with a simplified Cremorne Loop that maintains existing local access to and from the precinct whilst discouraging through-traffic; and
    - Emphasise the need to balance various transport needs and use gained space from reducing through-traffic for public realm/place improvements and safety improvements.
- This report recommends that Council adopt the UDF with recommended changes to commence implementation of its actions, including referring the UDF to the SAC to support C318.

Officer Recommendation

That Council:

1. Adopts the Cremorne Urban Design Framework 2026, Clause 11.03-1L-01 Cremorne Enterprise Precinct and Clause 72.08 Background Documents for the purpose of the draft Amendment C318 Standing Advisory Committee Hearing.

2. Request that the adopted Cremorne Urban Design Framework 2026, Clause 11.03-1L-01 and Clause 72.08 Background Documents be referred to the Standing Advisory Committee as per C318 on 14 July 2026.
3. Delegates to the Manager City Strategy the authority to make minor corrections, administrative or formatting changes to the Cremorne Urban Design Framework 2026, Clause 11.03-1L and Clause 72.08 Background Documents in accordance with this resolution.
4. Notifies all submitters of the Council's resolution.

Discussion

Background

1. The UDF is a key action of the State Government's *Cremorne Place Implementation Plan*, VPA 2020 (CPIP). It outlines how Cremorne's precincts might look and feel in the future and provides direction for new development, State Government and Council (see Council Meeting held on 25 October 2022).
2. On 12 September 2023 Council considered feedback from early engagement with the community and endorsed a revised version of the Cremorne Urban Design Framework (UDF) and C318 and sought to progress to exhibition.
3. Exhibition of the Revised UDF and C318 was held over 5 weeks from Monday 3 November to Monday 8 December of 2025.
4. Council considered responses to C318 at the Ordinary Meeting on 14 July 2026 and resolved to request referral of the submissions and C318 to the SAC.

Submissions received

5. 56 submissions were received and originated from:
   (a) 34 residents, with 13 being in a pro forma style which related to the proposed rezoning of 549-555 Church Street. This includes a late submission received in July 2026;
   (b) 15 landowners/developers;
   (c) 1 worker;
   (d) 3 government departments/agencies;
   (e) 2 community groups; and
   (f) the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC).
6. A summary of all 56 individual submissions and officers' responses is provided in **Attachment 1.** Officers note this is an updated attachment to the Ordinary Meeting on 14 July 2026. It includes updated responses to the WWCHAC's supplementary submission and the summary of two new submissions that were received.
7. Submissions relating to the UDF covered a variety of topics. Key issues raised were:
   (a) Traffic and street network;
   (b) Active transport;
   (c) Land use;

(d) Open space;

(e) Aboriginal cultural heritage; and

(f) Local planning policy and strategic sites.

8. **Attachment 2** provides a full overview of these issues and officers' responses specific to the UDF.

9. Many of the submissions related to Theme 3 *Connected and accessible Cremorne*. While there was great variety in positions from residents, submissions sought to reduce the impacts of traffic and refocus away from vehicles whilst retaining existing local access to and from Cremorne.

10. In brief the main points from submissions are:

(a) General agreement that traffic and congestion are key issues in Cremorne, including through traffic;

(b) Lack of support for the Future Movement Network map, primarily relating to restrictions on resident access in and out of Cremorne;

(c) Varied support for different interventions to help mitigate traffic issues i.e. strong support for speed reductions to 30km/h, lack of support for the extent of the proposed one-way street network;

(d) Need to prioritise pedestrian and cyclist movements in the precinct;

(e) Mixed views on providing cycling infrastructure; and

(f) Support from residents regarding Hotspot 1 from the Revised UDF (Kelso Street and Punt Road). The Department of Transport and Planning (DTP) have objected to the potential signalisation of Kelso Street and Punt Road.

11. Open space was a secondary theme raised in comparison to Theme 3. Submissions relating to open space are generally aligned with the UDF and no change is recommended by officers.

12. The DTP provided an addendum submission which provided in-principle support for the UDF, subject to conditions including deletion of the potential signalisation at Punt Road and Kelso Street.

13. The WWCHAC provided an addendum submission requesting additional content on Aboriginal cultural heritage in the UDF. Changes have been incorporated into the UDF where possible. The WWCHAC Elders requested more time to consider potential changes to the background and context of the UDF. These will be incorporated into the UDF before the panel process begins.

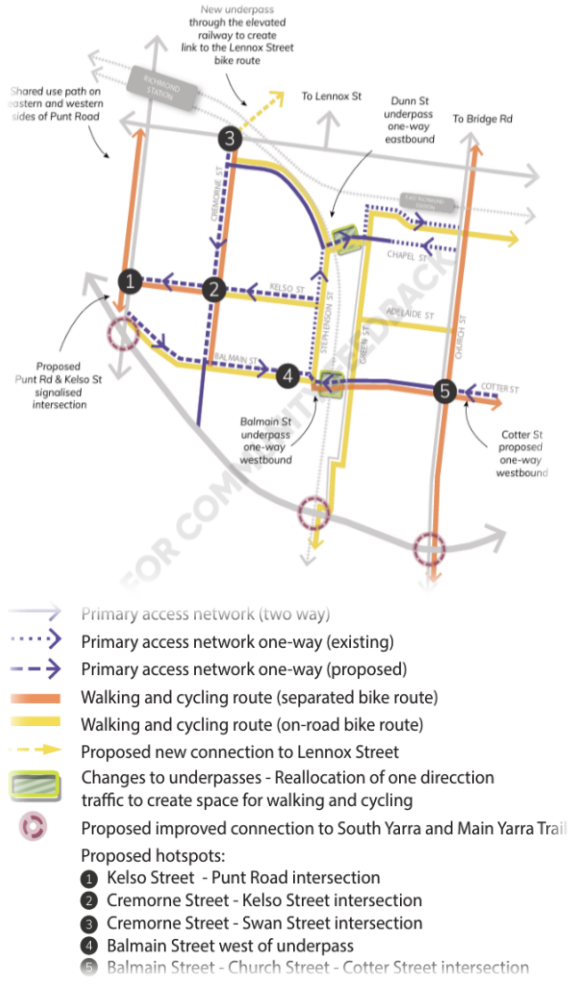
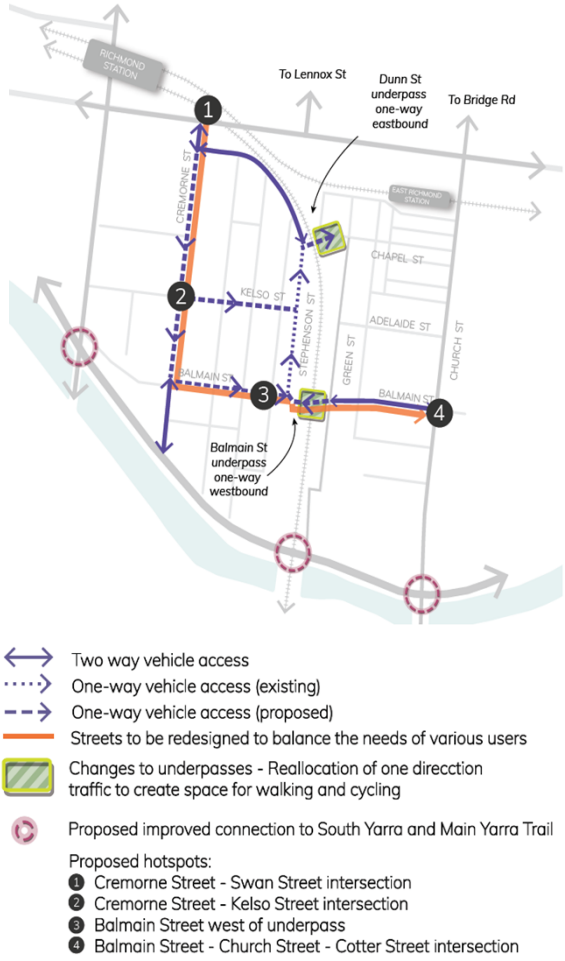
UDF changes regarding Theme 3 Connected and Accessible Cremorne

14. The UDF (**Attachment 3**) has been changed in response to submissions.

15. Theme 3 has been restructured to provide context and improved legibility to demonstrate the potential staging of possible interventions on a short-, medium- and long-term basis.

16. It has also been revised to place greater emphasis on balancing various transport needs and to discourage through-traffic.

Table 1: Proposed changes to the transport network

Future Movement Network from Revised UDF (2023)	**Cremorne Loop from Cremorne UDF (2026)**
	
<u>Proposed changes since the Revised UDF:</u> • Deleting reference to the potential signalisation of Punt Road and Kelso Street (previous Hot Spot 1). This retains current two-way vehicle access at Kelso Street between Punt Road and Cremorne Street • Deleting specific reference to the separated bicycle lane at Kelso Street • Deleting references to “Walking and cycling route (on-road bike route)” • Deleting reference of the proposed underpass through the elevated rail corridor to Lennox Street <u>Access remains unchanged at:</u> • Northern end of Cremorne Street between Swan Street and Stephenson Street (two-way access) • Cotter Street (two-way access) • Stephenson Street between the two rail underpasses (one-way access)	

17. It is proposed that through a more targeted one-way system, through-traffic between Church Street and Punt Road/Swan Street can be discouraged whilst access to and from the precinct is kept the same. Space would be gained for public realm/place improvements and increasing safety, convenience and amenity for pedestrians and cyclists in the center of Cremorne.
18. These changes have resulted in a new Cremorne Loop. A comparison is in **Table 1.**
19. Generally, vehicle access in and out of the suburb has been retained as two-ways to allow for local access and egress.
20. Specific stretches of streets within the internal network are nominated to become one-way (inner sections of Cremorne, Balmain and Kelso Streets) to discourage through-traffic and allocate more space for public realm and traffic improvements in the future. This will be an incremental and long-term action.
21. This ensures that local access and exit for residents and businesses is retained at the Church/Balmain and Cremorne/Swan Street intersections; space for public realm and walking and cycling improvements is gained for parts of Cremorne and Balmain Street and through traffic is reduced.
22. For example, Cremorne Street between Stephenson Street and Balmain Street is proposed to be one-way southbound. As a key street, this creates more space for future streetscape improvements such as wider footpaths and seating opportunities, aligning with Action 4.4.2 of the UDF.
23. The Cremorne Loop has been agreed and consulted on with Yarra's Strategic Transport and Transport Engineering units and has been peer reviewed and supported by an external traffic expert Traffix Group (see **Attachment 4**). The Cremorne Loop also has in-principle support by DTP.
24. Removal of the proposed signalisation of Kelso Street and Punt Road still retains the existing two-way access at Kelso Street, west of Cremorne Street.
25. Residents in Kelso Street west of Cremorne Street will have the option to exit through Punt Road (as existing), or access Swan Street through Stephenson Street.
26. Similarly, residents in Wellington Street can access Swan Street eastbound through Stephenson Street. Existing access from Wellington Street to Swan Street remains unchanged (left-turn only).

UDF changes relating to WWCHAC submission

27. The WWCHAC submitted that they were not part of the consultation in the preparation of the UDF and requested that Council seek advice on whether Council had met Council's statutory obligations and to conduct a desktop review of cultural heritage in Cremorne.
28. Whilst Council technically does not have legal obligations to consult under the *Aboriginal Heritage Act 2006* in preparing the UDF, a heritage advisor was engaged to prepare a Cultural Heritage Assessment (CHA) (**Attachment 5**).
29. Key recommendations from the CHA are shown in **Table 2** below:

Table 2: Key recommendations from cultural heritage assessment and officer response

Recommendation	Officer response
Future development will be managed under the *Aboriginal Heritage Act 2006* and the *Aboriginal Heritage Regulations 2018.*	**Supported, no change required.** This is an existing legal requirement and Council complies with the *Aboriginal Heritage Act 2006* and the *Aboriginal Heritage Regulations 2018.*
Consider consultation with WWCHAC about naming opportunities for public space within the study area;	**Supported, minor change proposed.** Action 4.7.1 includes an action relating to this. A minor change is proposed to specify that the Traditional Owners for the area are the WWCHAC.
Consider consultation with WWCHAC about the development of artistic or interpretive displays in open space and in public land around the Birrarung (Yarra River)	**Supported, minor change proposed.** Action 4.7.2 includes an action relating to this. A minor change is proposed to specify that the Traditional Owners for the area are the WWCHAC.
Any future planning controls for land adjacent to the Birrarung (Yarra River), including any new controls for the strategic sites identified in the Cremorne UDF within the Cremorne study area, should be developed in consultation with the WWCHAC.	**Supported, changes proposed.** The Birrarung Precinct in the UDF includes land adjacent to the Birrarung (Yarra River). Changes are proposed to specify that future planning should be developed in consultation with the WWCHAC.

30. Other changes to the UDF are proposed to incorporate other findings from the CHA. These changes relate to context (not future directions) and are currently under review by the Elders within the WWCHAC and would be incorporated into the UDF when the discussion concludes before the SAC hearing).

Other changes

31. Consequential changes to the UDF (**Attachment 3**) were made to align with Council's resolution on C318 (e.g. refining wording for building separation, parking overlay rate adjustments). The majority of these are in Theme 5, which forms the strategic basis for C318.

32. Changes to the maps of Clause 11.03-6L will align them with the updated UDF maps for the purposes of the SAC hearing (**Attachment 6**). There are no wording changes to the policy.

33. Changes to Clause 72.08 Background Documents are required because of updates to the Cremorne UDF **(Attachment 6):**

    (a) Update the name of the background document for the Cremorne UDF to reflect its status and date;

    (b) Remove the two previous transport-related supporting documents from Clause 72.08 due to the replacement of the Future Movement Network with the Loop; and

    (c) Introduce Transport Engineering Assessment – Amendment C318yara Cremorne Precinct (Traffix Group, August 2026) as a new Background Document.

34. Other minor drafting changes were made to correct information and remove any redundant references since 2023.

Community and stakeholder engagement

35. Exhibition on the UDF and Amendment C318 was held from Monday 3 November 2025 to Monday 8 December 2025 (5 weeks). Comprehensive consultation was held and included:
    (a) Letters to owners and occupiers within the study area and surrounding areas (approximately 5,000 letters);
    (b) Postcard drop in local areas and Council venues including the letter sent to the community;
    (c) Emails to past submitters to the draft Urban Design Framework, known community groups, public authorities and other stakeholders;
    (d) Dedicated consultation website that included interactive mapping tools, FAQs and online survey form;
    (e) Information sheets that provided a simplified summary of the project;
    (f) Social media posts;
    (g) A pop-up at Balmain Plaza; and
    (h) An offer of one-on-one meetings with officers at a time of their choosing.
36. A summary of the 56 individual submissions and officers' response is provided in **Attachment 1**. Officers note this is an updated attachment to the Ordinary Meeting on 14 July 2026. Key issues raised in submissions can be found in **Attachment 2.**

Alignment to Council Plan

Alignment to Council Plan
Strategic Objective One – Living in the City
Strategy 1: Make our streets and shopping strips safer and more beautiful

Strategic Objective Two - Building the City
Strategy 3: Ensure people can move safely across the city using all modes of transport
Strategy 4: Enable equitable and planned housing growth to keep Yarra liveable.
Strategy 6: Provide green spaces and beautify the city.

Strategic Objective Three – Working and Playing in the City
Strategy 8: Make it easier for local businesses to thrive.

Finance and Resource Impacts

37. The costs associated with implementation of the UDF will be delivered through the Council budget and any applicable state government grants, subject to future budget bids.

Legal and Legislative Obligations

Conflict of interest disclosure

38. 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.

Human rights and gender equality implications

39. Actions within the UDF achieve improvements to human rights and gender equality including through better user experience within the precinct, new open space opportunities and more.

Other Legislative Obligations

40. Not applicable.

Options

Option	Brief Description	
Option One Adopt the UDF with officer changes, adopt the revised Clause 11.03-1L-01 and refer both documents to the SAC	Feedback from multiple rounds of consultation has been incorporated into the UDF. The UDF is supported by various state government agencies and achieves Action 4.1 of the CPIP. It will provide justification for C318 built form provisions.	**Recommended**
Option Two Undertake further consultation on the UDF	The final UDF has been informed by extensive community and stakeholder engagement, meaning further consultation is not warranted. Proceeding to the SAC hearing without an adopted final UDF would weaken the strategic support for Amendment C318.	Not recommended
Option Three Abandon the project and do not refer the UDF to the SAC.	Do not continue with the project. This would leave Cremorne without strategic directions on key topics such as transport, open space and public realm. Proceeding to the SAC hearing without an adopted final UDF would weaken the strategic support for Amendment C318.	Not Recommended

Risks Analysis

No	Identified risk	Risk mitigation approach
1	Council does not adopt the UDF which leaves the suburb without direction for future improvements. This also leaves Amendment C318yara without strategic justification for the Standing Advisory Panels process	Council adopts the UDF
2	The Cremorne UDF does not meet community expectations	The project has undergone two rounds of consultation with the community. Feedback has been integrated into the UDF.

Implementation Strategy

41. Implementation of the UDF will be through actions listed in the UDF. The UDF also provides a section relating to the delivery of the framework (see **Attachment 3**: Part Four Delivery).

Report Attachments

1. 5.1.1 Summary of Submissions Cremorne UDF and C318yara
2. 5.1.2 Summary of key issues and officers response
3. 5.1.3 Transport Engineering Assessment August 2026
4. 5.1.4 Cremorne EP Cultural Heritage Assessment 2026
5. 5.1.5 Clause 11.03-6 L-01 Clause 72.08
6. 5.1.6 Cremorne Urban Design Framework 2026

Attachment 1

Community feedback – Response to Written Submissions

Revised Cremorne Urban Design Framework and Draft Amendment C318yara

The following table provides a summary of the submissions received in relation to the updated Cremorne Urban Design Framework and Amendment C318yara.

Community consultation undertaken in December 2025 sought feedback on both the Revised Cremorne Urban Design Framework (UDF) and Draft Amendment C318yara. Responses were provided for matters relating to Draft Amendment C318yara at Council's Ordinary Meeting on 14 July 2026. Responses to issues raised in relation to the Revised UDF are being addressed separately at the 22 September 2026 Planning Decision Committee Meeting.

Most issues raised in individual submissions are addressed in the Summary of Key Issues table at **Attachment 2**. However, where issues are highly specific or not captured in the key issues, a response is provided below.

To comply with the requirements of the *Planning and Environment Act 1987* and the *Privacy and Data Protection Act 2014*, Council has removed all personal information relating to submitters (including names) from the table below, as it will be published online as part of the Council report.

Submitters may contact a Strategic Planning officer to obtain their submission number if required.

Submitter number & interest	Summary of submission	Response to submission
1 Resident Dover Street	**Bendigo Kangan Institute campus** • The small updates to Bendigo Kagan Institute (BKI) (benches, gardens & decals) are a step forward and show the space is underutilised. • Consider the opportunity for this move and (8) Network of Open Space to be interlinked. **Heritage** <u>Slade Knitwear sign</u> • Slade Knitwear sign has been missing from Cremorne's street for years. • Suggests this is a damning example of the delays to the UDF implementation and Council's lack of action on heritage. • Recommends reinstating the sign. • Recommends that more be done to ensure heritage buildings and artifacts are better protected to preserve Cremorne's history. **Traffic and street network** • Cremorne is becoming a thriving hub this urgently needs to be addressed.	**Bendigo Kangan Institute campus** • No recommended change to the UDF. • Key Move 3 identifies new public spaces within the BKI campus. Officers feel there is substantial links between both Key Moves and no changes is required. **Heritage** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network.*

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Provides an example of Kelso Street being busy thoroughfare on weekdays while also being a two-way road. Notes that it does not have consistent pathways or ways to slow traffic.	
2 Resident Huckerby Street	• Bought property as their forever home and cannot afford to move. • There is an explosion of commercial development. **Traffic and street network** • Traffic is a nightmare at times and struggles at times to reach home due to congestion. • Upset, dissatisfied and vehemently opposed to the proposed changes to direction of traffic. • Suggest changes will make it much more difficult to access their property.	**Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network.*
3 Resident Willis Street	**Study area boundary** • Questions how the boundaries were derived near their home (the eastern edge of the Church Street Precinct) and why 35 Willis Street and 14 and 16 Kingston Street are included noting: ▪ 14 and 16 Kingston Street have been homes for over 50 years. ▪ 35 Willis Street grew out of the subdivision in the 2000s of a vacant block into two house lots. ▪ Notes that there are houses everywhere in this little pocket. • Considers it illogical that the commercial boundary between Kingston and Willis Streets runs on the eastern side of 14 Kington Street. This is particularly given that the building on the western side of 14 Kingston Street is a commercial building built on the boundary with an 8+ meter wall. • Requests further information on how to change the boundary to make the commercial Church Street Precinct CSB end where the houses start [to end at 10-12 Kingston Street]. • Recommends the boundary should be on the western side of 14 Kingston Street. ▪ It's illogical to have the boundary on the western side of 14 Kingston Street as 12 Kingston Street is a commercial building with an 8m side wall. • Future developer interests to extend the commercial zone into residential dwelling areas are not to be countenanced by Council.	**Study area boundary** • No recommended change to the UDF. • Refer to Council position determined at Ordinary Council Meeting 14 July 2026 regarding study area boundary. • The boundary for the Cremorne Enterprise Precinct has been determined by several measures including the land use zones. • The boundary is in line with the boundary set in the Cremorne Place Implementation Plan. ▪ Punt Road to the west. ▪ The rail corridor to the north. ▪ Yarra River to the south. ▪ The Commercial 2 Zone properties to the east. • It is noted that the property at 14 Kingston Street is zoned Commercial 2 Zone and not within the Heritage Overlay. Its current use is a residential property. • It is not proposed to rezone the site. • It is appropriate to have this property within the study area due to its land use zone.
3A Resident Willis Street	• Acknowledges clarification received from officers at a meeting following their original submission. • The Strategic Plan is well described and understandable. • Requests their submission receive specific consideration given its direction and layout of their home. **Land use and zoning**	**Land use and zoning** • See **Attachment** 2 Section 3 *Land use*. **Interface with residential properties**

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• They may get a better outcome from Commercial Zoning. Residential zoning has ambiguities and emotions across State Government and Councils.
	
	Interface with residential properties
	
	• Concerned about the impacts on their residential property and the ability of the design objectives to protect amenity.
	• Its highly likely 14 Kingston Street is hardly viable as a development as the proposed planning suggests [DDO53]. A new building can't:
	  ▪ be more than 2 stories (8 metres) given the east-west 10.8 metre block's dimensions
	  ▪ have residential building(s) built on the block
	  ▪ have openings above 3.23 metres in its eastern wall as it will look directly through the whole length of their home's 1st and / or 2nd floors.
	• The economics proposed in the C318yara rules [DDO53] are questionable.
	• Concerned that the proposed rules will be circumvented.
	• Most of the residential housing in Cremorne and abutting Richmond areas are not even to the 9-metre height limit – more like 5.5 to 6 metres
	• Does not support the 8m rear interface wall height and does not consider it as transitioning down.
	• This shows disregard to any home, a total bias to commercial.
	• Their home should receive special consideration due to its east-west orientation which is unlike other homes.
	  ▪ They do not have opening on the east side.
	  ▪ They have skylights on the north side of the 1st and 2nd floors.
	  ▪ Their balconies, outdoor entertaining and ceiling doors are on the west side.I
	• The proposed outcome next to their home would not align with design objective 2 in DDO53.
	
	<u>Visual bulk</u>
	
	• A solid wall across all private open space and the entire internal space on their 1st and 2nd floors is the definition of visual bulk. That wall is across a 3-metre dark space for most of the year. Recommends that this wall be more than of a good texture.
	  ▪ Creative ideas like trop d'oeil, murals or a vertical garden would be more in keeping. Notes ongoing maintenance needs to be considered, fitting in with the "street activation".
	  ▪ Public access to the 3-metre-long thin area would introduce unacceptable behavioural issue.
	
	<u>Privacy</u>
	
	• Any openings in the 8-metre wall and anything atop it would have complete visibility
	  ▪ of their POSs on the 1st and 2nd floors.
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
		
		Wind impacts
		
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
		
		Design objectives
		
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	▪ straight through the full length of their house on both floors. <u>Solar</u> • Sunlight access in the afternoon is reliant on the sunlight that swings around the north-west corner of the house for the 10-11 metre swing across the sky. • They see the sun directly in the evening when it appears in the west over the 8 metre walls, 11 metres away. • An 8-metre wall would result in all afternoon sun disappearing except a slice in mid-summer. ▪ This is particularly important on 2nd floor where the 2 skylight windows of 40 cm each have stopped catching sunlight before its culmination at 1:27pm in March 20 as the skylight windows are on the east third of the north wall. Winter will be tragically dark and depressing. **Wind impacts** <u>Rear interface controls</u> • Northerly wind flow, the 3 metre "lane" [interface controls] could be dangerous because of the wind channelling / urban canyon effect. • The 8-meter-high walls flanking the narrow, 3-meter lane act as a funnel, causing its speed to increase dramatically. The air pressure decreases as its speed increases through the constricted passage. • The interaction of the fast-moving air with the sharp corners and surfaces of the walls creates significant turbulence and swirling air movements. The "indentations" for their balconies, gardens and doors could cause excessive turbulence. **Design objectives** <u>DDO53 Design Objective 1</u> • Without mentioning the protection of residents as being important in the first design objective the aims appear biased.	
3B Resident Willis Street	**Land use and zoning** • The zoning of 14 Kingston Street allowed 12 Kingston street to be considered the 12 metre setback at the 45 degree angle, allowing 12 Kingston Street considerable increase in height, that is not their domain. We would request respect for the issues raised in Submission 3A and discuss the structure / usage of 14 Kingston Street to mutual advantage.	**Land use and zoning** • See **Attachment** 2 Section 3 *Land use*.
4 Resident Green Street	• Partially supports the Amendment, subject to recommended inclusions and changes. • The revised UDF is missing two critical focus areas for the region. **Drainage and stormwater**	**Drainage and stormwater** • No recommended change to the UDF. • Theme 2 currently has content relating to water management including flood risk.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Drainage and water egress has not been included in the Plan. • Yarra Council's recent update to Flooding Risk in Cremorne has not been referenced in the UDF. • Significant commercial development in Cremorne has put a strain on stormwater drainage in commercial and residential areas. This was highlighted in Council's recent flooding report. • The report does not reference improving drainage such as reducing flooding risk, beyond improving quality of water. • Recommends this topic be considered as a key priority in all development decisions. • Recommends this topic be highlighted as a priority in the UDF. **Open space** • Green space has been highlighted as a critical need by Cremorne residents and workers. • Recent developments in Cremorne including on Cremorne Street and Green Street have empty garden beds and no green space. • This erodes the area and poses risks to native species that rely on green pockets, street frontage trees and vegetation. • Green space serves to mediate extreme temperatures and reduces flooding risk. • Recommends that green space and investment in improving biodiversity should be highlighted as a critical focus in the UDF due to benefits for residents, workers, flora and fauna.	• Council officers believe these topics have been sufficiently covered under the UDF. **Open space** • See **Attachment** 2 Section 4 *Open space.*
5 Resident Kelso Street	**Traffic and street network** • 100% does not support the one-way street designs. • 100% does not support the addition of traffic lights/traffic management system at the Kelso Street and Punt Road junction as it will: ▪ Back traffic to their bedroom window. ▪ Further block traffic flow which banks it to Balmain Street. ▪ Lead to noise and air pollution and traffic congestion. ▪ Greatly restrict freeway access and resident will need to wait in line and go around the block to access freeway. • The proposal is viewed as unnecessary and inappropriate, and the resident requests that existing traffic arrangements be left as they are.	**Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network.*
5A Resident Kelso Street	• Partially supports the planned changes. However, oppose the traffic flow changes. **Traffic and street network** • There are currently no traffic flow problems in West Cremorne on Kelso Street and Gough Street, however the proposal will create traffic flow problems	**Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network.* **On-street parking**

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• The one-way network will restrict residents' access and parking to the alleyway that runs between Gough and Melrose streets. Configuration of car parks at Melrose Street entrance makes it difficult to turn into the alley to access the car parks as it's a tight corner. • Request to stop spending rates on changes that are not needed or wanted. **On-street parking** • [On-street] car parking can be a nightmare in the area.	• See **Attachment 2** Section 1 *Traffic and street network.*
5B Resident Kelso Street	• Strongly opposes plans outlined in the UDF. **Traffic and street network** • Does not support: ▪ One way along Kelso Street ▪ One way along Gough Street ▪ Bike lanes on Kelso Street. ▪ One way on Cremorne Street. <u>Kelso Street</u> • Does not support making Kelso Street one way and adding a bike lane. • A pedestrian crossing on Hoddle Street at Kelso Street is madness. Will make traffic flow worse. If only 1 to 2 cars can turn right, then traffic will stop. • Recommends adding a crossing halfway between Swan Street and the M1. ▪ There is already a pedestrian crossing close to Kelso Street at Gough Street. ▪ This doesn't need to be put at Kelso Street. • Recommends putting a signalised crossing halfway between Swan Street and the M1 instead of at Kelso Street. • Recommends keeping Kelso Street two ways to Melrose Street. ▪ Make it "turn left at any time" from Hoddle into Kelso. ▪ If you have both left and right turns on Hoddle Street you need two lanes. ▪ Both left- and right-turning vehicles would be required to queue in a single line. ▪ It will create a bottle neck. • Recommends not adding bike lane along Kelso Street ▪ The bike lane removes a lane for right-turning cars. <u>Hot Spots 1: Kelso Street x Punt Road</u>	**Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network.* **Parking Overlay** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Active transport** • See **Attachment 2** Section 1 *Traffic and street network* and Section 2 *Active transport.* **Community consultation** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• If you do this [Hot Spot 1 and one way along Kelso St]: ▪ Keep two-way traffic on Kelso Street up to Melrose street ▪ Keep two-way traffic on Gough Street up to Cremorne street. ▪ Install "keep clear" road markings at the intersection of Melrose and Kelso Streets, and at both ends of the lane (at Gough and Melrose Streets)to ensure residents can access parking along the alley. <u>Cremorne Street</u> • One way along Cremorne Street would funnel all cars to either the toll road or Kelso Street or east up Balmain Street. • It would create a massive bottleneck all the way up to Balmain Street and screw up traffic. **Parking Overlay** • Appreciates the concept of maximum parking levels to deter people driving to Cremorne, however, notes that there is not enough parking. • Recommends retaining parking minimums and increasing these ratios so it forces developers to take parking into consideration. ▪ Eg: Four customer car parks for a 240-seat restaurant is not sustainable (Gough Street proposal). **Active transport** • Does not support bicycle lane on Kelso Street. ▪ Bikes are not seen on Kelso Street. ▪ Cyclists use Gough Street to access the bike path on the river. • Recommends reducing speed limit to 30km/h along Kelso Street instead of adding a bicycle lane. **Community consultation** • Having a pop-up in Cremorne between 8am-10am during the work week is wrong as most people are at work.	
6 Resident Gladstone Street	**Active transport** <u>Walking</u> • Cremorne has had rapid growth, and pedestrian and bicycle access has not kept up. Resident constantly steps into traffic while on sidewalks because they are not big enough to walk single file. This is not accessible especially for mothers with strollers or people in wheelchairs. • Recommends wider footpaths and protected cycling lanes to assist workers getting to and from work.	**Active transport** • See **Attachment 2** Section 1 *Traffic and street network* and Section 2 *Active transport.*

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
7 Landowner Sanders Place	• Supports, in principle, the Cremorne Precinct as a significant employment precinct and the use of planning controls to facilitate a high-density built form. **Site context** • The Site is improved with a two-storey building built to the southern, northern and western boundaries. • The Site is inclusive of a drainage easement in favour of Greater Western Water to its east. • The Site is unique in terms of interfaces: • It has frontage to a laneway (Sanders Place) to the south, with no frontage to a more 'traditional' road or street. Opposite Sanders Place to the south are other commercial properties (9 and 11-15 Albert Street). • It has a secondary frontage to a privately owned easement to the west. The Site is provided with vehicle access and rights to light and air from the easement. Opposite the easement is an approved 10 storey building (PLN23/0316). • It has an interface with townhouses at 7 Sanders Place to the north, which are located within the General Residential Zone – Schedule 2 (GRZ2): ▪ This interface is also not a traditional 'residential to commercial' interface ▪ The private vehicle access to the dwelling is located directly adjoining the common property boundary with the site. ▪ The dwelling (which are reverse living townhouses) have their primary living areas and open space facing north (away from the site) on the second floor. ▪ Facing the driveway (and common boundary with the site) are garage doors, entrances, bedroom windows or secondary windows to the living areas. ▪ It has an interface with the rear of single dwellings at 38, 40, 42 Brighton Street to the east, located within the NRZ1. The interface with the building on Site is separated by the 2.8m wide easement in favour of Greater Western Water. **Building heights** • Recommends a discretionary 25m height limit for 1-5 Sanders Place (within DDO53) rather than 20m height limit. ▪ Site plays an important role in transitioning from higher scale built form along Church Street to residential areas. ▪ Would provide a built form that steps from the residential area to the approved 10 storey building (50m approx..). ▪ Acknowledges DDO drafting allows certain elements to exceed the maximum height, however, exemptions are narrow. ▪ Recommends that height exemptions be broadened for services and areas typical on a rooftop, such as communal open space. ▪ Requirements are challenging to meet on smaller sites.	**Building heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Street wall height and upper level setback** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Interface with residential properties** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Provides examples of buildings with similar heights (25m) and residential interfaces that have been approved and constructed within Cremorne. **Street wall heights and upper level setbacks** • Requests reconsideration of the proposed street wall heights and upper-level setbacks to Sanders Place. ▪ It is common that larger buildings have laneway interfaces. Recommends that there is a delineation between "street wall" and "upper levels" in a laneway context. ▪ Interface to commercial properties, which is not considered sensitive. ▪ Area can only accommodate commercial uses, which is less sensitive. **Interface with residential properties** • Recommends reconsideration of the proposed setback requirements to the northern interface. ▪ The Site's interface with 7 Sanders Place is more akin to a laneway interface and is not considered sensitive. ▪ Built form at the Site, constructed to the boundary, will not result in unreasonable amenity impacts on nearby residential properties. • Supports the proposed discretionary setbacks to the eastern interface.	
8 Resident Brighton Street	• Property's western boundary is adjacent to DDO53 area. **Interface to residential properties** • Recommends the interface diagram be amended to align with the DDO and text within advertised material to show 5 storey development. ▪ Under the heading "How will new buildings next to residential areas need to be designed" text advised max height of 20m (5 storeys). <u>3m ground floor setback</u> • Concern with proposed 3m ground floor rear setback if it becomes part of the public realm. ▪ In the context of their neighbouring property, it will create a 3m x 16m cul-de-sac for potential anti-social activities. <u>Privacy</u> • Concerned that rear of properties would compromise their existing privacy of their backyard. Especially if there are glass windows and walls on the first floor.	**Interface to residential properties** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Notice and review rights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Recommends eliminating the gap [change the 3m rear setback to a 0m rear setback] through building an 8m solid wall on boundary. • Concern with the space above the rear wall (12m upper-level rear setback) becoming a significant issue for noise and overview (overlooking). • Questions whether the roof of the first floor could be utilised as a deck for access by occupants. Is not supportive of such outcome and recommends that the use of a deck in new developments be specifically prohibited. **Notice and review rights** • Questions whether the proposed DDO will encourage developers to explore alternative designs with residents before an application is submitted. Most design proposals are fully developed and submitted for approval and residents are on the back foot to try to challenge the proposal.	
9 Resident Dover Street	• Partially supports the Amendment. **Traffic and street network** • Supports reviewing the speed limit to 30km/h. <u>Balmain Street x Cotter Street x Church Street Hotspot</u> • Supports making the pedestrian crossing on Balmain Street near Church Street more visible. • As a pedestrian and driver in this area, they find that it's dangerous when people don't stop or respect people walking in the area. • People turning out of the entrance to the Rosella entrance are often dangerous. • Does not support making Cotter Street one-way as it limits accessibility in and out of the suburb for residents. • Recommends an alternative option for streets that lead into Cotter Street (such as Mary Street) to be made no entry during certain times and extending the times this would apply for. <u>Kelso Street x Punt Road Hotspot</u> • Supports the proposed signalised intersection at Punt Road and Kelso Street • This intersection is dangerous and clogged up from attempting left turns onto Punt Road. • It is not possible to make Cremorne Street one-way unless Punt Road and Kelso Street become signalised. **Active transport** • Does not support bike lanes on Balmain Street as there is very limited room for this. • Supports improving river crossings and access to the Yarra River Trail ▪ Requests more details on this proposal.	**Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network.* **Active transport** • See **Attachment 2** Section 1 *Traffic and street network* and Section 2 *Active transport.* **Amenity impacts from construction** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	Amenity impacts from construction <u>Construction management</u> • Construction in Cremorne is significantly impacting their quality of life and commute times. • Cremorne is a unique suburb of Yarra with heavy mixed business and residential use with very few thoroughfares. • Construction significantly impacts their commute times, with a trip to Coles taking 15 minutes when it should only take a few minutes. • Requests that more signage and letter dropping should be dropped to the whole suburb rather than just the one street where construction is.	
10 Landowner Hill Street	• Opposes the Amendment as the controls are "materially out of step with the built form context". **Building heights** • Objects to the building height controls affecting 3-5 Hill Street and 7-11 Hill Street, which carries a preferred maximum height of 20 metres (Precinct Area CS-B). • Recommends their property and all adjoining sites on Hill Street be afforded the same height (40m), setbacks and built form parameters as 510 Church Street (Precinct CS-E), subject to overshadowing and interface considerations. • Current built form around Hill Street is not mid-rise. ▪ 510 Church Street as an example as it is over 10-storeys or approx. 40m and extends full length of the Hutchings Street block. ▪ Occupies a generous footprint from Church Street to Walnut Street ▪ Creates a dominant built form edge directly abutting their property on Hill Street. • Proposed 20m height limit is a substantial downscaling rather than a transition ▪ 510 Church Street establishes a prevailing height and massing condition for the block. ▪ This artificially suppresses a site's redevelopment potential in circumstances where a much higher built form already defines the character and overshadowing envelope. • Proposed height does not align with several key design objectives in the DDO schedule. ▪ DDO directs that height should transition down from taller Church Street buildings towards residential interfaces, noting Hill Street is not a residential interface and does not contain character or heritage buildings. ▪ DDO seeks to create a thriving commercial precinct, and proposed controls suppresses the development potential of properties abutting the tallest built form in the precinct.	**Building heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	▪ DDO indicates that sites adjoining existing blank walls may develop to the height of the wall, noting the existing wall height far exceeds 20m. • Proposed height controls will disadvantage their property in a way that is not applied to other land facing similar conditions. • There are no character buildings on Hill Street that require protection. This undermines the rationale for a strict height limit. • The result is an inequitable planning outcome where adjoining land enjoys far greater development realisation despite identical contextual influences.	
11 Resident Wellington Street	**Traffic and street network** • Does not support the traffic proposal. • Wellington Street residents' access to shopping and community facilities along Swan Street has not been considered. The proposal will cut off their access to Swan Street entirely. • The one-way street network will make it extremely difficult to access their property daily, considering the locations of schools, shopping and facilities.	**Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network.*
12 Resident Gwynne Street	**Strategic Site – Rosella Complex** • Does not support vehicle access from Palmer Parade to Gwynne and Munro Streets. ▪ Figure on p. 136 of the UDF contradicts various Council policies and basic traffic management practice to reduce commercial traffic and rat-running in local roads. ▪ There is not more sensitive use than a residential zone. ▪ Encouraging commercial vehicle use is a clear failure of Council to protect residential safety and amenity. ▪ Notes that there is dedicated access from Palmer Parade to Balmain Street. ▪ Impacts include noise, nuisance, vehicle conflicts. • Recommends Council close vehicle access to Palmer Parade at Gwynne and Munro Streets. • Proposal to direct westbound Balmain Street to Stephenson Street and not closing Gwynne Street/Munro Street access to Palmer Parade will introduce rat-running from Palmer Parade to narrow residential streets at Gwynne, Munro, Cubitt, Dover Streets. • Gwynne Street residents have been making complaints on this issue for decades. **Active transport** • Recommends wombat crossings at the intersection of Cremorne and Balmain Streets. This is needed to protect pedestrians due to high pedestrian traffic from two apartment blocks. • Section of Cremorne Street between Balmain Street and Harcourt Parade (Citylink entrance area) should be made a shared space.	**Strategic Site – Rosella Complex** • See **Attachment 2** Section 1 *Traffic and street network* and Section 6 *Clause 11.03-6L (Cremorne Precinct) Local Planning Policy and Strategic Sites)* **Active transport** • See **Attachment 2** Section 1 *Traffic and street network* and Section 2 *Active transport.* **Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network*.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Access to the main Yarra River Trail by Gough Street is not safe. ▪ Path is poorly lit, has excessive vehicles and trucks, has flooding issues. ▪ Safer access is through Harcourt Parade, accessed from Cremorne Street. ▪ Recommends Council move the hoarding obstructing Harcourt Parade so that the full pathway at Harcourt Parade can be used by cyclists. **Traffic and street network** • Recommends Council fix non-compliant footpaths and remove redundant crossovers. ▪ Submitter has provided a list of locations. ▪ Notes that there are footpaths with excess crossfall greater than Council's 1:40 maximum and footpaths that are not compliant with DDA. ▪ Requests that Council confirms the actions and rectifications works will be complete for these locations. • Recommends Council fix non-compliant pedestrian crossings. ▪ Submitter has provided a list of locations. ▪ Notes that these crossings must be fixed to comply with AS1742. ▪ Notes that there are safety concerns. • Recommends to close vehicle access to Citylink. ▪ Access is available using Gough Street or Kelso Street to Punt Road instead.	
13 DEECA	• Supports the Amendment as exhibited. • The Department of Energy, Environment and Climate Action's (DEECA) interests are not affected by this amendment. • DEECA has no comment to offer on this amendment.	• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
14 Landowner Balmain Street	• Notes there is an existing planning permit for their site for a 9-storey residential hotel and restaurant. • Commends Council for preparation of the UDF and various improvements to the precinct. **Mandatory provisions** • Does not support the use of mandatory controls. ▪ Victorian Planning Provisions are predominantly performance-based and rely on the principle that discretion should exist for most developments. ▪ Applications are to be tested against objectives and performance outcomes rather than prescriptive mandatory requirements. • Planning Practice Note 59 makes states there are only a limited number of circumstances in which mandatory controls are appropriate.	**Mandatory provisions** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Overshadowing** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Upper level setbacks** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• There are no exceptional circumstances that apply to their site or surrounds that would warrant mandatory [floor area ratios] or height requirements. • Use of mandatory controls runs counter to the precinct's role as an enterprise precinct. **Overshadowing** • Recommends that the controls be made discretionary to allow flexibility for designers. ▪ Question the benefit of the proposed mandatory control on additional shadow to the northern and southern portions of Balmain Street between 10am and 2pm. ▪ Acknowledges the principle of protecting and maintaining reasonable levels of sunlight to the plaza space however proposed control is overly restrictive. ▪ Provides an example where their subject site will deliver an improved outcome to the sunlight to the plaza through massing and upper levels arrangement compared with the DDO requirements. ▪ Flexibility should be maintained so that improved outcomes, through good design, can be achieved. ▪ The site sits within the Commercial 2 Zone and considering the purpose of the zone, the requirements are unnecessary and unwarranted. • Notes that their proposal would be prohibited by the proposed DDO. • Controls are inconsistent with the original version of the UDF, and the *Cremorne Built Form Review* (Hodyl and Co, 2022). ▪ Documents do not include overshadowing controls for the northern plaza space but nominate an upper level of 3m instead. • The northern plaza space is already significantly overshadowed by existing buildings with a zero setback on the northern side of the plaza. ▪ Shadow modelling of the existing conditions demonstrates that only a small portion in the south-east corner will receive direct sunlight. • Balmain Plaza is identified within the UDF as a key movement corridor and its role as a gathering space is secondary to its role as a thoroughfare. ▪ Objectives for Hotspot 4 primarily relate to increasing its role as a public space and internal gateway. ▪ Balmain Plaza is not an area of public open space that would be enjoyed in the same way as a public park. ▪ It will generally serve as a transitional space for pedestrians moving through the precinct. **Upper-level setbacks** • Recommends removing the mandatory upper-level setback above street wall to Balmain Street (15m) as it duplicates the overshadowing requirement in DDO51. • Notes that is not necessary for the setback to apply to all levels.	**Transitional provisions** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	▪ Lower levels could be set back significantly less than 15m without casting additional shadow. **Transitional provisions** • Recommends that new planning controls have transitional provisions for existing planning permissions to be amended and acted upon. • Applications lodged prior to gazettal should be exempt from any mandatory aspect of new controls.	
15 Landowner Stephenson Street	• Broadly supports the objectives of the UDF, particularly around Theme 2. **Site context** • The site is located within the Cremorne West Precinct, and more specifically sub area CW-C of the interim and proposed Design and Development Overlay, Schedule 51 (DDO51). **Design objectives** • Recommends the design objectives are amended for the Cremorne West Precinct. Redrafting should acknowledge contexts and scenarios elsewhere in the precinct where taller built form may be supported. ▪ The design objectives support mid-rise form 'with taller built form on Cremorne Street and the northern portion of Stephenson Street'. ▪ This infers that taller built form is not suitable elsewhere and should be corrected. **Building heights** • Preferred height limit applies a blunt datum point across a large portion of the Cremorne West Precinct, and limit a design outcome that is a more dynamic skyline. • DDO ignores alternatives to podium/tower forms, despite their potential to contribute to benefits for a greater diversity of architecture within the streetscape. • Their client's site could support taller and more robust built form. • Recent development approvals in Cremorne demonstrate the proposed preferred height limits, street wall heights and setbacks are not reflective of the built form outcomes supported by Council and VCAT. This indicates that the controls do not align with the existing built form or the precinct's strategic evolution. • Retaining preferred limits (that are routinely exceeded) creates uncertainty for stakeholders. It also diminishes the clarity and effectiveness of the planning framework. <u>Building height criteria and environmentally sustainable development</u> • Generally supports the discretionary nature of proposed controls of DDO51, however, the "tests" for exceeding the controls could be further refined. ▪ Providing greater-than-minimum building separation should not be treated as a test of "design excellence"; instead, ESD performance should be.	**Design objectives** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Building heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• DDO51 includes an ESD objective, however, it provides limited policy direction to support the sustainability ambitions set out in the UDF (Theme 2). • Recommends that sustainability performance and innovation be included as one of the "design excellence" tests for development that exceeds preferred height.	
16 Landowner Balmain Street	• Strongly supports the vision to support Cremorne's evolution as a nationally significant employment and innovation precinct. • Broadly supportive of the intent of the Amendment except for several fundamental concerns regarding the proposed building height, street wall controls and other recommendations. **Mandatory provisions** • Strongly supports the use of performance-based, discretionary built form controls that allow design flexibility. • Supports the discretionary nature of DDO52 but notes it should not be treated as de facto mandatory maximum measures in the assessment process. **Drafting errors within DDO52** • Identified an error in numbering, with two sections labelled 2.10. **Building heights** • Preferred height limit for Area R-C in DDO52 does not reflect the built form character of Cremorne or the scale of recent approvals. • Proposed height risks constraining the ongoing economic and employment growth. • Recommends height of at least 36m. • Suggests height should be increased to align with established development and recent decisions. • Building height criteria (intended to allow discretion for preferred height) are very specific and close off other design initiatives. • Suggests building height criteria prevents smaller sites from being redeveloped. **Street wall heights** • Proposed street wall heights are overly conservative and inconsistent with the evolving scale of streetscapes throughout Cremorne. • Recommends an increase in street wall height. Suggests this would support architectural expression, reinforce the industrial built form rhythm and enable more efficient commercial floorplates. • Recommends corner sites should 'bookend' the streets. ▪ They should be able to achieve a more robust built form.	**Mandatory provisions** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Drafting errors** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Building heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Street wall heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Building separation** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Interface to residential properties** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Building design** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Parking Overlay** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Recommends re-wording the street wall height provisions to clarify their discretionary nature. Currently unclear if it's a mandatory control. • Has concerns with approach for smaller sites and the adjoining properties in the Heritage Overlay. • This requirement could result in a disjointed footpath and prevent development of smaller sites that do not have the space to provide a wider footpath. **Building separation** • Seek greater clarity relating to building separation requirements, specifically corner sites. • Recommends drafting to provide greater flexibility for walls on boundaries where future sharing of development potential with an adjoining site can be demonstrated. **Interface to residential properties** • Not clear if this section is required as there are no residential zones interfacing with this precinct (Railway Precinct) • Recommend that this section is deleted. **Building design** • Contains unrealistic requirements such as placing substation underground. Notes that this is governed by the power authority. • Should only prevent overshadowing of solar access to solar panels on new buildings. • Should define what "high quality materials" means. • Should more clearly define what a "wide crossover" for vehicle access, with concern that the provision may prevent redevelopment of narrow sites or efficient movement of vehicles. **Parking Overlay** • Generally supportive as it sets preferred maximum parking rates for office and retail uses.	

17
Resident
Stephenson Street
	• Objects to the UDF and the Draft Amendment C318yara outright.
	• They have been a resident of Cremorne since 1981, but their ancestors have lived in Richmond since 1863.
	• References Professor Peter Newman a Planning, Sustainability and Transport Expert.
	  ▪ Professor Newman was "gobsmacked that Yarra planners would even entertain anything BUT housing and small-scale local shops in Cremorne."
	  ▪ "With this area's network of narrow one-way streets, it should not be Industrial or Commercial. It should all be Residential, or at worst, Mixed Use."
		Errors in the UDF
		• No change is recommended to the UDF
		• Officers note the considerable amount of detail provided in this submission.
		• All noted errors were checked against the source material for accuracy.
		Study area boundary

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	Errors in the UDF • Suggests there are numerous errors of fact, throughout the entire paper. • The Old Richmond Power Station in green street/ Oddy's Lane, was first operative from 1890, and not 1891 as the documentation asserts. • The Rosella Preserving Company was NOT built on the site of the former Cremorne Gardens, as stated in this UDF document. Rather, it was erected on part of an "L" shaped parcel of land owned by James Henderson (Solicitor) whose holding was General Law Title Book X, Mem 233. • Prior to the erection of the Rosella complex in 1905, the land was the site of Law, Sumner and Company (seedsmen since c1862) Nursery. • The railway's incursion into Cremorne is misrepresented. ▪ Properties along this stretch were effectively cut in half lengthwise. ▪ The land affected were White Street and Stephenson Street. **Study area boundary** • Does not support the inclusion of land outside the study area boundary and argues that it should be dealt with in a separate planning process. **Land use** • Suggests the UDF perpetuates the 'urban myth' that Cremorne has 'always been Industrial'. ▪ This conceals the truth and prioritises the interests of the Commercial sector at the expense of the Residential sector • The documentation fails to correct the 'lie' or 'urban myth' that Cremorne 'was always industrial'. • Cremorne was predominantly residential in nature from settlement and all throughout the 19th Century. ▪ Notes that maps show sparse development all over Cremorne, with most consisting of dwellings set within gardens. ▪ A photo dated from 1914 and aerial photos c1940 confirm that Cremorne remained mostly and predominantly residential. ▪ Private dwellings, several hotels, churches, private schools, small shops, small scale workshops (modellers, carpenters, blacksmiths) breweries and cordial factories were dotted around the major streets: Church St, Swan St and Punt Rd. Sparse residential settlement dotted elsewhere, on privately created roads. ▪ Market gardens, several plant nurseries, small orchards, vineyards and extensive amounts of UN developed land existed in 1855 through to around 1870. ▪ This was designed to enhance business interests at the expense of existing residents, many of whom were immigrants displaced after WW2, from non-English speaking backgrounds, low educated, or of low socio-economic background or position.	• Refer to Council position determined at Ordinary Council Meeting 14 July 2026 regarding study area boundary. **Land use** • The UDF does not suggest that Cremorne has always been industrial. The *historic snapshot* pages 14-15 show that Cremorne has not always been a commercial precinct. • See **Attachment 2** Section 3 *Land use* **Archaeology** • See **Attachment 2** Section 5 *Aboriginal cultural heritage* **Heritage** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Mandatory provisions** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Traffic** • See **Attachment 2** Section 1 *Traffic and street network.* **Interfaces with residential properties and amenity** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Urban greening and the urban heat island effect** • Draft C318yara includes policy guidance to provide landscaping at ground level and encourages urban greening. • See **Attachment 2** Section 4 *Open space.* **Energy**

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• Spoke with one of the men who did the rezoned in 1954 by MMBW.
	  ▪ This was designed to enhance business interests at the expense of existing residents.
	  ▪ He and a co-worker drove around the area after a particularly 'liquid' lunch and if there was one property that did not look like a dwelling (a vacant lot, shed, workshop or factory) in a whole street of dwellings, then that street was to be rezoned. His project brief set down from Management of the day was to "find more land for Industrial uses, in Richmond, Collingwood and Fitzroy"
	• Enterprise precincts (aka Enterprise Zones) are proven to be unworkable and undesirable.
	  ▪ A concept recognized 34 years ago is unrealistic, foolhardy and doomed to fail.
	• Every incarnation of business-centric zoning within Cremorne has collapsed in turn since 1954.
	Zoning
	• The UDF/Amendment fails to identify opportunities for increased numbers of housing.
	• Recommends rezoning portions of the C2Zone to Residential. Specifically rezone the whole C2Z to a Mixed Use Zone or to a Residential Growth Zone.
	  ▪ This would support housing supply, housing choice and affordability.
	  ▪ Even a modest injection of new housing can stimulate the local economy.
	  ▪ Rezoning could aid Yarra Council to meet the State Government's demand to increase housing stock by 40,000 dwellings.
	• Questions why housing within Cremorne is being demolished and whether that is sensible, just, or 'strategic'?
	• Since the rezoning in 1954, an estimated 2000 dwellings have been lost.
	• Every proposal to increase housing numbers has been rejected by Yarra Council.
	Study area boundary
	• The place name 'Cremorne' and its boundaries are shown incorrectly.
	  ▪ Notes the place name 'Cremorne' was gazetted 4 October 1989 as Suburb bounded by Punt Rd, Yarra River, Church St and Swan St in the City of Richmond.
	• The 'Study Area' documentation… is inconsistent with the legal confines and area of the suburb called 'Cremorne'.
	• The UDF and the Draft Amendment include land outside the legal entity of Cremorne.
	• This is an unjustified departure from established good legal and planning practice to 'annexe' lands incorrectly to suit an agenda not made transparent to affected parties.
	Office floorspace demand
	• Council has never undertaken an audit of floorspace utilization.
	• A citizen audit was undertaken in March 2024 and updated in December 2024 and demonstrates that there is an oversupply of office floorspace.
	  ▪ Approximately 400,000sqm was left untenanted for a six month period.
		• Energy supply is outside the scope of the Amendment and Urban Design Framework.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	▪ While 250,000sqm to 300,000sqm was approved or under construction. • Working from home has become the new normal. Office towers in Cremorne are being built for need that does not exist. ▪ The developers are swimming against the tide. ▪ Does not constitute 'good planning'. **Archaeology** • ALL archaeology in the State of Victoria is protected but Yarra Council consistently fails to ensure development applicants seek approvals. • Discovery of archaeological deposits are routinely ignored and destroyed. • This is a clear dereliction of duty by Yarra and is to be condemned. • This is a particularly damning indictment on the 'due diligence' and competence of Yarra's Planning Department. • Under the Aboriginal Heritage Act 2006 and Heritage Act 2017, ALL archaeology in the State of Victoria is protected, even if the land is not covered by inclusion in the Heritage Inventory, Victorian Aboriginal Heritage Register (VAHR), Heritage Overlay or Heritage Listing. **Heritage** • Does not support the removal of HO343 (Slade Knitwear Sign) • Recommends the Sign be re-instated. • Removal of existing HOs does nothing to inspire confidence in the community that heritage assets are valued. • There are many sites with buildings that now require Heritage Overlays to be imposed. • Identifies the following sites: ▪ 2-4 Cremorne St, 1 Fitzgibbon St, 13 -23 Dover St, 35-41 Stephenson St, 8-10 Cubitt St, 104-108 Cubitt St, 117 and 119 Dover St, 110-118 Dover St, 2-18 Gordon St, 79 and 81 Balmain St (these could be included in an enlarged existing HO 366 over 75-77 Balmain St), 98A-108 Balmain St, 2-8 and 12-18 Chapel St, 1,4 and 10 Pearson St. ▪ Other buildings: 11 and 13-17 Adolph St, 476-480 Church St, 1 Cubitt St all warrant HOs • The historic private dwellings that today remain in Cremorne's C2Zone heartland are some of the earliest houses remaining in Richmond area, yet Yarra repeatedly and consistently refuses to back zone them, place them under a Heritage Overlay, or support any approach, recommendation or demand for Heritage listing. **Mandatory provisions** • Recommends the use of mandatory height controls rather than preferred. ▪ Unless height limits are mandated, they are neither prescriptive, nor enforceable. ▪ This is not good or orderly planning.	

Submitter number & interest	Summary of submission	Response to submission
	• Noted in case of 117 Cremorne St, the developer simply bypassed Yarra completely and took the application straight to the Minister. • Suggests “Encouragement' is not prescriptive, or enforceable. **Traffic and street network** • Traffic and parking problems are exacerbated by more office space construction. • Automobile dependence is very obviously on display in the Commercial 2 Zone. • Most new high rise office developments have applied for and been granted parking provision waivers or reductions, since the rezoning in 2016 from Business 3 Zone to C2Zone. • This has exacerbated traffic congestion throughout the WHOLE of Cremorne as office workers 'circle' the vicinity looking for parking, and delivery drivers/ couriers have no off-street loading facilities, so they double park, park on the wrong side of the roads, or park on footpaths, all of which impedes traffic flow. • There are virtually NO bicycle journeys to workplaces – Adidas Office/store in 65-81 Dover St recently applied to convert all their bicycle parking places to additional Retail floorspace, as they quickly discovered there was no bicycle journeys by their workers to the building since taking up occupation in 2024. <u>On-street parking</u> • Residents pay for Parking Permits annually yet often cannot get a parking place near their own property. ▪ This has exacerbated traffic congestion throughout Cremorne. • The Parking Sensors installed in the road surfaces within only a portion of Cremorne's streets in 2016 and 2017 do not actually WORK. NO turnover of vehicles results. • Parking Officers do not 'markup' (chalk the tyres of) vehicles parked in time-limited bays or areas. As a result, NO 'turnover' of spaces. Workers 'hog' the spaces all day. NO fines (loss of Council revenue) ensue. **Interfaces with residential properties and amenity** • The UDF and Draft Amendment does ZERO to protect residential amenity. • Council has a duty of care to protect sensitive land uses. • How is it ‘respectful’ for a 10 level… building to be approved almost abutting a Residentially-zoned dwelling? • The strictly residential Zones in Cremorne (called 'precincts' in this document) have each seen negative impact from nearby commercial construction and any eventual use of the new erection: noise, dust, vibration, traffic interruptions, volume of truck movements 6 days a week, Utility services interruptions, garbage/litter, vandalism (graffiti, private vehicle/property/garden damage) illicit incursion or entry to private property, public urination or defecation on or next to their dwelling, overlooking, over shadowing, property damage caused by subsidence, falling debris. **Urban greening and the urban heat island effect** • Every development has paving at ground level and a few plants on rooftops. • These developments actively contribute to the urban heat sink effect.	

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Biodiversity is at risk from the dearth of on-grade vegetation. **Energy** • Concerned about the supply of electricity and power outages. • Electricity supply is one of the least reliable energy sources. • One prolonged power outage would see workers unable to leave the towers.	
18 Resident Dover Street	**Heritage – Slade Knitwear sign** • Notes the importance of the Slade Knitwear sign. ▪ The sign is more than a physical remnant of local industry. ▪ Marker of shared history, collective identity and cultural continuity. ▪ Provides a visual connection to the past. ▪ Visible heritage enriches the urban landscape, enhances tourism appeal and fosters local identity. • Heritage assets like the sign are increasingly rare and preservation is vital. • Recommends that the sign be restored and reinstated. ▪ It would honour the stories of the workers and families in the neighbourhood. ▪ Strengthens the visual character of Cremorne. • Suggests the investment in the sign would have profound cultural and social returns. **Open space** • Green spaces are essential infrastructure and not luxuries. • Several studies have shown that proximity to parks improves public health outcomes, reduces stress levels, increases social cohesion and encourages active lifestyles. • Accessible green spaces provide space for relaxation, exploration, imaginative play and healthy development. • Green spaces can be lifelines for mobility, exercise and social connection for older residents. • Equitable access to natural spaces is becoming a critical issue as densities rise. • Residents deserve places whether they can breathe clean air, experience nature and gather safely. • Well-designed green spaces bring ecological benefits. • With current heat maps, it is easy to see Cremorne becoming the hottest area in Melbourne. • Green space is essential to future proof the suburb, City and country. • Need to have accessible green areas for residents and workers in Cremorne. **Traffic and street network** • Recommends introducing stronger traffic-calming measures such as ▪ Speed humps	**Heritage – Slade Knitwear sign** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Open Space** • See **Attachment 2** Section 4 *Open space.* **Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network.*

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	▪ One way systems. ▪ Narrow lanes ▪ Reduced speed limits. • Recommends implementing measures to align with the community: ▪ With best-practice urban design principles. ▪ Protect vulnerable pedestrians. ▪ Prioritise the lived experience of residents over car throughout. • Suggests resident and visitor safety be a foremost priority. • In areas with high foot traffic current vehicle speeds and patterns create preventable hazards. Areas noted in Cremorne are: ▪ Kangan Institute. ▪ Shops. ▪ Public transport. • Traffic calming measures are proven to prevent injury, encourage walkability and improve neighbourhood amenity. • Cremorne is often utilised as the rat run to cut through suburbs at high speeds • Streets that feel safe invite people to walk, cycle, and interact with their environment. • Suggests when cars dominate spaces it reduces community and business activity, increased risk, and lower quality of life. Safer streets make stronger communities.	
19 Resident Rutland Street	• Supports the UDF and Amendment. • The UDF and the Amendment will support Cremorne's growth as a commercial area and as a residential area through making it a more pleasant place to be in. **Active transport** • Focus on improving non-car based transport is critical. ▪ Cars cannot scale to support more residents and workers. ▪ Cars are antithetical to UDF Theme 4. • Cremorne is in a good position for accessibility via public and active transport. • Proposed changes will serve Cremorne better than an attempt to get more cars in. Specifically: reduce car based through traffic, improve cycling infrastructure and widening footpaths) **Parking Overlay** • Enforcing a maximum car parking rate is an excellent approach.	**Active transport** • See **Attachment 2** Section 1 *Traffic and street network* and Section 2 *Active transport.* **Parking Overlay** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

20
Resident
Wellington Street
	• Is resident of Wellington Street, Cremorne since 2008.
	• Loves the mixed-use and gritty character of the suburb
	  ▪ Supportive of the ongoing transformation of Cremorne into an innovation precinct, as outlined within Theme 1 of the Cremorne Urban Design Framework (UDF.
	• Partially supports the revised UDF.
	  ▪ Supportive of the general vision contained within the UDF – specifically the emphasis on sustainability and climate resilience (Theme 2), improving the public realm and access to public space (Theme 4) and high-quality built form (Theme 5).
	  ▪ Notes that maintaining and enhancing quality of life for residents should be a primary objective.
	  ▪ This should not be sacrificed in lieu of new commercial development.
	Parking Overlay
	• Very supportive of the proposed new Parking Overlay in Amendment C318yara that would significantly reduce the amount of new off street parking provided in commercial developments.
	• Cremorne will not be able to cater to the number of cars all trying to leave the precinct at peak hour should significantly more development occur with current parking rates.
	• Like with CBD, it is a reasonable that most office workers can commute to Cremorne with public transport rather than private cars.
	Traffic and street network
	• Notes that their opinion is shaped by walking, cycling and driving in and out of Cremorne.
	• Strongly opposed to the one-way loop through Cremorne. Further obstructs access to the surrounding network.
	• Critically important to the resident's family to drive to and from their house due to children and their commitments. Has been much more difficult to drive due to changes to the intersection of Punt Road and Swan Street, separation of tramlines along Swan Street, and removal of right hand turns at Wellington Street.
	• Flexible road network is important particularly due to changed traffic conditions.
	  ▪ Common occurrence for various streets to be blocked.
	  ▪ One way loop is inherently inflexible and reduces options for redirection.
	<u>Hotspot Kelso Street x Punt Road</u>
	• Supports the proposed signalised intersection of Kelso Street and Punt Road.
	  ▪ Suggests it would be useful if it enabled left and right hand turns onto Punt Road.
	  ▪ Critical to maintain access from Punt Road to Kelso Street.
	  ▪ Does not support this proposal for one-way traffic along Kelso Street.
		Parking Overlay
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
		Traffic and street network
		• See **Attachment 2** Section 1 *Traffic and street network.*
		Active transport
		• See **Attachment 2** Section 1 *Traffic and street network* and Section 2 *Active transport.*

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	Active transport
	• Recommends separated bike paths should not be a high priority if it comes at the expense of two-way traffic along Balmain and Cremorne streets.
	  ▪ Streets are narrow and space is a premium.
	  ▪ Recommend removing on-street parking, traffic calming and low speed limits instead of separated bike paths.
	• Upgrading the intersection of Cremorne and Swan streets is an important initiative to improve pedestrian access to Richmond Station.
	  ▪ It needs to facilitate right hand turns from Cremorne Street on to Swan Street.
	  ▪ Without this there is no access to Swan Street from Wellington Street.	

21 Resident Church Street	**Building heights** • Opposed to DDO53 precinct areas in Howard Street proposed to be CS-E, CS-C and CS-B which allow for building heights of 40m, 28m and 20m respectively. • Buildings on the opposite side of the street are residential, and proposed building heights will negatively impact the residents. • Recommends that the precinct areas in Howard Street to be CS-B. **Interface with residential properties** • Residential area on the opposite side of Howard Street and 633 Church Street is a high-density residential area that will be significantly impacted by the changes. • This area should be given consideration to ensure residents are not negatively impacted. • This area should be given specific consideration to ensure residents are not negatively impacted by the changes.	**Building heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Interface with residential properties** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
22 Resident Brighton Street	**Rezoning – 549-555 Church Street to C2Z** • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. ▪ Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. <u>Impacts on residential amenity</u>	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• Notes that the development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed.
	  ▪ The proposed development maintains a substantial setback from the GRZ2 portion.
	  ▪ Additional floors are located well within the C2Z boundary.
	• Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street.
	• Rezoning should be deferred until a clear and justified use case is presented.
	• Future development enabled by the C2Z zoning would impact the amenity of residential areas:
	  ▪ increase overlooking into secluded private open space
	  ▪ diminish residential privacy.
	  ▪ introduce commercial impacts, noise, traffic and after hours
	  ▪ Allow the rear portion of the site to have access for commercial uses.
	<u>Heritage</u>
	• Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character.
	<u>Community consultation</u>
	• Requests that any rezoning proposals must be subject to full public consultation and strategic justification.
	• Notes that the Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street.
	• Suggests the amendment risks creating a planning loophole for intensification without adequate community consultation.	

23 Resident Brighton Street	**Rezoning – 549-555 Church Street to C2Z** • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. <u>Impacts on residential amenity</u> • The development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed. ▪ The proposed development maintains a substantial setback from the GRZ2 portion.	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	▪ Additional floors are located well within the C2Z boundary. • Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street. • Rezoning should be deferred until a clear and justified use case is presented. • Future development enabled by the C2Z zoning would impact the amenity of residential areas: ▪ increase overlooking into secluded private open space ▪ diminish residential privacy. ▪ introduce commercial impacts, noise, traffic and after hours ▪ Allow the rear portion of the site to have access for commercial uses. <u>Heritage</u> • Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character. <u>Community consultation</u> • Requests that any rezoning proposals must be subject to full public consultation and strategic justification. • Notes that the Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street. • Suggests the amendment risks creating a planning loophole for intensification without adequate community consultation.	
24 Resident Yorkshire Street	**Ten Key Moves** • Images on Key Move 4 do not reflect its intended outcome and recommends that others be used. • Provides examples of non-respectful commercial development: ▪ Angulated building corner of Balmain and Church streets ▪ Angulated metal façade facing Brighton Street near Albert Road ▪ Monster gable on Cremorne Street (Seek building). • Notes that these are not respectful, they are spiky diagonals that need modern slabs of material to support. • Notes that old Richmond was not a place where gables reside, rather a place of horizontal terrace frontages and commercial brick. • Provides examples of respectful development: ▪ Industry Lanes frontage on Church Street with squared nicely designed brickwork with setbacks above. ▪ Balmain Street, next door to the angulated corner building with squared up design supporting the old industrial style. ▪ Richmond Square.	**Ten Key Moves** • No change to images is recommended. **Character buildings** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Queries where can encouragement for respectful design be included. **Character buildings** • Recommends the frontage of the Pet barn site [609 Church Street] to be retained if the site is redeveloped. ▪ This approach retains the old streetscape and allows for renewal behind. ▪ Notes that this is much nicer at street level to have the traditional street frontage. ▪ Queries if this is supported in the DDO. ▪ Recommends that the DDO be adjusted to that this is encouraged. • The Lounge Lovers/old Matt Blatt site [587-593 Church Street] had a proposal for a 14-storey hotel with a rooftop bar and swimming pool ▪ Queries whether this type of proposal might not be approved now, with specific considerations to traffic and the noisy, late-night crowd.	
25 Resident Brighton Street	**Rezoning – 549-555 Church Street to C2Z** • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. <u>Impacts on residential amenity</u> • Notes that the development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed. ▪ The proposed development maintains a substantial setback from the GRZ2 portion. ▪ Additional floors are located well within the C2Z boundary. • Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street. • Rezoning should be deferred until a clear and justified use case is presented. • Future development enabled by the C2Z zoning would impact the amenity of residential areas: ▪ increase overlooking into secluded private open space ▪ diminish residential privacy. ▪ introduce commercial impacts, noise, traffic and after hours ▪ Allow the rear portion of the site to have access for commercial uses.	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	Heritage • HO308 applies to their neighbourhood, and the rezoning will enable a significant development footprint on Brighton Street. • Will have an unacceptable impact on heritage values and neighbourhood character. • Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character. Housing supply • Suggests the rezoning is in contradiction with State Policy that seeks to resolve Victoria's housing needs. • Notes high vacancy rates within office buildings. Off-street parking and traffic • Notes the proposed development is located approximately 25 metres from Richmond Primary School. • Suggests the commercial building will significantly increase traffic volume and parking availability. • Brighton Street already experience congestion during school pick-up and drop-off periods. • The proposed reduction of on-site parking will exacerbate this problem • Clause 13.07-1S (Land Use Compatibility) requires the new development avoid adverse impacts on sensitive uses. This current fails to meet this standard. Community consultation • Requests that any rezoning proposals must be subject to full public consultation and strategic justification. • The Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street. • The amendment risks creating a planning loophole for intensification without adequate community consultation.	
26 Resident Brighton Street	**Rezoning – 549-555 Church Street to C2Z** • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. ▪ Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. Impacts on residential amenity	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• The development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed.
	  ▪ The proposed development maintains a substantial setback from the GRZ2 portion.
	  ▪ Additional floors are located well within the C2Z boundary.
	• Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street.
	• Rezoning should be deferred until a clear and justified use case is presented.
	• Future development enabled by the C2Z zoning would impact the amenity of residential areas:
	  ▪ increase overlooking into secluded private open space
	  ▪ diminish residential privacy.
	  ▪ introduce commercial impacts, noise, traffic and after hours
	  ▪ Allow the rear portion of the site to have access for commercial uses.
	<u>Heritage</u>
	• Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character.
	<u>Community consultation</u>
	• Requests that any rezoning proposals must be subject to full public consultation and strategic justification.
	• The Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street.
	• Suggests the amendment risks creating a planning loophole for intensification without adequate community consultation.	

27
Landowner
Cremorne Street and Dove Street
	• Cremorne has undergone a significant period of evolution over the past two decades, as the traditional manufacturing uses give way to more commercial and creative industries.
	  ▪ Accompanying this change has been a transformation of the built form, including much larger scale and contemporary style buildings.
	  ▪ This shift in land use and development is reflected in our planning application (PLN24/1026) for the Property which seeks approval for an 11-storey building containing offices and a ground floor café and a car parking reduction.
	  ▪ Notes this application is currently subject to a VCAT proceeding at the time of writing this submission.
	• Generally supportive of the design objectives of DDO51, including the reference to a mid-rise built form.
	Building heights
		Building heights
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• The preferred building height and setback requirements of Table 1, are inconsistent with the mid-rise character that has been established through recent planning approvals and recently constructed developments.
	• Acknowledges that these permits were granted prior to the introduction of built form controls but argue that they are key in understanding the precinct's emerging built form character.
	  ▪ Recent approvals include buildings over 40 metres in height and up to 12 storeys in scale, exceeding the preferred height of 32 metres envisioned by DDO51.
	• Suggests the horse has already bolted in regard to building height.
	<u>Building height criteria</u>
	• The imposition of these 'requirements' on future development applications is therefore unwarranted if they are otherwise commensurate to the emerging scale and character of the precinct.
	• Through their planning application they found that some of the requirements are difficult to achieve.
	  ▪ In particular the requirement to exceed the minimum building separations of DDO51 for site's with frontages greater than 20m
	  ▪ Notes their site exceeded this width by only 0.04m.
	• Recommends DDO51 should be revised by increasing the preferred building heights to accurately reflect the current (as built and approved) scale of new development within the precinct or provide greater discretion for exceedances.	

28
Landowner
Church Street and Cotter Street
	• Supportive of the rezoning of 549-555 Church Street Richmond and the introduction of a permanent framework to guide development.
	• Objects to the Amendment in its current form on the basis:
	  ▪ Concerned that the framework does not accurately reflect the emerging character.
	  ▪ The Amendment does not recognise large sites can make to the precinct.
	• Recognises the importance in providing a framework to guide development within the Church Street Precinct.
	• There are other components of the Amendment such as the inclusion of the Parking Overlay and introduction of the UDF and other background documents into the Yarra Planning Scheme but provide no further comment on the matter.
	Amendment C333yara
	• A Section 96A Amendment has been lodged for 549-555 Church Street Richmond and 3 Cotter Street.
	• C333yara seeks to rezone the rear portion of 549-555 Church Street along with a planning application of a 6 storey on top of the existing 2-3 storey building.
		Amendment C333yara
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
		Rezoning – 549-555 Church Street to C2Z
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
		Design objectives
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
		Mandatory controls
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	Rezoning – 549-555 Church Street to C2Z • Supports the rezoning that seeks to correct the anomalous zoning of the rear portion of 549-555 Church Street Richmond. This aligns with the rezoning sought through Amendment C333yara. **Design objectives** • Generally, supports the design objectives, particularly for mid-rise development with taller forms along Church Street that transition down in scale towards low-rise residential areas to the east and west of Church Street. **Mandatory controls** • The building height and setback requirements are not mandatory. This is appropriate for the precinct and allows for discretionary response that suits the context. **Building heights** • The preferred building maximum are too low. This is particularly apparent given recent approvals and construction within the precinct that exceed the DDO53 controls. • These buildings and/or approvals have established a new character and scale of the precinct. • DDO53 must accept and reflect the new character rather than limit future development. • Notes that 555 Church Street is one of the largest sites in the precinct. • Opportunity to recognise the contribution large site can make whilst still providing a sensitively designed built form. <u>Building height criteria</u> • Concern that the requirements that need to be met to exceed the preferred maximum heights in section 2.3 of DDO53 are too narrow.	**Building heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
29 Landowner Cremorne Street	• Cremorne Properties Pty Ltd and its associated entities are the owners of significant number of properties within Cremorne and Richmond. Cremorne Properties Pty Ltd have been a significant contributor to Cremorne over time including the revitalisation of building stock and delivery of signature building such as SEEK. • Submitter made contribution to the consultation to the Draft Urban Design Framework in 2022. • Supports the idea of the UDF and its overarching vision and principles. • Support the identification of different sub-precincts in Cremorne, including the three DDO schedules for specific outcomes. • Recommends that the built form requirements be re-examined considering existing approvals within the precinct including building heights, setbacks and transition points. **Building heights**	**Building heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Mandatory controls** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Services**

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• Concern that the preferred building heights outlined in the DDOs (12-40m) and the UDF (3-10 storeys) are not reflective of recent approvals and constructed developments in the precinct.
	  ▪ Includes buildings up to 12 storeys with large building heights that extend deeper into the property.
	  ▪ Suggests this context supports a larger built form.
	• Supports larger built form and suggest that off-site amenity impacts can managed whilst not adhering to DDO guidelines.
	• Acknowledges most of the controls within the DDOs are preferred and therefore discretion can be exercised.
	• Supports this discretionary approach as it is appropriate.
	• Recommends taller heights.
	<u>Building height criteria</u>
	• Criteria for exceeding preferred building heights is unnecessary where a proposal is seeking an equivalent height to nearby approvals. This may also make approvals much more difficult and time consuming.
	• To ignore these developments would be to ignore the building outcomes that are actively shaping the emerging character.
	Mandatory controls
	• Recommends that the proposed mandatory controls for overshadowing of streets be changed to discretionary.
	• Mandatory provisions can limit variation and innovation, providing the Planning Practice Notes 59 and 60 as examples.
	• It must be demonstrated that discretionary controls could result in an unacceptable built form outcome.
	Services
	• Suggests that the aspiration for a pedestrian orientated urban landscape does not consider the specific servicing requirements and access needs for office, enterprise technology uses and activated ground floor uses such as retail/hospitality.
	• Physical requirements and accessibility considerations are more pronounced in compact locations.
	• The UDF and Amendment (at Clause 11.03-6L-01) inadequately acknowledges and considers these servicing requirements.
	• Recommends that there is greater acknowledgement of servicing requirements incorporated into both the UDF and Amendment.
	Traffic and street network
	• Limiting Cremorne Street to one-way will create impacts to vehicular movements and traffic.
	• The emergence of Cremorne Street as an important business precinct is apparent.
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
		Traffic and street network
		• See **Attachment 2** Section 1 *Traffic and street network.*

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• The proposal to making the street one-way will constrain accessibility and connections for vehicles and will result in a poor outcome for a key activity spine that is commercial in nature. • A key commercial spine should not be limited given it would impede workers and other key individuals to access the precinct from the south. • Provides an example where vehicles from Church Street or the south-east will be unable to use Balmain or Kelso streets to travel north to Cremorne Street. • This is detrimental for existing and proposed businesses and offices along Cremorne Street. • Recommends that Cremorne Street be maintained as a two-way street for vehicles, and subject to a low-speed shared arrangements and include appropriate landscaping. • Supports the proposed signalised intersection at Kelso Street and Punt Road. • Encourage this to be pursued as a priority action.	

30
 	
Streets Alive Cremorne Inc
	• Supports the revised UDF and the Amendment as it will help deliver a more beautiful, liveable and accessible neighbourhood. In Particular:
	  ▪ Theme 3: Connected and accessible Cremorne
	  ▪ Theme 4: Spaces for people
	• Supports the following within C318yara:
	  ▪ Movement and access objective and strategies. (Local Policy)
	  ▪ Street and spaces for people objective and strategies. (Local Policy)
	  ▪ Schedule 3 to the Parking Overlay.
	• Urges Council to adopt and implement the UDF and the Amendment to deliver a more vibrant and accessible precinct.
	• The UDF aligns well with multiple design guides for inner cities such as Soft City, Building Density for Everyday Life and the Urban Street Design Guide.
	Clause 11.03-6L Cremorne Precinct Local Planning Policy
	• Supports the proposed Clause 11.03-6L objectives and strategies for "Movement and access" and "Streets and spaces for people".
	• Queries the mismatch between Figure 17 in the UDF and Map 1 and Map 2 in Clause 11.03-6L:
	• Cremorne Street is shown as one-way south bound in one map and two-ways in other.
	• Balmain Street underpass is shown as one-way westbound in one map and one-way east bound in other.
	Parking Overlay
	• Supports the Schedule 3 to Clause 45.09 Parking Overlay for applying parking maximums.
	Community consultation
		Clause 11.03-6L Cremorne Precinct Local Planning Policy
		• See **Attachment 2** Section 6 *Clause 11.03-6L (Cremorne Precinct) Local Planning Policy and Strategic Sites.*
		Parking Overlay
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
		Community consultation
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• As population grows the City of Yara is expected to double its population. • Cremorne is planned to become a thriving precinct with similarities to the Hoddle Grid. • In a dense environment it becomes more important to make the best possible use of limited public space. • As cities change there may be initial community hesitation which evolves into strong support after people have had time to experience the new environment. • Provides the example of Yarra's trial of 30km/h zone in Fitzroy and Collingwood facing opposition initially. • States that the same applies to reforms in Cremorne including the proposed changes to the two underpasses.	
31 Resident Wellington Street	• They are a long time resident of Cremorne. • Strongly supports the Amendment and the UDF. • Cremorne needs to upgrade streets and open space to cater for additional workers and residents in Cremorne. **Hotspots** • Supports making space for walking and cycling especially at Hotspots 3 (Swan Street and Cremorne Street) and 5 (Balmain Street, Church Street and Cotter Street) as these are main entry and exit points. This approach prevents drivers cutting through from Church Street to Punt Road and prevents Dunn Street from traffic increases. • Provides example of Hotspot 5 including cycling but didn't include pedestrian and tram improvements. **Traffic and street network** • Supports modifying road access to reduce rat running through Cremorne and make space for wider footpaths, bike lanes and trees. • The road network figure in the Amendment is a better option than Figure 17. Recommends showing Balmain Street underpass one-way eastbound rather than west. • Most of Cremorne would benefit as a 20km/h shared zone due to lack of adequate footpaths, except for Cremorne and Balmain streets. • Prioritise accessibility by planning upgrades to make Cremorne and Balmain streets level and wider. **On-street parking** • Supports reducing on-street parking to achieve above where necessary. **Clause 11.03-6L Cremorne Precinct Local Planning Policy** • Requests that future changes in Cremorne to be consistent with the UDF. **Parking Overlay** • Supports removal of parking minimums for all new developments in Cremorne as there is too much congestion and space allocated to parking. • Cremorne has excellent public transport and needs to maximise use by deprioritising car space.	**Hotspots** • See **Attachment 2** Section 1 *Traffic and street network.* **Traffic and street network** • See **Attachment 2** Section 1 *Traffic and street network.* **On-street parking** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Clause 11.03-6L Cremorne Precinct Local Planning Policy** • See **Attachment 2** Section 6 *Clause 11.03-6L (Cremorne Precinct) Local Planning Policy and Strategic Sites.* **Parking Overlay** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Rezoning** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	Rezoning • Recommends that the commercial zone to be rezoned as C3Z to allow limited increase in residential developments on upper floors. This allows Cremorne to continue as a true mixed zone.	
32 Resident Balmain Street	• Partially supports the Amendment and the revised UDF. **Zoning and Heritage** <u>27-31 and 43-47 Balmain Street</u> • Proposed UDF exacerbates an existing conflict where several dwellings in the Cremorne Precinct are subject to the HO343 while being zoned C2Z. This places significant practical constraints on the potential uses of these properties. • While many of these properties are used for residential purposes with existing use rights, this is not in in keeping with the aim of the C2Z. • Provides 45 Balmain Street as an example of a site that is ineligible for existing use rights as it is in a severe state of decay, and it is unsuitable for commercial use. • Recommends that the sites be rezoned to the Neighbourhood Residential Zone or removed from the Heritage Overlay and designated as Character Buildings. **Building height** • UDF introduces restrictive height limit for these properties which constrains their potential uses and introduces confusion to their expected function in the precinct. • Recommends revising the UDF to raise proposed height limit to the rest of the northern side of Balmain Street. • Requests Council to use the Amendment to clarify the role of these properties and to resolve the current planning conflict. • The 12m height limit is substantially lower than the neighbouring context (20-28m) which limits its commercial use. • Recommends that the height limit for 27-31 and 43-47 Balmain Street to be raised to 28m. • Recommends that Council proactively plans for a new vision for 45 Balmain Street and neighbouring properties if existing use rights were to lapse	**Zoning and Heritage** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Building height** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
33 Cremorne Community Inc	• Applauds the general spirit and comprehensiveness of the UDF. • Keen to see that the actions are properly budgeted and implemented. **Active transport and public transport** • Greatly supports the strategy of planning streets for people by prioritising pedestrian space, access and safety.	**Active transport and public transport** • See **Attachment 2** Section 1 *Traffic and street network* and Section 2 *Active transport.* **Open space**

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• Discouraging through traffic and commuter traffic is an important way to free public spaces to be more people safe and friendly.
	• Improving public transport services and access is important and strong advocacy with state authorities is essential.
	• Configuration of the streets to make active transport more attractive is essential.
	• Request to emphasise that the planning for the nominated "pedestrian priority" streets as shared zones that expressly prioritise pedestrians with the intent to remove kerbs and include public amenities including street plantings.
	• Supports thoughtful redesign of intersection Hot Spots by improving safety and clarity for vehicles, cyclists and pedestrians.
	• Priority should be given to improving identified underdeveloped street zones e.g. Oddy's lane, rail underpasses and freeway underpasses.
	• Placemaking at key nodes in designated streets could be defined further as pedestrian destinations.
	  ▪ This exists at Balmain Plaza but could be replicated in key zones to draw in pedestrians particularly in new developments.
	  ▪ Interventions include widened footpaths, seating, plantings, art installations and coloured road markings.
	  ▪ These would slow traffic and provide signals that pedestrians are prioritised.
	Open space
	• Supports the creation of Neighbourhood and Local Open Spaces.
	Bendigo Kangan Institute campus
	• BKI campus is a significant and central presence in Cremorne.
	• Strongly supports promoting community connection with the BKI campus.
	• Recommends that Council develop and maintain a deep working relationship to mutual benefit such as for community events, community house space, shared public open space.
		• See **Attachment 2** Section 4 *Open space.*
		Bendigo Kangan Institute campus
		• Officers note the alignment between the UDF and the points raised in the submission. No change to the UDF.

34 Resident Griffiths Street	• Supports the Amendment and revised UDF as it will improve Cremorne for residents, commuters and visitors. **Active transport** • Cremorne Street can be busy with vehicular traffic as people get to and from Swan and Hoddle streets which can make it stressful and dangerous when riding. • Walking with friends can be difficult due to narrow footpaths, street poles, signage and driveway cutouts that create trip hazards. They cannot imagine how it would be feasible to travel for those in mobility devices.	**Active transport** • See **Attachment 2** Section 1 *Traffic and street network* and Section 2 *Active transport.*
35	**Traffic and street network**	**Traffic and street network**

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
Resident Wellington Street	• Recommends that Cremorne Street remain two-way. • Recommends an alternative solution by restricting vehicles to a right turn only at the Cremorne Street and Swan Street intersection and could be applied to Balmain Street. This would dissuade current build up on traffic along Cremorne Street and Swan Street as there would no longer be a green left hand turn arrow out of Cremorne Street. • Recommends that if Cremorne Street is changed to one-way in southerly direction, that the 50m at northern section of Cremorne Street remain as two-way. This would allow residents to exit into Swan Street via Jessie and Stephenson streets. • Cremorne and Balmain streets are main thoroughfares and there are very few other streets in Cremorne that are two-way. • Changing Cremorne and Balmain streets to one-way will restrict residents' movements and will push more traffic onto existing smaller one-way network of streets. It will take longer to get out and in of Cremorne. • Changing Cremorne Street to one-way in southernly direction will further penalise residents, increase frustration when exiting residences and make it more long-winded into and out of local streets. • Cremorne Street must remain spacious for all sized vehicles; its width is critical for large trucks. • Making Kelso Street one-way and traffic light will restrict the entry point for very little benefit. • Lights at the Kelso Street/Punt Road intersection may encourage traffic through Cremorne with no improvements. **Active transport** • Does not believe that the two-way directional bike lane on Cremorne Street will work from a logistical or safety point of view. • There is not enough space for a two-way direction bike path and necessary infrastructure required to separate the bike lanes. • Recommends that bike paths to remain along existing one-way streets parallel with Cremorne Street which are quieter and safer. **Building heights and setbacks** • Recommends that maximum heights to be set for a specific period (e.g. 5 years) to for ongoing assessment. **Street wall setbacks** • Recommends that the higher the development the more of a setback from ground level should be required. ▪ This would have a positive component for amenity for residents. ▪ Notes that this would make Cremorne's streets more spacious visually and practically.	• See **Attachment 2** Section 1 *Traffic and street network.* **Active transport** • See **Attachment 2** Section 1 *Traffic and street network* and Section 2 *Active transport.* **Building heights and setbacks** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Street wall setbacks** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
36 Resident	• Strongly supports the UDF and its implementation as it represents transitional change in the area and would make it a nicer place to live and work. • Cremorne needs substantial place-based investment particularly in the public realm.	• Noted, no further action required.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

Railway Place	• Strongly supports Council to work closely with the State Government to support change, particularly:
	  ▪ At East Richmond Station to improve accessibility.
	  ▪ At intersections on state-owned roads particularly Swan Street and Punt Road.
	• State, local and philanthropic investment should be harnessed to open Cremorne to Birrarung.
	  ▪ Need to soften interfaces with native planting.
	  ▪ Delivers physical connection across Birrarung to South Yarra.
	• Built outcomes provided for in the UDF are appropriate.
	• Provides list of actions that has the submitter's strongest support, noting that Council's strongest focus should be centred on these.
	• Reiterates the need for Council to commit to implementation in a timely manner.	

37 Landowner Church Street	• Acknowledges the benefits from setting a clear planning framework but highlights specific aspects of the Amendment which still require additional consideration and refinement. **Character buildings** • Has strong concerns with the designation of 'character buildings' in DDO53. The parent provision of the DDO does not include a permit requirement for demolition, unlike a provision such as the Heritage Overlay. • The proposed schedule, a permit would not be required to demolish or remove a character building. • There is no power to restrict demolition within a DDO schedule, and the provisions relating to character buildings are inappropriate. • The designation of 'character buildings' comes without a clear, evidence-based methodology for selection. • It is a well-established principle that all provisions in Victoria's planning schemes must be supported by robust policy. • There is no strategic planning basis for the proposed character buildings provisions. • Planning Practice Note 91 (Using the residential zones), provides recognised tools for protecting local heritage buildings and neighbourhood character, namely the Heritage Overlay and Neighbourhood Character Overlay. These overlays are only applied following rigorous heritage or neighbourhood character assessments, and they require a planning permit for demolition or removal. • If the buildings identified within the UDF are genuinely worthy of retention due to their heritage value or their contribution to neighbourhood character. They should be subject to the rigorous process outlined within PPN1 • The approach to character buildings risks inconsistent application in assessing new developments and will constrain site potential, limit and reduce the capacity to deliver commercial and employment opportunities. • The proposed 'character buildings' provisions have the potential to unreasonable restrict the ability to achieve the ambition for the precinct. They should be reconsidered in this light.	**Character buildings** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Street wall heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	Street wall height • DDO53 nominates a street wall height of four storeys for the site. • In their view, this is low for the site, given its surrounding context. Church Street is a diverse urban area, with a range of different street wall heights, including a seven-storey street wall at 544 Church Street. • Given this context, they submit that a higher street wall should be specified as at least five storeys. • The DDO should acknowledge within its objectives and strategies that Church Street includes a mix of street wall heights, with some lower and some higher.	
38 Resident Brighton Street	**Rezoning – 549-555 Church Street to C2Z** • Objects to the Draft Planning Scheme Amendment C318yarra, specifically regarding the proposed rezoning of land at 549–555 Church Street, Richmond. • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. <u>Impacts on residential amenity</u> • The development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed. ▪ The proposed development maintains a substantial setback from the GRZ2 portion. ▪ Additional floors are located well within the C2Z boundary. • Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street. • Rezoning should be deferred until a clear and justified use case is presented. • Future development enabled by the C2Z zoning would impact the amenity of residential areas: ▪ increase overlooking into secluded private open space ▪ diminish residential privacy. ▪ introduce commercial impacts, noise, traffic and after hours ▪ Allow the rear portion of the site to have access for commercial uses. <u>Heritage</u> • Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character.	**Rezoning – 549- Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	Community consultation • Requests that any rezoning proposals must be subject to full public consultation and strategic justification. • The Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street. • Suggests the amendment risks creating a planning loophole for intensification without adequate community consultation.	
39 Resident Brighton Street	**Rezoning – 549-555 Church Street to C2Z** • Objects to the Draft Planning Scheme Amendment C318yarra, specifically regarding the proposed rezoning of land at 549–555 Church Street, Richmond. • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. Impacts on residential amenity • Notes that the development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed. ▪ The proposed development maintains a substantial setback from the GRZ2 portion. ▪ Additional floors are located well within the C2Z boundary. • Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street. • Rezoning should be deferred until a clear and justified use case is presented. • Future development enabled by the C2Z zoning would impact the amenity of residential areas: ▪ increase overlooking into secluded private open space ▪ diminish residential privacy. ▪ introduce commercial impacts, noise, traffic and after hours ▪ Allow the rear portion of the site to have access for commercial uses. Heritage • Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character. Community consultation	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Requests that any rezoning proposals must be subject to full public consultation and strategic justification. • The Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street. • The amendment risks creating a planning loophole for intensification without adequate community consultation.	
40 Resident Cotter Street	**Rezoning – 549-555 Church Street to C2Z** • Objects to the Draft Planning Scheme Amendment C318yarra, specifically regarding the proposed rezoning of land at 549–555 Church Street, Richmond. • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. <u>Impacts on residential amenity</u> • The development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed. ▪ The proposed development maintains a substantial setback from the GRZ2 portion. ▪ Additional floors are located well within the C2Z boundary. • Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street. • Rezoning should be deferred until a clear and justified use case is presented. • Future development enabled by the C2Z zoning would impact the amenity of residential areas: ▪ increase overlooking into secluded private open space ▪ diminish residential privacy. ▪ introduce commercial impacts, noise, traffic and after hours ▪ Allow the rear portion of the site to have access for commercial uses. <u>Heritage</u> • Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character. <u>Community consultation</u> • Requests that any rezoning proposals must be subject to full public consultation and strategic justification.	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• The Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street. • The amendment risks creating a planning loophole for intensification without adequate community consultation.	
41 Resident Cotter Street	**Rezoning – 549-555 Church Street to C2Z** • Objects to the Draft Planning Scheme Amendment C318yarra, specifically regarding the proposed rezoning of land at 549–555 Church Street, Richmond. • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. <u>Impacts on residential amenity</u> • The development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed. ▪ The proposed development maintains a substantial setback from the GRZ2 portion. ▪ Additional floors are located well within the C2Z boundary. • Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street. • Rezoning should be deferred until a clear and justified use case is presented. • Future development enabled by the C2Z zoning would impact the amenity of residential areas: ▪ increase overlooking into secluded private open space ▪ diminish residential privacy. ▪ introduce commercial impacts, noise, traffic and after hours ▪ Allow the rear portion of the site to have access for commercial uses. <u>Heritage</u> • Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character. <u>Community consultation</u> • Requests that any rezoning proposals must be subject to full public consultation and strategic justification. • The Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street.	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• The amendment risks creating a planning loophole for intensification without adequate community consultation.	
42 Resident Brighton Street	**Rezoning – 549-555 Church Street to C2Z** • Objects to the Draft Planning Scheme Amendment C318yarra, specifically regarding the proposed rezoning of land at 549–555 Church Street, Richmond. • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. <u>Impacts on residential amenity</u> • The development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed. ▪ The proposed development maintains a substantial setback from the GRZ2 portion. ▪ Additional floors are located well within the C2Z boundary. • Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street. • Rezoning should be deferred until a clear and justified use case is presented. • Future development enabled by the C2Z zoning would impact the amenity of residential areas: ▪ increase overlooking into secluded private open space ▪ diminish residential privacy. ▪ introduce commercial impacts, noise, traffic and after hours ▪ Allow the rear portion of the site to have access for commercial uses. <u>Heritage</u> • Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character. <u>Community consultation</u> • Requests that any rezoning proposals must be subject to full public consultation and strategic justification. • The Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street. • The amendment risks creating a planning loophole for intensification without adequate community consultation.	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
43 Resident Amsterdam Street	**Rezoning – 549-555 Church Street to C2Z** • Objects to the Draft Planning Scheme Amendment C318yarra, specifically regarding the proposed rezoning of land at 549–555 Church Street, Richmond. • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. Rezoning will undermine this balance and set a precedent for further commercial intensification. • Existing development at the site benefits from commercial zoning and footprint. • Expansion into residential portion is unnecessary and disproportionate. <u>Impacts on residential amenity</u> • The development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed. ▪ The proposed development maintains a substantial setback from the GRZ2 portion. ▪ Additional floors are located well within the C2Z boundary. • Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street. • Rezoning should be deferred until a clear and justified use case is presented. • Future development enabled by the C2Z zoning would impact the amenity of residential areas: ▪ increase overlooking into secluded private open space ▪ diminish residential privacy. ▪ introduce commercial impacts, noise, traffic and after hours ▪ Allow the rear portion of the site to have access for commercial uses. <u>Heritage</u> • Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character. <u>Community consultation</u> • Requests that any rezoning proposals must be subject to full public consultation and strategic justification. • The Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street. • The amendment risks creating a planning loophole for intensification without adequate community consultation.	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
44 Resident Brighton Street	• Opposes the Amendment, specifically regarding the proposed rezoning of land at 549-555 Church Street to C2Z. • Appreciates the Amendment's broader goals such as encouraging high-quality development and limiting traffic in Cremorne's commercial areas. **Rezoning – 549-555 Church Street to C2Z** <u>Traffic and on-street parking</u> • Brighton Street and surrounding lanes are narrow local roads in a primarily residential area. Resident already experienced congestion during school drop-offs and There is limited parking availability. • Introducing a large commercial development with hundreds of employees and customers will dramatically increase traffic and parking demand on Brighton, Northcote and Cotter streets. • Notes that the application seeks to reduce on-site parking for new offices and retail. ▪ Future staff and visitors will be forced to park in their local neighbourhood which is already heavily used by locals. ▪ Will exacerbate parking stress for residents. • Brighton Street is a slow, family-oriented street with Richmond Primary School and a childcare centre nearby. • The influx of office commuters and service/delivery vehicles poses significant safety risks for families and schoolchildren. • Streets cannot support a surge in traffic without endangering pedestrians. • While the developer's traffic report claims the network can handle the extra load, local experience suggests otherwise. • Proposal at the site creates a mid-rise office block towering over adjoining houses. • Scale and intensive commercial use of are out of character with the surrounding neighbourhood. ▪ The draft DDO53 emphasises need for transition to adjoining low-rise and current proposal fails to deliver this transition. ▪ Primary school opposite and nearby daycare would be beside a large commercial building. • Requests that Council prohibit any out-of-hours works and enforces controls to limit construction impacts to residents. Disruption during construction is a worry given scale of the project and that there may be night works. • Requests that Council impose the following if any development is to "go ahead": ▪ Traffic management for Brighton Street and surrounding streets including no commercial vehicle access via Brighton and Cotter streets. ▪ Transitional built form and use including reduced height at eastern end and limiting overlooking. ▪ Limits on noise including operating hours, delivery times, mechanical noise and no night works during construction.	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Submitter number & interest	Summary of submission	Response to submission
	• Rezoning will "dump" major commercial traffic burden on residential streets. • Recommends traffic management must be managed as part of the development. <u>Neighbourhood Character</u> • Rezoning represents a significant commercial encroachment into a residential zone. • The rear portion of GRZ serves as a critical buffer between the Cremorne commercial precinct and Brighton Street. • Brighton Street's character is distinctly residential, defined by single and double storey heritage cottages. This underscores its human scale character. • The DDO53 emphasises that new development should transition down to residential areas. Suggests the development would not achieve that transitions. • The rezoning does not strike a balance between Cremorne's as an employment hub and community's character. • Recommends the building should step down/transitions down to the residential areas/ <u>Impacts on residential amenity</u> • The primary school would not long be in a quiet zone. The ambient noise level will rise from the activity from the development. • Does not agree that compliance with minimum standards will guarantee tranquillity and noise will still be disruptive. • There will be disruption from construction. • The GRZ zoning acknowledges the residential nature of Brighton Street and to protect its amenity. • Proposed rezoning would bring significant intensification of use. This raises major concerns for noise and general disruption to residential homes.	
45 Resident Cotter Street	**Rezoning – 549-555 Church Street to C2Z** • Supports the overall intent of the UDF objects to the proposed rezoning of land at 549–555 Church Street, Richmond. • Does not agree with the suggestion that the rezoning is a correction but will push commercial development closer to Brighton Street. • The rezoning runs counter to the message elsewhere in the document and risks commercial creep. • Rezoning the site raises significant concerns about the erosion of residential protections and the potential for future commercial encroachment into a residential precinct. • GRZ2 zoning reflects the heritage character and residential amenity of Brighton Street and its surrounds. Rezoning will undermine this balance and set a precedent for further commercial intensification.	**Rezoning – 549-555 Church Street to C2Z** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• Existing development at the site benefits from commercial zoning and footprint.
	• Expansion into residential portion is unnecessary and disproportionate.
	
	<u>Impacts on residential amenity</u>
	
	• The development proposal's architectural plans associated with Amendment C333yara (reference PA2503830) do not require rezoning to proceed.
	  ▪ The proposed development maintains a substantial setback from the GRZ2 portion.
	  ▪ Additional floors are located well within the C2Z boundary.
	• Rezoning appears speculative and may enable future planning permit amendments that reduce setbacks or increase bulk towards Brighton Street.
	• Rezoning should be deferred until a clear and justified use case is presented.
	• Future development enabled by the C2Z zoning would impact the amenity of residential areas:
	  ▪ increase overlooking into secluded private open space
	  ▪ diminish residential privacy.
	  ▪ introduce commercial impacts, noise, traffic and after hours
	  ▪ Allow the rear portion of the site to have access for commercial uses.
	
	<u>Heritage</u>
	
	• Requests that any future development proposals to demonstrate compatibility with residential amenity and heritage character.
	
	<u>Community consultation</u>
	
	• Requests that any rezoning proposals must be subject to full public consultation and strategic justification.
	• The Cremorne Urban Design Framework (2020) does not appear to support commercial expansion into Brighton Street.
	• The amendment risks creating a planning loophole for intensification without adequate community consultation.	

46 Resident Northcote Street	**Rezoning – 549-555 Church Street to C2Z** <u>Stormwater flooding</u> • There is poor stormwater drainage at the corner of Northcote and Brighton streets. • Latest floodwater mapping showing risks of flooding along Brighton Street. • Concern that there has been inadequate consideration of building design for the proposed development. ▪ Provides the example of resident observing a significant amount of water coming down the northern street gutter with the water source primarily from the existing building of the subject site.	**Development application at 549-555 Church Street** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• There is a lack of gutter/footpath on the southern side of Northcote Street. • In a much more serious rain event there could be a high chance of flooding at the Northcote and Brighton street junction. • Request that this concern be raised with the developer as part of the design and subsequent approval.	
47 Landowner	**Strategic Sites** <u>Bryant and May complex</u> • Notes Emleigh Pty Ltd are the owners of 570 and 580 Church Street which comprises of the southern portion of the Bryant and May Complex • Supports the identification of the site as a Strategic Site. • Supports that the DDO53 does not apply to the Bryant and May complex. • Raises concern that the inclusion of design objectives and specific layout drawings was premature and prejudices the foreshadowed future master planning process. • Suggests that the inclusion of the Cremorne UDF as a background document risks legitimising the preliminary layout and prejudicing the future strategic work for the site. • Future strategic work for the Bryant & May complex identifies outcomes that differ to those identified in the Cremorne UDF it could potentially result in a clash between outcomes sought for the site. • Concerned that Clause 11.03-6L-01 for the Bryant & May complex is specifying outcomes without being informed by detailed investigations. • It is inappropriate to include such strategies without a proper understanding of the implications it may have on the development of the site. • It is inappropriate to emphasise on the enhancement of the public realm and other public benefits but not acknowledge the need to optimise the redevelopment. • Recommends that the following directions should be removed as they are premature without in depth review: ▪ to avoid additional overshadowing of Balmain Street. ▪ to provide a new small local open space on the western portion of the site. ▪ to provide a landscaped setback along Balmain Street. ▪ to retain tennis courts and pavilions. ▪ Commentary around the scale of built form on the southern half of the site, including setbacks to Church Street, extent of development and extent of development west of pavilion. ▪ Commentary around the scale of built form on the northern portion of the site. ▪ for Adelaide Street to be a green shared street. The approved outcome for 560 Church Street should be recognised. **Overshadowing – DDO53** • Overshadowing requirements apply for Balmain Street in DDO53 and queries whether this is required.	**Strategic Sites** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. • Also see **Attachment 2** Section 6 *Clause 11.03-6L (Cremorne Precinct) Local Planning Policy and Strategic Sites.* **Overshadowing** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	▪ It is not applicable to any properties covered by the DDO besides the Bryant and May complex, noting the DDO does not apply to the site. ▪ Recommend that this be deleted to avoid confusion.	
48 Landowner Amsterdam Street	• Submission relates to Planning Scheme Amendment C318yara and land at 1–19 Amsterdam Street, Richmond. • Acknowledges Council's role in managing development within the Cremorne Enterprise Precinct. • Highlights concern regarding the reductive impact of the proposed controls on developability and viability of the Church Street Precinct. • Encourages Council to review the cumulative impact of the stringent built form controls, which may undermine the intent of the Cremorne Enterprise Precinct and result in adverse urban design outcomes such as 'wedding cake' built form. **Building heights** • Does not support preferred maximum heights of 28m and 20m, considers them overly conservative, inconsistent with policy, and misaligned with the emerging character. • Recommends the site could have a height 2 storeys greater (10 metres). Suggests the site could support additional height and notes omission of site consolidation considerations. • The building heights included within DDO53 are not aligned with the emerging character of the area and there are several nearby approved and constructed developments which exceed the preferred heights proposed. Notes the following examples ▪ 525 Church Street & 1-7 Kingston Street, Richmond – 11 storeys in Area CS-E (approximately 1 storey above the preferred height control) ▪ 587-593 Church Street, Richmond – 12 storeys (44.4m) in Area CS-C (approximately 5 storeys above the preferred height control) ▪ 560 Church Street, Cremorne – 13 storeys in the Heritage Overlay • The proposed building heights do not align with the emerging character of the area, with many recent approvals exceeding the preferred height controls. • The Amendment takes a restrictive approach and will stunt development in the precinct. • Assessments were carried out for each application to assess acceptable heights, amenity impacts, overshadowing and visual bulk. In each of those instances the proposals were found to be acceptable. **Overshadowing** • Does not support mandatory overshadowing controls, considers them overly stringent, restrictive of design innovation, and unjustified under Planning Practice Note 59. • This requirement is overly stringent and will impede future development in the Cremorne Enterprise Precinct. • Their view that future development of the scale anticipated is unlikely to comply with these proposed requirements.	**Building heights** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Overshadowing** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Street wall setbacks** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Building separation** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Interface with residential properties (Zoned NRZ and GRZ)** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Vehicle access requirements** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Planning Practice Note 59 outlines that mandatory provisions may be considered if it can be demonstrated, through a detailed assessment and evidence-base, that discretionary provisions are insufficient to achieve desired outcomes. • They submit that they are being excessively applied to the detriment of the growth of the precinct. **Street wall height** • A street wall height of up to four storeys appropriate and reflective of the emerging character, rather than a preferred 12m street wall with upper-level setbacks. **Building separation** • Laneway separation distances and boundary wall height controls overly restrictive in an employment context and inconsistent with established development patterns along Church Street. • Developments on land fronting Church Street to the west are already commonly constructed along the laneway boundaries which is reflective of the character of the area. • Additionally, the laneway interface allows for appropriate separation to ensure equitable development opportunities are maintained on adjoining sites. • The proposed maximum boundary wall height of 20m prescribed to these laneway interfaces will also significantly restrict potential for higher density development. **Interface with residential properties** • Does not support retaining 8m interface wall height and 45-degree upper-level setbacks, considers them overly conservative and unnecessary to protect residential amenity. These upper-level setbacks overly restrictive. • The residential interface the proposed approach is overly conservative and does not support the scale of development that it envisaged and appropriate for the site. Amenity of adjoining residents can be protected without the stringent 45-degree setback requirement. **Vehicle access requirements** • Does not support laneway widening to 6.1m where the site extends the full length of a laneway, noting significant loss of developable area due to multiple laneway interfaces.	
49 Landowner Jessie Street and Newton Street	• Supports the vision, principles, and structure of the Cremorne UDF. • Supports the application of tailored DDO schedules to achieve outcomes. • Notes concern that the balance has shifted too far towards active and sustainable transport at the expense of necessary vehicle access required to support the commercial and employment uses that define Cremorne. **Clause 11.03-6L Local Planning Policy** <u>Servicing and access</u>	**Clause 11.03-6L Local Planning Policy** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. • Also see **Attachment 2** Section 9 *Clause 11.03-6L (Cremorne Precinct) Local Planning Policy.* **Traffic and street network**

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• Aspiration for Cremorne to become pedestrian-oriented does not adequately consider servicing, loading and access requirements for office/enterprise technology and retail/hospitality uses. • Servicing requirements are not acknowledged in the UDF or the local policy in the Amendment. • Requests that this be more clearly recognised in the UDF and Amendment. • Recommends provisioning and access needs be explicitly integrated into both the UDF and the proposed local policy at Clause 11.03-6L-01. **Traffic and street network** • Supports objectives to prioritise sustainable and active transport • Supports objectives to discourage through-traffic • Does not support limiting Cremorne Street to one-way vehicle movements. ▪ Negatively affects businesses/offices that are reliant on efficient vehicle access, particularly from Church Street or the south-east. • Under proposed arrangement, vehicles would be unable to use Balmain Street or Kelso Street to access the northern section of Cremorne Street. ▪ This would force reliance on Stephenson Street or Swan Street, both of which experience significant congestion during peak periods. ▪ This would be detrimental to existing and future businesses along Cremorne Street and surrounding neighbourhood. • The balance has shifted too far towards active and sustainable transport at the expense of necessary vehicle access required to support the commercial and employment uses that define Cremorne. • Recommends Cremorne St to be retained as a two-way street with a low-speed, shared pedestrian and vehicle environment, complemented by appropriate landscaping and streetscape treatments. <u>Hotspot Kelso Street x Punt Road</u> • Strongly supports signalised intersection at Kelso Street and Punt Road. Encourages Council to prioritise this. **Consultation** • Supports further consultation including piloting or trialling proposed changes, particularly related to traffic and changes to transport. • Supports ongoing community evaluation, particularly in relation to traffic management and changes to vehicular movement along key routes. • Reserves the right to expand upon the submission at a Panel Hearing or Advisory Committee.	• See **Attachment 2** Section 1 *Traffic and street network.* **Consultation** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
50 Melbourne Water	**Strategic Sites**	**Strategic Sites**

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• The revised Cremorne UDF and proposed Clause 11.03-6L flags that further work will be undertaken with landowners to inform detailed master planning for the strategic sites. • Welcomes the opportunity to be part of these conversations to ensure that the planning is based on the current flood risk. • Notes that these sites need to be planned carefully so no inappropriate uses or development are located within areas of high flood risk. • Melbourne Water will provide additional flood related information for the four strategic sites to inform their master planning. • Notes they are strongly directed by the Guidelines for Development in Flood Affected Areas (2019). ▪ References page 21 of the Guidelines on how the assessment framework can be utilised in strategic planning exercises. **Greater Melbourne Flood Information Program** • Notes Melbourne Water is currently undertaking the Greater Melbourne Flood Information Program to update all flood models and associated flood mapping across the Port Phillip and Westernport catchments in collaboration with Local Government. • Notes they have released new flood model mapping. • Notes the updated flood model mapping will inform future changes to the Special Building Overlay (SBO) within the Cremorne UDF area once the flood data has been formally adopted by Melbourn Water, scheduled for Q3 2026. • Notes the updated riverine flood models for the Yarra River is indicatively scheduled for completion in Q3-4 2026 (subject to change) and a planning scheme amendment will follow to implement its outcomes via the available Victoria Planning Provision flood controls. • Notes the updated flood model for the Yarra River is yet to be completed therefore their advice should act as a guide.	• Refer to Council position determined at Ordinary Council Meeting 14 July 2026. • Also see **Attachment 2** Section 9 *Clause 11.03-6L (Cremorne Precinct) Local Planning Policy.* **Greater Melbourne Flood Information Program** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
50A Melbourne Water	**Strategic sites** • Notes four strategic sites are subject to flooding from the Yarra River: 167 Cremorne Street (Site 2), Rosella Complex (Site 3), 658 Church Street (Site 6) and Richmond Maltings (Site 7). • Flood modelling has been undertaken for 1% Annual Exceedance Probability (AEP) storm event and for 1% AEP 2100 climate change flood level scenarios. <u>Depths</u> • Notes that Site 2 has a flood depth greater than 0.5m where almost the whole site and safe access from Cremorne and Dover streets is not available (1% AEP). • Notes that western part of Site 7 is affected by high flood depth greater than 0.5m where safe access from Harcourt Parade is not available due to flood depth of more than a metre (1% AEP). • Sites 3 and 6 are mostly outside the 1% AEP flooding and have safe access.	• As matters relating to Amendment C318 have been resolved, this submission will be responded through the Special Advisory Committee panel process.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• Melbourne Water do not support higher density development where egress is via flooding of depths greater than 0.3m as it is unsafe for small vehicles.
	• Future planning for this area should consider how flood depth will be mitigated to ensure that the future community is safe from flooding and negate any adverse flood impacts of the Yarra River flood storage.
	• Notes it is not recommended to develop where flood depth is more than 500mm
	  ▪ However if development must be considered, suitable flood mitigation works must be undertaken to maintain the existing flood modelling flood storage.
	  ▪ Development should not increase the water levels in the Yarra River due to the encroachment or mitigation.
	<u>Velocity</u>
	• In both 1% AEP and 1% AEP climate change scenarios the velocity is less than 2m/s which is considered safe under the DELWP Guidelines.
	<u>Velocity x depth</u>
	• In both 1% AEP and 1% AEP climate change scenarios the product of depth and velocity is less than 0.3m2/s which is considered safe under the DELWP Guidelines.
	<u>Afflux</u>
	• Notes that the 1%AEP flood levels on adjacent properties or roads must not be increased as a result of development.
	• The afflux should be zero as a result of development.
	<u>Duration</u>
	• In both 1% AEP and 1% AEP climate change scenarios there is flooding of more than 48 hours in duration.
	<u>Future master planning</u>
	• Notes that Melbourne Water welcomes the opportunity to be part of detailed master planning for strategic sites to ensure that planning is based on the current flood risk profile of the sites.
	• These sites need to be carefully master planned to ensure that no inappropriate development or uses are located within areas of high flood risk, and that urban intensification is focussed in areas outside of the high flood risk affected areas.
	• Appropriate uses within the high flood risk areas should be reserved for non-sensitive uses and open space.
	Panel hearing
	• Melbourne Water has no objection to the draft amendment and does not seek to be heard at any planning panel hearing should it be determined by the Minister for Planning that one is required.	

51 Landowner	**Open space** • Supports the removal of the public open space in the southern part of the precinct nominated and shown on mapping in an earlier version of the UDF is welcomed	**Open space** • See **Attachment 2** Section 4 *Open space*

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
Rosella Complex	• Does not support objective seeking the delivery of public space on private employment land is not appropriate • Suggests this is counter to the Rosella Precinct's primary and existing role as a commercial precinct providing significant employment. • Suggests the need for public open space within the Rosella Precinct is unnecessary given that the UDF already contemplates provision and improvement of public space at the northern end of the precinct, on the northern and southern sides of Balmain Street. **Clause 11.03-6L Local Planning Policy** <u>Strategic sites – Rosella Complex</u> • Objects to the objective within the UDF and translated into draft Clause 11.03-6L-01 seeking to ensure that 'Palmer Parade is redesigned to prioritise pedestrians and cyclists' is fundamentally misconceived and would interrupt core commercial function of the precinct. • Palmer Parade is not a public road Palmer Parade is a privately owned accessway that forms part of common property within the Rosella Precinct Owners Corporation (Lot CM1 PS402692). • Does not support Palmer Parade being treated as such. Rather • The primary role of Palmer Parade is for loading, servicing and access to the various businesses on either side of the accessway. ▪ These key functions are incompatible with a highly pedestrianised environment and / or a bicycle route. ▪ The loading, service and access function is critical to the operation of the businesses along Palmer Parade. ▪ While Palmer Parade is naturally pedestrianised during daytime hours and currently acts as a shared space in a low-speed traffic environment, it is not appropriate that a public bike route be identified as extending through private land. • 11.03-6L-01 includes a strategy to 'Support consolidation of at grade parking and minimise the impact of vehicular access entrances and ramps on the public realm' does not recognise that the Rosella Precinct and Palmer Parade is privately owned. • Palmer Parade should not be considered 'public realm' given it is a privately owned accessway; • The majority of existing car parking within the precinct is already consolidated, including a multi-level car park, which is subject to a s173 agreement registered on title requiring car parking to be provided on site. <u>Access and services</u> • Acknowledges the potential benefits with improvements to the wider pedestrian environment though stresses the servicing and access requirements of commercial businesses must be considered. • It is considered that an alternative route from Balmain Street along Cubitt Street or Gwynne Street (via Munro Street) represents a more appropriate opportunity to prioritise pedestrians, cyclists and provide improved links through to the Yarra River corridor. • As noted above, planning permission (PLN17/0389) for a 7-storey office building has previously been granted for a large parcel on the western side of Palmer Parade (identified in red below – refer Figure 5), consisting of	**Clause 11.03-6L Local Planning Policy** • See **Attachment 2** Section 9 *Clause 11.03-6L (Cremorne Precinct) Local Planning Policy.* • It should be noted that changes to the Cremorne Urban Design Framework will be presented at a future Council Meeting. Clause 11.03-6L will be revised following its update. **Land use and zoning** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Parking Overlay** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	Buildings 16a-17a. It is submitted that this land should be identified as a key development site / opportunity, given the planning history and that it is not subject to a Heritage Overlay. • Similarly, it is considered that the land on the eastern side of Palmer Parade (identified in blue below – refer Figure 5) should also be recognised as a key development site given its size, lack of sensitive interfaces, interface with the rail reserve and absence of a Heritage Overlay. **Land use and zoning** • Amendment C318yara also confirms that the C2Z is to be retained, and it this regard the primary purpose of the Commercial 2 Zone is noteworthy. • For these types of uses, loading, servicing and regular access for a range of size vehicles is often essential to their successful operation. • These types of uses contribute to and underpin Cremorne's role as a thriving commercial area and a significant contributor to the local and Metropolitan economy. **Parking Overlay** • The Schedule 3 to the Parking Overlay seeks to introduce maximum car parking rates and a permit is required to provide more than the maximum parking provisions specified for a use in the table to this schedule. • The maximum number of car parking spaces specified in the table to this schedule is 1 per 100 square metres of net or leasable floor area for the uses of 'Office' and 'Retail' respectively. • The Parking Overlay should be reviewed in the context of the recent changes to the Clause 52.06 provisions gazetted in December 2025. The majority of the complex (with the exception of one parcel (12/64 Balmain Street) is within a Category 2 car parking area, where a minimum rate applies for various uses within the office and retail groups of between 0.45-2 spaces per 100 square metres.	
52 Department of Transport and Planning	**Transport modelling** • The Department has considered further information provided on the 29 January 2026 (*Cremorne Urban Design Framework Modelling Summary Report, Stantec, Final version, February 2025*) • The Department did not review or agree to the assumptions and inputs to the model. • Feedback requests made by the Department to Council had not been adopted into the work undertaken, including that a SIDRA analysis was used for the Kelso Street and Citylink intersections with Punt Road, despite the request that microsimulation was to be used for this and the entire corridor. The Department is unclear on the assumptions and inputs into the SIDRA model, the outputs are an indication of the limitation of this choice of modelling given it shows a Level of Service A for a corridor that is, and will continue to be, heavily constrained. • There are a number of outputs from the model which are unclear and bring into question the reliability of any of the results. Outside of the Punt Road and Kelso Street intersection, the general lack of traffic growth turning into the precinct at Cremorne Street, despite being the primary access with significant development within the precinct, needs to be considered further.	• Officers have approached DTP seeking further comment and clarification on their submission. • Officers note DTP's submission was received in March 2026 following several extension requests. • Officers have since met with DTP and have provided DTP with a preliminary officer response to their concerns. • Following these discussions, DTP have indicated that they support proceeding with the UDF and have provided an addendum to their submission (see submission 52a). • Submission 52a notes that a Movement and Place assessment is not required. **Transport modelling**

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	• An additional signal phase risks increasing right turning vehicle queues which blocks tram movements on Swan Street. Whilst the analysis indicates that this is not the case, the reliability of the model produces questionable outputs. • Recommends that if any/all of these key intersections are unable to be supported, the entire circulation of the network will need to be reviewed and may need to change. • Suggests that while further modelling could be undertaken to provide evidence to suggest that the Kelso Street intersection would not unduly impact the Punt Road corridor, the current level of congestion along the corridor would suggest that it is highly unlikely that this would be the case. • Requests to have their concerns undertaken as part of the modelling addressed, so that it (the modelling) can be relied upon for decision making purposes in the delivery of the Framework Plan's objectives. **Transport and street network** • The existing road network within the Framework area is constrained, which inhibits the ability to deliver future bus services through the area. It is therefore necessary to ensure that existing and future service within Punt Road are not unduly delayed through changes to the road network. • Changes to the road network within Swan Street must not unduly delay or impact existing and future tram services. The provision of suitable connections enable modal choice, providing access to key transport and land use destinations including Richmond and East Richmond Railway Stations, Melbourne's Sporting Precinct, commercial areas, places of employment and residential areas in and surrounding Cremorne. • Changes to the configuration of the declared road network, including points of access, do not diminish its level of service. • Provides for an active transport network that generally meets the intent of the strategic cycling corridor and key walking corridors that connect places of interest, with consideration for factors affecting their implementation, such as their alignment, interface, and associated design requirements. • The proposed transport network appropriately considers and demonstrates how it will achieve the desired level of service for performance, safety, environmental and user experience, meeting the needs of the Transport Integration Act. • Recommends undertaking a Movement and Place Assessment for the Cremorne Precinct. **Explanatory report** • Seeks clarification on whether the latest version of the revised Cremorne Urban Design Framework is dated September 2023 or September 2025. **Cremorne Parking Controls Review prepared by Traffix Group July 2020** • Recommends reference to Plan Melbourne be removed from the document. • Recommends updating information on strategic cycling corridors. **Cremorne Urban Design Framework**	• Changes proposed to the UDF including removal of Hotspot 1. • See **Attachment 2** Section 1 *Traffic and street network.* **Transport and street network** • Changes proposed to the UDF including removal of Hotspot 1. • See **Attachment 2** Section 1 *Traffic and street network.* **Explanatory report** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Cremorne Parking Controls Review prepared by Traffix Group July 2020** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Cremorne Urban Design Framework** • Changes proposed to the UDF including: ▪ Remove references to Plan Melbourne and add new section referring to Plan for Victoria ▪ Update Figure 16 to include bus route 603 ▪ Changes to Actions 3.1.3, 3.1.4 and 4.4.1 to specify that Council will work with the DTP. ▪ Remove references to new cycling connections at Punt Road and through the elevated railway ▪ Update text reference under Objective 4.5 that Council will advocate to State Government regarding to new public open space on the south-west corner of Cremorne and Swan Streets. • See **Attachment 2** Section 1 *Traffic and street network.*

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• Recommends reference to Plan Melbourne be removed from the document.
	• Recommends updating Figure 16 to include bus service route 603.
	• Recommends including an asterisk (*) adjacent to these projects as they appear on Figure 17 and the following wording be included in the legend for Figure 17 – (*) Areas for future investigation / advocacy to DTP and consultation with stakeholders / infrastructure managers (e.g. Metro Trains) for:
	  ▪ Figure 17 Future Movement Framework
	  ▪ Figure 39 Cycling routes.
	• Recommends updating action 3.1.4 to: "*Work with The Department of Transport and Planning to trial the introduction of a 30km/h speed limit on priority streets."*
	• Recommends updating Action 4.4.1 to: "*Work with The Department of Transport and Planning to prepare a streetscape master plan for Church Street to guide future streetscape improvements."*
	• Recommend updating the text "Council will advocate to State Government" for new public open space for government owned land, on page 84.	

52A
Department of Transport and Planning
	• Notes that the Department of Transport and Planning (the Department) has held further discussions with Council officers regarding the Framework Plan, including changes to the Future Movement Network.
	• Notes that the comments within this addendum submission are made on the basis of the proposed changes discussed with Council officers and the proposed (without prejudice) plans and further comments.
	• The Department is committed to working with Council and stakeholders in the delivery of the Framework Plan and wishes to address these matters prior to the referral of unresolved issues to Planning Panels Victoria.
	Kelso Street and Punt Road signalisation
	• Notes that Council are no longer pursuing the signalisation of the Kelso Street and Punt Road intersection.
	• Supports the decision to remove the Punt Road/Kelso Street intersection.
	• The Framework Plan will be revised with the existing intersection to remain.
	• The Department does not require further information (i.e. modelling) in support of the revised network plan, as their initial concerns related to this intersection.
	Swan Street and Cremorne Street intersection
	• Supports the diagram for the proposed Swan Street and Cremorne Street intersection, subject to the inclusion of: *"indicative only, subject to further investigations".*
	• Recommends that this text be added to the diagram.
	• Notes that any design at this intersection will need to ensure that right turns in are suitably designed and considered.
	• Questions whether right turns into Cremorne Street are necessary.
	• Need to consider timing of movements (right turns in and out of the site).
	• Need to ensure tram priority is maintained and to keep cars off tram tracks.
		Kelso Street and Punt Road signalisation
		• See **Attachment 2** Section 1 *Traffic and street network.*
		Swan Street and Cremorne Street intersection
		• Changes proposed to the UDF including:
		  ▪ Update text in Hotspots 1 and 4 to include the object to engage and work with DTP to finalise any redesign
		  ▪ Update text in Hotspot 1 to include objective to ensure tram movements are given priority, and to consider right turn movements
		• See **Attachment 2** Section 1 *Traffic and street network.*
		Transport Review prepared by Stantec August 2023
		• Noted, no further action required.
		Amendment C318 supporting documents
		• Noted, no further action required.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• Need to avoid impacts to Hoddle Street caused by queueing back from the intersection.
	• Recommends reducing right turns into the site as much as possible.
	  ▪ Left turns into the site are considered to be as big as a problem.
	• Need to consider crossing design and impact on trams.
	• The [Movement and Safety team] need to be satisfied with the crossing design and operation.
	• Acknowledges this location is a main throughfare in Cremorne and crossings are difficult.
	  ▪ Notes that there are space restrictions within this area.
	• The Active Transport team support improvements to active transport.
	• The Interchange team note that there is no immediate concern regarding the alternative use of land adjoining the station area.
	  ▪ Any design or use of the land must consider and demonstrate compliance with technical standards.
	  ▪ Land appears to be leased for private car parking. Council will need to engage with VicTrack to determine requirements for breaking the lease if the land is to be utilised.
	  ▪ Need to consider the station access as part of any upgrade to the pedestrian crossing.
	• The Rail team do not support the sale of the land adjoining the station area and the sale of air rights.
	  ▪ Beautification requests would be favourably considered.
	  ▪ Notes that the proposed use is not considered to impact future rail plans.
	• Scramble crossing at this location may not be supported due to extensive delays to trams.
	Transport Review prepared by Stantec August 2023
	• Notes that the Department's original submission (submission 52) does not reference this report.
	• Confirms that this report was considered during the preparation of submission 52.
	Amendment C318 supporting documents
	• Notes that previous traffic and transport reports and modelling may not form part of the planning scheme amendment.	

53
Landowner
Church Street, Prince Patrick Street and Yarra Street
	Site context
	• Notes that the following sites are under a single ownership:
	  ▪ 609-615 Church Street Richmond
	  ▪ 3 Prince Patric Street Richmond
	  ▪ 5 Prince Patric Street Richmond
	  ▪ 2-4 Yarra Street Richmond
		Building heights
		• Refer to Council position determined at Ordinary Council Meeting 14 July 2026.
		Heritage

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	▪ 6 Yarra Street Richmond ▪ 8 Yarra Street Richmond. **Building heights** • Recommends 40m/10 storey height be extended east to 8 Yarra Street and 5 Prince Patrick Street. ▪ Argue that this collection of properties represents an important, strategic opportunity. ▪ The site should be considered an amalgamation of as opposed to lots in isolation and represent more feasible development scenario. • Notes there is no rationale in the UDF for the proposed heights but assumes it to be explained by a combination of property boundaries and laneways. • Notes that the building heights are informed by the Cremorne Built Form Review and Recommendations. • Notes that there are anomalies where recommendations have not been adopted and rationale not publicly available. • Suggests DDO53 does not consider all approvals referenced in the Built Form Review. • Notes at part of their client's site (Lot 1 TP405396) has a height of 7 storeys (28m) despite including part of an approved 10 storey building (40.5m approved). • Suggests increasing the height aligns with DDO53 design objective. • Notes the design objective that relates to residential properties would achieve a balanced outcome even with increased height. • Notes that the height controls may result in an abrupt height transition mid site for the combined properties. • Suggests the controls render individual lots effectively undevelopable. • Suggests only through lot consolidation that the UDF objectives become feasible. • Notes that increased height is in accordance with State Policy for more density in activity centres and urban areas with good access to services and transport. <u>Heritage</u> • Notes that heritage controls may have influenced the height at 6 Yarra Street. • Suggest that heritage should not inform height controls. • Refer to the development 57 Balmain Street Cremorne (Reece – Rosella Complex) as an example. • Acknowledges the significance of the dwelling. **Heritage** <u>Street wall setback</u> • Does not contest the intent of the street setbacks for abutting lots at 2-4 Yarra Street and 8 Yarra Street. • Recommend that the controls be reworded to provide flexibility for alternative architectural responses. • Notes the intent of the control is to celebrate 6 Yarra Street and its bluestone walls can be achieved by design outcomes rather than prescription.	• Refer to Council position determined at Ordinary Council Meeting 14 July 2026. **Overshadowing** • Refer to Council position determined at Ordinary Council Meeting 14 July 2026.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	Overshadowing • Notes the proposed overshadowing controls are mandatory. • Recognises the importance of overshadowing controls in maintaining a vibrant comfortable streetscape. • Notes the Built Form Overlay for Camberwell Junction Major Activity Centre adopts a less prohibitive (discretionary) standard. • Suggests there is no clear policy basis for Church Street to have stricter shadow standards.	
54 Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation	**Aboriginal Cultural Heritage** • Suggested that due diligence in Aboriginal Cultural Heritage was not undertaken. • Recommended that Council seek further advice on whether Council had obligations under the *Aboriginal Heritage Act 2006* and Aboriginal Heritage Regulations 2018. • Notes the amendment area is within 200m of Birrarung (the Yarra River), considered a significant cultural landscape and a legislated area of sensitivity. • Notes that there are previously registered Aboriginal Places in the amendment area, and that Aboriginal cultural heritage can be identified in disturbed contexts, which is common in Melbourne's CBD. • Notes that an Existing Significant Landscape Overlay is in place for the Birrarung (the Yarra River) as part of the Planning for Waterways program, which covers part of the amendment area. • Requests that Council undertake a desktop assessment to investigate whether further work may be required.	**Aboriginal Cultural Heritage** • Council officers have met with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to discuss their submission. • See **Attachment 2** Section 5 *Aboriginal cultural heritage*
54a Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation	**Aboriginal Cultural Heritage** • Ensure "Wurundjeri Woi-wurrung" is spelt correctly in the UDF. • On page 6 of the UDF, consider including as a purpose: "Strengthening understanding and recognising history and connections of the Wurundjeri Woi-wurrung with the area". • On page 8, under Ten Key Moves consider celebrating the history of Wurundjeri Woi-wurrung in the area. • On page 12, under the Birrarung Precinct can this include the significance of the Wurundjeri Woi-wurrung in the area, including proximity to the Yarra Mission. • On page 13, recommend including discussion from the heritage report about Wurundjeri occupation in the area. • On page 14, recommend including discussion from the heritage report about Wurundjeri occupation in the area. • On page 17, questions whether "improving connections to existing open space and Yarra River includes consultation with Wurundjeri Woi-wurrung on who this might look" • On page 19, questions whether there are any other significant views that could be preserved. • On page 23, questions why consultation with the Wurundjeri Woi-wurrung wasn't considered earlier. • On page 75, notes that objective 4.2 and all construction objectives within the UDF are in accordance with the Aboriginal Heritage Act 2006 with acknowledgement of the sensitivity of the area.	**Aboriginal Cultural Heritage** • Changes proposed to the UDF. • Changes that were flagged to require further review by the Elders are now currently under review. These changes will be made to the UDF as soon as practicable. • See **Attachment 2** Section 5 *Aboriginal cultural heritage*

Attachment 1

Submitter number & interest	Summary of submission	Response to submission

	• Notes that the heritage report stated there was significant disturbance across the area but should also acknowledge the limited amount of assessment taken.
	  ▪ Cremorne was likely built up with fill to prevent flooding which may have impacted preservation of Aboriginal cultural heritage
	  ▪ Notes that rather than destroying it, this should be acknowledged.
	• On page 82, collaboration with Traditional Owners should be listed first relating to Caring for Country principles.
	• Notes that the Elders would want to view any new information about the significance of the area added to the UDF prior to endorsement of the document.	

55 Resident Kelso Street	**Traffic and street network** • Kelso Street is congested in the afternoon with traffic leaving Cremorne turning left into Punt Road. • Concerned that the changes will result in traffic being directed along Kelso Street for traffic to head north. • Will be a nightmare for residents living on Kelso Street and will become a rat run. • Concerned that the tiny laneway behind their home will become a rat run to get onto "Kelso vi as Melrose".	**Traffic and street network** • Officers note that this is a late submission received after the July 2026 Council Meeting. • See **Attachment 2** Section 1 *Traffic and street network.*

56
Landowner
Yorkshire Street
	• Supports new planning policy provisions that guide future development and growth of the Cremorne Precinct.
	• Important that these built form aspirations are strategically based, allow for appropriate built form outcomes and does not result in underdevelopment of sites.
	Building height
	• Supports discretionary height limits within the Cremorne Precinct.
	• Proposed 28m preferred maximum building height does not adequately reflect commercial potential or physical context at the subject site.
	  ▪ Land has limited sensitive interfaces.
	  ▪ Land is not constrained by low-scale heritage buildings or streetscapes.
	  ▪ Because of its zoning, it is more likely to be developed with a commercial building which requires a higher floor to ceiling height than residential buildings.
	• Proposed maximum height should be increased to 36m.
	• This provides a logical transition between the 28m CS-C area and adjoining 40m CS-E context, recognising the subject site's direct relationship with the more intensive built form to the west.
	• Greater height would provide greater certainty and better recognise the land's capacity to accommodate employment-generating development which is consistent with the strategic role as an enterprise precinct.
	• Exhibited DDOs specify preferred height in metres however Council's information sheets describe height as equivalent in storeys.
		Building height
		• Officers note that this is a late submission received after the July 2026 Council Meeting.
		• As matters relating to Amendment C318 have been resolved, this submission will be responded through the Special Advisory Committee panel process.

Attachment 1

Submitter number & interest	Summary of submission	Response to submission
	▪ Creates uncertainty and may mislead the community.	

Attachment 2

Revised Cremorne Urban Design Framework – Summary of key issues and officers' response

The following table provides an overview of key issues relating to the Revised Cremorne Urban Design Framework (UDF) raised in submissions received during exhibition of the UDF and Draft Amendment C318yara. It recommends appropriate changes to the Revised UDF to respond to issues raised. Officer recommendations to the Draft Amendment C318yara were brought to Council at its Ordinary Meeting on 14 July 2026.

This document corresponds with **Attachment 1** which provides a summary of submissions.

Please note, in accordance with the requirements of the *Planning and Environment Act 1987* and *Privacy and Data Protection Act 2014* Council has removed all personal information including names and addresses.

This attachment addresses the following topics:

1. Traffic and street network 2
2. Active transport 8
3. Land use 9
4. Open space 11
5. Aboriginal cultural heritage 13
6. Clause 11.03-6L (Cremorne Precinct) Local Planning Policy and Strategic Sites 14

Attachment 2

1. Traffic and street network

Feedback and key issues raised	Officer response
• There is almost universal agreement amongst submissions that traffic and congestion is an issue within Cremorne which needs to be addressed. This has impacts on how people move around, get to their homes and find parking. • There were mixed views on the proposed actions within Theme 3 that reflect the diverse and varied views of residents, visitors and workers. • Traffic issues vary across different times of the day and days of the week. Traffic, parking, congestion are the worst during peak hour workdays and when events are being held nearby. • Rat running was raised as a key issue with Cremorne, with traffic moving through Cremorne. This was seen as an issue to be addressed by the UDF. There were mixed views on how this could be addressed with some wanting small-scale interventions while others advocated for wholescale network changes. • There was general support for reducing Cremorne's speed limit to 30km/h. • The introduction of traffic calming measures was generally supported. The extent of these measures varied amongst submitters, with some wanting interventions such as speed humps, one-way roads, pinch points or network changes. • Many residents raised concerns about how future proposals would impact how their access in and out of Cremorne. This was mostly directed at the Future Movement Framework. • Many residents felt the changes disproportionately impacted residents than managing issues. • Residents west of the rail corridor generally did not support access north on to Swan Street being restricted and Cremorne Street being one way. Getting in and out of their homes to access shops, schools and services would be more difficult. Some raised issues with not being able to drive to Coles along Swan Street. • There were some recommendations made by submitters to resolve the issue such as: ▪ Retaining Cremorne Street as two-ways. ▪ Making the northern end of Cremorne Street two-ways to retain access to Swan Street. • Resident submitters that lived on or around Kelso Street, west of Cremorne, did not support making Kelso Street one-way. The main	**Recommended position:** Amend the structure of Theme 3 to include short-, medium- and long-term interventions that Council can utilise to make changes to the overall transport network. Replace the Future Movement Framework with the new Cremorne Loop. Update content in the UDF and actions to reference that Councill will work with the Department of Transport and Planning (DTP), including for Actions 3.1.3, 3.1.4 and 4.4.1. Update Figure 16 to reflect new bus service. Remove street sections designs. **Response and discussion:** The growth of the precinct presents significant challenges for both the adjacent major arterial roads and the public transport network. There is a need to identify a longer-term vision to integrate the precinct with its surrounding areas and networks. Officers recognise that traffic and congestion are still recurring issues that need to be addressed by the UDF, such as through traffic at Balmain and Cremorne Streets. At the strategic level, there is strong support for increasing safety and have better active and public transport to balance the needs of all users that move through Cremorne. Officers acknowledge that finding a solution is difficult due to the competing desires and interests of the community. Full agreement on all aspects of transport projects can make design and delivery of projects challenging for council, State Government and other parties. A further challenge is the competition for limited space in Yarra's streets and public spaces. It is not possible to provide multiple traffic lanes, on-street car parking, dedicated tram lanes, bicycle lanes, trees, street furniture, outdoor dining and wide pedestrian footpaths in one space, particularly on narrow streets. Furthermore, the majority of land in Cremorne is owned privately or by the State Government whereas Council has a limited presence. <u>How will change occur within Cremorne</u> Majority of submissions relating to the UDF responded to the long-term actions such as the Future Movement Framework. The Future Movement Framework was the high-level direction that Council will work towards once the overall precinct has matured and key sites have been developed. Officers note that short-term and medium-term actions could be better explored in Theme 3 Objective 3.1 to clarify the potential actions Council can take to improve the network. To help provide context, Theme 3 has been restructured to show the current context before showing the short-, medium- and long-term changes Council can take, in line with the peer review report recommendations by the Transport Engineering Assessment – Amendment C318yara - (Traffix Australia, August 2026). <u>Reduce speed limits to 30km/h within Cremorne</u>

Attachment 2

Feedback and key issues raised	Officer response

reason cited for this was access to their properties and that alternative routes would result in residents being directed down laneways.
• One submitter requested that access to Gwynne Street from Palmer Parade to be closed (Rosella complex).
• One submitter recommended closing the CityLink entrance at the bottom of Cremorne Street.
• One submitter suggested the Balmain Street underpass should be eastbound rather than westbound.
	Officers recommend that this remains a key action within the UDF. This was universally supported by submitters in previous rounds of feedback and through technical reports.
	
	Speed reductions help balance the needs from various road users, improve places and increase safety for all users. Along with other traffic mitigation interventions, it will also enable safer shared-zone arrangements with cyclists.
	
	DTP submitted that proposed speed limit changes are subject to approval from DTP. Minor changes are made to Action 3.1.4 to reflect this.
	
	<u>Future Movement Framework</u>
	
	The intent of the Future Movement Network was to provide high-level direction and sets a long-term vision for the precinct. Officers recommend that the Future Movement Framework should be replaced with the Cremorne Loop as there are now substantial changes, informed by submissions, further meetings with the DTP and advice from technical experts.
	
	DTP submitted that they were not supportive of a potential signalisation of Punt Road with Kelso Street (Hot Spot 1 from the Draft and Revised UDF). Following this, officers have discussed potential options with DTP to remove the potential signalisation to create an updated Cremorne Loop. Officers sought further advice on the proposal by Traffix Group (**Attachment 4**) which supported officers' approach as it aligned with the objectives of the UDF.
	
	Although there was varied opinions from residents, two key points emerged which was to reduce the impacts of traffic and refocus away from vehicles, while retaining existing access points surrounding Cremorne.
	
	Officers are proposing the following changes to the Future Movement Framework through the Cremorne Loop:
	
	• Removal of Hotspot 1: Kelso Street and Punt Road (and subsequent renumbering of Hot Spots)
	• Retain the northern end of Cremorne Street between Swan Street and Stephenson Street two-ways. Retain the one-way proposal between Stephenson Street and Balmain Street.
	• Retain Kelso Street (between Punt Road and Cremorne Street) in its current form.
	  ▪ Remove reference on the Future Movement Framework as no changes are made.
	  ▪ Retain current two-way access.
	  ▪ Remove recommendation for a separated bicycle lane.
	• Remove the Punt Road bicycle lane.
	• Remove the proposed underpass through the elevated rail corridor to Lennox Street.
	• Retain Cotter Street current two-way access.
	• Remove reference of "Walking and cycling route (on-road bike route)".
	• Identify Cremorne Street (between Swan Street to Balmain Street) and Balmain Street as "Streets to be redesigned to balance the needs of various users".
	
	<u>Cremorne Street</u>
	
	Officers note that many submissions were concerned with the proposal to make Cremorne Street one-way from Swan Street in the long-term vision for Cremorne's road network. Many noted that this impacts their ability to access Swan Street by car and access the broader road network.

Attachment 2

Feedback and key issues raised	Officer response
	In response, officers recommend making Cremorne Street one-way between Stephenson Street and Balmain Street. This would mean Cremorne Street would allow two-way vehicle movements between Swan Street and Stephenson Street, and between Balmain Street and the CityLink entrance. Cremorne Street serves two purposes and is identified as both an "Activity Spine" and "Local Circulation" within the Streets Network map in the UDF. It is currently a main source of through traffic from Church Street which heads towards Swan Street. Making Cremorne Street partially one-way will allow Council to refocus space away from cars and allows for space for additional tree planting, wider footpaths and better cycle infrastructure in the future. This will improve Cremorne Street as a place and improve safety for all users. This proposal balances the need for resident access and discouraging through traffic. It will redirect traffic along Stephenson Street, a commercial street identified as "Local Circulation" and will help reduce traffic volumes along Cremorne Street. Existing access north towards Swan Street and south towards the CityLink entrance will remain unchanged, which allows continued access to outside of the suburb. Residents will retain access in and out of the suburb with minor or negligible impact on time. <u>Kelso Street</u> Hotspot 1 from the draft and revised UDF (Kelso Street and Punt Road) is recommended to be removed in response to a submission from DTP. Several residents also highlighted the importance of retaining two-way access, citing potential implications where it would divert traffic down narrow lanes. This impacts how Kelso Street is managed in the UDF. It is recommended that the section of Kelso Street between Punt Road and Cremorne Street be retained as two-way vehicle access. References to a potential separated cycle lane are proposed to be removed. As there is no longer a proposed Hot Spot at this intersection, Kelso Street's role in the Future Movement Network is redundant. The recommendation for Kelso Street between Cremorne Street and Stephenson Street to be one-way is retained, though the direction of traffic to be eastbound. This will help prevent cars rat running through Kelso Street and towards Gough Street and CityLink exits. This will also help reduce traffic moving through the Balmain Street Plaza by providing an alternative route eastbound while on Cremorne Street. Refer to below section on Hot Spots for further discussion. <u>Street sections designs</u> Officers recommend that street sections be removed from the UDF. These street sections showed indicative road space designs and received varied responses from the community in the 2022 and 2025 consultation. Submitters questioned whether these were the ideal design and others questioned whether they met standard requirements. The intent of these street sections was to provide the community with a concept of how streets could look in the future. Officers sought feedback internally and from external experts on the accuracy of these street sections. Council's Strategic Transport team noted that bi-directional bike lanes are uncommon within the City of Yarra and Melbourne more broadly. Implementation within Cremorne can also be difficult due to limited road space and safety concerns if there were two-way vehicle access.

Attachment 2

Feedback and key issues raised	Officer response
	Officers have undertaken reviews of street sections at numerous stages whilst drafting the Cremorne UDF. First by the Martyn Group, followed by the Stantec Peer review, internal advice from our Strategic Transport team and lastly another review by Traffix Group. At each stage there has been differing views on what is possible and what is the best outcome. It is clear from community feedback, varying opinions from experts and the potential for different outcomes following detailed design that the street sections are not meeting the intended objective; to provide certainty to the community and direction for Council. Identifying key streets for improvement such as Cremorne Street, Church Street and Balmain Street with strategic objectives is more appropriate. This will still give Council direction on Streets that require the most attention while not locking in an outcome that won't be achievable. <u>Gwynne Street and Palmer Parade</u> Officers sought internal feedback regarding current traffic volumes along Gwynne Street between Munro Street and Balmain Street. Volumes of traffic are shown to be at levels that would not warrant an intervention and have reduced in numbers since 2012-2014. No change is recommended at this time. <u>CityLink Entrance</u> Council considered submissions relating to the CityLink entrance following the exhibition of the draft UDF. Response from officers noted the Draft UDF did not propose any closures to the freeway entrance, nor does the Revised UDF. Changes to the Church Street exit of CityLink would need the approval from the Department of Transport and Planning and CityLink. Officers do not propose access be limited as feedback from both consultation shows broader support from residents. Changes to the Future Movement Framework will mean that access is prioritised for residents rather than through traffic.
Hotspots • One submitter supported making space for walking and cycling especially at Hotspot 3 (Swan Street and Cremorne Street) and Hotspot 5 (Balmain Street, Church Street and Cotter Street) as these are main entry and exit points. <u>Hotspot 1: Kelso Street and Punt Road</u> • Most resident submitters supported this which provided access along Punt Road and saw that this would be required if Cremorne was made one-way as shown in the Future Movement Network. • Some submitters did not support this hotspot or questioned whether the DTP would support it. • Submitters that lived on or around Kelso Street did not support the proposal. Some raised concerns with potential traffic impacts. • DTP raised concerns regarding the signalisation and potential impacts on Punt Road which is a major arterial road. DTP noted there has been considerable investment in the "P intersection" at Swan Street and Punt	**Recommended position:** Remove Hotspot 1 (Kelso Street and Punt Road) from the UDF and renumber subsequent Hotspots. Include feedback provided by the Department of Transport and Planning to Hotspot relating to Cremorne Street and Swan Street. Change the direction of one-way traffic from Hotspot Kelso Street Cremorne Street on Kelso Street between Cremorne Street and Stephenson Street to head eastward. Amend the following to Hotspot Balmain Street Church Street Cotter Street: • Cotter Street to be two-ways. • Remove separated bike lanes from Cotter Street and Balmain Street. **Response and discussion:** Hotspots are identified in Cremorne as key locations for improvements that experience the highest intensity of competing demands. They play an important role in shaping access to and within Cremorne. It is recommended that one of the five hotspots be removed following consultation with DTP.

Attachment 2

Feedback and key issues raised	Officer response
Road, and was concerned this proposal would have serious impacts to this intersection. • In meetings with the Council officers, DTP noted that while modelling had been provided to support this hotspot, (noting the modelling was developed in conjunction with DTP), due to the complex nature of the transport network it was not enough to enable them to provide a response on whether this hotspot could proceed. <u>Hotspot 3: Cremorne Street and Swan Street</u> • DTP generally supports the proposal however provided comments from various teams. • Tram movements were considered to be a priority for this intersection, and a scramble crossing is potentially supported. • Right-turn movements should be considered in any redesign of this hotspot. <u>Hotspot 5: Balmain Street, Cotter Street and Church Street</u> • Submitters generally recommended that improvements needed to be made to this hotspot, but not all agreed with the suggested proposals. • Improvements to pedestrian safety were required. • Resident submitters generally did not support making Cotter Street one-way. • DTP generally supports the proposal however added that engagement with DTP is required.	Two of the four hotspots are located on arterial roads (Swan Street and Church Street). Officers suggest minor changes to these hotspots so traffic movements remain the same. This is in response to DTP's concerns regarding the UDF's impact on the broader transport network, and Council's previous resolutions at a Council Meeting. The proposed hotspot designs are indicative and will require further refinement and testing. It is noted that changes to arterial roads will require approval from DTP in conjunction with Yarra Trams consultation. These changes will require additional modelling and options testing. Some interventions on local streets will also require approval from the DTP. Consultation in line with Council's community engagement policies and strategies will occur with the community on any changes. <u>Hotspot 1: Kelso Street and Punt Road</u> Following meetings with DTP, it is recommended that this hotspot be removed. While Council and DTP have worked together to understand the impact of the proposal on the broader state transport network, it was determined that any further modelling would likely not provide sufficient evidence that benefits from the proposal would outweigh its impacts to the broader transport network. While the decision to remove the Hotspot is ultimately based on the discussion from DTP its removal allows for changes to the Future Movement Framework that respond to feedback from the community that live on and around Kelso Street. This includes retaining the western section of Kelso Street as two-ways. <u>Hotspot 3: Cremorne Street and Swan Street</u> Council officers have made minor edits in response to feedback received from DTP. Officers are pleased that there is strategic support for this hotspot noting the pressure placed on it from increasing pedestrian movements. Council will continue to advocate to DTP for a potential scramble crossing at the intersection. Feedback provided has been incorporated in the UDF. The design also reflects the change proposed for the northern end Cremorne Street which is now retained as two-ways as outlined above. <u>Hotspot 5: Balmain Street, Cotter Street and Church Street</u> It is recommended that minor changes be made to this hotspot to reflect the position Council adopted at its Ordinary Meeting 16 December 2025, item 7.3 3(a) and feedback from DTP. Church Street is a DTP-managed road and minor changes have been made to note that further engagement is required. Street cross sections have been removed from the UDF to reduce detail from these proposals. Officers note that these hotspots are subject to further design detail and will be subject to further community consultation.
On-street parking • Two submissions noted that on-street parking was difficult in Cremorne with residents finding it difficult to find parking spaces.	**Recommended position:** No recommended change to the UDF. **Response and discussion:**

Attachment 2

Feedback and key issues raised	Officer response
• Submissions that were concerned about the rezoning of the rear portion of 549-555 Church Street Richmond raised on-street parking as a potential impact from a future development. • One submission supported reducing on-street parking to achieve the vision of the Cremorne UDF.	The management of on-street parking is a matter for Council to consider outside of the UDF. One of the key challenges for Cremorne is the limited space available. Demands on road space will increase as the number of people who live and work in Cremorne grows. The UDF does not propose to remove all on-street parking, as this is critical for the operation of businesses in Cremorne. Loading and service bays will still be available for delivery vehicles. There is no proposal to remove parking on-street parking in residential precincts. Any potential car-free office development would be complimented by on-streetcar parking restrictions. Residents can seek changes to the parking restrictions on their streets. Council's Parking Restrictions Guidelines outline the process to request a review of on-street parking restrictions. For example, proposing greater levels of permit parking on streets.

Attachment 2

2. Active transport

Feedback and key issues raised	Officer response
• There was consensus that Cremorne should refocus from cars to other modes of transport and that pedestrians should be a priority. • The current road network and footpaths that were designed for a Cremorne is now no longer fit for purpose for its current residents and future. • Submitters noted that there are high volumes of people coming to and from Richmond Station, and that infrastructure was not coping with movement numbers. • Vehicle movement along Cremorne Street is high and impacts both pedestrians and cyclists. **Bicycle infrastructure** • There were mixed views on cycling infrastructure for Cremorne. Some submitters recommended improvements to cycling infrastructure and supported a 30kmh speed limit. Other submissions argued that there are limited cyclists in the precinct and it was not required. • Some submissions did not support bi-directional separated bike lanes. • One submitter did not support bicycle lanes along Kelso Street. • One submitter did not support a bicycle lane along Balmain Street and recommended improvements along the Yarra River Trail to be made. **Walking** • Footpaths in Cremorne are seen as being too narrow and not fit for purpose. People who use wheelchairs, prams and other assistance find it difficult navigating through Cremorne. Increasing density and worker population will result in this issue becoming worse. • Where submissions spoke about pedestrian improvements, it was universally recommended that improvements and widening of footpaths are key actions for Council to take. • One submitter recommended a pedestrian crossing at Balmain Street and Cremorne Street. • One submitter recommended that Cremorne Street between Balmain Street and the CityLink entrance be made into a shared space.	**Recommended position:** Remove separated bike lane from: • Western section of Kelso Street between Punt Road and Cremorne Street. • Along the parkland west of Punt Road. **Response and discussion:** Prioritising active transport (walking and cycling) is a key aspect of the UDF. The UDF proposes changes to the movement network that includes footpath widening, cycling infrastructure, intersection redesign and traffic calming measures. These changes been agreed to by Strategic Planning, Strategic Transport and Transport Engineering units. This was supported by a Transport Review undertaken in 2023 to inform the Revised UDF. It noted that a walkable network is critical to connect Cremorne to the surrounding train, tram and bus network. An improved walking network is essential to the success of Cremorne. Further expert advice has supported this key element of the UDF. The Draft UDF identifies a number of actions to improve the state of footpaths especially the key walking routes include Church Street, Cremorne Street, Stephenson Street, Balmain Street / Cotter Street and Kelso Street by providing: • new and improved pedestrian crossings at mid-block locations and key intersections • widening footpaths, where possible, increased building setbacks • removal of clutter on footpaths and undergrounding of powerlines • large canopy trees for shading and cooling • installation of street furniture • traffic calming and lowering of speed limits • enhanced signage and connections. Reducing the speed limit within Cremorne to 30km/h is a key action within the Cremorne UDF. This will assist in providing a safer environment for both pedestrians and cyclists. DTP has informed Council that the bicycle lane along Punt Road is located on park land that is not owned by State Government. This bicycle lane is no longer needed as a result of the removal of Hotspot 1 (Kelso Street and Punt Road). There are already existing bike lanes within the park which are connected to the Main Yarra Trail. Council's traffic expert who reviewed the UDF following the 2025 consultation also recommended its removal. With regards to bicycle lanes along Cremorne Street and Balmain Street, officers have proposed to remove street section diagrams from the UDF. This is discussed above under Section 1 *Traffic and street network*. Council is currently undertaking the Cremorne Street streetscape design project which is Action 4.4.2 from the UDF. It looks at developing a document that will ensure new development provides a consistent public realm response for Cremorne Street, a consistent design vision for the street, along with several interventions that Council can undertake. The Balmain Street and Cremorne Street is a nominated location that is being currently investigated.

Attachment 2

3. Land use

Feedback and key issues raised	Officer response
• Two submissions recommended that either all or a portion of the land be zoned from C2Z to another zone. Suggestions included the Mixed Use Zone and the Commercial 3 Zone, which both allow for residential uses. • Outside of submissions relating to 549-555 Church Street, reasons for this varied by submitter. • Two submitters highlighted that Cremorne would benefit with residential uses to make it a mixed-use suburb. • It was commented that there are a number of residential type buildings within the Commercial 2 Zone. • One submitter suggested that office vacancy was higher than thought and that working from home reduced demand for office space. Therefore, the rationale to retain C2Z was contested.	**Recommended position:** No recommended change to the UDF. **Response and discussion:** The majority of Cremorne is zoned Commercial 2 Zone (C2Z). The purpose of the zone is to 'encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services. New residential uses are prohibited within the C2Z. Rezoning the land in Cremorne to permit residential uses was considered by Council in 2009. Amendment C097yara proposed to rezone part of Cremorne then zoned Business 3 Zone (B3Z) to Business 2 Zone (B2Z) to allow for residential uses (which were prohibited in the B3Z). (NOTE – These zones were replaced with the suite of Commercial Zones in a State-wide planning scheme amendment in 2013.) The amendment was abandoned as it was determined that the existing zoning (B3Z) was the most appropriate zone to retain the business and employment focus in the future planning and growth of the precinct. Residential development was not considered appropriate as: ▪ Cremorne had not been identified for additional housing in the Municipal Strategic Statement (overarching objectives and strategies for managing the use and development of Yarra at Clause 21 of the Planning Scheme). ▪ The proposed zoning would increase the potential for amenity conflict between residential and industrial/ business operations. ▪ There is potential contamination from historical industrial uses. Rezoning to residential would require testing and potential decontamination which is time consuming and expensive. Any future rezoning of employment land is also informed by the Yarra's two key strategies; the *Yarra Housing Strategy* and the *Spatial Economic and Employment Strategy* (SEES) 2018 and 2025. The *Yarra Housing Strategy* identifies locations for residential housing and introduces a hierarchy of housing change. The commercial zoned land within Cremorne and Richmond is identified as a "non-residential area". Other locations within Yarra, notable activity centres and mixed-use area are expected to accommodate most of Yarra's housing demand. The SEES 2018 guides Council's decision on land use within commercial and industrial land. Council prepared the SEES 2025 in response to new data, significant development activity and changes to the broader economy. Its purpose was to understand whether current directions need to be adjusted due to post-COVID shifts in the economy, including work location and traffic behaviour trends. The SEES 2018 strategic direction was to retain Commercial zoned land within Cremorne and this position has been reaffirmed by the SEES 2025. The SEES acknowledges that once land is zoned to permit residential uses and development, its employment role is limited as residential development is the highest and best use. For this reason, it is important that C2Z land is protected to provide certainty to the market that C2 zones will be retained for commercial activities.

Feedback and key issues raised	Officer response
	Strategy 2 of Yarra's SEES policy aims to retain and grow Yarra's Major Employment Precincts. It states that zoning should continue to exclude residential development to retain the core employment function of these precincts. Officers note that while there are a number of residential buildings zoned Commercial 2 Zone, this does not warrant these properties to be rezoned. Many properties have existing use rights that allow them to be used as dwellings, others have been adapted to accommodate commercial uses. Updates to the local policy clauses in the Planning Policy Framework (implemented through Planning Scheme Amendment C269yara) reflect the SEES and seek to maintain zoning that supports the economic function of the major employment precincts (Clause 17.01-1-L). State Policy clearly states that Cremorne's land use zone should be retained as Commercial 2 Zone. The Melbourne Industrial and Commercial Land Use Plan (MICLUP) 2020 identifies Cremorne as a Regionally Significant Industrial Land (RSIL). RSIL is clearly outlined to be retained for employment uses within both the MICLUP and within Clause 17.03-3S *Significant Industrial Land*. As Cremorne grows as a commercial precinct, it will include a greater mix of uses that will benefit surrounding residential neighbourhoods without the need to rezone for residential. Draft Amendment C318yara also seeks to introduce a new local planning policy at Clause 11.03-6L-01 (Cremorne Precinct). The policy supports a diversity of day and nighttime activities. This may include food and drink premises, retail premises and associated uses to promote a high amenity, creative and vibrant environment. Current permit applications show a range of complimentary uses being included in their proposals. Officers note that while Cremorne is mostly zoned Commercial 2 Zone, there is still residential development potential in the right areas. The land along Swan Street is zoned Commercial 1 Zone which allows for residential uses above commercial ground floor. There is a planning permit for the Maltings site which proposes a range of uses including residential apartments, hospitality, retail and some employment use. This will also assist in created a more mix used Cremorne as a whole, while not undermining the employment precinct.

Attachment 2

4. Open space

Feedback and key issues raised	Officer response
• The availability of open space was identified as an issue for Cremorne by submitters. The amount of open space available is both a current issue but also an issue that will get worse as worker and resident number increases. • Many submissions argued that green and open spaces are essential infrastructure. These spaces provided a variety of benefits and played a role in reducing impacts of the urban heat island effect, flooding, increasing biodiversity and providing a more positive urban landscape. • It was generally agreed that investment was needed in new open spaces and urban greening both on public land and in new development. • One landowner on the Rosella Complex did not support the provision of open space on private employment land. • Public open space within the Rosella precinct is unnecessary given that the UDF already contemplates provision and improvement of public space at the northern end of the precinct, on the northern and southern sides of Balmain Street. • Several submitters recommended that new developments should include more vegetation and urban greening.	**Recommended position:** Update Action 4.1.1 to reflect work Council has undertaken to upgrade Charles Evans Reserve. **Response and discussion:** The availability of open space within Cremorne is a known issue to Council and is a foundational element to the creation of the Cremorne UDF. Major gaps in the existing open space network occur in Cremorne and existing open spaces are small in size. With the forecast substantial increase in the resident and worker population in Cremorne, and lack of open space west of Church Street, a key recommendation of the Yarra Open Space Strategy is to provide new Small Neighbourhood, Local and Small Local open space reserves in Cremorne to cater to the nearly 10,000 additional workers and residents. The Revised UDF proposes a network of open spaces and green links to be created to cater to the needs of the growing worker and resident community. New spaces on large sites and pocket plazas will provide a diverse range of spaces and green relief. The Revised UDF identifies potential open space locations identified in the Yarra Open Space Strategy. The potential open spaces shown Figure 40 are indicative of the general location and relative, not actual size. The final location, size and configuration of new open space will be determined through the implementation of the YOSS, including when development occurs in these key locations. Officers consider the provision of open space on substantial redevelopment sites important. Since 2023 Council has been progressing Amendment C268yara, which is now approved. It has increased public open space contribution rate from the 4.5% rate to 8.65% and expanded the rate to apply to commercial and industrial properties (previously just residential). This means Council can leverage large redevelopments to provide public open space on site and for smaller sites cash contributions for new open space. Locations of new open space and pocket plazas is identified in proposed planning policy for Cremorne. This will assist Council in negotiations for larger strategic sites and new open space delivery during the planning permit process. Council will continue to liaise with the State Government and private landowners identify and advocate for open space in these and other locations. The UDF also includes Action 4.1.1 to “Upgrade and maintain existing open spaces, including White Street Reserve” to ensure current open space remains functional. Since the preparation of the Revised UDF in 2023 Council has progressed upgrades to the Charles Evans Reserve. Officers recommend that Action 4.1.1 be updated to reflect Council capital works program. Regarding the Rosella Site Officers consider the provision of open space on the site is important should substantial redevelopment be proposed. In response to submissions to the Draft UDF in September 2023, officers made adjustments to the location of open space in response to a Section 173 agreement located on the strategic site. It remains that as a strategic site and the provision

Attachment 2

Feedback and key issues raised	Officer response
	of new open space on the site is appropriate. The UDF provides strategic direction for the site and further refinements can be determined through the master planning process.
Yarra River • Access to the Yarra River, especially from Gough Street was not safe and improvements should be made. • One submitter supported improvements to the Yarra River crossings though wanted more detail.	**Recommended position:** No recommended change to the UDF. **Response and discussion:** The Yarra River is separated from the precinct by the Monash Freeway and can only be accessed at three locations in Cremorne. Objective 4.2 of the UDF seeks to reconnect Cremorne with the river. It identifies several actions including activating the CityLink underpass near Punt Road (Action 4.2.1) and improving access to the Main Yarra Trail and to South Yarra (Actions 3.3.3 and 4.2.2). Council will continue to liaise with Parks Victoria and the Department of Planning and Transport to advocate for opportunities to reconnect and improve access to the Yarra River frontage and Main Yarra Trail. – Open Space Strategy. Action 4.7.1 supports opportunities to collaborate with Traditional Owner groups to help tell the living cultural story of their connection to the river and places in Cremorne. The Forest Hill Masterplan and Chapel Revision identify a desire to better connect South Yarra with Cremorne. Officers will seek to work with Stonnington City Council to advocate for improved access from South Yarra to Cremorne.

Attachment 2

5. Aboriginal cultural heritage

Feedback and key issues raised	Officer response
• Two submitters noted that there may be obligations under relevant legislation for protection of Aboriginal cultural heritage. • The Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) provided a submission that a desktop cultural heritage assessment should be undertaken. • The WWCHAC provided an addendum submission with specific requests for changes to the UDF to incorporate more content on Aboriginal cultural heritage. • This addendum submission notes that the Elders would want to view any new information about the significance of the area added to the UDF prior to endorsement of the document.	**Recommended position:** Update references in the UDF to correctly reference the Wurundjeri Woi-wurrung people. Update the purpose of the UDF to include the understanding, history and connection of the Wurundjeri Woi-wurrung people. Update text under Cremorne's precincts for the Birrarung Precinct to reference the Yarra River directly. Update Theme 4 Objective 4.2 and 4.7 to specify that the WWHAC are the relevant Traditional Owners. Update Theme 5 to note that land in Cremorne includes areas of cultural heritage sensitivity and that development must adhere to the *Aboriginal Heritage Act 2006*. Update content under the Birrarung Precinct to include that future planning should be developed in consultation with the WWHAC. **Response and discussion:** Council officers have sought further advice which concluded that Council does not have obligations under the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2018* for the UDF or the draft Amendment C318. One key action taken was the preparation of a cultural heritage assessment (**Attachment 5**) by a suitably qualified heritage advisor, which has informed further changes to the UDF. These include ensuring that planning for future sites should be developed in consultation with the WWHAC, which has been incorporated into the UDF. Officers have met and consulted with the WWCHAC to seek further feedback on the UDF. Feedback from these two meetings included advice and additional content to be included in the UDF. Where possible, content has been incorporated into the UDF. Officers note that further content in the UDF is under review by the WWCHAC Elders and future changes are anticipated post-endorsement on the UDF.

Attachment 2

6. Clause 11.03-6L (Cremorne Precinct) Local Planning Policy and Strategic Sites

Feedback and key issues raised	Officer response

Drafting errors and changes to Clause 11.03-6L
• One submission queried the mismatch between Figure 17 in the Revised UDF and Map 1 and Map 2 in Clause 11.03-6L:
  ▪ Cremorne Street is shown as one-way south bound in one map and two-ways in other.
  ▪ Balmain Street underpass is shown as one-way westbound in one map and one-way east bound in other.
• Other requests that future changes in Cremorne to be consistent with the UDF.
	Recommended position:
	Amend three precinct maps shown in Clause 11.03-6L (**Attachment 6**) to align with the maps shown in the UDF.
	Response and discussion:
	Officers note that there are some discrepancies with the Revised UDF and Maps within Clause 11.03-6L, which largely relate to Theme 3.
	Attachment 6 has been prepared to present a version for Council to adopt prior to the Standing Advisory Committee hearing scheduled for November 2026. Minor changes to the maps within Clause 11.03-6L are required to align with the final UDF. These include aligning potential changes to the street network with the new Cremorne Loop and aligning streets with their classification against the Streets Network hierarchy within the UDF.

Strategic Site – Rosella Complex • One landowner from the Rosella complex did not support Palmer Parade being prioritised for pedestrian and cyclists within the Clause 11.03-6L. Citing that the primary role is for loading, servicing and access.	**Recommended position:** No recommended change to the UDF. **Response and discussion:** Landowner concerns about the role of Palmer Parade are noted. However, the pedestrianisation of Palmer Street refers a desirable future outcome should substantial redevelopment be considered. The intent is not that vehicles cannot use Palmer Parade, but that it is more pedestrian friendly.

Strategic Site – Bryant and May Complex
• The landowner of the southern portion of the Bryant and May Complex (570 and 580 Church Street) supports the identification of the site as a Strategic Site and that DDO53 does not apply.
• They raised concern that the inclusion of design objectives and specific layout drawings was premature and prejudices the foreshadowed future master planning process.
• Recommends that the following directions should be removed as they are premature without in depth review:
  ▪ to avoid additional overshadowing of Balmain Street.
  ▪ to provide a new small local open space on the western portion of the site.
  ▪ to provide a landscaped setback along Balmain Street.
  ▪ to retain tennis courts and pavilions.
  ▪ Commentary around the scale of built form on the southern half of the site, including setbacks to Church Street, extent of development and extent of development west of pavilion.
	Recommended position:
	No recommended change to the UDF.
	Response and discussion:
	The design objectives and strategies for Strategic Sites within Clause 11.03-6L has been informed by work undertaken by Hodyl & Co, feedback received during consultation of the Draft UDF in 2022 and discussions with Heritage Victoria.
	These objectives and strategies do not mandate an outcome but provide guidance for new development on the site and can be varied. They align with the vision set out in the Cremorne UDF and community feedback. If a master planning process was to occur for the site, these objectives and strategies would assist in discussions. Noting detailed design and advice from Heritage Victoria may impact the final outcome of any future development outcome.

Attachment 2

Feedback and key issues raised	Officer response
▪ Commentary around the scale of built form on the northern portion of the site. ▪ Adelaide Street to be a green shared street. The approved outcome for 560 Church Street should be recognised.	

Traffix Group

Transport Engineering Assessment

Amendment C318yara

Cremorne Precinct

Prepared for
City of Yarra

August 2026

G38386R-01C

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AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems

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Executive Summary

Traffix Group has been engaged by the City of Yarra to undertake a transport engineering assessment of the proposed Amendment C318yara, which applies to the Cremorne Precinct. The amendment implements key transport, access, built form and parking recommendations associated with the Cremorne Urban Design Framework by introducing Design and Development Overlay controls, local planning policy updates and a new Parking Overlay for commercial areas within Cremorne.

Cremorne is an inner-urban employment precinct with strong public transport access, high walking potential and increasing development pressure, but it is also constrained by limited access to the surrounding arterial road network, the Yarra River, CityLink, railway infrastructure and is serviced by relatively narrow local streets. These constraints mean that future growth cannot be accommodated by increasing vehicle capacity alone. Instead, the precinct requires a movement strategy that prioritises walking, cycling and public transport, reduces reliance on private vehicle travel and manages the amount and location of car parking in new development.

The existing transport conditions confirm this need. Cremorne Street and Balmain Street perform as the primary north-south and east-west local access routes through the precinct, with Cremorne Street providing the key signalised connection to Swan Street and Balmain Street providing the main connection to Church Street. Traffic surveys indicate that vehicle movements are concentrated at these access points, while pedestrian volumes are already high, particularly at Cremorne Street and Swan Street. The Origin-Destination survey also indicates that Balmain Street carries a notable proportion of non-local through traffic, particularly westbound traffic entering from Church Street and continuing through the precinct.

The proposed Future Movement Framework within the Cremorne Urban Design Framework (UDF[1]) seeks to respond to these issues by reprioritising streets to discourage through traffic, improve local access and provide safer and more attractive walking and cycling conditions.

Key changes to the traffic operations of Cremorne include the following:

- one-way traffic on Cremorne Street in the southbound direction between Stephenson Street and Balmain Street,
- one-way traffic on Balmain Street and Kelso Street in the eastbound direction between Cremorne Street and Stephenson Street,
- one-way traffic on Dunn Street under the rail underpass,
- separated bicycle facilities on Cremorne Street and Balmain Street,
- wider adoption of sharrow treatments on supporting local routes, and
- improved pedestrian and bicycle links to the Yarra Trail, Church Street, Swan Street and public transport nodes.

[1] I have been provided with a copy of the UDF as part of my review and assessment, which has been prepared by Council Officers after the Amendment was exhibited.

Overall, the proposed movement-network changes are considered acceptable from a transport engineering perspective. The changes are likely to redistribute some vehicle movements within the precinct, particularly from Balmain Street to Stephenson Street, Cremorne Street and other local routes. However, the proposed arrangements are expected to reduce the attractiveness of Cremorne as a through-traffic route and better align the local road network with Council's strategic transport hierarchy.

We recommend the following additional changes to be implemented into the UDF:

- The Punt Road bicycle route should be removed
- The bicycle / pedestrian connection for the precinct at the Punt Road / Yarra Trail interchange should be upgraded to better accommodate cyclist movements
- Balmain Street should have a separate bicycle lane (contra flow lane in the eastbound direction) to the east of the rail underpass
- Chestnut Street should be included as a bicycle route (sharrow treatment for southbound traffic) to compliment Green Street, which operates in a northbound direction
- Gwynne Road can be considered as a complimentary bicycle route for southbound traffic if Stephenson Street cannot be updated to provide a dedicated southbound bicycle lane

The policy context strongly supports this approach. State and local policy increasingly prioritise sustainable transport, reduced car dependence, higher-quality pedestrian environments, improved cycling infrastructure and development in locations with strong access to public transport. Cremorne is well placed to support this policy direction. It is close to Richmond Station, East Richmond Station, South Yarra Station, tram routes on Swan Street and Church Street, bus services on Punt Road, the Principal Public Transport Network and established walking and cycling catchments.

Clause 11.03-6L-01 includes objectives and strategies in relation to movement and access. These are generally supported and reflect the UDF. However, some updates are required to reflect the recommended Future Movement Framework plan, including:

- The three Precinct maps will need to be updated.
- The strategies relating to Movement and Access will need to be updated for consistency.

The proposed Design and Development Overlay requirements are generally supported. The access, laneway, pedestrian and bicycle design requirements appropriately seek to manage vehicle access, protect pedestrian amenity, minimise conflict points and ensure that new development contributes to a more walkable and cycle-friendly precinct. Vehicle access should continue to be directed to rights of way, laneways and side streets where practical, with careful consideration of designated pedestrian, public transport and bicycle priority routes.

The proposed Parking Overlay introduces maximum car parking rates for offices and retail uses. These rates have been updated from the exhibited Parking Overlay to reflect the changes introduced by VC277 to Clause 52.06-5.

Use	Measure	Category 1 (max rate)	Category 2 (max rate)	Category 3 (max rate)	Category 4 (max rate)
Office	*To each 100 sq m of net floor area*	*1*	*1*	*0.9*	*0.45*
Retail	*To each 100 sq m of leasable floor area*	*1*	*1*	*1*	*1*

The Overlay would apply maximum car parking rates to office and retail uses, for all car parking categories, compared to the current Planning Scheme rates, which have minimum rates for Category 1 and 2 areas. There is a portion of Cremorne in the south of the precinct that has sites in a Category 1 or 2.

The car parking rates in the proposed Parking Overlay are supported on the following grounds:

- Including maximum rates across the whole precinct for office and retail uses is aligned with the state and local policies for prioritising sustainable modes of transport over private vehicle travel.
- The inclusion of maximum car parking rates aligns with the objectives of the Cremorne UDF.
- The overall Cremorne area should be treated with a holistic approach to car parking control, given the constrained road network affects every property in the area.
- While walking distances vary, the entirety of Cremorne enjoys a high level of access to public transport.
- It is illogical to provide minimum and maximum rates at different parts of Cremorne, given these objectives work against one another in the Cremorne context.

It is of note that the proposed Overlay also states: '*For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.*'

Given that Column B rates are no longer the relevant measure, we recommend that this wording be modified to reflect the updated Clause 52.06-5:

> *For all other uses listed in Table 1 of Clause 52.06-5, the applicable Category rate of Clause 52.06-5 applies*

We are satisfied that Amendment C318yara is consistent with the strategic transport direction for Cremorne and the wider City of Yarra. The amendment recognises that Cremorne's future growth must be supported by a shift away from private vehicle dependence and towards more efficient and more sustainable movement network.

Table of Contents

Executive Summary **3**

1. Introduction **9**

2. Background Studies **10**

2.1. Cremorne Streets and Movement Strategy *10*

2.2. Cremorne Urban Design Framework – Transport Review *12*

2.3. Parking Controls Review *14*

3. Policy Context **15**

3.1. Plan for Victoria *15*

3.2. Local Planning Policies and Strategy *17*

4. Existing Conditions **21**

4.1. Study Area *21*

4.2. Transport Network *25*
4.2.1. Road Network 25
4.2.2. Cycling Routes and Infrastructure 29
4.2.3. Pedestrian Network 33
4.2.4. Existing Traffic Conditions 35
4.2.5. Peak Hour Traffic Impacts 40
4.2.6. Daily Traffic Volumes 40
4.2.7. Through Traffic Analysis 44

4.3. Public Transport *46*
4.3.1. Car Share Vehicles 49
4.3.2. Existing Travel Characteristics 49

4.4. Existing Car Parking Conditions *50*

4.5. Summary of Existing Transport Conditions *51*

5. Review of Urban Design Framework **52**

5.1. Road Cross Sections *62*

6. Review of Planning Scheme Changes **65**

6.1. Clause 11.03-6L-01 (Cremorne Precinct) *65*

6.2. DDO Controls *68*

6.3. Review of Parking Overlay *73*
6.3.1. Review of Proposed Car Parking Rates 74
6.3.2. Review of Decision Guidelines to Exceed Maximum Car Parking Rates 80

7. Conclusions..... 82

List of Figures

Figure 1: Proposed Network Layout - Option A (source: Cremorne Streets and Movement Strategy) 11
Figure 2: Long-term Bicycle Network, Street Direction and Hotspots (Figure 4.8 of the Transport Review) 13
Figure 3: Amendment Area (Source: Explanatory Report) 21
Figure 4: Locality Map (source: Melway Publishing) 22
Figure 5: Land Use Zoning Map (source: Planning Schemes Online) 23
Figure 6: Car Parking Requirement Map (source: VicPlan) 24
Figure 7: Traffic Management and Barriers to Vehicle Movement 27
Figure 8: Designated Cycling Routes (Source: Vicplan) 30
Figure 9: Existing and Proposed Strategic Cycling Corridors (Source: Department of Transport Open data) 31
Figure 10: Key Cyclist Infrastructure 32
Figure 11: Walkscore Map (Source: https://www.walkscore.com/AU-VIC/Melbourne/Cremorne) 34
Figure 12: Existing Traffic Conditions 36
Figure 13: Existing Cyclist Volumes 37
Figure 14: Existing Pedestrian Volumes 38
Figure 15: Daily Traffic Volumes 41
Figure 16: Daily Traffic Heat Map 42
Figure 17: Origin-Destination Routes 44
Figure 18: Public Transport Map of Cremorne and surrounds (Source: www.ptv.com.au) 46
Figure 19: Principal Public Transport Network Map (Source: Planning Schemes Online) 48
Figure 20: Future Movement Plan (Source: Revised UDF) 53
Figure 21: Proposed Future Movement Framework (Source: Proposed future movement network provided to Traffix Group by Council) 55
Figure 22: Cycling Assessment Guidelines (City of Yarra) 56
Figure 23: Kelso Street - east (existing) 62
Figure 24: Kelso Street - east (proposed) 62
Figure 25: Cremorne Street (existing) 62
Figure 26: Cremorne Street (proposed) 62
Figure 27: Balmain Street – West of Rail Line (existing) 63
Figure 28: Balmain Street – West of Rail Line (proposed) 63
Figure 29: Balmain Street – East of Rail Line (existing) 63
Figure 30: Balmain Street – East of Rail Line (proposed) 63
Figure 31: Balmain Street – East of Rail Line (alternative proposed) 64
Figure 32: Church Street (existing) 64
Figure 33: Church Street (proposed) 64
Figure 34: Car Parking Category of Area 78

List of Tables

Table 1: Review of Plan for Victoria 16
Table 2: Arterial Road Traffic Volumes (Source: Department of Transport Open data) 26
Table 3: Volume Comparison 39
Table 4: Origin-Destination Survey Results 45
Table 5: Summary of Public Transport Services 47
Table 6: Journey to Work Data: 2016 Census, ABS 50
Table 7: Review of Future Movement Framework Elements 57
Table 8: Review of Strategies relating to Transport Planning in proposed Clause 11.03-6L-01 65
Table 9: Review of DDOs 69
Table 10: Comparison of Planning Scheme and Parking Overlay Rates 77
Table 11: Review of Decision Guidelines to Exceed Maximum Car Parking Rates 80

List of Appendices

Appendix A Tube Count Results

1. Introduction

Traffix Group has been engaged by the City of Yarra to undertake a transport engineering assessment of Amendment C318yara, affecting the suburb of Cremorne.

Cremorne is home to more than 2,000 residents, 700 businesses and accommodates more than 10,000 workers each day. It has experienced substantial change, and development pressure has increased in recent years in Cremorne due to its good access to the Melbourne CBD, proximity to public transport and other employment and activity centres. A high demand for office floor space in Cremorne and unprecedented investment is changing the scale of commercial development.

The Cremorne Urban Design Framework has been prepared to provide a strategic framework for Cremorne. It identifies improvements to streets, public spaces and transport connections and provides the strategic basis for advocacy work, capital works bids and underpins the strategic basis to apply new planning controls to guide better development outcomes in the precinct.

The amendment implements the recommendations of the Cremorne Urban Design Framework (Cremorne UDF) by:

- applying several Design and Development Overlays (DDO51, DDO52 and DDO53),
- applying the Schedule to 45.09 (Parking Overlay - PO3),
- updating local policy in the Municipal Planning Strategy at Clause 11.03-6L-01 (Cremorne Precinct) and Clause 15.01-2L-02 (Landmarks) and
- making other associated changes to the Yarra Planning Scheme.

This report assesses the transport implications of the amendment.

2. Background Studies

There have been several background studies that have previously been undertaken for the Cremorne Precinct, which cover the traffic matters associated with the area, the key documents previously prepared are as follows:

- Cremorne Streets and Movement Strategy (Martyn Group and Hansen Partnership, dated June, 2020)
- Cremorne Urban Design Framework – Transport Review (Stantec, dated August, 2023)
- Parking Controls Review – Cremorne Enterprise Precinct (Traffix Group, dated July, 2020)

All these documents are proposed to be added as background documents at Clause 72.08.

These are discussed in the context of the proposed Amendment below.

2.1. Cremorne Streets and Movement Strategy

The purpose of the Cremorne Streets and Movement Strategy (2020) was to assist Council in the effective planning for a major increase in trip demand associated with the increased development within Cremorne. This additional development results in increased movement on a local road network which is already operating at, or near, peak vehicle capacity.

This is summarised in the strategy as follows:

> *The purpose of the Cremorne Streets and Movement Strategy is to assist Council in the effective planning for a major increase in trip demand associated with land use change and intensification on a movement network which is already operating at, or near, peak vehicle capacity. The Strategy aims to identify and address a set of design measures that can be implemented at key hotspots on the network to meet a range of precinct objectives relating to liveability, sustainability and equity.*

The main objectives set out in this policy are as follows:

> *3.2.1. Provide a safe network for all users*
>
> *3.2.2. Prioritise sustainable and space efficient transport - walking, cycling and public transport*
>
> *3.2.3. Recognise the needs of the existing community and businesses*
>
> *3.2.4. Improve access to public open space*
>
> *3.2.5. Promote the most efficient management and use of car parking*

To achieve these objectives requires a review of road space allocation within Cremorne to prioritise access and safety for pedestrians, cyclists and public transport users.

Accordingly, the report provides a proposed network layout, which is shown at Figure 1.

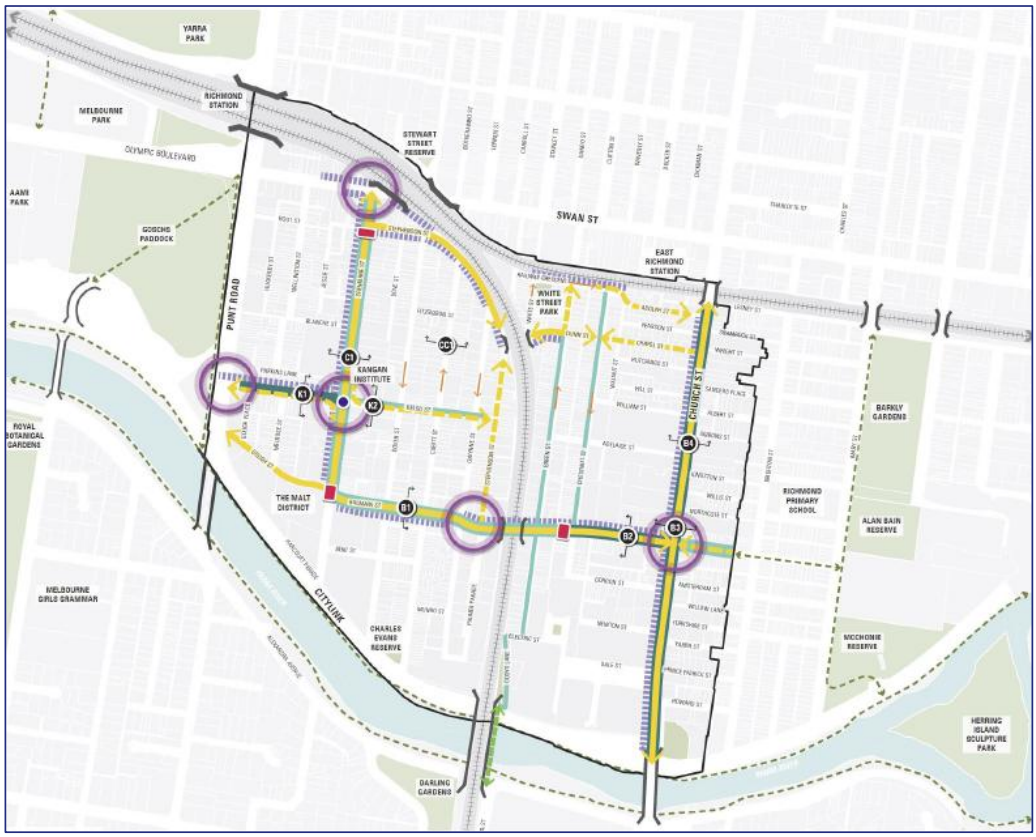


Figure 1: Proposed Network Layout - Option A (source: Cremorne Streets and Movement Strategy)

The key elements of this design are as follows:

- Cremorne Street to be made left turn only at Kelso Street in both directions, preventing through movements on Cremorne Street at this point.
- Kelso Street to be one-way westbound to the west of Cremorne Street and one-way eastbound to the east of Cremorne Street.
- The Kelso Street / Punt Road intersection to be signalised to allow for a pedestrian crossing and left out and right-out movements onto Punt Road.
- Cotter Street to be made one-way westbound at the Church Street intersection (i.e. in movements from Church Street to Cotter Street would be banned).

To support these changes, the report sets out 5 key intersections as follows:

- Cremorne Street / Swan Street
- Punt Road / Kelso Street
- Cremorne Street / Kelso Street
- Balmain Street / Stephenson Street

- Balmain Street / Church Street / Cotter Street

The report includes layouts of these intersections, as well as cross sections of the key roads within the precinct.

There is also an Option 2 layout which was considered, given that Option A relies on significant changes to Punt Road, which requires support from the Department of Transport and Planning (DTP).

This option considers Gough Street as the key western access point at Punt Road, which would be limited to left in / left out.

2.2. Cremorne Urban Design Framework – Transport Review

The Cremorne Urban Design Framework – Transport Review (2023) effectively built on the Cremorne Streets and Movement Strategy.

This report reviewed the traffic and transport aspects of the UDF (which was in draft state at this point in time) and provided a list of recommended changes for any final version of the UDF. This included several changes to the UDF document itself, and several short-term and long-term measures that could be implemented to assist with the objectives of the UDF.

The main approach includes three steps as follows:

- *Relocate and reduce traffic in key areas*
- *Reallocate road space to walking, cycling and urban realm*
- *Support the strategy by reducing vehicle speeds to deal with residual interactions*

Key strategies include staged streetscape upgrades, traffic calming, low-speed zones, hotspot treatments, and enhanced public transport access.

Recommendations focus on street cross-sections, hotspot adjustments, parking management, bicycle facilities, and community support for sustainable mobility. The key changes are partially summarised in the figure below.

Its key evolution was to recommend a series of one-way streets to manage traffic movements and maintaining Cremorne Streets connectivity at Kelso Street.

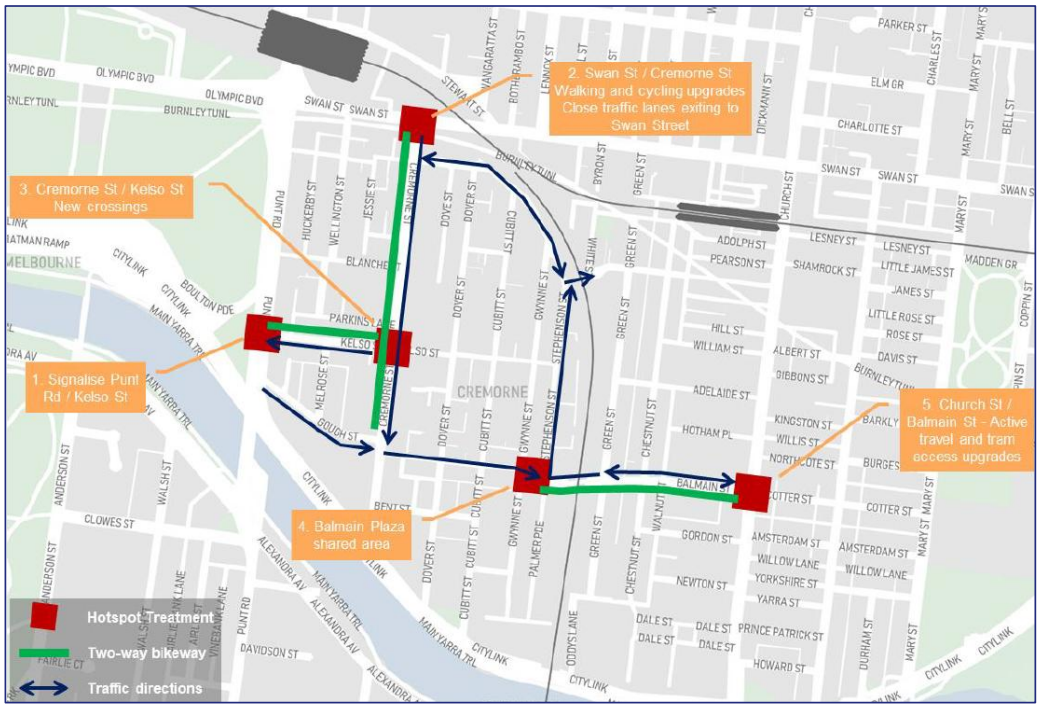


Figure 2: Long-term Bicycle Network, Street Direction and Hotspots (Figure 4.8 of the Transport Review)

2.3. Parking Controls Review

The 'Parking Controls Review – Cremorne Enterprise Precinct' (Traffix Group, dated July, 2020) reviewed the parking controls that should apply to the Cremorne Precinct, and to provide recommended car parking rates and supporting justification.

When deciding on appropriate car parking rates, consideration was given to the background reports prepared at the time, and the local and state policies related to traffic matters.

The report ultimately recommended the following car parking rates:

- *The Office car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 NFA.*
- *The Retail car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 LFA.*

  All other uses are to remain at the current minimum requirements of Column B of Clause 52.06-5.

It is of note that this report was written prior to VC277, which was introduced in December, 2025. VC277 introduced updated car parking rates, which generally apply reduced rates based on access to public transport services and introduced maximum rates for Categories 3 and 4.

Because of VC277 and the progression of various planning strategies, the exhibited Parking Overlay recommended at the time has been updated in the proposed Amendment C318.

Section 6.3 of this report reviews the proposed Parking Overlay in detail.

3. Policy Context

3.1. Plan for Victoria

Plan for Victoria was released in March 2025. This document replaced Plan Melbourne and includes new directives in relation to transport and land use planning. The People's Panel vision for Victoria is the following:

> *By 2050, Victoria will be a vibrant, accessible and connected community, valued for its diverse cultures, sustainable environmental practices and respect for the First Peoples of Victoria.*
>
> *Building a state that provides choices and opportunities for current and future generations of Victorians in quality housing, transport, employment, environment and connectivity will require input from the community, government, local businesses and industry alike.*
>
> *We will create a society that caters to the unique needs of all Victorians, nurturing individual health through physical and cultural recreation.*

The focus of transport planning is on sustainable modes – public transport, walking and cycling – not private car use.

The plan is structured around five key pillars as follows:

1. *Housing for all Victorians – delivering sufficient affordable homes for all Victorians*
2. *Accessible jobs and services – making sure you have good access to facilities and good jobs*
3. *Great places, suburbs and towns – creating thriving places that are attractive, safe and welcoming for everyone*
4. *Sustainable environments – preserving the natural values of Victoria and addressing climate change*
5. *Self-determination and caring for Country – underpinning and informing the other pillars*

The plan also outlines several actions, which will help deliver the goals of Plan for Victoria. The actions most relevant to this amendment from a transport perspective are reviewed in the table below.

Table 1: Review of Plan for Victoria

Action		Summary
2	*Implement new planning controls to streamline planning in activity centres*	Provide more employment and housing choice in in Activity Centres and locations with great access to public transport
5	*Match car and bike parking requirements and bike facilities with demand*	Reduce the number of car parks required for development in locations well-serviced by public transport, which will reduce cost of housing and traffic congestion Increase bicycle parking requirements to support sustainable transport choice
7	*Improve transport network planning policy*	Provide a clear network of high-capacity public transport routes
17	*Encourage walking and cycling*	Develop an active transport strategy to encourage and support more Victorians to walk, cycle and scoot more often. This can be achieved by providing commercial developments close to good public transport infrastructure.

The transport strategies set out in Plan for Victoria seek to create employment opportunities nearby to Activity Centres which are well connected via quality public transport and bicycle facilities to accord with the vision of Plan for Victoria.

3.2. Local Planning Policies and Strategy

Yarra City Council supports sustainable transport and design in new and existing developments through several policies and initiatives. These are summarised as follows.

Sustainable Transport Policies

Clause 18.01-3L of Yarra City Council Planning Scheme has created a Hierarchy of Transport Modes. The hierarchy is as follows:

More sustainable transport modes

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

Support development which reduces reliance on private cars.

Encourage lower amounts of car parking within developments.

Encourage increased infrastructure for active transport in developments (such as high levels of bicycle parking and end of trip facilities).

Support the upgrade and establishment of paths and waterway crossings along the Yarra River, Merri Creek and Darebin Creek and to neighbouring municipalities as identified in clause 02.04 (Strategic Framework Plan).

Car Parking Policies

Clause 18.02-4L-01 of Yarra City Council Planning Scheme has a strategy to promote sustainable transport modes by supporting a reduction in car spaces where:

- *There is appropriate public transport accessibility and the subject land is located within walking or cycling distance to shops, jobs and amenities.*
- *The use or development is unlikely to result in unreasonable impacts on existing on-street parking.*
- *Increased motor vehicle traffic from the development is likely to unreasonably impact on the amenity of nearby residents.*
- *The development uses the upper floors of existing commercial buildings in activity centres and employment areas more efficiently (where relevant).*
- *The development provides adequate bicycle parking.*
- *Support a reduction in the required number of car parking spaces where alternative modes of transport are available.*
- *Encourage a reduction in the required number of car parking spaces, where car share bays are provided to reduce reliance on privately owned vehicles.*
- *Provide efficient shared car parking in activity centres and employment areas.*
- *Encourage the provision of parking for ride-sharing vehicles, visitors, motorcycles and scooters in large developments.*
- *Encourage the provision of publicly accessible car share bays in major developments.*
- *Provide illumination of car parking to improve safety without compromising the amenity of adjoining residential development.*
- *Respond to car parking needs in precincts, through the preparation of structure plans and development plans.*
- *Maintain high levels of pedestrian safety and sight lines.*

City of Yarra's Transport Strategy 2022-2032

The City of Yarra's Transport Strategy is a 10-year multi-modal strategy that seeks to deliver an innovative, efficient, sustainable and accessible transport system for Yarra. It outlines Yarra City Council's policies, priority infrastructure outcomes and other supporting activities to meet the aspirations of our community as outlined in the Yarra 2036 Community Vision.

The key outcomes of this Strategy include 3 of relevance to this amendment.

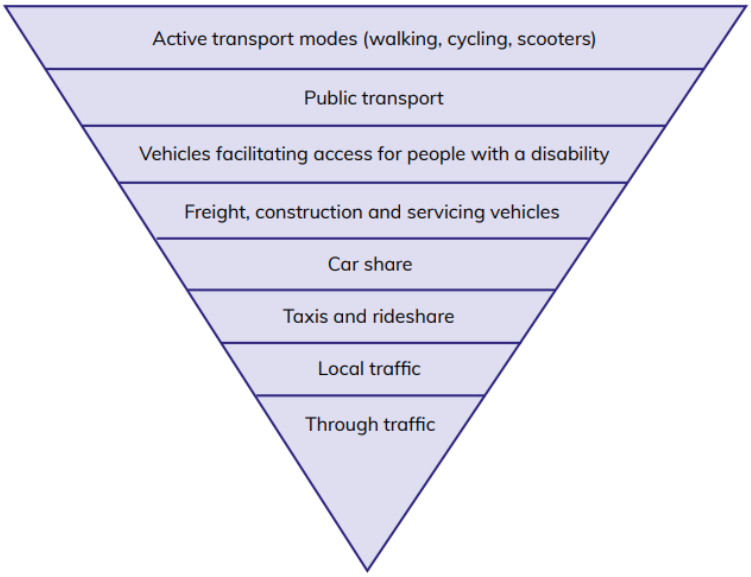
Outcomes

01. Increased use of space-efficient forms of transport in Yarra

04. Reduced car use for trips within, to, from or through Yarra

05. Increased use of environmentally sustainable forms of transport in response to the climate emergency

In defining the decision-making framework for the policies contained in the Strategy, Council has adopted the following hierarchy of modes:



The proposed Parking Overlay, by virtue of providing for a reduced amount of car parking, encourages travel via 'Active transport modes', which are at the top of the hierarchy.

Policy 6 of this document is also highly relevant:

P6. Manage car parking in a way that supports the use of active and public transport and the role of cars in an urban environment

- *Off-street parking in new developments should not encourage the construction or use of excess car parking, force people to pay for car parking that they may not want or need, or promote car ownership through a 'predict and provide' methodology.*
- *Car-free residential and office development should be complimented by on-street car parking restrictions.*

This proposed Amendment seeks to provide car parking for the commercial uses at a lower rate than the statutory requirements. It is in an area where public parking is already highly controlled, with limited long-term parking, and residential streets already protected with Permit Zone and short-term restrictions.

Cremorne represents an excellent opportunity to support Council's local policies supporting sustainable transport modes.

If staff car parking is provided (for any commercial business), it will likely be used by staff and primarily during the commuter peak hours. Single occupant private car trips are a significant factor in peak hour road congestion. Office is one land use that is particularly conducive to encourage mode shift to alternative transport modes as public transport is readily available during the commuter peak hours. This amendment therefore prioritises the most sustainable transport modes as defined by the City of Yarra by encouraging employees to use these modes for journey to work purposes.

4. Existing Conditions

4.1. Study Area

The study area (i.e. the area to which the amendment is proposed to apply) is the Cremorne Precinct.

This area incorporates the area of land bound by Punt Road on the west, Swan Street on the north, and the Yarra River on the south. On the east side, the boundary includes both sides of Church Street and the full extent of the Commercial 2 Zone – extending up to the residential properties along the west side of Brighton Street.

The overall study area is shown in Figure 3.

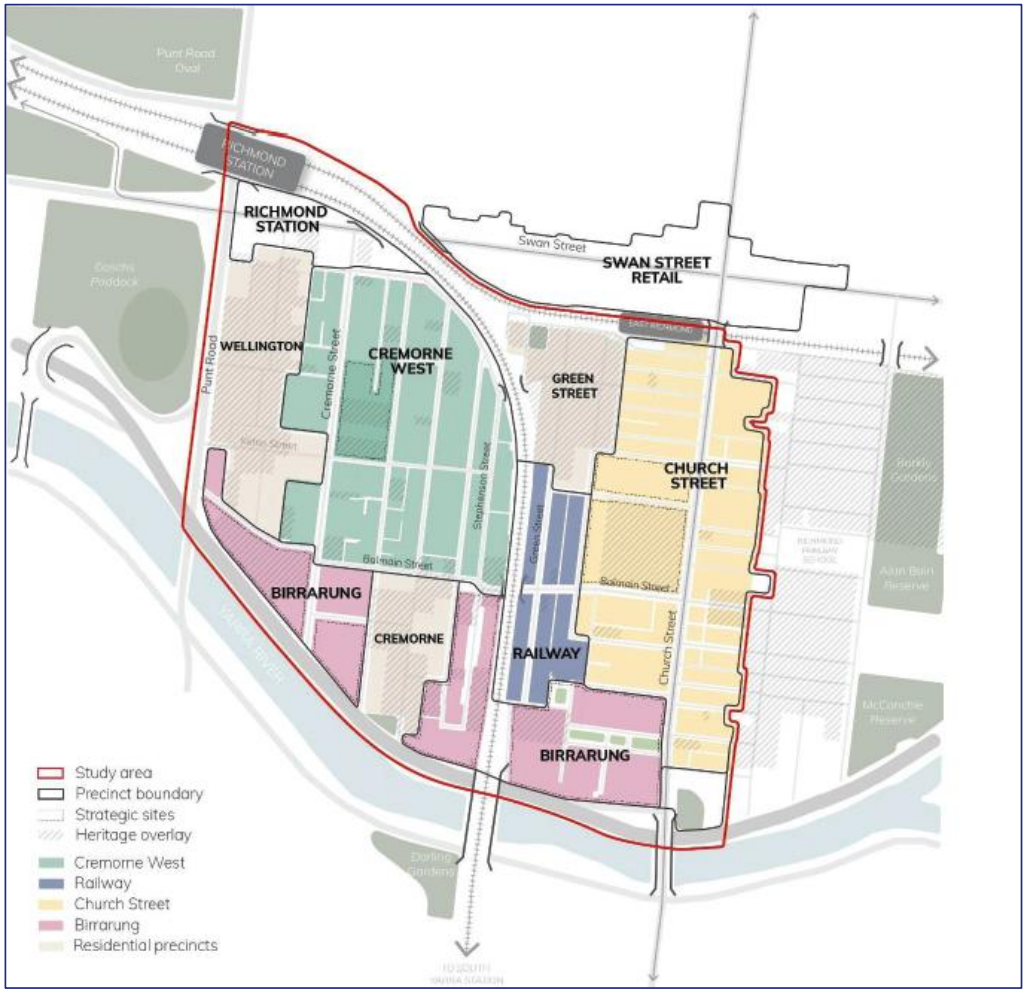


Figure 3: Amendment Area (Source: Explanatory Report)

The study area for Cremorne encompasses two distinct areas, the commercial area and the residential area. The commercial area is characterised by industrial heritage juxtaposed with more recent office development of 7-14 storeys dispersed throughout the precinct.

Cremorne also includes three pockets of residential zoned land, largely comprising heritage, low-rise terraced housing, as well as a small number of large mixed-use developments that border the southwest corner of the precinct. Development is largely replacement dwellings and residential extensions.

A locality map, land use zoning map, and car parking requirement map is provided at Figure 4, Figure 5 and Figure 6, respectively.

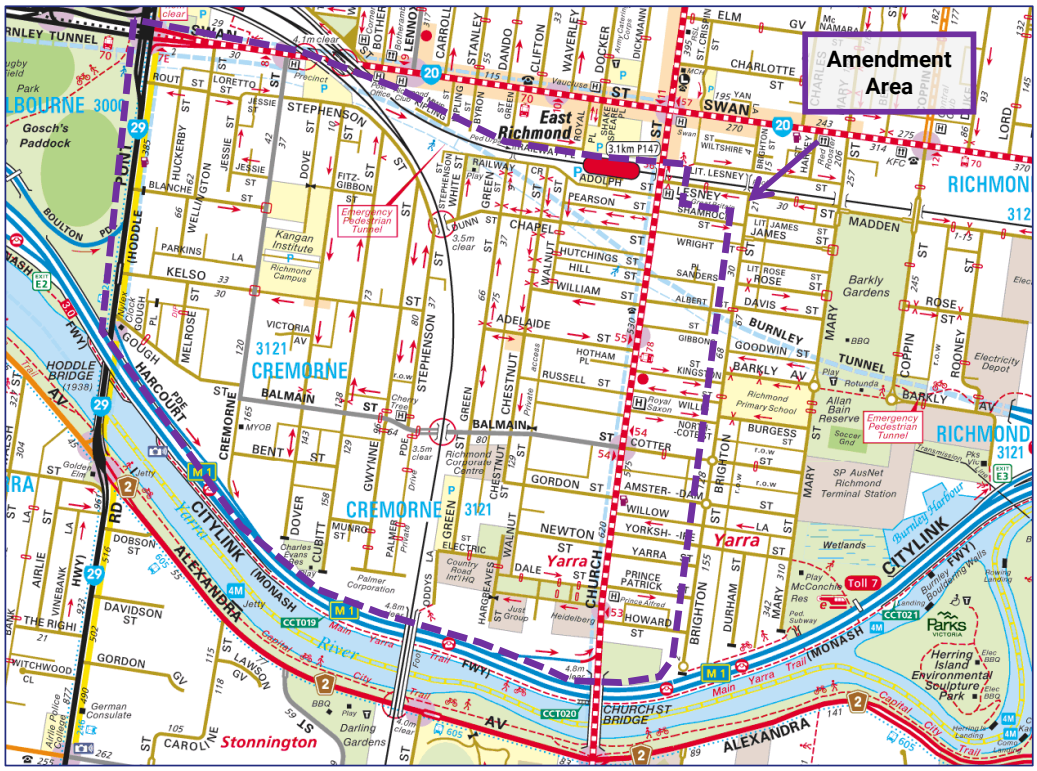


Figure 4: Locality Map (source: Melway Publishing)

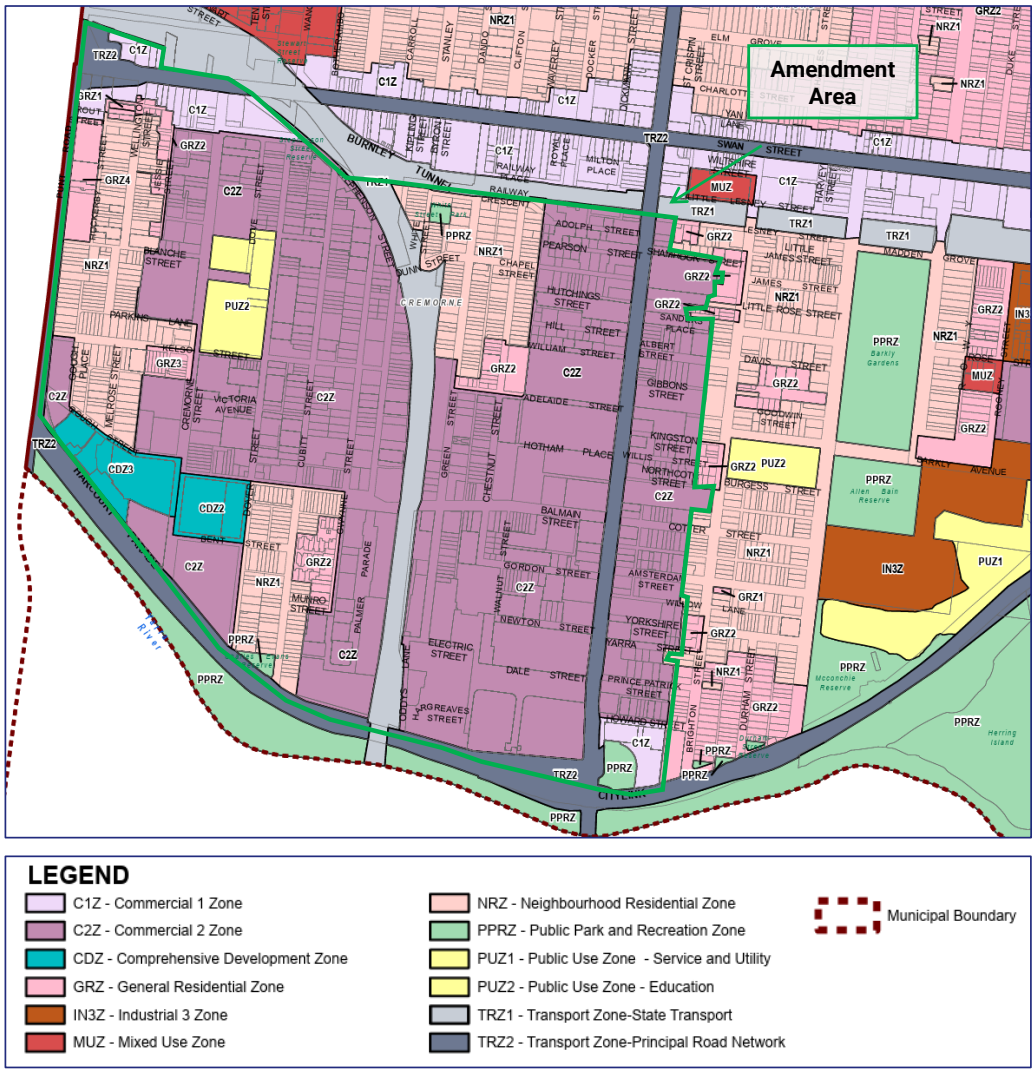


Figure 5: Land Use Zoning Map (source: Planning Schemes Online)

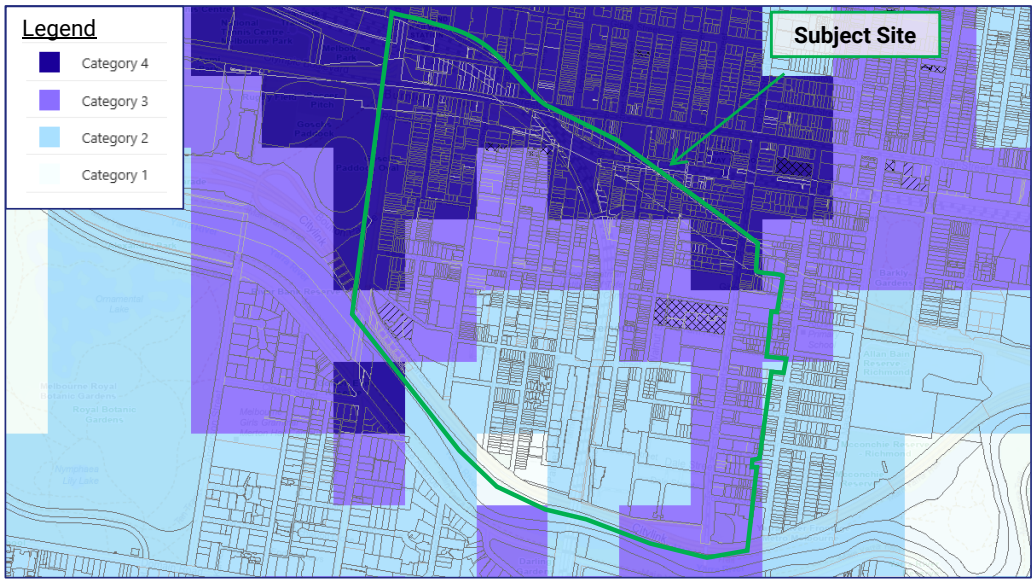


Figure 6: Car Parking Requirement Map (source: VicPlan)

4.2. Transport Network

4.2.1. Road Network

Cremorne is characterised by its unique and constrained road network. The suburb is effectively bound in each direction by Arterial Roads/Freeways:

- Swan Street to the north, although access to Swan Street is limited by the rail corridor.
- Church Street to the east (although part of the area included within the overlay is on the east side of Church Street).
- Citylink to the south.
- Punt Road to the west.

The internal road network is also divided east-west by the rail corridor, with two points of access across at Balmain Street and Dunn Street.

Furthermore, the Yarra River to the south (and Citylink) forms a barrier to local vehicle and pedestrian movement to the south, with the only two crossing points being at Punt Road and Church Street.

All these arterial roads are highly congested inner-city arterials. The table sets out the configurations and daily traffic volumes carried by these roads

Table 2: Arterial Road Traffic Volumes (Source: Department of Transport Open data)

Road Name	Configuration/Notes	Average Annual Daily Traffic Volume
Punt Road (between Citylink and Swan Street)	3 or 4 traffic lanes in each direction	55,000
Citylink (between Punt Road and Church Street)	Freeway link No access except for outbound on-ramp at Cremorne St and outbound off-ramp at Church Street	88,000
Swan Street (between Lennox Street and Punt Road)	4 lane arterial road Kerbside lanes typically used for on-street parking, outside of peak hour Clearways Centre lanes accommodate tram tracks	18,000
Church Street (between Citylink and Swan Street)	Effectively a 2-lane arterial road Kerbside lanes typically used for on-street parking (no Clearways) Bicycle lane Centre lanes accommodate tram tracks	12,000

Access to the arterial road network from Cremorne is also subject to physical constraints. These constraints are summarised at Figure 7 and discussed below.

- To the **north**, the only location where full access is provided is at Cremorne Street. Wellington Street offers a left-out only access. The Lilydale/Belgrave/Alamein/Glen Waverley rail line forms a barrier for other local roads connecting to Swan Street.
- To the **east**, Balmain Street is the only location where traffic signals are provided. While there are more local road connections to Church Street (in comparison to other directions), many of these are narrow laneways or one-way streets that have limited capacity to carry traffic.
- To the **south**, Citylink and the Yarra River block local movement. Cremorne Street provides a connection to the outbound direction of Citylink towards the Monash Freeway and south-eastern suburbs. Travelling inbound, drivers can arrive via Punt Road, then use Swan Street and Cremorne Street to enter the precinct.
- To the **west**, access to Punt Road is highly controlled and where provided, limited to left-in/left-out movements. Travelling to the north away from Cremorne using Punt Road is reliant on Cremorne Street and Swan Street. To arrive from the south along Punt Road relies on turning right into Swan Street and then right again into Cremorne Street or alternatively using Church Street.

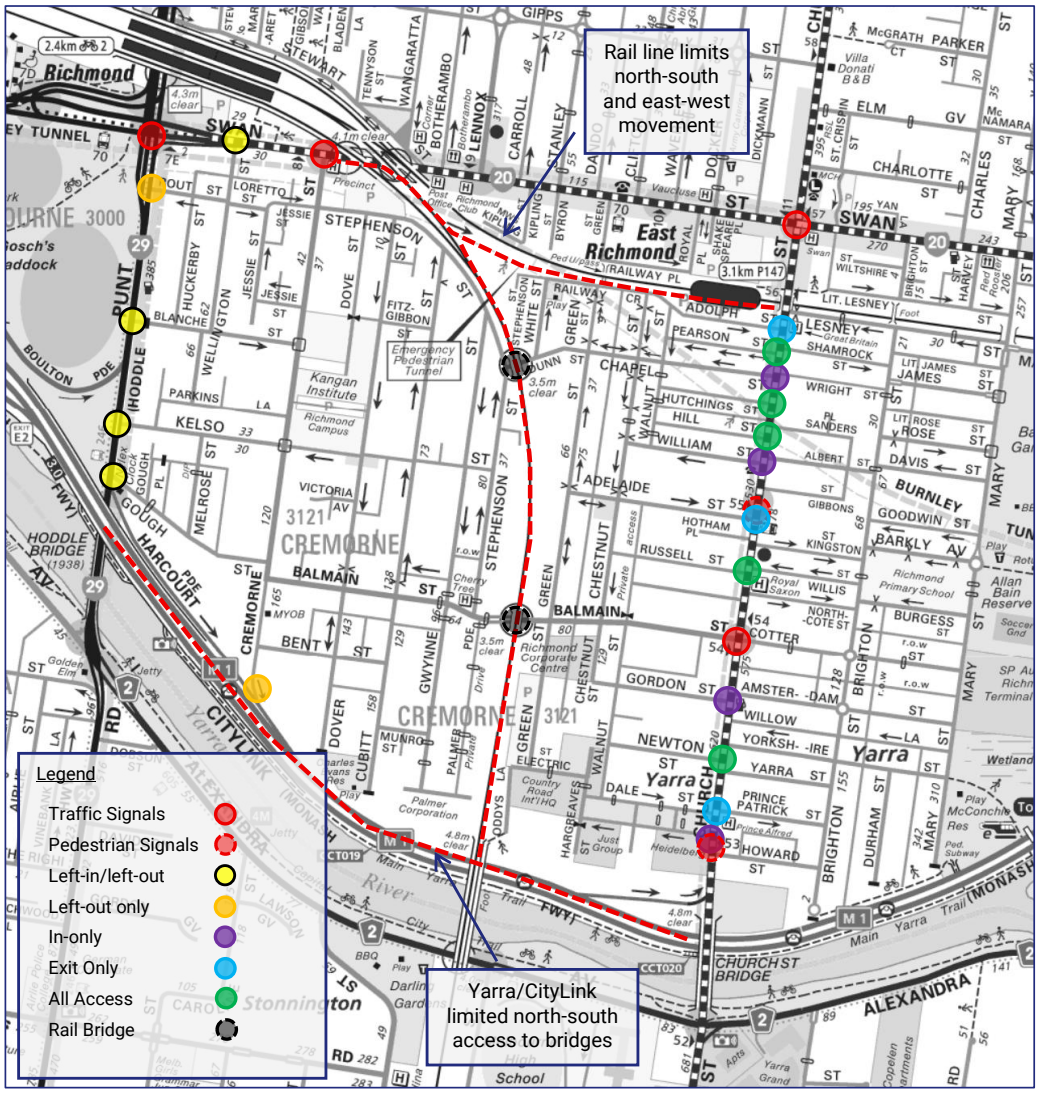


Figure 7: Traffic Management and Barriers to Vehicle Movement

Within the internal road network:

- The rail line limits east-west movements to two locations only, being Balmain Street and Dunn Street.
- The rail line also limits north-south movements to Cremorne primarily via Cremorne Street
- Cremorne Street is therefore a key street for movements to the north out of the precinct.

Given that Cremorne Street and Balmain Street are essentially the two primary roads providing east-west and north-south connections through the precinct, these are discussed in more detail below.

Cremorne Street is a higher order Council Road which is aligned in a north-south direction from Swan Street in the north to Citylink in the south. The road carriageway generally provides kerbside parking on both sides of the road, while also being wide enough to facilitate two-way traffic flow at the same time.

Line marking (bicycle symbols) signifies that Cremorne Street is a shared road with bicycles, although no formal bicycle lane is provided.

A signalised intersection is provided at the intersection with Swan Street which facilitates fully directional movement to/from Swan Street. At the intersection with Citylink, movement is restricted to left out from Cremorne Street.

Balmain Street is a higher order Council Road, which is orientated in an east-west direction from Church Street in the east to Cremorne Street in the west. To the east of the overhead railway bridge, the road is wide enough to accommodate parking on each side of the road and simultaneous two-way traffic flow. The road narrows to the west of the railway bridge and parking is restricted on the south side of the carriageway by 'No Stopping' restrictions, which allows for two-way traffic flow to be maintained.

Line marking (bicycle symbols) signifies that Balmain Street is a shared road with bicycles, with formal bicycle lanes only provided near Church Street.

A signalised intersection is provided at the intersection with Church Street which facilitates fully directional movement to/from Balmain Street.

Internally, the street network is defined by a dense network of local streets. These are:

- Generally narrow streets with limited road reserve widths.
- Many streets operate in a one-way direction.
- The road carriageways have generally been maximised, and on-street parking is provided wherever possible. Council over time has been introducing planter 'cut-outs' in the pavement in increase canopy tree planting.
- The walking environment in most of these streets is poor as a consequence of the narrow verges available.
- Many footpaths are obstructed by street infrastructure (power poles, etc.); a consequence of the narrow verges. As a result, the pedestrian amenity within many streets is low.

4.2.2. Cycling Routes and Infrastructure

The Principal Bicycle Network (PBN) is Victoria's strategic bicycle network. It is the overarching network of existing and proposed cycling routes that connect people to major destinations and guide government investment in cycling infrastructure.

Strategic Cycling Corridors (SCCs) are a subset of the Principal Bicycle Network. The Main Yarra Trail, Church Street and part of Swan Street are designated as Strategic Cycling Corridors. The Department of Transport Traffic Engineering Manual (Vol 3), Design Guidance for Strategically Important Cycling Corridors defines a Strategic Cycling Corridor as:

> *Strategically important cycling corridors are a subset of the Principal Bicycle Network (PBN) and are intended to provide:*
>
> - *a long-term vision for a network of safe, direct and high quality cycling corridors connecting activity centres, public transport hubs and other key locations*
> - *a step-change in cycling facilities to encourage cycling of all ages and abilities – using a combination of high quality a) off-road paths, b) on-road separated bike lanes and c) traffic-calmed local streets*
> - *a focused planning and investment effort along these key corridors.*

A map which details the current bicycle corridor designation within, and surrounding Cremorne are outlined at Figure 8.

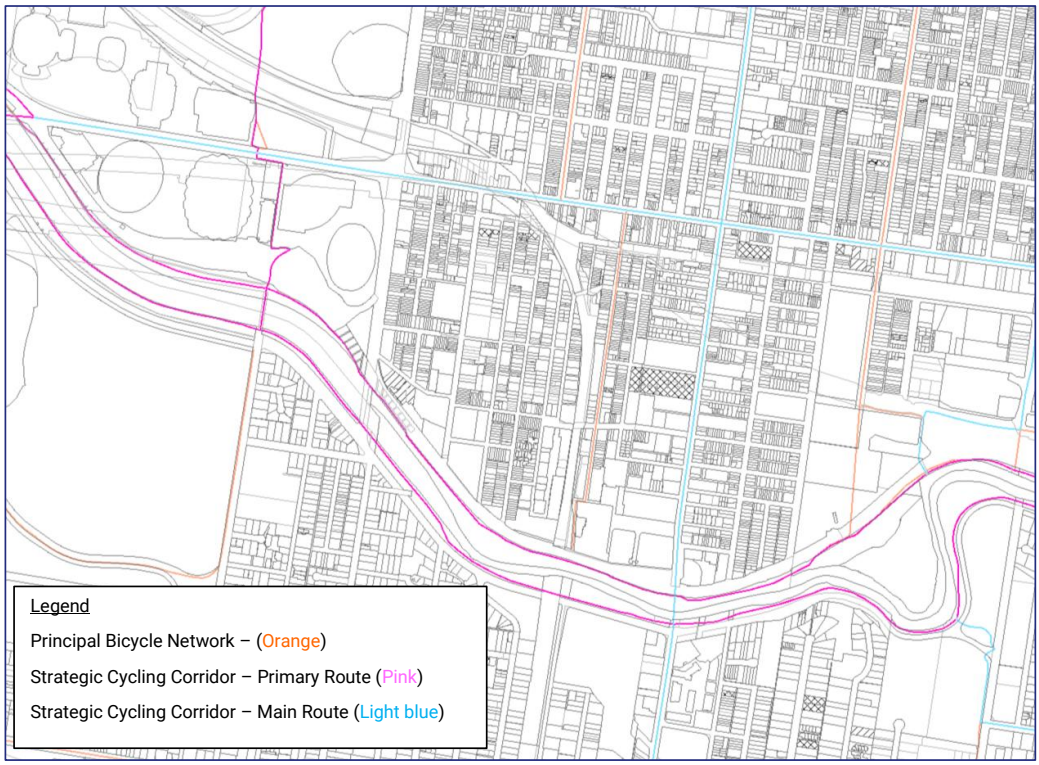


Figure 8: Designated Cycling Routes (Source: Vicplan)

The cycling network in the wider area is shown at Figure 9.

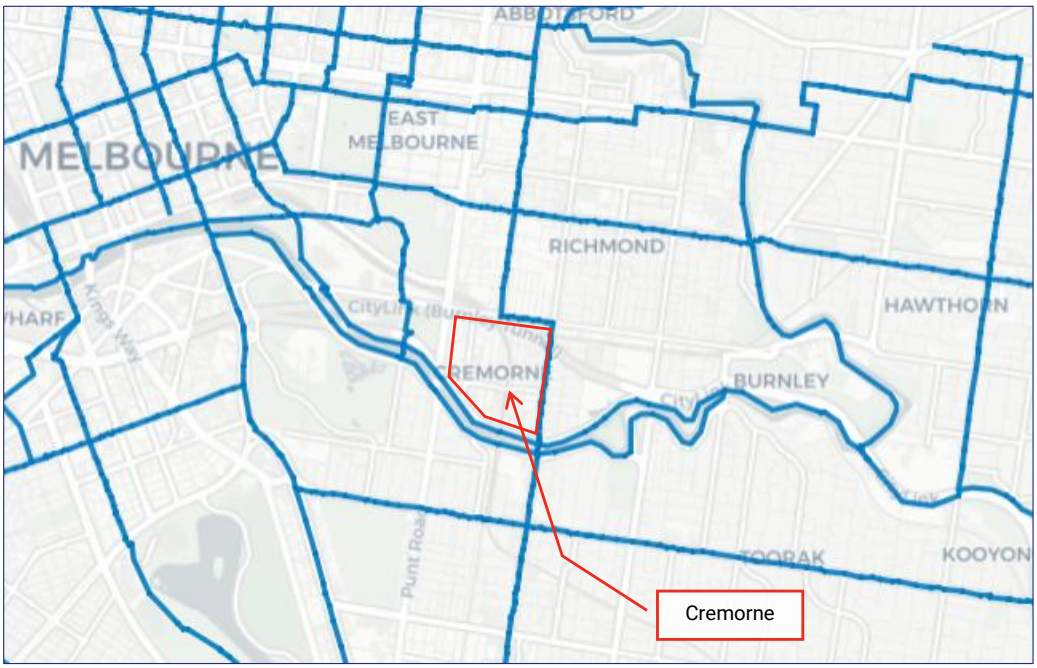


Figure 9: Existing and Proposed Strategic Cycling Corridors (Source: Department of Transport Open data)

It can be noted that within Cremorne, Oddys Lane and Green Street are designated as part of the Principal Bicycle Network and is intended to provide a connection between the Yarra Trail to the south and Swan Street to the north.

The Yarra Trail and Olympic Park Trail are designated as a SCC Primary Routes, while Swan Street and Church Street are designated as SCC Main Routes.

The map below shows the current state of cycle infrastructure around Cremorne.

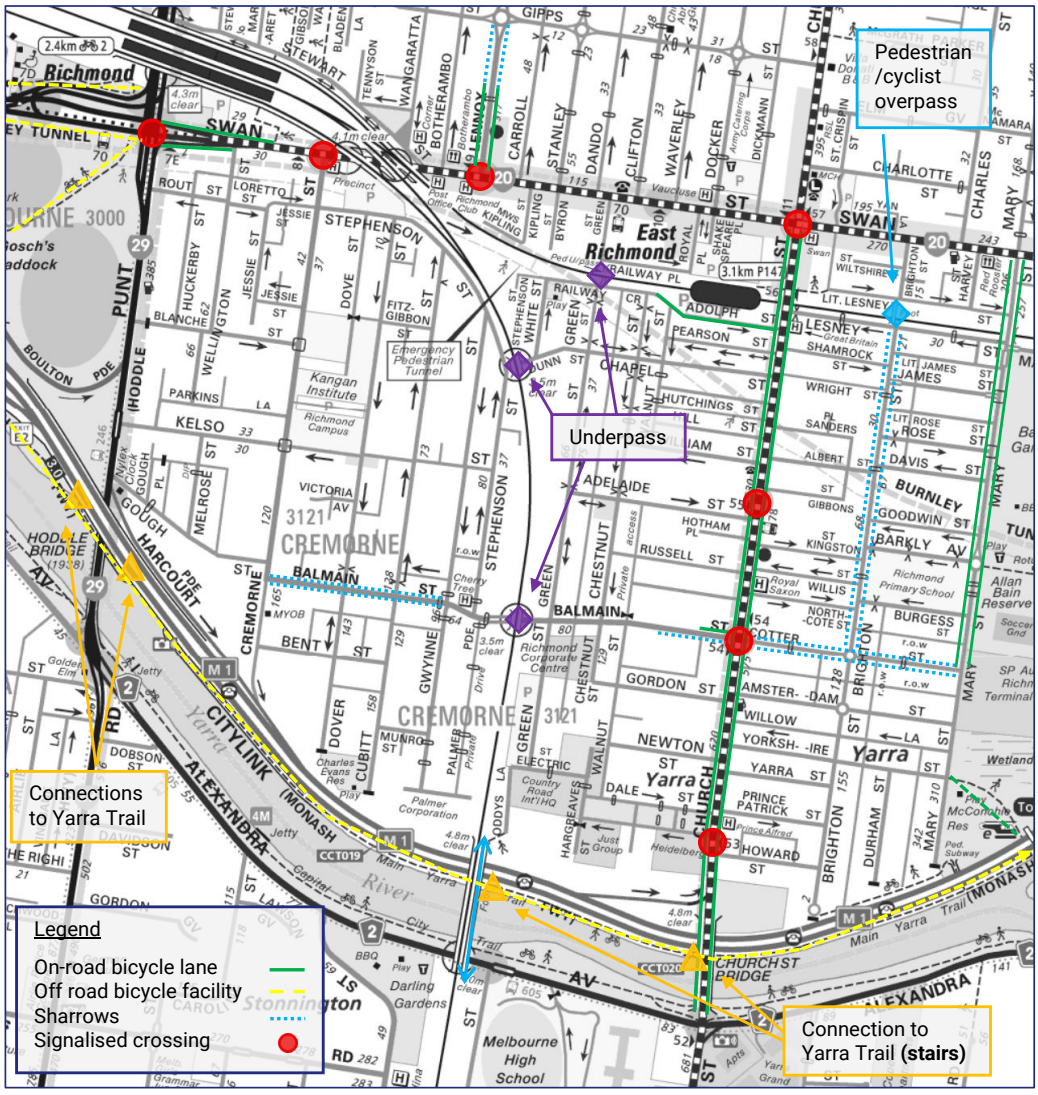


Figure 10: Key Cyclist Infrastructure

Key points to note are:

- Cyclist infrastructure is currently limited within Cremorne, with the only infrastructure being sharrows along sections of Balmain Street and Cotter Street, and a dedicated bicycle lane on Adolph Street. At all other locations, cyclists are required to share the road with other vehicles.
- There are bicycle lanes provided along both sides of Church Street, and a small portion of Swan Street near the Cremorne Street intersection.
- There are also on-road bicycle lanes along Mary Street (east of the Cremorne area).

- There is an off-road trail that runs along The Yarra Trail. However, access to the trail is poor:
  - At the south-west corner of Cremorne the link is of poor quality.
  - The rail bridge over the Yarra which connects to Oddys Lane provides a connection, but for cyclists this link has limited useability due to multiple sets of stairs and a narrow width.

Dedicated or separated bicycle facilities are critically important to not only improve cyclist safety, but they also have a significant impact on rider confidence and have a key role in encouraging more 'casual' cycling of riders of lower initial abilities to take up cycling in the first instance.

4.2.3. Pedestrian Network

Cremorne is a highly walkable area, with many everyday services, places of recreation and public transport facilities within easy walking distance. These opportunities will increase as Cremorne develops further.

Walkscore[2] is a measure of how accessible local amenities are by walking. Scores calculated by number and distances to these amenities, with amenities that are further than a 5-minute walk providing lower scores. Walkscore classifies locations according to the following scale:

90–100	**Walker's Paradise**
	Daily errands do not require a car
70–89	**Very Walkable**
	Most errands can be accomplished on foot
50–69	**Somewhat Walkable**
	Some errands can be accomplished on foot
25–49	**Car-Dependent**
	Most errands require a car
0–24	**Car-Dependent**
	Almost all errands require a car

The Walkscore for Cremorne as a whole suburb is 89, which is defined as 'very walkable'. This score increases to 95 ('walkers paradise') for areas close to Swan Street and Church Street. This is shown in Figure 11. This score is due to the density and diversity of everyday services along these roads.

It provides a comparable level of walkability to the Melbourne City and other inner area activity centres such as Swan Street, Church Street and Chapel Street.

[2] https://www.walkscore.com/AU-VIC/Melbourne/Cremorne

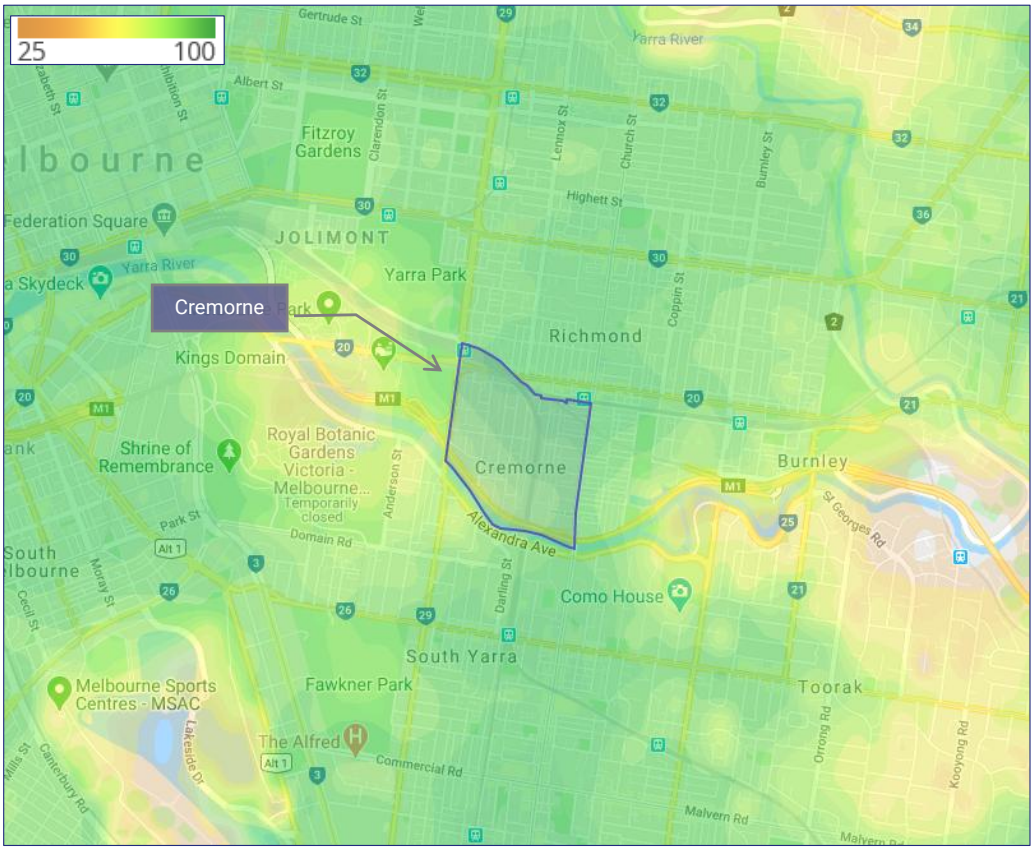


Figure 11: Walkscore Map (Source: https://www.walkscore.com/AU-VIC/Melbourne/Cremorne)

However, the Walkscore measure does not review the physical walking environment within Cremorne, i.e. the quality of pedestrian infrastructure and general pedestrian amenity. The pedestrian environment within Cremorne presents several challenges which are summarised below:

- Many of the road reserves are relatively narrow, and as such have narrow footpaths/verges that are not wide enough to allow pedestrians to pass one another.
- Variable quality of footpath links. Many footpaths of variable width and surface quality and are obstructed by roadside infrastructure.
- A lack of pedestrian amenity in some areas, including lack of street activation, lighting, landscaping, street furniture and general attractiveness. This is particularly the case within some commercial areas where a lack of street activation, numerous crossovers and obstructed footpaths generally lead to poor pedestrian amenity.

4.2.4. Existing Traffic Conditions

Traffix Group has undertaken AM and PM peak period traffic counts of key intersections in Cremorne on Wednesday 17th June 2026, between the hours of 7-9am and 4-6pm. These times cover the typical road network peak hours.

The surveys identified the following peak hours:

- AM peak – 8-9am
- PM peak – 5-6pm

A summary of the peak hour traffic counts for vehicles, cyclists and pedestrians is presented in Figure 12, Figure 13 and Figure 14, respectively.

A summary of these results is also provided at Table 3.

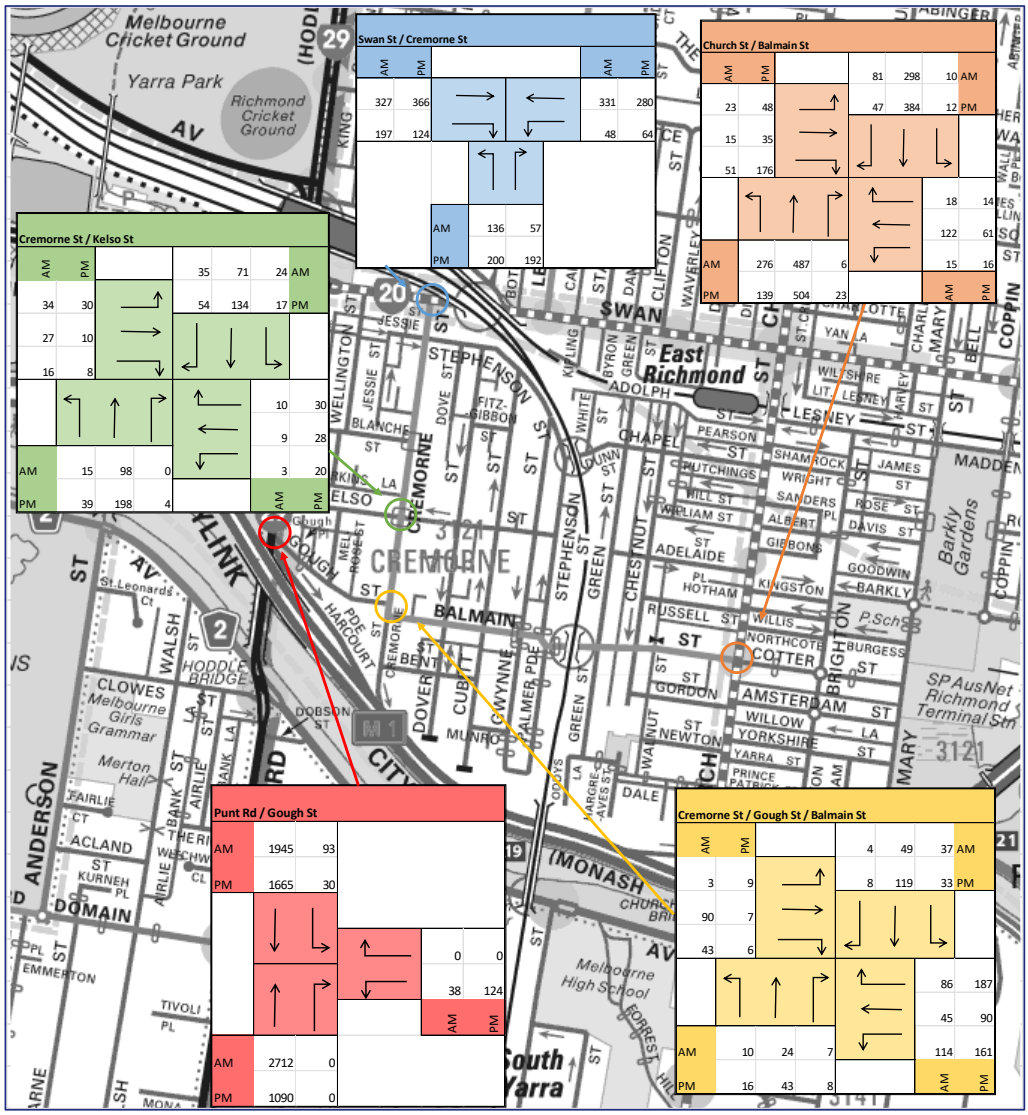


Figure 12: Existing Traffic Conditions

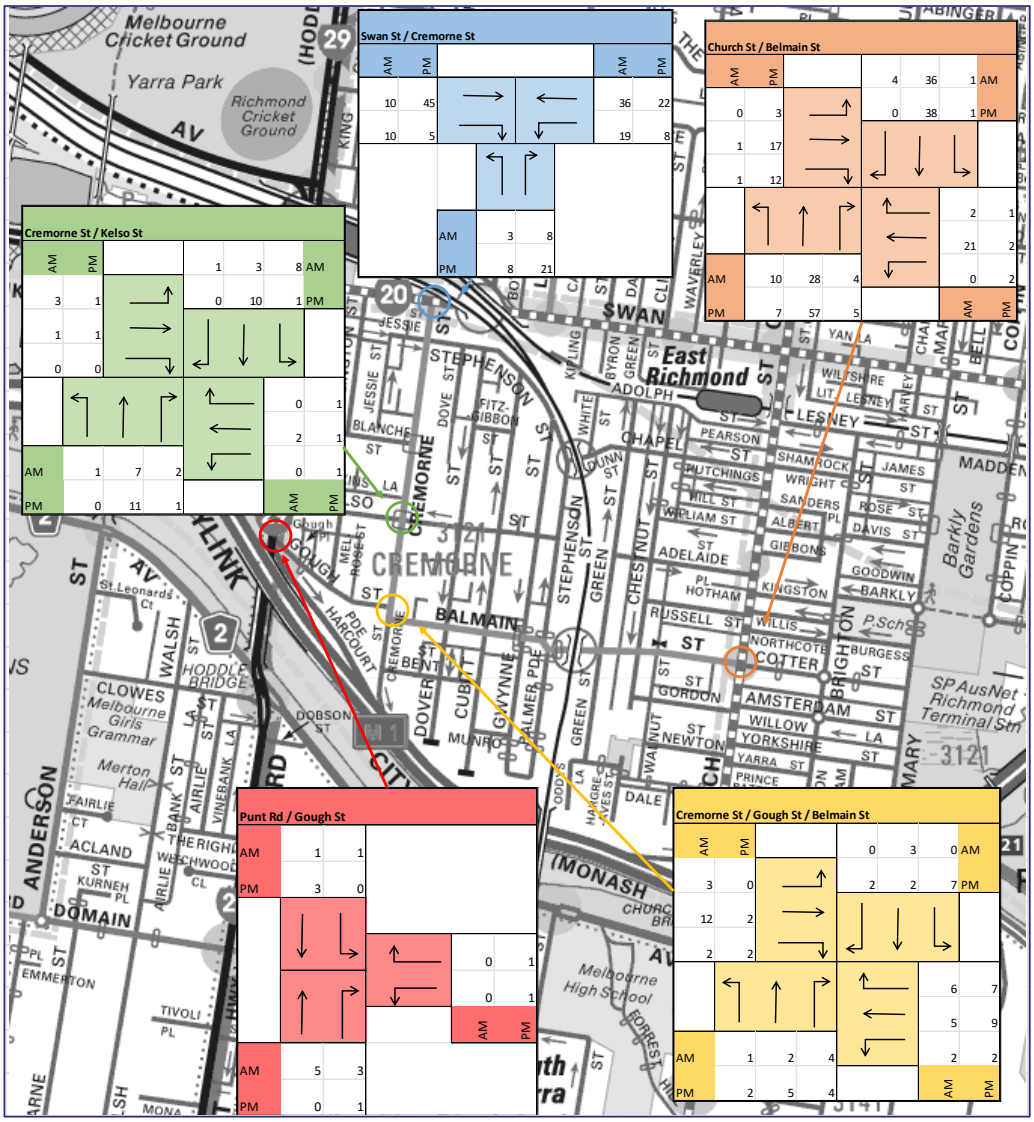


Figure 13: Existing Cyclist Volumes

Overall, cyclist volumes are relatively modest within Cremorne at the recorded locations. There are more cyclists riding around the edge of Cremorne on Church Street or Swan Street, rather than through Cremorne.

From our site observations, part of the reason for the lower internal volumes is that cyclists are diverted over multiple routes, i.e. cyclists are riding on whichever local street is direct for them, as there is limited dedicated infrastructure attracting them to specific routes.

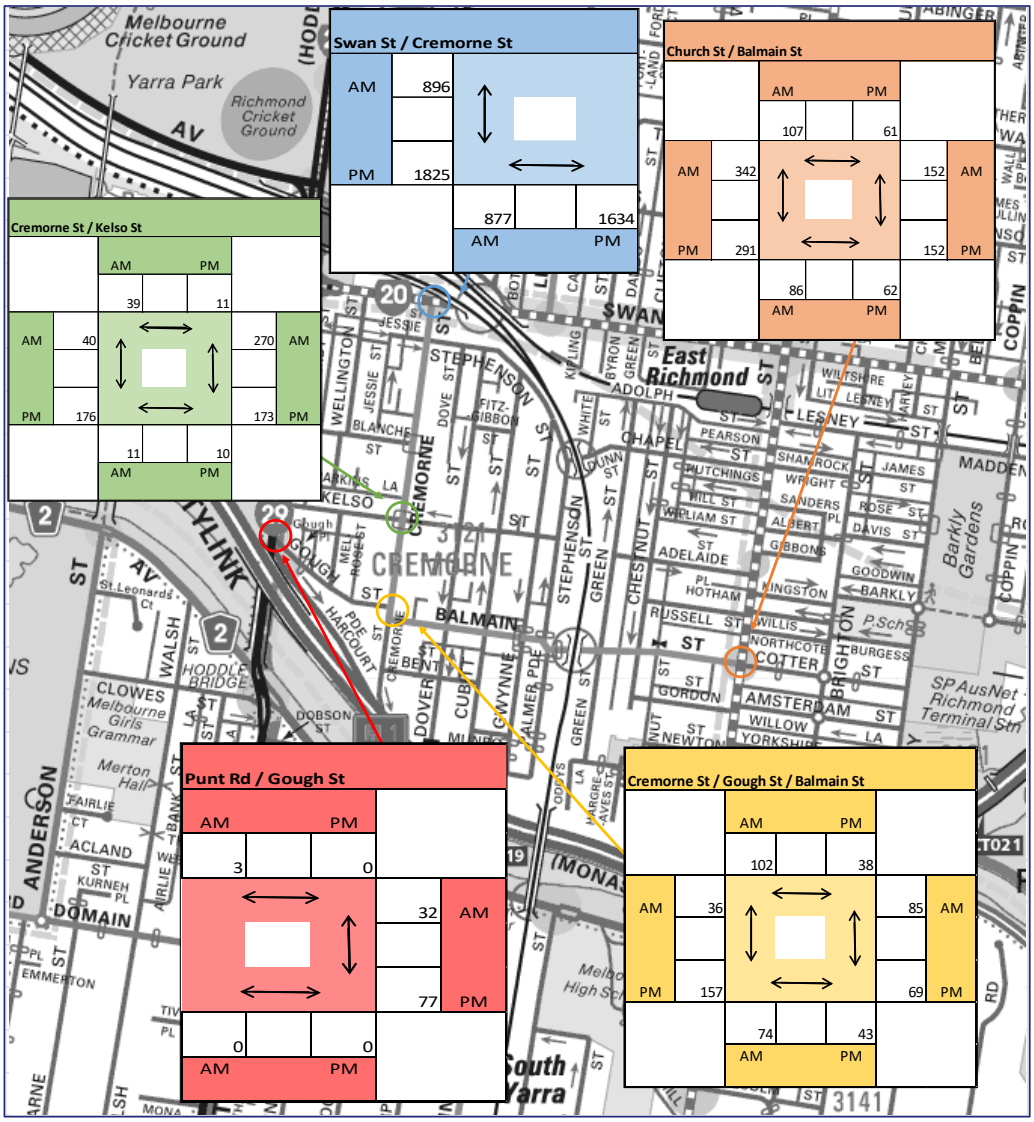


Figure 14: Existing Pedestrian Volumes

The most important pedestrian route is Cremorne Street. There are significant pedestrian volumes travelling north-south along Cremorne Street and accessing Richmond Station or other public transport services. This volume of pedestrians is considerably higher than the number of vehicles on Cremorne Street at its northern end.

Table 3: Volume Comparison

Road	Two-way Traffic Volume					
	AM Peak			PM Peak		
	Traffic	Cyclists	Pedestrians	Traffic	Cyclists	Pedestrians
Cremorne St @ Swan St	438	40	1,773	580	42	3,459
Cremorne St @ Nth of Balmain St	203	14	297	399	23	307
Gough St @ Punt Rd	131	2	35	154	5	77
Balmain @ Church St	568	37	687	506	41	566
Kelso St @ west of Cremorne St	136	8	360	169	4	370
Kelso St @ east of Cremorne St	73	12		109	6	

The above results show the following:

- Pedestrian movements are the highest out of all transport modes at essentially all intersections surveyed.
- There were very high pedestrian volumes at the Cremorne Street / Swan Street intersection, with up to 3,459 pedestrian movements recorded in the PM peak hour (compared to 580 vehicle movements in this same period).
- Vehicle trips were primarily centred around the Cremorne Street / Swan Street intersection and Balmain Street / Church Street intersection, which is expected, given that these are the primary vehicle access points to Cremorne.
- Cyclist volumes at any one location are relatively modest compared to vehicles or pedestrians.
- The key cyclist locations are Cremorne Street and Balmain Street, with each carrying around 40 cyclists per hour.

4.2.5. Peak Hour Traffic Impacts

A detailed assessment of the Cremorne Street / Swan Street intersection under existing arrangements was undertaken by Stantec in the Cremorne Urban Design Framework – Modelling Summary Report (dated February, 2025). This was a supplementary report prepared to summarise the findings of the traffic modelling for the UDF.

This indicated that the intersection operates nearly at capacity under existing conditions, with a Level of Service (LoS) of E, which indicates 'poor' conditions. This is particularly the case with the movements out of Cremorne Street onto Swan Street.

Observations by our office during the peak hour periods also indicate that there is significant queuing on this southbound approach, which can extend back as much as 20 vehicles.

Accordingly, there is little to no additional spare capacity for vehicles exiting Cremorne at this intersection.

4.2.6. Daily Traffic Volumes

In addition to peak hour traffic counts, Traffix Group has also undertaken 7-day automatic tube counts for the period starting Tuesday 16th June, 2026 at the following locations:

- Cremorne Street, south of Swan Street
- Cremorne Street, north of Kelso Street
- Cremorne Street, north of Balmain Street
- Kelso Street, west of Cremorne Street
- Kelso Street, east of Cremorne Street
- Gough Street, west of Cremorne Street
- Balmain Street, east of Cremorne Street
- Balmain Street, at underpass
- Balmain Street, west of Church Street
- Stephenson Street, east of Cremorne Street
- Dunn Street, at underpass
- Adolph Street, west of Church Street
- Chapel Street, west of Church Street

These results are presented diagrammatically at Figure 15 and Figure 16, with detailed results provided at Appendix A.

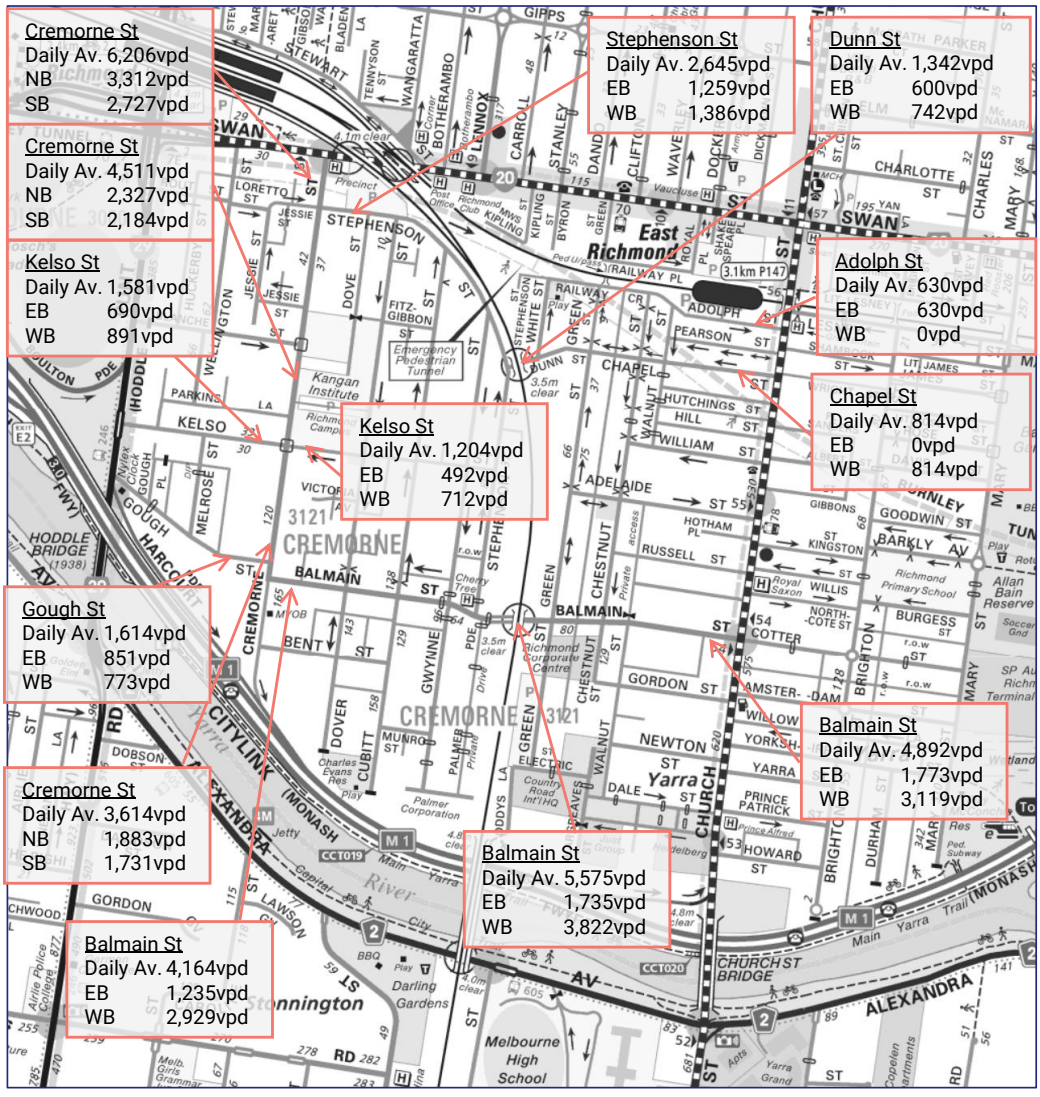


Figure 15: Daily Traffic Volumes

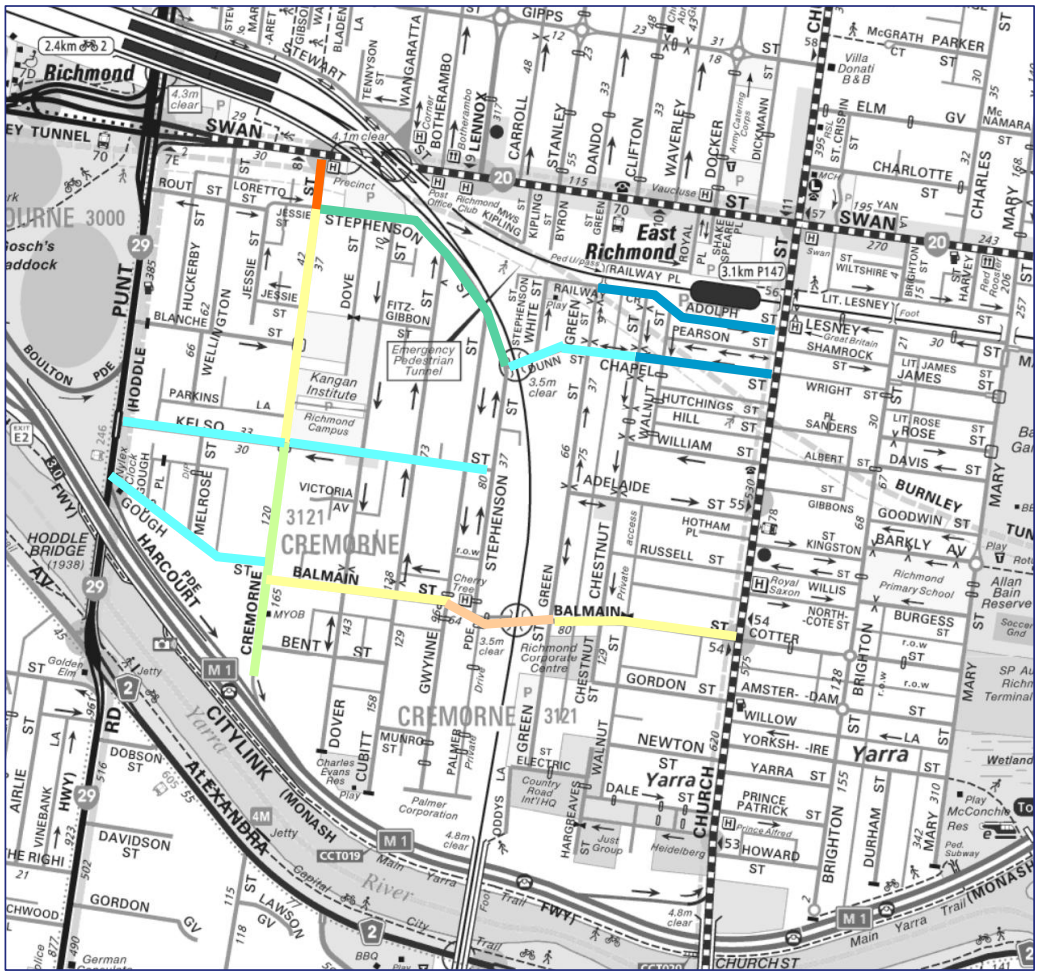


Figure 16: Daily Traffic Heat Map

The above results indicate the following:

- Traffic volumes are highest on Cremorne Street, directly south of Swan Street, with 6,206 daily trips. This is because Cremorne Street is the only way to access Cremorne from the north. These trips are generally evenly distributed, however there are slightly more northbound movements. Traffic then spreads throughout the Cremorne area from this location, including continuing along Cremorne Street, and dispersing along Stephenson Street and Kelso Street.
- The traffic volumes along Cremorne Street reduce as the road continues south, which indicates that most traffic utilising Cremorne Street do so to access the Cremorne area, rather than to access Citylink.
- Most traffic from Church Street utilises Balmain Street, with 4,892 daily trips to the direct west of Church Street. Traffic is heavily skewed to the westbound direction (i.e. into Cremorne). This indicates that there is a lot of traffic that enters the area via Balmain Street and travels through the precinct to Cremorne Street / Swan Street, Gough Street / Punt Road, and Cremorne Street / Citylink. This is discussed further below.
- There are low traffic volumes utilising the other roads connecting to Church Street, with both Adolph Street and Chapel Street carrying below 1,000 vehicle trips.
- Traffic volumes increase on Balmain Street at the underpass location, up to 5,575 daily trips (with a skew in the westbound direction). The Dunn Street underpass on the other hand has relatively lower traffic volumes (1,352 daily trips). This indicates that traffic primarily utilises the Balmain Street underpass to pass the train line.

4.2.7. Through Traffic Analysis

To get a better understanding of how traffic travels through the Cremorne area, Traffix Group commissioned Origin-Destination surveys between 7am-7pm on Wednesday 17th June, 2026. These surveys assessed the routes set out in the following diagram.

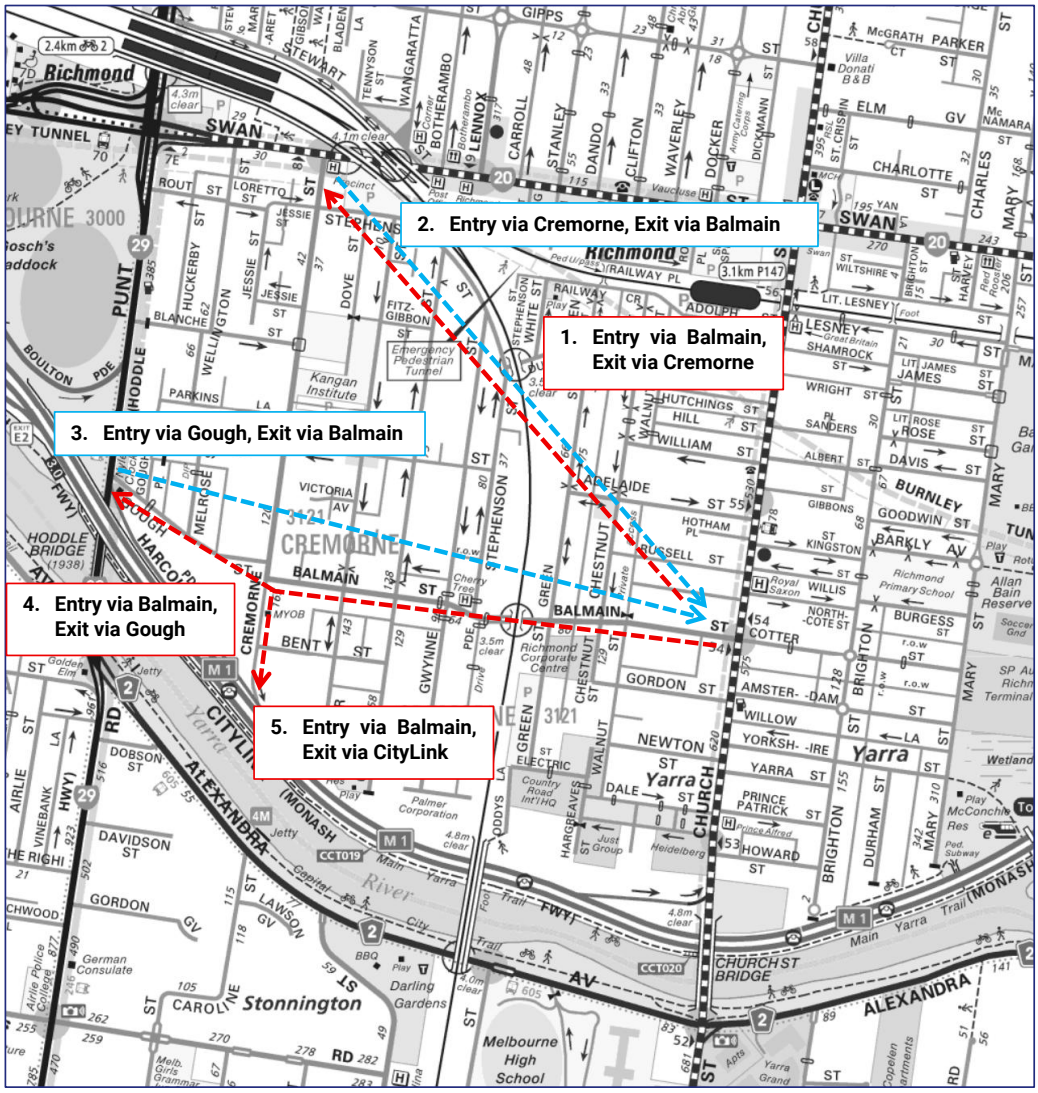


Figure 17: Origin-Destination Routes

While traffic travel through Cremorne may use other options to enter the precinct, these routes are the most direct routes for east-west trips, as indicated by the tube count results set out in Section 4.2.4. For the Cremorne Street to Balmain Street route (east or west),

traffic may be using Balmain Street/Cremorne Street the whole way, or may be using Stephenson Street/Gwynne Street for part of the trip.

The results of the survey are set out in the following table.

Table 4: Origin-Destination Survey Results

Origin	Destination	Volume (veh / %)		
		AM	PM	7am-7pm
Cremorne St @ Swan St	Balmain St @ Church St	16 6%	5 3%	146 6%
Gough St @ Punt Rd	Balmain St @ Church St	11 6%	2 3%	64 11%
Balmain St @ Church St	Cremorne St @ Swan St	30 6%	45 18%	377 15%
Balmain St @ Church St	Gough St @ Punt Rd	15 3%	31 13%	167 6%
Balmain St @ Church St	Cremorne St @ CityLink	55 11%	18 7%	283 10%
Balmain Total		**100 21%**	**94 36%**	**827 31%**

From the table above:

- Approximately 17% of the eastbound traffic arriving at Church Street via Balmain Street was a through trip. Most of this originated via Gough Street.
- Approximately 31% of the westbound traffic entering Cremorne from Balmain Street was a through trip. This traffic was split between Cremorne Street (15%), CityLink (10%) and Gough Street (6%).

The Origin-Destination survey indicates that Balmain Street carries a significant proportion of non-local traffic cutting through Cremorne without a local destination, with through traffic accounting for up to 31% of westbound traffic. Approximately half of this through traffic travels to Cremorne Street and Swan Street. There were periods during the day, around 3-4pm, when the proportion of through traffic exceeded 50%.

This supports the observed daily traffic volumes set out in Section 4.2.4, which indicated a reasonable skew in westbound traffic travelling along Balmain Street, compared to eastbound traffic.

4.3. Public Transport

Cremorne is well serviced by public transport services with train, tram and bus connections. Figure 18 illustrates the public transport network that services Cremorne and surrounding areas. The suburb is entirely within the Principal Public Transport Network map, as shown at Figure 19.

Table 5 provides a summary of the connections provided by each public transport service.

Most of the road-based public transport services are located along the arterial road network that bound the site.

The key public transport node is Richmond Station. This station services most rail lines from the south and eastern suburbs of Melbourne. It is also one stop out of the City Loop. Accordingly, it provides a high level of access to the metropolitan rail network.

The station is an approximate 15-minute walk to the southern part of Cremorne.

The southern parts of Cremorne are also within a walkable distance of South Yarra Station (<15 minutes).

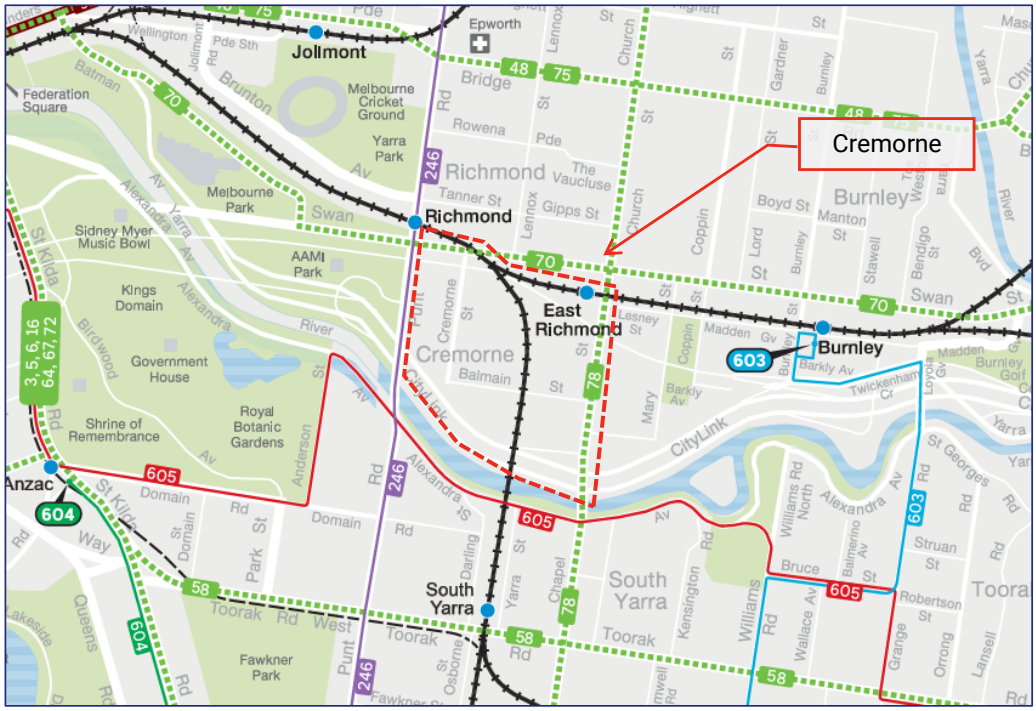


Figure 18: Public Transport Map of Cremorne and surrounds (Source: www.ptv.com.au)

Table 5: Summary of Public Transport Services

Service	Between	Via
East Richmond Station – north-east corner of Cremorne		
Alamein, Belgrave, Glen Waverley and Lilydale Lines	CBD and Alamein/ Belgrave/ Glen Waverley/ Lilydale	Burnley, Camberwell & Ringwood
Richmond Station – north-west periphery of Cremorne		
Frankston, Sandringham, Alamein, Belgrave, Glen Waverley and Lilydale Lines	CBD and all east/south-east train lines	All east/south east station
Church Street – eastern periphery of Cremorne		
Tram Route 78	North Richmond & Cremorne	South Yarra, Prahran & Windsor
Swan Street – northern periphery of Cremorne		
Tram Route 70	Wattle Park & Docklands	Surrey Hills, Richmond & CBD
Punt Road – western periphery of Cremorne		
Bus Route 246	Elsternwick & Clifton Hill	St Kilda
Alexandra Parade – 100m south of Cremorne		
Bus Route 605	Gardenvale & CBD	Elsternwick, Armadale, Toorak & South Yarra



Figure 19: Principal Public Transport Network Map (Source: Planning Schemes Online)

4.3.1. Car Share Vehicles

There are currently five car share vehicles located within Cremorne, including 4 on Cremorne Street, and 1 on Church Street. There are also additional pods in the wider area, including along Swan Street.

Nearby workers can use these vehicles for business related trips. This allows workers to use the vehicle for business instead of their own vehicle, allowing them to use alternative transport modes to travel to and from work.

Car share vehicles provide an option for residents within the area to occasionally use a car, without the expense of owning and maintaining a vehicle themselves. This applies equally to residents without a car to those that own one car and may occasionally require access to a second.

4.3.2. Existing Travel Characteristics

The ABS 'journey to work' data for the 2016 Census has been reviewed to assess the existing mode of travel patterns of workers within Cremorne. While this data is limited to journey to work trips (i.e. it does not include all trips), it is useful due to its sample size and the critical nature of travel for work trips.

It is noted that there has been a more recent Census survey; however, the 2021 Census was affected by COVID-19 lockdown restrictions, resulting in travel patterns that are unlikely to be indicative of normal conditions.

Table 6 sets out the journey to work statistics based on place of residence (i.e. workers living within Cremorne) and employment (i.e. workers within Cremorne). Cremorne falls within the Richmond Statistical Area Level 2 (SA2) which is the smallest statistical area for this type of data. We are satisfied this analysis provides a good guide to the travel behaviour of workers in Cremorne, given the similarities between the two suburbs.

We have also compared staff 'journey to work' data for the following place of residence and place of work locations for comparative purposes:

- Cremorne Suburb,
- Yarra Local Government Area (LGA),
- Richmond, and
- Melbourne Metropolitan Statistical Area (MSA).

The data highlights that Cremorne residents and workers exhibit similar levels of sustainable transport use compared to the wider Yarra LGA, which is substantially higher than the metropolitan average.

The table also includes an analysis of the mode of travel by professionals and administrative/clerical workers only (i.e. office workers). These workers are more likely to use sustainable transport modes, particularly public transport, compared to other workers within Cremorne.

Table 6: Journey to Work Data: 2016 Census, ABS

% mode of travel for 'journey to work' trip	Work within the area (i.e. place of work)			Work within the area – Professionals and Administrative workers (i.e. place of work)	Live within the area (i.e. place of residence)		
	Richmond SA2	City of Yarra	Greater Melb.	Richmond SA2	Cremorne Suburb	City of Yarra	Greater Melb.
Car as driver	56%	55%	71%	52%	42%	38%	71%
Public Transport	28%	27%	18%	33%	32%	32%	18%
Walking	7%	7%	4%	7%	17%	14%	4%
Cycling	4%	5%	2%	4%	6%	10%	2%
Other (car passenger, motorcycle, etc.)	5%	6%	7%	4%	4%	6%	7%

Based on the above, the statistics indicate that approximately half of the trips to work within the area are undertaken by alternative modes of transport instead of driving via private vehicle.

For people living within the area, approximately 60% of commuter trips are undertaken by alternative modes of transport.

This is well above the rate across Greater Melbourne as a whole, where only 30% of trips are undertaken by alternative modes of transport.

It is of note that this data is approximately 10 years old at the point of writing this report, and that travel demands may have shifted further away from private vehicle travel to more sustainable modes within this time.

4.4. Existing Car Parking Conditions

Traffix Group previously undertook a detailed review of all on-street car parking within the Cremorne Precinct as a part of the 'Parking Controls Review – Cremorne Enterprise Precinct' (see Section 2.3). Although this review was undertaken in 2020, we consider that the on-street car parking conditions have not significantly changed from this time.

On-street car parking within Cremorne during weekday business hours is generally subject to short-term (1P and 2P), medium term (4P) or permit zone parking.

There is a very small section of unrestricted car parking located along Oddys Lane, however all other car parking within Cremorne is subject to some form of restriction during business hours. On weekdays, most restrictions start at 7 or 7:30am but terminate anywhere between 5pm-11pm. After business hours, some restrictions cease, and others change to Permit Zone restrictions.

There are fewer parking restrictions on the weekend.

Overall, Cremorne and the surrounding areas is largely subject to short-term parking and medium-term restrictions during business hours, with some residential areas protected with permit zone restrictions at all times (particularly in the southern and north-western corners).

The data collected at this time showed there is a high demand for on-street parking during business hours. During this time the short-term and medium-term car parking restrictions generally apply. Outside of these times, when car parking is either unrestricted, or subject to Permit Zone restrictions, car parking demand is generally lower. Car parking demand is generally lower during the weekend, and is mostly consistent throughout the day, with the exception being if there is a major event in the area.

It is clear that much of Cremorne is used for business related parking during business hours and parking for major events during the evenings and on weekends.

4.5. Summary of Existing Transport Conditions

Based on the above, Cremorne has several unique transport challenges and opportunities, namely:

- The road network within Cremorne is constrained in a number of ways:
  - Cremorne's connections to the arterial road network are limited in all directions, particularly to the north, west and south.
  - The arterial road network and its connections to Cremorne are congested during the commuter peak hours and there are very limited options to increase the traffic capacity of the arterial road network or its connections into Cremorne.
  - The rail lines through Cremorne form barriers to movement of all transport modes with only a limited number of crossing points.
  - It is served by a dense network of narrow roads. Many of these roads operate in a one-way direction. A significant number of the roads are akin to laneways with narrow cross sections and have limited traffic carrying capacity.
- Cremorne is subject to a significant proportion of through traffic movements and rat-running, particularly from west to east.
- Cremorne is highly accessible by public transport. This includes 'local' tram and bus services and city-wide services via the metropolitan rail network.
- There is high quality bicycle infrastructure in the area around Cremorne, however the connections to this infrastructure are not at the same high level.
- Cremorne is highly walkable from a geographic standpoint. However, the quality of the pedestrian infrastructure within the local road network is generally poor, with key issues being narrow footpaths/verges, variable surface quality, infrastructure obstructing footpaths and generally poor pedestrian amenity.
- On-street parking is highly controlled, with limited options for long-term (staff) parking using public parking resources. Demand for car parking within Cremorne is generally very high during business hours and lower during the evening and on weekends.

5. Review of Urban Design Framework

The draft Urban Design Framework (UDF) was initially prepared in October, 2022.

Following this, the Cremorne Revised Urban Design Framework was prepared for Community Consultation in September, 2023 and forms the basis of the current Planning Scheme amendment.

This document provides a long-term vision and planning framework to guide growth, development, public realm improvements, transport, sustainability, and built form outcomes within Cremorne, Melbourne's leading technology and innovation precinct.

From a transport perspective, the revised UDF supports improving access for sustainable forms of transport through the following objectives:

- *Creating a highly accessible and well connected movement network that prioritises sustainable and active transport and discourages through traffic.*
- *Delivering a safe and attractive local cycling and pedestrian network which connects strategic corridors, major trails and key destinations.*
- *Improving public transport services and access to public transport and to meet the needs of Cremorne's workers, residents and visitors.*
- *Reducing off-street car parking and increasing bike parking requirements to promote more sustainable modes of transport*

To assist with these objectives, a plan called the Future Movement Framework (Figure 17 of the revised UDF) sets out the key changes envisioned for the transport network. This is provided in the figure below.

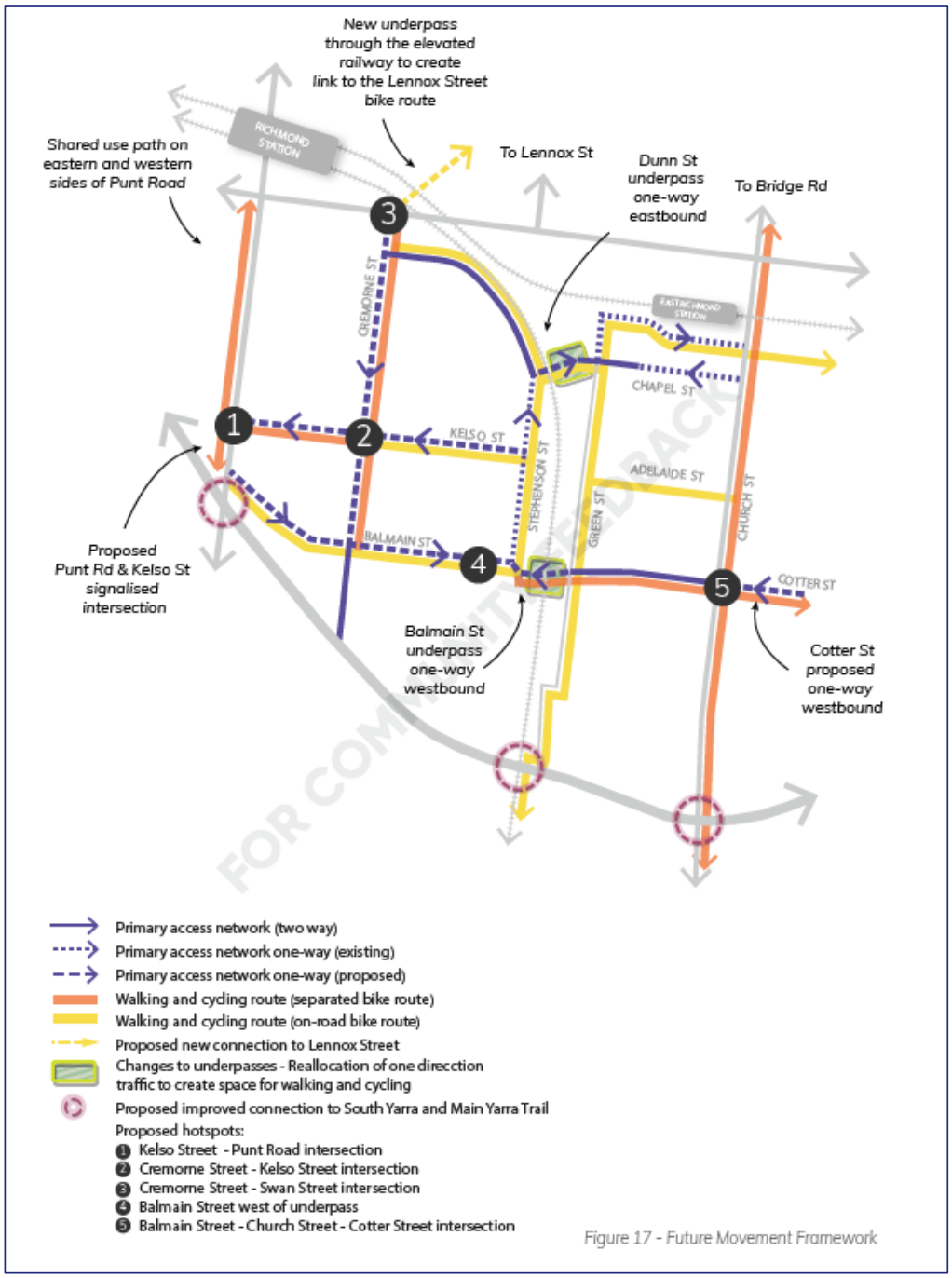


Figure 20: Future Movement Plan (Source: Revised UDF)

The changes that were proposed include:

- *A signalised intersection at Kelso Street and Punt Road to provide a safe crossing point for pedestrians and cyclists across Punt Road and provide the ability for vehicles to exit the precinct.*
- *Separated bikeways along Cremorne Street, Balmain Street and Kelso Street, which will be connected via low-traffic streets. These bikeways will connect to external arterial roads at Swan Street, Church Street, Punt Road and the wider bike network.*
- *Reallocating one direction of traffic in the Balmain Street and Dunn Street underpasses to create space for people walking and cycling.*
- *Changing sections of the following streets to one-way to create a loop in Cremorne: Cremorne Street – one way southbound (to Balmain Street)*
  - *Balmain Street – one way eastbound between Cremorne and Stephenson Streets*
  - *Balmain Street – one way westbound between Green and Stephenson Streets*
  - *Kelso Street – one way westbound*
  - *Gough Street – one way eastbound*
- *Enhancing Cremorne, Kelso, Balmain, Stephenson and Church Streets as pedestrian routes.*
- *Reallocating some on-street car parking in strategic locations to give priority to cycle routes, improve street amenity or provide local traffic access.*
- *Applying blanket 30kph speed limits on all streets to improve safety.*
- *Identifying pedestrian priority streets where pedestrians and bikes will share the road with low speed traffic.*
- *Improving pedestrian access to public transport including to the Church Street and Swan Street tram stops, Richmond, East Richmond, South Yarra Railway Stations and the 246 - bus route on Punt Road.*
- *Improving River crossings and access to the Yarra Trail.*

Since the Revised UDF was prepared, an updated Future Movement Framework plan has been prepared by Council Officers, which is presented in Figure 21. This plan has been provided to Traffix Group for our review and assessment. Our instructions are to consider this revised plan.

The main changes in this updated plan compared to that prepared in 2023 are:

- That signalised intersection of Kelso Street / Punt Road has been removed, with changes to the one-way restrictions on Kelso Street and Gough Street.
- Cremorne Street has been changed to allow two-way movement at the Swan Street intersection, rather than being for entry movements only.
- Retaining two-way operation of Cotter Street, east of Church Street.

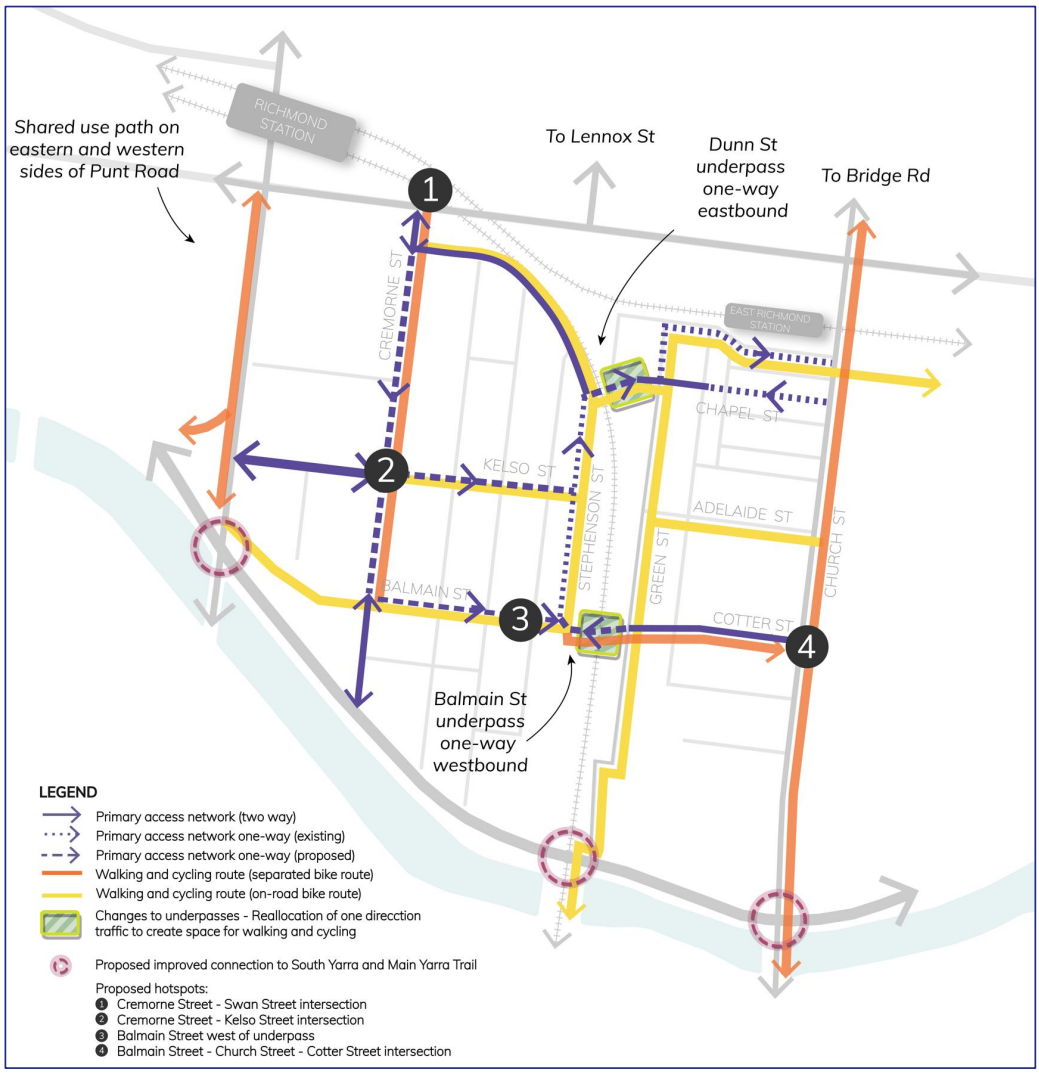


Figure 21: Proposed Future Movement Framework (Source: Proposed future movement network provided to Traffix Group by Council)

We have provided a review of the key elements of the Future Movement Framework (shown in Figure 21) in Table 7, and provided our recommendations to be implemented into the UDF.

In reviewing the Future Movement Framework, one of the key considerations is the treatment of cyclists. In this, we have had regard to the City of Yarra Transport Strategy 2022-2032 and its guidance on cyclist facilities. The key extract from this criterion is provided at Figure 22.

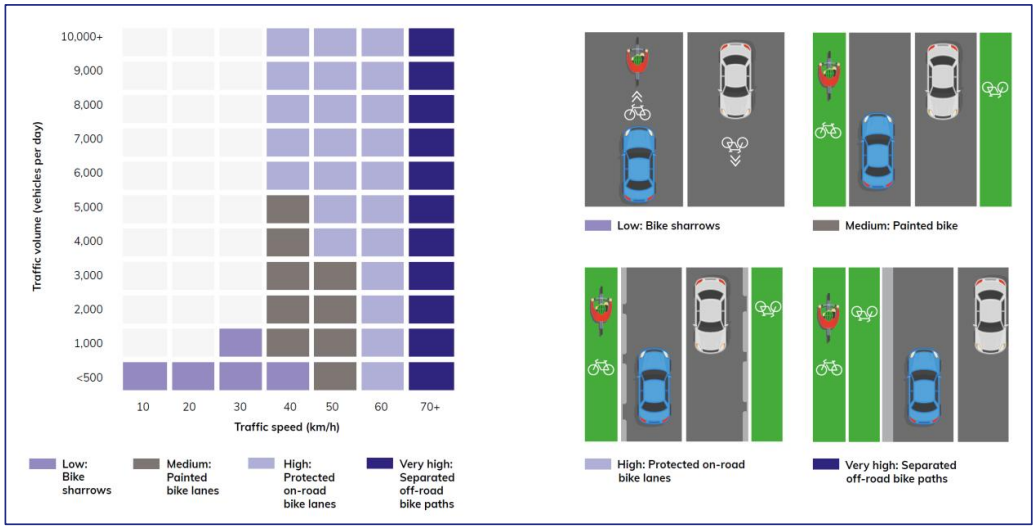
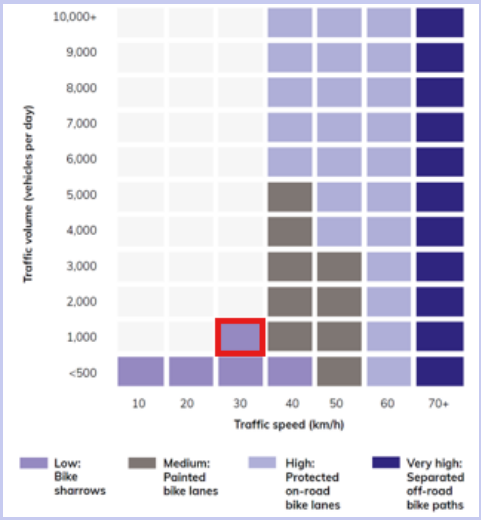


Figure 22: Cycling Assessment Guidelines (City of Yarra)

Table 7: Review of Future Movement Framework Elements

Project	Response
Shared Path on eastern and western sides of Punt Road	Punt Road is not on the PBN and does not connect to other cycle facilities further north or south along Punt Road. Alternative routes to connect Swan Street to the Yarra Trail already exist or in the case of Gough Street, are readily upgraded. Given the lack of wider connectivity, it is **recommended that this project be removed from the UDF.**
Access to the Main Yarra Trail at Punt Road	There are opportunities to access the trail either side of Punt Road. It is **recommended that the connection on the eastern side be upgraded** to enhance this connection. Currently, this connection is of poor quality. It is uninviting, poorly signed and does not present as an obvious connection. Upgrading this connection provides the connectivity to the Yarra Trail that is required, without the cost and impacts of signalising Kelso Street (a project removed from the UDF).
Kelso Street as a 'Primary Access Route' between Punt Road and Cremorne Street	This effectively retains the Status Quo in Kelso Street, as a two-way traffic street between Punt Road and Cremorne Street. Signalisation of its intersection with Punt Road is no longer part of the proposal. **This is supported.**
Gough Street on-road bicycle route	This is supported as it links up with Balmain Street to form a continuous east-west route and link to the Yarra Trail. Gough Street is 6.6-7.0m wide, provides parking on the south side. It accommodates 1,600 vehicle trips per day, of which approximately 10% is through traffic that will be removed with other network changes (i.e. taking the total to approximately 1,450 vehicle trips per day). **This bicycle route should be provided with Sharrows**, as per Figure 22 (and overleaf), instead of a dedicated facility (which would likely remove on-street parking). The 85th percentile speed of traffic in this street is already under 30km/h, however the action to introduce an area wide 30km/h speed limit would further support this treatment.

Project	Response
	
Cremorne Street on-road separated bicycle lane and one-way southbound arrangements	Strategically, Cremorne Street is the primary north-south access route through Cremorne and the only one that offers signalised access to Swan Street. A dedicated cycling facility here is strategically justified. The change to one-way operation frees up the road space for a painted/separated cycling facility. With the change to one-way southbound, the volume of traffic on Cremorne Street between Stephenson Street and Balmain Street will drop. Diverting all existing northbound traffic will reduce the volume from 4,500 to 2,200 vehicles per day (i.e. reduction of 2,300 trips). However, some westbound traffic currently travelling on Balmain Street will re-route to Stephenson Street/Cremorne Street. The net effect of the changes may only be slight overall daily traffic volume on Cremorne Street (but with all Cremorne Street traffic travelling southbound). Overall, the **change in operation of Cremorne Street is considered acceptable**.
Balmain Street & Kelso Street one-way, eastbound	Changing these two streets to one-way eastbound leaves Stephenson Street as the only route to travel westbound through Cremorne. This would likely eliminate it as a rat-run along Balmain Street accessing Gough Street and Citylink due to the circuitous alternative presented. This would move approximately 800 vehicles per day travelling westbound on Balmain Street (approximately 20% of westbound movements). The remaining 3,000 vehicles per day travelling westbound on Balmain Street (there is currently 3,800 vehicles per day travelling westbound under the rail bridge) would also reroute. However, we estimate that approximately 2,000 vehicles per day will reroute to Stephenson Street, around to Cremorne Street,

Project	Response
	and a portion will travel southbound on Cremorne Street. Some local origin traffic may just arrive from Swan Street and travel southbound on Cremorne Street. Both Balmain Street and Kelso Street are proposed as on-road bicycle routes. Removing on-street parking on Balmain Steet provides the opportunity for a two-way, dedicated cycle facility with the 6.5m wide carriageway. It is **recommended that Balmain Street be provided as a two-way bicycle route** to link up Gough Street as an east-west route and Cremorne Street as the key north-south route. This would provide dedicated bicycle routes along both the key north-south and east-west roads within Cremorne. A potential future cross section discussed after this table.  Kelso Street is around 5m wide, which would allow an eastbound traffic lane/sharrow and contra-flow westbound bicycle lane if on-street parking was banned. The number of on-street car spaces here is not significant (8 car spaces in total), and we do not consider that the removal of these spaces would have any significant impact on car parking conditions in the area.

Project	Response
Stephenson Street, Between Balmain Street and Dunn Street. On-road bicycle route.	Stephenson Street currently operates one-way northbound, including for cyclists. It has a carriageway width of approximately 5.7m at the southern end and 7.0m at the northern end. The volume of traffic on this street would increase from an estimated 1,000-2,000 vehicles per day to 3,000-4,000 vehicles per day. Due to the limited road width, **Stephenson Street should be provided with Sharrows and a 30km/h speed limit**. If a contra-flow bicycle lane was required, this would mean removing on-street car parking. The alternative (and our recommendation) would be to include Gwynne Street as the southbound route, i.e. marked yellow on the Future Framework Plan and sharrows provided.
Stephenson Street, Between Dunn Street & Cremorne Street Two-way Traffic On-road bicycle route.	As per above, an extra 1,000-2,000 vehicles per day is likely to use Stephenson Street. This will increase the volume to between 3,600 and 4,600. Between Cubitt Street and Dunn Street, Stephenson Street narrows to approximately 5.5m wide for traffic between the rail line and on-street parking. As a result, **a bicycle facility could only be provided with sharrows.** In this context, dropping the speed limit down to 30km/h is an important action. However, the most recent traffic counts revealed traffic in all surveyed streets already travels less than 30km/h. As previously mentioned, Gwynne Street (and even Cubitt Street) could also be included as bicycle routes with Sharrow treatments to accommodate some of the bicycle volumes between these locations.
Green Street	The UDF proposes Green Street as an on-road bicycle route. Green Street is nominated as SCC in the Planning Scheme. However, it has several limitations: • Poor connectivity over the Yarra in the south due to stairs and narrow bridge. Improving this link is nominated as a project in the UDF. • An existing one-way, northbound section between Adelaide Street and Chapel Street. This is not shown on the UDF. Cyclists could not legally travel southbound in this section due to its one-way nature. Providing space for cyclists to ride both ways means removing on-street car parking along residential properties on one side of the road, or changing Green Street to be two-way again. As a result, it is **recommended that Chestnut Street (which operates southbound) should be added to the UDF map (in yellow) as a southbound cycle route.** This route would also be provided by Sharrows.
Adelaide Street	The development at 560 Church Street is currently delivering a two-way cycle facility along this route using sharrows and a contra-flow bicycle lane. This supports Adelaide Street as a designated bicycle route.

Project	Response
Balmain Street, Church Street to Green Street	The UDF calls for separated on-road bicycle lanes and two-way traffic. The current volume of 4,900 vehicles per day on Balmain Street will reduce due to limited eastbound traffic (there are presently 1,700 vehicles per day under the rail bridge, although some of these may arrive at Balmain Street via other routes, such as Chestnut Street) and less westbound traffic (at least 800 vehicles per day rat-running from Church Street). This may result in less than 3,000 vehicles per day on Balmain Street after these changes. Balmain is the logical strategic east-west bicycle route into and through Cremorne. The volume of traffic on Balmain Street means that dedicated bicycle facilities are warranted. **These changes are supported.** The potential cross section of Balmain Street is discussed after this table.
Dunn Street	This underpass currently accommodates 1,342 vehicles per day, 740 of which is travelling westbound, which will no longer be able too. The net volume of traffic is not expected to change significantly due to rerouting of traffic from Balmain Street.
Chapel Street/ Adolph Street	The UDF effectively proposes no operational changes to these streets. Both streets carry under 1,000 vehicles per day. There may be an increase in traffic on Adolph Street (primarily displaced eastbound traffic from Balmain Street), but the increase should be significantly less than the 1,700vpd displaced from Balmain Street as some of these trips will divert out of the area, or use Chestnut Street. Traffic volumes on Chapel Street may drop slightly (currently at 630 vehicles per day) as some of this traffic may be travelling west to Dunn Street, which will no longer be able to. The changes imposed on these streets by the modification of Dunn Street and Balmain Street is considered acceptable.
Church Street	Church Street is nominated as providing separated bicycle facilities. This is supported, noting that Church Street has on-road bicycle lanes currently.

5.1. Road Cross Sections

Based on the UDF and recommendations that we have set out in Table 7, the following provides indicative cross section of the key roads within Cremorne affected by the changes.

These road layouts are **indicative only**. They are subject to detailed design and consultation. The provided for illustrative purposes to show how each street may be reconfigured to achieve the objectives set for it in the UDF.

Kelso Street

The cross section of Kelso Street, east of Cremorne Street changes to one-way eastbound. This indicative option shows a contra-flow bicycle lane. However, there would be alternative route at Balmain Street for westbound cyclists and an alternative option to be to retain some on-street parking or widen the footpath instead.

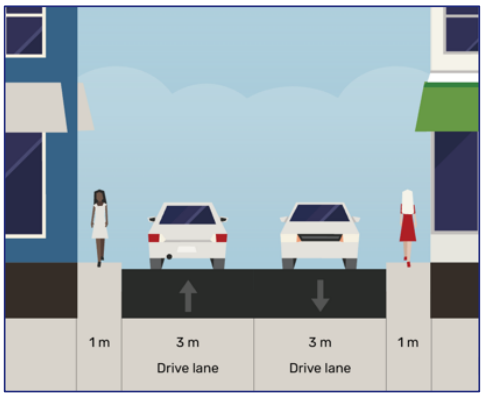


Figure 23: Kelso Street - east (existing)



Figure 24: Kelso Street - east (proposed)

Cremorne Street

The cross section of Cremorne Street, between Stephenson Street and Balmain Street, changes to one-way southbound. This indicative option shows a separated two-way bicycle lane and widens the footpaths on both sides of the road.

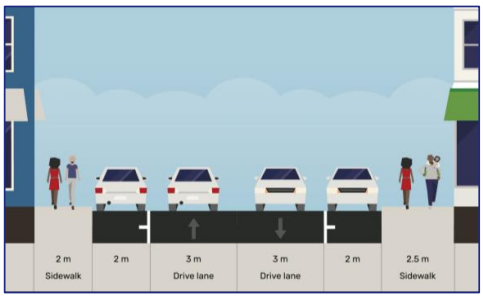


Figure 25: Cremorne Street (existing)

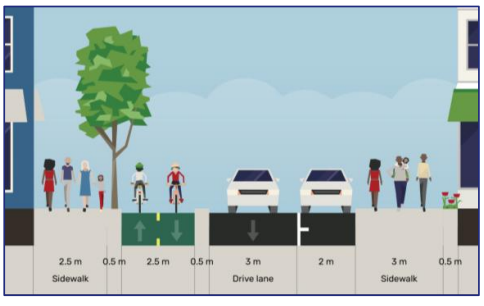


Figure 26: Cremorne Street (proposed)

Balmain Street – West of the Rail Line

The Transport Review of the UDF included an indicative cross section that did not provide dedicated space for westbound cyclists. This option below provides this while still increasing the available footpath width.

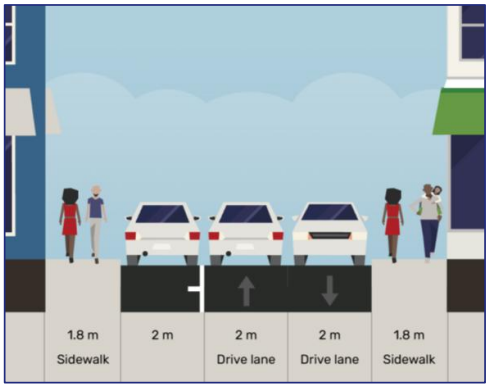


Figure 27: Balmain Street – West of Rail Line (existing)

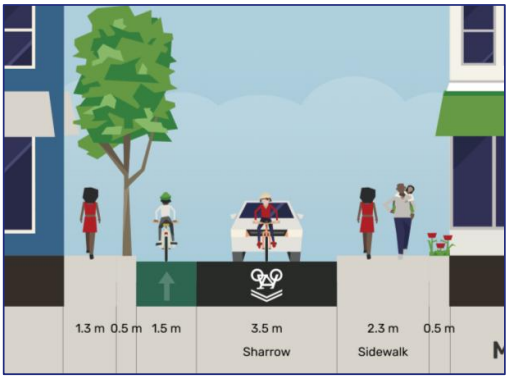


Figure 28: Balmain Street – West of Rail Line (proposed)

Balmain Street – East of the Rail Line

The Transport Review of the UDF included an indicative cross section with a two-way bicycle lane on the north side of the Balmain Street carriageway. There is also an alternative to this, where a bicycle lane is provided on each side of the road. Either of these options would be acceptable.

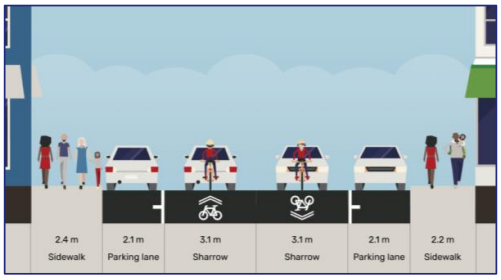


Figure 29: Balmain Street – East of Rail Line (existing)

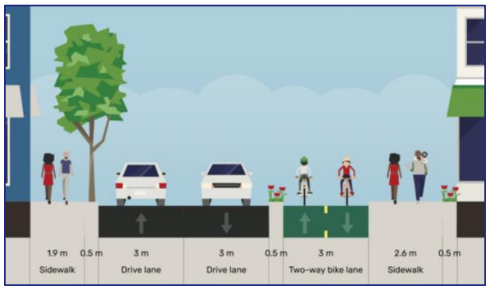


Figure 30: Balmain Street – East of Rail Line (proposed)

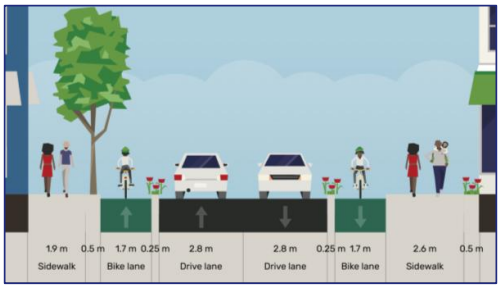


Figure 31: Balmain Street – East of Rail Line (alternative proposed)

Church Street

The Transport Review of the UDF included rearranging the cross section to provide bicycle lanes on the outer side, and providing parking only on one side. The additional space will be given to the footpath and allow for greater separation of the bicycle lanes.

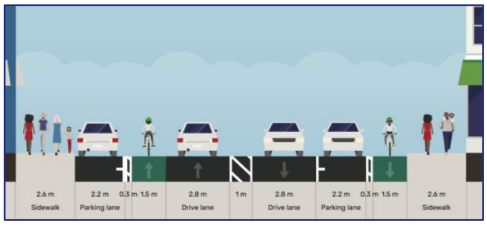


Figure 32: Church Street (existing)

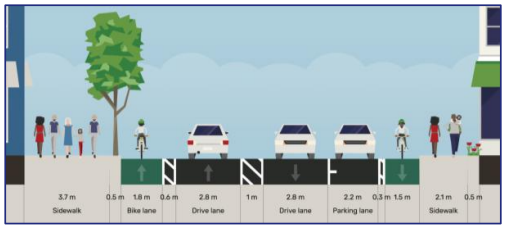


Figure 33: Church Street (proposed)

6. Review of Planning Scheme Changes

6.1. Clause 11.03-6L-01 (Cremorne Precinct)

Part of Amendment C318yara is the introduction of a new local Clause for the Cremorne Precinct under Clause 11.03-6L-01. The explanatory report describes it as:

"a place-based policy which supports Cremorne as a vibrant, diverse, accessible, and high amenity enterprise precinct and includes specific policy on land use, built form, access and movement, open space, and the public realm."

The relevant objectives relating to traffic engineering matters are set out below.

> ***Movement and access***
>
> ***Objectives***
>
> *To create a highly accessible and well connected movement network which prioritises sustainable and active transport and discourages through traffic.*
>
> *To provide a safe and attractive cycling and pedestrian network which connects strategic corridors, major trails, and key destinations, including public transport.*

These objectives are appropriate. As discussed above, the future of access in Cremorne is pedestrian and cyclist based, with pedestrian improvements providing accessing the existing high quality public transport services available on the edges of Cremorne.

A response to the strategies outlined in this clause are discussed in Table 8.

Table 8: Review of Strategies relating to Transport Planning in proposed Clause 11.03-6L-01

Strategies	Response
Promote Cremorne as a walkable precinct with reduced traffic speeds and traffic volumes, new footpaths and greening to provide safe pedestrian access to buildings and new pedestrian connections.	Noted and agreed.
Enhance pedestrian and cyclist connections: • *To Richmond Station with a new and upgraded pedestrian crossing, public spaces and bicycle facilities at Swan Street and Cremorne Street to promote accessibility to public transport and a new connection to Lennox Street and the northern suburbs.*	The UDF proposes upgrade works to the Swan Street / Cremorne Street intersection which will improve pedestrian and bicycle facilities at this location. Additionally, a dedicated bicycle route is proposed on Cremorne Street. We are satisfied that these improvements are appropriate and can be readily accommodated in the local road network. Providing bicycle facilitates along Swan Street to Richmond Station and Lennox Street is outside the scope of works for the Cremorne Precinct, however we

Strategies	Response
	consider that some pedestrian link to these other locations from Cremorne Street is logical. These works would need to be considered in consultation with DTP.
• *Along Cremorne Street linking Richmond Station to the Birrarung Precinct.*	A bicycle route and improved pedestrian facilities are proposed along Cremorne Street and Gough Street under the UDF, which connects to the Yarra Trail (i.e. the Birrarung Precinct). This is the most direct north-south connection between Swan Street and the Yarra Trail that does not utilise the arterial road network. The connection to the Yarra Trail at the Punt Road interface is not particularly bicycle friendly, and we consider that this connection would need to be upgraded as part of any works to formalise this bicycle route.
• *On Kelso, Stephenson, Balmain and Cotter Streets to provide green connections to eastern and western Cremorne and open space.*	This should be updated to remove Kelso Street from this list as it will no longer be a bicycle route.
• *Along Green Street, Oddys Lane and Chestnut Street to connect to the Yarra River (Birrarung) and South Yarra.*	Green Street is designated as a bicycle route on the UDF, however this road is only one-way northbound at its northern end. We agree that Chestnut Street should also be included as a bicycle route serving the southbound traffic. The connection at the Yarra Trail at Oddys Lane is limited, due to the presence of a narrow road bridge, with stairs on each end. This connection would require significant works to allow for its use as a primary bicycle route.
• *Along Church Street connecting East Richmond Station, Swan Street and South Yarra.*	Church Street is nominated as providing separated bicycle facilities. This is supported, noting that Church Street has on-road bicycle lanes currently.
• *Along Adolph, Chapel, Adelaide, Gordon, Albert, Amsterdam, Yorkshire and Howard Streets off Church Street to provide green connections to other parts of Cremorne.*	The UDF nominates Adelaide Street and Adolph Street as the primary bicycle and pedestrian routes, and we agree that the designation of these two roads is appropriate. Gordon Street, Albert Street, Yorkshire Street and Howard Street are not nominated in the UDF.

Strategies	Response
• *To East Richmond Station including new public spaces and pedestrian priority zones and improvements to the underpass.*	The upgrades to Green Street, Chestnut Street and Adolph Street will facilitate improved access to East Richmond Station for cyclists and pedestrians. We agree that improvements to the underpass should also be considered to improve cyclist access at this location.
Enhance access to the Main Yarra Trail and Yarra River (Birrarung) corridor at Oddys Lane, Church Street and Harcourt Parade.	To facilitate cyclist movements to the south in/out of the Cremorne Precinct, these additional connections would need to be improved. The Oddys Lane connection is the most challenging, as it currently has a narrow bridge with stairs on each side over Citylink. Nonetheless, these works should be considered as part of future upgrade works.
Support development which provides new ground level links through the sites and shared road reserves while allowing access for servicing.	We agree that consideration for pedestrian connections should be given for new developments the Cremorne Precinct.
Discourage new vehicle access points on pedestrian, public transport, and bicycle priority routes.	We agree that in instances where sites have multiple frontages, that access to roads not fronting designated bicycle and pedestrian routes should be considered in preference to those that do. Additionally, the number of access points to any bicycle route should also be minimised, as practical. This should be reflected in the DDO controls as well (see following Section).

Three Precinct maps were also included in this policy (being the Cremorne West Precinct, Railway Precinct and Church Street Precinct), which cover the whole Cremorne Precinct, and detail the transport network changes outlined in the UDF plan discussed in Section 5. **All three Precinct maps will need to be updated to align with the final Future Movement Framework plan at Figure 21.**

6.2. DDO Controls

Amendment C318yara also seeks to implement permanent provisions for the Design and Development Overlays (DDOs) for the Cremorne Precinct.

These will replace the interim DDOs currently in place.

The proposed DDO Controls at Clause 43.02 are:

- Schedule 51 (Cremorne West Precinct),
- Schedule 52 (Railway Precinct), and
- Schedule 53 (Church Street Precinct).

A review of the relevant traffic engineering matters in each Schedule is provided in the table below.

From a traffic perspective, the requirements are essentially the same for each of the different precincts, but with slightly different wording in places.

Table 9: Review of DDOs

Schedule 51 (Cremorne West Precinct)	Schedule 52 (Railway Precinct)	Schedule 53 (Cremorne East Precinct)	Response
2.13 Vehicle access and laneways requirements Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference).	**2.11 Vehicle access and laneways requirements** Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference).	**2.12 Vehicle access and laneways requirements** Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference).	This is generally appropriate, however, consideration should also be considered to avoiding designated bicycle routes and pedestrian routes (where possible). Suggested wording: *Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference), with designated bicycle routes and pedestrian routes avoided where possible.*
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.	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.	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.	This is appropriate, as it ensures that simultaneous two-way movement is possible within laneway, which will reduce any potential vehicle conflicts resulting from development.
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.	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 right of way/laneway.	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.	This is appropriate, as it ensures that simultaneous two-way movement is possible within laneway, which will reduce any potential vehicle conflicts resulting from development.

Schedule 51 (Cremorne West Precinct)	Schedule 52 (Railway Precinct)	Schedule 53 (Cremorne East Precinct)	Response
Car parking should be located within a basement or concealed from the public realm (in that order of preference).	Car parking should be located within a basement or concealed from the public realm (in that order of preference).	Car parking should be located within a basement or concealed from the public realm (in that order of preference).	This is not strictly a traffic engineering matter (generally more urban design), however there are no issues with preferring basement or concealed parking, where practically possible to provide.
Separate entries for car parking and loading bays is discouraged.	Separate entries for car parking and loading bays is discouraged.	Separate entries for car parking and loading bays is discouraged.	This would depend on the type of land use. If significant loading activities were required, then separated loading facilities may be required. In all other cases, shared access for loading and general vehicle access is appropriate. On this basis, the use of the word 'discouraged' is supported.
Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by: • Ensuring a high standard of pedestrian amenity. • Limiting potential conflict between vehicle movements and pedestrian activity. • Avoiding wide crossover points. • Ensuring adequate spacing between crossovers.	Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by: • Ensuring a high standard of pedestrian amenity. • Limiting potential conflict between vehicle movements and pedestrian activity. • Avoiding wide crossover points. Ensuring adequate spacing between crossovers.	Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by: • Ensuring a high standard of pedestrian amenity. • Limiting potential conflict between vehicle movements and pedestrian activity. • Avoiding wide crossover points. Ensuring adequate spacing between crossovers.	This is appropriate, and prioritises pedestrian movements, which is in line with Council's overall strategic objectives.

Schedule 51 (Cremorne West Precinct)	Schedule 52 (Railway Precinct)	Schedule 53 (Cremorne East Precinct)	Response
Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.	Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.	Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.	This requirement is reasonable.
At the intersection of laneways and footpaths, development (except for heritage buildings) should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.	At the intersection of laneways and footpaths, development (except for heritage buildings) should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.	At the intersection of laneways and footpaths, development (except for heritage buildings) should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.	This is a reasonable requirement to facilitate pedestrian sight lines around corners.
Properties on the inside corner of bends in laneways or at intersections between two right of ways or laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.	Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.	Properties on the inside corner of bends in laneways or at intersections between two right of ways or laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.	The objective of the control is reasonable. However, a full 3m x 3m splay may not be required, depending on the geometry. The following replacement wording is suggested: *Properties on the inside corner of bends in laneways or at intersections between two right of ways or laneways must provide appropriate vehicle splays to facilitate vehicle access, the satisfaction of the Responsible Authority.*
2.14 Pedestrian and bicycle design requirements Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.	**2.12 Pedestrian and bicycle design requirements** Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.	**2.12 Pedestrian and bicycle design requirements** Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.	This requirement is reasonable.
Development should provide well-designed bicycle infrastructure and end-of-trip facilities.	Development should provide well-designed bicycle infrastructure and end-of-trip facilities.	Development should provide well-designed bicycle infrastructure and end-of-trip facilities.	This requirement is reasonable.
Visitor and staff bicycle parking should be located and designed to be secure and	Visitor and staff bicycle parking should be located and designed to be secure and	Visitor and staff bicycle parking should be located and designed to be secure and	This matter is already dealt with by Clause 52.34.

Schedule 51 (Cremorne West Precinct)	Schedule 52 (Railway Precinct)	Schedule 53 (Cremorne East Precinct)	Response
conveniently accessible from the street and associated uses.	conveniently accessible from the street and associated uses.	conveniently accessible from the street and associated uses.	Visitor spaces do not necessarily need to be in a secured facilitate, with open rails being appropriate for short-term visitor use, as per Clause 52.34. We recommend that this is deleted.
5.0 Application requirements The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority: • A Traffic Engineering Report prepared by a suitably qualified traffic engineer that: – Demonstrates how the development minimises impact on the level of service, safety and amenity of the arterial road network (including tram services). – Demonstrates how the development reduces car dependence and promotes sustainable transport modes. – Includes an assessment of the impacts of traffic and parking in the precinct including an assessment of the ongoing functionality of a laneway/s or right of way/s, where applicable.	**5.0 Application requirements** The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority: • A Traffic Engineering Report prepared by a suitably qualified traffic engineer that: – Demonstrates how the development minimises impact on the level of service, safety and amenity of the arterial road network (including tram services). – Demonstrates how the development reduces car dependence and promotes sustainable transport modes. – Includes an assessment of the impacts of traffic and parking in the precinct including an assessment of the ongoing functionality of a laneway, where applicable.	**5.0 Application requirements** The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority: • A Traffic Engineering Report prepared by a suitably qualified traffic engineer that: – Demonstrates how the development minimises impact on the level of service, safety and amenity of the arterial road network (including tram services). – Demonstrates how the development reduces car dependence and promotes sustainable transport modes. – Includes an assessment of the impacts of traffic and parking in the precinct including an assessment of the ongoing functionality of a laneway or right of way, where applicable.	This requirement is appropriate, and it ensures that developments consider the impacts of any increase to vehicle traffic in the area. This also ensures that adequate consideration is given to pedestrian impacts and encourages prioritisation of alternative modes of transport to private vehicle travel.

6.3. Review of Parking Overlay

Amendment C318yara also seeks to implement a new Parking Overlay for the Cremorne Precinct under Schedule 3 to Clause 45.09 of the Planning Scheme.

The Schedules provides the following relevant information:

2.0 Permit requirement

A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 for any use specified in the Table to this schedule.

A permit is required to provide more than the maximum parking provision specified for a use in the Table to this schedule.

3.0 Number of car parking spaces required

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the Rate specified for the use by the Accompanying Measure.

Use	Measure	Category 1 (max rate)	Category 2 (max rate)	Category 3 (max rate)	Category 4 (max rate)
Office	To each 100 sq m of net floor area	1	1	0.9	0.45
Retail	To each 100 sq m of leasable floor area	1	1	1	1

For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.

4.0 Application requirements and decision guidelines for permit applications

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 4509 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- *An empirical analysis which supports a variation in the maximum number of car parking spaces that should be provided.*
- *The characteristics of the use in relation to the likely car parking demands generated.*
- *Whether the proposal supports sustainable transport patterns that preference walking, cycling and public transport use.*
- *The impact on the road network of providing car parking more than the maximum rate.*
- *The impact on local amenity, including pedestrian amenity and quality of the public realm.`*

- *Whether car parking and access are located and designed to minimise pedestrian disruption and maximise active frontages.*
- *Whether development contributes to sustainable transport infrastructure improvements in the area.*
- *The provision of alternative transport modes on the site, including but not limited to car share, safe and secure motorcycle and bicycle parking.*
- *The provision of end of trip facilities including, but not limited to showers, lockers, and/or other similar amenities.*

6.3.1. Review of Proposed Car Parking Rates

As previously discussed in Section 2.3, our office has previously completed the 'Parking Controls Review – Cremorne Enterprise Precinct' (Traffix Group, dated July, 2020). The findings of the report are summarised below.

The need for a review of the parking controls is borne out of a number of factors including:

- *That Cremorne is undergoing a rapid rate of development, land use change and intensification.*
- *Cremorne is attracting a significant number of trips from outside the Precinct.*
- *Cremorne has a constrained road network that experiences high levels of traffic congestion.*
- *Tensions between businesses, residents and visitors to the area.*

Cremorne has a number of unique transport challenges and opportunities, namely:

- *The road network within Cremorne is constrained in a number of ways:*
  - *Cremorne's connections to the arterial road network are limited in all directions, particularly to the north, west and south.*
  - *The arterial road network and its connections to Cremorne are congested during the commuter peak hours and there are very limited options to increase the traffic capacity of the arterial road network or its connections into Cremorne.*
  - *The rail lines through Cremorne form barriers to movement of all transport modes with only a limited number of crossing points.*
  - *It is served by a dense network of narrow roads. Many of these roads operate in a one-way direction. A significant number of the roads are akin to laneways with narrow cross sections and have limited traffic carrying capacity.*
- *Cremorne is highly accessible by public transport. This includes 'local' tram and bus services and city-wide services via the metropolitan rail network.*
- *There is high quality bicycle infrastructure in the area around Cremorne, however the connections to this infrastructure are not at the same high level.*
- *Cremorne is highly walkable from a geographic standpoint. However, the quality of the pedestrian infrastructure within the local road network is generally poor, with key*

issues being narrow footpaths/verges, variable surface quality, infrastructure obstructing footpaths and generally poor pedestrian amenity.

- *On-street parking is highly controlled, with limited options for long-term (staff) parking using public parking resources. Demand for car parking within Cremorne is generally very high during business hours and lower during the evening and on weekends.*

In the context of the above, the Parking Overlay recommended by this report is primarily designed to reduce the parking requirements of employment generating developments. This will assist the development of Cremorne by:

- *Encouraging sustainable transport modes.*
- *Reducing the traffic impacts of new office/commercial developments.*

Fundamentally, none of these existing conditions have materially changed since the writing of this report.

The report recommended the following car parking rates be adopted by a Parking Overlay:

- *The Office car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 NFA.*
- *The Retail car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 LFA.*

  All other uses are to remain at the current minimum requirements of Column B of Clause 52.06-5.

Office use is particularly conducive to reducing car-based trips in the area, given that these trips typically occur during the peak hour periods, and that providing office staff with a car space actively encourages them to drive to the area. In the case of Cremorne, the development of office space has been particularly significant and is a key land use in the area.

The other use considered is retail, again given that there is significant retail space within the Cremorne Precinct, particularly along Church Street.

Limiting the level of car parking for these key land uses is a key part addressing Cremorne's existing conditions and constraints and achieving policy objectives of increased sustainable transport use.

Policy Changes

There have been other policy changes since the recommendations set out in the report, including the adopting of the state-wide Plan for Victoria, in place of Plan Melbourne (see Section 3.1 for a detailed review of this policy).

The specific actions that relate to a reduction in car parking requirements are set out below:

- *5. Match car and bike parking requirements and bike facilities with demand*
- *17. Encourage walking and cycling*

Yarra City Council has adopted the City of Yarra's Transport Strategy 2022-2032 (see Section 3.2). This policy includes 3 objectives that support a reduction in the car parking requirements for developments:

O1. Increased use of space-efficient forms of transport in Yarra

O4. Reduced car use for trips within, to, from or through Yarra

O5. Increased use of environmentally sustainable forms of transport in response to the climate emergency

The policy includes a hierarchy of transport modes, which includes active transport (walking, cycling, etc.) at the top, and private vehicle travel at the bottom.

Accordingly, based on both two new policies, there is further strategic support to reduce car travel, which can be assisted through the reduction of car parking provided in new development.

Amendment VC277

The Parking report was written at a time when different Planning Scheme rates applied, prior to VC277, which was introduced in December, 2025.

At this time, there were two car parking rates, being Column A and Column B rates, which applied minimum car parking rates, with a reduced rate being applied by Column B, which was to apply if the site was located within the Principal Public Transport Network area (PPTN). Cremorne was subject to Column B parking rates.

Since this time, updated car parking rates have been introduced. Under the new provisions:

- The minimum car parking rates of the old Column A and Category 1 rates are generally consistent.
- Category 2 minimum rates were generally much lower than Column A or B rates.
- The Category 3 applies minimum and maximum rates. In some cases, the minimum rate is zero.
- Category 4 applies maximum rates. Imposition of maximum rates with no minimums also implicitly allows zero car parking.

The table below compares the rates between the Planning Scheme and proposed Parking Overlay. We note that for 'retail', we have adopted the 'shop' rate, although 'retail' covers a broader range of land uses under Clause 73.04 including food and drink premises.

Table 10: Comparison of Planning Scheme and Parking Overlay Rates

Use/Category	Clause 52.06-5	Proposed Overlay (post exhibition)
Office		
Category 1	Min. 3.5 spaces per 100m^2 NFA	Max. 1 space per 100m^2 NFA
Category 2	Min. 0.45 spaces per 100m^2 NFA	Max. 1 space per 100m^2 NFA
Category 3	Min. 0 spaces per 100m^2 NFA Max. 0.9 spaces per 100m^2 NFA	Max. 0.9 spaces per 100m^2 NFA
Category 4	Max. 0.45 spaces per 100m^2 NFA	Max. 0.45 spaces per 100m^2 NFA
Retail		
Category 1	Min. spaces 4 per 100m^2 LFA	Max. 1 space per 100m^2 LFA
Category 2	Min. 2 spaces per 100m^2 LFA	Max. 1 space per 100m^2 LFA
Category 3	Min. 0 spaces per 100m^2 LFA Max. 2 spaces per 100m^2 LFA	Max. 1 space per 100m^2 LFA
Category 4	Max. 1 space per 100m^2 LFA	Max. 1 space per 100m^2 LFA

For office, it is now proposed that the Category 3 and 4 rates will be the same as Clause 52.06-5, with the main deviation from these rates being maximum rates for Category 1 and 2.

For the retail use, the Parking Overlay rates will be consistent with the Category 4 rates, half the Category 3 rate, while also applying maximum rates rather than minimum rates to Category 1 and 2.

Accordingly, the primary change will be a reduction in car parking for sites located in Category 1 and 2.

It is of note that the proposed Overlay also states, '*For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.*' Given that Column B rates is an old measure, we would recommend that this wording be modified to stated something along the lines of:

> *For all other uses listed in Table 1 of Clause 52.06-5, the applicable Category rate of Clause 52.06-5 applies*

Accordingly, this Parking Overlay will then only reduce rates for offices and retail premises, as originally intended and all other uses would be treated as per the new Clause 52.06-5.

The impacted areas are shown in Figure 34, noting that Clause 52.06-5 states that if a site is within two categories, that the higher category applies.

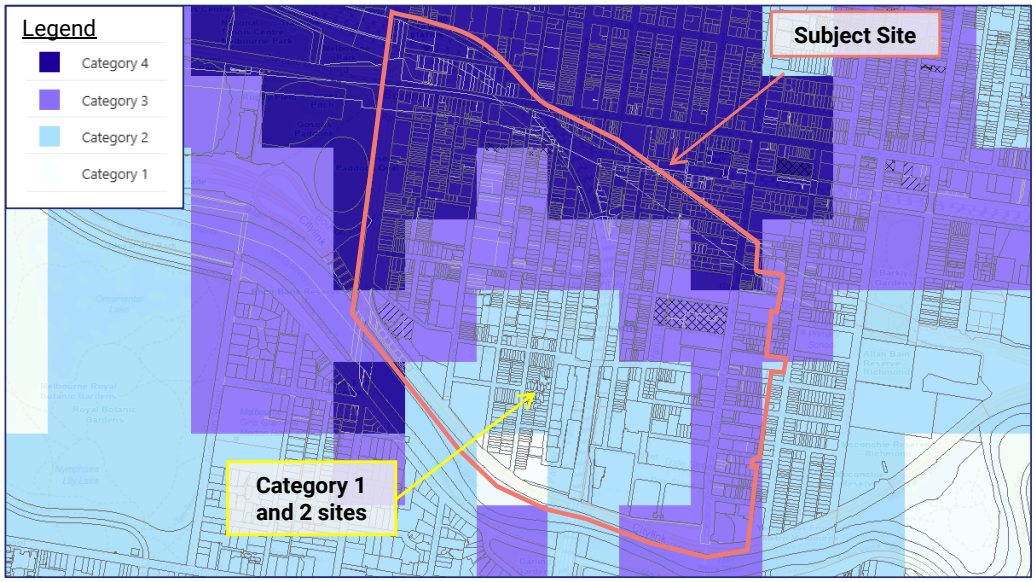


Figure 34: Car Parking Category of Area

As can be seen above, the relevant sites are all located on the southern part of the Precinct. This includes several properties that are residentially zoned, centred on Cubitt Street, to which the reduced rates of the Parking Overlay would not apply.

Cremorne as a whole suburb is well served by public transport, with multiple train, tram and bus services, including Richmond Station, which is a key interchange hub servicing the eastern and south-eastern suburbs. Even the southernmost point of the Cremorne precinct is within 1km of Richmond Station, which would take the average person under 15 minutes to walk. It is of note that the average commuter walk to a train station for commuters across Victoria is 721m, meaning that even at the furthest point, the additional distance is only minor (approximately 300m, or an additional 3 minutes above the median).

This is not considered an unreasonable walking distance to quality public transport, and would not be considered a transport disadvantage in any real sense. These southern properties also have access to South Yarra Station via the crossing at the end of Oddys Lane, which they can also walk to in approximately 15 minutes.

It is also important to note that the UDF proposes pedestrian and cyclist improvements to the internal road network within Cremorne, which would make accessing any site within this area easier, safer and more convenient.

Accordingly, the high level of service by public transport at all areas would not require different car parking rates to be applied at different locations in Cremorne.

The new Car Parking Categories are grid based. This grid nature is quite fine grained and penalises walking distance from public transport nodes after a relatively short distance.

For example, the Category 2 area (which only applies minimum rates) begins approximately 600m walking distance from Richmond Station, or approximately a 7-minute walk away from one of the key train interchanges in Melbourne. This same car parking category applies to approximately 50% of Melbourne including areas in outer suburbs, in Rosebud, Gisborne and Torquay (among other locations), which clearly have significantly lower access to transport than Cremorne. Accordingly, the application of the same rates to a well serviced inner-metropolitan area does require some nuanced judgment rather than rigid application.

Cremorne is also well connected to the surrounding bicycle network, including off-road trails that connect the CBD and wider area.

The existing travel patterns to the area set out in Section 4.3.2 show that a significant portion of trips are undertaken by sustainable modes of travel (i.e. trips other than private vehicle), with approximately half the trips to offices within the area being undertaken by alternative modes of transport. Well above the average across Greater Melbourne.

All the above shows that Cremorne is ideally placed to implement reduced car parking rates below the current Planning Scheme requirements.

Accordingly, we consider that the entire Cremorne Precinct is well served by public transport, and that different car parking rates are not warranted at different locations.

Cremorne is a unique precinct as discussed extensively above. The constrained road network affects every property in Cremorne. Any vehicles wishing to access the southern portion of Cremorne (where the Category 1 and 2 sites are located, and thus where higher car parking rates apply), that the trips would have to navigate through the whole Cremorne Road network to access the area. This increase in vehicle traffic within the Cremorne local roads is the opposite of what the UDF and local polices are aiming to achieve.

Accordingly, we consider that a wholistic approach to car parking provision within Cremorne should be adopted, and that maximum car parking rates across the whole precinct is a logical solution in this location.

Overall, we are satisfied that the update car parking rates proposed in the Parking Overlay are appropriate.

6.3.2. Review of Decision Guidelines to Exceed Maximum Car Parking Rates

The table below provides commentary to each of the Decision Guidelines set out in the proposed Parking Overlay.

Table 11: Review of Decision Guidelines to Exceed Maximum Car Parking Rates

Guideline	Response
• *An empirical analysis which supports a variation in the maximum number of car parking spaces that should be provided.*	There may be instances where a specific business or land use requires a level of car parking that is higher than the recommended requirement of 1 space per 100m^2 and the decision guidelines should be flexible enough to consider where a permit can be granted to exceed the maximum requirement. By example, a particularly significant employer or 'anchor' business may require additional car parking for commercial reasons and the economic benefits of this proposal may outweigh the transport implications.
• *The characteristics of the use in relation to the likely car parking demands generated.*	
• *Whether the proposal supports sustainable transport patterns that preference walking, cycling and public transport use.*	Providing car parking in excess of the maximum rate should not create an environment where the use of sustainable transport modes is significantly impacted.
• *The impact on the road network of providing car parking more than the maximum rate.*	There may be instances where a new development is able to mitigate its transport impact on the road network or provide some wider transport network benefit. Another example might be a site located on the periphery of Cremorne and has better vehicular access to the external road network than a property that is 'internal' to Cremorne and allowing a modest increase in car parking over the maximum rate would not significantly impact on traffic condition in the area. Alternatively, a minor variation above the maximum rate may also be acceptable, particularly for small scale developments.
• *The impact on local amenity, including pedestrian amenity and quality of the public realm.*	The provision of car parking in excess of the maximum parking rate may have a negative impact on the design of building. This might

Guideline	Response
• *Whether car parking and access are located and designed to minimise pedestrian disruption and maximise active frontages.*	include how it presents to the public realm, or how the vehicle access impacts on pedestrian amenity or safety or other impacts.
• *Whether development contributes to sustainable transport infrastructure improvements in the area.*	It is a widely understood and accepted principle that traffic impacts should be mitigated through associated traffic works. The classic example being an intersection upgrade being required to cater for increased turning movements as result of new development. This thinking also needs to be applied to sustainable transport infrastructure. There needs to be a recognition by developers and decision makers that the transport impacts of new developments could be offset by better sustainable transport infrastructure. In the case of Cremorne, this is particularly relevant where the expectation is that the transport needs of new development should be largely met by sustainable transport modes.
• *The provision of alternative transport modes on the site, including but not limited to car share, safe and secure motorcycle and bicycle parking.*	Any application to exceed the maximum parking rates should still support sustainable transport modes by future employees, such as adequate bicycle parking, car share vehicles and other green travel initiatives.
• *The provision of end of trip facilities including, but not limited to showers, lockers, and/or other similar amenities.*	It would not be acceptable to exceed the maximum parking rates but not encourage the use of sustainable transport modes.

7. Conclusions

Having undertaken a detailed traffic engineering assessment of the Amendment C318 for the Cremorne Precinct, we are of the opinion that:

a) Regarding the Future Movement Framework Plan contained in the UDF:
   i) The change of Cremorne Street to one-way between Stephenson Street and Balmain Street addresses through traffic and allows a reprioritisation of road space to facilitate better footpaths on a key pedestrian route and dedicate cyclist facilities.
   ii) Change of Balmain Street to one-way at the rail line (and complementary changes on other streets) will result in less through traffic within the precinct.
   iii) Other aspects of the Framework are generally supported, however we would recommend some minor changes to the street management and layout as follows:
      - The Punt Road separated bicycle route should be removed.
      - The bicycle / pedestrian connection for the precinct at the Punt Road / Yarra Trail interchange (east side) should be upgraded to better accommodate cyclist movements.
      - Balmain Street between Cremorne Street to the rail underpass should provide a continuous, separated bicycle facility (orange line).
      - Chestnut Street should be included as a bicycle route (sharrow treatment for southbound traffic) to compliment Green Street, which operates in a northbound direction
      - Gwynne Road can be considered as a complimentary bicycle route for southbound traffic if Stephenson Street cannot be updated to provide a dedicated southbound bicycle lane
   iv) A 30km/h speed limit should be adopted across the Cremorne Precinct to support cycling and walking outcomes, however it is noted that the traffic surveys found that the actual vehicle speed on all streets is less than 30km/h under existing conditions.

b) Some updates to Clause 11.03-6L-01 are required to reflect the recommended Future Movement Framework plan in the UDF, including:
   i) All three Precinct maps will need to be updated.
   ii) The Strategies relating to Movement and Access will need to be updated for consistency (such as removing Kelso Street as a Green Street).

c) The proposed DDO controls are generally appropriate from a traffic engineering perspective, however the following changes are recommended:
   i) at 'Vehicle access and laneways requirements':

Replace 'Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference)' with:

Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference), with designated bicycle routes and pedestrian routes avoided where possible.

Replace the requirement for 3m x 3m splays with the following:

Properties on the inside corner of bends in laneways or at intersections between two right of ways or laneways must provide appropriate vehicle splays to facilitate vehicle access, the satisfaction of the Responsible Authority.

ii) at 'Pedestrian and bicycle design requirements', the following should be deleted:

Visitor and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses

This is already covered by Clause 52.34 and in the case of visitor bicycle parking the requirement for secure bicycle parking is more than Clause 52.34.

d) The proposed Parking Overlay controls seek to implement maximum car parking rates across all car parking categories and we consider the proposed car parking rates to be appropriate given that:

i) Including maximum rates across the whole precinct for office and retail uses is aligned with the state and local policies for prioritising sustainable modes of transport over private vehicle travel.

ii) The inclusion of maximum car parking rates aligns with the objectives of the Cremorne UDF.

iii) The overall Cremorne area should be treated with a holistic approach to car parking control, given the constrained road network affects every property in the area.

iv) While walking distances vary, the entirety of Cremorne enjoys a high level of access to public transport.

v) It is illogical to provide minimum and maximum rates at different parts of Cremorne, given these objectives work against one another in the Cremorne context.

e) The wording to the text following the car parking requirement table that states: '*For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies*.'

This should be changed to:

i) For all other uses listed in Table 1 of Clause 52.06-5, the applicable Category rate of Clause 52.06-5 applies

Appendix A

Tube Count Results

Traffix Group G38386R-01C

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

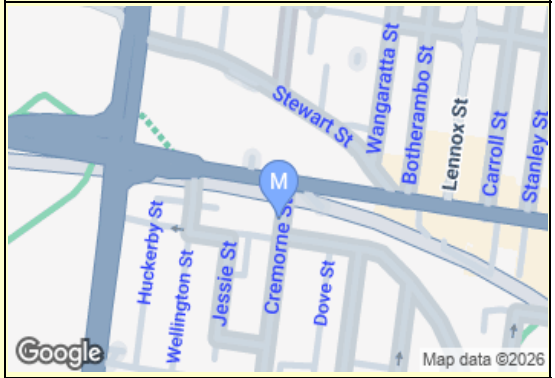
Street Name :	Cremorne St	**Location :**	Outside Property 6
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	FV3626N6	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27978	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 37° 49' 31.11 South Long 144° 59' 27.69 East		Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	6,206	3,312	2,894
(Vehicles/Day)		7 Day Average	5,730	3,003	2,727
Weekday	**AM**	09:00	467	193	274
Peak hour starts	**PM**	17:00	506	354	152
Speeds :		85th Percentile	31.1	28.9	33.3
(Km/Hr)		Average	24.7	23.1	26.4
Classification % :		Light Vehicles up to 5.5m	94.6%	94.6%	94.6%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.825307, 144.991024



Speed Data | Speed Graph | Speed Bin

Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	11:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	17:00	16:00	17:00	17:00	16:00	19:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	11	14	9	91	11	35	110	281	40	136	27	145	73
01:00	6	7	8	61	9	30	94	215	31	91	18	124	62
02:00	4	9	9	19	7	12	32	92	13	48	10	44	22
03:00	11	8	8	15	10	20	34	106	15	52	10	54	27
04:00	20	13	14	9	10	27	11	104	15	66	13	38	19
05:00	21	40	48	37	37	25	16	224	32	183	37	41	21
06:00	77	92	99	83	101	36	17	505	72	452	90	53	27
07:00	131	140	159	149	124	99	29	831	119	703	141	128	64
08:00	167	187	191	180	175	88	55	1043	149	900	180	143	72
09:00	186	220	189	194	175	134	85	1183	169	964	193	219	110
10:00	156	188	169	186	168	152	113	1132	162	867	173	265	133
11:00	177	202	195	219	211	161	136	1301	186	1004	201	297	149
12:00	174	179	237	226	229	170	181	1396	199	1045	209	351	176
13:00	182	183	208	189	232	143	129	1266	181	994	199	272	136
14:00	207	205	222	212	202	160	114	1322	189	1048	210	274	137
15:00	212	209	227	231	238	125	154	1396	199	1117	223	279	140
16:00	311	344	319	336	360	139	144	1953	279	1670	334	283	142
17:00	351	335	385	376	326	162	112	2047	292	1773	355	274	137
18:00	199	225	280	284	221	154	153	1516	217	1209	242	307	154
19:00	112	133	192	144	138	191	107	1017	145	719	144	298	149
20:00	71	77	107	107	113	85	57	617	88	475	95	142	71
21:00	51	71	86	69	91	71	52	491	70	368	74	123	62
22:00	40	69	173	46	85	151	20	584	83	413	83	171	86
23:00	23	20	126	51	75	130	12	437	62	295	59	142	71
Total	2900	3170	3660	3514	3348	2500	1967	21059	3008	16592	3318	4467	2234
% Heavy	6.00%	6.66%	5.66%	5.92%	5.94%	3.12%	2.44%	5.34%		6.02%		2.82%	

Page 1 of 1

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Cremorne St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	15:00	N/A	12:00	N/A	12:00	N/A	12:00
00:00	7	10	6	95	12	26	71	227	32	130	26	97	49
01:00	6	5	6	54	7	17	62	157	22	78	16	79	40
02:00	3	4	10	14	10	16	19	76	11	41	8	35	18
03:00	7	6	6	10	2	17	15	63	9	31	6	32	16
04:00	23	18	24	26	21	64	13	189	27	112	22	77	39
05:00	80	113	104	107	105	29	13	551	79	509	102	42	21
06:00	138	173	171	175	183	69	19	928	133	840	168	88	44
07:00	153	177	175	158	156	106	37	962	137	819	164	143	72
08:00	280	274	244	295	265	94	60	1512	216	1358	272	154	77
09:00	267	294	288	301	224	130	86	1590	227	1374	275	216	108
10:00	159	209	216	229	192	159	139	1303	186	1005	201	298	149
11:00	162	192	185	189	229	168	191	1316	188	957	191	359	180
12:00	174	207	212	210	214	206	216	1439	206	1017	203	422	211
13:00	157	164	211	208	185	157	167	1249	178	925	185	324	162
14:00	136	140	199	160	157	130	184	1106	158	792	158	314	157
15:00	126	149	170	142	127	137	222	1073	153	714	143	359	180
16:00	126	128	162	144	131	132	168	991	142	691	138	300	150
17:00	119	163	189	158	135	147	97	1008	144	764	153	244	122
18:00	93	145	153	155	144	178	139	1007	144	690	138	317	159
19:00	66	78	131	96	104	133	86	694	99	475	95	219	110
20:00	43	58	69	82	79	54	60	445	64	331	66	114	57
21:00	29	47	58	74	60	58	32	358	51	268	54	90	45
22:00	24	57	179	53	49	152	21	535	76	362	72	173	87
23:00	7	10	132	52	48	137	13	399	57	249	50	150	75
Total	2385	2821	3300	3187	2839	2516	2130	19178	2740	14532	2906	4646	2323
% Heavy	6.16%	5.28%	5.67%	5.43%	6.45%	4.21%	4.55%	5.43%		5.77%		4.37%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	12:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	18	24	15	186	23	61	181	508	73	266	53	242	121
01:00	12	12	14	115	16	47	156	372	53	169	34	203	102
02:00	7	13	19	33	17	28	51	168	24	89	18	79	40
03:00	18	14	14	25	12	37	49	169	24	83	17	86	43
04:00	43	31	38	35	31	91	24	293	42	178	36	115	58
05:00	101	153	152	144	142	54	29	775	111	692	138	83	42
06:00	215	265	270	258	284	105	36	1433	205	1292	258	141	71
07:00	284	317	334	307	280	205	66	1793	256	1522	304	271	136
08:00	447	461	435	475	440	182	115	2555	365	2258	452	297	149
09:00	453	514	477	495	399	264	171	2773	396	2338	468	435	218
10:00	315	397	385	415	360	311	252	2435	348	1872	374	563	282
11:00	339	394	380	408	440	329	327	2617	374	1961	392	656	328
12:00	348	386	449	436	443	376	397	2835	405	2062	412	773	387
13:00	339	347	419	397	417	300	296	2515	359	1919	384	596	298
14:00	343	345	421	372	359	290	298	2428	347	1840	368	588	294
15:00	338	358	397	373	365	262	376	2469	353	1831	366	638	319
16:00	437	472	481	480	491	271	312	2944	421	2361	472	583	292
17:00	470	498	574	534	461	309	209	3055	436	2537	507	518	259
18:00	292	370	433	439	365	332	292	2523	360	1899	380	624	312
19:00	178	211	323	240	242	324	193	1711	244	1194	239	517	259
20:00	114	135	176	189	192	139	117	1062	152	806	161	256	128
21:00	80	118	144	143	151	129	84	849	121	636	127	213	107
22:00	64	126	352	99	134	303	41	1119	160	775	155	344	172
23:00	30	30	258	103	123	267	25	836	119	544	109	292	146
Total	5285	5991	6960	6701	6187	5016	4097	40237	5748	31124	6225	9113	4557
% Heavy	6.07%	6.01%	5.66%	5.69%	6.17%	3.67%	3.54%	5.39%		5.91%		3.61%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Stephenson St	**Location :**	East of Cremorne St
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	MD12RWSA	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27979	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information			Direction of Travel		
	Lat	37° 49' 32.05 South			
	Long	144° 59' 29.30 East	**Both directions**	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	2,645	1,386	1,259
(Vehicles/Day)		7 Day Average	2,341	1,182	1,159
Weekday	**AM**	09:00	240	108	132
Peak hour start	**PM**	17:00	207	152	55
Speeds :		85th Percentile	33.0	34.1	31.9
(Km/Hr)		Average	26.8	27.8	25.9
Classification % :		Light Vehicles up to 5.5m	90.9%	91.1%	90.8%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.825569, 144.991472



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV ISO 9001
SAFETY SYSTEM CERTIFICATION DNV ISO 45001
ENVIRONMENTAL SYSTEM CERTIFICATION DNV ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Stephenson St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	08:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	14:00
00:00	1	3	5	13	6	8	25	61	9	28	6	33	17
01:00	2	4	6	11	4	9	21	57	8	27	5	30	15
02:00	2	2	2	7	4	6	9	32	5	17	3	15	8
03:00	6	4	4	2	4	9	12	41	6	20	4	21	11
04:00	5	2	6	4	6	13	4	40	6	23	5	17	9
05:00	14	14	15	10	20	4	5	82	12	73	15	9	5
06:00	33	26	33	31	29	10	7	169	24	152	30	17	9
07:00	58	56	79	56	47	26	8	330	47	296	59	34	17
08:00	89	103	124	119	83	25	10	553	79	518	104	35	18
09:00	68	136	116	128	93	37	21	599	86	541	108	58	29
10:00	65	92	95	92	73	35	24	476	68	417	83	59	30
11:00	55	85	96	111	102	41	43	533	76	449	90	84	42
12:00	79	110	107	117	103	48	55	619	88	516	103	103	52
13:00	61	100	88	99	73	44	44	509	73	421	84	88	44
14:00	70	93	89	79	68	47	60	506	72	399	80	107	54
15:00	81	80	111	95	76	41	67	551	79	443	89	108	54
16:00	108	126	153	127	101	35	45	695	99	615	123	80	40
17:00	139	140	176	159	145	56	27	842	120	759	152	83	42
18:00	72	91	150	97	67	54	53	584	83	477	95	107	54
19:00	25	41	98	50	41	56	25	336	48	255	51	81	41
20:00	23	26	34	33	41	21	7	185	26	157	31	28	14
21:00	18	21	25	24	31	23	10	152	22	119	24	33	17
22:00	17	20	63	14	28	57	2	201	29	142	28	59	30
23:00	7	7	27	14	17	42	2	116	17	72	14	44	22
Total	1098	1382	1702	1492	1262	747	586	8269	1181	6936	1387	1333	667
% Heavy	10.38%	10.27%	8.64%	8.91%	10.86%	4.95%	5.46%	8.97%		9.70%		5.18%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

Site Stephenson St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	08:00	08:00	11:00	11:00	N/A	09:00	N/A	08:00	N/A	11:00
PM Peak	13:00	13:00	18:00	12:00	12:00	18:00	15:00	N/A	12:00	N/A	12:00	N/A	12:00
00:00	4	2	2	10	4	3	12	37	5	22	4	15	8
01:00	0	3	3	10	5	5	12	38	5	21	4	17	9
02:00	2	1	4	4	5	6	0	22	3	16	3	6	3
03:00	4	1	3	2	2	10	2	24	3	12	2	12	6
04:00	12	8	14	18	13	31	5	101	14	65	13	36	18
05:00	33	45	49	34	44	10	7	222	32	205	41	17	9
06:00	66	98	80	91	95	33	5	468	67	430	86	38	19
07:00	80	83	87	74	90	44	15	473	68	414	83	59	30
08:00	131	121	111	153	142	51	23	732	105	658	132	74	37
09:00	116	150	137	148	108	63	39	761	109	659	132	102	51
10:00	78	118	125	101	94	62	72	650	93	516	103	134	67
11:00	63	90	113	122	125	75	106	694	99	513	103	181	91
12:00	59	92	110	106	130	62	122	681	97	497	99	184	92
13:00	69	94	83	100	64	58	105	573	82	410	82	163	82
14:00	40	60	105	75	54	51	121	506	72	334	67	172	86
15:00	43	54	68	58	43	31	143	440	63	266	53	174	87
16:00	35	47	78	64	43	50	30	347	50	267	53	80	40
17:00	35	58	71	62	50	65	18	359	51	276	55	83	42
18:00	32	48	120	48	42	73	21	384	55	290	58	94	47
19:00	15	22	71	29	31	59	18	245	35	168	34	77	39
20:00	9	12	25	18	30	21	6	121	17	94	19	27	14
21:00	12	13	14	21	11	13	9	93	13	71	14	22	11
22:00	6	7	24	6	12	24	2	81	12	55	11	26	13
23:00	1	2	19	9	8	20	2	61	9	39	8	22	11
Total	945	1229	1516	1363	1245	920	895	8113	1159	6298	1260	1815	908
% Heavy	11.01%	8.95%	11.08%	10.86%	10.20%	5.00%	5.14%	9.23%		10.43%		5.07%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Stephenson St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	12:00	18:00	12:00	12:00	18:00	15:00	N/A	12:00	N/A	17:00	N/A	12:00
00:00	5	5	7	23	10	11	37	98	14	50	10	48	24
01:00	2	7	9	21	9	14	33	95	14	48	10	47	24
02:00	4	3	6	11	9	12	9	54	8	33	7	21	11
03:00	10	5	7	4	6	19	14	65	9	32	6	33	17
04:00	17	10	20	22	19	44	9	141	20	88	18	53	27
05:00	47	59	64	44	64	14	12	304	43	278	56	26	13
06:00	99	124	113	122	124	43	12	637	91	582	116	55	28
07:00	138	139	166	130	137	70	23	803	115	710	142	93	47
08:00	220	224	235	272	225	76	33	1285	184	1176	235	109	55
09:00	184	286	253	276	201	100	60	1360	194	1200	240	160	80
10:00	143	210	220	193	167	97	96	1126	161	933	187	193	97
11:00	118	175	209	233	227	116	149	1227	175	962	192	265	133
12:00	138	202	217	223	233	110	177	1300	186	1013	203	287	144
13:00	130	194	171	199	137	102	149	1082	155	831	166	251	126
14:00	110	153	194	154	122	98	181	1012	145	733	147	279	140
15:00	124	134	179	153	119	72	210	991	142	709	142	282	141
16:00	143	173	231	191	144	85	75	1042	149	882	176	160	80
17:00	174	198	247	221	195	121	45	1201	172	1035	207	166	83
18:00	104	139	270	145	109	127	74	968	138	767	153	201	101
19:00	40	63	169	79	72	115	43	581	83	423	85	158	79
20:00	32	38	59	51	71	42	13	306	44	251	50	55	28
21:00	30	34	39	45	42	36	19	245	35	190	38	55	28
22:00	23	27	87	20	40	81	4	282	40	197	39	85	43
23:00	8	9	46	23	25	62	4	177	25	111	22	66	33
Total	2043	2611	3218	2855	2507	1667	1481	16382	2340	13234	2647	3148	1574
% Heavy	10.67%	9.65%	9.79%	9.84%	10.53%	4.98%	5.27%	9.10%		10.05%		5.11%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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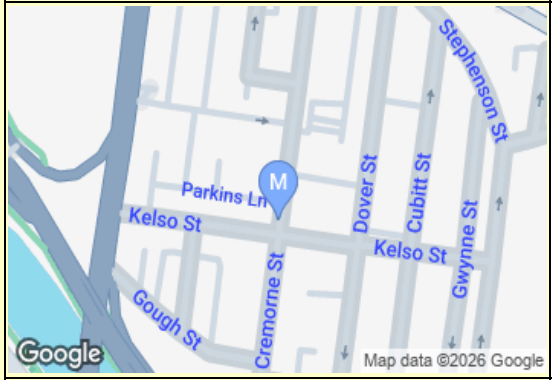
AUTOMATIC COUNT SUMMARY

Street Name :	Cremorne St	**Location :**	Outside Property 92
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	MD00QXA4	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27980	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 37° 49' 40.98 South Long 144° 59' 26.03 East		Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	4,511	2,327	2,184
(Vehicles/Day)		7 Day Average	4,153	2,108	2,045
Weekday	**AM**	09:00	346	180	166
Peak hour starts	**PM**	17:00	443	251	192
Speeds :		85th Percentile	26.0	25.6	26.4
(Km/Hr)		Average	21.6	21.1	22.1
Classification % :		Light Vehicles up to 5.5m	96.6%	96.9%	96.2%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-37.828049, 144.990564



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	19:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	7	9	3	19	4	16	49	107	15	42	8	65	33
01:00	6	5	3	19	3	14	41	91	13	36	7	55	28
02:00	3	7	7	8	7	5	14	51	7	32	6	19	10
03:00	3	8	5	8	6	14	16	60	9	30	6	30	15
04:00	14	8	6	4	6	23	6	67	10	38	8	29	15
05:00	23	36	41	28	29	16	9	182	26	157	31	25	13
06:00	68	70	72	59	84	19	9	381	54	353	71	28	14
07:00	92	133	118	124	85	57	24	633	90	552	110	81	41
08:00	152	198	152	191	162	75	39	969	138	855	171	114	57
09:00	164	222	172	193	148	88	54	1041	149	899	180	142	71
10:00	88	150	105	141	137	101	81	803	115	621	124	182	91
11:00	117	143	136	179	170	120	100	965	138	745	149	220	110
12:00	120	131	158	157	170	131	181	1048	150	736	147	312	156
13:00	128	130	128	154	135	94	109	878	125	675	135	203	102
14:00	120	147	167	137	124	107	97	899	128	695	139	204	102
15:00	159	152	201	172	187	84	159	1114	159	871	174	243	122
16:00	191	219	208	208	212	93	83	1214	173	1038	208	176	88
17:00	252	249	274	281	200	128	64	1448	207	1256	251	192	96
18:00	133	176	233	192	142	159	86	1121	160	876	175	245	123
19:00	70	66	145	70	66	187	51	655	94	417	83	238	119
20:00	41	38	64	53	49	57	40	342	49	245	49	97	49
21:00	28	44	44	38	46	37	22	259	37	200	40	59	30
22:00	10	19	73	22	35	89	11	259	37	159	32	100	50
23:00	11	10	61	21	33	55	9	200	29	136	27	64	32
Total	2000	2370	2576	2478	2240	1769	1354	14787	2112	11664	2333	3123	1562
% Heavy	4.25%	3.71%	3.45%	3.27%	3.79%	1.13%	1.55%	3.17%		3.67%		1.31%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	22:00	17:00	12:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	3	9	4	33	12	20	33	114	16	61	12	53	27
01:00	7	2	4	17	4	7	25	66	9	34	7	32	16
02:00	2	4	3	10	4	8	11	42	6	23	5	19	10
03:00	4	3	4	4	4	7	16	42	6	19	4	23	12
04:00	7	5	5	3	6	26	7	59	8	26	5	33	17
05:00	25	37	39	37	35	13	5	191	27	173	35	18	9
06:00	59	75	58	71	71	34	13	381	54	334	67	47	24
07:00	77	106	106	86	79	66	17	537	77	454	91	83	42
08:00	170	187	141	178	153	41	24	894	128	829	166	65	33
09:00	142	196	161	186	144	63	35	927	132	829	166	98	49
10:00	85	150	133	168	123	95	67	821	117	659	132	162	81
11:00	110	147	121	153	149	113	93	886	127	680	136	206	103
12:00	143	159	143	171	160	158	149	1083	155	776	155	307	154
13:00	99	118	158	149	136	104	138	902	129	660	132	242	121
14:00	117	121	147	158	120	101	151	915	131	663	133	252	126
15:00	120	139	146	115	128	91	238	977	140	648	130	329	165
16:00	152	158	168	162	116	84	207	1047	150	756	151	291	146
17:00	208	205	217	195	134	90	85	1134	162	959	192	175	88
18:00	121	141	241	195	131	111	175	1115	159	829	166	286	143
19:00	75	79	144	89	73	95	65	620	89	460	92	160	80
20:00	44	45	52	62	48	34	48	333	48	251	50	82	41
21:00	27	26	50	56	44	55	17	275	39	203	41	72	36
22:00	13	57	272	44	32	253	16	687	98	418	84	269	135
23:00	9	7	93	48	38	108	8	311	44	195	39	116	58
Total	1819	2176	2610	2390	1944	1777	1643	14359	2051	10939	2188	3420	1710
% Heavy	4.29%	4.14%	4.29%	4.02%	4.06%	2.42%	2.68%	3.77%		4.16%		2.54%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	10	18	7	52	16	36	82	221	32	103	21	118	59
01:00	13	7	7	36	7	21	66	157	22	70	14	87	44
02:00	5	11	10	18	11	13	25	93	13	55	11	38	19
03:00	7	11	9	12	10	21	32	102	15	49	10	53	27
04:00	21	13	11	7	12	49	13	126	18	64	13	62	31
05:00	48	73	80	65	64	29	14	373	53	330	66	43	22
06:00	127	145	130	130	155	53	22	762	109	687	137	75	38
07:00	169	239	224	210	164	123	41	1170	167	1006	201	164	82
08:00	322	385	293	369	315	116	63	1863	266	1684	337	179	90
09:00	306	418	333	379	292	151	89	1968	281	1728	346	240	120
10:00	173	300	238	309	260	196	148	1624	232	1280	256	344	172
11:00	227	290	257	332	319	233	193	1851	264	1425	285	426	213
12:00	263	290	301	328	330	289	330	2131	304	1512	302	619	310
13:00	227	248	286	303	271	198	247	1780	254	1335	267	445	223
14:00	237	268	314	295	244	208	248	1814	259	1358	272	456	228
15:00	279	291	347	287	315	175	397	2091	299	1519	304	572	286
16:00	343	377	376	370	328	177	290	2261	323	1794	359	467	234
17:00	460	454	491	476	334	218	149	2582	369	2215	443	367	184
18:00	254	317	474	387	273	270	261	2236	319	1705	341	531	266
19:00	145	145	289	159	139	282	116	1275	182	877	175	398	199
20:00	85	83	116	115	97	91	88	675	96	496	99	179	90
21:00	55	70	94	94	90	92	39	534	76	403	81	131	66
22:00	23	76	345	66	67	342	27	946	135	577	115	369	185
23:00	20	17	154	69	71	163	17	511	73	331	66	180	90
Total	3819	4546	5186	4868	4184	3546	2997	29146	4164	22603	4521	6543	3272
% Heavy	4.27%	3.92%	3.88%	3.64%	3.92%	1.78%	2.17%	3.47%		3.91%		1.96%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

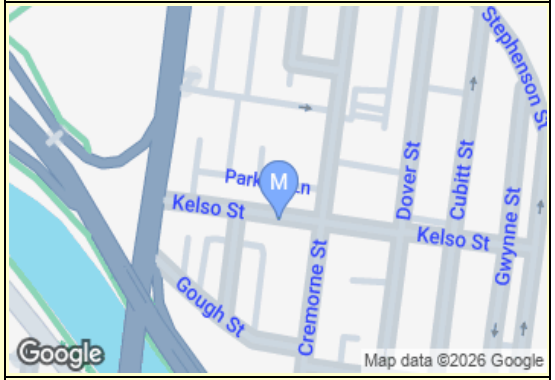
Street Name :	Kelso St	**Location :**	Outside Property 22-32
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	HR468C5W	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27981	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 41.46 South Long 144° 59' 23.87 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	1,581	891	690
(Vehicles/Day)		7 Day Average	1,411	803	608
Weekday	**AM**	08:00	155	63	92
Peak hour start	**PM**	17:00	161	118	43
Speeds :		85th Percentile	32.9	34.6	31.1
(Km/Hr)		Average	28.3	29.9	26.7
Classification % :		Light Vehicles up to 5.5m	91.5%	91.3%	91.5%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.828184, 144.989964



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV ISO 9001
SAFETY SYSTEM CERTIFICATION DNV ISO 45001
ENVIRONMENTAL SYSTEM CERTIFICATION DNV ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Kelso St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	09:00	10:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	18:00
00:00	5	1	5	14	2	6	10	43	6	27	5	16	8
01:00	3	1	2	7	1	5	6	25	4	14	3	11	6
02:00	1	0	1	2	0	4	6	14	2	4	1	10	5
03:00	2	1	0	2	2	0	6	13	2	7	1	6	3
04:00	2	1	3	2	2	11	1	22	3	10	2	12	6
05:00	6	8	3	7	2	4	1	31	4	26	5	5	3
06:00	10	13	15	18	14	6	6	82	12	70	14	12	6
07:00	36	42	48	48	46	28	5	253	36	220	44	33	17
08:00	61	76	60	68	53	20	16	354	51	318	64	36	18
09:00	46	73	37	84	52	25	8	325	46	292	58	33	17
10:00	27	47	42	49	66	35	28	294	42	231	46	63	32
11:00	24	55	51	64	61	47	30	332	47	255	51	77	39
12:00	60	63	49	54	65	49	50	390	56	291	58	99	50
13:00	33	46	49	54	55	38	41	316	45	237	47	79	40
14:00	49	55	70	63	39	34	42	352	50	276	55	76	38
15:00	61	70	59	59	48	32	71	400	57	297	59	103	52
16:00	70	87	78	99	76	20	63	493	70	410	82	83	42
17:00	126	119	123	155	67	39	35	664	95	590	118	74	37
18:00	33	72	69	108	50	42	66	440	63	332	66	108	54
19:00	35	32	63	29	21	42	18	240	34	180	36	60	30
20:00	10	22	24	26	21	18	16	137	20	103	21	34	17
21:00	8	12	15	16	19	20	5	95	14	70	14	25	13
22:00	8	18	88	10	15	83	2	224	32	139	28	85	43
23:00	5	2	42	12	7	34	1	103	15	68	14	35	18
Total	721	916	996	1050	784	642	533	5642	806	4467	893	1175	588
% Heavy	10.96%	9.72%	7.73%	8.19%	10.59%	5.30%	7.69%	8.67%		9.27%		6.38%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Kelso St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	12:00	18:00	12:00	12:00	17:00	12:00	N/A	12:00	N/A	12:00	N/A	12:00
00:00	3	1	1	5	2	5	4	21	3	12	2	9	5
01:00	3	1	1	9	2	4	12	32	5	16	3	16	8
02:00	1	2	3	3	3	2	6	20	3	12	2	8	4
03:00	2	1	1	4	2	3	7	20	3	10	2	10	5
04:00	3	1	0	1	2	6	1	14	2	7	1	7	4
05:00	5	9	8	10	9	7	5	53	8	41	8	12	6
06:00	22	39	27	30	26	10	5	159	23	144	29	15	8
07:00	56	48	45	58	44	13	11	275	39	251	50	24	12
08:00	90	112	79	104	77	21	5	488	70	462	92	26	13
09:00	69	117	74	80	60	16	17	433	62	400	80	33	17
10:00	28	51	36	42	33	22	17	229	33	190	38	39	20
11:00	23	52	47	51	41	25	32	271	39	214	43	57	29
12:00	40	52	51	57	46	31	50	327	47	246	49	81	41
13:00	30	42	34	41	36	22	33	238	34	183	37	55	28
14:00	28	32	41	39	32	26	31	229	33	172	34	57	29
15:00	29	30	38	37	42	20	47	243	35	176	35	67	34
16:00	34	36	38	38	42	21	26	235	34	188	38	47	24
17:00	41	48	50	47	31	35	14	266	38	217	43	49	25
18:00	28	36	70	35	25	32	25	251	36	194	39	57	29
19:00	15	15	40	23	24	34	7	158	23	117	23	41	21
20:00	16	13	16	17	11	14	12	99	14	73	15	26	13
21:00	14	12	15	9	21	22	8	101	14	71	14	30	15
22:00	4	5	24	5	3	21	4	66	9	41	8	25	13
23:00	2	2	12	12	10	11	4	53	8	38	8	15	8
Total	586	757	751	757	624	423	383	4281	612	3475	695	806	403
% Heavy	9.39%	9.91%	8.66%	9.51%	7.37%	4.26%	8.09%	8.46%		9.01%		6.08%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

Site Kelso St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	8	2	6	19	4	11	14	64	9	39	8	25	13
01:00	6	2	3	16	3	9	18	57	8	30	6	27	14
02:00	2	2	4	5	3	6	12	34	5	16	3	18	9
03:00	4	2	1	6	4	3	13	33	5	17	3	16	8
04:00	5	2	3	3	4	17	2	36	5	17	3	19	10
05:00	11	17	11	17	11	11	6	84	12	67	13	17	9
06:00	32	52	42	48	40	16	11	241	34	214	43	27	14
07:00	92	90	93	106	90	41	16	528	75	471	94	57	29
08:00	151	188	139	172	130	41	21	842	120	780	156	62	31
09:00	115	190	111	164	112	41	25	758	108	692	138	66	33
10:00	55	98	78	91	99	57	45	523	75	421	84	102	51
11:00	47	107	98	115	102	72	62	603	86	469	94	134	67
12:00	100	115	100	111	111	80	100	717	102	537	107	180	90
13:00	63	88	83	95	91	60	74	554	79	420	84	134	67
14:00	77	87	111	102	71	60	73	581	83	448	90	133	67
15:00	90	100	97	96	90	52	118	643	92	473	95	170	85
16:00	104	123	116	137	118	41	89	728	104	598	120	130	65
17:00	167	167	173	202	98	74	49	930	133	807	161	123	62
18:00	61	108	139	143	75	74	91	691	99	526	105	165	83
19:00	50	47	103	52	45	76	25	398	57	297	59	101	51
20:00	26	35	40	43	32	32	28	236	34	176	35	60	30
21:00	22	24	30	25	40	42	13	196	28	141	28	55	28
22:00	12	23	112	15	18	104	6	290	41	180	36	110	55
23:00	7	4	54	24	17	45	5	156	22	106	21	50	25
Total	1307	1673	1747	1807	1408	1065	916	9923	1418	7942	1588	1981	991
% Heavy	10.25%	9.80%	8.13%	8.74%	9.16%	4.88%	7.86%	8.58%		9.15%		6.26%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

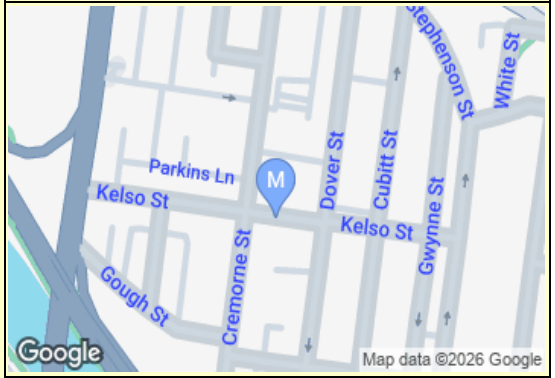
Street Name :	Kelso St	**Location :**	East of Cremorne St
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	HR468C5W	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27982	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 41.82 South Long 144° 59' 27.64 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	1,204	712	492
(Vehicles/Day)		7 Day Average	1,038	621	417
Weekday	**AM**	09:00	106	47	59
Peak hour start	**PM**	17:00	119	92	27
Speeds :		85th Percentile	30.1	29.7	30.5
(Km/Hr)		Average	25.7	25.3	26.2
Classification % :		Light Vehicles up to 5.5m	91.1%	91.2%	90.7%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.828282, 144.991011



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Kelso St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	10:00	11:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	17:00	17:00	14:00	17:00	16:00	12:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	2	1	2	5	2	1	0	13	2	12	2	1	1
01:00	0	0	1	1	2	0	3	7	1	4	1	3	2
02:00	1	1	2	0	0	1	0	5	1	4	1	1	1
03:00	1	1	1	0	1	1	3	8	1	4	1	4	2
04:00	4	2	2	3	5	1	2	19	3	16	3	3	2
05:00	6	8	9	7	7	3	1	41	6	37	7	4	2
06:00	5	18	12	7	21	4	4	71	10	63	13	8	4
07:00	16	23	24	24	27	19	10	143	20	114	23	29	15
08:00	33	47	22	35	45	26	11	219	31	182	36	37	19
09:00	43	41	41	56	54	27	15	277	40	235	47	42	21
10:00	33	61	39	48	53	37	28	299	43	234	47	65	33
11:00	38	46	52	63	61	47	35	342	49	260	52	82	41
12:00	53	59	51	59	75	46	45	388	55	297	59	91	46
13:00	37	53	39	52	41	32	30	284	41	222	44	62	31
14:00	44	51	80	49	50	38	27	339	48	274	55	65	33
15:00	59	71	69	56	56	37	54	402	57	311	62	91	46
16:00	80	84	65	64	90	19	32	434	62	383	77	51	26
17:00	108	99	80	109	61	19	18	494	71	457	91	37	19
18:00	37	48	38	52	26	12	29	242	35	201	40	41	21
19:00	16	22	19	15	9	11	6	98	14	81	16	17	9
20:00	6	16	22	16	16	3	11	90	13	76	15	14	7
21:00	1	6	6	8	5	6	1	33	5	26	5	7	4
22:00	4	7	35	1	7	27	2	83	12	54	11	29	15
23:00	4	0	8	0	6	9	0	27	4	18	4	9	5
Total	631	765	719	730	720	426	367	4358	623	3565	713	793	397
% Heavy	9.83%	11.37%	9.32%	10.41%	9.58%	1.64%	3.54%	8.74%		10.13%		2.52%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Kelso St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	09:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	12:00	12:00	18:00	12:00	13:00	12:00	15:00	N/A	12:00	N/A	12:00	N/A	12:00
00:00	0	1	2	1	0	3	1	8	1	4	1	4	2
01:00	0	0	0	1	2	2	1	6	1	3	1	3	2
02:00	2	1	1	1	1	4	0	10	1	6	1	4	2
03:00	2	2	1	2	1	2	2	12	2	8	2	4	2
04:00	0	0	1	1	0	1	1	4	1	2	0	2	1
05:00	8	12	8	9	7	3	1	48	7	44	9	4	2
06:00	22	31	23	25	24	8	3	136	19	125	25	11	6
07:00	37	27	34	30	26	9	5	168	24	154	31	14	7
08:00	47	58	54	61	50	8	4	282	40	270	54	12	6
09:00	52	66	66	64	47	17	13	325	46	295	59	30	15
10:00	30	45	43	45	39	16	12	230	33	202	40	28	14
11:00	26	45	36	39	47	17	19	229	33	193	39	36	18
12:00	36	46	46	47	32	22	37	266	38	207	41	59	30
13:00	29	40	34	42	34	9	19	207	30	179	36	28	14
14:00	23	29	32	36	23	12	21	176	25	143	29	33	17
15:00	19	19	24	18	20	14	39	153	22	100	20	53	27
16:00	20	17	29	16	17	11	8	118	17	99	20	19	10
17:00	18	27	36	31	23	15	7	157	22	135	27	22	11
18:00	11	11	53	16	11	16	4	122	17	102	20	20	10
19:00	9	16	46	10	15	22	5	123	18	96	19	27	14
20:00	11	10	9	12	10	8	7	67	10	52	10	15	8
21:00	1	4	5	8	7	6	2	33	5	25	5	8	4
22:00	2	4	5	4	5	8	2	30	4	20	4	10	5
23:00	1	0	0	3	2	4	1	11	2	6	1	5	3
Total	406	511	588	522	443	237	214	2921	417	2470	494	451	226
% Heavy	11.58%	13.70%	8.33%	7.28%	7.90%	6.33%	7.01%	9.21%		9.68%		6.65%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

Site Kelso St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	12:00	12:00	15:00	N/A	12:00	N/A	17:00	N/A	12:00
00:00	2	2	4	6	2	4	1	21	3	16	3	5	3
01:00	0	0	1	2	4	2	4	13	2	7	1	6	3
02:00	3	2	3	1	1	5	0	15	2	10	2	5	3
03:00	3	3	2	2	2	3	5	20	3	12	2	8	4
04:00	4	2	3	4	5	2	3	23	3	18	4	5	3
05:00	14	20	17	16	14	6	2	89	13	81	16	8	4
06:00	27	49	35	32	45	12	7	207	30	188	38	19	10
07:00	53	50	58	54	53	28	15	311	44	268	54	43	22
08:00	80	105	76	96	95	34	15	501	72	452	90	49	25
09:00	95	107	107	120	101	44	28	602	86	530	106	72	36
10:00	63	106	82	93	92	53	40	529	76	436	87	93	47
11:00	64	91	88	102	108	64	54	571	82	453	91	118	59
12:00	89	105	97	106	107	68	82	654	93	504	101	150	75
13:00	66	93	73	94	75	41	49	491	70	401	80	90	45
14:00	67	80	112	85	73	50	48	515	74	417	83	98	49
15:00	78	90	93	74	76	51	93	555	79	411	82	144	72
16:00	100	101	94	80	107	30	40	552	79	482	96	70	35
17:00	126	126	116	140	84	34	25	651	93	592	118	59	30
18:00	48	59	91	68	37	28	33	364	52	303	61	61	31
19:00	25	38	65	25	24	33	11	221	32	177	35	44	22
20:00	17	26	31	28	26	11	18	157	22	128	26	29	15
21:00	2	10	11	16	12	12	3	66	9	51	10	15	8
22:00	6	11	40	5	12	35	4	113	16	74	15	39	20
23:00	5	0	8	3	8	13	1	38	5	24	5	14	7
Total	1037	1276	1307	1252	1163	663	581	7279	1040	6035	1207	1244	622
% Heavy	10.51%	12.30%	8.88%	9.11%	8.94%	3.32%	4.82%	8.93%		9.94%		4.02%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

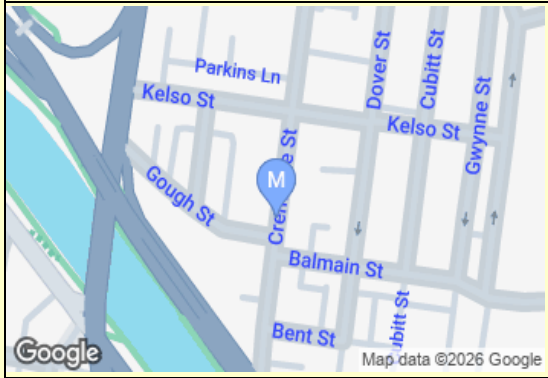
Street Name :	Cremorne St	**Location :**	Outside Property 132
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	HR132YZW	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27983	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 37° 49' 45.58 South Long 144° 59' 25.26 East		Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	3,614	1,883	1,731
(Vehicles/Day)		7 Day Average	3,330	1,700	1,630
Weekday	**AM**	09:00	275	146	129
Peak hour starts	**PM**	17:00	379	219	160
Speeds :		85th Percentile	36.1	33.9	38.4
(Km/Hr)		Average	29.9	28.1	31.7
Classification % :		Light Vehicles up to 5.5m	95.4%	95.7%	95.1%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.829328, 144.990351



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV ISO 9001
SAFETY SYSTEM CERTIFICATION DNV ISO 45001
ENVIRONMENTAL SYSTEM CERTIFICATION DNV ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	08:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	19:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	7	4	4	10	1	14	47	87	12	26	5	61	31
01:00	4	6	2	11	2	14	33	72	10	25	5	47	24
02:00	5	5	4	7	5	6	13	45	6	26	5	19	10
03:00	4	4	5	8	4	14	10	49	7	25	5	24	12
04:00	8	4	5	5	2	17	5	46	7	24	5	22	11
05:00	19	44	35	27	23	12	5	165	24	148	30	17	9
06:00	72	71	68	55	74	22	5	367	52	340	68	27	14
07:00	86	111	102	108	71	45	17	540	77	478	96	62	31
08:00	136	176	112	155	142	52	32	805	115	721	144	84	42
09:00	152	164	138	162	112	66	41	835	119	728	146	107	54
10:00	63	108	79	111	131	78	59	629	90	492	98	137	69
11:00	94	112	82	129	123	82	67	689	98	540	108	149	75
12:00	101	83	111	105	118	102	132	752	107	518	104	234	117
13:00	90	89	85	129	110	70	79	652	93	503	101	149	75
14:00	101	120	120	116	81	72	91	701	100	538	108	163	82
15:00	127	110	155	130	140	65	141	868	124	662	132	206	103
16:00	152	180	181	160	176	75	69	993	142	849	170	144	72
17:00	209	225	242	256	165	110	58	1265	181	1097	219	168	84
18:00	99	150	192	166	115	140	82	944	135	722	144	222	111
19:00	50	56	131	53	56	174	51	571	82	346	69	225	113
20:00	29	30	49	43	38	49	24	262	37	189	38	73	37
21:00	32	37	36	30	35	24	17	211	30	170	34	41	21
22:00	13	17	75	21	32	68	10	236	34	158	32	78	39
23:00	10	10	52	18	24	54	8	176	25	114	23	62	31
Total	1663	1916	2065	2015	1780	1425	1096	11960	1709	9439	1888	2521	1261
% Heavy	5.17%	4.85%	4.12%	5.61%	5.00%	1.96%	1.92%	4.31%		4.94%		1.94%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	09:00	08:00	08:00	11:00	11:00	N/A	09:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	22:00	17:00	12:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	3	2	1	21	10	15	27	79	11	37	7	42	21
01:00	4	1	3	11	3	5	27	54	8	22	4	32	16
02:00	2	3	3	9	3	4	10	34	5	20	4	14	7
03:00	3	2	4	4	3	8	11	35	5	16	3	19	10
04:00	6	2	3	4	7	10	7	39	6	22	4	17	9
05:00	18	24	32	26	31	11	5	147	21	131	26	16	8
06:00	49	51	49	52	58	30	8	297	42	259	52	38	19
07:00	56	81	73	68	60	48	15	401	57	338	68	63	32
08:00	131	157	89	146	133	39	16	711	102	656	131	55	28
09:00	123	147	134	128	111	45	34	722	103	643	129	79	40
10:00	66	124	100	130	93	80	44	637	91	513	103	124	62
11:00	87	113	86	111	98	89	78	662	95	495	99	167	84
12:00	115	102	103	138	138	137	103	836	119	596	119	240	120
13:00	71	103	103	120	103	91	112	703	100	500	100	203	102
14:00	99	109	128	123	107	91	131	788	113	566	113	222	111
15:00	107	122	137	91	132	78	197	864	123	589	118	275	138
16:00	135	147	130	110	117	76	184	899	128	639	128	260	130
17:00	167	196	164	160	122	72	70	951	136	809	162	142	71
18:00	98	114	184	137	107	80	157	877	125	640	128	237	119
19:00	55	65	91	74	61	56	54	456	65	346	69	110	55
20:00	30	35	43	47	32	18	35	240	34	187	37	53	27
21:00	19	21	45	43	33	39	13	213	30	161	32	52	26
22:00	14	46	246	34	22	192	17	571	82	362	72	209	105
23:00	4	5	62	42	35	89	7	244	35	148	30	96	48
Total	1462	1772	2013	1829	1619	1403	1362	11460	1637	8695	1739	2765	1383
% Heavy	6.16%	5.36%	4.92%	5.63%	5.13%	3.71%	3.45%	4.97%		5.41%		3.58%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	08:00	09:00	08:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	10	6	5	31	11	29	74	166	24	63	13	103	52
01:00	8	7	5	22	5	19	60	126	18	47	9	79	40
02:00	7	8	7	16	8	10	23	79	11	46	9	33	17
03:00	7	6	9	12	7	22	21	84	12	41	8	43	22
04:00	14	6	8	9	9	27	12	85	12	46	9	39	20
05:00	37	68	67	53	54	23	10	312	45	279	56	33	17
06:00	121	122	117	107	132	52	13	664	95	599	120	65	33
07:00	142	192	175	176	131	93	32	941	134	816	163	125	63
08:00	267	333	201	301	275	91	48	1516	217	1377	275	139	70
09:00	275	311	272	290	223	111	75	1557	222	1371	274	186	93
10:00	129	232	179	241	224	158	103	1266	181	1005	201	261	131
11:00	181	225	168	240	221	171	145	1351	193	1035	207	316	158
12:00	216	185	214	243	256	239	235	1588	227	1114	223	474	237
13:00	161	192	188	249	213	161	191	1355	194	1003	201	352	176
14:00	200	229	248	239	188	163	222	1489	213	1104	221	385	193
15:00	234	232	292	221	272	143	338	1732	247	1251	250	481	241
16:00	287	327	311	270	293	151	253	1892	270	1488	298	404	202
17:00	376	421	406	416	287	182	128	2216	317	1906	381	310	155
18:00	197	264	376	303	222	220	239	1821	260	1362	272	459	230
19:00	105	121	222	127	117	230	105	1027	147	692	138	335	168
20:00	59	65	92	90	70	67	59	502	72	376	75	126	63
21:00	51	58	81	73	68	63	30	424	61	331	66	93	47
22:00	27	63	321	55	54	260	27	807	115	520	104	287	144
23:00	14	15	114	60	59	143	15	420	60	262	52	158	79
Total	3125	3688	4078	3844	3399	2828	2458	23420	3346	18134	3627	5286	2643
% Heavy	5.63%	5.10%	4.51%	5.62%	5.06%	2.83%	2.77%	4.63%		5.16%		2.80%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

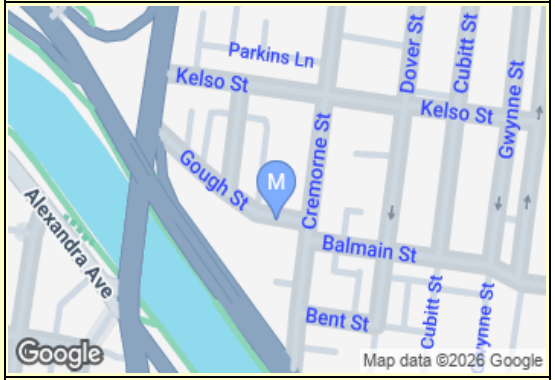
Street Name :	Gough St	**Location :**	Outside Property 34
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	K365MK64	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27984	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information			Direction of Travel		
	Lat	37° 49' 46.24 South			
	Long	144° 59' 23.60 East	**Both directions**	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	1,614	773	841
(Vehicles/Day)		7 Day Average	1,416	685	731
Weekday	**AM**	08:00	217	65	152
Peak hour start	**PM**	17:00	160	132	28
Speeds :		85th Percentile	29.6	28.8	30.4
(Km/Hr)		Average	25.2	24.5	25.8
Classification % :		Light Vehicles up to 5.5m	96.1%	95.8%	96.6%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.829511, 144.989890



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

Site Gough St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	12:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	3	1	0	2	3	1	2	12	2	9	2	3	2
01:00	1	1	2	4	1	3	5	17	2	9	2	8	4
02:00	0	2	0	0	0	0	2	4	1	2	0	2	1
03:00	1	0	0	0	1	5	4	11	2	2	0	9	5
04:00	3	1	3	1	2	8	2	20	3	10	2	10	5
05:00	6	10	18	10	13	3	3	63	9	57	11	6	3
06:00	7	19	25	26	28	18	3	126	18	105	21	21	11
07:00	41	39	31	49	33	12	7	212	30	193	39	19	10
08:00	68	60	60	88	53	22	9	360	51	329	66	31	16
09:00	28	70	55	44	43	22	16	278	40	240	48	38	19
10:00	24	44	36	40	33	19	23	219	31	177	35	42	21
11:00	20	37	41	28	44	39	31	240	34	170	34	70	35
12:00	33	53	35	59	43	50	48	321	46	223	45	98	49
13:00	23	45	33	52	43	33	33	262	37	196	39	66	33
14:00	23	40	37	40	38	41	56	275	39	178	36	97	49
15:00	43	75	65	43	54	36	59	375	54	280	56	95	48
16:00	90	78	85	84	58	22	36	453	65	395	79	58	29
17:00	134	162	116	176	74	30	22	714	102	662	132	52	26
18:00	45	61	87	80	51	35	29	388	55	324	65	64	32
19:00	22	31	38	15	21	24	19	170	24	127	25	43	22
20:00	10	10	14	11	10	20	3	78	11	55	11	23	12
21:00	13	16	13	11	10	11	1	75	11	63	13	12	6
22:00	10	8	29	5	7	19	4	82	12	59	12	23	12
23:00	5	2	4	3	5	11	2	32	5	19	4	13	7
Total	653	865	827	871	668	484	419	4787	684	3884	777	903	452
% Heavy	5.51%	4.74%	4.72%	4.02%	5.39%	2.69%	1.91%	4.35%		4.81%		2.33%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Gough St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	10:00	N/A	08:00	N/A	08:00	N/A	10:00
PM Peak	13:00	12:00	19:00	14:00	12:00	15:00	15:00	N/A	12:00	N/A	12:00	N/A	15:00
00:00	3	2	1	6	3	6	9	30	4	15	3	15	8
01:00	2	3	1	3	4	3	8	24	3	13	3	11	6
02:00	1	2	2	3	1	3	5	17	2	9	2	8	4
03:00	2	1	0	1	2	6	3	15	2	6	1	9	5
04:00	3	4	3	4	5	5	6	30	4	19	4	11	6
05:00	15	27	29	25	23	10	4	133	19	119	24	14	7
06:00	33	49	54	34	41	13	4	228	33	211	42	17	9
07:00	80	75	64	87	70	22	11	409	58	376	75	33	17
08:00	157	172	138	164	128	25	15	799	114	759	152	40	20
09:00	102	123	88	138	102	22	12	587	84	553	111	34	17
10:00	31	54	62	67	54	33	23	324	46	268	54	56	28
11:00	38	60	51	62	52	30	23	316	45	263	53	53	27
12:00	37	60	41	41	51	30	59	319	46	230	46	89	45
13:00	41	40	40	42	43	30	43	279	40	206	41	73	37
14:00	36	45	48	43	33	27	57	289	41	205	41	84	42
15:00	37	36	44	33	34	38	64	286	41	184	37	102	51
16:00	28	24	27	35	24	21	29	188	27	138	28	50	25
17:00	33	29	23	34	23	28	22	192	27	142	28	50	25
18:00	34	35	35	24	19	30	20	197	28	147	29	50	25
19:00	22	16	51	23	20	19	13	164	23	132	26	32	16
20:00	14	17	21	14	16	15	7	104	15	82	16	22	11
21:00	9	18	14	12	8	9	3	73	10	61	12	12	6
22:00	3	11	14	8	16	20	10	82	12	52	10	30	15
23:00	5	4	13	5	8	14	6	55	8	35	7	20	10
Total	766	907	864	908	780	459	456	5140	734	4225	845	915	458
% Heavy	4.70%	3.20%	3.82%	4.85%	3.59%	1.31%	1.32%	3.54%		4.02%		1.31%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Gough St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	12:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	6	3	1	8	6	7	11	42	6	24	5	18	9
01:00	3	4	3	7	5	6	13	41	6	22	4	19	10
02:00	1	4	2	3	1	3	7	21	3	11	2	10	5
03:00	3	1	0	1	3	11	7	26	4	8	2	18	9
04:00	6	5	6	5	7	13	8	50	7	29	6	21	11
05:00	21	37	47	35	36	13	7	196	28	176	35	20	10
06:00	40	68	79	60	69	31	7	354	51	316	63	38	19
07:00	121	114	95	136	103	34	18	621	89	569	114	52	26
08:00	225	232	198	252	181	47	24	1159	166	1088	218	71	36
09:00	130	193	143	182	145	44	28	865	124	793	159	72	36
10:00	55	98	98	107	87	52	46	543	78	445	89	98	49
11:00	58	97	92	90	96	69	54	556	79	433	87	123	62
12:00	70	113	76	100	94	80	107	640	91	453	91	187	94
13:00	64	85	73	94	86	63	76	541	77	402	80	139	70
14:00	59	85	85	83	71	68	113	564	81	383	77	181	91
15:00	80	111	109	76	88	74	123	661	94	464	93	197	99
16:00	118	102	112	119	82	43	65	641	92	533	107	108	54
17:00	167	191	139	210	97	58	44	906	129	804	161	102	51
18:00	79	96	122	104	70	65	49	585	84	471	94	114	57
19:00	44	47	89	38	41	43	32	334	48	259	52	75	38
20:00	24	27	35	25	26	35	10	182	26	137	27	45	23
21:00	22	34	27	23	18	20	4	148	21	124	25	24	12
22:00	13	19	43	13	23	39	14	164	23	111	22	53	27
23:00	10	6	17	8	13	25	8	87	12	54	11	33	17
Total	1419	1772	1691	1779	1448	943	875	9927	1418	8109	1622	1818	909
% Heavy	5.07%	3.95%	4.26%	4.44%	4.42%	2.01%	1.60%	3.93%		4.40%		1.82%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

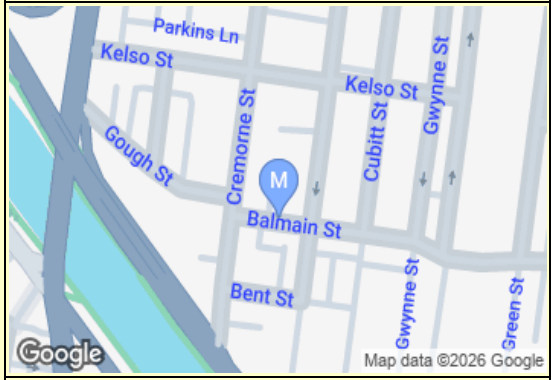
Street Name :	Balmain St	**Location :**	Outside Property 33
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	MD00QXA4	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27985	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 47.12 South Long 144° 59' 27.52 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	4,164	2,929	1,235
(Vehicles/Day)		7 Day Average	3,650	2,582	1,068
Weekday	**AM**	08:00	429	246	183
Peak hour start	**PM**	17:00	473	416	57
Speeds :		85th Percentile	35.6	37.0	34.2
(Km/Hr)		Average	29.9	31.3	28.4
Classification % :		Light Vehicles up to 5.5m	93.4%	93.2%	93.7%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.829755, 144.990978



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Page 1 of 1

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	19:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	6	3	4	12	7	12	53	97	14	32	6	65	33
01:00	5	4	2	10	2	15	50	88	13	23	5	65	33
02:00	6	6	1	7	5	7	16	48	7	25	5	23	12
03:00	2	3	3	7	4	10	13	42	6	19	4	23	12
04:00	7	6	7	4	5	20	5	54	8	29	6	25	13
05:00	20	29	30	37	19	6	4	145	21	135	27	10	5
06:00	70	84	76	67	82	22	10	411	59	379	76	32	16
07:00	126	170	161	173	124	48	14	816	117	754	151	62	31
08:00	229	271	248	277	202	66	27	1320	189	1227	245	93	47
09:00	162	229	198	201	165	89	39	1083	155	955	191	128	64
10:00	107	143	112	157	152	98	75	844	121	671	134	173	87
11:00	105	127	137	143	159	152	113	936	134	671	134	265	133
12:00	133	167	152	183	153	156	175	1119	160	788	158	331	166
13:00	133	146	156	189	180	112	128	1044	149	804	161	240	120
14:00	142	199	195	172	184	134	128	1154	165	892	178	262	131
15:00	219	254	287	202	275	101	189	1527	218	1237	247	290	145
16:00	308	382	334	283	285	116	124	1832	262	1592	318	240	120
17:00	423	465	440	459	291	139	107	2324	332	2078	416	246	123
18:00	164	213	312	240	180	166	112	1387	198	1109	222	278	139
19:00	73	85	165	89	77	208	43	740	106	489	98	251	126
20:00	39	47	65	47	47	62	24	331	47	245	49	86	43
21:00	33	39	42	44	53	39	24	274	39	211	42	63	32
22:00	22	20	114	26	35	107	10	334	48	217	43	117	59
23:00	8	7	37	19	23	56	10	160	23	94	19	66	33
Total	2542	3099	3278	3048	2709	1941	1493	18110	2587	14676	2935	3434	1717
% Heavy	7.08%	7.55%	7.23%	7.25%	8.01%	3.86%	3.75%	6.74%		7.42%		3.81%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	12:00	16:00	18:00	13:00	12:00	12:00	15:00	N/A	12:00	N/A	12:00	N/A	15:00
00:00	0	2	0	9	6	4	10	31	4	17	3	14	7
01:00	3	2	2	5	3	4	14	33	5	15	3	18	9
02:00	2	4	0	7	1	3	3	20	3	14	3	6	3
03:00	0	2	0	2	2	2	6	14	2	6	1	8	4
04:00	2	4	4	5	6	8	6	35	5	21	4	14	7
05:00	19	24	26	28	22	8	3	130	19	119	24	11	6
06:00	56	51	69	54	54	10	4	298	43	284	57	14	7
07:00	83	94	96	102	88	19	14	496	71	463	93	33	17
08:00	202	203	138	198	173	44	22	980	140	914	183	66	33
09:00	134	162	116	142	126	35	25	740	106	680	136	60	30
10:00	65	98	93	111	89	57	35	548	78	456	91	92	46
11:00	62	85	73	95	68	56	51	490	70	383	77	107	54
12:00	86	73	73	93	87	60	56	528	75	412	82	116	58
13:00	48	74	68	94	57	54	60	455	65	341	68	114	57
14:00	54	58	74	73	66	49	63	437	62	325	65	112	56
15:00	60	64	83	52	68	52	73	452	65	327	65	125	63
16:00	58	77	59	61	56	40	51	402	57	311	62	91	46
17:00	68	60	51	56	53	37	37	362	52	288	58	74	37
18:00	53	54	84	66	53	31	35	376	54	310	62	66	33
19:00	32	33	56	51	48	32	15	267	38	220	44	47	24
20:00	19	24	26	22	20	13	8	132	19	111	22	21	11
21:00	10	5	19	23	17	11	9	94	13	74	15	20	10
22:00	10	10	35	11	11	36	7	120	17	77	15	43	22
23:00	4	3	11	5	10	24	5	62	9	33	7	29	15
Total	1130	1266	1256	1365	1184	689	612	7502	1072	6201	1240	1301	651
% Heavy	6.46%	7.11%	6.05%	7.69%	6.84%	3.63%	3.43%	6.28%		6.85%		3.54%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	19:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	6	5	4	21	13	16	63	128	18	49	10	79	40
01:00	8	6	4	15	5	19	64	121	17	38	8	83	42
02:00	8	10	1	14	6	10	19	68	10	39	8	29	15
03:00	2	5	3	9	6	12	19	56	8	25	5	31	16
04:00	9	10	11	9	11	28	11	89	13	50	10	39	20
05:00	39	53	56	65	41	14	7	275	39	254	51	21	11
06:00	126	135	145	121	136	32	14	709	101	663	133	46	23
07:00	209	264	257	275	212	67	28	1312	187	1217	243	95	48
08:00	431	474	386	475	375	110	49	2300	329	2141	428	159	80
09:00	296	391	314	343	291	124	64	1823	260	1635	327	188	94
10:00	172	241	205	268	241	155	110	1392	199	1127	225	265	133
11:00	167	212	210	238	227	208	164	1426	204	1054	211	372	186
12:00	219	240	225	276	240	216	231	1647	235	1200	240	447	224
13:00	181	220	224	283	237	166	188	1499	214	1145	229	354	177
14:00	196	257	269	245	250	183	191	1591	227	1217	243	374	187
15:00	279	318	370	254	343	153	262	1979	283	1564	313	415	208
16:00	366	459	393	344	341	156	175	2234	319	1903	381	331	166
17:00	491	525	491	515	344	176	144	2686	384	2366	473	320	160
18:00	217	267	396	306	233	197	147	1763	252	1419	284	344	172
19:00	105	118	221	140	125	240	58	1007	144	709	142	298	149
20:00	58	71	91	69	67	75	32	463	66	356	71	107	54
21:00	43	44	61	67	70	50	33	368	53	285	57	83	42
22:00	32	30	149	37	46	143	17	454	65	294	59	160	80
23:00	12	10	48	24	33	80	15	222	32	127	25	95	48
Total	3672	4365	4534	4413	3893	2630	2105	25612	3659	20877	4175	4735	2368
% Heavy	6.89%	7.42%	6.90%	7.39%	7.65%	3.80%	3.66%	6.60%		7.25%		3.74%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

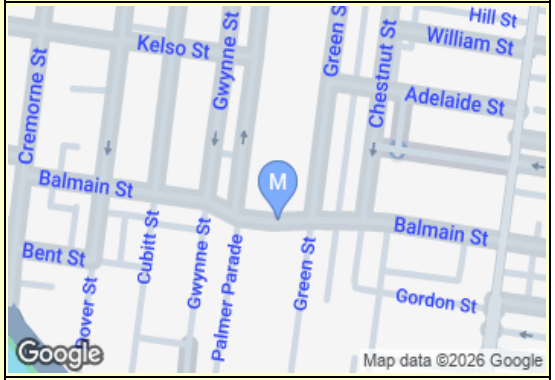
Street Name :	Balmain St	**Location :**	Between Palmer Parade and Green St
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	A10GYM6Q	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27986	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 48.68 South Long 144° 59' 38.01 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	5,575	3,822	1,753
(Vehicles/Day)		7 Day Average	4,863	3,330	1,533
Weekday	**AM**	08:00	654	495	159
Peak hour start	**PM**	17:00	587	403	184
Speeds :		85th Percentile	28.8	26.9	30.7
(Km/Hr)		Average	23.6	21.7	25.6
Classification % :		Light Vehicles up to 5.5m	95.7%	95.6%	96.0%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.830190, 144.993891



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	15:00	19:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	8	5	9	14	10	15	63	124	18	46	9	78	39
01:00	6	10	2	14	2	20	55	109	16	34	7	75	38
02:00	7	5	2	8	7	9	19	57	8	29	6	28	14
03:00	7	4	3	9	4	11	17	55	8	27	5	28	14
04:00	12	8	8	6	6	20	4	64	9	40	8	24	12
05:00	44	49	63	62	46	6	5	275	39	264	53	11	6
06:00	109	148	138	122	117	29	13	676	97	634	127	42	21
07:00	247	314	295	282	241	63	21	1463	209	1379	276	84	42
08:00	502	516	512	525	427	98	42	2622	375	2482	496	140	70
09:00	325	400	350	356	267	117	60	1875	268	1698	340	177	89
10:00	147	180	165	231	199	156	98	1176	168	922	184	254	127
11:00	129	204	190	221	208	173	169	1294	185	952	190	342	171
12:00	177	215	216	245	213	176	246	1488	213	1066	213	422	211
13:00	157	206	187	216	215	157	167	1305	186	981	196	324	162
14:00	165	208	225	200	220	156	159	1333	190	1018	204	315	158
15:00	225	273	276	219	289	149	215	1646	235	1282	256	364	182
16:00	290	381	329	301	264	139	111	1815	259	1565	313	250	125
17:00	395	444	468	423	285	169	124	2308	330	2015	403	293	147
18:00	171	219	376	267	197	228	114	1572	225	1230	246	342	171
19:00	88	100	186	99	98	253	55	879	126	571	114	308	154
20:00	52	53	79	67	61	72	31	415	59	312	62	103	52
21:00	31	49	49	56	61	51	29	326	47	246	49	80	40
22:00	24	30	90	33	57	102	11	347	50	234	47	113	57
23:00	8	12	42	23	29	60	12	186	27	114	23	72	36
Total	3326	4033	4260	3999	3523	2429	1840	23410	3344	19141	3828	4269	2135
% Heavy	5.08%	4.74%	4.39%	4.53%	5.19%	2.51%	2.77%	4.37%		4.76%		2.62%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	12:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	4	3	2	16	8	9	14	56	8	33	7	23	12
01:00	3	6	1	9	6	8	15	48	7	25	5	23	12
02:00	2	4	1	12	4	6	5	34	5	23	5	11	6
03:00	2	0	0	6	2	3	9	22	3	10	2	12	6
04:00	4	5	6	11	7	9	4	46	7	33	7	13	7
05:00	25	22	26	23	24	11	4	135	19	120	24	15	8
06:00	45	51	65	59	49	16	8	293	42	269	54	24	12
07:00	79	83	84	78	74	29	17	444	63	398	80	46	23
08:00	151	185	137	174	152	61	37	897	128	799	160	98	49
09:00	132	131	124	129	126	66	49	757	108	642	128	115	58
10:00	94	119	111	126	111	80	49	690	99	561	112	129	65
11:00	72	100	96	131	117	96	81	693	99	516	103	177	89
12:00	105	131	128	140	142	88	66	800	114	646	129	154	77
13:00	86	112	117	130	108	79	81	713	102	553	111	160	80
14:00	94	121	113	128	122	75	77	730	104	578	116	152	76
15:00	110	120	128	119	124	70	99	770	110	601	120	169	85
16:00	134	162	154	168	151	59	83	911	130	769	154	142	71
17:00	201	205	208	178	129	46	47	1014	145	921	184	93	47
18:00	93	102	115	126	79	41	70	626	89	515	103	111	56
19:00	46	48	81	76	62	48	25	386	55	313	63	73	37
20:00	28	38	39	43	29	23	16	216	31	177	35	39	20
21:00	14	11	22	33	29	21	13	143	20	109	22	34	17
22:00	11	16	79	17	18	81	10	232	33	141	28	91	46
23:00	6	4	13	12	15	33	9	92	13	50	10	42	21
Total	1541	1779	1850	1944	1688	1058	888	10748	1535	8802	1760	1946	973
% Heavy	5.45%	3.43%	4.70%	4.94%	4.62%	1.70%	2.03%	4.11%		4.61%		1.85%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	19:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	12	8	11	30	18	24	77	180	26	79	16	101	51
01:00	9	16	3	23	8	28	70	157	22	59	12	98	49
02:00	9	9	3	20	11	15	24	91	13	52	10	39	20
03:00	9	4	3	15	6	14	26	77	11	37	7	40	20
04:00	16	13	14	17	13	29	8	110	16	73	15	37	19
05:00	69	71	89	85	70	17	9	410	59	384	77	26	13
06:00	154	199	203	181	166	45	21	969	138	903	181	66	33
07:00	326	397	379	360	315	92	38	1907	272	1777	355	130	65
08:00	653	701	649	699	579	159	79	3519	503	3281	656	238	119
09:00	457	531	474	485	393	183	109	2632	376	2340	468	292	146
10:00	241	299	276	357	310	236	147	1866	267	1483	297	383	192
11:00	201	304	286	352	325	269	250	1987	284	1468	294	519	260
12:00	282	346	344	385	355	264	312	2288	327	1712	342	576	288
13:00	243	318	304	346	323	236	248	2018	288	1534	307	484	242
14:00	259	329	338	328	342	231	236	2063	295	1596	319	467	234
15:00	335	393	404	338	413	219	314	2416	345	1883	377	533	267
16:00	424	543	483	469	415	198	194	2726	389	2334	467	392	196
17:00	596	649	676	601	414	215	171	3322	475	2936	587	386	193
18:00	264	321	491	393	276	269	184	2198	314	1745	349	453	227
19:00	134	148	267	175	160	301	80	1265	181	884	177	381	191
20:00	80	91	118	110	90	95	47	631	90	489	98	142	71
21:00	45	60	71	89	90	72	42	469	67	355	71	114	57
22:00	35	46	169	50	75	183	21	579	83	375	75	204	102
23:00	14	16	55	35	44	93	21	278	40	164	33	114	57
Total	4867	5812	6110	5943	5211	3487	2728	34158	4880	27943	5589	6215	3108
% Heavy	5.20%	4.34%	4.48%	4.66%	5.01%	2.27%	2.53%	4.29%		4.71%		2.38%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

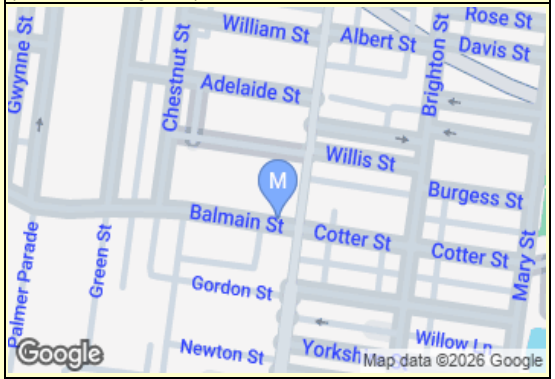
Street Name :	Balmain St	**Location :**	West of Church St
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	HR176KQD	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27987	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 49.12 South Long 144° 59' 48.38 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	4,892	3,119	1,773
(Vehicles/Day)		7 Day Average	4,273	2,772	1,501
Weekday	**AM**	08:00	539	442	97
Peak hour start	**PM**	17:00	416	194	222
Speeds :		85th Percentile	25.3	25.8	24.9
(Km/Hr)		Average	21.2	21.9	20.5
Classification % :		Light Vehicles up to 5.5m	96.5%	96.8%	96.1%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.830311, 144.996773



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Page 1 of 1

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

Site Balmain St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	12:00	18:00	12:00	12:00	19:00	15:00	N/A	12:00	N/A	17:00	N/A	12:00
00:00	7	7	8	13	8	14	57	114	16	43	9	71	36
01:00	4	8	1	14	1	17	46	91	13	28	6	63	32
02:00	8	4	3	10	8	6	20	59	8	33	7	26	13
03:00	5	4	2	9	4	11	17	52	7	24	5	28	14
04:00	18	12	16	17	18	21	5	107	15	81	16	26	13
05:00	55	62	79	67	61	7	3	334	48	324	65	10	5
06:00	133	188	165	159	149	30	12	836	119	794	159	42	21
07:00	275	323	284	276	261	66	22	1507	215	1419	284	88	44
08:00	451	465	468	441	384	98	57	2364	338	2209	442	155	78
09:00	346	370	334	358	262	113	70	1853	265	1670	334	183	92
10:00	131	166	180	215	201	153	86	1132	162	893	179	239	120
11:00	138	184	180	193	187	148	161	1191	170	882	176	309	155
12:00	142	201	182	196	212	151	195	1279	183	933	187	346	173
13:00	135	170	149	183	172	133	149	1091	156	809	162	282	141
14:00	136	159	174	116	173	128	148	1034	148	758	152	276	138
15:00	147	175	179	155	187	133	198	1174	168	843	169	331	166
16:00	150	197	198	158	172	120	90	1085	155	875	175	210	105
17:00	179	181	242	195	173	161	95	1226	175	970	194	256	128
18:00	110	146	263	188	138	209	85	1139	163	845	169	294	147
19:00	68	75	143	67	69	217	49	688	98	422	84	266	133
20:00	40	47	59	64	41	64	32	347	50	251	50	96	48
21:00	28	40	40	48	49	51	27	283	40	205	41	78	39
22:00	23	28	77	35	51	88	14	316	45	214	43	102	51
23:00	6	10	40	26	35	55	13	185	26	117	23	68	34
Total	2735	3222	3466	3203	3016	2194	1651	19487	2784	15642	3128	3845	1923
% Heavy	3.44%	4.16%	3.17%	3.25%	4.08%	1.69%	1.51%	3.22%		3.61%		1.61%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	11:00	10:00	09:00	11:00	11:00	N/A	10:00	N/A	10:00	N/A	11:00
PM Peak	17:00	16:00	17:00	16:00	17:00	13:00	16:00	N/A	16:00	N/A	16:00	N/A	15:00
00:00	5	3	3	11	3	5	8	38	5	25	5	13	7
01:00	5	3	2	7	4	3	12	36	5	21	4	15	8
02:00	2	3	0	3	3	4	3	18	3	11	2	7	4
03:00	2	0	1	6	0	0	5	14	2	9	2	5	3
04:00	3	4	3	7	3	4	3	27	4	20	4	7	4
05:00	18	8	13	14	14	7	4	78	11	67	13	11	6
06:00	42	44	47	44	25	12	3	217	31	202	40	15	8
07:00	79	87	81	61	77	25	5	415	59	385	77	30	15
08:00	97	105	88	88	108	47	27	560	80	486	97	74	37
09:00	87	80	89	111	110	75	31	583	83	477	95	106	53
10:00	77	99	101	136	97	82	54	646	92	510	102	136	68
11:00	59	97	104	114	92	87	72	625	89	466	93	159	80
12:00	102	122	110	113	131	72	55	705	101	578	116	127	64
13:00	85	107	95	106	102	75	57	627	90	495	99	132	66
14:00	94	114	124	111	131	58	73	705	101	574	115	131	66
15:00	139	154	172	175	187	70	82	979	140	827	165	152	76
16:00	227	258	242	273	185	49	92	1326	189	1185	237	141	71
17:00	265	247	255	146	194	48	38	1193	170	1107	221	86	43
18:00	142	148	170	157	116	40	69	842	120	733	147	109	55
19:00	46	52	64	86	64	41	29	382	55	312	62	70	35
20:00	29	31	32	32	31	16	11	182	26	155	31	27	14
21:00	16	6	22	19	23	15	9	110	16	86	17	24	12
22:00	11	11	70	14	10	67	8	191	27	116	23	75	38
23:00	5	5	10	12	12	32	4	80	11	44	9	36	18
Total	1637	1788	1898	1846	1722	934	754	10579	1511	8891	1778	1688	844
% Heavy	3.79%	3.91%	4.69%	5.09%	4.47%	1.82%	1.33%	3.96%		4.41%		1.60%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	16:00	17:00	16:00	15:00	19:00	15:00	N/A	16:00	N/A	17:00	N/A	15:00
00:00	12	10	11	24	11	19	65	152	22	68	14	84	42
01:00	9	11	3	21	5	20	58	127	18	49	10	78	39
02:00	10	7	3	13	11	10	23	77	11	44	9	33	17
03:00	7	4	3	15	4	11	22	66	9	33	7	33	17
04:00	21	16	19	24	21	25	8	134	19	101	20	33	17
05:00	73	70	92	81	75	14	7	412	59	391	78	21	11
06:00	175	232	212	203	174	42	15	1053	150	996	199	57	29
07:00	354	410	365	337	338	91	27	1922	275	1804	361	118	59
08:00	548	570	556	529	492	145	84	2924	418	2695	539	229	115
09:00	433	450	423	469	372	188	101	2436	348	2147	429	289	145
10:00	208	265	281	351	298	235	140	1778	254	1403	281	375	188
11:00	197	281	284	307	279	235	233	1816	259	1348	270	468	234
12:00	244	323	292	309	343	223	250	1984	283	1511	302	473	237
13:00	220	277	244	289	274	208	206	1718	245	1304	261	414	207
14:00	230	273	298	227	304	186	221	1739	248	1332	266	407	204
15:00	286	329	351	330	374	203	280	2153	308	1670	334	483	242
16:00	377	455	440	431	357	169	182	2411	344	2060	412	351	176
17:00	444	428	497	341	367	209	133	2419	346	2077	415	342	171
18:00	252	294	433	345	254	249	154	1981	283	1578	316	403	202
19:00	114	127	207	153	133	258	78	1070	153	734	147	336	168
20:00	69	78	91	96	72	80	43	529	76	406	81	123	62
21:00	44	46	62	67	72	66	36	393	56	291	58	102	51
22:00	34	39	147	49	61	155	22	507	72	330	66	177	89
23:00	11	15	50	38	47	87	17	265	38	161	32	104	52
Total	4372	5010	5364	5049	4738	3128	2405	30066	4295	24533	4907	5533	2767
% Heavy	3.57%	4.07%	3.71%	3.92%	4.22%	1.73%	1.46%	3.48%		3.90%		1.61%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Dunn St	**Location :**	~~Between Stephenson St and White St~~
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	CX445CNJ	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27988	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 38.02 South Long 144° 59' 38.42 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	1,342	742	600
(Vehicles/Day)		7 Day Average	1,144	626	518
Weekday	**AM**	08:00	169	122	47
Peak hour start	**PM**	17:00	144	66	78
Speeds :		85th Percentile	28.8	31.2	26.4
(Km/Hr)		Average	24.6	27.4	21.8
Classification % :		Light Vehicles up to 5.5m	94.0%	94.1%	93.9%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.827227, 144.994005



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Dunn St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	18:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	0	1	0	5	2	5	14	27	4	8	2	19	10
01:00	1	0	1	5	1	1	16	25	4	8	2	17	9
02:00	0	1	0	0	1	1	9	12	2	2	0	10	5
03:00	0	0	2	1	2	2	9	16	2	5	1	11	6
04:00	1	1	1	0	1	2	3	9	1	4	1	5	3
05:00	8	10	7	11	11	4	0	51	7	47	9	4	2
06:00	19	20	23	35	14	5	1	117	17	111	22	6	3
07:00	53	72	57	66	54	8	5	315	45	302	60	13	7
08:00	114	132	142	132	90	16	7	633	90	610	122	23	12
09:00	77	105	101	91	74	23	16	487	70	448	90	39	20
10:00	21	49	43	41	43	36	19	252	36	197	39	55	28
11:00	35	48	42	58	52	22	34	291	42	235	47	56	28
12:00	25	50	52	55	45	29	42	298	43	227	45	71	36
13:00	26	40	48	42	26	21	25	228	33	182	36	46	23
14:00	26	40	46	27	29	23	31	222	32	168	34	54	27
15:00	26	34	41	39	29	21	30	220	31	169	34	51	26
16:00	41	56	59	43	46	17	11	273	39	245	49	28	14
17:00	49	58	94	72	57	38	8	376	54	330	66	46	23
18:00	15	38	71	48	34	41	12	259	37	206	41	53	27
19:00	5	12	24	6	11	22	6	86	12	58	12	28	14
20:00	7	8	10	13	12	9	2	61	9	50	10	11	6
21:00	5	8	8	7	12	5	5	50	7	40	8	10	5
22:00	4	3	14	3	9	26	2	61	9	33	7	28	14
23:00	2	3	7	6	11	21	2	52	7	29	6	23	12
Total	560	789	893	806	666	398	309	4421	632	3714	743	707	354
% Heavy	4.46%	6.59%	6.38%	4.96%	8.11%	7.04%	1.94%	5.93%		6.14%		4.81%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Dunn St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	09:00	08:00	08:00	11:00	11:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	19:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	1	2	1	4	5	2	7	22	3	13	3	9	5
01:00	0	0	0	2	0	7	10	19	3	2	0	17	9
02:00	2	1	1	0	2	3	1	10	1	6	1	4	2
03:00	1	0	3	1	1	1	4	11	2	6	1	5	3
04:00	2	1	4	4	1	2	2	16	2	12	2	4	2
05:00	10	15	11	11	10	1	1	59	8	57	11	2	1
06:00	18	18	16	18	26	16	3	115	16	96	19	19	10
07:00	14	25	22	24	15	7	3	110	16	100	20	10	5
08:00	47	45	33	64	43	19	5	256	37	232	46	24	12
09:00	27	31	49	46	37	14	15	219	31	190	38	29	15
10:00	27	39	42	49	27	26	8	218	31	184	37	34	17
11:00	20	42	43	60	42	28	24	259	37	207	41	52	26
12:00	29	48	59	58	35	20	37	286	41	229	46	57	29
13:00	30	37	40	29	34	26	29	225	32	170	34	55	28
14:00	22	39	41	33	41	21	30	227	32	176	35	51	26
15:00	33	38	40	34	46	16	37	244	35	191	38	53	27
16:00	56	66	38	51	50	24	21	306	44	261	52	45	23
17:00	64	79	112	88	46	21	9	419	60	389	78	30	15
18:00	33	27	72	36	30	30	15	243	35	198	40	45	23
19:00	14	17	28	18	16	31	9	133	19	93	19	40	20
20:00	12	9	10	15	14	12	2	74	11	60	12	14	7
21:00	8	10	12	15	12	8	5	70	10	57	11	13	7
22:00	5	4	21	9	16	13	2	70	10	55	11	15	8
23:00	1	2	6	5	10	11	1	36	5	24	5	12	6
Total	476	595	704	674	559	359	280	3647	521	3008	602	639	320
% Heavy	5.04%	6.05%	7.67%	7.27%	5.90%	4.18%	6.79%	6.31%		6.52%		5.32%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Dunn St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	18:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	1	3	1	9	7	7	21	49	7	21	4	28	14
01:00	1	0	1	7	1	8	26	44	6	10	2	34	17
02:00	2	2	1	0	3	4	10	22	3	8	2	14	7
03:00	1	0	5	2	3	3	13	27	4	11	2	16	8
04:00	3	2	5	4	2	4	5	25	4	16	3	9	5
05:00	18	25	18	22	21	5	1	110	16	104	21	6	3
06:00	37	38	39	53	40	21	4	232	33	207	41	25	13
07:00	67	97	79	90	69	15	8	425	61	402	80	23	12
08:00	161	177	175	196	133	35	12	889	127	842	168	47	24
09:00	104	136	150	137	111	37	31	706	101	638	128	68	34
10:00	48	88	85	90	70	62	27	470	67	381	76	89	45
11:00	55	90	85	118	94	50	58	550	79	442	88	108	54
12:00	54	98	111	113	80	49	79	584	83	456	91	128	64
13:00	56	77	88	71	60	47	54	453	65	352	70	101	51
14:00	48	79	87	60	70	44	61	449	64	344	69	105	53
15:00	59	72	81	73	75	37	67	464	66	360	72	104	52
16:00	97	122	97	94	96	41	32	579	83	506	101	73	37
17:00	113	137	206	160	103	59	17	795	114	719	144	76	38
18:00	48	65	143	84	64	71	27	502	72	404	81	98	49
19:00	19	29	52	24	27	53	15	219	31	151	30	68	34
20:00	19	17	20	28	26	21	4	135	19	110	22	25	13
21:00	13	18	20	22	24	13	10	120	17	97	19	23	12
22:00	9	7	35	12	25	39	4	131	19	88	18	43	22
23:00	3	5	13	11	21	32	3	88	13	53	11	35	18
Total	1036	1384	1597	1480	1225	757	589	8068	1153	6722	1344	1346	673
% Heavy	4.73%	6.36%	6.95%	6.01%	7.10%	5.68%	4.24%	6.10%		6.31%		5.05%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

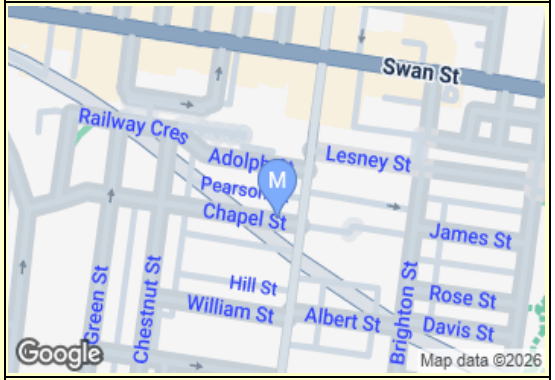
Street Name :	Chapel St	**Location :**	West of Church St
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	GX19PS7R	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27989	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 38.58 South Long 144° 59' 50.15 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	814	814	0
(Vehicles/Day)		7 Day Average	720	720	0
Weekday	**AM**	08:00	169	169	0
Peak hour start	**PM**	17:00	59	59	0
Speeds :		85th Percentile	26.6	26.6	N/A
(Km/Hr)		Average	22.2	22.2	N/A
Classification % :		Light Vehicles up to 5.5m	97.1%	97.1%	N/A

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.827383, 144.997263



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Chapel St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	10:00
PM Peak	17:00	12:00	17:00	17:00	17:00	17:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	2	1	1	5	0	11	22	42	6	9	2	33	17
01:00	1	2	1	4	2	2	17	29	4	10	2	19	10
02:00	0	2	0	0	0	1	12	15	2	2	0	13	7
03:00	0	0	1	2	1	9	9	22	3	4	1	18	9
04:00	1	2	2	2	1	6	2	16	2	8	2	8	4
05:00	10	21	12	11	12	6	0	72	10	66	13	6	3
06:00	22	35	23	37	30	6	2	155	22	147	29	8	4
07:00	65	84	69	80	58	12	5	373	53	356	71	17	9
08:00	170	184	181	178	130	22	11	876	125	843	169	33	17
09:00	93	102	103	108	70	35	25	536	77	476	95	60	30
10:00	36	51	45	50	39	43	27	291	42	221	44	70	35
11:00	34	36	35	42	39	29	38	253	36	186	37	67	34
12:00	40	50	55	40	57	36	66	344	49	242	48	102	51
13:00	26	39	42	41	30	35	30	243	35	178	36	65	33
14:00	22	34	37	28	32	35	29	217	31	153	31	64	32
15:00	20	42	41	39	35	29	37	243	35	177	35	66	33
16:00	40	50	53	49	43	34	29	298	43	235	47	63	32
17:00	41	48	81	64	59	48	18	359	51	293	59	66	33
18:00	16	32	68	46	31	43	11	247	35	193	39	54	27
19:00	14	18	28	14	19	35	14	142	20	93	19	49	25
20:00	7	10	13	11	14	11	8	74	11	55	11	19	10
21:00	8	12	13	7	13	8	8	69	10	53	11	16	8
22:00	6	4	10	3	9	26	6	64	9	32	6	32	16
23:00	4	2	10	8	10	28	2	64	9	34	7	30	15
Total	678	861	924	869	734	550	428	5044	721	4066	813	978	489
% Heavy	3.24%	3.60%	2.49%	3.34%	3.41%	1.45%	2.57%	2.95%		3.20%		1.94%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

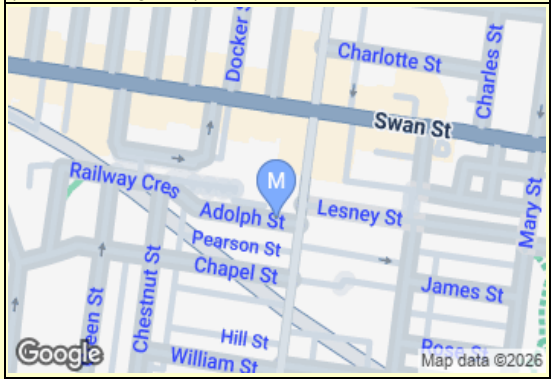
Street Name :	Adolph St	**Location :**	West of Church St
Suburb :	Cremorne	**Start Date :**	00:00 Tue 16/June/2026
Machine ID:	CX86SFE2	**Finish Date :**	00:00 Tue 23/June/2026
Site ID:	27990	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 36.56 South Long 144° 59' 50.56 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	630	0	630
(Vehicles/Day)		7 Day Average	561	0	561
Weekday	**AM**	08:00	36	0	36
Peak hour start	**PM**	17:00	96	0	96
Speeds :		85th Percentile	34.2	N/A	34.2
(Km/Hr)		Average	28.7	N/A	28.7
Classification % :		Light Vehicles up to 5.5m	86.4%	N/A	86.4%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.826822, 144.997378



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV ISO 9001
SAFETY SYSTEM CERTIFICATION DNV ISO 45001
ENVIRONMENTAL SYSTEM CERTIFICATION DNV ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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Site Adolph St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	11:00	11:00	08:00	11:00	10:00	N/A	09:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	13:00	16:00	N/A	17:00	N/A	17:00	N/A	16:00
00:00	3	2	1	3	2	7	12	30	4	11	2	19	10
01:00	1	1	1	1	2	9	11	26	4	6	1	20	10
02:00	4	1	1	4	0	4	14	28	4	10	2	18	9
03:00	1	1	2	1	0	5	5	15	2	5	1	10	5
04:00	2	0	3	3	1	4	5	18	3	9	2	9	5
05:00	2	4	5	2	2	3	1	19	3	15	3	4	2
06:00	13	19	16	18	18	7	4	95	14	84	17	11	6
07:00	21	27	18	30	23	15	4	138	20	119	24	19	10
08:00	35	28	33	38	44	24	10	212	30	178	36	34	17
09:00	26	45	30	38	36	29	17	221	32	175	35	46	23
10:00	25	33	28	35	31	29	20	201	29	152	30	49	25
11:00	23	29	37	39	40	38	17	223	32	168	34	55	28
12:00	43	40	46	42	47	21	29	268	38	218	44	50	25
13:00	23	40	36	30	34	30	28	221	32	163	33	58	29
14:00	47	57	48	52	48	29	23	304	43	252	50	52	26
15:00	37	46	56	58	68	18	25	308	44	265	53	43	22
16:00	64	77	52	70	66	22	45	396	57	329	66	67	34
17:00	88	84	121	116	69	21	13	512	73	478	96	34	17
18:00	29	44	60	37	37	22	25	254	36	207	41	47	24
19:00	18	20	20	17	21	28	17	141	20	96	19	45	23
20:00	10	14	11	10	12	16	7	80	11	57	11	23	12
21:00	11	7	12	9	12	9	7	67	10	51	10	16	8
22:00	4	6	31	9	16	23	3	92	13	66	13	26	13
23:00	2	0	14	10	9	16	1	52	7	35	7	17	9
Total	532	625	682	672	638	429	343	3921	560	3149	630	772	386
% Heavy	14.47%	14.56%	15.25%	14.58%	13.48%	10.02%	8.75%	13.49%		14.48%		9.46%	

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Cremorne Enterprise Precinct Aboriginal Cultural Heritage Assessment

SPONSOR

Yarra City Council

AUTHORS

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August 12, 2026



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Disclaimer

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Table of Contents

1 Introduction 6

1.1 Reasons for Preparing the ACHA 6

1.2 Name, Qualifications and Experience of Heritage Advisor 6

1.3 Location of the Study Area 6

1.4 RAP with Responsibility for the Study Area 6

1.5 Areas of Legislated Aboriginal Cultural Heritage Sensitivity 6

2 The Activity Description 9

2.1 Activity Description 9

3 Report on the Desktop Assessment 12

3.1 Aims and Methodology for the Desktop Assessment 12

3.2 Results of the Desktop Assessment 12

3.2.1 The Geographic Region 12

3.2.2 Landforms and Geomorphology of the Study area 14

3.2.3 Resources Available to Aboriginal People within the Study area 17

3.2.4 Search of the Victorian Aboriginal Register 25

3.2.5 Historical and Ethno-Historical Accounts in the Geographic Region 37

3.2.6 Land-Use History of the Study Area 38

3.3 Site Prediction Model and Conclusion of Desktop Assessment 60

3.4 Conclusion of Desktop Assessment 61

4 Opportunities and Constraints 62

References 63

List of Figures

FIGURE 1 'Sketch section from Hawthorne through Richmond Collingwood and North Melbourne to the salt water river' The second sketch is a visual representation in cross-section of the geology; Cremorne is located on the Richmond Flat, depicted in dark green. Surveyor Generals Office, 1854. State Library Victoria. 15

FIGURE 2 Detail from the Electoral Plan of Melbourne (James J Blundell & Co. 1856). Cremorne Gardens occupy the lower centre of the study area. Multiple swamps are depicted on both banks of the Yarra. 23

FIGURE 3 Detail from Hoddle's 1839 plan of Prahran. Cremorne is located on the north bank in the area occupied by the letters Y A R R A Y A. Note the swamp on the left was incorporated into the Cremorne Gardens (see Section 7.2.6, below). 24

FIGURE 4 Melbourne from the Falls 1837, Robert Russell, watercolour, Bib ID: 2433212, National Library of Australia 39

FIGURE 5 Early plan of the Yarra River, dating from 1841, showing the waterfall where Queens Bridge now crosses the river (Townsend 1841, Public Records Office Victoria) 40

FIGURE 6 Yarra below the Falls. Photograph by Antoine Fauchery and Richard Daintree c.1858, State Library of Victoria. Photograph is taken from the north bank upstream of the basalt outcrop located at today's Queens Bridge. 41

FIGURE 7 Detail of Hoddle's 1837 map overlaid on NearMap 2026 aerial image. Note the straightening of the river that has occurred over the intervening 190 years. 'Aboriginal Missionary Land 895 Acres is noted in the South Yarra area, and the words 'Proposed Road' are over the Botanical Gardens. The bend in the river immediately west of the intersection of Punt Rd and the Yarra is labelled 'Prahran'. The initial allotments in Cremorne are marked, and the diagonal text is illegible except for the word 'forest'. Contrast has been adjusted for better visibility. 42

FIGURE 8 Hoddle's 1839 map of South Melbourne, showing a 'morass' bounded by a large tract of 'marshy plain' in the centre of the page. The 'hilly forest land thin of trees' is on the eastern edge of the marsh, and Langhone's house is depicted in the bend of the river on the far centre-right of the map. 45

FIGURE 9 Residence of G.A. Robinson at Prahran on the Yarra, c.1847. ML370, Mitchell Library, State Library of New South Wales 47

FIGURE 10 Residence of G.A. Robinson, on the Yarra 1847. ML330 Mitchell Library, State Library of New South Wales 48

FIGURE 11 The initial allotments of the Cremorne area, featuring the names of the first purchasers. Detail from (Hoddle 1848) 49

FIGURE 12 Sketch of 'Cremorne Gardens as they were in their heyday', from Coppin's Cremorne: Richmond in the 'Fifties', published in The Argus, 8 Apr. 1933 52

FIGURE 13 The location of the Cremorne Gardens (shaded area), showing the position of the dancing rotunda. The dotted area shows the location of the swamp (*The Argus* 30 Apr. 1910:7) 53

FIGURE 14 Map of the city of Melbourne and its extension: together with Collingwood, Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green. State Library of Victoria. 54

FIGURE 15 Detail from the Kearney map of 1855, with the current municipal boundaries of Cremorne outlined in red. Victoria Surveyor-General (1855) Melbourne and its suburbs compiled by James Kearney (referred to as the 'Kearney Plan'). State Library Victoria 55

FIGURE 16 Wool washing, South Yarra 1872. Albumen print, Accession No.: H96.160/1729, State Library Victoria 57

FIGURE 17 Plan showing Heritage Overlay, Victorian Heritage Inventory and Victorian Heritage Register sites and precincts in and around Cremorne. 59

List of Maps

MAP 1 Location of the study area – Cremorne, Yarra City Council 8

MAP 2 Cremorne Enterprise Precinct Amendment Locations 10

MAP 3 Aerial image showing the current conditions in the study area 11

MAP 4 Geographic region and Geomorphological Units in relation to the study area 13

MAP 5 Geomorphological Units (3rd tier) within the study area and surrounding region 16

MAP 6 Pre-1750 EVCs within the study area and surrounding region 20

MAP 7 Registered Aboriginal places within a 1km radius of the study area 27

MAP 8 Important Cultural Heritage Landscape (purple shading) within the Study Area (red outline) ... 29

List of Tables

TABLE 1 EVCs in the Study Area and Adjacent Area (DEECA 2026a) 18

TABLE 2 Summary of registered Aboriginal places within the geographic region 25

1 Introduction

1.1 Reasons for Preparing the ACHA

This Aboriginal Cultural Heritage Assessment (ACHA) has been undertaken at the request of Maddocks, on behalf of Yarra City Council. The ACHA is being carried out in response to the proposed draft Amendment C318yara. The amendment implements the recommendations of the Cremorne Urban Design Framework by applying the Design and Development Overlay to Commercial 2 Zone (C2Z) areas of the Cremorne West Precinct and 449 Punt Road, Cremorne, Railway Precinct and Church Street Precinct applying the Schedule to 45.09 (Parking Overlay), updating local policy in the Municipal Planning Strategy at Clause 11.03-6L-01 (Cremorne Enterprise Precinct), correcting zoning anomalies for two properties, deleting a heritage overlay and making other consequential changes to the Yarra Planning Scheme.

1.2 Name, Qualifications and Experience of Heritage Advisor

This advice is authored by Andrew Morris (Master of Maritime Archaeology, Flinders University 2026; Bachelor of Arts (Hons.) archaeology major, La Trobe University 2008). Andrew is a Full International Member of ICOMOS, is a qualified heritage advisor in accordance with section 189 of the *Aboriginal Heritage Act 2006* and has been engaged in heritage management in southeast Australia since 2007.

1.3 Location of the Study Area

The study area comprises the Cremorne Enterprise Precinct and residential neighbourhoods. The precinct is located approximately 3km east of the Melbourne Central Business District and comprises approximately 75 hectares (Figure 1, Map 1). The study area is bound by Punt Road in the west, the Yarra River in the south, the Metropolitan railway line and City Link in the north, and a mix of residential and Commercial Zone 2 properties east of Church Street.

1.4 RAP with Responsibility for the Study Area

The Registered Aboriginal Party (RAP) with statutory authority for managing Aboriginal cultural heritage for the activity area is the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.

1.5 Areas of Legislated Aboriginal Cultural Heritage Sensitivity

The study area includes areas of Aboriginal cultural heritage sensitivity (ACHS) as prescribed by the *Aboriginal Heritage Regulations 2018*. The study area includes previously registered Aboriginal cultural heritage place VAHR 7822-4151 and land within 200m of the Yarra River (Map 7):

Reg 25 Registered cultural heritage places

(1) A registered cultural heritage place is an area of cultural heritage sensitivity.

(2) Subject to sub-regulation (3), land within 50 metres of a registered cultural heritage place is an area of cultural heritage sensitivity.

(3) If part of the land within 50 metres of a registered cultural heritage place has been subject to significant ground disturbance, that part is not an area of cultural heritage sensitivity.

Reg 26 Waterways

(1) Subject to subregulation (2), a waterway or land within 200m of a waterway is an area of cultural heritage sensitivity;
(2) If part of a waterway or part of the land within 200m of a waterway has been subject to significant ground disturbance, that part is not an area of cultural heritage sensitivity.

If any activities that are classified as High Impact Activities in the *Aboriginal Heritage Regulations 2018* are to occur in any area of Aboriginal cultural heritage sensitivity, a Cultural Heritage Management may be required for that activity.

The *Aboriginal Heritage Act 2006* provides blanket protection for Aboriginal cultural heritage. Under sections 27 and 28 of the Act, it is an offence to knowingly, recklessly or negligently, by act or omission, harm Aboriginal cultural heritage. Aboriginal cultural heritage may only be harmed in accordance with an approved CHMP or a Cultural Heritage Permit.

These requirements exist separate to the Planning Process.



MAP 1 Location of the study area – Cremorne, Yarra City Council

2 The Activity Description

2.1 Activity Description

This ACHA has been carried out in response to the proposed Draft Amendment C318yara: Design and Development Overlays. The following description of the proposal is extracted from the City of Yarra Information sheet.

For further information about the proposed amendments, refer to:

https://www.yarracity.vic.gov.au/planning-and-building/future-yarra/planning-scheme-and-amendments/current-amendments/amendment-c318-cremorne-precinct

Yarra City Council is proposing three new Design and Development Overlays (DDOs) for Cremorne's commercial areas. New controls are proposed for Cremorne's commercial precincts to manage the scale and design of development of land and provide certainty for landowners, Council, and the community.

They aim to balance:

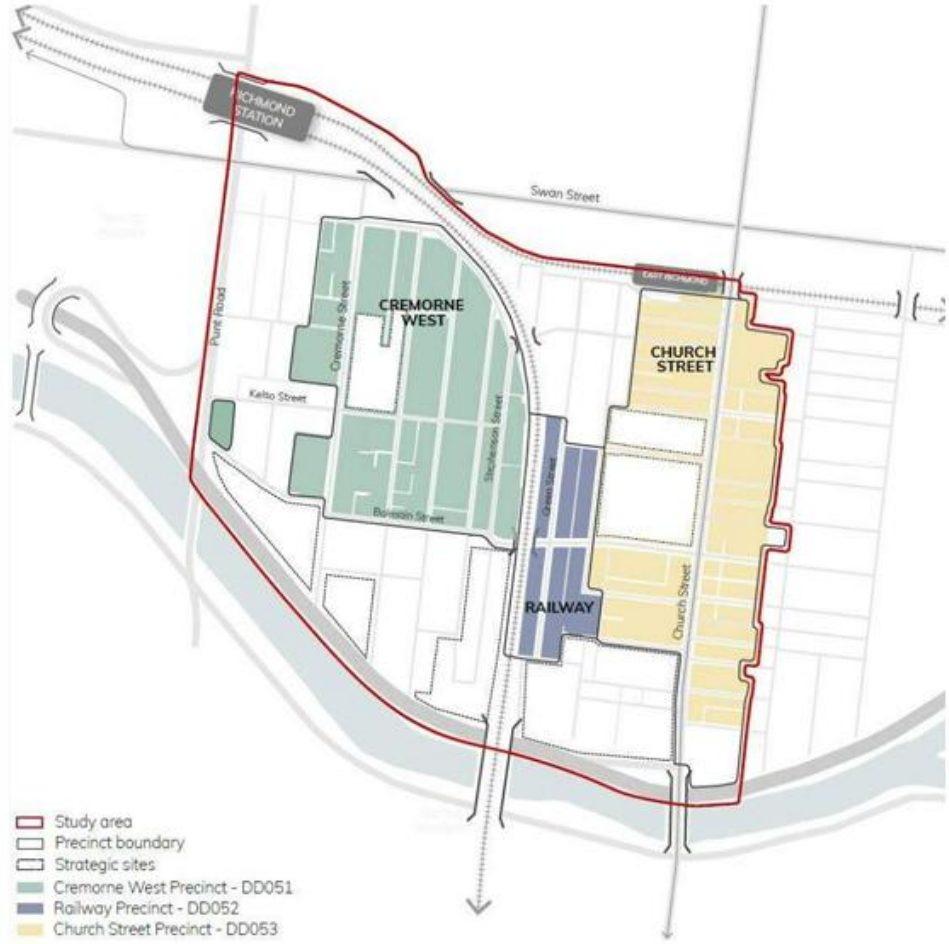
- accommodating employment growth
- protecting the precinct's valued character and heritage
- minimising amenity impacts on the public realm, residential precincts and other commercial developments.

The DDOs will guide the development of Cremorne as a mid-rise precinct and reinforce its unique industrial and residential character. The DDOs will support a mix of innovative architecture and sensitive design requirements for heritage and character buildings. They will also include built form parameters such as building heights, street wall heights, upper-level setbacks and building separation and other design requirements based on the revised Cremorne Urban Design Framework (UDF).

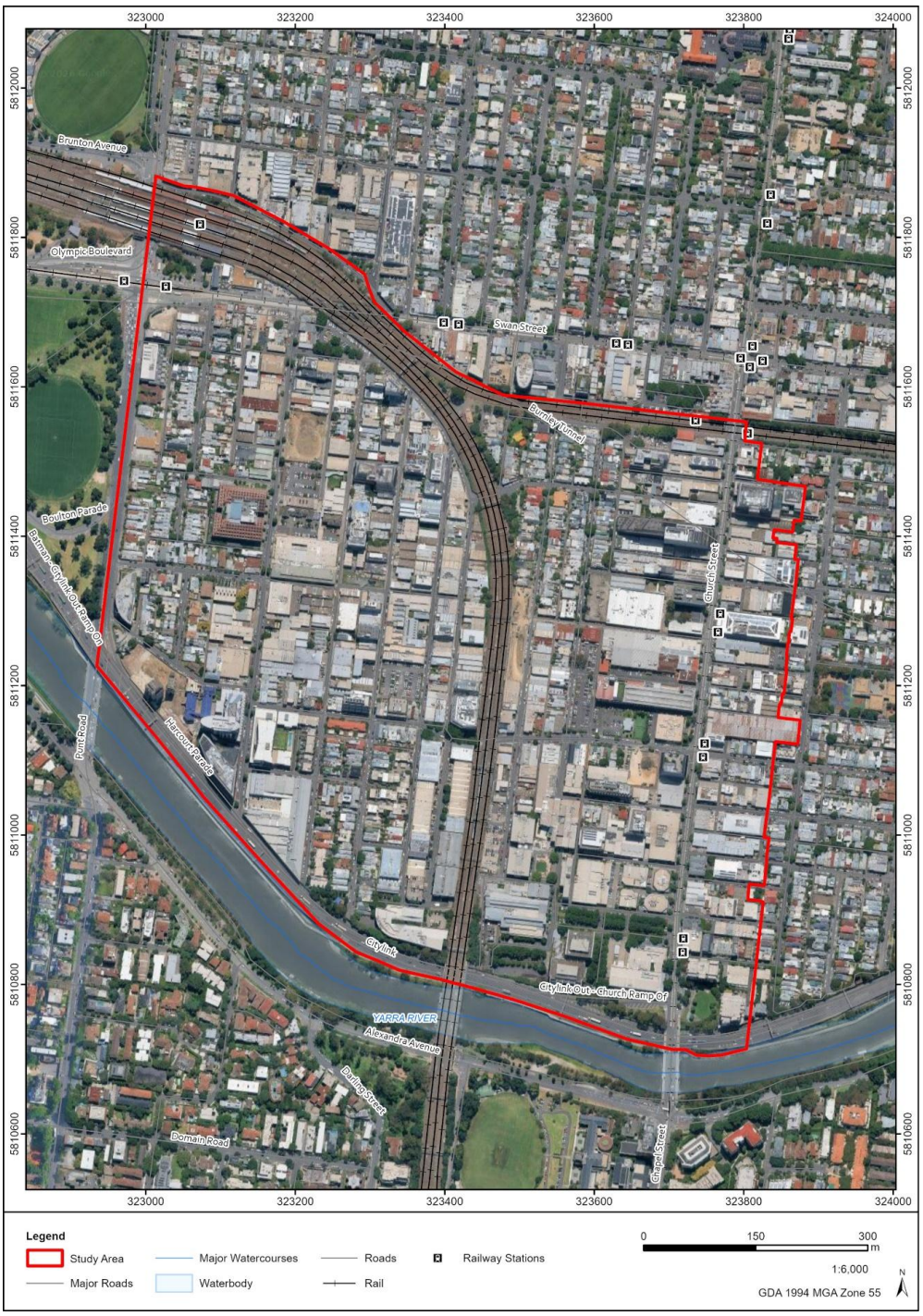
The increased number of developments and emerging scale has reinforced the need for new built form controls to guide Cremorne's future growth and protect the precinct's valued character and heritage. The revised UDF includes design objectives and recommendations for the Cremorne West, Railway and Church Street commercial precincts - where significant development is already occurring. These recommendations have been implemented through the exhibited draft Design and Development Overlays (DDOs).

The three exhibited draft DDOs proposed as part of the amendment are (Map 2):

- Cremorne West Precinct (DDO51) – highlighted in green below
- Railway Precinct (DDO52) – highlighted in blue below
- Church Street Precinct (DDO53) – highlighted in yellow below



MAP 2 Cremorne Enterprise Precinct Amendment Locations



MAP 3 Aerial image showing the current conditions in the study area

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3 Report on the Desktop Assessment

3.1 Aims and Methodology for the Desktop Assessment

The desktop assessment involved a review of:

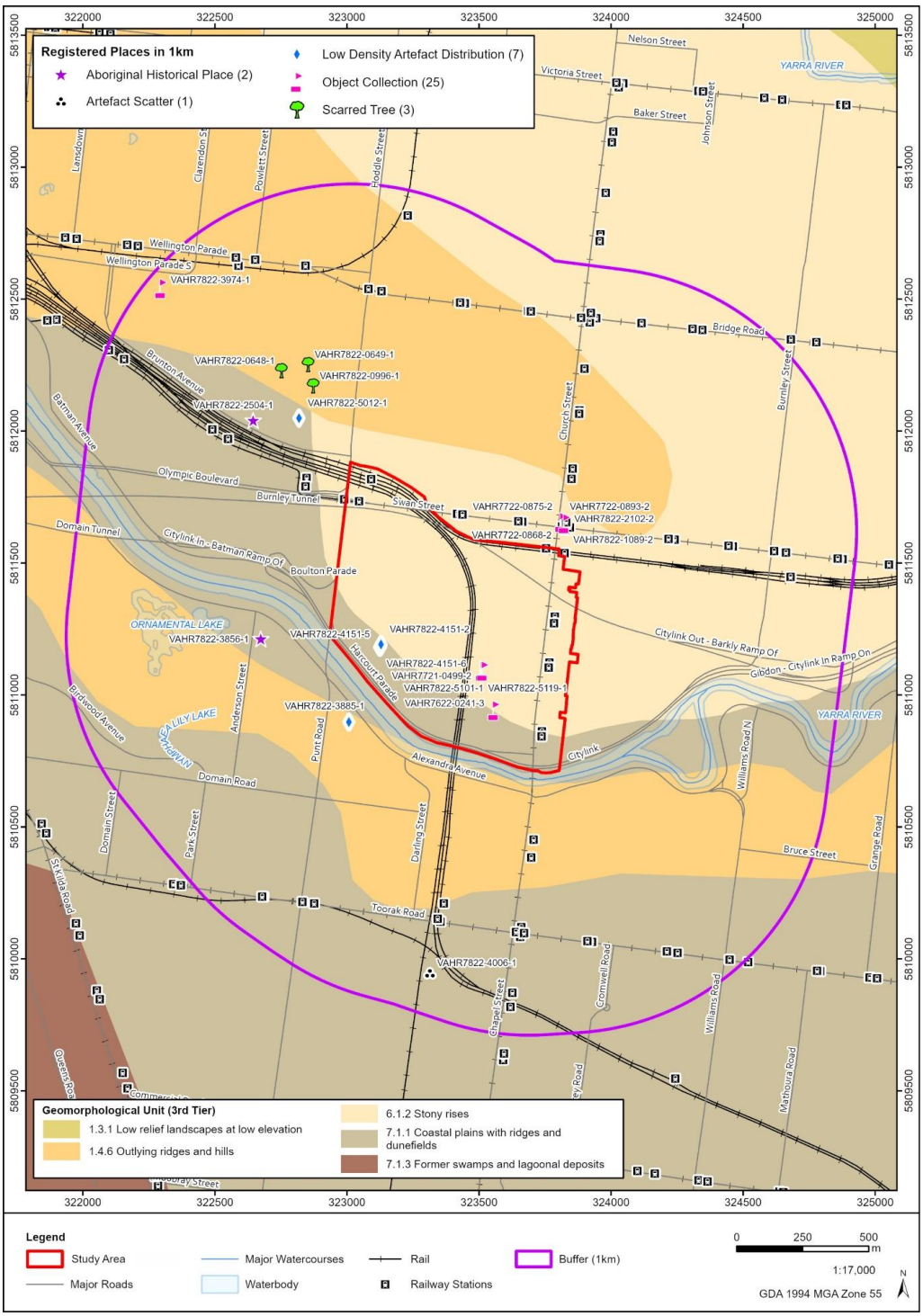
- historical and ethno-historical accounts of Aboriginal occupation of the geographic region and a review of any written and oral local history relevant to study area
- environmental resources available to Aboriginal people within the region of the study area
- the site registry at the FP-SR and previous archaeological studies to identify any previously registered Aboriginal archaeological sites either within or surrounding the study area and the results of previous archaeological assessments
- the land-use history of the study area, particularly evidence for the extent and nature of past land disturbance
- the landforms or geomorphology of the study area and identification and determination of the geographic region of which the study area forms a part that is relevant to the Aboriginal cultural heritage that may be present in the study area.

This information was used to produce an archaeological site prediction model. The site prediction model assists in determining the type of archaeological sites which may occur within the study area, the possible contents of these sites, the possible past use of the landscape by Aboriginal people and the likely extent of ground disturbance to archaeological sites.

3.2 Results of the Desktop Assessment

3.2.1 The Geographic Region

The geographic region is an arbitrarily defined boundary that provides a suitable sample size for the landforms and landscape features, permanent waterways, drainage lines, urbanised areas and a broad representation of Aboriginal Place types that are characteristic to the area in which the study area lies. For the purposes of assessing cultural heritage in relation to the present study area, a 1km radius around the study area boundaries has been chosen as a closer area of investigation. The location of the study area within the geographic region is shown in Map 4, while the detailed 1km search area is shown in Map 7.



MAP 4 Geographic region and Geomorphological Units in relation to the study area

3.2.2 Landforms and Geomorphology of the Study area

3.2.2.1 Description of Geology, Landforms and Soils

The geology of the study area is primarily shaped by two major geological structures: the Central Sunklands and the Burnley Basalt Flow. The Central Sunklands, including the Port Phillip Sunkland, form a broad, low-lying geomorphological basin bounded by uplifted fault blocks and major faults. This down-warped landscape has been influenced by long-term weathering, planation, marine and fluvial sediment deposition, lava emplacement, and repeated Quaternary sea-level fluctuations, which alternately exposed and drowned parts of Port Phillip Bay. These processes produced varied surficial materials, including coastal sands, dunes, alluvial deposits, lacustrine sediments, swamp deposits and younger floodplain sediments across the plains (Joyce et al. 2003:556; Figure 1).

The Burnley Basalt Flow is a younger volcanic feature that significantly affected the development of the Melbourne landscape. Around 800,000 years ago, basalt lava flowed down an early Darebin Creek and into an ancestral Yarra Valley, pushing streams to the margins of the lava flow. Near present-day Queen Street, the Yarra River crossed the edge of the basalt, creating a small waterfall that marked the transition between fresh and salt water and helped define the upper limit of river navigation. Stony rises in the Epping area are part of the same basalt flow that terminates just west of the study area at the waterfall. Related basalt flows across the Merri–Darebin Plains also contributed to the region's volcanic plains, later providing Melbourne with bluestone for construction, kerbing and quarrying (Joyce et al. 2003:556). Bluestone quarries and clay pits used for brick and pipe manufacture were located on the outer limits of the early city and regularly worked and abandoned through phases of development and growth (Ferguson 1992; Joyce et al. 2003:560). Several bluestone quarries are located in the east and north east of the Cremorne study area (Richmond Flat – Figure 1), near the junction of Mary Street and the Yarra River, and between Swan and Bridge Streets. Young alluvial and aeolian silts and sandy silts, probably originating from the Werribee floodplain, cloak the volcanic plains to the eastern limits (VandenBerg 1973).

The drainage of the Melbourne region is dominated by the Yarra River and its tributaries, flowing primarily from the north. The Yarra rises in the east where it has formed a wide, alluviated valley with choke points at the more resistant geological formations of the Healesville, Warrandyte and Kew areas. Paired terrace and floodplain deposits have accumulated along the main river valleys. The river flows through the inner suburbs and city of Melbourne as a shallowly incised channel before reaching the Yarra Delta formation downstream of the city. The Yarra Delta has resulted from a series of Quaternary marine and fluvial deposition and erosion events, and at times of low sea stand, the Yarra River has flowed across a dry Port Philip and out through the Heads to the Bassian Plain. The sea level and modern shoreline stabilised around 6000 years ago. The shore platforms and sandstone cliffs formed of Tertiary sediments, such as found in Sandringham and Beaumaris, were established at this time (Joyce et al. 2003:560–561).

The study area lies primarily within the third-tier geomorphological unit 'Stony Rises (Mt. Eccles, Pomborneit, Mt. Rouse)' (GMU 6.1.2; DEECA 2025), which reflects lava flows associated with the most recent volcanic activity. Soils in this unit are generally shallow, dark, gradational and self-mulching clays, classified as Dermosols and Vertosols, respectively (DEECA 2023). The swathe of land containing the Yarra River and associated banks and alluvial terrace is the unit 'Coastal plains with ridges and dunefields (Brighton, Cranbourne)' (GMU 7.1.1; DEECA 2025). This unit is part of the Port Phillip and Western Port Sunklands, containing varied Quaternary-aged surficial materials including lacustrine (swamp) and alluvial deposits, sometimes overlain with unconsolidated clayey sand that have been subject to marine inundation during sea level rises and falls. Land to the north of Cremorne,

stretching across East Melbourne and West Richmond, and in a band across Toorak, South Yarra and the Domain, falls within the third-tier geomorphological unit 'Outlying ridges and hills (Warby Range, Lurg Hills, Howe Range, Mt Dandenong)' (GMU 1.4.6; DEECA 2025). This unit comprises low, rounded hills and dividing ranges, generally below 200 m elevation, across parts of eastern Victoria. Associated soils are typically red and brown acidic texture-contrast soils, or red and brown gradational soils in higher-rainfall areas, classified as Kurosols and Dermosols, respectively (DEECA 2023).

Visible in Map 5 are third tier geomorphological units 'Low relief landscapes at low elevation (Cann River south, Silvan, Templestowe)' (GMU 1.3.1) in the northeast, and 'Former swamps and lagoonal deposits (Koo-Wee-Rup, Tobin Yallock, Bass River Delta, Carrum Downs) (GMU 7.13; DEECA 2023). GMU 1.3.1 consist of low relief landscapes at the bottom of the Eastern Uplands erosional sequence, where drainage system cutting has reached its lowest level (sea level in the southern part of the unit). GMU 7.1.3 represents former swamp and lagoon deposits from streams and rivers developed on lunettes or within coastal ridge and dune systems and may contain peat deposits.

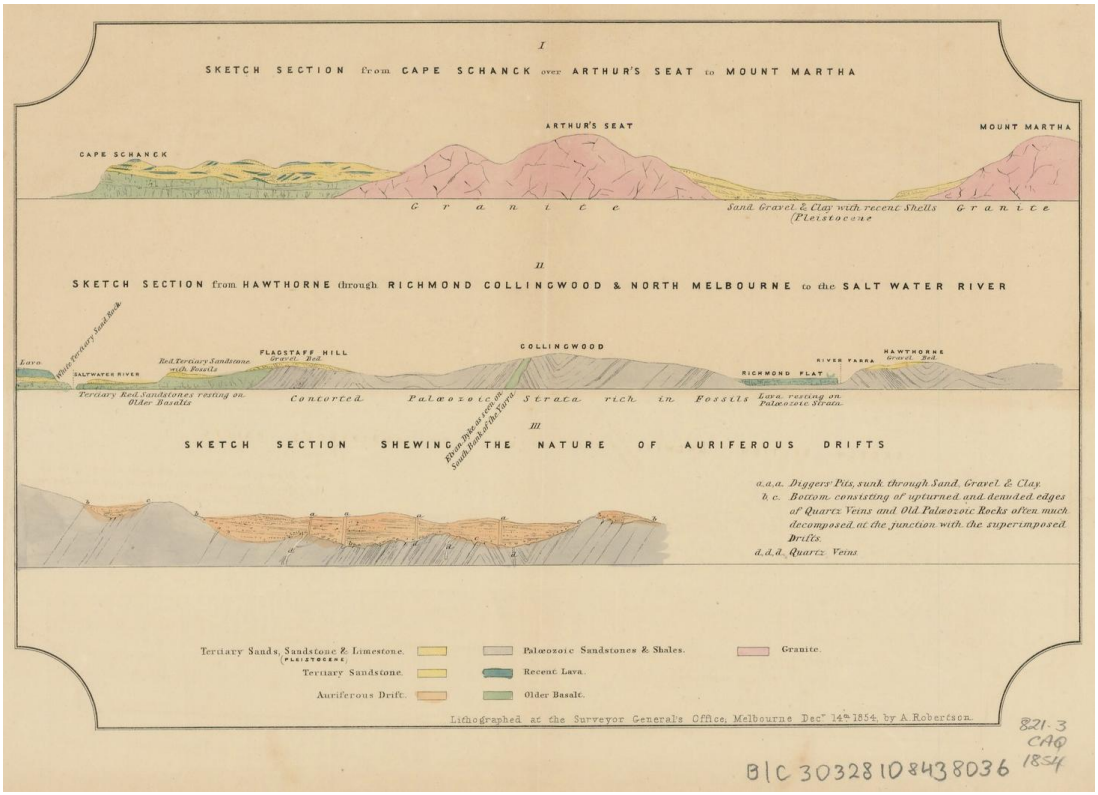
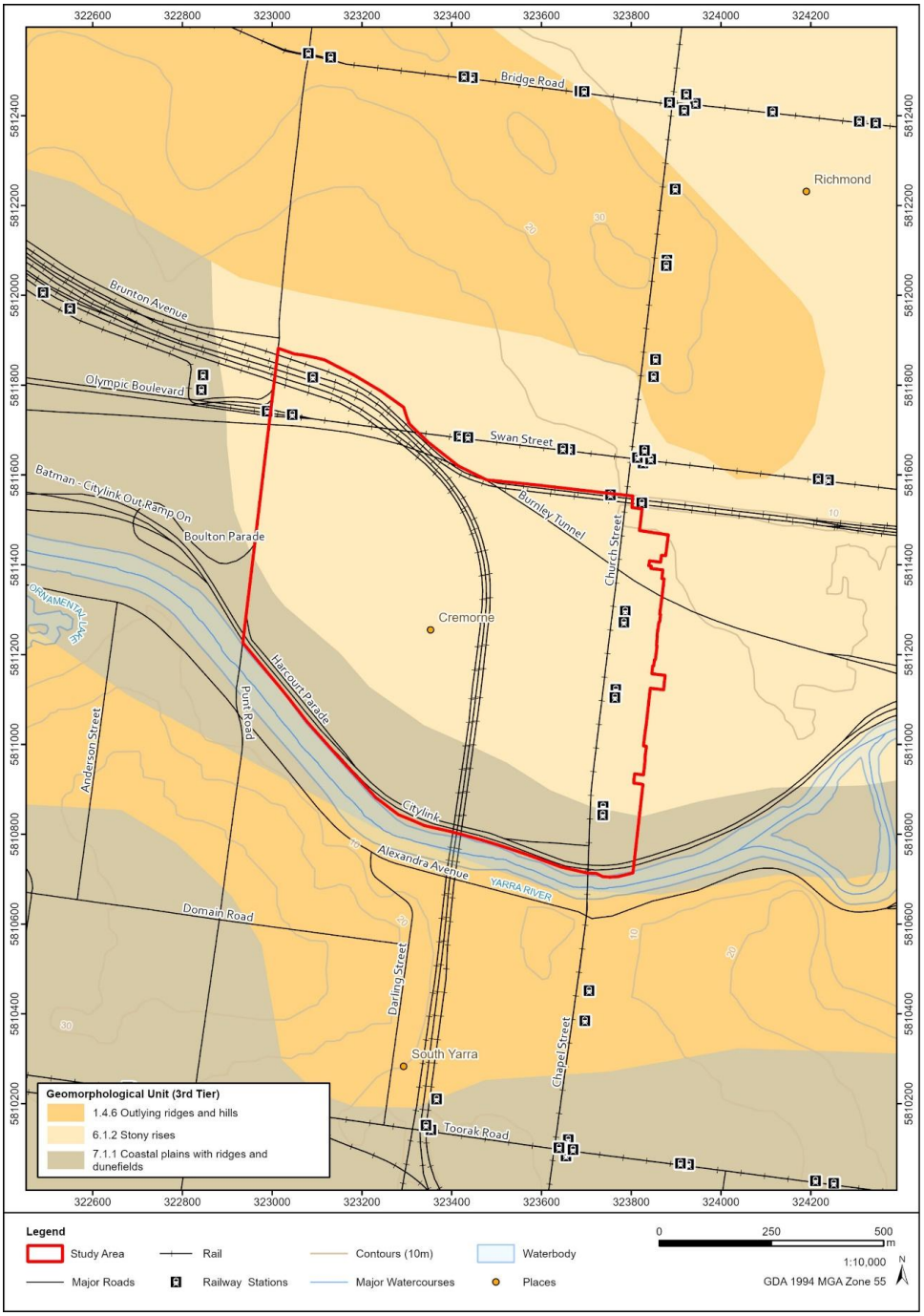


FIGURE 1 'Sketch section from Hawthorne through Richmond Collingwood and North Melbourne to the salt water river' The second sketch is a visual representation in cross-section of the geology; Cremorne is located on the Richmond Flat, depicted in dark green. Surveyor Generals Office, 1854. State Library Victoria.



MAP 5 Geomorphological Units (3rd tier) within the study area and surrounding region

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3.2.3 Resources Available to Aboriginal People within the Study area

3.2.3.1 Plant Resources and Pre-Contact Vegetation

The **pre-1750 ecological vegetation community** (EVC) in the study area is dominated by Plains Grassy Woodland (EVC 55), consistent with the Victorian Volcanic Plain setting of basaltic stony rises, shallow loams and clays and an open woodland structure. The floristic communities of EVC 55 comprise a 16% tree cover of eucalyptus locally dominated by River Red Gum (*Eucalyptus camaldulensis*) or occasionally other species such as Yellow Box (*E. melliodora*) or perhaps Melbourne Yellow Gum *Eucalyptus* l*E. eucoxylon* subsp. *connata*), and a species-rich grassy/herbaceous understorey, including edible species such as native carrot (*Daucus glochidaiatus*), wood sorrel (*Oxalis* spp.) and wallaby grass (*Rytidosperma* spp.). Damp Sands Herb-rich Woodland (EVC 3) is present in the west of the study area along Punt Road and spreading east along the Swan Street area. The floristic community of EVC 3 is comprised of an overstory of stringybark with blackwood (*Acacia melanoxylon*), cherry ballart (*Exocarpos cupressiformis*), banksia, paperbark (*Melaleauca*) and ti tree (*Leptospermum*) shrubbery, and an understory of herbs and grasses, including edible species such as appleberry (*Billadiera scadens*) and bracken fern (*Pteridium esculentum*), and manufacturing material such as running postman (*Kennedia prostrata*), mat rush (*Lomandra* spp.), and flax-lily (*Dianella* spp.).

Outside the study area, but within the broader geographic region, the landscape supports a more varied range of EVCs associated with different landforms and hydrological settings, including Damp Sands Herb-rich Woodland (EVC 3) in the west and northwest, Riparian Woodland (EVC 641) and Grassy Woodland (EVC 175) along riverine areas, and additional regional niches such as Floodplain Riparian Woodland (EVC 56), Swamp Scrub (EVC 53), Creekline Grassy Woodland (EVC 68) and Reed Swamp (EVC 300, now reclassified as Tall Marsh, EVC 821). These outside EVCs reflect wetter, alluvial, swamp, creekline, floodplain and sandy-soil environments, and would have provided complementary plant resources such as reeds, sedges, tea-tree, paperbark, wattles, grasses, herbs, tubers, fruits, fibres and gums. The details and description of each EVC are included in Table 1 and Map 6, below.

The **bioregion** for this study area is the Victorian Volcanic Plain bioregion. This generally consists of Cainozoic volcanic deposits forming an extensive, flat to undulating basaltic plain with stony rises. Soils are generally shallow in this area, comprising reddish-brown to black loams and clays. The extensive nature of this bioregion leads to a degree of variability when it comes to the different soils present, in turn affecting the Ecological Vegetation Classes (EVCs). The study area is categorised as a basaltic stony rise, or volcanic outcropping, which comprises the stony earths (dermosols and tenosols) which support the EVC for the study area, Plains Grassy Woodlands (EVC 55). The study area is on the margin of the Victorian Volcanic Plains bioregion, with the Yarra River forming the border with the Gippsland Plain bioregion in this area.

The combination of bioregions meeting at the Yarra River, and the complex and varied hydrology of the local area resulted in a intricate network of ecotones in the geographic region. There were a number of plant species that would have been present across the region which would likely have been utilised by Aboriginal people. The EVC within the study area prior to 1750 has been identified as 'Plains Grassy Woodlands' (EVC 55). Plains Grassy Woodlands was an open Eucalypt woodland which could reach 15m in height. It generally occupies flat lands which are poorly drained and low in elevation. Vegetation in this EVC presented as sparse shrubbery over a species-rich herbaceous layer (DEECA 2026a).

Plants were extensively utilised by Aboriginal people for food, medicine and fibres for string-making, netmaking and weaving basketry, weapons and other items of utility. Plant components utilised would have included berries, fungi, roots, tubers, bulbs, leaves, pith from fleshy plants, bark, seeds and sap. Gum was also collected from wattle and stored in known locations for seasons when food was less abundant. Many species of eucalyptus were used for bark removal for canoes, containers, shields, and slabs for shelters, resulting in scarring to trunks and limbs. Sheoak roots were used for boomerangs and digging sticks, and phragmites reeds were used as spears (Zola and Gott 1992).

TABLE 1 EVCs in the Study Area and Adjacent Area (DEECA 2026a)

EVC	DESCRIPTION
Plains Grassy Woodland *EVC Number: 55* *Bioregion: Victorian Volcanic Plain* *Group: Plains Woodlands or Forests* *Subgroup: Freely-draining*	Grassy or sedgy woodland to 15 m tall with large inter-tussock spaces potentially supporting a range of annual or geophytic herbs adapted to low summer rainfall, with low overall biomass. Mostly occurs on terrain of low relief in areas receiving <600 mm rainfall per annum. Fertile, sometimes seasonally waterlogged, mostly silty, loamy or clay topsoils, with heavy subsoils, derived largely from former Quaternary swamp deposits.
Damp Sands Herb-rich Woodland *EVC Number: 3* *Bioregion: Gippsland Plain* *Group: Herb-rich Woodlands* *Subgroup: Damp Sands*	A low, grassy or bracken-dominated eucalypt forest or open woodland to 15 m tall with a large shrub layer and ground layer rich in herbs, grasses, and orchids. Occurs mainly on flat or undulating areas on moderately fertile, relatively well-drained, deep sandy or loamy topsoils over heavier subsoils (duplex soils).
Riparian Woodland EVC Number: 641 *Bioregion: Victorian Volcanic Plain* *Group: Riparian Scrubs or Swampy Scrubs and Woodlands* *Subgroup: NA*	Occurs beside permanent streams, typically on narrow alluvial deposits. Woodland to 15 m tall generally dominated by Eucalyptus camaldulensis over a tussock grass-dominated understorey. Tall shrubs may be present and amphibious herbs may occur in occasional ponds and beside creeks. While flooding may be common, sites are rarely inundated for lengthy periods.
Floodplain Riparian Woodland EVC Number: 56 *Bioregion: Gippsland Plain* *Group: Riverine Grassy Woodlands or Forests* *Subgroup: Creekline and/or swampy,*	An open eucalypt woodland to 20 m tall over a medium to tall shrub layer with a ground layer consisting of amphibious and aquatic herbs and sedges. Occurs along the banks and floodplains of the larger meandering rivers and major creeks, often in conjunction with one or more floodplain wetland communities. Elevation and rainfall are relatively low and soils are fertile alluviums subject to periodic flooding and inundation.
Swamp Scrub, EVC Number: 53 *Bioregion: Gippsland Plain* *Group: Riparian Scrubs or Swampy Scrubs and Woodlannd* *Subgroup: NA*	Closed scrub to 8 m tall at low elevations on alluvial deposits along streams or on poorly drained sites with high nutrient and water availability. Soils vary from organic loams to fine silts and peats which are inundated during the wetter months of the year and is dominated by Woolly Tea-tree *Leptospermun lanigerum* which often forms a dense impenetrable thicket, outcompeting other species. Emergent trees (eg. Swamp Gum Eucalyptus ovata) may some times be present.

Grassy Woodland EVC Number: 175 *Bioregion: Gippsland Plain* *Group: Lower Slopes or Hills Woodlands* *Subgroup: Grassy,*	A variable open eucalypt woodland to 15 m tall or occasionally Sheoak woodland to 10 m tall over a diverse ground layer of grasses and herbs. The shrub component is usually sparse. It occurs on sites with moderate fertility on gentle slopes or undulating hills on a range of geologies.
Creekline Grassy Woodland EVC Number: 68 *Bioregion: Gippsland Plain* *Group: Riverine Grassy Woodlands or Forests* *Subgroup: Creekline and/or swampy,*	Eucalypt-dominated woodland to 15 m tall with occasional scattered shrub layer over a mostly grassy/sedgy to herbaceous ground-layer. Occurs on low-gradient ephemeral to intermittent drainage lines, typically on fertile colluvial/alluvial soils, on a wide range of suitably fertile geological substrates. These minor drainage lines can include a range of graminoid and herbaceous species tolerant of waterlogged soils, and are presumed to have sometimes resembled a linear wetland or system of interconnected small ponds.
Reed Swamp EVC Number: 300, (now known as Tall Marsh EVC 821) *Bioregion: Gippsland Plain* *Group: Wetlands* *Subgroup: Freshwater,*	Occurs on Quaternary sedimentary geology of mainly estuarine sands, soils are peaty, silty clays, and average annual rainfall is approximately 600 mm. It requires shallow water (to 1 m deep) and low current-scour, and can only tolerate very low levels of salinity. Closed to open grassland/sedgeland to 2-3 m tall, dominated by Common Reed and Cumbungi. Small aquatic and semi-aquatic species occur amongst the reeds.



MAP 6 Pre-1750 EVCs within the study area and surrounding region

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3.2.3.2 Fauna Resources

A number of animals would have been present within the study area and are likely to have been hunted by Aboriginal people. These include a range of mammal species including gliders, possums, antechinus, bandicoots, bats, kangaroos, wallabies, wombats, echidnas, koalas and native rats. A large range of birds (dominated by waterbirds) would have been present and utilised for food (meat and eggs) and feathers. Reptiles in the region would have mostly comprised small skink species, but also several snakes, blue-tongue lizards and turtles (Atlas of Living Australia, n.d.). The many swamps in the geographic region supported eels and several species of fish lived in the Birrarung, including saltwater species below the falls. Large sea mammals such as seals and dolphins are known to venture into the Birrarung on a seasonal basis (Atlas of Living Australia, n.d.).

As well being a valuable food source, kangaroos and possums provided raw materials for the manufacture of cloaks, while kangaroo teeth were worn (as well as bones and shells) as hair decorations and echidnas provided quills which were used to make necklaces (Sullivan 1981:23; Rhodes and Rawoteea 2007:18).

The native fauna in the geographic region is significantly diminished in modern times, largely as a result of the loss of habitat, with many animal species once present, now locally or regionally extinct.

3.2.3.3 Stone Resources

Quartz is known to be an abundant source of stone for Aboriginal people living within the region. Quartz is not, however, a naturally occurring silicate found in basalt. Generally, in volcanic plain landforms, its presence can be explained by emplacement by volcanic activity or water action (Cochrane et al. 1995). The latter depositional process can extract sub-basaltic deposits as high energy movements of water carry and sort larger quartz grains and gravels that are redeposited over lower basalt flows in creeks and river valleys (Gill 1964:346–347). Quartz and quartzite could have been obtained from pebbles in creeks such as Darebin Creek and Findon Creek. There are two Aboriginal stone procurement sites (registered as quarries) located within the granite hills landforms around Greenvale, Mernda and Broadmeadows. These were described in Ellender (1994) as exposures of quartz outcropping with quartz artefacts found in association with them, suggesting they may have been utilised as stone sources.

Silcrete (silicified sedimentary rock) is one of the more common sources of stone in the region and outcrops in creek or river valleys where drainage lines have incised through the basalt newer volcanics, exposing underlying marine and terrestrial sediments (Cochrane et al. 1995). Large quarries have been found in the Maribyrnong River Valley and tributaries several kilometres to the west. Silcrete is also available along Merri Creek and the Plenty River (Ellender 1997). Exposures of basalt occur along the Merri Creek valley with silcrete being located directly beneath basalt in some locations (Hall 1989).

Some stone resources were highly regarded and as such, may have been sourced from further outside the geographic region. Greenstone from *Wil-im-ee Moor-ring* (Mount William) was traded widely, particularly amongst Kulin peoples (McBryde 1978). Tachylite has been noted as being sourced from the north of the Corangamite basin, most likely from around the Daylesford area (Smith and Kerr 2016).

3.2.3.4 Water Resources

The primary waterway in the region is the Birrarung, or Yarra River. This river is a major waterway, up to 75m wide in the geographic region, although this area is now highly modified for flow control and its span tightly controlled for erosion and safety mitigation. The Yarra is a freshwater river fed from springs in the foothills of Mt Baw Baw and numerous tributaries mostly flowing from the north and east.

The lower Birrarung is a scrolling, point-bar meander river, except where it passes through three gorge sections at Healesville, Yering and Warrandyte, where the resistant geology causes bottlenecking and flooding upstream (Leahy et al. 2005:132). Between these gorges is a high-velocity river that has formed a wide valley with extensive floodplains across which the water channel 'meanders' through a geomorphological system of point and bar formation and dissolution. The hydrodynamics of sediment loads on gravel-bed rivers result in the continual formation of bars, benches and riffle-pool sequences (Thoms et al. 2016:18). The anabranching characteristic of the meander zones acts as a distributary, with zones of high and low flow intermixed with shallow sections of varied vegetation growth and large, deep pools. This variation of flows results in the silting up of some channels, shifting flow dynamics that form new channels. The avulsion of former channels form horseshoe-shaped oxbow lakes, also known as billabongs, that benefit from regular overbanking events and host still water ecological niches.

Below Dights Falls at Studley Park, the Birrarung is generally confined to a single course and exhibits limited lateral mobility, particularly since the programme of straightening and dredging the river in the late nineteenth and early twentieth century streamlined the course of flow, and reinforcing the banks has precluded the natural erosion and deposition forces. Approximately 2km downstream from Cremorne a basalt outcrop formed a natural barrier separating the saltwater estuary from the freshwater. This outcrop, named the Falls by early settlers, was removed using explosives in 1883 (*The Argus* 24 May 1883:7).

A chain of swamps were located on the north bank of the Yarra between the former Richmond morgue (Yarra Park) and the "Sandy", a swimming beach located "half a mile upstream of the Church-street bridge", around the area of Herring Island. In these pools, gold fish [possibly Yarra pygmy perch] and eels could be caught into the 1850s and 1860s (*Richmond Guardian* 2 Jul. 1921:4). A swamp was found at Cremorne and included into the former Cremorne Gardens (see section 3.2.6 Land Use History, below), west of the railway line and south of Balmain Street. This waterway was depicted on many early maps and was incorporated into the pleasure Gardens from 1853. The waterbody is not named on historic plans but is annotated as a 'natural lake' (Figure 10; Figure 11; Figure 13). The shape and underlying geology suggest the waterbody may be a swamp rather than an oxbow lake, a section of the river channel cut off during the meandering of the river scrolls across the floodplain and slowly silting up over a period of several centuries. While there do not appear to be any surviving references to the use of this particular swamp by Aboriginal people during the contact period, it was almost certainly used and surviving accounts detail the use of similar wetlands at the Tromgin swamp, now modified as the ornamental lake in the Botanical Gardens 350m to the west of Cremorne, and at Bolin Bolin billabong, at present day Bulleen, 8.3km upstream (Presland 2010:18–19). The Cremorne swamp appears on the Electoral Plan of Melbourne 1856 (Figure 2) in a chain of swamps including Tromgin swamp. This is corroborated by translations of place names given by Aboriginal informants to George Augustus Robinson such as *Durrark* or *Turrak* (Toorak), meaning 'reedy grass, weed in lagoon' (Clark and Kostanski 2006:25), and the description of several tea tree scrub-ringed swamps dense with waterfowl and kangaroo across Prahran, South Yarra and St Kilda (Cooper 1912 in Clark and Kostanski 2006:86–87). Several more billabongs are still found downstream of Bolin Bolin incorporated into golf courses and streamside reserves at Ivanhoe, Alphington and Kew.

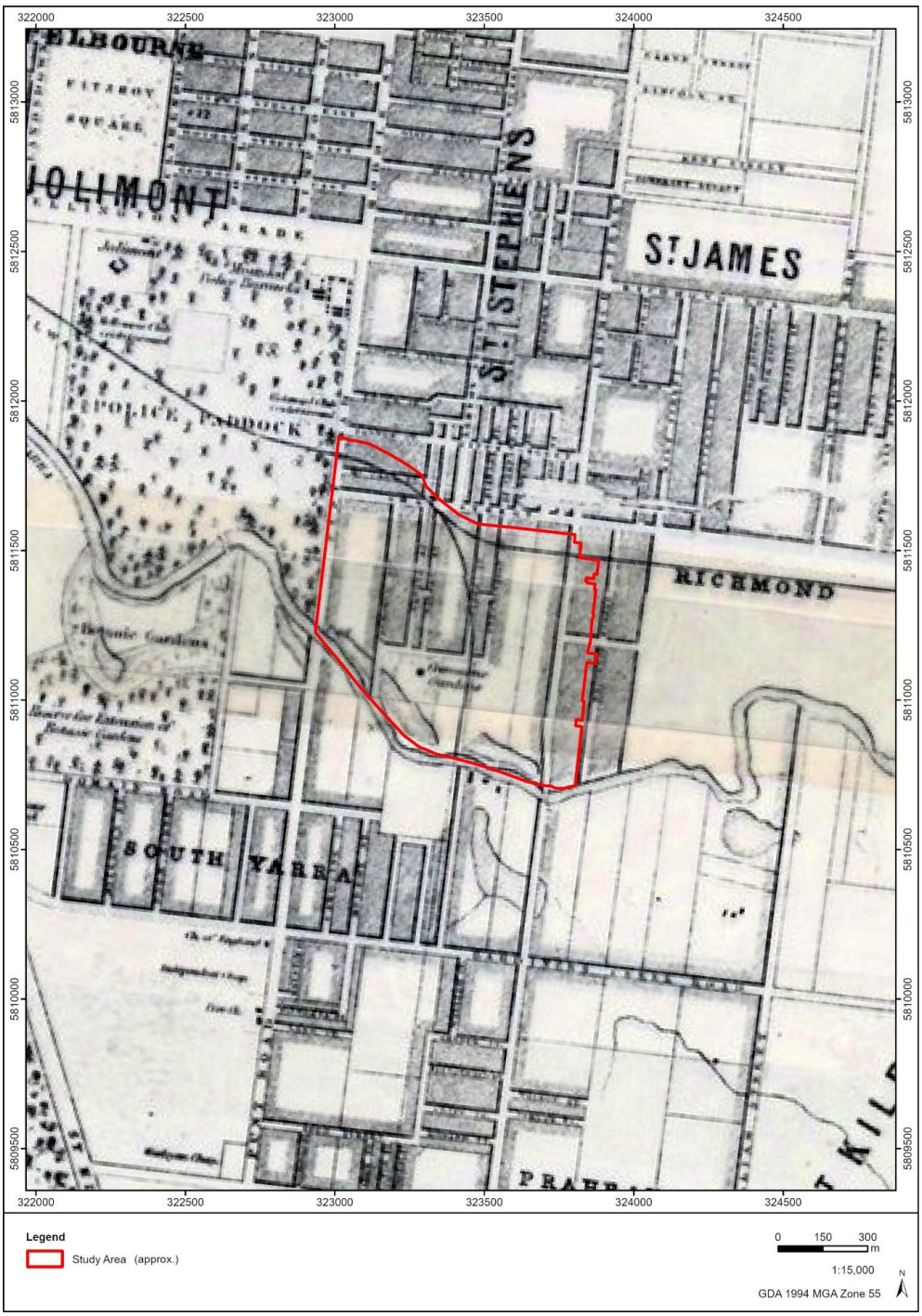


FIGURE 2 Detail from the Electoral Plan of Melbourne (James J Blundell & Co. 1856). Cremorne Gardens occupy the lower centre of the study area. Multiple swamps are depicted on both banks of the Yarra.



FIGURE 3 Detail from Hoddle's 1839 plan of Prahran. Cremorne is located on the north bank in the area occupied by the letters Y A R R A Y A. Note the swamp on the left was incorporated into the Cremorne Gardens (see Section 7.2.6, below).

Wetlands are resource abundant ecotones, providing a diverse range of aquatic and plant life, especially eels, fish, shellfish, waterfowl and reeds, sedges and herbaceous plants. A count of the wildlife in Tromgin swamp in the 1850s listed 63 land- and 19 water-species of bird, as well as eel and several species of fish (Wilson 1857 in Presland 2014:103). Their still waters provide a safe access to water for humans and terrestrial animals alike and were ideal camping places (Clark and Kostanski 2006:17–18; Giblett 2016; Presland 2014). Wetlands occupy a liminal zone between waterbody and dry land, neither solid not liquid. They could not be farmed or built upon by Europeans, nor could they be used as rivers, lakes and oceans and as such wetlands were understood by European cultural norms as wastelands, unproductive and sources of disease (Giblett 2016; Presland 2014:96).

Tromgin swamp (with spelling variants *Trumgin*, *Torm.tchin*, *Tormchin*, and *Trome.djin*; Clark and Kostanski 2006:26; Clark and Heydon 2002) is located within the Botanical Gardens and was remodelled in the mid-nineteenth century to become the main ornamental lake (Gross 1956:76 in Presland 2014:102). The hill overlooking the Tromgin was noted to be a favoured camping spot for Bunurong, Wurundjeri and Taungurung people (Robinson Journal 30/4/1842 in Clark 2000) and Robinson recorded camping there in 1839 to attend the cremation of two Aboriginal people (Robinson Journal 9/9/1839 in Clark 2000). Tromgin was an important source of eels, and Robinson described his observation of a Bunurong man and youth eeling there in 1841:

> This afternoon two native blacks of the Boongerong tribe – Niggerernaul and a lad named Dol.ler, came to my office and went to the lagoon about ¼ mile distant in the paddock and in a very short time caught about 40lbs of eel. I saw them catching or rather spearing them at which they are very expert. There mode is as follows: they each had two spears called by them 1. toke.in, 2. yoke.wil.loke. The eels they call yoe.hoke. Bet Banger is father to Dol.ler. Having

> the two spears grasped by the right hand thus, they go in to the water and keep walking about, at the same time jabbing their spears into the mud in a sloping direction before them. If they jab in their spear which is ascertained by their feet they turn it up on the end of the spear, the second spear is jabbed into it whilst he lifts holds it down and thus kills it [See Figure 2.6]. If not quite dead they bite the head and throw it on shore. I bought some of the eels, 20, and two spears made thus: ½ inch stick [See Figure 2.6]. Wire size of that used round the rim of sauspan, it is called yoke.wil.loke. This tying is called toke.kin (Robinson Journal 29/1/1841 in Clark 2000).

Bolin Bolin billabong is an oxbow lake located at present-day Bulleen, known to be a favoured place for eeling and ceremony (Clark and Kostanski 2006; Freedman 2020:5; Giblett 2016:144–145). Following the establishment of the Port Philip Aboriginal Protectorate in 1839, the Wurundjeri and Bunurong people were asked to choose a 'good country' for themselves. Bolin Bolin was their first choice, being a traditional meeting ground for inter-clan gatherings, as well as the juncture between the lands of two prominent Woiwurring clan leaders (Freedman 2020:12). Bolin Bolin billabong is the site of the last recorded interclan meeting, when over 300 Aboriginal people gathered for several weeks of meetings and ceremony (Freedman 2020:13). But settlers had already claimed lands in the surrounding area and agitated against the reservation of a section of the river at Bolin Bolin for Aboriginal use (Freedman 2020:15). The Protectorate agreed with the settlers, and the Wurundjeri and Burnurong were camped at Bolin Bolin when they decided upon a new location, Nerre Nerre Warren, which is where the reserve was subsequently established (Freedman 2020:12).

3.2.4 Search of the Victorian Aboriginal Register

The Victorian Aboriginal Heritage Register (VAHR), accessed through Aboriginal Cultural Heritage Register and Information System (ACHRIS), was searched to identify any previously registered Aboriginal Places within the geographic region for the study area, as well as the results of previous archaeological assessments. The Register was accessed in accordance with Access # 17225 on 12 June 2026 by Alexandra Snep.

3.2.4.1 Aboriginal Places in the Geographic Region

A search of the Victorian Aboriginal Heritage Register (VAHR) identified 34 registered Aboriginal Places within the geographic region, comprising a total of 38 components (Table 2 and Map 7). The majority of Places are Object Collection (n=25), followed by Scarred Trees (n=3) and Low Density Artefact Distributions (LDADs) (n=3), Aboriginal Historical Places (n=2) and an Artefact Scatter (n=1).

TABLE 2 Summary of registered Aboriginal places within the geographic region

COMPONENT TYPE	FREQUENCY (NO.)	FREQUENCY (%)
Artefact scatter	1	3
Low density artefact distribution	7	18
Object Collection	25	66
Scarred tree	3	8
Aboriginal Historical Place	2	5
TOTAL COMPONENTS	**38**	
TOTAL REGISTERED PLACES	**34**	

There are 25 Object Collections registered in the study area. Object collections comprise collections of artefacts located away from their primary context; e.g. museum collections. In the case of these 25 collections, these are collections of artefacts which have been excavated from elsewhere in Victoria, and are in storage at an archaeological consultant's office. These collections have no relevance to the study area and will not be discussed further.

3.2.4.2 Aboriginal Places

There is one previously registered Aboriginal Place located within the study area bounds (Map 7). VAHR 7822-4151 is an LDAD located during historical excavations on the site of the former Richmond Maltings in Cremorne. Two lithic artefacts were identified at a depth of 200mm in imported clay fill used to level the site. Further excavations into the footprint of a c.1850s house found an intact subfloor deposit with mixed historical domestic artefacts and three more lithic artefacts.

There are a further six registered Places within 200m of the study area (Map 7)

VAHR 7822-0649 is a dead scarred tree with lopped branches, located within the extent of the Melbourne Cricket Ground Camp (VAHR 7822-2504). The tree is an unidentified Eucalyptus with a single scar on the trunk measuring 220x100cm.

VAHR 7822-0996 is a River Red Gum (*Eucalyptus camaldulensis*) scarred tree located within the extent of the Melbourne Cricket Ground Camp (VAHR 7822-2504). The trunk has a single scar measuring 140x10cm.

VAHR 7822-5012 Yarra Park Unprovenanced LDAD 1 is a single silcrete surface artefact identified during monitoring under the conditions of CHMP 18127. The artefact was identified in imported gavel fill in a picnic area and was collected for analysis.

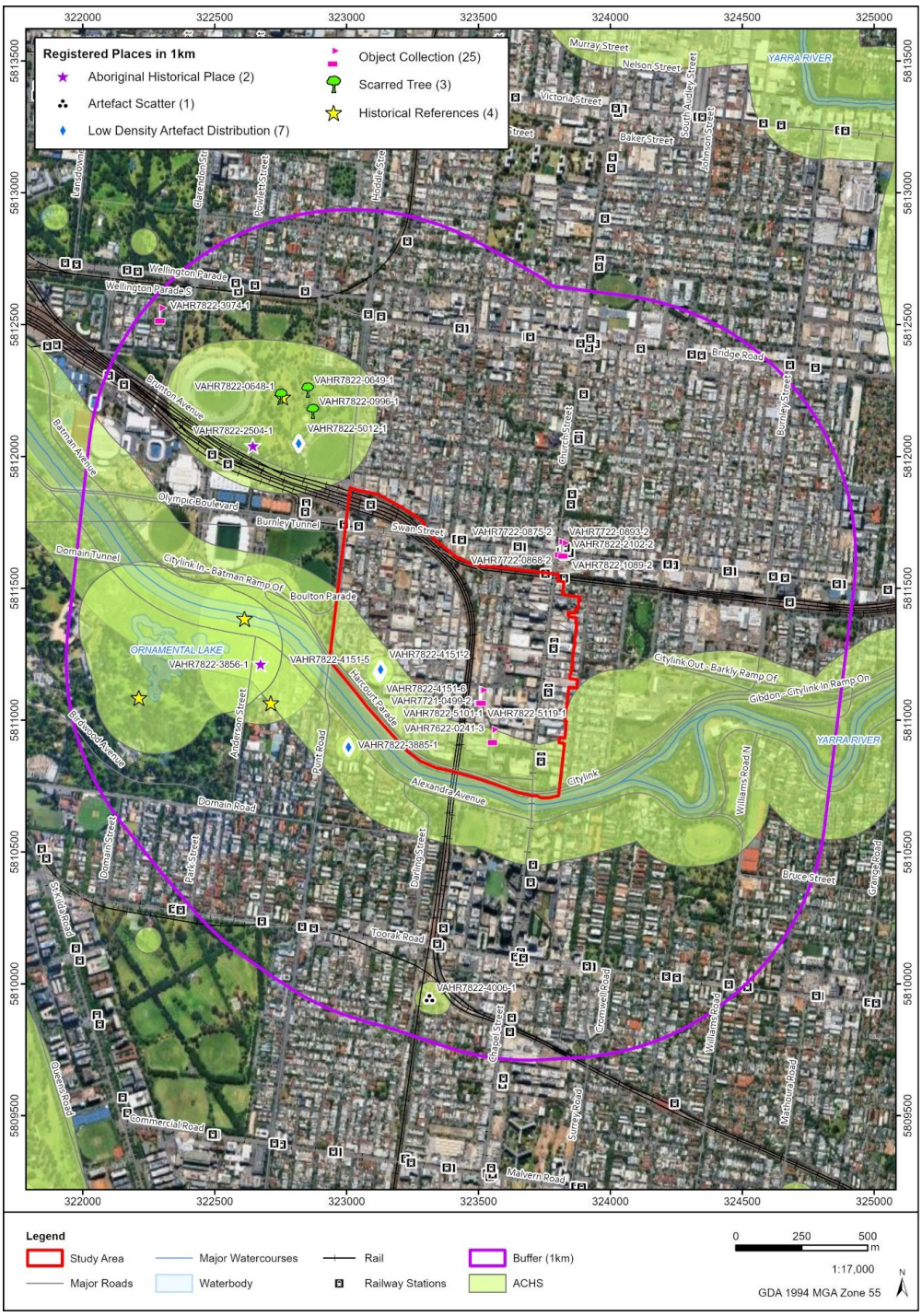
VAHR 7822-2504 Melbourne Cricket Ground Camp is located in Yarra Park between and including the Melbourne Cricket Ground and Punt Road Oval. Before designation as sporting facilities, the area was known to European settlers at Government Paddocks. Groups of Aboriginal people were documented camping there in the 1830s and 1840s, and several corrobborees were documented.

VAHR 7822-3856 Prahran – Yarra Mission is the site of the first Port Philip Mission for Aboriginal people. Established on a favoured camping ground in 1837, the Mission was run by George Langhorne until 1839. The site was the briefly occupied by Chief Protector George Augustus Robinson and the Palawa people who accompanied him to Port Philip.

VAHR 7288-3885 Davidson Street LDAD 1 consists of one silcrete flake identified at 150mm depth during CHMP 13825 ahead of a residential development.

There are four historical reference sites within 200m of the study area:

- 2.1–82 Melbourne Cricket Ground Camp
- 2.1–83 Governor General's Camp
- 5.3–6 Lonsdale's Paddock
- 6.1–7 Yarra Mission



MAP 7 Registered Aboriginal places within a 1km radius of the study area

3.2.4.3 Mapping platform for strategic planning

The mapping platform (https://www.firstpeoplesrelations.vic.gov.au/maps-strategic-planning) for strategic planning provides information about Aboriginal cultural landscapes in Victoria. It has been created so that strategic planners and developers have greater awareness of Aboriginal cultural heritage in the early stages of strategic planning. A review of the mapping shows that the study area includes the Birrarung Cultural Landscape (Map 8). The citation for this landscape is:

> The Cultural Values identified in this important cultural heritage landscape of the Birrarung (Yarra River) catchment include traditional associations with Wurundjeri Woiwurrung people, Woiwurrung place names, vantage points, habitats for remnant native plant species, and food bowls for native animal species.
>
> Cultural Values are also associated with lines of view to significant named and unnamed waterways and other important cultural heritage landscapes, such as the Birrarung (Yarra River) and the Merri Merri (Merri Creek).
>
> Cultural Values are also associated with lines of view to significant named and unnamed waterways, pre-European wetlands, lowlying flood plains and other important cultural heritage landscapes, such as Birrarung (Yarra River), Mount Baw Baw, Upper Yarra Ranges, Coranderrk, Yarra Flats, Murrup Brarn (Yarra Flats Billabong), Wyenondabul (Bend of Islands), Bolin Bolin Billabong, Bulleen Banyule Flats, and Melbourne CBD.
>
> Dights Falls also sits within the wider Birrarung Cultural Landscape which has traditional associations with Wurundjeri Woiwurrung people and Ancestors, traditional Wurundjeri Woiwurrung cultural practices, and the Woiwurrung place names Merri Merri (Merri Creek) and Birrarung (Yarra River).



MAP 8 Important Cultural Heritage Landscape (purple shading) within the Study Area (red outline).

3.2.4.4 Previous Work in the Geographic Region

A number of investigations have been carried out in inner Melbourne in response to development and construction of infrastructure. These investigations are useful as they demonstrate subsurface conditions as impacted by post-Contact development, and where present, that nature of Aboriginal cultural heritage that may survive the process of urbanisation. Despite a significant amount of investigation across Cremorne and the wider geographic region, relatively low amounts of Aboriginal cultural heritage have been found, possibly indicating the impact of post-Contact urbanisation, and a low level of current archaeological investigation.

Richmond Maltings Development Mixed Use Precinct: CHMP 15317 (Janson et al. 2017)

CHMP 15317 was undertaken following the identification of three lithic artefacts in imported fill during historical investigations at the former Richmond Maltings site, Cremorne. The activity area comprises approximately 1.08 ha and is bounded by Gough Road to the north, Harcourt Parade and the Monash Freeway on-ramp to the south, Cremorne Street to the east, and a triangular parcel of land abutting Punt Road to the west. The historical investigation was halted when the artefacts were identified in accordance with Section 54 of the *Aboriginal Cultural Heritage Act 2006* and the CHMP process was initiated.

The lithic artefacts were identified during historic archaeological excavations, and all were identified in disturbed, secondary depositional contexts. One artefact was identified in clay fill used to level the site during 1920s developments, and two artefacts were identified in mixed sub-floor fill within the footprint of a c.1850s house.

The geographic region for CHMP 15317 was determined by a 3km radius of the activity area. A search of the VAHR identified 24 Aboriginal Places comprised of 26 components registered within that radius: Scarred Trees (n=9), Aboriginal Historical Place (n=8), Low Density Artefact Distributions (n=5) and Artefact Scatters (n=3). The distribution of these previously registered Places is consistent with known patterns of archaeological sites in proximity to waterways, with the Yarra River being the largest and most archaeologically sensitive waterway within the search region. Waterways are resource-rich zones, providing plant and animal foods, and materials for shelter and manufactured goods. The Yarra riverbanks are also known occupation sites as well as locations for larger, inter-group gatherings. Several of the Aboriginal Places identified in the search region were identified in disturbed contexts such as imported fill; other Places were identified in undisturbed contexts such as in the footings of historic buildings or under hard surfaces.

The activity area has been heavily disturbed by industrial development since the mid-nineteenth century, being 95% covered by concrete, industrial buildings, or asphalt. Ground surface visibility being effectively 0%, no standard assessment was necessary. Subsurface excavation would be required to determine present of the disturbance and presence of further Aboriginal archaeological material, however it was predicted that given the nature of the disturbance, it would be unlikely that buried soil surfaces would be extant and that if further Aboriginal cultural material was present it would likely be confined to disturbed archaeological contexts.

Conditions of the CHMP state that should remnant topsoil be identified then excavation must occur to identify the extent and nature of the deposit to a maximum of three 1x1m pits. Should a density of 15 artefacts per square metre be identified, further testing must be undertaken to determine the extent of the deposit. Following manual testing, a 2x2m mechanical pit must be excavated on the alluvial terrace to a maximum depth of 2.5m, or until water or basalt is encountered, and samples collected to provide information on environmental conditions and dating of the terrace.

Four machine trenches were excavated, and any archaeological features were cleaned down by hand and their nature and extent determined but were not completely excavated.

- **Test Trench 1** was selected in the northeast of the site for its potential to contain deposits and remains of a building identified on early plans. Within this trench, a partial 1928 brick wall from the malthouse processing factory was identified. Rubble on the southern side of this wall was excavated to a depth of 2m to a concrete and bitumen surface of a brick-lined pit. No further footings or original soil surfaces were identified below the wall, suggesting the surface was levelled prior to construction. North of the wall c1850s bluestone footings were identified, extending only 12cm and cut into buried A2 soil horizons. Dark, humic soil interpreted as c.1850s garden topsoil was identified east of the footings and clay fill used to level the site prior to the 1928 phase of construction was evident capping the rubble.
- **Test Trench 2** was selected in the east of the activity area to encompass the northeastern corner of the Cremorne Brewery storeroom footings and associated deposits. The 8x3m trench identified crushed sandstock brick, traditionally made by convicts, overlaying bluestone footings, with 30cm of clay fill on either side capping natural clays. This was interpreted as a truncated surface, with the upper horizons removed before construction.
- **Test Trench 3** identified the southeast corner of the storeroom footings and identified the incorporation of a natural bluestone outcrop into the hewn bluestone footings. The outcrop was historically and culturally sterile and was capped with clay fill. It was suggested that any deposits overlying this were removed during carpark construction.
- **Test Trench 4** was sited to identify the southwest corner of the storeroom. A section of bluestone wall was identified extending below the natural clay horizon encountered at 45cm.

An open excavation was extended from Test Trench 1 to approximately 12x25m, encompassing the footprint of the c.1850s building. The footprint of the building was identified by the extent of the bluestone footings with sub-floor archaeological deposits retained within each room. Construction of the 1928 building truncated, and in places cut through, these footings and deposits. When expanding the area to the west, thick clay fill was removed, and a single Aboriginal stone artefact was identified. The clay was identified as imported fill used to level the site following the demolition of the c.1850s building and the artefacts was not *in situ*. Excavation and sieving of the subfloor deposits identified many mid- to late-nineteenth century domestic objects and a further one Aboriginal stone artefact. While the context of the subfloor deposit was identified as mixed and disturbed, it was deemed possible that the original deposition of the Aboriginal artefacts was within the activity area.

Post excavation analysis of the first three Aboriginal stone tools recovered from the activity area and registered as VAHR 7822-4151 (Richmond Maltings LDAD 1) identified one silcrete complete flake, one silcrete proximal blade and one quartz complete flake. The two artefacts identified during the testing program under CHMP 15317 were recorded as a quartz complete flake and a quartz angular fragment.

The CHMP concluded that ideal preservation conditions for Aboriginal archaeological sites are rare in a city as developed as metropolitan Melbourne, but that remnant soil profiles do persist beneath early buildings that have not been demolished, or that have had minimal disturbance during demolition and rebuilding on the site, such as basement construction of substantial cut and fill events. The subfloor deposit from the c1850s building survived demolition and later phase construction with minimal disturbance, preserving the soil profile and associated artefacts. Additional Aboriginal cultural material may be present and preserved in imported fill. These artefacts hold little scientific value; however, they retain cultural and social value as evidence of Aboriginal occupation and

use to the greater region. The testing across the site showed multiple phases of building and demolition resulting in substantial truncation of the natural soil profile, and it is suggested that these findings may be replicated in similar sites across Cremorne.

Richmond Maltings Development Mixed Use Precinct: Salvage for CHMP 15317 (Willis and Janson 2018)

Condition 10.4.2 of CHMP 15317 required investigation to explore the nature and extent of any preserved natural soils identified during the historic excavations at the Richmond Maltings site. At the conclusion of historic excavations, the testing programme would commence: three 1x1m test pits were to be manually excavated and a single 2x2m mechanical sondage be excavated to 2.5m depth to confirm the findings of the geotechnical testing, and the obtain samples for the information on environmental conditions and change on the alluvial terrace.

All test pits were excavated in the northeast of the activity area where remnant topsoil was identified around the c.1850s bluestone footings. The soil profiles were consistent across the three test pits, comprising a very compact yellow-grey clayey silt to a depth of 110–120mm, overlying grey-brown basal clay. The mechanical pit contained the same very compact yellow-grey clayey silt to a depth of 200mm, overlying yellowish-brown mottled basal clay to 2500mm. No Aboriginal cultural material was identified in any of the four pits.

The shallow A horizons encountered in the test excavations confirmed the substantial disturbance, grading and truncation of the pre-contact podosols predicted in the CHMP.

Archaeological Investigation – City Link Project: Sub-surface Testing at Gosch's Paddock. Report 951 (Brown et al. 1996)

The Melbourne City Link Authority requested sub surface testing in the vicinity of a planned off-ramp at Gosch's Paddock, Melbourne, to determine the presence of undisturbed river terrace deposits. The testing was carried out on 29 November 1995 and 13 March 1996, approximately 400m southwest of the current study area.

Three pits were excavated by hand auger to varying depths (1.47m, 0.89m and 0.92m, all 10cm in diameter) and did not reach natural deposits due to the difficulties posed by the modern fill, which contained substantial brick and bluestone rubble. Twelve pits were excavated by mechanical auger, 10cm in diameter and two metres deep, along the northern and northeastern edge of the area. The sediments were highly variable, ranging from sand to fine clay and containing modern rubble fill, which had been mixed by the auger, but did not reach the river terrace deposits. No Aboriginal cultural material was identified.

A Preliminary Assessment of Heritage Values and Issues in Relation to the Yarra Precinct Pedestrian Link. Report 2568 (Sutherland 2003)

Required by State and Commonwealth legislation, a desktop assessment of known archaeological values within the vicinity of a proposed Yarra Precinct Pedestrian Link for the 2006 Commonwealth Games was carried out. The area stretched between the MCG, Jolimont and the Birrarung Marr Reserve in Melbourne, approximately 800m northwest of the current study area. A review of Aboriginal Affairs Victoria and Heritage Victoria Site Registers showed a total of 62 registered Aboriginal and eight Historic heritage sites in and nearby the proposed development area. The assessment was inconclusive but suggested that the risk of impacting Aboriginal or non-Aboriginal heritage was low to moderate.

West Gate and Monash Freeway Upgrade Works Williamstown Railway Line to Heatherton Road Cultural Heritage Desktop Assessment. Report 3979 (Barker et al. 2006)

A desktop assessment was carried out for the Westgate and Monash Freeway Upgrade Works, section 2 of which passes through Cremorne. Based on the desktop assessment it was established that the upgrade works would not impact any Aboriginal cultural heritage sites or areas of potential sensitivity.

MCG – Water Reuse Scheme East Melbourne: CHMP 11145 (Albrecht and Matthews 2010)

A CHMP was required under the Victorian *Aboriginal Heritage Act 2006* for the proposed Reuse Scheme in Yarra Park, approximately 400m from the current study area. A desktop assessment confirmed one registered Aboriginal cultural Place, VAHR 7822-2504 (Melbourne Cricket Ground Camp), was impacted by the works at Yarra Park. Three registered scarred trees (VAHR 7822-0648 (Yarra Park 1), VAHR 7822-0649 (Yarra Park 2), and VAHR 7822-0996 (Yarra Park 3)) were also present at Yarra Park, approximately 700m northwest of the Activity Area. A standard survey was undertaken on foot to identify and inspect any areas of significant ground exposure, with varying ground surface visibility, particularly in the north of the area. No Aboriginal cultural heritage was identified.

16 shovel test pits were dug along the alignment of the water pipeline, and the remainder of the area was tested with a further nine shovel test pits during the complex assessment. To confirm the stratigraphy of the site a 1x1m test pit was also hand excavated in controlled spits of 100mm between the RCG and MCG, within the proposed water pipeline alignment. There was evidence of disturbance throughout, with modern fill deposits including bluestone gravel, glass, ceramic, scoria inclusions, terracotta piping, and brick and cement pieces. The materials were hand sieved to check for Aboriginal cultural heritage. No Aboriginal cultural heritage was identified during this assessment.

945 Punt Road, South Yarra Residential Subdivision: CHMP 13479 (Jones and Pepdjonovic 2015a)

A CHMP was required under Section 46 of the *Aboriginal Heritage Act 2006* for the proposed residential development at 945 Punt Road, South Yarra, approximately 350m south the current study area. A desktop assessment found eight registered Aboriginal cultural heritage Places within the geographic region, including four scarred trees, three Aboriginal Heritage Places, and one Aboriginal Ancestral Remains Site. The standard assessment comprised a visual assessment of the area, which included the inspection of all surface exposures and mature indigenous trees. No Aboriginal cultural heritage was identified.

Jolimont Sewer Diversion, Yarra Park: CHMP 11665 (Freestone et al. 2011)

City West Water elected to complete a voluntary CHMP for a proposed sewer pipeline development in Yarra Park, Jolimont, approximately 800m northwest of the current CHMP. A desktop assessment revealed four sites within 1km, all of which were scarred trees (VAHR 7822-0002, VAHR 7822-0648, VAHR 7822-0649 and VAHR 7822-0996). A survey was undertaken to identify Aboriginal sites on the surface and assess prior disturbance. Ground visibility was poor across most of the site due to thick grass, while the western and eastern end had good visibility due to disturbance from work and services. It was determined that because the site was slightly elevated and would have contained resources, there was a moderate risk of the activity impacting on Aboriginal archaeological deposits.

The complex assessment comprised of six 1x1m test pits, both manual and mechanical, to the level of natural B horizon clay sub-soil. Deposits were excavated in 100mm layers and hand sieved. All six trenches displayed

disturbance to a depth of 1m from the deposition of imported fill. No Aboriginal cultural materials were found within the buried topsoil.

Residential Development, 302 Mary Street, Richmond: CHMP 14140 (Cupper and Stone 2016)

A mandatory CHMP was prepared in accordance with Section 46 of the Victorian *Aboriginal Heritage Act 2006* for a proposed residential development at 302 Mary Street, Richmond, within 100m west of the current study area. The desktop assessment found that no Aboriginal cultural heritage had been registered immediately within the area, and few registered Aboriginal cultural heritage places were found in the geographic region due to past urban development.

The entire area was inspected on foot during the standard assessment. Ground visibility was poor at 10% due to most of the area being covered by paving and gravel. No Aboriginal cultural heritage was identified during the standard assessment, which was considered inadequate due to the low visibility. The complex assessment began with the controlled hand excavation of a 1x1m trench to establish the stratigraphy of the area. Sediments were excavated in 50mm spits and sieved. Two 400mm x 400mm shovel test pits were excavated in 100mm spits up to 200mm depth. No Aboriginal cultural heritage was located.

5 Davidson Street, South Yarra Residential Development CHMP 13825 (Jones 2015a)

A mandatory CHMP was required under Section 46 of the Victorian *Aboriginal Heritage Act 2006* for the proposed residential development of 5 Davidson Street, South Yarra, within approximately 500m of the current study area. The desktop assessment revealed seven registered Aboriginal cultural heritage Places within the geographic region, including three scarred trees, three Aboriginal heritage Places and one Aboriginal ancestral remains site, but none within the immediate area. The standard assessment was limited by low ground surface visibility due to the residential nature of the site.

During the complex assessment, one controlled 1x1m hand excavated trench established the soil stratigraphy. Six controlled shovel test pits were excavated, two in the front yard and four in the rear yard. Excavations ranged in depth between 310mm and 510mm. One stone artefact, a silcrete flake, was identified within the 1x1m hand excavated trench at a depth of 100–200mm and registered on ACHRIS as VAHR 7822-3885 (Davidson Street LDAD).

Punt Road Oval Upgrade City of Melbourne: Amended CHMP 18127 (Lovell and Valka 2025)

This amended CHMP was voluntarily prepared for the proposed upgrade of the Punt Road Oval sporting facility in Yarra Park. The activity area is located roughly 300m northwest of the current CHMP. Desktop and complex levels of assessment were completed. The desktop assessment found that the ground surface within the activity area had been subject to significant modification through its ongoing use as a sports field since the nineteenth century. A search of the VAHR, as part of the CHMP's third amendment, revealed that there was a total of 31 previously registered Places within the geographic comprising 43 locations. Three Aboriginal Places were found to be within the activity area. The activity area was identified as located entirely within the extent of a former campground used by Aboriginal people, registered as VAHR 7822-2504 (Melbourne Cricket Ground Camp). The place extents of two scarred trees, VAHR 7822-0649 (Yarra Park 2) and VAHR 7822-0996 (Yarra Park 3), were also located within the activity area.

The complex assessment involved the excavation of two 1x1m test pits on undeveloped land in the northern section of the activity area. Both pits were comprised of introduced fill deposits overlaying a sterile clay base. No Aboriginal cultural heritage material was located.

Proposed Residential Development: 245-247 Stawell St Burnley: CHMP 19291 (Day 2023)

A mandatory CHMP was required for the proposed development of a multi-unit apartment building and car parking at 245–247 Stawell St. The activity area measured approximately 1200m² and is located approximately 1km east of the current study area. Desktop, standard, and complex levels of assessment were completed in preparation of CHMP 19291. A search of the VAHR during the desktop assessment revealed that no previously registered Aboriginal Places were located within the activity area. The desktop assessment further identified that 11 Aboriginal Places were located within the geographic region, including three artefact scatters and eight scarred trees (of which four had been classified as non-sites). The desktop assessment concluded that extensive ground disturbance found within the geographic region caused by residential and urban development indicated that Aboriginal cultural heritage was unlikely to be found *in situ*.

The standard assessment involved an opportunistic field survey of the areas between dwellings and outbuildings. No Aboriginal cultural heritage material was identified during the standard assessment. A complex assessment was conducted within the activity area, involving the excavation of one 1x1m test pit and seven 0.5x0.5m shovel test pits. No Aboriginal cultural heritage material was found.

91 Alexandra Avenue, South Yarra Residential Development: CHMP 14064 (Jones 2016)

A mandatory CHMP was prepared for the proposed construction of a multi-storey residential development at 91 Alexandra Avenue, South Yarra, within 200m of the current study area. The CHMP was completed to desktop, standard, and complex level of assessment. The desktop assessment found that there were 10 previously registered Aboriginal Places within the geographic region, including six scarred trees, three Aboriginal historical places, and one low-density artefact distribution. No Aboriginal Places were located within the activity area. The desktop assessment also identified that the activity area had been cleared of all native vegetation and had been subject to levelling associated with the construction of the existing dwelling.

The field survey during the standard assessment confirmed that the activity area had been disturbed by levelling and visible terracing. The complex assessment comprised one 1x1m test pit and five shovel test pits excavated to a depth of 250–550mm. No Aboriginal cultural heritage material was identified.

Domain Lane Building Residential Development, 480 Punt Road & 4A Gordon Grove, South Yarra CHMP 13524 (Collins et al. 2015)

This mandatory CHMP was prepared for the proposed development of a multi-storey apartment building and associated drainage works. The activity area encompassed the extent of a 0.29ha residential property at 480 Punt Road and 4A Gordon Grove, South Yarra, within 500m of the current study area. A desktop and standard assessment were completed in preparation of this CHMP. The desktop assessment found that 11 registered Aboriginal Places were located within the geographic region. One of these, VAHR 7822-1563 (Yarra Mission), was located within and around the activity area. The desktop assessment concluded that because the activity area is situated on higher slopes southeast of the mission and is situated within a highly disturbed context, there was no potential for the activity area contains archaeological material associated with the Yarra Mission.

A standard assessment was required in accordance with the Regulations. The standard assessment involved a pedestrian survey of the activity area and two auger probes. The field survey confirmed that the activity area had been heavily modified and no Aboriginal cultural heritage material was identified. A complex assessment was not required due to the lack of subsurface soils with archaeological potential.

14-18 Murphy Street, South Yarra Multi-Residential Redevelopment: CHMP 13556 (Jones and Pepdjonovic 2015b)

This CHMP was a mandatory requirement under the Victorian *Aboriginal Heritage Act 2006* for the proposed multi-residential redevelopment at 14–18 Murphy Street, South Yarra, approximately 1km southeast of the current CHMP. The desktop assessment found 16 registered Aboriginal cultural heritage places and Aboriginal historic places within the geographic region, the majority being scarred trees (n= 5). Four Aboriginal heritage places were within the activity area; the scarred trees VAHR 7822-0648 (Yarra Park 1), VAHR 7822-0649 (Yarra Park 2), and VAHR 7822-0996, and the Aboriginal historic place VAHR 7822-2504 (Melbourne Cricket Ground Camp).

A standard assessment involved a pedestrian survey of the activity area. The three previously recorded scar trees were all re-identified, and no new Aboriginal cultural heritage places were identified during the assessment. The complex assessment comprised one controlled 1x1m test pit and 16 controlled shovel test pits along the water pipe alignment, with the rest of the area sample tested with hand excavated test pits. The pits were approximately 400x400mm in size and excavated in 100mm spits to a maximum depth of 1050mm. No new Aboriginal cultural heritage material was identified.

232 Domain Road, South Yarra Residential Development: CHMP 13557 (Jones 2015b)

A mandatory CHMP was prepared for the proposed residential development of 232 Domain Road, South Yarra, approximately 700m southwest of the current study area. Built structures and paving account for the entire 410m^2 parcel. The desktop assessment revealed a total of seven registered Aboriginal cultural heritage places were located within the region, consisting of three scarred trees, three Aboriginal heritage Places and one Aboriginal ancestral remains site. The site extent of one registered Aboriginal cultural heritage place (VAHR 7822-1563, Yarra Mission) overlapped the activity area.

A comprehensive visual assessment of the area was carried out for the standard assessment, with all surface exposures inspected. No Aboriginal cultural heritage places were identified during the survey. The complex assessment comprised a 1x1m test pit and twenty-five 40x40cm shovel tests pits and identified no Aboriginal cultural heritage.

Melbourne Indigenous Transition School Boarding House: 371 Church Street, Richmond: CHMP 17788 (Francis and Gilchrist 2021)

In accordance with Section 45 of the *Victorian Aboriginal Heritage Act* a voluntary CHMP was prepared in advance of the demolition of existing buildings and construction of a boarding house at 371 Church Stret, Richmond. The area comprises an urban block approximately 0.12 ha in size, approximately 250m north of the current study area.

The desktop assessment found 16 Aboriginal places and five Aboriginal Historical References within the geographic region, consisting of scarred trees (n= 8), Aboriginal Historical Places (n= 3), LDADs (n= 3) and artefact scatters (n= 2). These Aboriginal historical places and Aboriginal Historical References reflect a range of Aboriginal associations with both pre- and post-contact Melbourne.

The standard assessment comprised a pedestrian field survey of the visible ground within the activity area. Only 4m^2 of the surface area was visible due to buildings and artificial surfaces, and ground visibility was low due to thick grass cover. The eastern portion of the area showed signs of disturbance associated with a previous building. No Aboriginal cultural heritage was identified. The complex assessment was conducted due to the findings from the desktop assessment and comprised a 1x1m test pit excavated by shovel in 100mm spits and five 0.5x0.5m shovel test pits dug in 100mm spits. The complex assessment concluded that the archaeological sensitivity of the activity area was low.

3.2.5 Historical and Ethno-Historical Accounts in the Geographic Region

Prior to European settlement and occupation, the central portion of what is now known as the state of Victoria was occupied by Aboriginal people who shared a common language and political, social, religious and economic affiliations. They identified themselves as 'Kulin', meaning 'man' in the dialect spoken in the Melbourne region (Blake 1991:31). The area of land occupied by the Kulin people extended as far north as present day Echuca, west to the Richardson River, Mount Avoca, Fiery Creek and Mount Emu Creek, south to the Victorian coastline and east to the Tarwin River and Wilsons Promontory (Blake 1991:30; Clark 1990).

Within the Kulin, a number of different but related dialects or wurrung (= lips, speech, mouth) were spoken. Generally speaking, different dialect groups among the Kulin were delineated by association with a specific area of country. Woiworrung was one of the Kulin dialects spoken in the Melbourne region, within the area drained by the Yarra River and its tributaries (Blake 1991:45).

Among the Kulin political, social and economic relationships were shaped by affiliation with the main unit of social organisation (the clan) and affiliation with one of two groups linked with creation ancestors. A clan was usually formed from a number of related families (a lineal descent group), which claimed guardianship over a particular tract of land (Howitt 1904:41; Cotter 2001). Kulin clans supposedly traced descent through the male line (patrilineal descent), although this is disputed by some contemporary descendants of Traditional Owners.

The study area lies within land which was occupied by clans speaking the Woiwurrung dialect of the Kulin language.

The Kulin were also divided into two groups (described as moieties by western anthropologists) linked with creation ancestors. These groups were Waa (crow or Australian Raven) and Bunjil (Wedge-tailed Eagle) (Barwick 1984:105). Affiliation of an individual with either Waa or Bunjil, was determined at birth by the group/moiety affiliation of the father and the father's clan (Barwick 1984:105; Clark 1990).

In traditional Kulin law, moiety and clan affiliation determined marriage (Barwick 1984:105; Clark 1990). Individuals were required to marry outside their clan and to a person belonging to the opposite moiety. Thus, an individual who belonged to the Waa descent group could only marry a person from another clan and from the Bunjil descent group. Marriages were often arranged at large ceremonies involving clans from a number of different geographical locations.

Marriage had an extremely important influence on social and economic relationships, and individuals could acquire considerable status and economic power through marriage ties, especially men who could afford to support more than one wife. Access to the land and resources of another clan was most often gained by a kin relationship formed by marriage (Barwick 1984:106), although geographical proximity of birth or descent could also form grounds for access. Marriage also imposed a mutual obligation of each clan to provide access to some or all of the resources of another, so that reciprocal sharing of resources was fundamental to land management (Barwick 1984:106).

Woiwurrung Clans

The Woiwurrung comprised four clans occupying the Yarra and Maribyrnong watersheds. The northern boundary was marked by the Great Dividing Range, the western boundary by the Werribee River and the southern boundary by Port Phillip Bay. Woiwurrung lands extended from Mount Baw Baw westward to Mount William and Mount Macedon (Barwick 1984; Clark 1990:379).

According to Barwick (1984) and Clark (1990), the Wurundjeri balug (also known as the Wurundjeri-balluk) clan occupied the region around the study area. This large clan was divided into two patrilines, occupying adjacent localities: the Wurundjeri willam along the Yarra River and Plenty River, and the Baluk willam around Cranbourne and Western Port Bay. The Wurundjeri willam patriline was further subdivided into three groups or 'mobs' (Bebejan's mob, Billibelary's mob and Jacky Jacky's mob), which were probably family groups and who had their own clan heads (*ngurungaeta*). Each family group held a specific area within the larger clan area and belonged to the Waa moiety.

3.2.6 Land-Use History of the Study Area

Waterways have always been resource-rich zones of human habitation. The juncture of land and water is an abundant ecotone, supporting a significant variety of plants and animals, including humans. The site of Melbourne is one such place, sustaining countless generations of Aboriginal people and likewise enticing many European colonists to settle and build a city. The Birrarung, now known as the Yarra River, is a large and permanent waterway that extends 242 km from its source at Mt Baw Baw in the Yarra Ranges National Park, emptying into the sea at Hobsons Bay (Melbourne Water 2022). The Birrarung is fed by many permanent and ephemeral tributary rivers and creeks, the most notable being the Kooyong-koot or Gardiners Creek (Clark and Kostanski 2006:26) in the southeast, and Merri Merri Creek, Darabin Creek, Plenty River and Maribyrnong River from the north. The first colonists called the Maribyrnong River 'Saltwater Creek', and it converged with the Birrarung at the estuary. To the northeast of the confluence lay a large, saltwater swamp called variously Blue Lake, Saltwater Swamp, Batman's Swamp, and West Melbourne Swamp (Sornig 2016). The swamp was drained and filled in the 1870s and is now the site of the West Melbourne rail yards (The Argus 26 Feb 1878 p. 6). Many permanent and ephemeral swamps dotted the landscape of the Yarra delta, as noted on early maps. Most were drained and filled in the nineteenth century; the largest and most convenient were landscaped and incorporated into parks such as Albert Park and the ornamental garden in the Botanical Gardens (Giblett 2016; Presland 2014).

A basalt outcrop in the Birrarung, called the Falls, provided a convenient crossing place and marked the division between the saltwater and freshwater (Figure 5). First surveyor of Melbourne, Robert Russell, sketched the Falls from the south bank of the Yarra c.1837 and reproduced the image in ink and watercolour several time over the following 30 years. In this undated watercolour, Russell has included a group of Aboriginal people crossing the Yarra by means of the outcropping stones, overlooked by another Aboriginal person in a bark shelter on the south bank.

The first traces of European settlement are visible on the north bank and in the rowboat in the river. The bark shelter in placed upstream of the Falls represents the favoured camping place of Wurundjeri and Bunurong people that was formalised into the Yarra Mission in 1837 (Figure 4).



FIGURE 4 Melbourne from the Falls 1837, Robert Russell, watercolour, Bib ID: 2433212, National Library of Australia

The Falls were the natural limit of the saltwater and sailing ships, and the Basin was a natural pool immediately below the Falls that was co-opted as a dock from the outset of the settlement of Melbourne (Figure 6) Queens Bridge was constructed over the Falls before they were demolished with explosives placed by divers by 1883 to a uniform depth of 15ft. 6in. to enable the free passage of floodwaters and boats (*The Argus* 24 May 1883:7).

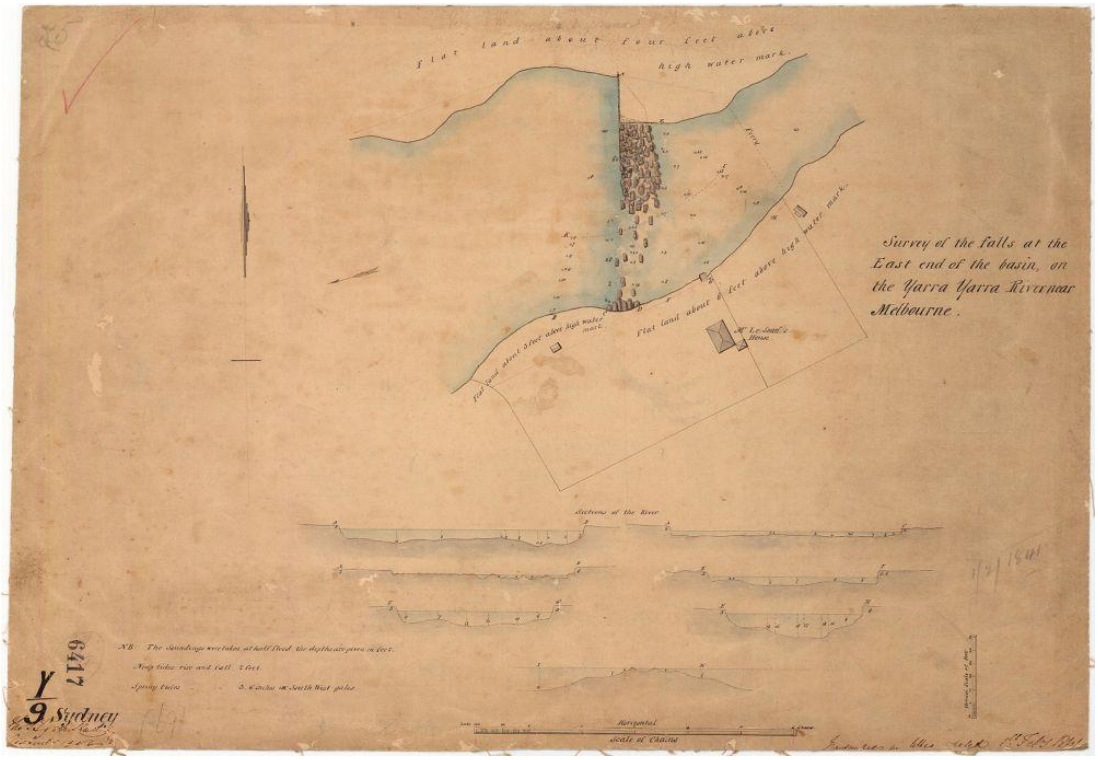


FIGURE 5 Early plan of the Yarra River, dating from 1841, showing the waterfall where Queens Bridge now crosses the river (Townsend 1841, Public Records Office Victoria).



FIGURE 6 Yarra below the Falls. Photograph by Antoine Fauchery and Richard Daintree c.1858, State Library of Victoria. Photograph is taken from the north bank upstream of the basalt outcrop located at today's Queens Bridge.

The Yarra is prone to floods when significant rainfall occurs across the upper and middle catchments. Significant floods recorded since settlement include 1839, 1842, and 1844. In 1849 a lake stretched from South Melbourne to Flemington. The flood was higher again in 1863, when the waters rose to cover the Richmond station at Punt Road (*Richmond Guardian* 2 Jul. 1921:4) and reached similar levels in 1871 and 1878. Flooding in 1891 was higher again, swamping all low-lying suburbs along the Yarra and becoming known as the Great Flood. Record levels were broken again in 1934 (*The Argus* 3 Dec. 1934:10). The Lowlands Royal Commission was formed following the 1871 flood with the brief "to enquire into the best means of making available the low lands adjacent to the western and southern sides of the City of Melbourne, and situated on both banks of the River Yarra" and was soon expanded to "suggest some definite scheme ... for the reclamation of the swamps and other low-lying badly-drained land ... by the removal of the present repulsive aspect of such land" (Victoria Parliament 1873).

The cutting of the Coode Canal at Fishermans Bend in the late 1870s was undertaken with the dual purpose of straightening the river's course to the sea to allow swifter passage of floodwaters to the sea, to enable easier passage of ships to the city, and to remove a 'dead spot' where sailing boats would become becalmed for extended periods (*The Argus* 26 Feb. 1878:6; *The Argus* 24 Apr. 1879:5–6). The Falls were likewise removed, after a brief period of forming the base of a dam wall intended to keep the tidal saltwater from contaminating the freshwater used by the

city, which failed in the 1863 flood (*The Argus* 24 May 1883:7). A government inquiry recommended the straightening of the Yarra to improve water flow, which was begun following the implementation of the *Yarra Improvement Act* 1896. Two bends were removed from the section of the river west of Punt Road between Yarra Park and the Botanical Gardens around 1900, and a similar straightening was undertaken east of Church Street, resulting in the creation of Herring Island in 1928 (*The Argus* 24 May 1929:8; Figure 7).



FIGURE 7 Detail of Hoddle's 1837 map overlaid on NearMap 2026 aerial image. Note the straightening of the river that has occurred over the intervening 190 years. 'Aboriginal Missionary Land 895 Acres is noted in the South Yarra area, and the words 'Proposed Road' are over the Botanical Gardens. The bend in the river immediately west of the intersection of Punt Rd and the Yarra is labelled 'Prahran'. The initial allotments in Cremorne are marked, and the diagonal text is illegible except for the word 'forest'. Contrast has been adjusted for better visibility.

Aboriginal use and significance of Birrarung

The Birrarung is central to the spiritual and subsistence lives of the Aboriginal people who have lived in and visited the region for thousands of years. The watershed of the Birrarung is primarily contained in Wurundjeri Woiwurring traditional lands, with Bunurong traditional lands capturing the mouth of the river at its juncture with Port Phillip Bay (Clark 1990). The current Registered Aboriginal Party (RAP) boundaries place portion of the river downstream of the Bolte Bridge in Bunurong territory (DPC 2026). Extensive Aboriginal occupation of south-east Australia is supported by radiocarbon dates of 32,000 years at Lake Tyrell (Richards et al. 2007) and Keilor (Gallus 1976; Gill 1966), 35,000 years at The Bend, southeast of Melbourne (Hewitt and Allen 2010), and 41,000 years in Tasmania (Paton 2010). This period spans the last glacial maximum (LGM, approximately 21,000 years ago) that saw sea levels fall up to 120m below current levels and exposing the continental shelf around the continent, including the land bridge between Victoria and Tasmania. During the low sea stand, the Birrarung flowed across the dry Port Philip Bay, between the Heads and out onto the Bassian Plain (Joyce et al. 2003:560–561). Oral traditions tell the story of the drying and flooding of Port Philip Bay experienced by the Wurundjeri and Bunurong ancestors: the bay area was dry land, kangaroo hunting grounds, when a hurricane descended on the area, bending

the trees. The earth then sank and the sea rushed in and filled the bay to its present limits (Hull 1859:12 and McCrae 1935:176 in Nunn and Reid 2016:18–19).

The Melbourne area on the Birrarung has long been a meeting place for inter-clan gatherings of Kulin nations, and several meeting and ceremony places have been recorded along the river including the site of the Yarra Mission, Yarra Park and Bolin Bolin Billabong (Clark and Heydon 2004:21; Freedman 2020:13; Presland 2014:97). The abundant wetlands that fringed the river and dotted the Yarra delta were resource rich, able to sustain large populations during such gatherings for three to four weeks (Presland 2014:97). Presland (2014:97) asserted that a tradition dictated where different Aboriginal groups camped when attending large gatherings; each by a wetland with resources to support the inhabitants during their stay. Wathawurrung guests would camp on the southern face of Flagstaff Hill, overlooking the West Melbourne Swamp. Taungurung from the Goulbourne River would customarily stay by the Birrarung near Clifton Hill. Woiwurrung would camp in the area of Yarra Park and the MCG, where they had access to a number of swamps along the north bank of the river. Bunurong would camp on the south bank of the river near Tromgin swamp in the area of the Botanical Gardens.

Aboriginal occupation in the colonial period

Yarra Mission

When the settlement of Port Philip commenced, such as in all other areas of the continent, squatters selected places for their home stations that were the very same places preferred by local Aboriginal clans: good ground with fresh water and abundant game. While pastoral runs were expansive, their impact was less disruptive to Aboriginal traditional lifeways when compared to the intensive settlement of towns, with concentrations of people, buildings and industry (Clark and Heydon 2004:13). Townships brought disruption to Aboriginal people and their places, but they also brought curiosity, novelty and exotic goods that often proved fatal. Missionaries set about gathering Aboriginal people to simultaneously protect them from change and change their customs and beliefs, to 'Europeanise' Aboriginal people (Clark and Heydon 2004:13–14). As the settlement of Melbourne grew, Bunurong and Wurundjeri people continued to camp at their preferred grounds, north of the Yarra in the Government Paddocks, and south of the river opposite the settlement for approximately a mile (1.6km) east from the Falls. Governor Bourke decided to establish a Government Mission and appointed Anglican missionary George Langhorne to head the project.

Langhorne's 'Village Mission' was soon after established at the eastern end of the camping grounds to take advantage of the regular gathering of Bunurong who made use of the lagoon, with Bourke formalising the agreement to 895 acres in early 1837 (Clark and Heydon 2004:14; Yarra Mission Historical Place Report 1992:2). Surveyor Robert Hoddle mapped the location the Mission in 1839, describing the land as "hilly forest land thin of trees" (Figure 8) with land to the west annotated as 'marshy plain' and 'morass'. Tromgin swamp and Missionary Mr Langhorne's House are depicted to the east. A cluster of wattle and daub huts were erected by convicts, surrounded by cultivation fields. The aim of the mission was to protect, 'civilise' and Christianise the Aboriginal inhabitants, who were provided with rations if they stayed on the mission and participated in the cultivation and attended lessons and sermons; children were provided rations for attending school classes. By the end of 1837, 60 to 80 Aboriginal residents were involved in the construction of a schoolroom and children's dormitory, and 13 children were attending classes (Clark and Heydon 2004:14). Parents were encouraged to leave their children at the Mission when travelling for hunting and cultural business, and keep visits brief, but as cultural terms prohibited girls and boys from interacting, few girls participated in the schooling. By 1838, the population of the Mission was primarily

Woiwurrung with a few Bunurong and Wathawurrung individuals (Clark and Heydon 2004:15; Yarra Mission Historical Place Report, 1992:2).

At least three corroborees were staged at or near the Yarra Mission in March 1839, the largest of which, on 28 March, involved around 500 members of Woiwurrung, Bunurong and Tangurung clans (Robinson Journal 28/3/1839 in Clark 2000). A corroboree was staged at the request of Lady Franklin, wife of the Governor of Van Diemens Land, during her visit in April 1839, and another was held for the entertainment of the newly arrived Superintendent C.J. La Trobe in October the same year. A Tangurung, Bunuong and Woiwurring ceremony that Robinson recorded as being called *mur.re.ne.rere* was performed in November 1839, from which Europeans were prohibited from witnessing (Clark and Heydon 2004:21). Just one ceremony was recorded in 1840, called *murrennecoleleen* or *worronebermile* (Robinson Journal 15/10/1840 in Clark 2000). Several meetings to address grievances between Tangurung and Woiwurrung, and Wathawurrung and Woiwurrung clans were also reported around Melbourne in 1839 (Robinson Journal 23/3/1839, 11/4/1839 in Clark 2000).

The prolonged encampment at the Yarra Mission caused the condition of the Aboriginal people to deteriorate, with famine and dysentery reported in 1839. Traditionally, when the resources of a campground were nearing exhaustion, Aboriginal people would move to a new area and allow the resources of the former to regenerate. The growing settlement of the Melbourne and the Port Phillip District as a whole precluded traditional patterns of movement, destroying and excluding access to many places and resources. Supply of rations to the inhabitants of the Mission allowed them to stay in one place longer, adding pressure to the local environment and posing health problems. Although mutual curiosity meant that Aboriginal people moving through the settlement was tolerated and even encouraged at the beginning, many of the newcomers' cultural trappings were injurious and often fatal to Aboriginal people, such as alcohol, prostitution, and the spread of infectious diseases. European attitudes soon tired and it was government policy that Aboriginal people be excluded from the town. However, many Aboriginal people sought to participate in the colonial economy, selling possum and kangaroo skins, baskets, *bullen bullen* (lyrebird) feathers, and prostitution on the streets in exchange for alcohol, food and guns (Clark and Heydon 2004:23; Yarra Mission Historical Place Report, 1992:2).



FIGURE 8 Hoddle's 1839 map of South Melbourne, showing a 'morass' bounded by a large tract of 'marshy plain' in the centre of the page. The 'hilly forest land thin of trees' is on the eastern edge of the marsh, and Langhone's house is depicted in the bend of the river on the far centre-right of the map.

Assistant Protector William Thomas left Melbourne to establish a home base at Arthurs Seat on the Mornington Peninsula in August 1839, erecting a ti-tree and daub hut for his family and a shed for schooling and Christian worship with the assistance of a group of Bunurong people. Over the following year, many Bunurong people stayed and Thomas reported their willingness to work on his station and manufacture goods for sale at Melbourne, but only a few Woiwurrung had visited. The majority of the Woiwurrung were encamped near Nunawading, and, in conference with Robinson, Thomas determined upon a plan to establish a Protectorate for both clans in a mutually acceptable location between their two traditional lands (Clark and Heydon 2004:25–26). Narre Narre Warren was the only site acceptable to Robinson, and Thomas based his operation there until late 1842 when it became impossible to ignore that the water supply at Dandenong Creek was unreliable and Woiwurrung and Bunurong preferred to live in proximity to the cultural and socio-economic attraction of Melbourne (Clark and Heydon 2004:26). The establishment of the Native Police Corps encampment at confluence of the Merri Merri Creek and Yarra River in mid-1842 attracted many Aboriginal people to camp there, as many influential clan members were enrolled in the Corps; subsequently the Merri Creek Protectorate Station was established nearby (Clark and Heydon 2004:27–28, 33–36).

Archival research included in the VAHR 7822-3856 site card suggests that the Yarra Mission buildings, including Langhorne's house, and up to three acres of cultivated land were located in the vicinity of the current intersection of Anderson Street and Alexandra Avenue, South Yarra, and was largely confined to the bend in the Yarra marked as 'Prahran' on Hoddle's 1837 map (Figure 7). Although 895 acres were surveyed for the Mission, no archival evidence has been found to suggest that any cultivation or building occurred within the allotment, however, it is almost certain that this area would have been used by Aboriginal people for hunting and foraging. The extent proposed for the main activities of the Mission is located immediately west of the 895 acre allotment, and east of the ornamental lake in the Botanical Gardens.

Yarra Park/Police and Government Paddocks

Groups of Aboriginal people camped in the Police and Government Paddocks, now Jolimont and Yarra Park, immediately west of Punt Road as they had done since before colonisation. Presland (2014:97) stated that this location was the ground traditionally used by Woiwurrung during interclan gatherings, and early settler William Kyle (1906:159–160) recalled,

> "the yarra yarra tribe camped on the site now occupied by the Melbourne and Richmond Cricket Clubs. On this ground they held numerous corroborees, to which the white people were sure to be invited, and many went to witness these war dances."

The Native Police Corps were quartered in the Police Paddocks 1838–1842. Police Magistrate Lonsdale first attempted to establish a Native Police Corps in late 1837, headquartered at Narre Narre Warren. However, the endeavour last only ten weeks, ending when Superintendent Christion L.J. Villiers resigned his position following complaints from Langhorne (Clark and Heydon 2004:15). Langhorne was appointed superintendent in Villiers' place, but the Police refused to serve under him and the project lapsed. Lonsdale again appointed Villiers for a second attempt at a Native Police Corps in September 1838, basing them this time in the Police Magistrate's Paddock in what is now Jolimont. The paddock was in the eastern corner, now bounded by Wellington Parade, Punt Road and the Yarra River (Clark and Heydon 2004:15–16). By mid-1842, the Native Police Corps was settled at the Merri Creek-Yarra River confluence.

Three scarred trees remain standing in Yarra Park today (VAHR 7822-0648, VAHR 7822-0649 and VAHR 7822-0996).

George Augustus Robinson, Aboriginal Protector

George Augustus Robinson, the Chief Aboriginal Protector of first Tasmania and from 1839 the Port Philip colony lived in several locations across the settlement of Melbourne until his eventual return to England in 1852 (Clark and Heydon 2004:16; Clark and Kostanski 2006:52–53). In each of these residences, as well as on his journeys across the country, he was inevitably visited by and accommodated many Aboriginal people. The first residence, for two months in early 1839, was a small cottage in the Police Magistrate's Paddock. Following this, the Robinsons removed to a dilapidated cottage in an unknown located described as "an unpleasant swampy area" by the Yarra River (Clark and Kostanski 2006:52–53). They shortly thereafter moved into the cottage on the former Yarra Mission belonging missionary Langhorne, described as being near the head of the lagoon (Robinson Journal 30/12/1939 in Clark 2000).



FIGURE 9 Residence of G.A. Robinson at Prahran on the Yarra, c.1847. ML370, Mitchell Library, State Library of New South Wales

Robinson purchased "suburban section No. 8 on Yarra Yarra, south side" in July 1840 (Robinson Journal 15/12/1840 in Clark 2000). The eight hectare parcel fronted the Yarra River and extended south across the Hawksburn Creek and Robinson built a splendid eleven-roomed house and gardens upon the hill that he referred to variously as Tivoli, Rivolia and Claremont, as well as the Aboriginal name for the place, Terneet, the meaning of which is unknown (Clark and Kostanski 2006:53). The Robinson family moved into the house in 1843, before which the land was worked as a farm by the Palawa people who had accompanied Robinson from Tasmania several years earlier. The Palawa regularly stayed on the property, as did many Wurundjeri and Bunurong visitors (Clark and Kostanski 2006). Two paintings of Robinson's house date to this period: The first depicts Robinson and his wife, Maria, speaking with an Aboriginal man outside their house. The view to the northwest shows a curve in the broad Yarra River fringed by eucalyptus trees, and the area of Cremorne beyond is a green grassland dotted with mature trees. (Figure 9). The second painting shows Robinson fishing from the north bank of the Yarra, at Cremorne, with Aboriginal companions fishing from a canoe, and the Robinson's house visible beyond the trees on the south bank (Figure 10). Both paintings are undated and unsigned, and the Mitchell Library in which they are housed dates both c.1840 (Clark and Kostanski 2006:55).



FIGURE 10 Residence of G.A. Robinson, on the Yarra 1847. ML330 Mitchell Library, State Library of New South Wales

Cremorne land sales

In 1848 Hoddle pegged out a series of 15 allotments and riverside road reserve between the Government and Police Paddocks and the Survey Department Paddock on the north bank of the Yarra River. A riverside road reserve 99 feet wide was included and the lots extended north from the river to cover an area between 17 and 28 acres each (Figure 11).

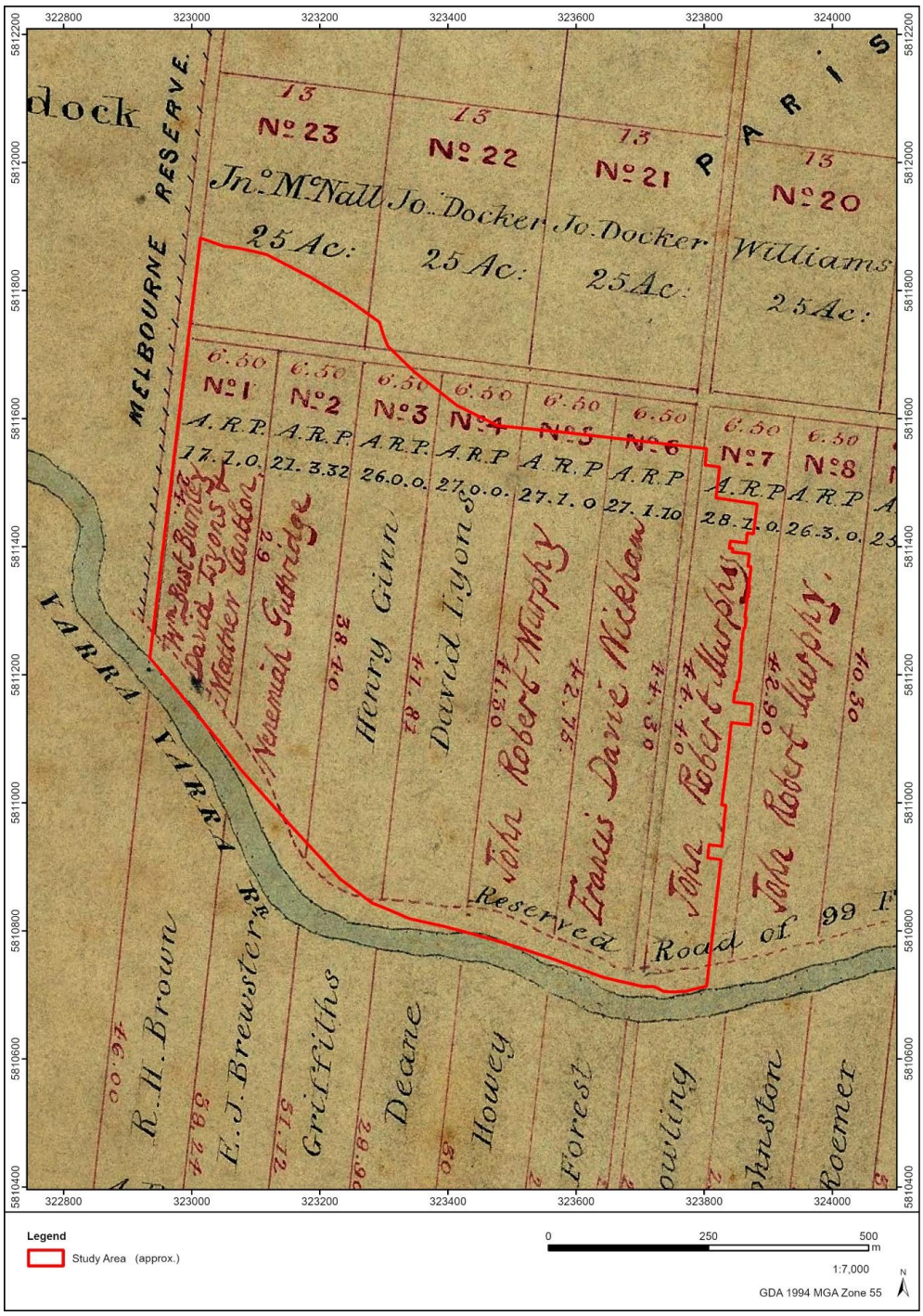


FIGURE 11 The initial allotments of the Cremorne area, featuring the names of the first purchasers. Detail from (Hoddle 1848)

Lots 1–6 encompass the current extent of the suburb of Cremorne, bounded by Punt Rd, Swan Street and Church St but the internal street layout of Cremorne does not reflect the allotment boundaries. Initial purchasers of the six allotments were:

- Lot 1: William Bust Burnley, David Lyons and Matthew Cantlon
- Lot 2: Nehemiah Guthridge
- Lot 3: Henry Ginn
- Lot 4: David Lyons
- Lot 5: John Robert Murphy
- Lot 6: Francis Dawe Wickham

These men were all prominent members of the colony's political and professional spheres. Burnley was a Councillor for Richmond Municipal Council and Deputy Chairman of the Victoria Fire & Marine Insurance Company, and the area of Burnley is named after him. At the time of his death in 1860 he was a resident of Catherine Street on the east side of Church Street (Lot 7; Sands and McDougall Directories 1860). Lyons is listed in the Sands, Kenny & Co Directory as a wine and spirit importer based at 95 Swanston Street (1860:361) and in 1859 purchased newly surveyed Elsternwick Town Lots 8-10 with Cantlon (*The Argus* 1 Oct 1859:6). Cantlon owned many properties across Melbourne and Geelong including the Bull & Mouth Hotel in Bourke Street (Reagan 2008), Elephant and Castle in Little Bourke Street (*Port Philip Patriot* 7 April 1842:3), and land in Lonsdale Street. Guthridge purchased Lot 2, 21 acres, for £19 per acre ((Parliament of Victoria n.d.). He was a city magistrate and Councillor for the City of Melbourne, and proprietor of a merchants at 76 Flinders Lane in 1860 (Sands and McDougall Directories 1860:210). Ginn was colonial architect for the newly separated colony of Victoria in 1851 and responsible for many prominent buildings across the state including the Yarra Bend Lunatic Asylum, Williamstown Lighthouse and Portland Customs House. He constructed a Colonial Regency style residence on his allotment and subdivided the block into residential allotments for great profit (Willingham 2005). Murphy was a pastoralist in Warrnambool before settling in Melbourne and establishing Murphy's Brewery at the west end of Flinders Street and investing in city and suburban land (*The Argus* 28 November 1891:9). Wickham was a solicitor and landholder in Launceston before moving to Port Philip in 1839 and buying lots in La Trobe Street and Bourke Lane, and being admitted as attorney, solicitor and proctor of the Supreme Court in 1844 (*The Argus* 19 June 1849:1).

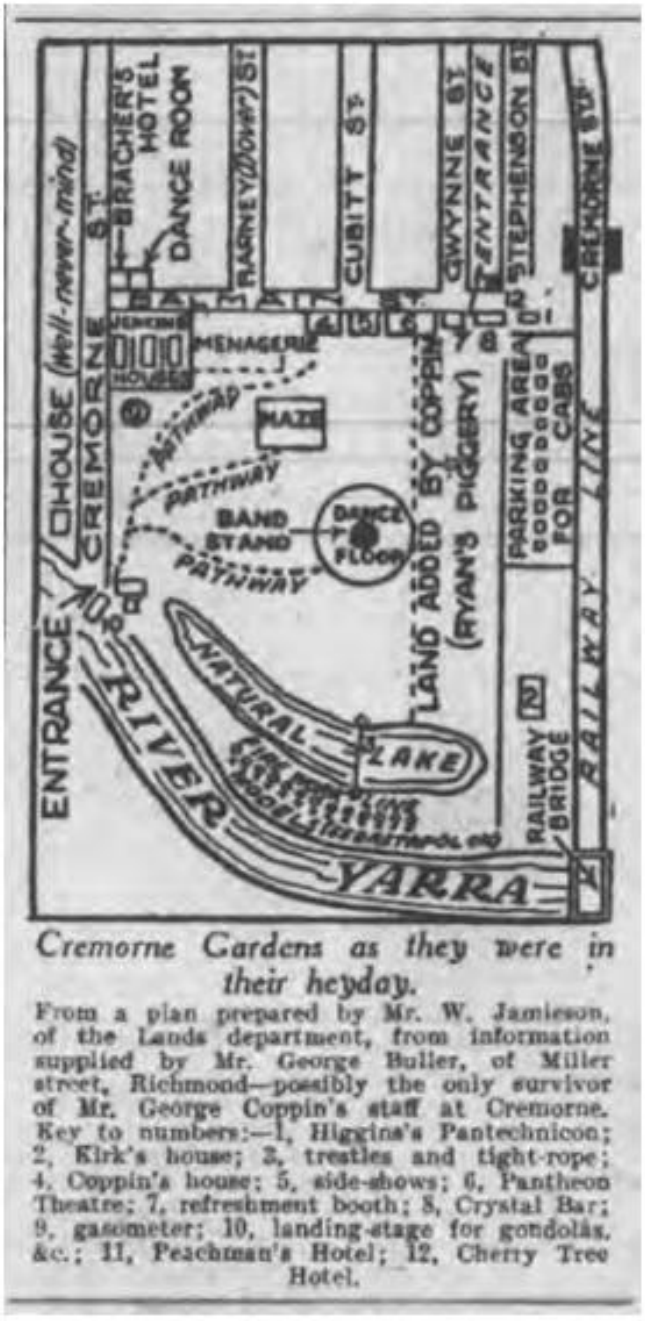
Cremorne Gardens

Cremorne Gardens were located within Lot 2, bounded by Cremorne and Balmain Streets, the Yarra and the later railway which terminated at Cremorne Station, opposite the Gardens Main Gate. Built by James Ellis on ten acres of 'swamp land' purchased in 1853 and later expanded to 18 acres (Lesh 2019:229), the pleasure gardens contain extensive ornamental plantings, pavilions and a menagerie, and featured fireworks display, hot air balloon rides and dances (Butler & Associates 2008:53; Lesh 2019; State Library Victoria 2018). The gardens incorporated the existing swamp or lagoon, kept topped up with freshwater piped from the Yarra River and with boats for visitors to hire and sail upon the 'lake' (Figure 12; Lesh 2019:233; *Richmond Guardian* 2 Jul. 1921:4). Despite convincing the railway to construct a track and station to the gates to more easily convey visitors from the city, the novelty of the Gardens wore off for the residents of Melbourne, and were eventually closed in February 1863, with the owner

George Coppin facing bankruptcy. Flooding in March and again in December of 1863 damaged the site and carried off much of what had not been sold (Lesh 2019:243–245). Five years later, *The Argus* (14 Jan. 1868:7) reported on the perilous state of the riverside road between Cremorne Street and Punt Road, below the Gardens, following several deaths and near misses. Municipal neglect, compounded with flood erosion had become "a dangerous and entirely unprotected thoroughfare". They add that,

> "... there is a "lagoon," or, more correctly, an extensive cesspool, which is constantly fed by liquid stuff running from Mitchell's brewery. This quagmire is insufficiently protected, being "fenced off" by some frail posts and a thread of wire. If a horse were to bolt near this spot he would be compelled either to take the river, or plunge to the saddle-girths in sludge." (*The Argus* 14 Jan. 1868:7)

Without the continued patronage of the Cremorne Gardens, the riverside road had fallen to neglect, used only by locals and unsuspecting visitors. Industry began to take over the site, and a new era of construction began in the Cremorne area.



Cremorne Gardens as they were in their heyday.

From a plan prepared by Mr. W. Jamieson, of the Lands department, from information supplied by Mr. George Buller, of Miller street, Richmond—possibly the only survivor of Mr. George Coppin's staff at Cremorne. Key to numbers:—1, Higgins's Pantechnicon; 2, Kirk's house; 3, trestles and tight-rope; 4, Coppin's house; 5, side-shows; 6, Pantheon Theatre; 7, refreshment booth; 8, Crystal Bar; 9, gasometer; 10, landing-stage for gondolas, &c.; 11, Peachman's Hotel; 12, Cherry Tree Hotel.

FIGURE 12 Sketch of 'Cremorne Gardens as they were in their heyday', from Coppin's Cremorne: Richmond in the 'Fifties', published in The Argus, 8 Apr. 1933

Cremorne Asylum

Following the closure of Cremorne Gardens, the site was taken over as a private asylum for patients suffering from a range of mental illnesses and disabilities. The existing structures of the Gardens were repurposed, such as the theatre becoming the female dormitory and the bar being the washroom, and the swamp was filled during this period (*Mount Alexander Mail* 2 May 1865:3; Smith n.d.). The asylum closed at the end of 1884 and was subdivided into 270 building allotments, ten cottages, and two family residences (*The Argus* 30 Apr. 1910:7, Figure 13). *The Herald* (12 Nov. 1884:3) suggested that "a considerable amount of filling and levelling will be required, as a large slice of the ground is under water when the Yarra is flooded", which was proven in the 1891 flood, where a house at the bottom of Cremorne Street was "far out in the stream with the water eddying around it within a few feet of the roof" (*Illustrated Australian News* 1 Aug. 1891:10).

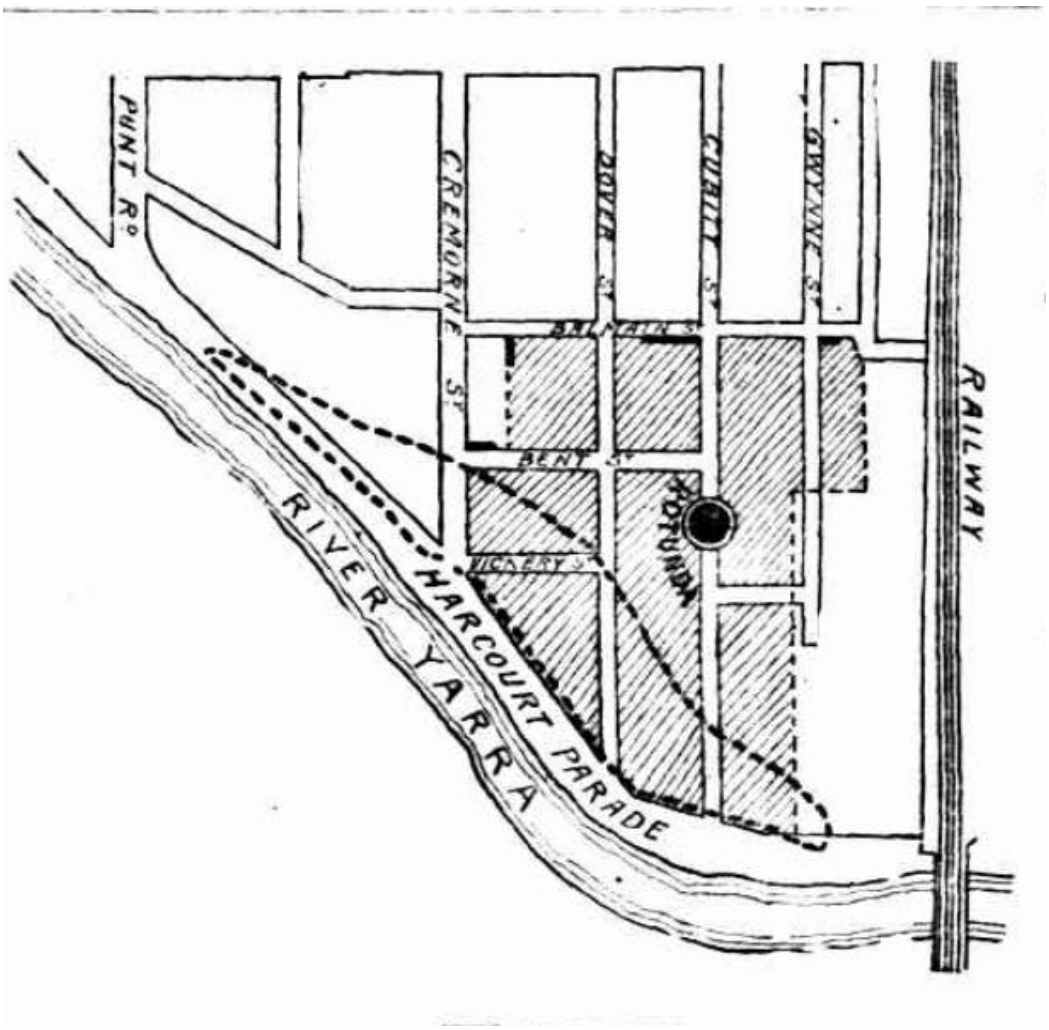


FIGURE 13 The location of the Cremorne Gardens (shaded area), showing the position of the dancing rotunda. The dotted area shows the location of the swamp (*The Argus* 30 Apr. 1910:7).

Cremorne closer settlement/industry

The subdivision and resale of Lot 1 was underway soon after its initial purchase. The 1853 'Green Plan' and 1855 'Kearney Plan' (Figure 14 and Figure 15) shows several internal streets and residences already in situ, particularly in the northern sections (Butler & Associates 2013:69). Dwellings were scattered across the Cremorne area, with few in the southeast corners. Richmond was declared a separate municipality in 1855, thereafter becoming exempt from the *Melbourne Building Act* 1849. Individual developers were free to plan their street and subdivision layouts as they pleased, and builders had free rein on the construction of dwellings (Butler & Associates 2009:52). The existing dogleg in Wellington Street demonstrates the incontiguous and piecemeal development of the allotments. Similarly, Melrose Street acts as a continuation of Wellington Street to the south, occurring after the development of properties at the southern termination of Wellington Street prevented the extension of the street.

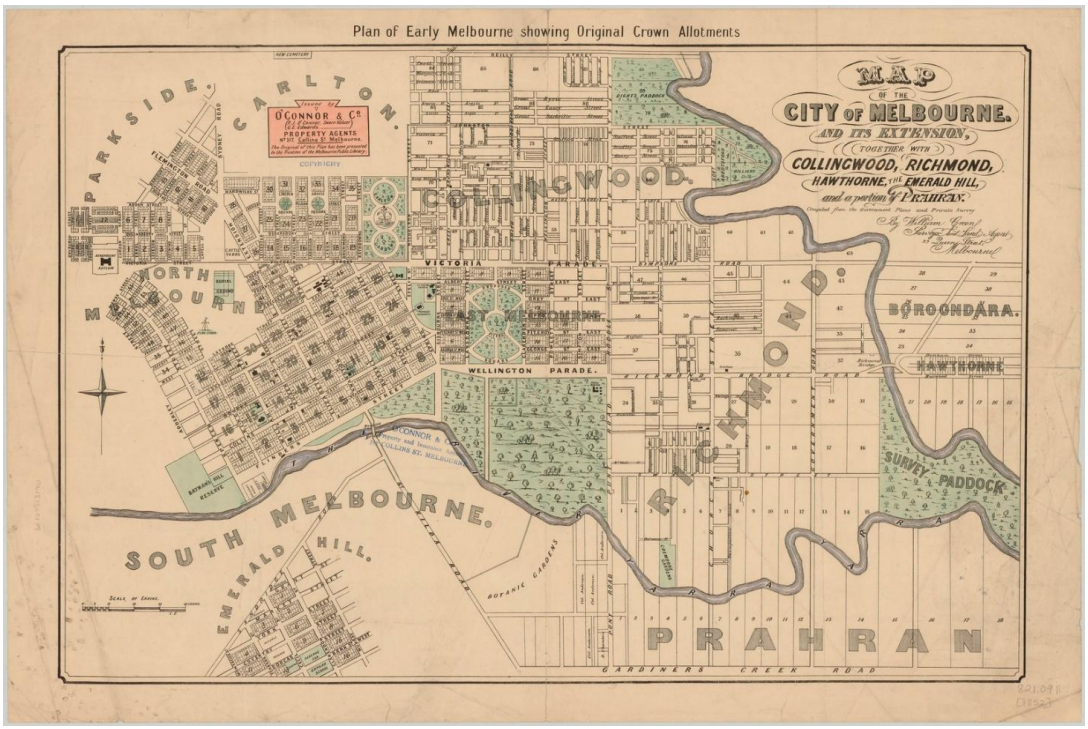


FIGURE 14 Map of the city of Melbourne and its extension: together with Collingwood, Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green. State Library of Victoria.

The railway routes bisecting Cremorne were established by the Melbourne & Hobsons Bay Co's extending south to Brighton by 1859 and east to Hawthorn via Burnley in 1861 enabling closer residential settlement and the establishment of a shopping precinct on Bridge Road (Butler & Associates 2013:76). The southern line runs along the boundary of Ginn and Murphy's Lots 3 and 4 before crossing the Yarra and continuing on to Brighton. The subdivision of 'Murphy's Paddock' north of Balmain Street included 148 lots and street names such as Green, Chestnut and Walnut, selling by 1875 (Butler & Associates 2013:76). The southern portion was soon after divided

into 70 allotments described as 'high and dry' and only 7 minutes' walk from the railway station (Butler & Associates 2009).

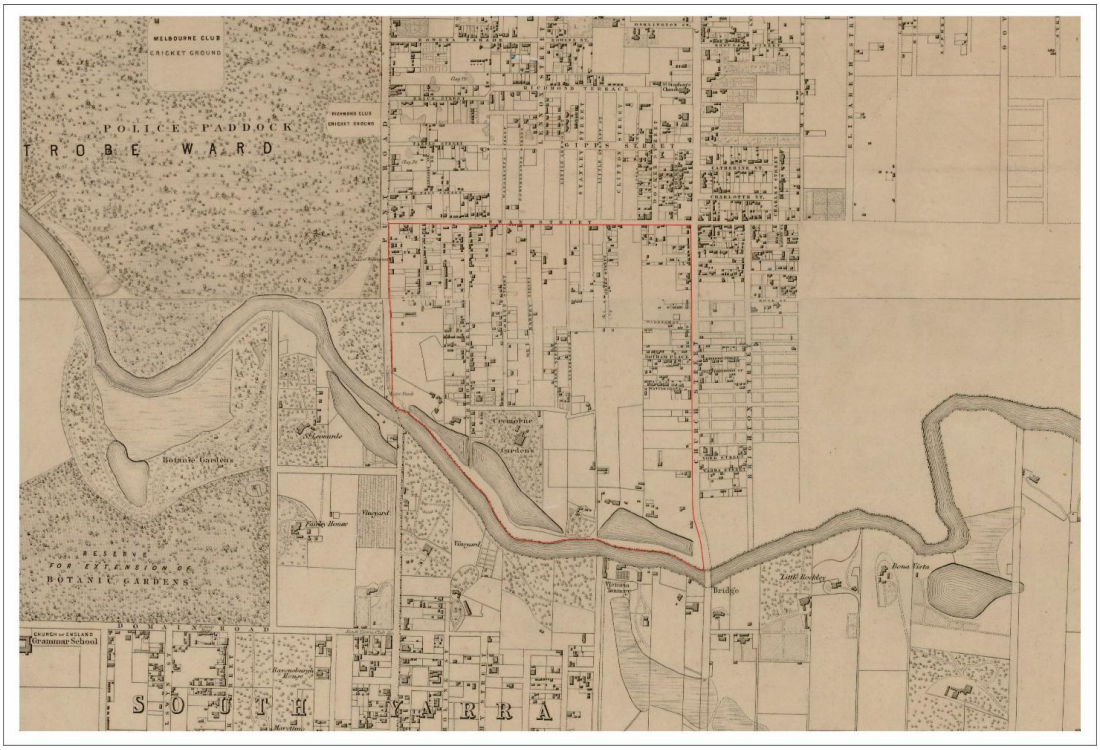


FIGURE 15 Detail from the Kearney map of 1855, with the current municipal boundaries of Cremorne outlined in red. Victoria Surveyor-General (1855) Melbourne and its suburbs compiled by James Kearney (referred to as the 'Kearney Plan'). State Library Victoria.

The first industries in the Cremorne area were established along the Yarra in the 1850s, such as the Cremorne Brewery and Richmond Maltings. North of this strip remained largely residential until the 1900s (Butler & Associates 2013:82). By 1860 the major streets of Richmond had been laid out but the majority of development was in the north and west of the suburb. A pattern was identified by Butler (2013:68) wherein favoured positions for residences were government roads, particularly crossroads, and higher ground. The wealthiest individuals built their villas and gardens on the highest ground, and worker's cottages were densely clustered in isolated streets on lower grounds.

Richmond, like similar inner Melbourne suburbs, had a development boom in the 1870s and 1880s, with the majority of the suburb's subdivisions complete by 1880. Industry dominated the suburb, with 52 establishments, mostly tanneries and breweries, listed in the 1880 rate books. Richmond was a separate municipality by 1855 and was proclaimed a town in 1872 and a city in 1882, and the population reached 38,797 in 1890 (Butler & Associates 2013:82). Development was brought to a halt with the 1890s economic depression but regained strength in the following decades. A series of developments filled in any undeveloped spaces, including the subdivision of the remaining greenspace, Cole's Paddock on Victoria Street (currently the site of IKEA; Butler & Associates 2013:28).

The health of the river

The first Europeans to explore the Melbourne area described the Birrarung as a fine wide river of clear waters etc and doubtless these lyrical waxings aided in cementing the foundations of the city by drawing the attention of many of the founding colonists. However, the river was soon polluted by human and animal sewerage and the foul output of industry. Early Melbourne chronicler, Garryowen, described the transition of the Yarra, noting how it had:

> flowed through low, marshy lats, densely garbed with t-tree, reeds, sedge, and scrub ... The waters were bright and sparkling; ... how different in aspect and aroma from the Yarra of to-day—a fetid, festering sewer, befouled midst the horrors of wool-washing, fellmongering, bone-crushing and other unmentionable abominations! (*The Ararat Advertiser and Chronicle for the Stawell and Wimmera Districts* 9 Jul. 1889:3)

Richmond is known for its industry and working-class affiliations, and many factories were established in the suburb from early in Melbourne's history. Among the brewers, brickmakers and timber mill were wool washers and fellmongers (preparators of skins and hides for tanning) who used the Yarra waters in their trades; several fellmongers were established on the riverbanks at Cremorne and South Yarra around the turn of the century, described as "men in rows on and in floating boats, washing sheep-skins. This did not lend to the purifying of the stream, and years of fighting took place before the fellmongery removed to the Saltwater River" (*Richmond Guardian* 23 Jul. 1921:4; Figure 16). Wetlands other than the river were similarly viewed with distaste by the majority of European settlers, who viewed swamps and marshes as vile miasmas, unproductive and sources of disease. Swamps became dumping grounds for refuse and night soil, reinforcing the settler disposition towards them. The huge influx of population during the 1850s gold rush put further pressure on the city's resources, including the capacity of the wetlands to hold the city's refuse, but also as a potential source of unused land to house the city's expanding residential and industrial requirements (Presland 2014:100; Victoria Parliament 1873).



FIGURE 16 Wool washing, South Yarra 1872. Albumen print, Accession No.: H96.160/1729, State Library Victoria

Ground Disturbance

Until the 1870s, cesspits were a necessary evil for inhabitants of the colony to dispose of their waste. Cess pits were dug into the subsoil and filled with human waste as well as all manner of refuse. In some locations, several houses shared a cess pit, and until 1861 were entirely unregulated. Pits were sometimes lined with puddled clay or casks, but often, especially in less wealthy households, were simply a hole in the ground. Consequently, many cesspits overflowed, and once water was piped to the city from Yan Yean Reservoir in 1857, some allowed a constant trickle of water to overflow the liquid from their cesspits into the street while a grate held back the solids (Minchinton and Hayes 2018:62). From 1860, the Melbourne City Council began to licence 'nightmen' to collect the night soil, and *An Act to Amend the Laws Relating to or Affecting Public Health* in 1867 allowed the enforcement of orders to amend or fill leaking cesspools. An 1861 Central Board of Health circular contained plans for an approved cesspit, showing a circular pit 5ft 6in in width and a 5ft 6in depth excavation with the remainder built up above the surface for a minimum depth of 6ft, and the whole lined with puddled clay. From 1870, nightmen were employed by the city service the entire populace and cess pits were ordered to be filled and in 1872, a Melbourne City Council officer noted that all houses constructed after 1870–1871 were built "with hardly an exception, without the addition of these disgraceful pits" (Girdlestone 1872:1; Minchinton and Hayes 2018:64–65). It is likely that many cesspits that meet the 1861 prescribed standards – and many that may not –will have been excavated across the Cremorne area, but that dwellings constructed after 1870 are unlikely to have them.

Quarries and clay pits were part of the industrial fabric of early Richmond. The underlying Burnley basalt flow outcropped near the river, and a significant area was quarried on the eastern side of Mary Street. This area was later flooded when Herring Island was created (*The Argus* 24 May 1929:8; *Richmond Guardian* 26 Nov 1921:3). A "large deep quarry hole" was reportedly located opposite the former Dimmeys Store on Swan Street, and a clay pit was located close to Wangaratta Street that supplied clay for bricks (*Richmond Guardian* 12 Nov. 1921:1). There is no trace remaining of the latter two works and it is possible for further quarries to be located in the study area.

Richmond is notable for its long history of brewing, housing many breweries, malthouses and drinking establishments. The consumption of alcohol was a major facet of early colonial life, with the first hotel and tap room established in rudimentary accommodation by John Pascoe Fawkner in 1835 (O'Mahoney and Clark 2013:176). Hotels and inns were established across the burgeoning settlement, but construction was expedited with the advent on the gold rush and the influx of travellers requiring accommodation *en route* to the goldfields. Supply of accommodation did not match demand, and accommodation was overcrowded and substandard. Consequently, many who had made wealth on the goldfields established substantial hotels of durable stone and brick to meet the need of the increased population, but also the expectation of the newly raised position of those who had become wealthy through mining (O'Mahoney and Clark 2013:176–179). However, the voracious appetite for alcohol was unabated, and many hoteliers chose to focus their trade on the front bar, keeping the minimum number of poorly appointed rooms as required by their licence (O'Mahoney and Clark 2013:179–180). The significant trade in beer and spirits required secure storage for the quantities imbibed, and many hotels had substantial cellars built into the subsoil to hold the casks, barrels and bottles, requiring significant ground disturbance. Many significant hotels have been constructed across the Cremorne area; among the earliest were George Coppin's Crystal Bar near the Balmain Street entrance to the Cremorne Gardens and Mrs Peacman's Hotel at the river entrance in the 1850s (GaryS 2021). At least 21 licenced hotels were established in Cremorne in the nineteenth century (GaryS 2021). A detailed study of each location in required to establish the presence of a cellar, which is beyond the scope of this report.

Cremorne historical precincts and sites

Several areas in Cremorne have heritage overlays or listings to denote historic significance (Figure 17). A large tract of Punt Road and wellington Street between Swan Street and the Yarra, extending to the Hoddle Bridge have heritage overlays (HO294, HO293, HO364, HO280, HO295, HO296, HO421, HO281, HO464). This area is primarily comprised of residential dwellings but also includes the 411 Punt Road which currently houses a petrol station. The petrol station will have extensive underground storage tanks, so must be considered significantly disturbed. Another residential area is located along both sides of Cubitt Street extending to part of Cremorne Street and Gwynne Street, and third section is located in the fork of the railway, bounded by Walnut and Adelaide Streets. North of the railway line is entirely under heritage overlay with minor exceptions on Railway Place. A triangular shaped block bounded by Gough Street, Cremorne Street and the Yarra was formerly occupied by the Richmond Maltings but has been demolished and built over in recent decades. Approximately 24 more properties are with heritage inventory, register or overlays are scattered throughout the study area. Notable examples of industrial heritage places include the Bryant & May factory, Richmond Power Station, Rosella Preserving Company and Former Primary School. The former Sutherland's Distillery, 67 Wellington Street, utilised underground pipes from the 1930s to pump beer from the site on Wellington Street to a second factory on Cremorne Street (HO364). For detailed information on these sites, see City of Yarra Heritage Gaps One, Two and Review by Graeme Butler & Associates (2008, 2009, and 2013).

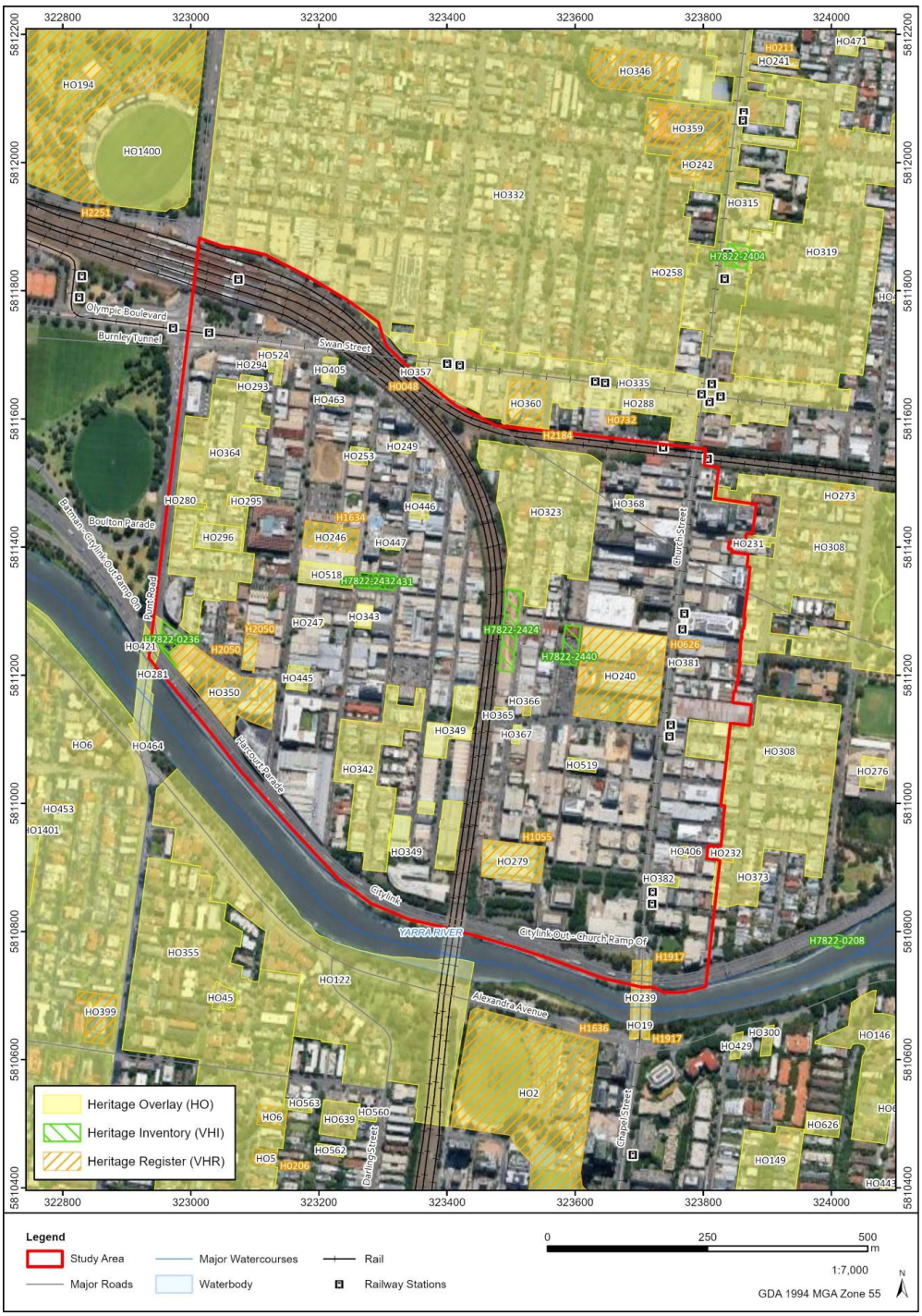


FIGURE 17 Plan showing Heritage Overlay, Victorian Heritage Inventory and Victorian Heritage Register sites and precincts in and around Cremorne.

3.3 Site Prediction Model and Conclusion of Desktop Assessment

The desktop assessment for the study area has allowed a site prediction model to be developed. A site prediction model is intended for use as an indication of the types of Aboriginal archaeological sites that may occur in a given area. The site prediction model can later be tested against the results of the field survey and/or subsurface testing.

The following can be said about the study area:

- the study area is located across the geological deposits of Newer Volcanic Group (Neo) and Alluvium, generic (Qa1) within the within the Western Plains, Central Sunklands and East Victorian Dissected Uplands geomorphic units.
- soils in these areas are characterised by shallow silty clay deposits over basalt, with riverine silt in the south of the study area along the Yarra.
- the most common site types in the geographic region are Scarred Trees (n=3) and LDADs (n=3), followed by Aboriginal Historical Places (n=2) and an Artefact Scatter (n=1).
- The scarred trees have a single scar on the trunk, consistent with the manufacture of a canoe.
- The stone artefacts are of both silcrete and quartz raw materials and have been identified on the surface and subsurface in imported fill and in remnant natural horizons.
- The study area includes an Important Cultural Heritage Landscape; the Birrarung Cultural Landscape, along its southern boundary.
- Several places with strong associations with Aboriginal heritage are found near Cremorne (study area), such as the Botanic Gardens and Domain, Yarra Park and the Birrarung. The Melbourne region was a significant meeting place for all Kulin peoples for thousands of years before Contact and for some time after settlement. Archaeological evidence of Aboriginal occupation of the area is likely to be concentrated around waterways, including the known use of swamps that existed along the Yarra River including at Cremorne. Historical documents record intensive Aboriginal occupation during the Contact period along the south bank of the Yarra, at the Yarra Mission, and at Chief Aboriginal Protector Robinson's house at Toorak. On the north bank, records show regular use of the camping grounds for domestic occupation and for corrobborees at the current site of the MCG in Yarra Park, including the period in which the Native Police Corps were stationed there.
- Land-use history indicates extensive industrial and residential use since the first allotments were sold in 1839. Extensive landscaping for the Cremorne Gardens was undertaken in a significant portion of the study area, and the swamp within the gardens was later drained and filled. Many hotels operated in the area from the 1850s, the more substantial of which may include excavation for a cellar. Hotels and residences constructed before 1870 are also likely to have had cesspits excavated to a standard depth of 5ft 6in, but many were not constructed to specifications. Quarrying has been carried out in several locations in the study area, with extensive basalt quarrying undertaken east of Mary Street and minor quarrying known north of the railway line. Further areas of informal quarrying may be present across the study area where surface geology was sufficient.

3.4 Conclusion of Desktop Assessment

These findings indicate that the study area has undergone varied ground disturbance from historical industrial use and modern urban development. Little evidence of Aboriginal cultural heritage has been found within the study area due to the intensive land use. The study area contains land within the Birrarung Cultural Landscape. The Yarra River likely has high cultural significance to the Wurundjeri People, regardless of the high levels of urbanisation and development. Although the Yarra River does not sit within the study area, adjacent land within the precinct is likely to share this significance.

4 Opportunities and Constraints

While the current record of Aboriginal occupation of Cremorne appears to be unrepresented, this is due largely to the high degree of urbanisation that occurred post-Contact and prior to the undertaking of archaeological investigations. Cremorne was settled in the 1840s and following agricultural use, was developed for residential and recreational purposes. It was transformed in the 1880s into a manufacturing and industrial centre and today features less open space than its neighbouring suburbs. These post-Contact activities have either destroyed or obscured Aboriginal cultural heritage places. Culturally modified trees have been destroyed, and other surface archaeological sites such as stone artefact scatters have been destroyed, disturbed, or have been buried. Of the three CHMPs that have been carried out within the study area, one has located Aboriginal cultural heritage, demonstrating the potential for further preservation. This site has been located in close proximity to the Yarra River. This waterway has been shown to have been of high cultural significance to the Wurundjeri People. The waterway would have been used as a travelling route, and as a resource base, and the waterway has spiritual significance to past and present Wurundjeri People.

The Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation are the Registered Aboriginal Party with statutory authority to manage Aboriginal cultural heritage in Cremorne. Future development will be managed in accordance with the *Aboriginal Heritage Act 2006* and the *Aboriginal Heritage Regulations 2018*. This may require the preparation of Cultural Heritage Management Plans or Cultural Heritage Permits which authorise certain types of development, and authorise harm to Aboriginal cultural heritage. This is a consultative process between developers and the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, and sits outside the Planning Process.

Within the Planning Process, there are opportunities to involve the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation on a consultative level. These may include exploring opportunities for the naming of public space with Traditional Wurundjeri Language, consultation about artistic and interpretive features particularly along access routes to the Yarra River, or consultation with the Wurundjeri about proposed planning controls in the vicinity of the Yarra River, including any new controls for the strategic sites identified in the Cremorne UDF.

With these factors in mind, the following recommendations are made:

Recommendation 1: Future development will be managed in accordance with the *Aboriginal Heritage Act 2006* and the *Aboriginal Heritage Regulations 2018*.

Recommendation 2: Council should consider consultation with WWCHAC about naming opportunities for public space within the study area;

Recommendation 3: Council should consider consultation with WWCHAC about the development of artistic or interpretive displays in open space and in public land around the Yarra River; and

Recommendation 4: The proposed amendment does not include any changes to planning controls in the immediate vicinity of the Yarra River. Any future planning controls for land adjacent to the Yarra River, including any new controls for the strategic sites identified in the Cremorne UDF within the Cremorne study area, should be developed in consultation with the WWCHAC.

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Attachment 6 - Changes to Clause 11.03-6L-01 (Cremorne Precinct) and Clause 72.08 (Background Documents)

Clause 11.03-6L-01 - Cremorne Precinct

YARRA PLANNING SCHEME

11.03-6L-01 Cremorne Precinct

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Proposed C318yara

Land use and activity

Objectives

To facilitate economic growth in Cremorne as Melbourne's premier global innovation precinct.

To support innovative and diverse employment opportunities across Cremorne's employment precincts.

To recognise the commercial, employment, retail, and residential roles of different precincts in Cremorne.

Strategies

Support a diverse range of creative and innovative businesses in Cremorne including large anchor tenants, institutions, and small businesses.

Support affordable workspaces in Cremorne.

Protect the low-scale residential character of the Cremorne, Green Street and Wellington Street Precincts.

Support a diversity of day and night time activities, including food and drink premises, retail premises and associated uses to promote a high amenity, creative and vibrant environment.

In the Cremorne West Precinct, encourage:

- A diverse range of global and local creative and innovative businesses.
- Complementary uses including restaurants, bars, offices, and retail.
- Cremorne Street to develop as the key activity spine of the precinct with active frontages.
- Bendigo Kangan Institute (BKI) campus as a creative and digital education and community heart of the precinct offering education facilities and new public spaces.

In the Railway Precinct, encourage:

- A diverse range of global and local creative and innovative businesses between the railway corridor and Church Street Precinct.
- Cremorne Digital Hub on Balmain Street as flagship location for events, training, education, research, and innovation.

In the Church Street Precinct, encourage:

- Church Street to develop as an activity spine with offices, company headquarters, showrooms, retail and cafes.
- A diverse range of global and local creative and innovative businesses in side streets.

Support a diverse mix of uses in the Richmond Maltings, including offices, retail, cafes, and residential uses.

Movement and access

Objectives

To create a highly accessible and well connected movement network which prioritises sustainable and active transport and discourages through traffic.

To provide a safe and attractive cycling and pedestrian network which connects strategic corridors, major trails, and key destinations, including public transport.

Strategies

Promote Cremorne as a walkable precinct with reduced traffic speeds and traffic volumes, new footpaths and greening to provide safe pedestrian access to buildings and new pedestrian connections.

Enhance pedestrian and cyclist connections:

- To Richmond Station with a new and upgraded pedestrian crossing, public spaces and bicycle facilities at Swan Street and Cremorne Street to promote accessibility to public transport and a new connection to Lennox Street and the northern suburbs.
- Along Cremorne Street linking Richmond Station to the Birrarung Precinct.
- On Kelso, Stephenson, Balmain and Cotter Streets to provide green connections to eastern and western Cremorne and open space.
- Along Green Street, Oddys Lane and Chestnut Street to connect to the Yarra River (Birrarung) and South Yarra.
- Along Church Street connecting East Richmond Station, Swan Street and South Yarra.
- Along Adolph, Chapel, Adelaide, Gordon, Albert, Amsterdam, Yorkshire and Howard Streets off Church Street to provide green connections to other parts of Cremorne.
- To East Richmond Station including new public spaces and pedestrian priority zones and improvements to the underpass.

Enhance access to the Main Yarra Trail and Yarra River (Birrarung) corridor at Oddys Lane, Church Street and Harcourt Parade.

Support development which provides new ground level links through the sites and shared road reserves while allowing access for servicing.

Discourage new vehicle access points on pedestrian, public transport, and bicycle priority routes.

Streets and spaces for people

Objectives

To create a network of high quality public spaces and design streets as places for people in Cremorne.

To improve connections between Cremorne and the Yarra River (Birrarung).

Strategies

Encourage development to provide spaces, including open spaces, for people to meet, gather, socialise, exercise, and relax.

Support new open spaces, including those identified in the *Yarra Open Space Strategy* (2020) to meet the needs of a growing community:

- Small Neighbourhood Open Space in the vicinity of the Bendigo Kangan Institute site between Cremorne Street and Dover Street.
- Local Open Space between the railway and Church Street, north of Balmain Street.
- Small Local Open Space between Punt Road and Cremorne Street and north of Kelso Street.
- Small Local Open Space in the vicinity of Gough Street.
- Small Local Open Space south of Balmain Street between Cremorne Street and Cubitt Street.
- Small Local Open Space south of Balmain Street, between the railway and Church Street.
- Small Local Open Space in the vicinity of Swan Street and East Richmond Station.

Support new small spaces and pocket plazas throughout Cremorne, including:

Enhancements to Balmain Street Plaza (west of the underpass).

New public space on Balmain Street (east of the underpass adjoining the Cremorne Digital Hub).

New public space on southwest corner of Swan Street and Cremorne Street.

VicTrack land on Green Street.

Develop green links along:

Kelso Street to connect to an improved crossing at Punt Road and Gosch's Paddock.

Balmain and Cotter Streets to the Barkly Gardens, Alan Bain Reserve and McConchie Reserve.

Green Street and Oddys Lane to enhance the physical connection to the Yarra River (Birrarung).

Interpret and celebrate heritage and culture, including Aboriginal cultural heritage in public open space design.

Support public art in open space, public realm and infrastructure projects to celebrate and enhance Cremorne's history and identity.

Consider opportunities to work with service providers and landowners, to underground powerlines on sites with large frontages to improve footpath access.

Design quality

Objective

To facilitate Cremorne as a place of design excellence, with a distinct identity and character.

Strategies

Ensure development is sensitively designed to protect the prominence of heritage and character buildings including remnant shops and corner pubs.

Encourage varied built form typologies.

Ensure buildings contribute to a high quality public realm and fine grain, pedestrian scale environment.

Strategic sites

Objectives

To ensure development on strategic sites is woven into the fabric of Cremorne which is responsive to important structural elements, heritage buildings, sensitive interfaces to residential areas and the Yarra River (Birrarung).

To ensure development contributes to a high quality public realm through links through the site, provision of permeability, accessibility and public spaces.

Strategies

Ensure development complements and enhances the Yarra River environs through the design quality and materiality of buildings.

Ensure the design of buildings that interface with the railway contribute to a positive image of Cremorne.

Avoid additional overshadowing on 22 September of key pedestrian routes – Cremorne Street (eastern and western footpaths), Church Street (eastern and western footpaths), Balmain Street (southern footpath), and existing and proposed open space.

Ensure heritage buildings are integrated and featured as part of any redevelopment of a strategic site.

Bendigo Kangan Institute strategic site

Provide a range of building heights and ensure the prominence of the former Cremorne Primary School including views to the roofline, within the site and from the streetscape, are protected.

Provide a transition in building height on the northern part of the site between the broader Cremorne West Precinct and the former Cremorne Primary School.

Support a small neighbourhood open space, south of the former Cremorne Primary School (extending the full width of the building) to enhance and complement the existing building.

Encourage the provision of new links through the site:

An east-west link to the north of the former Cremorne Primary School between Cremorne and Dover Streets to provide space behind the school buildings when viewed from the south.

A secondary east-west link alongside the future open space to the south of the former Cremorne Primary School.

North-south connections to Dove Street.

Provide a setback to:

Cremorne Street which aligns with the building line of the former Cremorne Primary School for seating and landscaping.

Dover Street to ensure the prominence of the school building is visible in the streetscape.

Improve access to the existing open spaces within the site.

Bryant and May strategic site

Ensure building massing is appropriately scaled and located to protect the visual prominence of heritage buildings and features within the site including decorative facades, signage, parapets and taller elements including the chimney and clocktower.

Support building design which complements heritage elements through appropriate materials and finishes including:

On the northern portion of the site – the built form scale does not dominate the main factory building.

At the north-west corner – built form retains permeability through the site.

On the southern half of the site – built form is setback from Church Street and less intrusive, especially west of the pavilion.

Design new street walls which align with or lower than the heritage podiums of buildings on the site.

Protect views to ensure the Bryant and May buildings, including clocktower and chimney, are prominent from Chestnut Street, north of Adelaide Street and south of Balmain Street and from Church Street.

Support the design of Russell Street as a landscaped pedestrian corridor, with limited or no vehicle access and a series of public spaces to reinforce the site's role as a former model factory.

Support new through links to create a publicly accessible and legible network that connects to the broader street network and creates a setting for the site's heritage buildings.

Provide a new small local open space on the western portion of the site to support the retention of key views from Chestnut Street to the main factory building, clock tower, chimney stack and historic signage.

Support a landscaped setback along Balmain and Chestnut Streets to contribute to an expanded public realm and provide for integrated seating and landscaping.

Enhance Adelaide Street as a green shared street which connects Church Street to the adjacent Railway Precinct with human scale development, consolidated vehicle entrances and large building setbacks to enhance the public realm.

534 Church Street strategic site

Transition built form down in height from taller built form at the Church Street interface to the lower-scale character of the Chestnut Street residential precinct.

Support development of the site as a campus of buildings rather than a single large building.

Encourage the provision of new links through the site:

Extend a through site link aligned with Walnut Street through the site.

An additional north-south laneway is provided towards at the eastern end of the site.

Ensure the scale and siting of any new built form has regard to the state heritage significance of the former Bryant and May buildings.

Retain the prominence of the Bryant and May site, including clocktower and chimney when viewed from Chestnut Street and views to the building along Church Street.

Create a human-scale street wall and active interface to Church Street, Adelaide Street and William Street.

Reinforce the Church Street frontage as the primary interface with awnings, inset building entrances and integrated seating.

Support the provision of a landscape setback to Chestnut Street in response to the character of the streetscape.

Enhance Adelaide Street as a green shared street which connects Church Street to the adjacent Railway Precinct with human scale development, consolidated vehicle entrances and large building setbacks to improve the public realm.

Richmond Maltings strategic site

Support links and spaces through the site to improve accessibility and connectivity including to the Main Yarra Trail.

Respect the amenity of lower scale residential areas to the north.

Support footpath widening, street tree planting and design of the ground floor premises to activate the frontages.

Consolidate vehicular access and servicing to minimise impact on the surrounding streetscapes.

Protect the visual prominence of and views to the Nylex sign and associated silos through sensitive and appropriate siting and design of development.

Support a new small local open space within the development.

Create street activation, active edges and visual engagement in laneways and plazas and on the surrounding streets of the Richmond Maltings.

167 Cremorne Street strategic site

Support a range of forms, typologies, building and street wall heights, and well-designed architecture across the site which is responsive to each of the different interfaces.

Encourage a range of building heights with the tallest scale to the north-west and the lowest scale at Dover Street.

Support a landscape setback and lower-scale, fine-grain edge at the Dover Street interface to enhance the landscape character of Dover Street and respond to the low-scale residential context and the Cremorne Heritage Precinct (HO342).

Support the provision of a new small local open space on the north-east corner of the site.

Support publicly accessible laneways through the site to improve connectivity to surrounding streets and open space and break up building mass.

Design primary frontages at Cremorne Street and Bent Street with active interfaces at the ground floor and lower levels.

Setback buildings to provide extended footpaths, entrances and pedestrian plazas.

Rosella Complex strategic site

Ensure development:

- Provides visual interest at the ground level through appropriate forms and materials which complement the heritage context.
- Displays the Rosella signs on buildings fronting Balmain Street, Palmer Parade and the railway line.
- Provides a range of building heights with the tallest scale of buildings closest to the railway corridor and lowest scale buildings fronting the residential areas west of the site on Gwynne and Munro Streets and to the rear of properties on Cubitt Street.

Support the provision of new public space within the complex.

Improve the internal street network by improving the amenity of Palmer Parade as a shared zone to prioritise pedestrians and cyclists.

Support a new through site link that connects Palmer Parade to Cubitt Street to provide improved access to Charles Evans Reserve.

Support consolidation of at grade parking and minimise the impact of vehicular access entrances and ramps on the public realm.

658 Church Street strategic site

Locate the tallest scale buildings to the north of the site transitioning down to a lower scale to the south of the site.

Design streets to improve the legibility of the street network to prioritise pedestrians.

Consolidate car parking within the site to reduce negative impacts on the public realm and facilitate opportunities for an expanded public space network.

Deliver new publicly accessible open spaces that expand on the existing high quality spaces.

Enhance the distinct character of the site, where buildings are set within the landscape setting with green spaces and mature trees.

Undertake conservation works as part of any redevelopment of the former Richmond Power Station.

Protect the visual prominence of the former Richmond Power Station by:

- Supporting upgrades to the public realm to enhance the setting.
- Maintaining views to the former Richmond Power Station from Green Street, Electric Street, Hargreaves Street, Oddys Lane and Dale Street.
- Ensuring the former Richmond Power Station is visually unobstructed as the tallest building on the west side of the site and appears as a free standing landmark building.
- Maintaining visual connections between the west decorative façade of the former Richmond Power Station and the railway line to provide a visual link between the historic uses.

Create a well-designed, human-scale street wall and active interface to Church Street primary interface which incorporates landscape, inset building entrances and integrated seating.

YARRA PLANNING SCHEME

Map 1 - Cremorne West Precinct



Officer recommendation: In response to submissions 12, 29-31, 47, 49 & 51. See Attachment 2, Section 6 Clause 11.03-6L (Cremorne Precinct) Local Planning Policy and Strategic Sites

YARRA PLANNING SCHEME

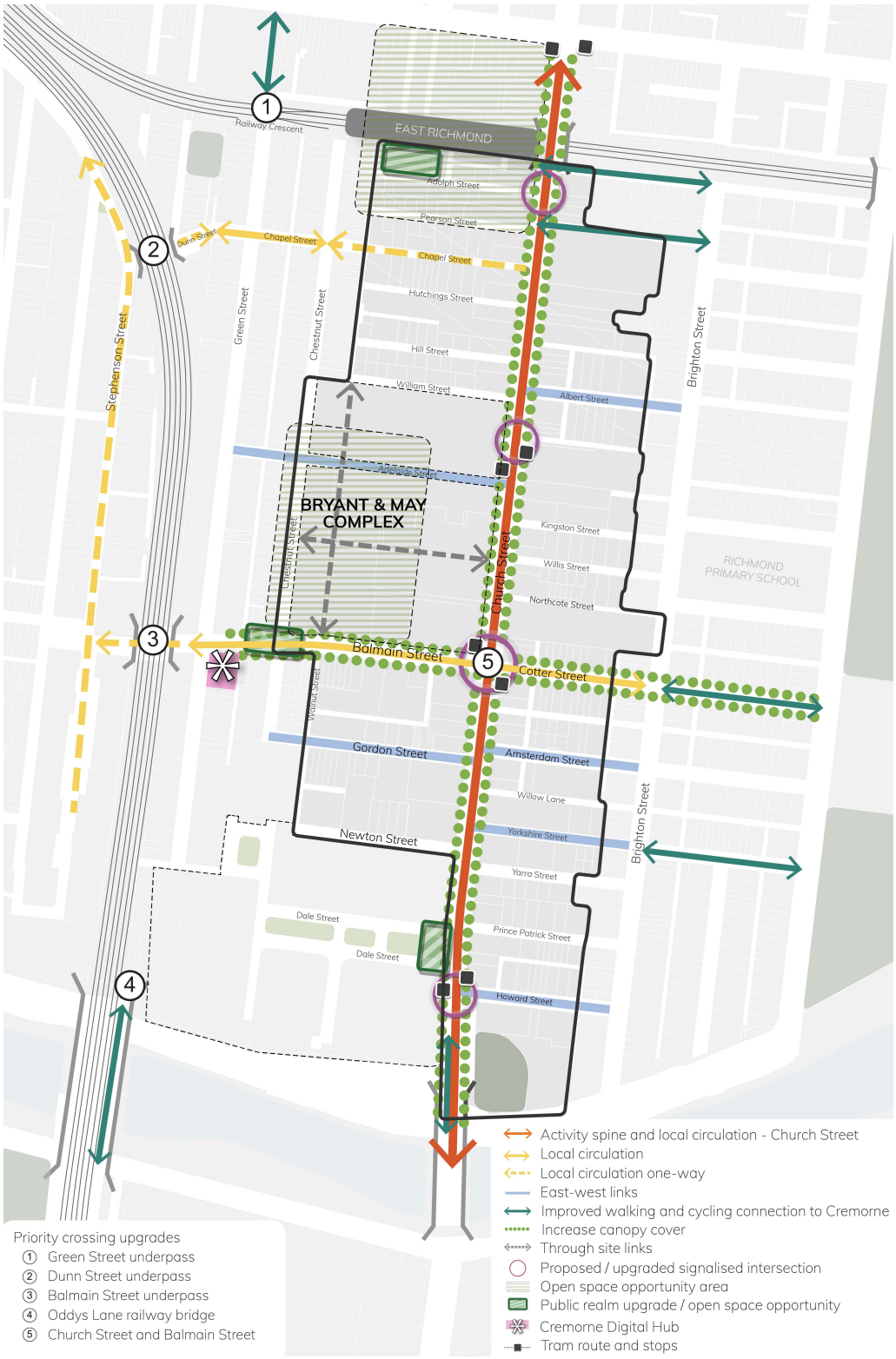
Map 2 - Railway Precinct



Officer recommendation: In response to submissions 12, 29-31, 47, 49 & 51. See Attachment 2, Section 6 Clause 11.03-6L (Cremorne Precinct) Local Planning Policy and Strategic Sites

YARRA PLANNING SCHEME

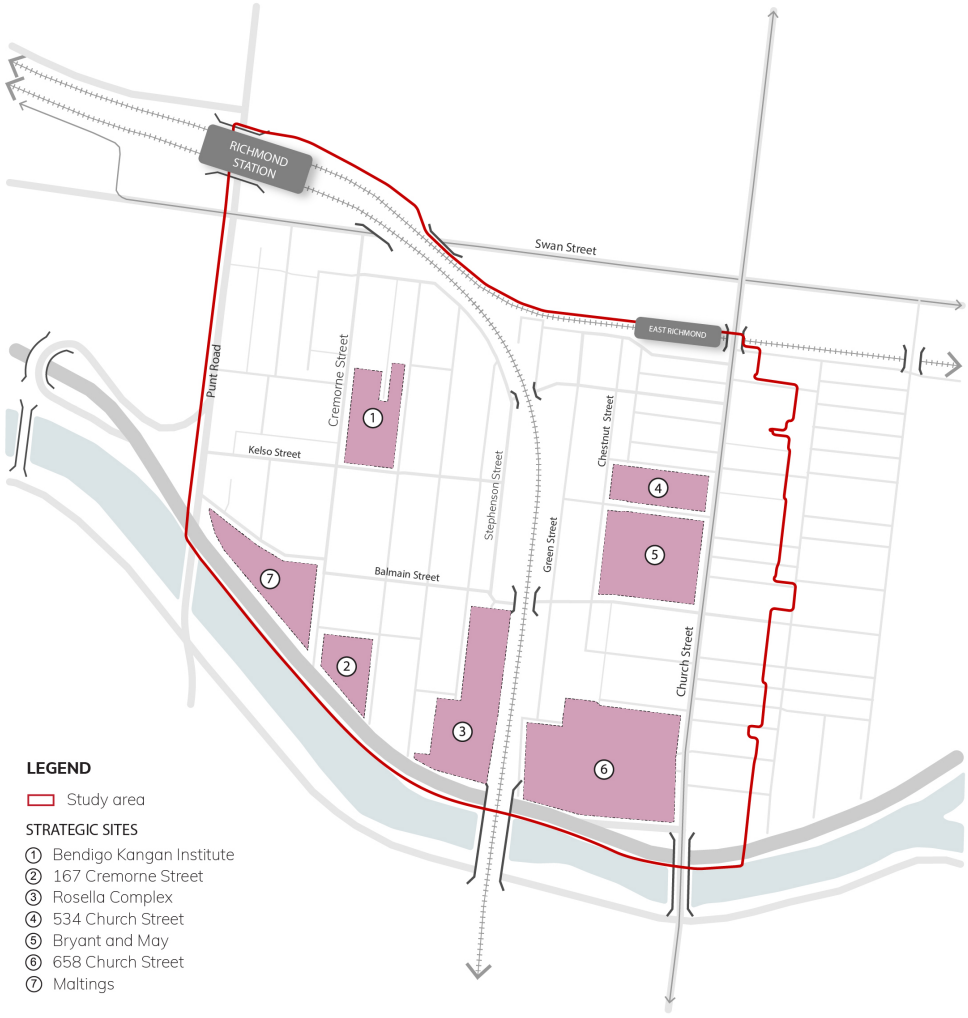
Map 3 - Church Street Precinct



Officer recommendation: In response to submissions 12, 29-31, 47, 49 & 51. See Attachment 2, Section 6 Clause 11.03-6L (Cremorne Precinct) Local Planning Policy and Strategic Sites

YARRA PLANNING SCHEME

Map 4 - Strategic sites



Clause 72.08 - Background Documents

YARRA PLANNING SCHEME

__/__/____
C318yara

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0
--/--/----
Proposed C318yara

Background documents

Name of background document	Amendment number - clause reference
Activity Centres Roles and Boundaries (City of Yarra, April 2022)	C269yara Clause 11.03-1L
Brunswick Street and Smith Street Built Form Review: Collingwood Built Form Framework (Hansen Partnership, June 2018)	C293yara Clause 43.02
Built Environment Sustainability Scorecard 'BESS' (Council Alliance for a Sustainable Built Environment 'CASBE')	C269yara Clause 15.02-1L
Building for Diversity – Social and Affordable Housing Strategy (City of Yarra, November 2019)	C269yara Clause 16.01-4L
Burra Charter The Australia ICOMOS Charter for Places of Cultural Significance (Australia ICOMOS, 2013)	VC155yara Clause 15.03-1L
Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations (GJM Heritage, 2018)	C245yara Clause 15.03-1L Clause 43.02
Community Infrastructure Plan (City of Yarra, April 2018)	C269yara Clause 19.03-2L
Council Plan 2021-2025 (City of Yarra, 2021)	C269yara Clause 02.02 Clause 02.03
Cremorne Built Form Review and Recommendations (Hodyl & Co, May 2022)	C318yara – Schedule 51, 52 and 53 to Clause 43.02 (DDO)
Cremorne Place Implementation Plan (Victorian Planning Authority, December 2020)	C318yara – Schedule 51, 52 and 53 to Clause 43.02 (DDO)
~~*Cremorne Streets and Movement Strategy* (Martyn Group & Hansen Partnerships, June 2020)~~	~~C318yara – Schedule 51, 52 and 53 to Clause 43.02 (DDO) and Schedule 2 to Clause 45.09 (PO)~~
~~*Cremorne Urban Design Framework - Transport Review* (Stantec Australia, August 2023)~~	~~C318yara – Schedule 51, 52 and 53 to Clause 43.02 (DDO) and Schedule 2 to Clause 45.09 (PO)~~
Cremorne Urban Design Framework (City of Yarra, September 2026)	C318yara – Schedule 51, 52 and 53 to Clause 43.02 (DDO) and Schedule 2 to Clause 45.09 (PO)
Fitzroy Urban Conservation Study Review (Allom Lovell and Associates, November 1992)	C085yara Clause 15.03-1L
Green Star (Green Building Council of Australia)	C133yara Clause 15.02-1L
Guidelines - Managing noise impacts in urban development (City of Yarra, March 2022)	C269yara Clause 13.07-1L
Heritage Citation 112-124 Trenerry Crescent, Abbotsford (GJM Heritage, July 2016)	C219yara Clause 15.03-1L
Heritage Citation 20-60 Trenerry Crescent, Abbotsford (GJM Heritage, July 2016)	C218yara Clause 15.03-1L

YARRA PLANNING SCHEME

Name of background document	Amendment number - clause reference
	Clause 15.03-1L
Heritage Citation: 33-45 Derby Street, Collingwood (GJM Heritage, 2018)	C245yara Clause 15.03-1L
Heritage Citation: Queens Parade, Fitzroy North Street Trees (John Patrick Landscape Architects, 2018)	C245yara Clause 15.03-1L
Heritage Conservation Study, Carlton, North Carlton and Princes Hill (Nigel Lewis and Associates, July 1984)	C085yara Clause 15.03-1L
Heritage Conservation Study, Collingwood (Andrew Ward and Associates, April 1989)	C085yara Clause 15.03-1L
Heritage Conservation Study Review, Collingwood (Andrew Ward and Associates, May 1995)	C269yara Clause 15.03-1L
Heritage Conservation Study, Northcote (Graeme Butler Architect, February 1982)	C085yara Clause 15.03-1L
Heritage Conservation Study, North Fitzroy (Jacob Lewis Vines Architects, July 1978)	C085yara Clause 15.03-1L
Heritage Conservation Study, Richmond (J & T O'Connor and Coleman and Wright Architects, January 1985)	C085yara Clause 15.03-1L
Heritage Conservation Study, South Fitzroy (Jacob Lewis Vines Architects, March 1979)	C085yara Clause 15.03-1L
Heritage Gaps: An Overview (Graeme Butler & Associates, 2004, updated March 2013)	C157yara Clause 15.03-1L
Heritage Gaps Review One (City of Yarra/Graeme Butler, 2013)	C157yara Clause 15.03-1L
Heritage Gap Review One; Incorporated Plan, Methodology Report (Lovell Chen, 2014)	C178yara Clause 15.03-1L
Heritage Gap Review Two Methodology Report (Lovell Chen, 2012)	C157yara Clause 15.03-1L
Heritage Gap Study Review of 17 Precincts Stage 2 Report (Context, August 2014, Revised 16 October 2016)	C173yara Clause 15.03-1L
Heritage Gap Study Review of Central Richmond, Stage 2 Final Report (Context, November 2014)	C183yara Clause 15.03-1L
Heritage Gap Study Review of Johnston Street East (Context, April 2016)	C237yara Clause 15.03-1L
Heritage Gap Study Stage 1 (Graeme Butler and Associates, 2008)	C149yara Clause 15.03-1L
Heritage Gap Study Stage 2 (Graeme Butler and Associates, 2009)	C149yara Clause 15.03-1L
Heritage Gaps Study – Smith Street South (Anthemion Consultancies, July 2014)	C173yara Clause 15.03-1L

YARRA PLANNING SCHEME

Name of background document	Amendment number - clause reference
Heritage Gaps Study 233-251 Victoria Street, Abbotsford (Anthemion Consultancies, October 2012)	C163yara Clause 15.03-1L
Heritage Overlay Areas, Review of, Appendix 7 (Graeme Butler and Associates, 2007, Updated 2013)	C085yara Clause 15.03-1L
Heritage Policy – Residential (Context, October 2019)	C269yara Clause 15.03-1L
Heritage Policy - Industrial (GJM Heritage, October 2019)	C269yara Clause 15.03-1L
Heritage Review (Allom Lovell & Associates, July 1998)	C085yara Clause 15.03-1L
Heritage Review of Predefined Areas in Abbotsford & Collingwood Stage 2 Report (Context, July 2015)	C198yara Clause 15.03-1L
Heritage Review and Recommendations Cremorne Enterprise Precinct (Trethowan, October 2021)	C318yara Clause 11.03-6L-01 Schedule 51, 52 and 53 to Clause 43.02
Inner Melbourne Action Plan 2016-2026 (August 2016)	C084yara Clause 15.03-1L
Johnston Street Local Area Plan (City of Yarra, 2015)	C220yara Clause 11.03-2L Schedule 15 to Clause 43.02
Licensed Premises Policy - Background Document (Public Place & 10 Consulting Group, December 2015)	C209yara Clause 13.07-1
Lower Yarra River Corridor Study - Recommendations Report (Department of Environment, Land, Water and Planning, 2016)	VC197 Schedule 1 to Clause 42.03 Schedule 1 to Clause 43.02
Model for Urban Stormwater Improvement Conceptualisation 'MUSIC' (Melbourne Water)	C117yara Clause 15.01-2L
Nationwide House Energy Rating Scheme 'NatHERS', (Department of Climate Change and Energy Efficiency)	C133yara Clause 15.01-2L
Noise and vibration considerations - Discussion report (City of Yarra, March 2022)	C269yara Clause 13.07-1L
Parking Controls Review – Cremorne Enterprise Precinct (Traffix Group, July 2020)	C318yara – Schedule 51, 52 and 53 to Clause 43.02 (DDO) and Schedule 2 to Clause 45.09 (PO)
~~*Revised Cremorne Urban Design Framework* (City of Yarra, September 2023)~~	~~C318yara – Schedule 51, 52 and 53 to Clause 43.02 (DDO) and Schedule 2 to Clause 45.09 (PO)~~
State Environment Protection Policy (Waters) (Environment Protection Authority, 2018)	C117yara Clause 15.02.1L
Stormwater Treatment Objective - Relative Measure 'STORM' (Melbourne Water)	C133yara Clause 15.02.1L

YARRA PLANNING SCHEME

Name of background document	Amendment number - clause reference
Supplementary Heritage Report: Collingwood South (Mixed Use) Precinct (GJM Heritage, May 2021)	C293yara Clause 43.02
Sustainable Design Assessment in the Planning Process (IMAP, 2015).	C269yara Clause 15.02.1L
Swan Street Built Form Study, Heritage Assessment and Analysis (GJM Heritage, October 2017)	C191yara Clause 11.03-2L Schedule 17 to 43.02
Transport Engineering Assessment – Amendment C318yara Cremorne Precinct	C318yara – Schedule 51, 52 and 53 to Clause 43.02 (DDO) and Schedule 2 to Clause 45.09 (PO)
The Middle Yarra Concept Plan – Dights Falls to Burke Road (Melbourne Parks and Waterways, 1990)	VC197 Schedule 1 to Clause 42.03
The Lower Yarra Concept Plan – Dights Falls to Punt Road (Melbourne Metropolitan Board of Works, 1986)	VC197 Schedule 1 to Clause 42.03
Urban Stormwater Best Practice Environmental Management Guidelines, (CSIRO, 1999)	C117yara Clause 15.02-1L Clause 19.03-3L
Victoria Street East Precinct, Richmond - Urban Design Framework (MGS Architects and Jones & Whitehead, November 2005)	C075yara Clause 11.03-6L
WSUD Engineering Procedures: Stormwater (Melbourne Water, June 2005)	C117yara Clause 19.03-3L
World Heritage Environs Area Strategy Plan: Royal Exhibition Building & Carlton Gardens (Department of Transport and Planning, August 2024)	VC251 Clause 15.03-1R Clause 15.03-1L-01 Schedule 4 to Clause 43.02
Yarra City Council Gaming Policy Framework (Coomes Consulting Group, November 2008)	C109yara Schedule to Clause 52.28
Yarra Housing Strategy (City of Yarra, September 2018)	C269yara Clause 16.01-1L Clause 16.01-2L
Yarra High Streets (Swan Street) Statement of Significance: Reference Document (GJM Heritage, December 2020)	C191yara Clause 15.03-1L
Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)	C245yara Clause 15.03-1L
Yarra Open Space Strategy 2020 (Thompson Berrill Landscape Design in association with Environment & Land Management Pty Ltd, September 2020)	C286yara Clause 19.02-6L-01 Schedule to Clause 53.01
Yarra Open Space Strategy 2020 Technical Report (Thompson Berrill Landscape Design in association with Environment & Land Management Pty Ltd, July 2020)	C286yara Clause19.02-6L-01 Schedule to Clause 53.01

YARRA PLANNING SCHEME

Yarra Spatial Economic and Employment Strategy (SGS Economics and Planning, August 2018)	C269yara Clause 17.01-1L Clause 17.02-1L Clause 17.03-1L

YARRA PLANNING SCHEME

Name of background document	Amendment number - clause reference
	Clause 17.04-1L
Yarra Bend Park Strategy Plan (Parks Victoria, 1999)	VC197 Schedule 1 to Clause 42.03

Key changes to the UDF relate to Theme 3:
Greater emphasis on balancing transport needs, reducing through traffic and gaining space for improvements
Replacement of the Future Movement Framework with a new Cremorne Loop
Explaining change may occur in stages

Yarra City Council

Cremorne Urban Design Framework

September 2026



We acknowledge Wurundjeri Woi-wurrung People and their ongoing connection to land, water, and sky Country. We pay our respects to Elders past and present for their continued care of Culture and Country.

Source: Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, Whole of Country Plan 2025–2035 (2025), opening acknowledgement.

Key acronyms used in this document

New section has been added to provide an overview of key acronyms

Yarra City Council (Council)
Department of Transport and Planning (DTP)
Victorian Planning Authority (VPA)
Cremorne Place Implementation Plan (CPIP)
Victorian Heritage Register (VHR)
Commercial 1 Zone (C1Z)
Commercial 2 Zone (C2Z)
General Residential Zone (GRZ)
Neighbourhood Residential Zone (NRZ)

Contents

Part One: Introduction **4**

About the Framework 5
Vision 7
Ten Key Moves 8
Introducing Cremorne's Precincts 11
About Cremorne 13
Strategic Context 17
Planning Framework 18
Developing the Framework 23

Part Two: Framework **27**

Theme 1: A place to create, innovate and live 28
Theme 2: A leading sustainable and climate resilient precinct 39
Theme 3: Connected and accessible Cremorne 47
Theme 4: Spaces for people 69
Theme 5: Quality design that builds on Cremorne's precinct identity 83

Part Three: Precincts **112**

Cremorne West Precinct 113
Bendigo Kangan Institute (Strategic Site) 117
Railway Precinct 118
Church Street Precinct 121
Bryant and May (Strategic Site) 124
534 Church Street (Strategic Site) 126
Birrarung Precinct 127
Richmond Maltings (Strategic Site) 127
167 Cremorne Street (Strategic Site) 129
Rosella complex (Strategic Site) 131
658 Church Street (Strategic Site) 133

Part Four: Delivery **135**

Infrastructure planning 136
Planning scheme implementation 138

Part One: Introduction

This section provides an overview of the context of Cremorne, the vision and the development of the Urban Design Framework.

Minor grammatical changes have been made throughout the document

Redundant references have been removed or updated throughout the document

Part One: Introduction

The Urban Design Framework provides a framework to guide development and investment in Cremorne. In this section you will find an introduction to the study area, the strategic context, and how the framework was developed.

About the Framework

Cremorne Study Area

The study area of the Cremorne Urban Design Framework (UDF) covers approximately 72 hectares of land and is generally bound by:

- Punt Road to the west
- the railway line between Richmond and East Richmond Station to the north
- the commercial zoned land on the east side of Church Street
- Citylink to the south.

It includes the Cremorne Enterprise Precinct but also includes three pockets of residentially zoned land.

Why do we need an Urban Design Framework for Cremorne?

A diverse range of businesses, from billion-dollar tech giants to small and medium sized enterprises and start-ups are located in Cremorne. Interspersed with the commercial area is a residential community. This mix of business and inner urban living makes Cremorne a unique place to work and live.

In 2018, the Victorian Government released a policy *Unlocking Enterprise in a Changing Economy (DELWP,2018)* which identified Cremorne as an enterprise precinct suitable for the growing knowledge and services-based economy.



Figure 1 - Study area aerial

Cremorne is undergoing a rapid period of growth and change. In the wake of increased development investment, workers, residents and visitors campaigned for better amenity within the area and coordination of government activity, including improvements to public spaces and accessibility.

Responding to these challenges and opportunities, the Minister for Planning requested the Victorian Planning Authority (VPA) prepare a Place Implementation Plan for Cremorne.

The CPIP, released in December 2020, was a joint project between VPA and Yarra City Council (Council), with input from other key state government agencies.

The CPIP provides a vision for the future of Cremorne. It also includes an action plan. Council is partnering with the state government to deliver the CPIP actions. The UDF is a specific action of the CPIP and addresses several other actions.

What is the purpose of the Cremorne Urban Design Framework?

The Cremorne UDF takes the high level vision and actions in the CPIP and builds on them.

It provides detailed directions for the future of Cremorne to meet the changing needs of business and workers, residents and visitors. It details how Cremorne and its precincts might look and feel in the future.

The UDF provides a detailed framework to guide the long-term future growth, development and character of Cremorne. It will help to manage change to ensure Cremorne is an attractive and vibrant area to work and live.

The UDF establishes the strategic basis for new built form controls in the Yarra Planning Scheme, to guide better development outcomes. It also outlines actions which support the economic role of the precinct, its residential areas and identifies possible improvements to its streets, open spaces and transport connections.

The UDF strengthens the understanding and recognises history and connections of the Wurundjeri Woi-wurrung in the area.

The UDF will identify where Council, the state government and other agencies and the private sector should focus its long-term planning and investment in Cremorne. Importantly the UDF also builds on consultation undertaken as part of the CPIP, on the UDF and other Council / State Government projects and strategies.

Structure of the Framework

The UDF has four parts (Figure 2). It is structured around five themes. Under each theme, there is a set of objectives and actions.

Part One: Introduction	Provides an overview of the context of Cremorne, the vision and the development of the Framework.
Part Two: Framework	Details the objectives and actions across five themes to help deliver the vision for Cremorne.
	Theme 1: A place to create, innovate and live
	Theme 2: A leading sustainable and climate resilient precinct
	Theme 3: Connected and accessible Cremorne
	Theme 4: Spaces for people
	Theme 5: Quality design that builds on Cremorne's precinct identity
Part Three: Precinct	Details the vision and design objectives for each precinct and strategic site.
	Cremorne West Precinct
	Railway Precinct
	Church Street Precinct
	Birrarung Precinct
Part Four: Delivery	Provides an overview of the next steps required to implement the Framework.

Figure 2 - Urban Design Framework structure

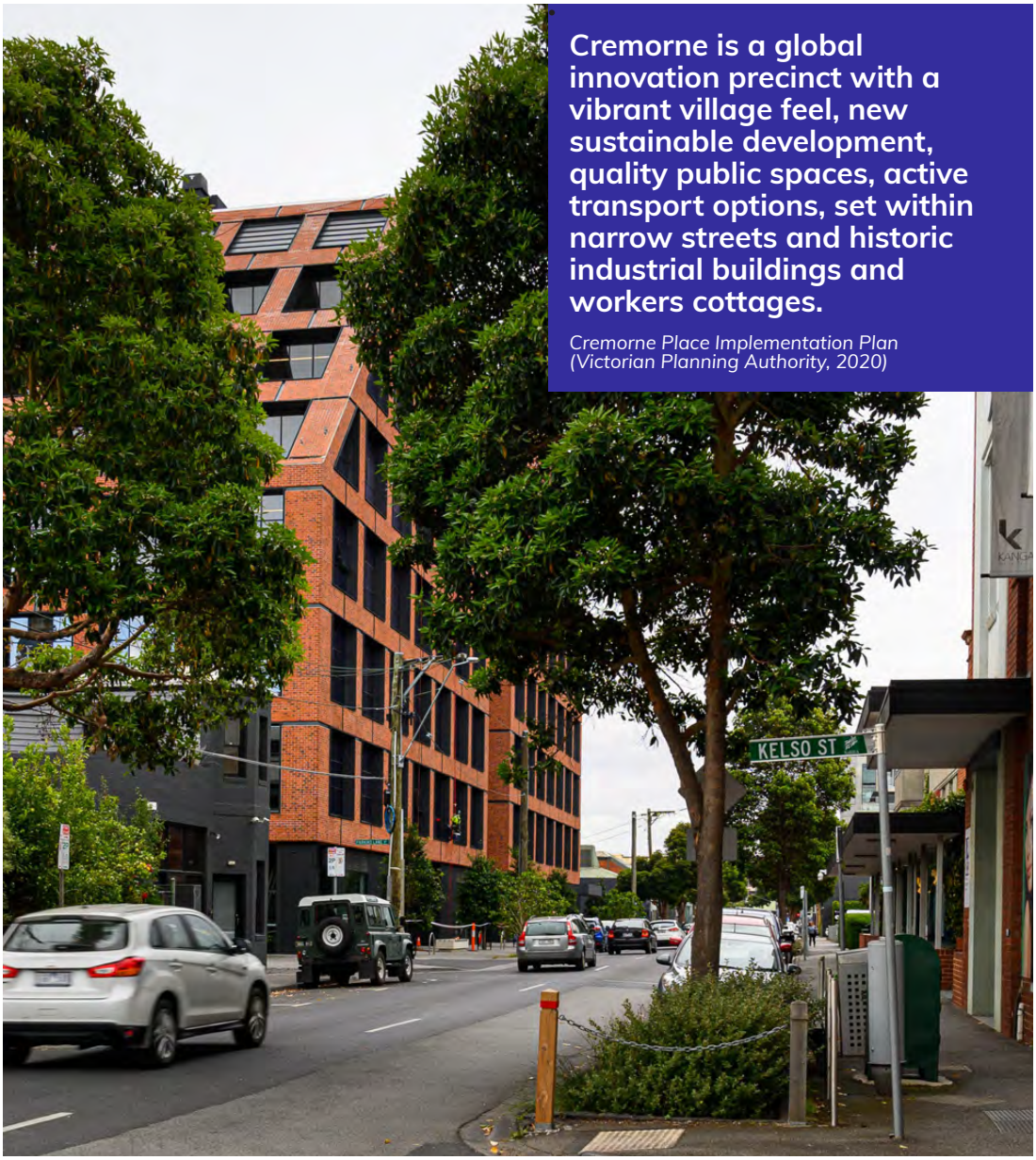
Purpose has been updated to include understanding, history and connection of the Wurundjeri Woi-wurrung people.

Vision

The vision expresses the overarching aspiration for Cremorne. The vision has been adopted from the Cremorne Place Implementation Plan and was informed by community input into the plan.

The vision will be delivered through a number of objectives and actions that support the economic role of the precinct and its residential areas, environmentally sustainable development, movement and access, streets and spaces and quality buildings (see Part Two: The Framework).

The UDF identifies four commercial and three residential precincts in Cremorne, each with its own character and qualities. The vision for Cremorne is translated into specific visions for three of the commercial precincts and strategic sites (see Part Three: Precincts).



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.

Cremorne Place Implementation Plan (Victorian Planning Authority, 2020)

Ten Key Moves

Ten key moves summarise the key directions of the Cremorne UDF and outline some of the 'big ideas' for the precinct.

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 & 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 revitalised 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

1 Grow Cremorne's commercial core as a global tech and enterprise precinct





Cremorne will grow as a global centre for innovative thinking and world leading business and commercial ventures and activities. The Cremorne Digital Hub on Balmain Street and the BKI campus will bring together industry and education. Cremorne's public spaces, streets and buildings will provide a vibrant and thriving setting to support business.

2 Cremorne Street and Church Street as the key spines of the enterprise precinct





Cremorne Street and Church Street will form the two spines of Cremorne, connecting people and places. Cremorne Street provides a focus for street life and activity. It will be fronted by offices, coworking spaces, the lively BKI campus and cafes spilling onto the leafy pedestrian and cycle friendly spine. Church Street, with a mix of offices, company headquarters, showrooms, retail and cafes, will provide a tree-lined transport link between the Swan Street Activity Centre and the Yarra River with safe and attractive walking and cycling and accessible tram stops.

3 Bendigo Kangan Institute campus reimagined as a creative & digital education and community hub





The BKI campus, at the heart of the precinct, will become a creative and digital education and community hub for the enterprise precinct. New education facilities and new public spaces will wrap around the historic Cremorne Primary School buildings and welcome the wider community into the campus.

4 Retain Cremorne's unique residential neighbourhoods in amongst respectful commercial development





Cremorne's small pockets of low-rise residential neighbourhoods will be retained amongst Cremorne's mid-rise commercial development. Development in the commercial areas will provide a respectful transition to these residential areas.

5 Celebrating the unique history of Cremorne's industrial and residential past





Cremorne's history is reflected in its unique industrial buildings and iconic signs, remnant pubs and shops and residential heritage cottages and terraces. The retention and adaptation of these heritage places will showcase the precinct's rich heritage and contribute to and enhance the character of the area.

6 Redesigned road network which prioritises active and sustainable transport





Moving around Cremorne will be easier through a redesigned road network. Walking, cycling and public transport will be the preferred way to get around Cremorne. A walkable street network and cycle lanes will connect Cremorne with surrounding areas and public transport.

7 Enhanced links to revitalised Richmond and East Richmond Stations





Richmond and East Richmond Stations will be revitalised as key community spaces connecting people working, living or visiting Cremorne with the Central City and the rest of Melbourne. Their role as transport hubs will be enhanced with easier access by walking and cycling and more integrated and accessible tram stops. New areas for waiting, meeting and relaxing will be provided around the stations.

8 A network of open space that links to neighbouring spaces outside of Cremorne





A network of open space will be created to cater for the needs of the growing worker and resident community. New spaces on large sites and pocket plazas will provide a diverse range of spaces and green relief. Cremorne's streets will also play a part as people places. Improved links to larger surrounding public spaces will expand the network of open space.

9 An exemplary environmentally sustainable precinct





Cremorne will become a climate resilient precinct which supports environmentally sustainable development. Cremorne's new commercial buildings will be world leaders in zero carbon and climate resilience. Buildings, streets and public spaces will help to create a precinct that is cool and green.

10 Reconnecting Cremorne to the river corridor





Connections to river will be enhanced with safe and easy access for everyone. The Main Yarra Trail will be widened to provide a separated space for pedestrians and cyclists and create new spaces along the river to rest, experience the river and enjoy views of bridges, landmarks signs and the city skyline.

Introducing Cremorne's Precincts

Cremorne includes distinct commercial and residential precincts. The precincts and precinct boundaries were informed by existing building stock, public realm, block structure, zoning and current land uses.

These precincts also include seven strategic sites that have the capacity to accommodate substantial growth and change over time and require further strategic investigation.

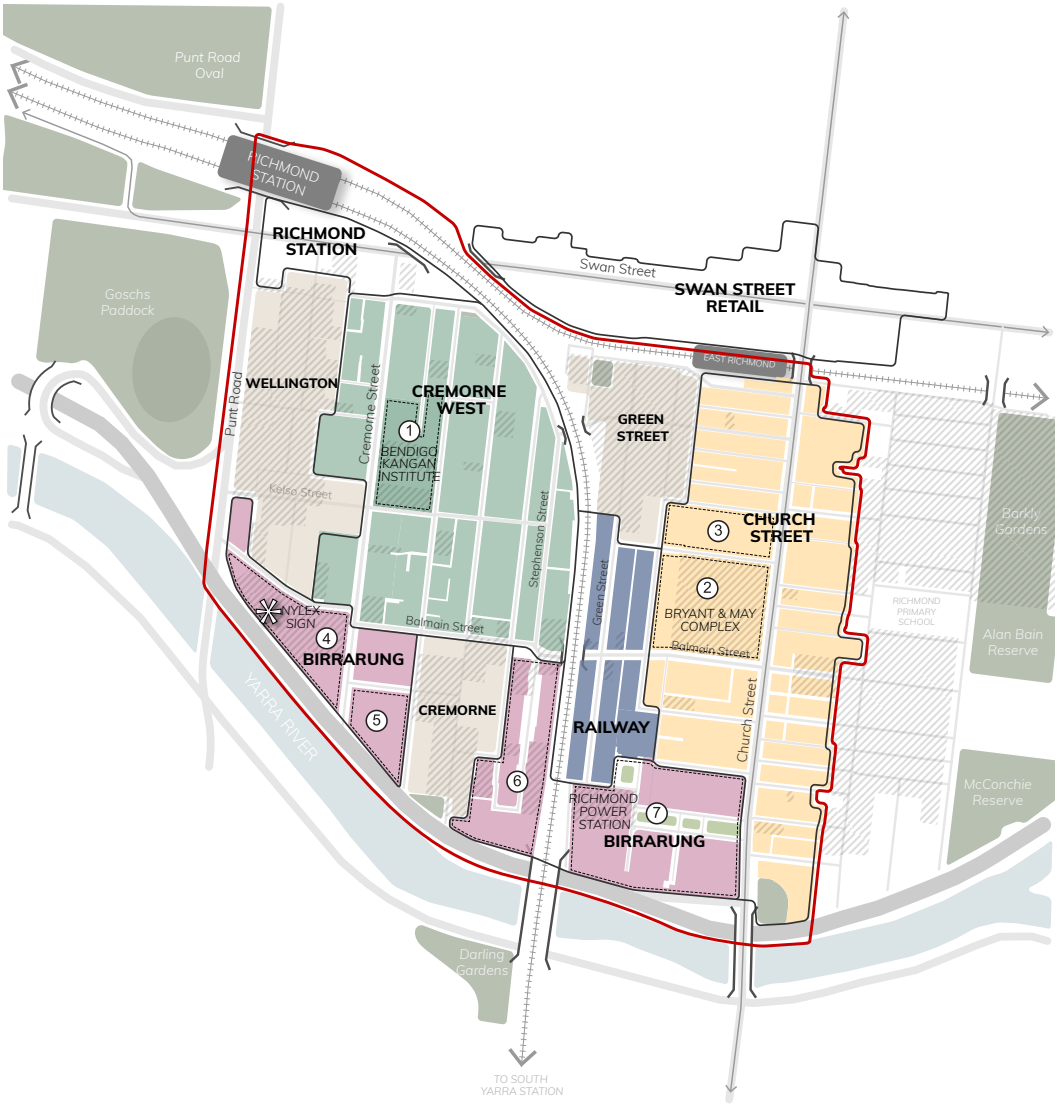


Figure 3 - Cremorne Precincts

Richmond Station Precinct



Forms the western entry to the Swan Street Major Activity Centre and a northern entry to Cremorne. It is anchored by Richmond Station. The Cremorne Street intersection is a key gateway to Cremorne, accommodating the highest pedestrian volumes in Cremorne.

Railway Precinct



Fine-grain, north south block structure along the elevated railway line. Characterised by low-rise industrial building typologies with some low-rise, contemporary office development.

Birrarung Precinct



Comprises several key strategic sites. Mix of re-purposed heritage buildings, apartments and commercial development. Situated next to the Yarra River, which is of high cultural significance to the Wurundjeri Woi-wurrung people. Significant heritage sites include; Richmond Maltings, the former Rosella Complex & Richmond Power Station.

Wellington Residential Precinct



The Victorian-era residential area centred on Wellington Street. Detached and attached Victorian and Edwardian houses with some newer development. Some early bluestone kerbs, channels, and laneways.

Cremorne West Precinct



Cremorne Street forms the main north south corridor, with Bendigo Kangan Institute at the heart. Characterised by a network of narrow north-south streets with low-rise industrial and residential buildings with mid-rise contemporary office development.

Church Street Precinct



A traditional linear high street with commercial and retail uses. Mixed built form character. New mid-rise developments are visible from abutting low-scale residential areas to the east.

Cremorne Residential Precinct



Victorian and Edwardian-era houses with some inter-war buildings, which are set close to the street. Some early bluestone kerbs, channels, and laneways. Former corner shops and with a mix of cottages and some newer dwellings.

Green Street Residential Precinct



Victorian and Edwardian-era houses with some inter-war buildings, which are set close to the frontage. Some visible second storey additions and infill development. Some commercial buildings dating from the Victorian era.

Content on the Birrarung Precinct has been updated to refer to the Yarra River and its cultural significance to the Wurundjeri Woi-wurrung people

About Cremorne

Cremorne is a compact, diverse, and vibrant inner-city suburb that includes a large commercial core interspersed by three small pockets of well established, low-scale residential areas. Church Street provides Cremorne's retail centre.

Cremorne is home to more than 2,000 residents, 700 businesses and accommodates more than 10,000 workers each day.

Located less than 2 kilometres from Melbourne's Central City, Cremorne is easily accessible via Richmond and East Richmond Stations and tram services along Swan Street and Church Street. It abuts the Swan Street Major Activity Centre.

The Yarra River (Birrarung) forms the southern border of Cremorne and has shaped the settlement of Cremorne. To the Wurundjeri Woi-wurrung people, the river is known as the Birrarung - 'river of mists and shadows'. Good access to the fresh water meant that Cremorne was seen as an attractive place to establish manufacturing in the mid 19th century. However, the colonists' land clearing, sewage and industry polluted the Yarra's lower reaches. This was in direct contrast to the harmonious management of the river by Traditional Owners.

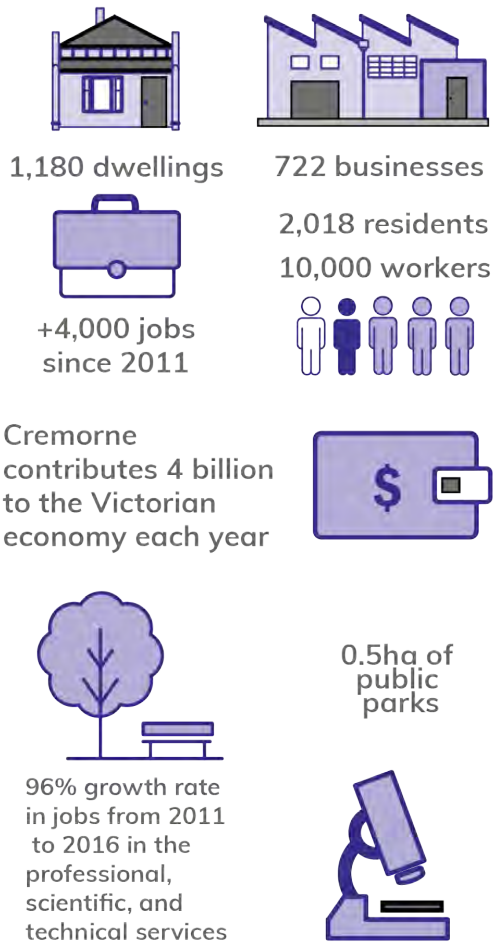
Experiencing nature is limited by the Monash Freeway (now Citylink), which was constructed in 1962. Today, opportunities to enhance Cremorne's interface with the river, include providing places to socialise and exercise.

Cremorne has emerged as Australia's premier destination for local and global technology companies. Annually, it is estimated that Cremorne contributes $4 billion to the Victorian economy and provides over 10,000 jobs.

Cremorne's growth as a key centre for business and innovation has led to a significant increase in office and commercial development, with businesses and workers attracted to Cremorne's central location, amenities, heritage buildings, creative atmosphere and sense of community.



Image 1 - Yarra River corridor



Historical Snapshot

Traditional Owners

The Wurundjeri Woi-wurrung people inhabit the area surrounding the Birrarung (Yarra River) and Port Phillip Bay (that is now Melbourne) and move around the area according to the weather and availability of food.

1840-1850 - First Subdivision

The area (now known as Cremorne) is subdivided into six long narrow allotments between 1846 and 1849. Colonial Architect Henry Ginn purchases two lots (totalling 10.5 ha) in 1846 and designs and constructs a residence, with established gardens and a lake.

1850-1870 - Cremorne Pleasure Gardens and Cremorne's Pubs & Hotels

Cremorne Gardens (from which the suburb derives its name) opens in 1853. Based on European pleasure gardens, the gardens provide summer entertainment, including dancing, a menagerie, river gondolas and fireworks displays.



Image 2 - Cremorne Pleasure Gardens (ST Gill, 1855)

The railway to Brighton bisects Cremorne in 1857 and briefly includes the Cremorne Railway Station at Balmain Street to service the Gardens. The station closes and is demolished in 1863 - as was the Pleasure Gardens. The area was then developed as a private asylum.



Image 3 - East Richmond Station (c1905)

The East Richmond Railway Station (originally named Church Street) opens in 1860 with the development of the railway to Hawthorn. Punt Road Station (now Richmond station) is relocated to Swan Street in 1859. Swan Street grows as a commercial strip.



Image 4 - Church Street bridge (1914)

A single span iron box-girder bridge at Church Street is constructed in the 1850s. (The current bridge was completed in 1924.) At Punt Road, a punt service operates. (The current Hoddle Street bridge is constructed in 1937-38.)

An influx of population in the 1850s sees a boom of hotels and pubs on street corners. The Yarra Hotel located at 119 Cremorne Street is one of seventeen Richmond pubs operating in 1854. Community services also grow e.g. the Church of England (c1857) – no longer there.

The Barrett Burston Richmond Maltings site is initially developed as a brewing and malting site in 1850. The barley silos are added in the 1950s and 1960s. The Nylex Plastics clock, above one of the silos, is installed in 1961.



Image 5 - Former Yarra Hotel (Cremorne Street)

1870-1900 - Emerging Industries and Growing Community

The banks of the Yarra become home to many noxious industries, such as tanneries and soap makers, as well as the Richmond Power Station, which opens in 1891.

In 1884, the asylum on the site of the former Cremorne Gardens is purchased and subdivided for residential purposes. The houses are largely small cottages to house local workers.

The Cremorne State Primary School on Cremorne Street is built in 1878. By August 1890, the school's enrolment number had reached 662 pupils. (The school's buildings now form part of the BKI campus.) Other schools and community services open in the area e.g 'Scripture Free School'.

1863, 1888 and 1891 sees major floods in Cremorne with Cubitt, Dover, Cremorne and Wellington Streets reportedly completely inundated in the 1891 'Great Flood'.



Image 6 - Bryant and May Complex (c1930)

1900-1980 - Economy Shifts

A rapid expansion of industry occurs at the beginning of the 1900s. The Rosella Factory Complex is erected on the site of the former Cremorne Gardens on Balmain Street in 1905 and the Bryant and May Industrial Complex is built in 1909. Both factory complexes become prominent employers for the working class in Cremorne and Richmond before they are vacated in the 1980s.

In the mid 20th century, the area becomes a location for light industry with hundreds of small to medium-sizes factories, including clothing manufacturers, mechanics, printers and small engineering businesses.

Families move out of the area and parts of residential areas are thought of as 'slums'. Some of the houses fall into illicit uses.

Cremorne's Role Evolves



Image 7 - Bryant and May tennis facilities (c1924)

In 1999, Cremorne becomes a suburb, rather than a locality in Richmond. In the 2000s, Cremorne is identified as an area for urban renewal and sees major new residential and commercial development along the freeway edge. Yarra City Council resolves to maintain commercial zoning for Cremorne to continue employment uses rather than housing.

Cremorne becomes highly sought after as a business location. Buildings previously used for manufacturing are re-purposed for office, commercial and co-working spaces. Cremorne is now a mix of period and contemporary housing, offices, spaces for creative industries, bars and a diminishing light industrial sector.



Figure 4 - Inner metro context

Strategic Context

Enterprise Precincts

The term 'Enterprise Precincts' is used to recognise areas that play an important role in fostering creative industries, start-ups and small batch manufacturing.

Enterprise precincts are typically dense, accessible, and amenity rich urban areas that provide fertile ground for business formation and idea development and innovation. They respond to changes in the economy and evolving ways of working more than the more traditional larger floor plate and established businesses.

Unlocking Enterprise in a Changing Economy, 2018

The State Government policy paper, *Unlocking Enterprise in a Changing Economy (DELWP, 2018)*, provides a framework to identify and support enterprise precincts. It includes a checklist of nine factors to assess the potential of enterprise precincts:

- critical mass
- competitive advantage
- quality of place
- diversity and inclusion
- collaboration
- affordability
- infrastructure
- accessibility
- anchor institutions.

The policy paper makes specific reference to Cremorne as a key enterprise precinct for Victoria, with a successful focus on technology, creative industries and co-working spaces. It identifies Cremorne as a pilot enterprise precinct.

The UDF has been prepared in the context of Cremorne as a successful, maturing enterprise precinct – already home to innovative unicorn companies, small and medium enterprises, start-ups, scaleups, urban manufacturers, social enterprises and creative industries that make up the emerging economy.

Content has been updated to remove redundant policies and references

Cremorne Place Implementation Plan 2020

The CPIP, developed by the State Government and Council, presents a vision for Cremorne and strategic directions and targeted actions for delivery by state agencies and Council to guide future investment. The CPIP identifies opportunities and possible actions including:

Economy and innovation:

- building partnerships to activate the local economy
- addressing commercial workspace affordability to sustain start-up and scale-up businesses, and small and medium enterprise growth in the precinct
- upgrading infrastructure necessary for a thriving enterprise precinct ie access to the high-capacity digital infrastructure
- exploring mechanisms to support creative industries spaces within Cremorne.

Public and open space:

- unlocking opportunities for additional public open space and public realm enhancements in new developments
- investigating the potential to convert on-street car parking to public open space in support of other initiatives such as priority walking and cycling routes
- improving connections to existing open spaces and the Yarra River.

Buildings:

- updating the existing City of Yarra's Urban Design Framework
- providing certainty and consistency for built form guidance to balance residential amenity with commercial development

- investigating the introduction of interim built form planning controls to address the critical policy gaps whilst preparing long term planning provisions on these matters
- working with owners of strategic sites (private and government) on redevelopment masterplans to maximise public amenity for the community.

Transport and movement

- increasing use of public transport through better access and infrastructure investment
- prioritising key locations for improved pedestrian and cycling connections
- promoting the most efficient management and use of car parking supply, including undertaking a review of car parking provisions in Yarra Planning Scheme
- investigating the opportunity for reduced speed limits and pilot other innovative solutions, safer street layouts and line marking to improve safety for pedestrians and cyclists.

Planning Framework

Plan for Victoria

Plan for Victoria is Victoria's state-wide strategic land use plan, guided by five pilars and 22 actions. Its directions are implemented in the state and regional planning policy in the Yarra Planning Scheme.

Actions of relevance to Cremorne include:

- match car and bike parking requirements and bike facilities with demand (Action 5)
- protect and enhance our canopy trees (Action 12)
- make the best use of land at train stations (Action 14)
- embed Traditional Owners' knowledge in the built environment and introduce more Traditional Owner place names in partnership with Traditional Owners (Action 16)
- encourage walking and cycling (Action 17)
- improve the environmental sustainability of development (Action 18)
- protect our Birrarung (Yarra River) (Action 21).
- developing Melbourne as a sustainable and resilient city.

Melbourne Industrial and Commercial Land Use Plan 2020

The *Melbourne Industrial and Commercial Land Use Plan* (DELWP, 2020) sets out a planning framework for industrial and commercial land across metropolitan Melbourne. The plan recognises Cremorne as emerging as one of Melbourne's premier destinations for creative design, particularly tech and digital design. Key directions from the plan form part of regional policy in the planning scheme, introduced through Amendment VC215.

Yarra Planning Scheme

State Planning Policy in the Planning Scheme does not explicitly refer to Cremorne as an enterprise precinct or define what an enterprise precinct is. Clause 17.01-2S supports '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'.

Regional planning policy at Clause 17.01-1R includes strategies to retain and encourage creative industries in Cremorne. It also supports diverse employment generating uses, including offices, innovation and creative industries in regionally significant industrial precincts.

Current local planning policies identifies Cremorne as an enterprise precinct at

Clause 02.01-8. Local policy seeks to increase the number and diversity of local employment opportunities to strengthen Cremorne's role as an economic precinct.

Clause 17.01-1L Employment Strategies seeks to maintain and grow employment in Cremorne. Strategies include:

- maintaining zoning that supports the economic function of the major employment precincts
- encouraging the intensification of employment land
- supporting development that provides high-quality built form outcomes
- supporting development that improves the public realm, including the provision of or access to public open space
- managing transport
- including prioritising walking, cycling and public transport over car-based transport.

Residentially zoned land in Cremorne is identified as minimal and incremental change areas which provide limited housing growth. The Richmond Maltings site is identified as a major regeneration area.

Burndap Birrarung burndap umarkoo (Yarra Strategic Plan)

The *Burndap Birrarung burndap umarkoo Yarra Strategic Plan*, released in February 2022, provides a long-term vision for the management of the Yarra River and its lands. It was developed in partnership with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, Melbourne Water is the lead agency responsible for implementing the plan. However, Council has committed to helping to implement the plan in partnership with the Traditional Owners and will continue to collaborate with Melbourne Water.

Cremorne is within the Inner City Reach – Urban area. The plan identifies the need for improved access to and over the river. It includes directions to set development back from the river's edge and adjoining parklands to maintain views; apply integrated water management principles to improve water quality and enhance flood protection; and provide additional open space and expand pedestrian and cycling trails.

As part of the preparation of the plan, planning controls to protect the river corridor were progressed by the state government. Design and Development Overlay - Schedule 1 (DDO1) applies to sites along the Yarra River. It ensures new buildings are appropriately set back from the banks of the Yarra River and adjacent public open space to avoid overshadowing and light spill of the river corridor.



Image 8 - Yarra River

Yarra Strategies and Plans

The UDF has been informed by a number of strategies and plans prepared by Council. The key strategies and plans are summarised below.

Strategy / Plan	Description
Yarra Spatial Economic and Employment Strategy 2018 and Review 2025	The *Yarra Spatial Economic and Employment Strategy (SEES)* and subsequent 2025 review sets the strategic directions for the management of Yarra's employment lands over the next 10 to 15 years. It identifies Yarra's economic strengths and key trends and economic drivers into the future. It underpins new policy in the Yarra Planning Scheme. The SEES identifies Cremorne as a Major Mixed Employment Precinct with significant capacity to accommodate commercial growth. It notes Cremorne has transitioned from a former industrial precinct to become a significant commercial node with small innovative manufacturers, with a significant institutional asset in the Bendigo Kangan Institute. The SEES seeks to retain and grow major employment precincts. It recommends housing growth is accommodated elsewhere in the municipality to retain the integrity of the employment precincts. It recommends the retention of the Commercial 2 Zone (C2Z) for Cremorne.
Yarra Economic Development Strategy 2020-2025 and 2026-2031	The *Yarra Economic Development Strategy* provides a plan for Yarra's continued economic development - supporting its existing business community, protecting and enhancing areas of competitive advantage and improving the liveability characteristics of the municipality. The 2026-2030 strategy includes an action to support employment growth in high growth potential and specifically seeks to implement the SEES to support the continued growth of Cremorne as a commercial precinct.
Yarra Housing Strategy 2018	The *Yarra Housing Strategy* guides the location of housing growth in the municipality and underpins new housing policy in the Yarra Planning Scheme. The strategy identifies Cremorne as a key employment area that should be retained for employment and economic uses. It identifies locations for housing growth in areas where land is zoned residential, higher change around the Maltings site and minimal change, elsewhere.
Yarra Climate Emergency Plan 2020-2024 and 2024-2030	The *Yarra Climate Emergency Plan* provides direction and identifies actions for Council in response to the climate crisis. It outlines how Council can work with and advocate to other levels of government, business and the community to address the climate crisis. The plan highlights that commercial energy use (electricity and gas) is the second largest source of community emissions with indicators and targets to reduce this.
Yarra Nature Strategy 2020-2024	The *Yarra Nature Strategy* provides direction in decision making on biodiversity and sustainability of flora and fauna habitat across the municipality. It acknowledges the importance of the Yarra River for the municipality's biodiversity and the need to enhance the waterway habitat along the Cremorne boundary.
Yarra Urban Forest Strategy 2017	The *Yarra Urban Forest Strategy* provides a framework to manage Yarra's street and park trees. It seeks to enhance Yarra's urban forest, improve liveability and mitigate the impacts of the urban heat island effect. It sets a tree canopy target to 2040 and identifies areas for priority planting.
Swan Street Streetscape Master Plan 2022	The *Swan Street Streetscape Master Plan* guides the design and delivery of future streetscape and public realm improvements. The plan identifies a number of streetscape improves along the southern side of Swan Street.

Strategy / Plan	Description
Moving Forward: Yarra's Transport Strategy 2022-32	The *Transport Strategy* is a 10-year multi-modal strategy that seeks to deliver an innovative, efficient, sustainable and accessible transport system for Yarra. It outlines Yarra City Council's policies, priority infrastructure outcomes and other supporting activities to meet the aspirations of the community. Relevant strategic directions include: allocating road space to preferred transport modes and other activities; reducing traffic speeds and volumes on Yarra's streets and eliminating and reducing barriers to movement for all members of the community. It identifies improvements to Cremorne's walking and cycling network in the New Deal for Cycling and New Deal for Walking. It also identifies public transport advocacy, including upgrading Richmond Station a primary multi-modal interchange hub, improving the capacity on the Burnley line and upgrading tram stops to be accessible for all.
Yarra Open Space Strategy 2020	The *Yarra Open Space Strategy* provides an overarching vision and direction for the future provision, planning, design and management of open space in Yarra to 2031. The strategy forecasts a substantial increase in the resident and worker population in Cremorne. It highlights a lack of open space west of Church Street. A key recommendation is to provide new small neighbourhood, local and small local open spaces in Cremorne to cater to projected additional workers and residents.
Swan Street Structure Plan 2014	The *Swan Street Structure Plan* provides a vision for the Swan Street Activity Centre. It was used, alongside more detailed strategic work, to inform built form controls for Swan Street which are now in the planning scheme. The plan provides directions on proposed built form controls, public realm and access/movement improvements and preferred land uses. Cremorne was part of the study area. The plan identifies building heights of predominately four storeys in commercial areas in Cremorne West and five to six storeys along Church Street corridor. It recommends the retention of commercial zoned land, with the exception of the River Edge Precinct, where it expects a mix of residential and commercial uses around the Maltings site. It identifies Church, Cremorne, Balmain and Gough Streets as locations for street tree planting and enhancements. A series of proposed pedestrian and cycle links are identified. The strategy recommends the enhancement of existing open spaces and recommends new open space but does not identify locations.
Cremorne and Church Street Precinct - Urban Design Framework 2007	The *Cremorne and Church Street Precinct - Urban Design Framework 2007* was developed in response to the Victorian Government's metropolitan strategy, Melbourne 2030 and development pressure in Cremorne. The 2007 UDF provides a vision and high level objectives for land use, built form, public realm and access and movement. Seven locations are identified where growth is likely to occur - along Punt Road, BKI and its surrounds, surrounding the Richmond and East Richmond Stations, commercial land along the river and immediately on the eastern side of the Railway. It recommends heights ranging from three to five storeys in most areas of Cremorne and less than three storeys in residential areas. Taller heights were encouraged on the Richmond Maltings site. The 2007 UDF proposes a series of pedestrian priority and cycle streets (Cremorne, Kelso, Gough, Balmain and Chapel Streets), along with a series of proposed locations for footpath widening and intersection activation. Green Street is identified as a key cycle / pedestrian route along with the Main Yarra River Trail. A series of potential public open spaces are identified on key strategic sites such as the BKI and VicTrack land on the eastern side of the railway. The 2007 UDF includes high level design objectives for key strategic sites that include through links and public open space locations.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TIMELESS

Developing the Framework

The UDF has been informed by the community engagement, the CPIP and several background studies.

Engaging with community and stakeholders

Community and stakeholder engagement has informed the development of the UDF, including the consultation undertaken by VPA and Council during the development of the CPIP and consultation on the draft Cremorne UDF.

Community engagement to inform the preparation of the CPIP was undertaken in November-December 2019.

An issues and opportunities paper was prepared by VPA, along with Council, to help facilitate discussions with the community. It identified the key issues and opportunities in Cremorne and sought community input on a new vision for Cremorne and the priority actions to be included in the CPIP.

Feedback on the draft and revised Cremorne Urban Design Framework

Community engagement on the draft and revised Cremorne UDF was held from November and December 2022 and late 2025 respectively, and included distribution to residents, community groups, Council advisory committees, businesses, landowners, developers, and the Victorian Government.

Approximately 240 formal contributions were received through the two stages of consultation, through a mixture of in-person and online activities.

There was general support for the UDF and its objectives and actions but different views on different aspects.

Views differed depending on whether feedback was from a resident / business / commercial landowners / development interests.

Residents were concerned with the commercial / business focus of the UDF.

Commercial landowners mainly commented on specific sites.

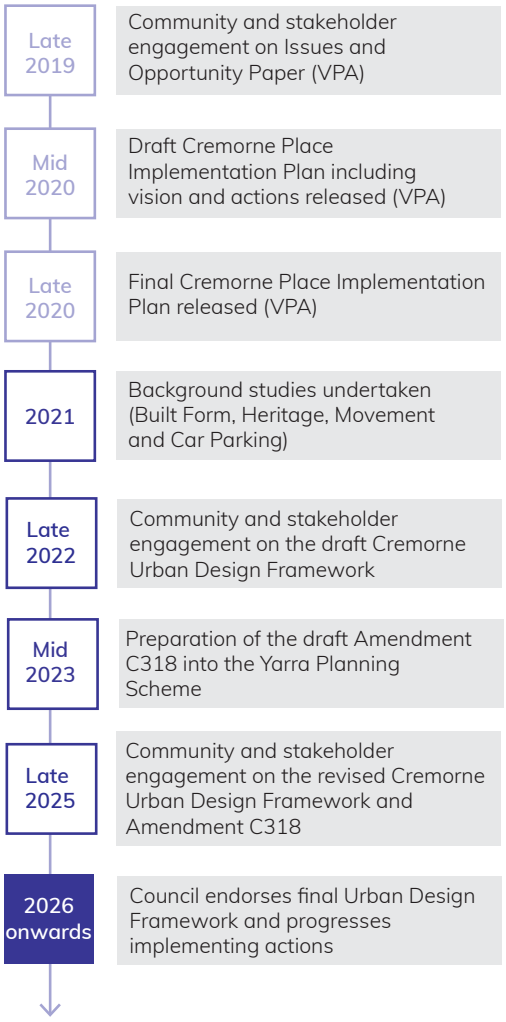


Figure 5 - Timeline of the development of the Cremorne Place Implementation Plan and Urban Design Framework

Summary of CPIP Issues and Opportunities Paper consultation



Economy and Innovation

- Commercial zoning was recognised as having helped pave the way to Cremorne's success as a business precinct, by providing certainty for business growth and investment.
- The Bendigo Kangan Institute (BKI) Cremorne campus provides opportunities for affordable workspace, public open space, and community facilities, business synergies and education that supports technology industry skills development.
- Further support is required to underpin business affordability.



Public and Open Space

- There are opportunities for underutilised government land to be repurposed, particularly for open space.
- A greener Cremorne could be achieved through a range of options including improved access to existing public space, more public space and public realm improvements, associated with new developments.
- More open space is required to cater for the needs of the growing community but acceptance that space is limited. Maximise opportunities for small and creative improvements to the public realm and open space.
- There are opportunities to create more open space by removing on-street car parking. However, car parking space is a sensitive and complex issue that requires careful consideration by Yarra.



Transport and Movement

- Sustainable travel should be strongly promoted to manage increasing travel demands.
- Big ideas are needed in addressing the access and movement issues to and within Cremorne. Improved access to public transport is needed, including the upgrading of pedestrian links to Richmond and East Richmond stations.
- The quick implementation of improved road safety measure is needed, including traffic calming measures and the trialling of reduced speed limits.



Buildings

- Development should contribute to public amenity and new public spaces.
- There is a need for a long term and strategic approach to development that considers sustainability, scale, design quality, overshadowing, local heritage, and character.
- The vibrancy of having a mix of businesses and services throughout Cremorne is a key characteristic and strength of the area.

Summary of the draft UDF engagement

- There was support for the 10 Key Moves, particularly retaining residential neighbourhoods and reconnecting Cremorne with the Yarra River and creating a linked network of open spaces.
- Support for the objective to make Cremorne an exemplary sustainable precinct.
- Support for creating more green space and plantings but also including a range of public spaces.
- Mixed views on transport and accessibility.
- A desire for more pedestrian and cycling friendly transport options and improving existing footpaths to accommodate all users.
- Support for improvements and access to public transport.
- Some support and some concern around the street network changes – impacts including rat running, traffic congestion and delays and loss of on-street parking were raised.
- Differing views around the built form recommendations.
- Residents supported lower heights. Developers were seeking higher heights on specific sites.
- Protection of heritage and residential amenity were strong concerns.
- Impacts on the public realm were also raised.

Summary of the revised UDF engagement

- Residents and workers highlighted need for more open space.
- Support for measures to reduce through traffic and congestion, and to focus on other modes of transport such as walking and cycling.
- Residents supported signalisation at Kelso Street and Punt Road, however this was not supported by the Department of Transport and Planning.
- Mixed views on the proposed Future Movement Framework.
- A desire to reinstate the Slade Knitwear sign.
- Residents raised concerns with the proposed rezoning of a site subject to two zones.

How has the feedback been taken on-board

All feedback has been reviewed and updates have been made throughout the document.

Further analysis of proposed changes to the street network was undertaken and has informed the transport aspects of the UDF.

Further engagement

There will be further opportunities for engagement when it comes to the design and delivery of specific projects in the UDF.



Background Studies

Several background studies were undertaken to support and inform the UDF.

They are:

- Cremorne Enterprise Precinct Aboriginal Cultural Heritage Assessment (Heritage Insight, 2026)
- Transport Engineering Assessment (Traffix Group, 2026)
- Cremorne Urban Design Framework - Transport Review (Stantec Australia, 2023)
- Built Form Review and Recommendations (Hodyl & Co, 2022)
- Heritage Review and Recommendations (Trethowan, 2021)
- Streets and Movement Strategy (Martyn Group & Hansen Partnerships, 2020)
- Parking Controls Review (Traffix Group, 2020).

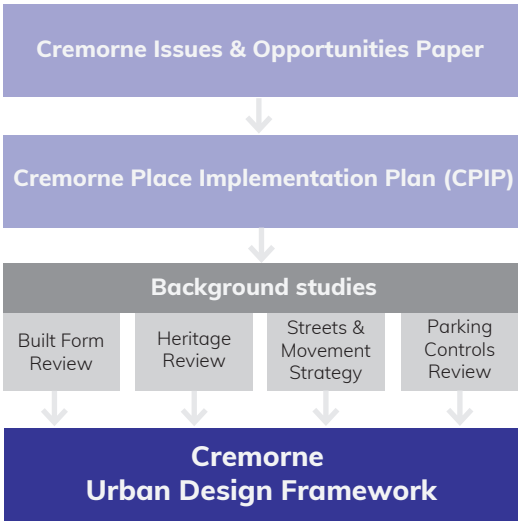


Figure 6 - Project integration

Part Two: Framework

This section details the objectives and actions across the five themes to help deliver the vision for Cremorne.

Theme 1: A place to create, innovate and live

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.

Challenges and opportunities

Over the last decade, Cremorne has evolved into Melbourne's tech and innovation hub. Professional, scientific, and technical services have grown 96% since 2011, with information media and telecommunications services making up the largest tenancy mix (36%). Anchor institutions such as Bendigo Kangan Institute (BKI), Tesla, Carsales.com, MYOB, Red Energy, Seek and REA Group have chosen Cremorne as their base.

Cremorne is also a successful creative neighbourhood, with 106 creative spaces and a density of 0.7 creative spaces per hectare. The creative industries with the highest representation are design, photography, fashion, and publishing. Cremorne's economic success has been driven, in part, by its competitive advantages, including:

- favourable zoning and development opportunities (particularly the availability of land in the Commercial 2 Zone)
- industrial heritage and opportunities for re-use and adaptation of heritage buildings
- strategic location – proximity to the central city and eastern suburbs
- transport connectivity
- public transport and cycling infrastructure
- strong lifestyle attributes and vibrant precincts
- recognition for creative and techbased enterprises.

As competition for talented workers increases, particularly in the technology and creative sectors, Cremorne's advantages provide an edge over more traditional and formal working environments across Melbourne. It is expected that strong demand for employment floorspace in Cremorne will continue.

Cremorne Digital Hub

In August 2022, the State Government announced a consortium led by Artesian Venture Partners, the University of Melbourne, RMIT University and La Trobe University had been selected to establish the Cremorne Digital Hub. The hub is located at 80 Balmain Street within the Railway Precinct.

The Victorian Government has invested $10 million in the hub. It is intended to drive the growth of Victoria's tech sector and develop and position the Cremorne precinct as a top global destination for innovation and technology. The Cremorne Digital Hub delivers a range of activities including knowledge sharing events, digital skills training and custom education, research and innovation, and a range of start-up and commercialisation activities including the management of the $50 million Cremorne Venture Capital Fund.

Creating and retaining affordable workspaces

Affordability was one of the main attractions in Cremorne's early success and is now an important factor in maintaining the precinct's diversity, vibrancy and creativity, all of which are critical drivers of innovation.

Strong demand, undersupply and low vacancy rates have given rise to strong rental growth in Cremorne. In 2015 the rent for office space in Cremorne was $300-320/sqm, whereas in 2019 (pre COVID19) it was $600-620/sqm (an 88% increase). These rents are now comparable to central city rates. Start-up enterprises and creative industries are the most vulnerable to being priced out of Cremorne. For new enterprises, the first few years of their existence is when they are most vulnerable, due to constrained access to both capital and revenue. In the case of the creative industries, many workers operate on a lean basis for an often-indefinite period. The continued availability of affordable and flexible workspace is required to support the formation and continued growth of these industries in Cremorne.

Retaining commercial and employment uses in Cremorne

Planning zones in the planning scheme guide land use and development. Most of Cremorne's employment activity is contained within the Commercial 2 Zone (C2Z) - the precinct's main land use zone (Figure 7). The C2Z allows for a wide range of business-related activities, however it prohibits other uses, such as residential that could undermine its employment focus.

The availability of flexible and adaptable employment land in Cremorne, over the last decade, has allowed for the rapid evolution and adaptation of economic activity towards knowledge-intensive and service-based economic activities. The retention of C2Z land within Cremorne will protect the precinct's potential for future employment growth.

Reimagining the Bendigo Kangan Campus

This important education and training resource and key site is strategically located in the centre of Cremorne. The large site (1.3 ha) includes five buildings situated around two large central at-grade car parks. BKI's Creative and Digital Skills Campus offers courses in fashion, fashion business (buyer/forecasting), hairdressing, beauty, business, security and cyber security. The site presents an opportunity to connect with Cremorne's growing tech industry and large employees (such as MYOB, Seek and REA). Transitioning to a digital, technology and creative offering will create a place where students, re-skillers, entrepreneurs and industry can learn and collaborate. There is also an opportunity to ensure the campus is more outward looking and connects with the wider community.

Protecting residential uses

Cremorne's residential zones, although not employment generating zones, play an important and complementary role to its enterprise and innovation function by contributing to Cremorne's overall liveability, vibrancy, and land use diversity. The Neighbourhood Residential Zone (NRZ) and General Residential Zone (GRZ), in particular, protect and maintain the character of Cremorne's distinct, sensitive, low-scale residential areas.

How are we addressing these issues?

The objectives and actions under this theme will help deliver the vision for Cremorne by:

- Continuing to grow Cremorne as Melbourne's premier global innovation precinct. (Objective 1.1)
- Supporting affordable workspaces and the diversity of creative and innovative businesses. (Objective 1.2)
- Providing the digital infrastructure to grow Cremorne as a centre for innovation and technology. (Objective 1.3)
- Supporting Bendigo Kangan Institute (BKI) campus as a creative and digital education and community hub in the heart of Cremorne. (Objective 1.4)
- Recognising the commercial, employment, retail and residential roles of different precincts in Cremorne. (Objective 1.5)

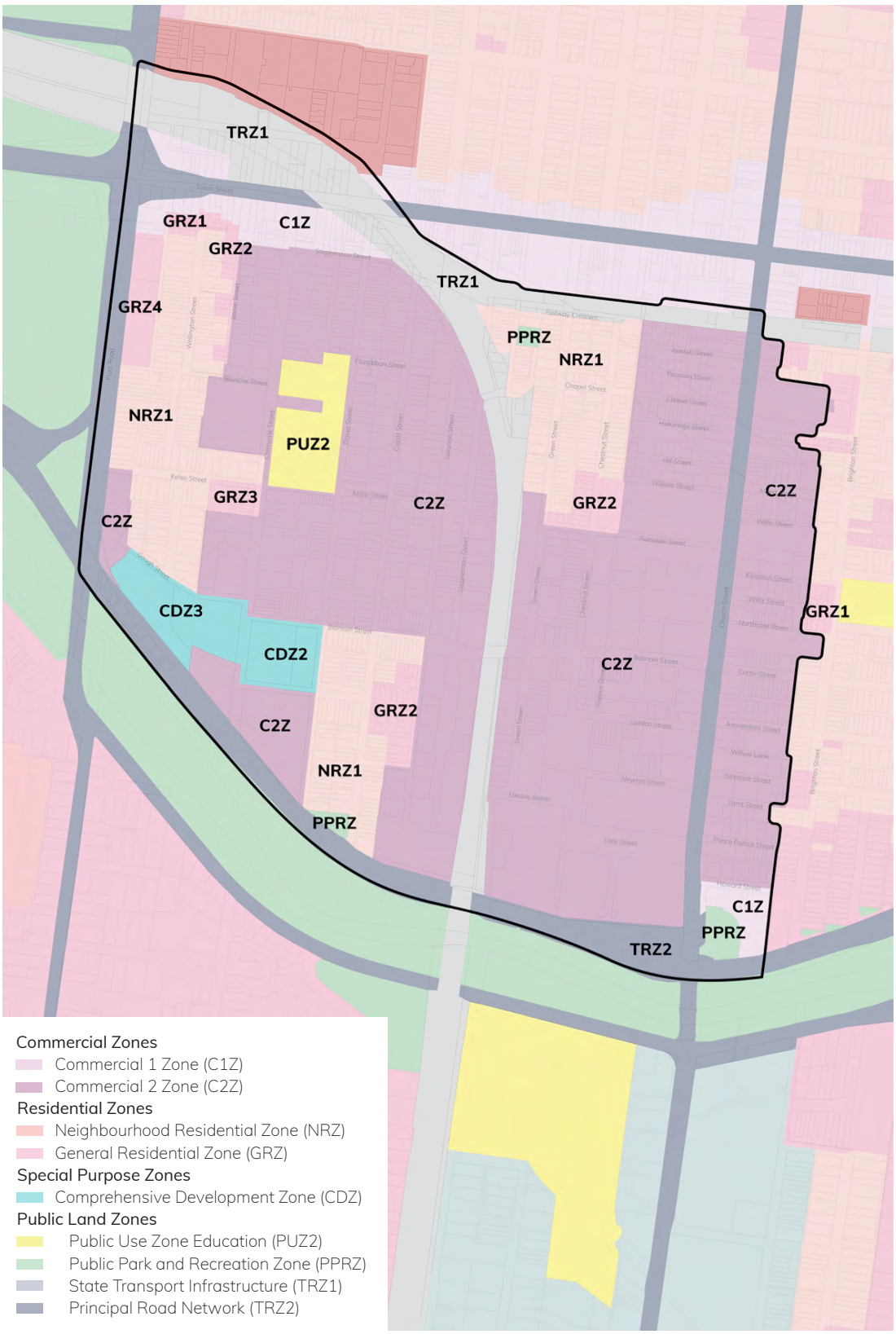


Figure 7 - Zoning

Objective 1.1 Continue to grow Cremorne as Melbourne's premier global innovation precinct.

Better recognising 'enterprise precincts' in state / regional planning policy

Local policy in the Yarra Planning Scheme recognises Cremorne as an enterprise precinct, emerging as Melbourne's premier destination for creative design, particularly in the tech and digital space.

State policy at Clause 17.01 Employment (Clause 17.01-2S Innovation and research) includes a strategy to support the development of enterprise precincts to create opportunities for innovation and the knowledge economy. State planning policy includes the concept of enterprise precincts, however it is not explicitly defined. Regional policy does not specifically recognise Cremorne as a enterprise precincts but does identify it as a location for creative industries.

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.

Providing detailed planning policy to guide decision making

There is an opportunity for Yarra to introduce a new integrated, placed-based policy for the Cremorne Enterprise Precinct, based on the CPIP and this UDF into the planning scheme. The policy would help implement the strategic vision for Cremorne by providing specific direction on economic activity, built form and heritage, access and movement and the public realm.

Retaining the Commercial 2 Zoning in Cremorne's commercial precincts

Cremorne's C2Z has helped pave the way to Cremorne's success as a business precinct, by providing certainty for business growth and investment.

The continued retention of C2Z land within Cremorne will protect the precinct's potential for future employment growth.



Image 9 - Employment activity flows out onto the streets

Future of strategic sites

The UDF identifies key strategic sites where further strategic planning investigations are required to determine if alternative land uses, economic activities and built form outcomes are appropriate.

Any future rezoning of employment land would be informed by Council's two key spatial strategies, the *Spatial Economic and Employment Strategy* and subsequent review, and the *Yarra Housing Strategy* and must be supported by sufficient strategic justification and demonstrate how the proposed rezoning and subsequent development provides benefits to the community (refer to Objective 5.5: Create blueprints for the redevelopment of strategic sites).

Fixing zoning anomalies

One zoning anomaly has been identified in Cremorne, where two zones apply to a single site (Figure 8). This anomaly ahould be addressed to provide clear direction for future land use and development.

Actions

1.1.1 Retain Commercial 2 Zoned land to maintain and grow employment in the Cremorne Enterprise Precinct.

1.1.2 Prepare a planning scheme amendment to introduce new planning policy into the Yarra Planning Scheme that introduces place-based policy that supports Cremorne as a vibrant, diverse, accessible and high amenity enterprise precinct and includes specific policy on economic activity, built form and heritage, access and movement and the public realm.

1.1.3 Correct the zoning anomaly at 20-26 Brighton Street, Richmond to change rear of the site from C2Z to GRZ2.

NB Other zoning anomalies may also be identified.

Objective 1.2 Support affordable workspaces and the diverse range of creative and innovative businesses in Cremorne.

Retaining and creating affordable spaces

Opportunities exist for state and local government to ensure that Cremorne remains accessible and affordable for start-ups and creative industries. There is an opportunity for Council to work with the Victorian Government on programs that address the issue of retaining affordable workspaces. For example, Council's Room to Create initiative supports affordable workspaces for artists and advocates for additional affordable creative spaces.

Initiatives to retain, create, and support affordable workspaces need to be underpinned by robust state-led planning policies and guidelines. It is the role of state government to prepare a wider policy framework to support the creation and ongoing management of affordable workspaces.



Image 10 - Warehouses converted to commercial tenancies

Supporting co-working spaces

Co-working spaces have emerged in high rent locations such as Cremorne to minimise individual rental costs. Co-working spaces are typically open-plan offices that create a community in which 'non-standard' workers, freelancers and early-stage entrepreneurs come together in the same space to provide support and social interaction.

Supporting Cremorne's Digital Hub

The Cremorne Digital Hub delivers programs and activities (via a virtual and physical presence in Cremorne) that lift capability, stimulate tech adoption and problem-solving, support business growth, attract investment and create jobs.

The Cremorne Digital Hub provides a platform for collaboration between prospective businesses and innovators, industry partners and universities with regular events.

Key partners include the Victorian State Government, BKI, RMIT University, University of Melbourne and La Trobe University.



Image 11 - Cremorne Digital Hub

Actions	
1.2.1	Strongly advocate to the state government to provide further planning guidance and best practice models for the delivery of affordable workspaces for creative and innovation industries necessary for the desired economic activity.
1.2.2	Advocate to the state government to adopt a state-wide definition of affordable workspace and creative neighbourhoods.
1.2.3	Support the growing role and utilisation of co-working spaces in Cremorne by supporting existing operators and encouraging new spaces.
1.2.4	Support the role of the flagship Digital Hub in Balmain Street in Cremorne.
1.2.5	Work with the Department of Jobs, Skills, Industry and Regions (DJSIR) to advocate for state government investment attraction, infrastructure delivery, workforce and destination development in Cremorne.
1.2.6	Establish a Cremorne Industry Network Collective (CINC) to share knowledge, thought leadership and access to digital tools and resources, and explore partnership, innovation and entrepreneurship opportunities.
1.2.7	Monitor the growth and change in the employment precinct by monitoring changes in commercial office floorspace, types of businesses employment growth, planning permit activity and rents.

Objective 1.3 Provide the digital infrastructure to grow and support Cremorne as a centre for innovation and technology.

Digital infrastructure is one of the identified success factors of Enterprise Precincts (*Unlocking Enterprise in a Changing Economy, DELWP 2018*). Providing the necessary utilities and infrastructure is central to supporting connectivity, collaboration and innovation. There is an opportunity to integrate digital and smart infrastructure in Cremorne in line with the *Yarra Smart City Vision*.

Access to high-capacity digital infrastructure is needed to support innovation and business productivity in Cremorne. For example, the competitive supply of high-capacity broadband networks (i.e. 5G and future networks).

Smart infrastructure activates technologies at the street level, enabling data collection and the potential for innovation. Technologies include multi-function smart poles that discretely house LED lights, environmental and movement sensors, WIFI and other Smart City services. A network of sensors would enable real-time data to better understand the urban environment, and inform planning and investment.

Actions	
1.3.1	Investigate 5G opportunities across Cremorne as a way to provide access to the high–capacity digital infrastructure.
1.3.2	Support the provision of 'smart' infrastructure within Cremorne to enable innovation, investment and data activation.

Objective 1.4 Support a refreshed Bendigo Kangan Institute campus as a creative and digital education and community hub.

The future renewal of BKI offers an opportunity to transform the campus into a sustainable, vibrant, accessible anchor institution that benefits BKI and the broader community.

The BKI campus, at the heart of the precinct, would become a creative and digital education and community hub for the Enterprise Precinct. New education facilities and new public spaces would wrap around the historic former Cremorne Primary School buildings and welcome the wider community into the campus.



Image 12 - BKI campus corner Cremorne & Kelso Streets

There is an opportunity for Council and BKI to work together to support education, training, economic, social, environmental and transport outcomes within Cremorne.

A partnership between Council and BKI will improve collaboration on a range of areas, including:

- addressing the strategic vision for Cremorne as a digital, technology and employment hub
- connectivity within the precinct and the surrounding neighbourhood
- brokering relationships that can assist in realising the strategic vision of BKI, Cremorne and the wider Yarra community.

Enhancing connections with industry

Large education and research institutes can play a large role in creating physical environments that stimulate enterprise and innovation within our economy. There is an opportunity to build on BKI's reputation as a centre for fashion and grow its capacity in digital skills and tech training whilst maximising industry and engagement collaboration within the campus. For example, through flexible multi-purpose spaces that could be used by BKI, industry and the community or providing training specific to industry and local needs.

An inviting campus

BKI could become a vibrant campus experience with spaces in which the community can connect with staff, students, industry and each other.

The site's frontages to Cremorne, Dover and Kelso Streets and the centralised location mean the site has the potential to be the heart of Cremorne - a key destination that encourages you to linger and stay, as well as to move through.

Key to this is the development of community spaces and open space. A major opportunity would be to develop the southern carpark (adjoining the former Cremorne Primary School) as an exciting new piece of public open space linking Cremorne and Dover Streets with the heritage building forming its setting.



Image 13 - Potential location for new open space

The wider site however has the potential to provide a range of open space opportunities, each providing different experiences and fulfilling different needs. Publicly accessible rooftop spaces or other linear open spaces could form part of the creative vision for the site.

Actions	
1.4.1	Build on the existing partnership between BKI and Yarra City Council to strengthen Cremorne's place as a premier location for innovation and digital technologies, including BKI's role in supporting education and training opportunities aligned to this sector.
1.4.2	Facilitate relationships between BKI students and Yarra businesses to enable students to develop pathways to local employers.
1.4.3	Support BKI's plans to grow and develop new education and training offerings aligned to digital technology and innovation.
1.4.4	Promote local education and training opportunities, offered through BKI, to the community.
1.4.5	Strongly advocate for the establishment of public open space on the BKI campus. The campus should offer flexible spaces for both BKI staff and students, and the wider community.

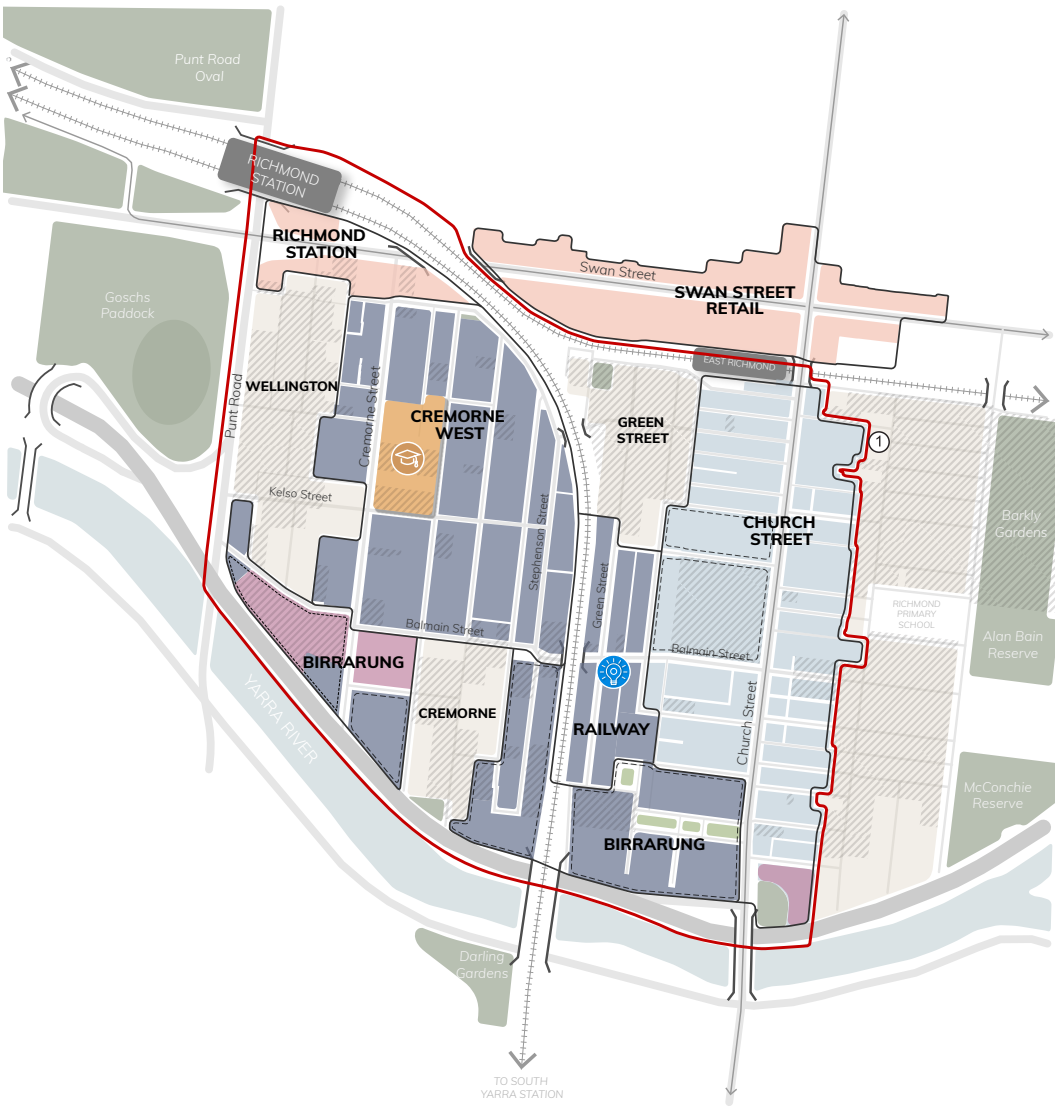


Figure 8 - Land Use Framework

Objective 1.5 Recognise the commercial, employment, retail and residential roles of different precincts in Cremorne.

Cremorne includes a broad mix of land uses across the suburb - this mix of business and inner urban living makes Cremorne a unique place to work and live.

Cremorne's commercials precincts

Cremorne has transitioned from a former industrial precinct to a unique and diverse employment base with a national reputation as a base for tech and creative sector firms.

The Cremorne West Precinct, Railway Precinct and parts of the Birrarung Precinct will support commercial activities ranging from small innovative manufacturers to corporate head offices. The Cremorne West Precinct includes the BKI campus and the Railway Precinct includes the Cremorne Digital Hub. Both precincts include cafés, bars, restaurants and other retail uses that support businesses and social activities in the area.

The Church Street Precinct sits either side of a north-south tram corridor and connects into South Yarra. As well as a location for headquarters and large office developments, the strip has a focus on showrooms. However, unlike other home-maker oriented shopping centres, it provides a unique offer including high end retail. It is also home to a number of high quality cafes, restaurants and bars. It will continue to function as an important retail and commercial corridor.



Image 14 - 658 Church Street (Strategic Site)



Image 15 - Residential cottages on Cubitt Street

Residential precincts

Cremorne includes three residential pockets (Wellington Precinct, Cremorne Precinct and Green Street Precinct) with low rise heritage cottages and terraces and contemporary town house developments. The three residential areas are predominately covered by a Heritage Overlay.

The residential precincts are zoned NRZ and GRZ. Maximum mandatory height limits of 9m (two storeys) apply in the NRZ and heights of 9m-11.5m (up to three storeys) apply in the GRZ depending on the location.

There are existing detailed planning and building requirements which guide development within these areas. The purpose of including these areas in the UDF is to protect their established streetscape character.

The UDF seeks to ensure that the fine-grain character of the residential areas is respected by building scale and design in larger adjoining commercial development.

Mixed use precincts – Richmond Maltings

The Birrarung Precinct, located along the southern edge of Cremorne, includes a number of strategic sites. The Richmond Maltings strategic site wraps around the famous silos at the southern end of Cremorne Street and forms part of the Birrarung Precinct. It is zoned C2Z and Comprehensive Development Zone (a special use zone) which allows for a mix of uses.

Stage 1 of the Richmond Maltings redevelopment has been constructed. Two residential apartment towers, with a mix of shops, a supermarket and offices are located on the eastern part of the site with frontages to Gough Street and Cremorne Street at 154 Cremorne Street. To the south of Stage 1 on land zoned Commercial 2 (168 Cremorne Street), is the nine storey MYOB building.

Stage 2 occupies the central and north-western part of the site and is south of Gough Street, adjacent to City Link, the Yarra River and Punt Road. This site has not yet been developed. It has a permit for a hotel and various commercial buildings, including offices and a mix of retail, function spaces, cafes and restaurants.



Image 16 - Nylex Sign and Silos at Richmond Maltings

Actions

1.5.1 Update planning policy in the Yarra Planning Scheme to support:

- Church Street Precinct as a retail and commercial corridor
- Cremorne West, Railway and Birrarung Precincts (except land in the CDZ) as commercial core
- A diverse mix of uses in the Richmond Maltings, including offices, retail, cafes and residential uses.

1.5.2 Continue to support the established character of Cremorne's residential precincts.

Impacts of COVID-19

With COVID-19, the policy context of Cremorne has not changed, with all levels of Government committed to maintaining Cremorne's employment focus. The UDF will help Cremorne to embed continued resilience through actively responding to new and ongoing economic, climate and amenity challenges. The pandemic has also provided opportunities to trial changes to the public realm. The projects delivered during the pandemic have provided business and community with an opportunity to see the outcomes that are possible through street environment changes.

Theme 2: A leading sustainable and climate resilient precinct

Yarra City Council recognises that the climate emergency presents an unprecedented challenge (globally and locally) and is committed to responding to the climate emergency. Cremorne presents an opportunity to be an ambitious, leading climate resilient precinct as it grows and evolves.

Challenges and opportunities

Climate resilience and emission reduction

Attaining 'zero-net emissions' or 'zero carbon' across Yarra is a key driver of Council's *Yarra Climate Emergency Plan 2024-2030*. It requires that the net carbon (or greenhouse gas) emissions from the entire municipality are equal to zero. This is the same shared goal of the *Victorian Climate Change Act 2017* which also seeks to achieve zero carbon emissions.

Commercial buildings are a key part of Council's climate change mitigation response as these buildings emit the most emissions, mainly due to:

- electricity used for heating, ventilation and air conditioning
- lighting
- hot water heating
- running office equipment.

It is anticipated that development in Cremorne over the next decade will largely take the form of commercial office buildings with some retail space.

In Cremorne, 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.

Managing the urban heat island effect

The urban heat island effect is the increased temperature in urban areas compared to surrounding rural areas caused by urban development such as roads and buildings. As a highly dense suburb, Cremorne like most of Yarra experiences elevated urban heat. As Cremorne further develops, the impacts of the urban heat island effect may be exacerbated. New development and renewal provides opportunities for new buildings to provide a design response to climate change to improve their impacts on the urban heat island effect.



Image 17 - Urban greening - Rosella Precinct

Greening of public spaces and buildings

Cremorne's streetscapes are a source of urban heat. Trees and canopy cover from vegetation is vital in areas where people may be more affected by extreme heat conditions.

Council's *Urban Forest Strategy 2017* sets a target for total canopy cover in Yarra to increase by 25% (from 2014 levels) by 2040. Streets and open spaces in Cremorne have the potential for increased tree planting.

The southern portion of Cremorne is subject by a Significant Landscape Overlay – Schedule 1 (SLO1) which is a specific overlay in the planning scheme which acknowledges the Yarra River (Birrarung) as an area of significance to Victoria. Development that occurs within the SLO1 will need to consider its impacts on the river, the removal of vegetation especially trees, flood management and visual impact.



Image 18 - Established trees - Balmain Street Plaza

Managing water

The sustainable management of water resources will play an integral role in addressing current and future challenges associated with population growth, providing quality open spaces to alleviate the urban heat island effect and ensuring community and environmental resilience.

Council's *Integrated Water Management Plan 2020-2030* seeks to:

- protect our waterways and local habitat
- improve storm water quality, by reducing pollutants entering our downstream waterways
- reduce the potential impacts of urban flooding
- reduce potable water use and encourage water reuse and efficiency
- support tree growth and greener neighbourhoods
- minimise the heat island effect.

Areas adjoining the river are subject to a specific planning overlay called the Land Subject to Inundation Overlay (LSIO). The LSIO is used identify flood prone land in a river or coastal area affected by a potential 1 in 100 year flood. All development will need to be designed to consider flooding impacts and all permit applications would be referred to the relevant floodplain management authority.

Buildings should be designed with water efficient fixtures and fittings. Alternative water sources such as rainwater tanks and greywater recycling can be used for green infrastructure irrigation and toilet flushing. This will result in reduced use of potable water. Best-practice stormwater management is particularly important in potentially flood affected areas such as parts of Cremorne.

Reducing waste

As Cremorne develops over time managing waste caused both through the development and ongoing waste generated by new workers and residents will be an issue that will need to be managed. As Cremorne is a location where renewal is expected, there are opportunities to improve waste management, especially through the design of new buildings.

How are we addressing these issues?

The objectives and actions under this theme will help deliver the vision for Cremorne by:

- Facilitating and supporting net-zero carbon development throughout Cremorne. (Objective 2.1)
- Creating an urban forest and greening buildings to mitigate the urban heat island effect. (Objective 2.2)
- Integrating water management into Cremorne to support a resilient and liveable precinct. (Objective 2.3)

Objective 2.1 Facilitate and support net-zero carbon development.

Achieving a zero carbon precinct

Key features of a zero-carbon office development are:

- Optimising passive design and working with the local climate to maintain a comfortable temperature inside.
- Maximising the energy efficiency of appliances, equipment, systems and lighting.
- Maximising on-site renewable energy generation, including using all suitable roof space for solar photovoltaic with residual electricity demand met from offsite renewable energy sources.
- Rejecting the use of natural gas, liquefied petroleum gas (LPG) or other fossil fuels onsite.
- Providing infrastructure that supports zero-carbon transport such as electric vehicles charging stations, bicycle parking and end of trip facilities.
- Exceeding the National Construction Code minimum requirement for thermal efficiency of the building (the ability of a building to retain warmth in winter or keep cool in summer).
- Providing a safe and healthy indoor environment quality that addresses air temperature, natural ventilation, access to daylight, outlook, and minimised air and noise pollution.

The early integration of zero-carbon elements into the design of a building, when the opportunities are greatest, effectively and permanently reduces the emissions of a commercial building. Council is seeking to introduce more sustainable design and zero carbon standards within the planning scheme.

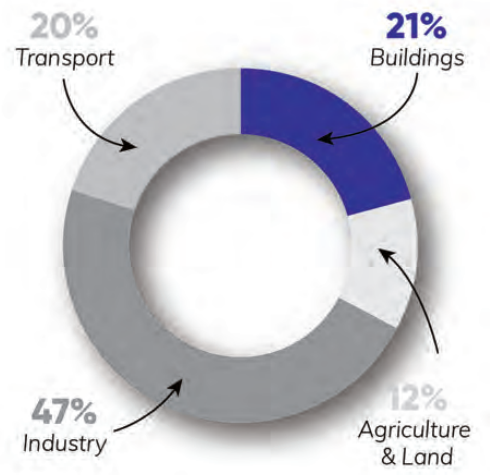


Figure 9 - Australia's emissions by sector (2018) (Source: ClimateWorks Australia)

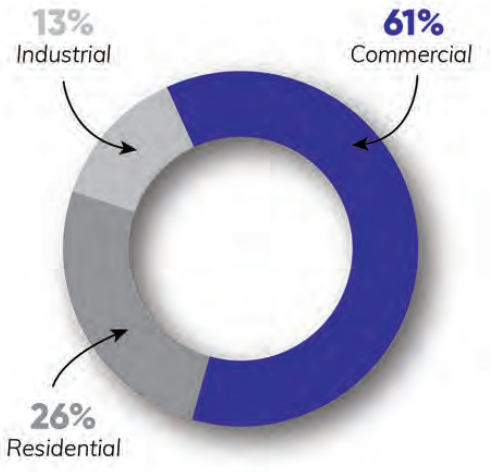


Figure 10 - Stationary Carbon Emissions from Gas and Electricity (2018/19) (Source: CitiPower)

Reducing waste

As Cremorne continues to develop there will be an increase in waste generation. This is likely to occur through a variety of sources such as construction waste, along with an increase in waste from the increasing worker and resident populations. These issues are unlikely to be resolved at a precinct level and will require a municipal or state-wide approach.

In many commercial settings, Council provides little or no collection of business and commercial waste. This is due to significant variations in type and quantity of waste generated and the requirement for specialist, flexible and more frequent services best provided by the many private waste collection companies. Council provides some garbage bins on request for domestic type waste. The *Waste Minimisation and Resource Recovery Strategy 2018-2022* outlines Council's approach in engaging with the business community to reduce and manage waste. Council will continue to work with the Yarra's business sector to improve resource recovery outcomes.

The city-wide project, Elevating Environmental Standards in the planning scheme will include objectives and standards to manage waste and resource recovery for new developments. Its aim is to reduce the amount of waste during the construction process while setting up new developments with sustainable waste management practices and designs.

Actions	
2.1.1	Progress the introduction of zero carbon standards for new commercial and residential developments into the Yarra Planning Scheme (via a Yarra-wide planning scheme amendment and the Elevating Environmental Standards project).
2.1.2	Encourage developments to put in place best practice infrastructure and systems to maximise resource recovery, including options for food waste and electronic waste.

Elevating Environmental Standards in the Planning Scheme

Council has an existing policy to encourage environmentally sustainable design at the planning stage. However, greater standards are needed to reflect changes in technology and to address the urgency for mitigating and adapting to climate change.

Yarra City Council has prepared a proposed planning framework with Council Alliance for a Sustainable Built Environment (CASBE) and 24 Victorian Councils to encourage low to zero carbon developments via changes to the planning scheme. The proposed amendment is under consideration by the Minister for Planning.

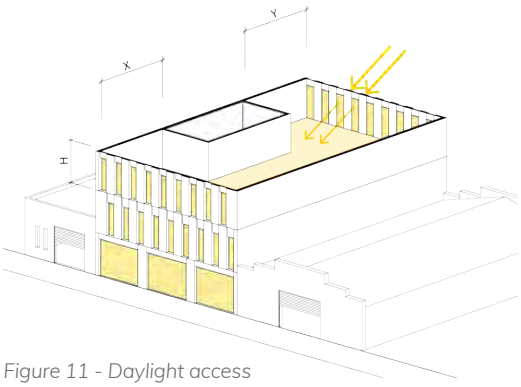


Figure 11 - Daylight access

Buildings with good daylight access reduce their reliance on artificial light and therefore reduce their energy demand. Access to daylight contributes to the internal amenity and to the improved health and well-being of employees.

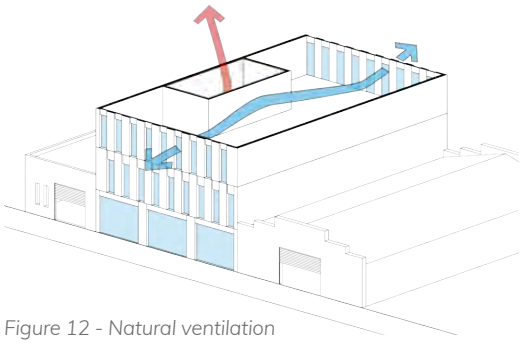


Figure 12 - Natural ventilation

Buildings with good natural ventilation can be cooled down without relying on artificial cooling. Cross-ventilation is the optimal approach to achieving natural ventilation.

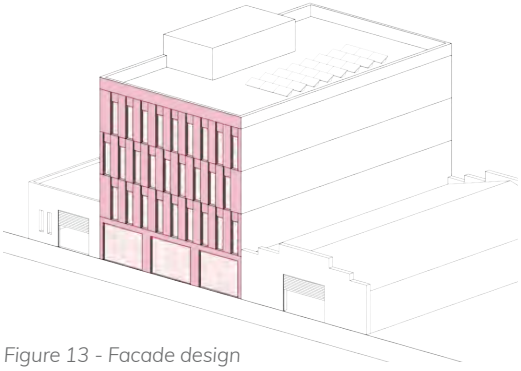


Figure 13 - Facade design

The design of facades can reduce the energy required to make spaces feel comfortable inside (thermal performance). Each facade should be treated according to orientation. The design should consider the size and depth of windows, window glazing treatments and external shading.

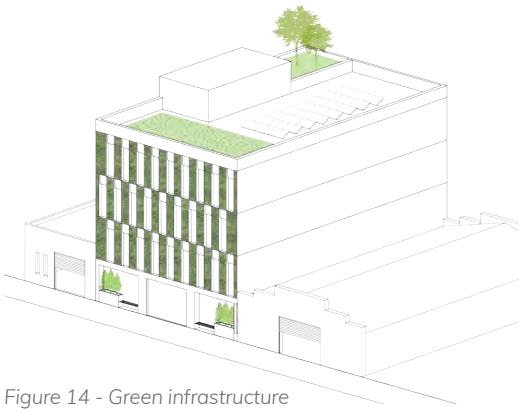


Figure 14 - Green infrastructure

Integrated green roofs, walls and façades can reduce the energy required to make spaces feel comfortable inside. Landscaped façades and rooftops can minimise heat gain, reduce stormwater runoff, contribute to biodiversity and provide attractive shared spaces.

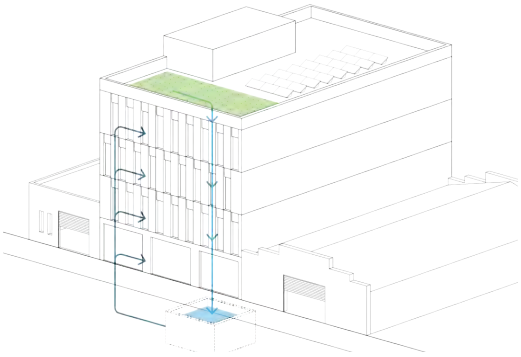


Figure 15 - Water resources

Managing water resources is more sustainable and reduces water costs. This can be achieved by creating on-site water storage, maximising the use of rainwater and water efficient fittings and fixtures.

Objective 2.2 Create an urban forest and green buildings to mitigate the urban heat island effect.

Greening public spaces and streets

Council aims to increase tree diversity, climate resilience and tree canopy covering Cremorne by accelerating street tree planting to meet our canopy cover targets. Additional trees in streets and public spaces have multiple benefits, including:

- mitigating the impacts of climate change
- shading and cooling the urban environment improving comfort and amenity
- diversifying the urban forest and improving biodiversity
- increasing surface permeability.

Priority planting program

Council has been undertaking a program of infill street tree planting and renewal in Cremorne. Planting is prioritised in locations of greatest need, considering places of urban heat and areas of low canopy, pedestrian activity zones, tree life expectancy and areas that are significant in terms of biodiversity. Future tree planting locations are subject to detailed site investigations and consultation.

Cremorne's existing street tree species are a mix of exotic and native trees. New street tree planting within Cremorne aims to diversify existing street tree species. The selection of native and exotic tree species responds to the street orientation, built form and available space to accommodate eventual tree canopy height and spread. Drought tolerance and adaptation to future climatic conditions are also major species selection considerations.

Street redesign and upgrades

The redesign and upgrade of key streets presents a significant opportunity for increased street tree planting and urban greening. Key streets identified for upgrades include Cremorne Street, Church Street, Balmain Street and Stephenson Street (refer to Themes 3 and 4). The transformation of these corridors into high quality green streets will contribute to the identity, amenity and sense of place of these streets.



Image 19 - Recent Gwynne Street upgrades

Greening buildings

New development should incorporate green infrastructure (e.g. green roofs, walls and façades) and maximise green cover through incorporating understorey and canopy planting to maximise cooling.

There is a range of benefits that can potentially be provided by green roofs, walls and façades:

- stormwater management
- reducing the energy required to make spaces feel comfortable inside (thermal performance)
- cooling urban areas and reducing the urban heat island effect
- creating and preserving habitat and ecological biodiversity
- developing visually attractive spaces, increasing open space and the potential for urban food production
- cleaning the air.

It is important to recognise that these benefits are only realised if the roof, wall or facade is planned and constructed well and has the supporting management required to sustain it.

Green Factor Tool

Green Factor is a new tool used to assess planning permit applications, developed by the City of Melbourne and currently being trialled within the City of Yarra. It will also form part of the Elevating Environmental Standards in the Planning Scheme project. The tool is designed to assist applicants in developing their green roofs or walls proposals and to assess and facilitate proposals at the planning permit stage. The purpose of the tool is to increase the vegetation cover on private land.

The tool has been designed to consider a range of building types. It will integrate with Council's sustainable development tool (BESS) which is used during the permit application process.

Actions

2.2.1 Increase street tree planting in identified priority locations, to work towards Council's target to increase canopy by 25% above 2014 levels by 2040.

2.2.2 Through the use of the Green Factor Tool, encourage new development to incorporate the use of green infrastructure (e.g. green roofs/walls/façades).

2.2.3 Embed Urban Forest Strategy principles into the greening of key streetscape redesign projects.

Objective 2.3 Integrate water management into Cremorne to support a resilient and liveable precinct.

Streets and spaces in Cremorne will need to play a greater role in stormwater management and flood mitigation. This means embracing water as part of the character of the area through:

- streets and open spaces that use vegetation, soils and natural processes to manage, treat and reuse stormwater
- the use of alternative (non-potable) water sources, including stormwater harvesting and passive irrigation
- reducing the volume of pollution that enters waterways
- upgrades to existing infrastructure such as stormwater drains.

Integrated Water Management (IWM) is a holistic approach to water management that considers the interactions of all elements of the water cycle including potable (drinking) water, rainwater, stormwater, recycled water and groundwater to ensure they are used to support and enhance social, ecological and economic outcomes.

Approximately 60% of Yarra's land area is hard impervious surfaces which cannot absorb water. This increases stormwater run-off carrying pollutants into waterways and the urban heat island effect.

To improve the quality of the stormwater runoff into waterways, there is the opportunity to investigate stricter measures to increase the volume of stormwater captured, treated, and reused by large commercial and multi-unit developments in Cremorne.

Actions

2.3.1 Investigate the use of Integrated Water Management (IWM) throughout Cremorne and where possible, introduce measures to reduce the flooding risk and impact through infrastructure upgrades.



Theme 3: Connected and accessible Cremorne

Cremorne supports balancing the needs for different road users. This includes safe and convenient walking, cycling and public transport that allows workers, residents and visitors choice and ease of access.

Cremorne has experienced and will continue to see significant growth. The movement and transport network must change to accommodate this increase in people movement and to achieve a better balance between various road users as time goes by.

This will mean that in the future the way people access, move around, and spend time in the precinct will change in comparison to today.

The growth of the precinct will also present significant challenges on the adjacent road and public transport networks.

There is a need to identify a longer-term vision to integrate the precinct with surrounding areas and networks.

The planning for this needs to start now as Cremorne continues to be redeveloped. This will require a partnership approach between governments, transport agencies and the community.

Theme 3 has been restructured to provide context and clarity to short-, medium- and long-term actions, clarified need to balance various transport needs and replaced Future Movement Network with the Cremorne Loop

Challenges and opportunities

Cremorne is a relatively small area built around a dense network of narrow streets (many one-way). There is competition for this limited space between all transport modes, street activities, streetscape features (trees, bicycle parking) and on-street parking.

The road network within Cremorne is constrained by:

- limited connections in and out of the precinct, particularly to the north, west and south
- arterial roads (managed by DTP)
- elevated railway lines which form barriers to movement with only a limited number of crossing points
- CityLink and the Yarra River which limits connections to the south
- limited capacity at the two primary gateways to the precinct, Cremorne and Balmain Streets.

Due to these constraints, through traffic significantly contributes to congestion and is in conflict with achieving better movements to and from the preicnct for businesses and residents.



Image 20 - Swan and Cremorne intersection

Emphasised need for balancing transport modes

Streets for people

Streets are important shared public spaces. However, there are many competing needs and wants for Cremorne's limited space. These include space for car parking, vegetation, seating, public art and outdoor trading areas.

While street space is limited and it is not possible to accommodate all needs, Cremorne's streets do provide an opportunity to reallocate some of the large amounts of space given to car movement and storage on Yarra's streets to significantly improve conditions for walking and cycling.



Image 21 - East Richmond Station entrance ramp



Image 22 - Balmain Plaza

Balancing various transport needs

Transport demands are expected to greatly increase, particularly public transport, due to the anticipated increase in residents and workers in the precinct.

Preventing through traffic is a key issue in Cremorne where vehicles, without a destination within the precinct, 'rat run' through local streets to bypass intersections and reach CityLink and other arterial roads.

Reducing through traffic is a key priority for residents, businesses and Council. In the long-term, this will improve safety in local streets and create new opportunities for public realm improvements such as more street planting and wider footpaths.

Given the forecast growth and the limited capacity to accommodate more car movements, action is necessary to improve and promote sustainable transport modes. Greater priority must be given to movement by walking, cycling and public transport. However, it is still important to retain essential vehicle access where it is needed by existing residents and businesses operating in the precinct

Cremorne's location and access to public transport means that Cremorne already has the key attributes required to support sustainable transport choices. However, a significant mode shift for journeys both to and from the precinct is required. To do this, a number of changes are required in Cremorne to support and prioritise sustainable transport choices.

Enhancing public transport

Cremorne is well serviced by public transport with train, tram, and bus connections. Improvements to public transport are the responsibility of the state government, however, Council can advocate for and partner with the state government to deliver service and infrastructure improvements.

The key public transport hub is Richmond Station. This station is one stop out of the City Loop and provides a high level of access to the metropolitan rail network. The station is approximately 15-minute walk to the southern part of Cremorne.

The southern parts of Cremorne are within a walkable distance of South Yarra Station (less than 15 minutes). South Yarra Station is a short walk from Oddys Lane, via the rail bridge.

However, access is not compliant with the Disability Discrimination Act (DDA), is poorly maintained, and not easy to find.

There is an opportunity to advocate to the state government to create a better access link to South Yarra Station.

The area is also serviced by East Richmond Station. Access to the station is poor, train services are infrequent and it is hidden from Swan and Church Streets.

There are bus routes along Punt Road and tram routes on Swan Street and Church Street. However, service reliability of tram and bus routes is poor - route 78 being the fifth least reliable tram route in Melbourne.* Improvements are also needed to public transport stops to ensure they are DDA compliant and accessible to all.

Figure 16 has been updated to include bus route 603

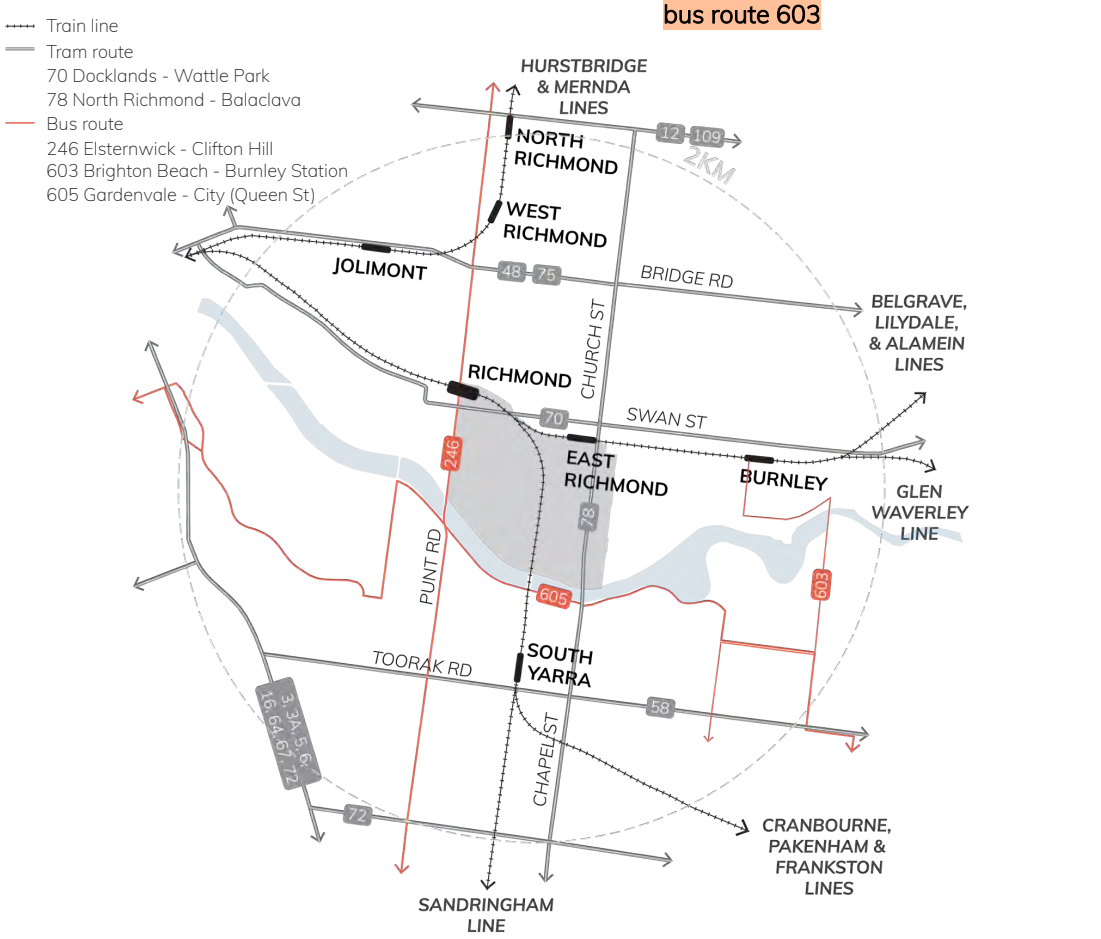


Figure 16 - Public transport network

**Department of Transport & Planning, Metropolitan tram - operational performance, July 2022 – July 2023*

A safe and pleasant place to walk for all ages and abilities

Walking and cycling access through Cremorne can be difficult and unsafe. Traffic levels are high on its main streets and pedestrian and cyclist priority and safety is low.

Cremorne is within walking distance of shops, community facilities and public transport, however, the pedestrian environment is challenging and does not cater for people of all abilities due to:

- narrow road reserves and footpaths that are not wide enough to use or allow people to pass one another.
- frequency of vehicle crossovers, footpath clutter, (posts, bins, and other obstructions), kerbs, and gutters.
- lack of pedestrian amenity in some areas, including poor lighting, sparse landscaping and few bins and seating.

Public transport trips translate into walking trips within the precinct as key public transport nodes are located on the edges of Cremorne. Walking trips are expected to account for more than half of all trips in Cremorne in the future – this could be as many as 35,000 trips per day.

Cremorne has excellent walkability potential. There is an opportunity to bring the physical walking network up to a standard that matches this potential.

The Yarra Transport Strategy's 'New Deal for Walking' focusses on measures that maximise space to allow more people of all ages and abilities to walk around Yarra. Cremorne is identified as a priority area. An improved walking network which provides for all abilities is essential to the success of Cremorne.



Image 23 - Balmain Street underpass

Making bike riding safer

Cremorne is relatively well serviced by Strategic Cycling Corridors and bicycle infrastructure connecting Cremorne to surrounding suburbs. The area is served by a mix of on and off-road paths. On-road bicycle facilities include painted bicycle lanes and informal bicycle routes. The Main Yarra Trail, Church Street and Swan Street are designated as Strategic Cycling Corridors.

Elsewhere in Cremorne, cyclists generally share the road with other vehicles. However, these existing on-road informal bicycle routes provide little to no protection for cyclists. This is further compounded by the volume and speed of vehicles (light and heavy), and narrow street widths. The Transport Strategy also includes the 'New Deal for Cycling'. It is a key commitment to providing appropriate bicycle infrastructure on Yarra's street and path network and includes several routes through Cremorne. Cremorne offers the opportunity to provide a world standard bike network.

How are we addressing these issues?

The objectives and actions in this theme will help deliver the vision for Cremorne by:

- Creating a highly accessible and well connected movement network that balances various needs, improves public realm, encourages sustainable and active transport and discourages through traffic. (Objective 3.1)
- Delivering a safe and attractive local cycling and pedestrian network which connects strategic corridors, major trails and key destinations. (Objective 3.2)
- Improving public transport services and access to public transport and to meet the needs of Cremorne's workers, residents and visitors. (Objective 3.3)
- Reducing off-street car parking and increasing bike parking requirements to promote more sustainable modes of transport. (Objective 3.4)

Revised objective to balance needs and enable other improvements

Objective 3.1 Create a highly accessible and well-connected movement network that balaces various needs, improves public realm, encourages sustainable and active transport and discourages through traffic.

Cremorne presents an opportunity to transform the street network to:

- design the street network to discourage through traffic while still providing for site servicing to support the local business and residential community.
- make sustainable and efficient travel options convenient, viable and attractive
- create streets which are also places for people
- improve accessibility through reallocating road space to prioritise access and safety for pedestrians, cyclists, and public transport users

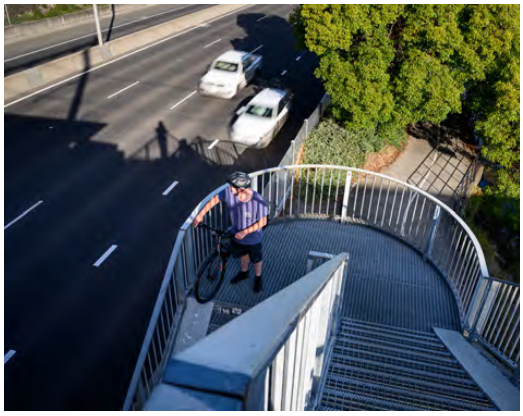


Image 24 - Stair access to the Main Yarra Trail

How will change happen?

These changes will not happen all at once. Extensive permanent changes in the short-term may not be possible in Cremorne given the levels of construction the precinct is experiencing. However, we need to start planning for the future.

Trials, pilots and pop-ups of some of the proposals will be undertaken to enable Council and the Cremorne community to test and evaluate proposals 'on the ground'.

Additional work will need to be undertaken to determine if other changes to the street network are required.

Changes to the direction of traffic are likely to be the final stages of the proposed improvements. These will be needed later as the worker and resident population grows rather than immediately.

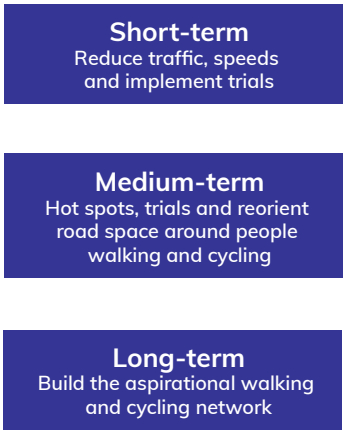


Figure 17 - Staged implementation

Cremorne's Streets Network

The Streets Network (Figure 18) sets out the different roles of streets. Some streets have multiple roles and their future design will need to reflect this. This street network sets a foundation for how these streets will change in the future.

The Streets Network consists of:

Regional links– Regional links are major movement corridors. They include Punt Road, Swan Street and Church Street. They have an important traffic and public transport role and are managed by the Department of Transport and Planning. They will continue to play a key traffic role but will feature improved walking and cycling and access to public transport along them to make them a safer and more pleasant experience.

Activity spines – Church Street and Cremorne Street form the two activity spines in Cremorne. They will become a leafy pedestrian and cycle friendly routes which are fronted by offices, cafes, retail and other uses which enliven the street.

Local circulation – Key streets within Cremorne that connect to key destinations such as employment, public transport and major open space, that prioritise walking and cycling.

Their role is to safely and efficiently move people and goods into and out of Cremorne. They provide access for local vehicles e.g. for deliveries, services but also form key elements of the walking and cycling network.

A high level of change is anticipated in these corridors. The amenity of these corridors will be improved, providing opportunities for people to connect and interact.

Changes could include the reallocation of on-street car parking but retaining on-street space for essential vehicle access and disabled bays, car share spaces, or short term parking for drop-off and deliveries.

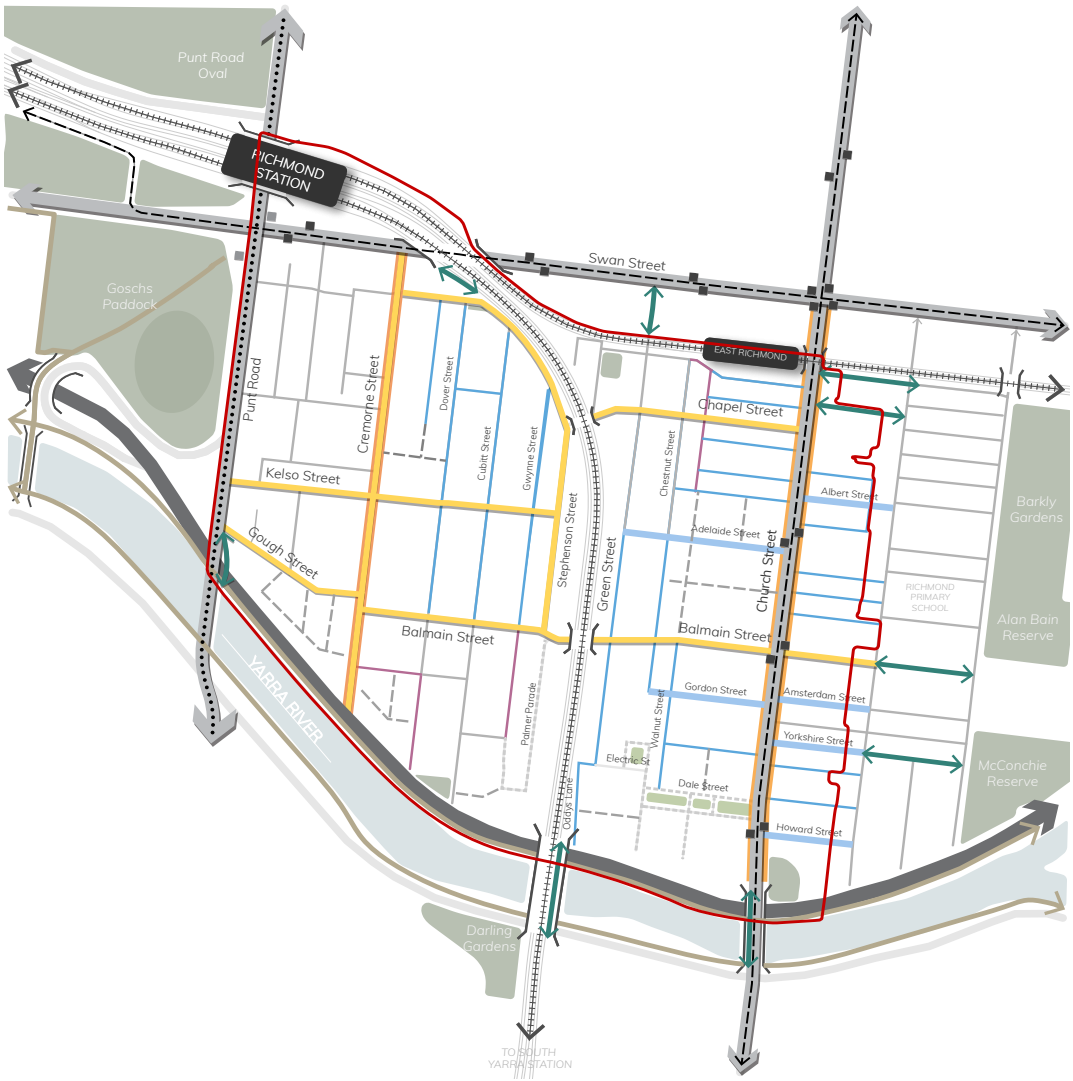
In some cases, one-way vehicle access and other measures to limit through traffic movement may be implemented, in particular, between regional links via Cremorne and Balmain Streets.

East-west links – East-west links are a series of streets which connect the regional links into the fabric of Cremorne and surrounds. They will feature upgraded walking and cycling links and planting.

Pedestrian priority – A network of safe streets throughout the commercial areas of Cremorne where people who are walking, cycling and scooting share the street with people driving. Over time, streets would be redesigned to remove kerbs and include tree planting and other amenities.

Mixed character streets – Streets characterised by a mix of residential and commercial uses. They provide for local access and some servicing of businesses.

Local residential streets – Local streets that provide for local access and have an important place role. They provide access to properties. A minimal level of change is anticipated in these streets.



LEGEND

- CityLink (Monash Freeway)
- Regional link
- Public transport route - Tram
- Public transport route - Bus
- Activity spine
- Local circulation
- Improved walking and cycling connection to Cremorne
- Through site link
- East-west links
- Pedestrian priority street
- Mixed character street
- Local residential streets
- Private road
- Strategic Cycling Corridors (shared trails)

Figure 18 - Streets Network

New section to provide context how change may be staged

Short-term

In the short term, the key focus will be on reducing through traffic and actively discourage traffic travelling east to west through Cremorne. Solutions could include pinch points and other traffic calming measures in key streets.

Short term interventions could include:

- Lowering speed limits
- Traffic calming measures
- Creating crossing opportunities
- Pinch points
- Tree planting.
- Improving footpaths, kerbs and corners.

These actions will help to reduce vehicle speeds and traffic volumes, particularly through traffic, which is known to travel at higher speeds than destination traffic.

Implementing a 30 km/h zone across Cremorne will help achieve this objective by balancing needs of various road users. Reducing speeds makes streets safer, discourages rat running and makes it easier for cyclists and cars to share the road. Council will need to work with DTP to introduce new speed limits.

Pinch points can be implemented on key routes within the precinct. They allow people on bicycles to pass and incorporate new crossing opportunities while reducing the impacts of traffic.



Image 25 - Balmain Street rail underpass

Medium-term

In the medium term, other changes would include investigating improvements to key intersections identified as hotspots, and reorientating road space for a variety of users to improve the place and safety.

The UDF identifies four hotspots to be redesigned.

Road space can be reallocated for people that walk and cycle by replacing parking on key streets.

Implementation of these hotspot treatments will be based on funding availability.

Redesign of four 'hotspots'

Four 'hotspot' locations have been identified that experience the highest intensity of competing demands for on-road space. These areas connect Cremorne to the surrounding road network and provide access to regional public transport. They play an important role in traffic travelling east to west through Cremorne.

Two of the four hotspots are located on arterial roads at Swan Street and Church Street. These hotspots redesigns do not propose major changes to how traffic will move, however greater priority will be given to users other than cars to help improve safety.

As these intersection improvements have implications on the state government's arterial network, they will require approval from DTP. Some interventions on local streets may also require approval from DTP.

Indicative concept designs have been developed for each of these locations to show what they may look like in the future:

- Cremorne Street and Kelso Street (Figure 19)
- Cremorne Street and Swan Street (Figure 20)
- Balmain Street, west of underpass (Figure 21)
- Balmain Street and Church Street (Figure 22)

Hotspot 1 (Punt Road and Kelso Street) has been deleted and all other hotspots have been renumbered

New objectives and design features added in response to DTP

Hotspot 1 - Cremorne Street & Swan Street intersection concept design

Issue

This intersection forms a key gateway and link to public transport with the highest pedestrian volumes in Cremorne. It requires improvements to safety for people who are walking and cycling and public transport users.

Objective

- Improve pedestrian access, safety and capacity to address a key movement barrier whilst providing for regional vehicle and tram movements on Swan Street.
- Create a northern gateway for Cremorne linking to Richmond Station and Punt Road bus services.
- Ensure that tram movements are given priority in the design of any intersection
- Engage and work with DTP to finalise any redesign

Existing priority



Proposed priority



Priority given to different transport modes

Design features

1. Widen and realign pedestrian crossings on all legs of the intersection. Advocate to DTP for a potential scramble crossing.
2. Narrow Cremorne Street at Swan Street to reduce pedestrian crossing distances and alleviate some of the accessibility issues.
3. Reduce Cremorne Street to one vehicle lane exiting to Swan Street. Long term option - one lane of traffic southbound.
4. New bicycle lane layout alongside parking on Swan Street and at the intersection with Cremorne Street.
5. Engage with State Government and other agencies to provide the opportunity to create new public spaces or beautification. Consider whether sites are required in whole or part.
6. New seating, water sensitive urban design and greening opportunities.
7. Consider right turn movements into and out of Cremorne Street and its impacts on tram efficiency.

NOTE – This concept design shows a potential medium term layout and not the future layout where traffic is southbound only with a two way bike lane.

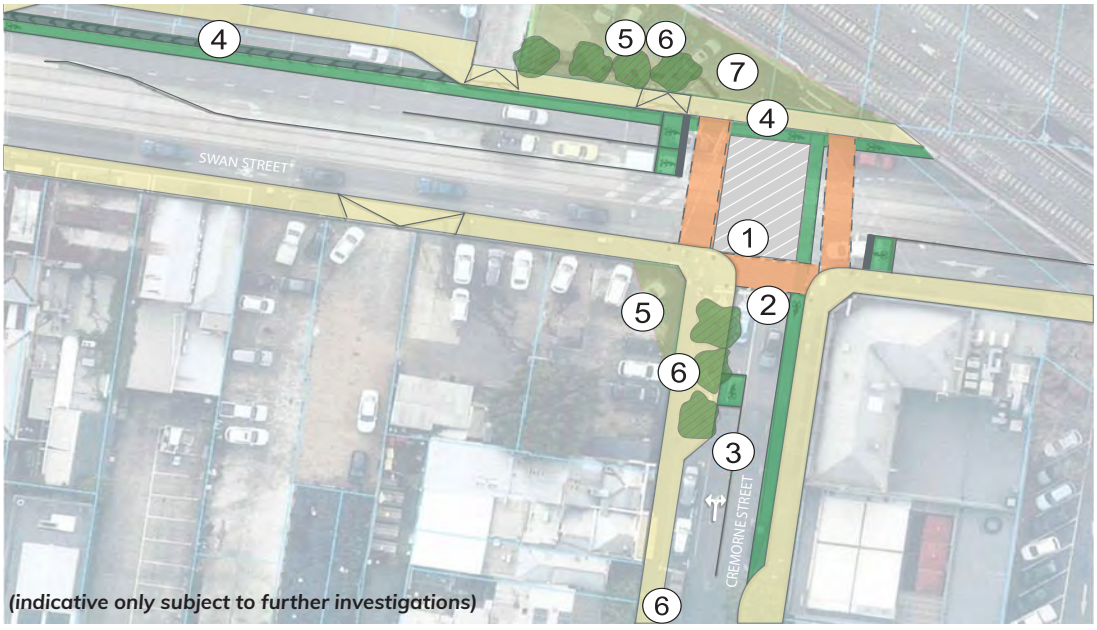


Figure 19 - Cremorne Street and Swan Street intersection concept design

Hotspot 2 – Cremorne Street & Kelso Street intersection concept design

Issue

Traffic without an origin or destination within Cremorne uses Cremorne Street as a rat-run. Kelso Street is a key east-west street with limited pedestrian space and opportunities to cross at its intersection with Cremorne Street.

Objective

- Slow traffic on Cremorne Street.
- Provide a safer environment for cycling and walking at this intersection.

Design features

1. Extend raised platform at the centre of the intersection to include pedestrian crossings in each direction.
2. Widen footpaths on Cremorne Street and reallocate car parking.
3. Make Kelso Street one way westbound and provide a bike lane that allows bikes to travel east.
4. Include greening opportunities on the widened footpaths.

Priority given to different transport modes

Existing priority



Proposed priority



NOTE – This concept design shows a potential medium term layout and not the future layout where Kelso Street West is one way westwards and includes a two way bike lane and Cremorne Street is one way south with a two way bike lane.



Figure 20 - Cremorne Street and Kelso Street intersection concept design

Hotspot 3 - Balmain Street, west of underpass concept design

Issue

This area is highly used by pedestrians and is a key hub for activity in the southern part of Cremorne along Balmain Street. It is also a key east-west movement corridor. It is located close the Digital Hub at 80 Balmain Street – east of the underpass. This leafy area has been enhanced in past years with expanded footpaths and paving, seating and planting.

Objective

- Reprioritise the road space to increase its role as a public space and internal gateway by providing increased pedestrian safety and access.
- Provide a safe and functional public space where pedestrians are prioritised.

Design features

1. Narrow the traffic lane on Balmain Street to 5.5m.
2. Simplify the streetscape by removing the centreline and other painted lines on Balmain Street and other side streets.
3. Use a different coloured surface or surface material such as brick or bluestone to define the plaza.
4. Dedicate one side of the Balmain Street underpass to walking and cycling by closing the eastbound direction to through-traffic.
5. Require all westbound vehicle traffic to turn into Stephenson Street, greatly reducing traffic through the heart of the plaza to enable a true shared space.

Priority given to different transport modes

Existing priority



Proposed priority



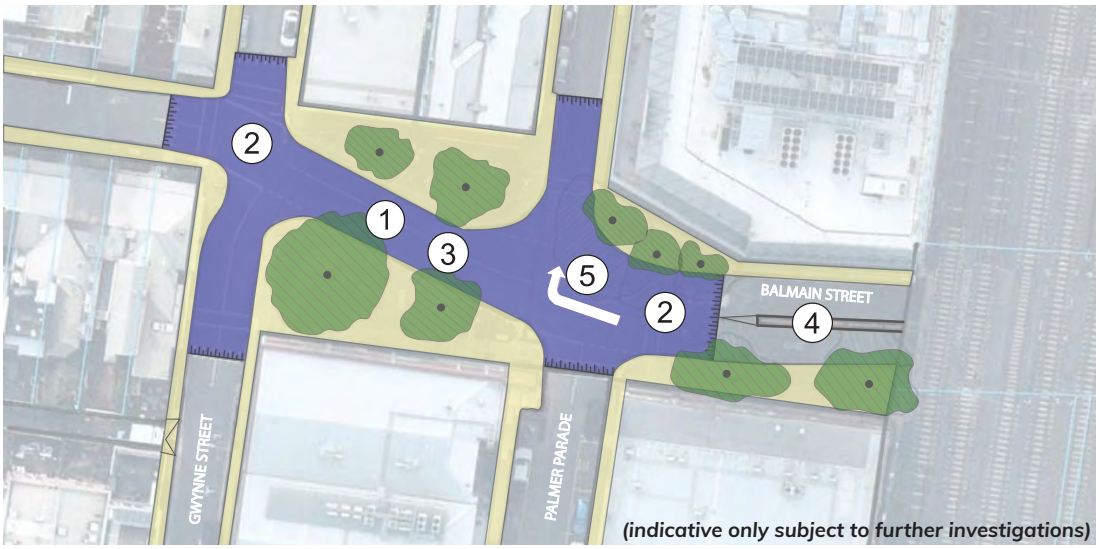


Figure 21 - Balmain Street (west of underpass) concept design

New objective added in response to DTP

Hotspot 4 – Balmain Street & Church Street intersection concept design

Issue

This intersection forms an important gateway within and to/from Cremorne to regional public transport, cycling and regional links as well as the Church Street commercial and retail spine.

Balmain Street is an important east-west link in the southern part of Cremorne. Cotter Street is also an important link to regional cycling network (the Main Yarra Trail) and large open space reserves (Barkly Gardens, Alan Bain Reserve and McConchie Reserve) to the east.

Objective

- Create an improved internal and eastern gateway and a safer pedestrian environment.
- Rebalance the space to give walking, cycling and public transport, priority.
- Improve links to regional public transport and cycling connections while retaining important through movement functions.
- Engage and work with DTP to finalise any redesign.

Priority given to different transport modes

Existing priority



Proposed priority



Design features

1. Widened footpaths to enable precinct gateways and Water Sensitive Urban Design (WSUD) opportunities.
2. Bicycle facilities that match bicycle demands and traffic speed/volume.
3. Dedicated DDA compliant tram stops with passenger shelter and bicycle bypass lane accessed from the roadway via a ramp.
4. Reallocate road space in line with the objectives of this Hotspot.
5. Create wider pedestrian crossings.
6. Better bicycle infrastructure at the intersection.

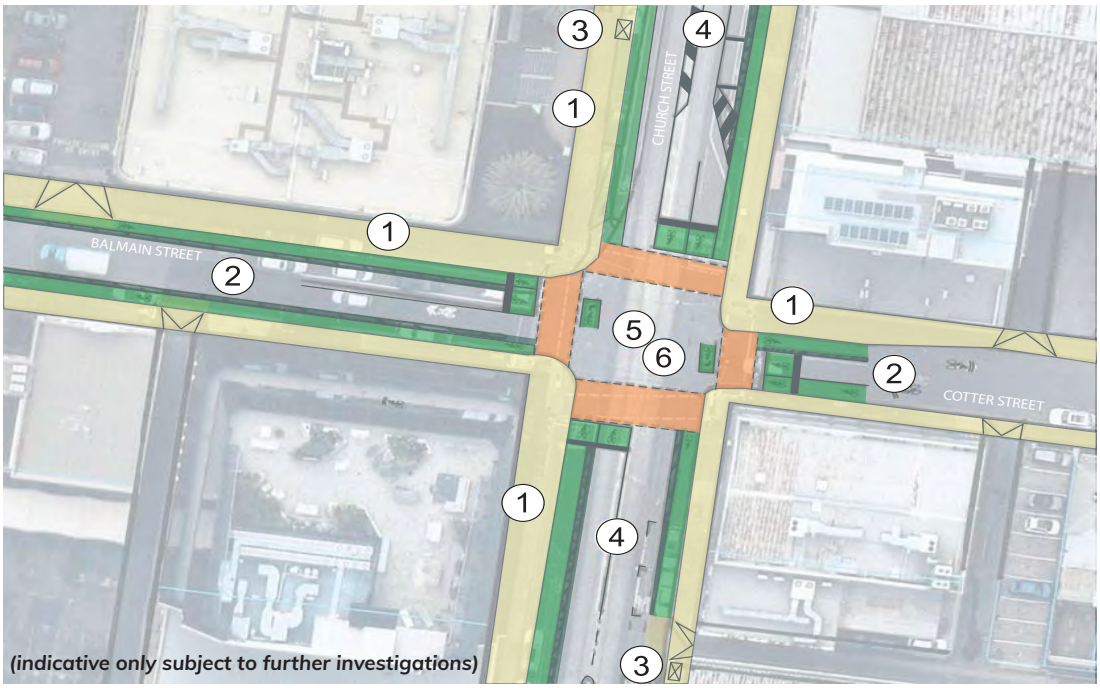


Figure 22 - Balmain Street and Church Street intersection concept design

Refocus road space to balance the needs of a variety of users

Cremorne's streets are designed for a suburb that reflect its historic commercial and industrial past. While these industries are important, Cremorne is changing and focus is needed to be given to other users to improve safety.

In the medium-term, streets can be improved in whole or in parts to refocus the road space towards other users. These are likely to focus on key movement streets within Cremorne such as Balmain Street, Cremorne Street and Church Street but may include other streets as the precinct develops.

Cremorne Street and Balmain Street will need to be upgraded as key streets for pedestrian movement for workers and residents. Consultation in line with Council's community engagement policies and strategies will occur on any changes, to understand current context and community needs. Detailed design outcomes will be examined in greater depth closer to the time of improvement.



Image 26 - Balmain and Church Street intersection

Changes made to introduce Cremorne Loop which retains access in and out of the precinct whilst reducing through traffic

Long-term

Underpasses

There are two underpasses that connect the Cremorne West precinct with the eastern portion of the broader Cremorne precinct located at Dunn Street and Balmain Street. Currently they are unsafe and unattractive for pedestrians and cyclists. In the long-term there is opportunity to repurpose one lane of traffic for public realm upgrades.

Consultation in line with Council's community engagement policies and strategies will occur on any changes, to understand current context and community needs.

The Cremorne Loop

The Cremorne Loop (Figure 23) has been developed using community feedback in conjunction with professional expertise. The Cremorne Loop shows the key changes to Cremorne's transport network and provides a high level direction for the precinct. It is based on a series of transport changes that can be delivered over time, with biggest changes happening last.

These changes place an emphasis on improving walking and cycling – making Cremorne safer and easier to get around by walking, wheeling, cycling or on micromobility devices while reducing through traffic.

Making streets or certain streches of streets one-way will allow Council to refocus space towards pubic realm improvements, including tree planting, wider footpaths and better cycling infrastructure. This will improve these streets and increase safety for all users.

The Cremorne Loop balances the need for resident access while discouraging through traffic. It will redirect traffic along Stephenson Street, a commercial street, and reduce traffic volumes along Cremorne Street. Local residents will retain access in and out of the suburb with negligible impacts on time.

To implement the Cremorne Loop, changes are needed to the existing street network.

These include:

- Redesign of key streets such as Cremorne Street, Balmain Street and Kelso Street (east of Cremorne Street) that balances the needs of various road users. These streets will have reduced traffic and connect to external arterial roads at Swan Street, Church Street and Punt Road.
- Reallocating one direction of traffic in the Balmain Street and Dunn Street underpasses to create space for people walking and cycling.
- Changing sections of the following streets to one-way to create a loop in Cremorne:
  - Cremorne Street – one way southbound between Stephenson Street and Balmain Street
  - Balmain Street – one way eastbound between Cremorne Street and Stephenson Street
  - Balmain Street – one way westbound between Green Street and Stephenson Street
  - Kelso Street – one way eastbound between Cremorne Street and Stephenson Street.
- Enhancing Cremorne, Kelso, Balmain, Stephenson and Church Streets as pedestrian routes.
- Reallocating some on-street car parking in strategic locations to give priority to cycle routes, improve street amenity or provide local traffic access.
- Applying 30km/h speed limits to Council-managed streets to improve safety.
- Identifying pedestrian priority streets where pedestrians and bicyles will share the road with low speed traffic.
- Improving pedestrian access to public transport including to the Church Street and Swan Street tram stops, Richmond, East Richmond, South Yarra Railway Stations and the 246 bus route on Punt Road.
- Improving connections to South Yarra and the Main Yarra Trail at Punt Road, railway bridge and Church Street.

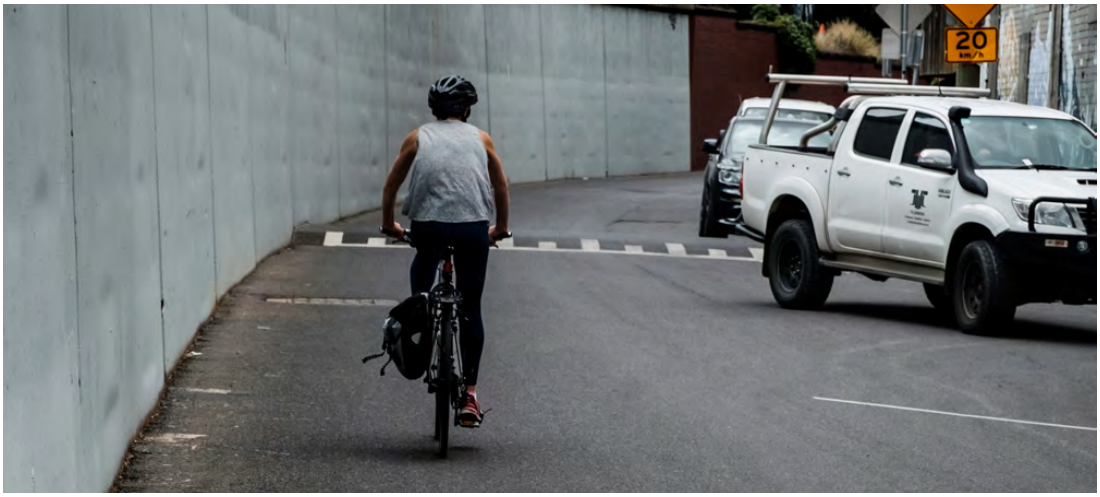
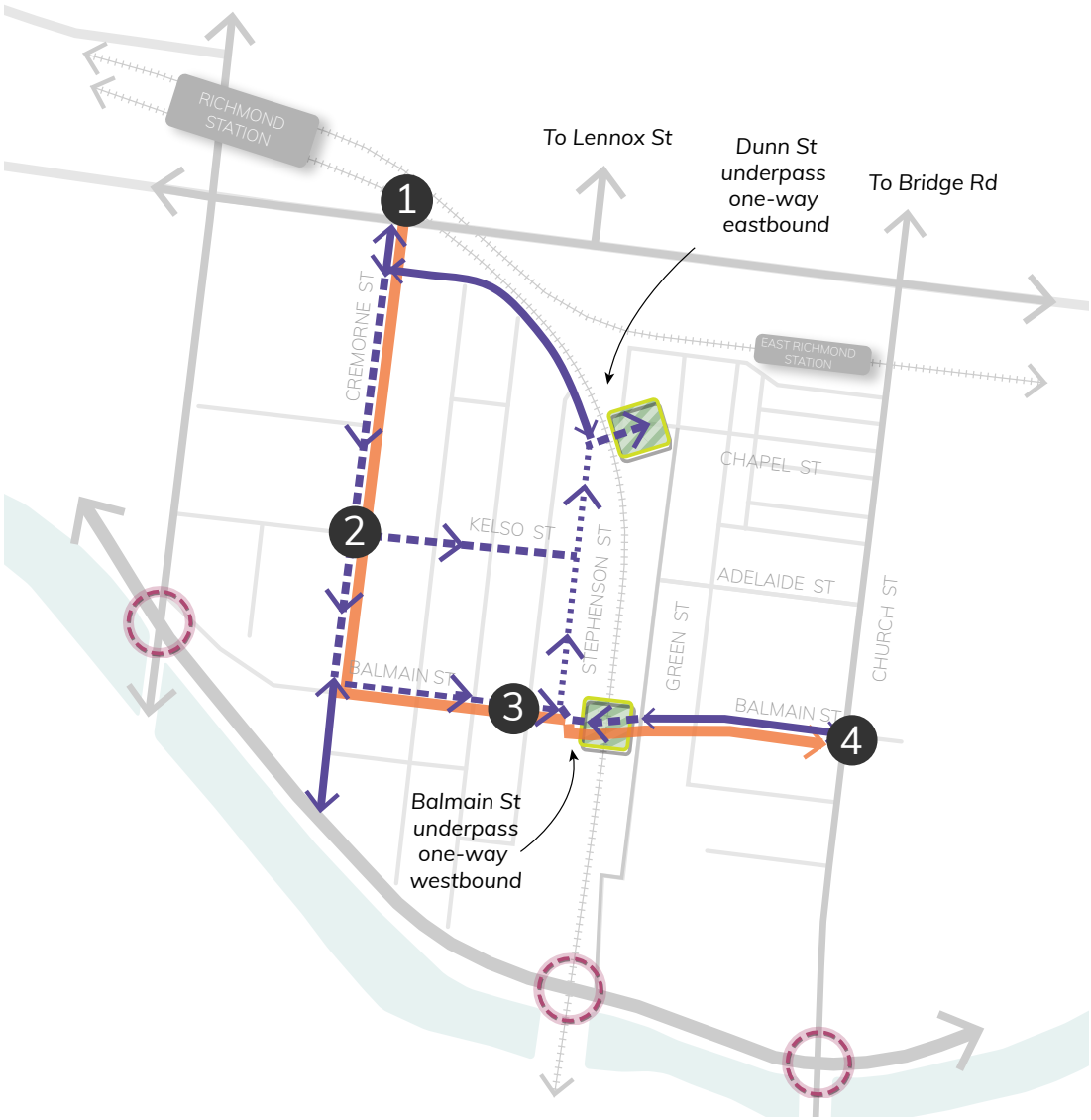


Image 27 - Shared road arrangement



Two way vehicle access

One-way vehicle access (existing)

One-way vehicle access (proposed)

Streets to be redesigned to balance the needs of various users

Changes to underpasses - Reallocation of one direcction traffic to create space for walking and cycling

Proposed improved connection to South Yarra and Main Yarra Trail

Proposed hotspots:

1. Cremorne Street - Swan Street intersection
2. Cremorne Street - Kelso Street intersection
3. Balmain Street west of underpass
4. Balmain Street - Church Street - Cotter Street intersection

Figure 23 - Cremorne Loop

Actions

3.1.1 Strongly advocate to the Department of Transport and Planning to develop a precinct plan for Cremorne that clearly shows short, medium, and long-term strategic priorities for Punt Road, Swan Street and Church Street arterial roads.

3.1.2 Work with the Department of Transport and Planning to progress the concept designs and implementation of the five identified 'hot spots' which form gateways to the precinct:

- Hotspot 1: Cremorne Street - Swan Street intersection
- Hotspot 2: Cremorne Street - Kelso Street intersection
- Hotspot 3: Balmain Street west of underpass
- Hotspot 4: Balmain Street - Church Street - intersection.

NB: Prioritisation of hotspots will be influenced by a number of factors including; project work already underway; the ability to deliver the most significant (and measurable) sustainable transport outcomes, safety and amenity impacts; feasibility of implementation; cost, and the ability to deliver the best possible community benefits within Council's resources. Other changes to the local street network around the hotspots would be planned and designed by Council, in partnership with the local community, but would be implemented as a second stage and rely on the delivery of the hotspot initiatives.

3.1.3 Work with the Department of Transport and Planning to trial the introduction of a 30km/h speed limit on priority streets.

Minor changes to actions in response to DTP

Objective 3.2 Deliver a safe and attractive local cycling and pedestrian network which connects strategic corridors, major trails and key destinations.

Travel by foot and bicycle will be prioritised in Cremorne. Cremorne's street network will be walkable with cycling facilities that are safe and accessible for everyone, provide high levels of amenity and connect Cremorne with surrounding areas.

Creating a highly accessible and walkable environment

A key element of making Cremorne a walkable environment is enhancing the ability to travel by direct and convenient routes to key destinations such as the train stations, Richmond Primary School and open space as well as surrounding areas such as South Yarra and Bridge Road. Improving footpaths by removing barriers such as narrow footpath widths and increasing pedestrian crossings, will allow a greater mix of people including people with prams, in wheelchairs, or with children to get around more easily.



Image 28 - Opportunities for more pedestrian crossings

All streets within Cremorne will be accessible and walkable by all abilities and ages, however key walking routes include Church Street, Cremorne Street, Stephenson Street, Balmain Street / Cotter Street and Kelso Street.

Specific attention will be given to key walking routes by providing:

- new and improved pedestrian crossings at mid-block locations and key intersections, including Swan Street and Cremorne Street; Cremorne Street and Kelso Street; Church Street and Balmain / Cotter Streets.
- widening footpaths, enhanced by increased building setbacks, and crossings
- removal of clutter on footpaths and under-grounding of powerlines
- large canopy trees for shading and cooling
- installation of street furniture
- traffic calming and lowering of speed limits
- enhanced signage and connections.

Connections both inside and outside of the precinct will be made safer and easier through widened footpaths and improved lighting at the precinct's three railway underpasses at Balmain Street, Dunn Street and Green Street. Access to and across the Yarra River will also be easier and safer.

Some streets in Cremorne could be converted to shared zones where pedestrians, cyclists and vehicles share the road.

Safe convenient bike connections

Riding bicycles in Cremorne will be made safer and more attractive by expanding the existing network and providing dedicated bicycle infrastructure such as bicycle lanes and upgraded intersections (Figure 24).

Planning for Cremorne will facilitate the delivery of cycling infrastructure to fill the gaps in the local network to create a safer, more connected and convenient network for all users. Improvements to the cycling network will also help connect Cremorne to surrounding areas such as South Yarra and the rest of Richmond.

New development will include well designed bicycle parking and end of trip facilities to encourage workers to ride into Cremorne.

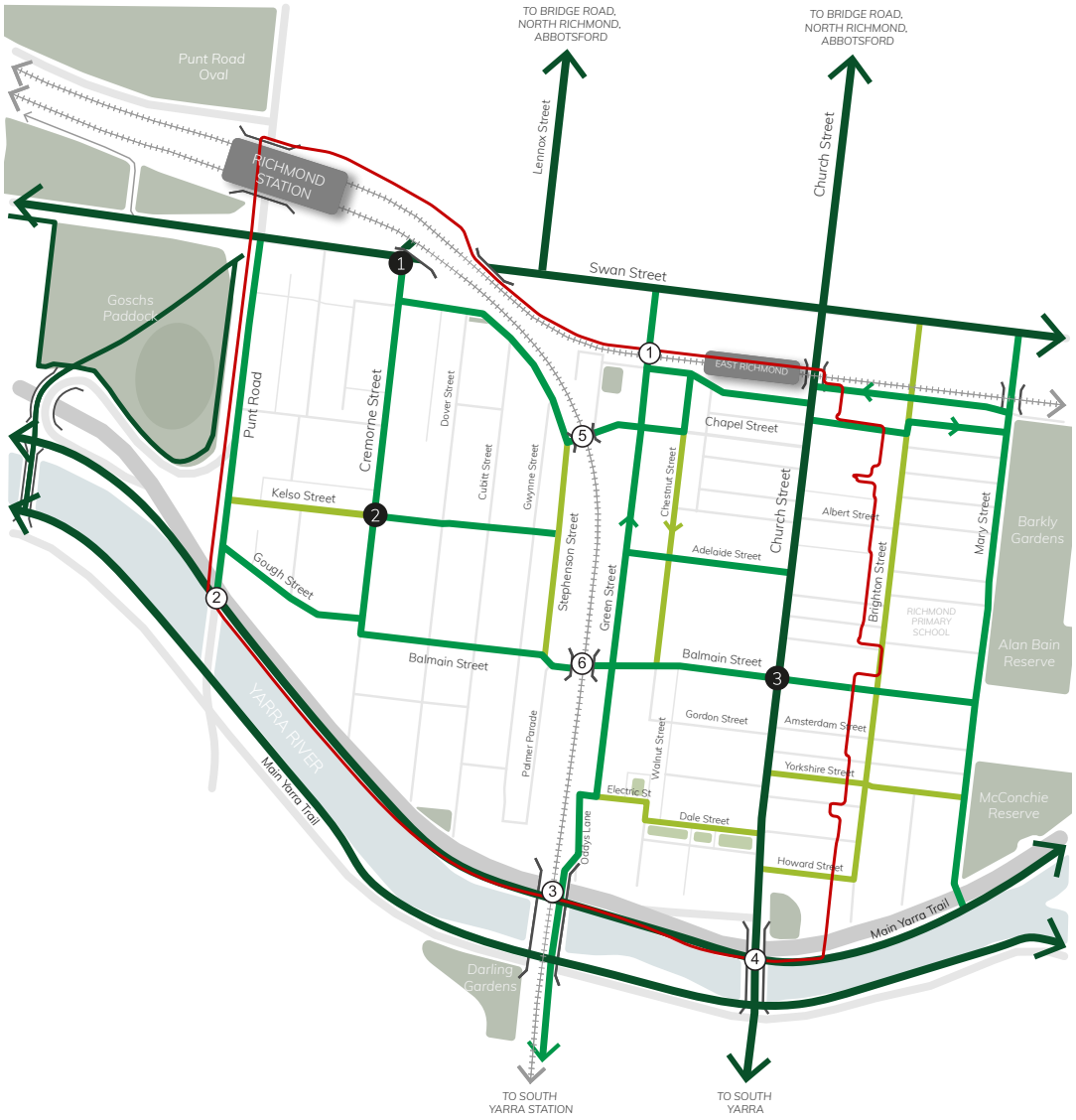
Dedicated or separated bicycle facilities will be provided on routes such as Church Street, Cremorne Street, Balmain Street and, Kelso Street.

They are critically important to not only improve cyclist safety, but they also have a significant impact on rider confidence and have a key role in encouraging more 'casual' riders to take up cycling.

On lower traffic volume and lower-speed roads, bikes will share the road with cars with appropriate supporting infrastructure.

Upgraded pedestrian and bicycle crossings at Punt Road and Church Street, an improved cycling and pedestrian crossing of the Yarra River at Oddys Lane will provide key linkages to outside of Cremorne.

To support the use of bicycles, on-street bicycle parking facilities will be provided throughout Cremorne to meet demand.



⟷ Strategic Cycling Corridors
— Primary route
— Neighbourhood route

Principal intersection upgrades
1. Cremorne Street and Swan Street
2. Cremorne Street and Kelso Street
3. Church Street and Balmain Street

Railway and River crossing upgrades
1. Green Street underpass
2. Punt Road CityLink underpass
3. Oddys Lane railway bridge
4. Church Street
5. Dunn Street underpass
6. Balmain Street underpass

Figure 24 - Cycling routes

Actions

3.2.1 Work with the Department of Transport and Planning and Yarra Trams to upgrade Church Street to improve footpaths, upgrade tram stops and provide dedicated bicycle lanes.

3.2.2 Upgrade the following streets to provide for improved pedestrian and cycling routes:

- Cremorne Street (between Swan Street and Balmain Street)
- Balmain Street and Cotter Street
- Kelso Street
- Gough Street
- Stephenson Street
- Green Street

3.2.3 Improve pedestrian and bicycle access via the:

- Green Street underpass (connecting to Swan Street and Lennox Street)
- Dunn Street underpass (a key east-west link in the northern part of Cremorne)
- Balmain Street underpass (a key east-west link across the precinct)
- Oddys Lane Railway Bridge (connecting to the Main Yarra Trail and South Yarra)
- Church Street Bridge (connecting to the Main Yarra Trail and South Yarra)
- Freeway underpass at Harcourt Parade near Punt Road (connecting to the Main Yarra Trail).

3.2.4 Work with Department of Transport and Planning, VicTrack, and the City of Stonnington to develop high quality and feasible options to connect Cremorne with South Yarra via an improved pedestrian and cycling bridge that is accessible for all.

Actions

3.2.5 Work with the City of Melbourne, Department of Transport and Planning, Melbourne and Olympic Parks Trust (state government) to provide walking and bike links to the Main Yarra Trail and north along Punt Road to Olympic Boulevard. This would require a new walking and cycling crossing of the Citylink Punt Road off-ramp where it connects with Punt Road.

3.2.6 Support development that provides new ground level links through the sites (particularly through the strategic sites) and shared road reserves, improving public amenity while still allowing access for servicing.

3.2.7 Install on-street bicycle parking along Church Street, Cremorne Street, Balmain Street, and other suitable locations where footpath widths allow.

3.2.8 Investigate opportunities for shared zones – where cars must give way to pedestrians and cyclists.

3.2.9 Investigate opportunities for additional pedestrian crossings (including mid block crossings) to improve the walkability of Cremorne's streets on:

- Balmain Street between the northern and southern parts of the Balmain Street Plaza
- Gough Street (at the intersection with Cremorne Street)
- Cremorne Street (south of Balmain Street)
- Balmain Street (at the intersection with Cremorne Street).

Objective 3.3 Improve public transport services and access to meet the needs of Cremorne's workers, residents and visitors.

Cremorne's workers, residents and visitors will easily access Cremorne by public transport. Access to the Richmond and East Richmond Station will be enhanced. The frequency and reliability of services will also be increased. Improved connections will be provided to the South Yarra Station via an improved pedestrian and cycle bridge link. New public spaces will be created around the stations and tram stops. Church Street tram stops will be accessible for all.

Actions

3.3.1 Advocate to the Department of Transport and Planning, to develop an agreed timeline for the redevelopment of Richmond Station as a key gateway to Cremorne and surrounding precincts. This includes improvements to the amenity around the station and access to and from the station.

3.3.2 Advocate to the Department of Transport and Planning, to:

- improve connectivity and legibility of East Richmond Station
- increase train services at East Richmond Station
- improve the amenity and access to East Richmond Station.

3.3.3 Advocate to the Department of Transport and Planning, for upgrades and implementation of accessible tram stops along Church Street (Route 78) to improve tram service access to the station and the immediate surrounds, enhancing the accessibility, safety, and amenity of the station precinct.

Objective 3.4 Reduce off-street car parking and increase bike parking requirements to promote more sustainable modes of transport.

Car parking

To achieve sustainable transport in Cremorne, private vehicle use will be managed in the precinct. The Cremorne Loop (Figure 23) sets out a local movement network that limits through vehicle movement and requires low speed limits to reduce conflicts between pedestrians, cyclists, public transport and vehicle movements.

The planning scheme controls the location and amount of parking spaces. Office car parking is a key generator of traffic in Cremorne. Office car parking generates two to three times more traffic movements on a per car space basis during peak hours than a residential car space. This demand occurs when public transport services are at their most frequent.

Recent statewide parking reforms have introduced new rates that apply to the City of Yarra. However, without further changes to the parking rate it is anticipated that the number of off-street office car parking spaces in Cremorne will continue to increase, further increasing reliance on vehicle use.

To reduce the provision of off-street car parking to promote more sustainable modes of transport, Council has identified changes to the parking rates in the Yarra Planning Scheme.



Image 29 - Off-street car parking

The proposal is to apply a maximum retail rate car parking rate of 1 space per 100sqm of leasable floor area. For office uses, the maximum rates are listed below in Table 1.

Land category	Proposed rate per 100sqm net floor area
Category 1	1
Category 2	1
Category 3	0.9
Category 4	0.45

Table 1 - Proposed maximum parking rates for office uses

This would mean that a permit would not be required for an application to reduce (including reducing to zero) the number of car parking spaces (as required under Clause 52.06-5 of the Yarra Planning Scheme). This change will help to protect Cremorne from an oversupply of parking which would generate more traffic.

Council had proposed to make changes to the parking rates through a separate planning scheme amendment – Amendment C281yara. However, to ensure a more comprehensive approach, the changes to the parking rates form part of a wider planning scheme amendment for Cremorne, incorporating updated planning policy and the proposed changes to the parking rates and new built form provisions.

Minor changes to align content with outcomes from July 2026 Council Meeting regarding Draft Amendment C318yara

Bicycle parking

Providing high-quality bicycle parking and end of trip facilities in new developments is a critical element in embedding sustainable transport modes, like cycling, in Cremorne.

Bicycle parking rates are set out in the planning scheme, however they do not meet current and potential demand in Cremorne. They also do not take account of scooters, electric scooters, electric bikes, and cargo bikes that are becoming increasingly popular.

Clause 18.02-2L Cycling includes a policy guideline that requires the provision of secure bicycle parking (including cargo bicycles) and end-of-trip facilities consistent with the Built Environment Sustainability Scorecard 'BESS' (Council Alliance for a Sustainable Built Environment). In Cremorne, these requirements should be considered as a minimum.

Higher provision is required to ensure Cremorne continues to develop as a leading environmentally sustainable precinct.

Actions

3.4.1	As part of a planning scheme amendment for Cremorne, introduce a Parking Overlay (PO3) to commercial land in Cremorne which introduces a maximum car parking rate for office and retail uses as specified in this UDF.
3.4.2	As a minimum, meet the bicycle parking provision rates and other requirements for bike parking and end of trips facilities set out in the Built Environment Sustainability Scorecard (BESS).



Theme 4: Spaces for people

A high quality public realm and sense of place will be created in Cremorne through its safe, green, pedestrian friendly streets and its integrated network of public spaces.

Challenges and opportunities

Cremorne's high-density urban environment means that the quality of its places and spaces are critical. Consultation from the CPIP process highlighted the community's desire for a greener Cremorne. Consultation also recognised more open space is required to cater for the needs of the growing community however, space is limited and opportunities for small and creative improvements to the public realm and open space must be maximised.

To enhance Cremorne's sense of place, economic success and liveability, Cremorne must have well designed places and spaces. This includes Cremorne's streets, laneways and public spaces.



Image 30 - Church Street Reserve

Exploring opportunities for public spaces

Increased land-use intensity and development activity in Cremorne has put pressure on its limited public open space. Cremorne's industrial past means it has little public open space. Cremorne's four areas of public open space - Stephenson Street Reserve, Charles Evans Reserve, White Street Park and the Church Street Park, total only 0.5 ha in area and offer a limited range of recreation uses. Privately owned, publicly accessible spaces such as Dale Street Reserve and Electric Street, supplement the broader network of public spaces. These spaces help to green Cremorne and provide space for sitting and enjoying.

New open space is needed to cater for the needs of the resident and growing worker community. Cremorne will require the development of a well considered and designed network of public spaces for all types of users. Given the lack of Council owned sites within the Precinct, State Government land should potentially play a key in delivering public benefits such as new open space. There is also the opportunity to collaborate with owners of large strategic sites in Cremorne and deliver new open space.

Planning for public spaces in Cremorne must consider high quality design, connections to the wider public open space network, provision of multi-functional spaces and creation of a green network which includes street planting.

Other large areas of open space within walking distance include - Gosch's Paddock, just west of Cremorne and Barkly Gardens, Alan Bain Reserve and McConchie Reserve to the east. However, access to these extensive open space areas is difficult with major barriers such as Church Street and Punt Road.

Stephenson Street Reserve (0.02 Ha) Located at the intersection of Stephenson and Dover Streets. It is a small linear grassed space with seating and established trees. Recently expanded and upgraded with new seating and landscaping.

Charles Evans Reserve (0.10 Ha)
Located off Cubitt Street, adjacent to a freeway sound wall. Largely in shadow and access to the reserve is difficult. Recently upgraded, it includes a playground, paths, seats and open grassy area.

White Street Reserve (0.11 Ha)
Located in the Cremorne Residential Precinct. Includes a playground, paths and seating. It is frequently used as a shortcut by people accessing the Green Street railway underpass.

Church Street Park (0.27 Ha)
Located at southern end of Church Street. Includes open lawn and platforms with views across to the Yarra River and a plaza incorporating seating, picnic and play areas.

Dale & Electric Street Reserve (0.37 Ha) (private)
Located within the 658 Church Street business park precinct. Privately owned. Provides passive green lawn areas for the surrounding commercial uses.

Barkly Gardens (2.67ha) (east)
First opened in 1867 as a public garden and retains many of its historical features. It has a playground, BBQ facilities and off leash areas for dogs.

Alan Bain Reserve (1.17ha) (east)
Adjoins Barkley Gardens and provides sportsfields.

McConchie Reserve (2.43 Ha) (east)
Located on Mary Street, adjoins CityLink. Provides access to the Main Yarra Trail and the Yarra River. Includes a playground and exercise equipment.

Gosch's Paddock (west – within the City of Melbourne) Forms part of the Sports and Entertainment Precinct. Accessible for public informal use when not in use for training purposes. Punt Road a major barrier to access from Cremorne.

Reconnecting with the Yarra River (Birrarung)

While Cremorne has been cut off from the Yarra River by Citylink, there is an opportunity to reconnect and improve access to the Yarra River frontage and Main Yarra Trail.

There are three critical access locations to the Main Yarra Trail; Punt Road, Oddys Lane and Church Street. At the western end of Cremorne, Citylink is elevated and the Main Yarra Trail is accessed by crossing a freeway entrance and the underpass of the freeway above. To the east, the Freeway is at river level and prevents at grade access to the Main Yarra Trail.

The Main Yarra Trail provides a pedestrian and cycling route along the river but the path is narrow and shared by pedestrians and cyclists. There are few places to stop and enjoy the river.

Accessing the Main Yarra Trail and crossing the Yarra River is challenging with level changes, limiting access for all and creating safety hazards. Two of the three bridges crossing the Yarra have stairs to the Main Yarra Trail.



Image 31 - Main Yarra Trail

Enhancing Cremorne's streets as people places

Cremorne has an intimate network of streets. Its streets are dominated by cars and characterised by narrow footpaths, a lack of trees and places to sit. Bridges and the elevated railway line also impact on pedestrian amenity and accessibility.

The network of streets will play a vital role in the public life of Cremorne, creating pedestrian and cycle links and setting the agenda of active transport modes over cars. The streets will accommodate trees and places to sit and rest.

Developing a sense of community

Placemaking is essential in establishing a strong connection between people and the places they share. Developing a sense of community is considered vital to creating thriving high density environments. It creates social connections, improves perceptions of safety and encourages participation in community life.

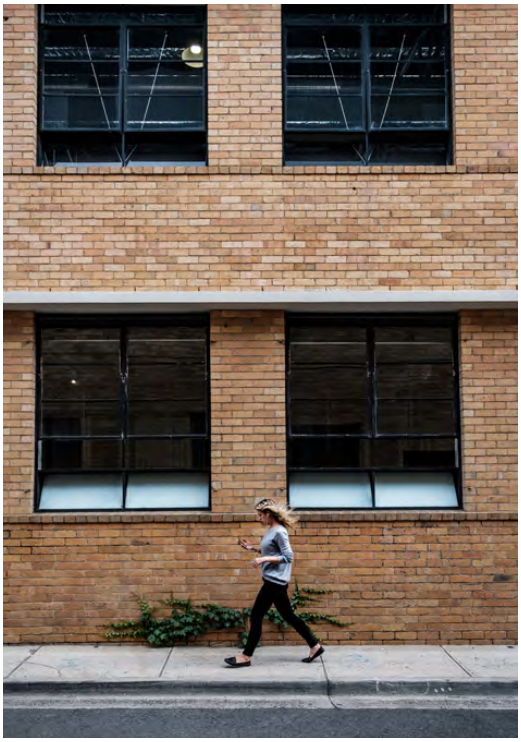


Image 32 - Opportunity for better pedestrian amenity



Image 33 - Balmain Street plaza

How are we addressing these issues?

The objectives and actions under this theme will help deliver the vision for Cremorne by:

- Creating a network of high quality public spaces in Cremorne. (Objective 4.1)
- Reconnecting Cremorne with Yarra River (Birrarung). (Objective 4.2)
- Redesigning Cremorne's streets as places for people. (Objective 4.3)
- Enhancing Cremorne Street and Church Street as key activity corridors in Cremorne. (Objective 4.4)
- Reimagining the Richmond Station and East Richmond Station key transport hubs. (Objective 4.5)
- Supporting local place making initiatives that activate and enrich Cremorne. (Objective 4.6)
- Protecting and interpreting Aboriginal cultural values and heritage in the design of Cremorne. (Objective 4.7)

Objective 4.1 Create a network of high quality public spaces in Cremorne.

The delivery of public spaces and creating a network of open spaces within Cremorne is crucial in planning for growth in Cremorne.

Improving the quality of existing open spaces

Given the value of land in Cremorne and its fine-grain subdivision pattern, upgrading and expanding existing open space is a practical and economical approach to providing better quality, multi-purpose open spaces.

Council has recently constructed and expanded three public spaces in recent years:

- Stephenson Street Reserve - a place for people to sit, relax and meet with friends
- corner of Gwynne Street and Stephenson Street - a place to pause and relax.
- Charles Evan Reserve - a place to sit and relax, walk your dog and have a barbecue.

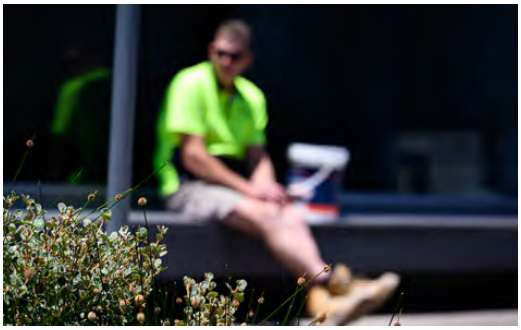


Image 34 - Spaces to sit and rest



Image 35 - White Street Park

The Yarra Open Space Strategy (2020) recommends updates to facilities to provide for a diverse range of users. Other spaces recommended for upgrades include the White Street Reserve.

Providing new open space within easy walking distance

Even with improvements to existing open space, there will still be major gaps in Cremorne's open space provision.

The Yarra Open Space Strategy identifies areas where additional open space is required for both the existing and forecast community. Seven locations are identified in Cremorne (refer to Figure 25):

1. Small Neighbourhood Open Space in the vicinity of the BKI site between Cremorne Street and Dover Street
2. Local Open Space between the railway and Church Street, north of Balmain
3. Small Local Open Space between Punt Road and Cremorne Street and north of Kelso Street
4. Small Local Open Space in the vicinity of Gough Street
5. Small Local Open Space south of Balmain Street between Cremorne Street and Cubitt Street
6. Small Local Open Space south of Balmain Street, between the railway and Church
7. Small Local Open Space in the vicinity of Swan Street and East Richmond Station.

Small Neighbourhood Open Space

Neighbourhood Open Space provides a diverse range of facilities that encourage people to spend time in and appeal to the local neighbourhood. Small Neighbourhood Open Spaces are smaller than Neighbourhood open space and provide some diversity of facilities for the local community within a 300m catchment.

- Minimum 0.5 to 0.99 Ha (within a 300m walking catchment)

Local & Small Local Open Spaces

Local and Small Local Open Spaces complement the larger reserves and provide smaller more intimate spaces within safe and easy walking distance of the local community.

- Local Open Space: Minimum 0.26 to 0.49 Ha (within a 200m walking catchment)
- Small Local Open Space: Minimum 0.03 to 0.25 Ha (within a 150m walking catchment)

Yarra Open Space Strategy (2020)

It is expected that new development will contribute to the provision of public open space in Cremorne. A contribution of land is preferred to a cash contribution in Cremorne.

State government land would also play a key role in delivering public spaces and open space. The Department of Education is one of the most significant landholders in Cremorne. This includes the BKI campus on Cremorne Street, which is approximately 1.4 ha in area with a mix of buildings and large at grade carparks. Other state government land surrounding Richmond and East Richmond Stations and the rail corridor (Green Street) also presents opportunities.

Other opportunities include:

- Undertaking further investigations and master planning of strategic sites in collaboration with landowners to deliver open space.
- Continuing to investigate opportunities to acquire larger land holdings and road closure opportunities where vehicle access is no longer required from a vehicular network perspective.

All new open space in Cremorne should be designed to provide a diversity of facilities and contribute to greening of the precinct and mitigation of the urban heat island effect.

Improving connections to surrounding open spaces

Given its location close to Gosch's Paddock to the west, parklands along the river to the west and south and Barkly Gardens, Alan Bain Reserve and McConchie Reserve to the east, Cremorne presents an opportunity to improve links to these nearby areas of public open space.

Green links will be developed on key east-west and north-south streets to link Cremorne with these spaces. The creation of green links will strengthen the visual links to these spaces and together with improved crossing at Punt Road and Church Street, will improve walkability.



Image 36 - Green Street north south link

Actions

4.1.1 Upgrade and maintain existing open spaces, such as the White Street Reserve, to include exercise equipment and picnic facilities to improve the character and diversity of age groups that can use the reserve.

4.1.2 Deliver new open spaces, including those identified in the Yarra Open Space Strategy for the existing and forecast community:

1. Small Neighbourhood Open Space in the vicinity of the BKI site between Cremorne Street and Dover Street
2. Local Open Space between the railway and Church Street, north of Balmain Street
3. Small Local Open Space between Punt Road and Cremorne Street and north of Kelso Street
4. Small Local Open Space in the vicinity of Gough Street
5. Small Local Open Space south of Balmain Street between Cremorne Street and Cubitt Street
6. Small Local Open Space south of Balmain Street, between the railway and Church Street
7. Small Local Open Space in the vicinity of Swan Street and East Richmond Station.

4.1.3 Request and preference land contributions for public open space (in lieu of cash payments) on large development parcels, where possible.

4.1.4 Develop masterplans to identify and deliver potential open space on strategic sites.

Actions

4.1.5 Investigate opportunities to deliver public space on Government owned sites surrounding Richmond Station, East Richmond Station and Green Street along the railway line and on the BKI campus.

4.1.6 Rezone recently expanded, existing and proposed new public open spaces to Public Park and Recreation Zone (PPRZ), including but not limited the White Street Reserve.

4.1.7 Develop green links along:

- Stephenson Street to connect Balmain Street to Cremorne Street and pocket plazas
- Kelso Street to connect to an improved crossing at Punt Road and Gosch's Paddock
- Balmain and Cotter Streets to the Barkly Gardens, Alan Bain Reserve and McConchie Reserve
- Green Street / Oddys Lane to enhance the physical connection to the river.

Objective 4.2 Reconnect Cremorne with Yarra River (Birrarung).

Accessing and enjoying Birrarung

Historically Cremorne has had a strong relationship with the Yarra River as part of the traditional lands and waters of the Wurundjeri Woi-wurrung people. In the 1850s, it became a location for large residences and parklands and following that, industry. In the 1970s, Cremorne was further cut off from the river through the construction of the Monash Freeway (now Citylink).

The City of Melbourne's *Greenline Implementation Plan - A Vision for the North Bank (December 2021)* seeks to 'transform the river's north bank into a reinvigorated and inspiring public waterfront.' Working with Parks Victoria, the Government agency responsible for the Main Yarra Trail, the focus on the river would continue in Cremorne. Along the river itself opportunities include:

- Widening the Main Yarra Trail to provide separated space for pedestrians and cyclists (commuter and recreational).
- Creating new spaces such as viewing platforms and expanded decking along the Main Yarra Trail to provide places for rest, experience the river and enjoy views of bridges, landmarks signs and the city skyline.
- Reimagine the Cremorne underpass (on the southern side of Harcourt Parade) as an urban space which provides access to the river, amenities such as seating and opportunities for active recreation.



Image 37 - Oddys Lane opportunity for a new green link

Connections between the river and Cremorne would be improved, as well. Physical barriers will be reduced and wayfinding enhanced with safety and inclusivity prioritised.

Access to the Main Yarra Trail and river would be enhanced by:

- Improving the design of Harcourt Parade to reduce speeds onto the Freeway to improve pedestrian and cyclist safety (subject to Department of Transport and Planning approval).
- Providing alternative options that enhance access for all to the Main Yarra Trail from the Church Street Bridge and Cremorne Railway Bridge (Oddys Lane).
- Creating a green link along the Green Street / Oddys Lane to enhance the physical connection to the river.

Reconnecting Cremorne with the river also provides opportunities to collaborate with Traditional Owner groups to help tell the living cultural heritage of the Wurundjeri Woi-wurrung people and their connection to the river.

Actions	
4.2.1	Activate the Cremorne underpass near Punt Road (managed by CityLink) by improving links to the Yarra River, providing amenities such as seating and investigating options for active recreation.
4.2.2	Improve access from Oddys Lane and the Church Street Bridge to the Main Yarra Trail to ensure universal access to the river and an environment that safely caters for everyone.
4.2.3	Work with Parks Victoria to investigate opportunities to: • widen the Main Yarra Trail to allow for more separation between walking and cycling • create spaces to sit, view and enjoy the river at key locations along the river and the Main Yarra Trail.

Objective 4.3 Create a network of streets and spaces for people.

Making Cremorne's streets people friendly

The UDF aims to create welcoming places that cater for all members of the community. The plan is based around the principle that streets should be designed as places and not just thoroughfares.

Over time the redesign of streetscapes in Cremorne will create people-oriented streets that:

- are safe and easy to get around on foot or on a bike
- enhance shade trees and greenery
- create welcoming places for people to meet, rest and play.

This will include the creation of new pocket plazas or people places incorporating seating and shade. Other improvements to specific streets, laneways and the public realm are identified in Theme 3: Accessible and Connected Cremorne.



Image 38 - Lack of spaces to sit along streets



Image 39 - Church Street outdoor dining

Ensuring new development contributes to the public realm

The design of buildings and the interface with the street plays a large role in contributing to the creation of a comfortable and engaging public realm.

New developments will need to achieve quality streetscape outcomes by ensuring they protect sunlight (solar access) to key footpaths, minimise the impact of building services and car parking on pedestrian and cycle routes and create lively and interesting ground floors, entrances to buildings and façades (see Theme 5: Quality design that builds on Cremorne's precinct identity).

Making it easier to find your way around

Great precincts are also easy to navigate. Elements that improve way finding can include physical elements such as urban design, architecture, landmarks, lighting, footpaths, landscaping and signage. These elements work together to improve people's experience, save journey times and encourage walking and cycling.

The redesign of streetscapes and intersections will be supported by clear and consistent way finding and signage that enhances legibility to key destinations such as the BKI campus, surrounding open space network and public transport hubs.

The *Wayfound Victoria Guidelines 2020*, published by the Melbourne Visitor Signage Committee and adopted by the Council, provides guidance and technical information for signage. These guidelines would be used to help design and place new directional signage.

Actions	
4.3.1	Develop streetscape guidelines to enable developers to contribute to improving the public realm adjacent to their development, including infrastructure and streetscape upgrades.
4.3.2	Work with service providers and landowners, especially on sites with large frontages, to underground powerlines to improve footpath access for pedestrians and users with limited mobility.
4.3.3	Identify opportunities for small spaces and pocket plazas, including: • Balmain Street Plaza (west of the underpass) • Balmain Street (east of the underpass adjoining the Cremorne Digital Hub) • south west corner of Swan Street and Cremorne Street.
4.3.4	Implement Wayfound Victoria Guidelines in the design and installation of signage in Cremorne to improve the consistency, reliability and integration of direction and information signs.

Objective 4.4 Enhance Cremorne Street and Church Street as key activity corridors in Cremorne.

Church Street – Key Activity Spine

Church Street is the retail and commercial corridor of the precinct with a mix of offices, company headquarters, showrooms, retail and cafes, connecting North Richmond to South Yarra (Chapel Street) via the Church Street Bridge. It is a major public transport and strategic cycling corridor and an arterial road managed by DTP.

Church Street will become a vibrant, active street that prioritises walking, cycling and public transport. It will feature:

- widened footpaths, seating and canopy tree planting
- high frequency tram services
- accessible tram stops/platforms providing seamless movement from footpath to public transport stops supported by infrastructure and signalling
- dedicated cycle infrastructure
- several key east-west streets will be enhanced as links to open space and other parts of Cremorne with planting, wider footpaths and on-road bike routes
- Balmain / Cotter and Church Street intersection will be redesigned to enhance sustainable transport options.



Image 40 - Church Street

Cremorne Street – Heart of Cremorne

Cremorne Street will form the heart of the Cremorne Enterprise Precinct with a diverse mix of global and local creative and innovative businesses.

Cremorne Street will become a leafy pedestrian and cycle friendly spine, enhanced by:

- slowed traffic speeds and minimisation of through traffic (refer Theme 3: Connected and Accessible Cremorne)
- providing on-road bike routes
- improving footpath widths through kerb outstands and building setbacks on larger sites
- planting canopy trees and other vegetation
- enhancing street lighting
- spaces for sitting / resting and meeting.

It will also provide the entrance to the reinvigorated BKI campus which would become a creative and digital education and community hub for the Enterprise Precinct.



Image 41 - Cremorne Street

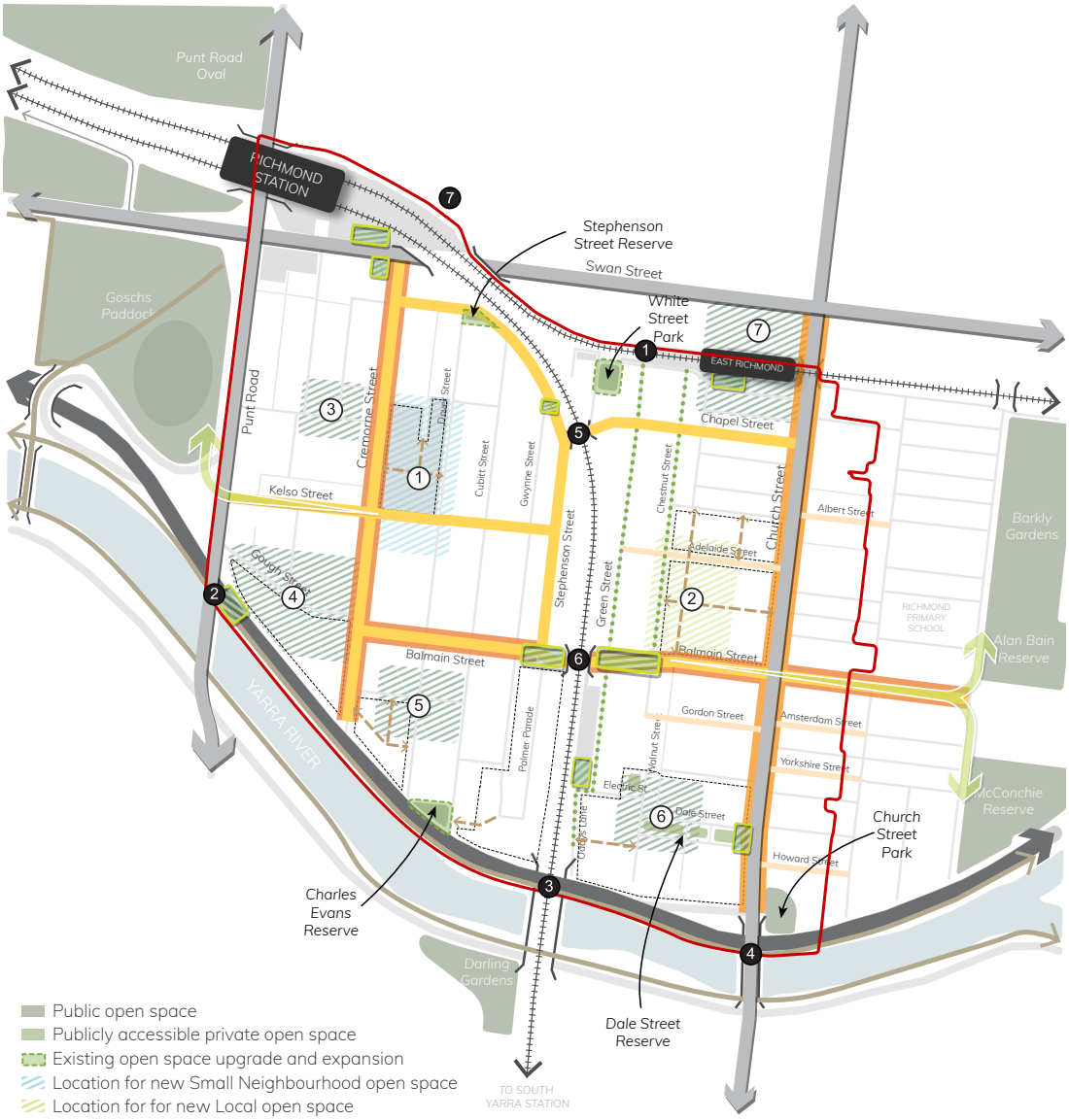
Actions

4.4.1 Work with the Department of Transport and Planning to prepare a streetscape master plan for Church Street to guide future streetscape improvements. A master plan will guide the design and delivery of streetscape upgrades along the street. It will identify capital works projects and set out the materials palette and guidelines for implementing any streetscape upgrades.
Opportunities include:

- improving the functionality, accessibility and safety of pedestrian environment along Church Street
- providing accessible tram stops
- providing design initiatives for outdoor trading
- enhanced and safe cycle routes
- improving accessibility and amenity of the East Richmond Station area (refer to Objective 4.5)
- exploring opportunities and preparing concept designs for potential new kerb outstands and east-west links (including Albert Street, Adelaide Street, Amsterdam Street, Gordon Street, Yorkshire Street and Howard Street).

4.4.2 Prepare a streetscape master plan for Cremorne Street to guide future streetscape improvements.
Opportunities include:

- working with BKI to improve interfaces to the street, connections through the site and new open space (refer to Objective 1.4)
- improving the functionality, accessibility and safety of pedestrian environment along Cremorne Street
- improving cycle facilities along the street
- reducing through traffic
- improving connections to Richmond Station (refer to Objective 4.5).



- Public open space
- Publicly accessible private open space
- Existing open space upgrade and expansion
- Location for new Small Neighbourhood open space
- Location for for new Local open space
- Location for for new Small Local open space
- Public space opportunity or upgrade
- Improve connection to surrounding open space
- Government land
- Strategic sites
- Local circulation (street re-design)
- Activity spine
- East West links
- Strategic Cycling Corridors (shared trails)

Railway and river crossing upgrades

1. Green Street underpass
2. Punt Road CityLink underpass
3. Oddys Lane railway bridge
4. Church Street
5. Dunn Street underpass
6. Balmain Street underpass
7. New Swan Street railway underpass

Potential open space locations

1. *Small Neighbourhood Open Space in the vicinity of the BKI site between Cremorne Street and Dover Street*
2. *Local Open Space between the railway and Church Street, north of Balmain Street*
3. *Small Local Open Space between Punt Road and Cremorne Street and north of Kelso Street*
4. *Small Local Open Space in the vicinity of Gough Street*
5. *Small Local Open Space south of Balmain Street between Cremorne Street and Cubitt Street*
6. *Small Local Open Space south of Balmain Street, between the railway and Church Street*
7. *Small Local Open Space in the vicinity of Swan Street and East Richmond Station*

Figure 25 - Open space and public realm framework

Objective 4.5 Reimagine the Richmond and East Richmond Station transport hubs.

Accessibility is a key success factor for the Cremorne Enterprise Precinct and its retail and residential areas. Richmond Station and East Richmond Station, on the northern boundaries of Cremorne, are integral to its success. Both provide public transport interchanges with access to tram routes and bus routes, in the case of Richmond Station.

Train stations are key public spaces and piece of infrastructure for the community. They are natural gathering points. A key outcome for both stations is improved access and facilities for commuters and the community, with areas to relax and socialise.

Richmond Station - major gateway to Cremorne

Richmond Station is a major regional transport interchange. It forms the gateway to Richmond, the Sports and Entertainment Precinct and Cremorne. The station serves a significant volume of people attending major events in the Sports and Entertainment Precinct, the local resident and worker population of Cremorne and, Richmond and people changing lines or swapping to trains and buses.

There is significant opportunity to improve public transport access and amenity of the station and area around it.

It will be easier to get to the station via the redesigned Cremorne Street and improved crossings at Swan Street.



Image 42 - Richmond Station Swan Street

Council will advocate to State Government for new public open space to be created on government land at the south-west corner of Cremorne and Swan Streets.

A new public space and much needed widened footpaths would be located on the northern side of street on the triangular land next to the station entrances to frame the entrance to the station and provide more space for seating and improved amenity.

The Swan Street railway bridge would be enhanced through public realm improvements (refer to the Swan Street Streetscape Master Plan). A new bike and pedestrian connection under the elevated railway lines would link to Stewart Place and the north.



Image 43 - East Richmond Station platform

A revitalised East Richmond Station

The northern end of Church Street is focussed around the East Richmond Station. Access to the station is poor and is via laneways, ramps and underpasses. There is poor directional signage and low amenity and perception of safety, particularly at night. The station has no presence on Swan Street or Church Street. The area around the station is dominated by vehicular traffic and car parking – with little facilities for pedestrians or welcoming public space.

East Richmond Station would be enhanced by improved access to the station from Swan Street by turning Green Street, Railway Place and Shakespeare Place into pedestrian priority zones.

This would entail the creation of a larger station forecourt and civic space in the existing car parking spaces on the northern side of the railway line (refer to the Swan Street Streetscape Master Plan).

From Cremorne, access would also be improved via the Green Street underpass with improved sightlines and lighting. Importantly the East Richmond Station would be redesigned with a new station building on Church Street.

Actions

4.5.1 Engage with Department of Transport and Planning and VicTrack in future master planning for the redevelopment of the Richmond Station Precinct. Advocate for measures to improve the arrival experience and amenity of Richmond Station, including:

- implementing the Richmond Station Railway Bridge Gateway (refer to Swan Street Streetscape Masterplan)
- upgrade the pedestrian crossing and provide public spaces at Swan and Cremorne Street intersection
- maintaining the pedestrian link to Stephenson Street along the railway corridor
- re-purposing underutilised land for public space and extended footpaths.

4.5.2 Work with Department of Transport and Planning and VicTrack to improve access and amenity at East Richmond Station, including:

- implementing the Swan Street Streetscape Master Plan project to enhance the East Richmond Railway Station Forecourt on the northern side of the railway line
- exploring opportunities to increase the presence of the station at street level on Church Street
- improving pedestrian and cyclist access from the south of the station, including improving the amenity of the Green Street underpass, pedestrian access and car parking off Railway Crescent
- increasing the frequency of services stopping at East Richmond Station.

Objective 4.6 Support local place making initiatives that activate and enrich Cremorne.

Council's Place Making Framework (March 2022) identifies Cremorne (west of Church Street), Swan Street and Church Street as priority places for place making.

Place making includes:

- 'Hard' place making - physical infrastructure such as public realm improvements and public spaces, tree planting, traffic management treatments, new open spaces and improvements to existing open spaces.
- 'Soft' place making - activations and place management, community events, pop-up and temporary or trial installations, street parties, place management and curation.



Image 44 - Walnut Street shared zone

Cremorne has a well-organised community with several groups undertaking place making initiatives to improve Cremorne's quality of place, including temporary art installations and heritage interpretation, wayfinding, pop up spaces and street festivals. These community initiatives activate public spaces and contribute to vibrant spaces that people love.

Place making provides the opportunity to enhance the sense of place and build community pride and connectivity by ensuring the local community is engaged in place making projects.

Cremorne is characterised by its quirky public art. Public art, integrated into public spaces and places, reflects Cremorne's creative businesses and community. It transforms public spaces and can expresses Cremorne's unique history, meaning and future of its location, its people and their stories.

Public art in Cremorne could include murals and projections, integrated artworks, and the use of smart technologies to activate and enhance the community experience.

This could be in the form of:

- Council / community funded works
- public art incorporated into State Government led infrastructure projects
- public artworks, delivered as part of private developments.



Image 45 - Murals form part of Cremorne's identity

Actions	
4.6.1	Support the community in place making through engaging on key projects and collaborating on activations and other initiatives in Cremorne.
4.6.2	Support public art that celebrates and enhances Cremorne's history and identity by: • embedding public art into open space, public realm and infrastructure projects. • encouraging and facilitating opportunities for public art to be commissioned in the private realm.

Listed collaboration with Traditional Owners first in the design and management of open space

Objective 4.7 Protect and interpret Aboriginal cultural values and heritage in the design of Cremorne.

The area now known as the City of Yarra stands on the traditional lands and waters of the Wurundjeri Woi-wurrung people. Their connection to Country extends back more than 60,000 years.

While links to Cremorne's Traditional Owners have been diminished through post-colonisation development, there is an opportunity to restore some of these links through recognition and interpretation of Aboriginal cultural values in Cremorne.

Collaboration with Traditional Owners and engagement with the development industry, community and other stakeholders will provide opportunities to embed Caring for Country principles in the design and management of open spaces. For example, the recognition of the natural landscape such as the series of billabongs that were located along the river also provides an opportunity to embed the relationship to Country. Opportunities for the Aboriginal naming of streets, parks and community infrastructure will be encouraged.

Actions	
4.7.1	In consultation with Traditional Owners (the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation), support opportunities to embed Aboriginal language, design and names in interpretive signage, streets, parks and public buildings.
4.7.2	In consultation with Traditional Owners (the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation), recognise the presence of former billabongs and water courses in Cremorne (especially at the southern end of Cremorne Street) through landscape treatments, including planting and public art.

Minor changes to specify the Traditional Owners in Yarra are the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and aligned action with Yarra's Climate Emergency Action Plan.

Theme 5: Quality design that builds on Cremorne's precinct identity

High-quality built form outcomes will help deliver on the vision for Cremorne. New development will respond to Cremorne's character and the surrounding context, contribute to the public realm and enhance heritage buildings in Cremorne.

Challenges and opportunities

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. Older building stock is being replaced with contemporary office buildings of varying quality. Emerging development issues include:

- ground floors which are dominated by entrances to car parks and building services
- extensive glazing which limits the opportunity to engage with the street
- buildings built to the front boundary that provide little space around building entrances for standing, waiting or sitting. This is exacerbated by narrow and cluttered footpaths
- development that visually dominates and overshadows the street
- large commercial floor plates which create big bulky buildings
- poor internal amenity outcomes
- development outcomes which make it difficult for neighbouring sites to develop
- the lack of built form guidelines addressing residential amenity and managing differing scales of development.

Land in Cremorne includes areas of cultural heritage sensitivity, such as the Yarra River (Birrarung). All development must adhere to the *Aboriginal Heritage Act 2006*.

Added that all development must comply with the Aboriginal Heritage Act 2006 in response to the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

Retaining the character of Cremorne

The urban character of Cremorne is diverse and interesting. Layers of history are evident in its mix of industrial warehouses, large institutions, rows of old workers' cottages, Victorian terraces and contemporary office buildings.

Along with its heritage buildings, there are a number of 'character' buildings that are dotted throughout Cremorne. They include single storey brick factories/warehouses which contribute to the intimate and mixed character of Cremorne. In addition to contributing to the sense of place and people's appreciation of the precinct, heritage and character buildings are attractive settings for businesses.

Cremorne is also home to the Nylex Sign, which is included on the Victorian Heritage Register (VHR) (Richmond Maltings, Gough Street). Views to the Nylex sign is important to reinforce a sense of place, retain important historic reference points and enrich the experience of residents and visitors within Cremorne and the broader municipality.



Image 46 - Church Street corner pub (character building)

Changes have been made to Theme 5 to align with Council resolution from Amendment C318yara



Image 47 - Human scale along Green Street

Creating planning controls to guide future development

The increased number of developments, emerging scale and absence of clear directions to guide Cremorne's future character, has reinforced the need for new built form controls. The existing planning controls within Cremorne's commercial precincts mainly manage the use of land.

New controls are proposed for Cremorne's commercial precincts to manage the scale and design of development of land and provide clarity and certainty for landowners, Council and the community. The new built form controls aim to balance the need to accommodate employment growth while protecting heritage fabric, enhancing the public realm and managing amenity impacts.

The built form recommendations will be implemented through new schedules to the Design and Development Overlay (DDO). The DDO is a planning tool that is applied to areas which need specific requirements to guide the built form and design of new development. DDOs set requirements for the height, form and the general design of buildings.

DDOs are proposed to apply to the three commercial precincts where significant development is occurring - Cremorne West Precinct, Railway Precinct and Church Street Precinct. Additional work will be undertaken to develop specific controls to guide development on the seven identified strategic sites (refer to Objective 5.5).

No changes are proposed to the residential precincts in the NRZ and the GRZ. These areas are already covered by existing planning controls that manage development.

DDOs can include built form and design requirements that are mandatory or preferred (discretionary). A mandatory requirement is a requirement that must be met with no opportunity to vary it. A discretionary (or preferred) requirement provides for some flexibility in how the required outcome is achieved. In the City of Yarra, most DDOs contain a mix of both. In Cremorne, most of the built form controls are proposed as 'preferred'. Controls to protect view lines and the overshadowing of footpaths are proposed to be mandatory.



Image 48 - Ground floor activity

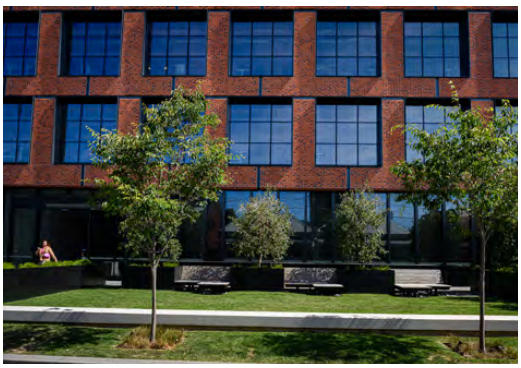


Image 49 - Landscaped setbacks on Blanche Street

Approach to built form

The proposed future built form sees taller mid-rise development on the precinct's main spines and the core areas of the commercial precincts. Heights are lower on narrow streets and also transition down in height to existing residential areas.

Mid-rise development in the majority of the three commercial precincts will allow for increased development capacity while reinforcing the existing urban structure (the fine grain street network and narrow sites mixed with larger sites). Taller development will be encouraged in parts of Cremorne where there are less constraints e.g. along wider streets such as Church Street and adjacent to the elevated railway corridor.

Careful consideration has also been given to maintaining the prominence and visibility of heritage features and limiting the impact of overshadowing on important footpaths and public open space.

Vision statements have been developed for the Cremorne West, Railway and Church Street commercial precincts (refer to Part 3: Precincts). These statements not only describe the future built form but also how streets will be redesigned, identify new open space opportunities and the type of land uses that might be expected. The new built form controls will allow developments to respond to, reinforce and strengthen this character, while providing opportunities for innovation and great design on a site-by-site basis.

How are we addressing these issues?

The objectives and actions under this theme will help deliver the vision for Cremorne by:

- Creating a comfortable and engaging public realm. (Objective 5.1)
- Delivering high-quality sustainable buildings. (Objective 5.2)
- Ensuring the scale and form of buildings respond to their context. (Objective 5.3)
- Showcasing Cremorne's diverse heritage. (Objective 5.4)
- Creating blueprints for the redevelopment of strategic sites. (Objective 5.5)

Objective 5.1 Create a comfortable and engaging public realm.

The street interface has the most significant impact on the quality of the public realm as it is the most visible part of the building from the public realm.

Opportunities to enhance the public realm

Development sites provide an opportunity to create ground floor setbacks to create a transition between the public realm (i.e. the street) and the private realm (i.e. the building). These transition areas could be used for landscaping, seating, outdoor dining, bicycle parking to create attractive and usable spaces.

Creating well designed buildings at street level

Active frontages are crucial to add interest, vitality and safety to streets, while helping to encourage walking. This means building frontages should have openings (frequent doors and windows), articulated façades and limited blank walls. Internal uses should be visible from the street.



Image 50 - Inset building entrances



Image 51 - Chamfered building corners

The ground floor of buildings should minimise the impact of inactive uses such as car parking and servicing, especially on sites with narrow frontages.

Where possible vehicle access and servicing should be provided from existing or proposed laneways rather than main streets. Any car parking within buildings should not be visible from the street.

Proposed changes to the maximum car parking rate for office developments will help reduce the need for car parking in developments and have a positive impact on the design of many developments.

Retaining solar access to key footpaths and open space

Solar access to the footpaths of key streets will be maximised to ensure streets are comfortable, sunny public spaces that encourage people to meet and linger. Streets that have been identified for controls over solar access are Balmain Street, Cremorne Street and Church Street. These streets support a higher concentration of shops and cafes and are key connector streets for public transport, walking and cycling. These controls are proposed as mandatory.

The solar access controls have informed the street wall and maximum building heights on sites adjoining the key pedestrian streets (Cremorne Street, Balmain Street and Church Street).

The UDF also seeks to protect existing public spaces from additional overshadowing. The majority of these locations are within low-rise residential areas and will not be overshadowed.

Design objectives

- To provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.
- To ensure new development enhances the public realm and contributes to a network of pedestrian friendly streets.
- To retain solar access to the footpaths along Church Street, Cremorne Street and Balmain Street.
- To prevent overshadowing of existing public open space.
- To minimise the negative impacts of servicing and car parking on the public realm.
- To minimise adverse wind effects caused by buildings in the public realm.

Recommendations

Active street frontages

- Break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the facade.
- Provide a high level of design detail at the ground floor and lower levels of buildings.
- Provide well-designed entrance spaces to buildings that create a transition between the public and private realm and encourage activity to occur at the street interface.

Building setbacks

- Expand the public realm through inset building entrances and integrated seating (where determined appropriate).
- On the western side of Cremorne Street, between Swan Street and Gough Street, apply a mandatory minimum 3m front setback (whole of building to be set back).
- On the eastern side of Cremorne Street, between Swan Street and Balmain Street, apply a mandatory minimum 1.5m ground floor setback (ground floor of building to be set back). On larger sites, a greater front setback (whole of building) is expected.
- Elsewhere in Cremorne, where heritage is not a constraint, sites should provide ground level setbacks to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bicycle parking or landscaping. Where an adjacent site has provided ground level setbacks, a development should provide similar setback to achieve a consistent approach along a street frontage.
- Only weather protection and awnings may encroach into a front / ground floor setback.
- Provide chamfered building corners at intersections (where appropriate) to create additional public space at points of pedestrian congestion.



Image 52 - Setbacks repurposed for recreation



Image 53 - Minimise overshadowing of the footpath

Solar access/overshadowing

- Ensure no additional overshadowing of the eastern and western footpaths of Cremorne Street and Church Street between 10am and 2pm at the spring equinox (September 22) for a minimum of 3 hours.
- On Balmain Street, ensure no additional overshadowing of the following locations between 10am and 2pm at the spring equinox (September 22):
  - southern footpath on Balmain Street, east of the underpass
  - the southern portion of the Balmain Street Plaza
  - front gardens of dwellings on the southern side of Balmain Street between Cremorne Street and Gwynne Street.
- Ensure there is no additional overshadowing of existing public spaces at the spring equinox (22 September) between 10am and 2pm.
- In locations where new public open space is identified (refer to Figure 25 in Theme 4) adjoining development should consider how building heights and massing would minimise additional overshadowing of any potential public open space.

Wind impacts

- Deliver comfortable wind conditions within the public realm.
- Development proposals for buildings over 15 metres in height will be required to be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.

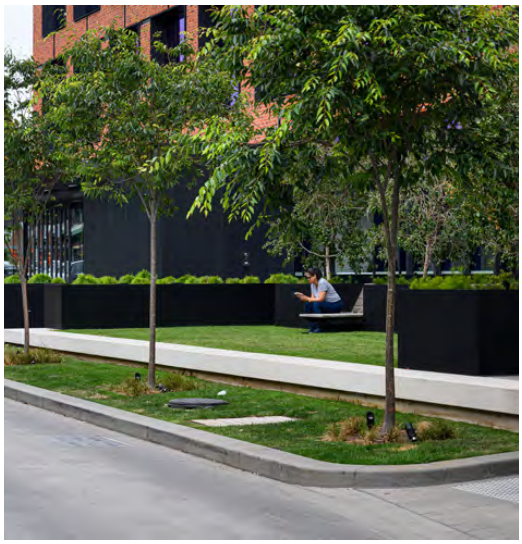


Image 54 - Street setbacks in Blanche Street

Content on overshadowing of Balmain Street Plaza has been updated to align with Council resolution on Amendment C318yara

Access, parking and loading

- Design vehicle ingress and egress into development, including loading facilities, to limit potential conflict between vehicle movements, pedestrians and designated bicycle routes.
- Locate any car parking within a basement or concealed from the public realm.
- Avoid separate entries for car parking entries and loading bays.

Building Services

- Building services should not be visible on primary building façades, occupy less than 40% of the ground floor area of the site, and be integrated into the overall design of the building.
- Services should occupy a minimal proportion of any facade including the primary facade, if it is not possible to locate them elsewhere.
- Sub-stations to be located below ground and accessed from accessways or located off the primary street (where possible).

Laneways

- Provide additional ground floor setbacks to increase the width of existing laneways and streets to a minimum of 6.1m where a property extends the full length of the laneway or street.
- Where access is required from streets/ laneways of 6m 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.
- Enhance the amenity and safety of laneways that provide pedestrian and vehicular access to buildings.



Image 55 - Parking impacts the quality of the street

Actions

5.1.1 Prepare a planning scheme amendment to introduce and implement the built form recommendations for Cremorne West, Railway and Church Street Precincts: Including:

- Active street frontages
- Building setbacks
- Solar access/overshadowing
- Wind impacts
- Access, parking and loading
- Building services
- Laneways.

Objective 5.2 Deliver high-quality sustainable buildings.

Delivering sustainable office environments is integral if Cremorne is to continue to attract progressive businesses. Sustainable, high-quality building design leads to reductions in energy costs and healthier workplace environments.

Delivering high-quality sustainable buildings requires sustainability to be treated as integral to the design of buildings rather than as a last-minute addition.

Sustainable buildings will be addressed through the implementation of Council's existing Environmentally Sustainable Development policy and any new standards approved as part of the Elevating Environmental Standards planning scheme amendment (see Theme 2: A leading sustainable and climate resilient precinct).

Adaptable buildings

Buildings that are designed to be flexible in use are more sustainable in the way they can adapted over time. The ability to create workspaces of different sizes, types and costs can meet different needs and respond to change. Car parks should also be designed to facilitate conversion to other uses.

Building separation

Adequate building separation distances are required to ensure that good levels of daylight and sunlight enters buildings. It also ensures that an outlook is provided from within buildings to connect occupants to the outside world and that privacy between neighbouring buildings is managed.

Building separation is also important to provide development equity and ensure the development of one site does not prevent the development of a well-designed building on the adjacent site.

The proposed built form controls require that buildings on sites with frontages of 20m or greater should be set back from side and rear boundaries. Buildings on narrow sites may be built to the boundary in some circumstances where they avoid creating blank unarticulated walls and a continuous wall of buildings.

Where buildings are constructed / partially to the boundary, visible side walls should be well designed and articulated to avoid sheer blank pre-cast walls.

Design objectives

- To ensure buildings are well spaced and sited to provide equitable access to an outlook and good daylight.
- To avoid sheer unarticulated pre-cast walls.
- To develop buildings which are flexible and adaptable.
- To achieve optimal thermal comfort, including through natural ventilation, high performance insulation and the integration of green infrastructure.
- To encourage active transport through the provision of facilities for cyclists and pedestrians.

Recommendations

Sustainable buildings

- Achieve net zero carbon emissions.
- Maximise access to daylight through windows, lightwells, shallow floor plates, adequate floor to ceiling heights and building separation.
- Provide sustainable design features to address water management, solar access and innovative energy saving initiatives.
- Minimise the impact of development on solar access to adjacent solar panels.
- Design facades that are responsive to orientation to achieve optimal thermal comfort.
- Achieve a high standard of internal amenity within the development.

- Ensure development appropriately considers the amenity impacts on neighbouring development.
- Provide access to balconies, terraces and courtyards to enhance amenity for building occupants and provide opportunities for greening.

Adaptable buildings

- Ensure floor-to-ceiling heights are capable of accomdating a range of uses over time.
- Enable subdivision of floor plates into smaller tenancies over time in response to evolving work patterns.
- Enable the conversation of car parking to other uses over time.

Building separation

- Ensure buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.
- Buildings may be constructed to the boundary wall to a height of 8m (two storeys) above the street wall height.
- For sites with a frontage of less than 20m, development above the boundary wall height may be built to the boundary, limited to one side (see Table 2).
- For sites with a frontage of 20m, or greater, buildings should achieve the separation distances outlined in Table 2.
- Where a site adjoins an existing blank boundary wall, development may be constructed on that boundary to the height of that existing wall.
- Where development is proposed on the boundary above the boundary wall height, it should:
  - be well articulated if visible from the street;
  - not extend the full length of the boundary; and
  - not result in a continuous wall of buildings when viewed from the street.
- For sites with multiple buildings, refer to the separation distance in Table 2.

Pedestrian entrances and bike parking

Maximum height of the building	Minimum setback from boundary or laneway centreline	Minimum building separation where there are multiple buildings on a site
1-3 levels above the specified maximum boundary wall height	3m	6m
4 or more levels above the specified maximum boundary wall height	4.5m	9m

Wording for building separation has been refined

Table 2 - Building separation distances

- Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.
- Provide well-designed bicycle infrastructure and end-of-trip facilities.

Actions

5.2.1 Introduce and implement built form recommendations for the Cremorne West Precinct, Railway Precinct and Church Street Precinct in the proposed planning scheme amendment for Cremorne addressing:

- Sustainable buildings
- Adaptable buildings
- Building separation
- Pedestrian entrances and bicycle parking.

Objective 5.3 Ensure the scale and form of buildings respond to their context.

New development must be responsive to its context including the neighbouring buildings, the character of the street and the broader Cremorne context.

Supporting mid-rise building heights

The proposed building heights range between 3 and 10 storeys (12-40m). All heights are proposed to be preferred (discretionary) heights (i.e. they can be varied where specific criteria is met).

Building heights are taller along main streets (Cremorne Street, northern end of Stephenson Street and Church Street) and reduce towards low-scale residentially zoned areas and in response to the narrow width of streets and laneways.

Heights of buildings at the street edge

The height of buildings at the street edge has a direct impact on the experience of pedestrians within the street. These are known as street wall or podium heights.

The proposed street wall heights respond to the narrow street network in Cremorne – they maintain a 1:1 to 2:1 relationship between the width of the street and street wall height. This height helps to ensure the street feels comfortable to the person on the street (sense of human scale) and is not overwhelmed by buildings.

Street wall heights of between 2 and 4 storeys (8-16m) are proposed to respond to the street network in Cremorne and to maintain solar access to key streets. Higher heights of 4 storeys apply on the wider streets of Cremorne Street and Church Street.

Setting back upper levels, above the street wall, provides a clear delineation between the street wall and upper levels. They also help to reinforce a comfortable scale for pedestrians at street level while ensuring access to daylight and views to the sky.

Upper level setbacks of 3m and 5m are generally proposed. Upper level setback requirements increase as buildings get taller. Additional upper level setbacks will be required in specific locations to meet any solar access requirements.

Retaining Cremorne's character buildings

Character buildings include pubs, factories, warehouses and offices which are not protected through the heritage controls in the planning scheme but contribute to Cremorne's visual identity and character.

44 character buildings have been identified in Cremorne that meet some or all of the following criteria:

- architecturally distinctive
- demonstrate a link to the industrial history of the area
- have a three-dimensional form of the building can be seen from the public domain.
- contains interesting detailing and provides visual interest at street level
- large window openings, with the potential for a positive interface with the public domain.

The retention and reuse of these buildings is encouraged as part of any redevelopment. They can also provide alternatives to new developments and offer more affordable spaces for businesses.



Image 56 - Former industrial brick warehouse

Ensuring well designed buildings

New development in Cremorne will be high-quality and display design excellence. New buildings, on large sites, will need to be designed to avoid big bulky forms by providing visual breaks, changes in building massing and separation between buildings at the street and upper levels.

The design of the street wall should reflect the prevailing pattern of subdivision, buildings in the surrounding context and also be broken up. Buildings should be expressed 'in the round' and avoid blank walls.

Transitions to low-rise residential areas

There are four residentially zoned areas that abut the taller commercial precincts – three residential precincts within Cremorne and one outside the precinct to the east – the Brighton Street residential area.

It is important that built form transitions in scale at these sensitive interfaces to minimise amenity impacts on surrounding areas, including overlooking, overshadowing and visual bulk.

Different interface controls are proposed depending on the context and include direct interfaces (where properties share a common boundary) or laneway interfaces (where properties are separated by a laneway typically 3m wide or less). Lower heights and/or a setback requirement (which guides maximum heights and maximum heights of walls on boundaries) are proposed to apply in these locations.

High visibility interfaces

Parts of Cremorne are highly visible from the southern side of the river and the elevated railway line which cuts through the centre of the precinct. That means that buildings facing the railway or are visible from the river's edges must be particularly well designed.

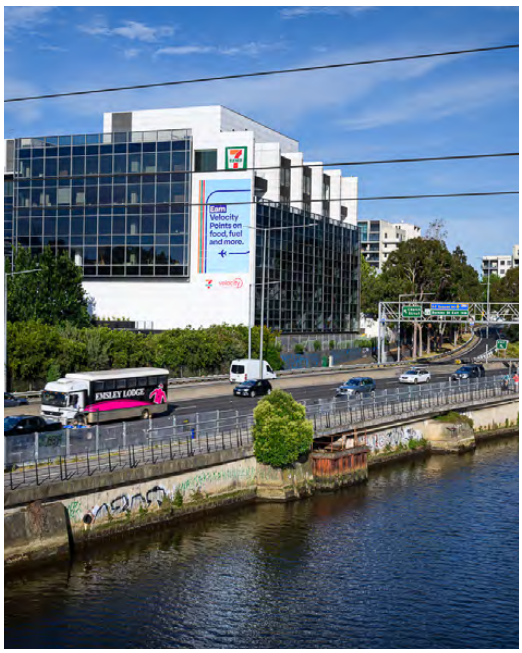


Image 57 - Yarra River corridor

Design objectives

- To design buildings that respond to the form of neighbouring buildings.
- To ensure that maximum building heights are responsive to the width and character of the street.
- To minimise visual bulk at street level by providing street walls and building heights that are responsive to the width and character of the street.
- To provide upper-level setbacks above the street wall that allow for a clear delineation between the street wall and the upper levels.
- To protect the amenity of properties in adjoining residential zones in terms of overshadowing of private open space and overlooking.
- To support development that contributes positively to the urban and heritage warehouse character of Cremorne.
- To avoid expansive building forms and excessive visual bulk.

Recommendations

Maximum building heights

General

- Refer to preferred maximum building heights shown in Figure 30: Cremorne West & Railway Precincts and Figure 31: Church Street Precincts.

Precinct specific

- Church Street Precinct - Proposed building heights are between 5 and 10 storeys (20-40m) with the highest heights along Church Street and reducing along narrow streets and laneways to the east and west. Heights also reduce close to sensitive low-scale areas to the east and north-west.
- Cremorne West Precinct - Proposed building heights are between 3 and 9 storeys (12m-36m) the highest heights apply on the northern end of Stephenson Street along the elevated railway line (9 storeys) and also along Cremorne Street (8 storeys). Heights reduce close to sensitive low-scale areas to the south and west.
- Railway Precinct - proposed building heights are between 5 and 7 storeys (20-28m) to provide a human-scale along streets and laneways.
- Apply criteria to assess proposals that exceed a preferred maximum building height.
- Proposals exceeding the preferred building height will need to demonstrate design excellence through each of the following:
  - Increased separation of buildings at upper levels
  - Providing 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
  - No additional overshadowing of residentially zoned properties as a result of the additional height
  - Retaining and incorporating a character building within the design of a future building.

Street wall heights

General

- Ensure street walls are designed to reinforce an appropriate scale for pedestrians along streets and laneways and include architectural detailing such as high quality tactile materials and depth and articulation to ensure an engaging pedestrian experience.
- Refer to preferred maximum street wall heights shown in Figure 30: Cremorne West and Railway Precincts and Figure 31: Church Street Precinct.

Precinct specific

- Church Street Precinct – street wall heights of 3-4 storey (12-16m) are proposed with a taller four storey street wall on Church Street.
- Cremorne West – the street wall height varies from 2-4 storey (8-16m). A four storey street wall height applies to Cremorne Street.
- Railway Precinct - a 3 storey (12m) street wall height is proposed.

Upper level setbacks

- Provide upper level setbacks above the street wall to reduce the visual impact of buildings experienced from the street.
- Refer to preferred minimum upper level setbacks shown in Figure 30: Cremorne West and Railway Precincts and Figure 31: Church Street Precinct.

Interface to properties in the NRZ or GRZ

- Protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space and overlooking.
- Provide a setback of 3m at direct interfaces to create a buffer at these sensitive edges.
- Apply a 2 storey (8m) maximum wall height with an upper level setback of 45 degrees (up to a minimum distance of 12m).
- Provide a maximum of two steps in building form to avoid overly stepped outcomes.
- Refer to preferred heights and setbacks in Table 3.

Interface	**Setback**	Maximum wall height	**Upper level setback**
Laneway residential	NA	2 storeys (8m)	45 degrees to a distance of 12m
Direct residential	3m	2 storeys (8m)	45 degrees to a distance of 12m

Table 3 - Residential interfaces



Image 58 - Corner of Church and Balmain Street

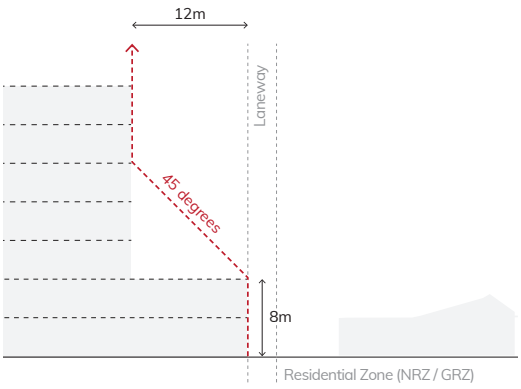


Figure 26 - Laneway residential interface

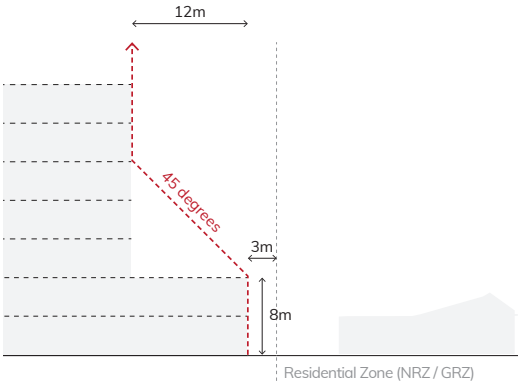


Figure 27 - Direct residential interface

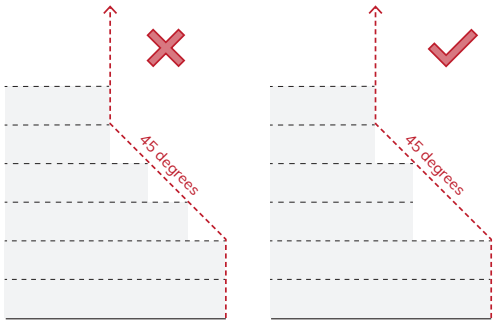


Figure 28 - Upper level setback stepping (unacceptable / preferred)

Character buildings

- Facilitate development that supports the adaptive reuse of character buildings.
- Reinforce the industrial character of Cremorne through designs which use robust materials and references industrial typologies.
  Refer to character buildings shown in Figure 29.

Building design

- Create well-designed building edges and façades on buildings that are visible from the elevated railway line or Yarra River (Birrarung).
- Buildings on larger sites are to be broken up into a series of smaller building forms that contribute positively to their context and their historic urban grain.
- Avoid continuous walls of buildings when viewed from street level by providing visual breaks, articulated massing and/or separation between building forms at street level and upper levels.
- Avoid blank walls visible from the public realm. Where a solid external wall is unavoidable, walls should be detailed and include articulation to provide for visual interest.

Actions

5.3.1 Introduce and implement built form recommendations for the Cremorne West Precinct, Railway Precinct and Church Street Precinct in the proposed planning scheme amendment for Cremorne addressing:

- Overall building heights
- Street wall heights
- Upper-level setbacks
- Interfaces to properties in residential zones (NRZ and GRZ)
- Character buildings
- Building design.



Figure 29 - Location of character buildings

Character buildings

- 13 and 15-17 Adolph Street
- 1 Albert Street
- 17 Balmain Street
- 2 Chapel Street
- 13 and 15 Chapel Street
- 447 Church Street
- 455 Church Street
- 472 Church Street
- 474 Church Street
- 492 Church Street
- 527 Church Street
- 539 Church Street
- 543-545 Church Street
- 1 Cubitt Street
- 11-19 Cubitt Street
- 64 Cubitt Street
- 79-95 Cubitt Street
- 47 Dover Street
- 65 and 67 Dover Street
- 10-12 Gwynne Street
- 54 Gwynne Street
- 64, 66 and 68 Gwynne Street
- 42 Kelso Street
- 48 Kelso Street
- 2-4 Stephenson Street
- 79 Stephenson Street
- 84 Stephenson Street
- 112 Stephenson Street
- 9 William Street
- 13-15 William Street



- Precinct boundary
- Strategic sites
- Heritage Overlay
- Victorian Heritage Register
- Residential laneway interface
- Residential direct interface
- Primary view location
- Limited development opportunity
- Street setback

For sites within the Heritage Overlay or adjacent to a site in the HO, refer to Objective 5.4.

Maximum 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)	---
20m (5 storeys)	12m (3 storeys)	3m 5m (Balmain Street / Jessie Street)
12m (3 storeys)	---	---

Figure 30 - Cremorne West and Railway Precinct - building heights, street wall heights and upper level setbacks

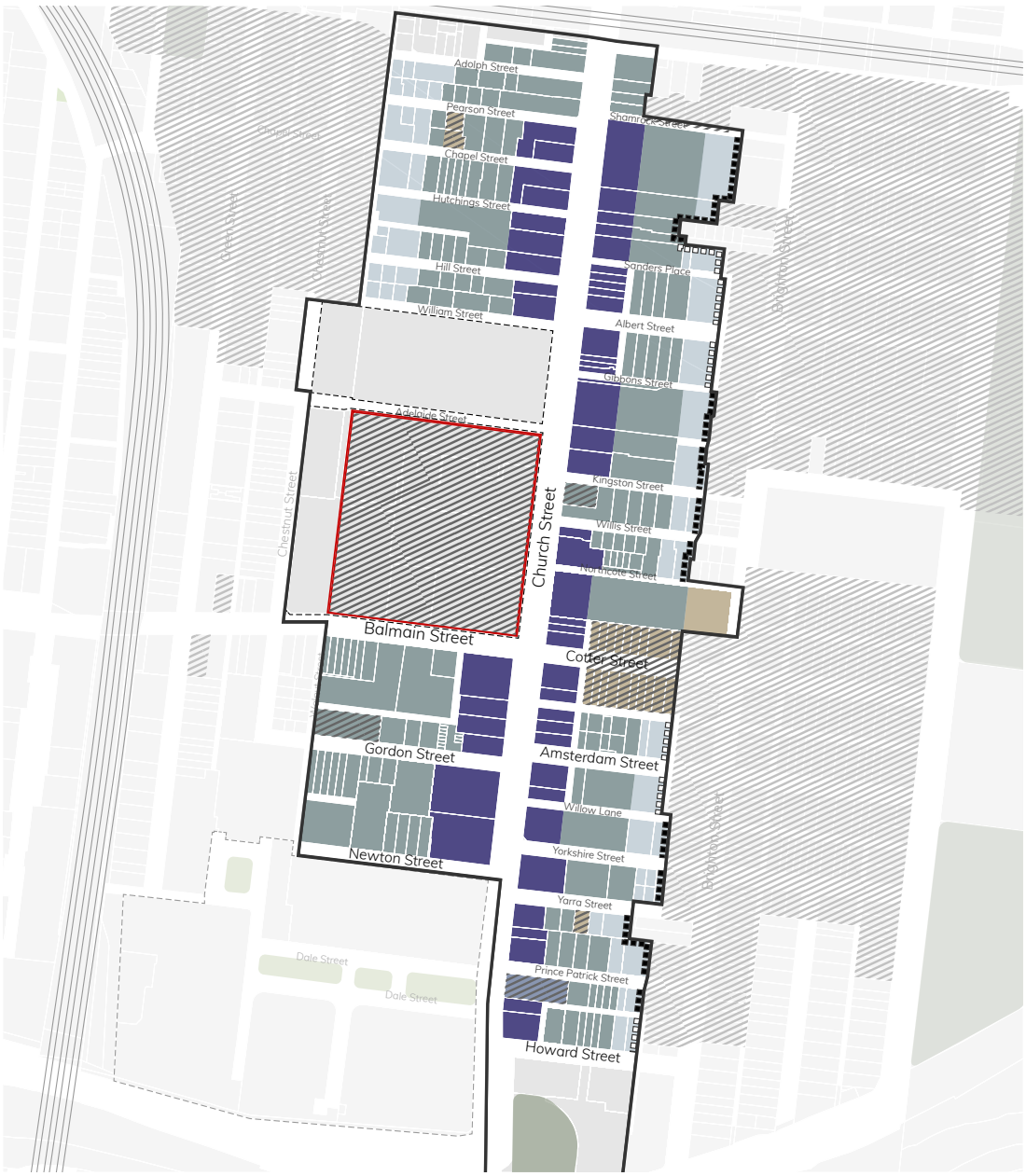


Figure 31 - Church Street Precinct - building heights, street wall heights and upper level setbacks

Objective 5.4 Showcase Cremorne's diverse heritage.

Cremorne's heritage buildings reflect its industrial and residential past. They are comprised of a number of locally significant heritage places (industrial, commercial and residential) and some industrial buildings of state significance that are included on the VHR. New development should respect the scale and context of these important buildings.

Retaining the prominence of heritage buildings

Given there are relatively few heritage buildings and places in Cremorne, the proposed built form controls are designed to ensure heritage buildings retain their prominence.

Careful design responses that are tailored to the specific characteristics of the different building typologies are required. For example, residential heritage buildings have ground floor street setbacks with front gardens, whereas industrial heritage buildings are built to the street edge.



Image 59 - Bryant and May complex

Specific metrics have been developed to help retain the identified original fabric of the buildings, including the principal façade, primary roof formS and chimneys.

Sites adjacent to heritage buildings

The proposed built form controls also apply to sites adjacent to the heritage buildings and places to ensure an appropriate transition to the heritage building and its setting.

Landmarks

The Nylex sign is of social and heritage significance for its landmark qualities. The sign dominates the view along Punt Road and Hoddle Streets. Because of its location at the entrance to the Monash Freeway (CityLink), the Nylex sign is considered the unofficial gateway into Melbourne from the south.

While locally significant views in Balmain Street are obscured by development, it is still visible at a distance from its significant viewpoints. The primary view for the sign identified for protection in the Yarra Planning Scheme is from the eastern footpath of the Morell Bridge (to the north-west within the City of Melbourne). This view is from outside of Yarra and has been enshrined in the development approval for the Richmond Maltings site. The planning approval for the site includes raising the sign by 15 metres.

The Slade Knitwear sign was another landmark commercial sign within Cremorne. However, due to safety reasons the sign has been dismantled from the site and will not be reinstated. In recognition of its social and cultural significance, Amendment C318yara proposes new policy to introduce a publicly visible interpretation of the sign at its original site.

New content added to reflect status of Slade Knitwear sign

Historical archaeological sites

Historical archaeological sites reveal information about a place. They can include former institutional, industrial, commercial and residential sites.

The Victorian Heritage Inventory is a list of known historical archaeological sites.

All historical archaeological sites are protected by law. Approval from Heritage Victoria needs to be provided to disturb a site. Aboriginal archaeological sites are protected under the *Aboriginal Heritage Act 2006*. Two historical archaeological sites have been identified in Cremorne and included in the inventory – the Riverside Inn, corner Harcourt Parade and Punt Road and former dwellings at 66-88 Green Street.

There is the potential that other historical archaeological sites could be found in Cremorne relating to its many phases of activity e.g. Cremorne Pleasure Gardens, the Cremorne Asylum, pubs, industrial complexes and workers' housing.

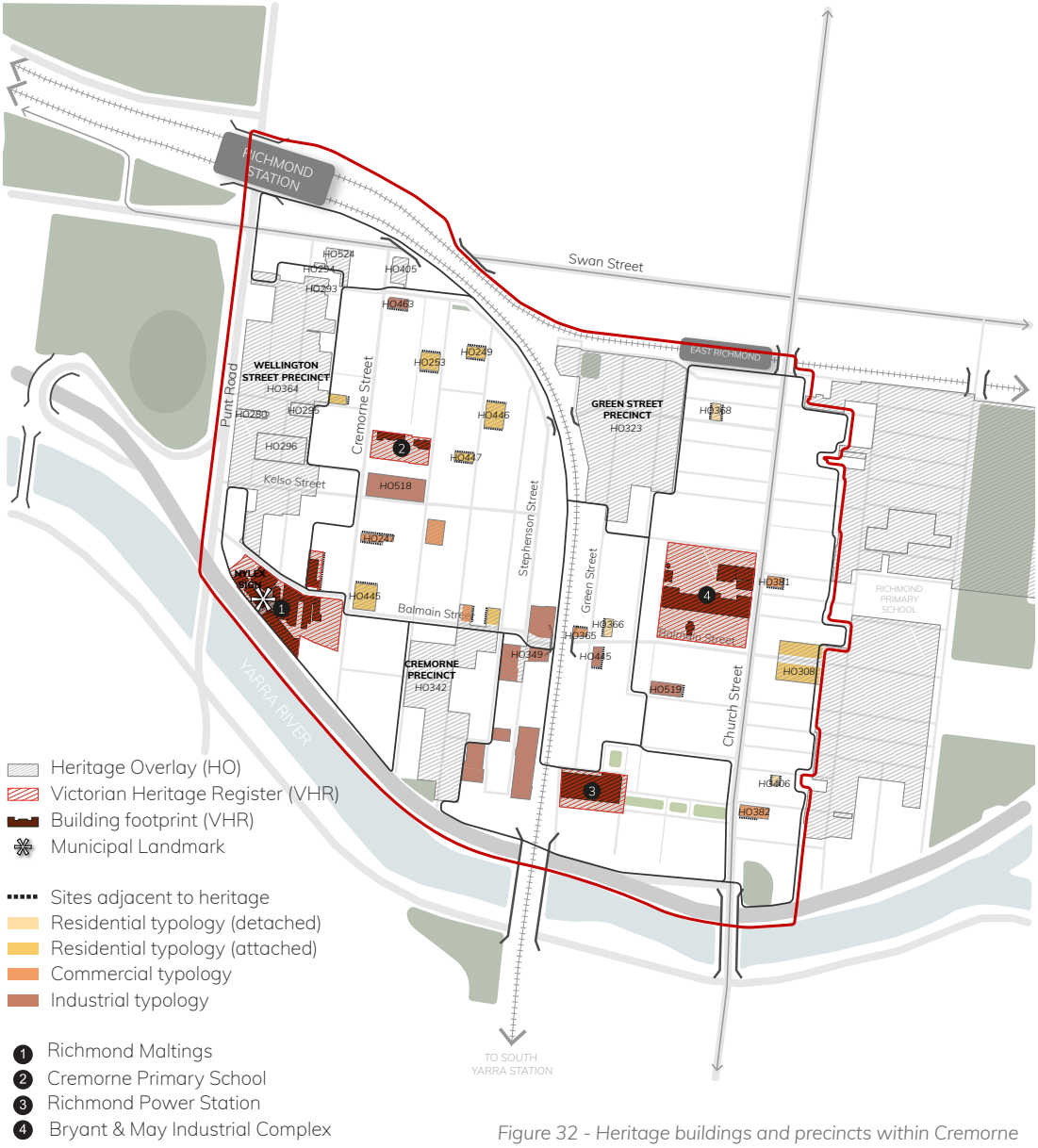


Figure 32 - Heritage buildings and precincts within Cremorne

Cremorne's heritage typologies



Image 60 - 75 Balmain Street

Residential (detached) heritage

There are several detached residential buildings of significance, ranging in scale from one to two storeys.

- 6 Yarra Street - House (HO406)
- 75 Balmain Street - Olinda House (HO366)
- 11 Chapel Street & 10 Pearson Street - House & Stables (HO368)



Image 61 - 137-151 Cremorne Street

Residential (terrace) heritage

Residential terrace buildings included within the Heritage Overlay are setback from the street boundary, varying in depth from shallow verandas to deeper front gardens.

- 137-151 Cremorne Street - Wilford Terrace (HO445)
- 16-18 Cubitt Street - Terraces (HO249)
- 21-33 Cubitt Street - Terraces (HO446)
- 58-60 Cubitt Street - Terraces (HO447)
- 30-38 Dover Street - Hurst Terrace (HO253)



Image 62 - 533 Church Street

Commercial heritage

Commercial typologies that are located within the Heritage Overlay vary from single storey shop fronts to prominent corner hotels.

- 69 Balmain Street - Grocer's Shop & Residence (HO365)
- 119 Cremorne Street - Former Yarra Hotel (HO247)
- 619 Church Street - Prince Alfred Hotel (HO382)
- 533-537 Church Street - Alexander Miller's Shops & Residences (HO381)



Image 63 - Former Cremorne Primary School

Institutional heritage

There is only one institutional heritage building remaining in modern day Cremorne.

- 55-67 Cremorne Street - Former Cremorne Primary School No. 2084 (HO246 and VHR H1634) (part of the BKI Strategic Site)

Cremorne's heritage typologies



Image 64 - 80-82 Balmain Street

Industrial heritage

Former industrial buildings in Cremorne range from large scale complexes such as Bryant and May and Rosella to smaller scale factories buildings such as the former Nuttelex and Kelmbro factories.

- 80-82 Balmain Street - Former Kelmbro Factory (HO367)
- 9-11 Cremorne Street - Former Factory (HO463) (redeveloped)
- 1-9 Gordon Street - Former Factory (HO519) (redeveloped)
- 64 Balmain Street - Rosella Factory Complex (HO349) (part of the Rosella Strategic Site)
- 85-99 Cremorne Street - Former Melbourne Wire Works (HO518) (part of the BKI Strategic Site)
- 560 Church Street – Former Bryant and May complex (HO240 and VHR H626) (part of the Bryant and May Strategic Site)
- 15 Gough Street – Richmond Maltings (HO350 and VHR2050)
- 658 Church Street - Former Richmond Power Station (HO279 and VHR H1055) (part of the 658 Church Street Strategic Site)



Image 65 - Former Richmond Power Station



Image 66 - Nylex sign

Municipal landmarks

There are two municipal landmarks identified in Cremorne.

- 105-115 Dover Street – Slade Knitwear sign (HO343)
- Gough Street – Nylex Sign (HO350 and VHR H2049) (part of the Maltings Strategic Site).

Note: The Slade Knitwear sign has been dismantled due to safety reasons and will not be reinstated. Amendment C318 seeks to remove HO343 from the site.

Design objectives

- To ensure the valued built form heritage and character of Cremorne is recognised.
- To enhance the setting of heritage buildings.
- To maintain the prominence of existing heritage buildings within sites.
- To retain the visibility of significant architectural features from the public realm.
- To protect primary views to municipal landmarks within Cremorne.
- To identify potential historical archaeological sites in Cremorne.



Image 67 - Former Yarra Hotel Cremorne Street



Image 68 - Prince Alfred Hotel Church Street



Image 69 - Rosella Complex Palmer Parade

Recommendations

Municipal Landmarks

- Development must maintain the visual prominence and protect the clear sky views of the:
  - Nylex Sign when viewed from the centre of eastern footpath of the Morell Bridge.
- For the site at 105-115 Dover Street, it should incorporate a publicly visible interpretation of the former “Slade Knitwear” sign within the design of new development.

Heritage buildings

Heritage buildings identified on Figure 32 should meet the following:

General

- Retain existing heritage fabric to retain the three-dimensional form as viewed from the public realm and to avoid dominating the heritage place and facadism.
- Ensure facade heights of infill developments within a Heritage Overlay match the parapet height of adjoining heritage buildings to ensure new built form responds to heritage context.
- Ensure building additions are distinguishable from the existing heritage fabric.
- Use high-quality materials that complement the materiality of the existing heritage fabric.

Site specific

- Residential (detached) heritage refer to Table 4
- Residential (terrace) heritage refer to Table 5
- Commercial heritage refer to Table 6
- Industrial heritage refer to Table 7.

Sites adjacent to heritage buildings

Buildings within interfaces to heritage buildings identified on Figure 32 should meet the following requirements:

General

- Overall building heights create a transition between new buildings and existing buildings.
- Apply ground floor street setbacks that align with neighbouring buildings to retain oblique views along the street, where identified.
- Apply side setbacks that allow heritage buildings with 'side' features to be viewed from the public realm, where identified.
- Ensure street wall heights match the parapet height of adjacent heritage buildings to create a transition between forms.
- Apply upper level setbacks that allow significant architectural features to remain visible.
- Design side interfaces to minimise visual bulk to adjacent heritage buildings.
- Use high-quality materials that are complementary to the materiality of the existing heritage fabric.

Actions

5.4.1 Introduce and implement built form recommendations for the Cremorne West Precinct, Railway Precinct and Church Street Precinct in the proposed planning scheme amendment for Cremorne addressing:

- Municipal landmarks
- Heritage buildings
- Sites adjacent to heritage buildings.

5.4.2 Work with Heritage Victoria to undertake a desktop archaeological survey to identify sites of potential historical archaeological significance. This could be in the form of a representative selection and provide a pilot for a broader municipal approach.



Image 70 - Nylex sign viewed from Melrose Street

Heritage buildings

Residential (detached)

Heritage buildings / places	Built form element	Recommendation
6 Yarra Street - House (HO406) 75 Balmain Street - Olinda House (HO366) 11 Chapel Street & 10 Pearson Street - House & Stables (HO368)	*Retention of existing heritage fabric*	*6 Yarra Street & 75 Balmain Street - retain heritage fabric to a depth of two front rooms* *11 Chapel Street & 10 Pearson Street – at minimum, retain the eastern and southern façade of rear stables along with the roof form*
	Street wall height (infill development within the Heritage Overlay)	*11 Chapel Street & 10 Pearson Street - match eaves*
	Upper level setback (development within the Heritage Overlay)	*Set new development back behind the heritage form to retain the full extent of original roof form measured from the front boundary:* • *6 Yarra Street – 7m* • *75 Balmain Street – 10m* • *11 Chapel Street – 10m* • *10 Pearson Street –9m*
	Maximum overall building height (development within the Heritage Overlay)	*12m (3 storeys)*

Table 4 - Residential (detached) heritage recommendations

Residential (terrace)

Heritage buildings / places	Built form element	Recommendation
137-151 Cremorne Street - Wilford Terrace (HO445) 16-18 Cubitt Street - Terraces (HO249) 21-33 Cubitt Street - Terraces (HO446) 58-60 Cubitt Street - Terraces (HO447) 30-38 Dover Street - Hurst Terrace (HO253)	*Retention of existing heritage fabric*	*Retain heritage fabric to a depth of two front rooms* *16-18 Cubitt - Retain the full double gable length of the terrace (12m from property boundary)*
	Upper level setback (development within the Heritage Overlay)	*Set new development back behind the heritage form to retain the full extent of original roof form* • *137-151 Cremorne Street (14m from the property boundary)* • *21-33 Cubitt Street (10m from the property boundary)* • *58-60 Cubitt Street (14m from the property boundary)* • *30-38 Dover Street (16 from the property boundary)* *21-33 Cubitt Street - setback so built form rests within a continuing roofline from the terrace below*
	Maximum overall building height (development within the Heritage Overlay)	*12m (3 storeys)*

Table 5 - Residential (terrace) heritage recommendations

Heritage buildings

Commercial

Heritage buildings / places	Built form element	Recommendation
69 Balmain Street - Grocer's Shop & Residence (HO365) 119 Cremorne Street - Former Yarra Hotel (HO247) 619 Church Street - Prince Alfred Hotel (HO382) 533-537 Church Street - Alexander Miller's Shops & Residences (HO381)	*Retention of existing heritage fabric*	*Retain the full roof form and full volume of principal building form* *69 Balmain Street – 10m depth* *119 Cremorne Street - retain entire heritage building including all chimneys and roof form (no removal of original fabric)* *619 Church Street - retain entire heritage building* *533-537 Church Street – retain a minimum of 7 metres of original fabric to maintain side parapet stepped form*
	Upper level setback (development within the Heritage Overlay)	*Set new development back behind the heritage form* *119 Cremorne Street - 12m with two upper most storeys set back an additional 3m* *619 Church Street - set any new addition back minimum 12m from Church Street* *533-537 Church Street – retain approximately 7m minimum of original fabric to maintain side parapet stepped form*
	Maximum overall building height (development within the Heritage Overlay)	*See Figure 30 and Figure 31*
	Street wall height (infill development within the Heritage Overlay)	*619 Church Street - match the parapet height of heritage building* *533-537 Church Street - 8 metres (two storeys)*
	Upper level setback (infill development within the Heritage Overlay)	*69 Balmain Street - 3 metre minimum to Balmain Street* *619 Church Street - 3 metre minimum to Prince Patrick Street* *533-537 Church Street - 3 metre minimum to Kingston Street*

Table 6 - Commercial heritage recommendations

Industrial

Heritage buildings / places	Built form element	Recommendation
80-82 Balmain Street - Former Kelmbro Factory (HO367)	*Retention of existing heritage fabric*	*Retain significant fabric and two structural bays from the primary Balmain Street frontage*
	Upper level setback (development within the Heritage Overlay)	*Set back by at least two windows section along Green Street (approximately 7 metres) and Balmain Street (approximately 5 metres)*
	Maximum overall building height (development within the Heritage Overlay)	*See Figure 30 and Figure 31*
	Street wall height (infill development within the Heritage Overlay)	*Match the parapet height*

Table 7 - Industrial heritage recommendations

Sites adjacent to heritage buildings

Residential (detached)

Properties adjacent to heritage buildings / places	Built form element	Recommendation
6 Yarra Street (HO406) 75 Balmain Street (HO366)	Street wall / front setback	Match front setback for a minimum length of 6 metres
	Side setback	6 Yarra Street - set the whole building back 2.5 metres from the side property boundary for 6 metres on the eastern boundary only, to reveal side wall stonework
	Upper level setback	75 Balmain Street – Set upper levels (above the two storey street wall) back 9 metres to match Olinda House

Table 8 - Sites adjacent to residential (detached) heritage recommendations

Residential (terrace)

Properties adjacent to heritage buildings / places	Built form element	Recommendation
16-18 Cubitt Street (HO249) 58-60 Cubitt Street (HO447) 30-38 Dover Street (HO253)	Street wall setback / front setback	16-18 Cubitt Street – match front setback match for minimum length of 6 metres
	Side setback	30-38 Dover Street - set upper levels (above the street wall) back 2.5 metres from the side boundary for the depth of two front rooms to protect views to chimney
		16 & 18 Cubitt Street - set the whole building back 2.5 metres from the side property boundary for the length of the two gables to protect views of the side gables
		58 & 60 Cubitt Street - set the whole building back 2.5 metres from the side of the heritage building for the length of original roof form

Table 9 - Sites adjacent to residential (terrace) heritage recommendations

Commercial

Properties adjacent to heritage buildings / places	Built form element	Recommendation
69 Balmain Street (HO365) 119 Cremorne Street (HO247) 619 Church Street (HO382) 533-537 Church Street (HO381) 80-82 Balmain Street (HO367)	Street wall height	Match the parapet height of the heritage building for a minimum of 6 metres in length
	Upper level setback	Match the upper level setback of the heritage building for a minimum length of 6 metres

Table 10 - Sites adjacent to commercial heritage recommendations

Industrial

Properties adjacent to heritage buildings / places	Built Form Element	Recommendation
80-82 Balmain Street (HO367)	Street wall height	Match the parapet height of the heritage building for a minimum of 6 metres in length
	Upper level setback	Match the upper level setback of the heritage building for a minimum length of 6 metres

Table 11 - Sites adjacent to industrial heritage recommendations

Objective 5.5 Create blueprints for the redevelopment of strategic sites.

Cremorne includes a number of larger and more complex strategic sites which present development opportunities. However, these sites also present opportunities to realise community benefits including through site links, new walking and cycling connections and opportunities for much needed public open space.

The sites include the BKI campus, the Bryant & May complex, 167 Cremorne Street, Rosella complex, 658 Church Street, 534 Church Street and the Richmond Maltings site.

Built form controls have not been developed for these sites as part of the UDF. However, the UDF includes design objectives for each site which address important structural elements which would guide the redevelopment of the site. For example, potential locations for open space, through site links and interface issues.

The existing conditions of each were analysed and used to inform an overarching design vision and series of objectives for each site, generally addressing (where relevant):

- massing and height transition
- ground floor setbacks
- views to heritage buildings
- potential through site connections
- open space opportunities
- river corridor overshadowing.



Image 71 - 658 Church Street - Former Power Station



Image 72 - Bryant and May Complex

Further strategic work will be undertaken with landowners and Heritage Victoria, where sites are on the VHR, to inform more detailed master planning of the sites. This will further explore built form parameters and consider planning scheme mechanisms. Noting that planning controls do not apply to the Department of Education owned BKI site, however a collaborative master planning process would still be undertaken.

One planning mechanism that could be explored is the use of Floor Area Ratios (FAR). A FAR is a type of planning control that sets a specific amount of development that can occur on a site. The floor area ratio is the ratio of a new building's total floor area in relation to the size of the site it is being built on. For larger sites, a floor area ratio combined with other built form controls allows for variation in the height and shape of buildings while also enabling the delivery of new streets and open spaces. FAR may not be appropriate on sites on the VHR as heritage considerations will take precedence.



Image 73 - Former Cremorne Primary School

Victorian Heritage Register

Four of these sites include significant heritage buildings that are on the VHR:

- Richmond Maltings (noting the majority of the portion of the site it applies to is already developed)
- Bendigo Kangan Institute – Former Cremorne Primary School (HO246, VHR H1634)
- Former Bryant and May Industrial Complex (HO240, VHR H626)
- 658 Church Street – Former Richmond Power Station (HO279, VHR H1055).

There may be lower development expectations for strategic sites with heritage places on the VHR. However, there is an opportunity to showcase these spectacular heritage buildings in any redevelopment of the site. Given this, it is critical that Council and landowners engage with Heritage Victoria to guide and support the heritage management of these state significant places.

Yarra River corridor protection

Four of the strategic sites are also affected by Schedule 1 to the DDO (DDO1), the Yarra (Birrarung) River Corridor Protection overlay:

- Richmond Maltings (noting the majority of the portion of the site it applies to is already developed)
- 167 Cremorne Street
- The Rosella complex (57 Balmain Street)
- 658 Church Street.

This DDO does not specify mandatory or discretionary requirements regarding building heights, however it applies an overshadowing requirement to three of the strategic sites interfacing the river. Buildings must not cast any additional shadow on the Yarra River between 11.00am and 2.00pm on 22 June (winter solstice).

In addition to considering overshadowing of the river, developments will also need to consider this highly visible interface. The Significant Landscape Overlay (SLO1) also applies to some sites adjacent to the river and requires consideration of impacts on the river, removal of vegetation and visual impact (refer to Theme 2).

Actions

5.5.1 Undertake further strategic work for each strategic site in conjunction with landowners and Heritage Victoria (as relevant) to inform detailed master planning.



Part Three: Precincts

This section details the vision for each precinct; Cremorne West, Railway, Church Street and Birrarung and strategic sites.

Part Three: Precincts

There are distinct commercial and residential precincts within Cremorne, each with its own individual characteristics and opportunities. This section details how the vision for the Cremorne West, Railway, Church Street and Birrarung precinct will be achieved through the application of the proposals and actions outlined in Part Two: The Framework. Where a strategic site is located within the precinct, a vision and objectives are described to guide future work.

Cremorne West Precinct

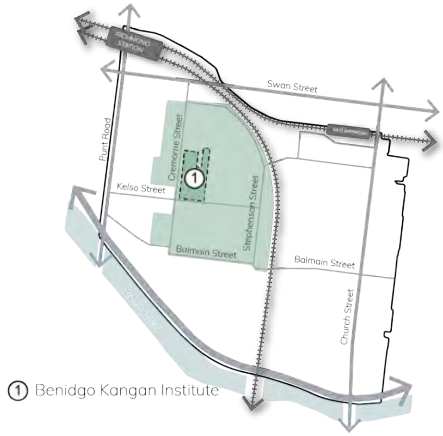


Figure 33 - Cremorne West Precinct

Existing Conditions

South of Richmond Station, bound by Stephenson Street to the north, Jessie Street and residential areas to the west, Balmain Street to the south and the railway corridor to the east. Cremorne Street forms the main north south corridor, with the BKI campus at the centre. This precinct is characterised by a network of narrow one-way north-south streets. Predominantly, low-rise industrial, interspersed with residential terrace typologies with mid-rise contemporary office development. Recent development activity has shifted towards a scale of seven to eight storeys, with some larger sites accommodating up to nine storeys. Key heritage buildings include the former Cremorne Primary School and clusters of residential terraces.



Image 74 - Stephenson Street low rise industrial



Image 75 - Bendigo Kangan Campus Cremorne Street

The Vision – Cremorne West

Cremorne West 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.

Cremorne Street will be reimagined as a leafy pedestrian and cycle friendly spine linking Richmond Station to the Birrarung Precinct to the south. Buildings will be set back off the street to provide space for widened footpaths, seating, greening and welcoming entrances to buildings.

Access will be improved to the **revitalised Richmond Station with an improved crossing at Swan and Cremorne Streets** and public spaces marking the entrance to Cremorne West from the Richmond Station Precinct.

The BKI Campus, at the heart of the precinct, will become a creative and digital education and community hub for the Enterprise Precinct. The campus will provide education facilities and new public spaces around the historic former Cremorne Primary School buildings which will welcome the wider community into the campus.

The Precinct will be characterised by **its eclectic mix of heritage terraces, industrial buildings and high quality contemporary commercial buildings** which respect the fine grain character and narrow streets. Taller buildings of eight to nine storeys will be focussed on Cremorne Street and Stephenson Street north along the railway line with heights transitioning down to the residential areas in the west and south of the Precinct.

Stephenson and Balmain Streets will also become important green walking and cycling corridors linking east and western Cremorne, punctuated by **small intimate public spaces to meet and rest.**

Activities and Land Use

- Cremorne West will further develop into a vibrant and busy commercial precinct supporting small innovative manufacturers to corporate head offices. It will support a diverse range of global and local creative and innovative businesses.
- Retail space and cafes will support the needs of people working and living in the area.
- Commercial buildings will provide high quality, flexible and adaptable workspaces.
- Developments will enhance and activate streets and laneways.
- The BKI campus lies at the heart of Cremorne Street. It will be enhanced as creative and digital education and community hub (refer to Objective 1.4 and Bendigo Kangan Institute – Strategic Site).

Movement and Access

- Access to the transformed Richmond Station Precinct will be improved. The crossing at Swan Street and Cremorne Street will be improved for pedestrians and bikes. New public spaces will mark the entrance to Cremorne West.
- Cremorne Street will be safer and more pleasant for all users due to reduced vehicle speeds and lower volumes of traffic. The street will be transformed into a pedestrian and cyclist friendly environment, linking Richmond Station to the Birrarung Precinct to the south. It will become part of a one way loop.
- Through vehicular traffic will be discouraged on Cremorne Street, providing mainly for essential service vehicles and destination trips only. Workers and visitors will walk and cycle safely within the precinct, with slow traffic speeds and redesigned streets.

Streets and Spaces for People

- The streets in Cremorne West will be redesigned to form a one-way loop for vehicles, with widened footpaths and upgraded bicycle lanes for cyclists.
- Changes will occur to the railway underpasses at Balmain and Dunn Street with one side dedicated to walking and cycling by closing the eastbound direction to through-traffic at Balmain Street and westbound traffic at Dunn Street (as part of the one way loop).
- Stephenson Street will provide an improved pedestrian experience linking Swan Street and Cremorne Street to the Dunn Street underpass. The landscaped street along the rail corridor will be interspersed by places to sit and meet.
- Buildings will provide generous entrances and integrated seating, with ground floor setbacks and landscaped spaces.
- A new small neighbourhood public open space will be located on the BKI campus, creating a vibrant campus social and recreation space that draws the wider community into the site.
- Balmain Plaza will continue to provide a leafy public space but will become more pedestrian friendly with slower traffic, less road space and more space for people.
- New street trees and landscaping will contribute to the amenity of streets and ensure a climate ready precinct.

Design Quality

- Cremorne West will be recognisable by its eclectic mixed character of heritage terraces, industrial factories and other unique heritage buildings, juxtaposed with contemporary commercial buildings.
- Contemporary commercial buildings of eight to nine storeys along Cremorne Street and Stephenson Street (north) reinforce the industrial character of Cremorne West with their form and the materials used.
- Buildings reduce in height at the street edge to create a human-scale environment and ensure a high level of amenity along the narrow streets.
- Street walls of up to four storeys and upper level setbacks will maintain solar access to Cremorne Street ensuring attractive sunny footpaths.
- Heritage buildings on the BKI campus will be respectfully adapted to house new education and community facilities.
- Heritage and character buildings will be reused or sensitively redeveloped to retain the integrity of the building and celebrate the historic character of this precinct. Rows of Victorian era terraces will be retained and framed by new commercial development.
- A publicly visible interpretation of the former Slade Knitwear sign from Dover Street will be incorporated in new development at 105-115 Dover Street to retain ties to the previously important sign.



Image 76 - Former Yarra Hotel Cremorne Street



Precinct maps have been updated to align with Cremorne Loop (Figure 23) and Streets Network (Figure 18)

Figure 34 - Cremorne West framework

Bendigo Kangan Institute (Strategic Site)

The BKI campus plays an important role in the long-term strategic future of the area. The site includes a series of institutional buildings, including state and locally significant heritage buildings, set within a carpark and landscape setting. There are limited links through the site.

Design objectives

1. Buildings range in height with building massing carefully located to ensure that views to the roofline of the former Cremorne Primary School remains prominent within the skyline.
2. A new small neighbourhood open space is located to the south of the former Cremorne Primary School (extending the full width of the building) that enhances and complements the existing building.
3. A new east-west link is provided to the north of the former Cremorne Primary School (minimum 10m wide) to provide space behind the school buildings when viewed from the south and link Cremorne and Dover Streets. A secondary east-west link is provided alongside the future open space. North-south connections to Dove Street are also enhanced.
4. A ground floor setback is provided to Cremorne Street (minimum 6m) that aligns with the building line of the former Cremorne Primary School and allows for the integration of seating and landscape at the street interface and welcomes the community in. Buildings in Dover Street should be set back to retain the prominence of the school building in the streetscape.
5. Public access to the existing open spaces within the site is improved.
6. Heritage buildings (Former Cremorne Primary School buildings and Former Melbourne Wire Works) will be reused or sensitively redeveloped to retain the integrity of the building and a sense of history. *NOTE - Council and landowners will need to engage with Heritage Victoria on buildings/places which are on the VHR.*
7. A transition in height will be provided on the northern portion between the broader Cremorne West Precinct and the former Cremorne Primary School.

Vision

The BKI campus is a **revitalised and vibrant campus at the heart of Cremorne West**, where students, industry and the community come to **learn and collaborate**. The campus will be connected to the wider community and businesses.

A **series of contemporary buildings** will be designed and located within a landscaped setting that will cement BKIs reputation as a critical educational institution within Cremorne. The new buildings will create a visually interesting skyline and streetscape around the former Cremorne Primary School. **School buildings** are reused or sensitively redeveloped to retain the integrity and a sense of history for the site.

A new open space is located to the south of the former Cremorne Primary School buildings. Other new spaces will be created providing different experiences and fulfilling different needs. An **internal laneway network** is well-integrated into the surrounding street network drawing the public through the site.

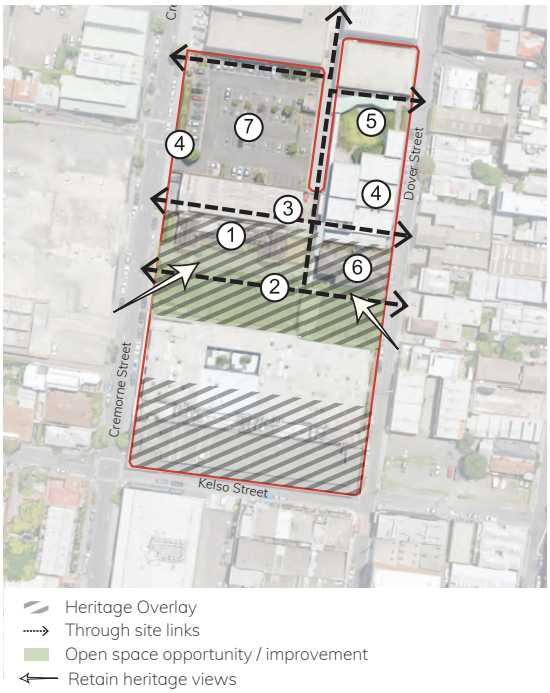


Figure 35 - Bendigo Kangan Institute design objectives

Railway Precinct

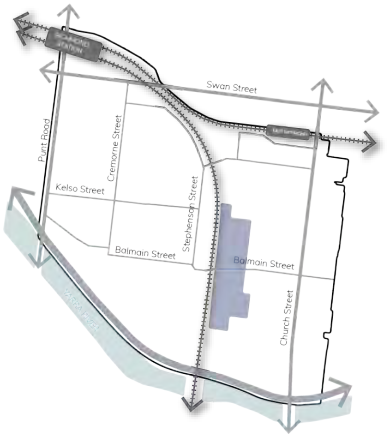


Figure 36 - Railway Precinct

Existing Conditions

Directly east of the railway line, the Railway Precinct centres around the north south streets; Green Street and Chestnut Street. The precinct abuts the low scale leafy Green Street Residential Precinct to the north. Green Street is an important north south walking and cycling connection to Swan Street (via the underpass) and South Yarra and the Main Yarra trail (via Oddys Lane and the railway bridge). Sites are generally fine grain with the exception of large lots along the railway corridor. Buildings range in scale from one to four storeys with contemporary development at the southern end of Green Street. A group of individually significant heritage buildings define the intersection of Green Street and Balmain Street.

The Vision - Railway Precinct

Railway Precinct will be a **vibrant linear employment precinct**, between the railway corridor and Church Street Precinct, anchored by the **Cremorne Digital Hub** on Balmain Street.

Swan Street and the Yarra River corridor and surrounds will be easily accessible via **green north-south streets and upgraded underpass and bridge connections**.

Balmain Street and the underpass will provide safe and accessible connections to Cremorne West and Church Street with reduced vehicle speeds and traffic volumes, expanded footpaths and greening.

A sense of scale will be maintained in the narrow streets with a **street wall height of three storeys and overall heights of seven storeys**. Built form will transition in height to the north, respecting the low scale landscape character of the Green Street Residential Precinct.

The **cluster of heritage sites on Balmain and Green Streets, which includes the Cremorne Digital Hub, will be enhanced** with new public spaces and development which is setback from the heritage buildings to enhance their prominence.

New public space along the railway corridor will provide space to meet and relax and provide green relief in a compact, busy precinct and form part of the green link south to Oddys Lane and the enhanced Yarra River crossing to South Yarra.

Activities and Land Use

- Railway Precinct will be a dynamic and vibrant employment area, home to a range of small to medium sized businesses.
- The Cremorne Digital Hub on Balmain Street will provide for education, research and innovation in the digital field and host a range of activities including training, research and business and industry events.

Movement and Access

- The Green Street and Chestnut Street green spines will provide safe north-south walking and cycling connections.
- A revitalised Oddys Lane and new pedestrian and cyclist access across the railway bridge will reconnect Cremorne to the Main Yarra Trail and across to South Yarra and surrounds.
- The precinct will be connected to the Cremorne West and Church Street precincts and wider area via the redesigned Balmain Street. Changes will be made to the railway underpasses at Balmain and Dunn Street with one side dedicated to walking and cycling by closing the westbound direction to through-traffic at Balmain Street and westbound traffic at Dunn Street.



Image 78 - Proposed Cremorne Digital Hub Balmain St



Image 77 - Balmain Street underpass looking west

Streets and Spaces for People

- New public space on state government (VicTrack) land along the railway corridor (south of Balmain Street) will provide opportunities for passive recreation and provide much needed greening for the precinct.
- New public space will be created around the intersection of Balmain and Kelso Streets at the Cremorne Digital Hub.
- Streets will be further enhanced with additional tree planting.

Design Quality

- Contemporary commercial development up to seven storeys will reinforce the fine-grain industrial character and human scale of the precinct.
- Built form will transition to the north, respecting the low scale leafy character of Green Street Residential Precinct.
- Buildings along the railway corridor will be well designed and visually engaging to respond to the railway edge when viewed from the railway line.
- The unique mix of heritage buildings clustered around the Balmain Street and Green Street intersection will be retained with new commercial development set back behind the heritage forms.
- Views to the former Richmond Power Station (listed on the VHR) south along Green Street and other streets will be enhanced.
- Sunlight to the southern footpaths of Balmain Street will be retained to enhance this important east-west pedestrian and cycling link.

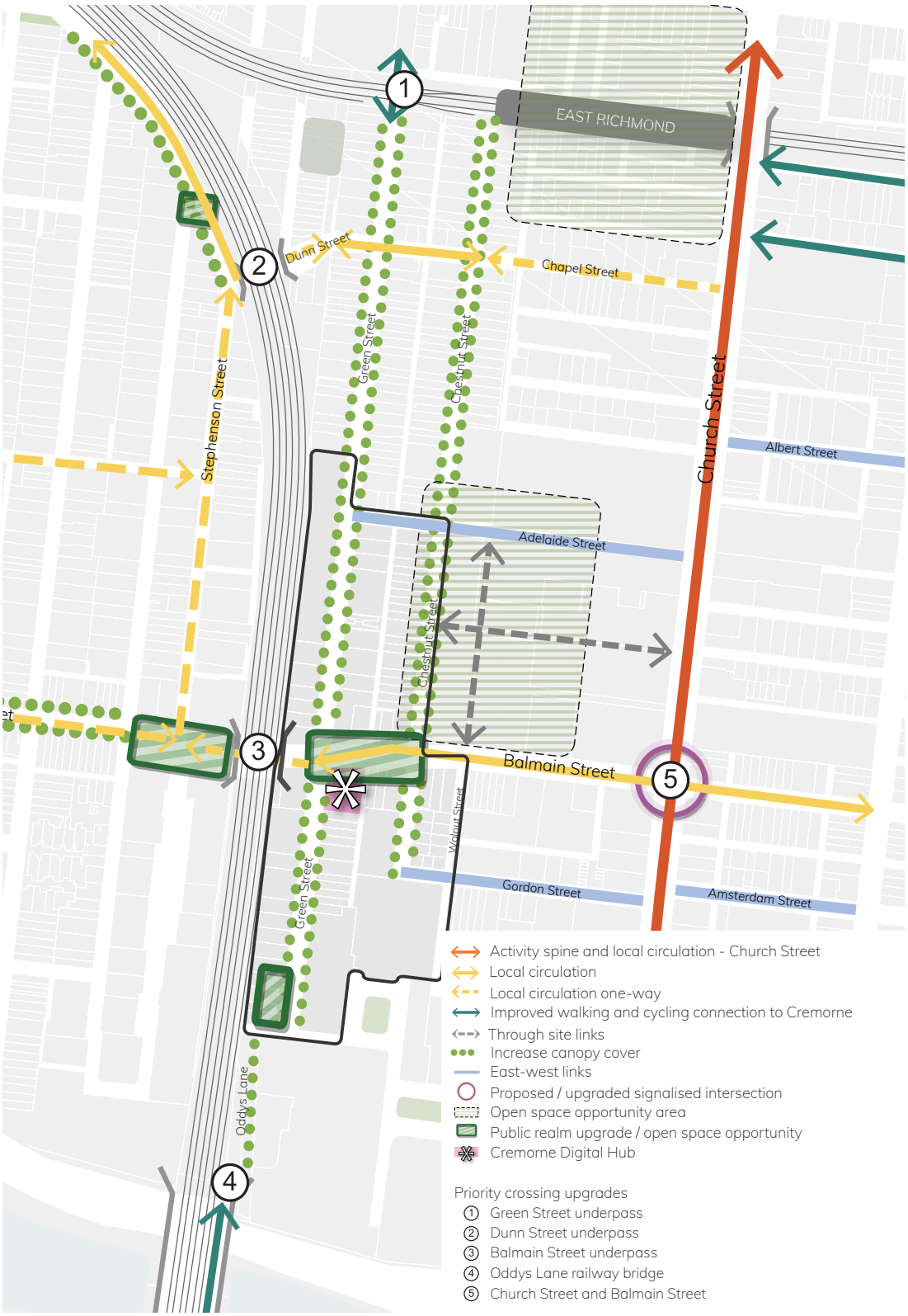


Figure 37 - Railway Precinct framework

Church Street Precinct

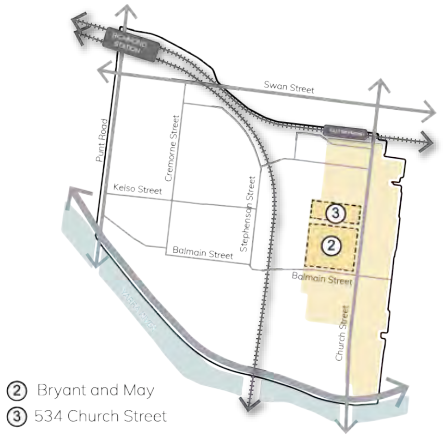


Figure 38 - Church Street Precinct

Existing Conditions

Extending from East Richmond Station, south to Howard Street, the Church Street Precinct is characterised by narrow streets and laneways extending east and west from the central Church Street arterial corridor. The precinct interfaces with low scale residential areas to the west (Green Street Residential Precinct) and east (surrounding Brighton Street). Church Street is a mixture of traditional shopfronts, corner pubs, landmark heritage buildings, large-format retail stores and contemporary office buildings. The urban character is not cohesive and architectural styles vary.



Image 79 - 534 Church Street commercial development

The Vision – Church Street Precinct

The Church Street Precinct will be **a thriving mid-rise retail and commercial corridor** with a mix of offices, company headquarters, showrooms, retail and cafes focussed on Church Street.

Church Street will provide **a tree-lined transport link** between the Swan Street Activity Centre and the Yarra River with safe and attractive walking and cycling and accessible tram stops. Key east-west streets off Church Street will link the precinct to other parts of Cremorne and will be enhanced with kerb outstands, planting and improved footpaths.

East Richmond Station will be revitalised. Its prominence in the streetscape will be enhanced with improved accessibility from Church Street, Swan Street and the residential areas of Cremorne.

The precinct's character will continue to be **defined by modern development interspersed with large scale industrial heritage, corner pubs and other fine grained heritage buildings**. The key heritage buildings including remnant shops and corner pubs and also the landmark Bryant and May buildings will be showcased through sensitive redevelopment.

The Church Street spine will be defined by **taller buildings of up to ten storeys** with lower scale buildings in the side streets transitioning to the residential areas at its edges.

Activities and Land Use

- Church Street Precinct will be a thriving mid-rise area with a mix of commercial and retail uses ranging from headquarters and large office developments, high end retail and showrooms to cafes, restaurants and bars.
- Anchored by the Church Street high street corridor, this precinct will be distinct from the commercial core of Cremorne.
- Easy access is provided to the Swan Street Major Activity Centre with its mix of retail uses.

Movement and Access

- Church Street will provide for safe and efficient walking, cycling and public transport trips with redesigned accessible tram stops, dedicated cycle lanes and widened footpaths.
- A revitalised East Richmond Station to the north will serve the precinct and Swan Street, with enhanced connections from Church Street, Adolph Street and Swan Street from the north, with a new small local open space and station forecourt areas.
- Balmain and Cotter Streets will form safe east-west walking and cycling connections to the off-road paths and significant open spaces such as Barkly Gardens to the east.

Streets and Spaces for People

- New street trees and landscaping will contribute to the amenity of streetscapes and ensure a climate ready precinct.
- Local east-west streets including Albert Street, Adelaide Street, Amsterdam Street, Gordon Street and Yorkshire Streets will be enhanced.

Design Quality

- Church Street will be characterised by a mix of buildings ranging in height up to ten storeys. The scale will reduce to seven storeys along narrow east west streets with five storey development respectfully transitioning to the low scale residential areas to the east and north-west.
- The retention of smaller scale heritage gems along Church Street including the two storey elaborate Baroque revival corner hotel and Edwardian shop fronts, interspersed with modern buildings, will retain the sense of history of the precinct.
- Engaging ground floor design, with generous entrances and integrated landscaping contribute to the ‘high street’ character and vibrancy of Church Street.
- Street walls of up to four storeys and upper level setbacks will maintain solar access to Church Street ensuring attractive sunny footpaths.
- A pedestrian scale is maintained along narrow east west streets, with lower street walls of three storeys.
- Development on the Bryant and May complex will ensure the historic building remain prominent in the street and wider precinct (refer Bryant and May – Strategic site).
- Development of 658 Church Street will ensure the former Richmond Power Station remains prominent (refer 658 Church Street – Strategic site).
- Publicly accessible through site links and new small local open space will integrate the Bryant and May complex into its surrounds and celebrate the industrial significance of the factory to Cremorne and Richmond.

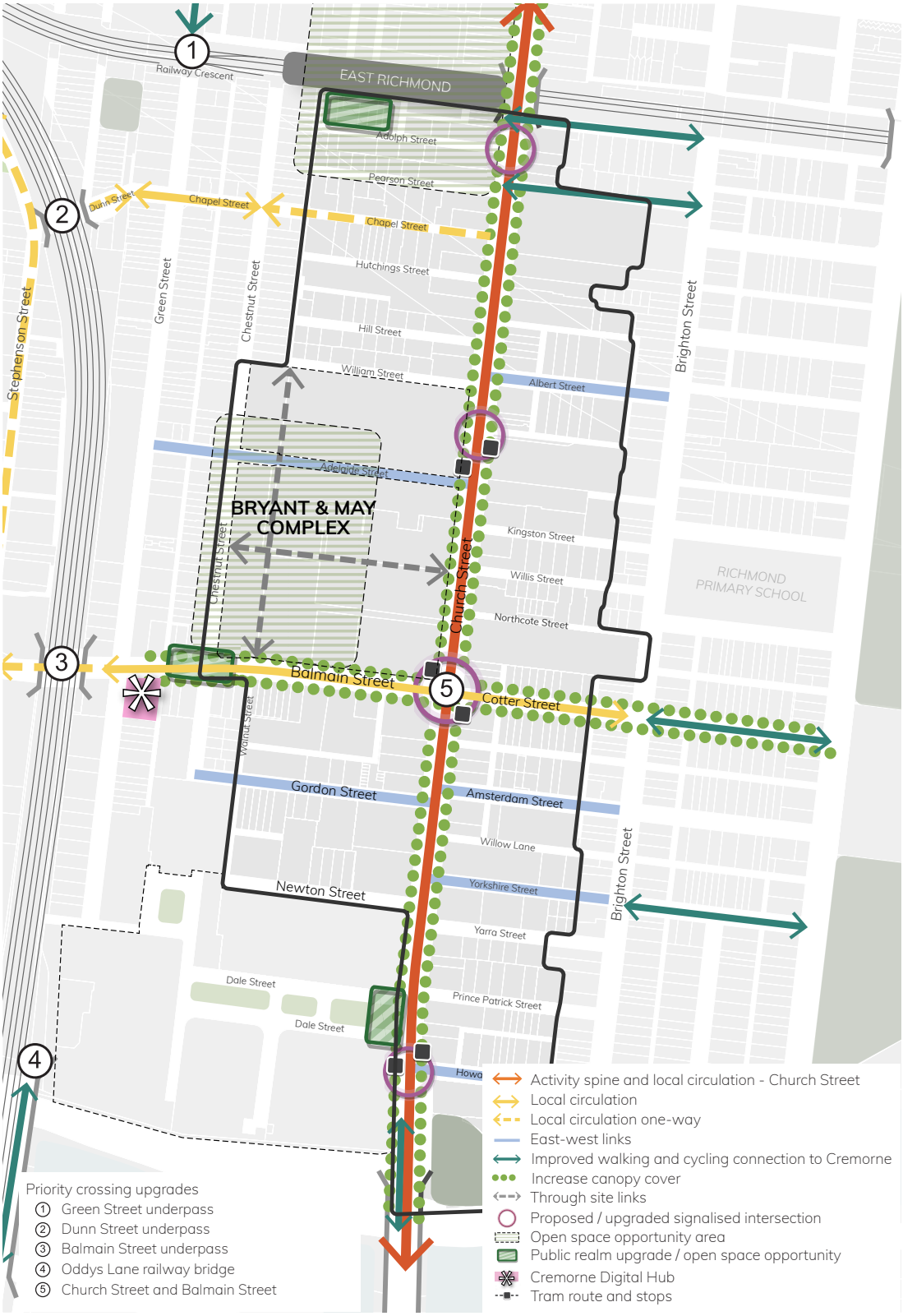


Figure 39 - Church Street Precinct framework

Bryant and May (Strategic Site)

The Bryant and May site is an important part of Cremorne's industrial history as one of the first large-scale manufacturing businesses operating in Cremorne. The complex is also of state heritage significance. The Bryant and May complex is a group of robust buildings set within grounds with large areas of at-grade carparking. Taller elements such as the clock tower and chimney are highly visible from the immediate streets and contribute to the overall image of Cremorne.



Image 80 - Bryant and May Complex



Image 81 - Bryant and May Pavillion

Vision

The Bryant and May complex will host high quality contemporary buildings sited and designed to **maintain the prominence of the state significant industrial complex** and to create a visually interesting skyline and streetscape surrounding the complex. **Views to the chimney, towers and prominent facades will be enhanced.**

Buildings are set within a **network of publicly accessible links and public spaces** that tie the site into the broader urban fabric of the Church Street Precinct and surrounds. Significant buildings are reused and sensitively redeveloped. The retention of the **tennis courts and pavilion** add to the sense of history of the site.

Adelaide Street is reimagined as a green shared street connecting Church Street to the Railway Precinct to the west. A landscape setback along Balmain Street enhances the landscape setting of the heritage tennis pavilion and provides opportunities for seating along the streetscape.

Design objectives

1. Building massing is carefully located to ensure that heritage features remain prominent within the site including decorative facades, parapets and taller elements including the chimney and clocktower.
2. Through site links create a publicly accessible and legible network that connects to the broader street network and frames the heritage forms.
3. A new small local open space is provided on the western portion of the site to support the retention of key views.
4. A landscaped setback (minimum 6m) is provided at the Balmain Street and Chestnut Street interface which to contribute to an expanded public realm and provide for integrated seating and landscaping.
5. Additional overshadowing of Church Street (eastern footpath), Balmain Street (southern footpath) and open space within the site is avoided.
6. Heritage buildings will be reused or sensitively redeveloped to retain the integrity of the building and a sense of history. (*NOTE - Council and landowners will need to engage with Heritage Victoria on buildings/places which are on the VHR.)*
7. Adelaide Street is reimagined as a green shared street that connects Church Street to the site and adjacent Railway Precinct with human scale development, consolidated vehicle entrances and generous building setbacks to enhance the public realm.
8. Reimagine Russell Street as a landscaped pedestrian corridor, with very limited or no vehicle access and a series of public spaces that reinforce the site's role as a former model factory that placed emphasis on worker amenity.
9. Preserve views to ensure the Bryant & May buildings, including clocktower and chimney remain prominent from Chestnut Street, north of Adelaide Street and south of Balmain Street and from Church Street.
10. Design new street walls that align with or are lower than the site's heritage podiums.



Figure 40 - Bryant and May design objectives

11. New built form presents as well-designed companion buildings which respond to the heritage place:
    - On the northern portion of the site – the scale of new built form does not dominate the main factory building
    - At the north-west corner - built form retains permeability through the site
    - On the southern half of the site – new built form is setback from Church Street and development is less extensive, especially west of the pavilion.

534 Church Street (Strategic Site)

A rectilinear, east-west site fronting four streets – Church, William, Adelaide and Chestnut Streets. It is currently occupied by multiple buildings including a 7-storey office complex (fronting Church Street), single storey warehouses and a two-storey car park (fronting Chestnut Street). There is a limited amount of at-grade car parking within the site. The rear portion of the site occupied by the car park is zoned General Residential Zone 2 (GRZ2).

Design objectives

1. Buildings at the Church Street interface transition down to the lower-scale character of the Chestnut Street Heritage Overlay.
2. A through site link aligned with Walnut Street is extended through the site and an additional north-south laneway is provided towards at the eastern end of the site.
3. A well-designed street wall creates a human-scale, active interface to Church Street, Adelaide Street and William Street. The Church Street interface is the primary interface and incorporates awnings, inset building entrances and integrated seating.
4. Overshadowing to Church Street (eastern footpath) is avoided.
5. Building massing will ensure that the Bryant & May site, including the clock tower and chimney remain prominent when viewed from Chestnut Street.
6. A landscape setback is provided to Chestnut Street in response to the character of the streetscape.

Vision

A series of **contemporary buildings** set within a network of publicly accessible connections. Buildings are sited and designed to respond to each of the street interfaces, creating high quality, human scaled streetscapes. Building massing is carefully located to **maintain the prominence of the Bryant and May building** as viewed from Chestnut Street.

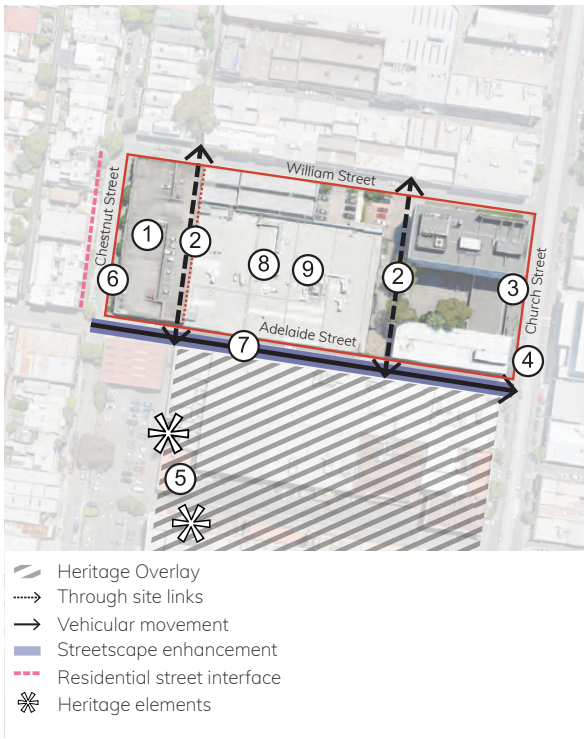


Figure 41 - 534 Church Street design objectives

7. Adelaide Street is reimagined as a green shared street that connects Church Street to the site and the adjacent Railway Precinct with human scale development, consolidated vehicle entrances and generous building setbacks to enhance the public realm.
8. The scale and sitting of any new built form has regard to the state heritage significance of the former Bryant & May buildings, ensuring development retains its prominence along Church Street.
9. Develop the site as a campus of buildings rather than one large building.

Content added in response to recommendations from Cultural Heritage Assessment for future masterplanning

Birrarung Precinct

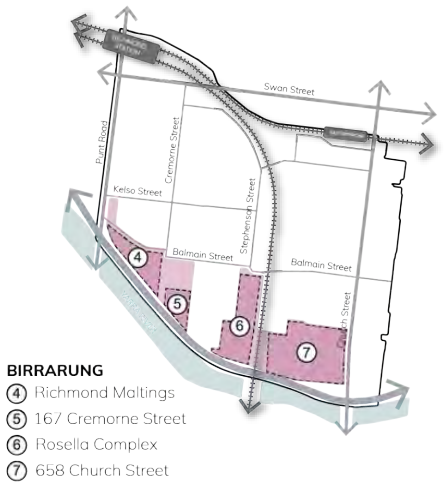


Figure 42 - Birrarung Precinct

The Birrarung Precinct is located along the Yarra River on either side of the railway corridor and the Cremorne Residential Precinct. It consists of four strategic sites:

- Richmond Maltings
- 167 Cremorne Street
- Rosella complex
- 658 Church Street.

Land within the Birrarung Precinct is of significant social and cultural importance to Traditional Owners. Future planning for land adjacent to the Yarra River should be developed in consultation with Traditional Owners (the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation).

Richmond Maltings (Strategic Site)

The Maltings site is bound by Gough Street to the north, Punt Road to the west, Harcourt Parade and CityLink to the south, and Cremorne Street to the east. The large site is made up of several allotments, totalling nearly 10,000sqm. The Richmond Maltings was established in 1852 and has been continuously associated with the brewing and malting industry. The 1880 four-storey pneumatic malthouse and silos remain on the site. Many of these buildings, and the Nylex Sign, are of state heritage significance. The iconic Nylex Sign, a municipal landmark was erected on the silos in 1961. The primary viewing location is from the centre of Morell Bridge (within the City of Melbourne), with other views from CityLink.

The site comprises of buildings ranging from 2-4 storeys, the 9-storey MYOB building and two residential apartment towers, with a mix of shops, a supermarket and offices. The central and north-western part of the site not yet been developed. It has a permit for a hotel and various commercial buildings including office and a mix of retail, function spaces, cafes and restaurants.

Vision

The Richmond Maltings will be a **hub of activity and employment**. The mix of residential, commercial and retail uses will activate the precinct throughout the day and evening. **Surrounding streets are activated and enhanced** through expanded footpaths, street tree planting, active ground floor uses and generous entry forecourts and spaces.

The site will provide a series of vibrant plazas and laneways that integrate the site into the surrounds and draw people into the precinct. The design of links and spaces will **reference and celebrate the site's rich industrial past**.

Significant heritage buildings and structures will be showcased and enhanced. With new buildings sited and designed to respect existing buildings and retain **the prominence and landmark qualities of the Nylex sign and associated silos**.

Buildings range in height, **responding to the low scale residential precinct to the north and the Yarra River environs to the south**, avoiding additional overshadowing.

Design objectives

1. A diversity of land uses will be provided that activates the site and supports the broader Cremorne Enterprise Precinct and surrounds.
2. The site is integrated with its surrounds, providing a series of links and spaces that improve accessibility and connectivity through the site, and connect to the Main Yarra Trail. Through site links and the enhanced crossing of Harcourt Parade provides access to the Main Yarra Trail and river.
3. Development will respect the amenity of lower scale residential areas to the north.
4. Surrounding streets will be enhanced through footpath widening, street tree planting and design of the ground floor premises which will activate the frontage.
5. Vehicular access and servicing will be consolidated to minimise the impact on the surrounding streetscapes.
6. The visual prominence and views of the landmark Nylex sign and associated silos will be retained through the sensitive siting and design of new buildings.
7. Significant heritage buildings and structures will be reused and sensitively redeveloped to retain the integrity of the building and a sense of history.
8. Development will complement and enhance the Yarra River environs through the design quality and materiality of buildings along the southern interface.

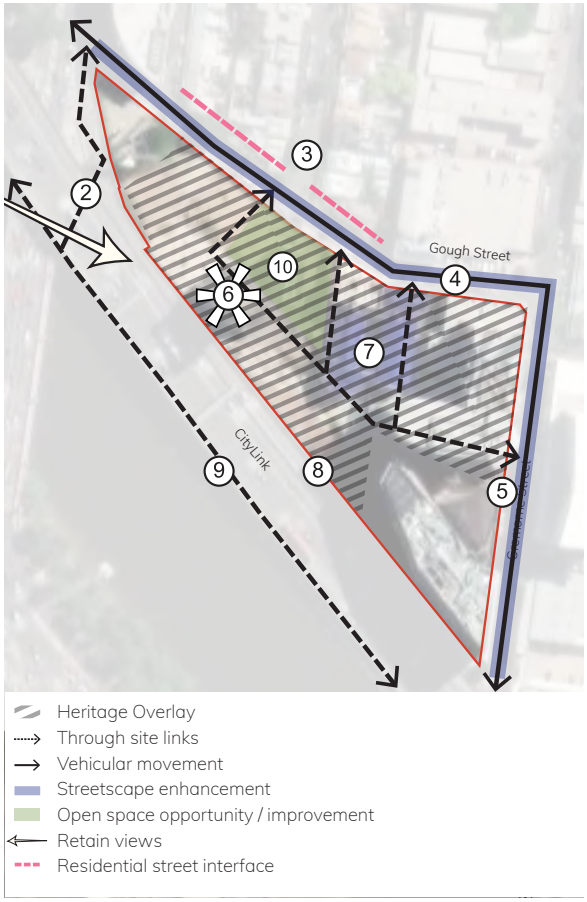


Figure 43 - Richmond Maltings design objectives

9. Development will seek to minimise additional overshadowing on the banks, water of the Yarra River and adjacent public open space, pedestrian and bicycle paths (noting the DDO1 does not apply).
10. A new small local open space will be integrated into the development.

167 Cremorne Street (Strategic Site)

A large island site with three street interfaces; Dover Street to the east, Bent Street to the north and Cremorne Street to the west. Harcourt Parade and CityLink forms the southern interface of the site. The southern facade of the existing building is highly visible from the Main Yarra Trail on the southern side of the Yarra River. The eastern interface along Dover Street is predominantly fine-grain residential dwellings with landscaped setbacks.

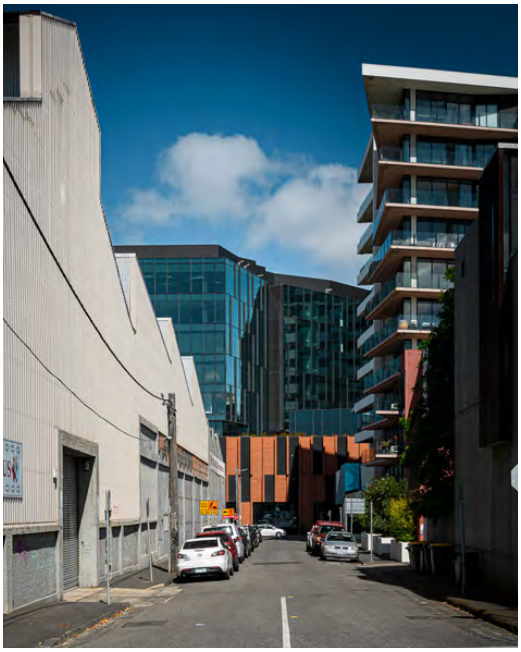


Image 82 - Bent Street existing warehouse



Image 83 - Harcourt Parade (CityLink) interface

Vision

167 Cremorne Street is a **collection of diverse buildings** sited and designed to respond to the varied conditions to the north, east, south and west.

Buildings range in height and **decrease in height to the east** to respond to the low-scale context of Dover Street. The landscape character of Dover Street is enhanced through the provision of a **landscaped ground floor setback**. Buildings on the southern portion of the site are designed to enhance the setting of the river corridor.

New pedestrian links improve connectivity through the site and break up the building mass. **Cremorne Street and Bent Street are activated and enhanced** through expanded footpaths, street tree planting, active ground floor uses and generous entry forecourts and spaces. **A new small local open space** is sited to the north-east, with two street frontages.

Design objectives

1. A diversity of forms, typologies, building and street wall heights, and varied architecture will be developed across the site, responding to each of the unique interfaces. Buildings range in height with the highest scale to the north-west and the lowest scale at Dover Street.
2. A landscape setback, lower-scale, fine-grain edge is provided at the Dover Street interface that responds to the low-scale residential context and the heritage precinct (HO342).
3. A new small local open space is delivered on the north-east corner of the site to serve residents and the broader community. The space is designed to have a public interface and provide passive surveillance of neighbouring streets.
4. New publicly accessible laneways are delivered through the site to improve connectivity to surrounding streets and new open space.
5. Cremorne Street and Bent Street form the primary frontages of the site and are designed with active interfaces at the ground floor and lower levels. Buildings are set back to provide extended footpaths, entrances and pedestrian plazas.
6. Buildings on the southern portion of the site are designed to respond to the freeway environment. The design should enhance the setting of the river corridor and contribute to a positive image of Cremorne.
7. Additional overshadowing of the banks, water of the Yarra River and adjacent public open space, pedestrian and bicycle paths is avoided (in line with the DDO1).

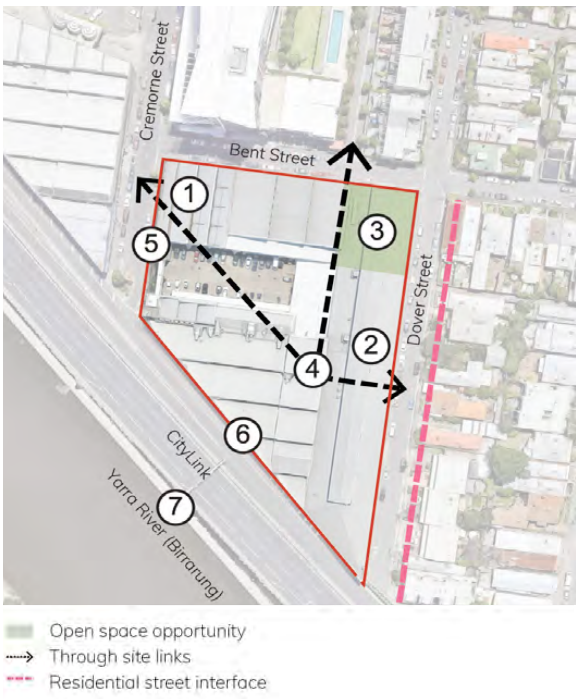


Figure 44 - 167 Cremorne Street design objectives

Rosella complex (Strategic Site)

The Rosella complex is a business park-style development directly adjacent to the railway line. The site is made up of a number of lots and is bound by Balmain Street, Gwynne Street and residential properties to the west and CityLink to the south. There are a number of contributory heritage buildings interspersed with non-heritage buildings on the site. The original factory buildings were established on the site on 1905 and were operating until the 1980s. A large allotment to the south directly interfaces the freeway. Palmer Parade, a private road loops around to connect with Gwynne and Munro Streets.



Image 84 - Palmer Parade



Image 85 - Rosella signage - Balmain Street

Vision

The Rosella complex is **an exemplary collection of industrial buildings** in a contemporary commercial setting. The buildings fronting Balmain Street, Palmer Parade and the railway line with their **distinctive Rosella signs are showcased**. Additions to heritage buildings allow key heritage features to be retained and remain prominent.

A legible street network and a new publicly accessible open space welcomes people into the site. **High quality facades to the railway and river corridor** create a positive image of Cremorne. New infill buildings provide visual interest at the ground level and use forms and materials that are complementary to the heritage context.

Design objectives

1. Buildings range in height with the highest scale of buildings to the railway corridor. Buildings will be lower fronting the residential areas west of the site on Gwynne and Munro Streets and to the rear of properties on Cubitt Street.
2. Additional overshadowing of the banks, water of the Yarra River and adjacent public open space, pedestrian and bicycle paths is avoided (in line with the DDO1).
3. Contemporary infill buildings compliment and are respectful in scale to contributory heritage buildings. Additions to existing heritage buildings are set back to allow heritage features and Rosella signage to remain prominent.
4. The legibility and quality of the internal street network is improved. Palmer Parade is redesigned to prioritise pedestrians and cyclists.
5. A new through site link connects Palmer Parade to Cubitt Street, providing improved access to Charles Evans Reserve.
6. At grade parking is consolidated and the impact of vehicular access entrances and ramps on the public realm minimised.
7. Buildings that interface the railway and river corridors are designed to respond to these interfaces and contribute to a positive image of Cremorne.
8. New public space is delivered within the complex that provides space to meet and relax (location to be determined).

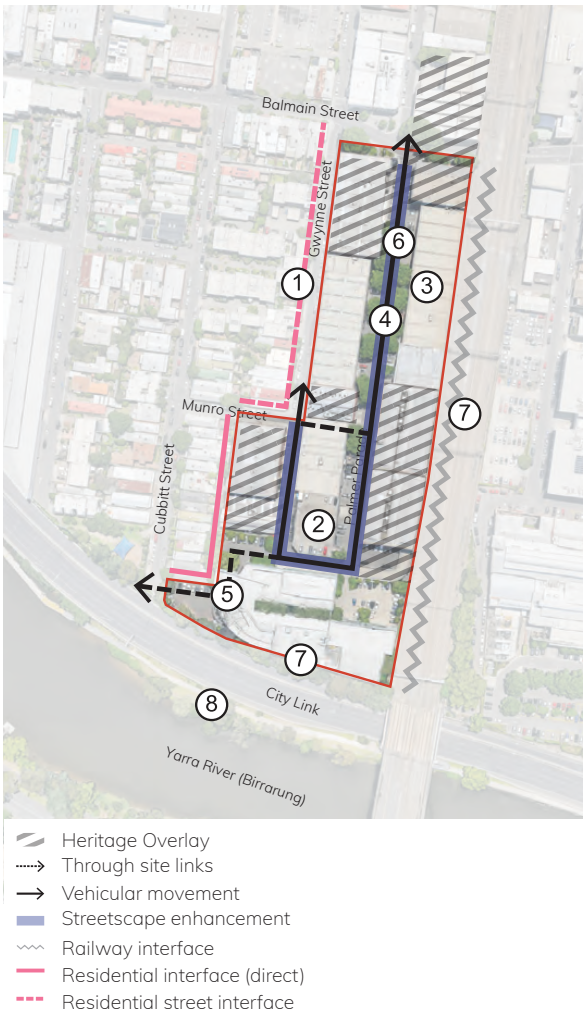


Figure 45 - Rosella Complex design objectives

658 Church Street (Strategic Site)

658 Church Street is a business park style office precinct which sits alongside the railway line to the west and the freeway to the south. The site is zoned Commercial 2 and includes fashion, retail, creative and tech businesses and headquarters such as Tesla, Disney, and Hardie Grant.

The site includes the former Richmond Power Station – a prominent heritage building of State significance. Other buildings within the site are of a mixed scale and character. The buildings within 658 Church Street are located in a landscaped setting with significant tree coverage along most of the internal streets and within the carparks. There is a central linear open space along the primary internal street (Dale Street Reserve).

Vision

658 Church Street is a collection of **contemporary office buildings within a landscape setting**. The street network is legible, pedestrian friendly and well-connected to the surrounding streets. Carparking is consolidated to allow the **extensive public space network to be expanded**. Public spaces are sunny and comfortable places for people to meet and relax.

The **former Richmond Power Station is celebrated and streetscape views to prominent façades are enhanced.**



Image 86 - Electric Street Reserve



Image 88 - Church Street cafe activity

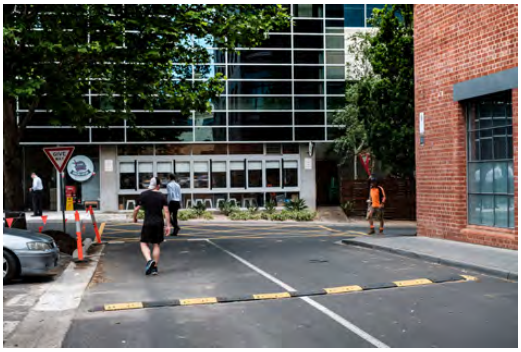


Image 87 - Dale Street - private road

Design objectives

1. Buildings range in height with the highest scale buildings to the north of the site transitioning down to a lower scale to the south of the site.
2. The legibility of the street network is improved and streets are redesigned to prioritise pedestrians. Car parking is consolidated within the site to reduce negative impacts on the public realm and facilitate opportunities for an expanded public space network.
3. New publicly accessible open spaces are delivered that expand on the existing quality of spaces. Buildings are set within the landscape and mature trees are retained and integrated where possible.
4. The public realm is upgraded to enhance the setting of The Richmond Power Station. Building massing is carefully located to ensure that the building remains prominent when viewed from Green Street, Electric Street, Hargreaves Street, Oddys Lane and Dale Street.
5. A well-designed street wall creates a human-scale and active interface to Church Street. The Church Street interface is the primary interface and incorporates landscape, inset building entrances and integrated seating.
6. Overshadowing to Church Street (eastern footpath), and public space within the site is avoided.
7. Additional overshadowing of the banks, water of the Yarra River and adjacent public open space, pedestrian and bicycle paths is avoided (in line with the DDO1).
8. Buildings that interface the river corridor are designed to enhance the landscape setting and contribute to a positive image of Cremorne.
9. Heritage buildings will be reused or sensitively redeveloped to retain the integrity of the building and a sense of history. *(NOTE - Council and landowners would need to engage with Heritage Victoria on the former Richond Power Station which is on the VHR)*
10. Conservation works are undertaken as part of any redevelopment of the former Richmond Power Station.

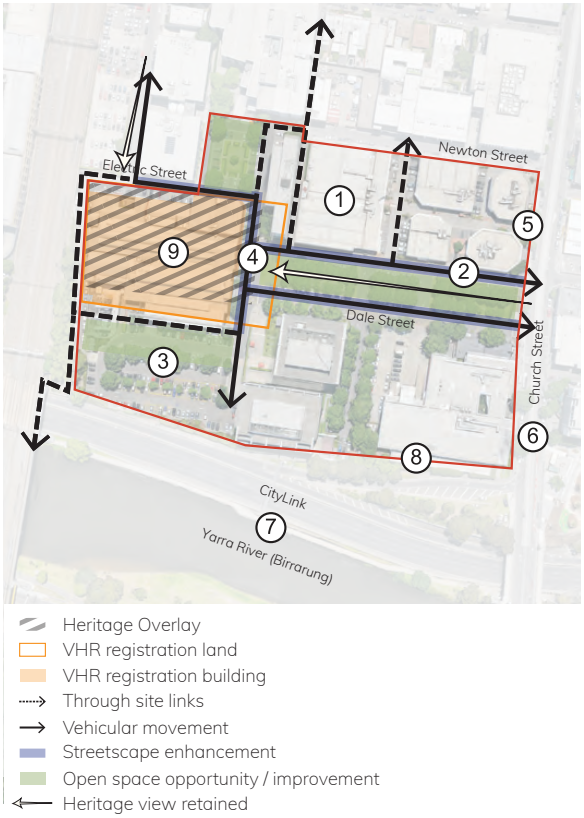


Figure 46 - 658 Church Street design objectives

11. The prominence of the former Richmond Power Station is retained by:
    - Upgrading the public realm to enhance the setting
    - Retaining views to the former power station from Green Street, Electric Street, Hargreaves Street, Oddys Lane and Dale Street
    - Maintaining visual connections between the west decorative façade of the former Richmond Power Station and the railway line to provide a link between the historic uses.

Part Four: Delivery

This section provides an overview of the next steps required to implement the Framework.

Part Four: Delivering the Framework

The UDF sets out a vision and framework to guide Cremorne's growth and to ensure it develops as an accessible, well-connected and high-amenity place. It outlines public open space, public realm and infrastructure improvements required to meet the future needs of the Cremorne community. Council will seek to work in partnership with state government departments and agencies, landowners, businesses and the wider community to implement the UDF.

The following implementation framework provides an outline of how the vision and objectives will be delivered.

Infrastructure planning

Providing for the timely and coordinated funding and delivery of public open space, streetscape improvements and new walking and cycling linkages to meet the needs of businesses, workers, visitors and residents is crucial to realise the vision for Cremorne. A range of funding and delivery mechanisms are needed to enable the delivery of the infrastructure required to support precinct development. These include:

- Capital works projects delivered by or on behalf of Council
- Works funded by the Victorian State Government
- Open space contributions
- Development contributions
- Developer works: infrastructure and works which have a direct connection to development and are fully funded by the developer as part of the redevelopment of the land.

Open space contributions

Current and future demand for open space is considerable in Cremorne due to the high level of employment growth, density of commercial development and lack of open space. Surveys undertaken as part of the development of the *Yarra Open Space Strategy* found that more than 80 per cent of workers visit public open space during the day.

Council currently has a mandatory public open space contribution rate of 8.65 per cent through a schedule to Clause 53.01 of the Yarra Planning Scheme.

Development contributions

To support the funding and delivery of key infrastructure items, a Development Contributions Plan Overlay has been introduced to the Yarra Planning Scheme. The development contributions plan will ensure that the cost of providing new infrastructure to meet the demands of the new population, is shared equitably between developers and the wider community.

Council requires a contribution towards the provision of infrastructure when a site is developed, as prescribed in the Development Contributions Plan (DCP). The boundary of the DCP charge area 11 aligns with the study area of this UDF, however the current DCP does not include the infrastructure projects listed in this UDF. To help deliver the relevant actions in this UDF (that are not identified in the current DCP), Council will need to investigate options to update and/or modify the current DCP for Charge Area 11.

Capital works program

Council's Annual Plan alongside each year's budget, sets out specific projects and activities that will be undertaken over the year that work towards the strategic objectives in the Council Plan. The UDF will inform Council's Capital Works Program.

Partnerships

Implementation of the UDF will require Council to work in partnership with a wide range of stakeholders including:

- Department of Jobs, Skills, Industry, and Regions, BKI, Cremorne Digital Hub consortium, landowners and businesses on economic development.
- Department of Transport and Planning, VicTrack, Parks Victoria, City of Melbourne, City of Stonnington, and landowners on walking, cycling and public transport and open space provision.

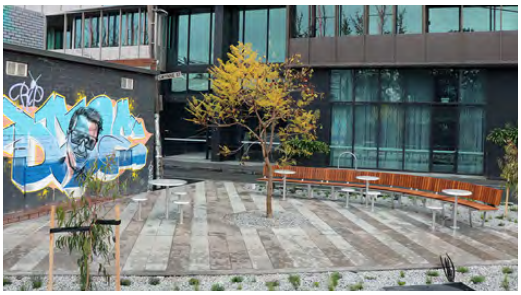


Image 90 - Recent capital works upgrades - Gwynne St

Grants and funding bids

Council actively seeks to source external grants and financial contributions from State, Federal and other Government agencies. Council will work with other levels of government for funding support to deliver infrastructure and service outcomes for the community.



Image 91 - Advocacy for major transport upgrades

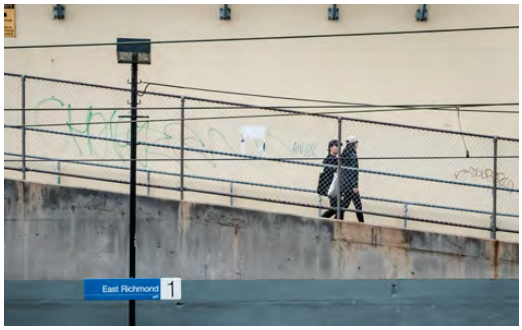


Image 92 - Advocacy for major transport upgrades

Yarra's Advocacy Strategy for Cremorne

Many of the outcomes in the revised UDF will require Council to advocate and work with other levels of government for matters that are outside Council's jurisdiction. For example, the State Government is responsible for the arterial road network and public transport services and infrastructure.

Council's *Advocacy Roadmap* 2025-29 includes specific reference to implement the CPIP in partnership with the State Government, stakeholders and community (Outcome 10, Building the City)

Key advocacy outcomes identified in the UDF include:

- Improvements to the Swan Street and Cremorne Street intersection to upgrade the pedestrian crossing, address accessibility and level changes and create new public spaces on Government owned land.
- Deliver accessible tram stops in Church Street.
- Upgrades to the Church Street and Balmain/Cotter Street intersection to prioritise walking, cycling and greening.

- Improving access to South Yarra from Oddys Lane. This could include a new active transport bridge over the Yarra River adjacent to the rail line or improvements to the existing, including improving access for all.
- Upgrading Richmond and East Richmond Stations.
- Upgrading the rail underpass at Green Street for pedestrians and people using micro mobility devices.
- Pursuing opportunities for open space on VicTrack land at Green Street, VicTrack land near East Richmond Station and around the former Cremorne Primary School at the BKI campus.
- Activate the CityLink freeway underpass near Punt Road by improving links to the river, providing seating and other amenities and investigating active uses.
- Investigating opportunities to improve access to and widen the Main Yarra Trail to provide more separation between walking and cycling and create more places to sit, view and enjoy the river.
- Further planning guidance and support around the delivery of affordable workspaces and creative industries in Cremorne.

Planning scheme implementation

One of the most important elements in implementing the UDF is updating the planning controls for Cremorne. Changes to the planning controls would require a planning scheme amendment. This is a statutory process which would introduce the proposed changes.

Amendment C318 seeks to implement key built form guidelines into the Yarra Planning Scheme.

Proposed changes to the Yarra Planning Scheme include:

- Updated policy which addresses, recognises and supports Cremorne as an enterprise precinct and includes place specific policy on economic activity, built form and heritage, access and movement and public realm.
- New built form provisions via schedules to the DDO.
- A Parking Overlay reducing parking rates for office developments and retail premises in Cremorne.
- Rezoning of one site to correct a zoning anomaly.

Glossary

Glossary

Yarra City Council

The role of a council is to provide good governance in its municipal district for the benefit and wellbeing of the municipal community and is defined by the *Local Government Act 2020* section 8(1). Yarra City Council functions and services include: maternal and child health, libraries, childcare, waste collection and recycling; infrastructure provision, streetscape improvements and maintenance; regulation and enforcement (e.g. local laws, permits); advocacy; and community and economic development. It is also the planning authority for the precinct, responsible for facilitating amendments to the Yarra Planning Scheme and for issuing planning permits.

Victorian Planning Authority (VPA)

The Victorian Planning Authority (VPA) is a State Government statutory authority that reports to the Minister for Planning. It prepared the Cremorne Place Implementation Plan in partnership with Council.

Department of Jobs, Skills, Industry, and Regions (DJSIR)

The State Government agency responsible for ensuring Victoria's strong economic performance by growing industries and regions. DJSIR is managing and coordinating the implementation of the Cremorne Place Implementation Plan.

Department of Transport and Planning (DTP)

The State Government department is responsible for:

- managing, regulating, consulting and/or advising in relation to public land, water, energy and environmental resources and planning and local infrastructure;
- building and operating an integrated, sustainable, and safe transport system for Victoria.

VicTrack

The State Government agency that owns, protects and grows Victoria's rail transport land, assets and infrastructure.

Active transport: refers to walking, cycling and scooting, as well as wheeling and other environmentally friendly travel methods of people with a disability.

Affordable workspaces: spaces that are financially accessible to creative and tech enterprises with limited access to initial and ongoing capital and revenue.

Activity Centre: vibrant community hubs where people shop, work, meet, relax and often live. Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity, and include Yarra's retail streets and commercial areas.

Creative industries: disciplines that use 'creative' processes and/or ideas to create value for customers. Include activities that are both commercially driven and community-based, experimental, and export-intense.

Design and Development Overlay (DDO): planning tool that is applied to areas that need specific requirements relating to the built form and design of new development. It sets requirements for the height, form, and general design of buildings. Terms frequently used in a DDO include:

> *Built Form: function, shape and configuration of buildings and their relationship to streets and open spaces.*
>
> *Setback: distance a building is required to be constructed from a boundary or upper levels.*
>
> *Street wall: front portion of a building – usually on the street.*
>
> *Upper level: development above the height of the street wall.*

Development contributions: payments or works-in-kind towards the provision of infrastructure made by the proponent of new development.

Enterprise Precincts: are dense, accessible, and amenity rich urban areas that provide fertile ground for business formation and idea development and innovation. These include high business densities with a diverse range of industries. Their size and diversity allow for agglomeration benefits, where knowledge and service sharing occurs. These benefits provide these areas with a competitive advantage where they are able evolve with a changing economy.

Green Factor Tool: is a new tool used to assess planning permit applications, developed by the City of Melbourne and currently being trialled within the City of Yarra. The tool is designed to assist applicants in developing their green roofs or walls proposals and to assess and facilitate proposals at the planning permit stage. The purpose of the tool is to increase the vegetation cover on private land. The tool has been designed to consider a range of building types. It will integrate with Council's sustainable development tool (BESS) which is used during the permit application process.

Heritage Overlay: planning tool used to protect places of heritage significance to the city. Within the Heritage Overlay there are three gradings:

- *Significant Places: of state, municipal or local cultural heritage significance. They may be both individually significant and significant in the context of the heritage precinct.*
- *Contributory Places: that contribute to the cultural heritage significance of a precinct and have been given this status in a heritage study. They are not considered to be individually important places, however, when combined with other significant and/or contributory heritage places, they play an integral role in demonstrating the cultural heritage significance of a precinct.*
- *Not-contributory Places: within a heritage precinct that have no identifiable cultural heritage significance. They are included within a Heritage Overlay because any development may impact the cultural heritage significance of the precinct or adjacent heritage places.*

Major Employment Precincts: there are two in Yarra - Cremorne and Church Street, Richmond and Gipps Street, Collingwood. They host a diversity of traditional industrial uses, commercial offices and creative industries.

Public open space: includes all publicly owned land that is set aside primarily for outdoor recreation, passive outdoor enjoyment and nature conservation and is open to the sky. It includes public parks, gardens, reserves, waterways and squares. It is generally zoned for public park, recreation or conservation purposes when held in public ownership.

Public open space contributions: contribution collected at the time of a subdivision as a percentage rate on the value of undeveloped land. The contribution can be taken as land area or the equivalent value in cash, at the discretion of the Council.

Public realm: includes streets, squares, parks, green spaces and other outdoor spaces.

Principal Bicycle Network (PBN): network of existing and proposed cycle routes identified to help people ride to major destinations around metropolitan Melbourne.

Scramble crossing: a signalised pedestrian crossing that allows crossing all at once of all legs of an intersection, as well as in a diagonal direction.

Shared zone: a street designated as a 'shared zone' under the Victorian road rules is a street where road vehicles must give way to people walking, wheeling and cycling. Usually installed with low speed limits, most commonly 10km/h.

Strategic Cycling Corridors (SCC): are the main routes of the bicycle network, similar to how arterials are the main routes of the road network. They identify the most important routes for cycling for transport that connect to key destinations of metropolitan and regional significance, including key employment areas, activity centres and railway stations.

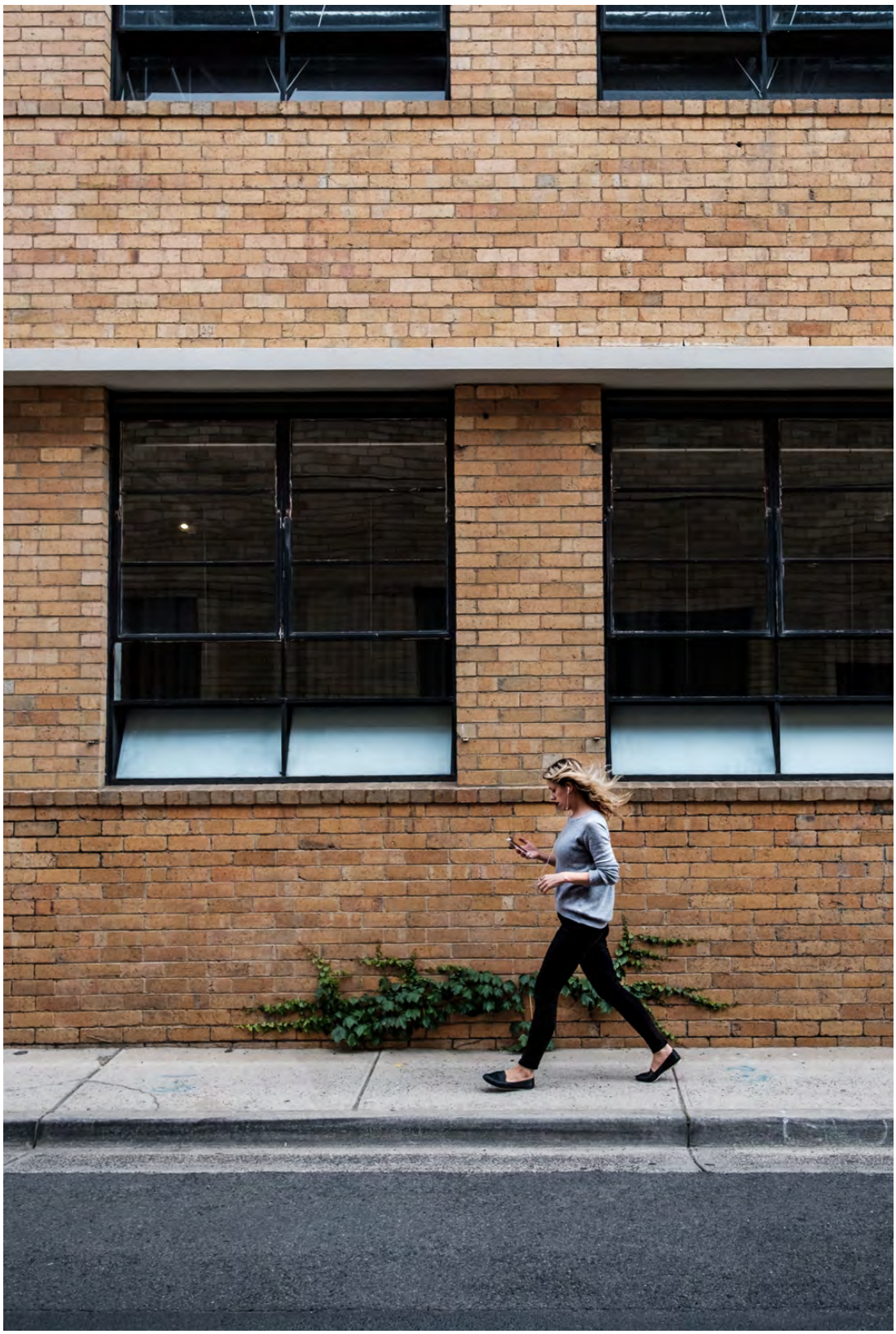
Strategic sites: large, often former industrial sites, that have been identified for redevelopment.

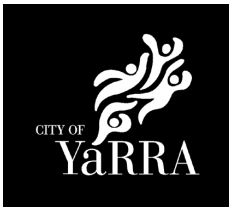
Urban Heat Island Effect (UHI): urban area that is significantly warmer than its surrounding areas. This increased warmth is due to heat being retained by roads, buildings, footpaths made of concrete and asphalt, and waste heat created by cars, industry and people.

Victorian Heritage Register (VHR): lists and provides legal protection for heritage places and objects that are significant to the history and development of Victoria.

Water sensitive urban design (WSUD): design of buildings and streets to minimise the impact of development on the surrounding environment and waterways. WSUD involves treating and reducing stormwater flows, increasing soil moisture, urban greening and providing an alternative water source.

Yarra Planning Scheme: legal document, approved by the Minister for Planning, that contains policies and provisions that control land use and development within the municipality.





Yarra City Council

PO Box 168, Richmond, VIC 3121
9205 5555
info@yarracity.vic.gov.au
yarracity.vic.gov.au

Customer service centres

Richmond Town Hall
333 Bridge Road, Richmond

Collingwood Town Hall
140 Hoddle Street, Abbotsford

Connie Benn Centre
160 Brunswick Street, Fitzroy

Bargoonga Nganjin, North Fitzroy Library
182 St Georges Road, Fitzroy North

6. DTP Applications

6.1. – PPE26/0521 - 57-71 Stephenson Street Cremorne

Author	Joe Byrne – Senior Statutory Planner
Authoriser	General Manager City Sustainability and Strategy - Mary Osman

Executive Summary

Property	57-71 Stephenson Street Cremorne
Ward	Lennox
Application number	PPE26/0521 (Council Ref) PA2604524 (DTP Ref) This application has been lodged with the Minister for Planning. The Minister is the decision maker for this application.
Proposal	Construction of a 16 storey building, for office and food and drink premises (café)
Zoning & Overlay/s	- Commercial 2 Zone (C2Z) - Design and Development Overlay (Schedule 51) - Development Contributions Plan Overlay (Schedule 1)
Strategic setting	Major Employment Precinct This application was made to the Minister for Planning under the Clause 53.22 Significant Economic Development.
Submissions	Public notice commenced on 8 September 2026. At the time of finalising this report, DTP have advised that they have received no objections.
Key reasons for recommendation	- The scale of the development fails to recognise and reinforce the pattern of development and character of the street, and fails to meet the design objectives of Schedule 51 of the Design and Development Overlay.

Recommendation	That Council notify the Department of Transport and Planning outlining Council's position that the proposal is not supported for the key reasons provided. Notwithstanding this, the recommended conditions will be provided should the Department of Transport and Planning be of a mind to grant the permit. Key conditions include: • Reduced height; • Redesign ground floor; • Public realm streetscape works; • Engineering matters; • Remove built form projections.
Contact Officer	Joe Byrne – Senior Planner

Officer Recommendation

That Council:

1. Note the officer report and the application material.
2. Delegate the Manager Development Services to write to the Department of Transport and Planning outlining:
   (a) Council's position that the proposal is not supported on the following grounds:
      (i) The scale of the development fails to recognise and reinforce the pattern of development and character of the street, and fails to meet the design objectives and building envelope requirements of Schedule 51 of the Design and Development Overlay;
      (ii) The proposed vehicle access arrangement would detract from streetscape activation and pedestrian amenity along Stephenson Street, contrary to the design objectives of Schedule 51 of the Design and Development Overlay; and
      (iii) The ground floor layout is poor, with two for the cafe tenancies having no street frontage, poor wayfinding and sense of address and a poorly defined and non-functional rear outdoor space.
   (b) DTP are recommended to obtain expert advice in relation to:
      (i) Wind – to review/verify provided wind assessment; and
      (ii) Acoustics – to assess the potential noise impacts to/from the site.
3. Notwithstanding the above, if the Department of Transport and Planning is of the mind to issue a permit, then the following conditions should be included:

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 must be generally in accordance with the plans prepared by Edition Office, Rev TP1, dated 16/06/2026, but modified to show:

(a) Deletion of 5 storeys between levels 1 and 14;

(b) Building separation requirements of DDO51 met for the southern elevation;

(c) All building structures including awnings and architectural elements to be entirely within title boundaries;

(d) Any awnings integrated with the building design and maximise passive surveillance with concealed drainage infrastructure and without exposed gutters or downpipes visible from the public realm;

(e) Vehicle access to the basement level relocated to the northern side of the development, accessed from the ROW;

(f) Deletion of all works within the laneway including removal of notations/landscaping etc and deletion of works outside the eastern boundary;

(g) Employee bicycle spaces to be located within a secure lockable compound, separate from the visitor bicycle spaces and wholly within the title boundaries;

(h) Access pathways to bicycle parking to be increased in width to 2.5m to demonstrate compliance with Australian Standard AS2890.3;

(i) Dimensions of all bicycle storage spaces noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;

(j) At least 5 electric bicycle charging points to be provided for employee bicycle parking spaces;

(k) Roof plans and elevations clearly showing all solar arrays on facades and roof, including size and number of panels and total expected kW output;

(l) Remove the planters located along the proposed ground floor setback along the northern interface laneway ROW;

(m) Modify and simplify the internal ground floor layout to improve visibility of all tenancies to Stephenson Street, passive surveillance and pedestrian wayfinding;

(n) Rationalise the proposed ground floor landscaping and built form elements to establish a consistent and legible building along both street and laneway frontages;

(o) Provide a clear paving delineation between public and private land, through contrasting paving types;

(p) Relocate the principal building entrance and lobby to the north-west corner of the site, integrated with a setback splay;

(q) Revise the location of the spiral staircase to improve sightlines, safety and wayfinding outcomes, ensuring the structure does not create concealed spaces or impede pedestrian circulation;

(r) The southern ground level of the building redesigned to Infill the narrow sliver of land between the subject building and the existing building to the south and allowing for widening the entry to the end of trip facilities;

(s) Provision of a bench seat with back and arm rest along the ground floor setback within subject site street frontage;

(t) Show the location for the security gate to the underground car parking and locate the gate in-line with the building line, clear of the setback;

(u) Reduce the width of building services cabinets and better integrate into the built form;

(v) Increase the ground floor setback and associated vertical clearance along the northern boundary to achieve a minimum laneway width of 6.1 metres;

(w) Details of the proposed interface treatment along the eastern end of the northern Right of Way;

(x) The width of the car park entrance dimensioned;

(y) The width of the internal vehicle access ramp dimensioned;

(z) A convex mirror at the car park entrance;

(aa) The width of the vehicle crossing dimensioned;

(bb) The column depths and setbacks dimensioned;

(cc) Provision of adequate vehicle passing movements for the B85 and B99 design vehicles;

(dd) Each ramp section for the ground clearance assessment diagram dimensioned; and

(ee) Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan, Sustainability Management Plan, Landscape Plan, Public Realm Functional Layout Plan, Glint and Glare Assessment, Wind Assessment, CPTED report and Detailed Drainage Plan.

2. The development and food and drink use 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 consultant team, Edition Office 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.

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

Façade Strategy

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

(a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details;

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

(c) information about how the façade will be maintained, including any vegetation; and

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

Land Use

6. Except with the prior written consent of the Responsible Authority, the ground floor restaurant/cafes authorised by this permit may only operate between 7.00am and 10.00pm.

7. Except with the prior written consent of the Responsible Authority, no more than the following maximum number of patrons are permitted within the ground floor Food and drink premises tenancies at any time as follows:

(a) North-west tenancy: 50 patrons;

(b) North-east tenancy: 30 patrons;

(c) South-west tenancy: 30 patrons; and

(d) South-east tenancy: 30 patrons.

8. Delivery and collection of goods to and from the land may only occur between 7am and 5pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant Community Local Law.

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

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

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

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

(d) the presence of vermin,

to the satisfaction of the Responsible Authority.

Sustainable Management Plan

10. Concurrent with the submission of Condition 1 Plans, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Finding Infinity dated 10 June 2026, but modified to include or show:

(a) Deletion of reference to Climate Active and find an alternative carbon neutral measurement and/or certification system; and

(b) Update roof plans and elevations clearly showing solar arrays on facades and roof, including size and number of panels and total expected kW output.

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

Glint and Glare Assessment

12. Concurrent with the submission of amended plans under Condition 1, an amended Reflected Glare Assessment, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Glare Assessment will be endorsed and will form part of this permit. The amended Glare Assessment must be generally in accordance with the Glare Assessment prepared by Spaces At Night Pty Ltd and dated 03 June 2026, but modified to include (or show):

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

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

Waste Management Plan

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

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

Landscape Plan

16. Concurrent with the submission of Condition 1 Plans, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Edition Office and dated 16 June 2026, but modified to include (or show):

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

    (b) Integrate additional planters with greenery in the upper levels of the atrium space.

    (c) Provide dimensions and soil volumes for all planted areas (L x W x soil depth) to ensure sufficient soil is provided to support plant growth.

    (d) Tree planter details – including materials, dimensions, drainage and lining materials, and tree anchors where required. Trees should be planted in a minimum soil depth of 700mm, with sufficient soil volume to support long term growth. A reputable industry source should be used to calculate the soil volume required, such as: Elke Soil Volume Simulator https://www.elkeh.com.au/soils/ or similar.

    (e) Load bearing weights for the building structure is 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; and

    (f) Provide detail drawings for built elements such as furniture and planters, including:

        (i) Cross sections showing the width and depth of planter boxes and planting, including growing media, irrigation, drainage, water proofing and tree anchors;

        (ii) Dimensions (particularly soil depth and width for planted area and planters);

        (iii) Proposed materials, including drainage method and lining; and

(iv) For above ground planted areas (particularly rooftop terraces and green roofs), wind-resistant mulch is to be used.

17. 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.

Street Trees

18. Before the development commences, the permit holder must make a one-off contribution of $9,000 (inclusive of GST and subject to annual CPI increase) to the Responsible Authority to be used for new street tree plantings within Cremorne.

Public Realm Plan: Functional Layout

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

(a) Layout plan indicating all existing and proposed features and surface levels;

(b) Show all existing and proposed streetscape infrastructure including (but not limited to) light poles, drains and street signs;

(c) Clearly dimensioned elements including pedestrian paths and parking bays;

(d) All existing and proposed levels and surface grades;

(e) Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements;

(f) Demonstrate a seamless / DDA accessible transition from the public realm into the principal entrance to the proposed building at ground floor level including any proposed setback;

(g) Pavements must meet Council and all relevant Australian standards including for slip resistance;

(h) All existing and proposed drainage infrastructure including any existing or proposed drainage pits and trench grates;

(i) Reconstruction of all footpaths adjacent to the property in accordance with Council standards and Department of Transport's requirements;

(j) Any existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades; and

(k) Anti-skate measures must be incorporated into the design of relevant elements, ensuring they are discreetly integrated and do not contribute to material damage or increased maintenance requirements.

Public Realm Plan: Detailed Design Plans

20. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the City of Yarra, detailed design drawings of the works approved under the Public Realm Plan (as required by Condition 19) addressing all road infrastructure works (including soft/hard landscaping), must be submitted to and approved by Council's Civil Engineering Department. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.

21. Before the building is occupied, all associated works shown on the endorsed detailed design plans for the public realm (as required by Condition 20) must be fully constructed and completed to the satisfaction of the Council's Civil Engineering Department and at no cost to the Responsible Authority.

22. 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.

Wind Impact Assessment

23. Before the development commences, an amended Wind Impact Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Impact Assessment will be endorsed and will form part of this permit. The amended Wind Impact Assessment must be generally in accordance with the Wind Impact Assessment prepared by MEL Consultants and dated 03 October 2026, but modified to include (or show):

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

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

Green Travel Plan

25. Before the use commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Ratio and dated 29 June 2026, but modified to include or show:

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

Detailed Drainage Plan

26. Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Responsible Authority, a Detailed Drainage Plan of all drainage works associated with the development must be prepared, submitted and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form

part of the permit. The Detailed Drainage Plan must show, but not be limited to, the following:

(a) Details of internal finished floor levels (FFL) aligned to the proposed DDA compliant footpath levels at the interface with the property boundary;

(b) Any civil and landscape aspects within the public realm;

(c) Any associated drainage works; and,

(d) Details of any re-located street infrastructure,

All at the permit holders cost and to the satisfaction of the Responsible Authority.

Crime Prevention Through Environmental Design Report

27. Before the development commences, a Crime Prevention Through Environmental Design (CPTED) Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the CPTED Report will be endorsed and will form part of this permit.

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

Development Infrastructure Levy

29. 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.

Civil Works

30. Concurrent with the submission of Condition 1 plans or by such later date as approved in writing by the Responsible Authority, vehicle crossing designs must be submitted to Council's Civil Engineering Department for approval. The submitted designs must demonstrate compliance with City of Yarra's, Vehicle Crossing Information Sheet.

31. 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; and

(b) at the permit holder's cost and,

(c) 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, any redundant vehicular crossing must be demolished and re-instated as standard footpath, verge (if applicable), and kerb and channel:

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

(b) to the satisfaction of the Responsible Authority.

33. Before the building is occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Stephenson Street frontage must be re-sheeted in asphalt and the Laneway ROW to be constructed as asphalt pavement with a bluestone pitcher invert channel:

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

(b) to the satisfaction of the Responsible Authority(s).

34. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Stephenson Street frontage must be reconstructed:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority(s).
35. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement along the property's Stephenson Street frontage must be reconstructed:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority(s).
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) In accordance with Yarra Standard Drawings | Yarra City Council;
    (b) at the permit holder's cost; and
    (c) To the satisfaction of the Responsible Authority.
37. Any service poles, structures or pits located within the public realm areas that interfere with the proposal, must be adjusted accordingly:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.
38. Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
39. Any works required to achieve compliance, including surface level modifications, must be undertaken wholly within the subject site. Existing external footpath levels must not be altered unless an improvement to compliance with adjoining footpaths is demonstrably achieved.
40. All tactiles, handrails, ramps and landings to be accommodated within the subject site boundary and not protrude outside the subject site's title boundaries.

Car Parking

41. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
    (a) constructed and available for use in accordance with the endorsed plans;
    (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
    (c) treated with an all-weather seal or some other durable surface; and
    (d) line-marked or provided with some adequate means of showing the car parking spaces,

    to the satisfaction of the Responsible Authority.

External Lighting

42. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian entry 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.

General

43. 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.

44. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

45. 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.

46. The uses must comply at all times with the EPA noise regulations that apply to commercial developments (the EPA Noise Protocol).

Construction Hours

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

    (a) before 7am or after 6pm on a Monday to Friday;

    (b) before 9am or after 3pm on a Saturday;

    (c) on a Sunday;

    (d) on Anzac Day, Good Friday, Christmas Day;

    (e) on the Monday after Christmas Day if Christmas Day is a Saturday; or

    (f) on the Tuesday after Christmas Day if Christmas Day is a Sunday.

Construction Management Plan

48. Before the use and 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.

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

Expiry

50. 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

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.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

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.

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

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

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

All future business (whether as owners, lessees/tenants, occupiers) within a development approved under this planning permit, will not be eligible for business parking permits unless the development has heritage controls where parking would adversely affect the integrity of the heritage place, or if there's no increase in separate occupancies and the development does not reduce existing on-site parking. For more information refer to www.yarracity.vic.gov.au/residents/transport/parking/parking-permits.

Legal duties and obligations to protect human health and the environment from pollution and waste are set out in the *Environment Protection Act 2017*. Please refer to the Environment Protection Authority Victoria website www.epa.vic.gov.au/meeting-your-obligations for more information on identifying potential contamination and complying with your duty to manage contaminated land under the *Environment Protection Act 2017*.

The applicant is to liaise with the Relevant Power Authority regarding the removal of the power pole along Stephenson Street. All costs associated with the removal of power pole and streetlamp, and reinstatement of public streetlighting will be the responsibility of the developer.

For the submission of engineering plans, please submit these to info@yarracity.vic.gov.au marked attention to Engineering Services.

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 Nos. 57-71 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 (outlined in red) and the surrounding area (Source: NearMap 25 April 2026)

3. In brief, the application proposes the development of the site with a 16 storey office and food and drink premises (café) building (no permit required for office use).



Figure 2: Render of the proposed development from the carpark between Cubitt Street and Gwynne Street (Source: Application material)

4. The attached **Council Officer Application Assessment Table (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

5. The application was notified to Council and surrounding properties. At the time of finalising this report, the DTP have advised Council that notice had commenced 08 September 2026, and no objections had been received.

Referrals

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

Internal Business Unit	Comments
Projects Park and Open Space (Built Form)	Unsupportive, recommends significant reduction in height and defined street wall.
Projects Park and Open Space (Public Realm and Landscaping)	Supports, subject to conditions.
Development Engineering	Supports, subject to conditions.
Waste Management	Supports
ESD	Supports, subject to conditions.
Strategic Transport	Supports, subject to conditions.

Officer Assessment

7. The attached **Council Officer Application Assessment Table (Attachment 1)** sets out a high level assessment of the application against the key considerations in the planning scheme.

8. Notwithstanding this, should the DTP be of a mind to grant a permit, recommended conditions are also provided.

Legal and Legislative Obligations

Conflict of interest disclosure

9. 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.

10. 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 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - DTP Development Assessment Table
2. 6.1.2 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - s 52 Notice Letter
3. 6.1.3 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Application Form
4. 6.1.4 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Certificate of Titles and Title Plans
5. 6.1.5 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Feature & Level Survey
6. 6.1.6 PP E 26 0521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Urban Context Report
7. 6.1.7 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Architectural Drawings
8. 6.1.8 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Planning Report
9. 6.1.9 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Fire Engineering Design Advice Letter
10. 6.1.10 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Glint & Glare Assessment
11. 6.1.11 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Green Travel Plan
12. 6.1.12 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Public Benefit - Contribution Summary
13. 6.1.13 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Stormwater Management Plan
14. 6.1.14 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Sustainability Management Plan
15. 6.1.15 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Transport Impact Assessment
16. 6.1.16 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Waste Management Plan
17. 6.1.17 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Wind Impact Assessment
18. 6.1.18 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Referral comments combined
19. 6.1.19 PP E 260521 - 57-71 Stephenson Street Cremorne - P A 2604524 - Shadow Comparison

DTP Application assessment table

Overview	
Property	57-71 Stephenson Street Cremorne
Ward	Lennox
DTP Ref & Status/ reason for referral	PA2604524 Application made to the Minister for Planning under Clause 53.22 (Significant Economic Development) Council was notified under section 52 of the Act. At the time of writing this report, public notice is underway and no objections have been received.
Council Ref	PPE26/0521
Proposal	Construction of a 16 storey building for offices and food and drink premises (café)
Site & Context	Described in application material A brief discussion on the immediate surrounding properties: • The site immediately north of the subject land, on the opposite side of a public laneway (approximately 3m in width) contains a five storey contemporary office building, generally constructed boundary to boundary. Further north are commercial buildings fronting Stephenson Street located within the Commercial 2 Zone. Of note is No. 49 Stephenson Street, which has approval for a nine-storey office development (PLN22/0316 – expires for commencement 29 June 2028). • Stephenson Street is approximately 9m in width and has a varied streetscape character on the west side, consisting of contemporary office buildings, warehouse buildings and vacant lots. The built form generally consists of development between 1 and 3 storeys. • The subject site has an immediate abuttal to the south with a recently constructed seven storey office building. The building has been set back above ground level from the shared boundary and is predominately glazed. • To the east of the site is the railway corridor running between Richmond Station and South Yarra Station. The rail reserve is approximately 30m in width. Beyond this reserve are predominately commercial buildings, including a 3-8 storey office building directly opposite.

Notable application history	No notable planning permit history . A previous planning permit for a four storey building on the site expired in 2024.
Planning Framework	
Zoning & Overlays	Commercial 2 Zone (C2Z) Design and Development Overlay (Schedule 51 - Cremorne Enterprise Precinct – Cremorne West) Development Contributions Plan Overlay (Schedule 1)
Statutory controls	A planning permit is required for the following: • For use as a Food and drink premises (café) under Clause 34.02-1 (Commercial 2 Zone) of the Yarra Planning Scheme (the Scheme) • 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. An office is an as of right use in the Commercial 2 Zone. The subject site is subject to a Development Infrastructure Levy under the DCPO1.

Relevant planning policies	• Clause 2 - Municipal Planning Strategy, including:
	  ○ Clause 02.01 – Context
	  ○ Clause 02.02 – Vision
	  ○ Clause 02.03 – Strategic Directions
	  ○ Clause 02.04 – Strategic Framework Plan
	• Clause 13 – Environmental risks and amenity
	• Clause 15 – Built environment and heritage
	• Clause 17 – Business
	• Clause 18 – Transport
	• Clause 19 – Development infrastructure

Other relevant documents	• Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017) • Plan for Victoria (Department of Transport and Planning) • Cremorne Urban Design Framework (Draft Amendment C318yara)

Internal & External consultation	
Consultation	DTP have notified surrounding property occupiers and owners. Public notice commenced on 08 September 2026, and at the time of writing this report, no objections have been received.
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: • Projects Park & Open Space (Built Form) • Projects Park & Open Space (Public Realm and Landscaping) • Development Engineering • ESD • Waste • City Works – Open Space • Strategic Transport
Other expertise required	DTP are recommended to obtain expert advice in relation to: • Wind – to review/verify provided wind assessment • Acoustics – to assess the potential noise impacts to/from the site.
Key considerations	**Generally complies?**
Strategic support	**Partially** 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. In this context, the proposal is broadly consistent with elements of both the State and Local Planning Policy Framework that support the ongoing use and adaptation of employment land. Amendment C318yara proposes to permanently implement the Urban Design Framework through a suite of Design and Development Overlays, including DDO51. It is noted that Amendment C318yara is currently under consideration and has been referred to the Yarra Activity Centres Standing Advisory Committee for review. If approved, the amendment would introduce the Cremorne Urban Design Framework as an incorporated document in the Yarra Planning Scheme. The interim

	DDO51 control applying to the site is broadly informed by the strategic directions of the Cremorne Place Implementation Plan and the emerging Cremorne Urban Design Framework. The proposal enjoys considerable support from both State and Local Planning Policy for redevelopment of the site to provide higher density commercial use. Policy at *Clauses 11*, *17* and *18* of the Scheme encourages the accumulation of activities and the intensification of development in and around activity centres. The site is also within proximately to the Swan Street Major Activity Centre. 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. 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). 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. The Cremorne Built Form Review and Recommendations (Hodyl & Co, May 2022), which informed DDO51, includes the following description of the Cremorne West Sub-Precinct: *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.* While the proposal may be generally consistent with the anticipated trend towards redevelopment and increased built form intensity, it does not respond positively to the broader strategic direction outlined in the review. In particular, the proposal results in the consolidation of sites and the delivery of a large floorplate development without adequately demonstrating how the fine-grained subdivision pattern and diversity of employment opportunities that define Cremorne West will be retained or expressed.

	Having regard to the above, whilst the proposal benefits from a degree of strategic support for redevelopment within Cremorne West, the extent of site consolidation and resulting built form are considered to be at odds with the objective of retaining a mixture of lot sizes and floorplate formats that support a diverse range of businesses and employment uses. Overall, the built form is considered to be at odds with the following design objectives of the DDO51: *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.* An assessment of the appropriateness of built form is provided below.
Land Use	**Yes – subject to conditions** A planning permit is not required for the proposed office use, however a planning permit will be required for the proposed food and drink premises (café) use, given the leasable floor area exceeds 100 square metres. With respect to land use appropriateness, there is strong strategic support under the C2Z. Four individual café tenancies will be located at ground level, with direct access to Stephenson Street. The site is well positioned close to public transport nodes, as well as positioned close to the Swan Street Major Activity Centre further to the north. Generally the use is appropriate in this context. 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. 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 railway corridor it is considered appropriate to allow the

<table>
<tr><td></td><td>restaurant/café to operate between 7.00am 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.

Further to this, no patron numbers have been identified for this use. Based on a floor area of 77.56sqm for three of the ground floor cafés, it is considered that a maximum of 30 patrons is appropriate for each of these tenancies, while the 120.92sqm café tenancy will be limited to 50 patrons. Although the recommended patron numbers for each tenancy are lower than the maximum occupancies that may potentially be permitted under separate building and liquor licensing requirements, the recommended limits are considered an appropriate planning control to ensure that the scale and intensity of the use remains compatible with the surrounding area and does not give rise to unreasonable amenity impacts. Consequently, the patron limits are considered acceptable.</td></tr>
<tr><td>Built Form</td><td>No

In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are the decision guidelines of the C2Z, policy 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>28m maximum</td><td>62.425m 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>12m maximum</td><td>62.425m 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>
</table></td></tr>
</table>

2.6: Boundary wall height	20m maximum	North: Wall setback from boundary South: 6.45m East: 62.425m	The proposed boundary wall heights **do not comply**
2.7: Side setback	None specified	North: 0.7m South: 0m East: 0m	The application **complies**
2.8: Overshadowing of Cremorne St and Balmain St footpaths	No additional overshadowing between 10am 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.
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. 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 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 size of the site and its adjacency to the railway line, it is considered that it can accommodate taller forms and more robust massing. However, this must be balanced against achieving acceptable design outcomes for the site having regard to relevant built form polices outlined in Clause 15.01-1S (Urban design), 15.01-2S (Building design) and the Design and Development Overlay (Schedule 51). Further, the objective of Clause 15.01-1S seeks to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
	
	<u>Building Height and setbacks</u>
	
	The proposal exceeds the preferred 28m maximum building height reflected by the DDO51 by 34.425m with a proposed maximum building height of 62.425m.
	
	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:
	
	• *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.*
	• *The development achieves design excellence through each of the following:*
	  ○ *Greater building separation than the minimum requirement in this schedule.*
	  ○ *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.*
	  ○ *No additional overshadowing of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.*
	  ○ *Where a site contains a character building it should be retained and incorporated within the design of a future building.*
	
	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.

	As specified above, 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. This includes a recent planning permit issued for a site further north at Nos. 28–30 Stephenson Street for a 13-storey office building (PA2503781). The permit was approved by the Minister and exceeds the preferred maximum height specified in the DDO by 17.95m. With most approved buildings approved in the area exceeding the preferred building height, there is justification to exceed the preferred maximum building height specified under DDO51. However the buildings that exceed the preferred height are largely located within the northern portion of Stephenson Street, where DDO51 directs taller built form, as outlined above or on corner allotments. The subject site is positioned more centrally within Stephenson Street and the proposed development would rise considerably above these existing and approved developments, and would overwhelm the Stephenson Street streetscape and surrounds (more than doubling the height of the DDO preferred height). There is no justification for this height mid-block. Council's Projects, Parks and Open Space Unit were not supportive of the proposed height, recommending that the overall height of the development be reduced to closer reflect the preferred maximum height requirement within he DDO51. *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 DDO51.

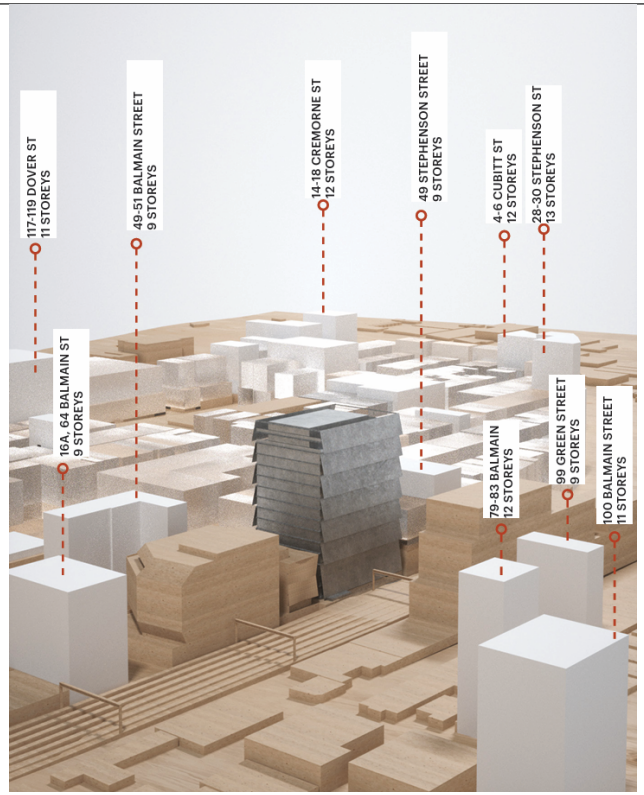


Figure: Proposed building height context of the development and surrounding land from the south-east demonstrating the height of the development within the existing and emerging site context (Edition Office dated 16/06/2026)

A substantial reduction in height would be required for officer support, and therefore this will form part of the objection.

A 5-storey reduction is recommended (between levels 1 and 14) which would reduce the building height by 18.75 metres, bringing the development down to 11 storeys and 43.65 metres.

	<u>Street wall and Setback Requirements</u> The Stephenson Street street wall height well exceeds the DDO51 preferred street wall height by 50.24m. Council's Projects, Park and Open Space Unit confirmed there is no defined street wall along Stephenson Street. However given the nature of Stephenson Street and the elevated rail corridor behind, a more traditional street wall and tower form arrangement is not considered to be generally necessary. However, the sheer 16 storey façade wall will accentuate the proposed projection, and the continuation of the façade form would overwhelm the street. As outlined above, the proposed height of the development is not supported. If DTP support the approval, a 5-storey reduction of the building (including the street wall) would be recommended, which will ensure the built form better responds to the surrounding area. 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: o *The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule.* o *The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule.* *Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.* *Street walls should:* o *Be designed to reinforce a pedestrian scale along streets and laneways.* o *Include architectural detailing such as high quality tactile materials and depth and articulation to provide visual interest to pedestrians.* *Development should:* o *Provide chamfered building corners at intersections to create additional public space at points of pedestrian congestion, where appropriate.* o *Expand the public realm through inset building entrances and integrated seating with foot clearance, where appropriate.*

	Where an adjacent site has provided a ground level setback, development should provide a similar setback to achieve consistency along a street frontage. The design response includes a ground floor front boundary setback of 1.5m which meets the intent of the provision, which is to deliver a wider footpath within the boundaries of the site. Conditions are included in the recommendation to set the building back to widen the laneway to the north and locate the building entry on a splayed corner (discussed below). This is consistent with building design requirements of DDO51. <u>Upper-Level setbacks</u> DDO51 specifies a preferred upper level setback of 3m to Stephenson St. Additionally, DDO51 specifies development should: o *Provide upper level setbacks above the street wall to reduce the visual impact of buildings experienced from the street.* o *Ensure upper levels do not overwhelm narrow streets, laneways and right of ways.* o *Incorporate architectural expression at upper levels distinct from but complementary to the street wall.* o *Contain upper level setbacks above the street wall within a maximum of two steps to minimise repetitive stepping of the built form.* o *Be setback from heritage buildings to ensure their visual prominence is maintained when viewed directly or obliquely along the street.* o *Be setback to ensure architectural features of heritage buildings are visible.* The proposed development does include any upper level setbacks from Stephenson Street, and instead proposes a sheer 16-storey street wall. Although a more traditional street wall and tower form arrangement is not considered to be necessary, the height is excessive and the current proposal is not supported. <u>Building Separation</u> The subject site has a frontage of 45.14m 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.

	In addition, DDO51 specifies: *Where development is proposed on the boundary above the boundary wall height, it should:* ○ *Be well articulated if visible from the street.* ○ *Not be constructed along the entire length of the boundary.* ○ *Not result in a continuous wall of buildings when viewed from the street* The development incorporates setbacks between 0.74m and 1.14m from the northern boundary to all levels, between 0m and 2.3m from the eastern boundary to level 4 and above, and between 3.34m and 2.73m from the southern boundary to level 1 and above. The building separation requirements within DDO51 are not met. A condition is included in the recommendation to meet the building separation requirement to the southern boundary. The other setbacks are considered acceptable given the laneway and railway interfaces. <u>Overshadowing requirements</u> In regard to sunlight access within the public realm, Clause 15.01-2L provides the following guidance: *Unless specified elsewhere in this scheme, ensure development allows direct sunlight between 10am and 2pm on 22 September to any part of the:* • *Footpath on the southern side of streets orientated east-west in activity centres as defined in clause 11.03-1L.* • *Opposite footpath on streets orientated north-south in activity centres as defined in clause 11.03-1L.* The applicant submitted shadow diagrams hourly between 10am and 3pm. The shadow cast from the development will not fall onto any footpaths in activity centres as defined in clause 11.03-1L of the Scheme and therefore is acceptable. The overshadowing diagrams demonstrate that the proposal would not overshadow any part of Cremorne Street, Balmain Street or any existing public open space. <u>Architectural Quality</u> Policy at Clause 15.01-2L encourages the design of developments to make a positive contribution to the streetscape through high quality architecture and urban design. This policy further supports mid-rise development that contributes to high-quality built form.

	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. The material palette of the proposed development includes a mixture of timber columns, recycled brick, exposed concrete, galvanised metal, double glazed glass, perforated metal screens and solar panels. This is generally consistent with Clause 15.01-2L which encourages a simple palette of durable materials that respond to the streetscape character through type, colour, finish and contrast. The materials proposed are not uncommon for commercial buildings, and the existing streetscape comprises buildings constructed of brick, concrete and metal screening, while glazing is also used extensively as a material element. Council's Projects, Park & Open Space Unit did not raise any concerns with the proposed materials. Clause 15.01-2L encourages development to make a positive contribution to the streetscape through high quality architecture and urban design and discourages blank or unarticulated walls. The proposal comprises a clear glazed façade with setback walls, externally articulated by mesh screens and solar panels. This architectural treatment would create a visually distinct façade and add depth to the building's expression. The development will not result in unreasonable amenity impacts to surrounding properties, and has been designed to have high quality internal amenity. Activation and surveillance of the public realm will be discussed later in the report. <u>Glare Impacts</u> Planning Practice Note 96 (issued in December 2022) provides guidance regarding planning considerations for reflected sunlight glare in the built environment and states that reflected glare risks can arise when cladding, painted walls or concrete have matt or smooth finishes, although reflection is generally less intense than from glass or polished cladding. The risk of reflected glare is generally greater for developments above four storeys in height. In respect to the proposed development, the use of glazing and metal increases the risk of glare to surrounding sites. This is considered a key source of reflected glare and can be particularly intense and visible from varying locations and directions throughout the day and year. A glare assessment was submitted as part of the application. Council's ESD Advisor did not comment on whether this is adequate, however a condition should be included to require an amended Glare Assessment to ensure the changes made during condition 1 are reflected within the report.

Built Form – Public realm	**Conditions required** *The Public Realm & Pedestrian Spaces* Clause 15.01-2S encourages the interfaces between buildings and public realm to enhance the function and amenity of the public realm, while supporting personal safety, perceptions of safety and property security. This can be achieved by designing developments to provide a high level of pedestrian amenity and visual interest, by incorporating well-defined entries at ground level and installing glazed areas which allow permeability into the interior space. Council's Projects, Park & Open Space Unit were unsupportive of the proposed public realm interface and public realm improvements. They recommended substantial changes to ensure the response is adequate. In respect to the public realm interface they recommended the following: • Retain the unobstructed ground floor setbacks along Stephenson Street. • Remove the planters located along the proposed ground floor setback along the northern interface laneway ROW. • Modify and simplify the internal ground floor layout to improve visibility, passive surveillance and pedestrian wayfinding. • Rationalise the proposed ground floor landscaping and built form elements to establish a consistent and legible building along both street and laneway frontages. • Relocate the principal building entrance and lobby to the north-west corner of the site, integrated with a setback splay in addition to the proposed setback. • Revise the location of the spiral staircase to improve sightlines, safety and wayfinding outcomes, ensuring the structure does not create concealed spaces or impede pedestrian circulation. • Demonstrate through updated plans how the proposed ground floor design addresses CPTED principles, including passive surveillance, clear sightlines, wayfinding, and minimisation of concealed spaces. The ground floor layout is poor, with two of the cafe tenancies having no street frontage, and a rear landscape/open space area with no understandable purpose. The above recommendations are an attempt to address this. In addition, a general requirement to demonstrate compliance with CPTED principles is considered appropriate and should be required as a permit condition. In respect to the Stephenson Street public realm interface, they recommended the following:

	• Remove the small setback space to the EOT facilities by modifying the design of the pillars on either side of the entrance. • Narrow sliver of land to be filled in to match building design, closing the space off for access from Stephenson Street • Show the location for the security gate to the underground car parking and locate the gate in-line with the building line, clear of the setback. • Reduce the width of building services cabinets. Cabinets to be well integrated into built form. These items are included as conditions in the recommendation. In respect to the laneway and Railway interface to the north and east, they recommended the following: • Increase the ground floor setback and associated vertical clearance along the northern boundary to achieve a minimum laneway width of 6.1 metres in accordance with the requirements and objectives of DDO51. • Remove all references to landscaping, planter boxes or other encroachments within the northern laneway ROW outside of the site boundary. • Clarify the proposed interface treatment along the eastern end of the northern Right of Way, including confirmation of whether a security gate is proposed. Architectural and landscape plans should be updated to provide a consistent representation of the proposal. • Extend the laneway treatment for the full length of the eastern interface to the railway boundary to preserve opportunities for a potential future pedestrian connection along the railway corridor. • Investigate, in consultation with adjoining landowners and relevant stakeholders, the feasibility of a coordinated security gate arrangement should access control be required in the future along the ROW. • Incorporate vertical greening, architectural treatments, or other façade articulation measures along the wall fronting the railway interface to minimise the visual impact of the extensive blank wall and improve amenity and precinct character. Conditions should be included, as recommended, to increase the ground floor setback to the northern boundary, and to delete all works in the laneway outside the title boundaries. A condition should also be included to confirm the interface treatment as requested, however a security gate should not be supported, given it is a public laneway. Similarly, there is no ability to extend the laneway to the full length of the eastern boundary as this would require a redesign of the building. The site is located within a commercial area, where landscaping does not form part of the character. Requiring vertical greening would be going above what is reasonable and should not be required. Other recommended conditions will be included.

	In respect to the services and substation, they recommended the following: • Remove all proposed landscaping, seating and public realm elements encroachments from the northern ROW Laneway. • Preserve the northern Laneway / Right of Way as a functional access corridor capable of accommodating servicing, utility access and potential future pedestrian connectivity outcomes. • Investigate, in consultation with adjoining landowners and relevant authorities, opportunities for a coordinated access and security strategy for the laneway corridor. • Provide written confirmation from the relevant electricity authority demonstrating support for the proposed substation location and associated access requirements. • Demonstrate through updated civil engineering and drainage plans that overland stormwater flows will not enter the building and that all access points achieve DDA-compliant outcomes entirely within the subject site. • Any works necessary to achieve compliance, including ramps, level transitions, drainage infrastructure and service connections, must be wholly contained within the subject site boundary. • Undergrounding of overhead power lines must not result in additional poles or other on street infrastructure along Stephenson Street. • Undergrounding of power may have to extend beyond this sites street frontage to achieve the objective with no additional infrastructure. As outlined above, a condition should require the deletion of all works outside the title boundaries, including landscaping, seating and other public realm elements, and in doing this will ensure the laneway will remain functional. Additionally, a condition should require a detailed drainage plan to be submitted with the Condition 1 plans. In terms of the power lines, a notation should be included advising that the application is to liaise with the relevant power authority regarding the removal of power poles. The recommended condition, which requires consultation with adjoining landowners and relevant authorities, is a repetition of an earlier recommendation and is therefore unnecessary. In respect to awnings / projections, they recommended the following: • Remove the proposed awning design and provide a revised integrated awning strategy that contributes positively to pedestrian amenity and the streetscape and does not project outside the title boundary. • Any projection over public land must comply with Council requirements and not compromise existing or future street trees, lighting, signage, servicing infrastructure or maintenance access.

	• Any awning should be designed with integrated architectural canopy with concealed drainage infrastructure and without exposed gutters or downpipes visible from the public realm. • Demonstrate that all awnings maintain adequate clearance for servicing, waste collection and emergency vehicles accessing the site and surrounding road network. • Any awning should contribute to a continuous and legible building frontage and maximise passive surveillance of the public realm. As outlined above, a condition should be included to ensure all works, including awnings / projections are within the title boundaries. In respect to public realm pavement, furniture and fixtures, they recommended the following: • Provide a clear paving delineation between public and private land, through contrasting paving types. • Pavements must meet Council and all relevant Australian standards including for slip resistance. • Stephenson Street footpath to be reinstated as asphalt footpath to Council engineering satisfaction. • Laneway ROW to be constructed as asphalt pavement with a bluestone pitcher invert channel to Council engineering satisfaction. • Any works required to achieve compliance, including surface level modifications, must be undertaken wholly within the subject site. Existing external footpath levels must not be altered unless an improvement to compliance with adjoining footpaths is demonstrably achieved. • All tactiles, handrails, ramps and landings to be accommodated within the subject site boundary and not protrude outside the subject site's title boundaries. • Any statutory visitor bike parking requirements must be accommodated within the subject site boundary • Bench seat with back and arm rest is recommended to be integrated along the ground floor setback within subject site street frontage. • Anti-skate measures must be incorporated into the design of relevant elements, ensuring they are discreetly integrated and do not contribute to material damage or increased maintenance requirements. A condition should be included to provide clear paving delineation between public and private land, as recommended. As outlined above, a condition should be included to ensure all works are within the title boundaries. The other recommendations would be covered by standard engineering conditions, the detailed Public Realm Plan and Landscape Plan included in the recommendation.

	The DDO51 specifies that vehicle access should be achieved from a right of way, laneway or side street. In this instance, vehicle access is proposed from Stephenson Street rather than the ROW. Although vehicle access is provided to several properties along Stephenson Street, including the adjoining properties to the north and south, the provision of an additional vehicle access would further increase the dominance of vehicle infrastructure within the public realm. This would interrupt pedestrian movement, impact the opportunity for greater street activation and surveillance, and result in a poorer streetscape outcome. Requiring the vehicle access to be relocated through a permit condition would result in substantial changes to the built form and internal arrangement of the development, which limits the ability to resolve this matter by way of conditions. Accordingly, this will for part of Council's objection. For completeness, a condition is also included in the recommendation to relocate the vehicle access. This is coupled with a condition requiring the ground-level setback to be increased to achieve a laneway width of 6.1 metres. These conditions align the development with the objectives of DDO51.
Landscaping/ Vegetation	**Conditions required** 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 Edition Office dated 16 June 2026 was submitted with the application, showing landscaping proposed within the public realm and within the site. As outlined previously within the report, the works within the public realm are unsupported and a condition should be included requiring all of these works to be deleted from the plans. The proposed landscape design within the site 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*. Council's Strategic Projects, Parks and Open Spaces have noted that the submitted landscape plan does not provide sufficient information to undertake a detailed assessment, but recommended the following conditions: • Integrate additional planters with greenery in the upper levels of the atrium space. • Provide dimensions and soil volumes for all planted areas (L x W x soil depth) to ensure sufficient soil is provided to support plant growth.

	• Tree planter details – including materials, dimensions, drainage and lining materials, and tree anchors where required. Trees should be planted in a minimum soil depth of 700mm, with sufficient soil volume to support long term growth. A reputable industry source should be used to calculate the soil volume required, such as: Elke Soil Volume Simulator https://www.elkeh.com.au/soils/ or similar. • Load bearing weights for the building structure is 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. • Provide detail drawings for built elements such as furniture and planters, including: o Cross sections showing the width and depth of planter boxes and planting, including growing media, irrigation, drainage, water proofing and tree anchors. o Dimensions (particularly soil depth and width for planted area and planters). o Proposed materials, including drainage method and lining. o For above ground planted areas (particularly rooftop terraces and green roofs), wind-resistant mulch is to be used. An updated Landscape Plan should be required via condition, to include the above details. <u>Street Trees</u> While the frontage of the subject site presents limited opportunities for additional street tree planting, the scale and intensity of the proposed development will result in an increased number of workers and visitors to the area. Accordingly, it is requested that the developer contribute to tree planting and increased canopy cover within the broader Cremorne precinct, providing a public realm outcome that will directly benefit users of the development and the surrounding community. Council's Strategic Projects, Parks and Open Space Unit recommended the developer to contribute $9,000 including GST for the planting, tree sourcing and two years establishment maintenance for three (3) trees. This should be included as a condition.
Off-site amenity impacts	**Satisfactory** 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 dwelling is located at No. 47 Balmain Street, which is approximately 60m metres to the southwest. This dwelling is located in the C2Z, where residential amenity expectations need to be tempered. The nearest residentially zoned land is land on the southern side of the Balmain Street within the Neighbourhood Residential Zone, approximately 80m from the site. The properties in all directions surrounding the site are occupied by multi-storey office or industrial buildings. These buildings are generally built to the common boundaries of the site. 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. Overshadowing The proposal does not overshadow residential properties in a residential zone or any specified footpaths. Noise The application is accompanied by an acoustic report prepared by DDEG dated 11 June 2026. The report assesses environmental noise levels at the site, vibration mitigation measures, control of environmental noise emissions and review of potential noise due to other activities associated with the proposed use, such as private waste collections and deliveries. 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). As advised earlier in the report, it is recommended that DTP seek an acoustic expert review of the submitted Acoustic Report. Overlooking 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. 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 are relevant. All immediately surrounding 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 subject site

	abuts only one private property boundary (to the south), with all other boundary abutting the public realm or railway corridor. This property to the south has been developed with a commercial building, while the proposed development incorporates setbacks above the first floor from this boundary. 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 the development and quantified the pedestrian wind safety and comfort conditions). As advised earlier in the report, it is recommended that DTP seek a wind expert review of the submitted Wind Report.
On-site amenity & ESD	**Satisfactory** The development is considered to achieve a high level of on-site amenity through the following: o A generous entry lobby and reception at ground level. o The provision of a suite of ESD features as outlined below. o Extensive glazing at ground reception and office space. o Extensive bicycle parking for both employees and visitors. The wider ESD features proposed for the development include the following: o 6 Star Green Star certified building. o Passiv Haus certified. o 6 Star NABERS certified. o Timber CLT construction. o Targeting a minimum 4 Star NABERS embodied carbon. o Onsite solar PV arrays on the rooftop and facades, as well as offsite renewable energy purchasing delivering zero carbon operating emissions. o High-performance façade with exterior shading, integrated solar PV and operable element to facilitate mixed mode ventilation. o Best practice in stormwater management reliant on 25,000 litres of rainwater storage connected to toilet flushing and irrigation re-use. o Energy efficient heat recovery ventilation. o 100% electric building. o Greywater for subsurface irrigation.

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Onsite organic waste treatment via composting and worm farms.
Energy efficiency heating/cooling, hot water and lighting.
Water efficient taps, fixtures and fittings.
Management system for 7 waste streams, (landfill, recycling, paper and cardboard, glass, organics and hard rubbish).
112 Bicycle parking spaces and end of trip facilities.
EV charging capability.

Council’s ESD Advisor was generally supportive of the proposal subject to the following changes:

update the SMP without reference to Climate Active but find an alternative carbon neutral measurement and/or certification system.
Update roof plans and elevations clearly showing solar arrays on facades and roof, including size and number of panels and total expected kW output.

These are included as conditions in the recommendation.
</td></tr>
<tr><td>Carparking, traffic and waste</td><td>
Conditions required
Carparking
Pursuant to Clause 52.06-2, before a new use commences, the minimum number of car parking spaces required under clause 52.06-5 must be provided to the satisfaction of the responsible authority in one or more of the following ways:

on the land; or
in accordance with a permit issued under clause 52.06-3.

If Table 1 to clause 52.06-5, specifies a maximum car parking requirement, the maximum requirement must not be exceeded except in accordance with a permit issued under clause 52.06-3. Due to the site being located in a Category 2 area there is a minimum rate for an ‘office’ and a ‘Food and drink premises’.
The following table identifies the car parking requirement under Clause 52.06-5, the provision on site, and the subsequent reduction below the statutory requirement:
<table>
<tr><th>Proposed Use</th><th>Quantity / Size</th><th>Statutory Parking Rate*</th><th>No. of Spaces Required</th><th>No. of Spaces Proposed</th><th>Reduction sought</th></tr>
</table>
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</table>

	Food and drink premises (café)	353.43sqm	(Category 2) 0.45 to each 100 square meters of net floor area	7 spaces	72 car parking space	0
	Office	12,791.28sqm	(Category 2) 2 to each 100 square meters of net floor area	57 spaces		

A reduction in car parking is not required as the number of car parking spaces provided on site exceeds the amount required under clause 52.06.

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 generally satisfied with the layout of the car park. They did, however, recommend the following items to be included on the plans to ensure adequate movement of vehicles within the site and access into and out of the site:

(a) Dimension the width of the car park entrance.
(b) Dimension the width of the internal vehicle access ramp.
(c) Provide a convex mirror at the car park entrance.
(d) Dimension the width of the vehicle crossing.
(e) Dimension the column depths and setbacks.
(f) Review the car park entrance design and provide adequate vehicle passing movements for the B85 and B99 design vehicles.
(g) Dimension each ramp section for the ground clearance assessment diagram.

Several engineering conditions relating to damage to Council infrastructure, reinstatement of redundant vehicle crossings and vehicle crossing design have been recommended. These conditions are considered standard and should also be included.

<table>
<tr><td></td><td>Council's Development Engineer reviewed the plans and accompanying Traffic Impact Assessment and has not raised any significant concerns with the proposal and has recommended conditions for any permit that is issued.

<u>Waste</u>
The application was referred to Council's City Work Branch (Waste) for review. They were supportive of the application.</td></tr>
<tr><td>Bicycle provision</td><td>Conditions required

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 outlines the bicycle parking requirements for the proposed development, and the proposed bicycle parking on-site.

<table>
<tr><th>Proposed Use</th><th>Quantity/ Size</th><th>Statutory Parking Rate</th><th>No. of Spaces Required</th><th>No. of Spaces Allocated</th></tr>
<tr><td rowspan="2">Food and drink premises</td><td rowspan="2">353.43sqm</td><td>1 employee space to each 300 sq m of leasable floor area</td><td>1 employee spaces</td><td rowspan="4"></td></tr>
<tr><td>1 visitor space to each 500 sq m of leasable floor area</td><td>1 visitor spaces</td></tr>
<tr><td rowspan="2">Office (other than specified in the table)</td><td rowspan="2">12,791.28sqm</td><td>1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm</td><td>43 employee spaces</td></tr>
<tr><td>1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm</td><td>13 visitor spaces</td></tr>
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</table>

	Bicycle Parking Spaces Total		58 bicycle spaces (44 employee spaces and 14 visitor spaces)	120 bicycle spaces (24 visitor spaces and 96 employee spaces)
	Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	5 showers / change rooms	6 showers / change rooms

As shown above, the development proposes to include 120 bicycle spaces on site for both staff (96 spaces) and visitors (24 spaces), exceeding the requirement. Council's Strategic Transport Unit were supportive of the amount of provided bicycle spaces on site. They requested the following changes to the plans:

- Employee bicycle spaces to be located within a secure lockable compound, separate from the visitor bicycle spaces.
- Access pathways to bicycle parking to be increased in width to 2.5m to demonstrate compliance with Australian Standard AS2890.3.
- Dimensions of all bicycle storage spaces noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
- At least 5 electric bicycle charging points to be provided for employee bicycle parking spaces.

These items should be included as conditions.

Declaration

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

Department of Transport and Planning

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

Ref: PA2604524

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

To whom it may concern

NOTICE OF APPLICATION FOR PLANNING PERMIT PA2604524
57-71 STEPHENSON STREET CREMORNE VIC 3121

I refer to the above matter submitted to the Minister for Planning on 16/07/2026.

I am advising you of the application under section 52(1) of the *Planning and Environment Act 1987*. Please find Form 2, appended to this letter, which sets out the details of the application and advises that the responsible authority will not decide on the application before **4 September 2026**. Please also find attached a copy of the application form, a set of plans and supporting documentation.

If you have any questions, please contact me on or email michelle.wang@transport.vic.gov.au.

Yours sincerely

Michelle Wang

Michelle Wang
Senior Planner, Development Assessment

18/08/2026 (**Amended**)

Encl.

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

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

VICTORIA State Government

Planning and Environment Interim Regulations 2026 (Form 2, Regulation 16)

NOTICE OF AN APPLICATION FOR A PLANNING PERMIT

The land affected by the application is located at:	**57-71 STEPHENSON STREET CREMORNE VIC 3121**
The application is for a permit to:	Construction of a fifteen (15) storey, timber structure office building with food and drink (café) tenancies and shared communal spaces associated with the office *Note: This is a summary. Full details of the proposal are contained within the application documentation*
The applicant for the permit is:	**Endor Development Pty Ltd c/- Tract Consultants Pty Ltd**
The application reference number is:	**PA2604524**
You may look at the application and any documents that support the application at the office of the Responsible Authority.	Minister for Planning c/- Department of Transport and Planning • 1 Spring Street, Melbourne VIC 3001 • Online at https://www.planning.vic.gov.au/permits-and-applications/ministerial-permits/browse-ministerial-permits

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

Planning scheme clause	**Matter for which a permit is required**
34.02-4	To construct a building or construct or carry out works in the C2Z
34.02-1	To use the land for Food and drink premises exceeding 100sqm in the C2Z
43.02-2	To construct a building or construct or carry out works in the DDO51

To view applications and supporting documents in person, please email michelle.wang@transport.vic.gov.au to make an appointment to view the plans. This can be done during office hours and is free of charge. The plans may also be viewed online at https://www.planning.vic.gov.au/permits-and-applications/ministerial-permits/browse-ministerial-permits.

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

An objection must:

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

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

The responsible authority will not decide on the application before:	**4 September 2026**

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

Apply for a planning permit

Before you start

Department of Transport and Planning

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	Endor Development Pty Ltd
Business phone number	0458203033
Email	keren.s.kelly@gmail.com
Address type	

Owner details

The owner is the applicant	No
Is the owner a person or organisation?	Organisation
Organisation name	MUSTARD CREATIVE HQ PTY LTD
Business phone number	0458203033
Email	Kkelly@tract.net.au
Address type	

Preferred Contact

First name	Keren
Last name	Kelly
Mobile	
Work phone	
Organisation	Tract Consultants Pty Ltd
Job title	Senior Town Planner
Email	KKelly@tract.net.au
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

Pre-application meeting details

Have you submitted a pre-application meeting request already for this site?	Yes
Enter the pre-application number	Refer to Tract Cover Letter for full details.

Land details

Planning scheme	Yarra

At least one location must be provided to submit this form. 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 request. Manually entering or editing locations could cause delays in your request processing if that location cannot be found.

Application details

Describe your proposal	The proposal consists of a fifteen (15) storey, timber structure office building with food and drink (café) tenancies and shared communal spaces associated with the office use at 57-71 Stephenson Street, Cremorne.
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	
Enter the estimated cost of any development for which the permit is required	$68,385,964
Is there a metropolitan planning levy requirement?	Yes
Metropolitan planning levy application type	Current levy certificate
Metropolitan planning levy application reason	Exceeds threshold - levy paid and enclosed with application.
What is the current land use?	Food and drink premises Office Other land use
Describe how the land is used and developed now	Refer to the Cover Letter prepared by Tract.
Does this application look to change or extend the use of this land?	Yes
What is the proposed land use?	Food and drink premises Office

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

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	Acoustic Report.pdf Certificate of Title.pdf Feature & Level Survey.pdf Green Travel Plan.pdf Preliminary Cost Advice.pdf Architectural Drawings.pdf Cover Letter.pdf Environmental Wind Conditions Study.pdf Expression of Interest Letter (Challenge).pdf Fire Engineering Design Advice Letter.pdf MPL Certificate.pdf Glint & Glare Assessment.pdf Public Benefit - Contribution Summary.pdf Transport Impact Assessment.pdf Stormwater Management Plan.pdf Statement of Changes.pdf Sustainability Management Plan.pdf Urban Context Report.pdf Waste Management Plan.pdf Planning Report.pdf

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	260616_Stephenson Street_57-71_App.ifc 260616_Stephenson Street_57-71_App.fbx

Fees and payment

View planning and subdivision fees

Fee

Fee type	Applications for permits under section 47 of the Planning and Environment Act 1987 (regulation 9)
Class	1
Fee amount	$1,537

Fee description	Use only

Fee

Fee type	Applications for permits under section 47 of the Planning and Environment Act 1987 (regulation 9)
Class	16
Fee amount	$67,249.40
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 $50,000,000*

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

Total amount to pay	$68,017.90
Payment method	Fee waiver

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
- 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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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 10086 FOLIO 362 Security no : 124136111402B
Produced 01/07/2026 12:09 PM

LAND DESCRIPTION

Lot 1 on Title Plan 602492G.
Created by Application No. 070804L 07/05/1992

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
HQ2 PTY LTD of 2-6 RAILWAY PARADE CAMBERWELL VIC 3124
AS940978A 30/01/2020

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AS940979X 30/01/2020
SANDHURST TRUSTEES LTD

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 TP602492G FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 57-59 STEPHENSON STREET CREMORNE VIC 3121

ADMINISTRATIVE NOTICES

NIL

eCT Control 03500L BENDIGO AND ADELAIDE BANK LTD - SAFE CUSTODY
Effective from 31/01/2020

DOCUMENT END

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Number of Pages (excluding this cover sheet)	**1**
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TITLE PLAN		EDITION 1	TP 602492G

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 4 (PT)

Last Plan Reference:
Derived From: VOL 10086 FOL 362
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 16-08-2000
VERIFIED: A.D.

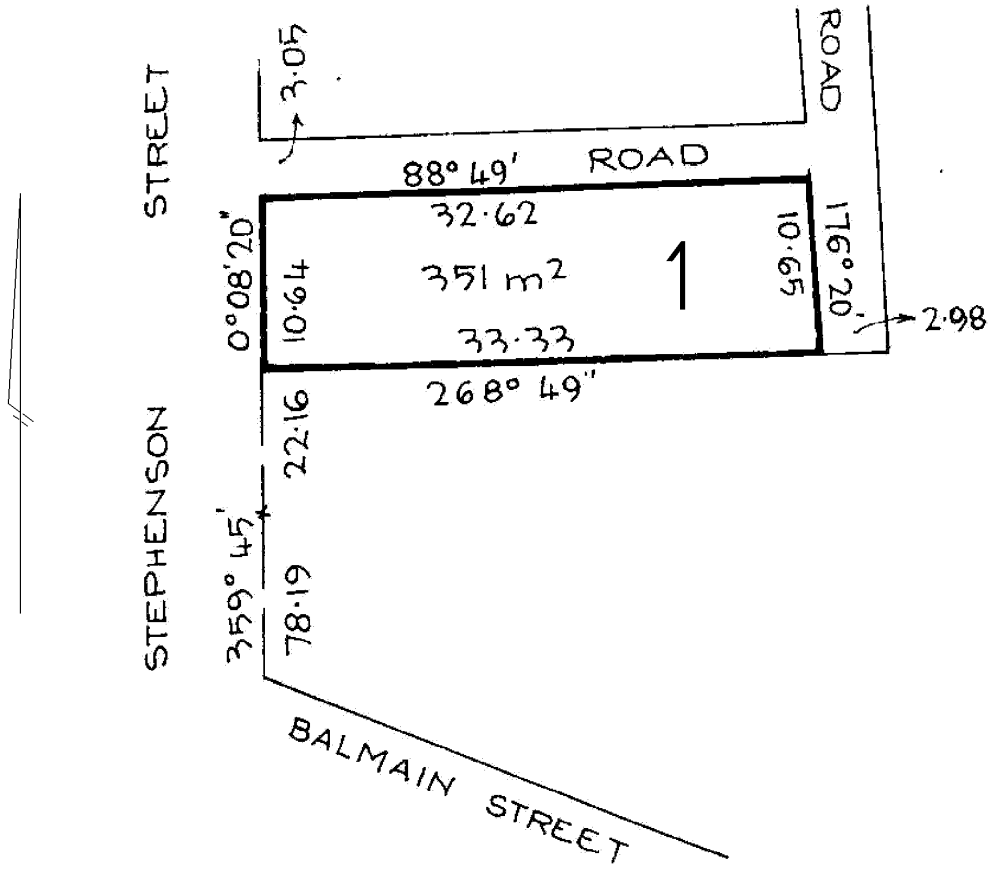

TABLE OF PARCEL IDENTIFIERS
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
PARCEL 1 = CP 4 (PT)

LENGTHS ARE IN METRES	Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets

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Number of Pages (excluding this cover sheet)	**2**
Document Assembled	**01/07/2026 12:09**

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AS940979X

30/01/2020 $119.70 74

Version 1.5

Lodger Details

Lodger Code ~~12942A~~ 3500L
Name
Address
Lodger Box
Phone
Email
Reference 39840954/Y101

For Office Use Only

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MORTGAGE

Jurisdiction VICTORIA

Privacy Collection Statement
The information in this form is collected under statutory authority and used for the purpose of maintaining publicly searchable registers and indexes.

Estate and/or interest being mortgaged
FEE SIMPLE

Land Title Reference	Part Land Affected?	Land Description
10086/362		

Mortgagor

Name HQ2 PTY LTD
ACN 636 541 707

Mortgagee

Name SANDHURST TRUSTEES LIMITED
ACN 004030737
Australian Credit Licence 237906
Address
Street Number 12
Street Name BATH
Street Type LANE
Locality BENDIGO
State VIC
Post Code 3550

The mortgagor mortgages the estate and/or interest in land specified in this mortgage to the mortgagee as security for the debt or liability described in the terms and conditions set out or referred to in this mortgage, and covenants with the mortgagee to comply with those terms and conditions.

Terms and Conditions of this Mortgage

(a) Document Reference AA5082
(b) Additional terms and conditions NIL

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Mortgage Form version 1.5

Mortgagee Execution

1. The Certifier has retained the evidence supporting this Registry Instrument or Document.
2. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant legislation and any Prescribed Requirement.
3. The Certifier, or the Certifier is reasonably satisfied that the mortgagee it represents,:
   (a) has taken reasonable steps to verify the identity of the mortgagor; and
   (b) holds a mortgage granted by the mortgagor on the same terms as this Registry Instrument or Document.

Executed on behalf of SANDHURST TRUSTEES LIMITED under power of attorney Book No. 277 Page 020 Item 4

Signer Name	**Dany'el Maree Doorley**
Signer Organisation	SANDHURST TRUSTEES LIMITED
Signer Role	ATTORNEY
Signature	
Execution Date	20-12-2019

Executed on behalf of SANDHURST TRUSTEES LIMITED under power of attorney Book No. 277 Page 020 Item 4

Signer Name	Rebekah Ann Staatz
Signer Organisation	SANDHURST TRUSTEES LIMITED
Signer Role	ATTORNEY
Signature	
Execution Date	20th December 2019

AS940979X
30/01/2020 $119.70 74

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Transfer of Land

Section 45 Transfer of Land Act 1958

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AS940978A

30/01/2020 $3,609.00 s and 45

1. Land/s

Land Title

Volume 10086 Folio 362

2. Estate and Interest

FEE SIMPLE

3. Transferor/s

Transferor 1

Given Name/s OURANIA

Family Name NIKIFOROU

Transferor 2

Given Name/s JOHN

Family Name NIKIFOROU

4. Transferee/s

Transferee

Name HQ2 PTY LTD

ACN 6 3 6 5 4 1 7 0 7

Australian Credit Licence

5. Manner of Holding

SOLE PROPRIETOR

6. Address/es of Transferee/s

Address of Transferee

Unit		Street No	2-6
Street Name	RAILWAY		
Street Type	PARADE		
Locality	CAMBERWELL		
State	VIC	Postcode	3124

7. Consideration

$ 4,345,000

8. Covenants

NONE

9. Signing

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.

Transferor 1

Certifications

1.The Certifier has taken reasonable steps to verify the identity of the transferor.

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 legislation and any Prescribed Requirement.

Executed on behalf of OURANIA NIKIFOROU

Signer Name Anthea Giaoumi

Signer Organisation GPT LEGAL

Signer Role AUSTRALIAN LEGAL PRACTITIONER

Signature

Execution Date 20 December 2019

Approval Number: 35291712A THE BACK OF THIS FORM MUST NOT BE USED Page 1 of 3 LV-V34-Mar-2018

Land Use Victoria contact details: www.delwp.vic.gov.au/property > Contact us

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Transfer of Land

Section 45 Transfer of Land Act 1958

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30/01/2020 $3,609.00 45

Transferor 2

Certifications

1.The Certifier has taken reasonable steps to verify the identity of the transferor.

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 legislation and any Prescribed Requirement.

Executed on behalf of JOHN NIKIFOROU
Signer Name Anthea Giavvmi
Signer Organisation GPT legal
Signer Role AUSTRALIAN LEGAL PRACTITIONER
Signature

Execution Date 20 December 2019

Transferee

Certifications

1.The Certifier has taken reasonable steps to verify the identity of the transferee.

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 legislation and any Prescribed Requirement.

Executed on behalf of HQ2 PTY LTD
Signer Name TAM CHAU
Signer Organisation DWF (AUSTRALIA)
Signer Role AUSTRALIAN LEGAL PRACTITIONER
Signature

Execution Date 20 December 2019

10. Lodging Party

Customer Code 3500L
Reference

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LV-V34-Mar-2018

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Transfer of Land

Section 45 Transfer of Land Act 1958

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 10241 FOLIO 887 Security no : 124136111451Y
Produced 01/07/2026 12:10 PM

LAND DESCRIPTION

Land in Plan of Consolidation 359139D.
PARENT TITLES :
Volume 03603 Folio 563 Volume 09694 Folio 342
Created by instrument PC359139D 26/07/1995

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
BREAM C PTY LTD of 85-93 COMMONWEALTH STREET SURRY HILLS NSW 2010
AY931860Y 05/03/2025

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AY931861W 05/03/2025
JUDO BANK PTY LTD

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 PC359139D FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 58-66 STEPHENSON STREET CREMORNE VIC 3121

ADMINISTRATIVE NOTICES

NIL

eCT Control 16667Y GADENS LAWYERS
Effective from 05/03/2025

DOCUMENT END

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PLAN OF CONSOLIDATION

LTO use only
EDITION 1

Plan Number
PC359139D

Location of Land

Parish: JIKA JIKA
Township:
Section
Crown Allotment:
Crown Portion: 4 (PART)
LTO base record: CHART 9 (2796)
Title References:
Vol 3603 Fol 563
Vol 9694 Fol 342
Last Plan Reference:
Postal Address: 66 STEPHENSON STREET RICHMOND 3121
AMG Co-ordinates: N 5 811 200 (Of approx. centre of plan) E 323 300 Zone 55

Council Certification and Endorsement

Council Name: CITY OF YARRA Ref: 227111

1. This plan is certified under section 6 of the Subdivision Act 1988.
2. ~~This plan is certified under section 11(7) of the Subdivision Act 1988.~~
~~Date of original certification under section 6~~ /
3. This is a statement of compliance issued under section 21 of the Subdivision Act 1988.

Council Delegate
~~Council seal~~
Date 19.6.95

Re-certified under section 11(7) of the Subdivision Act 1988.
Council Delegate
Council seal
Date

LTO use only
Statement of Compliance / Exemption Statement
Received ✓ Date 29/6/95

LTO use only
PLAN REGISTERED
TIME 11-30 AM
DATE 26/7/95
Assistant Registrar of Titles

Notations

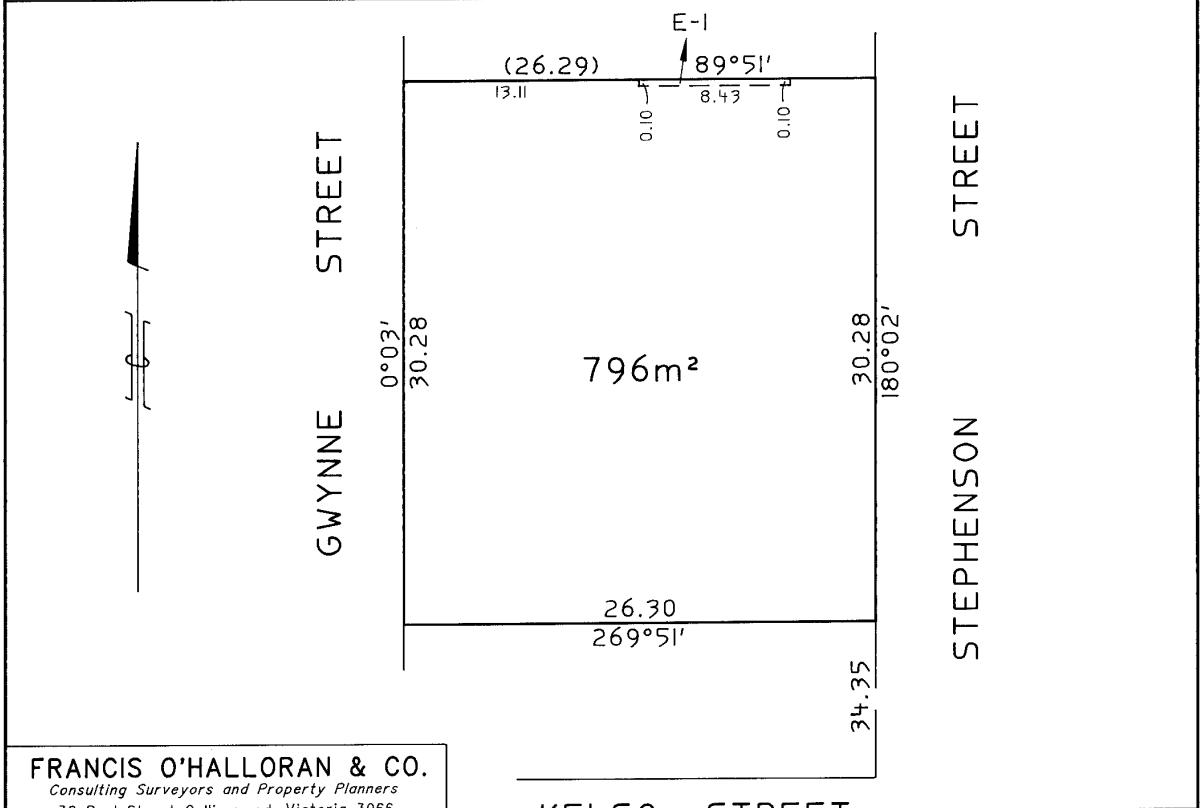
Depth Limitation: Does not apply
Planning Permit No. 7933

Survey:- This plan ~~is~~/is not based on survey.
This survey has been connected to permanent marks no(s).
In proclaimed Survey Area no.

Easement Information

Legend: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)

Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of
E-1	ANY EASEMENT IN RESPECT OF OVERHANGING EAVES OR SPOUTING	0.10	SEE V.3603 F.563	UNSPECIFIED



FRANCIS O'HALLORAN & CO.
Consulting Surveyors and Property Planners
32 Peel Street Collingwood Victoria 3066
Telephone (03) 9419 8422 Fax (03) 9415 1370

Sheet 1 of 1 sheet

ORIGINAL SHEET SIZE A3 | SCALE 1:250 | SCALE 2.5 0 2.5 5 7.5 10 LENGTHS ARE IN METRES

LICENSED SURVEYOR (PRINT) Kenneth J. Roberts
SIGNATURE _____ DATE 15/6/95
REF 5998 VERSION A

DATE 19/6/95
COUNCIL DELEGATE SIGNATURE

Department of Transport and Planning

Electronic Instrument Statement

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Produced 01/07/2026 12:10:20 PM

Status	Registered	Dealing Number	AY931860Y
Date and Time Lodged	05/03/2025 01:16:02 PM		

Lodger Details

Lodger Code	16667Y
Name	GADENS LAWYERS
Address	
Lodger Box	
Phone	
Email	
Reference	

TRANSFER

Jurisdiction VICTORIA

Privacy Collection Statement
The information in this form is collected under statutory authority and used for the purpose of maintaining publicly searchable registers and indexes.

Land Title Reference
9694/341
9694/343
10241/887

Transferor(s)

Name	MARCOTT PTY LTD
ACN	067592045

Estate and/or Interest being transferred
Fee Simple

Consideration
$AUD 18000000.00

Transferee(s)

Tenancy (inc. share)	Sole Proprietor
Name	BREAM C PTY LTD
ACN	652814741
Address	
Street Number	85

Department of Transport and Planning

Electronic Instrument Statement

To Street Number	93
Street Name	COMMONWEALTH
Street Type	STREET
Locality	SURRY HILLS
State	NSW
Postcode	2010

Duty Transaction ID
6212596

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 transferor 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	MARCOTT PTY LTD
Signer Name	FRANK XENOS
Signer Organisation	HWL EBSWORTH LAWYERS
Signer Role	AUSTRALIAN LEGAL PRACTITIONER
Execution Date	04 MARCH 2025

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	BREAM C PTY LTD
Signer Name	DAMIEN GRAEME JENNINGS
Signer Organisation	JENNPACK PTY LTD
Signer Role	LAW PRACTICE
Execution Date	04 MARCH 2025

File Notes:
NIL

This is a representation of the digitally signed Electronic Instrument or Document certified by Land Use Victoria.

Statement End.

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 04265 FOLIO 803 Security no : 124136111497Y
Produced 01/07/2026 12:11 PM

LAND DESCRIPTION

Lot 1 on Title Plan 754267N.
Created by Application No. 043241 07/01/1920

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MUSTARD CREATIVE HQ PTY LTD of 15-17 SHIERLAW AVENUE CANTERBURY VIC 3126
AK260147G 27/03/2013

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AS874833U 08/01/2020
SANDHURST TRUSTEES LTD

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 TP754267N FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 61-67 STEPHENSON STREET CREMORNE VIC 3121

ADMINISTRATIVE NOTICES

NIL

eCT Control 18057S BENDIGO BANK
Effective from 08/01/2020

DOCUMENT END

Imaged Document Cover Sheet

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Document Type	**Plan**
Document Identification	**TP754267N**
Number of Pages (excluding this cover sheet)	**1**
Document Assembled	**01/07/2026 12:11**

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TITLE PLAN		EDITION 1	TP 754267N

Location of Land

Parish: AT RICHMOND PARISH OF JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 4 (PT)

Last Plan Reference:
Derived From: VOL 4265 FOL 803
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

ENCUMBRANCES REFERRED TO.

As to land colored blue ----

ANY EASEMENTS subsisting over or upon or affecting the same - - - - - - - -

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 06/11/2002
VERIFIED: L.S.

COLOUR CODE
BL=BLUE

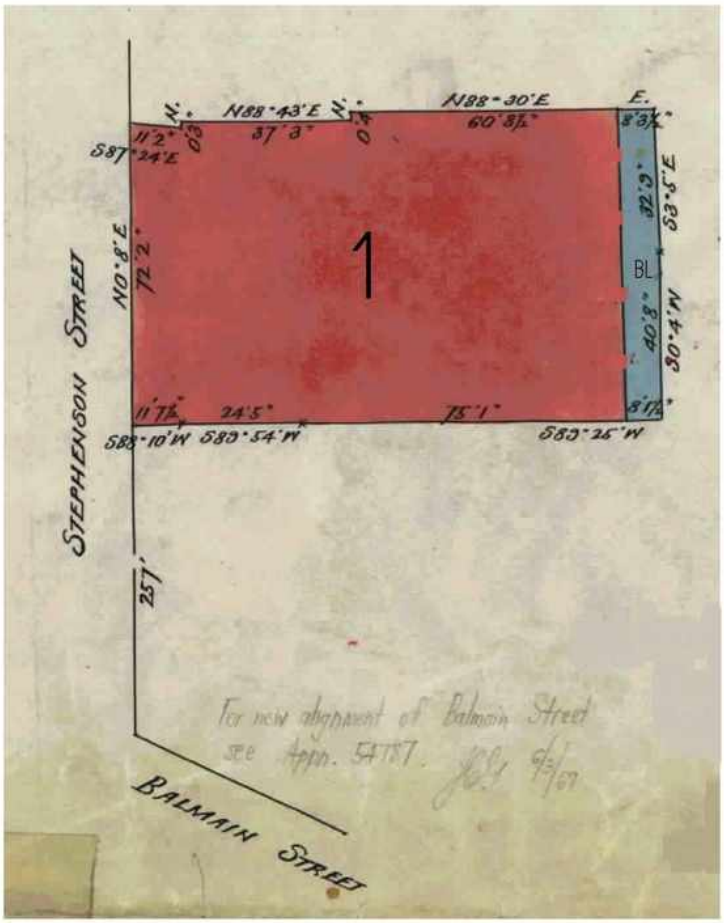

TABLE OF PARCEL IDENTIFIERS
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
PARCEL 1 = CP 4 (PT)

LENGTHS ARE IN FEET & INCHES	Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets

Imaged Document Cover Sheet

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Document Type	**Instrument**
Document Identification	**AS874833U**
Number of Pages (excluding this cover sheet)	**2**
Document Assembled	**01/07/2026 12:11**

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Mortgage Form version 1.5

Lodger Details

Lodger Code	~~12942A~~ 180575
Name	Bendigo Bank
Address	
Lodger Box	
Phone	
Email	
Reference	39840871/Y101

For Office Use Only **AS874833U**

THE BACK OF THIS FORM MUST NOT 08/01/2020 $119.70

MORTGAGE

Jurisdiction VICTORIA

Privacy Collection Statement
The information in this form is collected under statutory authority and used for the purpose of maintaining publicly searchable registers and indexes.

Estate and/or interest being mortgaged
FEE SIMPLE

Land Title Reference	Part Land Affected?	Land Description
4265/803		

Mortgagor

Name	Mustard Creative HQ Pty Ltd
ACN	161 645 843

Mortgagee

Name	SANDHURST TRUSTEES LIMITED
ACN	004030737
Australian Credit Licence	237906
Address	
Street Number	12
Street Name	BATH
Street Type	LANE
Locality	BENDIGO
State	VIC
Post Code	3550

The mortgagor mortgages the estate and/or interest in land specified in this mortgage to the mortgagee as security for the debt or liability described in the terms and conditions set out or referred to in this mortgage, and covenants with the mortgagee to comply with those terms and conditions.

Terms and Conditions of this Mortgage

(a) Document Reference	AA5082
(b) Additional terms and conditions	NIL

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Mortgage Form version 1.5

Mortgagee Execution

1. The Certifier has retained the evidence supporting this Registry Instrument or Document.
2. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant legislation and any Prescribed Requirement.
3. The Certifier, or the Certifier is reasonably satisfied that the mortgagee it represents,:
   (a) has taken reasonable steps to verify the identity of the mortgagor; and
   (b) holds a mortgage granted by the mortgagor on the same terms as this Registry Instrument or Document.

Executed on behalf of SANDHURST TRUSTEES LIMITED under power of attorney Book No. 277 Page 020 Item 4

Signer Name	Susan Gwendoline Hancock
Signer Organisation	SANDHURST TRUSTEES LIMITED
Signer Role	ATTORNEY
Signature	
Execution Date	23/12/2019

Executed on behalf of SANDHURST TRUSTEES LIMITED under power of attorney Book No. 277 Page 020 Item 4

Signer Name	Karen Nicole Trelour
Signer Organisation	SANDHURST TRUSTEES LIMITED
Signer Role	ATTORNEY
Signature	
Execution Date	23/12/19

AS874833U
08/01/2020 $119.70 74

Reference: 39840871/Y101

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Document Type	**Instrument**
Document Identification	**AK260147G**
Number of Pages (excluding this cover sheet)	**3**
Document Assembled	**01/07/2026 12:11**

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Transfer of Land

Section 45 Transfer of Land Act 1958

AK260147G

Privacy Collection Statement
The information from this form is collected by the Registrar of Titles under statutory authority and is used for the purpose of maintaining publicly searchable registers and indexes.

1. Land/s

Land Title

Volume 4265 Folio 803

2. Estate and Interest

FEE SIMPLE

3. Transferor/s

Transferor

Name KAYU PTY LTD

ACN 0 8 2 3 5 4 4 8 9

4. Transferee/s

Transferee

Name MUSTARD CREATIVE HQ PTY LTD

ACN 1 6 1 6 4 5 8 4 3

Australian Credit Licence

5. Manner of Holding

SOLE PROPRIETOR

6. Address/es of Transferee/s

Address of Transferee

Unit		Street No	15-17
Street Name	SHIERLAW		
Street Type	AVENUE		
Locality	CANTERBURY		
State	VIC	Postcode	3126

7. Directing Party

None

8. Consideration

$ 2,230,000

9. Signing

The transferor at the direction of the directing party (if any) transfers to the transferee the estate and interest specified in the land described for the consideration expressed and subject to the encumbrances affecting the land including any created by dealings lodged for registration before the lodging of this transfer.

Transferor

Sole Person Company

Executed for KAYU PTY LTD by being signed by the person(s) authorised to sign for the company

Director/Secretary

Full Name

Usual Address

ADNAN AFIFF
Taman Petamburan 2F JL
KS Tubun Jakarta Indonesia

Signature of Director/Secretary

ZAID AFIFF - DIRECTOR.
UNIT 16|17 MARSHALL AV
KEW 3101

Approval Number: 33711111R THE BACK OF THIS FORM MUST NOT BE USED Page 1 of 3

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Transfer of Land

Section 45 Transfer of Land Act 1958

AK260147G

Privacy Collection Statement
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Transferee
Multi-person company – Director & Director or Director & Secretary sign

Executed for MUSTARD CREATIVE HQ PTY LTD by being signed by the person(s) authorised to sign for the company

1 Director/~~Secretary~~ Daniel Penny
Full Name
Usual Address 47 Mckean St, Boxhill North ~~Ba~~ 3129

Director/~~Secretary~~
Full Name
Usual Address 72 Blackburn Road, Blackburn 3130

Signature of Director /Secretary

1 *Signature of Director/~~Secretary~~*

10. Date

Date: (DD/MM/YYYY)
18 · 2 · 13

11. Lodging Party

Customer Code	ANZ Retail 15314 Q
Reference	
Given Name(s)	
Family Name	
Lot	
Unit	Street No
Street Name	
Street Type	
Locality	
State	Postcode

Approval Number: 33711111R THE BACK OF THIS FORM MUST NOT BE USED Page 2 of 3

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Transfer of Land

Section 45 Transfer of Land Act 1958

AK260147G

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You may lodge this form in two ways:

1. **In person**

Land Registration Services
Land Victoria
Level 9, 570 Bourke Street
Melbourne Vic 3000

2. **By mail** *(extra fee applies)*

Land Registration Services
Land Victoria
PO Box 500
East Melbourne Vic 8002
Or DX 250639 Melbourne

Duty Use Only

Original
Stamped with $122,650.00
Doc ID 2996191, 21 Mar 2013
SRO Victoria Duty, RXK2

Approval Number: 33711111R THE BACK OF THIS FORM MUST NOT BE USED Page 3 of 3

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 12096 FOLIO 496 Security no : 124136111559G
Produced 01/07/2026 12:11 PM

LAND DESCRIPTION

Lot 1 on Title Plan 603444N.
PARENT TITLE Volume 08782 Folio 385
Created by instrument AS316587Y 02/07/2019

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
HQ3 PTY LTD of 61-67 STEPHENSON STREET CREMORNE VIC 3121
BA208757A 13/03/2026

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE BA208758X 13/03/2026
SANDHURST TRUSTEES LTD

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 TP603444N FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
BA208756C (E)	WITHDRAWAL OF CAVEAT	Registered	13/03/2026
BA208757A (E)	TRANSFER	Registered	13/03/2026
BA208758X (E)	MORTGAGE	Registered	13/03/2026

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 69-71 STEPHENSON STREET CREMORNE VIC 3121

ADMINISTRATIVE NOTICES

NIL

eCT Control 21688L SWAAB
Effective from 13/03/2026

DOCUMENT END

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Document Type	**Plan**
Document Identification	**TP603444N**
Number of Pages (excluding this cover sheet)	**1**
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TITLE PLAN		EDITION 1	TP 603444N

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 4 (PT)

Last Plan Reference:
Derived From: VOL 8782 FOL 385
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

Description of Land / Easement Information

THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT
COMPILED: 16/08/2000
VERIFIED: AK

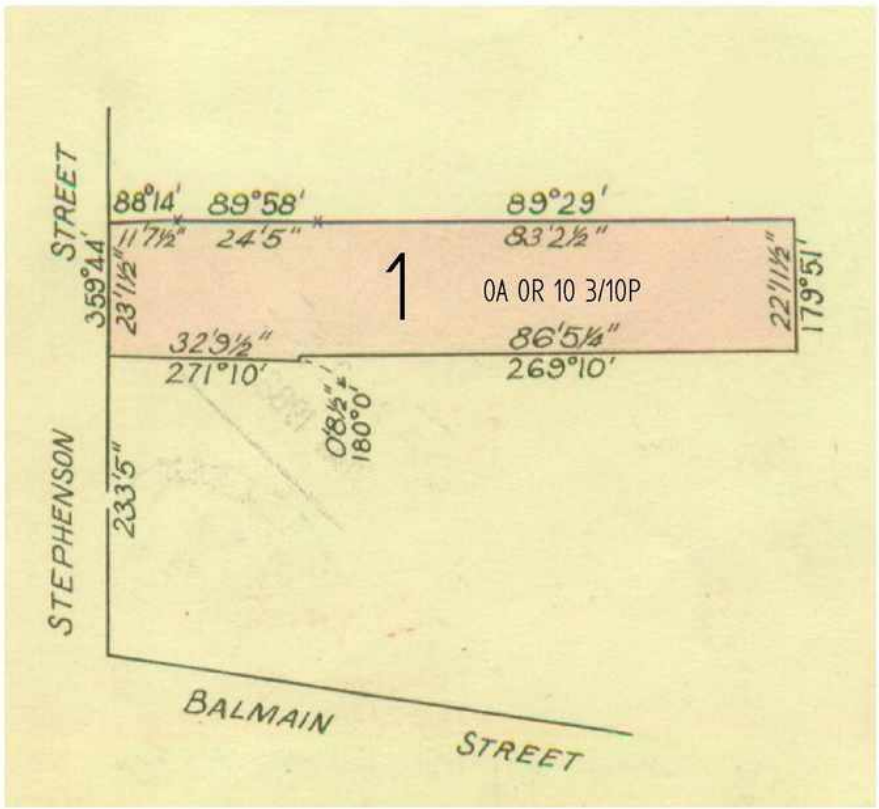
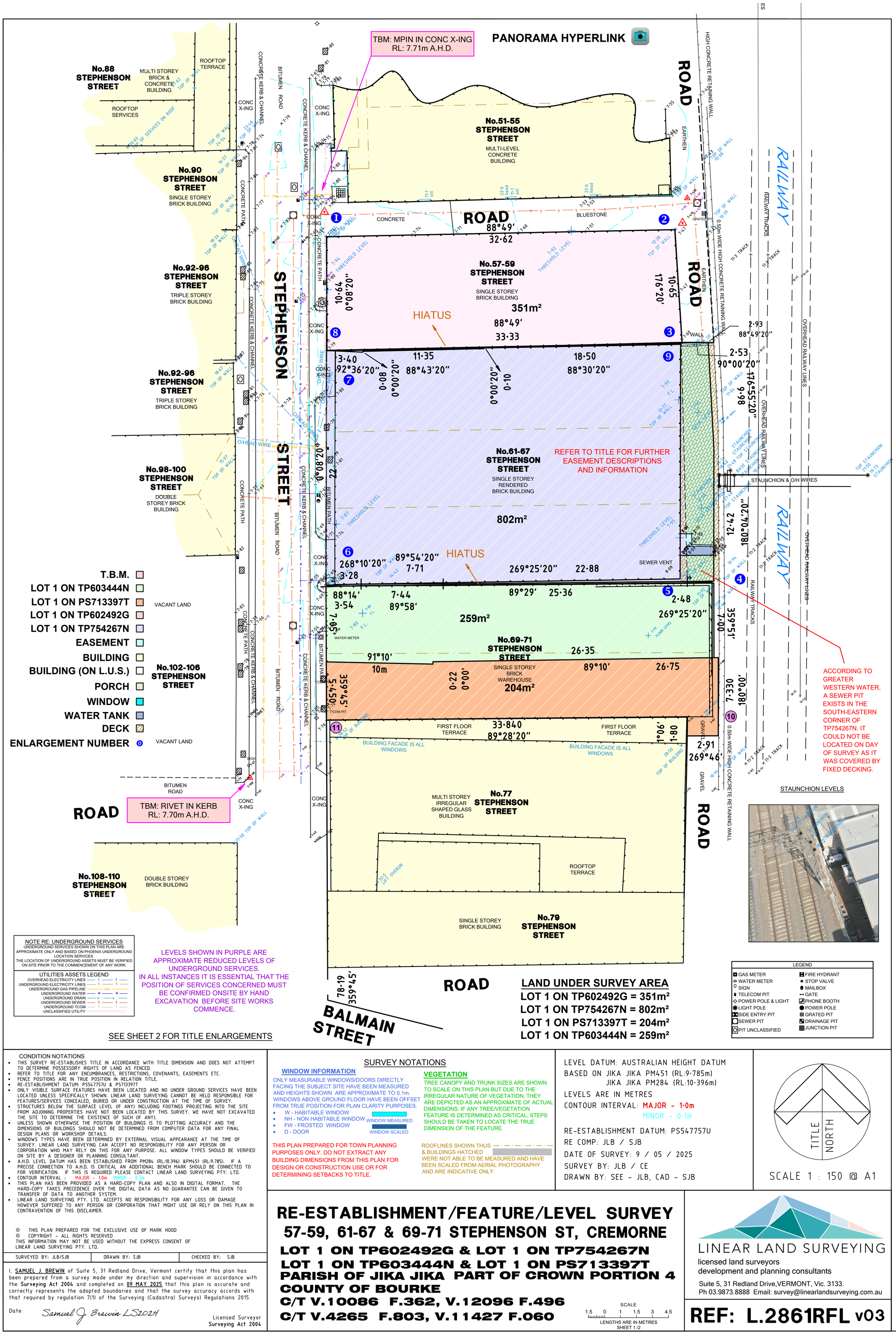


TABLE OF PARCEL IDENTIFIERS
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
PARCEL 1 = CP 4 (PT)

LENGTHS ARE IN FEET & INCHES	Metres = 0.3048 x Feet Metres = 0.201168 x Links		Sheet 1 of 1 sheets



CONDITION NOTATIONS

- THIS SURVEY RE-ESTABLISHES TITLE IN ACCORDANCE WITH TITLE DIMENSION AND DOES NOT ATTEMPT TO DETERMINE POSSESSORY RIGHTS OF LAND AS FENCED.
- REFER TO TITLE FOR ANY ENCUMBRANCES, RESTRICTIONS, COVENANTS, EASEMENTS ETC.
- FENCE POSITIONS ARE IN TRUE POSITION IN RELATION TITLE.
- RE-ESTABLISHMENT DATUM: PS547757U & PS713397T
- ONLY VISIBLE SURFACE FEATURES HAVE BEEN LOCATED AND NO UNDER GROUND SERVICES HAVE BEEN LOCATED UNLESS SPECIFICALLY SHOWN. LINEAR LAND SURVEYING CANNOT BE HELD RESPONSIBLE FOR FEATURES/SERVICES CONCEALED, BURIED OR UNDER CONSTRUCTION AT THE TIME OF SURVEY.
- STRUCTURES BELOW THE SURFACE LEVEL (IF ANY) INCLUDING FOOTINGS PROJECTING INTO THE SITE FROM ADJOINING PROPERTIES HAVE NOT BEEN LOCATED BY THIS SURVEY. WE HAVE NOT EXCAVATED THE SITE TO DETERMINE THE EXISTENCE OF SUCH (IF ANY).
- UNLESS SHOWN OTHERWISE THE POSITION OF BUILDINGS IS TO PLOTTING ACCURACY AND THE DIMENSIONS OF BUILDINGS SHOULD NOT BE DETERMINED FROM COMPUTER DATA FOR ANY FINAL DESIGN PLANS OR WORKSHOP DETAILS.
- WINDOWS TYPES HAVE BEEN DETERMINED BY EXTERNAL VISUAL APPEARANCE AT THE TIME OF SURVEY. LINEAR LAND SURVEYING CAN ACCEPT NO RESPONSIBILITY FOR ANY PERSON OR CORPORATION WHO MAY RELY ON THIS FOR ANY PURPOSE. ALL WINDOW TYPES SHOULD BE VERIFIED ON SITE BY A DESIGNER OR PLANNING CONSULTANT.
- A.H.D. LEVEL DATUM HAS BEEN ESTABLISHED FROM PM284 (RL:10.396) &PM451 (RL:9.785). IF A PRECISE CONNECTION TO A.H.D. IS CRITICAL AN ADDITIONAL BENCH MARK SHOULD BE CONNECTED TO FOR VERIFICATION. IF THIS IS REQUIRED PLEASE CONTACT LINEAR LAND SURVEYING PTY. LTD.
- CONTOUR INTERVAL : MAJOR - 1.0m MINOR - 0.2m
- THIS PLAN HAS BEEN PROVIDED AS A HARD-COPY PLAN AND ALSO IN DIGITAL FORMAT. THE HARD-COPY TAKES PRECEDENCE OVER THE DIGITAL DATA AS NO GUARANTEE CAN BE GIVEN TO TRANSFER OF DATA TO ANOTHER SYSTEM.
- LINEAR LAND SURVEYING PTY. LTD. ACCEPTS NO RESPONSIBILITY FOR ANY LOSS OR DAMAGE HOWEVER SUFFERED TO ANY PERSON OR CORPORATION THAT MIGHT USE OR RELY ON THIS PLAN IN CONTRAVENTION OF THIS DISCLAIMER.

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SURVEYED BY: JLB/SJB | DRAWN BY: SJB | CHECKED BY: SJB

I, SAMUEL J. BREWIN of Suite 5, 31 Redland Drive, Vermont certify that this plan has been prepared from a survey made under my direction and supervision in accordance with the **Surveying Act 2004** and completed on 09 MAY 2025 that this plan is accurate and correctly represents the adopted boundaries and that the survey accuracy accords with that required by regulation 7(1) of the Surveying (Cadastral Surveys) Regulations 2015.

Date: Samuel J. Brewin LS2024

Licensed Surveyor
Surveying Act 2004

SURVEY NOTATIONS

WINDOW INFORMATION

ONLY MEASURABLE WINDOWS/DOORS DIRECTLY FACING THE SUBJECT SITE HAVE BEEN MEASURED AND HEIGHTS SHOWN ARE APPROXIMATE TO 0.1m. WINDOWS ABOVE GROUND FLOOR HAVE BEEN OFFSET FROM TRUE POSITION FOR PLAN CLARITY PURPOSES.

- W - HABITABLE WINDOW
- NH - NON HABITABLE WINDOW
- FW - FROSTED WINDOW
- D - DOOR

WINDOW MEASURED
WINDOW SCALED

VEGETATION

TREE CANOPY AND TRUNK SIZES ARE SHOWN TO SCALE ON THIS PLAN BUT DUE TO THE IRREGULAR NATURE OF VEGETATION, THEY ARE DEPICTED AS AN APPROXIMATE OF ACTUAL DIMENSIONS. IF ANY TREE/VEGETATION FEATURE IS DETERMINED AS CRITICAL, STEPS SHOULD BE TAKEN TO LOCATE THE TRUE DIMENSION OF THE FEATURE.

THIS PLAN PREPARED FOR TOWN PLANNING PURPOSES ONLY. DO NOT EXTRACT ANY BUILDING DIMENSIONS FROM THIS PLAN FOR DESIGN OR CONSTRUCTION USE OR FOR DETERMINING SETBACKS TO TITLE.

ROOFLINES SHOWN THUS — · — · — · — · — & BUILDINGS HATCHED WERE NOT ABLE TO BE MEASURED AND HAVE BEEN SCALED FROM AERIAL PHOTOGRAPHY AND ARE INDICATIVE ONLY.

LEVEL DATUM: AUSTRALIAN HEIGHT DATUM
BASED ON JIKA JIKA PM451 (RL:9·785m)
JIKA JIKA PM284 (RL:10·396m)
LEVELS ARE IN METRES
CONTOUR INTERVAL: MAJOR - 1·0m
MINOR - 0·1m
RE-ESTABLISHMENT DATUM: PS547757U
RE COMP: JLB / SJB
DATE OF SURVEY: 9 / 05 / 2025
SURVEY BY: JLB / CE
DRAWN BY: SEE - JLB, CAD - SJB

TITLE NORTH

SCALE 1 : 150 @ A1

RE-ESTABLISHMENT/FEATURE/LEVEL SURVEY

57-59, 61-67 & 69-71 STEPHENSON ST, CREMORNE

LOT 1 ON TP602492G & LOT 1 ON TP754267N
LOT 1 ON TP603444N & LOT 1 ON PS713397T
PARISH OF JIKA JIKA PART OF CROWN PORTION 4
COUNTY OF BOURKE
C/T V.10086 F.362, V.12096 F.496
C/T V.4265 F.803, V.11427 F.060

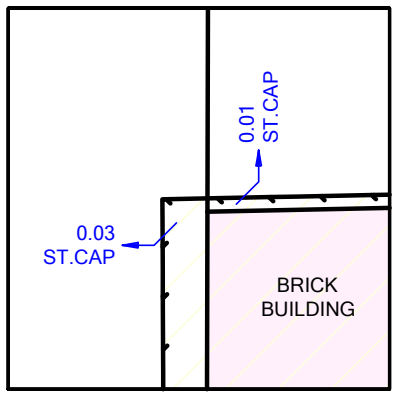
SCALE
1.5 0 1 1.5 3 4.5
LENGTHS ARE IN METRES
SHEET 1 /2

LINEAR LAND SURVEYING
licensed land surveyors
development and planning consultants
Suite 5, 31 Redland Drive,VERMONT, Vic. 3133.
Ph 03.9873.8888 Email: survey@linearlandsurveying.com.au

REF: L.2861RFL v03

ENLARGEMENTS

(NOT TO SCALE)



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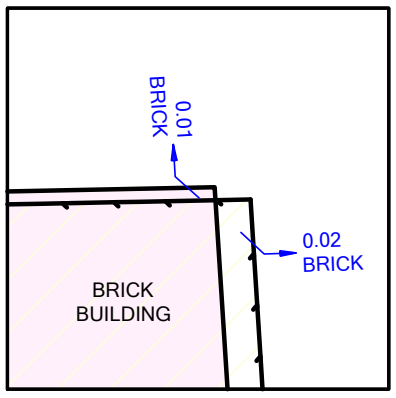

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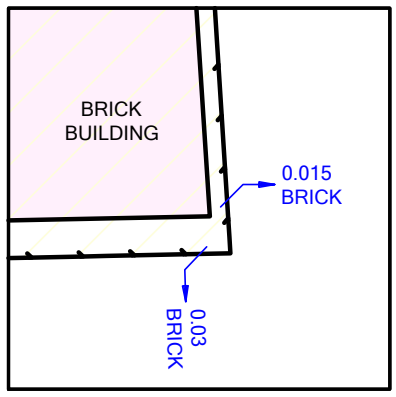

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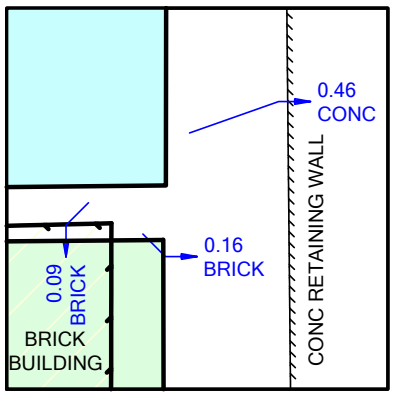

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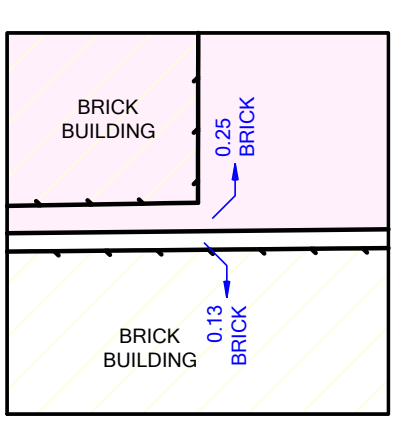

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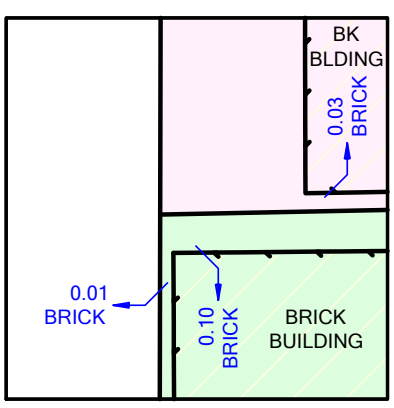

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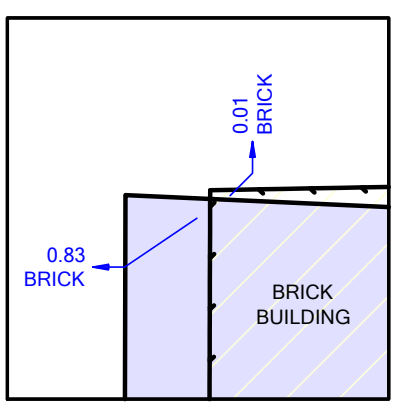

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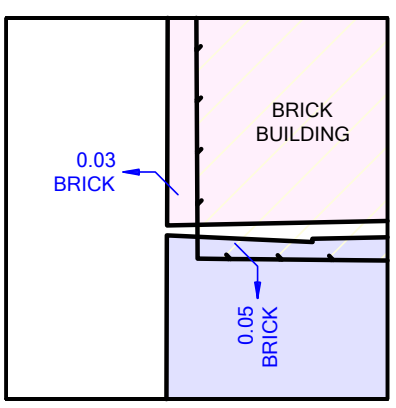

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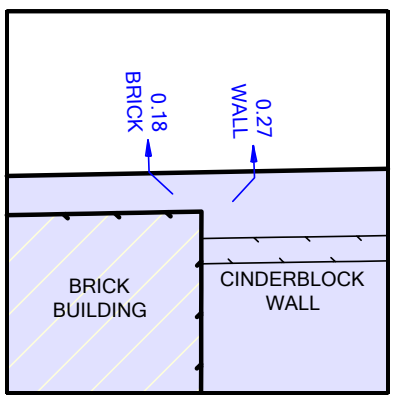

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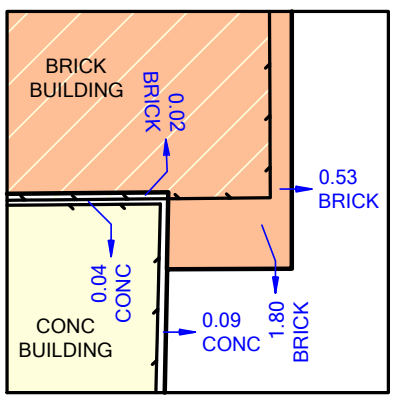

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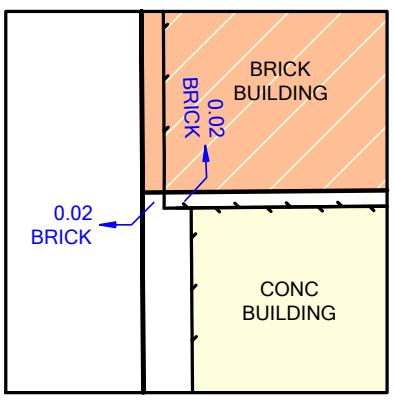

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LINEAR LAND SURVEYING
Licensed Land Surveyors
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Email: survey@linearlandsurveying.com.au
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Regional: 7 Bakers Lane, ALEXANDRA, VIC 3714 (by app. only)

57-59, 61-67 & 69-71 STEPHENSON ST, CREMORNE

RE-ESTABLISHMENT OF TITLE ENLARGEMENTS

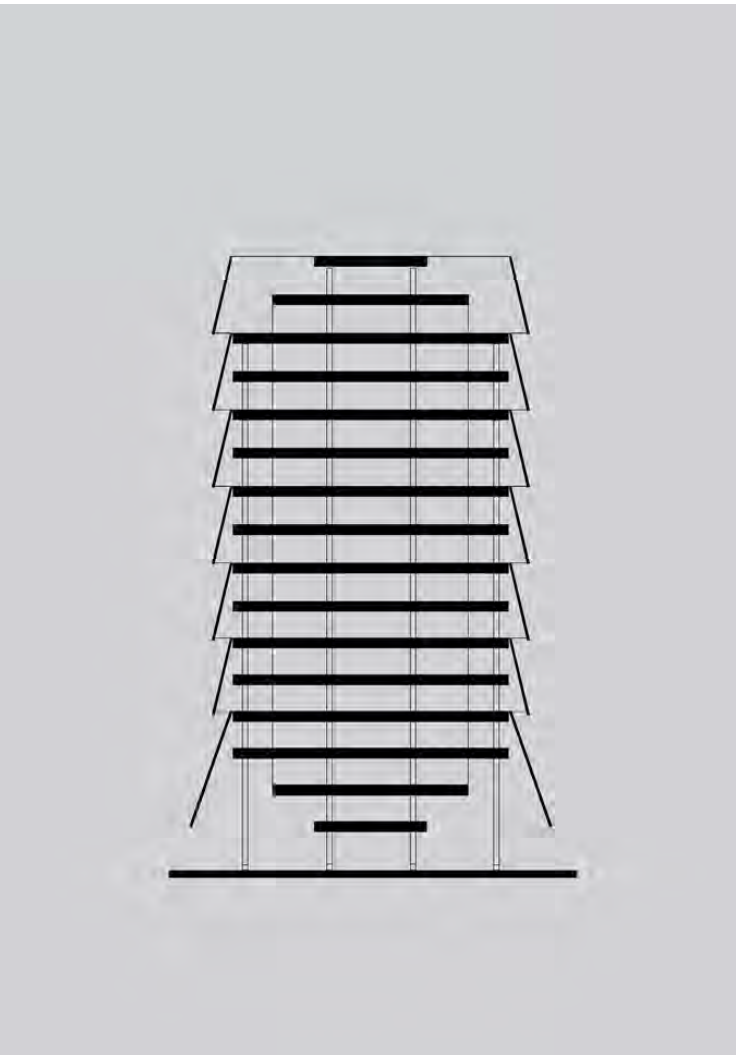
SHEET 2/2 REF: L.2861RFLv03

Edition Office

57-71 STEPHENSON STREET
URBAN CONTEXT REPORT
REV 02 16/6/26

Openwork

Finding Infinity



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Edition Office

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Finding Infinity

Our team acknowledge the Australian Aboriginal and Torres Strait Islander peoples of this nation as the Traditional Custodians of the lands on which we live and work. We acknowledge the Wurundjeri Woi-wurrung peoples as Traditional Owners of the Kulin Nation and pay respect to Elders past and present. Our team are committed to honouring Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to the land, waters and seas and their rich contribution to society.

Working On Country.

Edition Office acknowledges the Traditional Custodians of the lands on which we work and live. We are committed to meaningful engagement with First Nations communities, embedding cultural knowledge, connection to Country, and principles of voice, treaty, and truth-telling within our work. We believe architecture has a vital role in reconciliation andcultural healing.

Edition Office

Openwork

Finding Infinity

CONTENTS

PROJECT OVERVIEW	**6**
BRIEF	**10**
SUSTAINABILITY	**12**
FINDING INFINITY	12
SITE CONTEXT	**66**
WEST CREMORNE	68
AERIAL IMAGE	70
ACCESS AND CONNECTIONS	72
BUILDING HEIGHT CONTEXT	74
OPEN SPACE	76
RETAIL TYPOLOGY STUDY	78
AMENITY TYPOLOGY STUDY	80
URBAN DESIGN FRAMEWORK SUMMARY	82
FUTURE CHATRACTER OF THE AREA	84
EXISTING SITE SURVEY	86
LOCATION PLAN	88
CREMORNE	90
WALKING CREMORNE	92
WALKING CREMORNE	94
WALKING CREMORNE	96
SITE INTERFACES	98
BUILDING HEIGHT CONTEXT	100
DESIGN RESPONSE	**102**
ASPIRATIONS	104
ASPIRATIONS	106
ASPIRATIONS	108
LEVELS AND A “DESCALING” FACADE EXPRESSION	110
CONCEPT DIAGRAM	112
CONCEPT DIAGRAM	114
BUILDING BREAKDOWN	116
AN ACTIVE AND GENEROUS GROUND PLANE	118
GROUND AND FIRST FLOOR INDICATIVE FITOUT PLANS	154
PUBLIC REALM UPGRADES	158
A VIBRANT CORE	170
WORKPLACE	172
A ROOFTOP GARDEN SANCTUARY	182
ROOFTOP GARDEN	184
A FILTERED PERIMETER	192
FACADE TYPE 01	194
FACADE TYPE 02	196
FACADE TYPE 03	198
FACADE TYPE 04	200
MATERIAL SCHEDULE	202
FACADE RENDERS	204
FACADE MACQUETTE MODEL	206
EXTERIOR RENDERS	208
DDO51 DESIGN OBJECTIVES	224
DDO51 DESIGN OBJECTIVES	226
SHADOW DIAGRAM SEPTEMBER 22ND	228
DEVELOPMENT SUMMARY	230

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PROJECT OVERVIEW

SITE DETAILS

Address: 57-71 Stephenson Street, Cremorne

Site Area: 1616m²

Existing Infrastructure:
The site consists of (4) separate parcels of single storey brick buildings.

Existing Use:
Commercial Offices and Warehouse.

Site Overview:
The site is framed by a diverse set of immediate interfaces: it is bordered by a laneway to the north, the active railway corridor to the east, and an existing seven-storey building to the south at 77 Stephenson Street. To the west, it fronts directly onto Stephenson Street.

Project Overview:
The proposal is for a 15-storey plus mezzanine, mass timber office building on Stephenson Street, featuring an activated ground plane and a vibrant rooftop with shared garden amenities.

TEAM

Developer: Endor Developments Pty Ltd
Project Management: Vettex
Architecture: Edition Office
Planning: Tract
Landscape: Openwork
ESD: Finding Infinity
Structure: Aecom
Traffic / Waste: Ratio
Services Engineering: Neuron
Wind Consultant: Mel Consultants
Facade Engineer: Tensys Engineers
Fire Engineering: Carbon Fire
Acoustic: DDEG



View of 57-71 Stephenson Street looking South

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Edition Office

EDITION OFFICE:
Edition Office are recognised for distilling complex cultutal and programmatic briefs into clear spatial and experiential gestures. Edition Office is an architecture studio encompassing cultural, social and technological research, enabling exploration of material expression, form and spatial practice. Our body of work spans civic, educational, residential, cultural, and urban design sectors. We bring a consistent focus to shaping built environments that foster strong connections to community, place, history and Country.

Our Practice
The experiential qualities of our work enable projects which re-articulate relationships between communities and place. Our buildings enhance and enable connections and interfaces which provoke, question and enrich both occupants and the public realm. With our collaborative ethos, our team bring a multitude of experience in the creation of experientially rich architecture. We combine research with physical and digital form finding methods to create unique places with distinct identities.

Design Approach
Edition Office champions a collaborative, cross-disciplinary approach to project delivery. We work closely with engineers, landscape architects, heritage consultants, ESD specialists, and First Nations advisors to enrich and challenge the design process, ensuring the integration of all opportunities into the project fundamentals. Our design process embraces innovation, testing ideas through rigorous enquiry, allowing the fundamentals of each project to be shaped by a diversity of perspectives.

finding
infinity

FINDING INFINITY:
Finding Infinity is an organisation dedicated to speeding up the world's transition to self-sufficient cities through creativity and consulting. Working with people, businesses and government they find financially viable and technically feasible solutions, and use a bespoke mix of creativity and engineering expertise to help create the future.

Finding Infinity's approach is to always design with respect to future generations. They flip the typical design process on its head – designing demands around supply, and not the other way around. By improving thermal comfort, increasing natural light and maximising health and productivity, they create optimal spaces for relaxation, enjoyment and functionality.

OPENWORK

OPENWORK:
The studio is built around a small team of professionals with diverse skills and a track record of working across scales and across disciplines. Staying small and agile enables the office to focus on work that it cares about and ensures that all members of the studio are close to the project, understand its context and are able to craft a unique and enduring response. Openwork operates in four modes: as a landscape architectural consultancy providing design and documentation of public places; as an urban design studio providing input to plans and policies that will enable future public places; as a research lab, aligned with RMIT University's School of Architecture and Urban Design exploring counter-factual futures for the city and as a speculative office, investing consulting profits into undertaking the types of projects that no one has yet asked us to do. Through these various modes of practice, our ambition is to be urban citizens—active and agitating for public exchange.

Edition Office

Openwork

Finding Infinity

BRIEF

The design brief for 57-71 Stephenson Street, Cremorne, outlines an ambitious vision: to create not just an office building, but a globally significant landmark that redefines the modern workplace. Rooted in a deep connection to the Cremorne community, the brief is founded on four key values: Radical Sustainability, Community, Creativity, and Collaboration. The client has challenged the design team to move beyond conventional standards and deliver Australia's lowest embodied energy commercial office building, to utilise the most solar panels on a commercial office building and to include a PassivHaus facade. This ambition is matched by a strong desire for the building to be a community asset, calling for an exceptionally designed, activated ground floor that integrates seamlessly with the neighbourhood, and high quality shared spaces throughout the building that foster interaction and collaboration among tenants. The project's goal is to be an inspiring, healthy, and enduring piece of architecture that gives back more to the environment and the community than it takes.

In direct response to this visionary brief, our proposal is for a landmark 15-storey plus mezzanine mass timber office building. This architectural statement is designed to embody the project's core values. The use of mass timber is central to achieving the "Radical Sustainability" goal, directly addressing the challenge of creating a low-embodied-carbon structure while providing warm, creative, and healthy internal spaces. To fulfill the "Community" and "Collaboration" mandates, the design features a highly activated ground plane and an active rooftop that includes a lush garden sanctuary, which will add a dynamic new social dimension to the Stephenson Street streetscape, and the Cremorne skyline. We believe the proposed building's verticality is essential to deliver the landmark status and significant public benefits the brief demands. By consolidating the building's form, we can provide generous open space at the ground and rooftop levels, creating a precedent setting project with exceptional environmental and social contributions.

(A) AN URBAN SIGNIFIER
(B) A VIBRANT GROUND PLANE AND ACTIVE ROOFTOP SANCTUARY

(A)

(B)

Edition Office

SUSTAINABILITY
FINDING INFINITY

Openwork

Finding Infinity

An office building with a positive environmental impact.



Where flexible and highly adaptive spaces meet the ever-changing needs of the future of work.



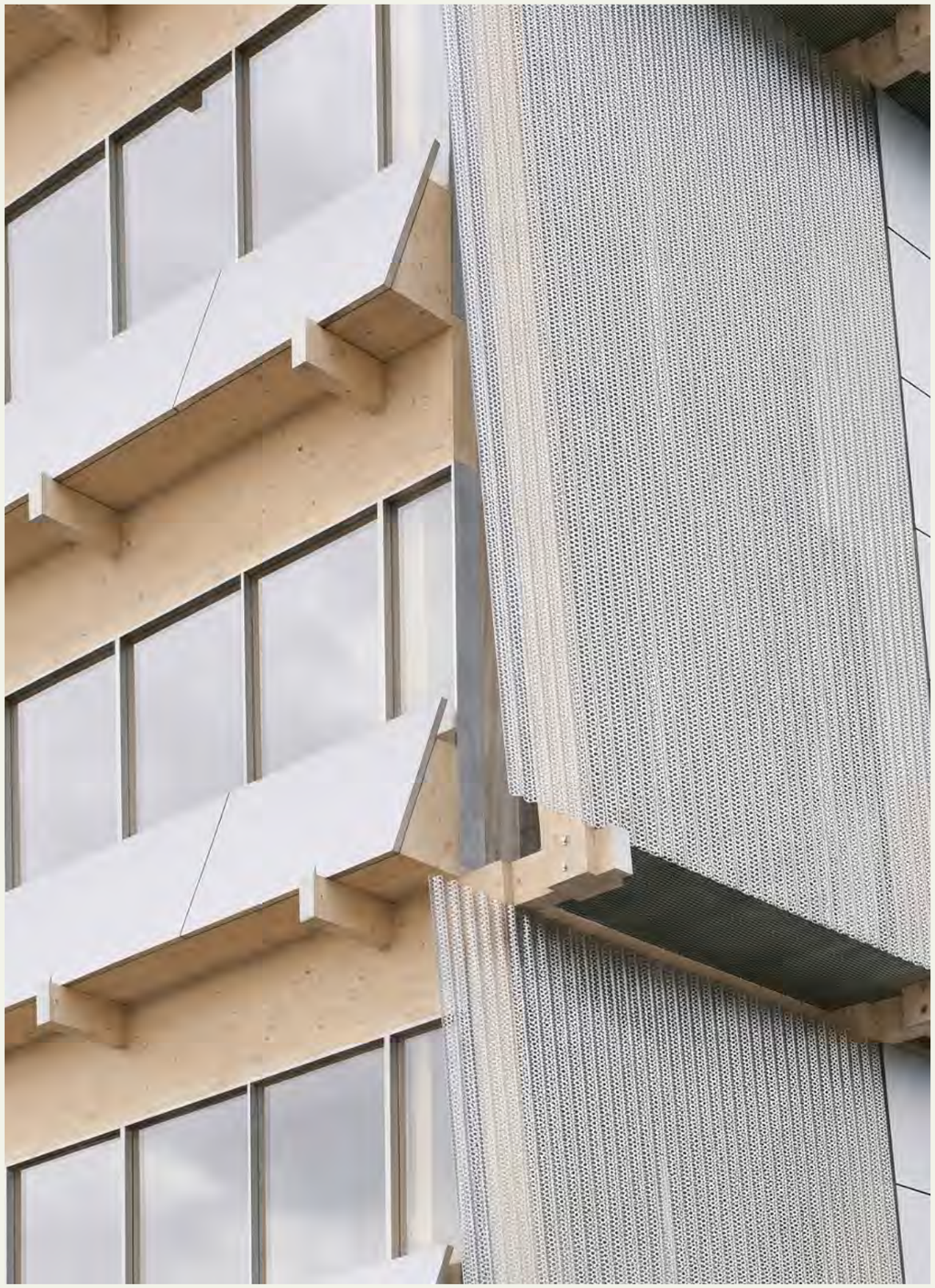
A building that opens up and breathes.



A magnet for the brightest minds and most innovative organisations from around the globe.



A circular economy where nothing goes to waste.



Restoring the ecology and biodiversity of the site to better than before.



A benchmark for Australian development showcasing low carbon construction and zero-waste operations.

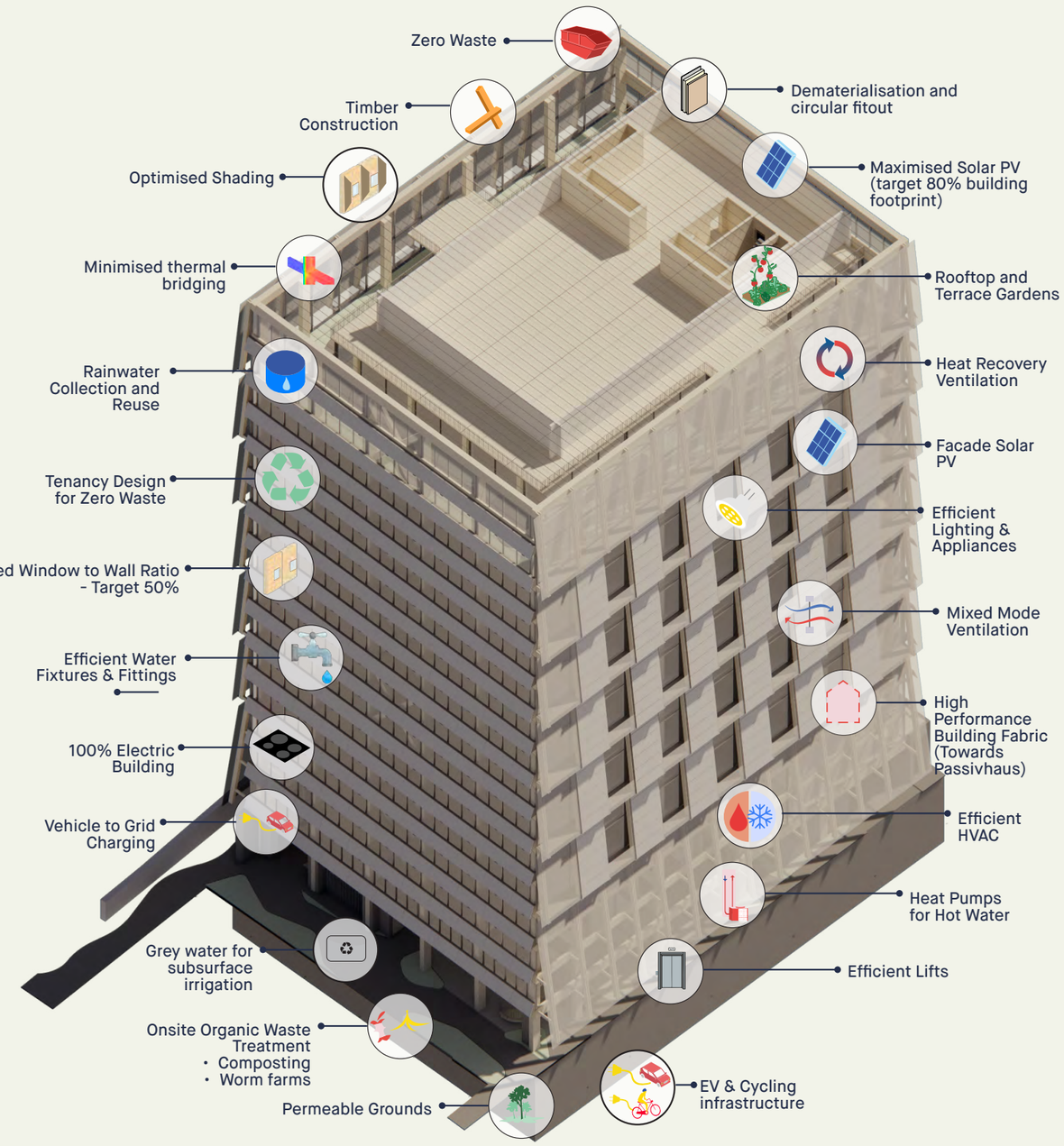


An office building as a producer

Giving back resources to the city and future generations

Helping transform Greater Melbourne into a self sufficient city.

Creating an example that implements every single commercially viable initiative we possibly can to inspire more developers to do the same.



Creating a world leading example in the City of Yarra to help inspire more developers in Melbourne to push the limits environmentally.

We seek to go beyond minimum compliance and rather target maximum performance.

Creating a building that can help accelerate the introduction of a Net Zero Code in Greater Melbourne.

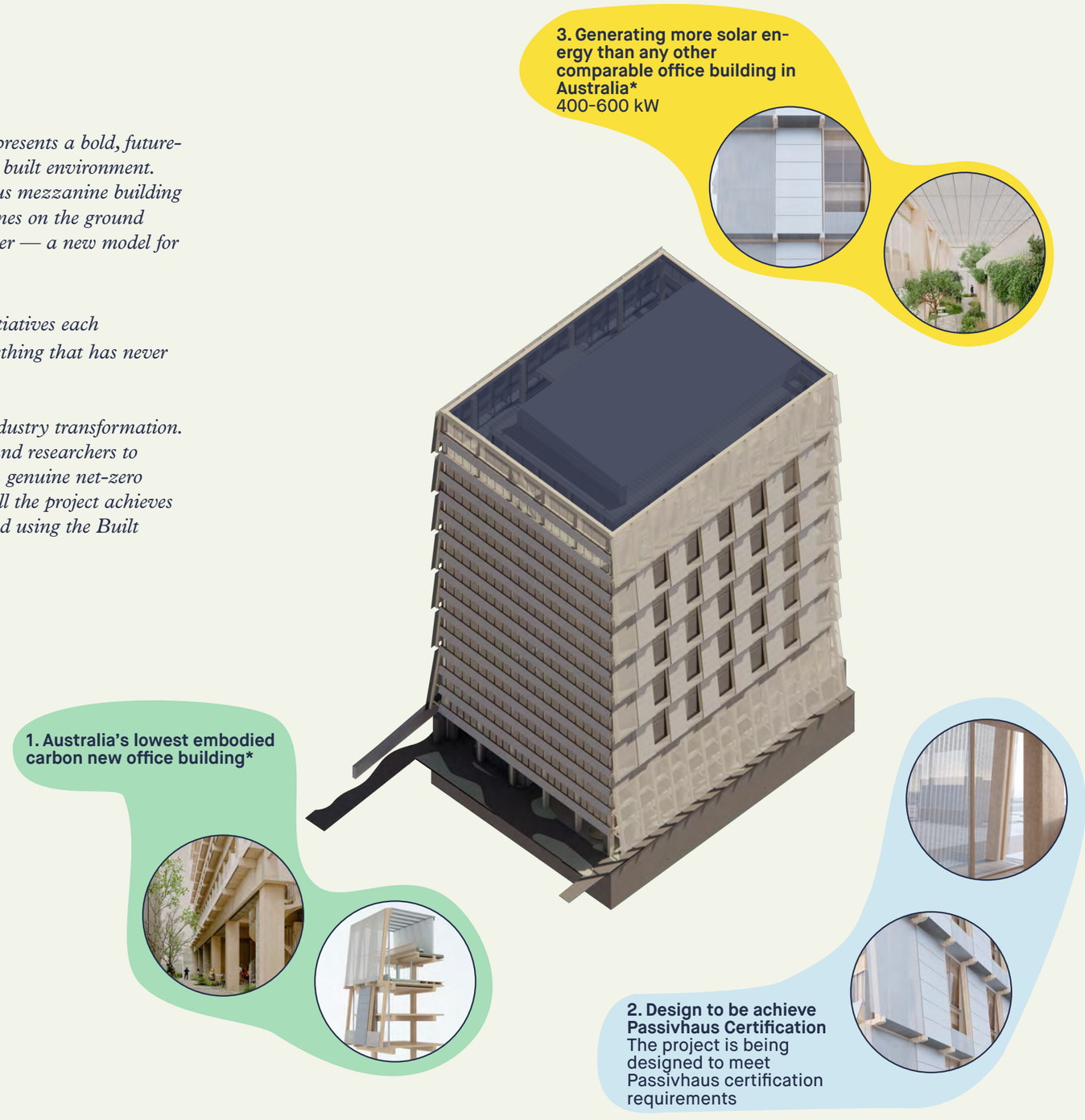
Project Summary

57-71 Stephenson Street, Cremorne, VIC, 3121

The proposed office development at Stephenson Street, Cremorne, presents a bold, future-focused response to the climate and ecological challenges facing our built environment. Situated alongside the VicTrack railway corridor, the 15-storeys plus mezzanine building (GFA is 21,608m²) comprises of mostly office space with retail zones on the ground floor. The building is envisioned not as a consumer but as a producer — a new model for commercially viable, net positive development.

At its core, the project is a sum total of cost-effective, pragmatic initiatives each individually practical and proven, but when combined, create something that has never been done before.

This is not just a building. It is a scalable and replicable tool for industry transformation. The project is designed to engage closely with developers, builders, and researchers to leverage collective knowledge, helping to drive Melbourne toward a genuine net-zero building code zero emissions in construction and operations. Overall the project achieves a score of 73% which is considered "excellence", when benchmarked using the Built Environment Sustainability Scorecard (BESS).



*based on publicly available data at the time of submission

Targets

What we are aiming for



Commitments and Ambitions

Going well beyond Best Practice

	Minimum Compliance	Project Commitments 6 Star Greenstar Buildings Certification	Ambition The project cannot commit to achieving all of these at this stage but will aim towards them as design progresses
Water	BESS 50% water rating 100% STORM rating 7.5 L/min showers 6 L/min taps 3.5 L/flush toilets	40% reduction in mains water BESS 80% water rating 5 L/min showers 3 L/min taps 3.5 L/flush toilets Rainwater collection from all roof area and reuse for toilet flushing	60% reduction in mains water consumption Grey water reuse for sub soil irrigation
Waste	No specific target Landfill, recycling and FOGO waste streams	>70% reduction in waste to landfill BESS 100% waste score Landfill, commingled recycling, paper and cardboard, glass, e-waste, organics, hard rubbish Resources room for sorting and storage 90% avoidance of construction / demolition waste	100% reduction in waste to landfill On site organic waste treatment Zero construction / demolition waste
Operational Carbon	NABERS 4 star NCC DTS energy efficiency requirements BESS 50% energy score	40% reduction in energy consumption, with ~40% of the remainder supplied on-site Passivhaus certification NABERS 6 star energy BESS 70% energy score Climate Active Carbon Neutral Certification 400-600 kW of solar PV	Net positive - generates more than it consumes on an annual basis Fully naturally ventilated perimeter zone - minimally conditioned Grid Interactive systems in line with Green Star Buildings V1.1 Credit 21
Embodied Carbon	No specific target Typical steel & concrete construction	Setting a new benchmark for new office buildings in terms of embodied carbon Minimum NABERS 4 star embodied carbon Timber structure Timber framed facade Circular and low carbon materials	Zero embodied carbon when considering sequestration Fully circular building Design for disassembly 100% Electric, Zero Carbon Construction

Target Initiatives

Energy



// Optimised building envelope including:

// R6.0 roof, R2.5 exposed floors, R4 external walls

// U2.5, SHGC 0.30 double-glazing

// 0.03ACH or 0.6ACH50 airtightness

// ~55% window-to-wall ratio



// Mixed mode ventilation



// Heat Pump for Hot Water and Thermal Energy Storage



// Minimised thermal bridging



// Efficient electric lighting, appliances



// Maximised rooftop solar PV



// EV & Cycling infrastructure including V2G charging



// Efficient Lifts



// 100% Green Power



// Facade PV



// Heat recovery ventilation

Water



// Efficient fixtures and fittings



// Rainwater collection and non-potable reuse



// Grey water diversion for subsurface irrigation

Waste



// Resources room for separation, storage and recycling of waste on site



// 7 stream waste separation to minimise waste to landfill



// On-site Organic Waste Treatment

Materials



// Timber Construction



// Dematerialisation and circular fitout



// Ultra-low waste construction

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.

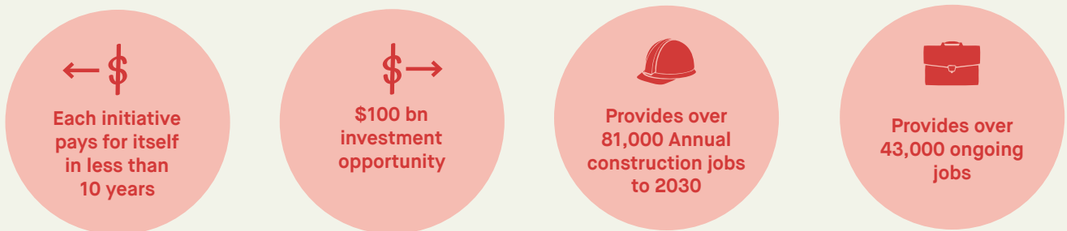
57-71 Stephenson St forms one of first 15 pilot projects as part of A New Normal, fitting under the Net Zero Architecture, Organic Waste to Energy and Solar Architecture categories.







"Let's build something to be proud of for generations to come."
Sally Capp, Lord Mayor of Melbourne



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 modeling performed includes:

// Facade optimisation beyond minimum compliance through detailed thermal modeling, using Integrated Environmental Solutions Virtual Environmental (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

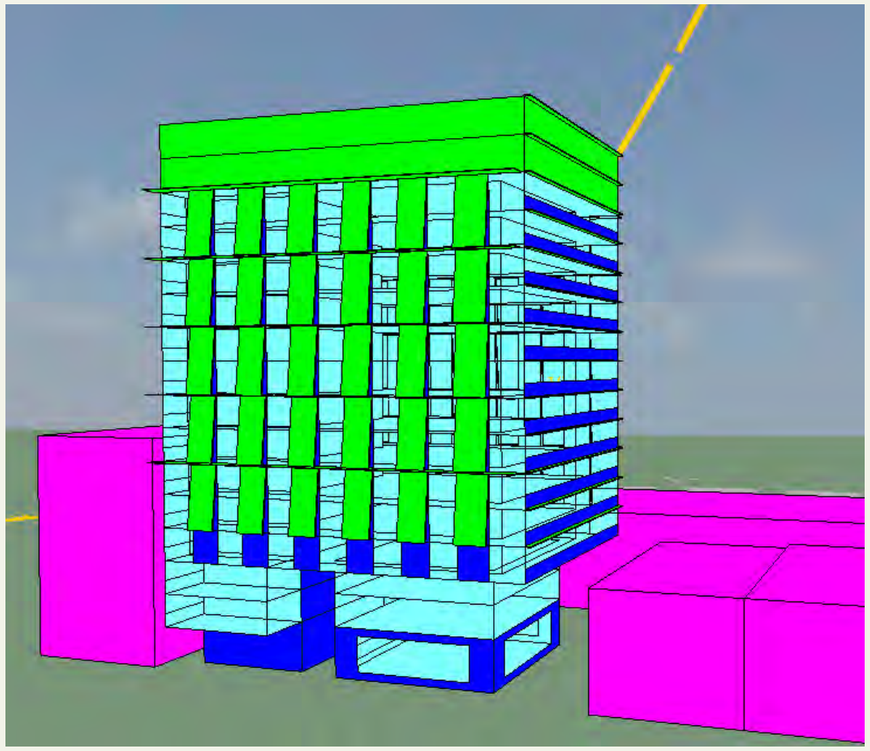
// Daylight studies using Radiance within IESVE to ensure great natural light balanced with thermal performance

// Solar Insolation studies using Suncast within IESVE to investigate the practicality of facade solar PV, with context to local overshadowing

// Financial modeling of all initiatives to ensure feasibility

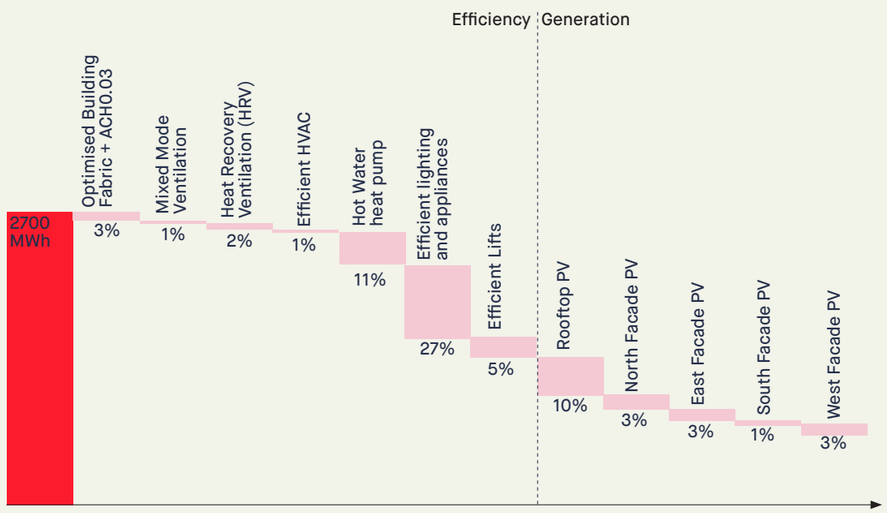
// Water balance calculations to optimise fixtures and fittings, and rainwater tank sizing

// Waste calculations to optimise waste strategy

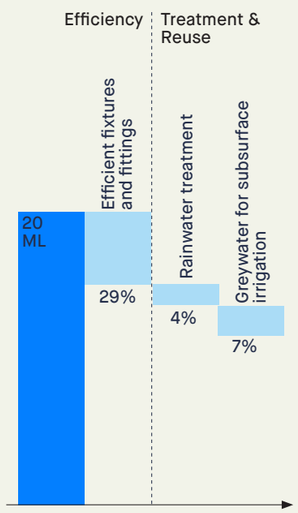


Pathway to Net-Zero

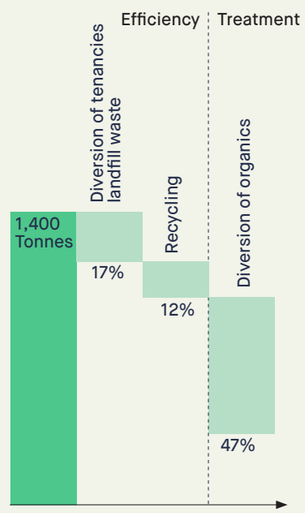
Energy



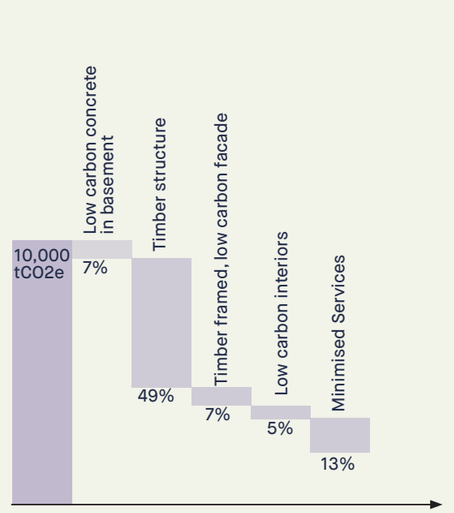
Water



Waste



Embodied Carbon



Initiatives

Energy

Optimised Building Envelope:
High performance facade includes optimised insulation, glazing, WWR, airtightness to reduce the need for heating and cooling, and improve comfort for occupants.

Mixed Mode Ventilation:
Operable windows and ceiling fans to allow for effective ventilation through the building.

Heat Pump for Hot Water & 24hrs thermal energy storage via hot water tank:
Avoid gas heating and hot water units by using efficient electric heat pumps with thermal storage.

Efficient Electric HVAC Systems

Heat Recovery Ventilation (HRV):
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. It can assist with reducing the need for air-conditioning and heating use.

Orientation, ventilation, daylight and shading optimisation:
Buildings should be carefully designed to optimise natural light and shading and allow for cross ventilation, and optimise glazing extent. Above ground car-parking should be considered both to avoid concrete and to allow natural ventilation

Minimised Thermal Bridging:
Avoid the flow of heat through conductive materials in the building's structure that reduce the effectiveness of the building thermal envelope.

Efficient electric lighting, appliances and equipment:
Modern LED lighting with sensors and timers to minimise use, and efficient modern appliances where supplied. Reduced office equipment eg. Use of laptops over desktop computers, efficient server equipment.

Rooftop PV:
In order for buildings to generate their own energy, solar photo voltaic (PV) panels will be installed on rooftops, converting the sun's energy into electricity.

100% Electric:
No gas appliances, specifying efficient induction and electric appliances throughout the kitchens.

Facade PV:
Transform the building facade into energy generating surface helping maximise renewable energy generated on site.

EV & Cycling Infrastructure:
Provisions for electric vehicle (EV) charging should be made, to encourage visitors to move away from combustion engines. At least 3 car spaces on grade will have V2G charging. The car stacker aspires to include V2G charging if technology becomes available, but will have standard EV chargers at minimum.

Efficient Lifts:
Lifts that minimise energy use by having a standby mode, regenerative drivers and/or gearless motors.

100% Green Power:
100% renewable energy facilitated through a power purchase agreement (PPA).

Zero Carbon

Energy efficient, generating energy on-site, buying 100% Greenpower

Initiatives

Water

Efficient water fixtures and fittings:
Water consumption in buildings can be reduced significantly through the use of modern, efficient fixtures and fittings.

The project will use water efficient fixtures with the following minimum ratings:
// Showers: 5L/min for 4 star (e.g. Methven Kiri Satinjet Ultra Low Flow)

// Taps: <3L/min for 6 star

// Toilets: <3.5 L per flush

Rainwater collection and non-potable use:
Rainwater will be captured from all clean roof surfaces to be used for irrigation and outdoor uses, or treated to an appropriate level for indoor non-potable uses such as toilet flushing.

Grey water for subsurface irrigation:
Greywater will be diverted from handbasins & showers and reused onsite to supply sub-surface landscape irrigation.

Water Resilience

Future proofing the building to meet it's own water demands

Initiatives

Waste

Design for ultra-low waste:
Tenancies and office spaces will 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.*

Organic waste treatment:
Food & organics will be treated on-site through composting, worm farms, or collected and separated for off-site treatment.

Ultra-low waste construction
In 2017, the Australian construction industry generated 20.4 million tonnes of waste from construction and demolition. More than 6.7 million tonnes of this waste goes into landfill every year. CLT and prefabricated construction can minimise the amount of waste generated on site. Agreements will be made with builders and contractors to appropriately sort and recycle any waste generated on-site.

Zero Waste
Converting waste into valuable resources, no waste to landfill

Initiatives

Materials



Timber Structure:
The impact of choosing mass timber construction over conventional concrete or steel construction is a reduction in embodied energy and embodied carbon, and potential savings relating to construction time.



Dematerialisation and circular fitout:
The deisgn will reduce the amount of materials used in construction, while focusing on reusing, refurbishing, or recycling materials to extend their lifecycle. Ultimately minimising waste, lowering environmental impact, and promoting resource efficiency in building interiors.



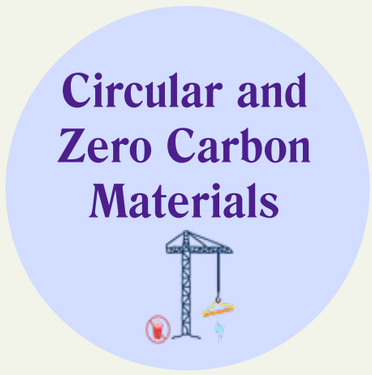
Low impact materials:
Optimised wall construction eg. avoiding steel studs and using timber framing in walls including the facade, allowing sufficient thickness for insulation. Prioritising carbon sequestering materials such as timber, cork and wood fibre where new materials are required.



Non-Toxic construction materials and finishes:
A healthy buildings for occupants, avoiding red-list materials such as chrome, PVC and any materials containing Volatile Organic Compounds.



Avoid concrete as much as possible:
Use geopolymer concrete or low carbon concrete such as Boral Envisia where concrete is required. Use zero carbon, renewable powered manufactured recycled Aluminum. Minimise concrete substructure through above ground car parking & no basements, and avoid concrete piles where possible.



Passivhaus Feasibility

Energy modeling with IESVE evaluated the project's feasibility for Passivhaus performance. The results are indicative, and modelling is currently being performed using Passivhaus software to verify. However, the project is committing to achieving Passivhaus certification.

Optimised Building Fabric

// R6.0 roof, R2.5 exposed floors, R4.0 external walls

// U2.5 , SHGC 0.3 double-glazing

// 0.6 ACH 50 airtightness

// WWR ~50%

Passivhaus Requirements

// Spaces Heating

// Heating Demand: <15 kWh/(m²)

// Heating Load: <10 W/m²

// Space Cooling

// Cooling & dehumidification Demand: <15 kWh/(m²)

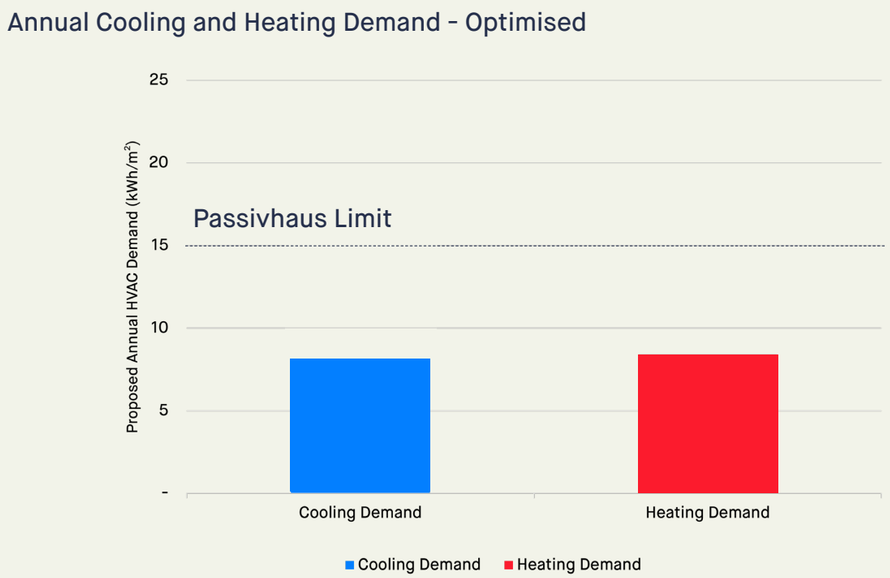
// Cooling Load: <10 W/m²

// Freq. of excessively high humidity: <10%

// Pressurisation Test Results (airtightness) n50 1/h = 0.6(0.6 ACH 50)penetrations and air leakage points

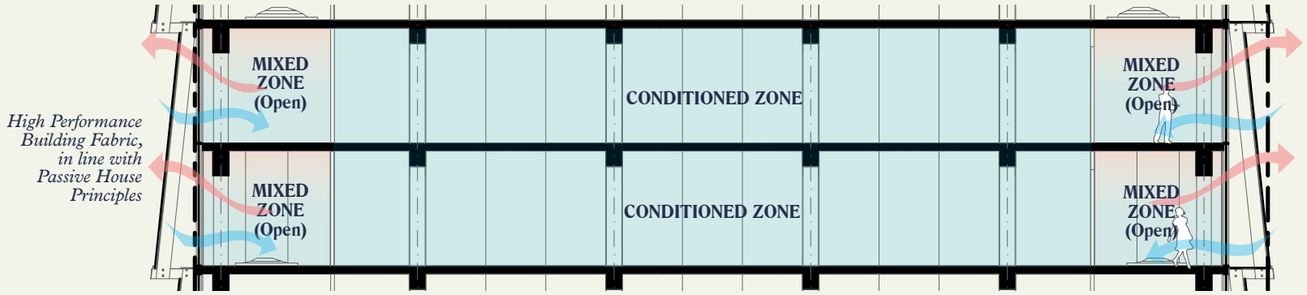
// Primary Energy Renewable: <60 kWh/(m2a)and gasket)

// Keep sufficient clearance between walls & corners, and service penetrations, HRV units etc to allow space to install appropriate seals

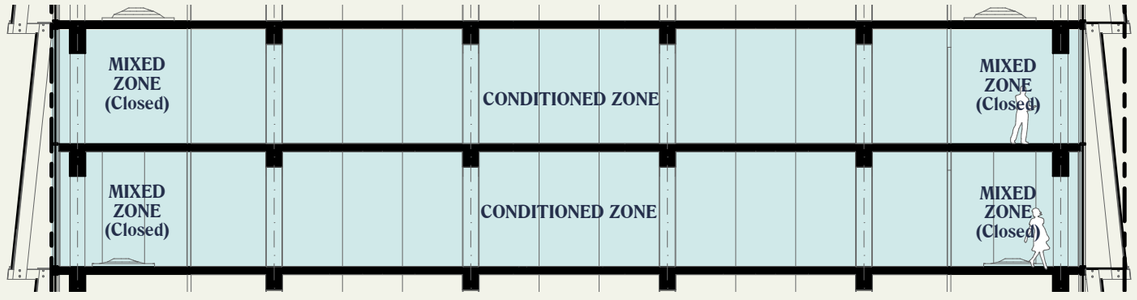


Mixed Mode Ventilation & Shading

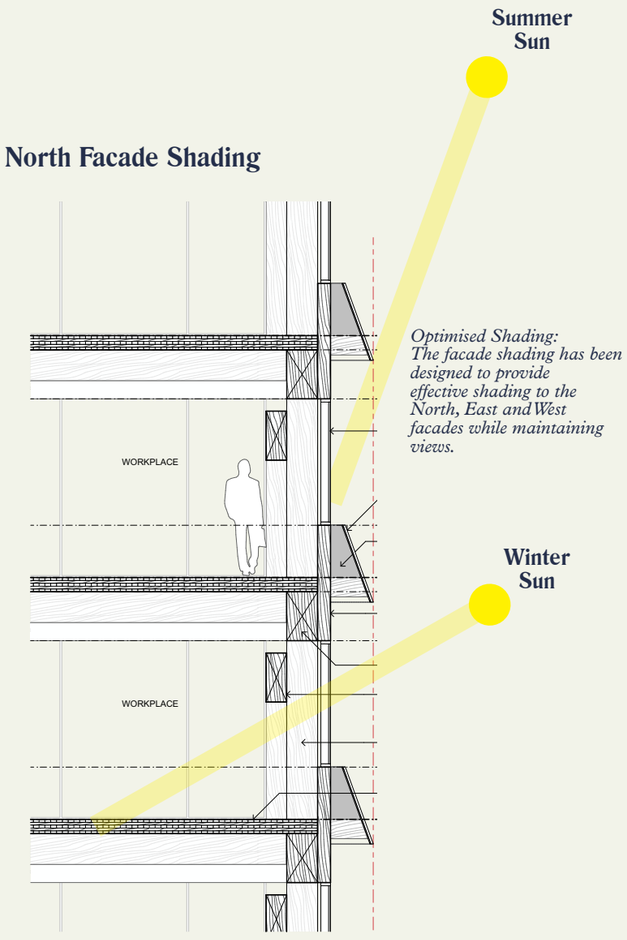
Naturally Ventilated



Conditioned Mode

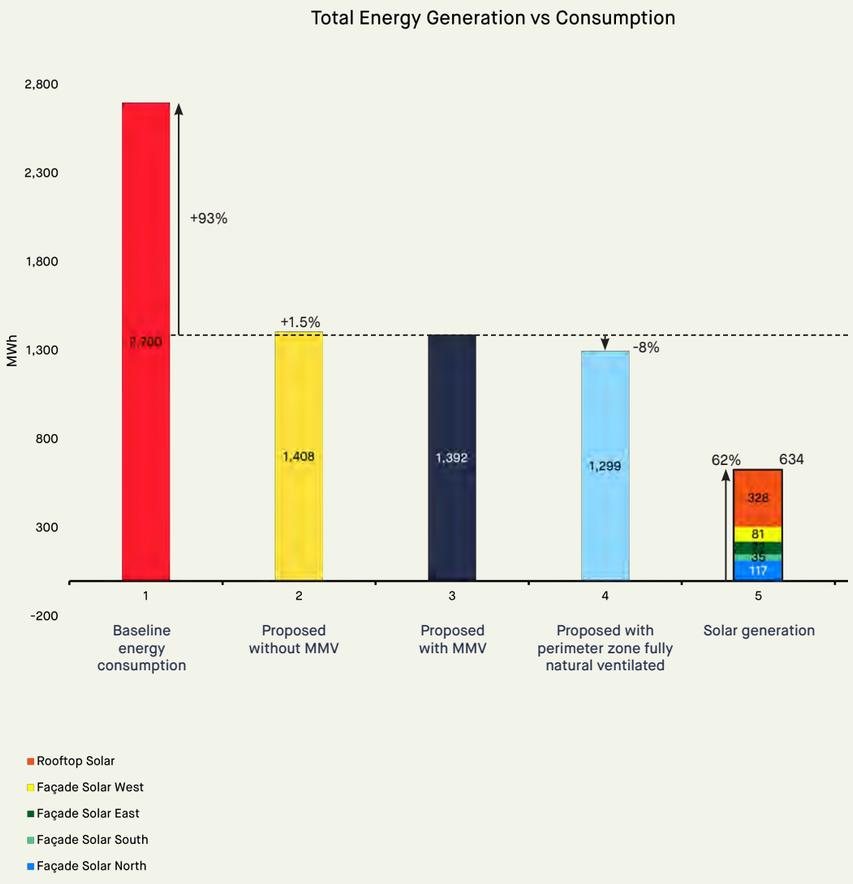


North Facade Shading

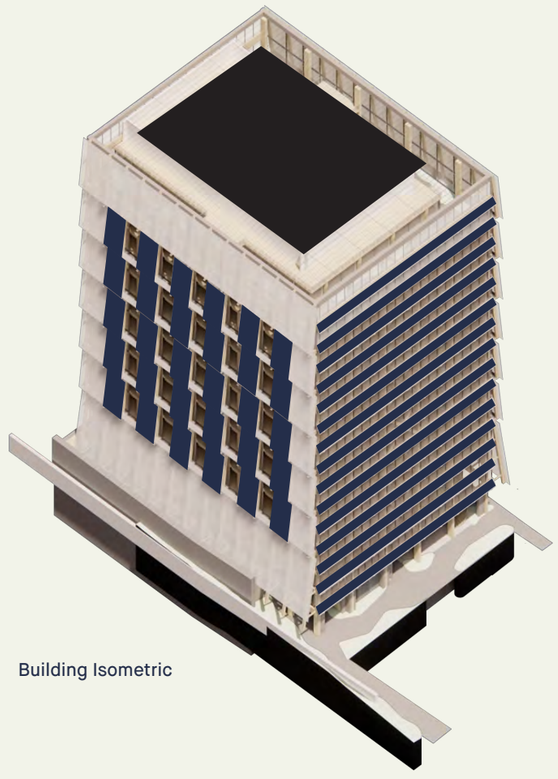


Whole building solar generation

Estimated Solar Generation

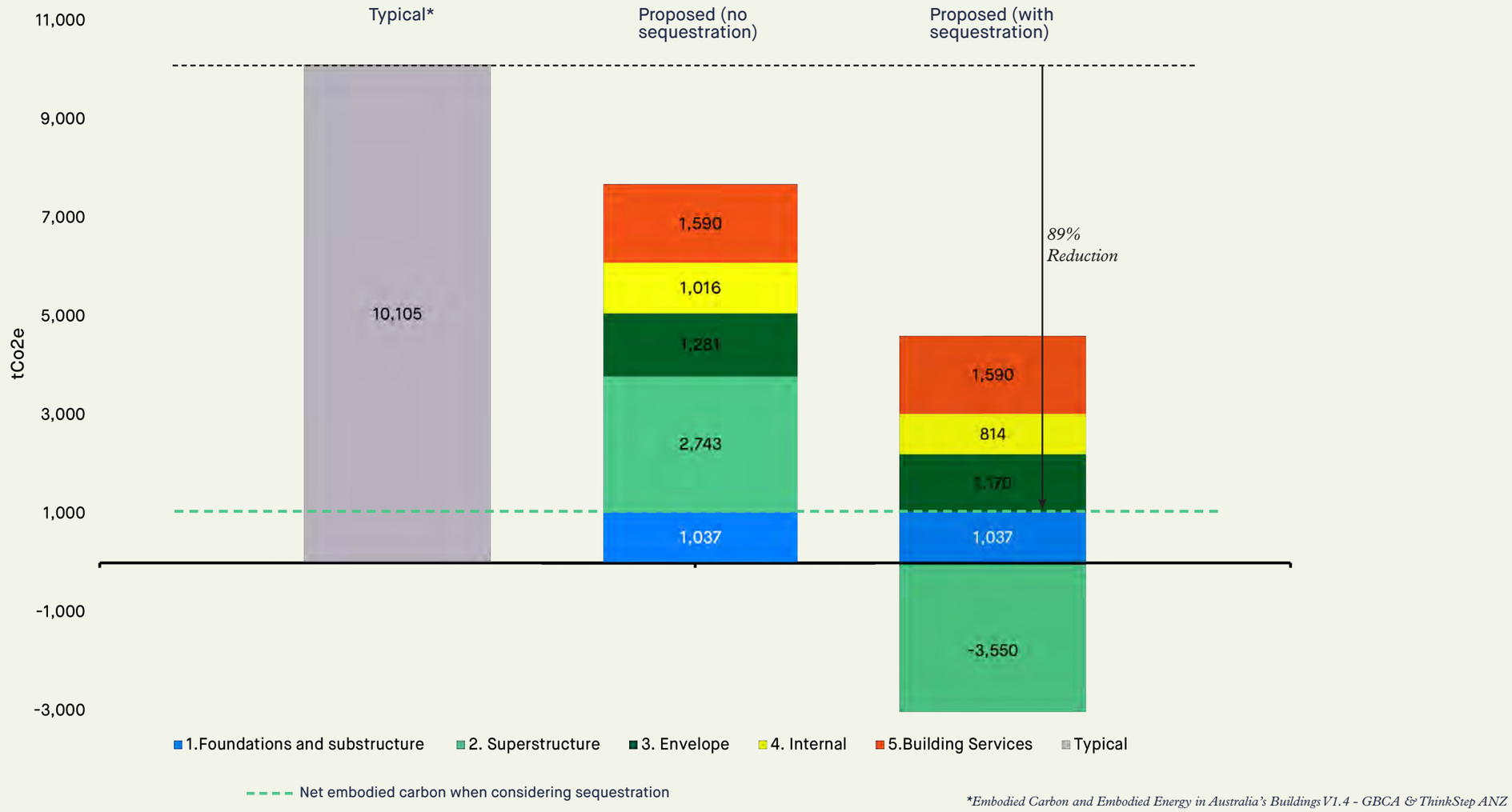


Proposed Solar Extent



Preliminary Embodied Carbon Estimate

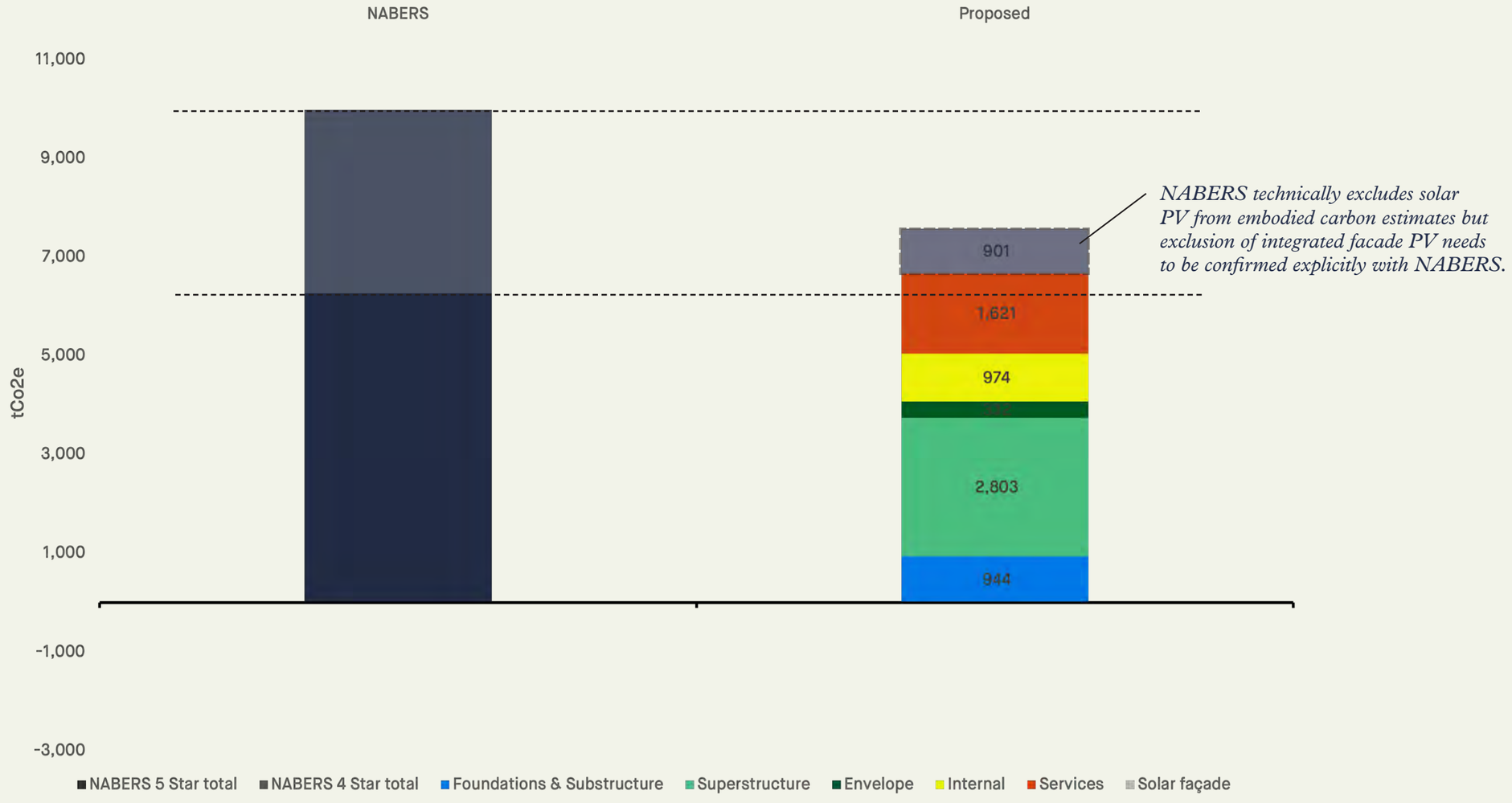
Embodied carbon has been estimated at this stage based on scaling data for a similarly constructed building. This analysis was performed prior to the NABERS embodied carbon tool's release, and includes A1-A4 and C2-C3 emissions, as well as certain elements NABERS excludes such as insulation and solar PV. The following page demonstrates a scenario aligned with the NABERS tool.



Embodied Carbon and Embodied Energy in Australia's Buildings V1.4 - GBCA & ThinkStep ANZ

Preliminary NABERS Embodied Carbon

The below graph demonstrates a modelling scenario aligned with NABERS. A1-A5 emissions are considered, no sequestration is considered, and relevant items are exluded per NABERS methodology (insulation, rooftop solar). Facade solar is shown but there is potential this will be excluded pending the outcome of a ruling from NABERS.



Preliminary Daylight Modelling - Levels 4,6,8 & 10

Daylight factor refers to the amount of daylight available inside a room compared to the amount of unobstructed daylight available outside. To achieve points for daylight in BESS, the target is 33% of the floor area must have a daylight factor of greater than 2%.

Results demonstrate that 35% of the area achieves a daylight factor of greater than 2%, on track with aimed target. Modelling was done based on preliminary drawings issued by Edition Office on 11/09/2025.

In accordance with the Green Star pathway, the project is targeting Green Star Credit 12 and hence modelling will be updated in line with Green Star daylight autonomy method in detailed design.

Key
DF = Daylight Factor
VLT - Visible Light Transmission
LRV = Light Reflectance Value

Modelling Parameters
Uniform Sky of 10,000 Lux
Working plane height: 0.1m

Glazing
VLT - 0.7 for all windows except where the glazing is behing perforated metal screen, with 50% light permeability (VLT 0.35)

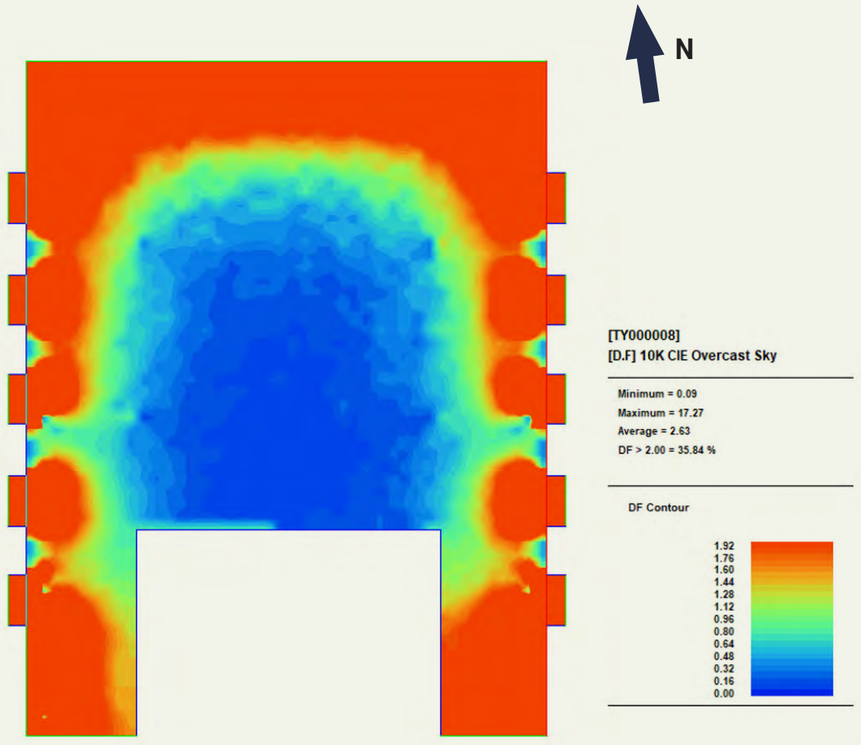
Ceiling
LRV - Timber finishes (R0.65 G0.37 B0.18)

Internal Wall
LRV - Timber finishes (R0.65 G0.37 B0.18)

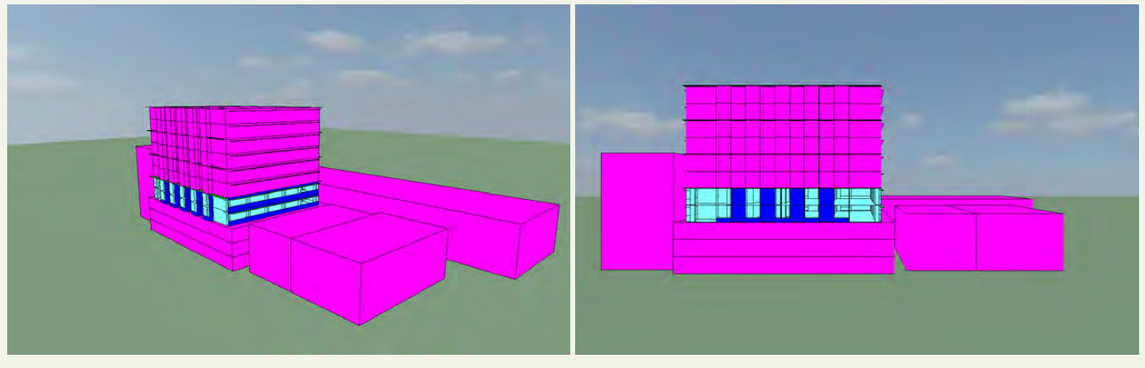
Floor
LRV - Timber finishes (R0.65 G0.37 B0.18)

Roof
LRV - 0.05

Ground
LRV - 0.3



Daylight Factor Gradient Graph



Typical Office Floor Plate
Note: Facade shading screen captured via reduced VLT

Preliminary Daylight Modeling - Levels 5,7,9 &11

Daylight factor refers to the amount of daylight available inside a room compared to the amount of unobstructed daylight available outside. To achieve points for daylight in BESS, the target is 33% of the floor area must have a daylight factor of greater than 2%.

Results demonstrate that 35% of the area achieves a daylight factor of greater than 2%, on track with aimed target. Modelling was done based on preliminary drawings issued by Edition Office on 11/09/2025.

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Modelling Parameters
Uniform Sky of 10,000 Lux
Working plane height: 0.1m

Glazing
VLT - 0.7 for all windows except where the glazing is behing perforated metal screen, with 50% light permeability (VLT 0.35)

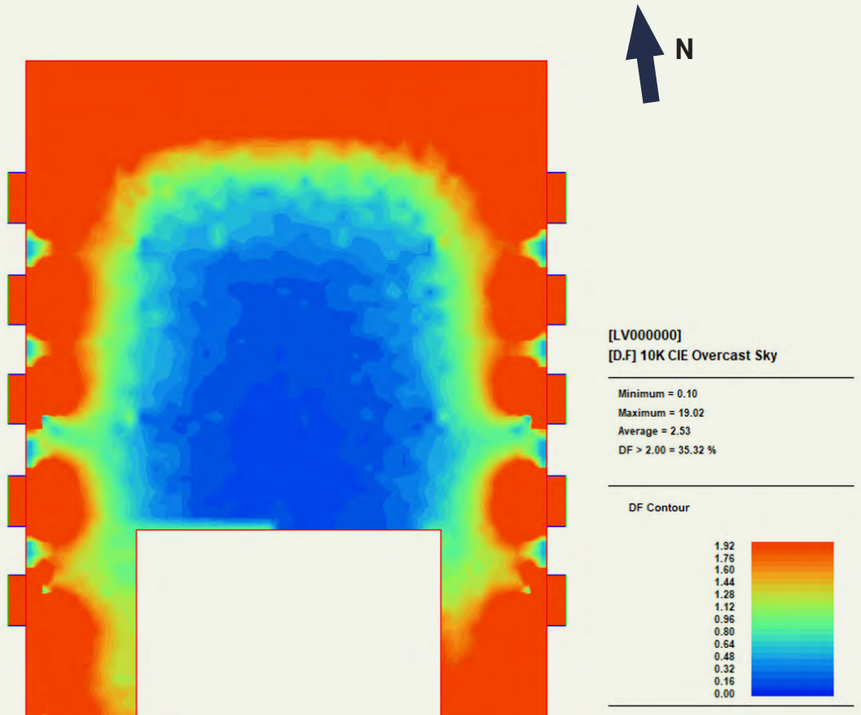
Ceiling
LRV - Timber finishes (R0.65 G0.37 B0.18)

Internal Wall
LRV - Timber finishes (R0.65 G0.37 B0.18)

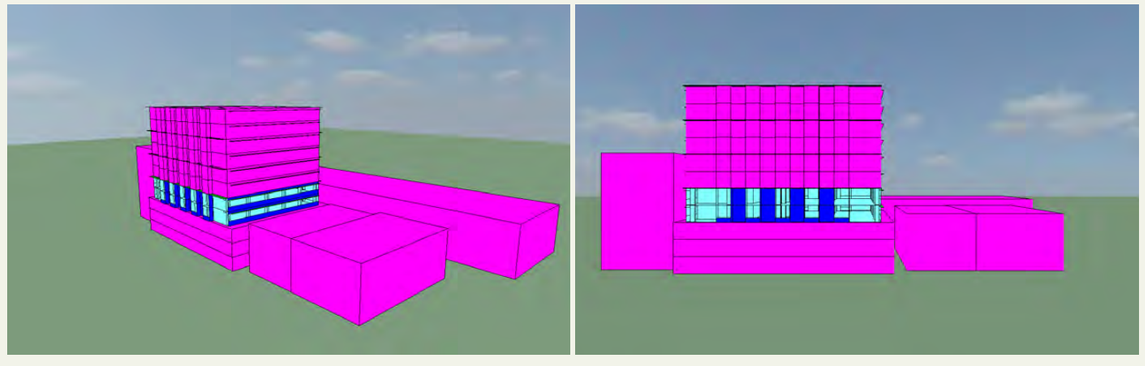
Floor
LRV - Timber finishes (R0.65 G0.37 B0.18)

Roof
LRV - 0.05

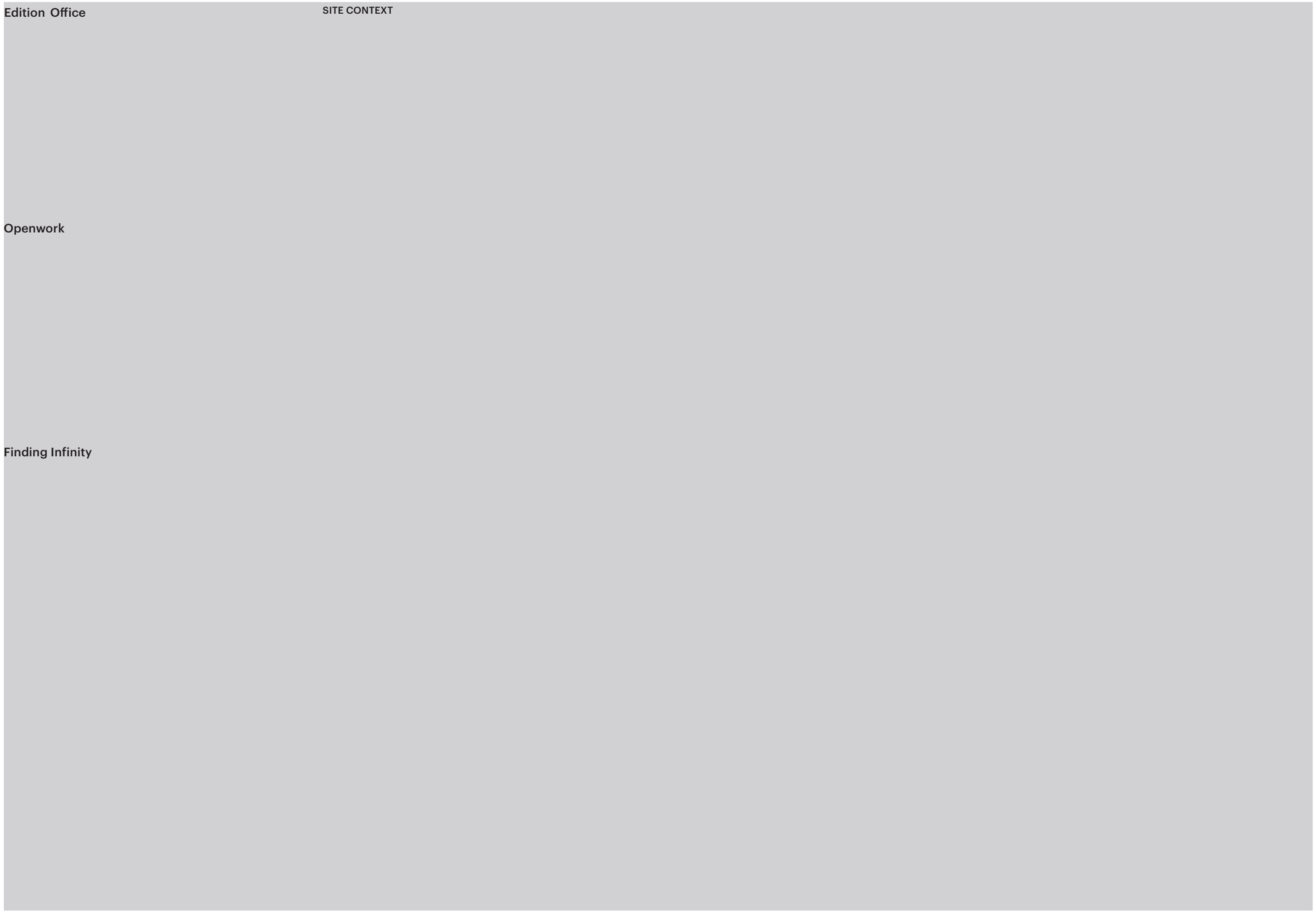
Ground
LRV - 0.3



Daylight Factor Gradient Graph



Typical Office Floor Plate
Note: Facade shading screen captured via reduced VLT



Urban Context Report - 57-71 Stephenson Street, Cremorne

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SITE CONTEXT - CONTRIBUTION TO PLACE
WEST CREMORNE



Aerial image of Cremorne. 57-71 Stephenson steet highlighted in red.

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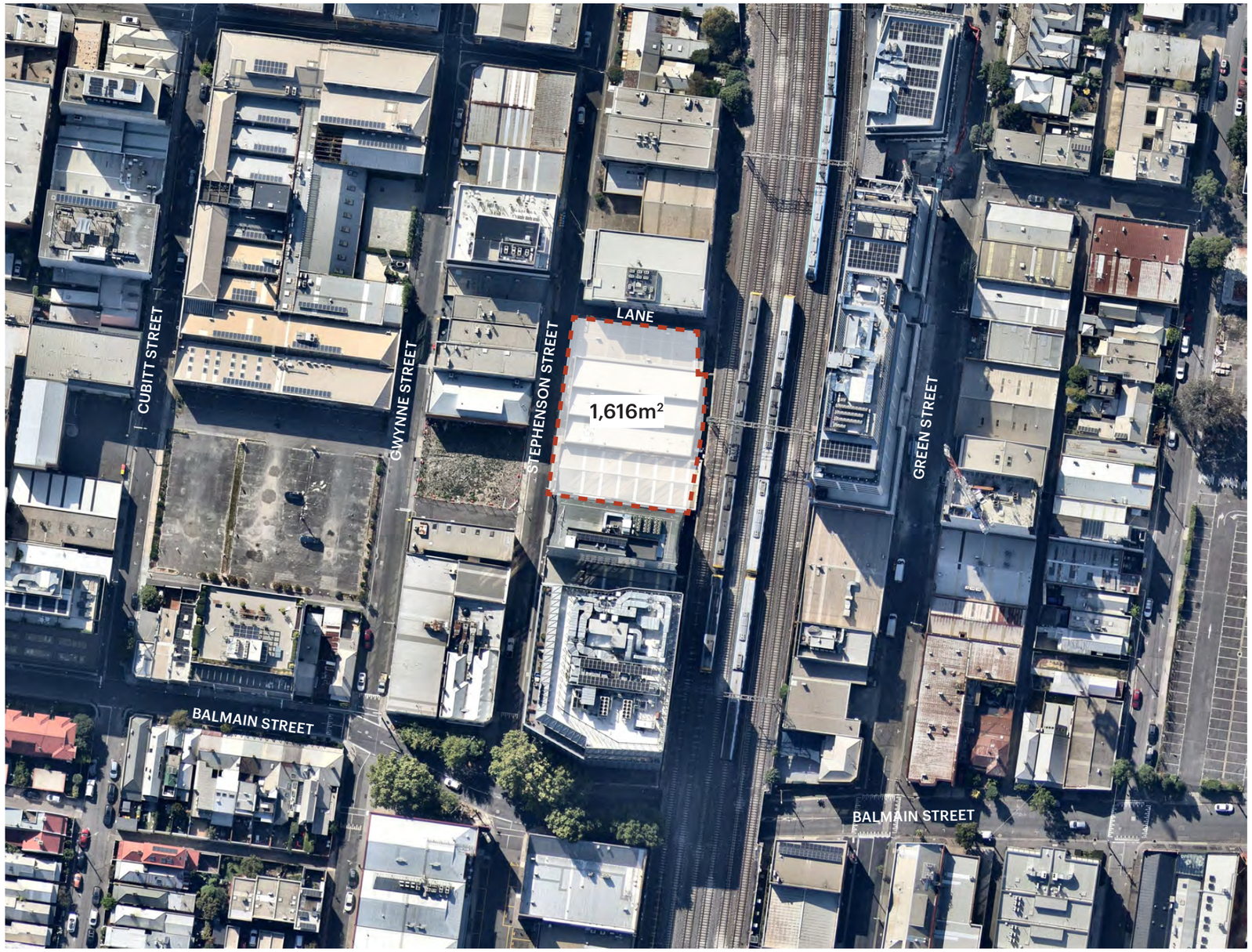
SITE CONTEXT- CONTRIBUTION TO PLACE
AERIAL IMAGE



Aerial image of Cremorne. 57-71 Stephenson steet highlighted in red.

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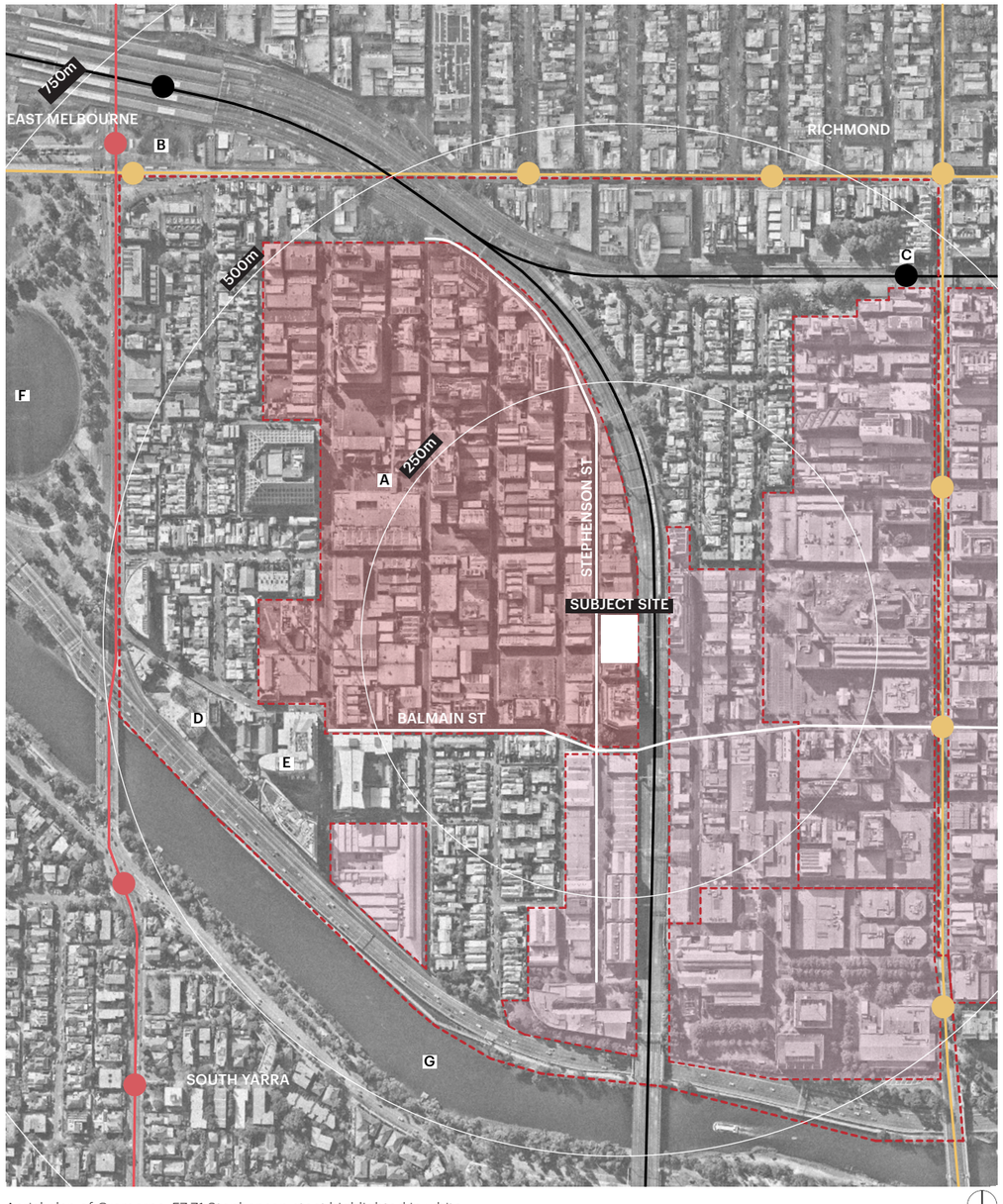
SITE CONTEXT - CONTRIBUTION TO PLACE
ACCESS AND CONNECTIONS

The site at 57-71 Stephenson Street is located within the Cremorne West sub-precinct, an area defined by its fine grain industrial character and proximity to Richmond Station. The wider Cremorne area is a state designated Enterprise Precinct for technology and creative industries, bounded by major transport corridors like Punt Road and Swan Street, and serviced by the nearby Richmond and East Richmond train stations.



Aerial plan of Cremorne. 57-71 Stephenson steet highlighted in white.

RAILWAY
TRAM LINE
BUS LINE
WEST CREMORNE PRECINCT
COMMERCIAL PRECINCT

(A) BENDIGO KANGAN INSTITUTE
(B) RICHMOND TRAIN STAITON
(C) EAST RICHMOND TRAIN STATION
(D) NYLEX CLOCK SILO
(E) THE MALT DISTRICT
(F) GOSCHS PADDOCK PARK
(G) YARRA RIVER

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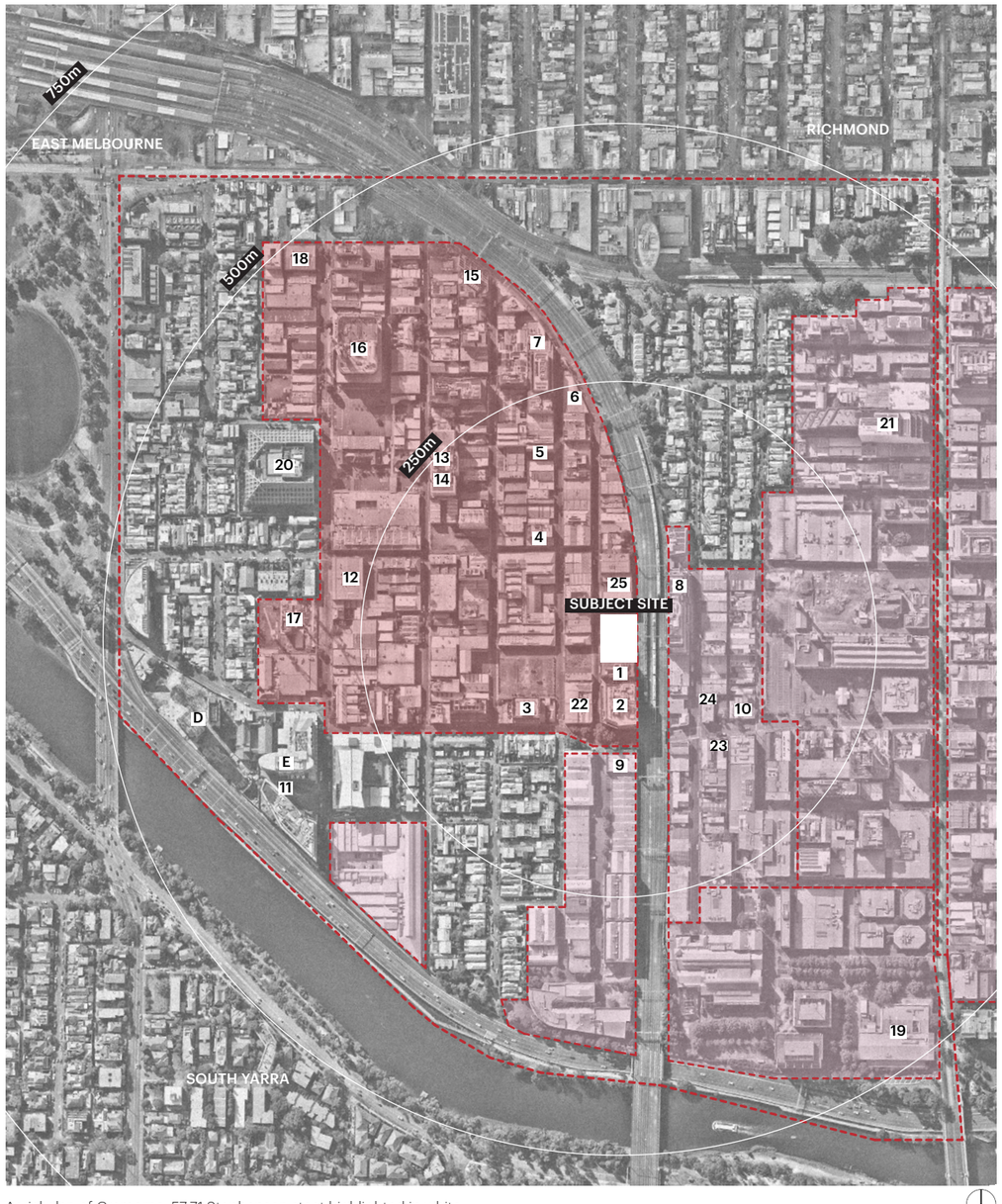
SITE CONTEXT- CONTRIBUTION TO PLACE
BUILDING HEIGHT CONTEXT

The precinct is currently experiencing a period of active redevelopment, which is reshaping the local context with a new wave of mid and high rise commercial buildings. This transformation is particularly evident on Stephenson Street itself, which is becoming a focal point for this change.

Nearby projects, both under construction and proposed, include new office buildings rising to seven, nine, and even twelve storeys. This pattern of development follows previous proposals for taller buildings on the street, indicating sustained interest in delivering higher-density commercial projects in the immediate vicinity.



Aerial plan of Cremorne. 57-71 Stephenson steet highlighted in white.

Urban Context Report - 57-71 Stephenson Street, Cremorne

(1) 77 STEPHENSON ST (COMPLETED / 6 STOREYS)
(2) 57 BALMAIN ST (COMPLETED / 7 STOREYS)
(3) 33 BALMAIN ST (COMPLETED / 4 STOREYS)
(4) 46 GWYNNE ST (COMPLETED / 6 STOREYS)
(5) 22-26 GWYNNE ST (PLANNING / 8 STOREYS)
(6) 36 STEPHENSON ST (APPROVAL / 12 STOREYS)
(7) 28-30 STEPHENSON ST COMMERCIAL (APPLICATION / 13 STOREYS)
(8) 68-88 GREEN ST (APPROVAL / 8 STOREYS)
(9) 64 BALMAIN ST (APPROVAL / 7 STOREYS)
(10) 79-83 BALMAIN ST AND 116-122 CHESTNUT ST (APPROVAL/13 STOREYS)
(11) 2-6 GOUGH ST (COMPELETE / 15 STOREYS)
(12) 101 CREMORNE ST ST COMMERCIAL (APPROVAL / 12 STOREYS)
(13) 65-81 DOVER ST (COMPLETED / 8 STOREYS)
(14) 85 DOVER ST (APPROVAL / 8 STOREYS)
(15) 4-6 CUBITT ST (COMPLETED / 12 STOREYS INCLUDING MEZZANINE)
(16) 31-53 CREMORNE ST (COMPLETED / 10 STOREYS)
(17) 122-130 CREMORNE ST (CONSTRUCTION / 9 STOREYS)
(18) 14-18 CREMORNE ST (APPROVAL / 12 STOREYS)
(19) 658 CHURCH ST (APPROVAL / 11 STOREYS)
(20) 60 CREMORNE ST (COMPLETED / 7 STOREYS)
(21) 510 CHURCH ST (COMPLETED / 10 STOREYS)
(22) 49-51 BALMAIN ST (APPROVAL / 9 STOREYS)
(23) 100 BALMAIN STREET (PLANNING / 11 STOREYS PLUS PLANT)
(24) 99 GREEN STREET (CONSTRUCTION / 9 STOREYS)
(25) 49 STEPHENSON ST (APPROVAL / 9 STOREYS)

WEST CREMORNE PRECINCT

COMMERCIAL PRECINCT

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SITE CONTEXT- CONTRIBUTION TO PLACE
OPEN SPACE

Cremorne's current shortage of public green space and shelter has roots in its early history, particularly following the closure of the original Cremorne Gardens in the 19th century. Over time, the transformation of this former parkland into industrial sites helped shape development patterns that left little room for open, shared spaces. Today, with a growing number of residents and thousands of people working in the area each day, there is an increasing demand for places to pause and connect outdoors.

With limited options available, much of this activity spills out onto the footpaths and kerbsides, highlighting a long-standing need for more welcoming and accessible public spaces in the heart of Cremorne.

(A) WHITE STREET RESERVE
(B) CHARLES EVANS RESERVE
(C) STEPHENSON STREET RESERVE
(D) CROWN LAND
(E) THE CREMORNE GARDENS



(D)



(D)



(A)



(B)



(C)



(E)



Aerial plan of Cremorne. 57-71 Stephenson steet highlighted in white. Showing open green space within the area

Urban Context Report - 57-71 Stephenson Street, Cremorne

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SITE CONTEXT- CONTRIBUTION TO PLACE
RETAIL TYPOLOGY STUDY

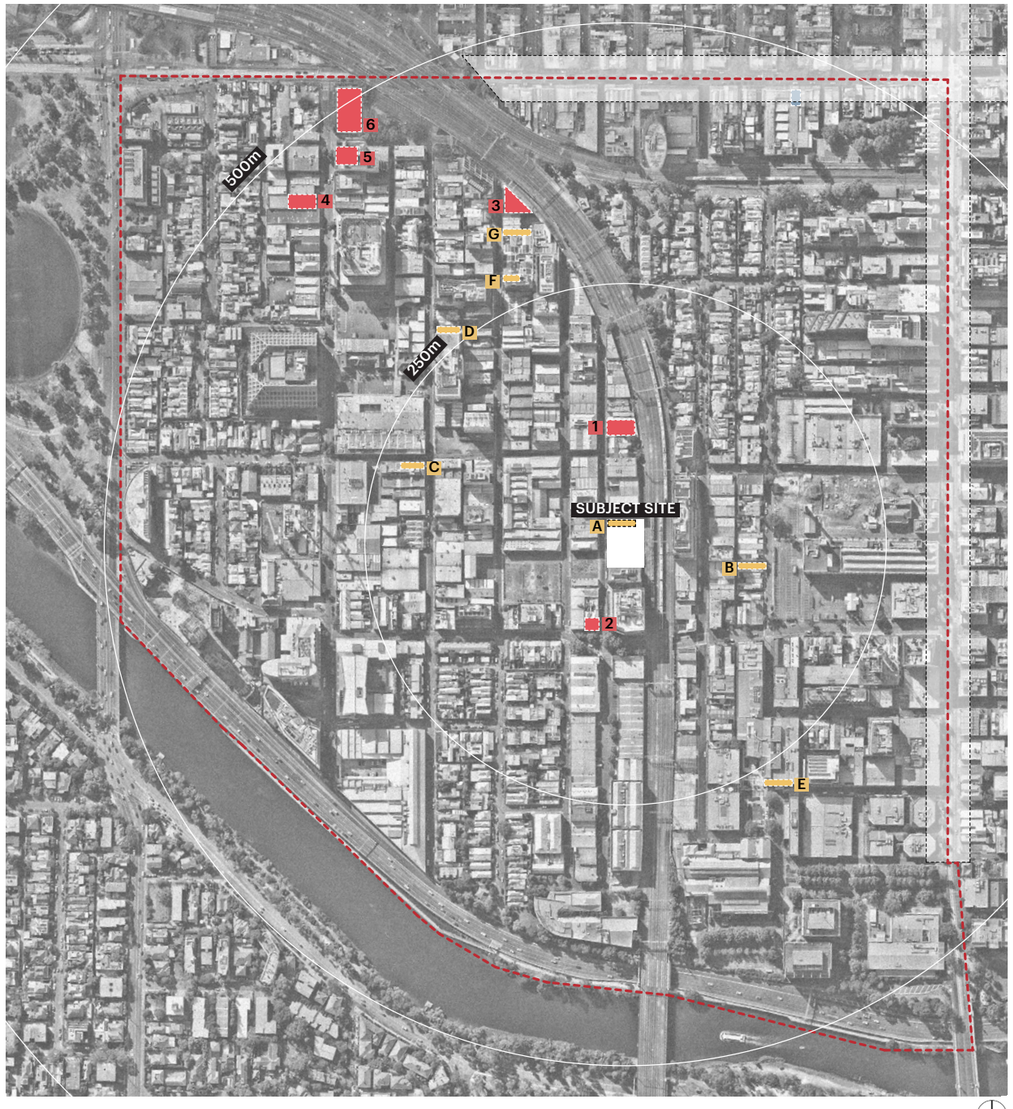
For evening socialising, the area contains both wine bars and traditional pubs. Some wine bars are located in converted warehouses and offer food menus centered around wood-fired cooking. These exist alongside long-standing pubs that provide a more conventional hotel atmosphere.

The daytime economy is serviced by an abundance of cafes, including specialty coffee roasters and bakeries. A number of these establishments are situated in converted industrial buildings and operate with a stated focus on sustainable practices. They function as locations for coffee, meals, and informal work.

(1) LILAC WINE BAR
(2) THE CHERRY TREE HOTEL PUB
(3) AMATRICE ROOFTOP RESTAURANT
(4) MS FRANKIE RESTAURANT
(5) FREDERIC RESTAURANT
(6) THE PRECINCT HOTEL PUB

(A) NICCOLO COFFEE
(B) DENIS THE MENACE CAFE
(C) SOCIALLY AWKWARD CAFE
(D) BAKER BLEU
(E) TARTS ANON
(F) NIGEL CAFE
(G) HERE OR THERE

RETAIL SHOPFRONT ZONE



Aerial plan of Cremorne. 57-71 Stephenson steet highlighted in white. Showing hostpitality spots within the area

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SITE CONTEXT- CONTRIBUTION TO PLACE
AMENITY TYPOLOGY STUDY

In line with its designation as a technology and creative precinct ranging from small start up to big business, Cremorne contains a number of collaborative workspaces. These include large scale co-working facilities that provide amenities such as podcast and photography studios, alongside smaller art studios available for events and shared use by local artists.

A range of health and lifestyle facilities are also available. These include large-format gyms as well as smaller, specialized studios offering classes such as pilates and structured running. Newer developments include facilities that combine fitness equipment with wellness amenities like bathhouses and recovery pools.

(1) ATORA TRAINING
(2) RUN CLUB
(3) CREMORNE CLUB
(4) F45 TRAINING
(5) FITNESS FIRST
(6) COMMA SPA
(7) UNDEFEATED PRIVATE GYM

(A) ON AIR CREMORNE - LIFE MUSIC CAFE
(B) THE COMMONS - COWORK OFFICE
(C) COLLECTIVE 100 - COWORK OFFICE
(D) FORUM WORKPLACE - COWORK OFFICE
(E) SLEEVES UP - COWORK OFFICE
(F) JUNO STUDIO - ARTIST STUDIO
(G) CREATIVE CLUB - COWORK OFFICE
(H) SPACE RICHMOND - COWORK OFFICE
(I) FINE FOLIE - PAINTING STUDIO

RETAIL SHOPFRONT ZONE



Aerial plan of Cremorne. 57-71 Stephenson steet highlighted in white. Showing lifestyle amenities within the proximity

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SITE CONTEXT- CONTRIBUTION TO PLACE
URBAN DESIGN FRAMEWORK SUMMARY

Yarra City Council envisions Cremorne as a future Enterprise Precinct, a vibrant commercial hub anchored by a diverse mix of global and local creative and innovative businesses. This vision has been formalised through Amendment C318, which introduces planning controls for the Cremorne Precinct that support high-quality office and commercial development while protecting the amenity of residential areas within and adjoining the precinct.

Cremorne's character will be defined by an eclectic blend of heritage terraces, repurposed industrial buildings, and contemporary commercial architecture that respects the precinct's fine-grain urban fabric and narrow street network. Taller buildings will be concentrated along Cremorne Street and Stephenson Street, adjacent to the railway line.

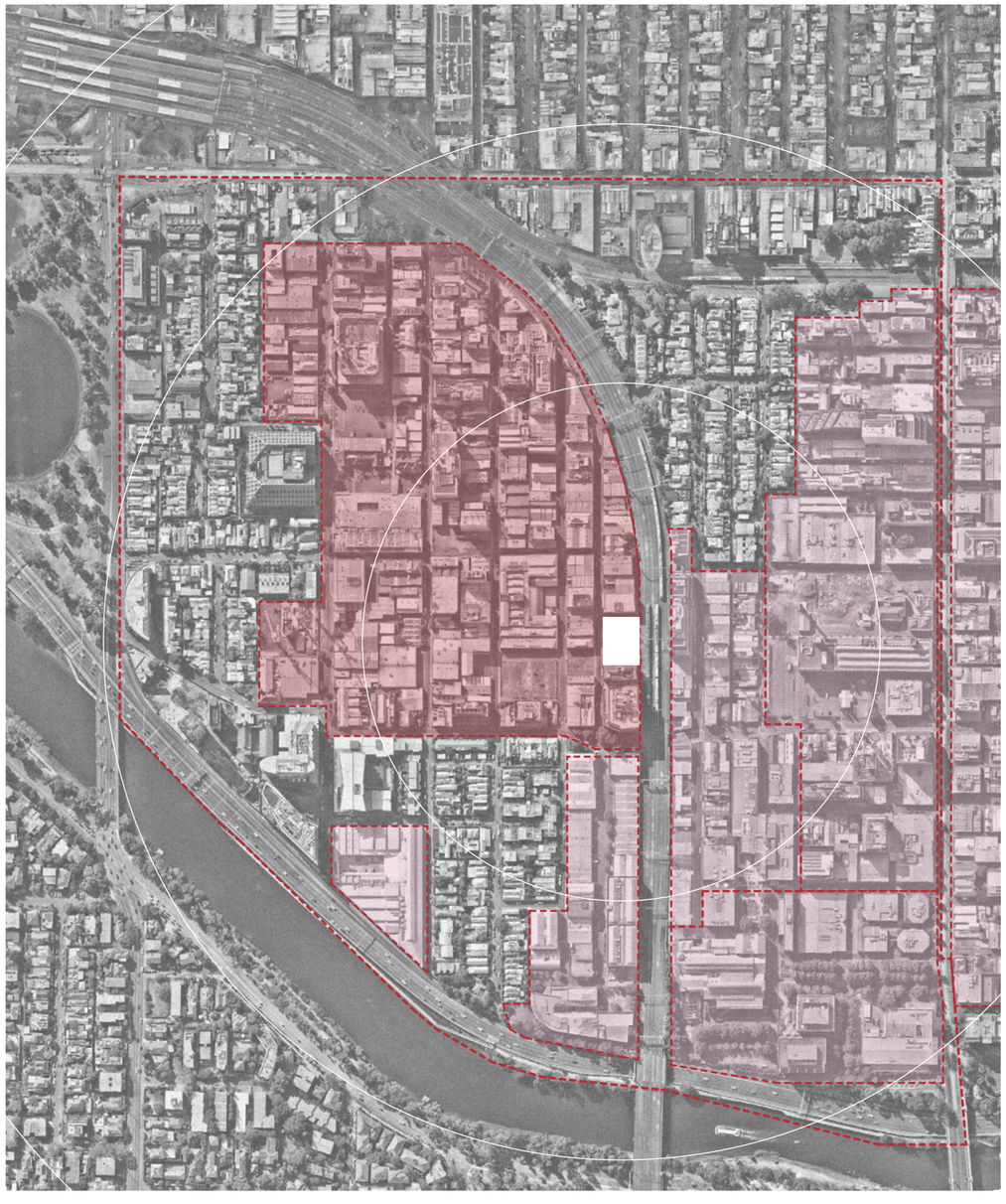
The new provisions are designed to ensure development enhances the quality and character of Cremorne's streets and public spaces. Stephenson Street and Balmain Street are intended to become green walking and cycling corridors connecting east and west Cremorne, punctuated by small, intimate public spaces for gathering and rest.

The site at 57–71 Stephenson Street falls within the Cremorne West sub-precinct, which will form the heart of the Enterprise Precinct, a focal point for creative, innovative, and globally connected businesses.

Development across the precinct is guided by five key themes:

Theme 1 - A place to create, innovate and live
Theme 2 - A leading sustainable and climate-resilient precinct
Theme 3 - Connected and accessible Cremorne
Theme 4 - Spaces for people
Theme 5 - Quality design which builds on Cremorne's precinct identity

This proposal demonstrates a strong understanding of and clear alignment with all five themes.



WEST CREMORNE PRECINCT

COMMERCIAL PRECINCT

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SITE CONTEXT- CONTRIBUTION TO PLACE
FUTURE CHATRACTER OF THE AREA

The site occupies an unexpected corner at the intersection of Stephenson Street and the laneway to the north. This laneway lends the site a distinct identity, one closely connected to the presence of the elevated railway line. In this sense, the proposal acts as a mediating presence between the aspirations of the Cremorne Enterprise Precinct and the industrial character of the adjacent rail corridor.

The design seeks to balance a vibrant, open and deeply naturalised ground plane, characterised by tactile, robust, and recycled or renewable materials (Theme 2), against the hard industrial reality of its context.

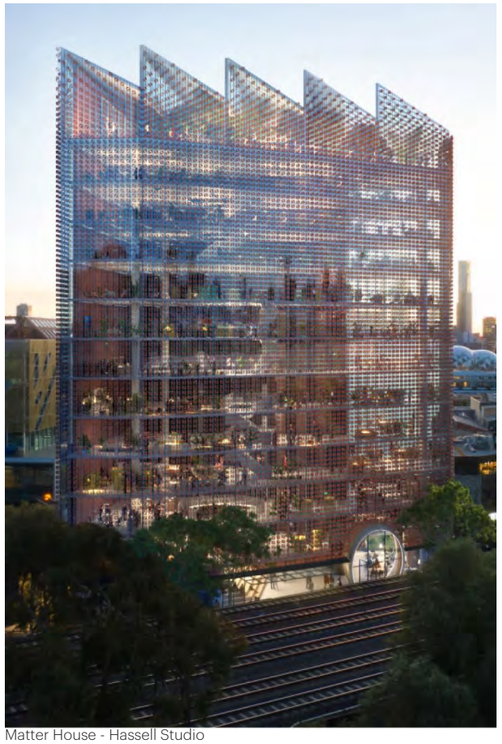
At street level, the ground plane and podium are conceived to expand the spatial experience along Stephenson Street, offering pedestrians a generous, unhurried sequence of movement and occupation (Theme 3).

This highly activated public ground plane is designed to serve the broader precinct, not only the building's tenants (Theme 4). It accommodates cafes, landscaping, and opportunities for transient and publicly accessible office spaces across the lower levels.

The proposal carries an ambitious ESD agenda throughout, positioning the building as an exemplar for sustainable development in the precinct (Theme 2).
It is through this quality of place that the building hopes to attract aligned tenants, with particular emphasis on sustainability benchmarking (Theme 1).

These ambitions are intended to be legible and meaningful at two scales: at the human scale, where people engage directly with the building; and at the civic scale, where the project's identity is recognisable as a landmark within the precinct (Theme 5).

The design proposal shows an appreciation of this aspiration that operates at both scales. The team's strong intention is to provide an examplary sustainable development with equally high architectural ambitions.



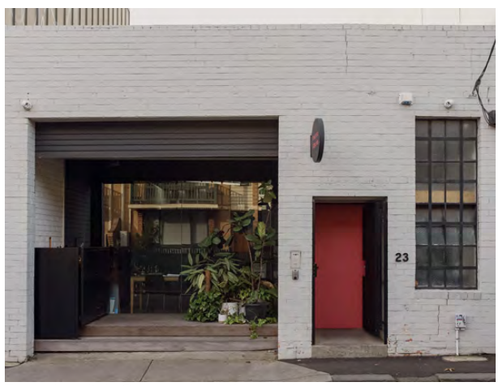
Matter House - Hassell Studio



9 Cremorne St, Fieldwork Architects



Local character and materiality of Cremorne



Tenancies within Cremorne's existing buildings and character

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SITE CONTEXT- CONTRIBUTION TO PLACE

EXISTING SITE SURVEY

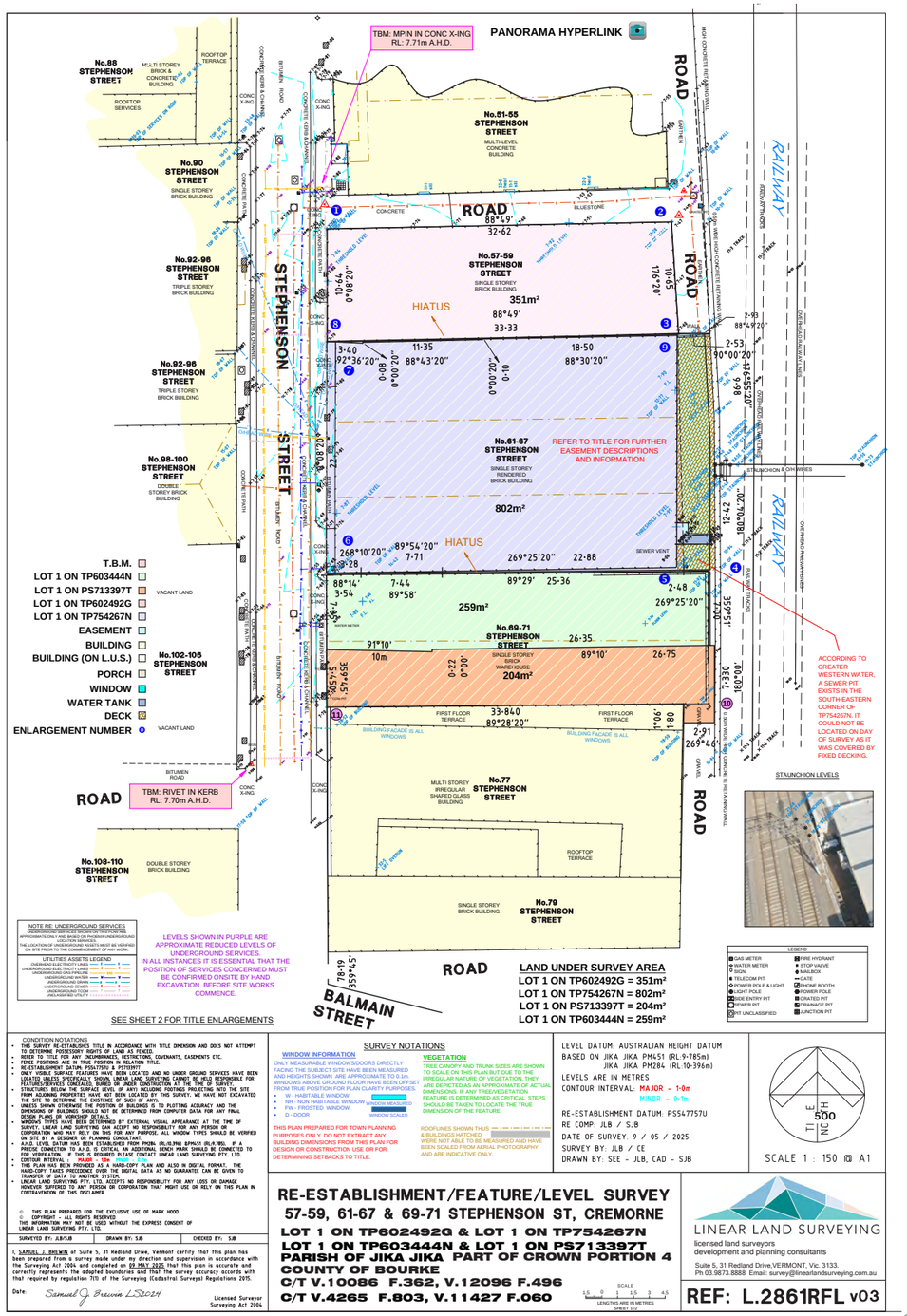
The subject site comprises three adjoining allotments known as 57–59, 61–67 and 69–71 Stephenson Street, Cremorne, being Lot 1 on TP602492G (351m²), Lot 1 on TP754267N (802m²), Lot 1 on PS713397TN (204m²) and Lot 1 on TP603444NN (259m²). These share a combined land area of approximately 1,616m².

The land is located within the Parish of Jika Jika, County of Bourke, and is generally regular in shape with frontage to Stephenson Street to the west, a road or laneway to the north and north east, and to the rail corridor to the east.

The site is currently developed with a mix of low rise brick buildings, including single and double storey warehouse style structures and associated hardstand areas. Existing buildings generally extend to the title boundaries, consistent with the industrial and commercial character of Cremorne. The survey identifies several existing service connections, including sewer, water, gas, telecommunications and stormwater pits, as well as overhead and underground utility infrastructure.

The site is relatively level, with ground levels around RL 7.6m AHD, and provides opportunities for access directly from Stephenson Street and the lane to the north. There are no significant vegetation features within the site.

Surrounding development is characterised by a mix of commercial, office, warehouse and light industrial uses, with a transition towards higher density mixed use redevelopment in recent years. To the north and west, adjoining properties contain multi storey commercial and warehouse buildings. To the east, the site directly abuts the railway corridor.
Overall, the site is strategically located within an established inner urban precinct, well serviced by transport infrastructure and utilities, and presents an opportunity for redevelopment consistent with the evolving Cremorne context.



57-71 Stephenson street, Site Survey

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SITE CONTEXT - CONTRIBUTION TO PLACE
LOCATION PLAN



Location plan of the site. 57-71 Stephenson steet highlighted in white.

Urban Context Report - 57-71 Stephenson Street, Cremorne

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SITE CONTEXT - CONTRIBUTION TO PLACE
CREMORNE

Cremorne is a suburb of contrasts. Its red brick industrial laneways, once the heart of manufacturing, now accommodate technology companies. Traditional corner pubs remain active community hubs, while contemporary wine bars cater to a more discerning clientele. Rather than a straightforward transition from old to new, Cremorne reflects an ongoing tension between its industrial past and its innovative present, creating a distinctive urban character.

Cremorne has been designated by the Victorian Government as a state-significant "Enterprise Precinct" and a "global innovation precinct," a deliberate, government backed strategy to cultivate a knowledge based economic hub. This small inner Melbourne pocket, nestled between Richmond and the Yarra River, now contributes an estimated $4 billion annually to the Victorian economy, housing the headquarters of tech "unicorns" like SEEK and REA Group alongside creative enterprises and startups.

Cremorne's identity, often described as "Polished Grit," arises from the integration of its industrial heritage with a high-tech, creative economy. Its character is shaped not by replacing the old with the new, but by maintaining a careful and complementary coexistence. This balance is most visible in the retail and hospitality sector, which functions both as a key amenity and as a reflection of the precinct's demographic and cultural character.

Cremorne's physical character reflects both its historical development and recent rapid intensification. It is defined by a fine-grained street network, a diverse mix of building types, and a striking contrast of scales. Understanding this urban fabric is essential to understanding the suburb's identity.



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SITE CONTEXT- CONTRIBUTION TO PLACE
WALKING CREMORNE

Cremorne's fundamental character is derived from its intimate, human scale urban structure. The majority of its streets are narrow, typically between 6 and 13 metres wide, creating a close-knit and highly walkable environment. This network is further broken down by a labyrinth of laneways, originally established for servicing industrial properties but now contributing to a fine grain pedestrian experience. The suburb's block structure also imparts distinct characteristics; west of Chestnut Street, the blocks are oriented north-south, while to the east, they shift to an east-west orientation, subtly altering the rhythm and feel of the streetscapes.

Cremorne's built environment is characterised by gritty, warehouse style buildings, many of which have been updated with contemporary interventions such as refined metalwork and carefully considered glazing. These modern touches contrast with the robust, industrial fabric of the original structures. Often, vegetation weaves through and over these buildings, as if asserting its presence and softening the industrial landscape, hinting at nature's quiet persistence within this contemporary industrial hub.







Edition Office

SITE CONTEXT- CONTRIBUTION TO PLACE
WALKING CREMORNE







Cremorne's intimate grain is contained within a set of hard, defining edges. The precinct is bounded by major transport corridors—Punt Road to the west and the Yarra River/CityLink freeway to the south—and bisected by the central railway line. These barriers effectively isolate Cremorne, contributing to its distinct "village feel" while simultaneously posing significant challenges for connectivity and movement.

Industrial Typology: The dominant and most character-defining building stock consists of one to three storey industrial buildings from the early to mid-20th century. These are typically red brick or bichromatic brick warehouses and factories, often featuring sawtooth roof profiles, large steel-framed windows, and decorative parapets. These buildings provide the "grit" in Cremorne's 'Polished Grit' identity.

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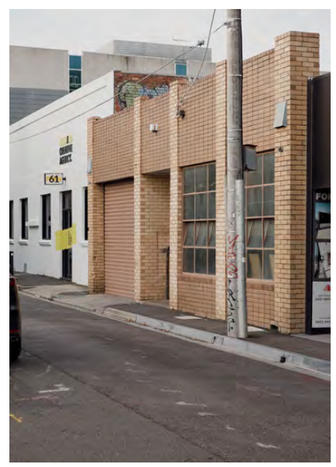
SITE CONTEXT - CONTRIBUTION TO PLACE
WALKING CREMORNE











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Finding Infinity

SITE CONTEXT - CONTRIBUTION TO PLACE
SITE INTERFACES

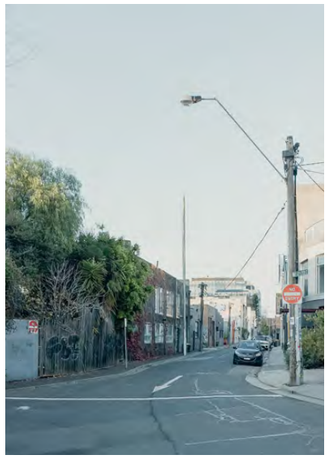
The subject site interfaces with a diverse range of adjoining conditions.

Along the northern boundary, the site abuts a narrow laneway currently used for service access. Many of these service functions are proposed to be decommissioned, presenting an opportunity for the laneway to be reconsidered as part of the broader public realm. With reduced servicing needs, the interface could transition towards a safer, more pedestrian friendly ground plane, supporting improved permeability with the proposed ground plane and contributing to the walkable character of Cremorne through the provision of much needed public spaces. The laneway offers potential to enhance amenity for both site users and the wider precinct through upgraded paving, lighting, and landscaping treatments.

To the west, the site fronts Stephenson Street, an established mixed use streetscape containing a combination of low rise industrial buildings and more recent multi-storey commercial developments.

Along the eastern boundary, the site directly abuts the railway corridor, which currently presents as a hard, utilitarian edge dominated by rail infrastructure and overhead lines. While this interface provides no direct pedestrian permeability, it does offer a unique opportunity for architectural expression and landscape design treatment.

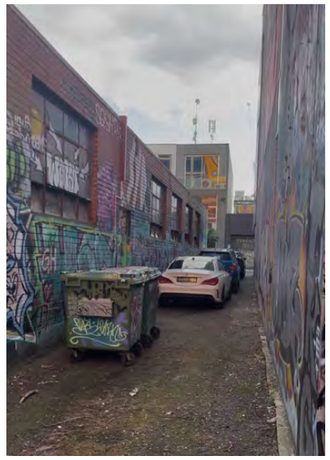
These boundary conditions reflect the fine grain, industrial character of Cremorne and provide a robust urban framework for future redevelopment of the site



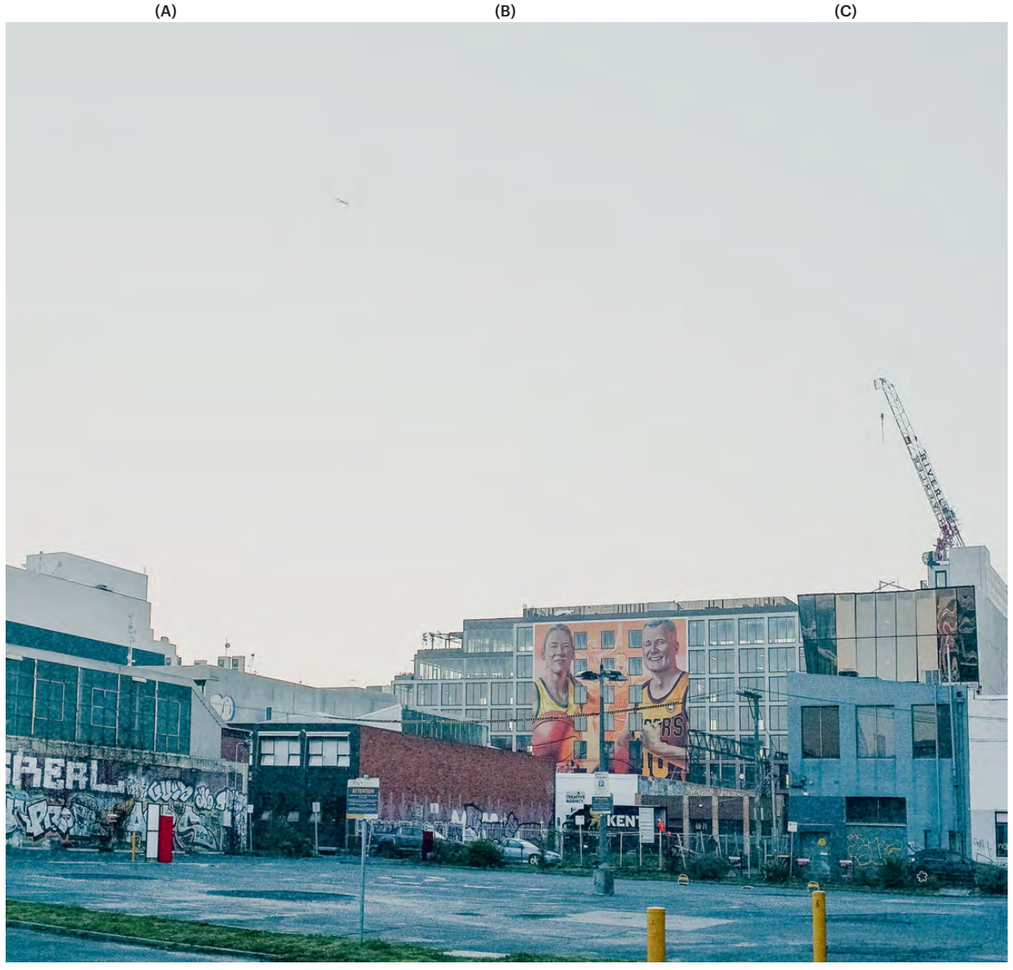
(A)



(B)



(C)



(D)

(A) LOOKING SOUTH ALONG STEPHENSON STREET FROM DUNN STREET
(B) LOOKING SOUTH ALONG THE RAIL CORRIDOR
(C) LOOKING WEST DOWN THE EXISTING LANEWAY
(D) LOOKING EAST FROM GWYNNE STREET

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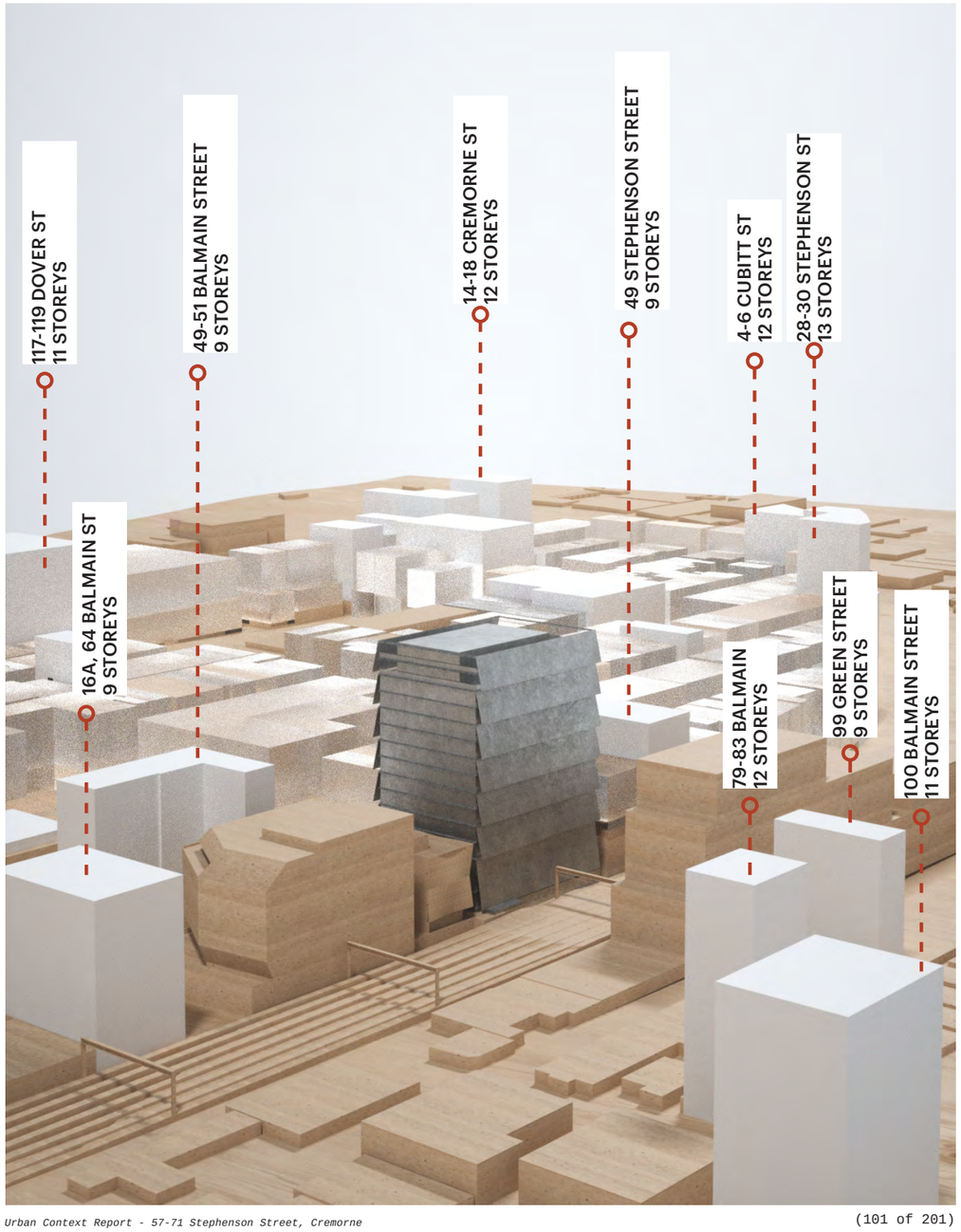
SITE CONTEXT - CONTRIBUTION TO PLACE
BUILDING HEIGHT CONTEXT



(100 of 201)



Urban Context Report - 57-71 Stephenson Street, Cremorne

(101 of 201)

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DESIGN RESPONSE

Openwork

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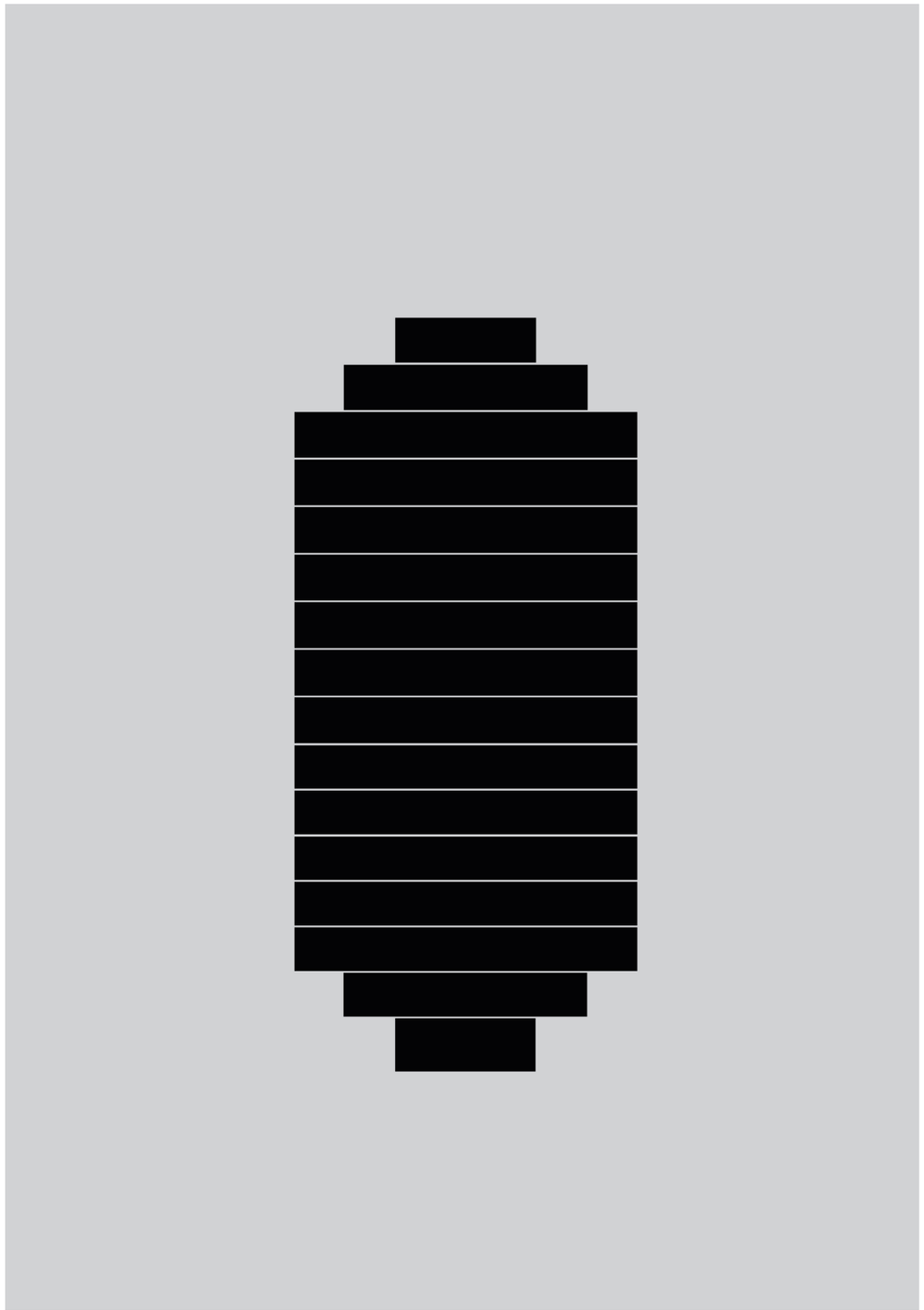
DESIGN RESPONSE
ASPIRATIONS

We envision this building as a living filter, artfully mediating between the bustling urban context of Cremorne and the focused, creative sanctuary within.



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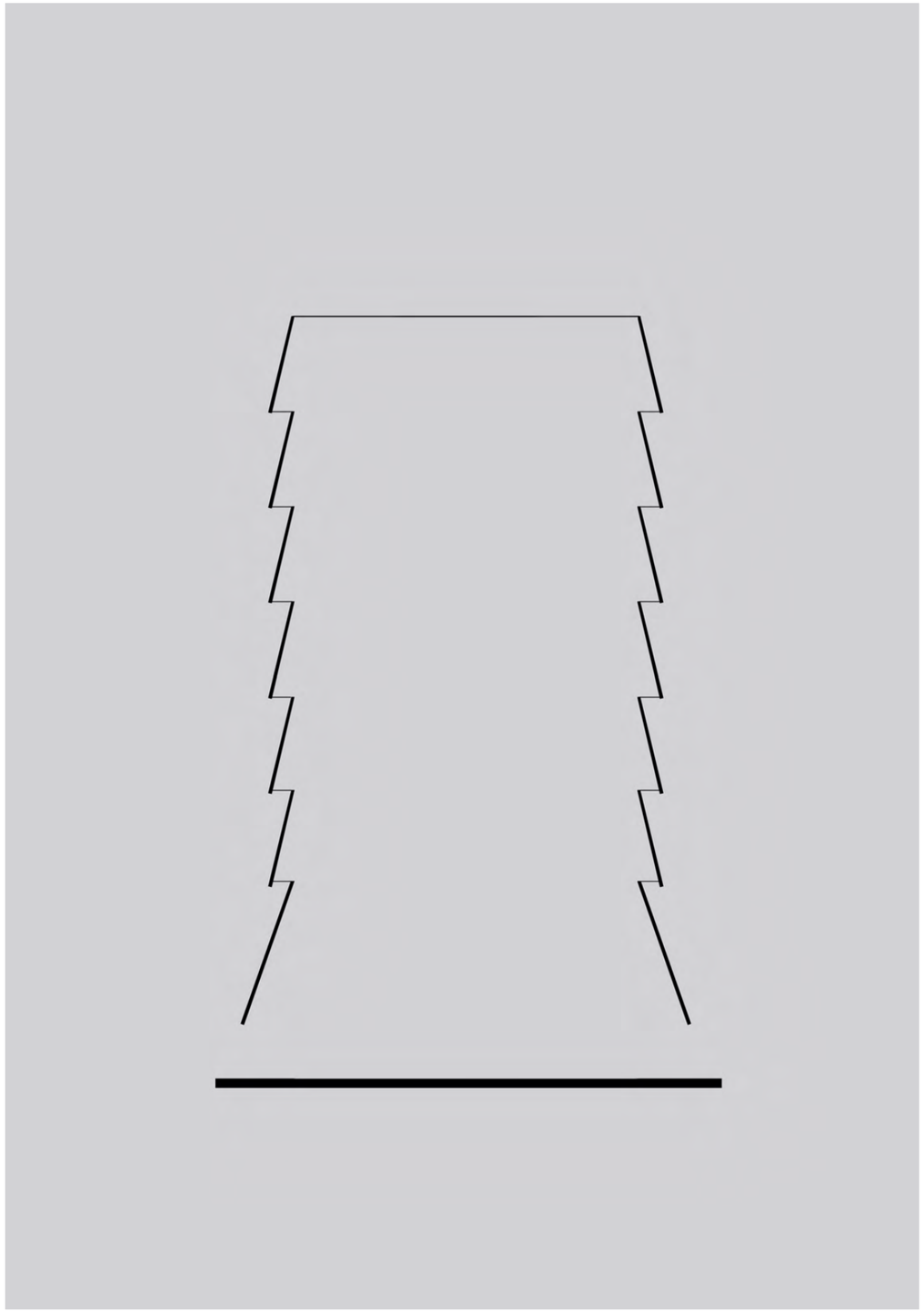
DESIGN RESPONSE
ASPIRATIONS

We envision this building as a living filter, artfully mediating between the bustling urban context of Cremorne and the focused, creative sanctuary within.

Its dynamic public ground plane is not a barrier but a porous membrane, designed for connecting the community with a progressive new work environment, absorbing and amplifying a new Cremorne energy.

Internally, the architecture acts as a scaffold for bringing people together, with interconnected spaces that encourage the spontaneous collisions of people and ideas.



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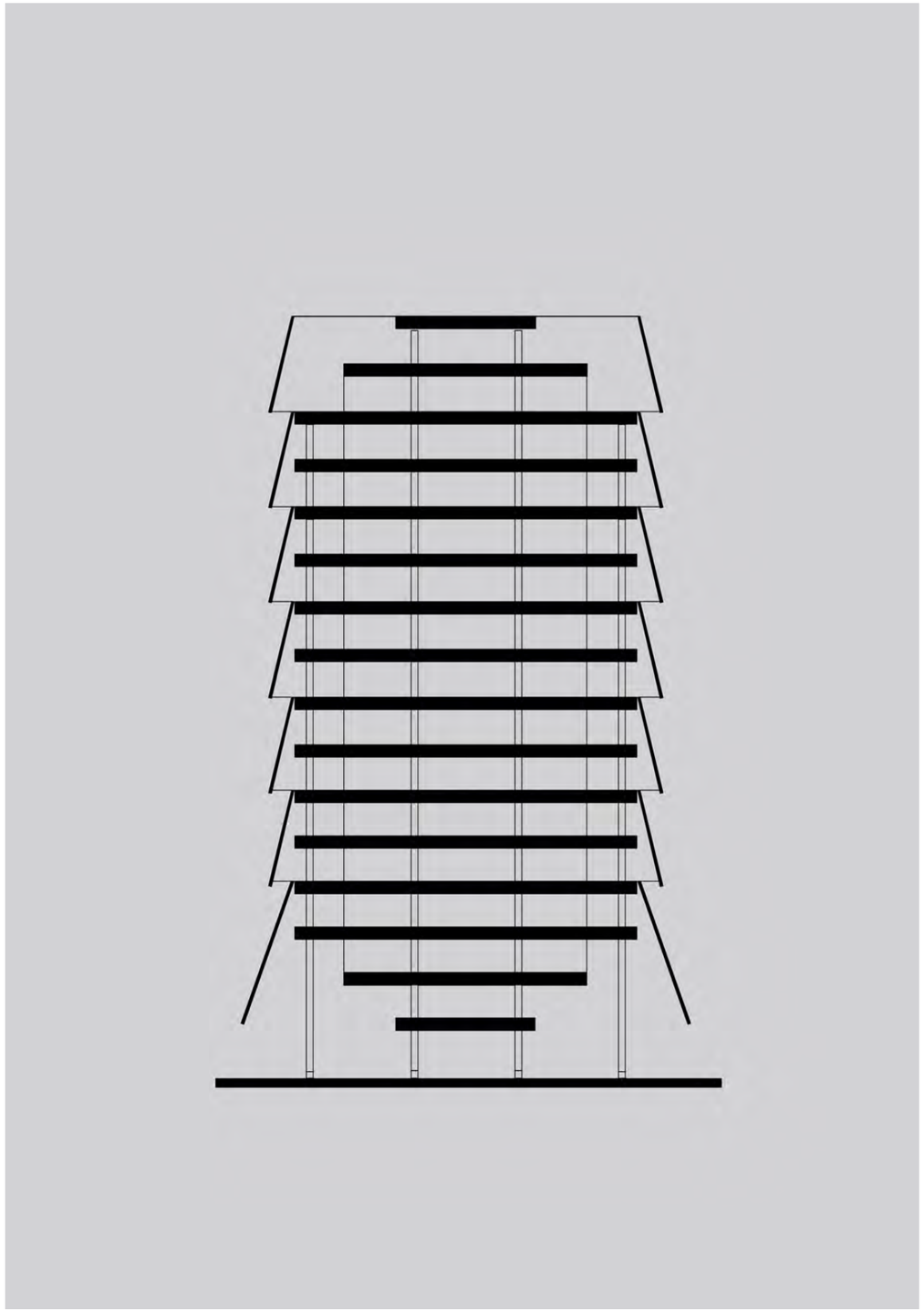
This transforms the building from a simple workplace into a destination, a powerful recruitment tool for companies seeking to attract top talent who are drawn to a culture of collaboration, wellbeing, and genuine community connection.



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DESIGN RESPONSE
LEVELS AND A "DESCALING" FACADE EXPRESSION

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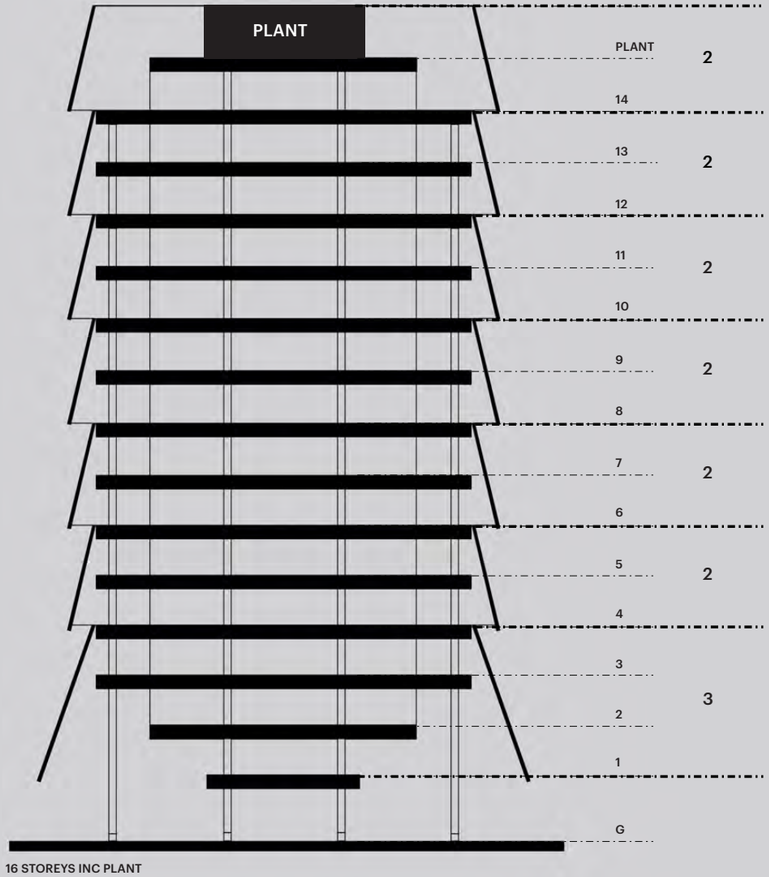
By introducing horizontal cues (expressed as large perforated metal screen shingles) at regular intervals, the building is visually segmented into smaller units. This rhythmic articulation draws the eye across the structure in manageable sections, creating a sense of proportion. The result is a facade that feels more legible and approachable.

The roof plant associated with the highly efficient building services, are conciously hidden behind a continuation of this facade screen and rhythm, ensuring the building maintains a sense of dignity and sophistication from afar.



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DESIGN RESPONSE
CONCEPT DIAGRAM

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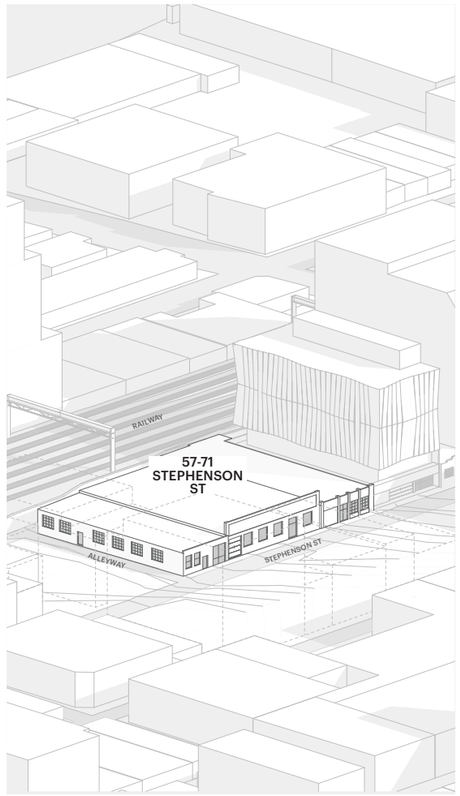
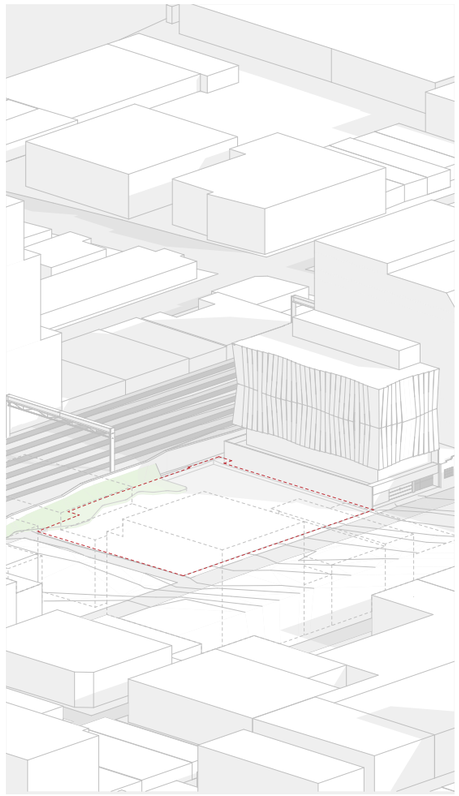
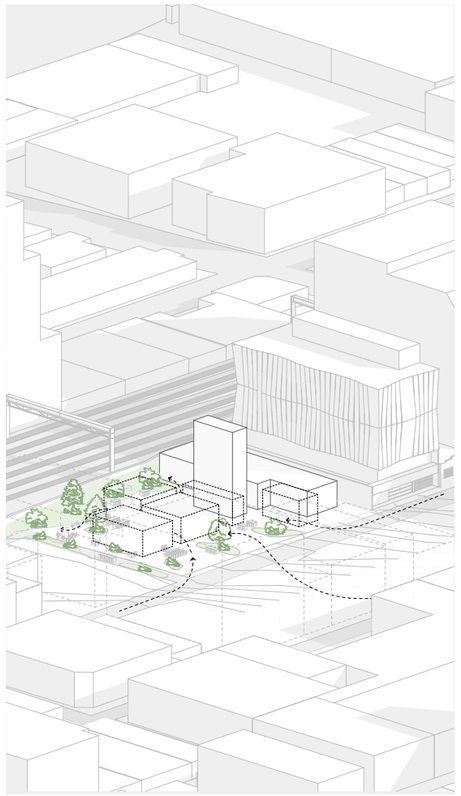


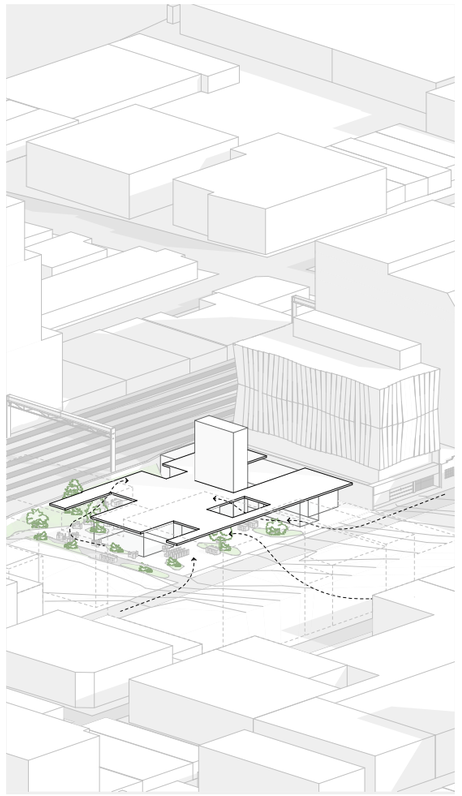
EXISTING CONDITION



SITE BOUNDARY



POROUS GROUND PLANE



VOLUMETRIC PODIUM SPACES

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DESIGN RESPONSE
CONCEPT DIAGRAM

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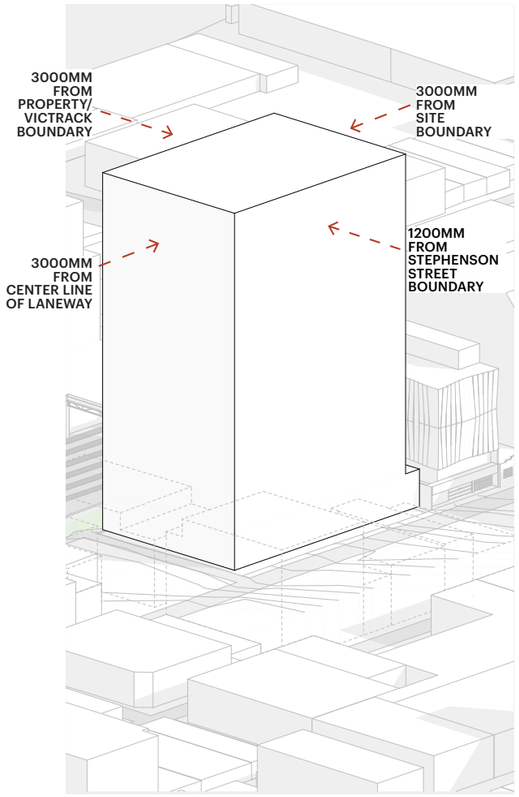
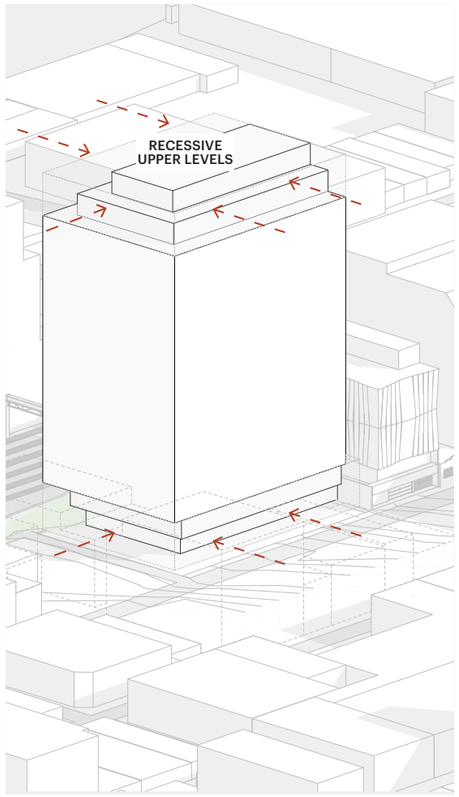
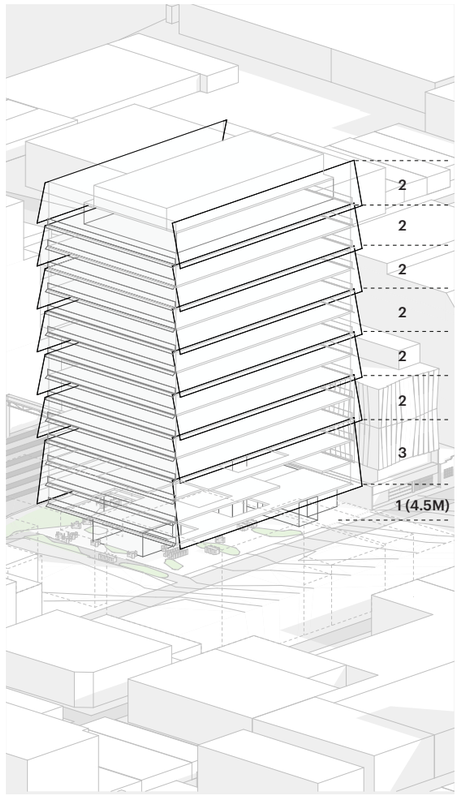


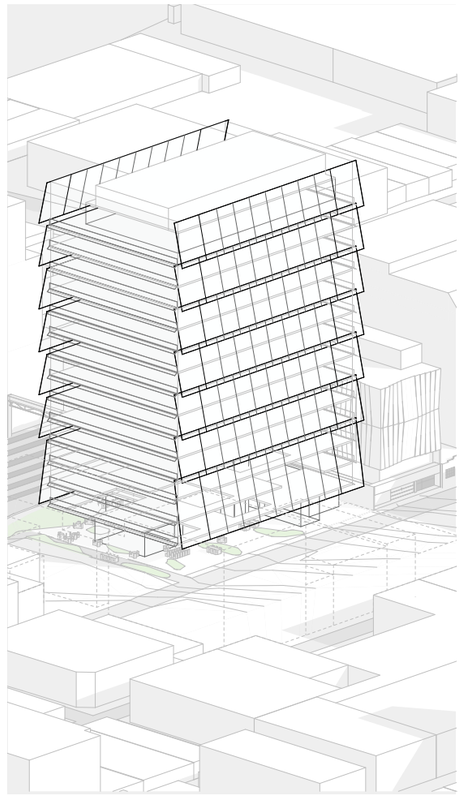
PROPOSED TOWER MASSING AND SET BACKS



RECESSIVE GROUND AND ROOF FLOOR



FACADE HORIZONTAL BREAK UP AND RHYTHM



FACADE VERTICAL BREAK UP AND RHYTHM

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DESIGN RESPONSE
BUILDING BREAKDOWN

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The highlighted green area represents the building's main, wide band conditioned workspace. We envision this zone to serve as a second "filter" from the external environment, with the building's facade being the first. This approach not only has the potential to reduce the total area of full air-conditioned space but also creates a unique and engaging work environment.



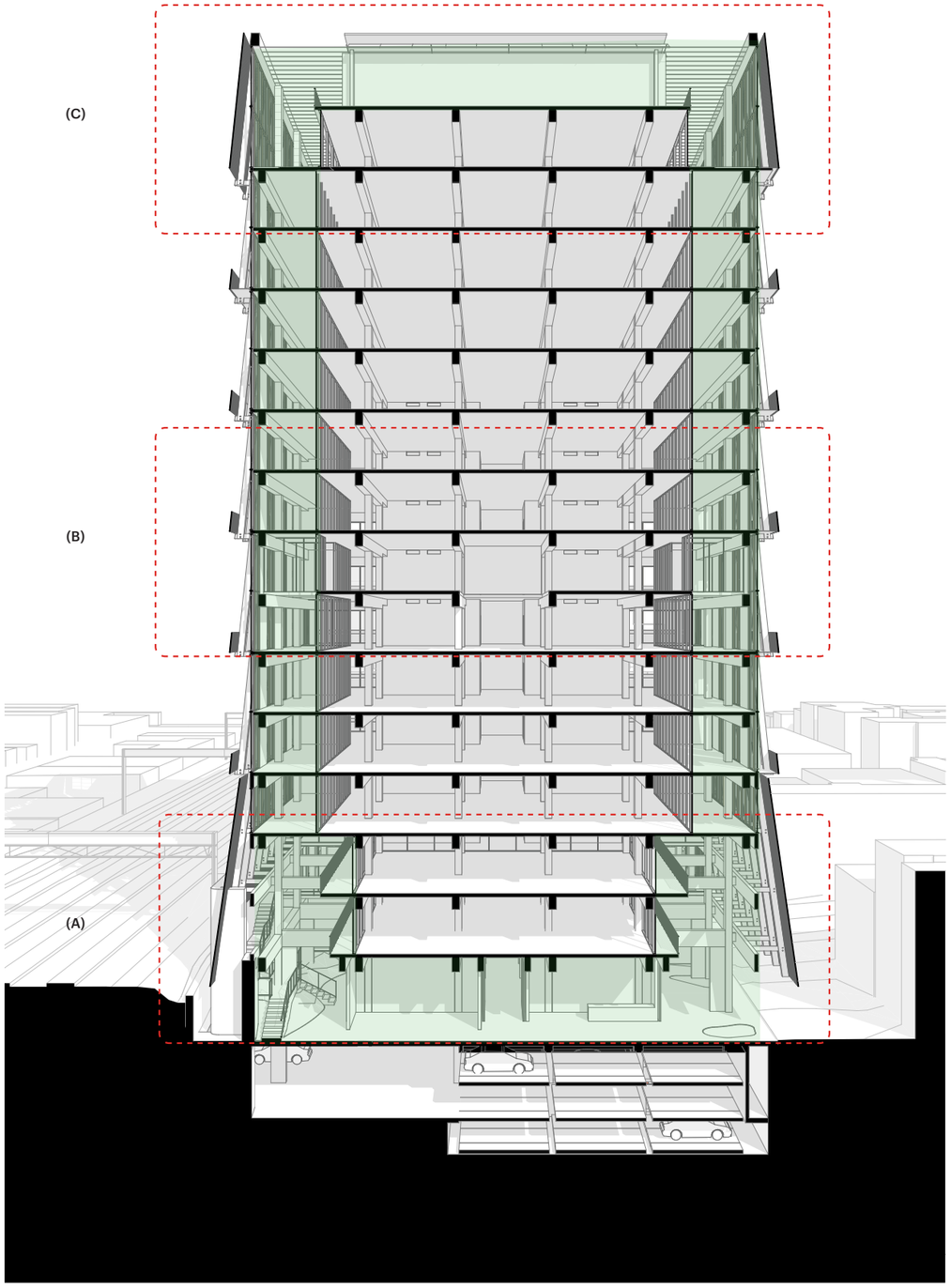
In both the section and plan, the wide band conditioned workspace gently wraps around the core of the building, creating a soft transition from the interior to exterior. As the section on the right illustrates, these zones can be broken down into three distinct types.

(A) An active and generous ground plane: The most open of the zones, with an awning sublty marking the beginning of the building from the public footpath.

(B) A vibrant core: A traditional and a flexible space that can be opened or closed to the outside allowing for natural ventilation.

(C) A rooftop garden sanctuary: A rooftop garden giving back to the building's community, drawing people from ground up to the building.

(A) AN ACTIVE AND GENEROUS GROUND PLANE
(B) A VIBRANT CORE
(C) A ROOFTOP GARDEN SANCTUARY



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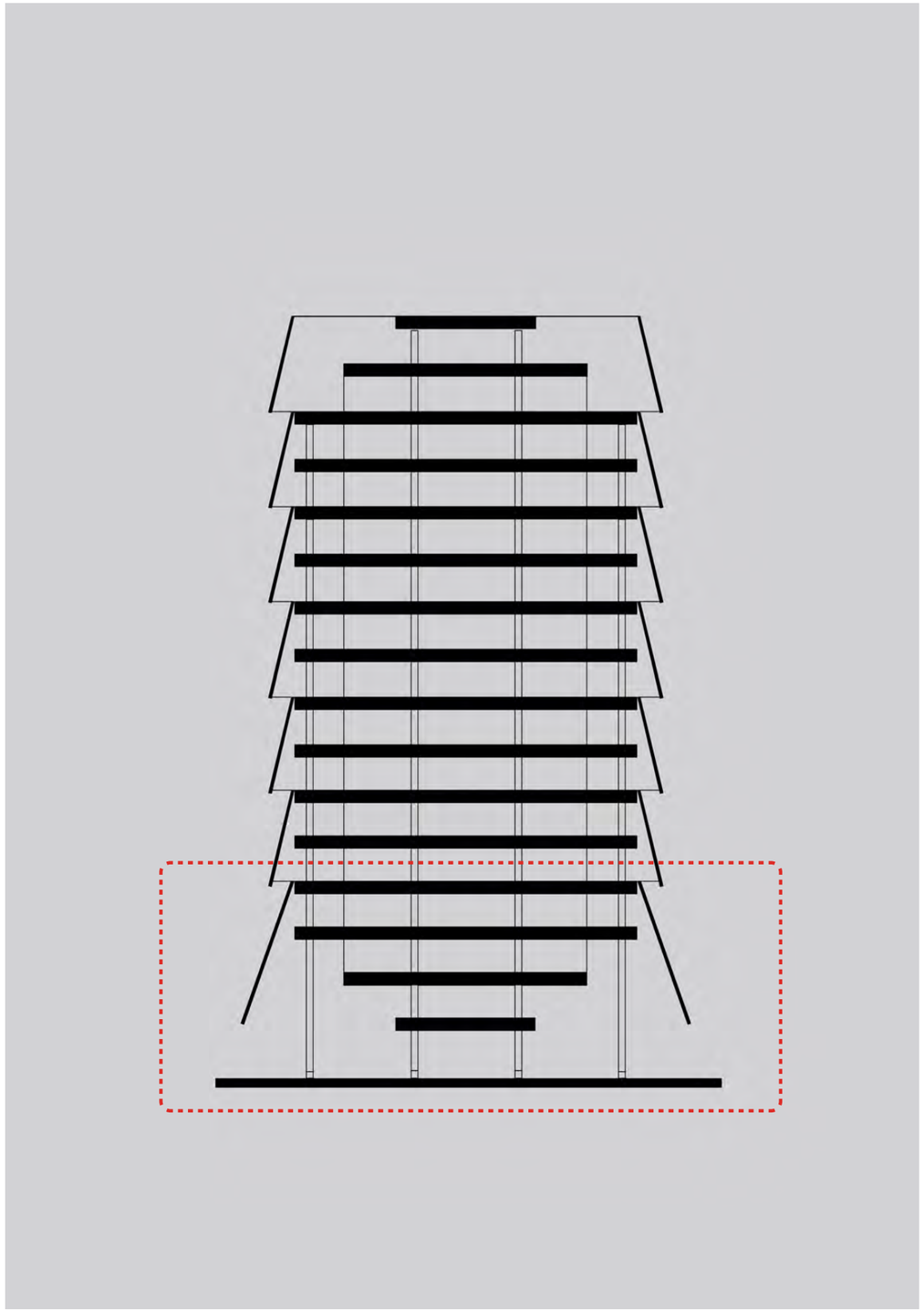
DESIGN RESPONSE
AN ACTIVE AND GENEROUS GROUND PLANE

GROUND PLANE

We aim to create a porous ground plane that actively draws people from Cremorne and beyond. We envision a vibrant mix of retail and hospitality amenities that will transform the podium into a lively community hub, a popular destination for morning coffee, lunch and after work socialising.

The first two levels above the ground floor set back proportionally to create dynamic double and triple height spaces that wrap around the ground plane. The moment you walk under the anwing from Stephenson St, you are drawn into a triple height space. These upper floors offer potential for various tenants, such as artist studios, cultural spaces or wellness and gymnasium facilities.

Connecting the first two levels to the ground plane with feature staircases creates a public built environment that supports the existing Cremorne communities and businesses, rather than standing as an exclusive, gated commercial tower.



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LANDSCAPE
ECOLOGICAL CONTEXT

While the site is heavily urbanised with no remnant native vegetation, the precolonial ecology of the area was very different. Before European settlement, the land around what is now Cremorne was part of the broader Port Phillip and Yarra River catchment. The landscape would have been characterised by grassy woodland or open woodland with eucalypt species and riparian forest along watercourses. Understorey vegetation would have been rich in grasses, sedges, herbs and groundcovers, with scattered shrubs.



(A)



(B)



(C)

(A) SITE
(B) CURRENT ECOLOGY
(C) PRECOLONIAL ECOLOGY

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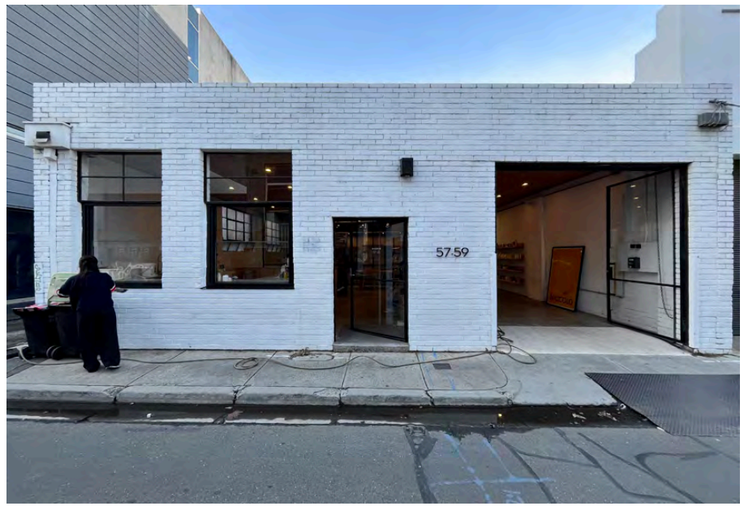
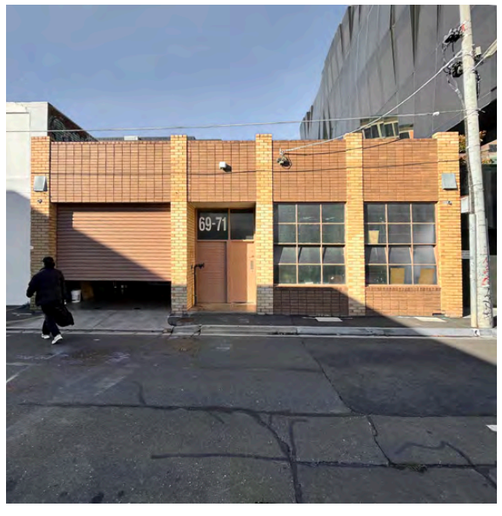
LANDSCAPE
SITE CONTEXT



(A)

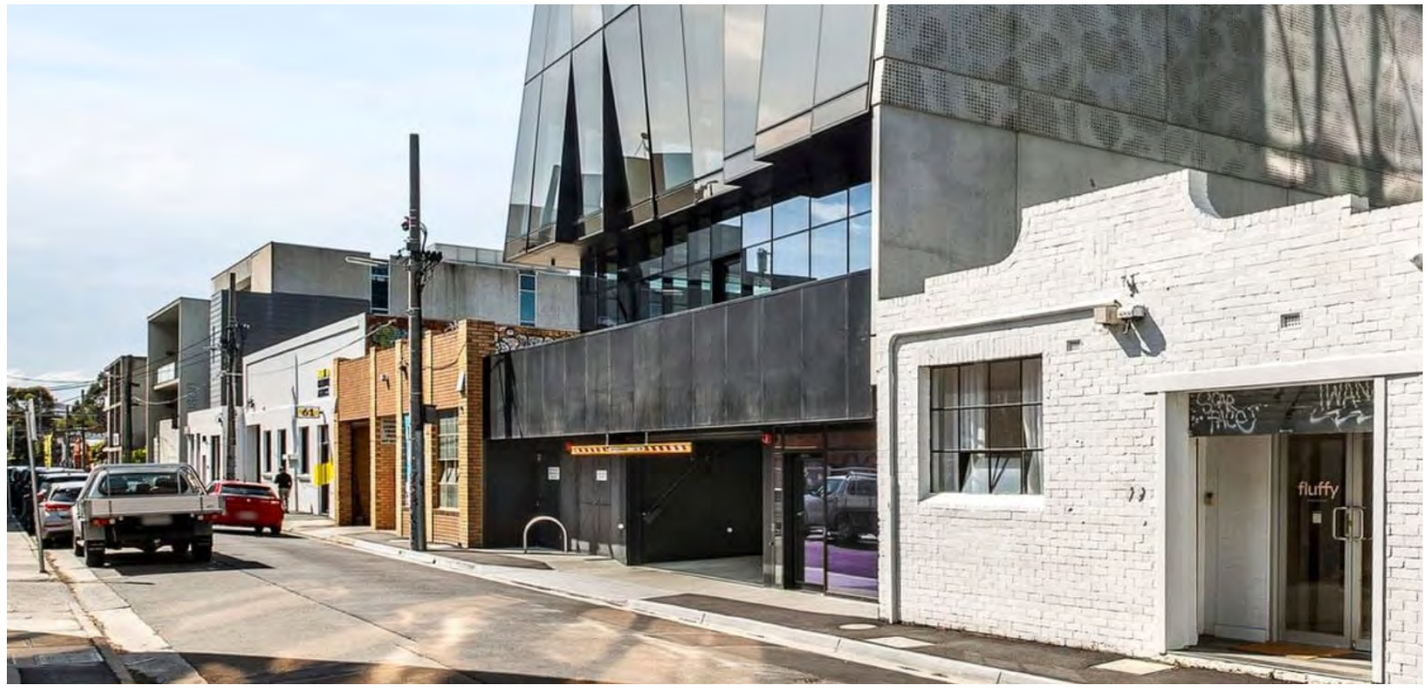


(B)



(C)

(A) REMEMBERING SCALE AND POROSITY
(B) REMEMBERING MATERIAL AND MEMORY
(C) MAKING SPACE FOR LANDSCAPE TO FIGHT BACK
(D) MORE CREMORNE, NOT LESS



(D)

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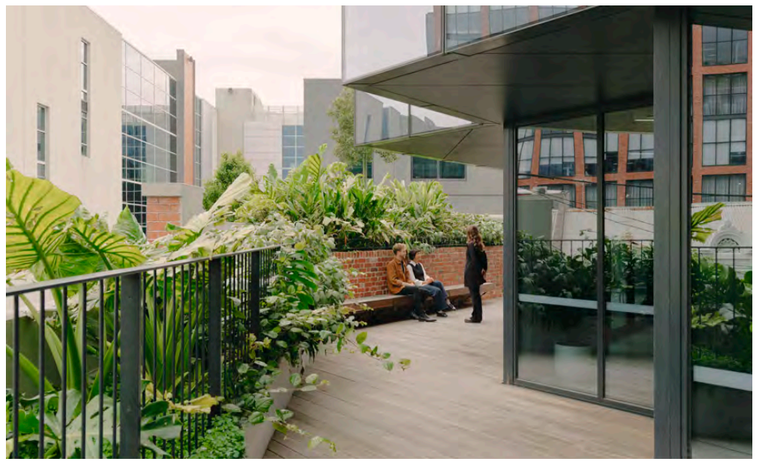

(A)

LANDSCAPE AMBITION

The ambition of the landscape design approach for the project is to set a benchmark for Cremorne by delivering a building that amplifies the locals materiality, charatcer and memory rather than diminsihing it. We seek to radically expand local urban biodiversity by re-establishing a resilient, layered planting scheme grounded in indigenous species of Melbourne. While the site once supported Grassy Woodland and Plains Grassy Woodland ecosystems, the altered microclimate - including over-shadowing from new buildings and the presence of exotic species - no longer provides the conditions for their restoration. Instead, the land-scape design will reinterpret these ecologies, selecting indigenous plant communities suited to shade, reduced soil moisture, and urban stresses. This predominantly native palette will be supplemented with exotic spe-cies that are well suited to low light conditions. By doing so, the scheme will actively increase habitat diversity for local bird life and pollinators, ensuring ecological gains are achievable and lasting.

(A) GORDON STREET (OPENWORK)
(B) SANDERS PLACE (OPENWORK)
(C) FORD FOUNDATION (RAYMOND JUNGLES)
(D) 101 COLLINS STREET (OPENWORK)



(B)



(C)



(D)

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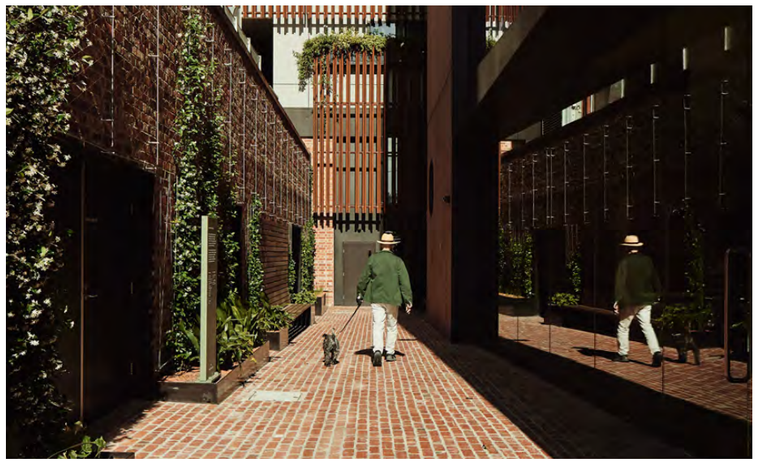
Openwork



Finding Infinity

(A)

The landscape strategy is not nostalgic but forward-looking: it combines radical biodiversity enhancement with sensitivity to the existing character of place. The design acknowledges the informal exotic plantings along Stephenson Street, offering a nuanced dialogue between native and introduced species rather than imposing a singular ecological narrative. The result is a rich, informal and adaptable landscape that enhances biodiversity, supports community wellbeing, and strengthens connections to country while embracing the layered urban character of Cremorne.

(A) WELLINGTON STREET (OPENWORK)
(B) BOURKE AND BOWDEN (OPENWORK)
(C) MAX FAMILY GARDEN (MVVA)
(D) WILLOW STREET (MVVA)

(B)



(C)





(D)

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CONCEPT SKETCH
AMPLIFYING CREMORNE

Openwork

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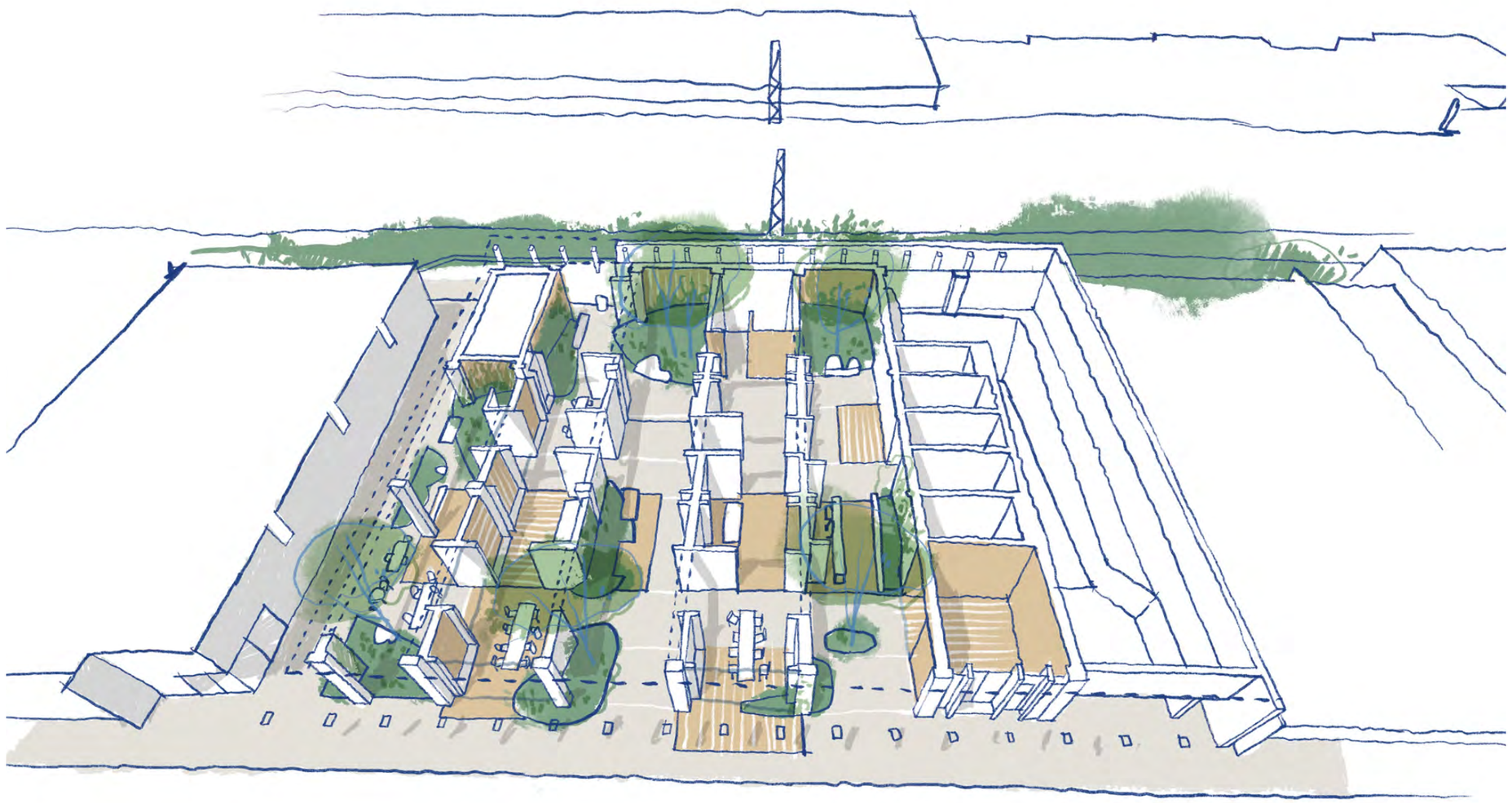

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Openwork

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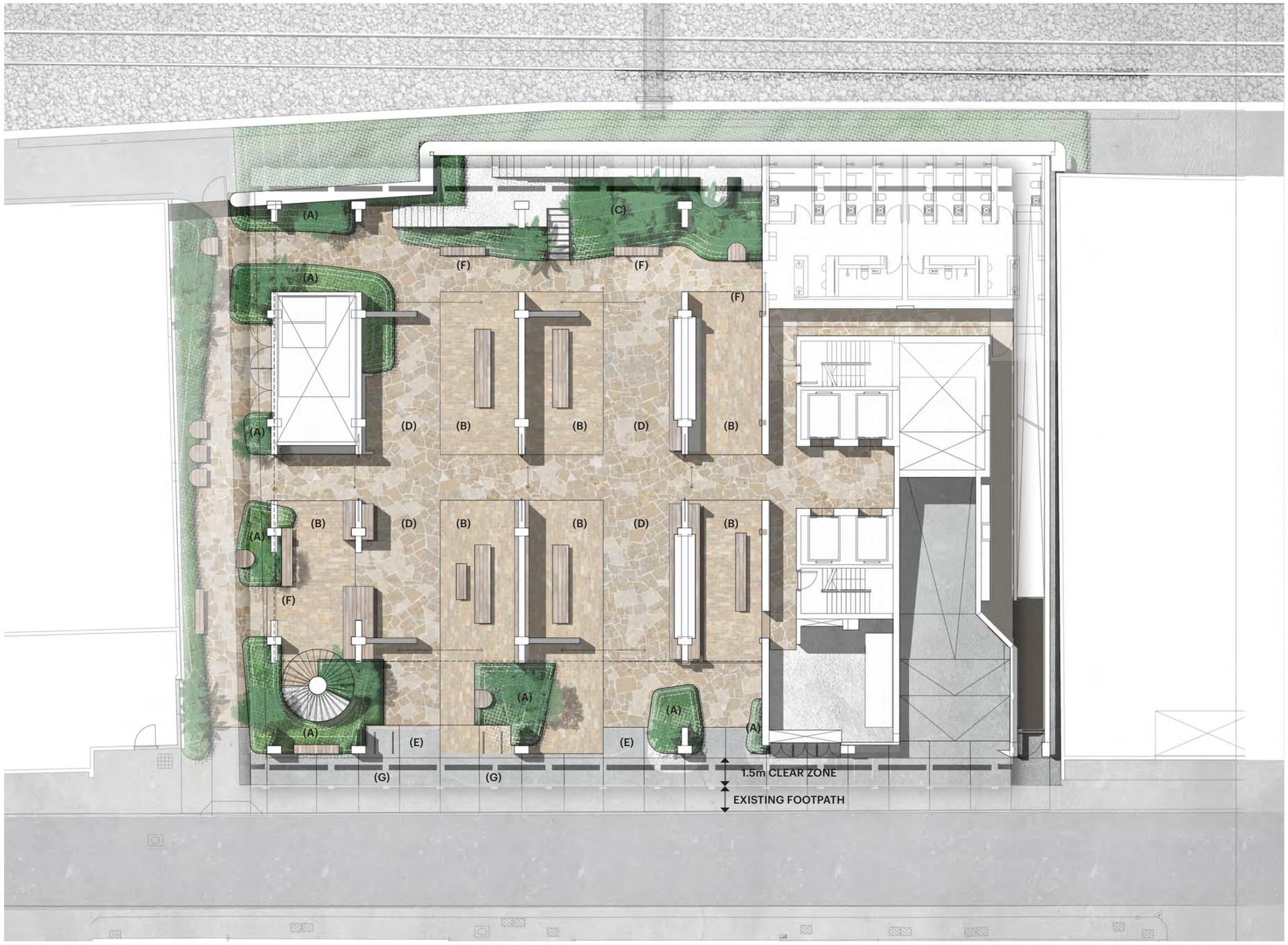
GROUND FLOOR PLAN
SCALE 1:200 @ A3



(A) PLANTING ON STRUCTURE
(B) RECYCLED BRICK PAVING
(C) SMALL TREES IN BERM
(D) STONE PAVING
(E) INSITU CONCRETE PAVING
(F) EMBEDDED SEATING
(G) CYCLE PARKING

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PUBLIC REALM FLOOR PLAN
SCALE 1:200 @ A3



(A) GRAVEL CUT-OFF DRAIN
(B) PLANTING ON DEEP SOIL
(C) PUBLIC FURNITURE WITH INTEGRATED LIGHTING
(D) PEDESTRIAN LANE
(E) CLEAR ZONE TO SERVICES
(F) NEW INSiTu CONCRETE PAVING AND KERB TO STREET
(G) GATE TO RAIL EASEMENT

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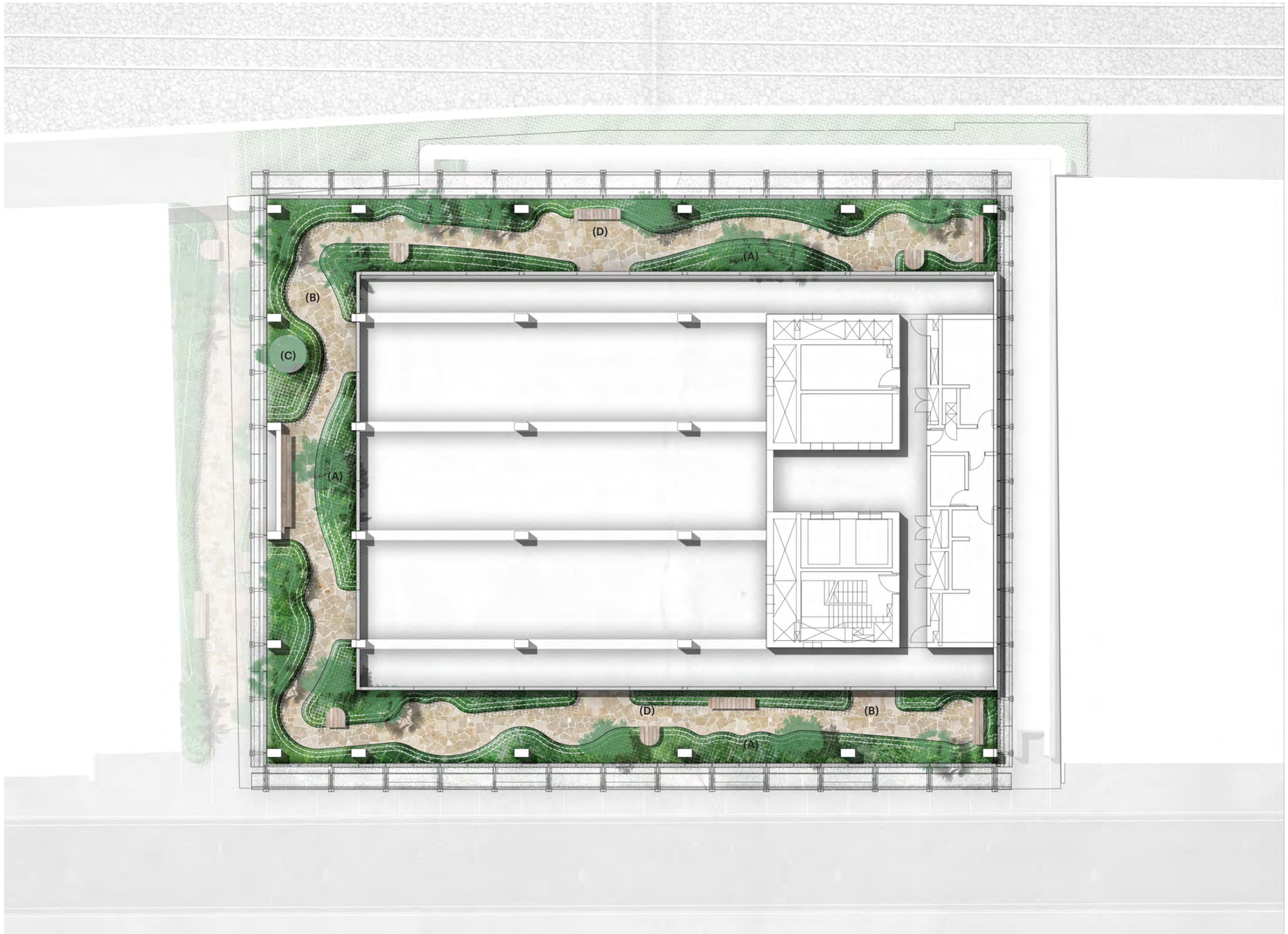
14th FLOOR PLAN
SCALE 1:200 @ A3



(A) PLANTING ON STRUCTURE
(B) PAVING ON STCREED
(C) SMALL TREES IN POT
(D) EMBEDDED SEATING

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PLANTING
TYPICAL SECTION AT ROOF GARDEN LEVEL

Openwork

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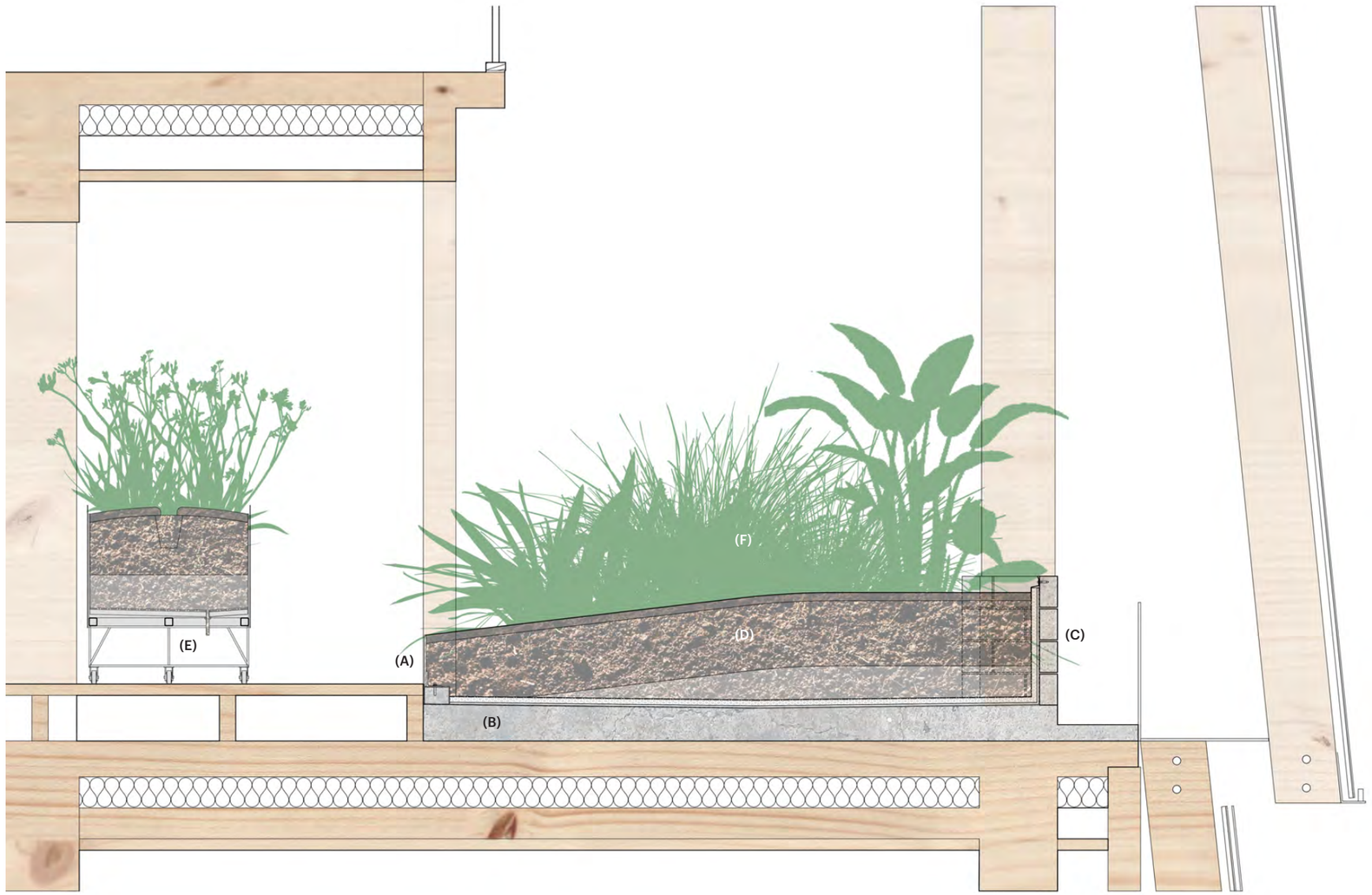
Finding Infinity

(A) STEEL EDGE ON HOB
(B) SCREED TO MASS TIMBER
(C)TANKED BLOCK WORK
(D) MIN 300mm SOIL
(E) MOBILE POT WITH RESERVOIR
(F) MASS PLANTING



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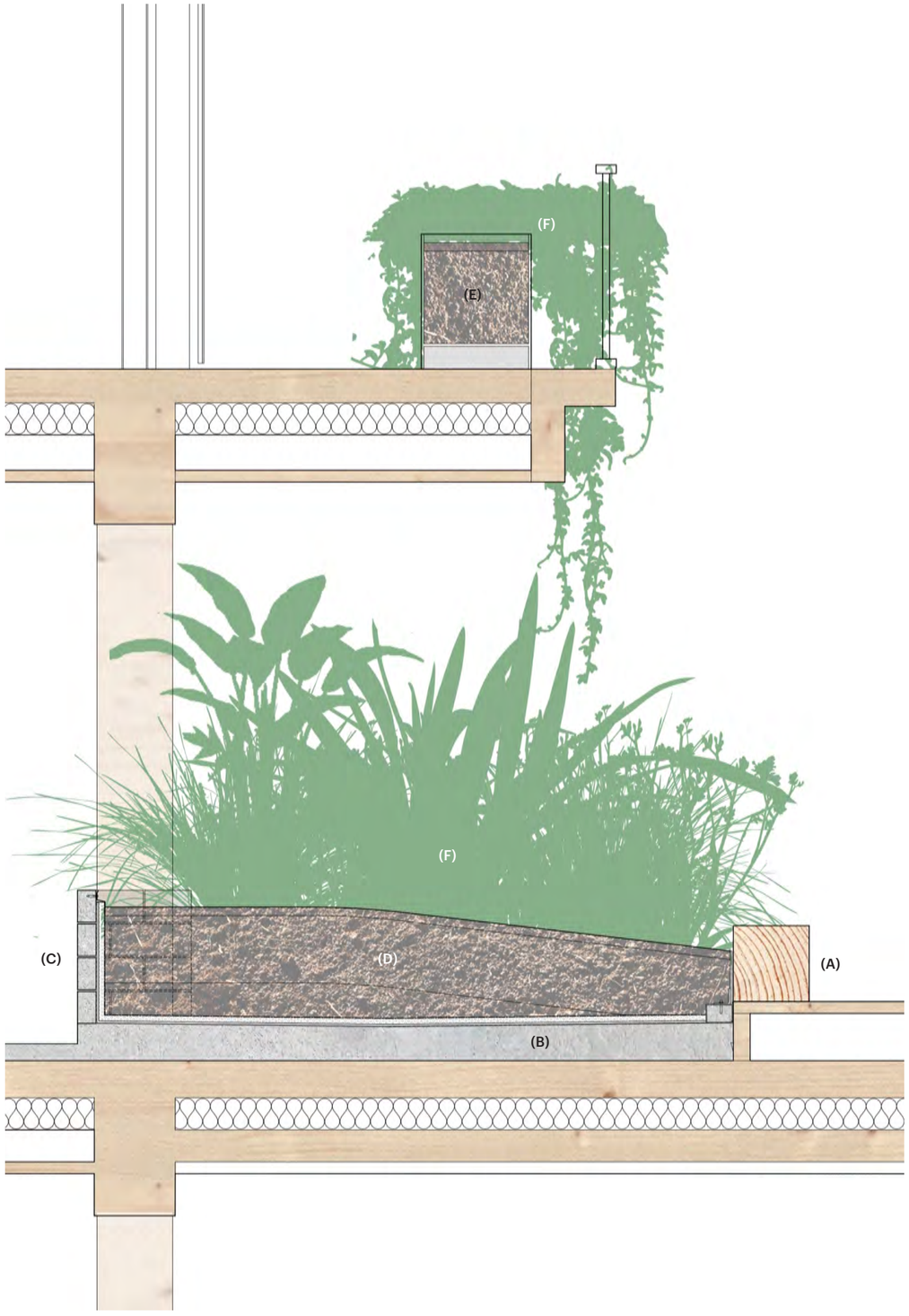
PLANTING
TYPICAL SECTION AT UPPER LEVEL

A critical ambition for the landscape is to provide a salutonogenic setting for a contemporary workplace. As part of this approach, the species selection prioritises indigenous and native species which are suited to the natural climatic conditions and which will ensure longevity and resilience. Where alternate species are required due to different climatic and light conditions, the planting will utilise exotic species. The planting design will serve to create immersive and biophilic spaces for those working in and visiting the building.

The proposed palette has been selected to express a textural, and verdant setting using combinations of indigenous and native plants that are robust and fit for purpose.

Trees on ground are proposed as a mix of deciduous and evergreen, combining sculptural native species with delicate exotics.
Climbing and cascading plants are proposed throughout the building and have been deployed particularly along walls and in planters at the edge of floors. Deep shade plants are proposed on ground in areas within the under-croft of the building that receive limited sunlight.
Small flowering native groundcovers and grasses are used exclusively at street level to create an immersive, textured and informal setting for public life and to attract pollinators. Productive groundcovers are also proposed for ground level and level 14 to compliment hospitality offers and to engage workers with the landscape that frames their communal spaces.



(A) STEEL EDGE AND MASS TIMBER SEAT
(B) SCREED TO MASS TIMBER
(C)TANKED BLOCK WORK
(D) MIN 300mm SOIL
(E) 800mm HIGH ALUMINIUM PLANTER
(F) MASS PLANTING

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PLANTING
TYPICAL SECTION AT GROUND LEVEL

Openwork

Where possible, the larger growing trees, feature plants, ferns shall be installed as advanced specimens, ensuring that they provide scale and amenity from the first day of occupation. The planting scheme uses a mix of plants chosen for their sculptural characteristics. Planting is intended to:

- Establish the ground plane, rooftop garden and interior plantings as a diverse green space;
- Work with the available soil volume and proposed irrigation regime;
- Use landscape elegantly to create identity and maximise amenity for occupants and users of the project; and
- Be robust, suited to the available aspect, should work with ambient wind levels and should minimise water use.

Finding Infinity



(A) STEEL EDGE ON HOB
(B) STEEL EDGE AND MASS TIMBER SEAT
(C)TANKED BLOCK WORK
(D) MIN 300mm SOIL
(E) 1000mm OD HIGH STEEL PLANTER FOR SHRUBS
(F) MASS PLANTING

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PLANTING
TYPICAL SECTION AT GROUND LEVEL

The maintenance needs of any landscape are tied to the resolution of the design at planning level. This proposal attempts to negotiate the desire for a verdant planted areas with the need to ensure that these plantings have longevity within a low-maintenance environment. The proposal includes:

- A strong palette of proven performing plants;
- A planting palette that utilises several species for each application ensuring seasonal change as well a consistent level of amenity should one of the species under perform; and
- Small scale mass planting within a well-designed suite of hardscape elements ensuring that the failure of an individual specimen will be contained, permitting delayed maintenance.

Automatic irrigation will be provided for the watering of all garden beds and fixed planters including trees. Irrigation supply will be sourced from rainwater tanks which will be equipped with mains top-up. An irrigation design is to be procured as part of the detailed design of each project and shall include the following:

- Surface irrigation to be installed to all garden beds;
- Micro-spray emitters to be used for low-light garden areas;
- Irrigation to utilise harvested rainwater with mains back-up;
- Irrigation zones are to include an automatic irrigation controller with manual cycle and individual control valve operation, ≥ 24 hour battery program backup and power surge protection;
- Integrated drip line systems of polyethylene micro-irrigation pipe with integral drippers inserted into the tube during manufacture. Drip line is to be installed at nominally 300mm spacings; and
- Each water source point shown on the drawings to be connected to a battery operated controller connected to low pressure drip system.



(A) STEEL EDGE ON HOB
(B) STONE PAVING TO SCREED
(C)TANKED BLOCK WORK
(D) MIN 300mm SOIL
(E) FALL TO FLOOR WASTE
(F) MASS PLANTING

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GREEN ROOF MANAGEMENT PLAN

Overview
Green roofs are designed systems. They are discrete, engineered and unique installations that need appropriate maintenance to ensure they function as designed.
Green roofs are unique environments and plants grow differently on roofs compared to ground level. Understanding these differences is key to effective vegetation maintenance.
Plant Coverage: Assess plant coverage noting unintended and/or persistent bare patches over consecutive visits. Take photos of any issues and file for future reference and training.
Plant Health: Assess plant health and condition, noting signs of possible nutrient deficiencies, pests and diseases, damaged plants, pruning needs and any decline/deaths. Take photos of any issues and file for future reference and training.
Weeds: Assess the weeds present, noting the dominant species and if particular areas are more impacted than others.
Substrate: Check the substrate, noting any erosion or any obvious changes in substrate depth across the roof.
Planters: Check the planters, noting any roots emerging from bottom of planters, particularly at drainage points, or any surface damage of the planter profile.
Irrigation System
Check any damage/ deterioration of irrigation components, and any visual signs of over/under-watering, check water meter for usage and any other applications (e.g. moisture sensors and remote monitoring devices).
Drainage: Check for functioning drainage, including for blockages, vegetation clearance, standing water.
Underlying Layers: Check for any evidence of damage/deterioration of exposed layers, including around roof penetrations and edges. Care is needed during physical inspection to avoid damage to underlying layers, especially waterproofing membrane.
Hard Landscape Elements: Check for damage/deterioration of balustrades, edges, paving, decks, furniture and vegetation supports. Record and remove rubbish or other debris on the roof.
Green Roof Maintenance Reports
A maintenance report should be completed after every maintenance visit, a copy of which should be included in a maintenance manual for the site. This could also be through use of a computerised maintenance management system (CMMS). The maintenance report should include the following:
Date and time onsite
Person/people performing maintenance and completing report
Summary list of all tasks completed
Visual inspection records and notes, including images, site plan annotations and further actions/ recommendations
Identification of potential hazards or problems that may impact next maintenance visit
Details of all vegetation maintenance tasks, including new plantings (species, location, plant supplier), plant deaths, plant removals (dead or alive), plant health interventions (pests/disease treatments, fertiliser application - types, rates, locations)
Details of any hard landscape or facility maintenance completed, including irrigation testing and routine maintenance, substrate testing (e.g. pH, Electrical Conductivity) including sample location and results, hard surfaces, balustrade, structure or perimeter drainage treatments, cleaning, rubbish removals and any other interventions on the roof
Follow-up tasks for completion in next maintenance visit and items requiring specialist input.
Safe Work Practices
All maintenance activities are to be conducted in accordance with applicable Australian and State-based workplace safety regulations, including compliance with relevant Australian standards, local Occupational Health and Safety (OH&S) requirements and manufacturers specifications. Safety procedures start with the use of work method or safe operating procedures (SOP) and where relevant, the preparation of risk assessments for specific tasks and activities and incident reporting. The use of appropriate personal protective equipment (PPE) is critical and will generally form part of a SOP.
The design of planters has been undertaken with the general principle is that planters and green roofs are accessed for maintenance from within the building and that the balustrade that forms the edge of the private open space or common area also forms the edge of the maintenance work zone. Planters have been pulled back from the balustrade line in some instances to allow for access. Where planters are included at the facade of the building, geo-textile will be used in lieu of mulch to design out the risk of falling debris. The planting design will avoid deciduous and woody plants, which removes the risk of leaf and limb fall.

Provision	Requirement
Safe work procedures	Every visit
Maintain safety systems	Quarterly/ Biannually and as required
Visual inspection	Every visit
Graffiti removal: from all fixtures	Every visit
Maintenance report	Annually
Weed control	Biannually and as required
Soil (pH) Testing of garden bed areas	Every two years
General pruning and trimming	Biannually and as required
Fertilising of mass planting	Each September and March or as required
Re-mulching of planted areas	Quarterly, particularly during Spring and Summer and as required
Topping up and re- levelling garden beds	Annually or as required
Plant replacement	As required
Checking irrigation precipitation rates and adjusting controller	Weekly via remotely monitored flow controller

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SOIL DEPTH
SUMMARY TABLE

Under BADS, a Type A small tree (3–8 m at maturity) on structure requires a minimum planter soil volume of 12 m³, with a plan dimension of at least 2.5 meters and a minimum depth of 800mm. Unlike in-ground deep soil zones, structural planters must accommodate specific soil depth, support root anchorage, irrigation, drainage, and account for structural load and wind uplift.

The relationship between ground slab, ground level RL's and set-downs for floor finishes mean that our proposal has sufficient soil depth from mass planting and ground covers and (with mounding against the rail barrier wall) soil depth for Type A trees with a soil depth of 800 mm and a surface area equivalent to about 3.5 m × 3.5 m. Small shrubs are located in mounded soil on ground and within expressed pots on upper levels.

The following table summarises planting types and the minimum soil volumes and minimum planter dimensions for those types. These minimums are for single plants, but efficiencies can be gained when soil volumes are shared between multiple individual plants.

	Plant type and size	Min. Volume	Min. Depth	Min. Width	Min. Length
A	Extensive roof	-	150mm	-	-
B	Turf and lawn	-	300mm	-	-
C	Ground cover	-	450mm	600mm	-
D	Climbers	-	600mm	600mm	1,200mm
E	Large shrubs	150Lm	600mm	1,000mm	1,200mm
F	Small trees (Type A)	12m³	800mm	2,500mm	2,500mm

(A) EXTENSIVE ROOF
(B) TURF AND LAWN
(C) GROUND COVER
(D) CLIMBERS
(E) LARGE SHRUBS
(F) SMALL TREES (TYPE A)



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CONECPT SKETCH
GROUND FLOOR

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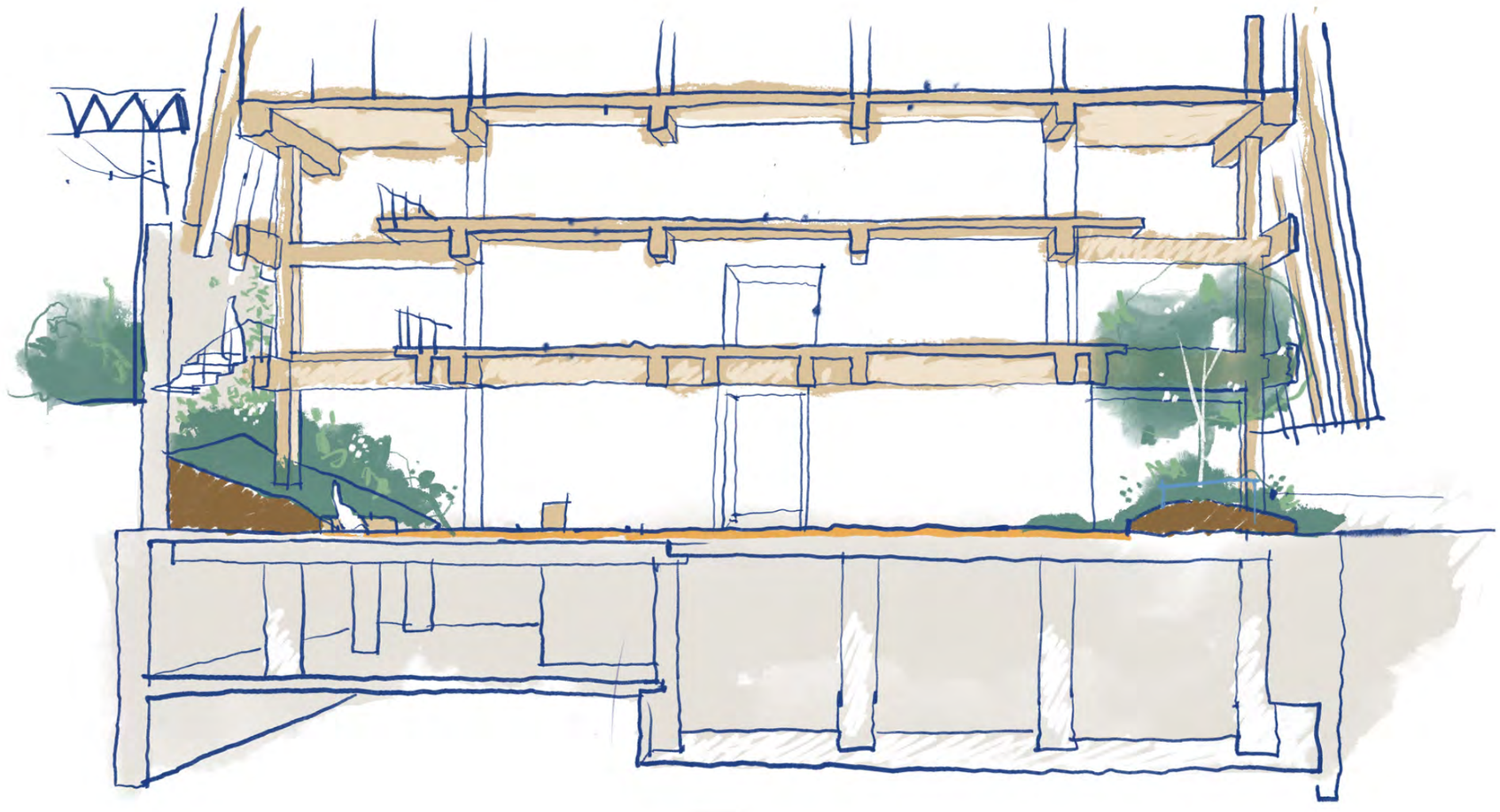

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PLANT PALETTE
1 of 2

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Code	Species	Common Name	Install	H (M)	W (M)	Ind.	Nat.	Exo.	Pro.
Trees									
AcDe	*Acacia dealbata*	Silver Wattle	200L	6.0m	5.0-6.0m	+	+		
AcPa	*Acer palmatum dissectum 'Seiryu'*	Seiryu' Laceleaf Japanese Maple	400L	3.0m	3.0-5.0m			+	
AgFl	*Agonis flexuosa*	Willow Myrtle	200L	6.0m	3.0-10.0m		+		
BaMa	*Banksia marginata*	Silver Banksia	400L	5.0m	2.0-4.0m	+	+		
CeFP	*Cercis canadensis 'Forest Pansy'*	Forest Pansy	400L	5.0m	5.0m		+	+	
EuBB	*Eucalyptus pulverulenta 'Baby Blue'*	Silver-Leaved Mountain Gum	200L	6.0m	3.0m		+	+	
GlTr	*Gleditsia triacanthos var. inermis 'Shademaster'*	Green Honey Locust	400L	12.0m	10.0m			+	
HyFl	*Hymenosporum flavum*	Native Frangipani	400L	10.0m	4.0m		+		
LaCv	*Lagerstroemia indica 'Natchez'*	'Natchez' White Crepe Myrtle	400L	4.0m	3.0m			+	
SyFl	*Syzygium floribundum*	Weeping Lilly Pilly	400L	7.0m	4.0m		+		
TrLa	*Tristaniopsis laurina*	Water Gum	400L	7.0m	5.0m		+		

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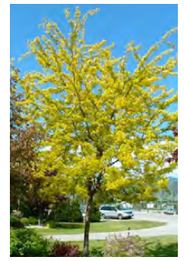
Code	Species	Common Name	Install	H (M)	W (M)	Ind.	Nat.	Exo.	Pro.
Shrubs >1.0m									
AlHu	*Alyogyne huegelii*	Native Hibiscus	27L	1.0-2.5 m	1.5-3.0m		+		
BuSp	*Bursaria spinosa*	Sweet Bursaria	140mm	5.0m	3.0m	+	+		
CaAc	*Cassinia aculeata*	Common Cassinia	250mm	2.0-4.0m	1.0-2.0m	+	+		
CoAl	*Correa alba*	White Correa	250mm	1.5m	1.0-2.0m	+	+		
CoRe	*Correa reflexa*	Native Fuchsia	250mm	0.3-1.6m	1.0-3.0m	+	+		
Dex	*Doryanthes excelsa*	Gymea Lily	27L	2.5m	2.0m		+		
EuLM	*Eucalyptus latens 'Moon Lagoon'*	Narrow Leaved Red Mallee	27L	2-4m	1.0-2.0m		+		
GoOV	*Goodenia ovata*	Hop goodenia	140mm	1.0-2.0m	1.0-3.0m	+	+		
GrML	*Grevillea 'Moonlight'*	'Moonlight' Grevillea	250mm	3-5m	2-4m		+		
InAu	*Indigofera australis*	Austral Indigo	250mm	1.5-2.5m	2.0m	+	+		
Climbers									
CiAn	*Cissus antarctica*	Kangaroo Vine	140mm	5.0m	indef.		+		
ClAr	*Clematis aristata*	Old Man's Beard	140mm	4.5m	-	+	+		
FiPu	*Ficus pumila*	Creeping Fig	140mm	150mm	indef.			+	
HaVi	*Hardenbergia violacea*	False Sarsparilla	140mm	2.0-4.0m	2.0-4.0m	+	+		
KeNi	*Kennedia nigricans*	Black Coral Pea	140mm	4.0m	6.0m		+		
PaSn	*Pandorea pandorana 'Snowbells'*	Snowbell Pandorea Vine	140mm	5.5m (C)	Spreading		+		
PaTr	*Parthenocissus tricuspidata*	Boston Ivy	140mm	4.5m	Spreading			+	
TrJa	*Trachelospermum jasminoides*	Star Jasmine	140mm	4.0m (C)	4.0m			+	
Understorey (Indigenous, Native + Exotic)									
AMiT	*Achillea millefolium 'Terracotta'*	'Terracotta' Yarrow	140mm	0.6m	0.3-0.6m			+	
AnFG	*Anigozanthos flavidus cv. (Green Form)*	Tall Kangaroo Paw (Green)	140mm	1.2m	0.6m		+	+	
AsBu	*Asplenium bulbiferum ssp. Gracillimum*	Mother Spleenwort	140mm	1.0m	1.0m	+	+		
AuEl	*Austrostipa elegantissima*	Feather Spear-grass	140mm	0.8-1.0m	0.5-1.0m	+	+		
BaPe	*Banksia petiolaris*	Creeping Banksia	250mm	0.5m	2.5m		+	+	
BrMu	*Brachyscome multifida*	Cut-leaf Daisy	140mm	0.2m	0.75m	+	+		
CaCi	*Calocephalus citreus*	Lemon Beauty-heads	140mm	0.5m	0.3m	+	+		



Banksia marginata
(Silver Banksia)



Eucalyptus pulverulenta
('Baby Blue' Mountain Gum)



Gleditsia 'Shademaster'
(Green Honey Locust)



Hymenosporum flavum
(Native Frangipani)



Lagerstroemia indica
'Natchez' (Crepe Myrtle)



Syzygium floribundum
(Weeping Lilly Pilly)



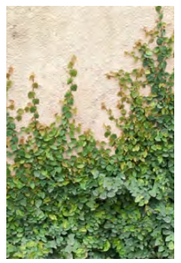
Alyogyne huegelii
(Native Hibiscus)



Doryanthes excelsa
*(*Gymea Lily)



Grevillea 'Moonlight'
('Moonlight' Grevillea)



Ficus pumila
*(*Creeping Fig)



Hardenbergia violacea
*(*False Sarsparilla)



Trachelospermum
jasminoides

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PLANT PALETTE
2 of 2

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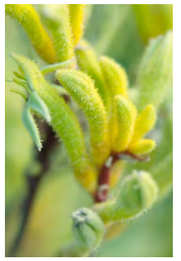
Code	Species	Common Name	Install	H (M)	W (M)	Ind.	Nat.	Exo.	Pro.
Understorey (Indigenous, Native + Exotic) continued...									
ChAp	*Chrysocephalum apiculatum*	Common Everlasting	140mm	0.3m	1.0m	+	+		
CoSa	*Convolvulus sabatius (cv.)*	Bindweed Cultivar	140mm	0.1m	2.0m			+	
Cbw	*Cosmos bipinnatus 'White'*	White Cosmos	Seed	1.2m	0.6m			+	
DiCr	*Dichelachne crinita*	Long-hair Plume-grass	140mm	0.5-1.0m	0.3 m	+	+		
DiRe	*Dichondra repens*	Kidney-weed	140mm	0.1–0.15 m	indefinite	+	+		
DiCC	*Disphyma crassifolium ssp. Clavellatum*	Round-leaf pigface; rounded noon flower	140mm	0.2–0.3 m	1.0-2.0m	+	+		+
DoAs	*Doodia aspera*	Prickly Rasp Fern	140mm	0.4m	0.6m				
EuRi	*Euphorbia rigida*	Gopher Plant	140mm	0.6-1.0m	0.6-1.0m			+	
FiNo	*Ficinia nodosa*	Knobby Club-rush	140mm	0.5-1.5m	1.0-2.0m	+	+	+	
GrLa	*Grevillea lanigera 'Mt Tamboritha'*	Mt Tamboritha' Woolly Grevillea	140mm	0.3m	1.5m		+		
HeSP	*Heuchera 'Sugar Plum'*	Sugar Plum Coral Bells	140mm	0.45m	0.45m			+	
HyQu	*Hydrangea quercifolia 'Snow Queen'*	Oakleaf Hydrangea 'Snow Queen'	300mm	1.8m	1.4m			+	
IG	*Iris germanica*	Tall Bearded Iris	Bulb	1.0m	0.3-05m			+	
IsAx	*Isotoma axillaris*	Rock Isotome	140mm	0.3-0.6m	0.3-1.0m	+	+		
KaCS	*Kalanchoe orgyalis 'Copper Spoons'*	Copper Spoons	140mm	0.5m	0.4m			+	
KePr	*Kennedia prostrata*	Running Postman	140mm	0.05m	1.0-5.0m	+	+		
KnJa	*Kniphofia 'James Nottle'*	'James Nottle' Torch Poker	250mm	1.2m	0.8			+	
LaAn	*Lavandula angustifolia*	English Lavender	140mm	0.5m	0.75 m			+	+
LiRe	*Ligularia reniformis*	Tractor Seat Plant	250mm	0.6-1m	0.6-1m			+	
LiPe	*Limonium perezii*	Sea Lavender	140mm	0.6m	0.6m			+	
LiMa	*Linum marginale*	Native Flax	140mm	1.0m	1.0m	+	+	+	
MiDi	*Microsorum diversifolium*	Kangaroo Fern	140mm	1.0m	0.4-0.6m	+	+		
MyPa	*Myoporum parvifolium*	Creeping Boobialla	140mm	1.0m	2.5m	+	+	+	
OrVu	*Origanum vulgare*	Common Oregano	140mm	0.2m	0.5m			+	+
OrMu	*Orthrosanthus multiflorus*	Morning Flag	140mm	0.6m	0.7m		+		
PeAu	*Pelargonium australe*	Austral Stork's-bill	140mm	0.3-0.5m	0.3-1.0m	+	+		
PhBS	*Phlebodium aureum 'Blue Star'*	Blue Star Kanagroo Fern	140mm	0.5m	0.6m			+	
PlAa	*Plectranthus ambiguss 'Nico'*	Swedish Ivy	250mm	0.3m	1m			+	
PlAr	*Plectranthus argentatus*	Silver Plectranthus	250mm	1.0m	1.0m		+		
PyGl	*Pycnosorus globosus*	Billy Buttons	140mm	1.0m	0.5-0.9m	+	+		
RoAn	*Rhodanthe anthemoides*	Chamomile Sunray	140mm	0.3 m	0.3-0.6m		+		
RuGW	*Rudbeckia 'Green Wizard'*	'Green Wizard' Coneflower	140mm	0.8m	0.6m			+	
SaRP	*Salvia rosmarinus 'Prostratus'*	Creeping Rosemary	140mm	0.6m	1.5m			+	+
SYBS	*Salvia yangii 'Blue Spire'*	'Blue Spire' Russian Sage	140mm	1.2m	0.7m			+	
SeSA	*Sedum spectabile 'Autumn Joy'*	'Autumn Joy' Stonecrop	140mm	0.7m	0.6m			+	
SeSe	*Senecio serpens*	Blue Chalk Sticks	140mm	0.3m	1.0m			+	
StBB	*Stachys byzantina 'Big Ears'*	Big Ears' Lamb's Ears	250mm	0.4m	0.7m			+	
ThTr	*Themeda triandra*	Kangaroo Grass	140mm	0.4–1.5m	0.5m	+	+		+
ThVu	*Thymus vulgaris*	Common Thyme	140mm	0.3m	0.4m			+	+
ViHe	*Viola hederacea*	Native Violet	140mm	0.15 m	0.6–1 m	+	+		+
WL	*Wahlenbergia luteola*	Bronze Bluebell	140mm	0.4m	0.2m	+	+	+	



Achillea millefolium 'Terracotta'('Terracotta'



Anigozanthos 'Landscape Green' (Tall Kangaroo Paw)



Calocephalus citreus (Milky Beauty-heads)



Dichelachne crinita (Long-hair Plume-grass)



Ficinia nodosa (Knobby Club-rush)



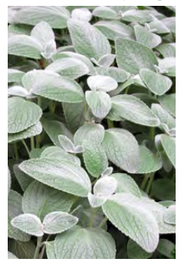
Hydrangea quercifolia 'Snow Queen' (Oakleaf Hydrangea)



Ligularia reniformis (Tractor Seat Plant)



Orthrosanthus multiflorus (Morning Flag)



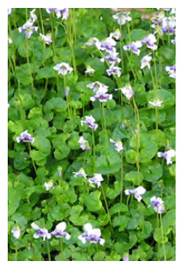
Plectranthus argentatus (Silver Plectranthus)



Salvia yangii 'Blue Spire' (Russian Sage)



Themeda triandra (Kangaroo Grass)



Viola hederacea (Native Violet)

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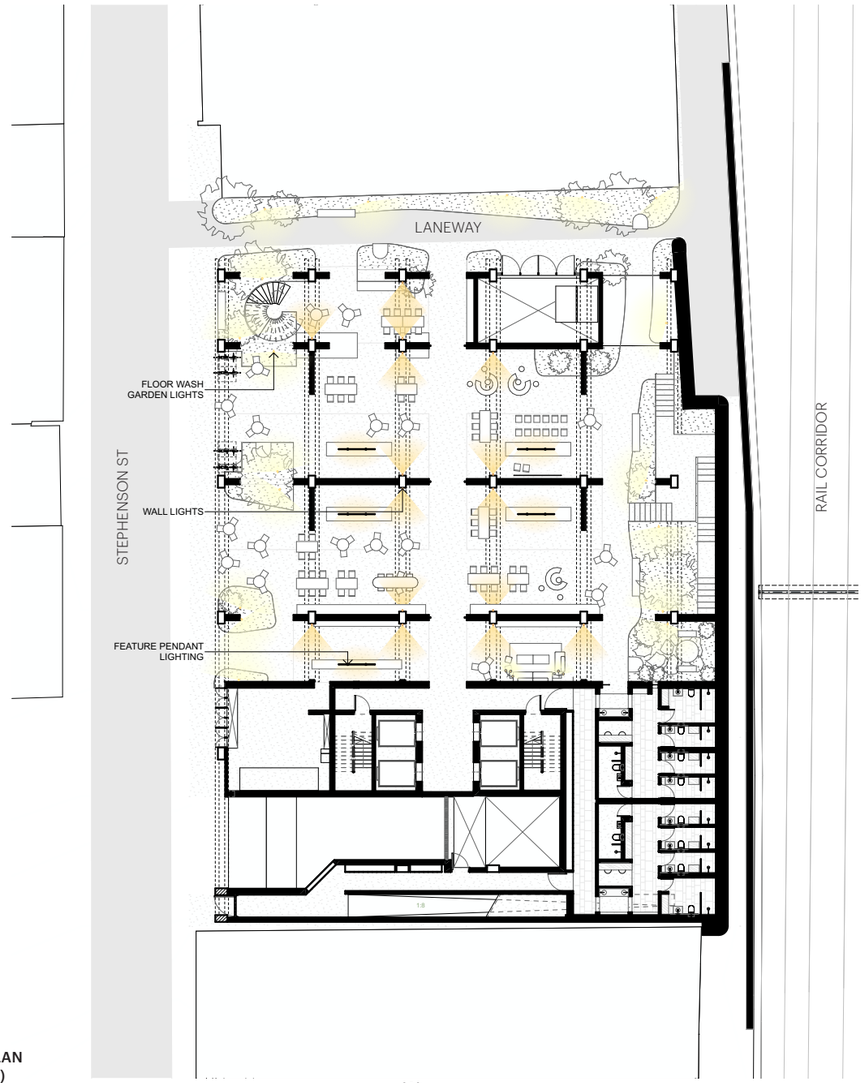
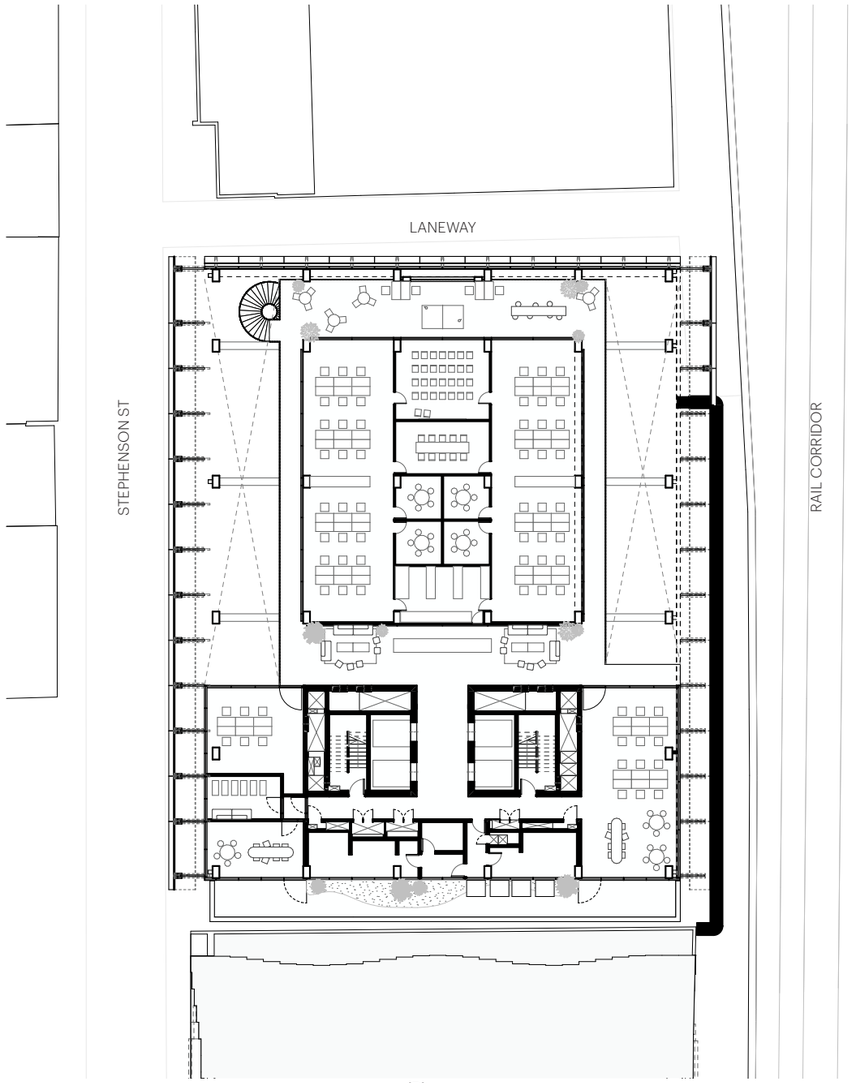
DESIGN RESPONSE
GROUND AND FIRST FLOOR
INDICATIVE FITOUT PLANS



(A)



(B)

(A) GROUND FLOOR PLAN (INCLUDING LIGHTING)
(B) FIRST FLOOR PLAN

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(A) SECTIONAL PERPECTIVE ILLUSTRATING PODIUM

(A)

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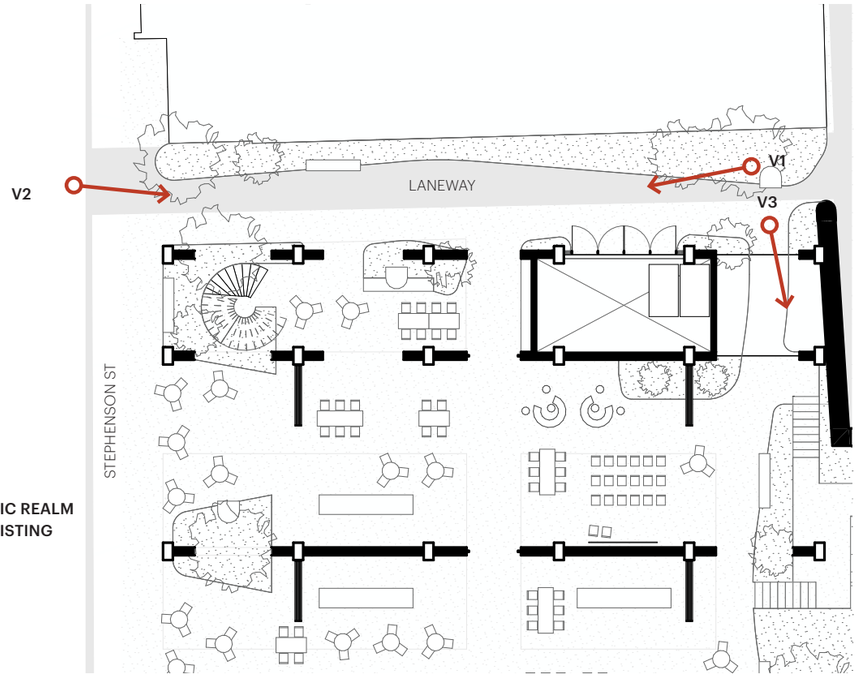
DESIGN RESPONSE
PUBLIC REALM UPGRADES



(A)

(A) PLAN OF THE PUBLIC REALM UPGRADES TO THE EXISTING NORTHERN LANEWAY
(B) VIEW 1
(C) VIEW 3
(D) VIEW 2



(B)



(C)



(D)

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(A) VIEW OF STEPHENSON STREET INTERFACE FROM GROUND LEVEL

DESIGN RESPONSE



(A)

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DESIGN RESPONSE

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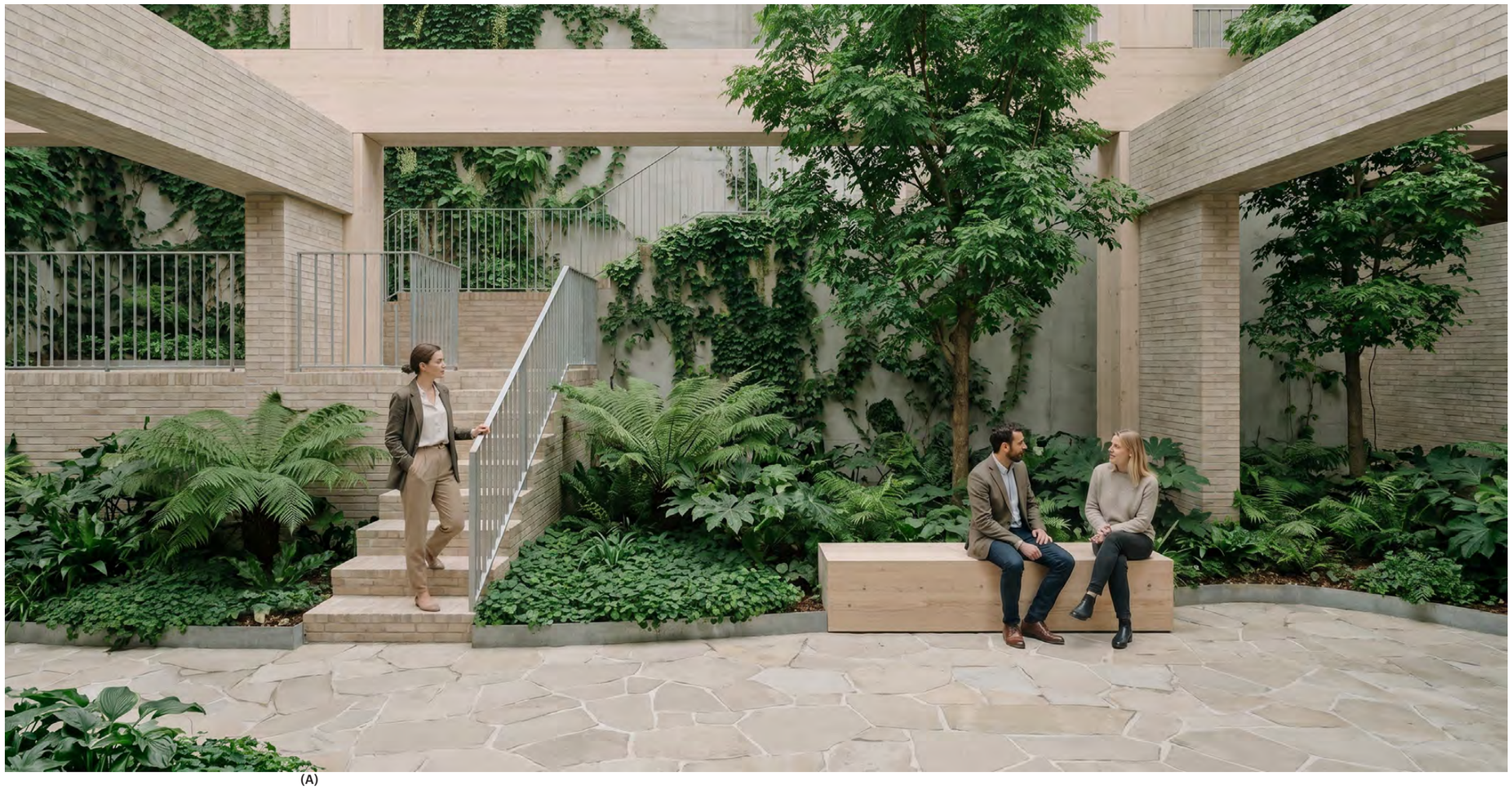

(A) VIEW OF PUBLICLY ACCESSIBLE GARDEN ACCESS TO UPPER LEVELS AT THE EAST END OF THE GROUND PLANE

(A)

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DESIGN RESPONSE

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(A) VIEW OF THE GROUND PLANE FROM STEPHENSON STREET

(A)

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(A) VIEW OF STAIRS FROM NORTH
(B) VIEW OF STAIRS FROM SOUTH

DESIGN RESPONSE



(A)



(B)

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DESIGN RESPONSE



(A) VIEW OF STEPHENSON STREET INTERFACE FROM LEVEL 1

(B) VIEW OF STAIRS AND CRASH WALL FROM LEVEL 1



(A)

(B)

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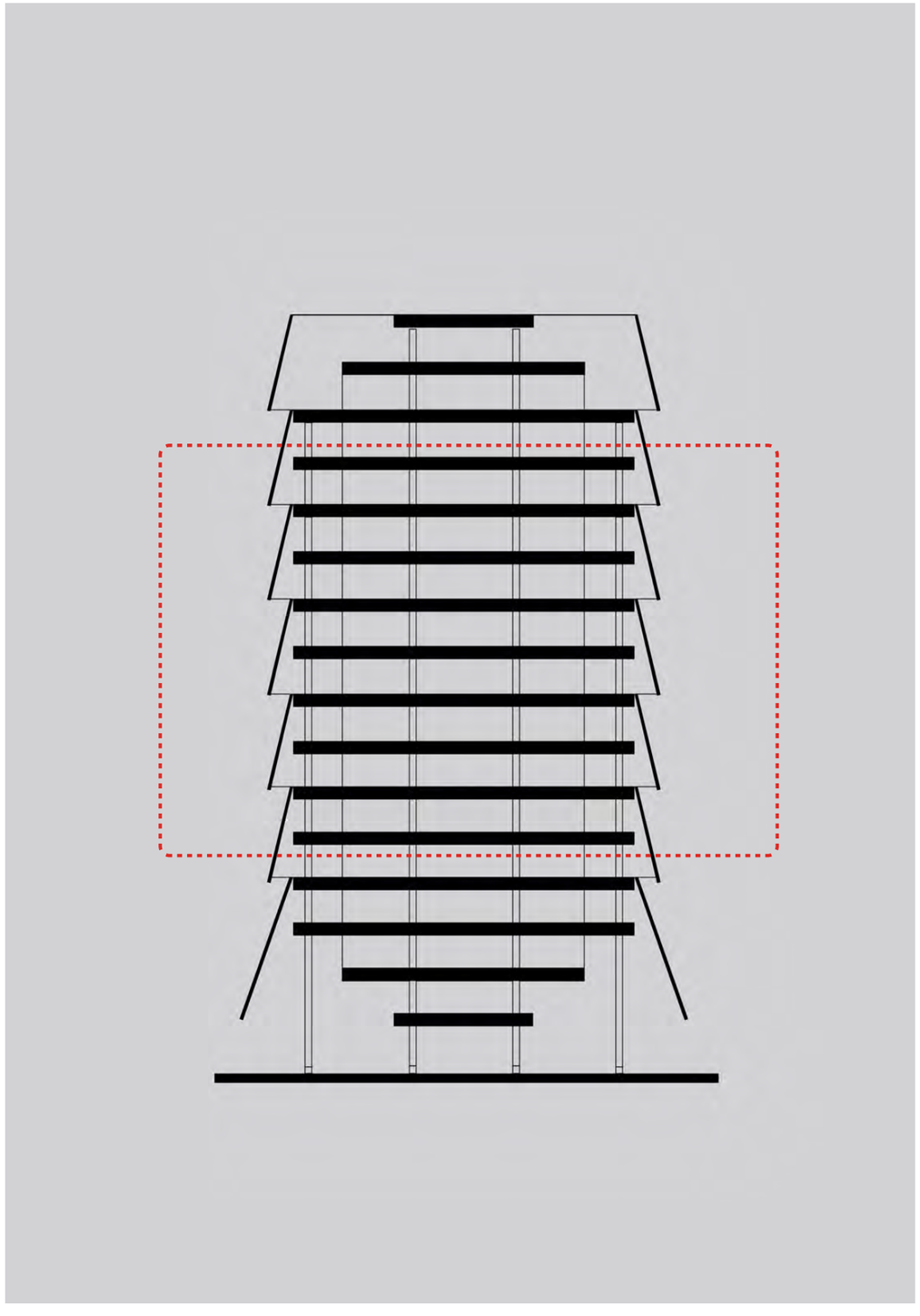
DESIGN RESPONSE
A VIBRANT CORE

WORKSPACE

A 4 meter wide mixed zone wraps around the building's perimeter, offering a naturally ventilated workspace for most of the year with an option to seal off during harsh weather. This reduces the energy required for heating and cooling the building.

We believe this flexible mixed zone complements Cremorne's dynamic work culture, giving creatives and professionals more choice in their environment. The fully conditioned interior is reserved for focused work and formal meetings. In contrast, the mixed zone is an open area designed for casual meetings and collaborative, creative work.



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DESIGN RESPONSE
WORKPLACE

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Irchel Campus New Portal by E2a Architects

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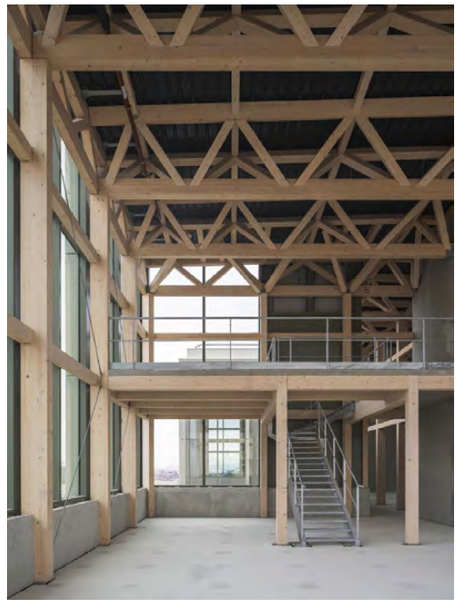
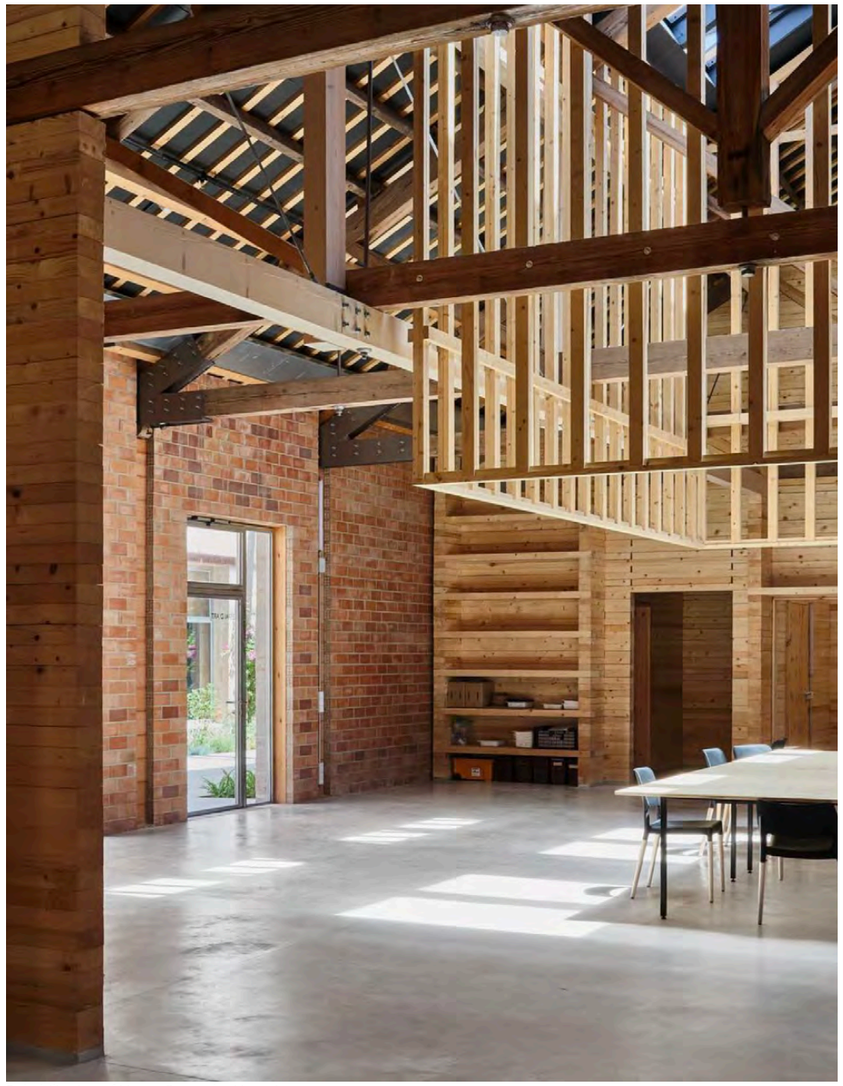


Athletes Village - Dream Agency



Rehabilitation of Vapor Cortes by Harquitecetes

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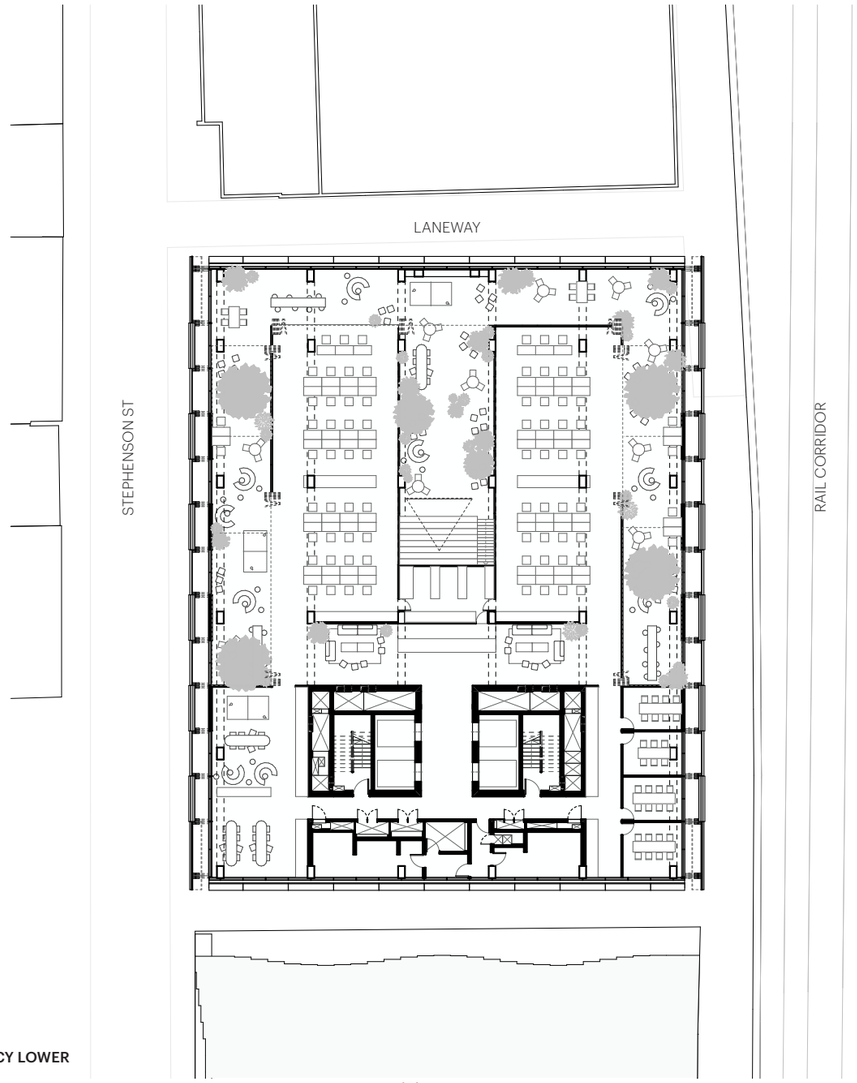
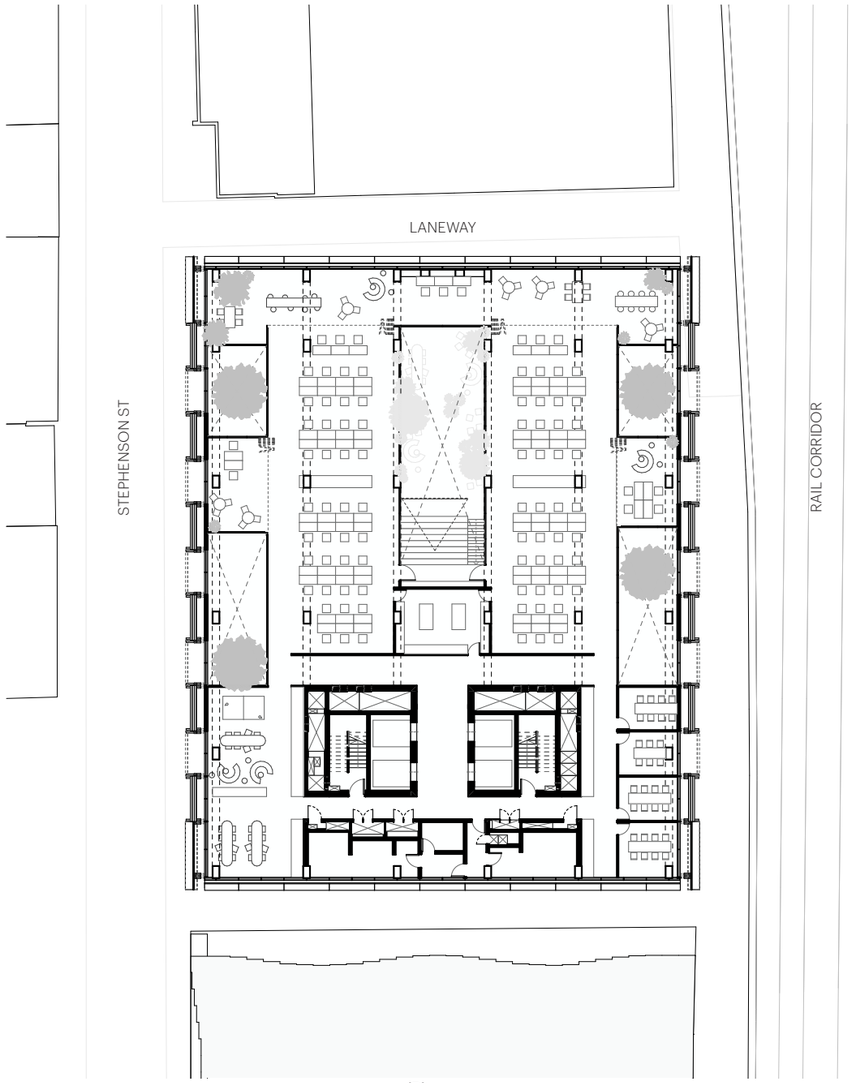
DESIGN RESPONSE



(A)



(B)

(A) PROPOSED TENANCY LOWER FLOOR

(B) PROPOSED TENANCY UPPER FLOOR

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DESIGN RESPONSE

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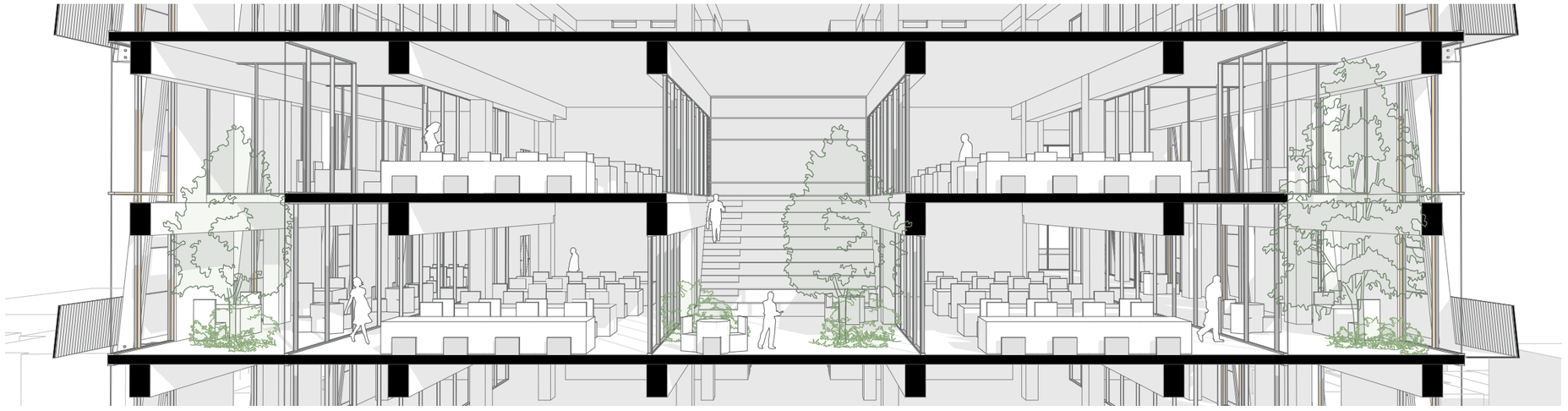

(A) SECTIONAL PERPECTIVE ILLUSTRATING TYPICAL WORKPLACE

(A)

Edition Office

DESIGN RESPONSE

Openwork

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(A)



(B)

(A) VIEW OF INTERNAL INTERCONNECTED LEVELS

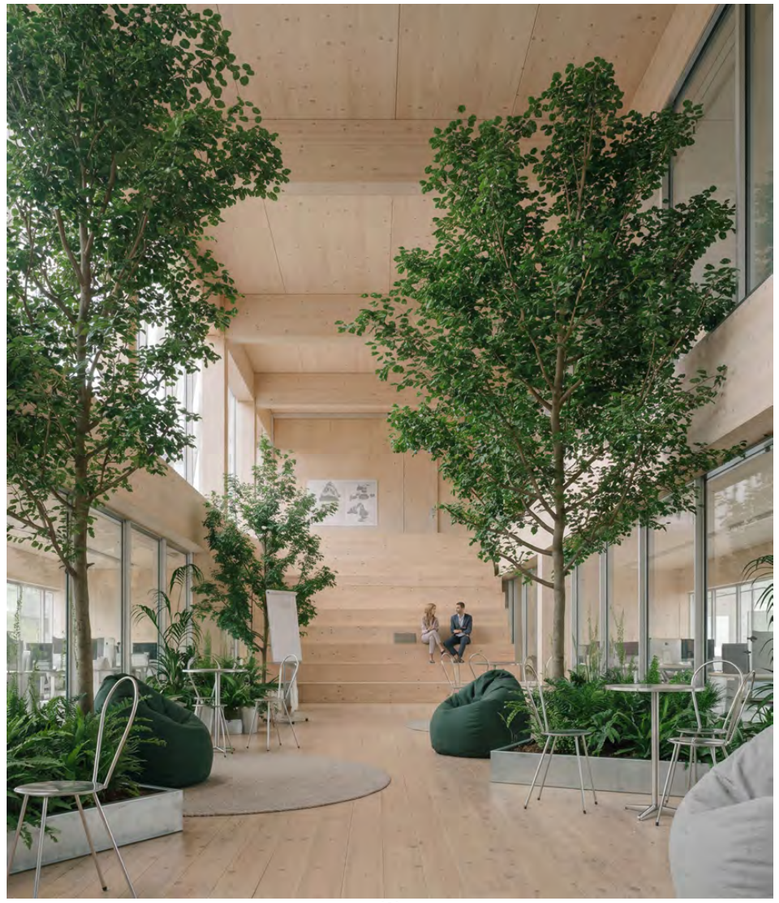
(B) VIEW OF INTERNAL INTERCONNECTED LEVELS

Edition Office

DESIGN RESPONSE

Openwork

Finding Infinity



(A) VIEW OF INTERNAL INTERCONNECTED LEVELS



(B) VIEW OF INTERNAL INTERCONNECTED LEVELS

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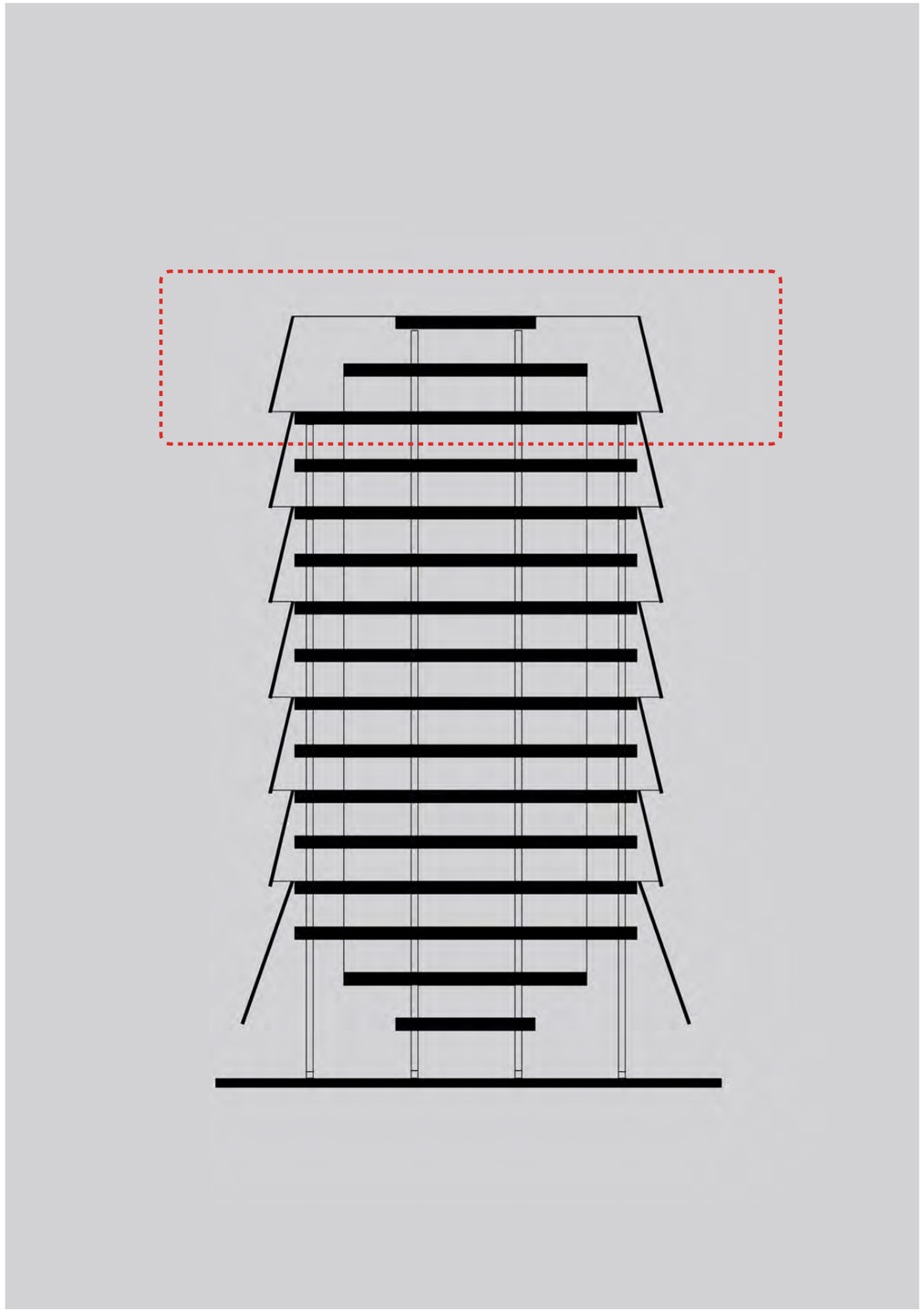
DESIGN RESPONSE
A ROOFTOP GARDEN SANCTUARY

ROOFTOP

The rooftop will serve as a secondary podium, a rich winter garden for the building's community. Amenities on this level will be curated to support Cremorne's cultural and social programs, creating a vertical connection that draws people from the ground floor up. A transparent PV glass roof will span the double-height space, adding to the project's power generation capablities while offering weather protection to the rooftop.

This is a space of quiet pause - a consolidation of the landscape that sweeps through the building's interior - offering a place to side step the rigours of worklife and regenerate through connection to a natural landscape.



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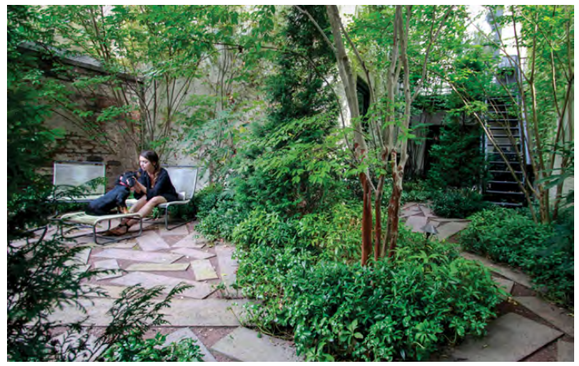
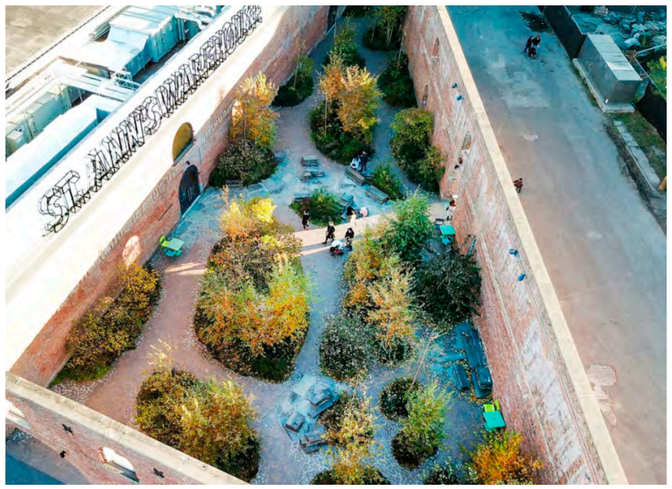
DESIGN RESPONSE
ROOFTOP GARDEN

Openwork



Willow Street by MVVA



Max Family Garden by MVVA

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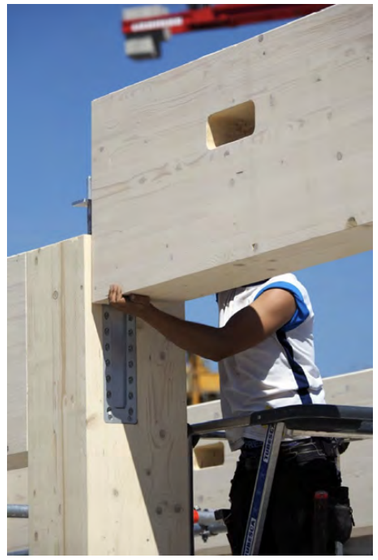

Athletes Village - Dream Agency



Estufa Fria in Lisbon by Francisco Keil do Amaral

Edition Office

Openwork

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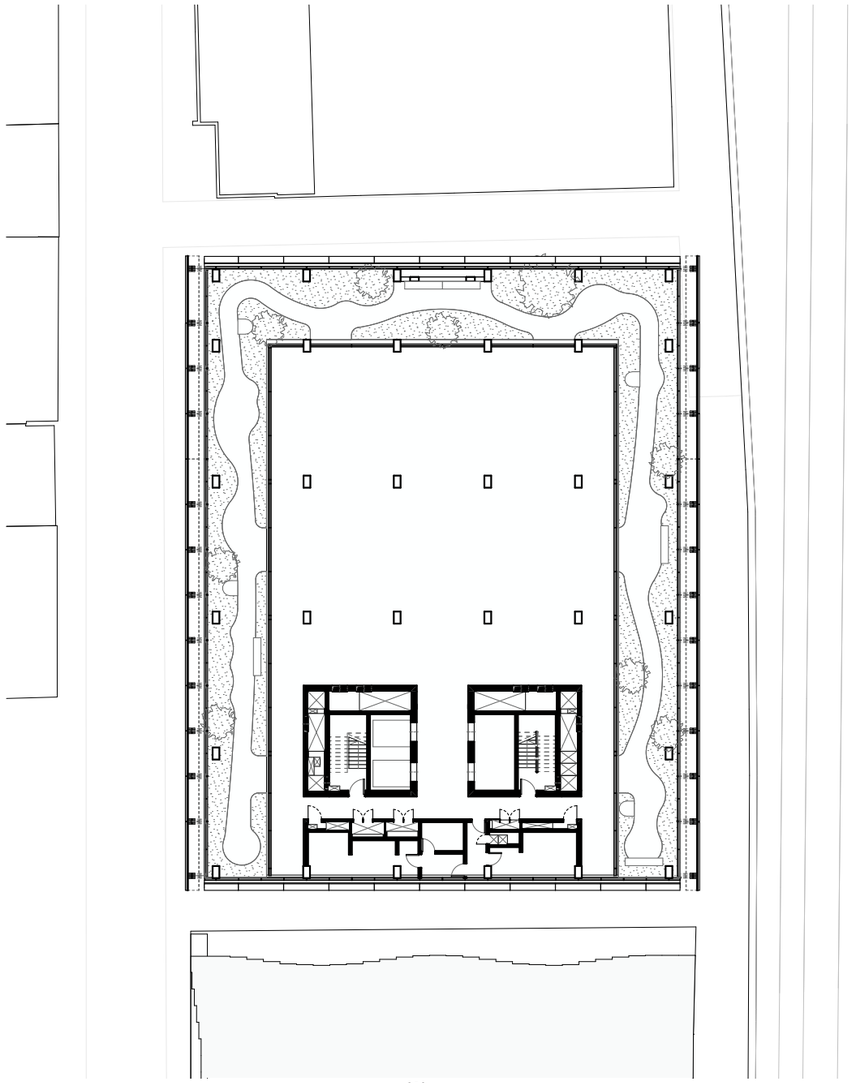
DESIGN RESPONSE

The rooftop will support an atypical commercial space, whether that be communcal office space, a dedicated office for a small tenant, or a publicly accessible wellness centre or hospitality offering. We see this space as a unique level that is surrounded by an external winter garden and connected to an urban ecology that looks over Cremorne to the CBD and beyond.



(A) ROOFTOP PLAN

(A)

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DESIGN RESPONSE

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(A) SECTIONAL PERPECTIVE ILLUSTRATING ROOFTOP

(A)

Edition Office

DESIGN RESPONSE

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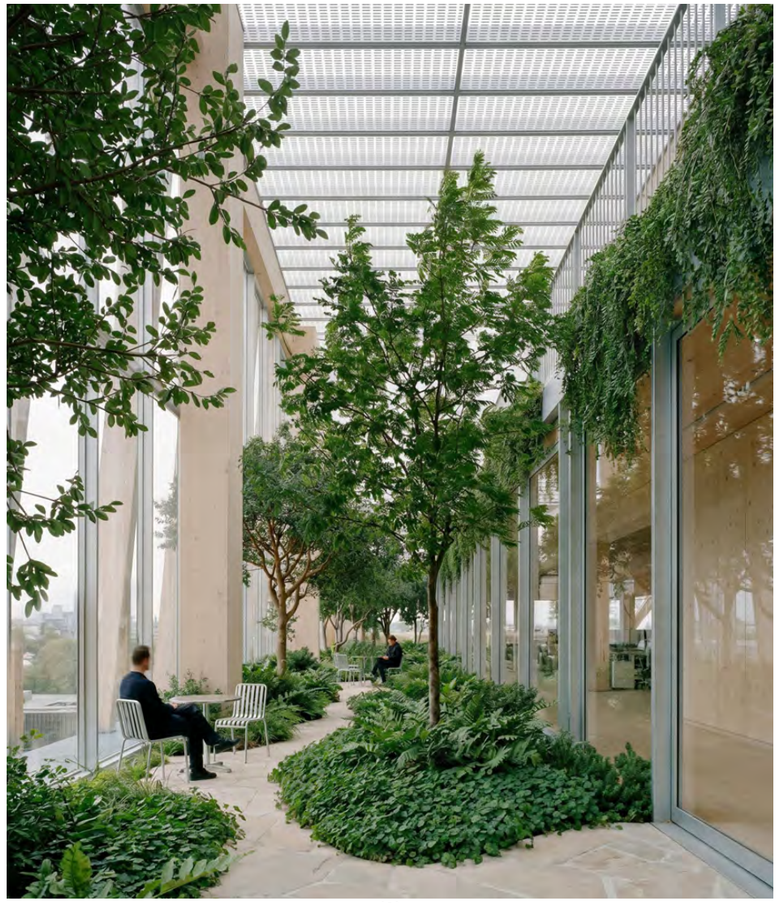
(A) VIEW OF THE ROOFTOP GARDEN
(B) VIEW OF THE ROOFTOP GARDEN



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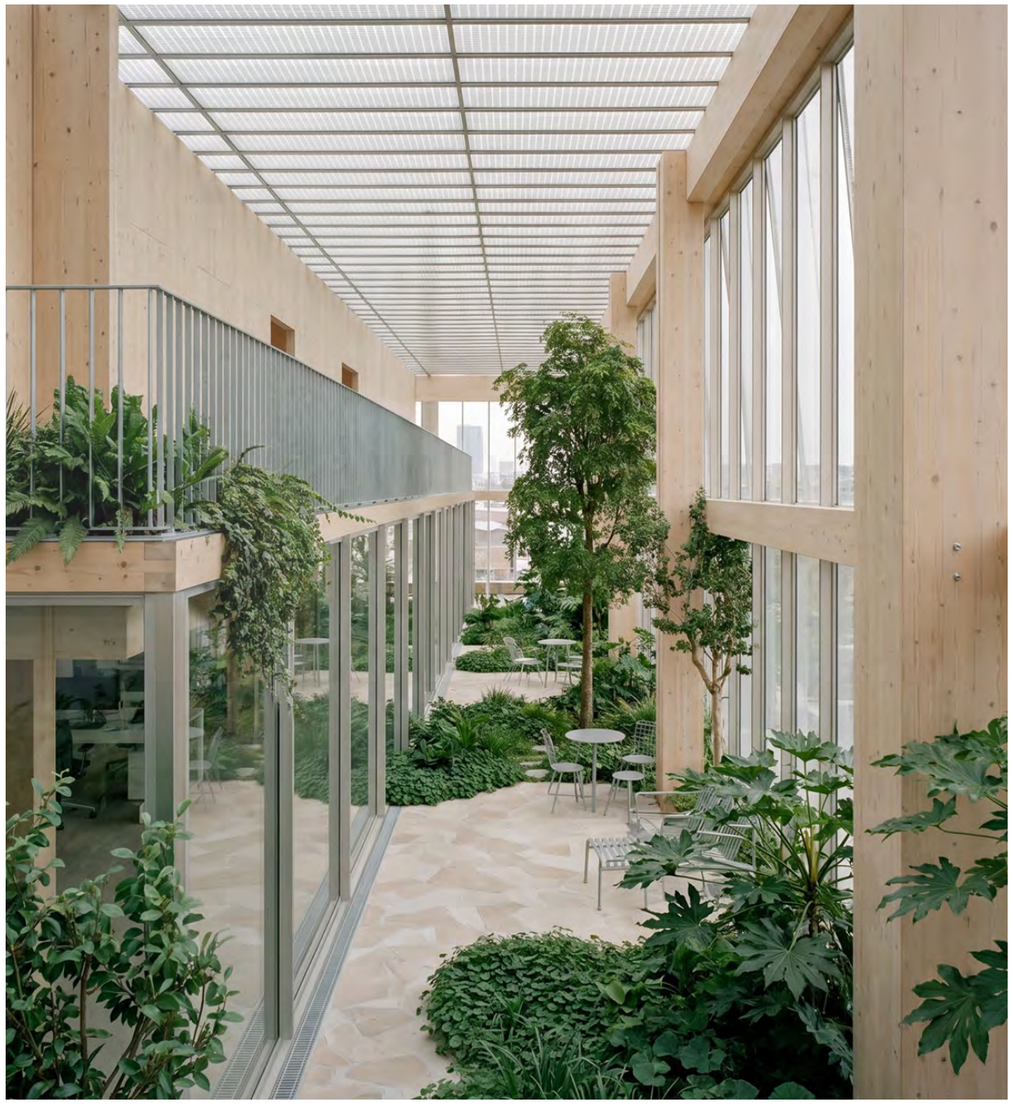

(B)

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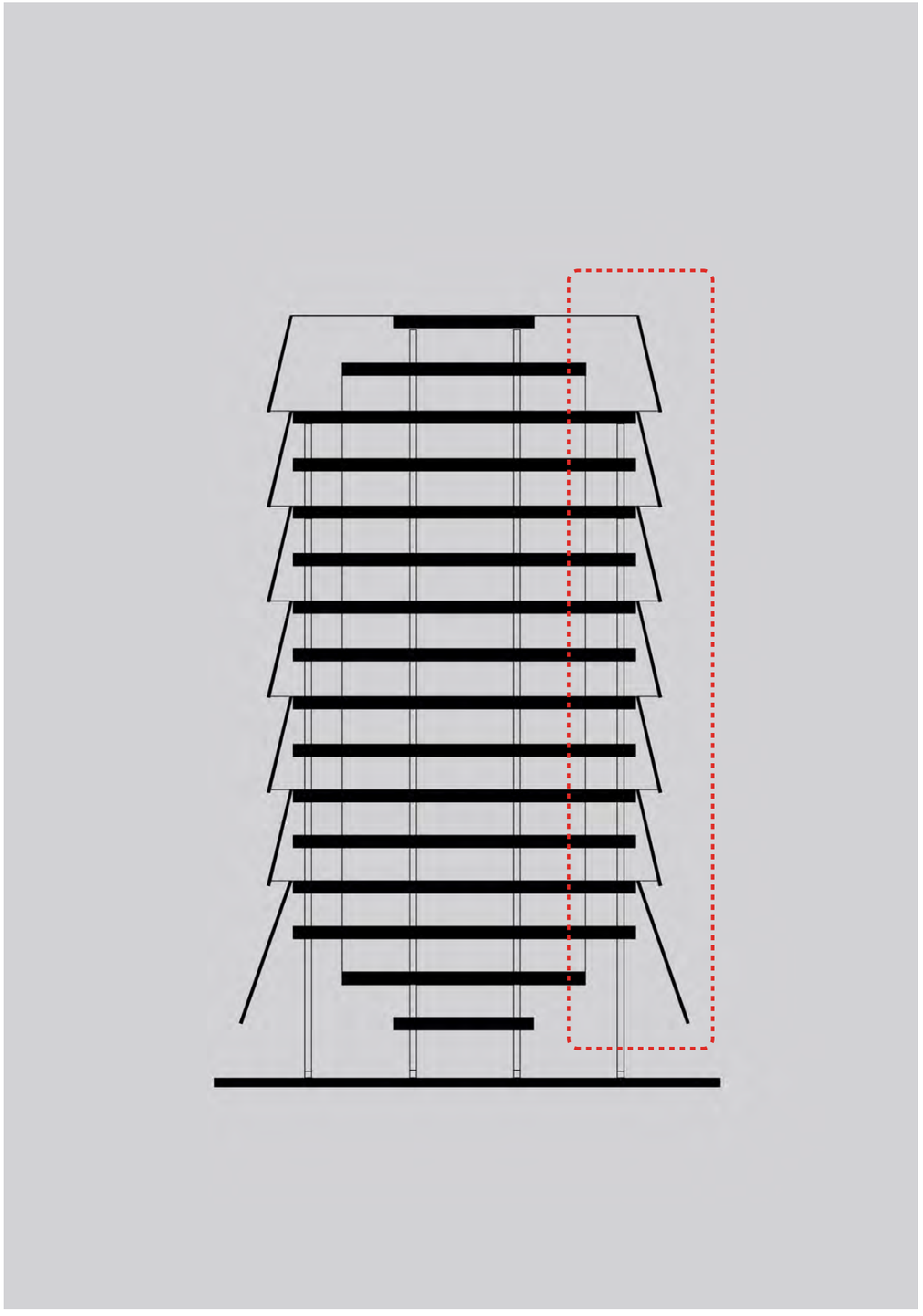
DESIGN RESPONSE
A FILTERED PERIMETER



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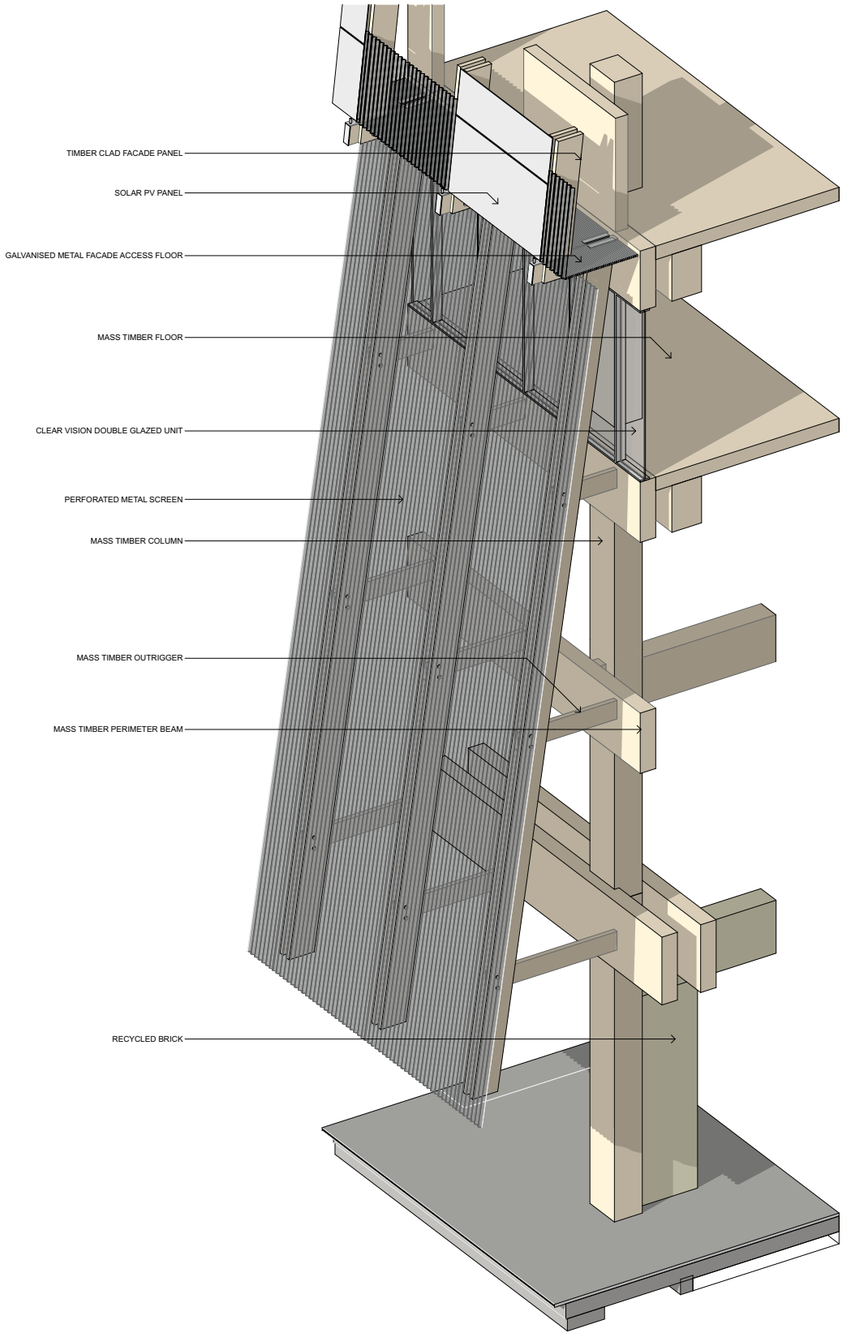
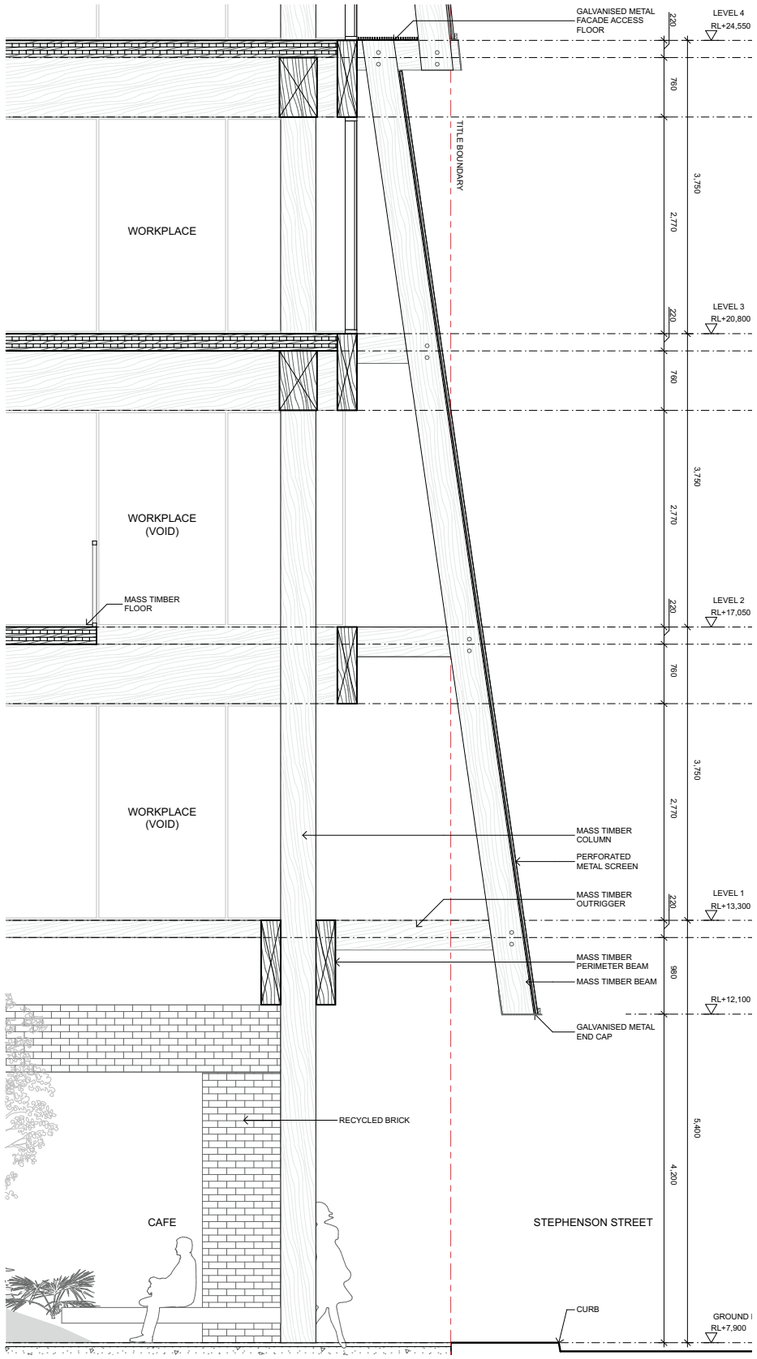
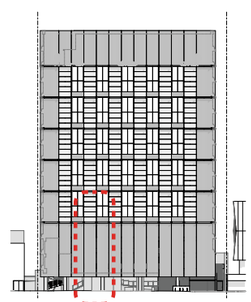
DESIGN RESPONSE
FACADE TYPE 01



FACADE AXONOMETRIC



FACADE SECTION



WEST ELEVATION KEY

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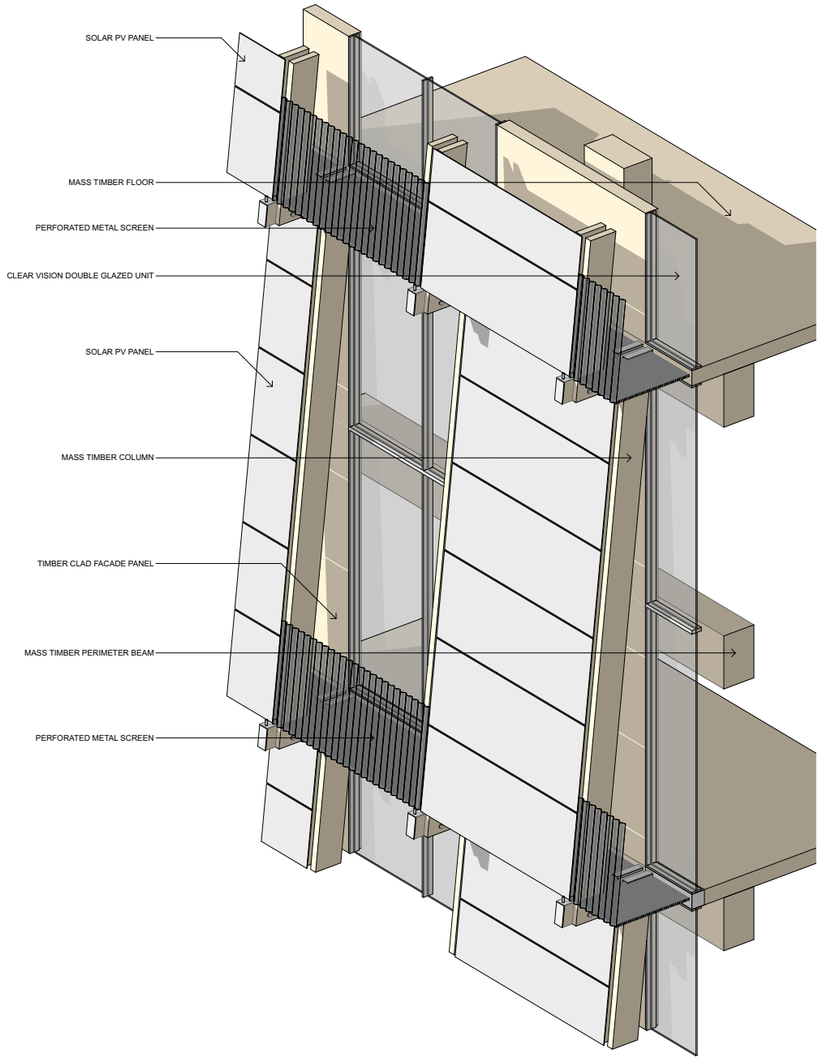
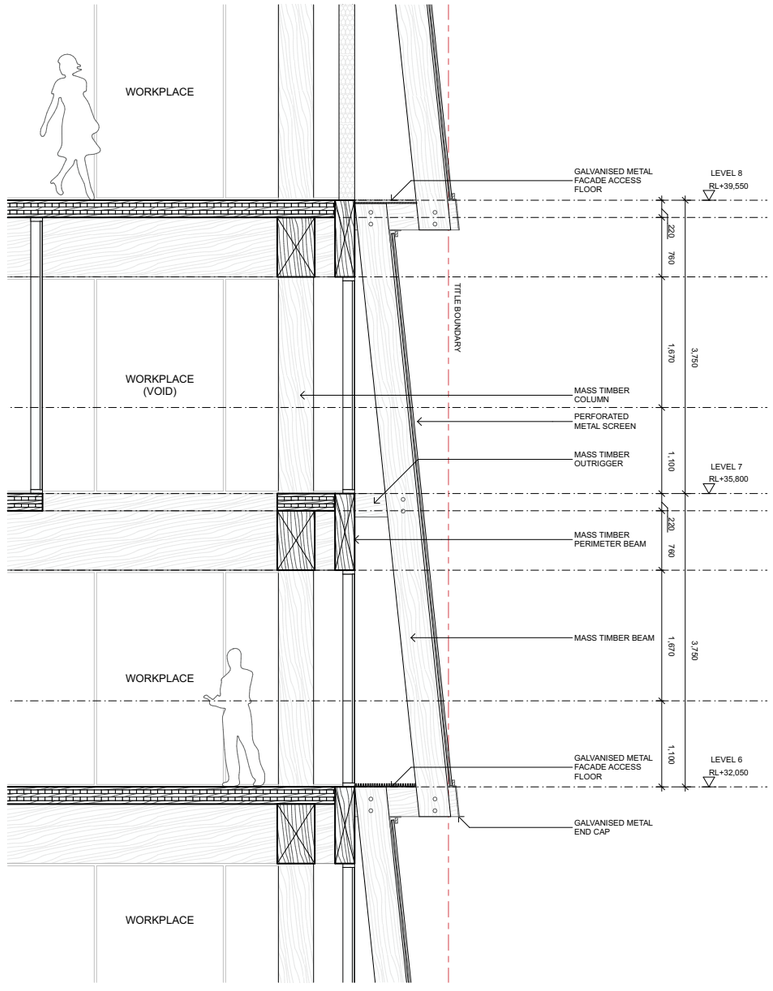
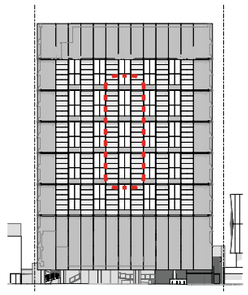
DESIGN RESPONSE
FACADE TYPE 02



FACADE AXONOMETRIC



FACADE SECTION



WEST ELEVATION KEY

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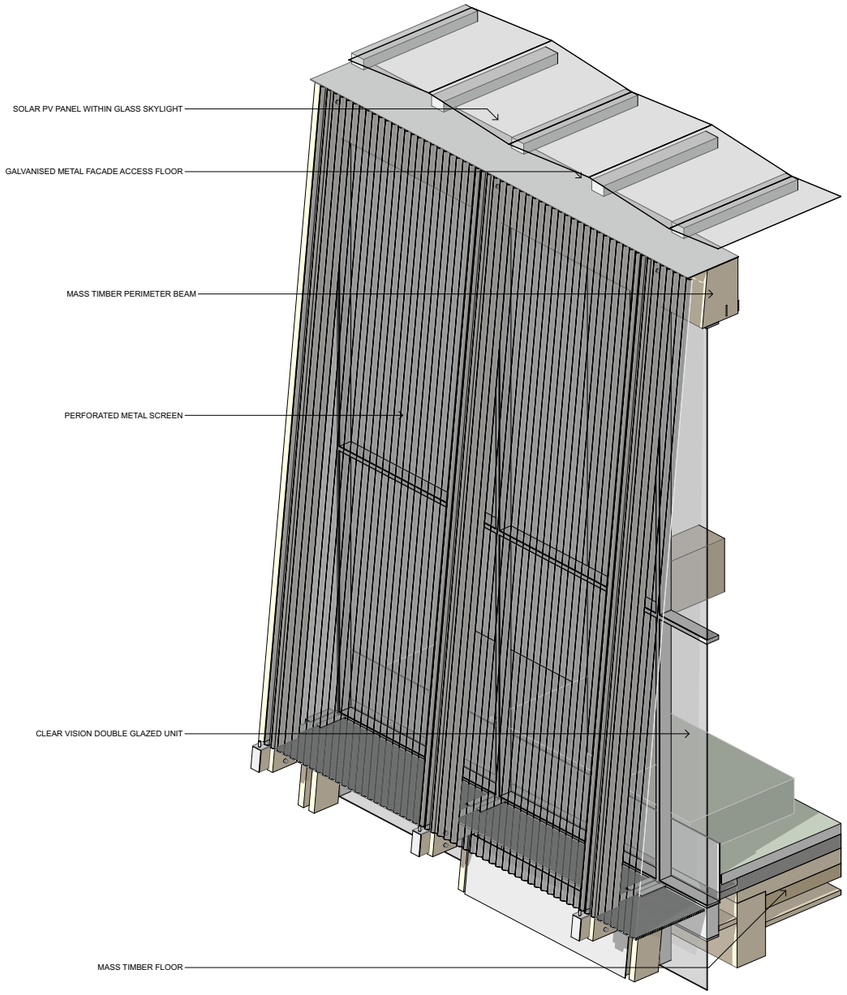
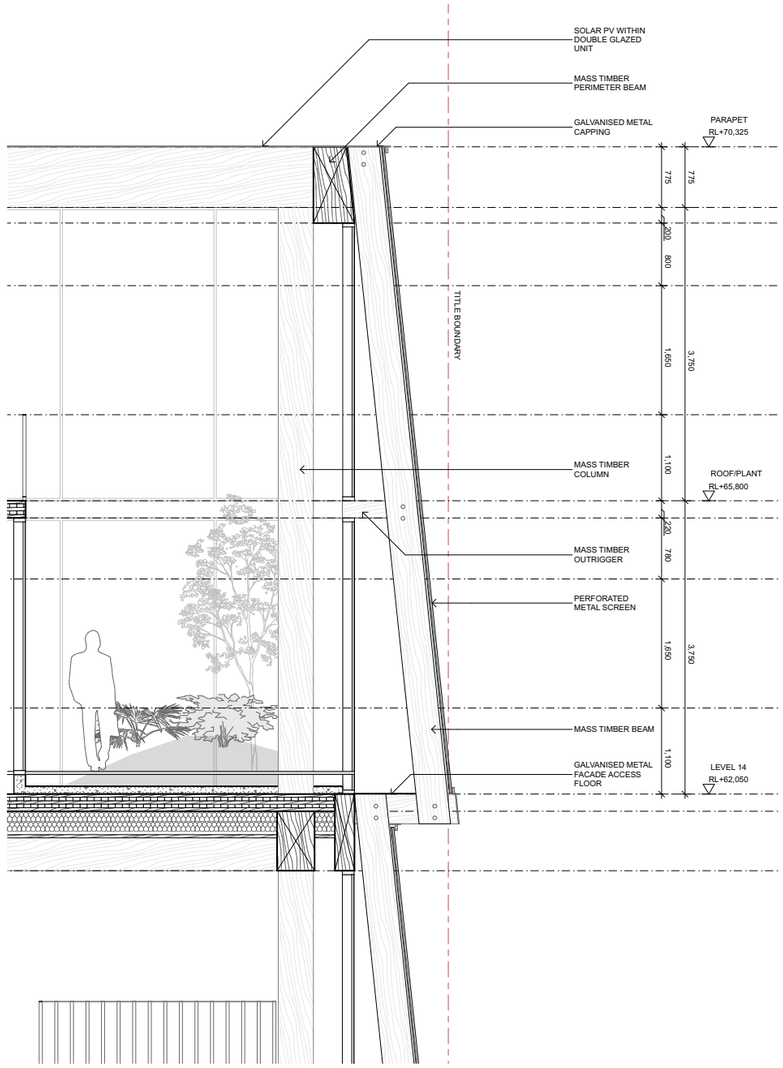
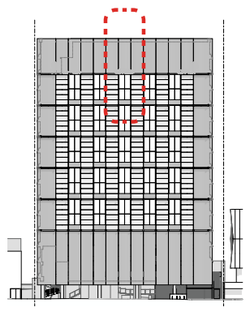
DESIGN RESPONSE
FACADE TYPE 03



FACADE AXONOMETRIC



FACADE SECTION



WEST ELEVATION KEY

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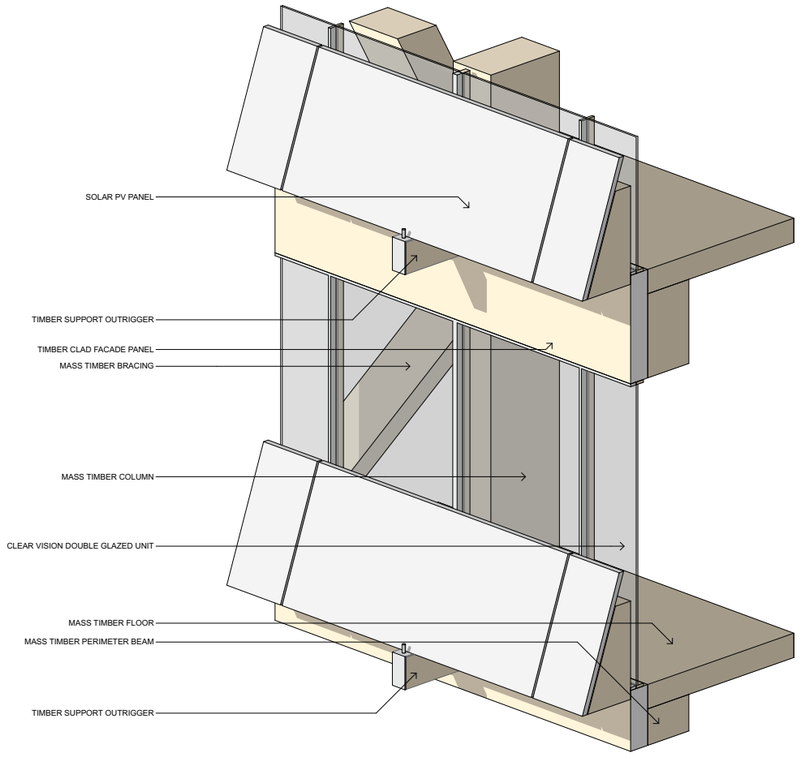
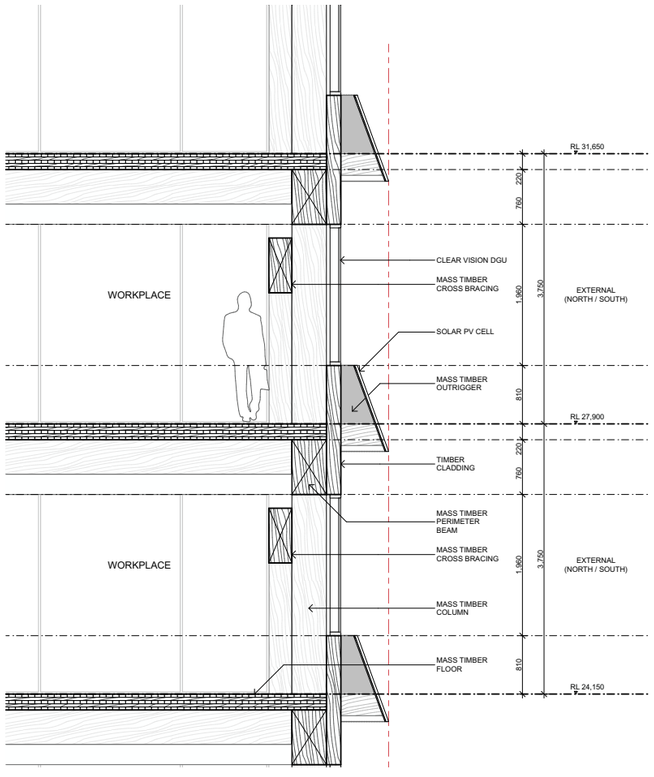
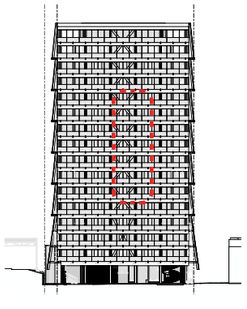
DESIGN RESPONSE
FACADE TYPE 04







NORTH ELEVATION KEY

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DESIGN RESPONSE
MATERIAL SCHEDULE

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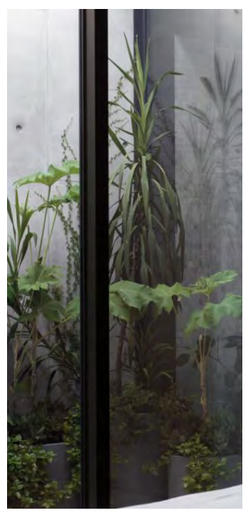
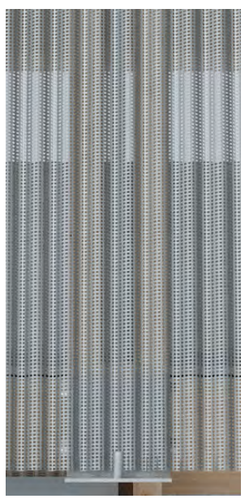
CLT
TIMBER STRUCTURE



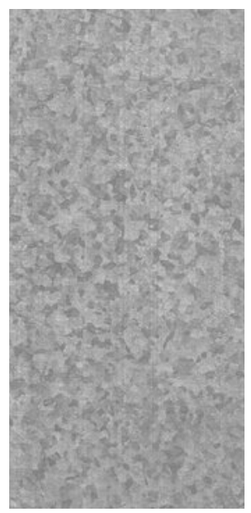
CLT
TIMBER CLADDING



GL1
CLEAR VISION DOUBLE GLAZED UNIT



MS1
PERFORATED METAL FACADE SCREEN



GA1
GALVANISED METAL



BR2
RECYCLED CREAM BRICK



C03
EXPOSED CONCRETE

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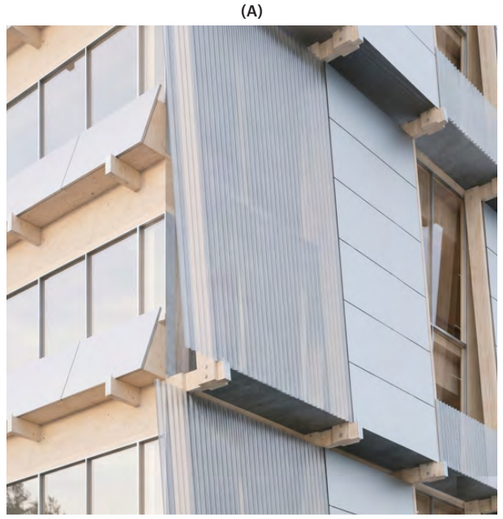
DESIGN RESPONSE
FACADE RENDERS



(A)



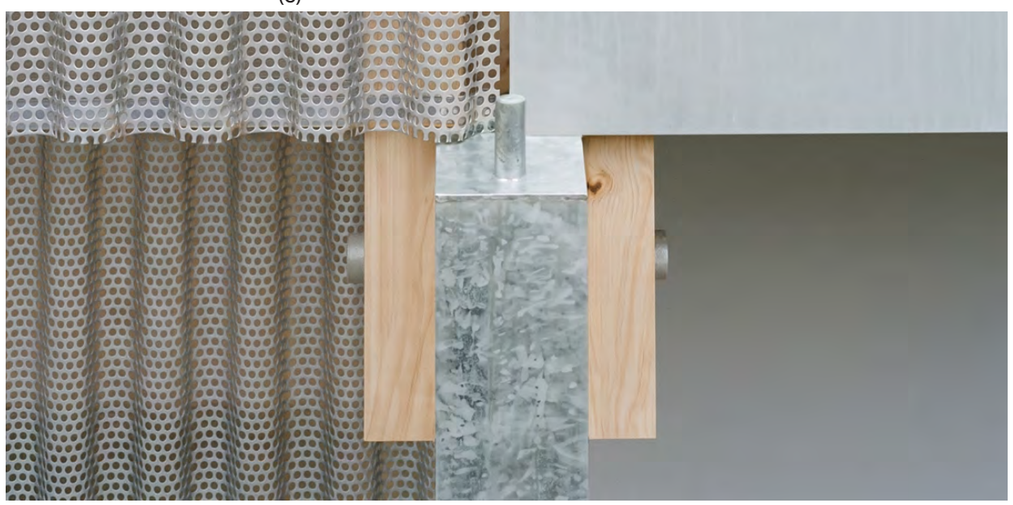
(B)



(C)



(E)



(D)

(A) EAST/WEST ELEVATION (DETAIL)
(B) NORTH EAST CORNER (DETAIL)
(C) WEST ELEVATION
(D) PERFORATED METAL SCREEN (DETAIL)
(E) NORTH WEST INTERNAL CORNER

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DESIGN RESPONSE
FACADE MACQUETTE MODEL



(A)



(B)



(C)



(D)



(E)

(A) EAST/WEST ELEVATION
(B) EAST/WEST PERSPECTIVE
(C) EAST/WEST SECTION PERSPECTIVE
(D) AERIAL VIEW OF ROOF
(E) PERFORMATED METAL SCREEN (DETAIL)

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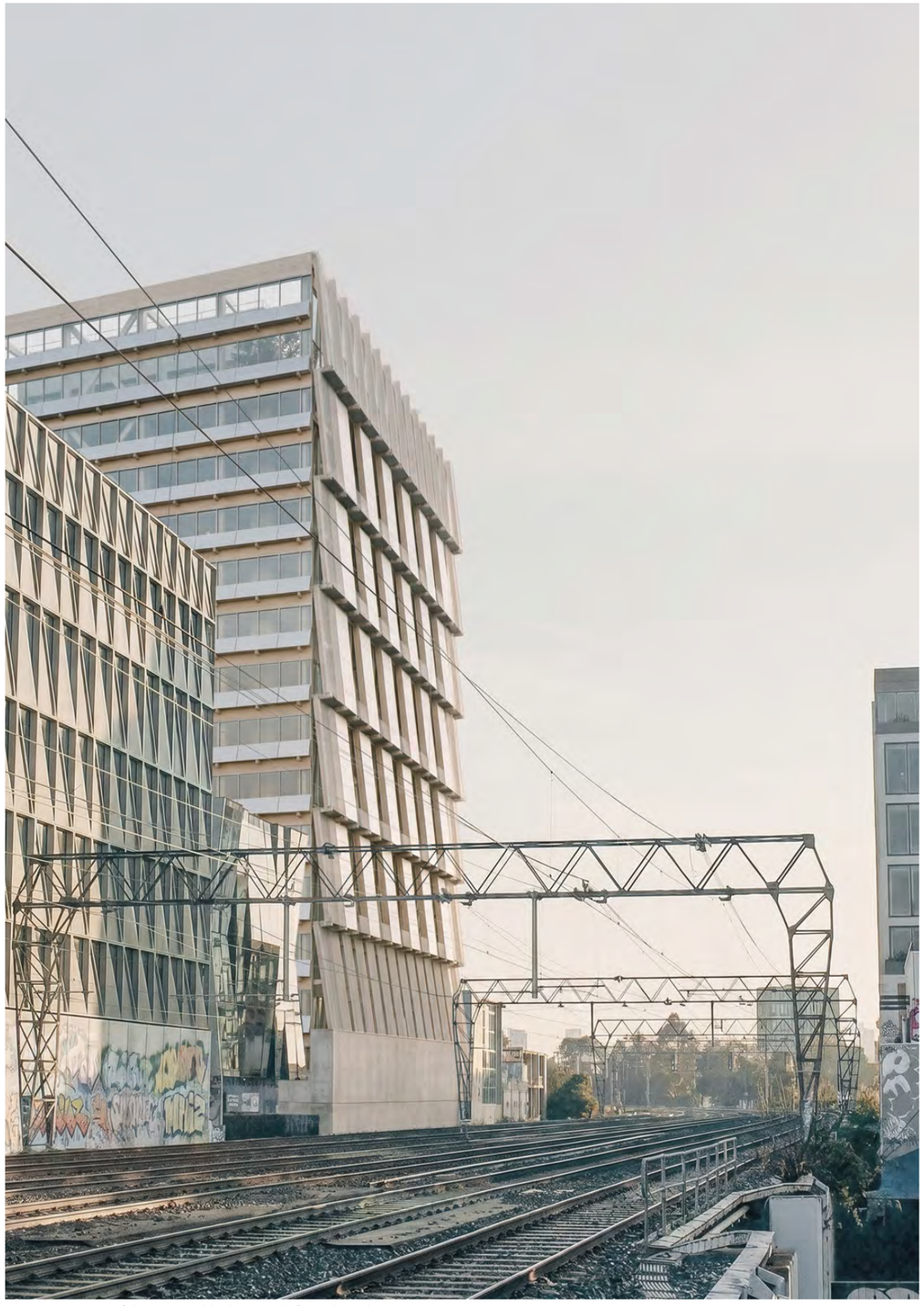
DESIGN RESPONSE
EXTERIOR RENDERS



Aritst impression of the proposal looking north from the railway

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DESIGN RESPONSE



Aritst impression of the proposal from Cubitt St

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DESIGN RESPONSE



Aritst impression of the proposal from Stephenson St (north)

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DESIGN RESPONSE



Aritst impression of the proposal looking south from Stephenson Street

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DESIGN RESPONSE



Aritst impression of the proposal looking north up Stephenson Street

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DESIGN RESPONSE



Aritst impression of the proposal from Green St looking North West

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DESIGN RESPONSE



Aritst impression of the proposal from Stephenson St (north) at night

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DESIGN RESPONSE



Aritst impression of the proposal from Cubitt St at night

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DESIGN RESPONSE
DDO51 DESIGN OBJECTIVES

Achieve urban design and architectural excellence.
Our client has assembled a team of some of the industry's leading designers and thinkers to address a brief that steps outside of the status quo. This deliberate strategy illustrates the care and understanding of the significance of the project and its influence on Cremorne and beyond. The project is ESD led and brings an understanding of the inherent responsibility of a large low carbon building seeking to act as a beacon for change.
As a design team we have worked diligently and with care to understand the project's scale from both pedestrian and distant perspectives - what the project means to Cremorne, how it operates as a respite from the hard edged pedestrian experience of Stephenson St, what it signifies as a beacon of sustainability for future developments in the area and beyond, how it sits within its context, how we employ massing strategies that enable a large building to feel crafted and tactile, how we address the different site interfaces, how the interior operates as a unique, healthy and highly sustainable workplace. Through the interrogation of these questions the team has landed on a number of key concepts that drive a well-crafted and detailed signifier of sustainability – one that we feel should stand proudly as a beacon for a changing Cremorne and beyond.

Reinforce the industrial character of the precinct through robust and durable materials which reference industrial typologies.
As illustrated in the condensed section of this document titled "Walking Cremorne" the design team has acted with an open-minded sense of curiosity to understand the built and ephemeral qualities of Cremorne. Through this exercise in surveying, we are able to distill an area specific lexicon of architectural features and history. In Cremorne there is a strong sense of layering of time, materials and architecture. There is also a conscientious maintaining of the industrial language layered and softened with metal work and vegetation. The proposal echoes this language and incorporates many of these materials, some of which are recycled directly from the existing buildings on the site.

Discourage facade treatment which creates unacceptable glare to the public realm and neighbouring properties.
The proposal's facade incorporates a mixture of materials from timber, glass and perforated metal. We expect each of these will have a degree of relative low reflectivity.

Be designed as separate forms on a wide street frontage with smaller vertical sections or distinct elements to provide breaks and modulation in the street.
The ground floor and podium express a vertical rhythm that echoes the articulation and unapologetic expression of structure and form throughout Cremorne. Where Cremorne's industrial fabric typically occupies and expresses the full width of a parcel with a hard and uncompromising brick wall, our proposal inverts this relationship and provides a structured, human scale east/west series of enfilades that open to the street. While the combined ground floor is volumetric and offers sectional height at its edges, these ground level spaces are deliberately broken down into scales reminiscent of other tenancies in Cremorne.

Provide a high level of design detail at the ground floor and lower levels.
While the echoing of Cremorne's industrial fabric begins at an urban scale on the building's facades, the ground floor and lower levels amplify this recognition at a human scale. The use of recycled cream brick, perforated metalwork, recycled concrete pavers and vegetation all come from an understanding of site and language gleaned from the our "Walking Cremorne" studies.

Provide well-designed entrance spaces to create a transition between the public and private realm and encourage activity to occur at the street interface.
We envisage a number of small scale tenancies and cafes existing at ground floor, occupying this level with a degree or flexibility and fluidity. While Cremorne's industrial heritage is the source of inspiration for many of the proposals key design drivers, the hard street scape that pervades a largely unfriendly pedestrian realm within the area has been inverted. The opening up of Stephenson St and the proposed public realm improvements to the laneway at the site's north both seek to create a much softer, more socially engaged and blurred site boundary. This boundary, is generous, welcoming and above all safe, allowing for space to pause and gather at the pedestrian level.
We imagine a series of small cafes that open out and casually occupy open laneway-like spaces as the predominant feature of this ground level. Above, on Level 1 and Level 2, the floor plates are deliberately held back from the site's perimeter and include external circulation, extending this vibrant ground plane activation up into the levels above.

Activate the street at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.
The design establishes an open and active public realm defined by human scaled spaces at the ground level. These areas are designed to feel inviting and accessible during the day, encouraging interaction, movement, and activity, while also allowing for closure and security after hours. At night, subtle and well considered illumination enhances safety, comfort, and visual interest, ensuring the area remains welcoming even when inactive.
A key strategy in achieving passive surveillance lies in the stepped back configuration of Levels 1 and 2, which provide natural sightlines over the public realm. These upper levels, along with the ground floor, are intended to accommodate small scale businesses and enterprises that contribute to a lively and engaging street interface. The activity generated by these uses, coupled with the visual connection from above, reinforces a sense of safety, community, and ongoing presence throughout the day and evening.

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DESIGN RESPONSE
DDO51 DESIGN OBJECTIVES

Be sensitively designed to ensure visual bulk of upper levels adjacent to heritage buildings is minimised.
While the project is not adjacent to any listed heritage buildings, it has been designed to respond to its direct site interfaces with care. Upper levels are deliberately setback from the perimeter screen or "filter" to reduce the overall building mass. Further massing strategies to "de-scale" the building include defining every second floor on the east and west facades from the podium up, with glazing held at the interconnecting floor plates, allowing a sense of single floor plates in lieu of the double floors within.

Apply high quality materials which complement the materiality of an adjacent heritage or character building.
The use of high quality, contextually sensitive materials complement the adjacent character of Stephenson St and Cremorne.
Recycled brick at the ground floor provides a direct material connection to the historic warehouse fabric of Cremorne, offering both durability and authenticity. Fine metalwork, expressed through the details of the east/west screen, or shading elements, mimics the consistent layering of Cremorne's built fabric with metal over brick and timber.
Recycled concrete paving reinforces sustainability while echoing the robust, utilitarian qualities of the area's industrial past.
Pockets of condensed vegetation soften the built form, reintroducing a sense of resilience and continuity with the site's evolving landscape. This strategy visibly carries up the building's interior and wraps the perimeter of the rooftop.
Timber adds warmth and tactility, balancing the harder materials with a human-scaled, natural texture. Together, these materials create a cohesive palette that respects the heritage context while contributing to a high-quality, contemporary urban identity.

Incorporate well designed building edges and facades which are visible from the elevated railway line or Yarra River (Birrarung).
The building has been conceived in the round, with each elevation given equal consideration. Every interface contributes to a unified architectural expression, while also responding to the distinct environmental conditions specific to its orientation.
The northern facade is designed to optimise solar exposure through the integration of extensive photovoltaic panels, with each level configured to maximise energy generation potential while providing natural light to the interior. The eastern and western elevations address the challenges of low-angle sunlight by incorporating finely detailed perforated metal screens that provide both solar control and visual depth. Solid facade elements on these sides are also utilised as opportunities for additional PV coverage, further reinforcing the building's sustainability ambitions as part of the external expression of the building, while significantly increasing the amount of onsite power generation.
To the south, the design mirrors the compositional logic of the north, ensuring visual consistency and continuity across all facades. This approach results in a cohesive and high quality architectural outcome, where every face of the building contributes equally to its environmental performance, identity, and presence within the urban context.

Discourage continuous walls of buildings when viewed from the street by providing visual breaks, articulated massing and/or separation between building forms at street level and upper levels.
The building's verticality has been addressed through a number of architectural strategies. The primary strategy relates to a descaling of the overall height of the project on its broadest elevations - the east and west. Here the proposal flares at two level intervals above the podium. These two level intervals are further broken down by the use of openings in the perforated metal screen and the use of solar panels, which articulate an on off pattern. The north and south echo the east and west profile by introducing a flared support for solar panels on these elevations. The expression of these levels is floor by floor to further accentuate the descaling that occurs on the east and west elevations. Finally, through the incorporation of a perforated screen, the building's massing is blurred. This undefined edge is further dissolved at the top of the building where defined internal areas are pulled well off the building perimeter to give way to a verdant garden sanctuary. The impression through these maneuvers is that the building is smaller and steps in at its top.

Discourage blank walls visible from the public realm. Where a solid external wall is unavoidable, walls should be detailed and include articulation to provide visual interest.
There are no blank walls proposed on any elevation, with all incorporating glazed facades, including the south. The core is positioned inboard of the southern elevation with typical office floor amenities engaging with the facade. This affords the possibility that these spaces have access to natural daylight, rather than giving this wall over to a solid blank core wall.

Be designed as a series of smaller building forms on larger sites which contribute positively to their context and historic urban grain form.
The proposal seeks to establish a unified and singular urban gesture, one that is instantly recognizable from a distance yet reveals nuance and richness upon close encounter. The design aspires to contribute a distinctive architectural identity to Cremorne, balancing a strong, cohesive form with a finely tuned response to its immediate urban context. We see this as an important part of the sustainability story of the project – to be seen as a front runner to future developments with similar aspirations.
In doing so, the project takes cues from significant recent developments such as the SEEK Headquarters, Reece Building, Matter House, and 9 Cremorne Street. Each of these precedents demonstrates how larger, campus style buildings can be integrated sensitively within Cremorne's finer grain industrial fabric, offering a sense of destination while maintaining engagement and permeability at street level. Similarly, this proposal aims to operate at both scales. As a landmark within the broader precinct and as a neighbour within the intimate network of Cremorne's laneways and warehouse streetscape.

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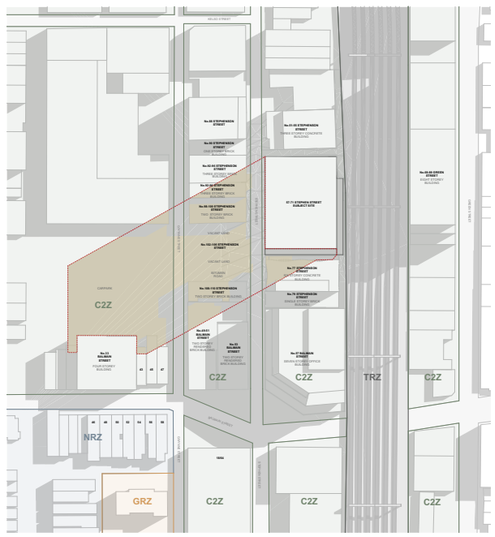
Finding Infinity

DESIGN RESPONSE
SHADOW DIAGRAM SEPTEMBER 22ND



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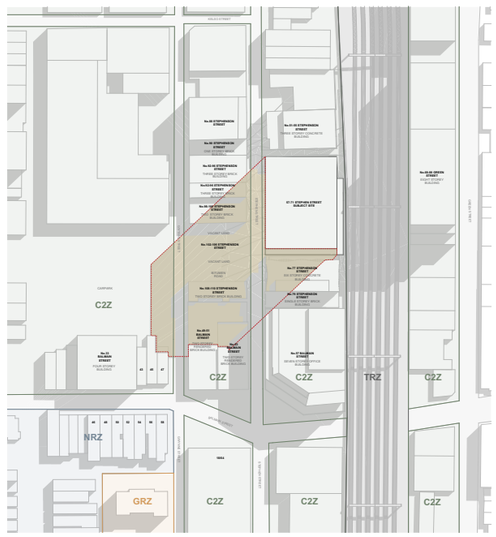

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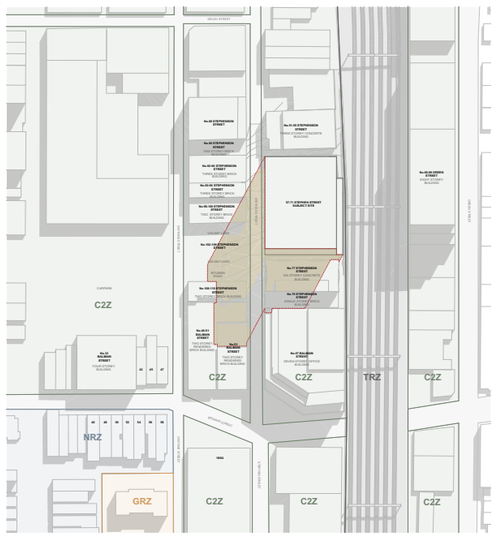

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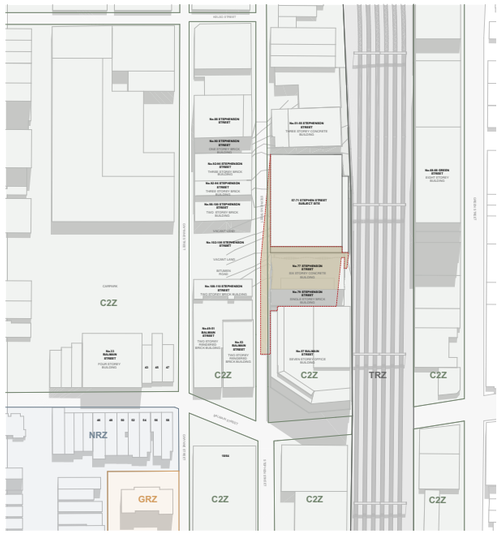

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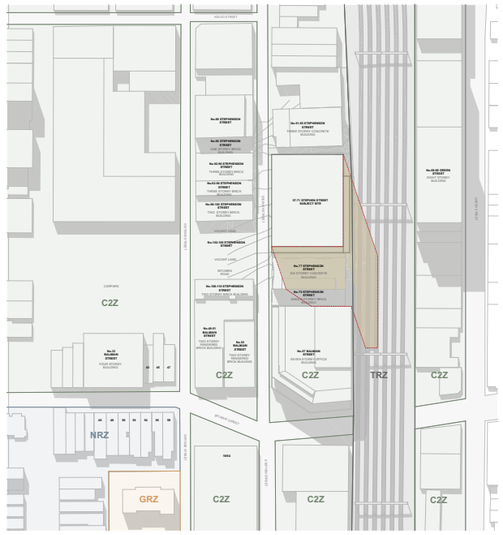

1300



1400



1500

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DESIGN RESPONSE
DEVELOPMENT SUMMARY

The 57-71 Stephenson Street site is a 1,616 m² landholding formed by consolidating four separate parcels in the heart of the Cremorne innovation precinct.

The project will deliver a total Gross Floor Area (GFA) of approximately 21,671 m² and a Net Lettable Area (NLA) of 13,145 m². The building is comprised of the following key uses and amenities:

Office Workspaces: ~12,791 m² (NLA)

Ground Floor Retail / Hospitality: ~353 m² (NLA)

End of Trip Facilities: ~118 m²

Car Parking: 72 spaces

Bicycle Parking: 120 spaces / ~185 m² bike store

GFA SUMMARY

BASEMENT 2	GFA	63.83
BASEMENT 1	GFA	1,614.15
GROUND FLOOR	GFA	1,581.74
MEZZANINE	GFA	443.15
FIRST FLOOR	GFA	1,079.01
SECOND FLOOR	GFA	950.79
THIRD FLOOR	GFA	1,275.75
FOURTH FLOOR	GFA	1,275.75
FIFTH FLOOR	GFA	1,275.75
SIXTH FLOOR	GFA	1,275.75
SEVENTH FLOOR	GFA	1,275.75
EIGHTH FLOOR	GFA	1,275.75
NINTH FLOOR	GFA	1,275.75
TENTH FLOOR	GFA	1,275.75
ELEVENTH FLOOR	GFA	1,275.75
TWELFTH FLOOR	GFA	1,275.75
THIRTEENTH FLOOR	GFA	1,275.75
FOURTEENTH FLOOR	GFA	1,275.75
ROOF/PLANT	GFA	629.84
		21,671.51 m²

NLA SUMMARY

GROUND FLOOR	CAFE	353.60
FIRST FLOOR	WORKPLACE	471.44
SECOND FLOOR	WORKPLACE	530.15
THIRD FLOOR	WORKPLACE	1,018.83
FOURTH FLOOR	WORKPLACE	1,018.83
FIFTH FLOOR	WORKPLACE	1,018.83
SIXTH FLOOR	WORKPLACE	1,018.83
SEVENTH FLOOR	WORKPLACE	1,018.83
EIGHTH FLOOR	WORKPLACE	1,018.83
NINTH FLOOR	WORKPLACE	1,018.83
TENTH FLOOR	WORKPLACE	1,018.83
ELEVENTH FLOOR	WORKPLACE	1,018.83
TWELFTH FLOOR	WORKPLACE	1,018.83
THIRTEENTH FLOOR	WORKPLACE	1,018.83
FOURTEENTH FLOOR	WORKPLACE	582.56
		13,144.88 m²

NLA BREAKDOWN - WIDE BAND CONDITIONED AREA

THIRD FLOOR	WIDE BAND CONDITIONED SPACE	303.39
FOURTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
FIFTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
SIXTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
SEVENTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
EIGHTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
NINTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
TENTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
ELEVENTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
TWELFTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
THIRTEENTH FLOOR	WIDE BAND CONDITIONED SPACE	303.39
		3,337.29 m²

NLA BREAKDOWN - ROOM AREAS

GROUND FLOOR	CAFE	353.60
MEZZANINE	EXERCISE ROOM	84.08
FIRST FLOOR	CARER'S ROOM	25.59
		463.27 m²

PUBLICLY ACCESSIBLE SPACE

GROUND FLOOR	PUBLICLY ACCESSIBLE SPACE	609.57
FIRST FLOOR	PUBLICLY ACCESSIBLE SPACE	230.34
		839.91 m²

CARPARK SUMMARY

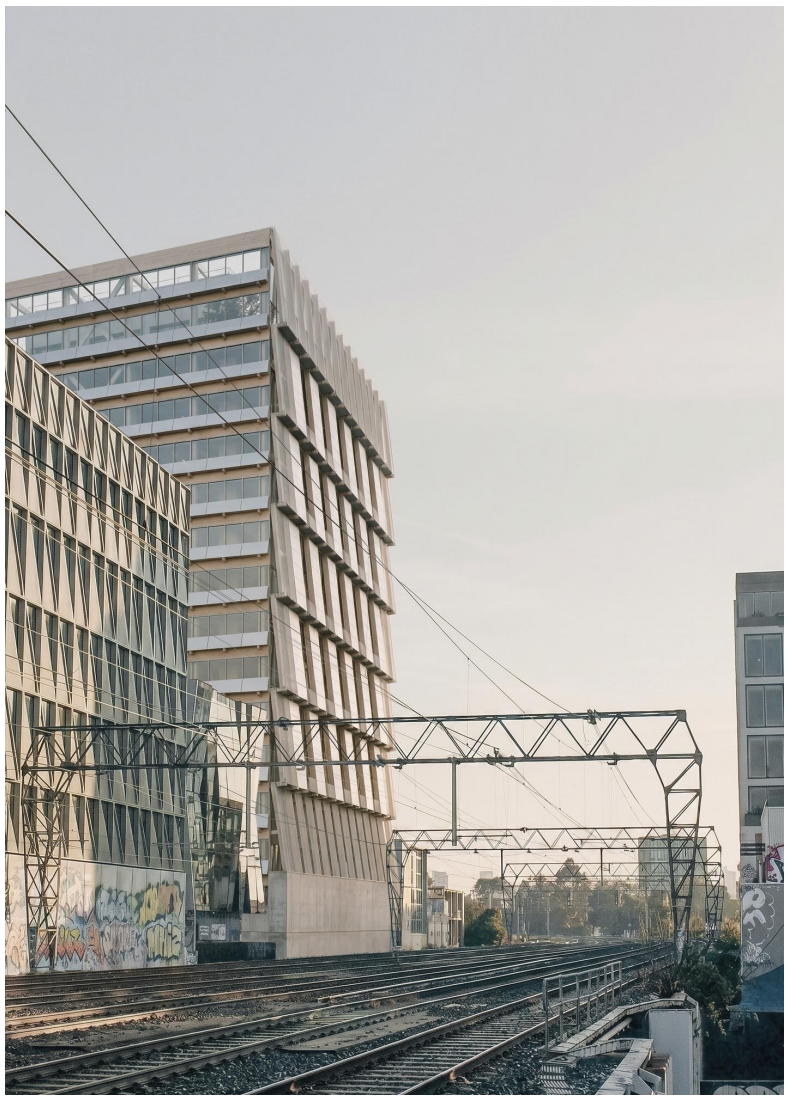
KLAUS TRENDVARIO 6300/225
60
ON GRADE PARKING SPACE
12

BIKE PARK SUMMARY

GROUND FLOOR	Visitor Bike Space (on grade)
	8
MEZZANINE	Bike Stacker Space
	82
MEZZANINE	On grade Bike Space
	14
MEZZANINE	Visitor Bike Space (vertical)
	16
	120

SERVICE AREA SUMMARY

BASEMENT 1	BIN ROOM	63.68
BASEMENT 1	SERVICES	96.22
GROUND FLOOR	SERVICES	44.11
GROUND FLOOR	EOT	145.88
GROUND FLOOR	SUBSTATION	34.67
MEZZANINE	BIKE STORE	184.57
MEZZANINE	SERVICES	1.19
ROOF/PLANT	ROOF PLANT	639.30
		1,209.62 m²





57-71 Stephenson Street, Cremorne

ISSUE TP01
DATE 16/6/2026

ID	NAME
DA0.000	COVER
DA0.002	DEVELOPMENT SUMMARY
DA1.101	LOCATION PLAN
DA1.102	EXISTING SITE PLAN
DA1.104	PROPOSED SITE PLAN
DA2.100	BASEMENT 1
DA2.101	GROUND FLOOR PLAN
DA2.102	MEZZANINE FLOOR PLAN
DA2.103	FIRST FLOOR PLAN
DA2.104	SECOND FLOOR PLAN
DA2.105	THIRD FLOOR PLAN
DA2.106	FOURTH FLOOR PLAN
DA2.107	FIFTH FLOOR PLAN
DA2.108	SIXTH FLOOR PLAN
DA2.109	SEVENTH FLOOR PLAN
DA2.110	EIGHTH FLOOR PLAN
DA2.111	NINTH FLOOR PLAN
DA2.112	TENTH FLOOR PLAN
DA2.113	ELEVENTH FLOOR PLAN
DA2.114	TWELFTH FLOOR PLAN
DA2.115	THIRTEENTH FLOOR PLAN
DA2.116	FOURTEENTH FLOOR PLAN
DA2.117	ROOF PLAN
DA3.100	ELEVATIONS
DA3.101	ELEVATIONS
DA3.102	ELEVATIONS
DA3.103	ELEVATIONS
DA4.100	SECTIONS
DA4.101	SECTIONS
DA4.102	SECTIONS
DA4.103	SECTIONS
DA4.104	SECTIONS
DA5.101	NORTH INTERFACE
DA5.102	NORTH INTERFACE

ID	NAME
DA5.103	WEST INTERFACE
DA5.104	WEST INTERFACE
DA5.105	NORTH INTERFACE DETAIL
DA5.106	NORTH INTERFACE DETAIL
DA5.107	WEST INTERFACE DETAIL
DA5.108	WEST INTERFACE DETAIL
DA5.201	FACADE TYPE 1 - SECTION
DA5.203	FACADE TYPE 1 - 3D VIEW
DA5.204	FACADE TYPE 2 - SECTION
DA5.206	FACADE TYPE 2 - 3D VIEW
DA5.207	FACADE TYPE 3 - SECTION
DA5.209	FACADE TYPE 3 - 3D VIEW
DA5.210	FACADE TYPE 4 - SECTION
DA5.212	FACADE TYPE 4 - 3D VIEW
DA8.100	EQUINOX SHADOW PLAN 0900
DA8.101	EQUINOX SHADOW PLAN 1000
DA8.102	EQUINOX SHADOW PLAN 1100
DA8.103	EQUINOX SHADOW PLAN 1200
DA8.104	EQUINOX SHADOW PLAN 1300
DA8.105	EQUINOX SHADOW PLAN 1400
DA8.106	EQUINOX SHADOW PLAN 1500
DA9.100	MATERIAL SCHEDULE

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57-71 Stephenson Street Cremorne
VIC 3121

REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

COVER

REVISION TP01

DA0.000

Edition Office PTY LTD ABN 84 113 711 587

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

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DEVELOPMENT SUMMARY

REVISION
TP01

DA0.002

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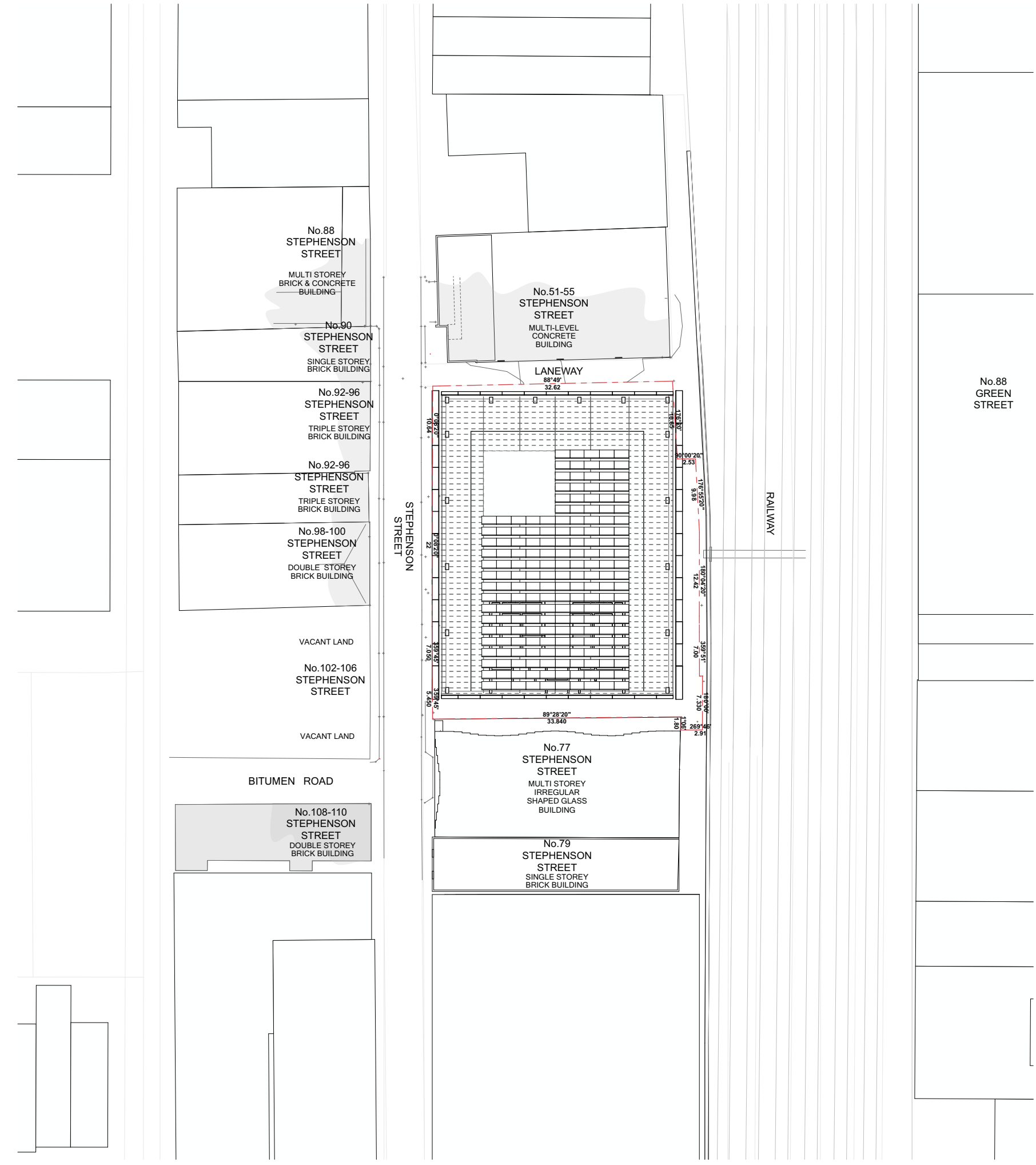

LOCATION PLAN
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REVISIONS

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TP1	16/6/2026	TOWN PLANNING APPLICATION

LOCATION PLAN

REVISION
TP01

DA1.101

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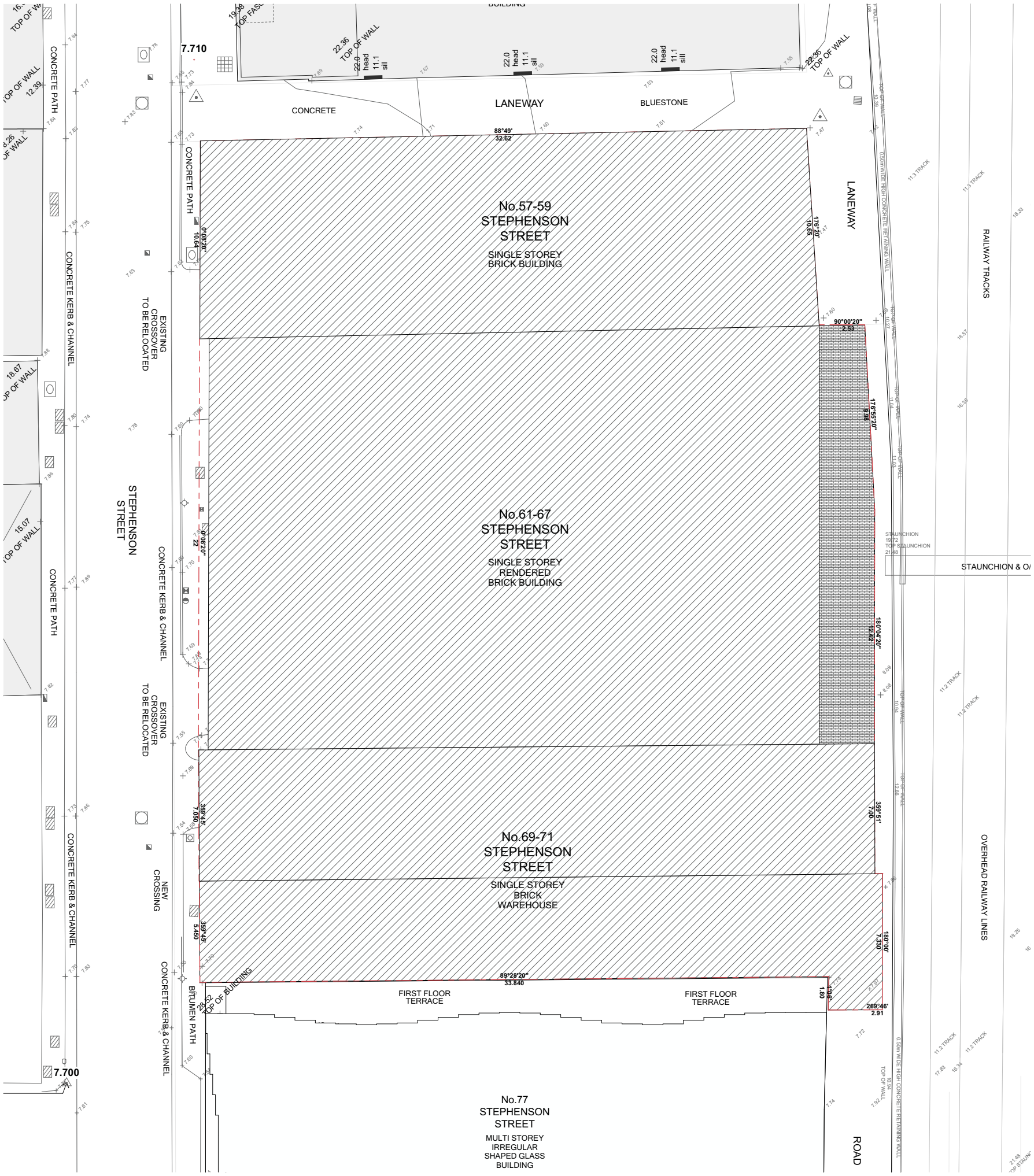

EXISTING SITE PLAN
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ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

EXISTING SITE PLAN

REVISION
TP01

DA1.102

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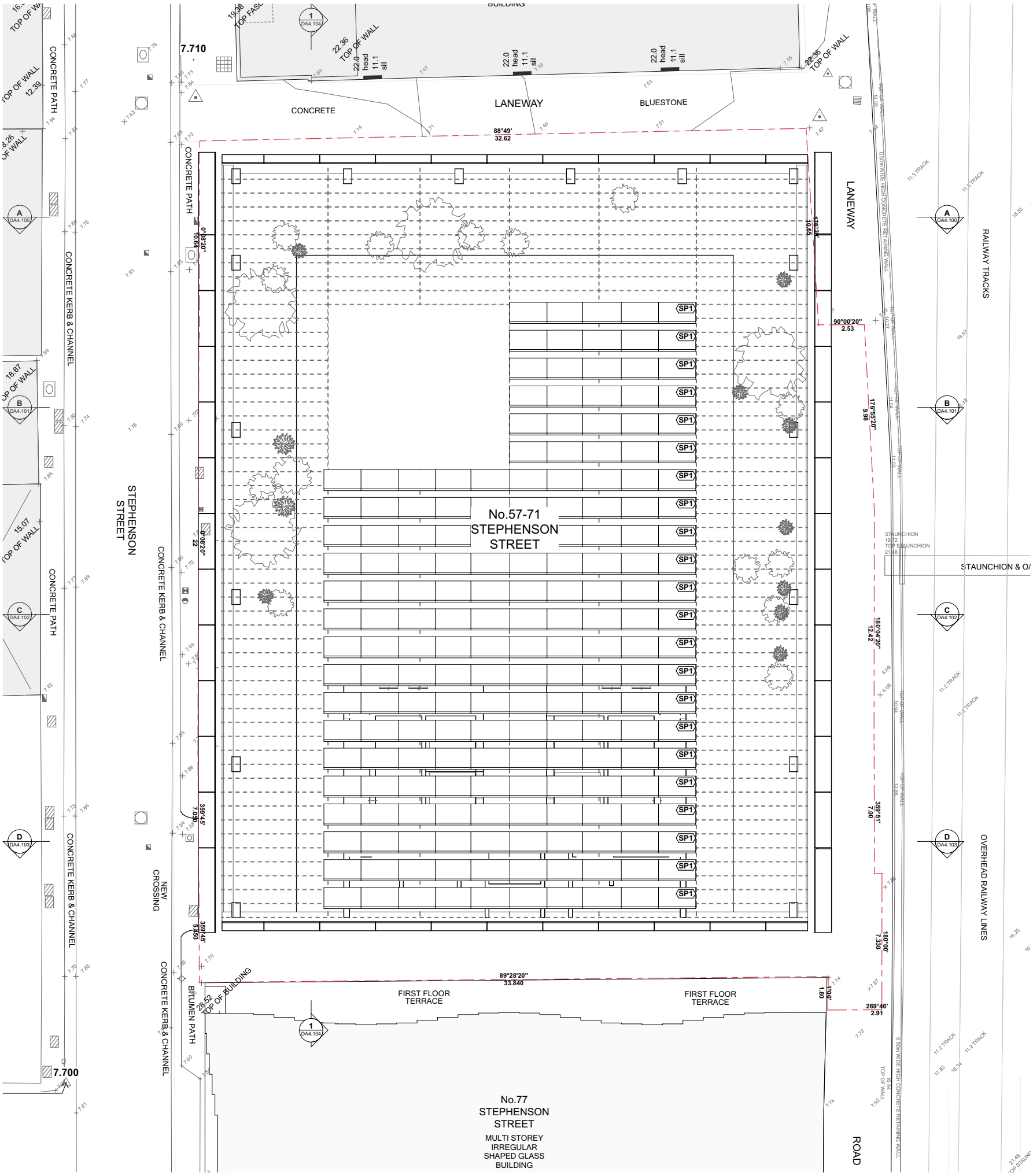

SITE PLAN
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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

PROPOSED SITE PLAN

REVISION TP01

DA1.104

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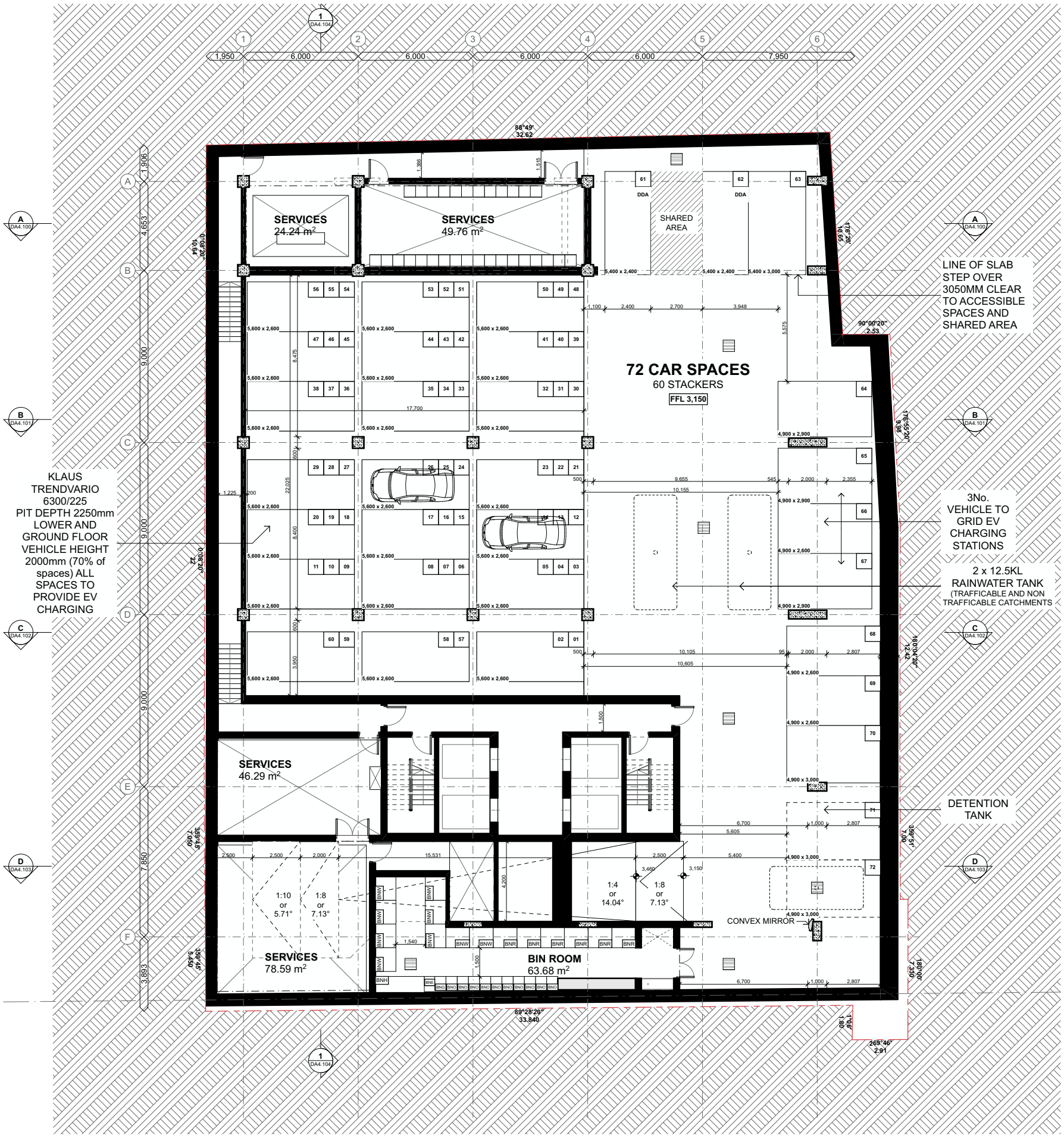

BASEMENT 1
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REVISIONS

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TP1	16/6/2026	TOWN PLANNING APPLICATION

BASEMENT 1

REVISION
TP01

DA2.100

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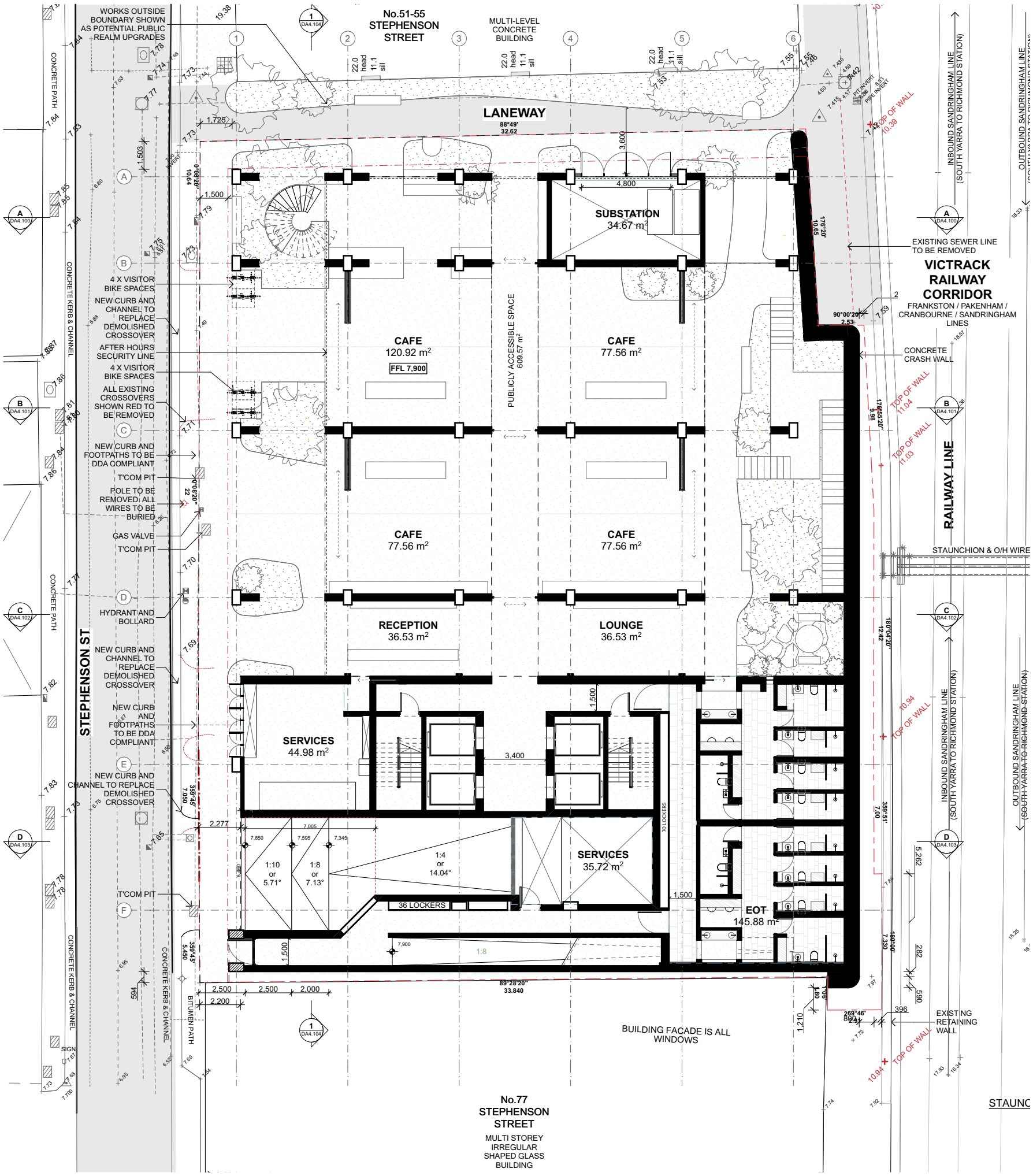

GROUND FLOOR
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GROUND FLOOR PLAN

REVISION TP01

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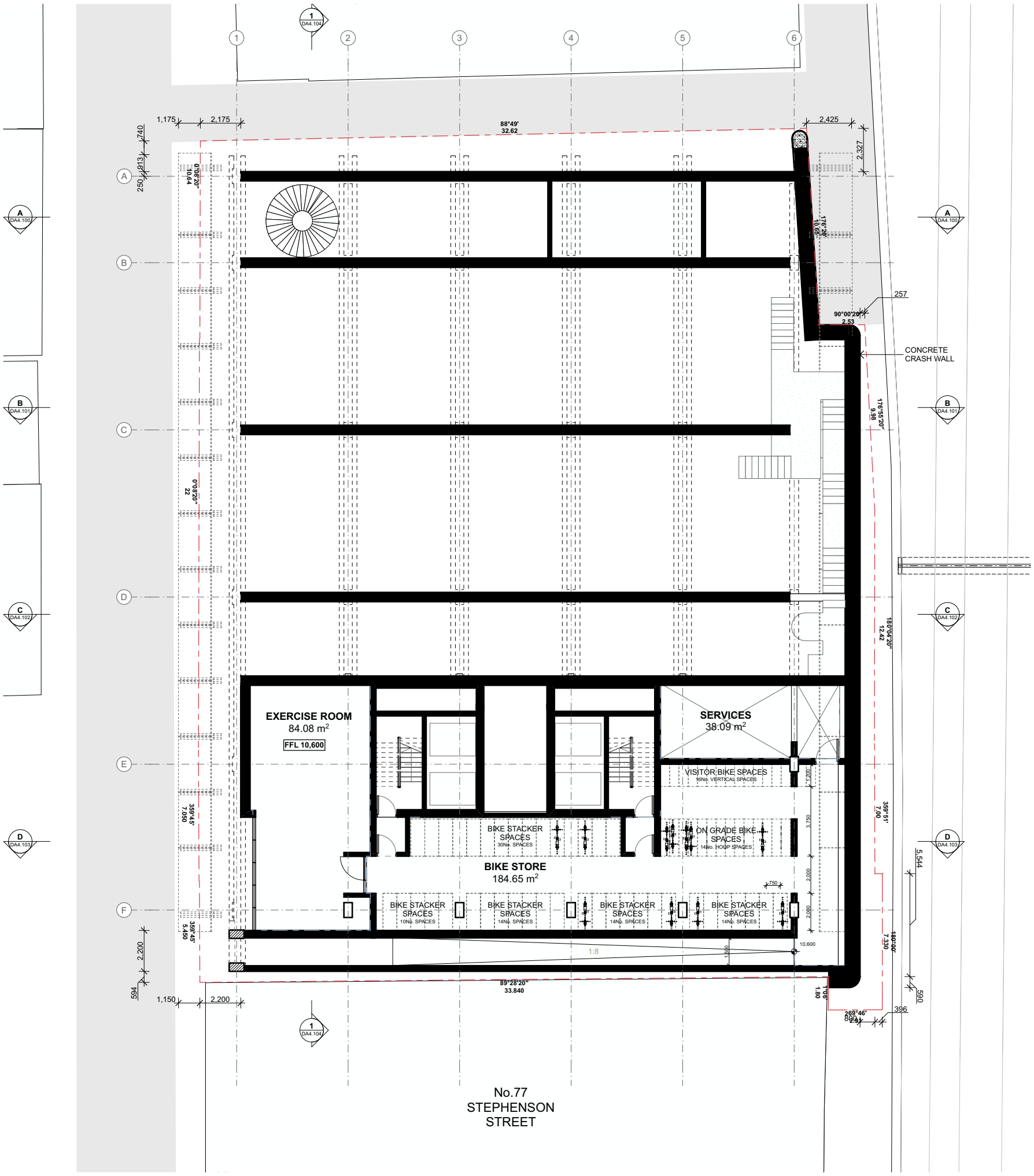

MEZZANINE
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TP1	16/6/2026	TOWN PLANNING APPLICATION

MEZZANINE FLOOR PLAN

REVISION TP01

DA2.102

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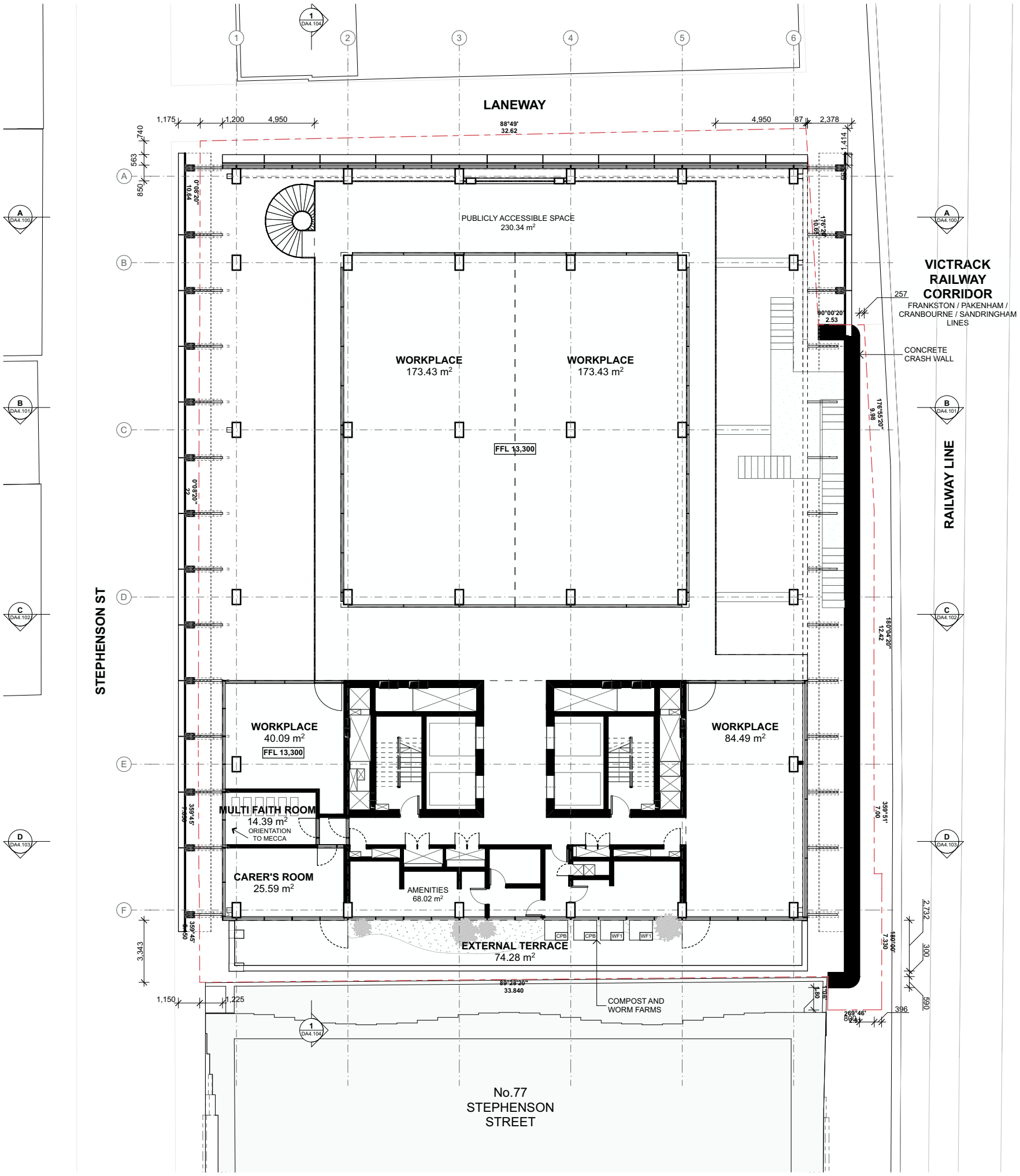

FIRST FLOOR
1:200

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REVISIONS

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FIRST FLOOR PLAN

REVISION TP01

DA2.103

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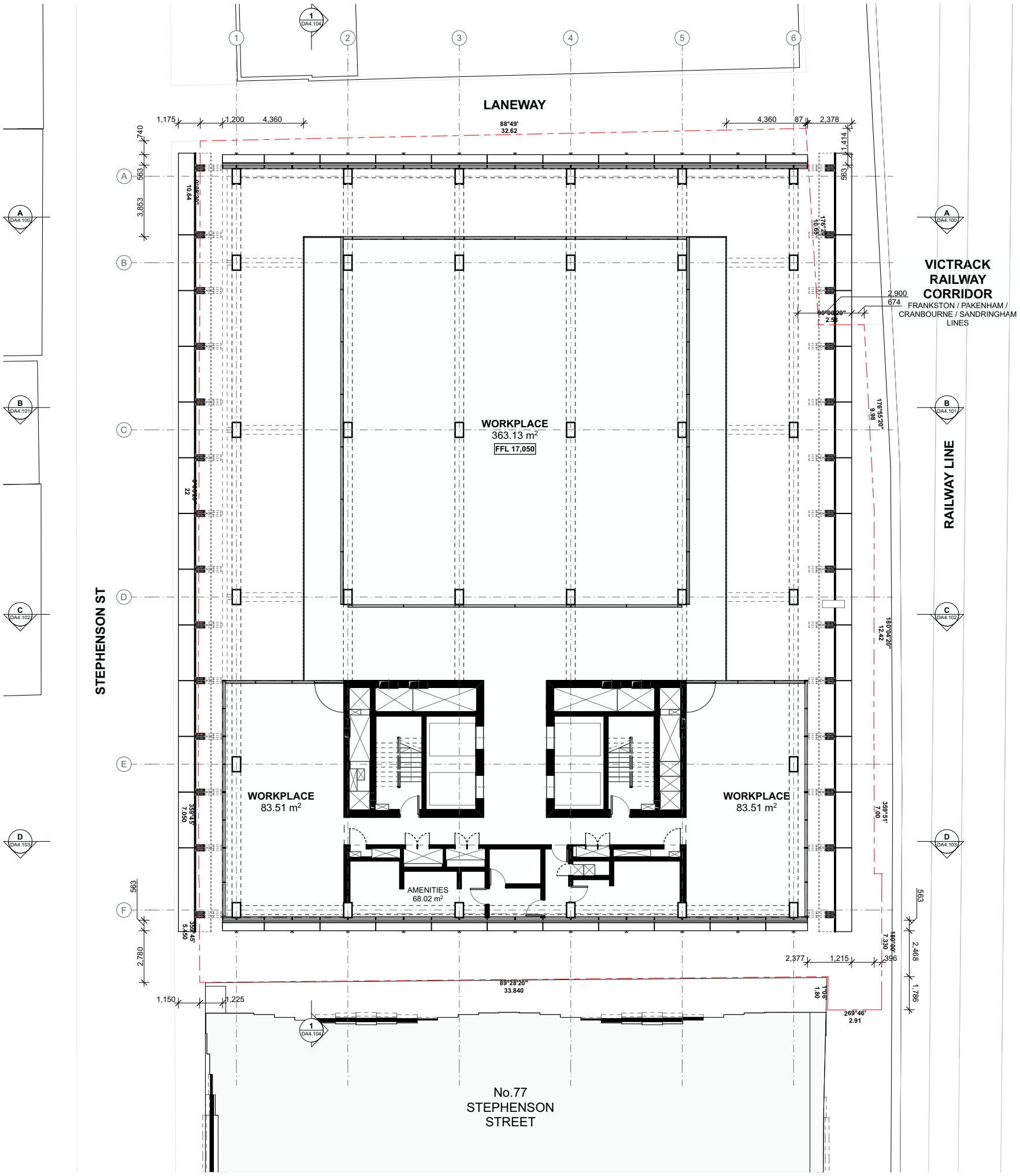

SECOND FLOOR
1:200

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SECOND FLOOR PLAN

REVISION
TP01

DA2.104

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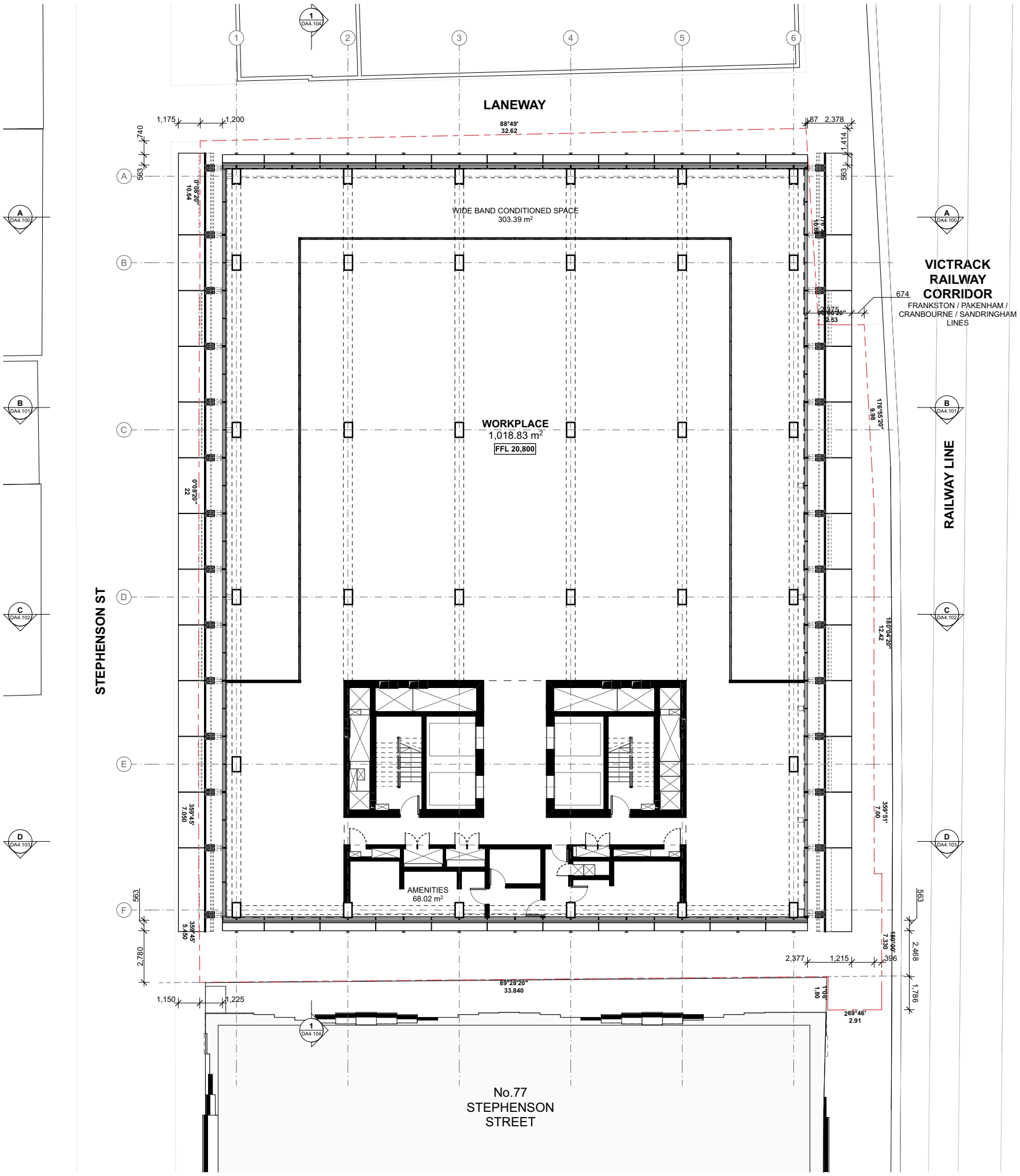

THIRD FLOOR
1:200

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CHECKED AR
SCALE A.S AT A3

V25007 57-71 Stephenson St
57-71 Stephenson Street Cremorne
VIC 3121

REVISIONS

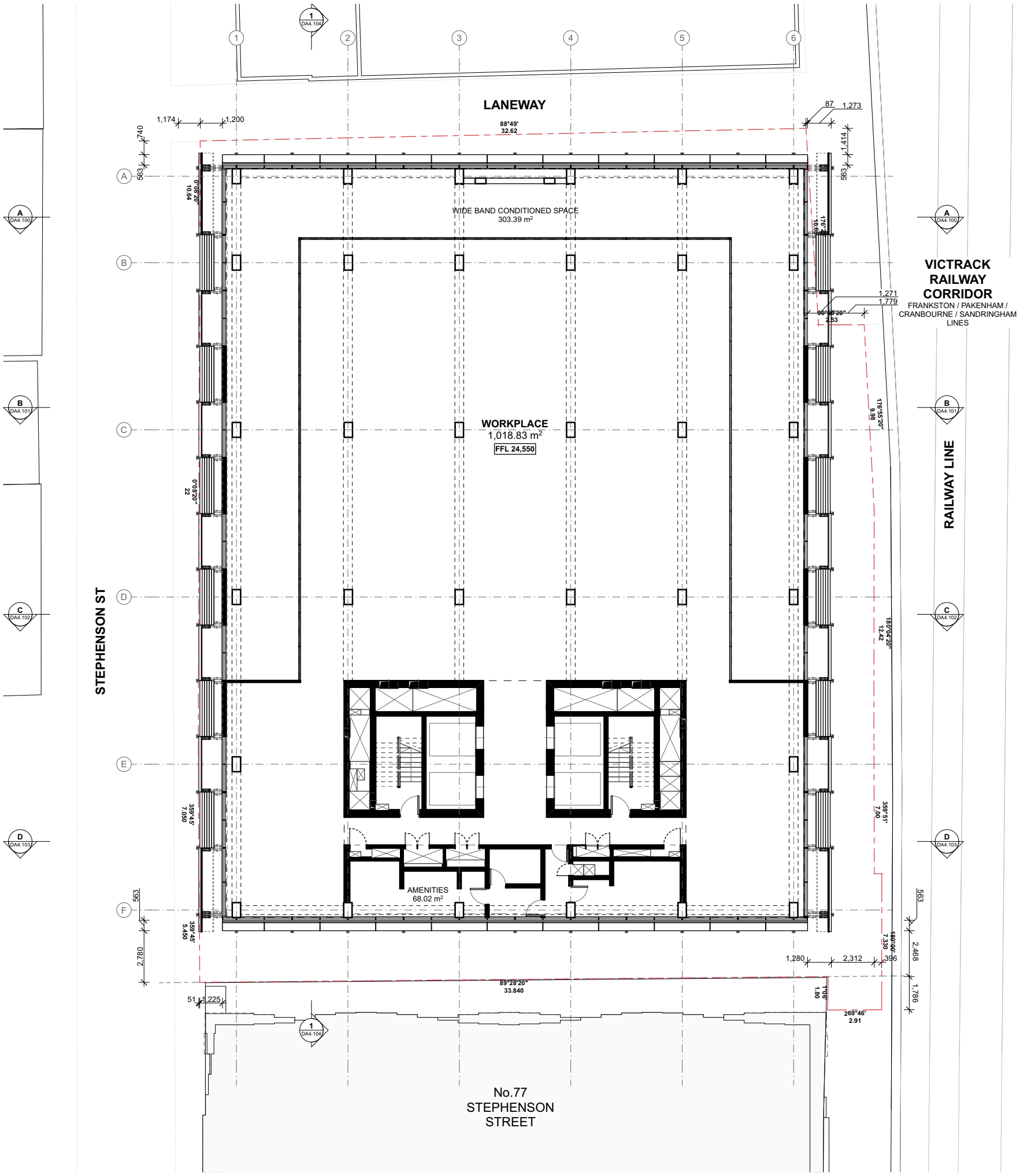
ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

THIRD FLOOR PLAN

REVISION
TP01

DA2.105

Edition Office PTY LTD ABN 84 113 711 587



FOURTH FLOOR
1:200

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FOURTH FLOOR PLAN

REVISION
TP01

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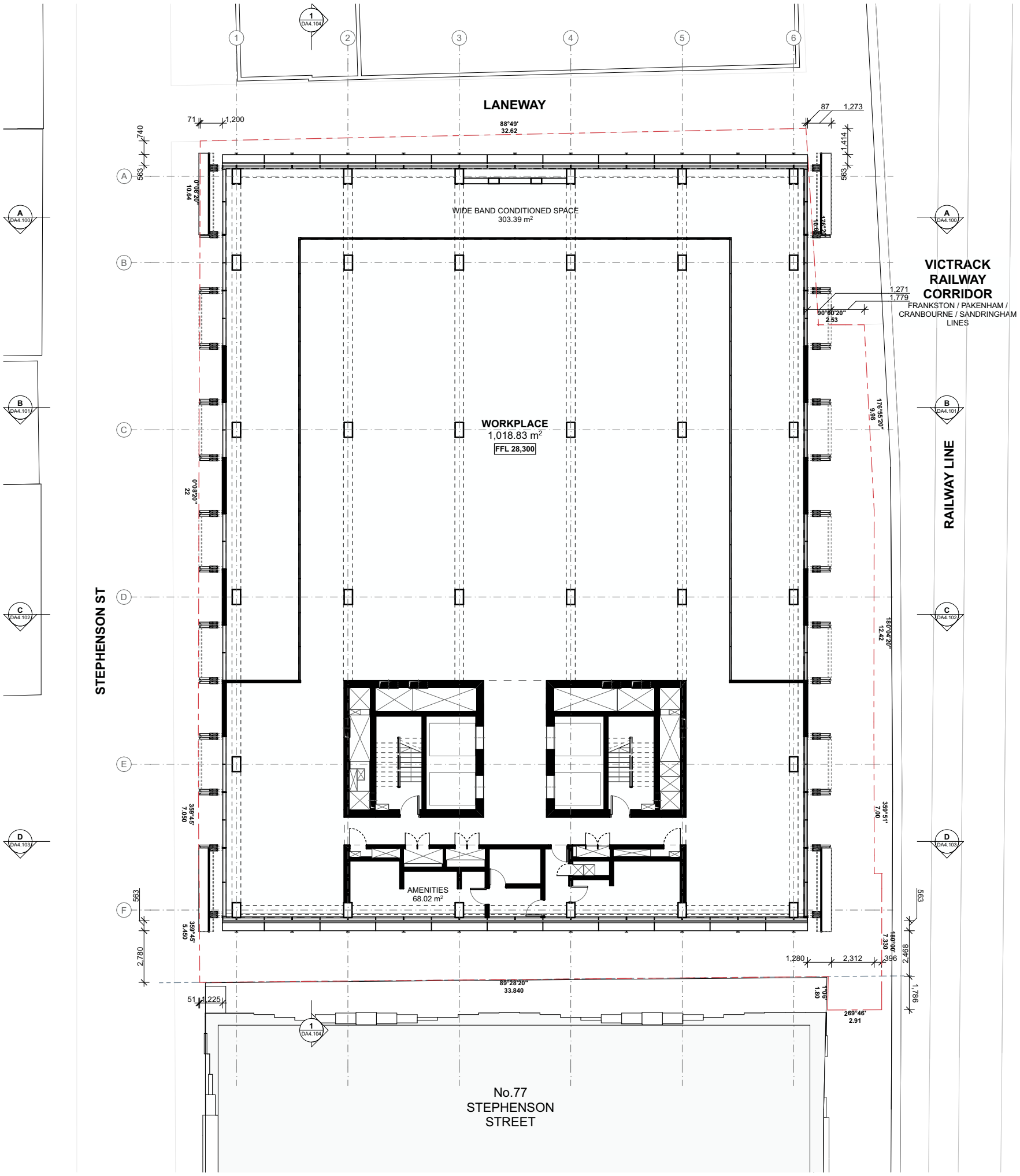

FIFTH FLOOR
1:200

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FIFTH FLOOR PLAN

REVISION TP01

DA2.107

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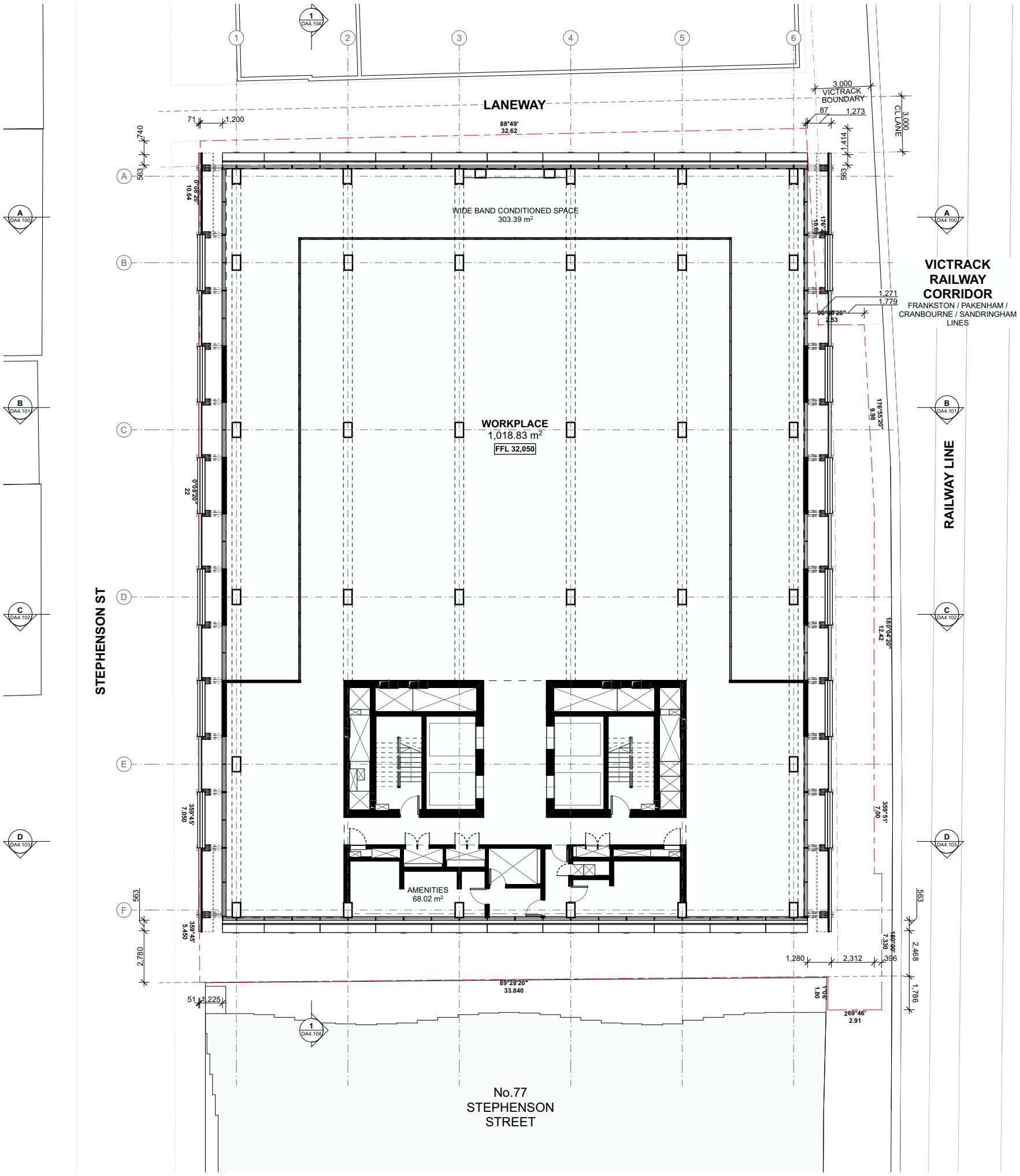

SIXTH FLOOR
1:200

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REVISIONS

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TP1	16/6/2026	TOWN PLANNING APPLICATION

SIXTH FLOOR PLAN

REVISION
TP01

DA2.108

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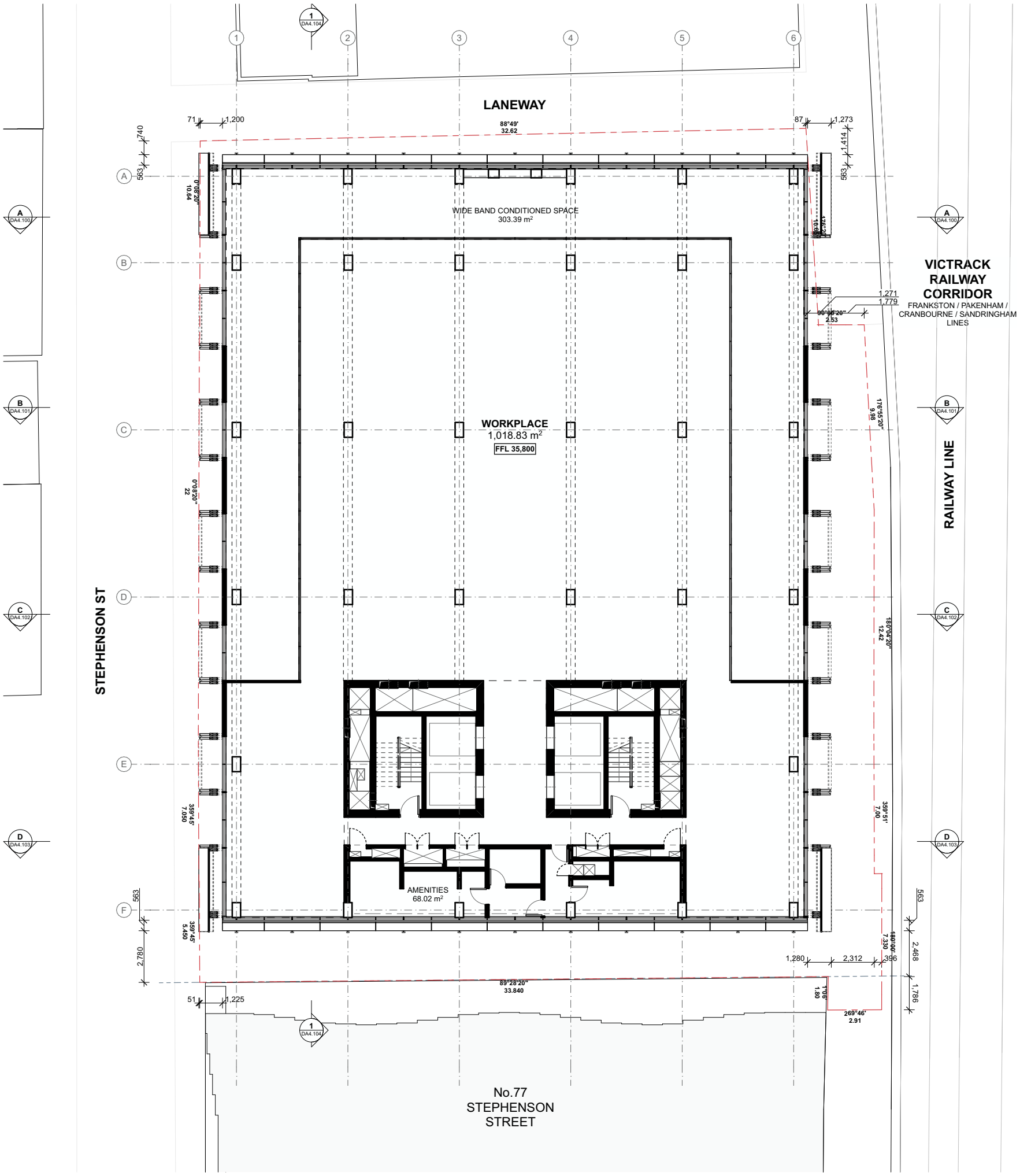

SEVENTH FLOOR
1:200

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ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

SEVENTH FLOOR PLAN

REVISION
TP01

DA2.109

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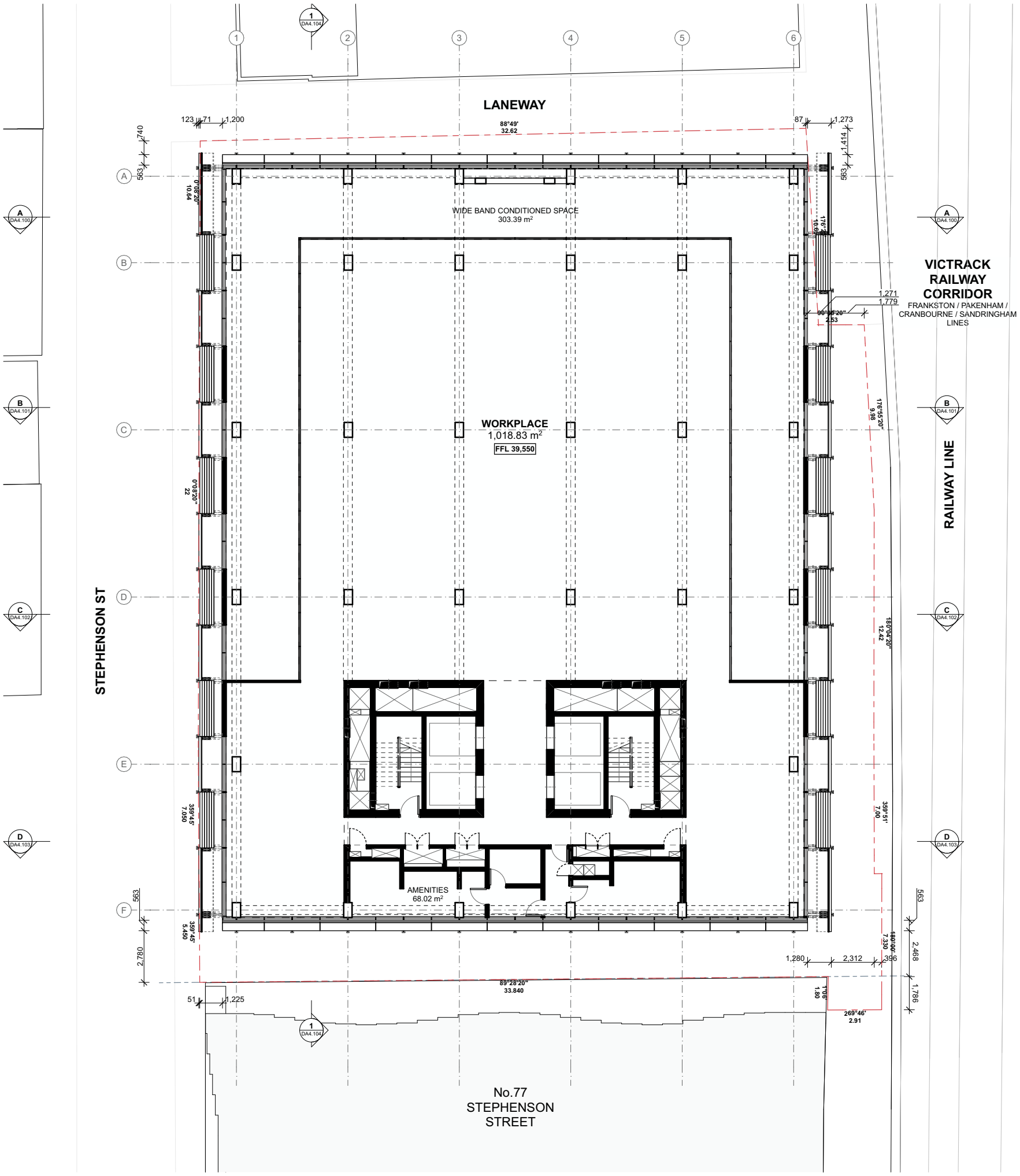

EIGHTH FLOOR
1:200

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ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

EIGHTH FLOOR PLAN

REVISION TP01

DA2.110

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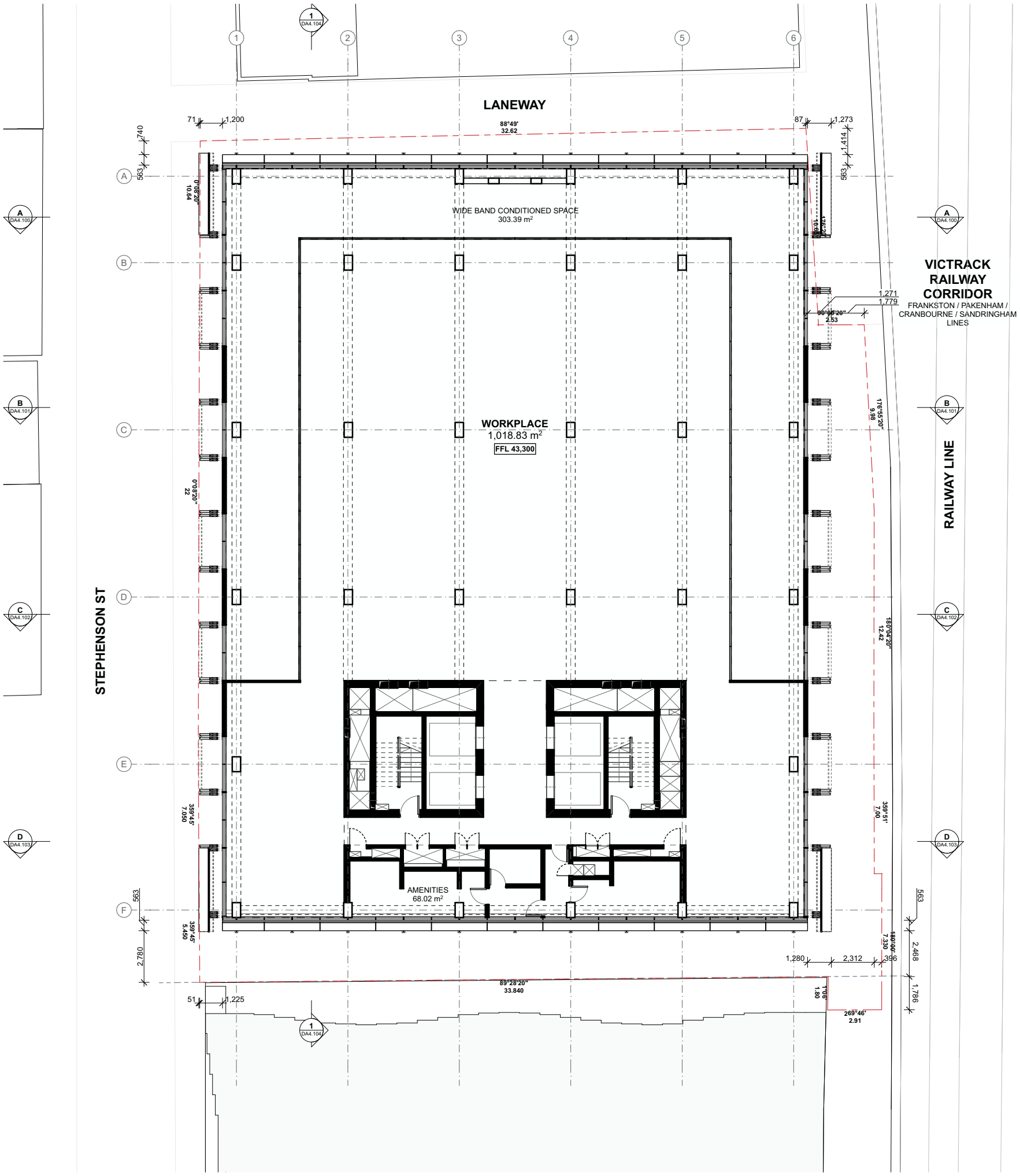

NINTH FLOOR
1:200

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

NINTH FLOOR PLAN

REVISION
TP01

DA2.111

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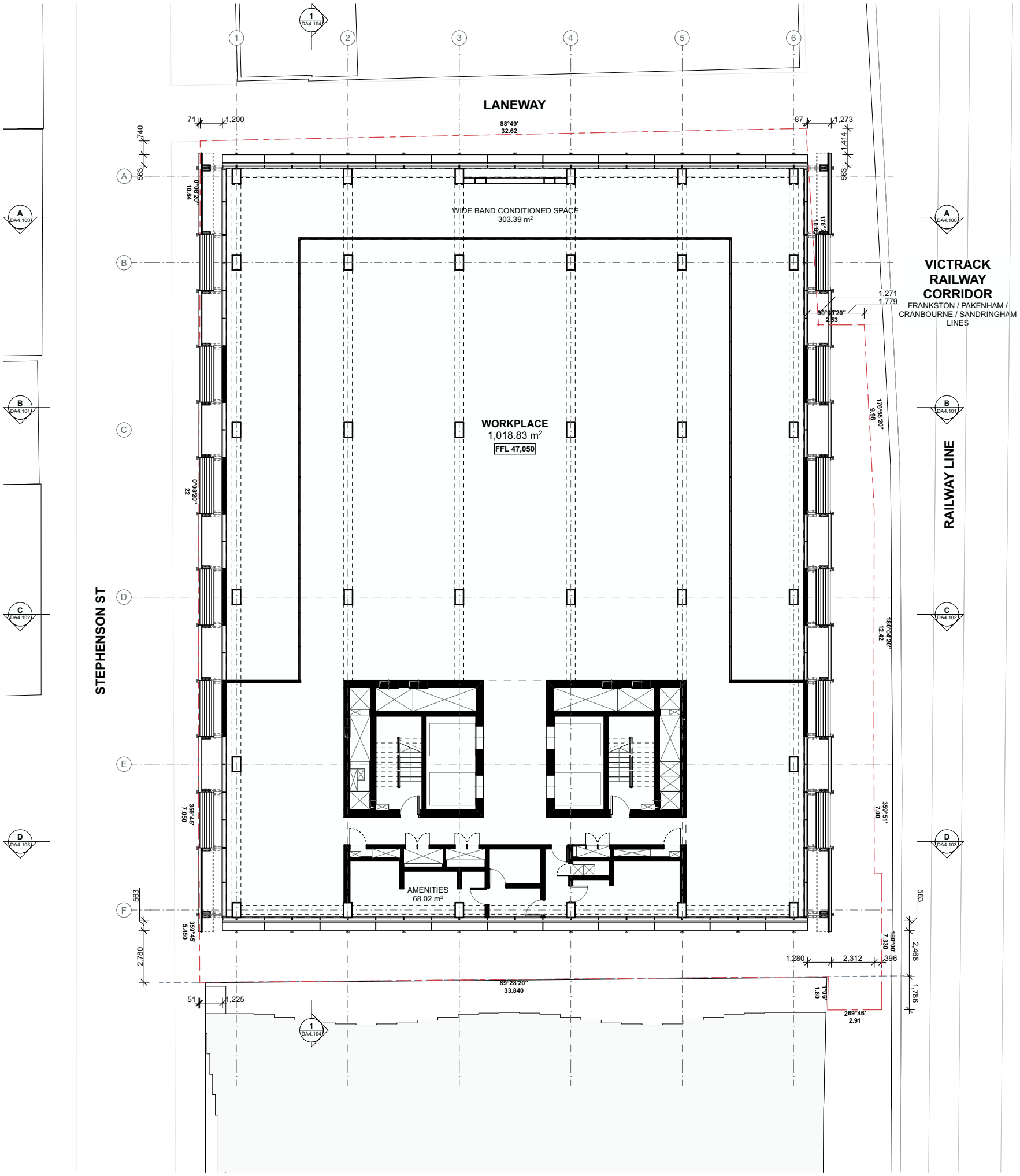

TENTH FLOOR

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

TENTH FLOOR PLAN

REVISION TP01

DA2.112

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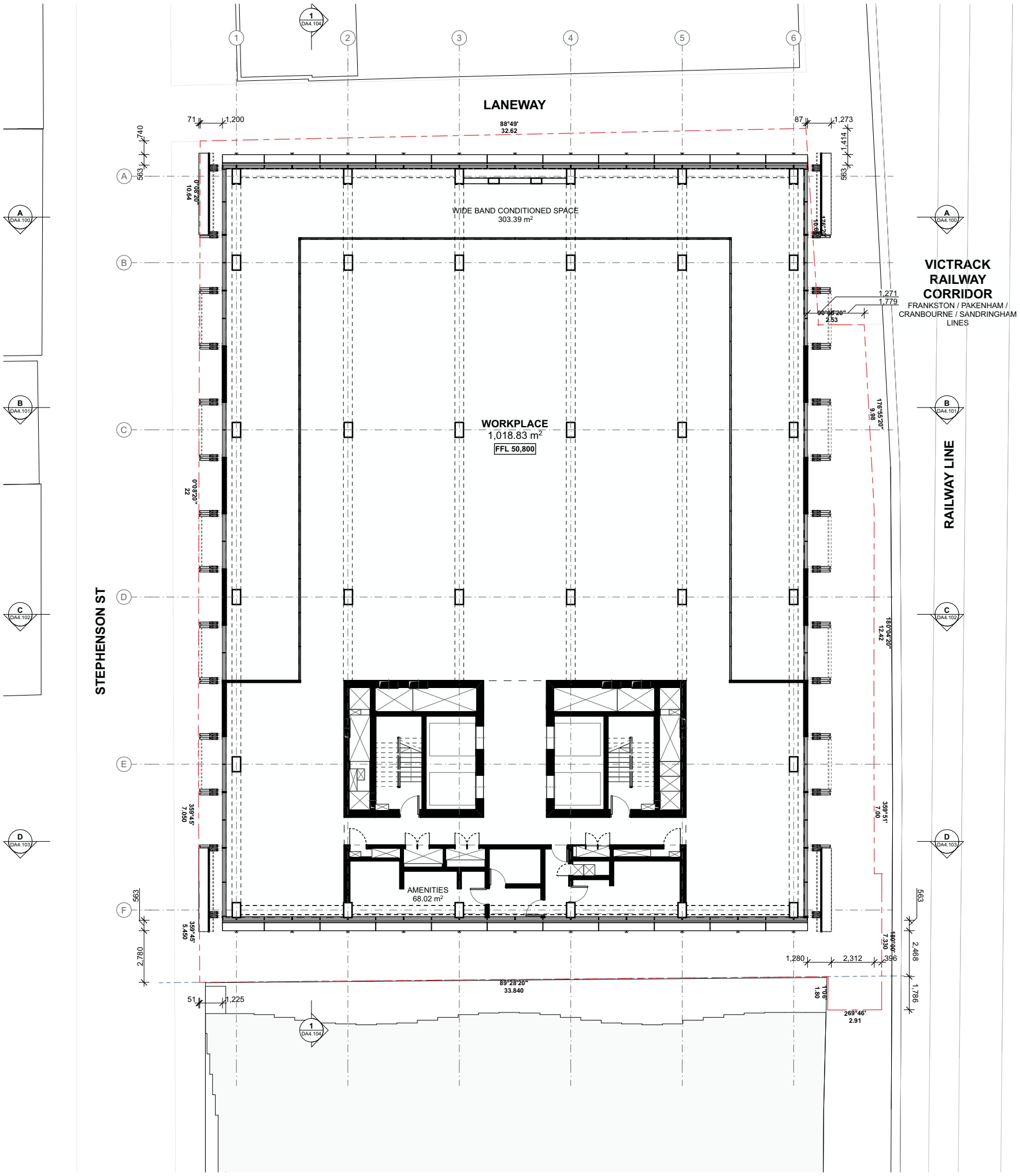

ELEVENTH FLOOR
1:200

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ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

ELEVENTH FLOOR PLAN

REVISION
TP01

DA2.113

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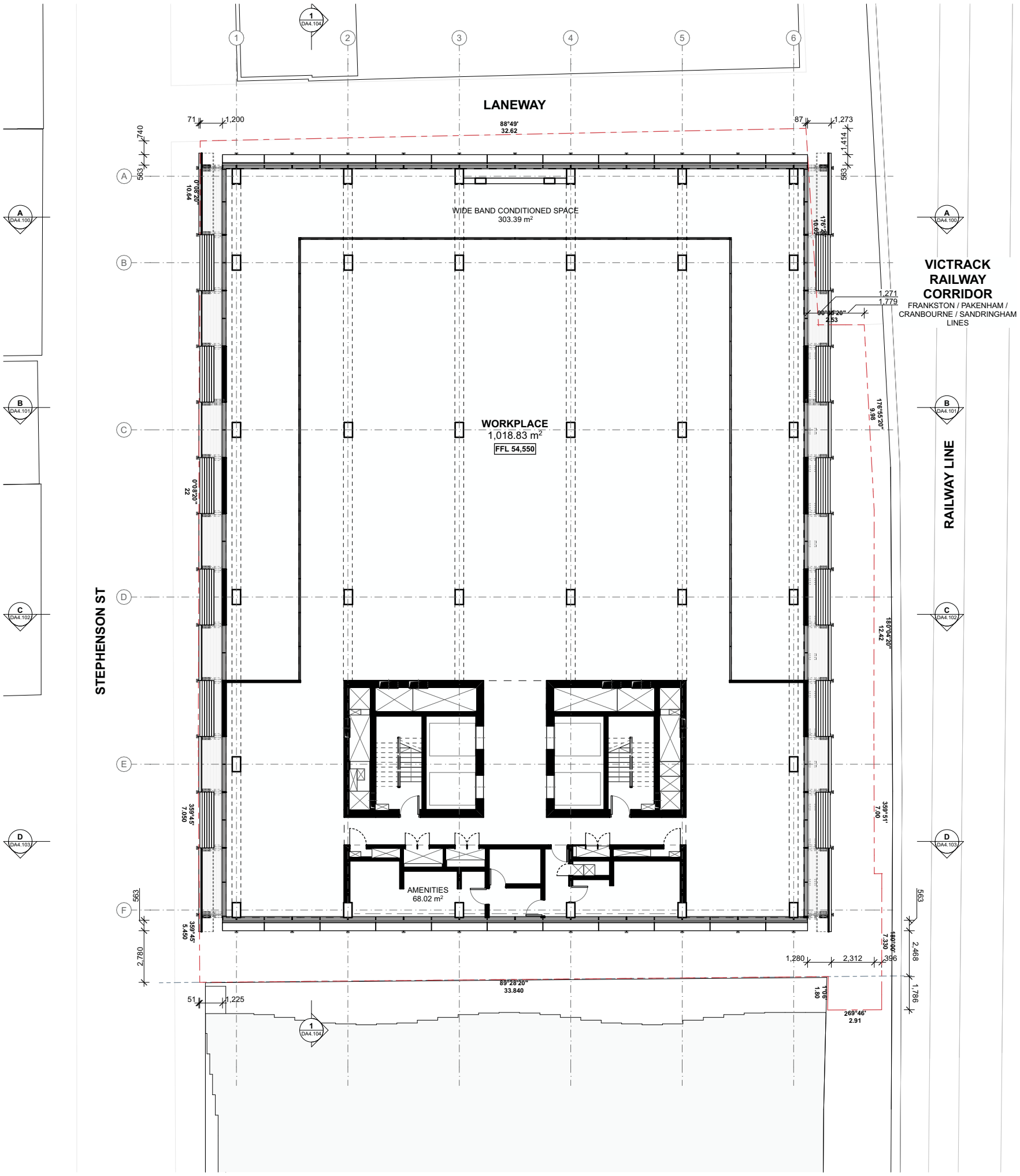

TWELFTH FLOOR
1:200

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ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

TWELFTH FLOOR PLAN

REVISION TP01

DA2.114

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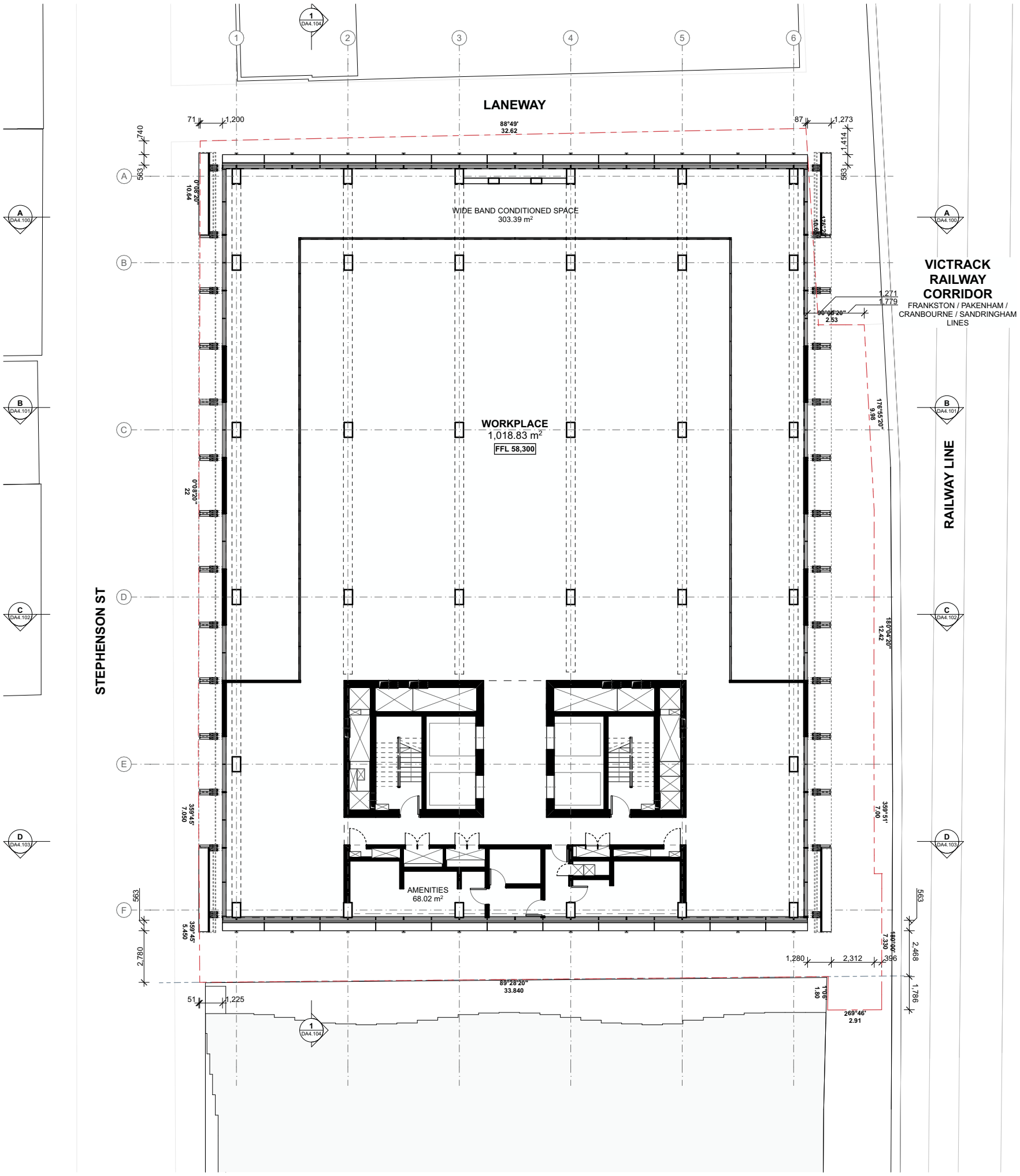

THIRTEENTH FLOOR
1:200

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TP1	16/6/2026	TOWN PLANNING APPLICATION

THIRTEENTH FLOOR PLAN

REVISION
TP01

DA2.115

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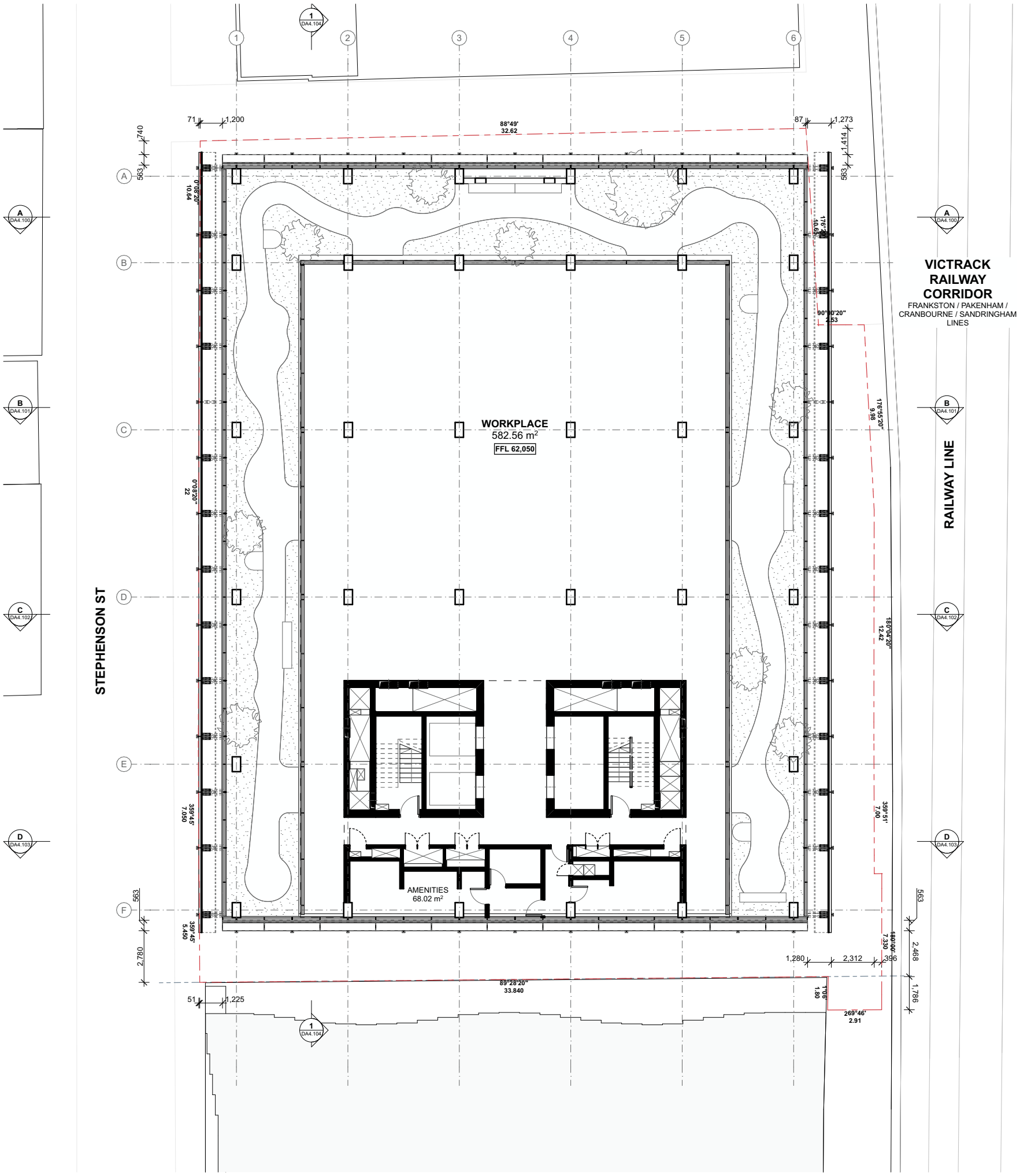

FOURTEENTH FLOOR
1:200

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FOURTEENTH FLOOR PLAN

REVISION
TP01

DA2.116

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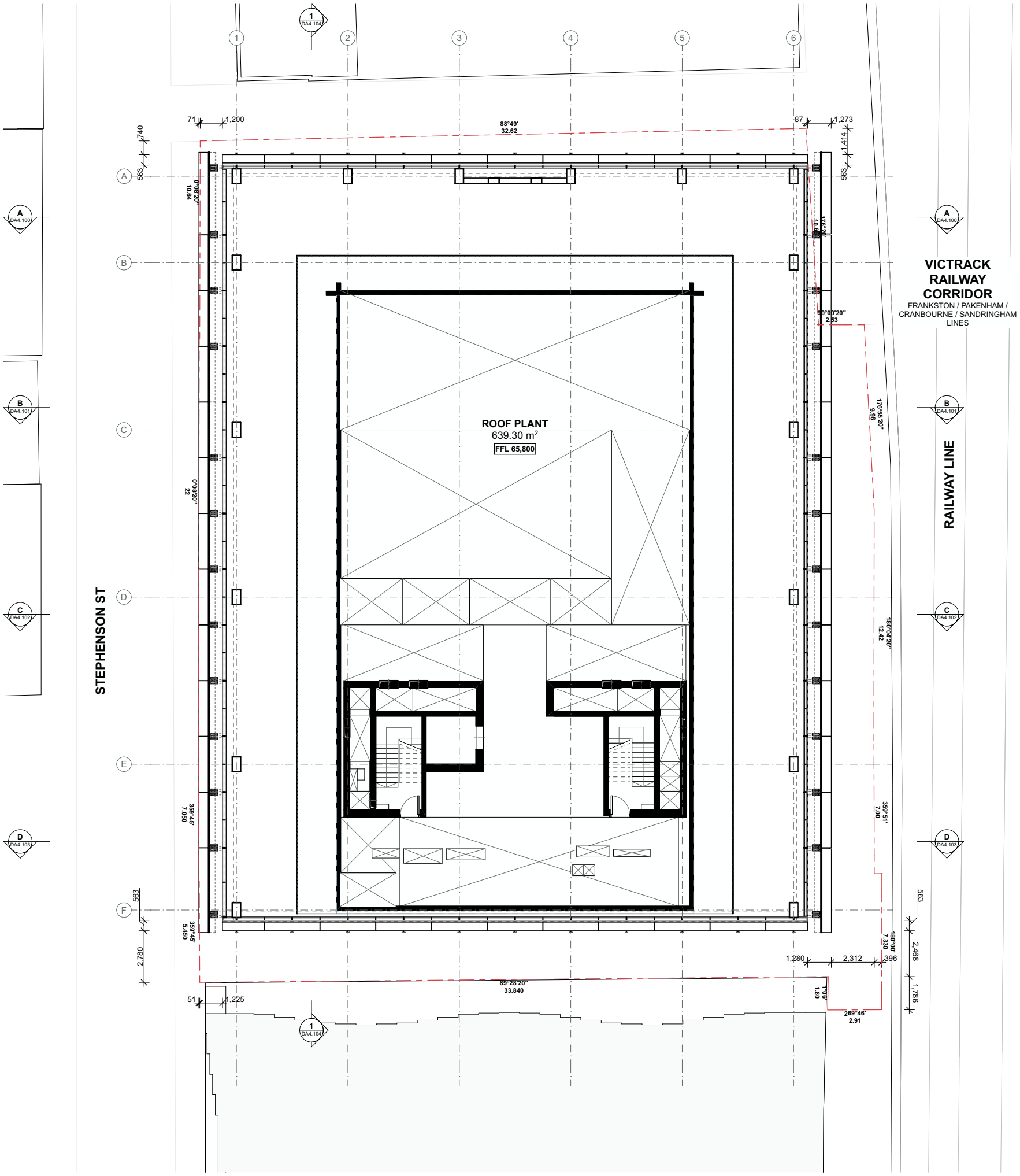

ROOF/PLANT
1:200

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REVISIONS

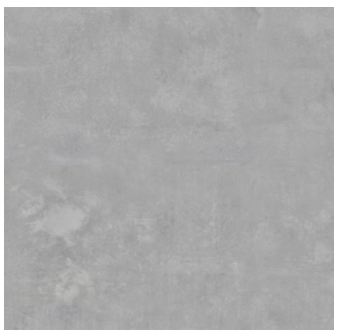
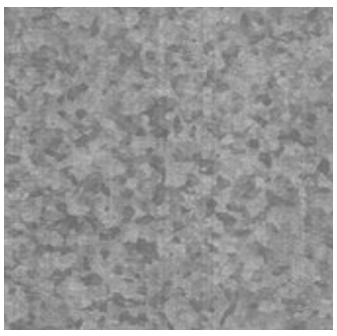
ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

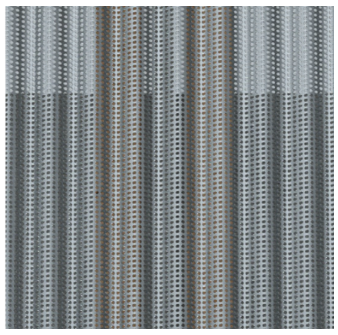
ROOF PLAN

REVISION
TP01

DA2.117

Edition Office PTY LTD ABN 84 113 711 587

FINISHES SCHEDULE				
REFERENCE IMAGE				
ID	BR2	CLT	CO3	GA1
NAME	Brick Recycled	Mass Timber Member	Concrete Exposed	Galvanised Metal

FINISHES SCHEDULE				
REFERENCE IMAGE				
ID	GL1	ML1	MS1	SP1
NAME	Glass Double Glazed	MassLam Column	Perforated Metal Screen	Solar Panel

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

MATERIAL SCHEDULE

REVISION
TP01

DA9.100

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



NORTH ELEVATION
1:250

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

ELEVATIONS

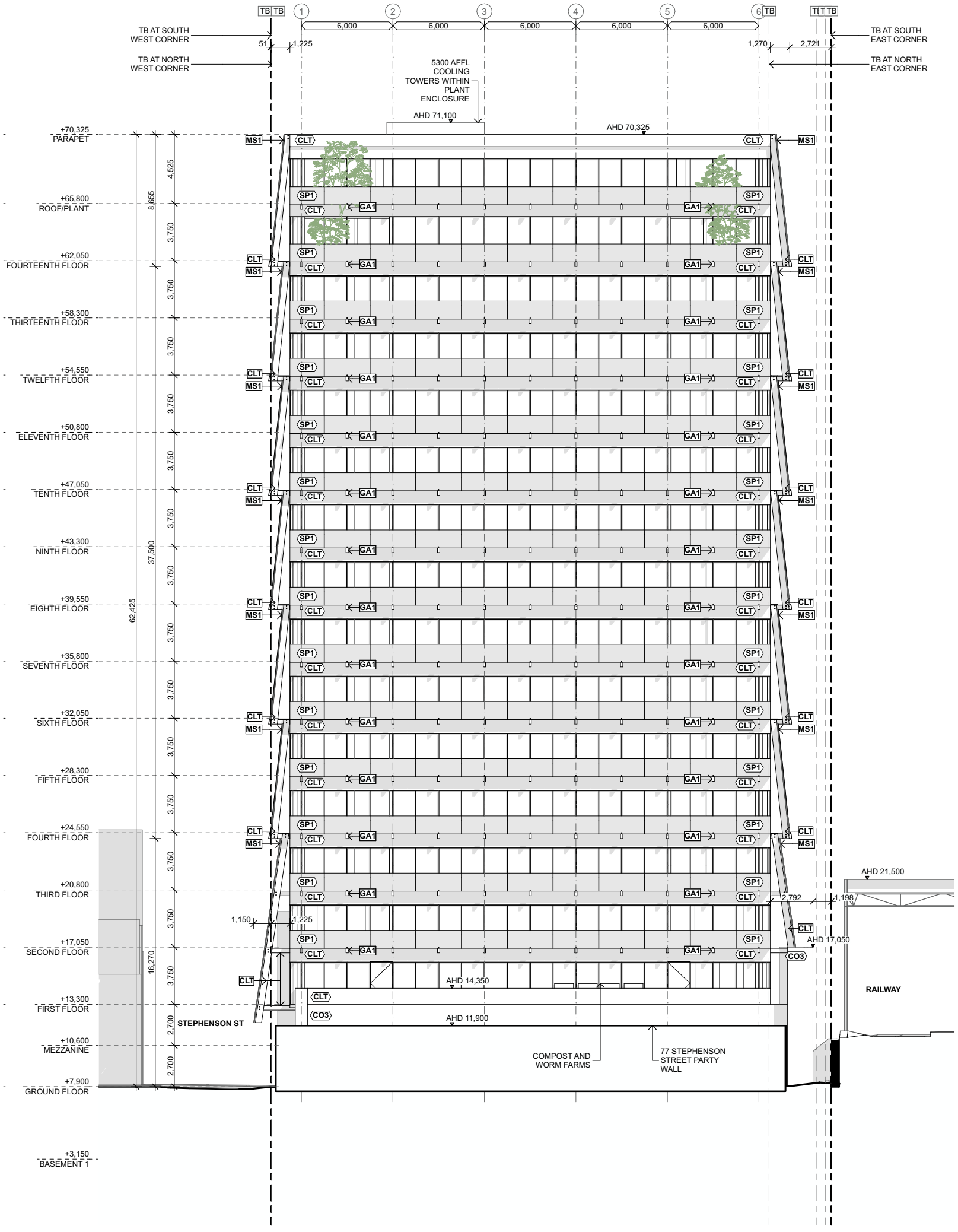
REVISION TP01

DA3.100

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



SOUTH ELEVATION
1:250

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

ELEVATIONS

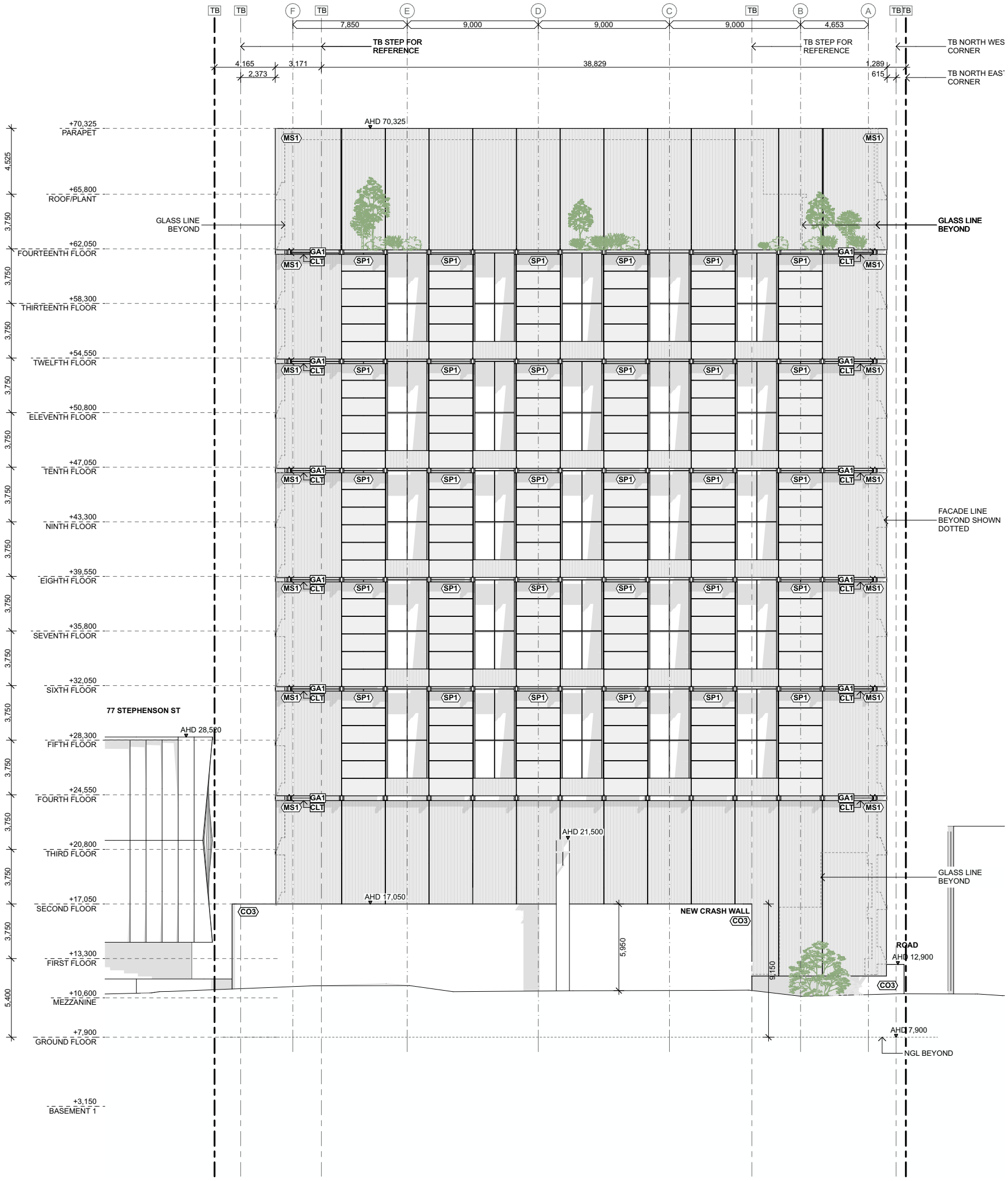
REVISION TP01

DA3.101

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



EAST ELEVATION
1:250

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

ELEVATIONS

REVISION TP01

DA3.102

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



WEST ELEVATION
1:250

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

ELEVATIONS

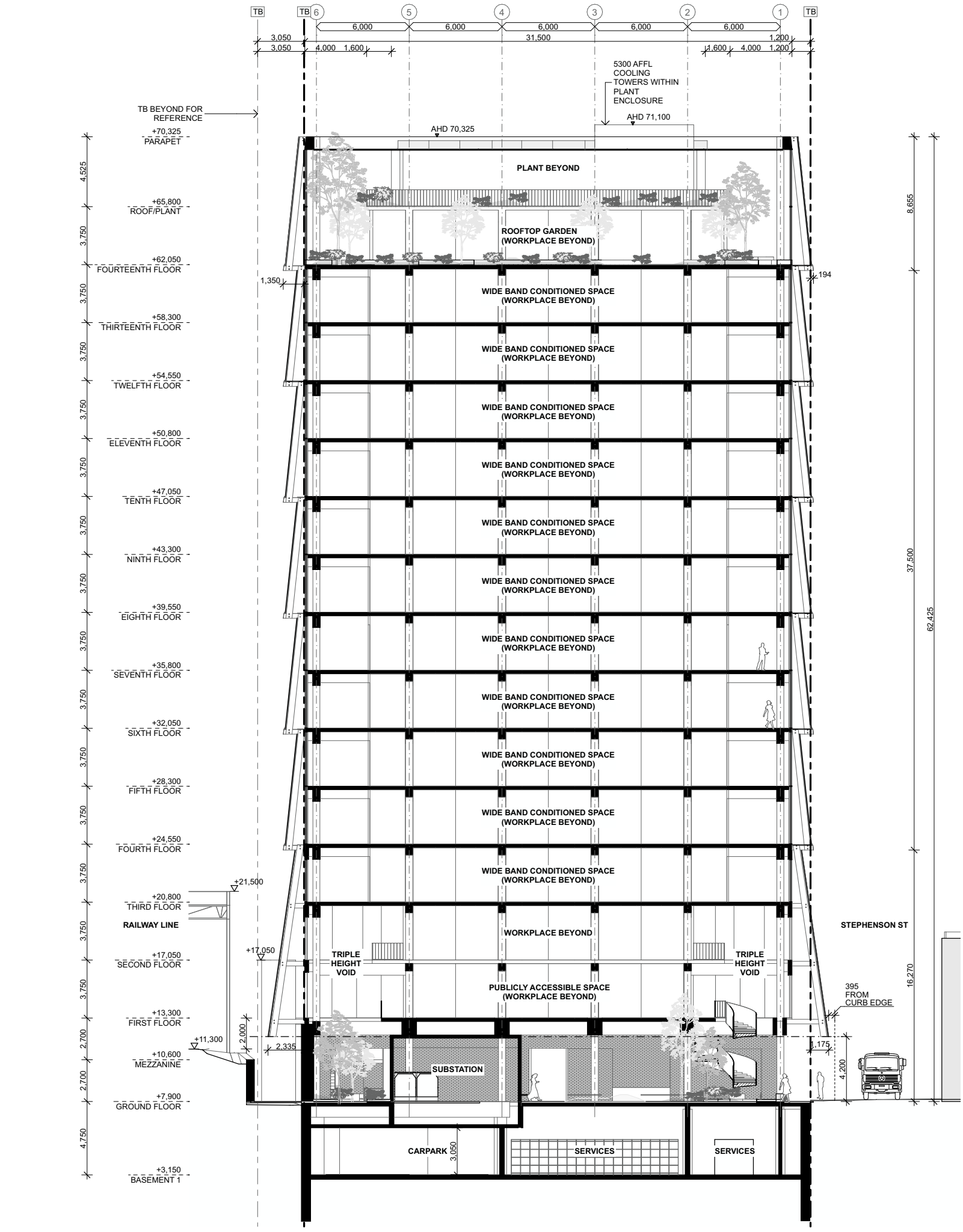
REVISION
TP01

DA3.103

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



SECTION A
1:250

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

SECTIONS

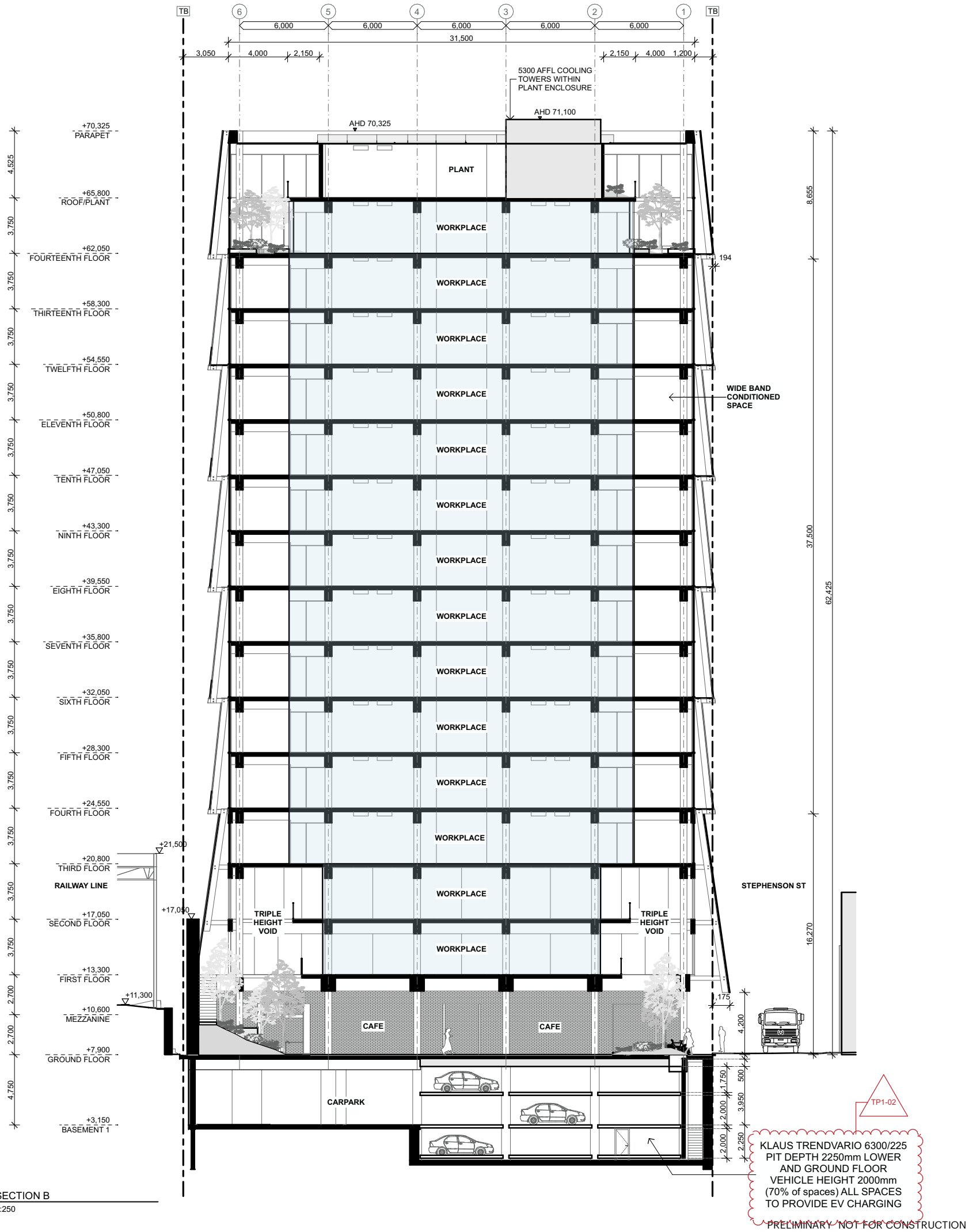
REVISION TP01

DA4.100

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



SECTION B
1:250

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

SECTIONS

REVISION TP01

DA4.101

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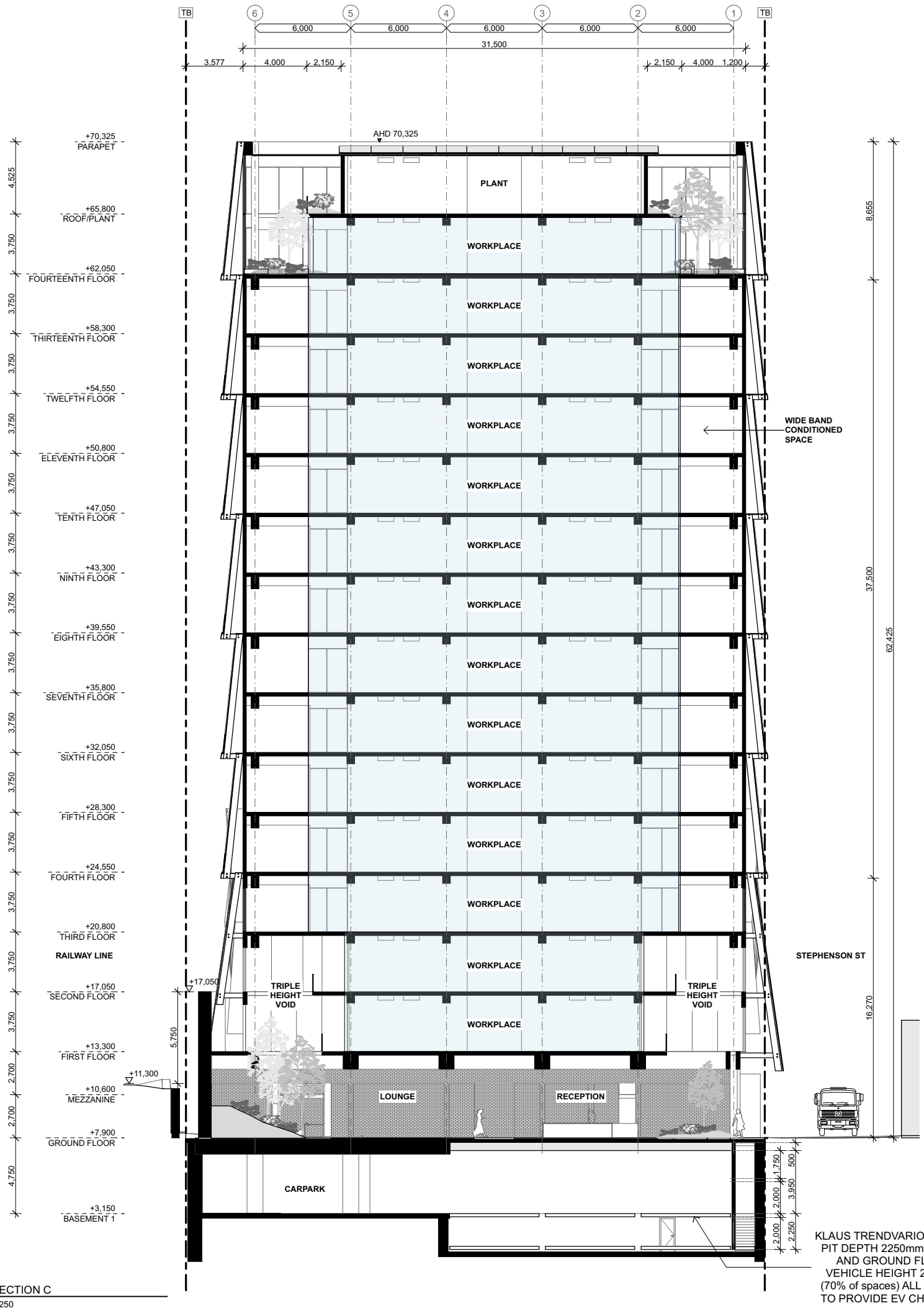
MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



KLAUS TRENDVARIO 6300/225
PIT DEPTH 2250mm LOWER
AND GROUND FLOOR
VEHICLE HEIGHT 2000mm
(70% of spaces) ALL SPACES
TO PROVIDE EV CHARGING

SECTION C
1:250

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DATE 16/6/2026
CHECKED AR
SCALE A.S AT A3

V25007 57-71 Stephenson St
57-71 Stephenson Street Cremorne
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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

SECTIONS

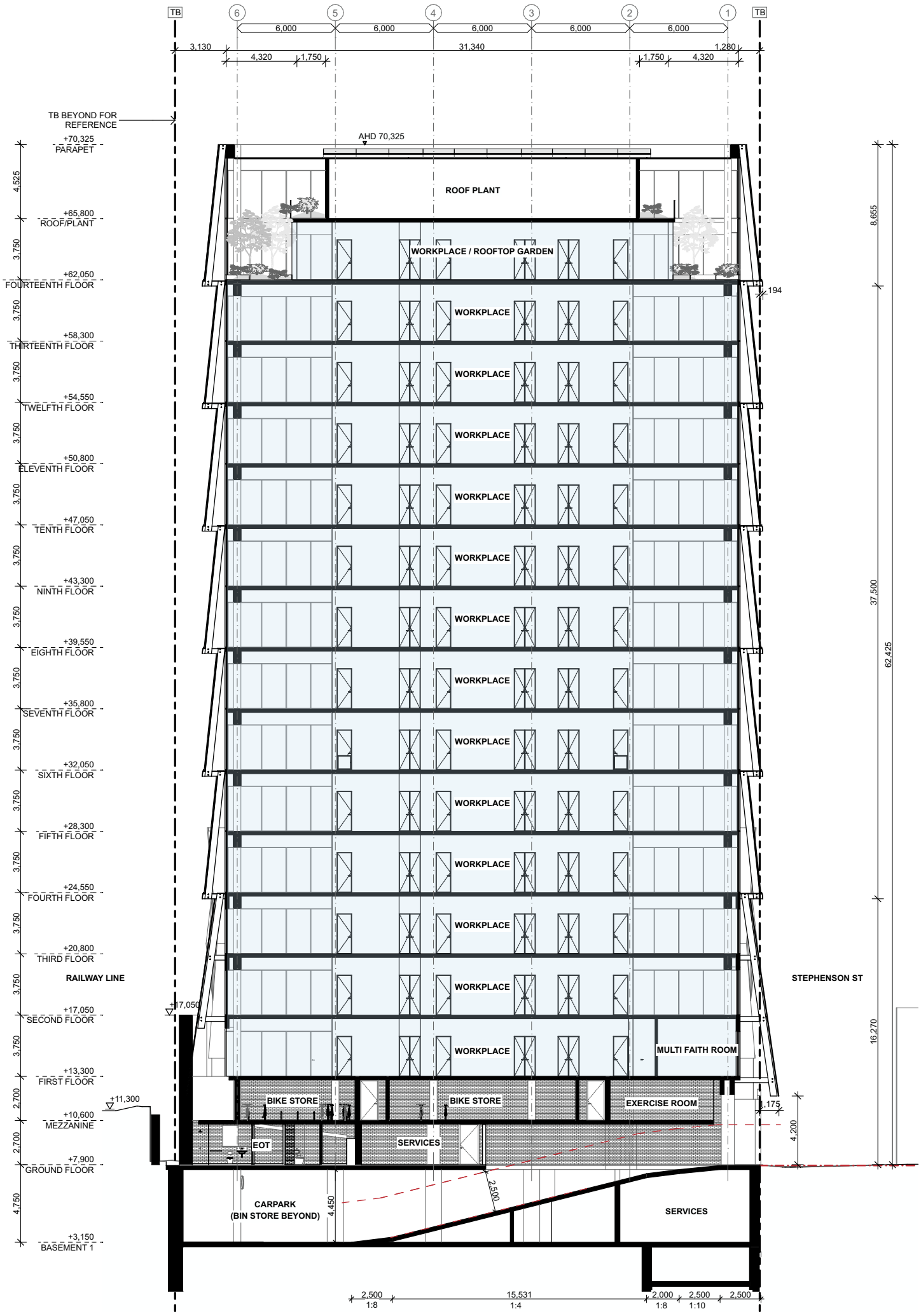
REVISION TP01

DA4.102

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



SECTION D
1:250

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

SECTIONS

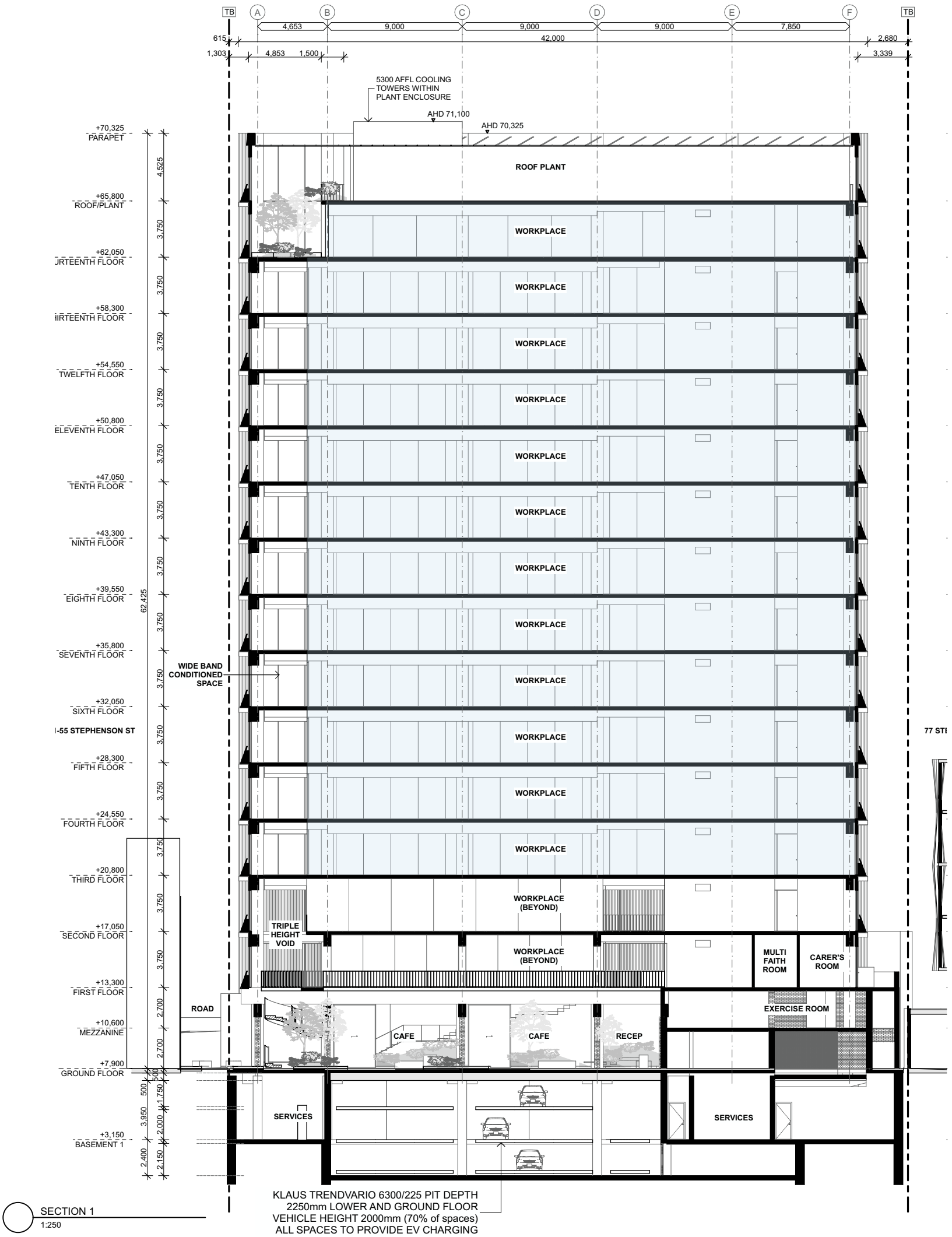
REVISION TP01

DA4.103

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



SECTION 1
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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

SECTIONS

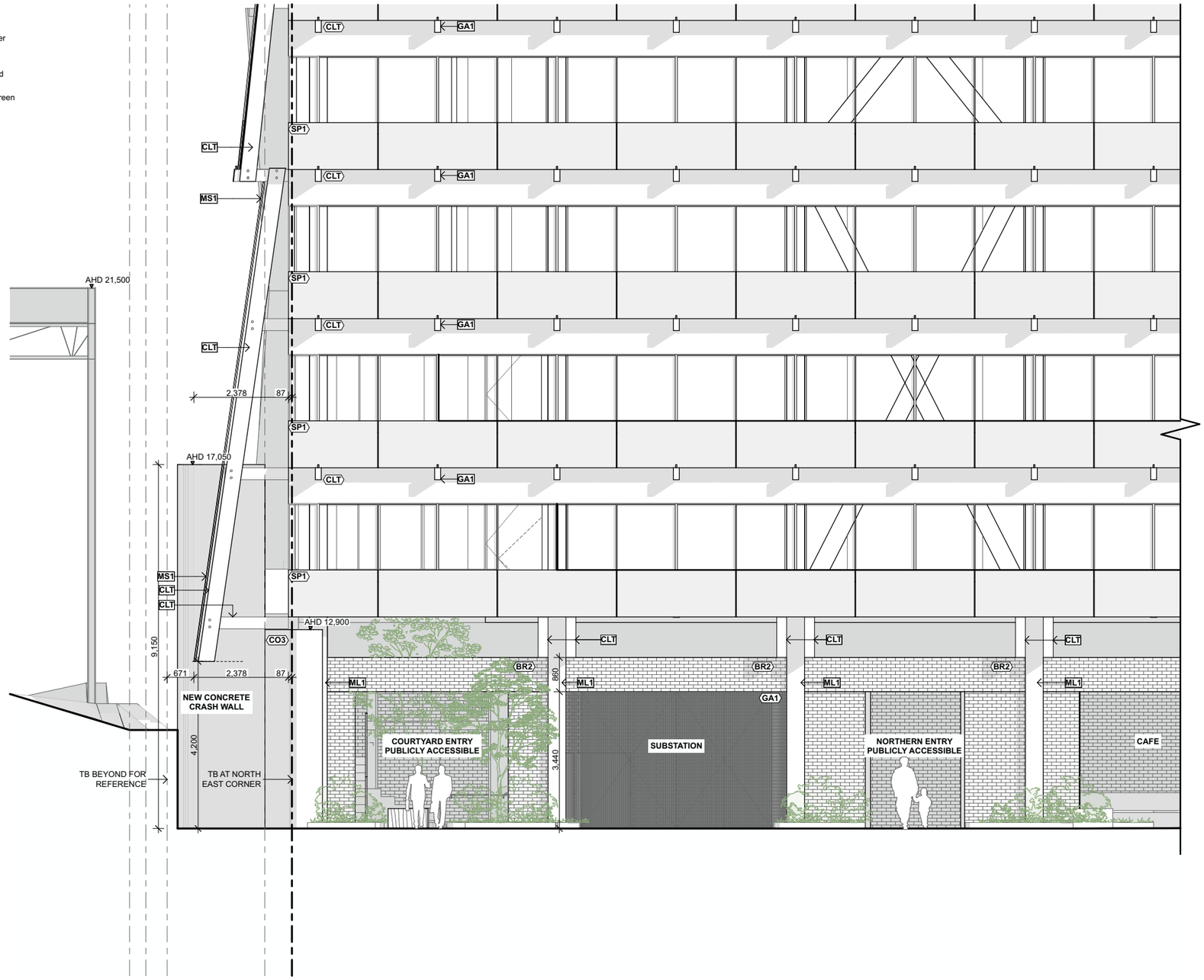
REVISION TP01

DA4.104

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



NORTH ELEVATION GROUND LEVEL
1:100

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NORTH INTERFACE

REVISION TP01

DA5.101

Edition Office PTY LTD ABN 84 113 711 587

REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

DATE 16/6/2026

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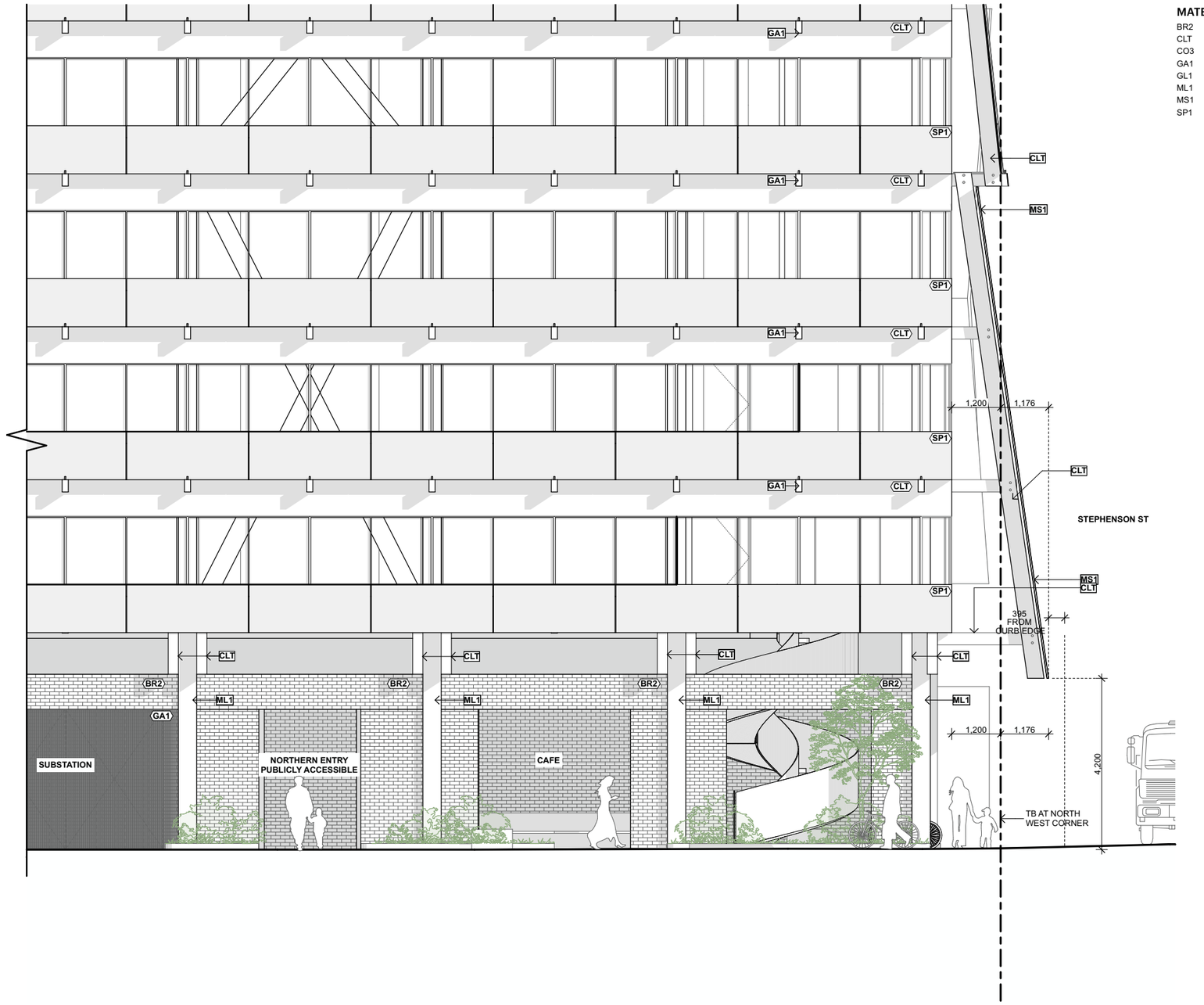

NORTH ELEVATION GROUND LEVEL
1:100

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel

PRELIMINARY NOT FOR CONSTRUCTION

NORTH INTERFACE

REVISION TP01

DA5.102

Edition Office PTY LTD ABN 84 113 711 587

REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

DATE 16/6/2026

SCALE A.S.AT A3

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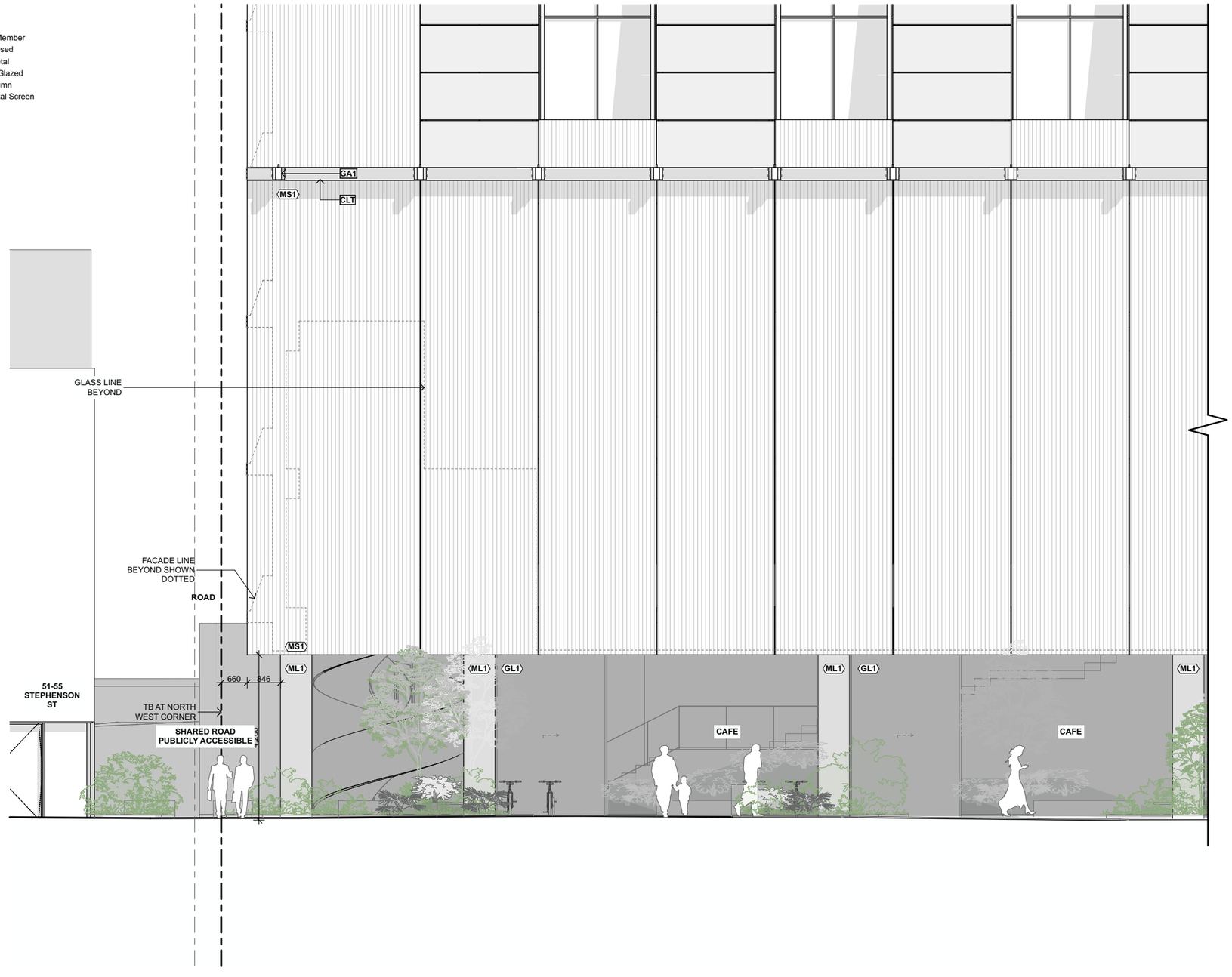
MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



WEST ELEVATION GROUND LEVEL
1:100

PRELIMINARY NOT FOR CONSTRUCTION

WEST INTERFACE

REVISION TP01

DA5.103

Edition Office PTY LTD ABN 84 113 711 587

REVISIONS

ID	DATE	DESCRIPTION
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DATE 16/6/2026

SCALE A3 AT A3

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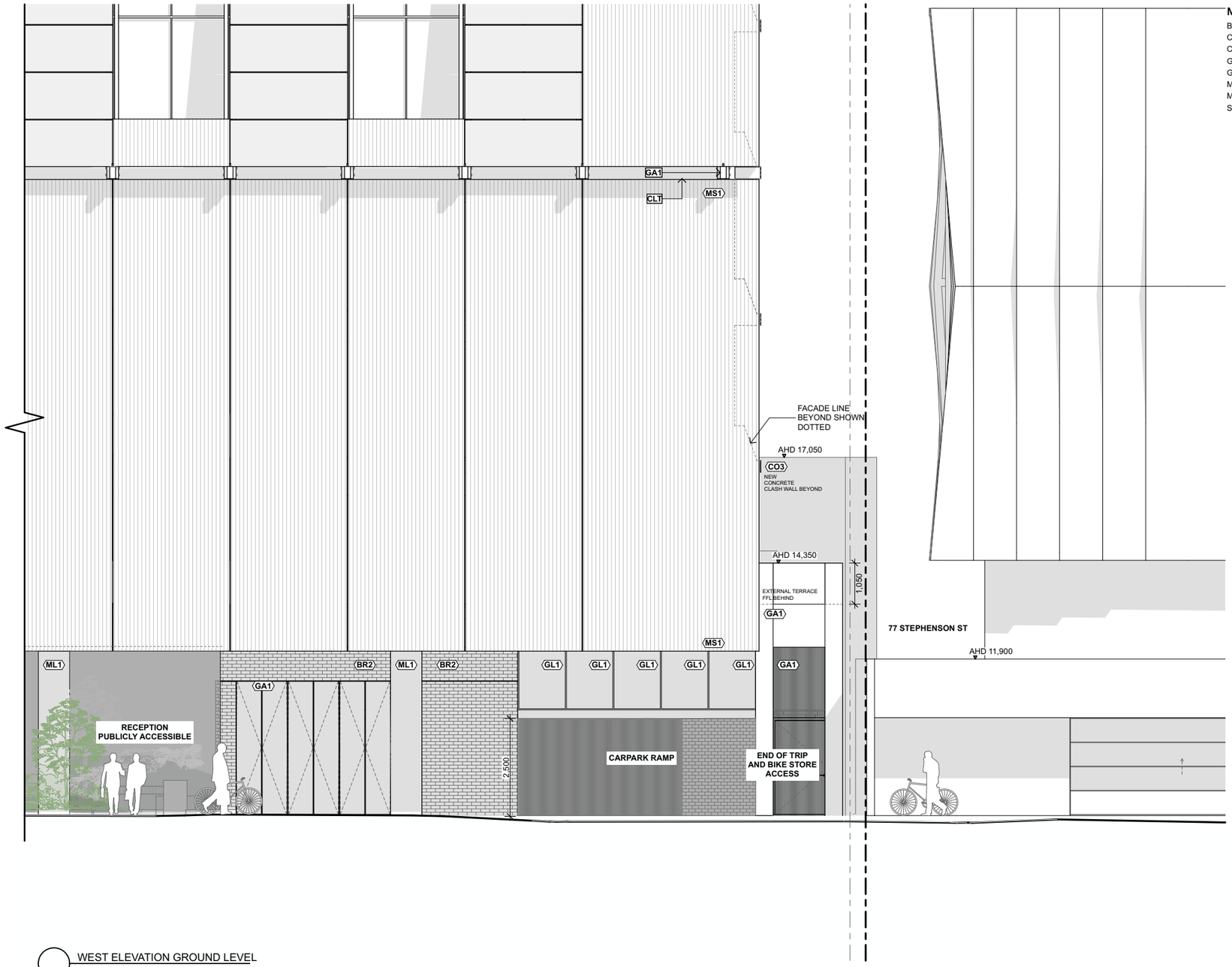

WEST ELEVATION GROUND LEVEL
1:100

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel

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WEST INTERFACE

REVISION TP01

DA5.104

Edition Office PTY LTD ABN 84 113 711 587

REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

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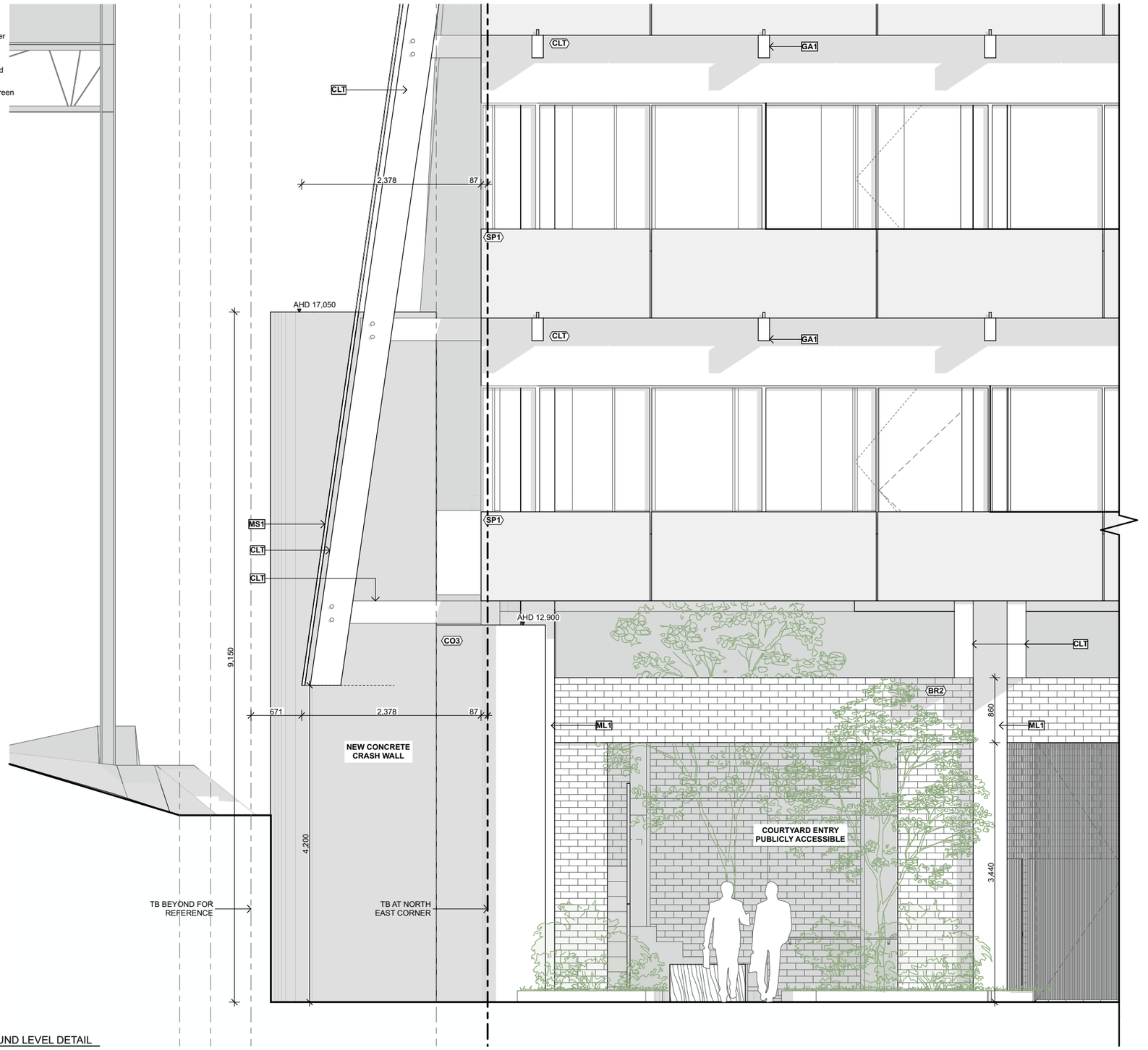
MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



NORTH GROUND LEVEL DETAIL
1:50

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NORTH INTERFACE DETAIL

REVISION TP01

DA5.105

Edition Office PTY LTD ABN 84 113 711 587

REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

DATE 16/6/2026

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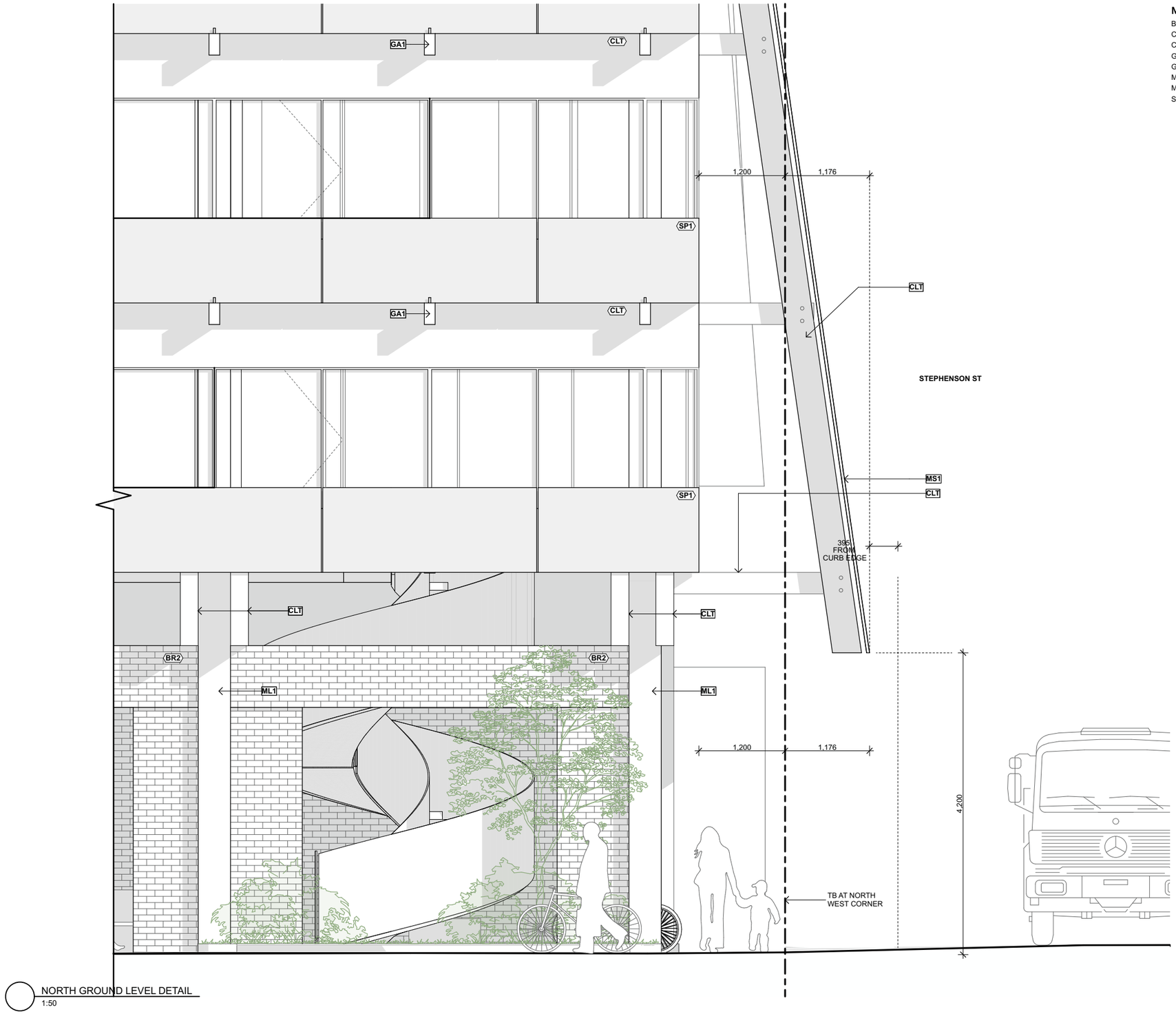

NORTH GROUND LEVEL DETAIL
1:50

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel

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NORTH INTERFACE DETAIL

REVISION TP01

DA5.106

Edition Office PTY LTD ABN 84 113 711 587

REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

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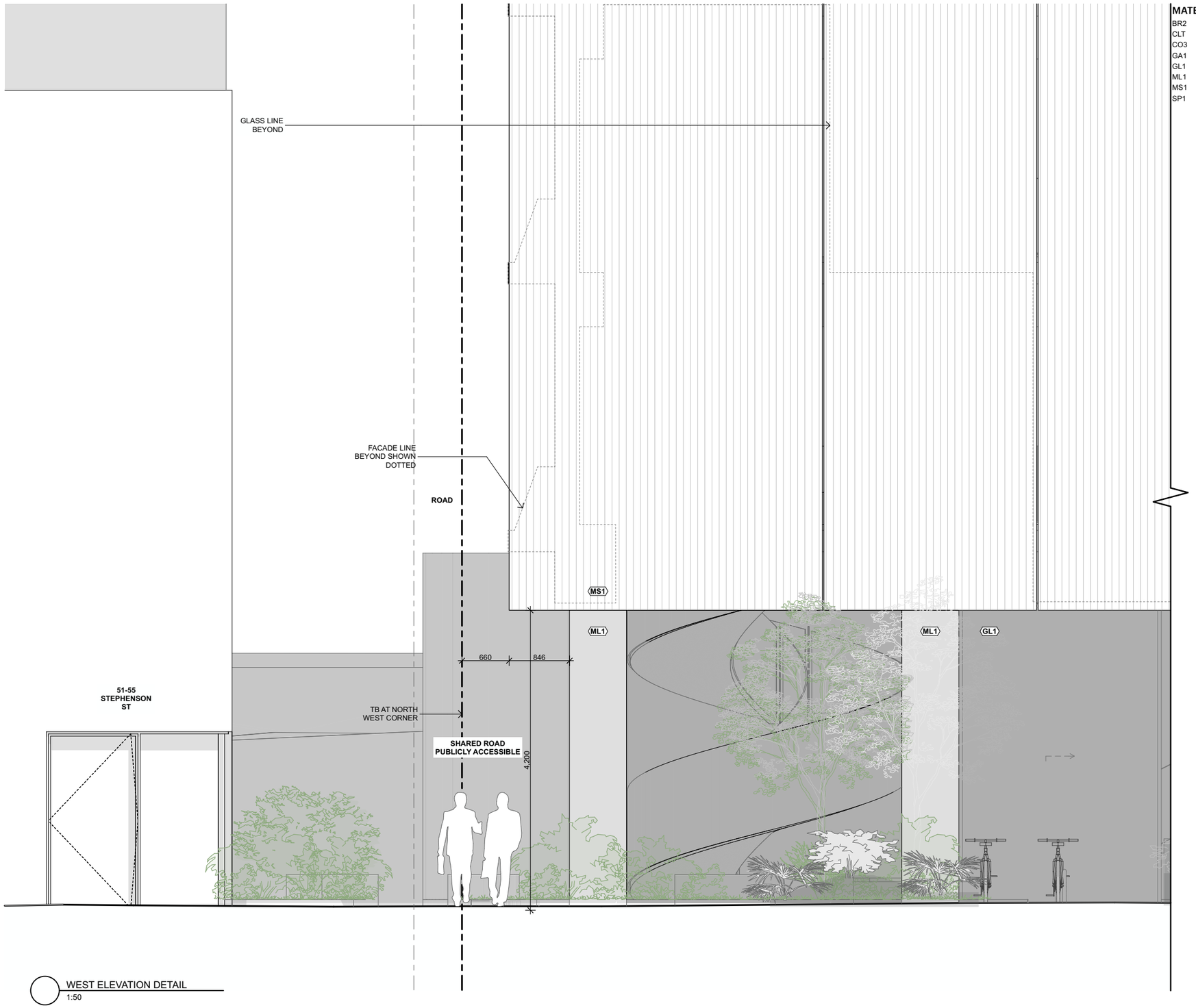

WEST ELEVATION DETAIL
1:50

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel

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WEST INTERFACE DETAIL

REVISION TP01

DA5.107

Edition Office PTY LTD ABN 84 113 711 587

REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

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DATE 16/6/2026

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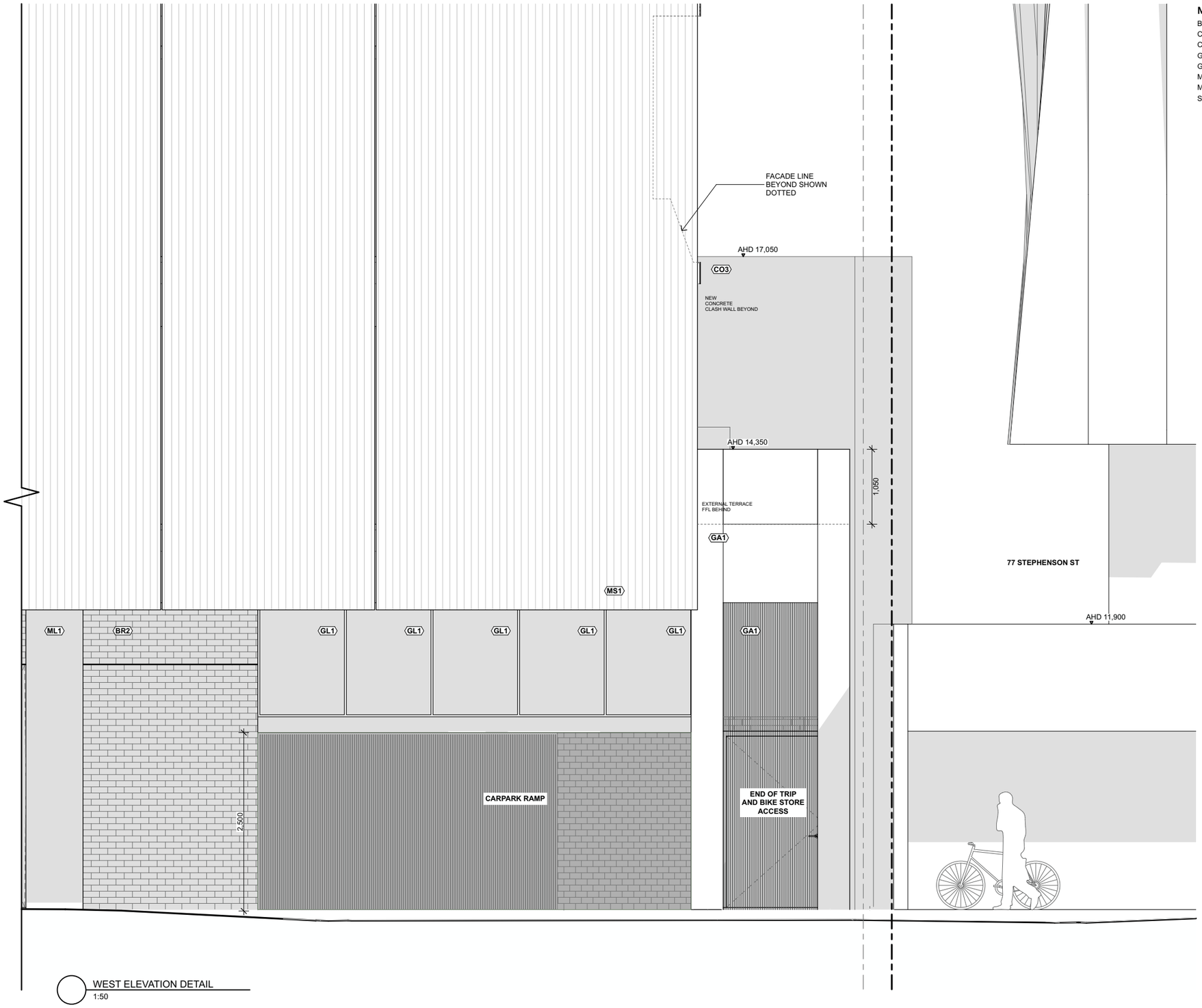

WEST ELEVATION DETAIL
1:50

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel

PRELIMINARY NOT FOR CONSTRUCTION

WEST INTERFACE DETAIL

REVISION TP01

DA5.108

Edition Office PTY LTD ABN 84 113 711 587

REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

DATE 16/6/2026
SCALE A3 AT A3
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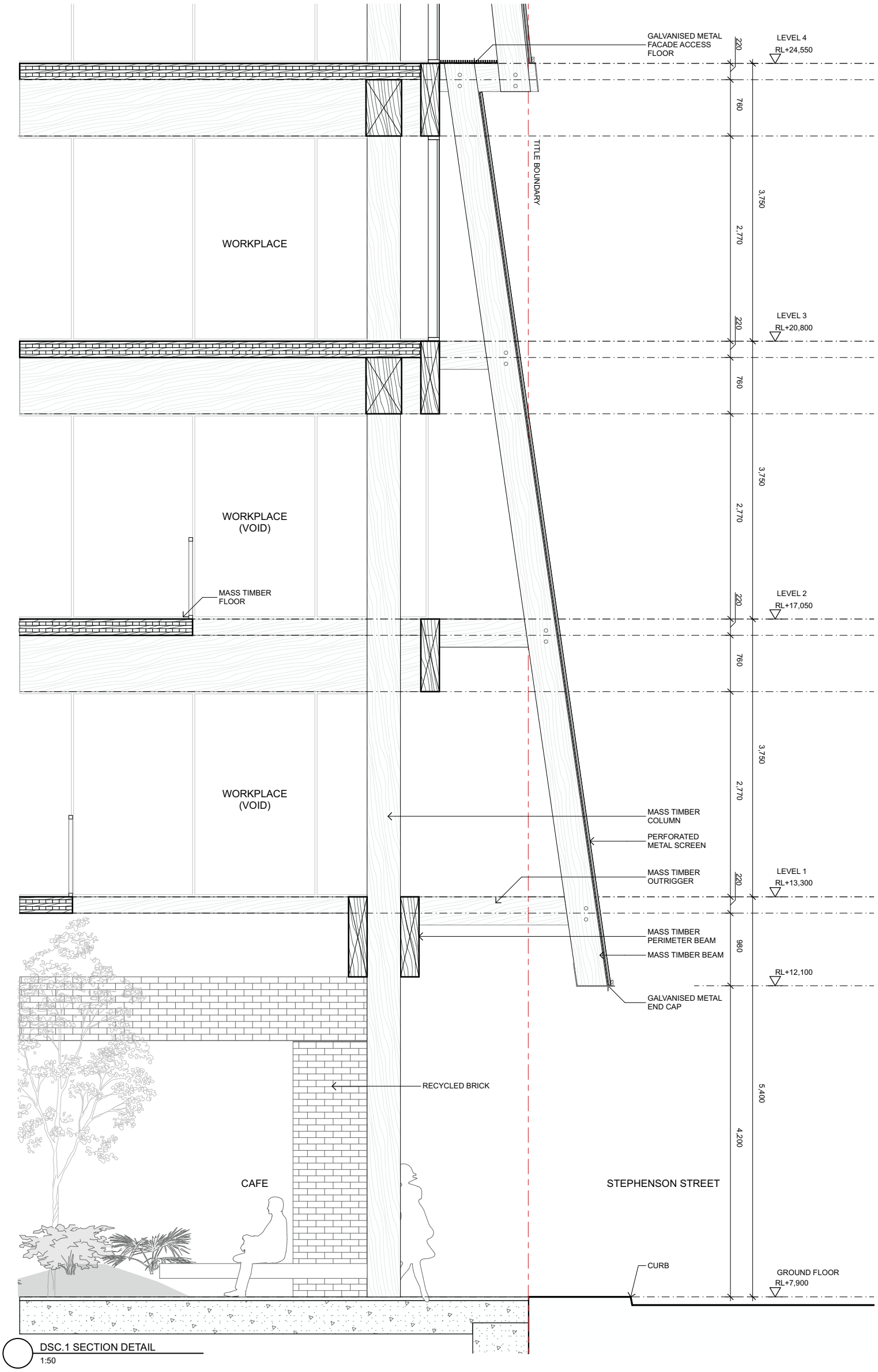

DSC.1 SECTION DETAIL
1:50

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel

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REVISIONS

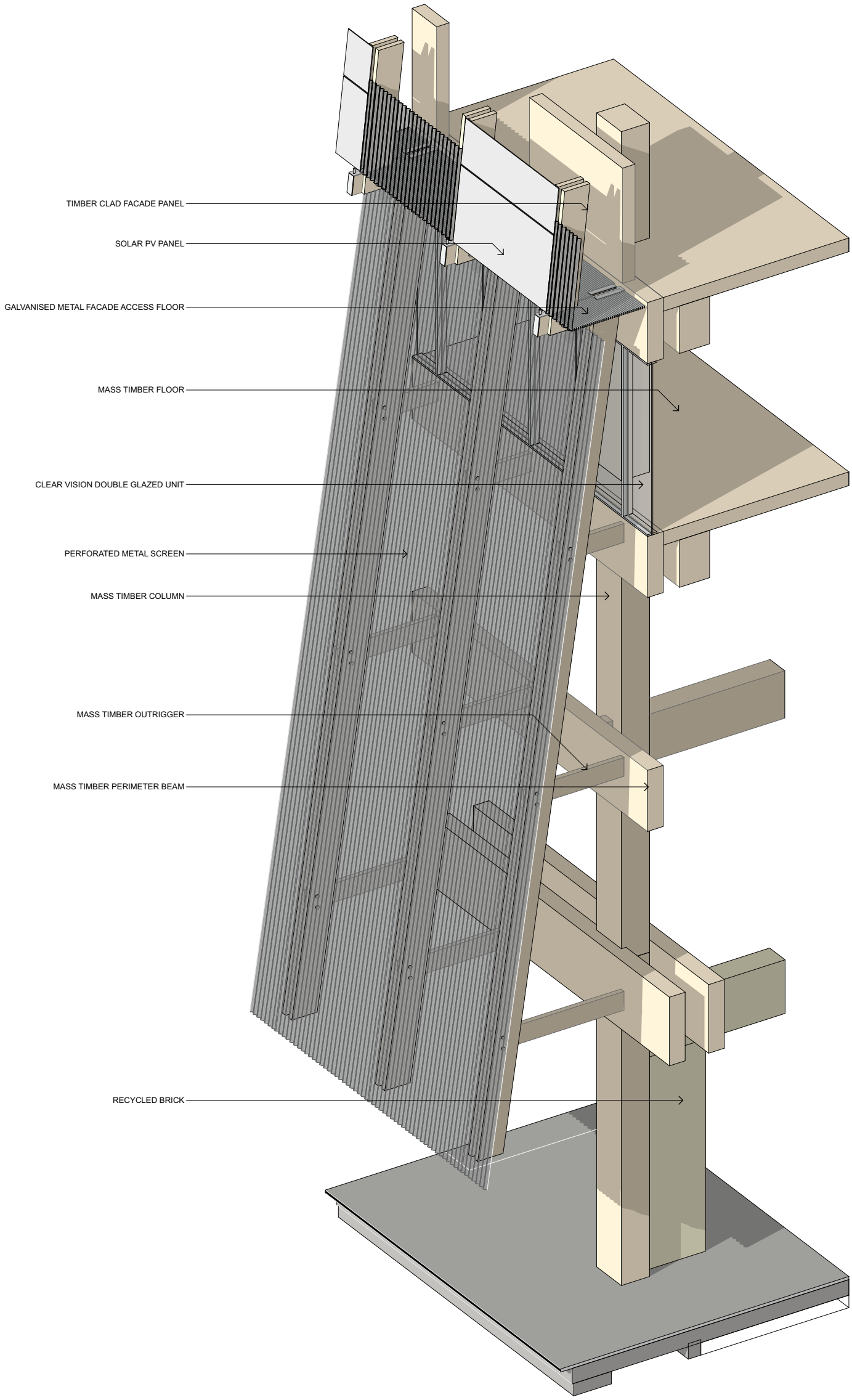
ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FACADE TYPE 1 - SECTION

REVISION TP01

DA5.201

Edition Office PTY LTD ABN 84 113 711 587



AXO FACADE DETAIL 01
1:60

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FACADE TYPE 1 - 3D VIEW

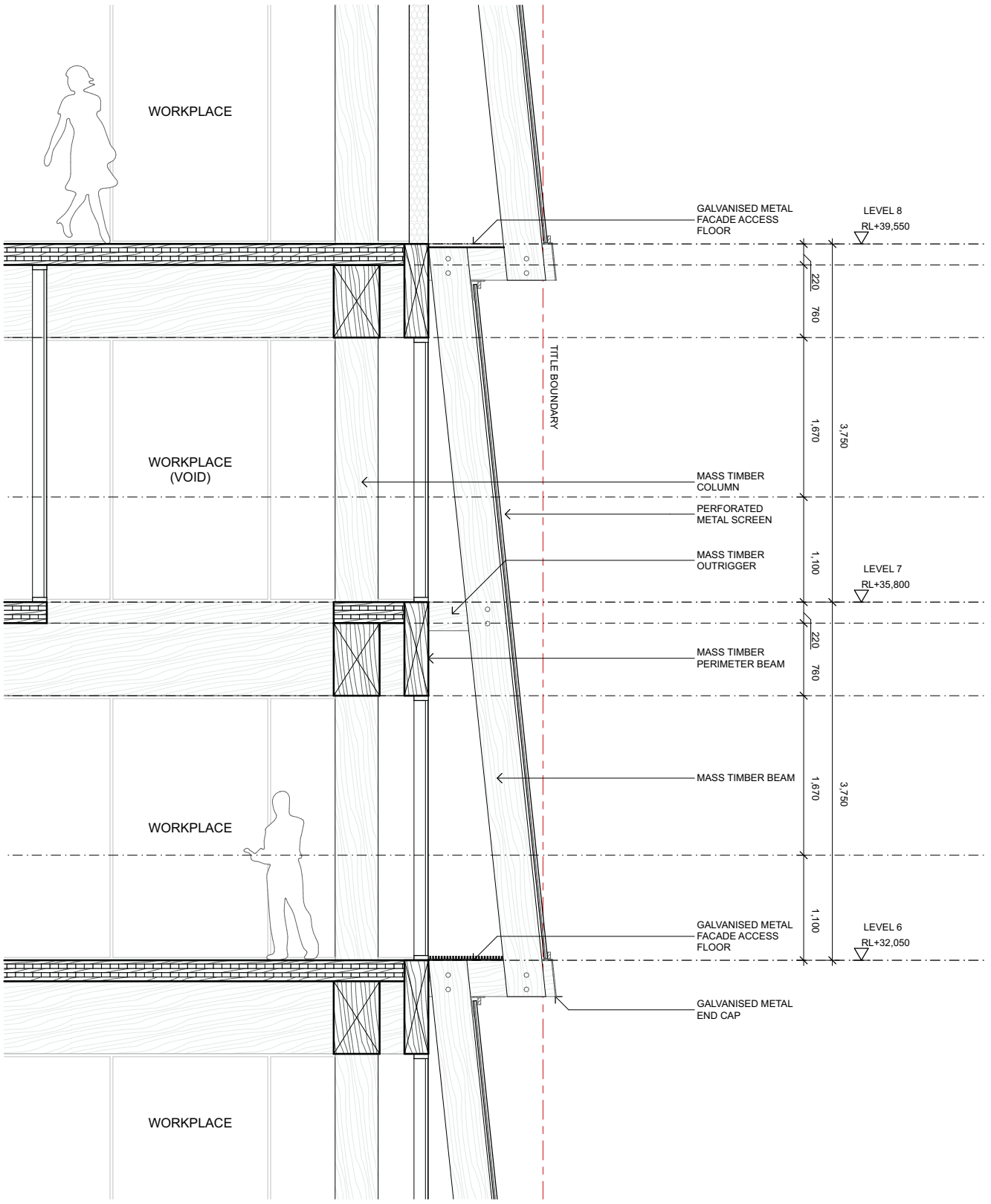
REVISION
TP01

DA5.203

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



DSC.1 SECTION DETAIL
1:50

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AR	A.S AT A3

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REVISIONS

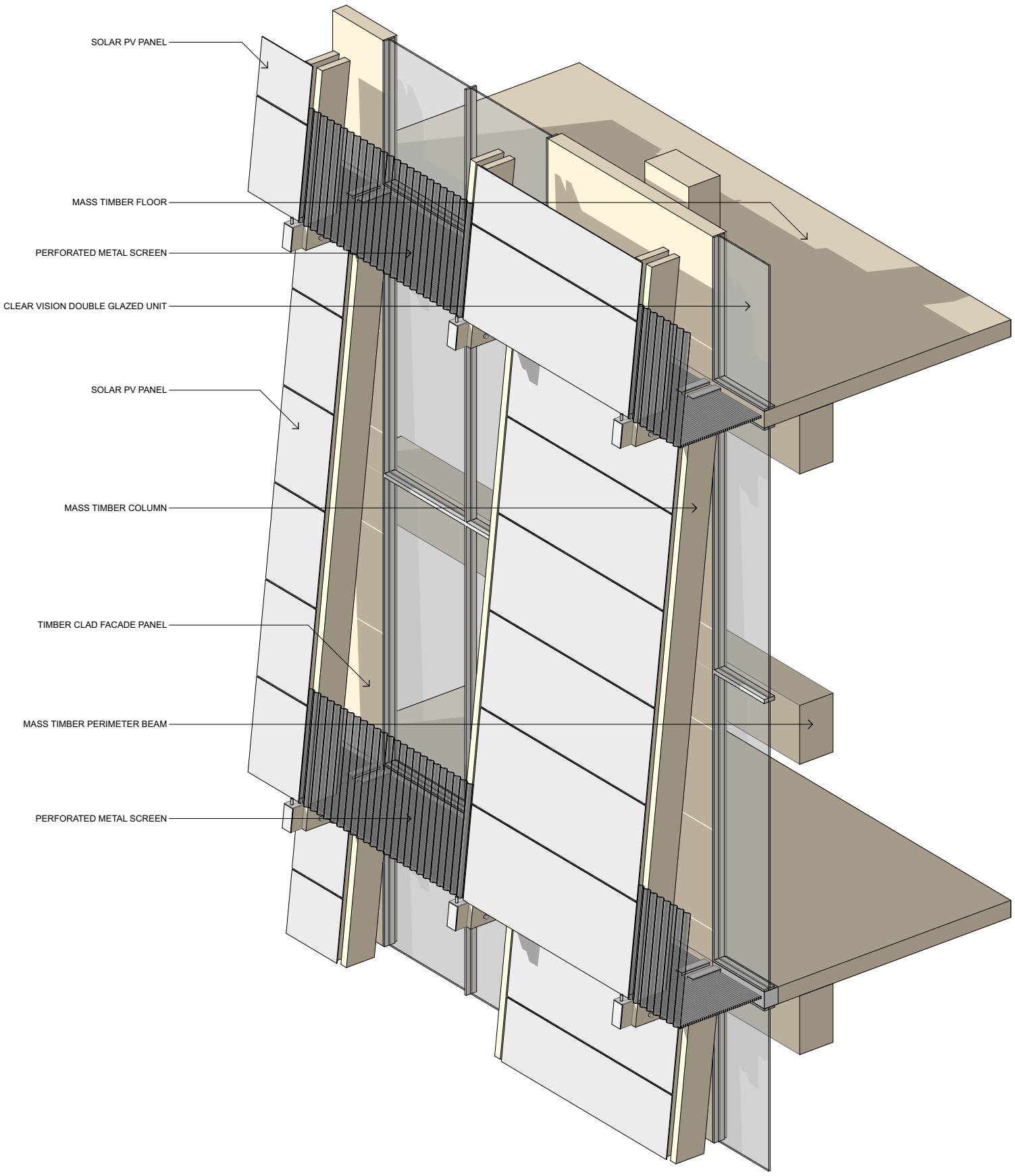
ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FACADE TYPE 2 - SECTION

REVISION
TP01

DA5.204

Edition Office PTY LTD ABN 84 113 711 587



AXO FACADE DETAIL 02
1:60

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DRAWN	DATE
JB	16/6/2026
CHECKED	SCALE
AR	A.S AT A3

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REVISIONS

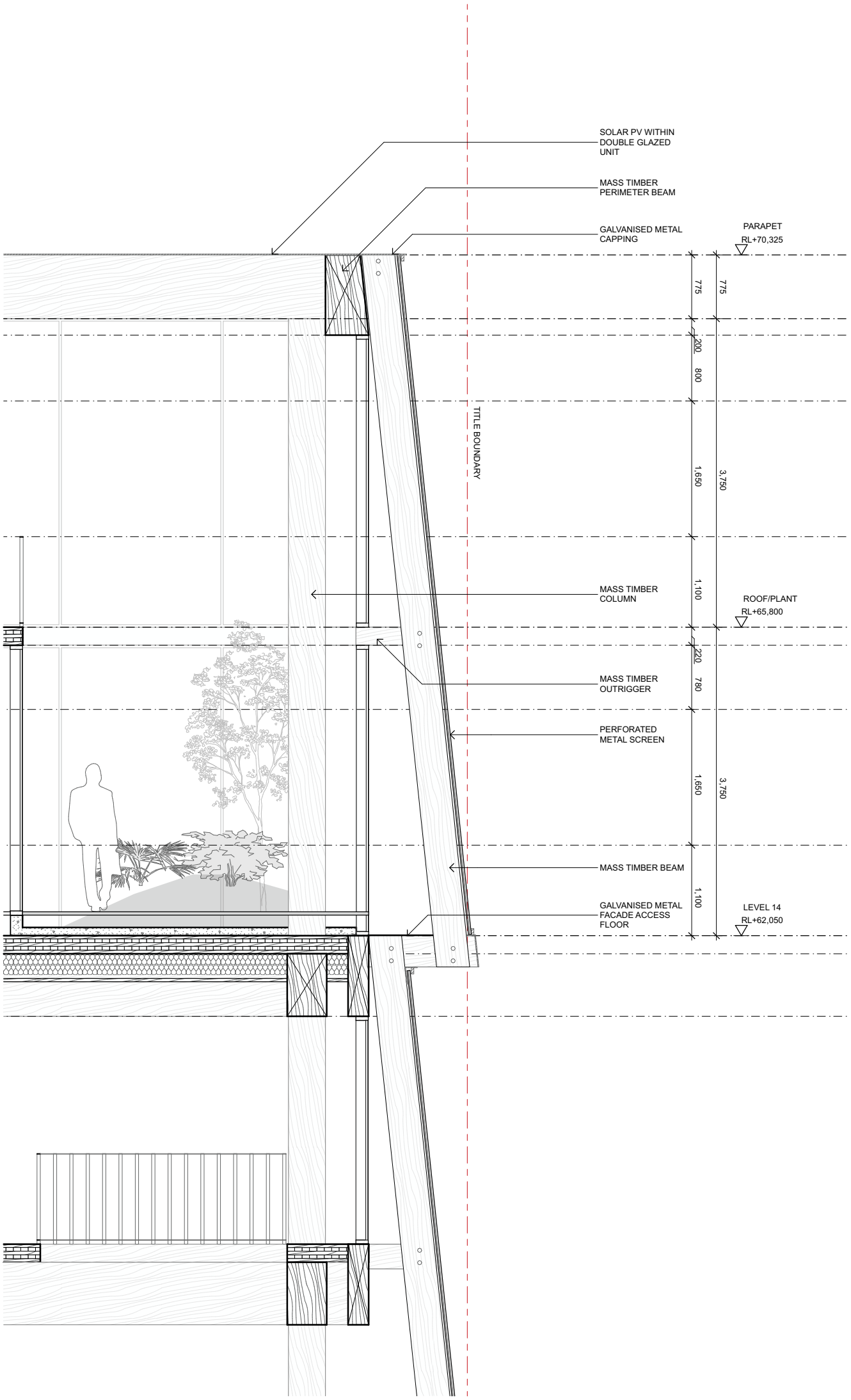
ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FACADE TYPE 2 - 3D VIEW

REVISION
TP01

DA5.206

Edition Office PTY LTD ABN 84 113 711 587



MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel

DSC.1 SECTION DETAIL
1:50

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SCALE A.S AT A3

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REVISIONS

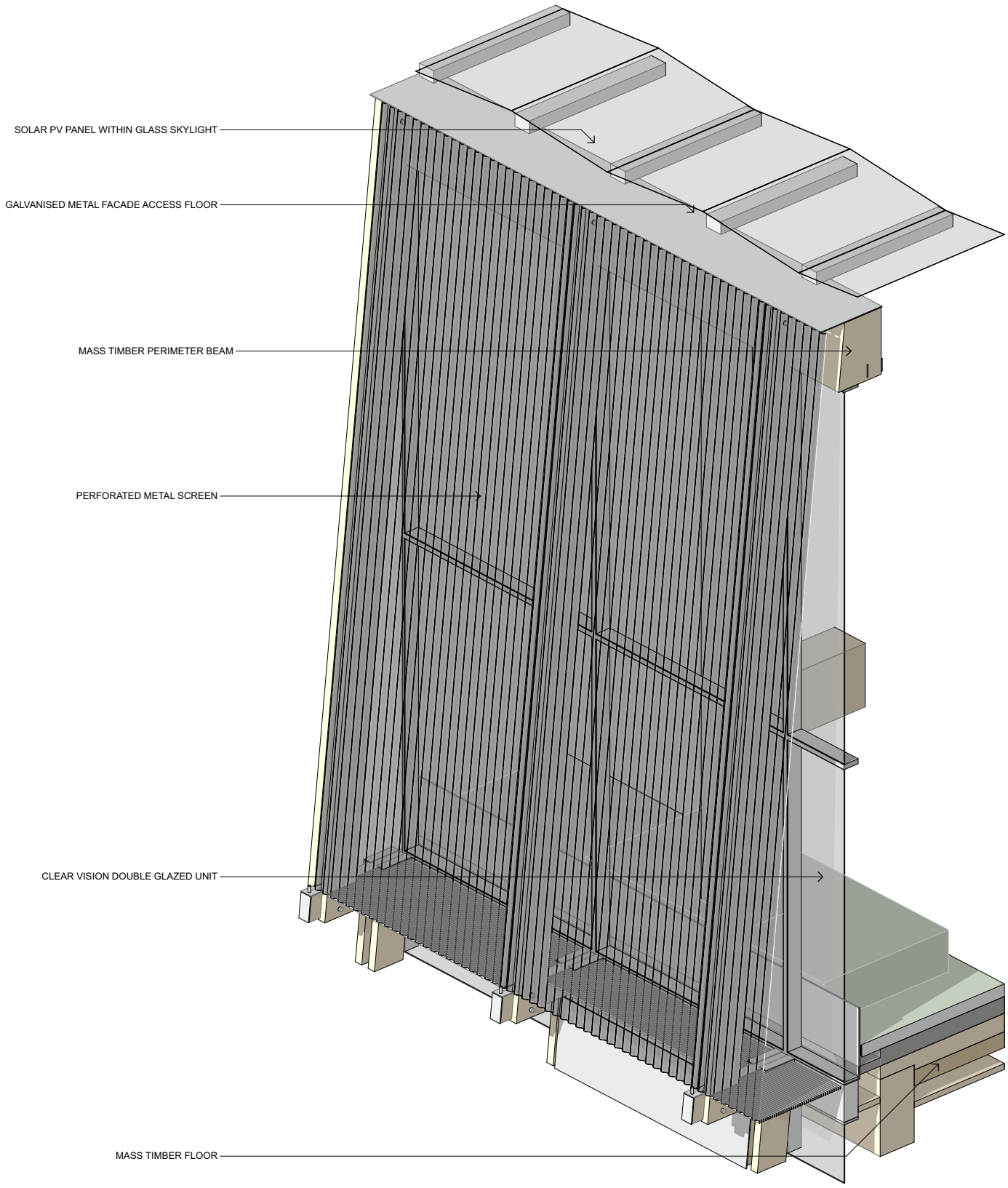
ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FACADE TYPE 3 - SECTION

REVISION TP01

DA5.207

Edition Office PTY LTD ABN 84 113 711 587



AXO FACADE DETAIL 03
1:60

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SCALE A.S AT A3

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FACADE TYPE 3 - 3D VIEW

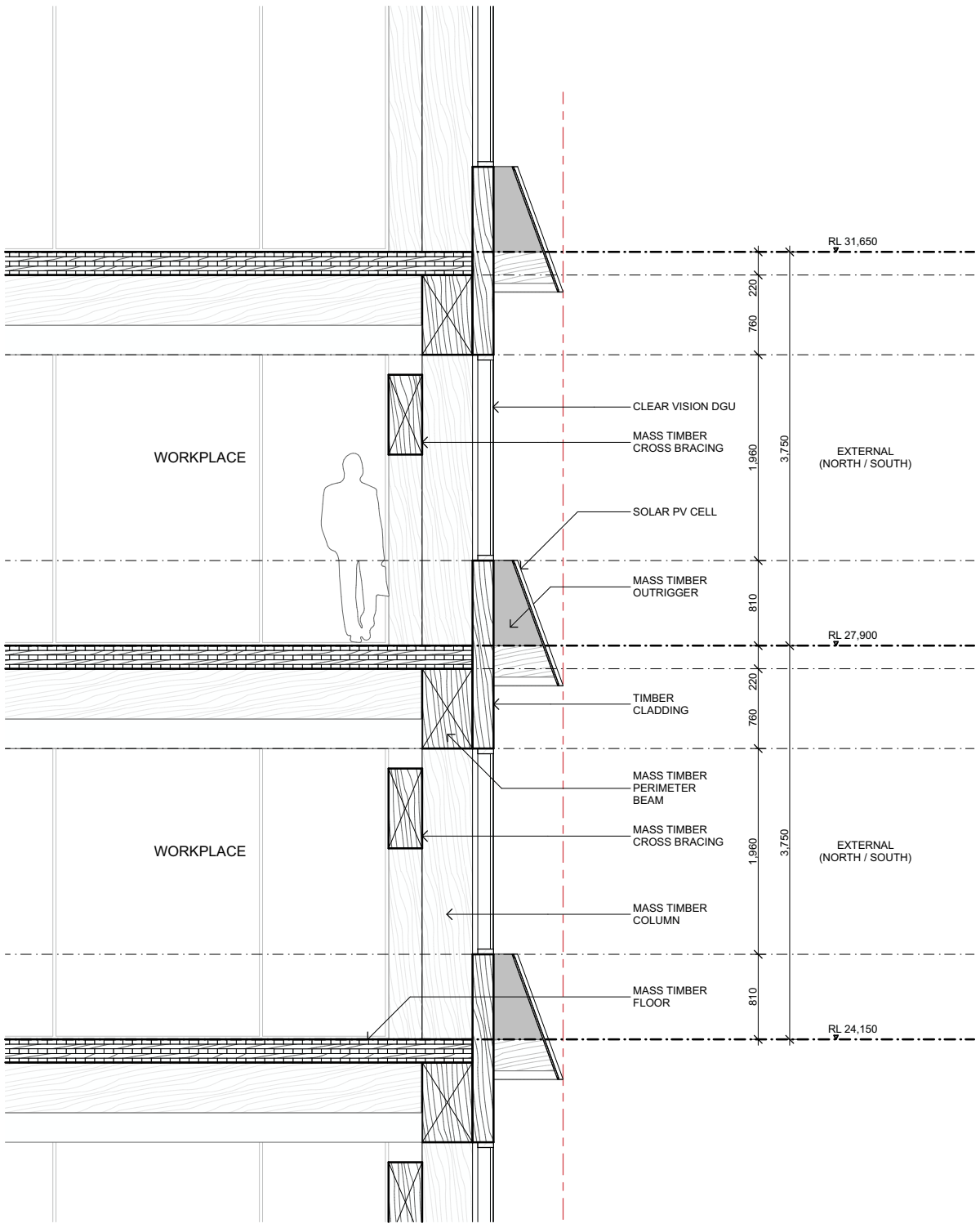
REVISION
TP01

DA5.209

Edition Office PTY LTD ABN 84 113 711 587

MATERIAL LEGEND

BR2	Brick Recycled
CLT	Mass Timber Member
CO3	Concrete Exposed
GA1	Galvanised Metal
GL1	Glass Double Glazed
ML1	MassLam Column
MS1	Perforated Metal Screen
SP1	Solar Panel



DS3.1 SECTION DETAIL
1:50

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DATE 16/6/2026
CHECKED AR
SCALE A.S AT A3

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VIC 3121

REVISIONS

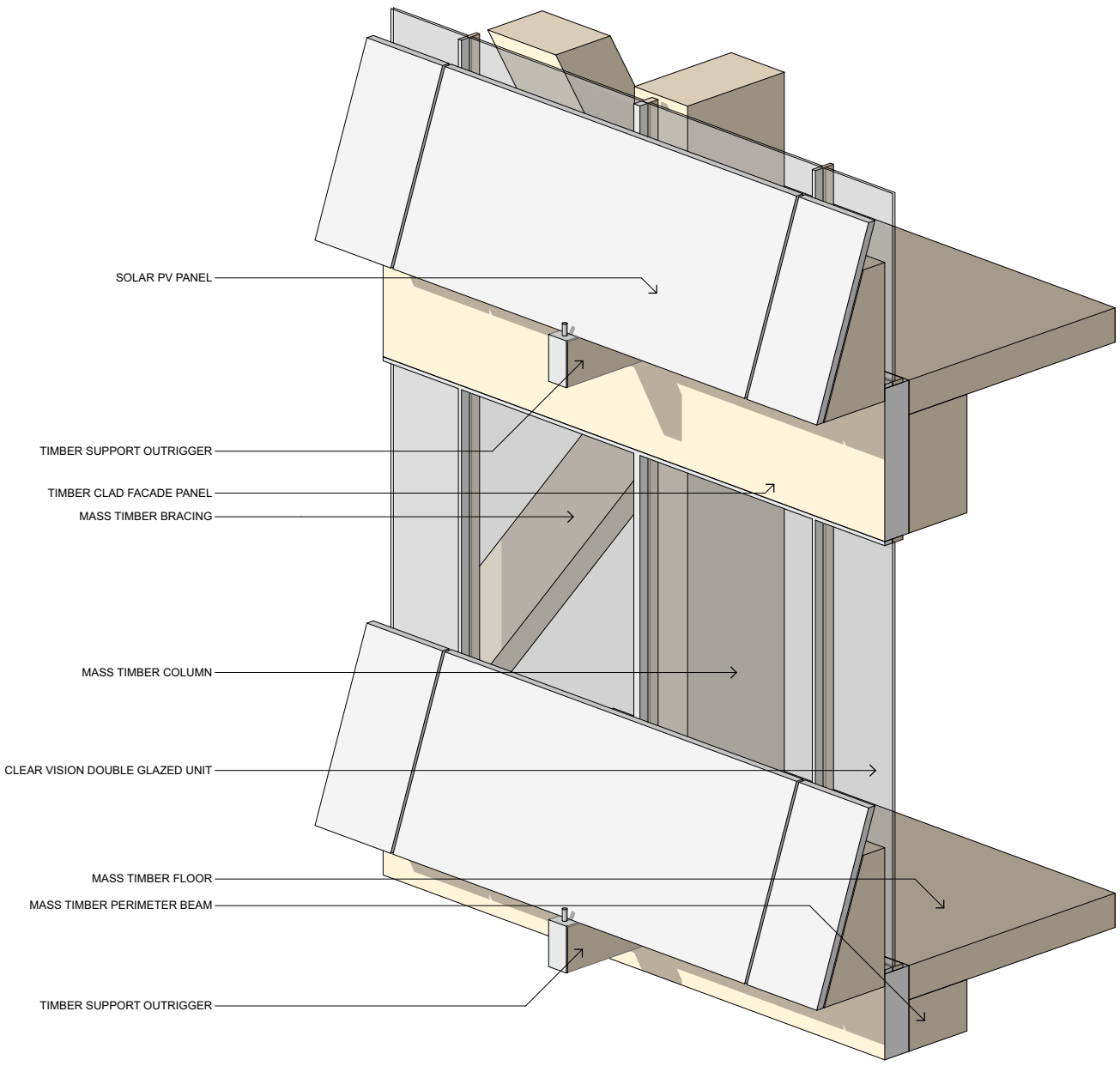
ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FACADE TYPE 4 - SECTION

REVISION
TP01

DA5.210

Edition Office PTY LTD ABN 84 113 711 587



AXO FACADE DETAIL 04
1:40

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SCALE A.S AT A3

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

FACADE TYPE 4 - 3D VIEW

REVISION
TP01

DA5.212

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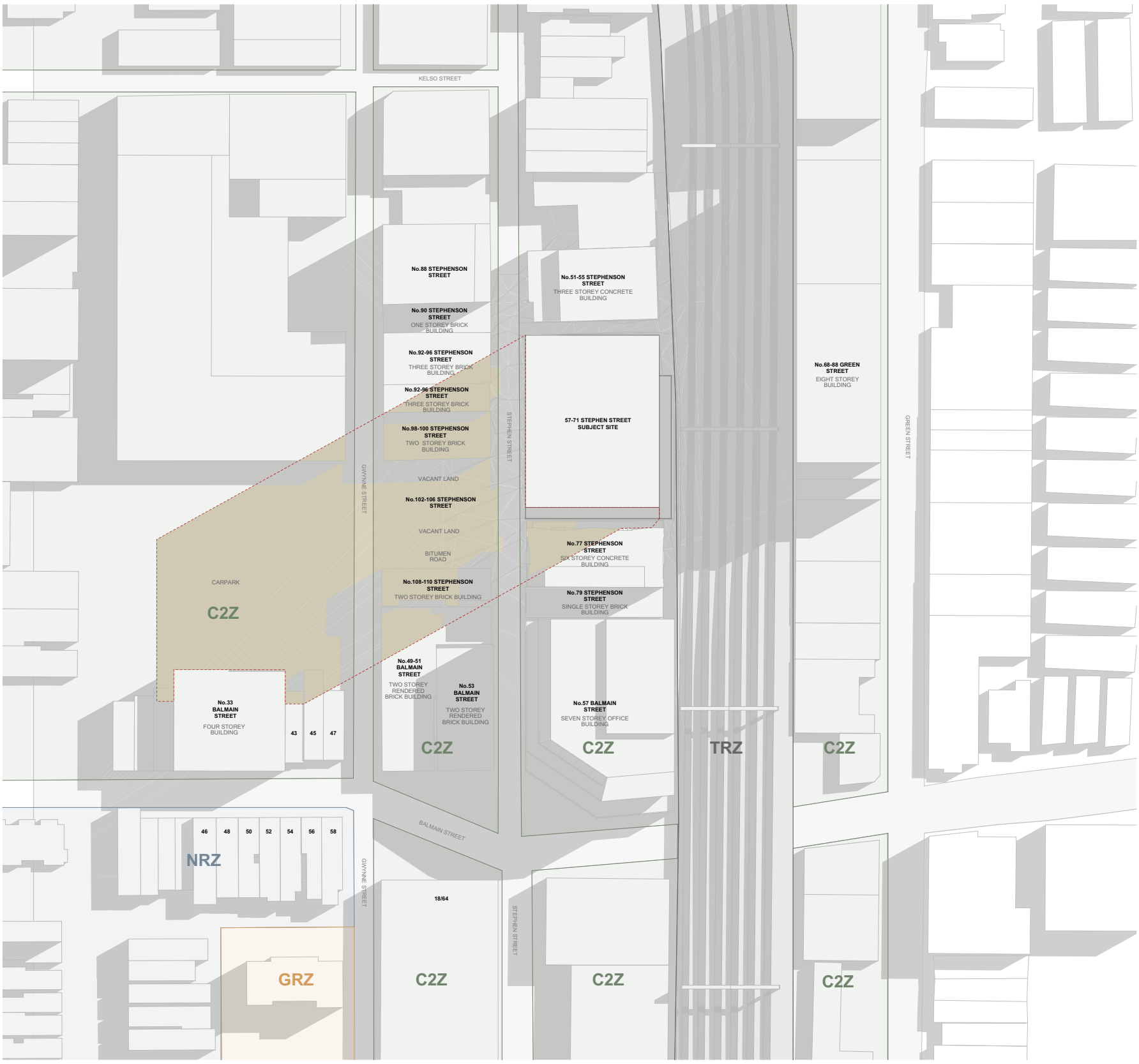

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REVISIONS

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EQUINOX SHADOW PLAN 0900

REVISION
TP01

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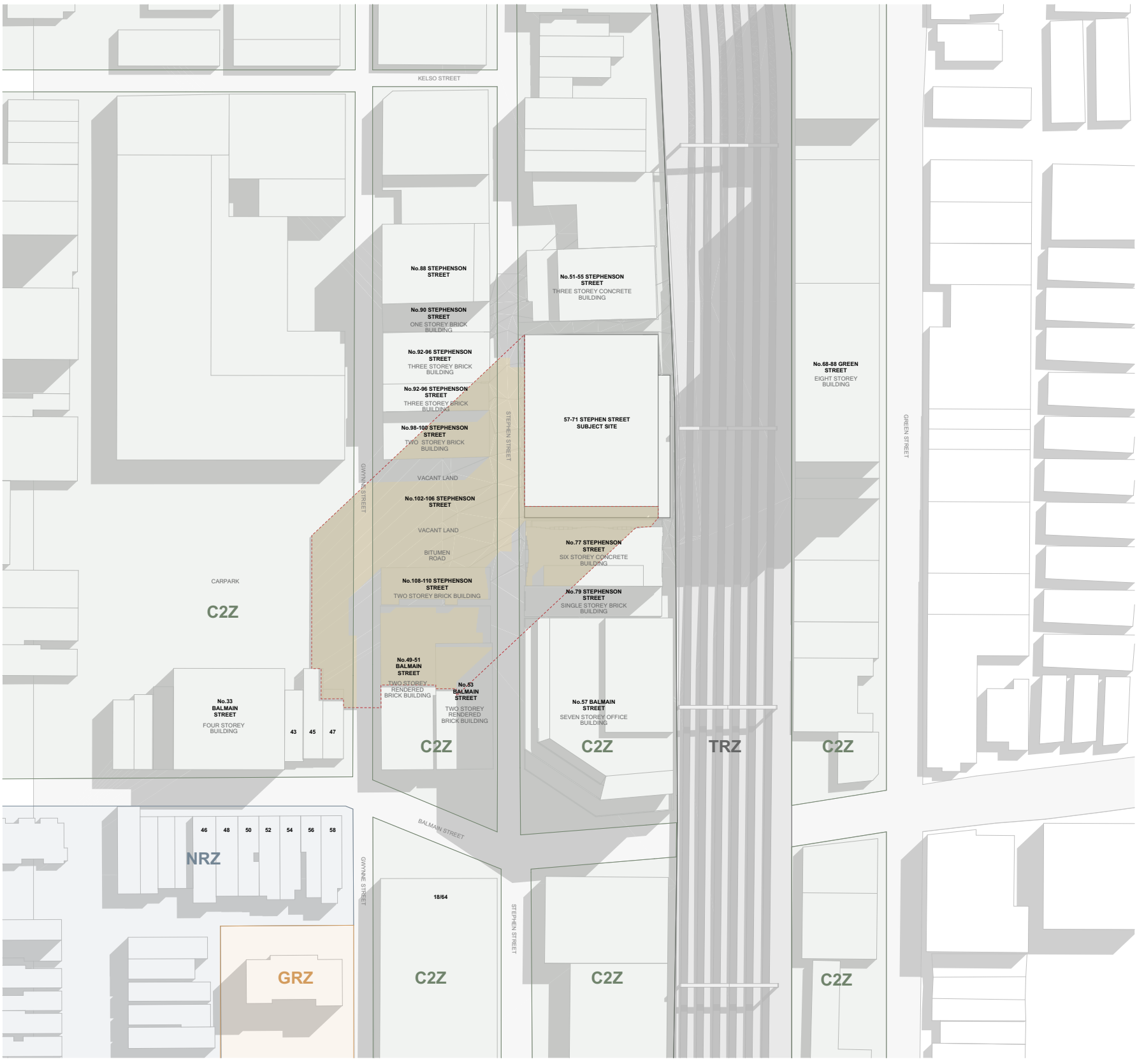

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TP1	16/6/2026	TOWN PLANNING APPLICATION

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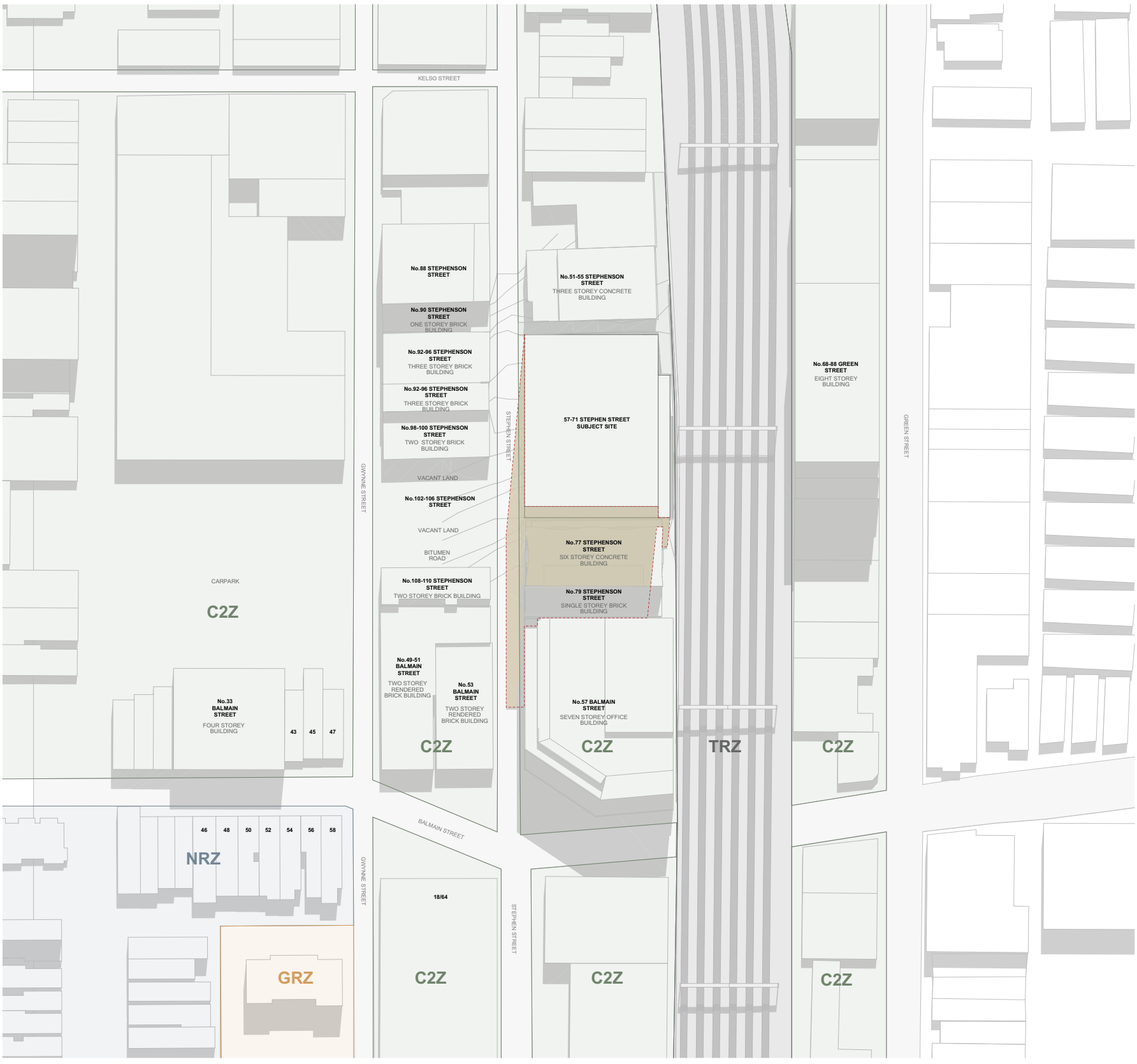

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REVISIONS

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TP1	16/6/2026	TOWN PLANNING APPLICATION

EQUINOX SHADOW PLAN 1200

REVISION TP01

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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

EQUINOX SHADOW PLAN 1300

REVISION
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PROPOSED SHADOWS

EXISTING SHADOWS

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REVISIONS

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EQUINOX SHADOW PLAN 1400

REVISION TP01

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PROPOSED SHADOWS

EXISTING SHADOWS

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REVISION TP01

DA8.106

Edition Office PTY LTD ABN 84 113 711 587



Planning Permit Application

57-71 Stephenson Street Cremorne
Wurundjeri Country

Prepared for Endor Development Pty Ltd

Tract
Wurundjeri Country
Level 6, 6 Riverside Quay, Southbank VIC 3006
(03) 9429 6133
www.tract.com.au
10 July 2026

Overview

Applicant	Endor Developments Pty Ltd
Address	57-71 Stephenson Street, Cremorne
Owner	HQ2 Pty Ltd Mustard Creative HQ Pty Ltd
Lot Description	Lot 1 on Title Plan 602392G – Volume 10086 Folio 362 (57-59 Stephenson). Lot 1 on Title Plan 754267N – Volume 04265 Folio 803 (61-67 Stephenson). Lot 1 on Title Plan 603444N – Volume 12096 Folio 496 (69-71 Stephenson). Lot 1 on Plan of Subdivision 713397T – Volume 11427 Folio 060 (69-71 Stephenson).
Easements/Restrictions	Easement along east boundary of Lot 1 on TP 754267N. Caveat AY715396E 17/12/2024 – freehold estate agreement between Daniel Penny and the registered proprietors (69-71 Stephenson Street).
Site Area	1,616 m2
Planning Scheme	Yarra
Responsible Authority	Minister for Planning

Permit Application Details

Description of Proposal	Construction of a multi-storey Office building (no permit required for use) including Food and Drink premises (café).	
Permit Requirement(s)	Clause 34.02-4	To construct a building or construct or carry out works
	Clause 34.02-1	To use land for Food and drink premises exceeding 100sqm
	Clause 43.02-2	To construct a building or construct or carry out works
Zone	Commercial 2 Zone (C2Z)	
Overlays	Design and Development Overlay, Schedule 51 (DDO51) Development Contributions Plan Overlay, Schedule 1 (DCPO1)	
Particular Provisions	Clause 52.06 (Car parking)	

	Clause 52.34 (Bicycle facilities) Clause 53.18 (Stormwater Management in Urban Development) Clause 53.22 (Significant Economic Development)
Operational Provisions	Clause 71.02-3 (Integrated Decision Making)
Strategic Planning Considerations	Plan for Victoria Recycling Victoria – a new economy (February 2020) Victoria's Climate Change Strategy (DEECA, 2021) City of Yarra Climate Emergency Declaration Spatial Economic and Employment Strategy (SEES, 2018) Cremorne Urban Design Framework (September 2023)

Quality Assurance

Planning Report

Planning Permit Application
57-71 Stephenson Street Cremorne
Wurundjeri Country

Project Number

325-0092-00-P

Revisions

Issue	Date	Description	Prepared By	Reviewed By	Project Principal
00	16/10/2025	DFP Submission	CBB/CF	CF/LC	LC
01	20/02/2026	DFP Update (Surrounding Development Context)	CBB/CF	CF/LC	LC
02	10/07/2026	DTP Submission	CBB/CF/KK	LC	LC

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1 Executive Summary

This report has been prepared by Tract Consultants Pty Ltd for **Endor Developments Pty Ltd** to support a planning permit application for the development of a fifteen (15) storey, timber structure office building with food and drink (café) tenancies at ground plane and shared amenity spaces associated with the office use at 57-71 Stephenson Street, Cremorne.

A strategically consolidated site of 1,616sqm in size, the Site represents a strategic opportunity for an industry leading project on a unique urban infill site in the heart of Cremorne.

This executive summary highlights the key benefits of the proposal, noting the nature of these benefits are the result of what can be achieved where collective knowledge is leveraged, and rigour applied early in the design process. The proposal represents a future-focused outcome, engendering design excellence in the clarity of its architectural response, and ESD excellence in building performance and sustainability initiatives.

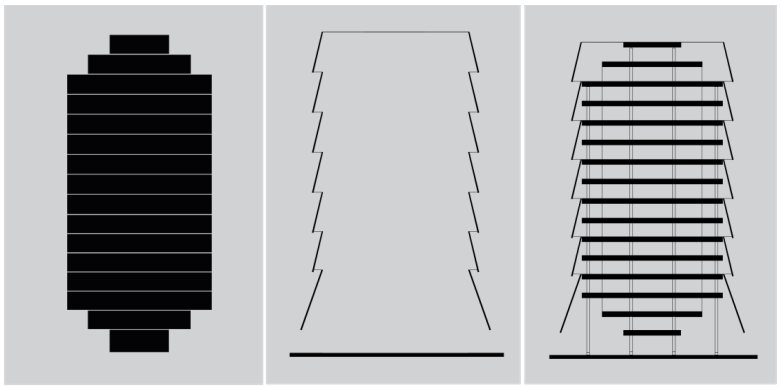
Early in the design process, the applicant put forward a compelling and uniquely aspirational brief for the project:

> *'What if we could create something extraordinary right here in Cremorne? A landmark that redefines what a workplace can be. A building that breathes innovation, champions sustainability, and places human wellbeing at its very core. A space that gives back more than it takes. That endures. That inspires. That leads. A building that our team, our community—and our planet—can be proud of.* (Design Brief, May 2025).

The design concept, borne out of the curiosity of the project team and forensic understanding of the site context, is aspirational in its goal to achieve a bold, future focused building which responds the climate challenges facing our built environment and envisages a more refined and programmed approach to the office working experience.

Edition Office set out to achieve the following vision and aspirations for the project:

> *We envision this building as a living filter, artfully mediating between the bustling urban context of Cremorne and the focused, creative sanctuary within.*
>
> *Its dynamic public ground plane is not a barrier but a porous membrane, designed for connecting the community with a progressive new work environment, absorbing and amplifying a new Cremorne energy.*
>
> *Internally, the architecture acts as a scaffold for bringing people together, with interconnected spaces that encourage the spontaneous collisions of people and ideas.*
>
> *This transforms the building from a simple workplace into a destination, a powerful recruitment tool for companies seeking to attract top talent who are drawn to a culture of collaboration, wellbeing, and genuine community connection.*
>
> *The roof plant associated with the highly efficient building services, are consciously hidden behind a continuation of this facade screen and rhythm, ensuring the building maintains a sense of dignity and sophistication from afar.*



The sophisticated analysis of the project team has led it to design a building that exudes the ephemeral qualities of Cremorne including its industrial past. The exposed timber structure, angled metal screens, recycled brickwork and vegetation reflect the strong sense of layering in Cremorne's urban fabric.

The shared vision for the Site by the project team has culminated in a scheme whereby the building is envisioned not as a consumer but a producer, representing a new model for commercially viable, net-positive development.

In doing so, the project offers a plethora of public benefits as follows, which are beyond that which could be delivered by a conventional proposal which meets the discretionary requirements of the applicable planning controls (Design & Design Development Overlay – Schedule 51).

- **Significant economic development,** through the creation of jobs in construction and operation, delivering close to 20,000 square metres of Office gross floor area and contributing to the evolving business ecology of Cremorne.
- **ESD excellence**, by setting a new benchmark for new office buildings in terms of embodied carbon and achieving a minimum NABERS Embedded Carbon 4 star rating. Other ESD initiatives include; a NABERS 6 star energy rating, an optimised building envelope both through high performance façades, but also orientation, ventilation, daylight and shading optimisation, 100% electric, rooftop and façade PV systems, and 100% green power – amongst other benefits.
- **Public benefit outcomes,** including public realm and laneway upgrades, approximately 840sqm of publicly accessible landscaped space with active uses, sustainability outcomes significantly exceeding NCC 2025 standards, investment in high-quality landscaped void and garden spaces in lieu of additional leasable floor area, and a community tenancy secured through a peppercorn lease to Challenge, a not-for-profit organisation, and the provision of a multi-faith room.
- **Representing a new way of working**, as a scalable and replicable tool for industry transformation through leveraging collective knowledge, for creating healthy buildings for occupants to work.

The Department of Transport and Planning's Development Facilitation team issued on eligibility letter in April 2026 which enables an application to be formally submitted and progressed through the formal review process under Clause 53.22.

The project has been subject to thorough stakeholder and referral authority engagement with DTP, the Office of the Victorian Government Architect, the City of Yarra, VicTrack and the Head of Transport for Victoria. In recognition of the value of collective thinking, where appropriate changes have been made through the extensive pre-application process.

It follows as a recommendation of this report that a recommendation be made to the Minister for Planning to issue a Planning Permit for the development.

Contents

1	**Executive Summary**		**5**
2	**Introduction**		**11**
	2.1	Purpose & Overview	11
	2.2	Permit Requirements	12
	2.3	Planning Pathway and Pre-Application Consultation	12
	2.4	Project Team	12
	2.5	Application Documents	13
3	**Site & Surrounds**		**14**
	3.1	Site Description	14
	3.2	Site Analysis	14
	3.3	Surrounding Context	20
4	**Proposal**		**34**
	4.1	Overview	34
	4.2	Permit requirements	34
	4.3	Key Elements	35
	4.4	Land Use	36
	4.5	Development	36
	4.6	Landscape	39
	4.7	Environmentally Sustainable Design (ESD)	40
	4.8	Transport, access, parking and loading	41
	4.9	Acoustics	41
5	**Planning Provisions**		**42**
	5.1	Zoning	42
	5.2	Overlays	43
	5.3	Particular Provisions	45

	5.4	Operational Provisions	46
6	**Planning Policy and Strategic Documents**		**47**
	6.1	Municipal Planning Strategy	47
	6.2	Planning Policy Framework (PPF)	49
	6.3	Other Planning Considerations	53
	Plan for Victoria		53
	Spatial Economic and Employment Strategy (SEES) (2018)		53
	Recycling Victoria – A new economy (February 2020)		53
	Cremorne Place Implementation Plan (December 2020)		54
	Cremorne Urban Design Framework (September 2023) and Amendments C317yara and C318yara		55
	City of Yarra Climate Emergency Declaration and Climate Emergency Plan 2024-2030		57
	Victoria's Climate Change Strategy (DEECA, 2021)		57
7	**Planning Assessment**		**58**
	7.1	Alignment with Clause 53.22 – Significant Economic Development	58
	7.2	Alignment with the Municipal Planning Strategy and Planning Policy Framework	58
	7.3	Consistency with the Commercial 2 Zone	60
	7.4	Response to key directions of the Cremorne UDF and DDO51	61
8	**Conclusion**		**66**
Appendices			**67**

Figures and Tables

Figure 1. Extracts from Urban Context and Design Response Report (Edition Office)	11
Figure 2. Lot 1 on Title Plan 754267N	14
Figure 3. 57-59 Stephenson Street (looking north-east from Stephenson Street)	15
Figure 4. 61-67 Stephenson Street	15
Figure 5. 69-71 Stephenson Street	16
Figure 6. Aerial Plan	16
Figure 7. 51 Stephenson Street.	17
Figure 8. Laneway (looking east toward railway corridor from Stephenson Street).	18
Figure 9. 77 Stephenson Street.	18
Figure 10. 49 Stephenson Street.	19
Figure 11. 49 Stephenson Street – current context and approval (Stephenson Street elevation).	19
Figure 12. Left: 90 Stephenson Street; right: 92-94 and 96 Stephenson Street.	20
Figure 13. left: 98-100 Stephenson Street, looking west; right: 92-94 and 1102-106 Stephenson Street, looking east from Gwynne Street (toward the Site).	20
Figure 14. Extracts from Urban Context Report (Edition Office)	21
Figure 15. Context Plan.	22
Figure 16. 9-11 Cremorne Street, looking south from Stephenson Street	23
Figure 17. 9-11 Cremorne Street, looking south-east from Cremorne Street down Stephenson Street (Pace building (4-6 Cubitt) in background).	24
Figure 18. 41-53 Cremorne Street, looking north from Cremorne Street.	25
Figure 19. 57 Balmain Street (looking north-east up Stephenson Street).	26
Figure 20. Left: Dover House (2-6 Fitzgibbon Street & 49-55 Dover), looking east from Dover Street; right: 56-81 Dover Street, looking south from Dover Street.	27
Figure 21. 60 Cremorne Street, looking south-west.	27
Figure 22. Pace Building – 4-6 Cubitt Street & 13 Dover Street (top left: looking south-east from Stephenson Street); top right: looking west from Stephenson Street; bottom: looking north-east from Dover Street).	28
Figure 23. Pace Building – 4-6 Cubitt Street & 13 Dover Street, looking north from Cubitt Street.	29
Figure 24. 116 Cremorne Street, looking west from Cremorne Street.	30

Figure 25. 99 Green Street, looking north-east from Green Street.
Figure 26. 120 Balmain Street, looking south-east from Balmain Street. 30

Figure 27. 88 Green Street, looking south-west from Green Street. 31

Figure 28. 79-83 Balmain Street and 116-122 Chestnut Street Cremorne (approved). 31

Figure 29. 14-18 Cremorne Street (approved). 32

Figure 30. 101 Cremorne Street (approved). 32

Figure 31. Approved Development at 49-51 Balmain Street & 108-110 Stephenson Street (Extracts from Rothe Lowman Architectural Design Statement). 33

Figure 32. Sketch and Section: Extracts from the Urban Context and Design Response Report (Edition Office) 37

Figure 33. Concept Diagrams: Extracts from the Urban Context and Design Response Report (Edition Office) 38

Figure 34. Façade System Type 02: Extracts from the Urban Context and Design Response Report (Edition Office) 38

Figure 35. Material Schedule: Extract from the Urban Context Report (Edition Office) 38

Figure 36. Landscape Concept, Ground Level (Openwork). 39

Figure 37. Landscape Concept Plans, Ground Level and Level 14 (Openwork). 39

Figure 38. Proposed Public Realm Works to northern laneway (Openwork). 40

Figure 39. Targets: Extract from Sustainability Management Plan (Finding Infinity) 41

Figure 40. Zone Plan. 42

Figure 41. Cremorne West precinct heights, setbacks and interface plan (with Site identified) 44

Figure 42. Strategic Framework Plan with Site identified. 48

Figure 43 . Extract from Recycling Victoria – a new economy (February 2020). 54

Figure 44. Key Attributes – Cremorne Enterprise Precinct (Cremorne Place Implementation Plan (VPA, City of Yarra, Victoria State Government, December 2020) 55

Figure 45. Cremorne UDF Precincts 56

Figure 46. Double and triple-height spaces in the ground plane and stairwell connections: Extracts from Urban Context Report (Edition Office) 59

Figure 47. Sectional Perspective Illustrating Rooftop: Extract from Urban Context Report (Edition Office) 60

Figure 48. East/West Elevation (Detail), West Elevation and Internal Detail: Extract from Urban Context Report (Edition Office) 60

Figure 49 Left and middle images: Extracts from Urban Context Report (Edition Office) – view from Rail Corridor and Stephenson Street with 57 Balmain Street (seven storey development and heritage place) in the context. Right image: Approved development at 49-51 Balmain & 108-110 Stephenson Street with 77 Stephenson Street and 57 Balmain Street (seven storey developments) in context – looking south from Stephenson Street toward Balmain Street. 64

Table 1. Key elements summary. 35

Table 2. CW-C Preferred Requirements. 43

Table 3. Car parking requirements. 45

Table 4. Bicycle parking requirements. 45

2 Introduction

2.1 Purpose & Overview

This report has been prepared by Tract Consultants Pty Ltd upon the instructions of **Endor Development Pty Ltd**.

The purpose of the report is to accompany a planning permit application for the proposed development of a fifteen (15) storey, timber structure office building at *57-71* Stephenson Street (the **'Site'**).

The Site represents a strategic opportunity for the consolidation of urban infill lots, situated in the heart of Cremorne within the Cremorne West Precinct.

A primary strategic objective for this sub-context is for future development to consolidate Cremorne's status as a sought-after destination for jobs in knowledge-intensive industries. In this sense, it is important that new buildings in Cremorne set higher standards in terms of sustainability, design and internal programming.

This executive summary highlights the key benefits of the proposal, noting the nature of these benefits are the result of what can be achieved where collective knowledge is leveraged, and rigour applied early in the design process.

This development will be an Australian first in the extent of its use of mass timber (beams, columns, floors, timber clad façade panels and timber outriggers) and solar generating façade systems.

Instead of functioning as an orthodox workplace, the design of the building will transform it into a destination and powerful recruitment tool for companies whose values align with a culture of collaboration, wellbeing and genuine connection.

The proposal demonstrates exceptional alignment with the overarching ambitions of the *Cremorne Urban Design Framework*, in addition to broader policy and provisions of the Yarra Planning Scheme (**'Planning Scheme'**). Importantly, the development achieves the design objectives of DDO51 (Cremorne West Precinct) in a sophisticated manner.

Accordingly, the proposal represents a highly considered and significant economic development that merits assessment by the Department of Transport and Planning in consultation with Yarra City Council to facilitate its delivery.

A planning permit is sought via the approval pathway available at Clause 53.22 – *'Significant Economic Development'* of the Yarra Planning Scheme, for which the Minister for Planning is the Responsible Authority.



Figure 1. Extracts from Urban Context and Design Response Report (Edition Office)

2.2 Permit Requirements

The following planning permit triggers are applicable under the *Yarra Planning Scheme* ('the Planning Scheme'):

- Clause 34.02-4 (Commercial 2 Zone) - To construct a building or construct or carry out works.
- Clause 34.02-1 (Commercial 2 Zone) - To use land for Food and drink premises exceeding 100sqm.
- Clause 43.02-2 (Design and Development Overlay – Schedule 51) - To construct a building or construct or carry out works.

2.3 Planning Pathway and Pre-Application Consultation

A planning permit for the proposed development is sought via Clause 53.22 – '*Significant Economic Development*' of the Planning Scheme. Clause 53.22 seeks:

- *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.*

Pre-application meetings were held with Planning and Urban Design representatives from the Department of Transport and Planning's Development Facilitation Team on 23 July and 28 August 2025 to discuss the proposal, its merits and suitability for consideration under this state government planning pathway.

Following preliminary feedback, a formal pre-application request (PPA-1471) was made on 12 September 2025. The Department of Transport and Planning (DTP) issued an eligibility letter on 29 April 2026 which enables the application to be formally submitted and progressed through the formal review process under Clause 53.22.

In the period since the project was initially tabled with DTP's Development Facilitation team, formal feedback has been provided by DTP, the City of Yarra, the Office the Victorian Government Architect (OVGA) Head of Transport for Victoria (HTfV) and VicTrack.

The culmination of feedback provided by DTP and the relevant referral authorities has been considered and incorporated where appropriate as part of the final proposal. Responses to the feedback provided are detailed in the Cover Letter prepared by Tract, which also details the stakeholder engagement undertaken to date.

The formal application package is accompanied by a response to the comments provided by these stakeholders for completeness.

2.4 Project Team

To ensure the project's success, a high degree of rigour was brought to assembling the below project team as early as possible in the design process.

- Applicant – Endor Developments Pty Ltd.
- Project Manager – Vettex.
- Environmentally Sustainable Design (ESD) Consultant – Finding Infinity.
- Architect – Edition Office.
- Landscape Architect – Openwork.
- Planning Consultant – Tract.
- Traffic and Waste Consultant – Ratio.
- Wind Consultant – MEL Consultants.
- Acoustic Consultant – DDEG.
- Façade Engineer – Tensys Engineers.
- Fire Engineer – Carbon Fire.
- Services Engineer – Neuron.
- Structural Engineer – Aecom.

2.5 Application Documents

- MPL Certificate dated 26 June 2026.
- Certificate of Title dated 01 July 2026.
- Architectural Plans, Edition Office, dated 16 June 2026.
- Urban Context Report, Edition Office, dated 16 June 2026.
  - Including Landscape Plans, Openwork.
- Public Benefit Cost Summary, Vettex, dated 09 June 2026.
- Sustainability Management Plan, Finding Infinity, dated 10 June 2026.
- Transport Impact Assessment, Ratio, dated 29 June 2026.
- Waste Management Plan, Ratio, dated 19 June 2026.
- Green Travel Plan, Ratio, dated 29 June 2026.
- Stormwater Management Plan, Aecom, dated 09 July 2026.
- Acoustic Report, DDEG, dated 11 June 2026.
- Wind Impact Assessment, MEL Consultants, dated 03 October 2026.
- Glint and Glare Assessment, Spaces at Night, dated 03 June 2026.
- Design Advice Letter, Carbon Fire Engineering, dated 09 June 2026.
- Feature and Level Survey, Linear Land Surveying, dated 09 May 2025.
- Preliminary Planning Cost Plan, Napier & Blakeley, dated 06 July 2026.

This report has only considered those documents explicitly referenced throughout the document.

3 Site & Surrounds

This section should be read in conjunction with the Urban Context Report prepared by Edition Office.

3.1 Site Description

The Site is located at 57-59, 61-69 and 69-71 Stephenson Street, Cremorne. The land is formally identified on Certificates of Title as follows:

- Lot 1 on Title Plan 602392G – Volume 10086 Folio 362 (57-59 Stephenson).
- Lot 1 on Title Plan 754267N – Volume 04265 Folio 803 (61-67 Stephenson).
- Lot 1 on Title Plan 603444N – Volume 12096 Folio 496 (69-71 Stephenson).
- Lot 1 on Plan of Subdivision 713397T – Volume 11427 Folio 060 (69-71 Stephenson).

An easement is located on the eastern side of Lot 1 on Title Plan (TP\754267N). Refer to the extract below.

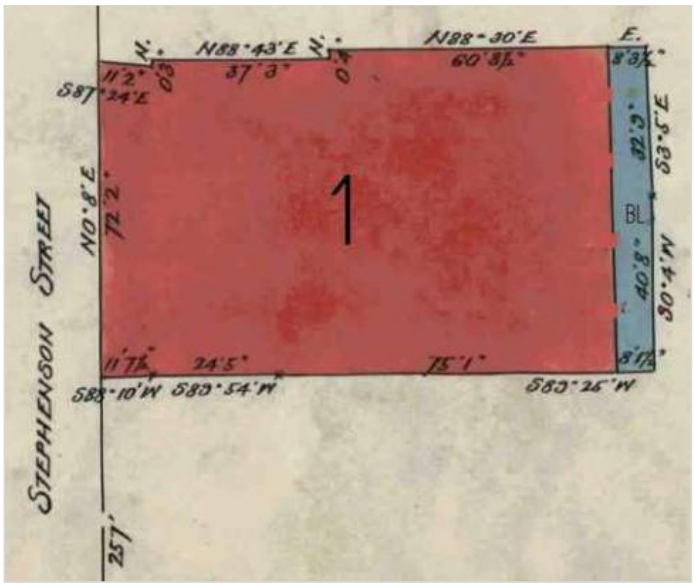


Figure 2. Lot 1 on Title Plan 754267N

3.2 Site Analysis

The Site is generally rectangular in shape, with a frontage to Stephenson Street of approximately 45 metres and stepped interface to the north (laneway) of approximately 32.6 metres. The Site has a total area of 1,616 square metres.

The Site is currently occupied by three buildings as follows:

- 57-59 Stephenson Street: single storey brick building, used as a café and coffee wholesaler.
- 61-67 Stephenson Street: single storey rendered building, occupied by advertising agency Mustard Creative.
- 69-71 Stephenson Street: single storey brick warehouse, currently operating as a mechanic.

The Site has four existing vehicle crossovers, one of which is redundant.

Refer to Figures 3 – 5 (Site Photos) and Figure 6 – Aerial Plan.



Figure 3. 57-59 Stephenson Street (looking north-east from Stephenson Street)



Figure 4. 61-67 Stephenson Street



Figure 5. 69-71 Stephenson Street



Figure 6. Aerial Plan

Interfaces

The Site's immediate interfaces are described below.

- North: 3 metre wide laneway running from Stephenson Street through to the railway corridor retaining wall. The laneway is largely unmade, absent a splay, and leads to a narrower section of laneway running north-south along the railway corridor, abutting the east boundary of 57-59 Stephenson Street and several properties sited further north, including:
  - 51-55 Stephenson Street, a 566sqm lot accommodating a contemporary three-storey office building. Car parking is provided at ground level via a crossover to Stephenson Street.
  - 49 Stephenson Street, a 574sqm lot currently occupied by a single storey brown brick warehouse building with car parking and some vegetation within the front setback. Planning Permit PLN22/0316 allows for construction of a nine storey development with secondary pedestrian access/egress provided to the rear laneway (described on endorsed plans as 'earthen walkway').
- East: Railway corridor accommodating the Cranbourne, Frankston, Pakenham and Sandringham lines between Richmond Station and South Yarra Station. The rail reserve is approximately 30 metres wide and comprises six individual tracks.
- South: 77 Stephenson Street, a 553sqm lot accommodating a recently constructed seven-storey glass office building. Car parking is accommodated on the ground floor.
- West: Stephenson Street, a local street of approximately 9 metres in width with one-way traffic (heading north) from Balmain Street to Dunn Street. One lane of on-street parking is accommodated on the western side of Stephenson Street. The context further west includes:
  - 90 Stephenson Street, a 200 square metre lot accommodating a single storey brick building.
  - 92 and 94 Stepheson Street, two160sqm lots (320sqm total) occupied by a three-storey office building. Vehicle access is provided via Gwynne Street.
  - 96 Stephenson Street, a 177 square metre lot occupied by a three-storey concrete office building. Vehicle access is provided via Gwynne Street.
  - 98-100 Stephenson Street, a 305 square metre lot occupied by a two-storey office building. Vehicle access is provided via Gwynne Street.
  - 102, 102A, 104 and 106 Stephenson Street: a large vacant site comprising four separate parcels ranging in area from 126 square metres to 144 square metres.



Figure 7. 51 Stephenson Street.

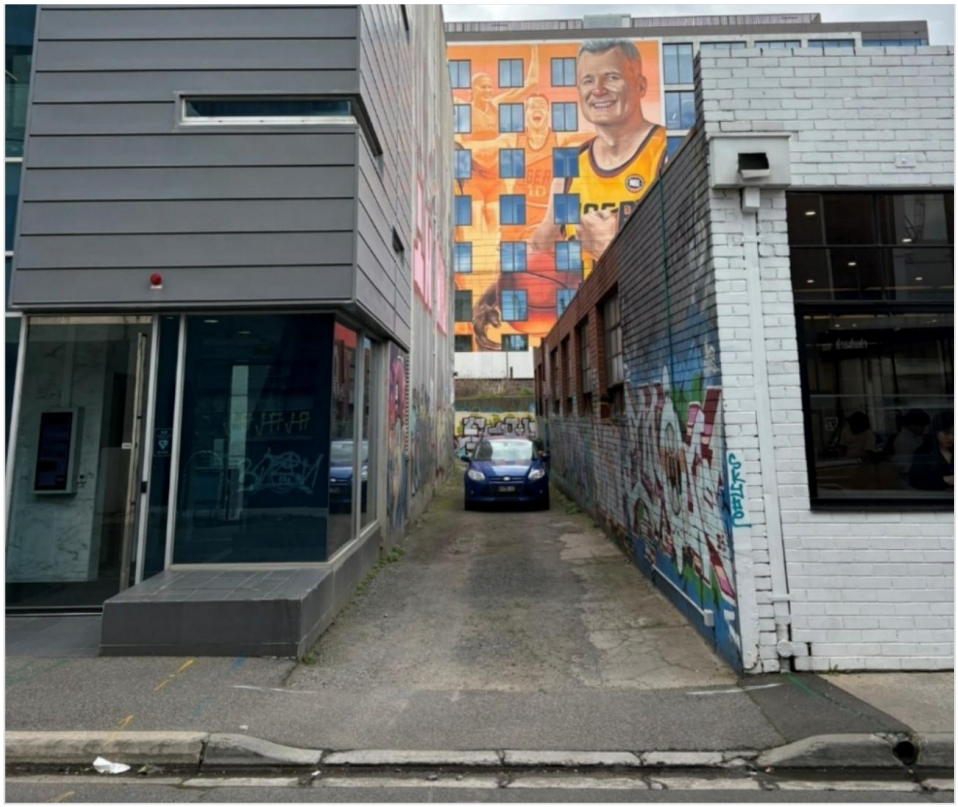


Figure 8. Laneway (looking east toward railway corridor from Stephenson Street).

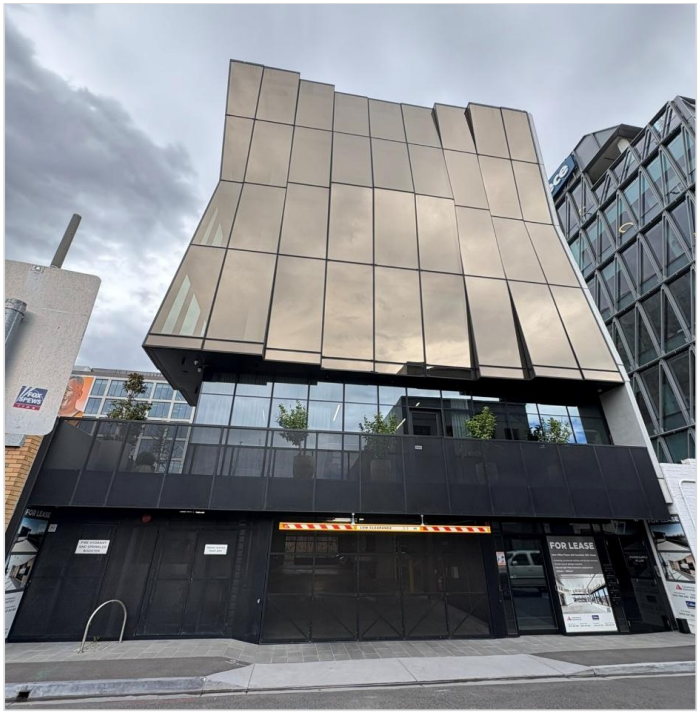


Figure 9. 77 Stephenson Street.

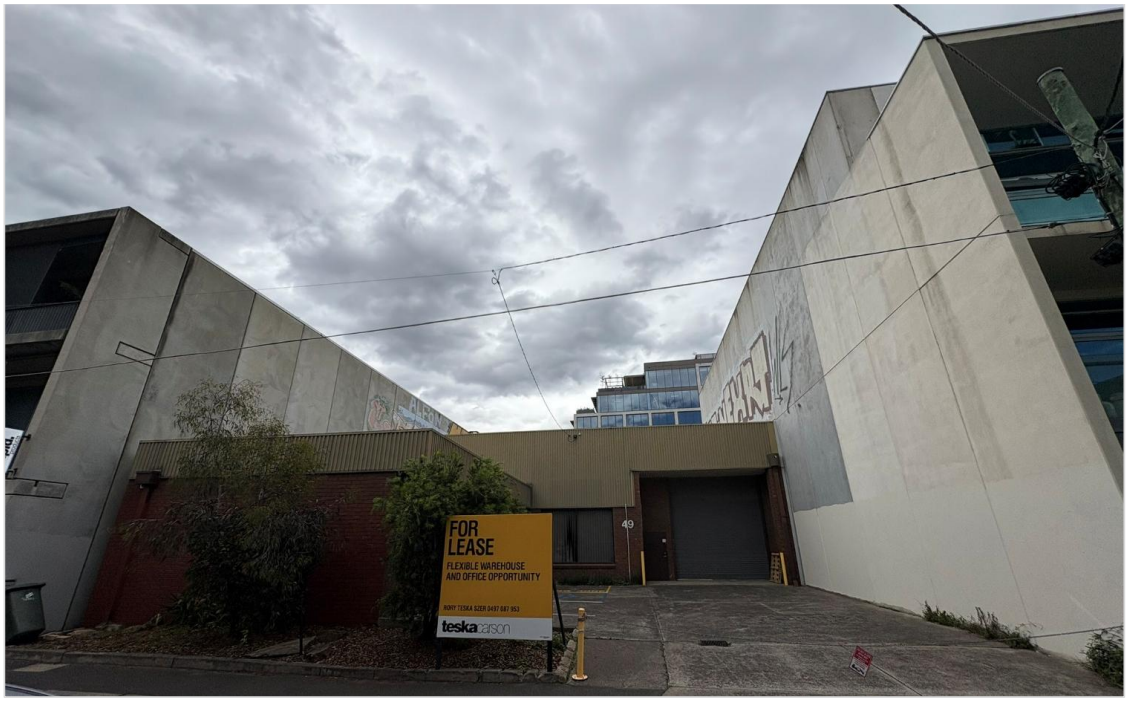


Figure 10. 49 Stephenson Street.

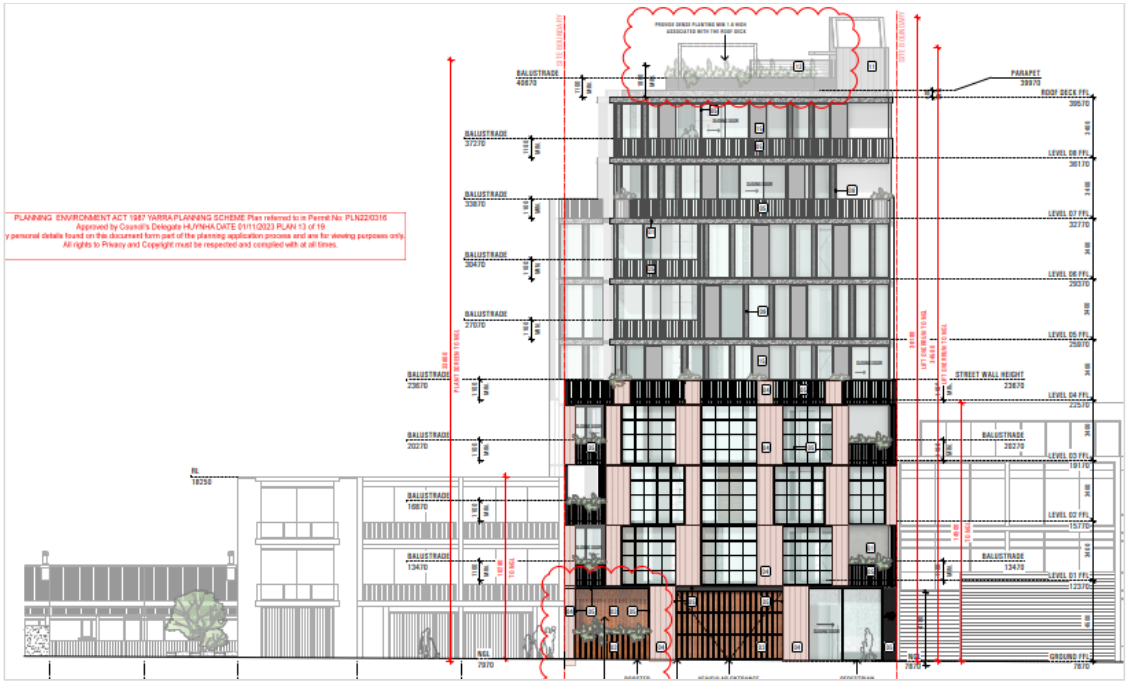


Figure 11. 49 Stephenson Street – current context and approval (Stephenson Street elevation).



Figure 12. Left: 90 Stephenson Street; right: 92-94 and 96 Stephenson Street.

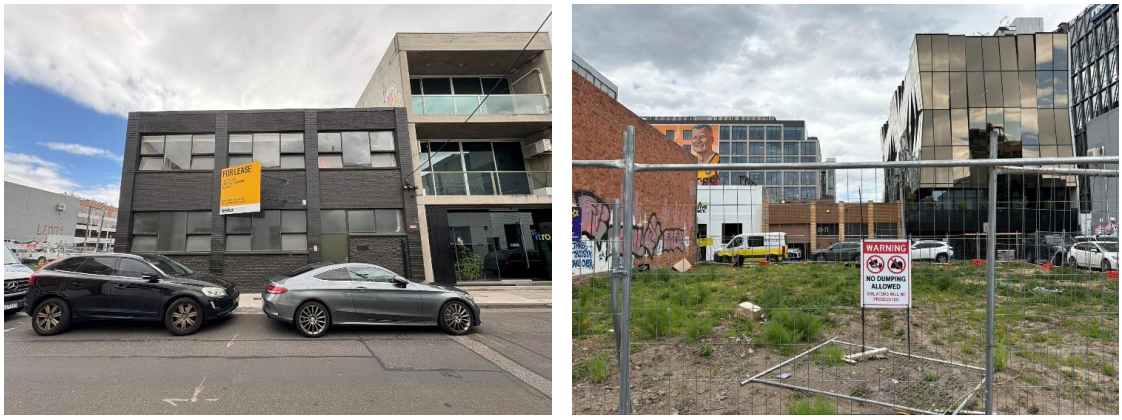


Figure 13. left: 98-100 Stephenson Street, looking west; right: 92-94 and 1102-106 Stephenson Street, looking east from Gwynne Street (toward the Site).

3.3 Surrounding Context

Located in Cremorne, within the City of Yarra, the Site is approximately 600 metres or a 10-minute walk from Richmond Station or 550 metres/8-minute walk from East Richmond Station, which are 1 and 2 stops away from Melbourne's CBD respectively.

Refer to Figure 14 – Context Plan.

Ecological context

While the site and surrounds are heavily urbanised, the ecological context includes a precolonial landscape that would have been characterised by grassy or open woodland with eucalypt species and riparian forest along watercourses.

Walking Cremorne – a fine grain and 'polished grit'

Cremorne's industrial history and subdivision pattern have resulted in a character of narrow streets and a fine grain of warehouses and workers cottages: a 'polished grit' and highly walkable environment with compact streetscapes.

New development is adding to the diverse mix of building types, but sometimes erasing the rhythm of smaller buildings that formed the urban fabric before it.

The 'polished grit' of Cremorne surfaces from the interaction between its industrial heritage and the emerging high tech creative economy and bustling retail and hospitality sector. At the same time, refined architectural interventions (careful metalwork and considered glazing) add contemporary touches to the more robust fabric, while vegetation persists over and through structures, and in remnant spaces between buildings.

There is a notable lack of green open space, with activity spilling out onto kerbsides and narrow streets.

Cremorne Enterprise Precinct

The Site is located in the Cremorne Enterprise Precinct (Cremorne West), which is designated by the State Government as the location to focus growth of creative and tech industries to support Melbourne's growing enterprise economy.

More broadly, Cremorne is emerging as a 'global innovation precinct', contributing an estimated $4 billion annually to the Victorian economy, accommodating both headquarters of large tech firms and smaller startups and creative agencies.

A daytime and nighttime economy

The Cremorne West precinct has a bustling daytime and nighttime economy curated to meet the needs of its dynamic workforce.

The ecosystem includes a varied hospitality offering of wine bars, pubs and delis while daytime uses include coffee roasteries, bakeries and increasingly reflect a focus on lifestyle and wellness. Several of these businesses occupy converted warehouses and reflect shared values of sustainability and community.

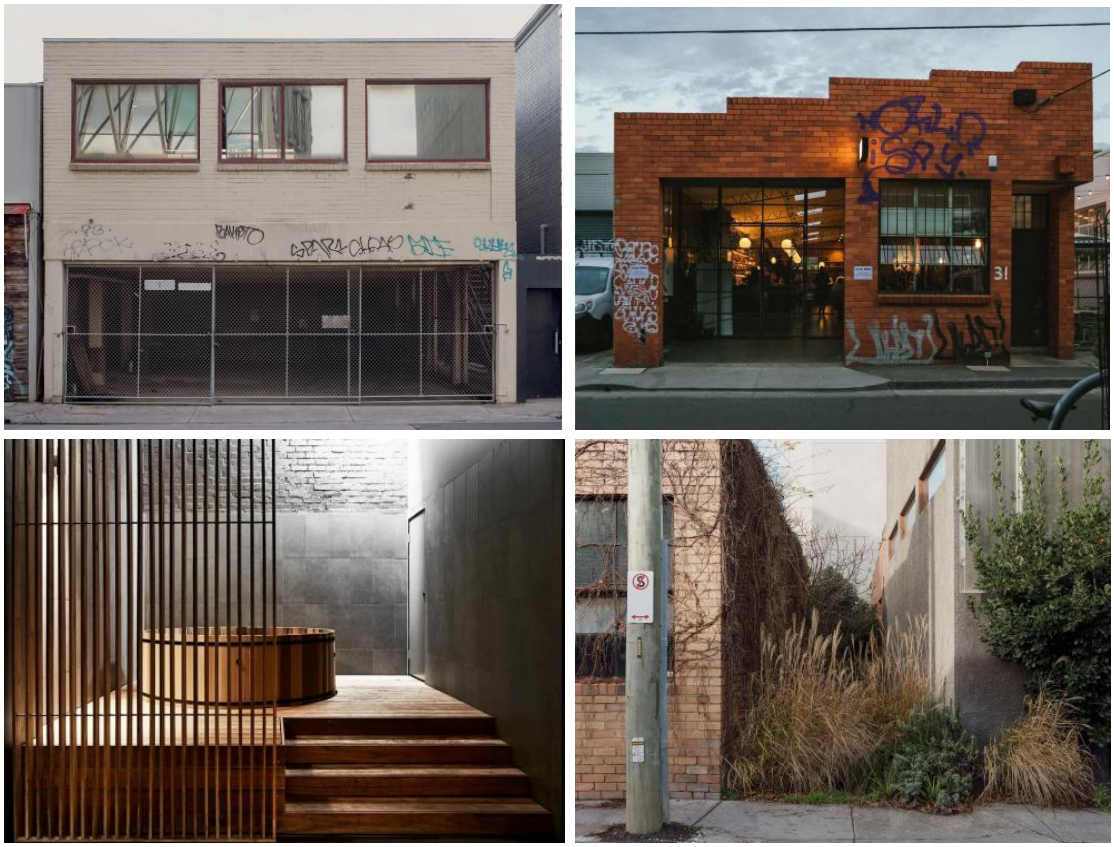


Figure 14. Extracts from Urban Context Report (Edition Office)

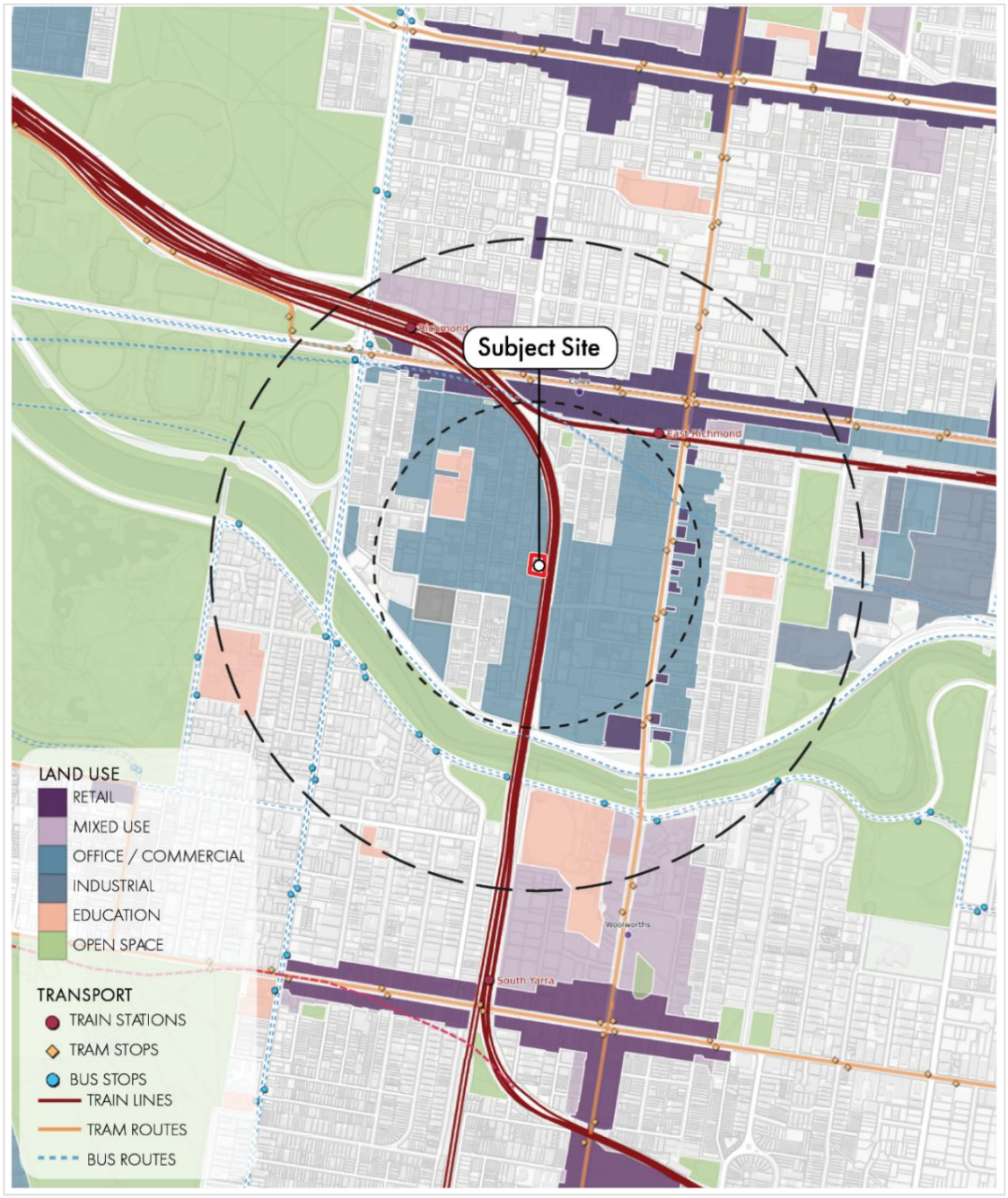


Figure 15. Context Plan.

Surrounding development context

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:

- 49-51 Balmain Street (9 storeys, approved).
- 57 Balmain Street (7 storeys, completed).
- 79-83 Balmain Street and 116-122 Chestnut Street, Cremorne (13 storeys, approved).
- 100 Balmain Street (11 storeys, under assessment).
- 9-11 Cremorne Street (8 storeys, completed (2019)).
- 14-18 Cremorne Street (12 storeys, approved).
- 24 Cremorne Street (11 storeys, under assessment).
- 31-53 Cremorne Street (10 storeys, completed).
- 30-32 Cremorne Street and 23 Jessie Street (9 storeys, approved).
- 34 Cremorne Street (9 storeys, approved).
- 38-42 Cremorne Street (8 storeys, approved).
- 60 Cremorne Street (7 storeys, completed).
- 101 Cremorne Street (12 storeys, approved).
- 116-130 Cremorne Street (10 storeys, under construction).
- 4-6 Cubitt Street & 13 Dover Street (12 storeys, completed).
- 12 Dover Street (8 storeys, approved).
- 65-81 Dover Street (9 storeys, completed).
- 2-6 Fitzgibbon Street & 49-55 Dover Street (8 storeys, completed).
- 68-88 Green Street (8 storeys, under construction).
- 99 Green Street (9 storeys, under construction).
- 2-6 Gwynne Street (7 storeys, completed).
- 8 Gwynne Street (8 storeys, completed).
- 70-80 Gwynne Street (10 storeys, approved).
- 77 Stephenson Street (7 storeys, completed).
- 49 Stephenson Street (9 storeys, approved).
- 28-30 Stephenson Street (13 storeys under assessment).



Figure 16. 9-11 Cremorne Street, looking south from Stephenson Street

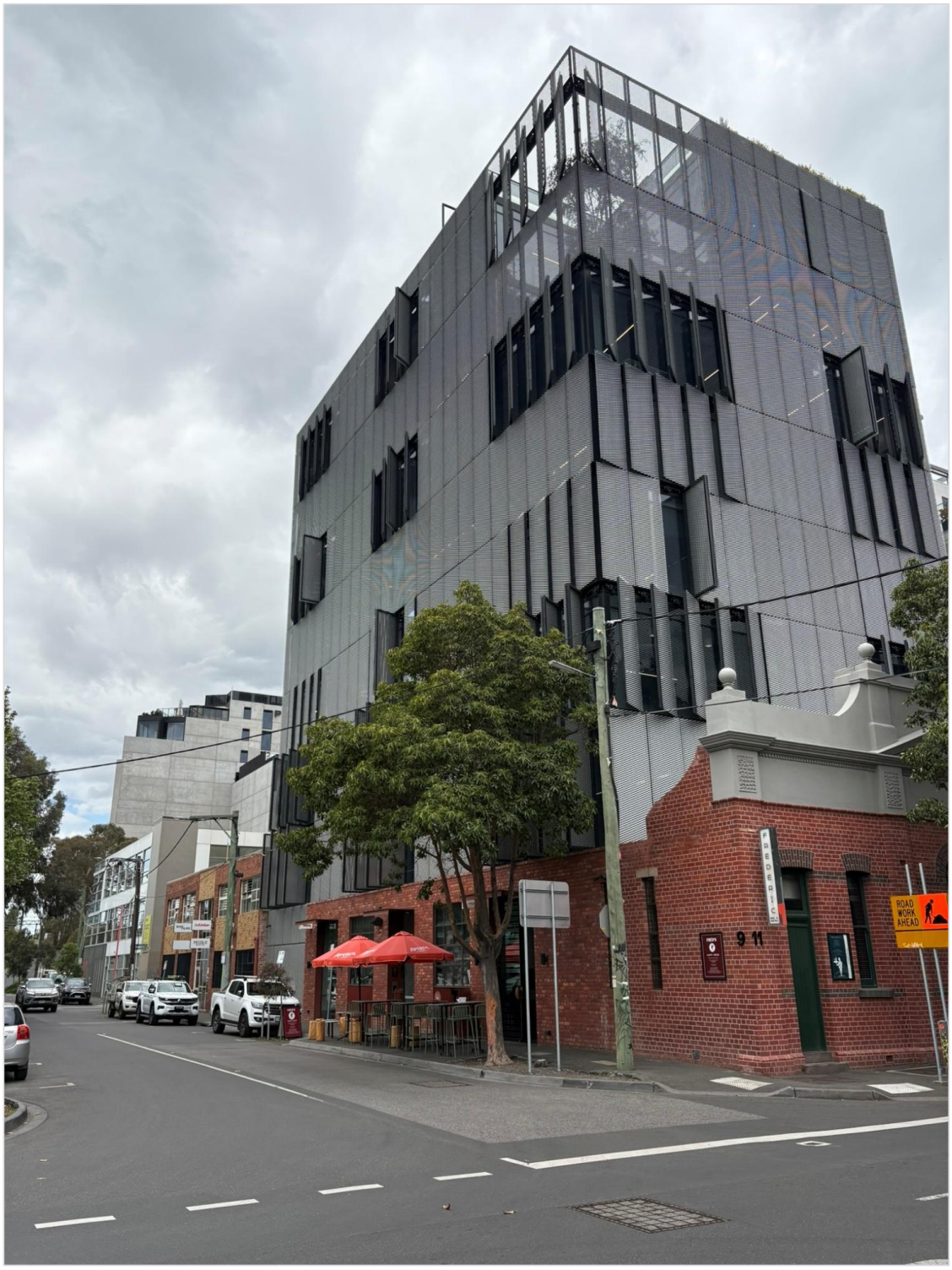


Figure 17. 9-11 Cremorne Street, looking south-east from Cremorne Street down Stephenson Street (Pace building (4-6 Cubitt) in background).



Figure 18. 41-53 Cremorne Street, looking north from Cremorne Street.



Figure 19. 57 Balmain Street (looking north-east up Stephenson Street).



Figure 20. Left: Dover House (2-6 Fitzgibbon Street & 49-55 Dover), looking east from Dover Street; right: 56-81 Dover Street, looking south from Dover Street.



Figure 21. 60 Cremorne Street, looking south-west.



Figure 22. Pace Building – 4-6 Cubitt Street & 13 Dover Street (top left: looking south-east from Stephenson Street); top right: looking west from Stephenson Street; bottom: looking north-east from Dover Street).



Figure 23. Pace Building – 4-6 Cubitt Street & 13 Dover Street, looking north from Cubitt Street.

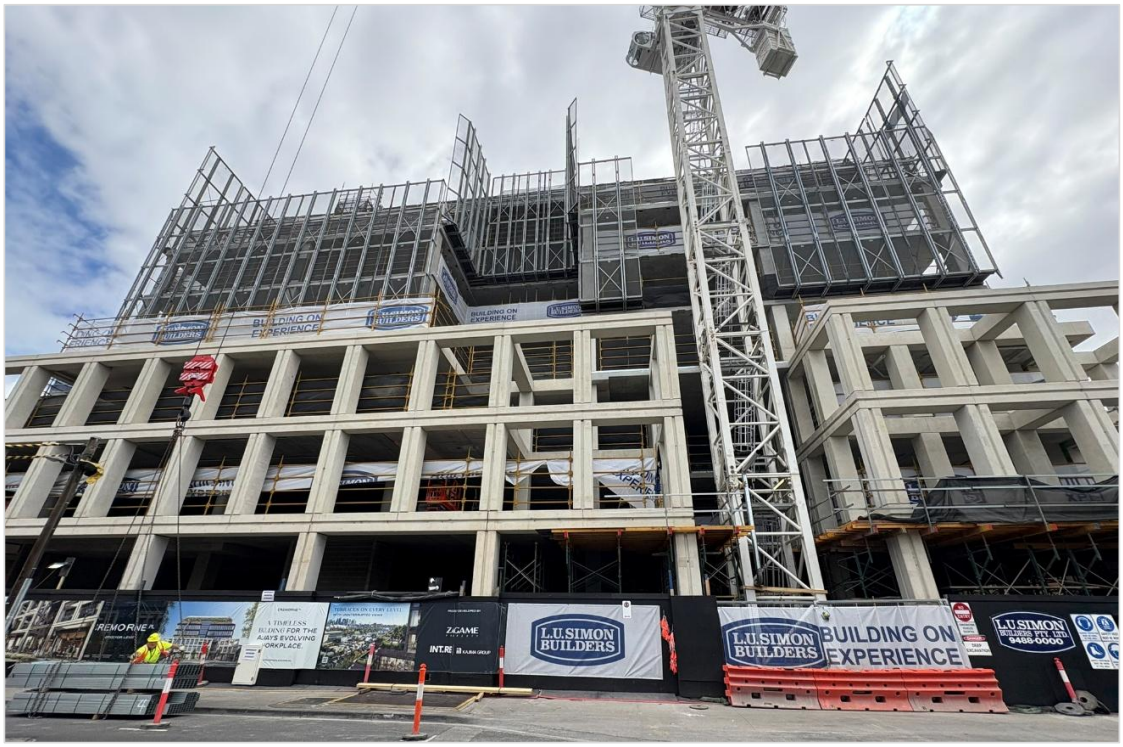


Figure 24. 116 Cremorne Street, looking west from Cremorne Street.

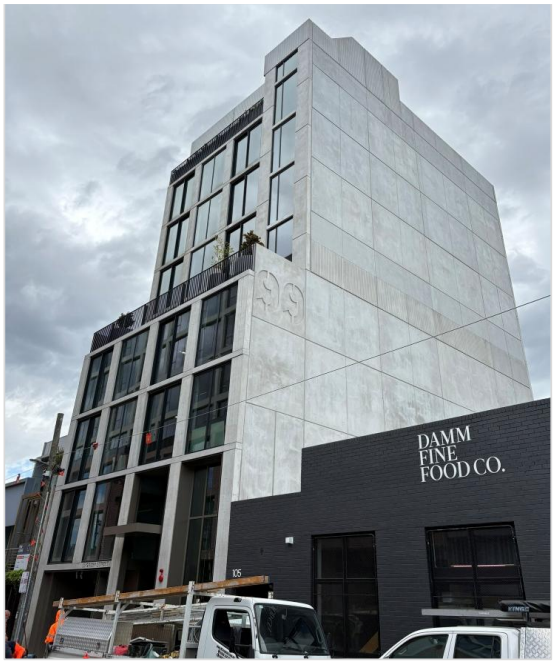


Figure 25. 99 Green Street, looking north-east from Green Street.

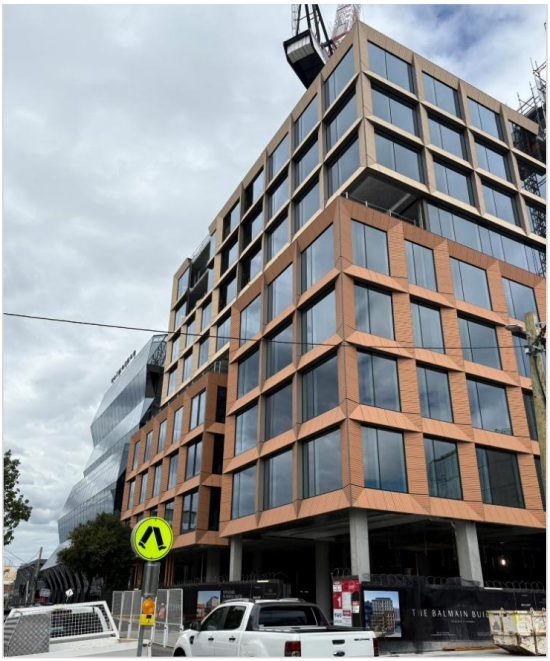


Figure 26. 120 Balmain Street, looking south-east from Balmain Street.



Figure 27. 88 Green Street, looking south-west from Green Street.



Figure 28. 79-83 Balmain Street and 116-122 Chestnut Street Cremorne (approved).



Figure 29. 14-18 Cremorne Street (approved).



Figure 30. 101 Cremorne Street (approved).

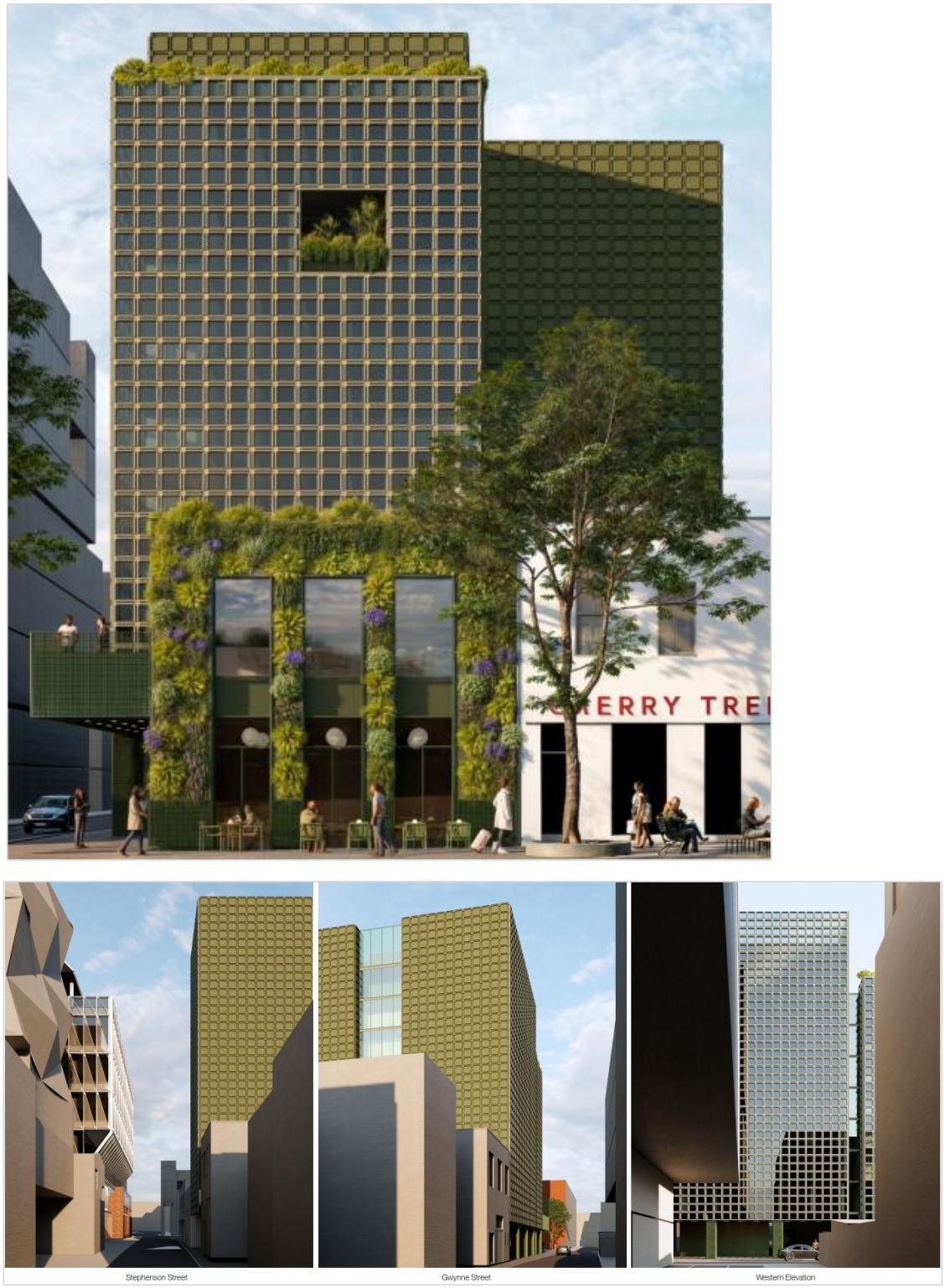


Figure 31. Approved Development at 49-51 Balmain Street & 108-110 Stephenson Street (Extracts from Rothe Lowman Architectural Design Statement).

4 Proposal

This section should be read in conjunction with the Architectural Plans, and Urban Context and Design Response Report prepared by Edition Office.

4.1 Overview

The proposal seeks to set a new benchmark for commercial office buildings in terms of embodied energy, energy generation and energy efficiency.

The applicant challenged the design team to deliver one of Australia's lowest embodied energy commercial office buildings, utilising extensive solar panels systems incorporating a PassivHaus-functioning façade.

The sustainability ambitions of the building are matched by a strong desire to give back to the Cremorne community through a generous landscaped ground plane interface that serves as a community asset and public benefit contribution.

The extent of site frontage, achieved through strategic lot acquisition, allows for this level of generosity, porosity and street activation that is not commonplace in an otherwise fragmented streetscape.

Throughout the building, landscaped spaces foster collaboration and a focus on wellbeing redefines the future of work. Refined and highly tactile spaces and materials invite a special relationship between building and occupant.

The aspiration to achieve an exemplary ESD outcome and future focused commercial building are evident in the enduring architecture of the building: a mass timber structure with a symmetry that sets up two dynamic spaces (within the podium and rooftop), softened with perforated metalwork and vegetation, and descaled through a breaking down of east and west facades with horizontal and vertical cues.

4.2 Permit requirements

A planning permit is required under Planning Scheme as follows:

Planning Scheme clause	Matter for which a permit is required
Clause 34.02-4	To construct a building or construct or carry out works
Clause 34.02-1	To use land for Food and drink premises exceeding 100sqm
Clause 43.02-2	To construct a building or construct or carry out works

4.3 Key Elements

A summary of the key elements of the proposal is provided in the Table below. Refer to the Development Summary at Drawing DA.002 (Edition Office) for full detail.

Table 1. Key elements summary.

Aspect	Description	Aspect	Description
		Development Metrics	
Storeys / Overall Height	15 storeys (plus mezzanine)	Materials	Timber structure, recycled brick, façade and roof solar PV, metal finished (galvanised / perforated metal or screens).
Gross Floor Area (GFA)	21,671 m²	Net Lettable Area	13,145 m².
Office Workspaces	12,791 m² (NLA)	Ground Floor Food & Drink Premises (Café)	353 m² (NLA)
Car Parking	72 spaces (include 2 x DDA compliant and 3 x EV charging spaces)	Bicycle Parking	120 spaces (including 24 x visitor parking spaces)
Publicly Accessible Space	839 m² comprising 609 m² at ground level and 230 m² at Level 01.	End of Trip	118 m²
Ancillary Amenity for Workspaces	84 m² Exercise Room (Mezzanine) 25 m² Carers Room & 15 m² Multi-faith Room, 74 m² external terrace (Level 01).	Wide Band Conditioned Areas	3,337 m²
Environmentally Sustainable Design			
Green Star	6 Star Greenstar Building Certification NABERS 6 star energy rating	STORM	136% achieved
Operational Carbon	NABERS 4 star Embodied Carbon Rating	Daylight & Ventilation	Mixed mode ventilation through operable windows and ceiling fans for effective ventilation.
Public Benefits			

- **Direct external / public realm works** — civil works, streetscape and laneway upgrades, utilities outside the site boundary. It is noted that the ultimate design, landscaping strategy, and works proposed to the northern laneway in particular will be subject to further discussion and agreement with the City of Yarra.
- **Publicly accessible space** (840sqm) – across a landscaped ground plane and first floor, representing a quality contribution to Cremorne's public streets and spaces serving not only the building's tenants, but the broader precinct. This incorporates activated uses through café tenancies, and opportunities for transient and publicly accessible office space at the first floor level. In conjunction with proposed public realm works, this will enhance opportunities for social gathering and interaction.
- **ESD uplift above NCC 2025 minimum** — mass timber, all-electric, façade PV and timber framed façade, passivhaus certification, high NABERS embodied carbon commitment and 6 Star Greenstar Buildings Certification.
- **Capex invested into void/garden zones** — design-quality contributions in lieu of leasable floor area.

- **Community tenancy** — peppercorn lease to Challenge (not-for-profit supporting children with cancer & blood disorders).

4.4 Land Use

Office (permit not required)

The building is primarily an office building comprising 21,671 square metres of gross floor area (GFA) including basement area. Within the building, 13,144 square metres of workplace net leasable area (NLA) is provided.

The project represents a significant economic contribution through delivery of an Office building with GFA of over 10,000 square metres, which warrants the application of clause 53.22 of the Planning Scheme and assessment by the Department of Transport and Planning (and the Minister as the Responsible Authority).

The proposed office space will be distributed across Levels 01 through to Level 14 as follows:

- Level 01 – 471 m^2.
- Level 02 – 520 m^2.
- Levels 03 – 13 – 1018 m^2 at each level.
- Level 14 – 582 m^2.

A reception and lounger are associated with the proposed office uses are provided at the ground level adjacent to the lift core.

Amenity uses ancillary to the proposed office use (which will be available exclusively for use by tenants) include the exercise room at mezzanine level, and the exercise room and multi-faith room at Level 01.

Food and drink premises (permit required)

Café tenancies are proposed at ground level of the building, totalling 353 square metres of net leasable area. The current arrangement at the ground plane comprises four (4) café tenancies configured to either side of the central 'spine' of the building, with frontage primarily to Stephenson Street, and partial frontage to the northern laneway at the north west corner of the building.

Food and drink premises (in excess of 100sqm) requires a planning permit in the Commercial 2 Zone.

4.5 Development

Site Layout & Built Form

The proposed development is a 15 storey building, plus mezzanine level and roof services level.

The overall building height is 57.9 metres to the roof level and 62.425 metres to the top of the roof services, which have been consciously integrated into the building design through a continuation of the semi-transparent façade.

A streetwall gesture of 16.27 metres (4 storeys) is provided through the incorporation of perforated metal screen across the width of the frontage that begins at Level 4 and projects from the building to function as an awning above the footpath and ground floor setback.

The built form adopts significant setbacks from Stephenson Street at ground floor: 1.725 – 1.84 metres to structural columns with a deeper setback of approximately 7 metres to the face of the café tenancies. Above ground, the building setback to structural timber columns continues, with the face of the building set back proportionally at lower levels to create dynamic double and triple height spaces.

Above the four storey podium expression, the setback to structural columns continues with a 1.2 metre setback to the face of the building and a repeating varied setback to the angled metal screens and solar panel façade systems.

To the southern boundary and interface with 77 Stephenson Street, a setback to the face of the building of 3.343 metres is applied from first level and above. The façade system projects 565mm into the setback.

To the northern interface, a similar setback is applied from the centreline of the laneway (approximately 3 metres). Noting the angle of the boundary, the setback varies from east to west.

To the east (railway corridor), the setback again varies due to the irregular property boundary line at the northern end of the site. The face of the building and north-east corner of the form is built to the boundary, and then increases to a setback of approximately 3.9 metres from the boundary at the southern end of the Site.

The site layout and built form achieve an efficient structure and internal environment, owing to the building's mass timber structure and mandate to be highly energy efficient.

Building as a filter

A key concept in the design of the built form is for the building to act as a 'filter'.

The highlighted green area in the section below primarily represents a naturally ventilated (minimally conditioned) workspace and 'filter' between the bustling outside urban environment and internal fully conditioned workspace.

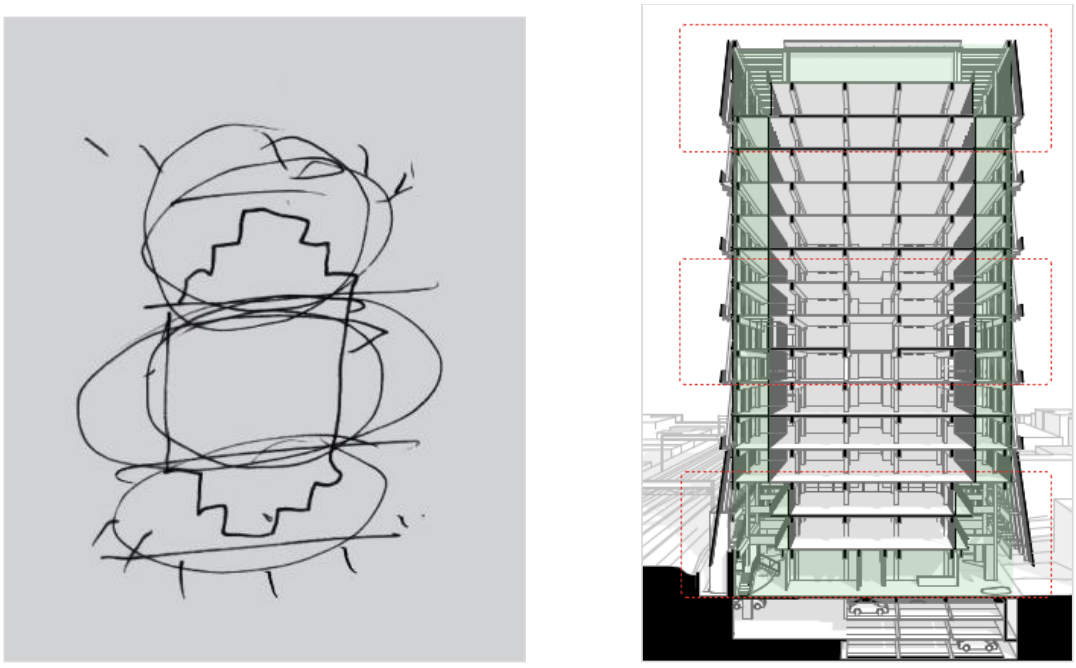


Figure 32. Sketch and Section: Extracts from the Urban Context and Design Response Report (Edition Office)

The filtered zones can be broken down as follows, as outlined in Edition Office's Urban Context Report:

A) *An active and generous ground plane: The most open of the zones, with an awning subtly marking the beginning of the building from the public footpath.*

B) *A vibrant core: A traditional and a flexible space that can be opened or closed to the outside allowing for natural ventilation.*

C) *A rooftop garden sanctuary: A rooftop garden giving back to the building's community, drawing people from ground up to the building.*

Façade Strategy

The façade strategy developed by Edition Office creates a 'descaling' of the building through a rhythm of screens applied in two level intervals up the building (with the exception of the three level screen at the lower levels, defining a podium expression through greater visual weight).

This further breaks down the verticality of the building through horizontal cues that allow a more legible reading of the built form particularly when seen from a distance.

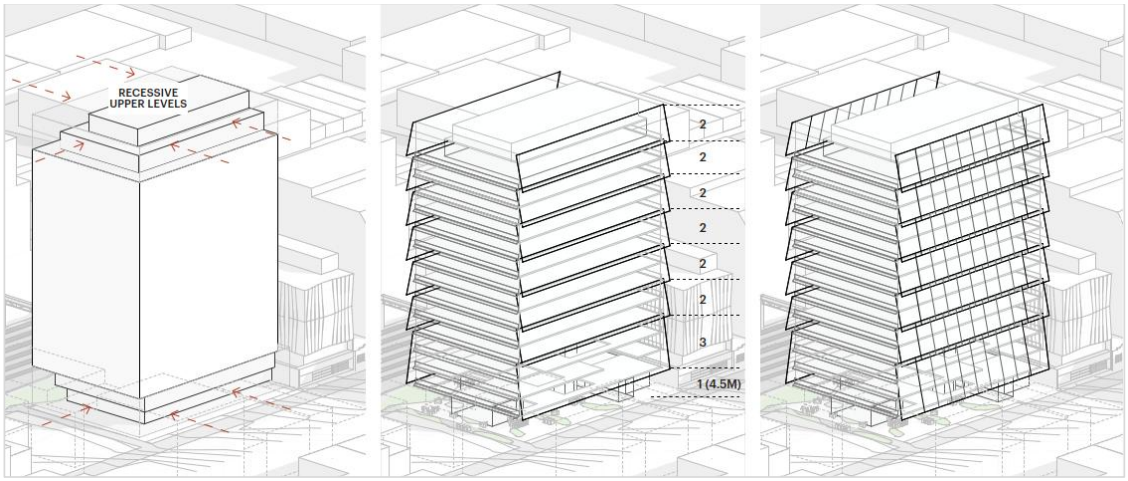


Figure 33. Concept Diagrams: Extracts from the Urban Context and Design Response Report (Edition Office)

Horizontally, the building is further articulated with varied façade types including solar panels alternating with glazing to reveal the timber structure.

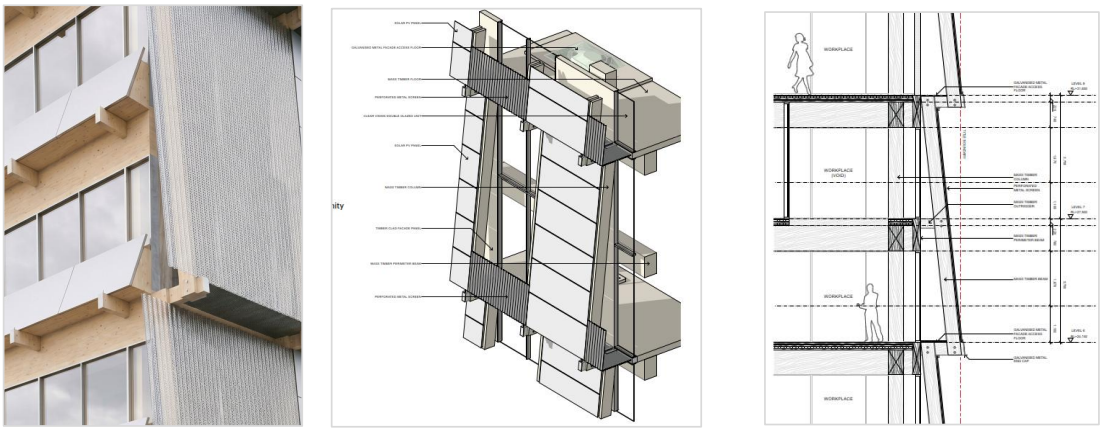


Figure 34. Façade System Type 02: Extracts from the Urban Context and Design Response Report (Edition Office)

Materials, Finishes and Colours

The proposal includes a high-quality palette of tactile materials with a focus on low embodied carbon, circularity and a response to Cremorne's industrial history.

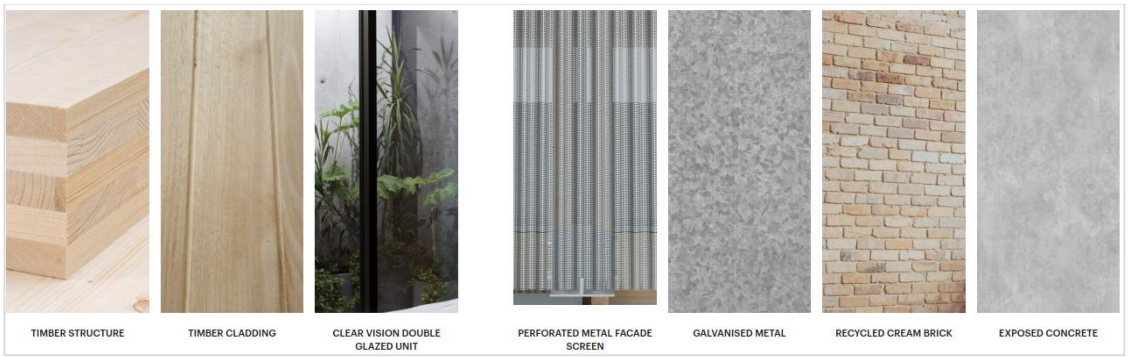


Figure 35. Material Schedule: Extract from the Urban Context Report (Edition Office)

4.6 Landscape

The landscape strategy developed by Openwork is forward looking while remaining cognisant of the Site's existing character, rhythm and the ecological past.

It offers a nuanced dialogue between native and exotic species in a similar manner to Cremorne's layered and contrasting urban character. The landscape response seeks to enhance biodiversity, support community wellbeing for workers and visitors and strengthen connections to Country.

At ground level, planting is proposed within the street setback, amongst the retail tenancies sited further into the site and along the railway corridor in a berm. The opening up of the ground plane with double and triple height spaces will allow views from the street to the greenery at the rear of the Site.

Small flowering groundcovers have been selected at ground level to attract pollinators, alongside productive plants to complement the hospitality offering.

Recycled brick paving and embedded seating forms part of the landscape response at ground level.

Refer to the Landscape Plans prepared by Openwork and contained with the Urban Context Report for full detail.

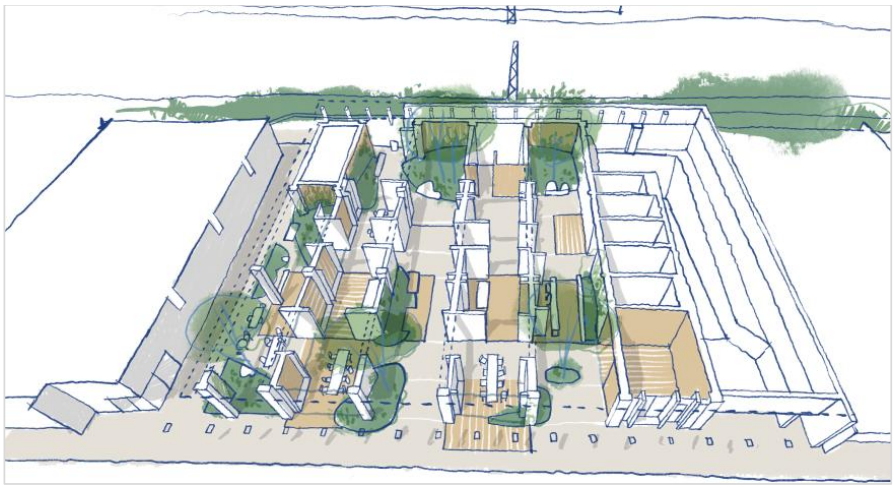


Figure 36. Landscape Concept, Ground Level (Openwork).

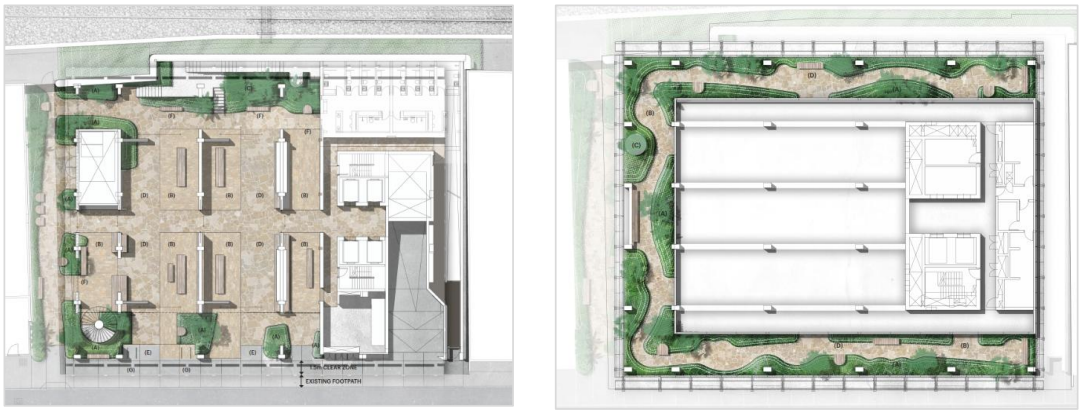


Figure 37. Landscape Concept Plans, Ground Level and Level 14 (Openwork).

Upper level planting is proposed to provide a health focused setting for the contemporary workplace.

Indigenous and native species suited to the natural climatic conditions are prioritised, with the exception of exotic species where needed to suit alternate climactic conditions.

Public Realm Works

Upgrades are proposed to the existing laneway to the north of the building. The ultimate design, scope of works and landscaping strategy will require further engagement and agreement with the City of Yarra.

The works as currently proposed include:

- A new paved, pedestrian laneway with access into the building from the north and adjacent café tenancies. The current plans include a stone paving finish along the extent of the laneway, with a view to providing a continual finish at the ground plane of the building into the public realm. New insitu concrete paving proposed where the laneway meets Stephenson Street, and along Stephenson Street itself, in accordance with Council specifications.
- Indicative planting over deep soils zones.
- Installation of street furniture and integrated public realm lighting.
- Installation of a new gate to the eastern end of the lane, which will restrict access to the to the VicTrack owned land adjacent to the railway line.

The improvements proposed to the laneway seek to create a much softer, more socially engaged and blurred site boundary. This boundary, is generous, welcoming and above all safe, allowing for space for incidental gatherings and socialising at the pedestrian level.

Refer to the *Public Realm Floor Plan* provided in the Urban Context Report for full details.

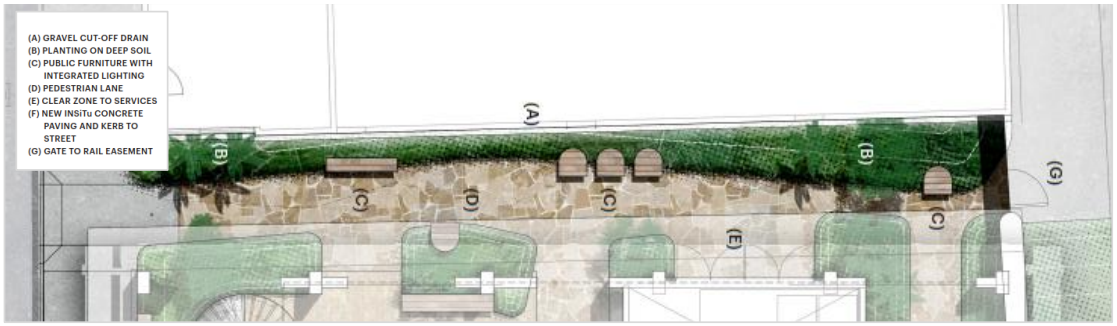


Figure 38. Proposed Public Realm Works to northern laneway (Openwork).

4.7 Environmentally Sustainable Design (ESD)

The ESD strategy developed by Finding Infinity stems from wanting to utilise every cost-effective pragmatic initiative available to create the most sustainable office building in Australia.

While each initiative is individually tried and tested, combining them in the one building seeks to create a scalable, replicable tool for industry transformation: 'a bold, future-focused response to the climate and ecological challenges facing our built environment'.

The proposal seeks to set a new benchmark through combining the following three key initiatives:

- Low embodied carbon through circular and zero carbon materials (mass timber structure).
- Passivhaus certification (optimised building envelope and high performance building fabric).
- Maximised generation of solar energy including on the roof and building façade.

Additional initiatives include:

- Mixed mode ventilation and heat recovery ventilation.
- Heat pump for hot water and thermal energy storage.
- Minimising thermal bridging.
- Efficient lifts, lighting and appliances, and water fixtures and fittings.
- 100% green power.
- EV and cycling infrastructure.

- Rainwater collection and non potable use, and grey water diversion for subsurface irrigation.
- Resources room with seven stream separation to minimise waste going to landfill.
- De-materialisation, circular fit out and zero waste construction.
- Productive gardens and permeable grounds.

Refer to the Sustainability Management Plan prepared Finding Infinity for full detail.



Figure 39. Targets: Extract from Sustainability Management Plan (Finding Infinity)

4.8 Transport, access, parking and loading

The proposal provides vehicle access through a 6.10 metre wide double width crossover via Stephenson Street, sited at the southern end of the Site away from the proposed pedestrianised laneway. The remainder of the frontage allows for pedestrian access through an extended footpath and open ground plane.

A total of 120 bicycle parking spaces are proposed including 96 spaces at mezzanine level (comprising 82 x bike stacker and 14 x on-grade spaces) and a total of 24 x spaces at ground level for visitors, comprising 8 x on grade and 16 x vertical parking spaces.

A total of 72 car parking spaces are proposed at basement level, comprising 12 x on grade and 60 stacked (Klaus Trendvario 6300/225).

Loading can occur on site via small vans, and on street in rare instances of larger deliveries. Waste will be collected via a private contractor in a 6.4m long mini rear loader outside of peak traffic times.

Refer to the Traffic Impact Assessment, Waste Management Plan and Green Travel Plan prepared by Ratio for full detail.

4.9 Acoustics

Refer to the Acoustic Assessment prepared by DDEG for full detail. The proposal is designed to incorporate acoustic design measures to ensure requisite noise level criteria are achieved. In summary, this includes:

- Glazing to external facades and framing to control external noise intrusion, and inclusion of acoustic seal or other measures as appropriate to all operable windows.
- Cross laminated timber to the roof (similar to the floor ceiling construction on the levels below), which is acoustically sufficient to achieve target internal noise levels.
- Acoustic attenuation to common mechanical plant as deemed appropriate during detailed design.
- Vibration isolation to car stackers at basement level.
- Acoustic attenuation to the electrical substation at ground level as deemed appropriate during detailed design.

5 Planning Provisions

5.1 Zoning

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.*

Pursuant to Clause 34.02-1, a permit is required to use land for a food and drink premises (where the leasable floor area exceeds 100sqm).

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

Pursuant to Clause 34.02-6, 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.



Figure 40. Zone Plan.

5.2 Overlays

Development Contributions Plan Overlay, Schedule 1 (DCPO1)

The Site is covered by the DCPO1. 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 square metre of floorspace for commercial development.

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 design requirements that apply to an application to construct a building or construct or carry out works. A response to each design objective and relevant design requirement detailed at Appendix A to this report.

The Site is identified in Area CW-C on the 'Cremorne West precinct heights, setbacks and interface plan'.

Precinct CW-C has preferred requirements as set out below.

Table 2. CW-C Preferred Requirements.

Built Form	Preferred Requirement	Mandatory Requirement
Maximum building height	28m	N/A
Maximum street wall height	12m	N/A
Minimum upper level setback	3m	N/A
Minimum boundary wall height	20m	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.

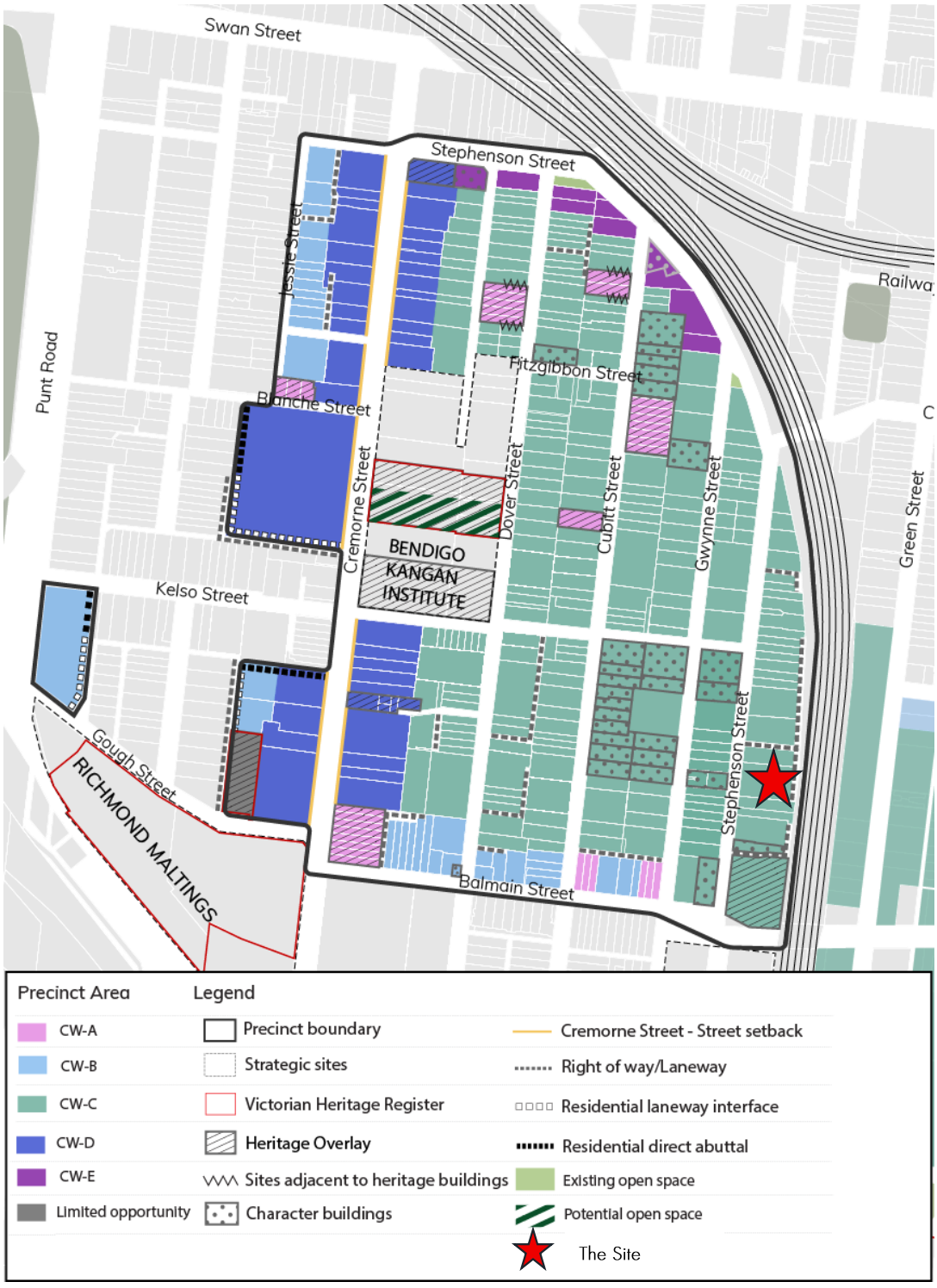


Figure 41. Cremorne West precinct heights, setbacks and interface plan (with Site identified)

5.3 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.*

Table 1 of Clause 52.06 sets out the minimum and maximum car parking requirements for new developments based on land use and the land category identified in the Car Parking Requirement (CPR) Maps.

The Site is located within a Category 2 area. The requirements for the provision of car parking facilities pursuant to Clause 52.06 are detailed below.

Table 3. Car parking requirements.

Proposed use	Area	Statutory Rate	Planning scheme parking requirement
Food & drink premises (café)	353sqm	2 spaces to each 100sqm of net floor area	7 spaces
Office –	12,791sqm	0.45 space to each 100 sqm of net flood area –	57 spaces
			Total: **64 spaces**

Clause 52.34 - Bicycle facilities

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.*

The requirements for the provision of bicycle facilities pursuant to Clause 52.34 are detailed below.

Table 4. Bicycle parking requirements.

Proposed use	Area	Statutory rate (employee)	Statutory rate (visitor)	Planning scheme parking requirement
Office	12,833.72 sqm	1 to each 300 sq m of net floor area if the net floor area exceeds 1000 sqm	1 to each 1000 sq m of net floor area if the net floor area exceeds 1000 sqm	56 (43 employee and 13 visitor)
Food and drink premises	357.17sqm	1 to each 300 sq m of leasable floor area	1 to each 500 sq m of leasable floor area	2 (1 employee and 1 visitor)
				Total: **58 spaces**

Clause 53.18 (Stormwater management in urban development)

Clause 53.18 applies to the buildings and works permit triggers of this application. The purpose of the clause 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.*

The clause includes standards and objectives relating to stormwater retention and reuse to mitigate the impacts of stormwater on the environment.

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.*

This clause applies to an application under any provision of the *Yarra Planning Scheme* if the condition corresponding to a category in Table 1 is met.

Category 1 specifies that the application must include a use specified in Table 2 and the conditions corresponding to that use must be met.

The relevant condition for 'Office' is 'the combined gross floor area of all buildings (excluding basement and above ground car parking facilities) associated with the proposed use or development must be at least 10,000 square metres if any part of the land is in metropolitan Melbourne'.

Information demonstrating the 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.

5.4 Operational Provisions

Clause 71.02-3 (Integrated Decision Making)

Clause 71.02-3 outlines the following:

Victorians have various needs and expectations such as land for settlement, protection of the environment, economic wellbeing, various social needs, proper management of resources and infrastructure. Planning aims to meet these needs and expectations by addressing aspects of economic, environmental and social wellbeing affected by land use and development.

The Planning Policy Framework operates together with the remainder of the scheme to deliver integrated decision making. Planning and responsible authorities should endeavour to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. However, in bushfire affected areas, planning and responsible authorities must prioritise the protection of human life over all other policy considerations.

Planning authorities should identify the potential for regional impacts in their decision making and coordinate strategic planning with their neighbours and other public bodies to achieve sustainable development and effective and efficient use of resources.

6 Planning Policy and Strategic Documents

This chapter outlines relevant policy of the *Yarra Planning Scheme* and other strategic planning considerations, further to the controls and provisions outlined in Chapter 4.

6.1 Municipal Planning Strategy

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 02.02 – 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. ...

Through environmentally sustainable development the municipality will reduce its carbon footprint and become resilient to climate change. ...

Clause 02.03 – Strategic Directions

Clause 02.03 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.
- 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.

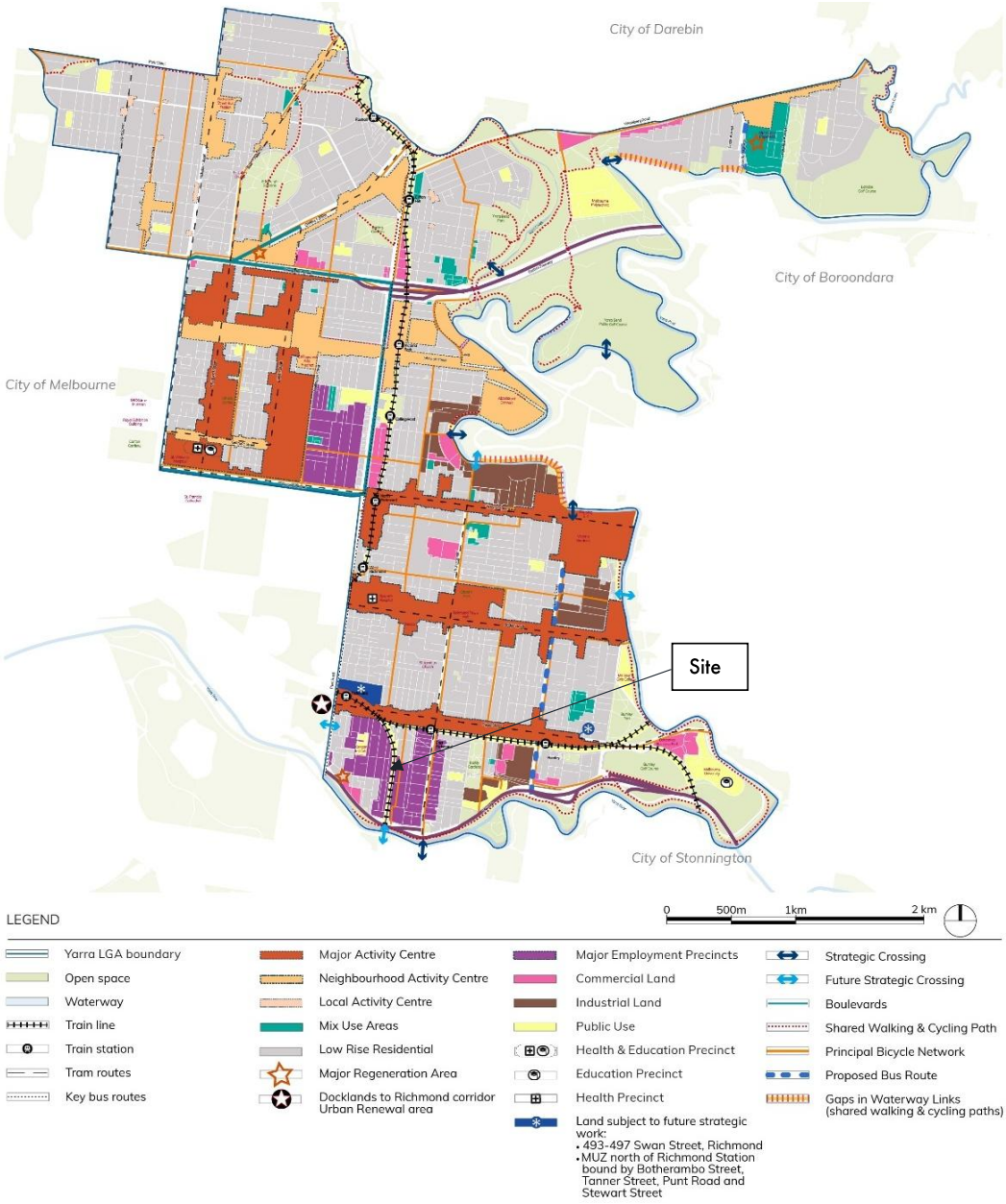


Figure 42. Strategic Framework Plan with Site identified.

6.2 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 13 – Environmental Risks and Amenity

Clause 13.05-1S – Noise Management

This policy seeks to assist the management of noise effects on sensitive land uses. It seeks to ensure that development and human health is not adversely impacted by noise emissions. It includes the *VicTrack Rail Development Interface Guidelines* (VicTrack, 2019) as a policy document.

Clause 15 – Built Environment and Heritage

Clause 15.01-1S – Urban Design

This policy seeks to create safe, healthy, functional and enjoyable urban environments. It includes the following strategies:

- *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*
- *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- *Ensure the interface between the private and public realm protects and enhances personal safety.*
- *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
- *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
- *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
- *Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*
- *Promote good urban design along and abutting transport corridors.*

Clause 15.01-1R – Urban Design

This policy seeks to create a distinctive and liveable city with quality design and amenity. It includes the following relevant strategies:

- *Support the creation of well-designed places that are memorable, distinctive and liveable.*
- *Provide 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

This policy includes the following relevant strategies:

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

It also includes several strategies which apply to development abutting a laneway. These include (as relevant):

- *Promote* development abutting a laneway that:
  - *Provides a safe and well-lit environment for users of the laneway.*

- *Reflects the character of the laneway.*
- *Respects the scale of surrounding built form.*
- *Retains bluestone laneways.*
- *Locates primary pedestrian access to the street rather than a laneway, where street access is available.*
- *Provides clearly identifiable, accessible, well-lit and safe pedestrian entries with a sense of address to a laneway.*
- *Separates pedestrian entries from vehicle entries.*
- *Provides a ground floor setback from the laneway, where the laneway is too narrow to provide safe access for vehicles and pedestrians.*
- *Avoids light spill into adjacent private open spaces and habitable rooms.*
- *Enables all essential services to be provided to the development.*
- *Retains the public access function of the laneway.*
- *Provides windows and balconies to facing laneways to enhance surveillance but do not unreasonably overlook neighbouring private open spaces or habitable rooms on the opposite side of the laneway.*

Clause 15.01-2L – Building Design

Clause 15.01-2L Building Design sets out several strategies including the follow (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.*

Clause 15.01-2L-01 – Environmentally Sustainable Development

This policy seeks to achieve best practice in environmentally sustainable development from the design stage through to construction and operation. It outlines detailed strategies relating to energy performance, integrated water management,

indoor environment quality, transport and urban ecology. For this proposal, it requires the following information to be submitted:

- A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/ MUSIC or other methods)
- Green Travel Plan.

Clause 17 – Economic Development

Clause 17.01-1S – Diversified Economy

This policy seeks to strengthen and diversify the economy. It includes the following relevant strategies:

- *Protect and strengthen existing and planned employment areas and plan for new employment areas.*
- *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

This policy includes the following relevant strategies:

- *Support diverse employment generating uses, including offices, innovation and creative industries in identified areas within regionally significant industrial precincts, where compatible with adjacent uses and well connected to transport networks.*
- *Consider how land use change proposals can respond to local and regional employment demand or identify how it can be accommodated elsewhere.*

Metropolitan Melbourne – Inner Region

- *Retain and encourage the development of areas in and around Collingwood, Cremorne and South Melbourne for creative industries.*

Clause 17.01-1L – Employment

This policy includes the following relevant 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.*

Cremorne and Gipps Street Major Employment Precincts

This sub-policy seeks to maintain and grow employment in the Cremorne and Gipps Street major employment precincts, as identified in clause 02.04 (Strategic Framework Plan). It includes the following relevant strategies:

- *Manage the redevelopment of sites within Yarra's major employment precincts to provide uses that support their intended economic function.*
- *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.*
  - *Locating loading and waste collection facilities away from pedestrian environments.*

Clause 17.02-1S – Business

This policy seeks to encourage development that meets the community's needs for retail, entertainment, office and other commercial services. It includes the following relevant strategies:

- *Plan for an adequate supply of commercial land in appropriate locations.*
- *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
- *Locate commercial facilities in existing or planned activity centres.*

Clause 18 – Transport

Clause 18 identifies that Planning should ensure a safe, integrated and sustainable transport system.

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.*

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'.*

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.'*

6.3 Other Planning Considerations

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.

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.

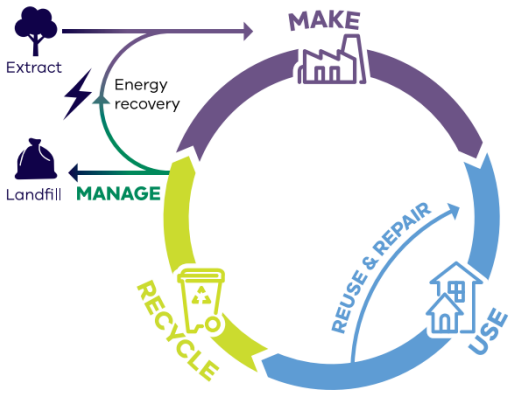


Figure 2: Resource flows in a circular economy

Figure 43 . 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.*

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.*

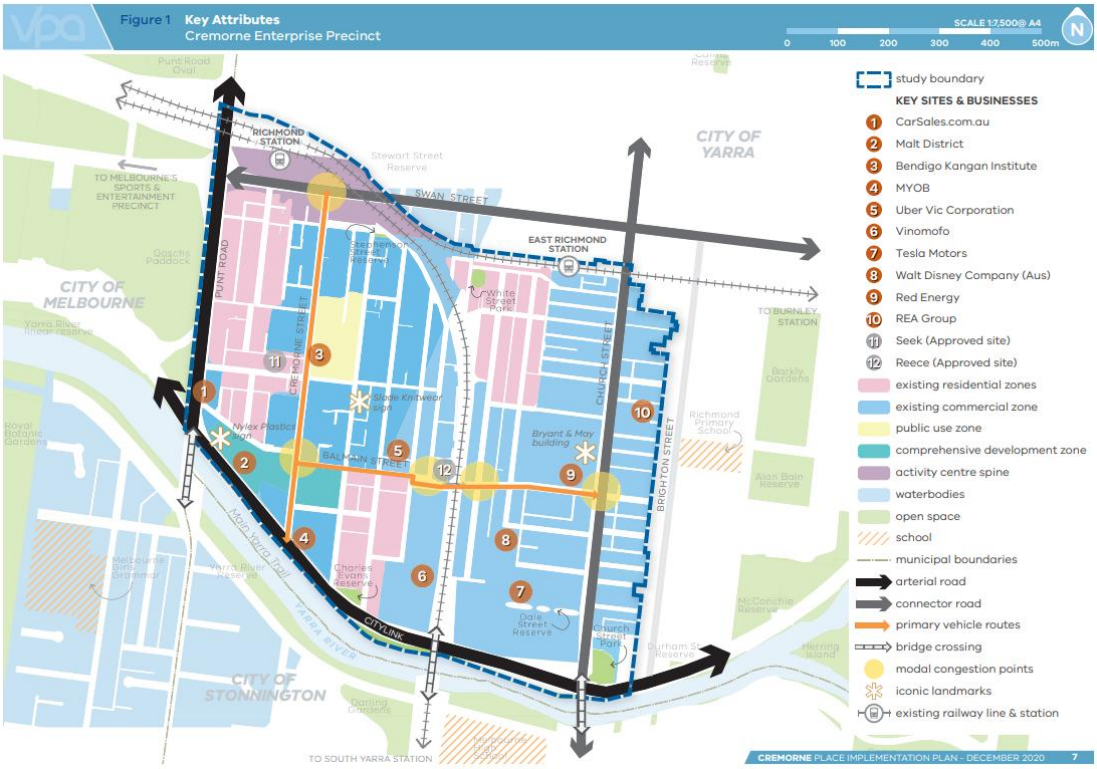


Figure 44. Key Attributes – Cremorne Enterprise Precinct (Cremorne Place Implementation Plan (VPA, City of Yarra, Victoria State Government, December 2020)

Cremorne Urban Design Framework (September 2023) and Amendments C317yara and 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 provided a basis for interim built form controls and will provide the strategic basis for new permanent built form controls in the *Yarra Planning Scheme.*

Interim built form controls were introduced via Amendment C317yara (gazetted on 25 September 2025), including a new Design and Development Overlay, Schedule 51 (DDO51) which applies to the Cremorne Enterprise Precinct – Cremorne West. These controls will apply while permanent controls (under draft Amendment C318yara) are considered and tested through the normal statutory panel process for planning scheme amendments.

Additionally, Amendment C318yara 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. It is noted that as the proposed provisions of the Amendment C318yara have not yet been subject to review by a Planning Panel or Standing Advisory Committee, they are not yet a seriously entertained planning proposition.

A detailed assessment of the proposal against the key directions of the Cremorne UDF and DDO51 is provided in Section 7.

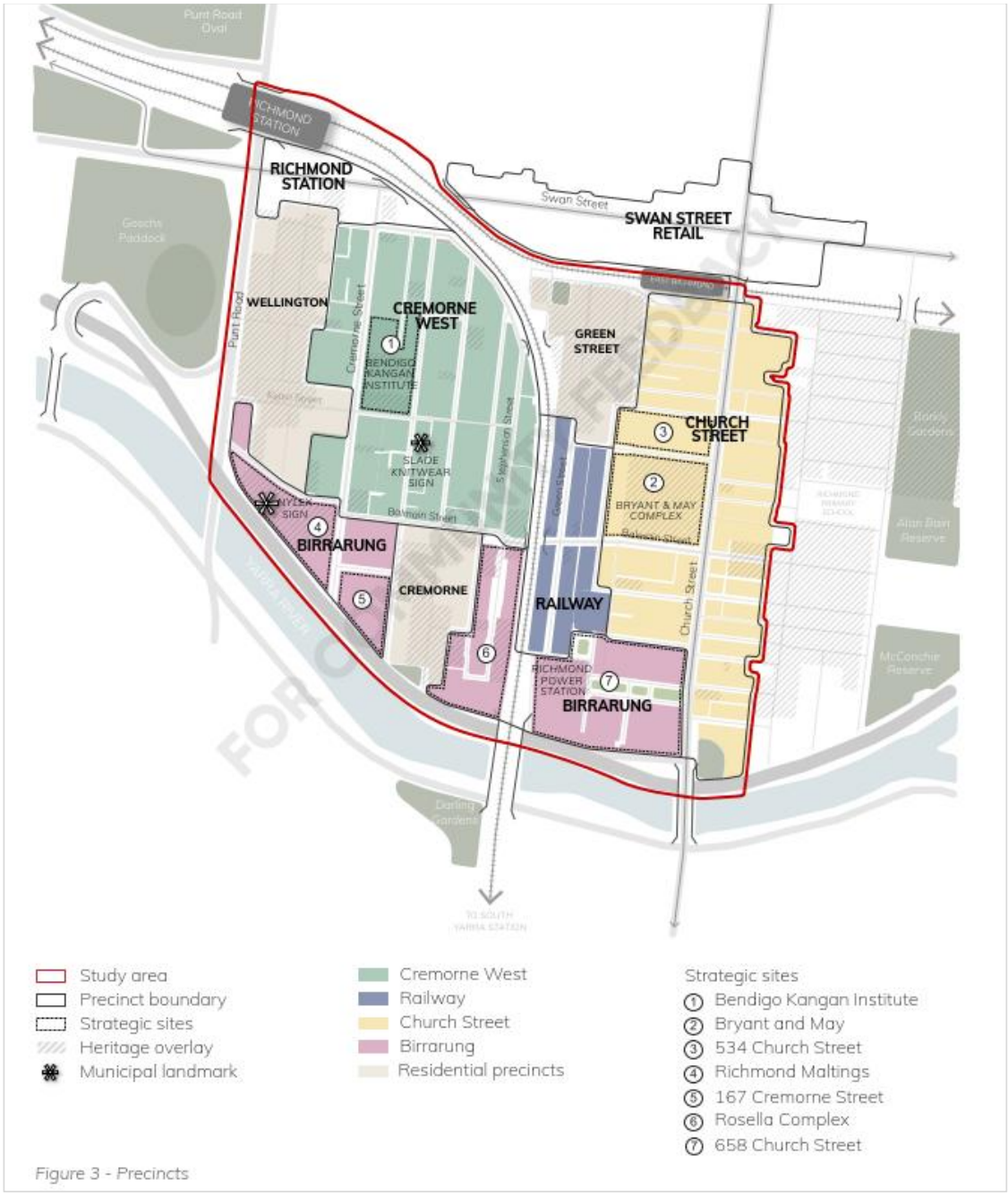


Figure 45. Cremorne UDF Precincts

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.*

7 Planning Assessment

A planning permit is required under the following provisions of the Planning Scheme:

- Clause 34.02-4 – to construct a building or construct or carry out works.
- Clause 34.02-1 – to use land for Food and drink premises exceeding 100sqm.
- Clause 43.02-2 – to construct a building or construct or carry out works.

When assessing the proposal against the *Yarra Planning Scheme*, the following matters should be considered.

- Alignment with Clause 53.22 – Significant Economic Development.
- Alignment with the Municipal Planning Strategy and Planning Policy Framework.
- Consistency with the Commercial 2 Zone.
- Response to key directions of the Cremorne Urban Design Framework (UDF) and DDO51.

Each of these matters is discussed further below.

7.1 Alignment with Clause 53.22 – Significant Economic Development

The proposal demonstrates a strong alignment with the purpose of clause 53.22 including through:

- Significant contribution to the Victorian economy through construction (jobs for Victorians) and operation of the building, comprising over 19,000sqm of Office gross floor space and complementary retail uses.
- Substantial public benefit in the exceptional urban design, landscape and generosity of the ground plane that permeates out to Stephenson Street and the laneway and up through the building podium.
- Efficient and effective use of land via consolidation of lots (57-59, 61-67, and 69-71 Stephenson Street), enabling a development opportunity of this scale and innovation.
- High quality architecture, urban design and landscape architecture in a mass timber building that will set a new benchmark for sustainability, occupant health and wellbeing and building performance.
- The planning provision also allows for consideration of additional height beyond any mandatory height limits imposed under other planning controls. No mandatory height controls apply in this instance, however the discretionary height controls applicable under the interim DD051 are noted.
- While it is noted that clause 53.22-2 allows the responsible authority to waive or vary any building height or setback requirement, amongst other things, and that the requirements applicable to the Site under DDO51 are all discretionary, it is submitted that the proposal generally meets the discretionary 'tests' for varying these requirements.

Accordingly, it is submitted that this project is an outstanding candidate for planning assessment under the significant economic development pathway to facilitate its delivery.

DTP's Development Facilitation team issued an eligibility letter in April 2026 confirming an application can be made for assessment by the Minister for Planning under Clause 53.22.

7.2 Alignment with the Municipal Planning Strategy and Planning Policy Framework

The proposal is consistent with strategic directions and policy outlined in the *Yarra Planning Scheme*, including state, metropolitan and local planning policy, as follows:

- The proposal will be a leader and innovator in its approach to environmental sustainability targeting low embodied energy through mass timber construction, maximised energy generation through its innovative solar roof and façade, and high building performance (energy efficiency), consistent with Yarra's strategic direction to lead in its response to mitigating and managing the long-term effects of climate change (Clause 02.03).

- The proposal represents a strong alignment with Clause 15.01-2L – Environmentally Sustainable Development, targeting every pragmatic initiative available in regard to energy, water, waste, materials, food and biodiversity, achieving a score of 73 percent in the Built Environment Sustainable Scorecard (BESS), signifying 'ESD excellence'.
- The proposal supports the broader economic and employment related strategic directions and strategies that seek to consolidate Cremorne's position as a Major Employment Precinct and global innovation precinct for knowledge-intensive industries (clause 02.03, 17.01-1S, 17.01-1R, 17.01-1L, 17.02-1S), through its delivery of over 12,000 square metres of Office net leasable area and over 350 square metres of Retail area (food and drink premises).
- Consistent with strategic objectives relating to transport (Clause 18), the proposal is strategically located close to Richmond and East Richmond Stations and prioritises sustainable transport modes (e.g. cycling) through provision of bicycle spaces well in excess of minimum requirements, well-designed end of trip facilities, and a provision of car parking that responds to expected demand now and into the future.
- Consistent with urban design strategies of Clauses 15.01-1S, 15.01-1R and 15.01-1L and building design strategies of Clause 15.01-2L:
    - The integrated building design by Edition Office and landscape design by Openwork draws upon an in-depth examination of site context that seeks not to erase the memory of the urban fabric, but to celebrate its industrial past. The design and programming of the ground floor reflects the fine grain of the existing buildings, reintroduces vegetation to the Site and rectifies the 'Cremorne problem' of constriction by opening up the ground plane with generous double and triple-height spaces.



Figure 46. Double and triple-height spaces in the ground plane and stairwell connections: Extracts from Urban Context Report (Edition Office)

    - This in turn adds a new social dimension to the Stephenson Street streetscape, creating opportunities for meeting and incidental gathering, made possible by a consolidation of building form vertically instead of within a more robust and heavy-lifting podium.
    - The proposal will provide weather protection of the public realm through an integrated awning (perforated metal screen) and is supported by a Wind Impact Assessment demonstrating the development will not cause adverse wind conditions at street level.
    - The development is designed to allow for building spacing, setting back from the laneway (north) and shared boundary with 77 Stephenson Street (south).
    - Each elevation is designed with functional and distinct façade systems that respond to their relative interfaces and articulate the building allowing it to be read in the round. Visual bulk is minimised through a clever descaling of the building (repeated screens in two level intervals) and perforated metal cladding to 'filtered' zones that wrap the building perimeter.
    - Similarly to the lower levels, the built form massing of uppermost levels is set back behind a consistent lightweight metal screen façade, further softened through extensive planting proposed at level 14. Refer to extract below.



Figure 47. Sectional Perspective Illustrating Rooftop: Extract from Urban Context Report (Edition Office)

- The proposal represents architectural design excellence, eschewing both the 'brick podium and glass tower' response and heavy concrete grid response that can be observed around Cremorne (refer to Section 2.3) in favour of a design that provides unity to the building through its timber structure and cladding, and application of perforated metalwork across the building. Refer to extracts below.



Figure 48. East/West Elevation (Detail), West Elevation and Internal Detail: Extract from Urban Context Report (Edition Office)

Having regard to Clause 71.02-3, 'integrated decision making' requires planning and responsible authorities to balance competing objectives within the PPF, and Planning Scheme more broadly, in favour of net community benefit and sustainable development for the benefit of present and future generations.

The proposal excels in balancing a range of objectives, as outlined above, while maintaining its focus on the delivery of a highly sustainable development, designed with due respect to future generations and with substantial public benefit for the present community.

7.3 Consistency with the Commercial 2 Zone

The proposal is entirely consistent with the intent and purpose of the Commercial 2 Zone and requirements relating to land use. The following is noted with regard to relevant decision guidelines (general, use and buildings and works):

- It delivers a commercial office building (no permit required for the office land use) with other associated retail uses (food and drink premises).
- The proposal is supported by a Transport Impact Assessment (TIA) prepared by Ratio that details the effect of traffic to be generated on surrounding streets and supports the proposed provision of car and bicycle parking.

- The proposal has been designed with due regard to the movement of pedestrians and cyclists, separating the vehicle entry from pedestrian entrances and the proposed public realm upgrades to the northern laneway.
- The TIA outlines a loading strategy relative to the scale of loading required for the uses. Loading will occur onsite via small vans, or on Stephenson Street in rare instances of deliveries by larger vehicles, outside of peak times. It is not expected to detrimentally affect the amenity of the neighbourhood for these reasons.
- The proposal is also supported by a Waste Management Plan prepared by Ratio.
- The Site adjoins other land in the C2Z and land in the Transport Zone 1 (TRZ1). The proposal has had regard to the VicTrack Rail Development Interface Guidelines.
- The nearest residentially zoned land is approximately 90 metres south-west of the Site (Balmain Street) and 90 metres north-east of the Site (Green Street). There appear to be a few existing dwellings located on the north side of Balmain Street within C2Z land, but these are still separated a minimum of 60 metres from the south-west corner of the Site. The proposed permit required land use (food and drink premises in excess of 100 square metres) will not affect the amenity of surrounding residential uses, noting the distance to the nearest residential use and the proposed Food and drink premises use is of a relatively low intensity and scale (354 square metres of net leasable area).
- The proposed works improve the Site's active frontages to Stephenson Street (primary frontage) and via proposed public realm upgrades to the sections of laneway to the north and rear of the Site, noting the proposal does not rely on this to achieve its ground plane objectives.
- The design proposes a considered façade treatment of the front, sides and back of the building, noting it will be read in the round from several vantage points, but likely increasingly obscured from view from many of these viewpoints as development occurs on nearby sites.
- The development is supported by engineering input including in regard to services design and connection to services, site drainage and stormwater management.
- The building has been designed to provide for solar access, while balancing matters such as thermal load, and to make use of solar access for energy generation. The building has considered solar access to public open spaces – shadow diagrams demonstrate that the proposal will not cast additional overshadowing to the Balmain Street Plaza as measured on 22 September per the DDO51. Additionally, the recently completed development to the south (77 Stephenson Street) will maintain solar access in the morning and afternoon to its east and west elevations and daylight access to the north through the proposed minimum 3 metre setback of upper levels.

7.4 Response to key directions of the Cremorne UDF and DDO51

7.4.1 Key directions of the Cremorne UDF

The Cremorne UDF outlines the following key directions (emphasis added to those most relevant to this application).

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.

Response

The proposal delivers an outcome that is strongly aligned with the key directions of the Cremorne UDF, introducing an innovative commercial office building that will drive Cremorne's reputation as a globally recognised enterprise precinct and leader in sustainability.

The delivery of over 13,000 square metres of Office net leasable area within a broader 21,000 square metres of gross floor area has been programmed and designed with *'interconnected spaces that encourage spontaneous collisions of people and ideas'* (Edition Office).

This considered design approach along with the engineered performance of the building seek to transform the project from a simple office building to a destination and community hub; a powerful recruitment tool for companies and beacon for the Cremorne West Precinct.

The project is more than a sustainable building: it will function as a scalable replicable tool, driving the transformation of Cremorne into an exemplary environmentally sustainable precinct and industry transformation more broadly.

Through the consolidation of lots adjacent to the railway corridor and a laneway, the proposed efficient building structure sits proudly in a new corner position, being able to be read in the round with a separation from its immediate commercial neighbours allowing views to the sky.

The location of the Site in the heart of the Commercial 2 Zone further aids the building in being respectful to Cremorne's unique residential neighbourhoods (the nearest of which is about 90 metres to the south-west). This ensures that offsite amenity impacts are limited.

Through the opening up of the ground plane and proposed public realm improvements to the laneway, the design response by Edition Office and Openwork will make a positive contribution to Cremorne's network of open spaces, rectifying the current 'problem' of its compact streetscapes and narrow footpaths.

The setting back of the ground floor allows for a high degree of pedestrian permeability through the Site, and along with the substantial provision of bicycle parking at ground and mezzanine levels, will facilitate the uptake of active and sustainable transport.

The curiosity of the project team in its examination of site context has led it to design a building that exudes the ephemeral qualities of Cremorne including its industrial past. The exposed timber structure, angled metal screens, recycled brickwork and vegetation reflect the strong sense of layering in Cremorne's urban fabric.

7.4.2 Design and Development Overlay, Schedule 51 (DDO51)

The proposal demonstrates a strong alignment with the design objectives of DDO51, as detailed within Appendix A.

The proposal seeks to vary the discretionary (preferred) height and setback requirements for the Site having regard to its location within the CW-C sub precinct and controls which assume an orthodox 'streetwall and upper level setback' response. These variations are set out below.

Applicable DDO51 Control	Requirement	Proposed
Maximum Building Height	28m (preferred)	Variation 57.9 metres to the roof level. Note: architectural features (perforated screen to roof services) excluded from building height.
Minimum and maximum street wall setback	None specified	Ground level setback of 1.725m – 1.84m proposed structural columns, services and bicycle accessway. Ground level setback of approximately 7m proposed to the remaining face of the building (café tenancies).
Maximum street wall height	12m (preferred)	Variation An unconventional 'street wall' (defined in DDO51 as a 'façade of a building at or near the street boundary') is proposed through generous ground floor setbacks (as

		outlined above) a stacked timber structure with consistent setbacks to the glazing line at most upper levels. The street wall could be read as the height of the building, with the architectural proposition departing from an orthodox podium/tower arrangement to present a more architectural cohesive form that does not shy away from its vertical expression. It is noted, however, that a street wall gesture or podium expression is achieved through the incorporation of perforated metal screen across the width of the frontage that begins at Level 4 and projects from the building face to function as an awning above the footpath and ground floor setback.
Minimum upper level setback	3m (preferred)	Variation The western elevation to Stephenson Street has a consistent setback to the glazing line of 1.28 metres. The setback to the façade system in front of this this is varied due to the angle of the screens, ranging from 427mm to slight projections (51mm) at the bottom of each screen and a maximum projection of around 940mm above the footpath (awning).
Minimum side setback	None specified	Ground level side setback to northern boundary of 1.5m – 2.1m proposed to structural columns. Ground level largely built to the boundary to the south, with the exception of a 612mm setback in the south-west part of the Site and 1.21m setback from southern boundary of the dog leg in the south-east corner of the Site.
Maximum boundary wall height	20m (preferred)	Achieved 5m boundary wall height to the south
Building separation requirements above 20m (i.e. to centreline of northern laneway and southern boundary with 77 Stephenson Street)	Development that is 1-3 levels above the maximum preferred boundary wall height should be set back 3 metres. Development that is 4 or more levels above the maximum boundary wall height should be set back 4.5m.	Achieved – Levels 6 to 8 (1-3 levels above the preferred boundary wall height of 20m). Variation – Levels 9 and above. The following setbacks are proposed: - South: 3.343 metres (to the face of the building / structural columns). The façade screen projects 563mm into this setback. - North: 3m – 3.6m (to the face of the building / structural columns). The façade screen projects 563mm into this setback.
Overshadowing (discretionary)	A permit should not be granted to construct a building or construct or carry out works which casts any additional overshadowing of the following spaces between 10am and 2pm on 22 September: - The northern and southern portions of the	Achieved Refer to shadow diagrams within the Urban Context Report (Edition Office) for further information.

Balmain Street Plaza
(defined as the area
within the bollards).

The above variations form part of a holistic and well-considered proposal that demonstrates a sophisticated design response to the Site and its context, architectural excellence, innovation and leadership in environmentally sustainable design.

While it is noted that clause 53.22-2 allows the responsible authority to waive or vary any building height or setback requirement, amongst other things, and that the requirements applicable to the Site under DDO51 are all discretionary, it is submitted that the proposal generally meets the discretionary 'tests' for varying these requirements.

A response to all design objectives and building and design requirements is provided at Appendix A.

In response to the decision guidelines at clause 43.02-6 (DDO), it is submitted that:

- The proposal achieves each of the design objectives of DDO51, as outlined in Appendix A.
- The proposal aligns with relevant strategies relating to urban design and building design including environmentally sustainable development, as outlined at Section 6.1 of this report.
- The potential for visual bulk in a building of this scale has been cleverly minimised through a considered façade strategy that 'de-scales' the appearance of the building through horizontal cues and vertical articulation.
- The eschewing of the commonplace 'brick podium and glass tower' response seen in new development in Cremorne, in favour of adopting a 'sheer' built form with distinct podium expression at lower levels, will allow the building to sit comfortably in the streetscape next to its neighbours and amongst an emerging character of taller buildings with sophisticated façade design (e.g. 28-30 Stephenson Street, and 49-51 Balmain & 108-110 Stephenson Street).
- The proposal does not have any direct interfaces with places of heritage significance. Notwithstanding, the proposed form, scale and building proportion is compatible with the scale of the redeveloped heritage place at 57 Balmain Street (seven storey 'Reece' building) at the corner of Stephenson and Balmain Street. Refer to the Figure 45 below.
- The proposed landscaping and urban design response with generous ground plane will be a substantial improvement to the streetscape, while preserving the memory of the fine grain urban fabric including through the location of columns, siting of retail tenancies and ground floor treatments such as recycled brick from site.
- The layout and appearance of areas set aside for car parking and loading by small vans is discreet, with off street car parking provided at basement level. This allows the majority of the frontage to be prioritised for pedestrian and bicycle access and egress.

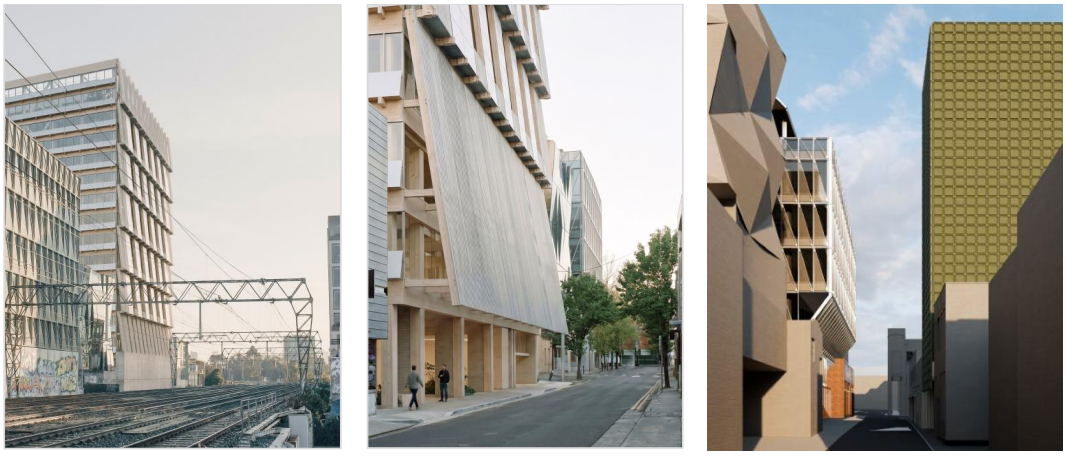


Figure 49 Left and middle images: Extracts from Urban Context Report (Edition Office) – view from Rail Corridor and Stephenson Street with 57 Balmain Street (seven storey development and heritage place) in the context.
Right image: Approved development at 49-51 Balmain & 108-110 Stephenson Street with 77 Stephenson Street and 57 Balmain Street (seven storey developments) in context – looking south from Stephenson Street toward Balmain Street.

In response to the decision guidelines at subclause 6.0 of the DDO51 (as relevant), it is noted:

- The development achieves adaptable and practical floor plan layouts for different uses over time, owing to the commercial floor to ceiling heights of each typical 'workplace' floor (approximately 3.5m). In the interim, the flexible floor plans allow for a range of companies to occupy the building, including larger, anchor tenants across multiple levels within the building core and small scale enterprises in the smaller footprint workplaces (83sqm) at lower levels.
- The design of the publicly accessible ground level and interconnected lower levels provides further flexibility in how the building is used, inviting the community into the building to connect with a progressive new work environment. While the ground level tenancies have been nominated as 'café', their size, layout and design have been informed by a retail typology study of Cremorne, ensuring suitability for a range uses and emerging or existing businesses that may seek to relocate within the building.
- The development provides a high quality public realm interface that is open and active, defined by human scaled spaces at ground level. Generous double and triple height voids allow daylight to penetrate to the ground level and make the space feel inviting and accessible during the day, encouraging connection, movement and activity, while allowing for closure and security at night. The deliberate placement of columns and layout of retail tenancies provides a memory of the Site's fine grain along with the considered and tactile recycled cream brick.
- The design of the development reflects the industrial character of the precinct through its robust timber structure and layering or metalwork and vegetation that work to soften the form.
- The mixture of materials including timber, glass and perforated metal are expected to have low reflectivity in terms of potential glare to pedestrians and the railway corridor. The building has been designed to comply with rail interface guidelines.
- The podium expression (at an effective height of 16.2m), coupled with the ground floor setbacks to structural columns and lower level setbacks to glazing lines, creates a tapered massing and façade expression that responds well to the width and character of Stephenson Street.
    - It is noted that the height of the expressed podium generally aligns with the streetwall height of the approved development at 49 Stephenson Street (15.7m).
- The narrow width of the existing Stephenson Street footpath and one way vehicle movements do not allow for street tree planting on the east side of Stephenson Street. As such, the proposed awning does not impact street tree planting in the public realm. Instead, the approach to the podium design including double and triple height voids allows for tree planting in publicly accessible spaces on-site.
- The design team has worked diligently in a considered and curious manner, to understand the scale of the project from a pedestrian perspective and from a distance and what it contributes to Cremorne: a respite from the hard edged, compact street experience, a beacon of sustainability for future development, a context responsive building with strategies that make its scale legible, crafted and tactile, and an interior environment that is highly sustainable and facilitates wellbeing.
- For these reasons, the development achieves architectural and environmentally sustainable design (ESD) excellence. This is further demonstrated by:
    - Innovation in its extensive use of mass timber and low embodied carbon. The building will act as a beacon for change.
    - Efficient form and massing that responds to each site interface and allows for separation between buildings; 'views to the sky'.
    - High performance building fabric that serves multiple functions (solar generating façade, mixed mode ventilation, shading, descaling of the building and façade articulation). The building treats each elevation equally; it has been conceived in the round.
    - A material palette reflective of Cremorne's industrial character and rhythm to the ground plane, reminiscent of the Site's fine grain.
    - A score of 73 percent, which is considered to represent 'excellence' when benchmarked using the Built Environment Sustainability Scorecard (BESS).
    - A 6 Star NABERS energy rating and 4 Star NABERS embodied carbon rating.

8 Conclusion

This report has been prepared in support of a planning permit application for the construction of a multi-storey Office building (no permit required for use) including Food and drink premises in excess of 100 square metres and a reduction to the statutory car parking requirements.

Through delivery of over 21,000 square metres of gross floor area associated with an Office building, consideration and assessment of the application is sought via the application of Clause 53.22 – 'Significant Economic Development'.

As demonstrated herein, the proposal is an excellent candidate for assessment under this pathway. Strategically, the proposal will help to consolidate Cremorne's status as a global innovation precinct and sought-after destination for knowledge intensive industries including large tech firms, creatives agencies and smaller enterprises.

The proposal will deliver substantial public benefit through its generous public realm and ground plane offering to Stephenson Street and the adjacent laneway, providing a respite from Cremorne's hard edges and oftentimes constrained pedestrian experience.

The strategic lot acquisition and resultant frontage to Stephenson Street and the laneway position the Site to deliver a level of generosity and porosity that is not commonplace in an otherwise fragmented streetscape.

The proposal represents a strong alignment with the intent and purpose of the Commercial 2 Zone, strategic objectives for land use, and design strategies including in relation to environmentally sustainable design that apply throughout the Yarra Planning Scheme.

Importantly, the proposal responds to the design objectives and various requirements for the Cremorne West Precinct (DDO51) in a sophisticated manner, balanced with a focused and urgent response to the climate and ecological challenges facing our built environment.

This application includes a thorough and detailed consideration of stakeholder and referral authority feedback provided by DTP, the City of Yarra, the OVGA, VicTrack and the Head of Transport for Victoria.

The building exudes architectural and environmentally sustainable design excellence and accordingly, it is recommended that the Department of Transport and Planning issue a planning permit in consultation with the City of Yarra to facilitate its delivery.

Appendices

Appendix A DDO51 Design Requirements Assessment

Appendix A DDO51 Assessment

Design Objectives

Objective	Response
To create a thriving enterprise precinct which delivers high quality, innovative and environmentally sustainable development to support commercial and employment opportunities.	The proposal will make a substantial contribution to the development of Cremorne West as a 'thriving enterprise precinct' through the delivery of an innovative mass timber office building, attracting businesses that value wellbeing, genuine community connection, collaboration and radical sustainability. In essence, the proposed sustainability strategy is a sum of cost-effective, pragmatic initiatives that have each been tried and proven, but have never been combined into one building. The proposal strives to be Australia's lowest embodied carbon office building, generating more solar than any other, and designed to meet PassivHaus certification requirements. The range of food and beverage and workplace spaces programmed into the building will support commercial and employment opportunities for a variety of businesses – from anchor tenants seeking to locate their headquarters in Cremorne to smaller enterprises starting up and hospitality tenants looking to relocate or contribute to the offering in Cremorne. The project includes a substantial public benefit offer which is detailed in the Public Benefit Summary prepared by Vettex.
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	The proposal achieves a mid rise built form (15 storeys) on a site capable of accommodating this scale. The height is proposed through a consolidation of built form that relocates net leasable floor space from lower and upper levels to the building core. By consolidating the building's form in an efficient timber structure, the architecture provides a generous open space at the ground and upper levels, setting good precedent for projects with exceptional environmental and social (public) contributions. The size of the site (1,616 square metres) achieves through considered consolidation of lots, the laneway interface – creating a 'corner lot' condition – and the railway interface (a non sensitive, hard edge condition), together create a site context that is well suited to accommodating taller built form, in a similar manner to 'the northern portion of Stephenson Street'. The Site does not interface with any adjoining low rise residential areas and sits in proximity to recent developments and permit approvals of

	taller buildings, including at 49-51 Balmain & 108-110 Stephenson Street.
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.	The proposal seeks to reinforce the fine grain industrial character of the Site through a remembering of scale, porosity and material, particularly at ground and lower levels of the building. The design team has acted with curiosity to understand the built and ephemeral qualities of Cremorne, surveying the built environment and ecological context to understand the layering of time, material and architecture. The layering of metal work and vegetation along with the robust, durable timber structure and recycled materials (brick), presents a sophisticated response to reinforcing the industrial character of the precinct in a well-designed new building. The Site does not include any heritage or 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.	The proposal will enhance the public realm and pedestrian environment through a variety of strategies that stem from opening up the ground plane and lower levels to invite people in and give back to the community. These works will be undertaken through discussion and in agreement with the City of Yarra and other stakeholders as required. The ground level design, setbacks, landscaping and layout adopts a human scale through the small footprint tenancies, planting, tactile materials, seating, voids and stairwells connecting it to levels above. It provides space to pause, gather and connect with the community. The proposed public realm improvements to the laneway would further improve the public realm, adding to the softer, more social engaged site boundary to Stephenson Street. The proposal protects sunlight access to Balmain Street and is supported by a Wind Impact Assessment demonstrating comfortable wind conditions.
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.	The development does not directly interface with residential precincts. The nearest residential precincts are 90 metres away to the north-east (Green Street) and south-west (Balmain Street) respectively. As such there is limited potential for adverse offsite amenity impacts in relation to visual bulk, overlooking and overshadowing. It has been accepted that 'the ability to see a taller building does not in itself constitute a negative visual impact' (C&R Building Pty Ltd v Yarra CC [2024] VCAT 1120) with high-quality architecture and positive contributions to the public realm allowing 'taller buildings' to sit proudly and comfortably in a rapidly evolving Cremorne context. For these reasons and those outlined in response to the second design objective above, the proposed scale of the built form is appropriate for the site context, which will allow for a suitable transition to lower scale built form and residential precincts.

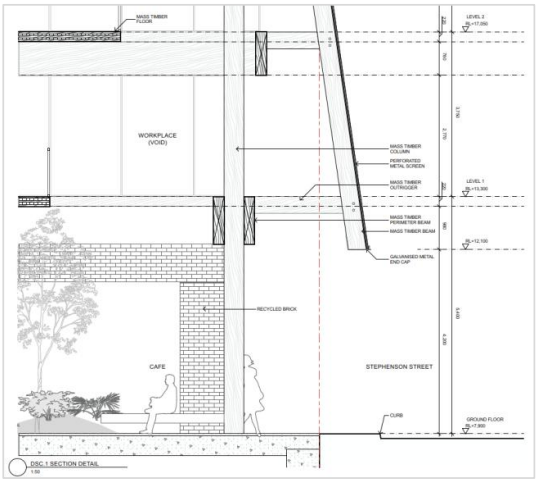
Building Height Requirements

Requirement	Response
A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height as shown in Plan 1 and Table 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:	As detailed at Section 7.4.2, a variation to the preferred building height shown in Plan 1 and Table 1 (28 metres) is proposed. It is noted that the proposed response to the following requirements is 'to the satisfaction of the responsible authority' and meeting these requirements is discretionary (i.e. a permit can be granted for a building that exceeds the preferred requirements without meeting each of the following. Notwithstanding, each of these requirements is met with the exception of 'greater building separation than the minimum requirement' – this is met in part (for lower parts of the building, as outlined below).
• **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.**	The design of the building including its elements above the preferred height limit satisfy the design objectives, as set out above.
• **The development achieves design excellence through each of the following:** ○ **Greater building separation than the minimum requirement in this schedule.** ○ **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.** ○ **No additional overshadowing of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.** ○ **Where a site contains a character building it should be retained and incorporated within the design of a future building.**	The proposal achieves design excellence as demonstrated in the Urban Context Report prepared by Edition Office, including landscape and sustainability input from the broader design team. With respect to this specific requirement, 'design excellence' is achieved as follows: • Greater building separation than the minimum requirement for lower levels above the 5m boundary wall to the south. The consistent setback of 3.43 metres to the glazing line achieves greater separation when compared to the preferred 20m boundary wall height under DDO51. This responds to the existing interface condition of the office development at 77 Stephenson Street which is set back 1.52m – 2.09 metres from the shared boundary above podium / terrace level. • While the building is not set back further at its upper levels in response to the 4.5m preferred setback (for levels four or more above 20m), the consistent setback is an appropriate response to site context as it allows for a greater separation at lower levels and views to the sky from Stephenson Street. • Safe and generous ground floor setbacks and an opening up of the ground plane provide publicly accessible spaces, building entrances, spaces for outdoor dining, landscaping and street level bicycle parking. • The proposal is sited away from residentially zoned land, no additional overshadowing these properties is cast. • The site does not contain a character building. Notwithstanding, the memory of the Site's grain and materiality is reflected in the ground floor design.

Architectural features may exceed the preferred height.	Noted. The architectural feature of the perforated metalwork is continued up the building, concealing the rooftop plant / services and providing dignity and unity to the building.
Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred height provided that each of the following criteria are met for the equipment or structure: • Less than 50 per cent of the roof area is occupied by equipment or structures (other than solar panels and green roofs). • The equipment and/or structures do not cause additional overshadowing on 22 September of secluded private open space to residential land, opposite footpaths, kerb outstands, or planting areas in the public realm. • The equipment or structures do not extend higher than 3.6 metres above the maximum building height.	As outlined above and throughout this report, the footprint of the roof plant is informed by the efficiency of building services. It is consciously hidden behind a continuation of the building façade screen and rhythm, ensuring a unified building appearance from afar.

Street wall height and setback requirements

Requirement	Response
A permit should not be granted to construct a building or construct or carry out works which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following requirements are met, to the satisfaction of the responsible authority: • The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule. • The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule.	As detailed at Section 7.4.2, a variation to the preferred streetwall height is proposed through a sophisticated building presentation to Stephenson Street that includes a distinct response to lower levels and their façade. The design response is such that the lower levels function as a podium, while the overall building design eschews the typical 'streetwall / tower' response. It is noted that: • The built form outcome including the variation to the preferred street wall height meets the design objectives, as outlined within this DDO51 Assessment (see above). • The built form outcome including the variation to the preferred street wall height meets the relevant design requirements specified in this schedule (see below). These requirements are to be met 'to the satisfaction of the responsible authority' and meeting these requirements is discretionary.
Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.	The projecting façade screens that project into the building setback (to the glazing line / face of the building) serve multiple purposes as shading devices, infrastructure for the solar façade (solar PV panels), weather protection the public realm and building articulation.

	For these reasons the projections are appropriate.
Street walls should: • Be designed to reinforce a pedestrian scale along streets and laneways. • Include architectural detailing such as high quality tactile materials and depth and articulation to provide visual interest to pedestrians.	The façade response at lower levels (i.e. the podium expression): • Reinforces a pedestrian scale along Stephenson Street and the northern laneway through generous ground floor setbacks, landscaping, seating, and an awning that invites people into the building. • Includes high quality architectural detailing including high quality and tactile materials (perforated metalwork, recycled brick and timber) which add depth and visual interest. Refer to façade section below. 
The street wall height of development adjoining a heritage building should not exceed the street wall height of the adjoining heritage building for a minimum length of 6 metres, unless specified elsewhere this schedule.	Not applicable – the Site does not adjoin a heritage building.
Development should: • Provide chamfered building corners at intersections to create additional public space at points of pedestrian congestion, where appropriate. • Expand the public realm through inset building entrances and integrated seating with foot clearance, where appropriate.	The development provides an expanded public realm through inset building entrances including setbacks at the laneway/Stephenson Street corner (to the structural column), landscaping and integrated seating, consistent with this setback requirement.
Where the Heritage Overlay does not apply, development should provide ground level setbacks to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bicycle parking or landscaping.	The proposal is consistent with this setback requirement, as outlined above and throughout this report.
Where an adjacent site has provided a ground level setback, development should provide a similar setback to achieve consistency along a street frontage.	The proposal provides a similar but more generous ground level setback at its interface with 77 Stephenson Street. Consistency

	along the street frontage is achieved, before setbacks increase along the northern portion of the Site frontage.

Upper level setback requirements

Requirement	Response
Development should: • Provide upper level setbacks above the street wall to reduce the visual impact of buildings experienced from the street. • Ensure upper levels do not overwhelm narrow streets, laneways and right of ways. • Incorporate architectural expression at upper levels distinct from but complementary to the street wall. • Contain upper level setbacks above the street wall within a maximum of two steps to minimise repetitive stepping of the built form. • Be setback from heritage buildings to ensure their visual prominence is maintained when viewed directly or obliquely along the street. • Be setback to ensure architectural features of heritage buildings are visible.	The proposal provides a sophisticated massing and façade response that reduces the visual impact of the building when experienced from the street, through the following strategies: • Consistent upper level setbacks to the glazing line above the podium expression. • Angled façade systems comprising perforated metal screens, solar panels and open elements to glazing behind – articulating the building horizontally. • Vertically, breaking down the design of upper levels through the rhythm of screens applied in two level intervals up the building. This creates a more legible building elevation, ensuring it will not overwhelm Stephenson Street (coupled with the design of the perforated metal screen and awning to the lower levels). • Expression of upper levels with a complementary but distinct façade system to the streetwall/podium expression, as outlined above. • Avoiding excessive stepping of the upper form (a 'wedding cake' setback response). The proposed upper level setback response does not impact any heritage buildings.

Building separation requirements

Requirement	Response
Development above the street wall should be appropriately spaced and sited to minimise visual bulk and provide an outlook, good daylight, sunlight penetration and views to the sky.	The massing response including setbacks above the side boundary wall (south) and from each interface allows for outlook from within the building, sunlight penetration and views to the sky between 77 Stephenson Street (above the shared boundary condition) and 51 Stephenson Street (above the laneway – north).
Development above the boundary wall height for sites with a frontage of less than 20 metres should be setback as shown in Table 2 and may be built to the boundary, limited to one side of the site.	Not applicable.
For sites with a frontage of 20 metres or more, upper level development on common side and rear boundaries should	Variation sought.

be setback above the boundary wall height as shown in Table 2.	Refer to Section 7.4.2.
Where a site adjoins an existing blank boundary wall, development may be constructed on the boundary to the height of that existing wall.	Not applicable.
Where development is proposed on the boundary above the boundary wall height, it should: • **Be well articulated if visible from the street.** • **Not be constructed along the entire length of the boundary.** • **Not result in a continuous wall of buildings when viewed from the street.**	Not applicable – development is not proposed on the boundary above the boundary wall height. Instead, the building is designed in the round and well articulated to each elevation. This sets the building apart from several developments in Cremorne with boundary wall conditions driven by 'equitable development' scenarios.
Development with multiple buildings on a site should be setback at upper levels above the boundary wall height as shown in Table 2.	Not applicable.
Where the common boundary is a right of way or laneway as shown on Plan 1, the setback is to be measured from the centre of the laneway.	Noted. Refer to Section 7.4.2.

Building design and requirements

Requirement	Response
Development should:	A response to each of these building design requirements is provided in the Urban Context Report prepared by Edition Office. These are detailed below.
• **Achieve urban design and architectural excellence.**	*Our client has assembled a team of some of the industry's leading designers and thinkers to address a brief that steps outside of the status quo. This deliberate strategy illustrates the care and understanding of the significance of the project and its influence on Cremorne and beyond. The project is ESD led and brings an understanding of the inherent responsibility of a large low carbon building seeking to act as a beacon for change.* *As a design team we have worked diligently and with care to understand the project's scale from both a pedestrian and distant perspective - what the project means to Cremorne, how it operates as a respite from the hard edged and at times unsafe pedestrian experience of Stephenson St, what it signifies as a beacon of sustainability for future developments in the area and beyond, how it sits within its context, how we employ massing strategies that enable a large building to feel crafted and tactile, how we address the different site interfaces, how the interior operates as a unique, healthy and highly sustainable workplace. Through the interrogation of these questions the team has landed on a number of key concepts that drive a well-crafted and detailed signifier of sustainability – one that we feel should stand proudly as a beacon for a changing Cremorne and beyond.*
• **Reinforce the industrial character of the precinct through robust and durable materials which reference industrial typologies.**	*As illustrated in the condensed section of this document titled "Walking Cremorne" the design team has acted with an open-minded sense of curiosity to understand the built and ephemeral qualities of Cremorne. Through this exercise in surveying, we are able to distill an area specific lexicon of architectural features and history. In Cremorne there is a strong sense of layering of time,*

	materials and architecture. There is also a conscientious maintaining of the industrial language layered and softened with metal work and vegetation. The proposal echoes this language and incorporates many of these materials, some of which are recycled directly from the existing buildings on the site.
• **Discourage facade treatment which creates unacceptable glare to the public realm and neighbouring properties.**	*The proposal's facade incorporates a mixture of materials from timber, glass and perforated metal. We expect each of these will have a degree of relative low reflectivity.*
• **Be designed as separate forms on a wide street frontage with smaller vertical sections or distinct elements to provide breaks and modulation in the street.**	*The ground floor and podium express a vertical rhythm that echoes the articulation and unapologetic expression of structure and form throughout Cremorne. Where Cremorne's industrial fabric typically occupies and expresses the full width of a parcel with a hard and uncompromising brick wall, our proposal inverts this relationship and provides a structured, human scale east/west series of enfilades that open to the street. While the combined ground floor is volumetric and offers sectional height at its edges, these ground level spaces are deliberately broken down into scales reminiscent of other tenancies in Cremorne.*
• **Provide a high level of design detail at the ground floor and lower levels.**	*While the echoing of Cremorne's industrial fabric begins at an urban scale on the building's facades, the ground floor and lower levels amplify this recognition at a human scale. The use of recycled cream brick, perforated metalwork, recycled concrete pavers and vegetation all come from an understanding of site and language gleaned from the our "Walking Cremorne" studies.*
• **Provide well-designed entrance spaces to create a transition between the public and private realm and encourage activity to occur at the street interface.**	*We envisage a number of small scale tenancies and cafes existing at ground floor, occupying this level with a degree or flexibility and fluidity. While Cremorne's industrial heritage is the source of inspiration for many of the proposals key design drivers, the hard street scape that pervades a largely unfriendly pedestrian realm within the area has been inverted. The opening up of Stephenson St and the proposed public realm improvements to the laneway at the site's north both seek to create a much softer, more socially engaged and blurred site boundary. This boundary, is generous, welcoming and above all safe, allowing for space to pause and gather at the pedestrian level.* *We imagine a series of small cafes that open out and casually occupy open laneway-like spaces as the predominant feature of this ground level. Above, on Level 1 and Level 2, the floor plates are deliberately held back from the site's perimeter and include external circulation, extending this vibrant ground plane activation up into the levels above.*
• **Activate the street at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.**	*The design establishes an open and active public realm defined by human scaled spaces at the ground level. These areas are designed to feel inviting and accessible during the day, encouraging interaction, movement, and activity, while also allowing for closure and security after hours. At night, subtle and well considered illumination enhances safety, comfort, and visual interest, ensuring the area remains welcoming even when inactive.* *A key strategy in achieving passive surveillance lies in the stepped back configuration of Levels 1 and 2, which provide natural sightlines over the public realm. These upper levels, along with the ground floor, are intended to accommodate small scale businesses and enterprises that contribute to a lively and engaging street interface. The activity generated by these uses, coupled with the visual connection from above, reinforces a sense of safety, community, and ongoing presence throughout the day and evening.*

• Be sensitively designed to ensure visual bulk of upper levels adjacent to heritage buildings is minimised.	*While the project is not adjacent to any listed heritage buildings, it has been designed to respond to its direct site interfaces with care. Upper levels are deliberately setback from the perimeter screen or "filter" to reduce the overall building mass. Further massing strategies to "de-scale" the building include defining every second floor on the east and west facades from the podium up, with glazing held at the interconnecting floor plates, allowing a sense of single floor plates in lieu of the double floors within.*
• Apply high quality materials which complement the materiality of an adjacent heritage or character building.	*The use of high quality, contextually sensitive materials complement the adjacent character of Stephenson St and Cremorne. Recycled brick at the ground floor provides a direct material connection to the historic warehouse fabric of Cremorne, offering both durability and authenticity. Fine metalwork, expressed through the details of the east/west screen, or shading elements, mimics the consistent layering of Cremorne's built fabric with metal over brick and timber. Recycled concrete paving reinforces sustainability while echoing the robust, utilitarian qualities of the area's industrial past.* *Pockets of condensed vegetation soften the built form, reintroducing a sense of resilience and continuity with the site's evolving landscape. This strategy visibly carries up the building's interior and wraps the perimeter of the rooftop. Timber adds warmth and tactility, balancing the harder materials with a human-scaled, natural texture. Together, these materials create a cohesive palette that respects the heritage context while contributing to a high-quality, contemporary urban identity.*
• Incorporate well designed building edges and facades which are visible from the elevated railway line or Yarra River (Birrarung).	*The building has been conceived in the round, with each elevation given equal consideration. Every interface contributes to a unified architectural expression, while also responding to the distinct environmental conditions specific to its orientation.* *The northern facade is designed to optimise solar exposure through the integration of extensive photovoltaic panels, with each level configured to maximise energy generation potential while providing natural light to the interior.* *The eastern and western elevations address the challenges of low-angle sunlight by incorporating finely detailed perforated metal screens that provide both solar control and visual depth. Solid facade elements on these sides are also utilised as opportunities for additional PV coverage, further reinforcing the building's sustainability ambitions as part of the external expression of the building, while significantly increasing the amount of onsite power generation.* *To the south, the design mirrors the compositional logic of the north, ensuring visual consistency and continuity across all facades. This approach results in a cohesive and high quality architectural outcome, where every face of the building contributes equally to its environmental performance, identity, and presence within the urban context.*
• Discourage continuous walls of buildings when viewed from the street by providing visual breaks, articulated massing and/or separation between building forms at street level and upper levels.	*The building's verticality has been addressed through a number of architectural strategies. The primary strategy relates to a descaling of the overall height of the project on its broadest elevations - the east and west. Here the proposal flares at two level intervals above the podium. These two level intervals are further broken down by the use of openings in the perforated metal screen and the use of solar panels, which articulate an on off pattern.*

	The north and south echo the east and west profile by introducing a flared support for solar panels on these elevations. The expression of these levels is floor by floor to further accentuate the descaling that occurs on the east and west elevations. Finally, through the incorporation of a perforated screen, the building's massing is blurred. This undefined edge is further dissolved at the top of the building where defined internal areas are pulled well off the building perimeter to give way to a verdant garden sanctuary. The impression through these maneuvers is that the building is smaller and steps in at its top.
• Discourage blank walls visible from the public realm. Where a solid external wall is unavoidable, walls should be detailed and include articulation to provide visual interest.	*There are no blank walls proposed on any elevation, with all incorporating glazed facades, including the south. The core is positioned inboard of the southern elevation with typical office floor amenities engaging with the facade. This affords the possibility that these spaces have access to natural daylight, rather than giving this wall over to a solid blank core wall.*
• Be designed as a series of smaller building forms on larger sites which contribute positively to their context and historic urban grain form.	*The proposal seeks to establish a unified and singular urban gesture, one that is instantly recognizable from a distance yet reveals nuance and richness upon close encounter. The design aspires to contribute a distinctive architectural identity to Cremorne, balancing a strong, cohesive form with a finely tuned response to its immediate urban context. We see this as an important part of the sustainability story of the project – to be seen as a front runner to future developments with similar aspirations.* *In doing so, the project takes cues from significant recent developments such as the SEEK Headquarters, Reece Building, Matter House, and 9 Cremorne Street. Each of these precedents demonstrates how larger, campus style buildings can be integrated sensitively within Cremorne's finer grain industrial fabric, offering a sense of destination while maintaining engagement and permeability at street level. Similarly, this proposal aims to operate at both scales. As a landmark within the broader precinct and as a neighbour within the intimate network of Cremorne's laneways and warehouse streetscape.*
Development should provide comfortable wind conditions in the public realm and communal open space.	The development is supported by a Wind Impact Assessment demonstrating comfortable wind conditions.
Building services should not be visible on primary building facades, occupy less than 40 percent of the ground floor area of the site, and be integrated into the building design.	Building services are well integrated at ground level, occupying significantly less than 40 percent of the frontage and at rooftop; level, concealed behind the metalwork façade screen.
Services should occupy a minimal proportion of any facade including the primary facade, if it is not possible to locate them elsewhere.	Achieved, as above.
Development should locate sub-stations underground, where possible, and access should be provided from right of ways, laneways or located off the primary street.	Achieved – while the substation is located at ground level, it is integrated into the layout of the ground floor, set back significantly from the Stephenson Street frontage and accessible via the laneway. It is understood that further discussion with respect to the public realm works proposed to the northern laneway, including how vehicle maintenance access can be accommodated, will be required with the City of Yarra.

Development should ensure floor to ceiling heights are appropriate to support a range of uses over time.	Commercial floor to ceiling heights (~3.5-3.7m) will cater to a range of uses over time.
Development should enable subdivision of floorplates into smaller tenancies over time.	Floorplates are designed such that they can be subdivided into smaller footprint workplaces if needed over time. The proposal includes a range of smaller office footprints at lower levels to cater to different sized businesses and companies. Café tenancy footprints have the ability to be occupied by individual tenants or shared.
Car parking should be designed to enable adaptation to other uses over time, especially parking on the ground level and above.	Car parking is provided in the basement level. Adaptation to other uses over time will be achieved through adequate ventilation.
Development should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where it does not impact on the significance of a heritage place.	Generous floor to floor heights are provided at ground level, in excess of this requirement (minimum 4.2m) including double and triple height spaces.
Development should maximise access to daylight through windows, lightwells, shallow floorplates, adequate floor to ceiling heights and building separation.	The development has been designed including windows, void spaces, floorplate layouts, floor to ceiling heights and building separation (setbacks from each interface) to allow for daylight penetration balanced with thermal performance. Refer to the Sustainability Management Plan prepared by Finding Infinity for more information.
Development should achieve high quality internal amenity within the development.	The proposal achieves excellent internal amenity in response to the brief driven by values of community, collaboration, sustainability and wellbeing. A high quality of internal amenity is achieved including through the exposed timber structure, mixed mode ventilation and ecologically and site context-driven landscape response. Occupant and community health and wellbeing is forefront.
Development should provide access to balconies, terraces and courtyards to enhance amenity for building occupants.	The development provides for open, landscaped space at the ground level, 'filter zones' of upper levels and a winter garden at rooftop level that enhance the amenity for building occupants.
Development should provide opportunities for greening, especially at the lower levels of the building.	Extensive greening is proposed throughout the building, particularly at lower levels. The approach to landscape seeks to 'radically expand local urban diversity by re-establishing a resilient, layered planting scheme ...'.
Development should minimise the impact of development on solar access to adjacent solar panels, where possible.	Solar panels at 77 Stephenson Street will receive solar access in the morning and afternoon hours. Due to the site orientation and location of this building to the south of the Site, there will be some impact to the solar panels.

Vehicle access and laneways requirements

Requirement	Response
Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference).	Vehicle access is proposed to utilise the existing crossover location and locate adjacent to the vehicle access to 77 Stephenson Street (southern end of Site frontage). While access from the laneway was explored in early design stages, the desire to separate the vehicle access from public realm

	upgrades and a pedestrianisation of the laneway led this design outcome.
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.	The vehicle access ramp is setback 2.5m from the front property boundary to Stephenson Street. This design is supported by Ratio (traffic engineer) and aligns with this requirement.
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.	The design of the development increases the width of the laneway. It is understood to be too narrow to allow for vehicle access to the rear of properties to the north, evidenced by the approval at 49 Stephenson Street identifying the rear laneway as an 'earthen walkway'. Proposed laneway upgrades to be discussed in consultation with Council.
Car parking should be located within a basement or concealed from the public realm (in that order of preference).	Car parking is located in a basement, consistent with this requirement.
Separate entries for car parking and loading bays is discouraged.	Not applicable - no loading bay is required. Refer to Transport Impact Assessment for further clarification.
Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by: • Ensuring a high standard of pedestrian amenity. • Limiting potential conflict between vehicle movements and pedestrian activity. • Avoiding wide crossover points. • Ensuring adequate spacing between crossovers.	Pedestrian amenity and continuity of the public realm is achieved by locating vehicle access to the southern portion of the Site, maintaining a large section of the site frontage for pedestrian access and limiting potential for conflict.
Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.	Reinstatement of kerb and footpath can readily occur to redundant crossovers.
At the intersection of laneways and footpaths, development (except for heritage buildings) should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.	A splay / setback to the column in the north-west corner (intersection of laneway and footpath) is achieved: 1.503m by 1.725m.
Properties on the inside corner of bends in laneways or at intersections between two right of ways or laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.	Not applicable.

Pedestrian and bicycle design requirements

Requirement	Response
Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.	Pedestrian entrances to the building and café tenancies are clearly visible, able to be closed and secure at night (outside of operating hours), and have an identifiable sense of address through the threshold spaces within setbacks from the street and proposed landscape design.
Development should provide well-designed bicycle infrastructure and end-of-trip facilities.	Bicycle infrastructure including end of trip facilities and parking is well located across ground and mezzanine levels.
Visitor and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.	Staff bicycle parking is conveniently located at mezzanine level via a dedicated ramp accessible from Stephenson Street. Visitors may use this secure parking or the conveniently accessible spaces within the front setback to Stephenson Street.

DESIGN ADVICE LETTER

57-71 STEPHENSON STREET CREMORNE, VIC

PREPARED FOR
ENDOR DEVELOPMENT PTY LTD

VERSION C
9 JUNE 2026
PROJECT NUMBER: 10258
ISSUED BY: JAMES O'NEILL

CARBON FIRE ENGINEERING

TABLE OF CONTENTS

1 Introduction 3
1.1 Overview 3
2 Proposed Fire Safety Strategy 3
2.1 Structural Fire Engineering Design Philosophy 4
2.1.1 First Knock – Automatic Suppression System Design 4
2.1.2 Second Knock – Mass Timber Structural Fire Design 5
3 Summary 6
4 References 7

1 INTRODUCTION

1.1 Overview

The project involves the proposed commercial development to be located at 57-71 Stephenson Street, Cremorne, VIC. Four separate lots are to be amalgamated to allow the client group to deliver a medium rise commercial building, with a focus on highly sustainable design.

The proposed building will incorporate a single level of basement carparking with an incorporated stacker (72 spaces) and service areas, retail spaces and end of trip facilities on Ground Level and Mezzanine, office areas from Level 1 to 14, and plant areas on the roof. The client team has opted to incorporate a unique structural design such that the development will utilise mass timber as the main structural material for the above ground structure. It is understood that the architectural design intent for the subject building may incorporate the internal timber structure (i.e., heavy frame and ceilings) being exposed to view. Carbon Fire Engineering believes this design intent is achievable, and this will form the basis of design.

The purpose of this Design Advice Letter is to inform all relevant stakeholders on the proposed approach to the mass timber design aspect of the development, such that a framework may be created to develop the fire safety design of the building through to practical completion.

The development is required to be designed in adherence to the Building Code of Australia 2022 Volume One (BCA) [1] and other modern statutory regulations. This will likely not be achievable through strict conformance to the prescriptive Deemed-to-Satisfy Provisions of the BCA and will require a performance-based fire engineering approach based on first principles with consideration of the anticipated use of the building, expected human behaviour and associated response to fire incidents, as well as the standard operating procedures of the fire service. Once the quantum of non-compliances with the BCA Deemed-to-Satisfy Provisions are formally identified, these will be incorporated into the relevant design process and holistic fire safety strategy.

This Letter has been based on the information provided to Carbon Fire Engineering from design team members and the drawings prepared by Edition Office (Town Planning issue prepared for DA lodgement, Project No. V25007, comprising drawings DA0.00 to DA8.106, dated 1 June 2026).

Carbon Fire Engineering has reviewed the above architectural documentation, which incorporates the extension of the fire-isolated stairs to the roof level, on 9 June 2026. Based on this review, we confirm that the fire safety strategies described in this Letter can be appropriately incorporated into the design at the detailed design stage.

2 PROPOSED FIRE SAFETY STRATEGY

The underlying philosophy for the proposed fire safety strategy is to reduce the risk of a fire occurring within the building, provide early detection of a fire occurring within the building to all building occupants, provide occupants with safe means of egress from the building, to prevent the growth of the fire via adequate suppression measures, to prevent catastrophic collapse due to a fire and to provide adequate facilities to allow for fire brigade intervention.

This is to achieve the objectives for the proposed Fire Engineered Solution which is to:

- Prevent fire,
- Suppress fire,
- Prevent the spread of fire;
- Prevent disproportionate and catastrophic collapse,

- Facilitate fire brigade intervention; and
- Ensure or promote the safety of persons in the event of fire.

The underlying principles of the fire safety strategy focus on a separation of fire hazards, and implementation of redundancy within the building with regards to fire safety measures, such that the level of robustness in the design can be quantified.

2.1 Structural Fire Engineering Design Philosophy

Any appropriate structural fire engineering strategy is to be provided with the necessary level of redundancy commensurate with the level of perceived risk and potential consequence of a structural failure.

The proposed structural fire engineering design for the subject building is to incorporate a redundancy design strategy, where each proposed mechanism built into the design is to be fully redundant to the success of the previous mechanism. Figure 2-1 provides a visual representation of the redundancy strategy. Each stage of the strategy will be evaluated and shown to satisfy the intended outcome of the design being that structural stability is maintained regardless of the influence of other redundancy provisions provided. Ultimately the implementation of sufficient redundancy within the building is intended to adequately reduce the risk of complete fire safety strategy failure. The redundancy provided through the design process is also intended to address the potential sensitivities in methodologies and inputs considered throughout the analysis of each mechanism of design.

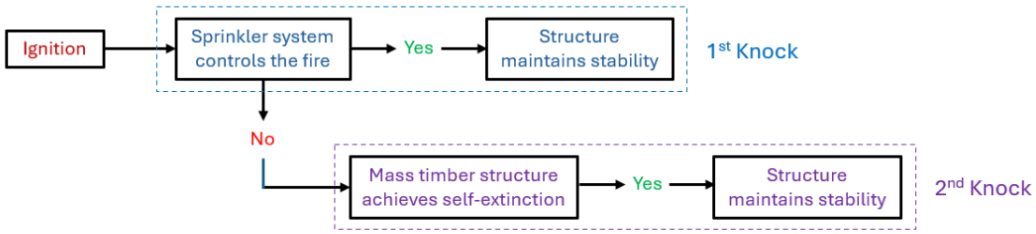


Figure 2-1: Visual representation of structural fire strategy

2.1.1 First Knock – Automatic Suppression System Design

Acceptance Criteria:

- The automatic suppression system is to control fire growth during the early stages of fire development,
- The automatic suppression system is to control the fire prior to the ignition of any mass timber structure.

Failure Mechanism:

- It is understood that the main result of sprinkler failure during a fire event is system isolation. This typically occurs during construction or maintenance works.
- Activation of the sprinkler system is delayed due to inadequate heat transfer to the sprinkler bulb and as a result the fire reaches a size which can no longer be controlled by the suppressing agent.
- Ignition of the mass timber structure occurs prior to activation of the sprinkler system. It is considered that in the event that the heat transfer to the mass timber structure results in ignition

prior to the activation of the sprinkler system that the suppression system has failed its function and is unlikely to control any fire event.

Notes:

In the event of a fire occurring within the subject building it is expected that the sprinkler system will activate and control the burning rate of solid combustibles which have been introduced within the floor plate of the building (this will be evaluated herein).

It is expected that once the sprinkler system has activated in a fire scenario [2], and the fire is controlled by the discharge from the activated sprinkler heads, the average temperature of the upper smoke layer does not exceed the activation temperature of the sprinkler bulb. If this were not the case, additional sprinkler heads would be activated until the fire was controlled, or until the sprinkler system is overcome. Furthermore, according to research [3], [4], in the presence of sprinklers, the maximum temperature in a sprinkler protected room is generally low, in the order of 100°C – 200°C. This research is further supported by Technical Memoranda TM19:1995 [5], which states that the average smoke layer temperature of a sprinkler-controlled fire event is 100°C. On this basis it is considered that upon successful activation of the sprinkler system (prior to ignition of the timber structure) that the fire will be controlled and temperatures within the building will not result in fire spread throughout the building or the failure of any floor structures, inclusive of timber elements.

2.1.2 Second Knock – Mass Timber Structural Fire Design

Acceptance Criteria:

- The fundamental acceptance criteria to be achieved by the mass timber construction is to maintain structural stability and resistance to the spread of fire for the duration of a challenging fire scenario, this is excluding the impact of any active systems (i.e., sprinklers) and excluding any fire brigade intervention measures.
- Structural stability of the mass timber structure is considered to only be maintained if self-extinction can be demonstrated to occur. Furthermore, the structural design of the mass timber plate elements are required to maintain structural stability despite the overall loss of section capacity to all exposed surfaces (i.e., char damage).

Failure Mechanism:

- The thermal conditions imposed from the fire event onto the timber structure are such that self-extinction does not occur, resulting in second order effects such as char fall-off / lamella de-bonding (delamination). *It is noted that self-extinction is required to be shown to occur prior to the onset of second order effects, as the characteristic time scales are critical to the success of the fire safety strategy*.
- The extent of mass timber structure which is impacted by the fire event (i.e., the depth of char damage) is sufficient such that the mass timber elements are unable to support the design loading conditions.

Notes:

In the event of sprinkler system failure, it is acknowledged that the fire may reach a fully developed state. The thermal conditions within a fully developed fire are those which would result in the ignition of the mass timber structure. The '2nd knock' strategy addresses this design scenario.

With respect to the adoption of unprotected mass timber, self-extinction is required to satisfy performance objectives relating to compartmentation and structural stability. The process of self-extinction is defined as the cessation of flaming, which is either followed by smouldering or by the complete halt of combustion.

Timber inherently has the potential for self-extinction given the flame cannot provide enough heat to the fuel to sustain burning.

Due to the characteristics of large fire events, self-extinction is only possible during the decay phase of the fire after the introduced fuel load has been consumed. For self-extinction to occur the heat losses from the compartment must overcome the energy required to sustain burning. Portions of the CLT will begin self-extinguishing prior to other areas and the phenomena is progressive depending on the heat losses to specific areas within the compartment.

If self-extinction cannot be attained, then continued burning of the timber elements can persist until the point of char fall-off / delamination which may be subsequently followed by structural failure. Char fall-off is defined as a bond failure between the charred lamella and the lamella beneath. Most glues will experience significant reduction in adhesion and cohesion at temperatures below char formation. The failure of the glue line and the onset of self-extinction need to be assessed simultaneously as each mechanism is time dependent.

On the above basis it is to be shown that self-extinction is likely to occur within the areas of the building where mass timber is adopted prior to char fall-off such that structural stability and integrity is maintained for the entire duration of the fire event, including the decay phase of the fire.

3 SUMMARY

This Design Advice Letter summarises the key fire safety design features and measures which are recommended to be included into the development located at 57-71 Stephenson Street, Cremorne, VIC.

The architectural documentation prepared by Edition Office for the DA lodgement (dated 1 June 2026) has been reviewed by Carbon Fire Engineering on 9 June 2026. On the basis of that review, Carbon Fire Engineering confirms that the fire safety strategies outlined herein can be incorporated into the design at the detailed design stage.

The risk profile for the building has been developed in light of the current building code environment, and the current state of the art in fire engineering design. The views expressed herein are retained by Carbon Fire Engineering to provide a proactive means for developing a fit-for-purpose solution for the project, with careful consideration to all project particulars and information that has been shared to date.

Do not hesitate to contact the authors directly to discuss or clarify any aspect herein.

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[1] The Australian Buidling Codes Board, National Construction Code, Volume One, Building Code of Australia 2022, ACT, Australia: The Australian Building Codes Board, 2022.

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[3] K. Notarianni, NISTIR 5240 Measurement of Room Conditions and Response of Sprinklers and Smoke Detectors During a Simulated Two-bed Hospital Patient Room Fire, Gaithersburg: National Institute of Standard and Testing, 1993.

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[6] ABCB, “Australian Fire Engineering Guidelines,” ABCB, 2021.

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PROJECT ADDRESS

57-71 Stephenson Street

Cremorne VIC 3121

REPORT TYPE

Lighting Impact Assessment

Glint and Glare - Rail Interface

PREPARED FOR	APPLICATION REF.	AUTHORITY
VETTEX	**PPA1471**	**VicTrack**

PREPARED BY	ISSUE DATE	STATUS
Yuri Golod MIES	**03 June 2026**	**Final - For Submission**

Department of Transport and Planning - Rail Interface Conditions spacesatnight.com.au

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Contents

1. Introduction p.2
2. Site Context p.2-3
3. Project Description p.3
4. Assessment Scope p.4-5
5. Assessment Methodology p.6-8
6. Solar Reflection Analysis p.9-13
7. Reflected Artificial Light Assessment p.13
8. Signal Colour Conflict Assessment p.13-14
9. Discussion and Compliance Assessment p.14
10. Conclusion p.15
11. References p.16

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Site Address: 57-71 Stephenson St, Cremorne VIC 3121

Prepared For: VETTEX

Application Reference: PPA1471 – Department of Transport and Planning

Prepared By: Yuri Golod *MIES* - Spaces At Night

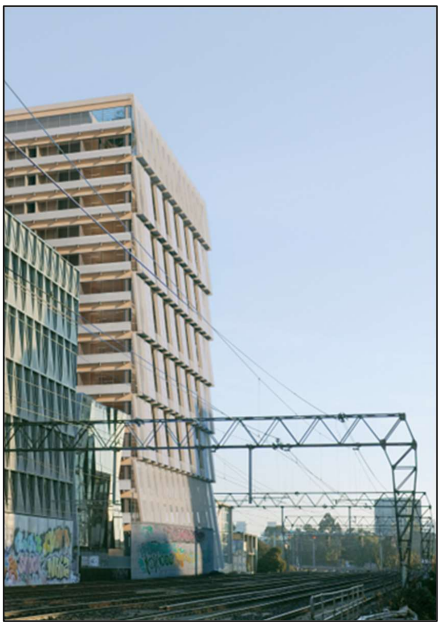
1. Introduction

Spaces At Night has been engaged by VETTEX to undertake a Rail Interface Glint and Glare Assessment for the proposed development at 57-71 Stephenson Street, Cremorne.

The proposed development comprises a multi-storey commercial building located immediately adjacent to the Richmond rail corridor. Due to the site's proximity to active metropolitan railway infrastructure, consideration must be given to the potential for reflected sunlight, reflected artificial light and highly reflective façade materials to generate visual impacts for train drivers, railway signalling equipment and other operational railway assets.

This assessment has been prepared in response to VicTrack and Department of Transport and Planning requirements associated with Application Reference PPA1471. It evaluates the likelihood of glint, glare and reflective light impacts arising from the proposed building form, façade materials and external finishes.

The assessment considers views toward the development from both northbound and southbound rail movements.



(Fig. 1 – artist impression, courtesy of Edition Office)

The report assesses whether the proposed development has the potential to create visual distraction, disability glare or reflected light conditions that may adversely affect the safe operation of the adjoining railway corridor.

This assessment represents a planning-stage evaluation based on the information available at the time of preparation and is not intended to predict or quantify every potential reflective condition that may occur under all environmental, atmospheric or operational circumstances.

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2. Site Context

The site occupies a prominent position immediately west of the Richmond rail corridor, one of Melbourne's busiest metropolitan rail corridors. Multiple electrified rail lines pass the eastern boundary carrying services associated with the Frankston, Sandringham, Cranbourne and Pakenham networks. With proximity of the railway reserve, train drivers travelling in both northbound and southbound directions will obtain direct views of the proposed development from multiple locations along the corridor. (*Fig. 2*).



(Fig. 2 – Site overview)

3. Project Description

The proposed development is 15 storey commercial office building located at 57-71 Stephenson Street, Cremorne. The architectural form incorporates a series of stepped floorplates and expressed horizontal façade elements that create a distinctive built form adjacent to the railway corridor.

The external façade is proposed to comprise a combination of high-performance glazing, metal cladding and opaque architectural elements. Due to the proximity of the railway corridor, particular attention has been given to façade materials and surface finishes capable of generating reflected sunlight or reflected artificial light toward train drivers and railway infrastructure.

The assessment focuses on those portions of the building visible from the rail corridor and capacity of producing specular reflections within the train driver's field of view.

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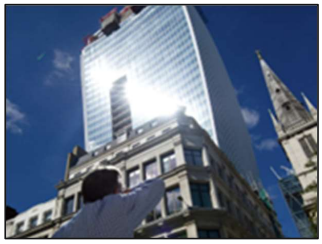
4. Assessment Scope

This assessment considers three primary risk items:

4.1 Reflected Sunlight

This assessment considers the potential for direct sunlight to reflect from the proposed building façade toward train driver sightlines within the adjacent railway corridor. The assessment considers the building, the geometry of the railway-facing façade, the solar path / seasonal sun angles for the site latitude. The reflective characteristics of the proposed façade materials, the potential for grazing-angle reflections (*Fig. 3*) at low solar elevations, and the likely receptor locations along the corridor relative to the building was also considered.



(Fig. 3)

4.2 Reflected Artificial Light

This assessment considers the potential for artificial light associated with the development to reflect toward the railway corridor or otherwise affect train driver visibility. The analysis considers any external lighting visible from the rail corridor, façade or architectural lighting if proposed, the likely reflection of ambient urban light from glazing (*Fig. 4*) and metallic façade surfaces.



(Fig. 4)

4.3 Signal Colour Conflict

This assessment considers two aspects of potential signal colour conflict at the railway interface:

1. The potential for façade colours or illuminated surfaces to be mistaken for railway signal aspects.

2. The potential for light emitted by railway signals to reflect off the building façade and be perceived by a driver elsewhere along the corridor as an apparent signal indication.

With respect to the latter, railway signals are directional luminaires projecting light predominantly along the track axis toward approaching drivers. Lateral illuminance on the façade from signal sources is therefore significantly attenuated. The east façade materials present low broadband reflectance (*Fig. 5*) and properties insufficient to produce a credible reflected signal indication at any driver receptor position.



(Fig. 5)

Both aspects are assessed in Section 8.

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4.4 Assessment Areas

The assessment focuses on the eastern and northern façades of the proposed development, being the only elevations with potential visibility from the adjoining railway corridor.

The eastern façade directly interfaces with the rail reserve and contains glazing and façade-integrated photovoltaic (PV) elements visible to both northbound and southbound train drivers. The northern façade is only visible from the southbound approach locations and includes similar reflective materials.

The western and southern façades are oriented away from the railway corridor. At Melbourne's latitude (37.83°S), the sun tracks entirely to the north of the zenith year-round; any incidental solar exposure of the southern façade near the summer solstice occurs at extreme grazing angles with correspondingly negligible irradiance and upward-directed reflected beams that do not intersect the rail corridor. These elevations have therefore been excluded from further assessment.

Indicative sun path effect is shown in a shadow diagram *(Fig. 6)* below – courtesy of Edition Office.



(Fig. 6 – Shadow diagram)

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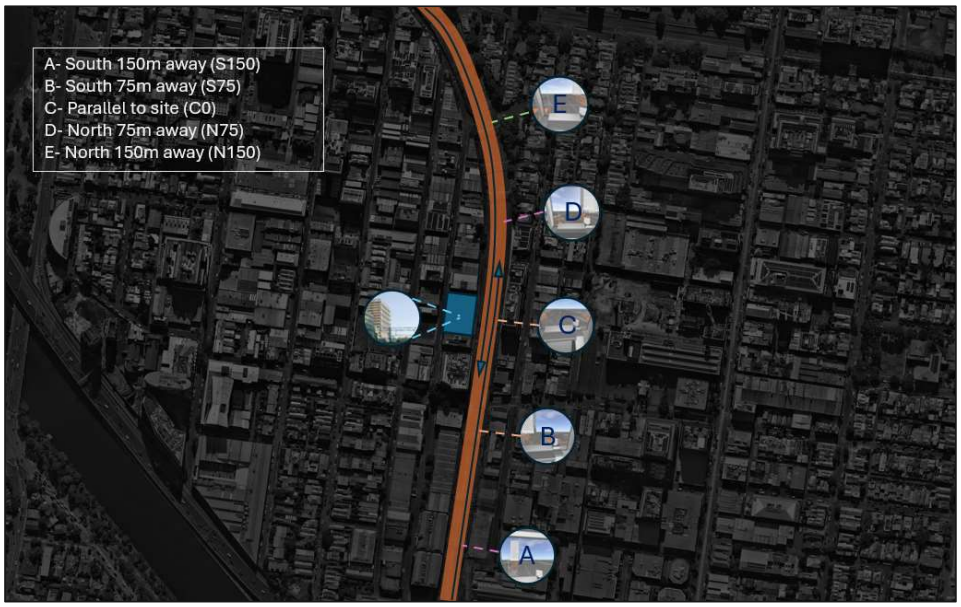
5. Assessment Methodology

The assessment adopts a conservative geometry-based approach using worst-case solar positions, façade reflectance assumptions and representative train driver receptor locations to evaluate the potential for reflected light impacts within the adjoining rail corridor.

5.1. Relevant Receptor Locations

The rail corridor accommodates metropolitan passenger services operating in both northbound and southbound directions. Given the proximity of the proposed development to the railway reserve, train drivers may obtain direct views of portions of the eastern and northern façades during approach, adjacent and departure movements past the site.

The selected receptor locations are illustrated (*Fig. 7 & 8*) and are intended to provide a representative assessment of train driver visibility conditions within the vicinity of the site.



(Fig. 7 – Receptor locations)



(Fig. 8 – Current view of the site)

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5.2. Estimating Glare Effects

Where the assessment requires an estimation of glare intensity, this is undertaken by calculating the equivalent veiling luminance - a measure of the luminous veil superimposed over the visual field that reduces the observer's ability to perceive contrast and detail.

The formula adopted is that published by Vos and van den Berg (1999), derived from the original Holladay expression, and is considered appropriate for glare intensity assessments due to its general applicability and its consideration of observer-related factors:

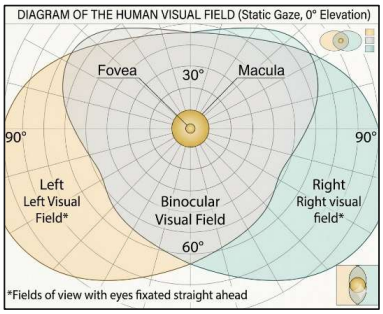
$$Lv = Egl \times (10/\theta^3 + [5/\theta^2 + 0.1 \times p/\theta] \times [1 + (A/62.5)^4] + 2.5 \times 10^{-3} \times p)$$

where Lv is the equivalent veiling luminance (cd/m²), Egl is the reflected illuminance reaching the observer's eyes (lux), θ is the glare angle in degrees between the reflected ray and the observer's line of sight, p is the pigmentation factor (0 for black eyes, 1.2 for blue eyes), and A is the observer's age in years. Glare is considered possible where Lv exceeds the threshold value.

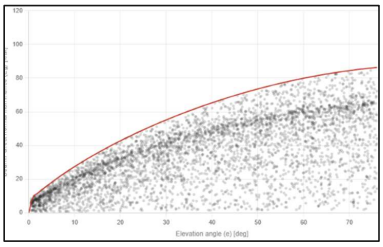
The two dominant factors in this calculation are the intensity of the solar reflection (Egl) and the glare angle (θ) *(Fig.10*). At the planning assessment stage, the geometry of the glare angle is the primary variable evaluated, with the intensity of the reflection estimated under worst-case clear-sky solar conditions for the site latitude.

The glare angle is significant because visual acuity varies considerably across the human field of view. Reflections perceived beyond 30° from the line of sight fall outside the macular region (*Fig.9*) and are of limited visual significance.

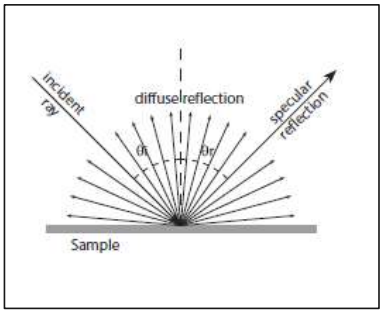
Direct solar illuminance values used in this assessment are calculated for worst-case clear-sky conditions, with minimal reduction for atmospheric attenuation, consistent with the upper boundary of the theoretical model presented in Figure 10.



(Fig. 9 - Standardised human field of view)



(Fig. 10 - Direct solar illuminance for Melbourne)



(Fig. 11 - Specular and diffuse reflection)

The assessment framework incorporates principles described by Hassall (1991) relating to reflected sunlight and veiling luminance, together with current Victorian planning guidance and rail interface requirements applicable to the development.

The assessment first considers whether reflected solar beams are geometrically capable of reaching an assessed train driver receptor location. Where no beam interception occurs, the potential for glare exposure is considered negligible and further veiling luminance assessment is unnecessary.

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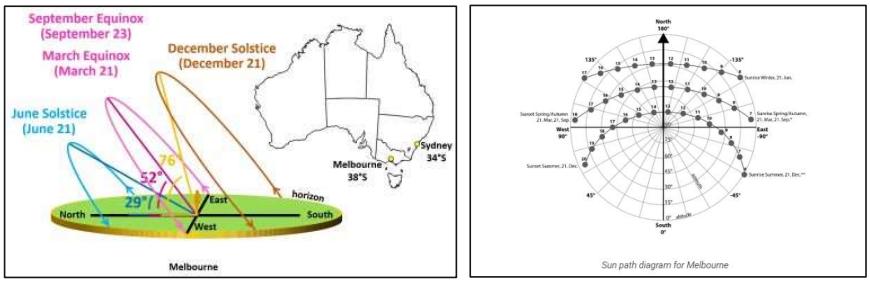
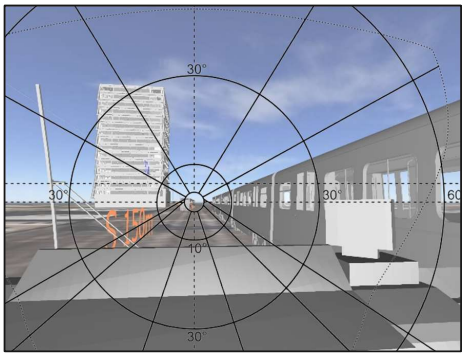


(Fig. 12)

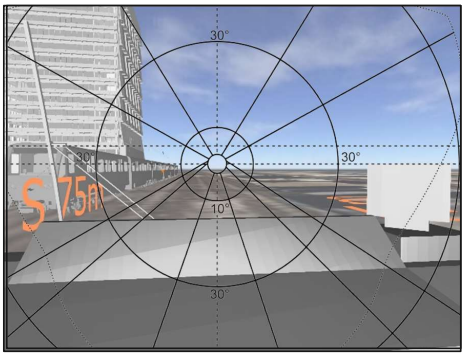
Solar reflection assessment was undertaken for the summer solstice (21 December), winter solstice (21 June) and equinox conditions (21 March and 21 September). Assessment periods focused on the hours between 05:00 and 18:30 when direct solar exposure of the eastern and northern façades is greatest and the potential for reflected sunlight toward the rail corridor is most likely to occur *(Fig.12)*.

5.3. Estimated Approaching Lines of Sight

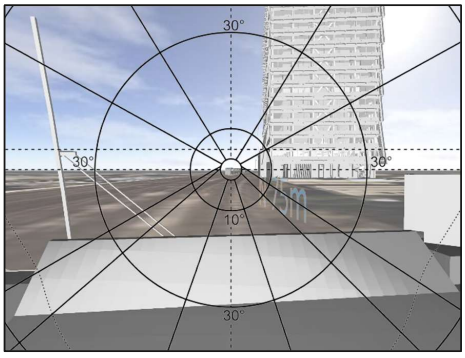
A 300m assessment distance was adopted as it represents the zone within which the development is visually prominent to approaching train drivers and encompasses the critical approach, adjacent and departure viewing conditions associated with the site.



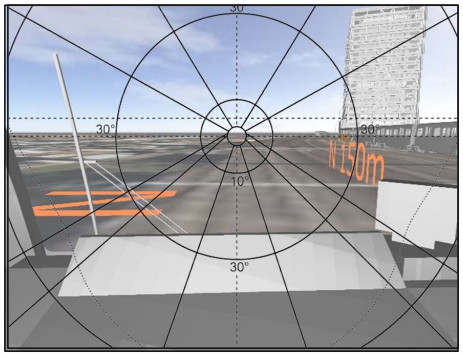
(Fig. 13 – S150 receptor)



(Fig. 14 – S75 receptor)



(Fig. 15 – N75 receptor)



(Fig. 16 – N150 receptor)

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Reflected beam paths were determined using the law of reflection, whereby the angle of incidence equals the angle of reflection. For each assessment date and receptor location, reflected beam trajectories were estimated using the façade orientation, panel inclination, solar position and receptor geometry. Resulting beam intercept heights at the rail corridor were then compared against the assumed driver eye height.

6. Solar Reflection Analysis

6.1 Assessment Overview

A solar reflection analysis was undertaken for the east and north façades of the proposed development. The analysis assessed the potential for reflected sunlight from the building's photovoltaic panel array and glazing to produce adverse glare toward train drivers operating within the adjacent railway corridor.

The assessment was conducted across four representative dates (summer solstice (21 December), autumn equinox (21 March), winter solstice (21 June) and spring equinox (21 September)) at 30-minute intervals between 05:00 and 18:30 AEST. Five receptor positions were assessed along the rail corridor at 150m south, 75m south, adjacent (0m), 75m north and 150m north of the building centre.

Track level was established at +3,200mm (11.100m AHD) from the architectural section drawings, with the crash wall top confirmed at +9,150mm (17.050m AHD) - consistent with the IFC building model Second Floor elevation of 17.050m AHD. Driver eye height was taken as rail level plus 1,200mm seated height, giving 12.300m AHD. The analysis was stratified across 13 individual panel zones from +17.05m to +65.80m AHD, confirmed from the IFC building model.

6.2 East Façade

The east façade bears approximately 065° true north (ENE-facing) and incorporates photovoltaic panels at a 5° outward tilt from vertical, mounted on outriggers projecting approximately 600mm from the building face. Panels extend from the Second Floor (+17.05m AHD) to the Roof (+65.80m AHD). Glazing is recessed 600–800mm behind the panel plane, with a perforated metal screen providing additional attenuation.

6.2.1 East Façade - Key Findings

Based on the geometric assessment - no reflected solar beam was identified intersecting driver eye height at any assessed receptor position during the assessment. All east façade results are estimated as Low Risk.

The lowest panel zone (Second Floor, panel mid at 19.70m AHD) is 7.4m above the driver at 12.3m AHD. Reflected beams from the east facade (governed by the 5° outward panel tilt and the ENE orientation) consistently arrive at the track plane well above driver eye height. The minimum beam height recorded is 20.9m AHD (8.6m above driver) during early morning low-solar-elevation conditions.

East façade panel zones are additionally self-shaded by floor slab projections (600mm outward) once solar elevation exceeds 15.3°, which is the critical angle arctan (600/2200). This eliminates all higher-intensity solar exposure windows from the assessment, leaving only very low solar elevation periods where DNI is correspondingly minimal.

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6.2.2 East Façade Results

Table 1. Worst-Case Solar Reflection Results - East Façade

Season	Receptor	Time	Sol El°	Refl El°	Beam Z (m)	ΔZ (m)	ΔY (m)	θ (°)	Egl-PV (lux)	Lv-PV (cd/m²)	Risk
East Façade (worst-case per receptor). Driver eye = 12.3m AHD. ΔZ = beam height above driver. ΔY = horizontal offset from receptor.											
21-Dec	S150m	—	—	—	—	—	—	—	—	—	Low
	S75m	—	—	—	—	—	—	—	—	—	Low
	Adjacent	6:00	10.7	-3.7	20.9	8.6	0	74	1,215	—	Low
	N75m	6:00	10.7	-3.7	20.9	8.6	0	11.4	1,215	—	Low
	N150m	5:30	5.2	1.1	24.9	12.6	0	11.3	621	—	Low
21-Mar	S150m	—	—	—	—	—	—	—	—	—	Low
	S75m	—	—	—	—	—	—	—	—	—	Low
	Adjacent	7:30	12.5	-2.8	22	9.7	0	56	1,866	—	Low
	N75m	6:30	0.7	8.4	26.4	14.1	0	34.7	139	—	Low
	N150m	6:30	0.7	8.4	26.4	14.1	0	36.8	139	—	Low
21-Jun	S150m	—	—	—	—	—	—	—	—	—	Low
	S75m	—	—	—	—	—	—	—	—	—	Low
	Adjacent	9:00	12.6	-3.1	22.2	9.9	0	44	1,849	—	Low
	N75m	8:00	3.3	6.6	24.8	12.5	0	64.4	611	—	Low
	N150m	8:00	3.3	6.6	21.5	9.2	0	68.2	611	—	Low
21-Sep	S150m	—	—	—	—	—	—	—	—	—	Low
	S75m	—	—	—	—	—	—	—	—	—	Low
	Adjacent	7:00	9.5	0	22.9	10.6	0	59.6	1,541	—	Low
	N75m	6:30	3.6	5.6	25.2	12.9	0	35.5	623	—	Low
	N150m	6:30	3.6	5.6	21.9	9.6	0	37.7	623	—	Low

θ = glare angle between reflected beam and driver line of sight. Lv calculated only where θ ≤ 30° (refer 5.2). Risk: Low = Lv < 500 cd/m² or θ > 30°; Moderate = 500-2,000 cd/m²; High = ≥ 2,000 cd/m². Glass column represents upper bound - glazing is recessed behind panel plane. Lv not calculated where beam does not intersect receptor. All results Low Risk.

6.3 North Façade

The north façade bears approximately 335° true north (NNW-facing) and incorporates photovoltaic panels at a 30° skyward tilt from vertical, mounted on substantial outriggers. The north façade centre is located approximately 22m north of the building centre. Glazing is recessed behind the panel plane.

6.3.1 North Façade - Key Findings

All north façade results are Low Risk. Based on the geometric assessment - no reflected solar beam was identified intersecting driver eye height at any assessed receptor position during the assessment. The minimum ΔZ recorded is −2.9m (summer solstice, N150m, 15:30 AEST), where the beam passes below driver eye height at the track plane. At this time the beam arrives 23.3m north of the N150m receptor, well outside any credible glare exposure zone. The 30° skyward panel tilt produces reflected

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beams with a strong northward azimuthal component that does not align with any of the five assessed receptor positions.

South-of-building receptors receive no geometrically valid beams from the NNW-facing north façade. Winter solstice produces minimal illuminated panel area due to very low solar elevation angles.

6.3.2 North Façade Results

Table 2. Worst-Case Solar Reflection Results - North Façade

Season	Receptor	Time	Sol El°	Refl El°	Beam Z (m)	ΔZ (m)	ΔY (m)	θ (°)	Egl-PV (lux)	Lv-PV (cd/m²)	Risk
North Façade (worst-case per receptor). Driver eye = 12.3m AHD. ΔZ = beam height above driver. ΔY = horizontal offset from receptor.											
21-Dec	S150m	—	—	—	—	—	—	—	—	—	Low
	S75m	—	—	—	—	—	—	—	—	—	Low
	Adjacent	18:30	12	-2.1	18.3	6	45.1	73.8	326	—	Low
	N75m	16:00	41	-2.7	15.1	2.8	39.2	12.2	2,002	—	Low
	N150m	15:30	46.9	-3.8	9.4	-2.9	23.3	2.1	2,257	—	Low
21-Mar	S150m	—	—	—	—	—	—	—	—	—	Low
	S75m	—	—	—	—	—	—	—	—	—	Low
	Adjacent	18:00	5.7	21.5	36.6	24.3	52.7	86.7	497	—	Low
	N75m	17:00	17.4	21.4	44.6	32.3	2.8	28.4	1,576	—	Low
	N150m	16:00	28.6	19.7	70.2	57.9	9.4	23	2,404	—	Low
21-Jun	S150m	—	—	—	—	—	—	—	—	—	Low
	S75m	—	—	—	—	—	—	—	—	—	Low
	Adjacent	—	—	—	—	—	—	—	—	—	Low
	N75m	17:00	0.5	45.3	83.7	71.4	2.7	52.3	92	—	Low
	N150m	16:00	0.5	45.3	198.1*	185.8*	57.5	46.9	92	—	Low
21-Sep	S150m	—	—	—	—	—	—	—	—	—	Low
	S75m	—	—	—	—	—	—	—	—	—	Low
	Adjacent	18:00	2.6	21.5	35.5	23.2	48.5	82.9	194	—	Low
	N75m	16:30	20.1	21.4	48.1	35.8	13.2	28.7	1,796	—	Low
	N150m	15:30	31.1	19.3	90.8	78.5	72.6	23	2,563	—	Low

Beam Z = reflected beam height at track plane (AHD). ΔZ = beam height relative to driver eye (12.3m AHD). ΔY = horizontal distance from beam arrival to receptor - beams passing within 3m of driver height still miss all receptors by 23m or more. South receptors receive no geometrically valid beams. All results Low Risk.

**Near-vertical beam trajectory at winter solstice low solar elevation*

The closest geometric approach identified during the assessment occurred for the northern façade during summer conditions, where the reflected beam passed approximately 2.9m below driver eye height and 23m laterally from the assessed receptor location. Accordingly, no direct interception of the driver field of view was identified.

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6.4 Assumptions and Basis of Assessment

Parameter	Value / Basis
Site	57-71 Stephenson Street, Cremorne VIC 3121
Latitude / Longitude	37.83°S / 144.99°E (IFC model site data)
Ground floor	7.900m AHD (IFC confirmed)
Track level	AFFL +3,200mm = 11.100m AHD (architectural section drawing)
Driver eye height	Rail + 1,200mm = 12.300m AHD
Crash wall top	AFFL +9,150mm = 17.050m AHD (cross-checked with IFC Second Floor)
Crash wall above driver eye	4.750m
East façade bearing	065° true north (ENE-facing)
North façade bearing	335° true north (NNW-facing)
East panel tilt	5° outward from vertical (architectural detail drawings)
North panel tilt	30° skyward from vertical (architectural detail drawings)
Track centreline distance	15m from east façade panel face
Building height	65.800m AHD to roof (IFC confirmed)
Floor-to-floor height	3.750m (IFC confirmed)
Panel zones assessed	13 zones: Second Floor (17.05m AHD) to Fourteenth Floor (62.05m AHD)
East panel projection	600mm outward (architectural drawings)
Self-shade critical angle	15.3° - arctan(600mm/2,200mm). East panels shaded above this elevation
North facade offset	22.0m north of building centre (IFC depth 44.1m confirmed)
Panel coverage factor	70% - accounts for framing, mullions and structural elements
PV panel reflectance	6% specular (monocrystalline -planning-stage assumption)
Glazing reflectance	15% specular (upper bound - glazing 600-800mm recessed
Solar irradiance model	Iqbal (1983) clear-sky - no atmospheric reduction (worst case)
Glare formula	Vos & van den Berg (1999), from Holladay expression
Observer	Age 40yr; pigmentation 0.5 (mid-range)

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Parameter	Value / Basis
Risk thresholds	Low: Lv < 500 cd/m² or beam misses receptor | Moderate: 500–2,000 cd/m² | High: ≥ 2,000 cd/m²
Lv threshold	Hassall (1991) - 500 cd/m² practical road/rail driver safety limit
ΔZ	Beam height at track plane. Positive = beam above driver.
ΔY	Horizontal distance between beam arrival point and receptor along track.
Assessment dates	21 Dec (summer), 21 Mar & 21 Sep (equinoxes), 21 Jun (winter)
Assessment interval	30-minute steps, 05:00 - 18:30 AEST
IFC model	V25007_Stephenson_St_IFC.ifc - Edition Office
Calculation method	Results were derived through analytical calculation rather than proprietary simulation software. Solar positions were computed using the Iqbal (1983) clear-sky model; reflected beam trajectories were determined geometrically using the law of reflection applied to each panel zone across the assessment matrix.

7. Reflected Artificial Light Assessment

The project team has confirmed that no external or façade lighting visible from the rail corridor is proposed. Ground floor public lighting is fully screened by the concrete crash wall. No concentrated artificial light sources have been identified that could contribute to reflected glare toward train drivers during operational hours.

With respect to ambient artificial light reflected from the façade at night, the illuminance levels incident from street lighting, vehicle headlights and neighbouring buildings are orders of magnitude below direct solar irradiance. Whereas peak direct normal solar illuminance under clear-sky conditions exceeds 90 klux, aggregate vertical illuminance from ambient urban sources at night is typically 5-30 lux. At 15% glazing reflectance, reflected illuminance at the driver receptor would be in the order of 1-5 lux - well below any threshold of concern. Photovoltaic panels at 6% produce an even lower contribution.

The risk associated with reflected artificial light is assessed as negligible and requires no mitigation. Should any external or façade lighting visible from the rail corridor be introduced at a later design stage, a supplementary assessment will be required.

8. Signal Colour Conflict Assessment

Two aspects of potential signal colour conflict are addressed.

The first is whether façade colours, lighting colours or illuminated surfaces could be mistaken for railway signal aspects. The proposed materials for railway-facing elevations - solar panels (SP1 - dark blue/black), clear glass (GL1 -neutral), galvanised steel (GA1 - silver/grey), perforated metal screen (MS1 - grey), timber cladding (CLT - natural tone) and insitu concrete (CO3 - off-white) - contain no red, green or yellow colour treatments.

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The second is whether light emitted by railway signals could reflect off the building façade and be perceived by a driver elsewhere along the corridor as an apparent signal indication. Railway signals are directional luminaires projecting light predominantly along the track axis toward approaching drivers. Lateral illuminance on the façade from signal sources is therefore significantly attenuated. The east façade materials (photovoltaic panels at 6% specular reflectance, perforated metal screen and deeply recessed glazing) present low broadband reflectance characteristics insufficient to produce a credible reflected signal indication at any driver receptor position.

No signal colour conflict concerns have been identified.

9. Discussion and Compliance Assessment

9.1 Condition (c) - Reflected Sunlight

The geometric solar reflection assessment demonstrates that no reflected solar beam from either the east or north façade reaches driver eye height at any of the five receptor positions across any assessed date, time or solar condition. The minimum vertical clearance is 4.5m above driver height on the east façade. On the north façade, the closest approach passes within 2.9m of driver height but misses all receptor positions by 23m or more horizontally.

Risk Rating - Condition (c): LOW RISK.

9.2 Condition (d) - Reflected Artificial Light

No external or façade lighting visible from the rail corridor is proposed. Ambient urban artificial light reflected from façade materials at night produces negligible illuminance at driver receptor positions.

Risk Rating - Condition (d): LOW RISK. The absence of corridor-visible external lighting is to be maintained as a design commitment.

9.3 Condition (e) - Signal Colour Conflict

No red, green or yellow colour treatments are present on railway-facing elevations. The façade materials do not present a credible reflected signal indication risk.

Risk Rating - Condition (e): NO RISK NOTED. Compliance is achieved if red, yellow, green finishes are avoided.

9.4 Summary

Condition	Requirement	Outcome
(c) Reflected sunlight	Development does not cause reflected sunlight to interfere with train driver visibility or interpretation of rail signals	**Low Risk**
(d) Reflected artificial light	Development does not reflect or refract artificial light such that it interferes with train driver visibility or interpretation of rail signals	**Low Risk**
(e) Signal colour conflict	Development exterior avoids use of red, green or yellow colour schemes that may interfere with driver operations	**No Risk***

** Compliance is subject to final selection of finishes on the facade*

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10. Conclusion

The building's PV panel geometry, combined with the crash wall height and the ENE orientation of the east façade, collectively ensure that reflected beams consistently pass above driver eye height under all assessed solar conditions.

No glint or glare concerns have been identified. The geometric analysis confirms that reflected solar beams from both assessed façades consistently miss driver eye height and receptor positions under all assessed solar conditions. Reflected artificial light from ambient urban sources is negligible. No signal colour conflict has been identified based on the proposed material schedule.

Subject to the reflectance assumptions and design parameters set out in Section 6.4 being maintained through detailed design and construction, the proposed development satisfies conditions (c), (d) and (e) of the VicTrack and Transport for Victoria rail interface requirements associated with Application Reference PPA1471.

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11. Reference Documents

This assessment has been prepared with reference to the following documents:

1. VicTrack Rail Interface Conditions - 57-71 Stephenson Street, Cremorne
2. Department of Transport and Planning Railway Interface Conditions associated with PPA1471
3. Victorian Planning Practice Note PPN96 - Designing for Glare and Reflectivity
4. Metro Trains Melbourne Engineering Standard L1-CHE-STD-035
5. Architectural Submission Package prepared by Edition Office (October 2025)
6. IFC Building Model - V25007_Stephenson_St_IFC.ifc
7. Hassall, D. N. (1991). Reflectivity: dealing with rogue solar reflections. Published by author.
8. Holladay, L. L. (1926). The fundamentals of glare and visibility. *Journal of the optical society of America*, *12*(4), 271-319.
9. Holladay, L. L. (1927). Action of a Light-Source in the Field of View in Lowering Visibility. *Journal of the optical society of America. 14*, 1-15.
10. Vos, J. J., & Van den Berg, T. J. T. P. (1999). Report on disability glare. *CIE collection*, *135*(1), 1-9.
11. BRE BR209:2022 - Site Layout Planning for Daylight and Sunlight
12. Iqbal, M. (2012). *An introduction to solar radiation*. Elsevier. National Guideline for the Assessment of Glare and Reflectivity Associated with Buildings (where applicable)
13. Relevant project architectural elevations, façade details and material schedules provided by the project team.

12. Definitions

Glint - a brief, intense flash of specular reflected light occurring when the sun, reflective surface and observer are precisely aligned.

Glare - sustained reflected light of sufficient intensity to cause visual discomfort, disability or distraction within an observer's field of view.

Specular reflection - mirror-like reflection where the angle of reflected light equals the angle of incidence; the primary mechanism by which building facades produce glint and glare.

Diffuse reflection - scattered reflection dispersed across a wide range of angles; produces no directed glare beam and is not assessed as a glare risk.

Glare angle (θ) - angular separation in degrees between the reflected ray and the observer's line of sight; reflections beyond 30° are of limited visual significance.

Driver eye height - assumed observer eye position at 1,200mm above rail head.

Receptor - a defined observer position along the rail corridor; five positions assessed at S150m, S75m, Adjacent (0m), N75m and N150m relative to the building centre.

ΔZ (vertical beam clearance) - vertical distance in metres between the reflected beam height at the track plane and driver eye height; positive values indicate the beam passes above the driver.

ΔY (horizontal beam offset) - horizontal distance in metres along the track between the reflected beam's arrival point and the assessed receptor; a large ΔY confirms no glare exposure even where ΔZ is small.

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Disclaimer & Limitation of Liability

This report has been prepared by Spaces At Night Pty Ltd for VETTEX for the purpose of assessing potential rail interface glint and glare impacts associated with the proposed development at 57-71 Stephenson Street, Cremorne VIC 3121.

The assessment has been undertaken using the information, drawings, material schedules and architectural documentation available at the time of preparation. The findings, conclusions and opinions presented are based on the assumptions, assessment methodology and limitations described within this report.

This document constitutes a planning-stage technical assessment only and does not represent design certification, engineering certification, operational approval, or acceptance by VicTrack, Metro Trains Melbourne, the Department of Transport and Planning, or any other authority.

The assessment considers the potential for reflected sunlight, reflected artificial light and signal colour conflict based on the proposed building form and nominated façade materials. Spaces At Night accepts no responsibility for changes to the architectural design, façade geometry, material specifications, finishes, lighting installations or site conditions occurring after the date of this report that may influence the assessment outcome.

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Client	Date
Vettex	29 June 2026

Green Travel Plan

Proposed Office

57-71 Stephenson Street, Cremorne

Planning
Transport
Urban Design
Waste Management
Landscape Architecture
Civil Engineering

ratio:

ratio.com.au

Project
57-71 Stephenson Street, Cremorne

Prepared for
Vettex

Our reference
22939T

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Version	Date	Issue	Prepared by	Approved by
F01	29/06/2026	Final – DTP Lodgement	R. Tan	B. Young

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

Table of Contents

Section		Page No.
1.	Introduction	5
1.1.	Purpose	5
1.2.	Information for Employees	5
1.3.	Implementation	5
1.4.	Reducing Emissions	5
2.	Walking and Cycling	7
2.1.	Pedestrian Network	7
2.2.	Bicycle Network	8
2.3.	Parking Your Bike	9
2.4.	End of Trip Facilities (EOT)	11
2.5.	Servicing Your Bike	11
2.6.	Cycling Initiatives	11
3.	Public Transport	12
4.	Private Vehicle Alternatives	14
4.1.	Car Share	14
4.2.	Taxis / Rideshare	16
4.3.	E-Scooters / E-Bikes	16
5.	Green Travel Planning	17
5.1.	Aims of the Green Travel Plan	17
6.	Green Travel Targets	18
6.1.	City of Yarra Transport Strategy (2022-2032)	18
6.2.	Current Travel Mode Shift Trends	18

6.3. Mode Shift Targets 19
7. Action Plan 20
7.1. Introduction 20
7.2. General Actions 20
7.3. Walking and Cycling Actions 21
7.4. Public Transport Actions 22
8. Monitoring and Reporting 23
8.1. Monitoring 23
8.2. Review 23

Table of Figures

Figure 2.1: 10-Minute Walkable Key Destinations in Proximity of the Site 7
Figure 2.2: Yarra TravelSmart Map 8
Figure 2.3: On-site Bicycle Parking Facilities - Ground Level 9
Figure 2.4: On-site Bicycle Parking Facilities - Mezzanine Level 10
Figure 3.1: Public Transport Services Proximate to the Subject Site 12
Figure 4.1: Car Share Locations 15

Table of Tables

Table 3.1: Public Transport Services 13
Table 4.1: Car Share Pod Locations 14
Table 6.1: ABS Census Method of Travel to Work Data 18
Table 7.1: GTP General Actions 20
Table 7.2: GTP Active Transport Actions 21

Table 7.3: GTP Public Transport Actions 22

1. Introduction

1.1. Purpose

This Green Travel Plan 57-71 Stephenson Street, Cremorne, is your informative guide to all things travel-related, specifically green travel.

The purpose of this Green Travel Plan is to provide a guide and framework to encourage employees and users of 57-71 Stephenson Street, Cremorne to choose healthier and more sustainable modes of transport that reinforce the transport mode priority advocated within the Yarra Planning Scheme.

1.2. Information for Employees

You are ideally located with convenient access to both East Richmond and Richmond Railway Stations, as well as the Swan Street Major Activity Centre and the Swan Street and Church Street tram corridors. The area is also well serviced by a plentiful supply of nearby car share vehicles and an extensive network of bicycle-friendly travel routes. Given the abundance of travel options in the area, you don't need to rely on a private vehicle as the primary mode of travel to/from work or business meetings.

In the following pages, you will find useful information on where to catch public transport, safe routes to ride your bicycle or e-scooter, and some handy places you can walk to.

1.3. Implementation

Section 6 onwards set out several targets that seek to encourage employees to adopt transport modes that result in the least impact on the environment, particularly active transport modes such as walking and cycling.

A Green Travel Champion (GTC) will be needed to monitor the progress towards these targets and to keep the plan up to date.

1.4. Reducing Emissions

Transport is the second largest producer of greenhouse gas emissions in Victoria after stationary energy production, with the emissions of over 19 million tonnes of carbon dioxide (CO_2) per annum. As a consequence, both State and Local government authorities are implementing policies to reduce the impact of vehicle travel on the environment by (amongst other measures) encouraging more sustainable modes of transport.

By way of example, the State Government has prepared a range of broad-level policy documents, such as Plan Melbourne, which set out similar goals and objectives aimed at improving and encouraging existing transport infrastructure within the State, and ultimately reducing the reliance on private motor vehicles, as they represent the most space intensive and carbon emitting form of transport per person moved.

This Green Travel Plan outlines a range of strategies, targets and actions designed to encourage the use of sustainable modes of transport (such as walking, cycling and public transport) in lieu of single-occupancy car trips.

2. Walking and Cycling

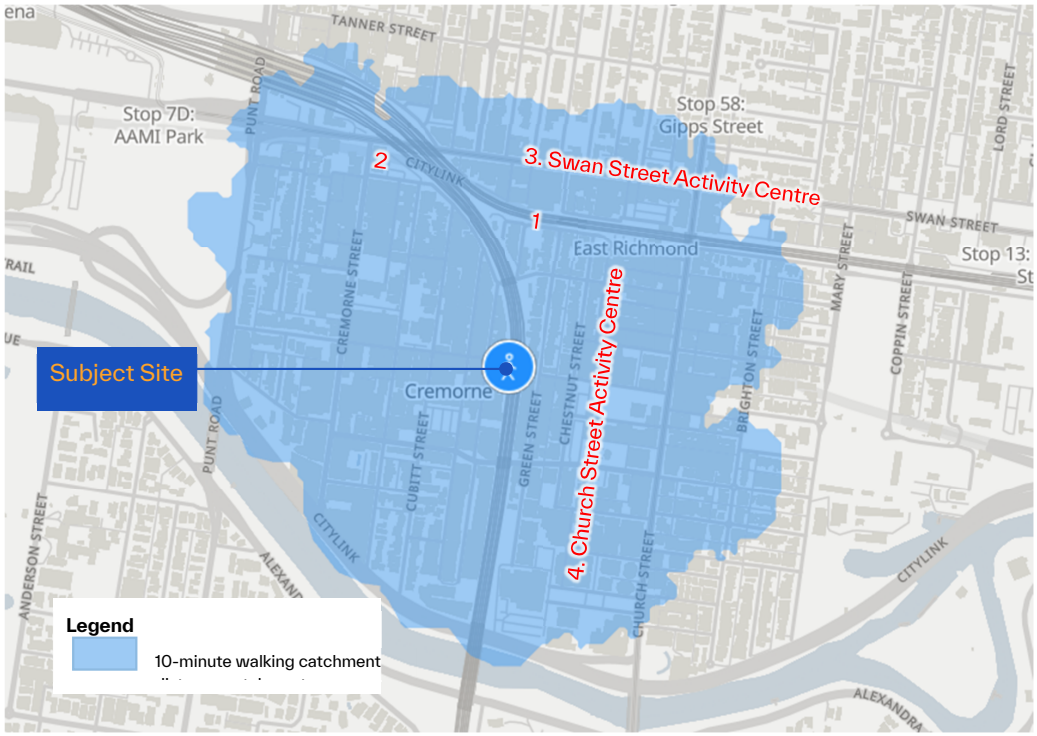
2.1. Pedestrian Network

57-71 Stephenson Street is situated in a great location, within easy walking distance to the Church Street and Swan Street activity centres; each of which include a range of stores and services including a supermarket, restaurants, retail stores, post office, chemists, gyms, beauty salons and hairdressers among others, allowing staff to carry out errands locally before or after work.

The pedestrian infrastructure surrounding the site is generally in excellent condition, with footpaths on both sides of most surrounding streets. Key uses within a 10-minute walk include:

1. East Richmon Railway Station
2. Richmond Railway Station
3. Swan Street Activity Centre, including the Route 70 tram, supermarket, chemist, various restaurants, cafes and retail stores
4. Church Street Activity Centre, including the Route 78 tram, post office, various restaurants, cafes and retail stores

Figure 2.1: 10-Minute Walkable Key Destinations in Proximity of the Site



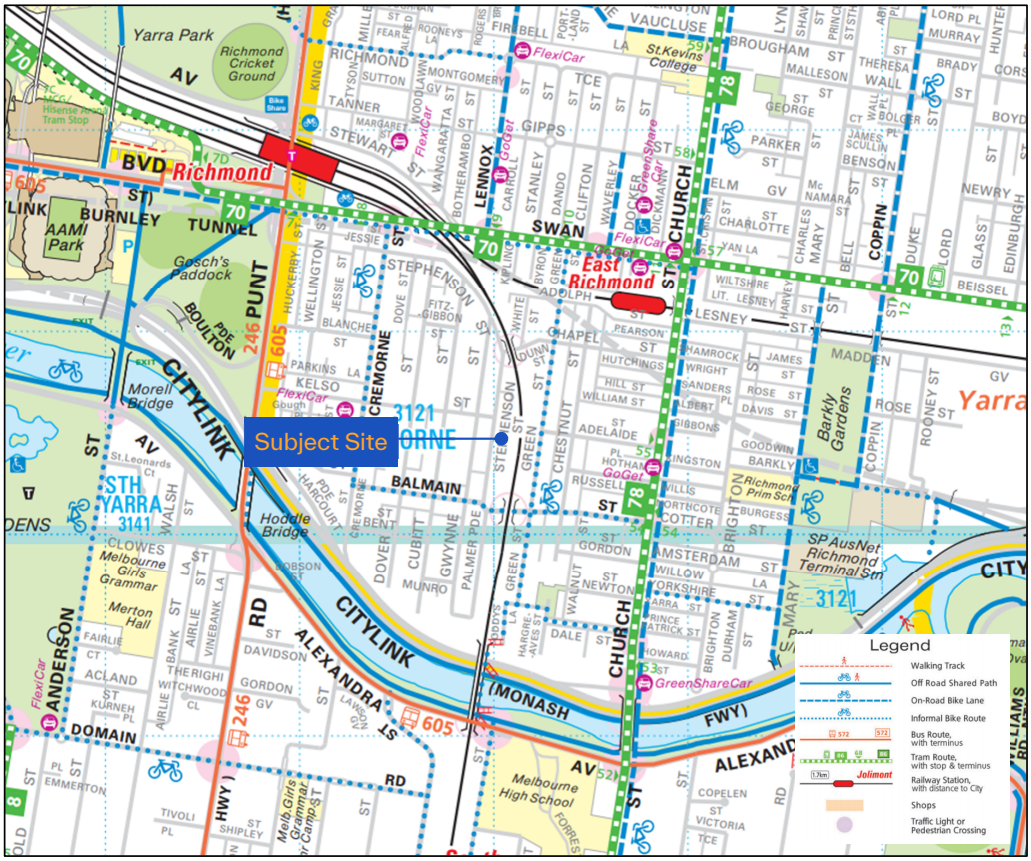
2.2. Bicycle Network

The subject site has good access to Melbourne's bicycle network, with the following key routes connecting to/from the site:

- On-road bicycle lanes along Lennox Street, Church Street, Mary Street and Coppin Street,
- The Main Yarra Trail is located approximately 450 metres to the south of the site and is accessible at multiple locations including via Green Street and Church Street to the east of the site.
- Informal bicycle routes along Cremorne Street, Green Street, Swan Street and Balmain Street.
- The above infrastructure connects to the wider bicycle network, providing further connections across Melbourne.

The subject site relative to nearby bicycle facilities is shown in Figure 2.2

Figure 2.2: Yarra TravelSmart Map



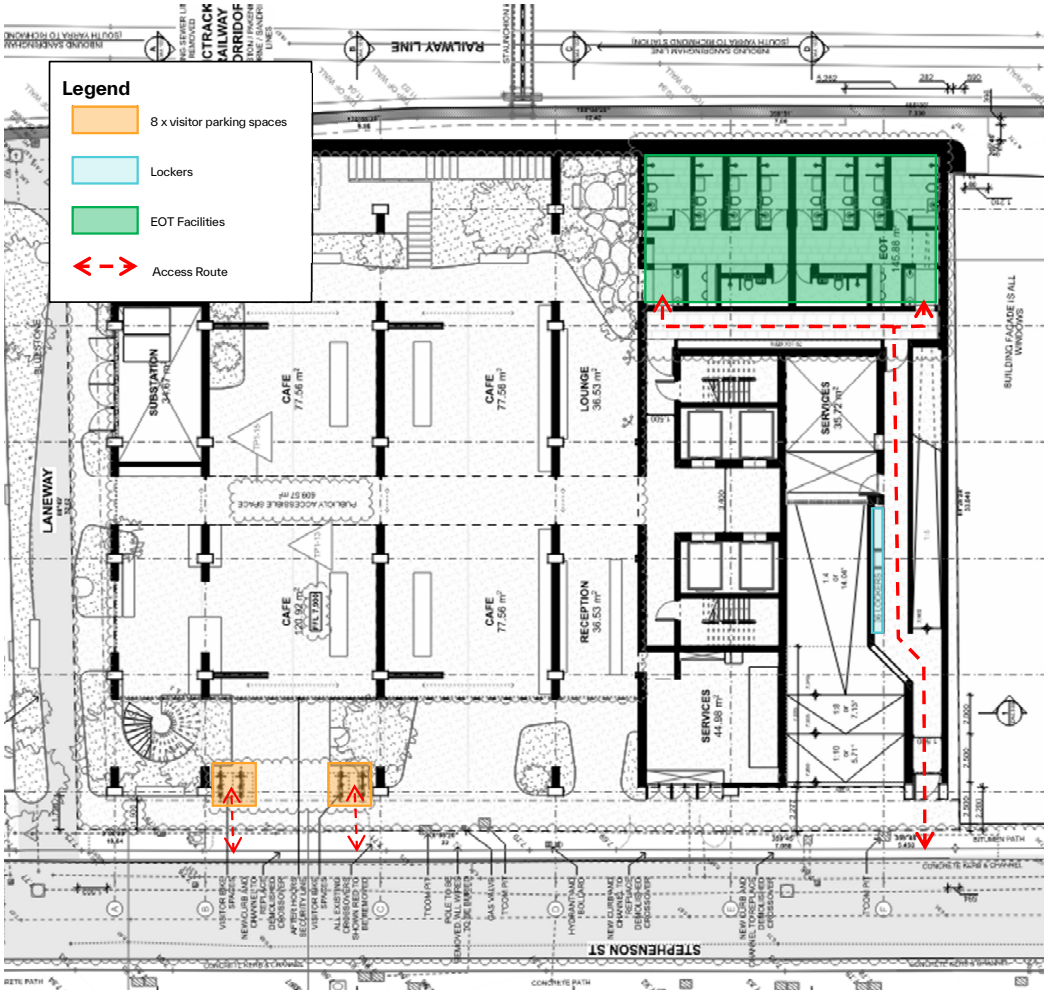
Source: www.yarracity.vic.gov.au

2.3. Parking Your Bike

A generous provision of 120 on-site bicycle parking spaces is provided for you to park your bike on site across the ground and at mezzanine levels, distributed as follows:

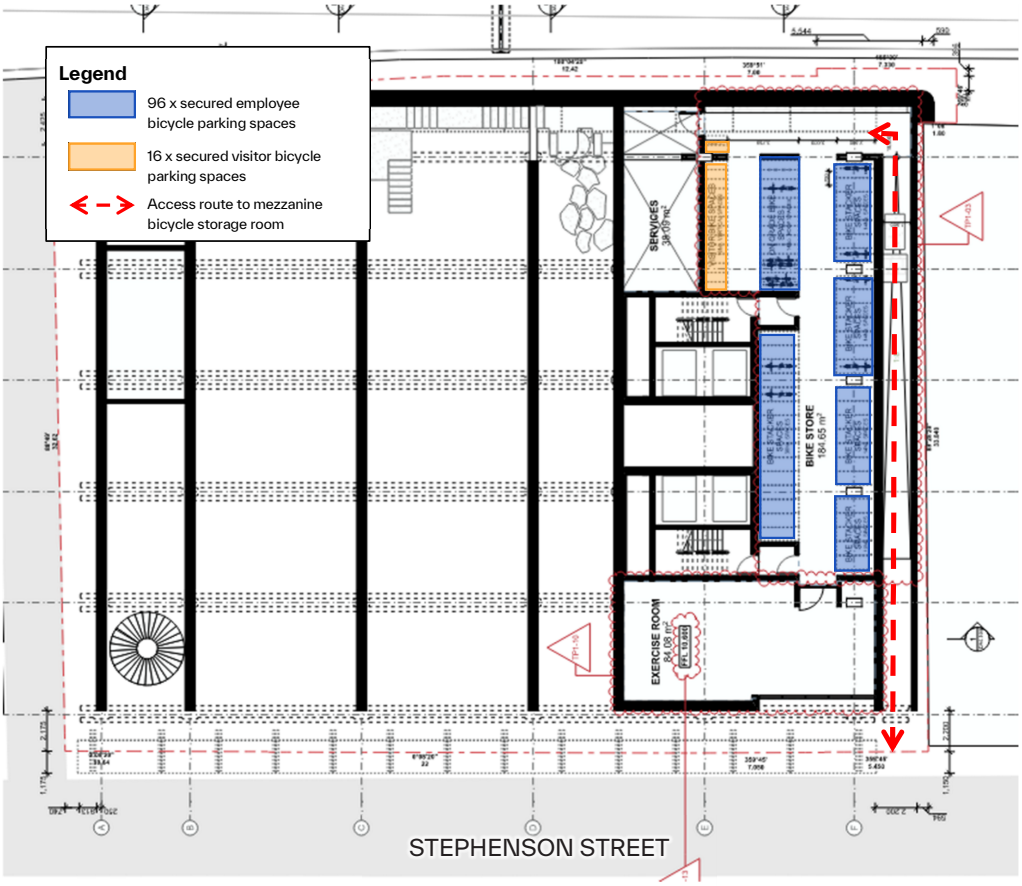
- 82 bicycle parking spaces within 41 two-tier bicycle racks
- 16 bicycle parking spaces accommodated within 16 vertical bicycle rails
- 22 bicycle parking spaces accommodated within 11 horizontal bicycle rails
- Should a visitor to an office tenancy requires access to the bicycle storage room, they may contact the office they are visiting upon arrival to gain access.

Figure 2.3: On-site Bicycle Parking Facilities - Ground Level



Source: Ground Floor Plan, prepared by Edition Office (dated 17/06/2026)

Figure 2.4: On-site Bicycle Parking Facilities - Mezzanine Level



Source: Mezzanine Floor Plan, prepared by Edition Office (dated 17/06/2026)

2.4. End of Trip Facilities (EOT)

End-of-trip facilities are provided on the ground level. These facilities include 10 showers/ change room split evenly between male and female separated EOT facilities, which are accessible directly from the ground level. Additionally, 36 lockers have been provided on site.

If you require a locker, notify the designated Green Travel Champion, who will manage and assign a locker for your use.

Figure 2.3 above illustrates the location of the end-of-trip facilities.

2.5. Servicing Your Bike

If you require some step-by-step guides for general bicycle maintenance and repair, see some of the resources provided below:

— https://www.bikeride.com/ - Video instruction manuals for bicycle maintenance and repair.

— www.madegood.org/bikes/repairs/ - Video instruction manuals for bicycle maintenance and repair.

Or, if you need to get your bicycle serviced / repaired by a professional, try one of the following:

— Abbotsford Cycles, 27 Swan Street, Richmond VIC 3121, Ph: 9429 6889.

— Total Rush, 345 Punt Road, Richmond VIC 3121, Ph: 9421 0070.

— Reid Cycles, 483-485 Bridge Road, Richmond VIC 3121, Ph: 7036 1910.

2.6. Cycling Initiatives

Ride2Work Day

One initiative that is being supported across Melbourne is Ride2Work day, an annual event run by Bicycle Network Victoria. We hope that all of the commercial tenants can get involved in this initiative and encourage their staff members to choose cycling over other less sustainable transport options. This initiative provides an opportunity to experience an alternative mode of transport with the additional perks of events surrounding the day. It also encourages the health benefits that arise from physical activity.

For more information on how you can participate in Ride2Work day, visit:

https://www.bicyclenetwork.com.au/rides-and-events/ride2work/

The website also includes great tips for new cyclists, including product reviews, road rules, how to perform bike maintenance, maps and inspiration, to name a few.

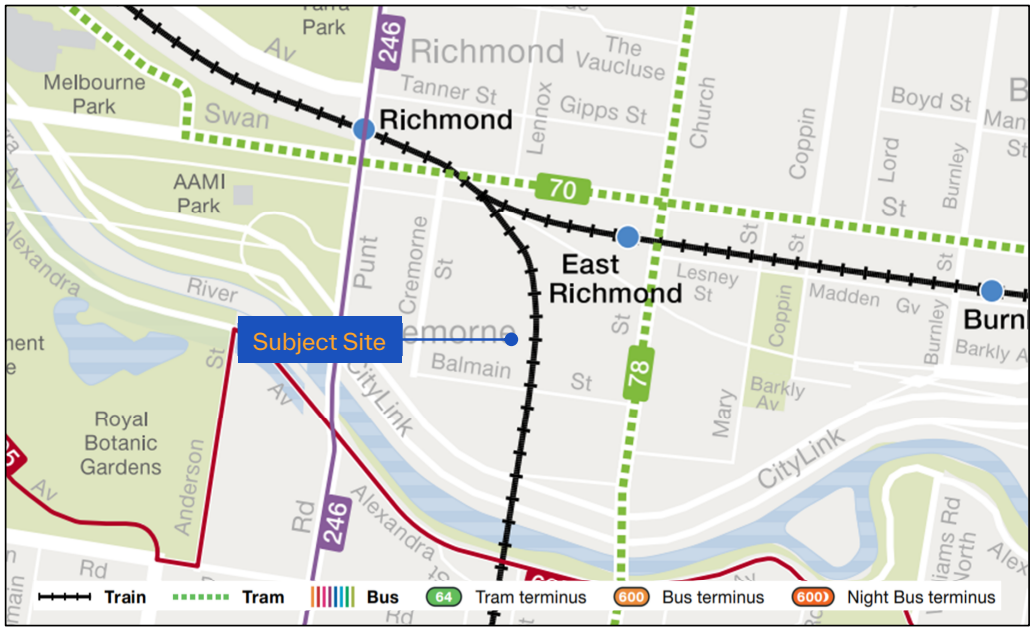
3. Public Transport

The site has very good access to public transport with frequent train and tram services operating nearby. The site is within walking distance of both Richmond and East Richmond railway stations, connecting the site with all train lines travelling towards the east, and one stop away from the Melbourne CBD, providing further connections to the remainder of the metropolitan rail network.

Tram routes 78 and 70 also operate on Church Street and Swan Street, respectively, which connect the site with locations such as Prahran and Wattle Park.

The public transport services operating within walking distance of the subject site are shown graphically in Figure 3.1 and summarised in Table 3.1.

Figure 3.1: Public Transport Services Proximate to the Subject Site



Source: www.ptv.vic.gov.au

Table 3.1: Public Transport Services

Service	Route Number	Route Description	Nearest Stop	Walking Distance
Bus	246	Elsternwick - Clifton Hill via St Kilda	Swan Street / Punt Rd	800 metres ~11 minutes
Tram	70	Wattle Park – Waterfront City Docklands	Richmond Station/ Swan St	600 metres ~8 minutes
	78	North Richmond – Balaclava via Prahan	East Richmond Railway Station/ Church St	650 metres ~9 minutes
Train	Alamein, Belgrave, Glen Waverley, Lilydale		East Richmond Railway Station	650 metres ~9 minutes
	Alamein, Belgrave, Cranbourne, Frankston, Glen Waverley, Lilydale, Pakenham and Sandringham Lines		Richmond Railway Station	650 metres ~9 minutes

Source: www.ptv.vic.gov.au

Purchasing a Myki

Myki cards can be purchased from a number of retailers, including all 7-Elevens, Myki machines at selected stations and stops, premium station ticket offices (including Richmond Station), on the bus, and online.

If you have an Android smartphone, you can now integrate your Myki through the Google Pay app, where you will be able to see your balance, top up while travelling and touch on and off with your phone. For more information, visit the website below:

https://www.ptv.vic.gov.au/tickets/myki/mobile-myki/

Plan Your Journey

Download the PTV app or visit the website (www.ptv.vic.gov.au/journey/) to plan your public transport journey by simply entering your origin and destination, followed by either departure or arrival time.

Features of the PTV app include:

— Real-time train, tram and bus information shown in countdown mode.

— Real-time platform information for metropolitan trains, including any cancellation information.

— Detailed station facility information.

— Integration with your address book to plan a journey with your contacts.

— Location of myki retail outlets.

— Ability to call PTV directly from the app.

4. Private Vehicle Alternatives

4.1. Car Share

Car share schemes offer a viable alternative to owning your own vehicle, with members able to book vehicles as they need them online or by phone. Employees can conveniently use this service to attend meetings during the workday without requiring access to their own vehicle.

Car share schemes are a more cost effective and environmentally friendly alternative transport option to the private motor vehicle. Even when driving three to four time per week, the cost of using a share car (approximately $350 per month) is far less than the costs owning and operating your own car (approximately $650 per month)[1]. Car share schemes also result in less carbon emissions, with fewer vehicles being produced and fewer kilometres travelled per person compared to private car ownership, with car share members more likely to use car share only when necessary.

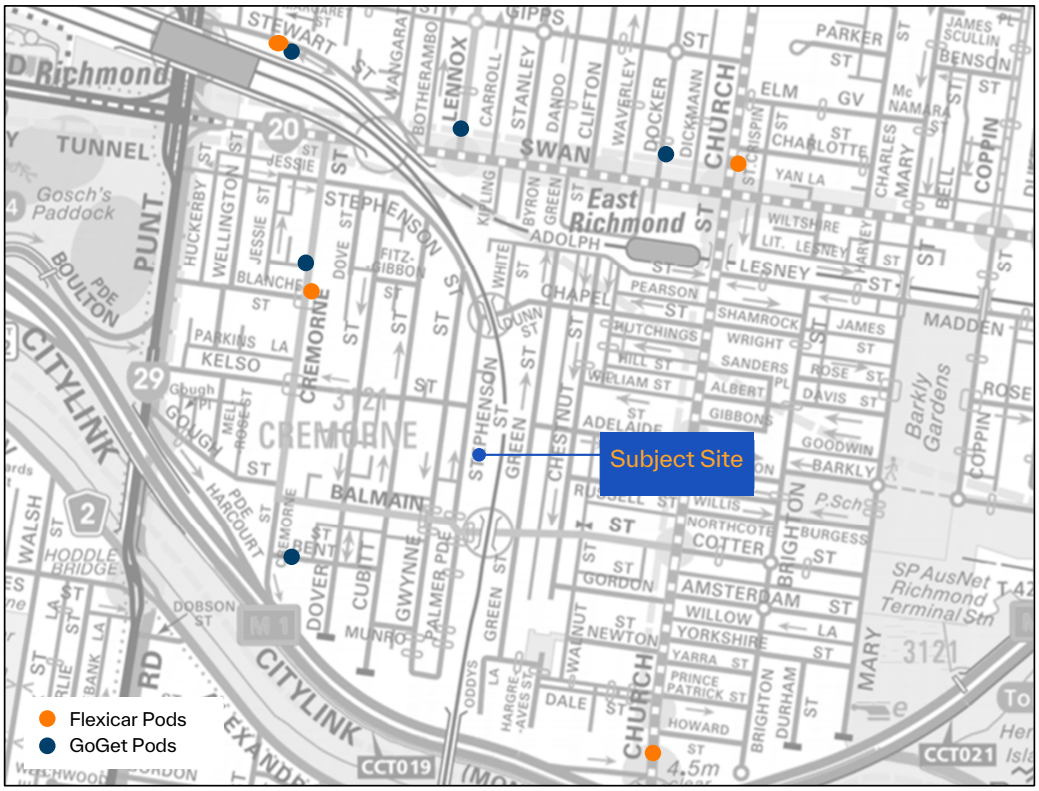
Several car share pods are located around Richmond/Cremorne within proximity to the site, operated by GoGet and Flexicar. Pods located within convenient distance from the subject site, at the time of writing this report, are summarised in Table 4.1 and Figure 4.1.

Table 4.1: Car Share Pod Locations

Operator	Location	Number of Cars	Approx. Walking Distance
Flexicar	Cremorne St near Blanche St	1 car	450 m (6 mins)
	633 Church Street	1 car	750 m (11 mins)
	440 Church Street	1 car	800 m (11 mins)
	Station, Stewart St	2 cars	1.0km (13 mins)
GoGet	Bent St near Cremorne St	1 car	450 m (6 mins)
	Cremorne St near Jessie St	1 car	500m (7mins)
	331 Lennox Street	1 car	750 m (11 mins)
	Docker St near Swan St	1 car	700m (10 mins)
	Station, Stewart St	1 car	1.0km (13 mins)

[1] Goget.com.au

Figure 4.1: Car Share Locations



Source: Melways Online (Base Image), Flexicar and GoGet Website (Locations)

Business Travel

GoGet offers a business plan to make it easy for your staff to gain access to the car share network. This plan is free to join, with no commitment or membership fees. Some of the advantages include:

— Fleet reduction.

— Remove KMs reimbursement to staff using their own vehicles.

— Instant scalability to meet business demand.

— Increase staff efficiency.

— Reduced costs, typically 50% cheaper than any round-trip made with taxi or rideshare.

— Large network across Australia.

For more information visit GoGet website (www.goget.com.au/business/).

Flexicar offers three business plans depending on frequency of use. There are no joining fees or membership fees, however there are minimum expenditures as discussed below.

— The business intro plan has no minimum monthly cost, with hourly rental rates from $13.50.

— The business moderate plan has a monthly minimum expenditure of $150, with hourly rental rates from $10.50.

— The business regular plan has a monthly minimum expenditure of $250, with hourly rental rates from $8.45.

For more information visit Flexicar website:

www.flexicar.com.au/plan/business

4.2. Taxis / Rideshare

Need to catch a ride? The following operators provide taxi and rideshare services in Melbourne.

Service		How to order
	Silver Top Taxis	**Call 8413 7202** Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking
	13Cabs	**Call 13 22 27** Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking
	Silver Cabs	**Call 1300 183338** Maxi Taxis available on request.
	Uber	Get a reliable ride in minutes with the Mobile App for each service. No reservations are required
	DiDi	

Uber Business

Uber Business is an efficient system that can be used for business travel. It enables work-related trips to be easily charged back to the business and/or projects. The benefits include:

— Handle all your Uber rides in one place and choose a payment method that works best for your business.

— Add people to the account and create customised policies for usage.

— Review individual trip times, locations, vehicle classes and total expenses.

— Send multiple rides simultaneously.

— Know when your riders have arrived at their destination.

For more information visit Uber website (www.uber.com/au/en/business/).

4.3. E-Scooters / E-Bikes

Yarra Council has partnered with providers to supply e-scooters for hire and use within the municipality.

Lime and Neuron e-scooters are available to be booked through their respective app services or online.

Lime also provides e-bikes for booking through the Lime and Uber apps.

5. Green Travel Planning

5.1. Aims of the Green Travel Plan

The following specific objectives for the development have been identified:

- Provide staff with the information and tools to make informed decisions on their transport habits;
- Promote the use of walking and cycling modes;
- Encourage the use of public transport to the site;
- Respond to the limited car parking provided on-site and available on-street nearby;
- Increase the usage of existing car share options for business journeys;
- Make visitors to the site aware of the sustainable transport alternatives; and
- Discourage the use of private vehicles where there is suitable access to alternative, more sustainable transport options.

The main objective of this Green Travel Plan is to reduce the carbon emissions resulting from the building that are generated through private car travel, this being the travel mode that typically contributes the most carbon emissions per kilometre travelled. The reduction of carbon emissions is a means to slow down the impacts of climate change.

The overall aim of the Green Travel Plan is to limit the number of staff who would otherwise require access to their own private motor vehicle by facilitating alternatives such as public transport, cycling, walking and car sharing.

This Green Travel Plan will increase the use of walk, cycle and public transport modes for a range of trip types and provide the following benefits:

- An improved amenity and environment,
- Promote healthy forms of transport through walking and cycling trips,
- Reduce pressures on neighbourhoods through reduced congestion and on-street parking,
- Provide savings for developers through the reduced requirement for car parking,
- Improve opportunities for those without access to a car,
- Reduce fuel costs and the reliance on fossil fuels, and
- Promote environmental policies.

6. Green Travel Targets

6.1. City of Yarra Transport Strategy (2022-2032)

The Yarra City Council has prepared a 10-year Transport Strategy Plan in 2022 aimed at developing a long-term vision in prioritising sustainable transport modes. The strategy seeks to deliver safe, healthy and affordable transport options, while identifying key improvements needed to ensure safe accessible and agile transport options for all users in the Yarra region, guided by and clear implementation strategies, including:

— Supporting the community's transition to sustainable and zero-emission transport,

— Creating a safer, more affordable and accessible city to promote healthy and active lifestyle,

— Developing and improving a transport network that is easy for locals and visitors to use,

— Supporting job growth and local investment, and

— Reducing traffic congestion by focusing on more efficient and accessible transport.

6.2. Current Travel Mode Shift Trends

To gain an understanding of current transport trends among employees, ABS Census data on travel-to-work patterns from 2011 and 2016 was analysed for both the Statistical Area Level 2 (SA2) region where the subject site is located within. Data from 2021 was not assessed, as the COVID-19 lockdowns significantly impacted travel behaviour, leading to an increase reliance on private vehicles for commuting. The travel to work data is summarised in Table 6.1.

Table 6.1: ABS Census Method of Travel to Work Data

Mode of Travel	Richmond (SA2)		
	2011	2016	Trends
Bicycle	3%	4%	+1%
Walking	6%	7%	+1%
Public Transport	17%	29%	+12%
Private Vehicle	71%	60%	-11%
Other[2]	2%	1%	-1%

Source: ABS Census Data (2011 & 2016)

[2] Others including: Ferry, Taxi/ride-share, motorbike/scooter and 'Other Mode'

6.3. Mode Shift Targets

As outlined in Table 6.1, there is a clear mode shift trend away from private vehicles and towards sustainable transport options, specifically public transport with more than a 10% increase in mode shift to public transport in the area. While the proportion of the people relying on walking and cycling has only increased slightly, this is likely due to a growing preference for public transport as reflected in the substantial increase in its usage.

To align with Council's objective of promoting sustainable transport and reducing private vehicle dependency, the following mode shift targets have been set:

— +1.0% per year for walking and cycling

— +3.0% per year for public transport

— -2.0% per year for private vehicles

The above targets are established for the initial phase of implementation and will be updated and adjusted annually in accordance with the monitoring and review stage.

7. Action Plan

7.1. Introduction

This section outlines the 'hard' measures which are incorporated into the design of the scheme and the 'soft' measures which can be provided to promote sustainable travel choices, together with new ways of organising activities to minimise the need to travel.

These measures will be primarily aimed at reducing single-occupancy car journeys.

7.2. General Actions

General actions are presented in Table 7.1. These actions are considered mandatory.

Table 7.1: GTP General Actions

Action	Responsible Agent	Date to be completed
Nominate a Green Travel Plan Coordinator to monitor the plan. Role to be handed over to the Building Manager after Year 1.	Applicant	Year 1 and ongoing
Provide a yearly report on the mode of transport used for employee trips to work, as well as take up of any specific actions, e.g. ride to workday, etc. This report will help track the progress of the aims set out in Section 5 of the Green Travel Plan. The reporting of the Green Travel Plan will be available to Council upon request.	GTP Champion	Annually
Review the effectiveness of the Green Travel Plan initiatives and update the targets and objectives of the Green Travel Plan.	GTP Champion	Every 3 years
Update the Green Travel Plan if any major changes occur, such as updates to the bicycle or public transport network.	GTP Champion	As required

7.3. Walking and Cycling Actions

The GTP active transport actions are presented below in Table 7.2.

Table 7.2: GTP Active Transport Actions

Action	Responsible Agent	Date to be completed
Provide lockers, showers/change rooms for those employees who wish to cycle or walk to work.	Applicant	To be completed prior to opening
Bicycle parking areas are installed in well-secured and signed locations.	Applicant	To be completed prior to opening
Coordinate the efficient use of on-site bicycle parking and end-of-trip facilities.	GTP Champion	On occupation and ongoing
Promote sustainable transport events such as Ride to Work and Walk to Work day.	GTP Champion	Annually
Provide maps and information in the new employee pack of information with highlighted paths/walkways to nearby destinations.	GTP Champion	On occupation and ongoing
Promote the use of active transport to employees living in reasonable proximity to the site.	GTP Champion	On occupation and ongoing
Promote awareness of the cost-saving and environmental benefits of active transport in comparison with car ownership and travel.	GTP Champion	On occupation and ongoing

7.4. Public Transport Actions

The GTP public transport actions are presented below in Table 7.3.

Table 7.3: GTP Public Transport Actions

Action	Responsible Agent	Date to be completed
Provide new staff with a kit containing information on all public transport options, including timetables, public transport maps, Public Transport Victoria information, locations of myki outlets and TravelSmart map showing walking and cycling routes.	GTP Champion	On occupation
Promote awareness of the area with maps and timetable information for all relevant public transport.	GTP Champion	Ongoing
Promote awareness of the cost-saving and environmental benefits of public transport in comparison with car ownership and travel.	GTP Champion	Ongoing

8. Monitoring and Reporting

8.1. Monitoring

The GTP should be treated as a live document, one that is monitored for its effectiveness and updated as required to deliver on the identified aims and objectives.

The GTP should be reviewed annually for the first three years, and then every other year thereafter. Regular updates to the GTP are expected to reflect changes in travel mode splits and the promotion of actions that are bringing about positive changes to the way that employees travel.

8.2. Review

A GTP Champion (GTC) should be appointed to take responsibility for monitoring and reviewing the GTP. The Champion would be responsible for:

- Reviewing the travel modes splits every year for the first three years and every other year thereafter, through employee surveys.
- Setting new GTP targets where necessary.
- Reviewing the action plan elements for effectiveness, adjusting as required to maintain progress towards the GTP mode split targets.
- Allocating responsibilities for the ongoing management of initiatives recommended in the GTP.
- Promoting activities and the release of information.

The outcome of the GTP actions will depend on a wide range of factors but will predominantly rely on the commitment and desire of participants to modify their travel habits. The ongoing application of an effective GTP should result in a decline in car usage as other modes increase their share of the travel load.

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Project Endor — 57-71 Stephenson St, Cremorne 9 June 2026

PUBLIC BENEFIT — CONTRIBUTION SUMMARY

Cost and value contributed by the project to the public realm, environment, and amenity of the precinct

Purpose

This report summarises the public benefit the proposed office development at 57-71 Stephenson Street, Cremorne contributes to the precinct. It accompanies the formal Development Facilitation Program (DFP) lodgement with the Department of Transport and Planning (DTP).

Contributions are presented across four tiers: direct external works to the public realm, sustainability uplift, design-quality investment and direct community public benefit.

Headline contribution

The project will contribute the following to the public realm and broader precinct (Q2 2026 based on mid-range cost assumptions for construction):

Tier	Contribution	Mid-case value
Tier 1	Direct external works — civil, streetscape, laneway, utilities outside the site boundary	**$898,000**
Tier 2	ESD uplift above NCC 2025 minimum — mass timber, facade, all-electric, PV, certification	**$12,653,000**
Tier 3	Capex invested into void/garden zones — design-quality contribution	**$36,021,000**
Tier 4	Community tenancy — peppercorn lease to Challenge (NFP supporting children with cancer & blood disorders)	**$3,750,000**
	Total direct contribution (Tier 1 + 2 + 3 + 4)	**$53,322,000**

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TIER 1

External Works — Direct Public Infrastructure Contribution

Tier 1 captures works delivered by the project outside the site boundary that the surrounding precinct will directly benefit from. The required works include increasing drainage capacity to the street, footpath and laneway upgrades, utility undergrounding, and street lighting renewal. Council, VicTrack and Citipower will each take handover of part of this work.

Total Tier 1 contribution: $753,000 – $1,042,000 (mid $898,000), Q2 2026 cost basis, excluding GST. Includes design/documentation fees, 10% contingency and 5% escalation to mid-2027 construction start.

What the project will deliver

Item	Scope	Mid-case	Qty
Storm water — civil drainage extension	Extension of the Council storm water main from Balmain Street to the site (approx. 100 lm), including trenching, pit construction, connection and reinstatement. Addresses an existing capacity shortfall on Stephenson Street north of Balmain.	$120,000	100 lm
Stephenson Street footpath	Full removal and reconstruction of the western footpath fronting the site — footpath, kerb, channel, cross-overs and resurfacing (349 m²). Brings the frontage to current DDA and Council asset standards. This also includes the widening the footpath by 1.5m within the boundary to facilitate better access for the public.	$160,000	349 m²
Northern Laneway	Reconstruction of the laneway to the north of the site (102 m²) — bluestone re-lay, garden bed, drainage and authority-spec pavement. Heritage-grade bluestone retained.	$150,000	102 m²
Railway-side laneway (15 m section)	Reconstruction of the 15 m laneway section between the site and the rail corridor (47 m²) to match the northern laneway works. Coordinated with VicTrack.	$69,000	47 m²
Laneway landscape upgrade	Garden beds, irrigation and plantings to the laneway envelope beyond pavement works.	$50,000	allowance
Powerline undergrounding	Undergrounding of overhead Citipower assets fronting Stephenson Street — cabling, pits, pole removal. Improves streetscape and removes long-standing visual clutter.	$175,000	Stephenson St frontage
Street lighting upgrade	Removal and replacement of existing Council street lighting to current LED standard.	$15,000	frontage
Vehicle crossover	Removal of redundant crossovers and construction of a single compliant crossover to current VicRoads/Yarra standard.	$15,000	1 No.
Telecommunications pit relocation	Relocation/coordination of the existing T'COM pit identified on the civil pre-application plans.	$12,000	1 No.
Approval fees, surveys, traffic management	Yarra Council asset protection bonds, MOA documentation, OHEW permits, traffic management during works, surveyor.	$33,000	allowance

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Item	Scope	Mid-case	Qty
Sub-total — direct works	Before design fees, contingency and escalation	**$799,000**	
Design + contingency + escalation	Civil/landscape documentation (8%), contingency (10%), escalation to mid-2027 (5%)	**$184,000**	
TIER 1 TOTAL — Mid case	**Range: $753k – $1.04M (low – high)**	**$898,000**	

Why these works matter to the precinct

Stormwater capacity. Cremorne sits on a long-standing flat-grade drainage network with limited capacity. The Balmain Street extension to the site delivers upgraded drainage that benefits the immediate frontage and downstream catchment, not just the new building.

Streetscape and walkability. The Stephenson Street footpath rebuild and widening plus powerline undergrounding deliver a substantial improvement to the pedestrian experience along the eastern edge of the Cremorne West Precinct.
The proposed works are integrated with the ground floor design by setting the secure line and café tenancy frontages back from the building edge, creating deeper ground-level setbacks that widen the public realm, activate the street edge and deliver the generous civic presence at ground level sought for the development. Combined with the laneway rebuild to the north, the project lifts the public realm well beyond its frontage.

Heritage bluestone laneway. The northern laneway is being rebuilt to retain and re-lay the existing bluestone, in line with Yarra Council heritage expectations. The 15 m railway-side section is delivered to the same standard, coordinated with VicTrack.

Utility renewal. Powerline undergrounding and LED street lighting renewal modernise utility infrastructure along the frontage. These works would otherwise sit on Council/Citipower programs with no funded timeline.

Cost basis and confidence

Estimate is based on Q2 2026 excluding GST. Civil rates benchmarked against the Civil drawings (June 2025) and the Napier Blakeley Architectural Pricing Set (June 2025). All other line items reconcile to the existing $545k – $715k forecast plus the design/contingency/escalation uplift required to convert to a delivered cost.

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TIER 2

ESD Uplift — Sustainability Investment Above Code

Tier 2 captures the cost premium the project carries above NCC 2025 minimum-DTS compliance to deliver a substantially better environmental outcome. Each line is the uplift, not the full system cost. The figures below are mid-case (Q2 2026, excl. GST), with full ranges in the supporting workbook.

Item	Note	Mid-case uplift
Mass timber structure (whole building above ground)	CLT/Glulam premium across approx. 20,000 m² G+ GFA, calculated against an equivalent reinforced-concrete frame baseline. Centrepiece of the project's embodied-carbon strategy.	$8,989,000
All-electric services + heat-pump DHW	No-gas building. Premium over conventional gas-based services baseline.	$367,000
Rooftop PV array (150 kWp)	Sized to net useable roof plate (approx. 270 m² after plant). Per SMP target.	$240,000
EV charging (3 bays at Mode 3, 22 kW)	Inclusive of switchboard upgrade allowance.	$24,000
Low-carbon concrete (basement + transfer slabs)	50%+ SCM blend premium where timber is not viable.	$242,000
Enhanced thermal performance + thermal bridging	Premium over min DTS thermal performance, including blower-door verification.	$238,000
Smart sub-metering by tenancy and end-use	Required for Green Star prerequisite; exceeds NCC baseline.	$119,000
Embodied carbon: modelling, EPDs, third-party verification	Soft cost: NABERS Embodied Carbon calculator inputs, EPD sourcing, audit.	$80,000
Green Star + NABERS certification (6 Star / 5.5)	ESD consultant fees, commissioning agent, GBCA fees per SMP targets.	$150,000
TIER 2 TOTAL — Mid case	**Range: $9.80M – $15.50M (low – high) incl. ESD design fees, contingency, escalation**	**$12,653,000**

The mass timber structure is the single largest commitment. It delivers a step-change reduction in upfront embodied carbon and positions the project as a precinct exemplar for biogenic construction.

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TIER 3

Void & Garden Program — Design-Quality Contribution

The project carries 3,888 m² of internal void and garden space across the building atria, internal landscape zones, the Level 14 sky garden, and the rooftop garden. These spaces are amenity, not leasable area. They deliver biophilic, light-filled workplace and a generous civic presence at ground level, at a measurable cost to the project. The void spaces are a deliberate opportunity to place on show the structural CLT components of the building - particularly important given the project's leadership aims.

The proposed works recess the secure line and café tenancies behind deeper ground floor setbacks, expanding the colonnaded public realm at street level to achieve a generous civic presence at the ground plane.

Component	Quantum	Mid-case
Capitalised value of NLA forgone (opportunity cost)	Approx. 2,882 m² NLA equivalent forgone × $750/m² gross face rent ÷ 6.0% cap rate	$36,021,000
TIER 3 TOTAL — Mid case	**Direct capex + capitalised opportunity cost**	**$36,021,000**

The opportunity cost ($36.02M mid-case) quantifies the income the building forgoes by carrying voids and gardens instead of leasable floor area, a design choice made in service of quality, not yield.

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TIER 4

Community Tenancy — Peppercorn Lease to Challenge

The project will work with Challenge — a Victorian not-for-profit supporting children with cancer and life-threatening blood disorders — toward executing a peppercorn lease for circa 500 m² of net lettable area. This is documented in Challenge's Expression of Interest letter dated 2 April 2026, signed by CEO David Rogers OAM.

A peppercorn lease arrangement means all rental income on that floorspace is effectively forgone by the developer and redirected into Challenge's frontline program delivery.

About Challenge

Challenge is a not-for-profit organisation providing daily support to children and families living with cancer or life-threatening blood disorders — from diagnosis, through treatment, and beyond. It operates the Challenge Family Centre, the first of its kind in Australia, offering non-medical support services including playgroup, music and art therapy, massage therapy, information seminars and a resource library.

Challenge currently operates from West Melbourne and is reviewing its headquarters location. Its EOI specifically references the project's CLT construction and carbon emission targets as factors that resonate with the Challenge brand — the biophilic, mass-timber, all-electric proposition meets its values brief in ways most existing commercial stock cannot.

Contribution quantified

Metric	Method	Mid-case
Annual rent forgone	500 m² × $750/m² gross face rent × 100% (peppercorn)	$375,000 / year
10-year nominal subsidy	Annual subsidy × 10 years (no escalation — conservative)	**$3,750,000**
Capitalised value of subsidy	Annual subsidy ÷ 6.0% cap rate	$6,250,000
TIER 4 HEADLINE — Mid case	**10-year nominal — conservative. Range $3.5M – $4.0M.**	**$3,750,000**

Why this is a meaningful public benefit

Anchor space for a children's charity. 500 m² of NLA in a new A-grade building is space that would otherwise be reserved for anchor for-profit tenants. Allocating it to a not-for-profit under a peppercorn arrangement unlocks workplace quality that Challenge could not access through the open market.

Funds redirected to children and families. A peppercorn arrangement means approx. $375,000 per annum in rent forgone, recurring operating capacity Challenge can redeploy directly into the Challenge Family Centre and its support services. Over a 10-year initial term, that is $3.75M of program funding effectively contributed by the project.

Brand alignment. Challenge's EOI specifically calls out the project's CLT build and carbon emission targets as resonant with the Challenge brand. The biophilic, mass-timber, all-electric design meets Challenge's health-and-wellbeing brief directly.

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Status and confidence

The Tier 4 contribution is based on Challenge's Expression of Interest letter dated 2 April 2026, with the intent to ultimately execute a peppercorn rental arrangement. Heads of Agreement / Agreement for Lease not yet executed; the contribution is conditional on lease execution.

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Summary

Contribution	Low	Mid	High
Tier 1 — External works (public infrastructure benefit)	$753,000	**$898,000**	$1,042,000
Tier 2 — ESD uplift	$9,803,000	**$12,653,000**	$15,503,000
Tier 3 — Void/garden capex	$33,619,000	**$36,021,000**	$38,422,000
Tier 4 — Community tenancy (Challenge, peppercorn, 10-yr nominal)	$3,500,000	**$3,750,000**	$4,000,000
Aggregate	**$47,675,000**	**$53,322,000**	**$58,967,000**

Position for the DTP submission

Tier 1 ($898,000) is physical infrastructure delivered outside the site boundary and handed to Council, VicTrack and Citipower, comprising a storm water main extension from Balmain Street that addresses an existing precinct drainage shortfall, reconstruction and widening of the Stephenson Street footpath and the northern bluestone laneways, powerline undergrounding, LED street lighting renewal, and ancillary crossover and utility works.

Tier 2 ($12.65M) reflects sustainability commitments well above NCC 2025 minimum — mass-timber structure, all-electric services, rooftop PV, embodied-carbon commitment, and 6 Star Green Star / 5.5 NABERS Energy targets that well exceed commitments by other similar projects, lifting the precinct benchmark and aligning with Victoria's Gas Substitution Roadmap and Climate Change Act 2017 net-zero-by-2045 trajectory.

By treating embodied carbon as a primary scheme-design input rather than a post-design reporting exercise, the project demonstrates the methodology the wider Australian commercial office market should adopt to meet net-zero obligations, and grows local mass-timber supply-chain and skills capacity for the projects that follow.

Tier 3 ($5.76M) is offered as additional context — it quantifies the leasable area the design deliberately gives up in favour of voids, atria and internal gardens. It is not put forward as cash contribution and rather highlights the value of the generous voids and spaces created within the proejct.

Tier 4 ($3.75M) this peppercorn lease arrangement effectively unlocks workplace quality that Challenge could not access through the open market and provides them with the ability to redirected funds into Challenge's frontline program delivery.

VETTEX

Vettex Pty Ltd
Development Management | Project Management
www.vettex.com.au

Documents referenced

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- Public Benefit Cost Summary workbook, June 2026 — Vettex

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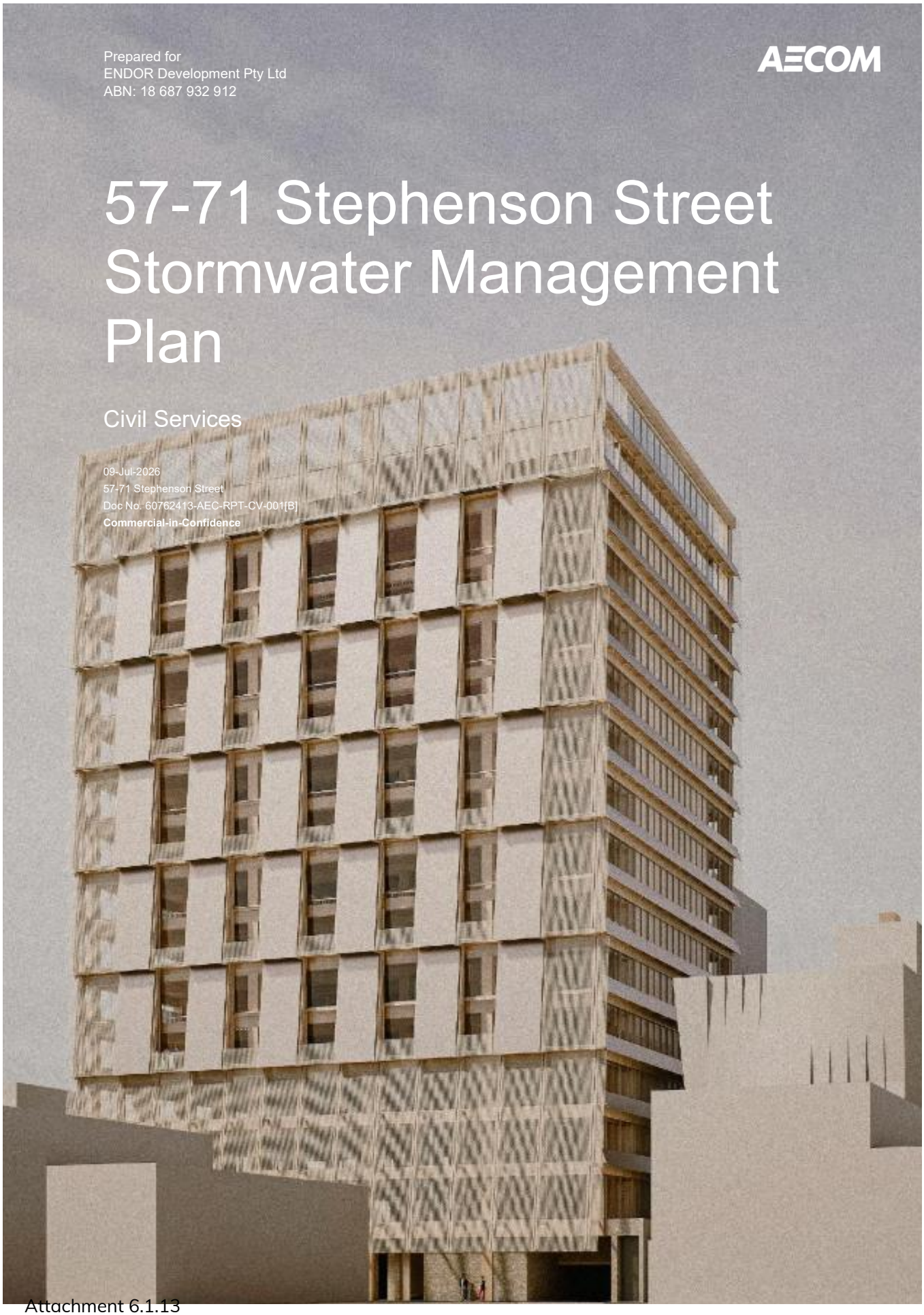
AECOM

57-71 Stephenson Street Stormwater Management Plan

Civil Services

09-Jul-2026
57-71 Stephenson Street
Doc No. 60762413-AEC-RPT-CV-001[B]
Commercial-in-Confidence



Stormwater Management Plan

Civil Services

Client: ENDOR Development Pty Ltd

ABN: 18 687 932 912

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Originator	Alan Chen
Checker/s	Ernst Tan
Verifier/s	Sam Khoshaba

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			Name/Position	Signature
A	05-Jun-2026	Issue for Town Planning	Nigel Burdon Technical Director	
B	09-Jul-2026	Issue for Town Planning	Nigel Burdon Technical Director	

Professional Registration

This document includes professional services that require approval from a registered professional.

Registration Scheme	Discipline / Area of Practice	Name of Registered Professional	Signature	Registration No.	Date
RPEV	Civil	Ernst Tan		PE0014059	09-Jul-2026

Table of Contents

1.0 Introduction 1
1.1 Overview 1
1.2 The Site 1
1.3 Objectives 2
1.4 Reference Documents 2
2.0 Existing Site and Stormwater Conditions 3
2.1 Location and Topography 3
2.2 Existing Stormwater Drainage 3
2.3 Existing Flood Overlays 4
3.0 Proposed Site 5
3.1 Legal Point of Discharge 5
3.2 Stormwater Drainage 5
3.2.1 Design Criteria 5
3.2.2 Basement Drainage Strategy 5
3.3 Flood Overlays and Overland Flow 7
3.4 On-Site Detention 8
3.5 Water Sensitive Urban Design 9
3.6 Pumps 11
3.7 External Laneway 11
4.0 Maintenance 12

Appendix A
Council Legal Point of Discharge A

Appendix B
Council Correspondence B

Appendix C
Melbourne Water Pre-development Advice C

Appendix D
OceanProtect Jellyfish Technical Data D

Appendix E
Civil Stormwater Schematic E

1.0 Introduction

1.1 Overview

The 57-71 Stephenson Street development is proposed to be an approximately 21,600 m2 (GFA) commercial development located in Cremorne VIC 3121. Developed by ENDOR Development, the building will incorporate a single level basement for car parking, various retail tenancies at ground plane and fifteen levels (plus mezzanine) of commercial office space over.

1.2 The Site

The subject site is located on Stephenson Street within the City of Yarra. The site currently comprises various buildings and tenancies which will be demolished to make way for this development.

The site is predominantly rectangular in shape and is bound by Stephenson Street to the west, a council laneway to the north, the Metro railway line to the east and 77 Stephenson Street to the south; another commercial development completed in early 2021.

Vehicle access to the site is provided via four crossovers interspersed along Stephenson Street and through the adjoining council laneway.

A key constraint to the site is the railway corridor on the eastern boundary where consideration is required to be given for train impact due to derailment.

The proposed basement will be utilised for carparking (including for a mechanical car stacker) and building services plant.

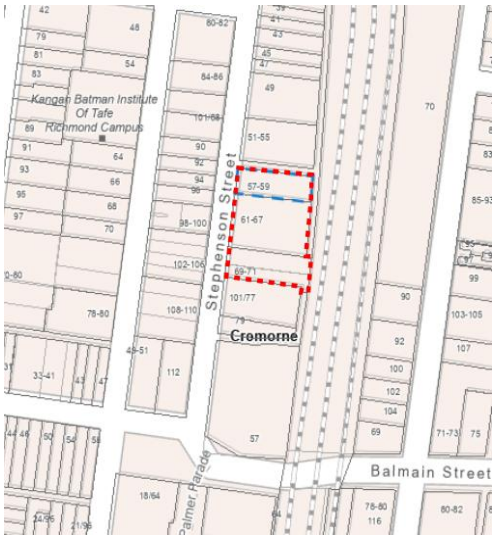

Figure 1 Site Location

1.3 Objectives

The purpose of this Stormwater Management Plan (Report) is to detail the stormwater management strategy for the development, covering the key items listed below:

- Existing Site and Stormwater Conditions
- Proposed Site and Stormwater Conditions
  - Legal Point of Discharge
  - Overland flow
  - Flood levels
  - Stormwater Quantity: On-Site Detention
  - Stormwater Quality: Water Sensitive Urban Design
- Operation and Maintenance

This Report aims to evaluate the quantity and quality of stormwater associated with the development to demonstrate compliance with the relevant council having jurisdiction over the works (City of Yarra). Generally, the objectives of the Stormwater Management Plan are:

- To encourage stormwater management that maximises the retention and reuse of stormwater;
- To encourage development that reduces the impact of stormwater on the drainage system and filters sediment and waste from stormwater prior to discharge from the site;
- To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces;
- To demonstrate compliance with current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater Management Guidance (Environmental Protection Authority – Publication 1739.1, 2021).*

1.4 Reference Documents

The Civil Design documentation has been developed based on the following project information:

- City of Yarra – Planning Scheme Clause 53.18-5
- CSIRO – Urban Stormwater: Best Practice Environmental Management Guidelines
- EPA – Urban Stormwater Management Guidance Publication 1739.1
- Australian Rainfall and Runoff
- Bureau of Meteorology – Rainfall Data and Intensity-Frequency-Duration (IFD) charts
- AS/NZS 3500.3 – Plumbing and Drainage: Stormwater
- Melbourne Water – WSUD and MUSIC Guidelines
- Edition-Office – DFP Pre-Application Architectural drawings
- Feature and Level Survey L.2861RFL V03 by Linear Land Surveying dated 09/05/2025
- Preliminary Geotechnical Report V448 Rev A by Victorian Geotechnical Services dated 23/06/2025

2.0 Existing Site and Stormwater Conditions

2.1 Location and Topography

The development site is located at 57-71 Stephenson Street, Cremorne VIC 3121 and involves consolidation of adjoining land titles, with a total developed site area of approximately 1620 m2.

Based on feature and level survey information, the frontage along Stephenson Street generally has a one-way crossfall from west to east, and falls longitudinally along the kerb and channel from north to south. The longitudinal slope appears to undulate with some flat spots observed based on spot levels, with an average slope along the site frontage of 1:350 (0.28%). Pavement crossfalls vary from 1:10 to 1:60.

2.2 Existing Stormwater Drainage

The existing buildings on the development site are understood to discharge to two (2) kerb and channel outlets along Stephenson Street (Figure 1), which will be abandoned/demolished as part of the development. Based on street imagery, these appear to be 100mm diameter steel CHS pipes.

A drainage pit is also shown on survey information at the rear laneway in the north-east corner of the site. While further investigation is required to confirm where inlets originate and where the pit discharges to, it is understood that the pit is responsible for draining a portion of the laneway surface catchment which falls to the rear. This pit is not identified on council asset information, however it is assumed that this is a council asset as it is situated within a public laneway.

Based on Before You Dig Australia (BYDA) information, no council drainage assets are located within Stephenson Street fronting the development. A junction pit and h300mm diameter stormwater drain is located to the south and the intersection of Stephenson Street and Balmain Street. However, recent street imagery shows that a grated pit and two side entry pits are located within the kerb fronting 77 Stephenson Street, likely constructed as part of that development.

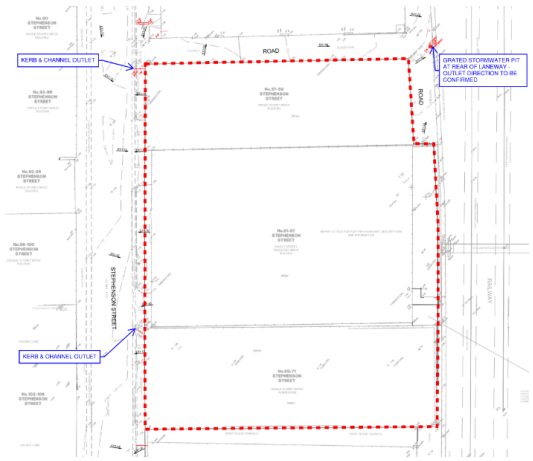

Figure 3 Surveyed Stormwater Drainage

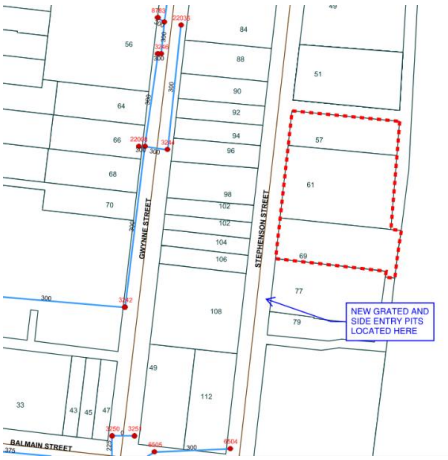

Figure 2 BYDA Stormwater Drainage (Ref: 260440704)

2.3 Existing Flood Overlays

Within the Legal Point of Discharge letter (Reference eRC25/00622 dated 15/10/2025 provided in Appendix A), City of Yarra advised that the 1% AEP flood level applicable for the site was RL8.63m Australian Height Datum (AHD), higher than the finished floor level of the existing buildings at approximate RL7.90m AHD. A meeting held with City of Yarra's Engineering department on 22/12/2025 indicated that the flooding was occurring on the north-east corner of the site within the council laneway and encroaching onto the rail corridor. Survey information also indicates a grated pit within the rear of the laneway which may be at capacity. A follow-up email from council dated 14/05/2026 (Refer Appendix B) clarified that council flood mapping data is being reviewed under the Greater Melbourne Flood Program (GMFP) and the latest advice shall be sought from Melbourne Water.

Pre-development Advice was obtained from Melbourne Water (Reference MWA-1417930 dated 22/06/2026 provided in Appendix C) which advised that the property is not subject to flooding from Melbourne Water's drainage system based on a 1% AEP event. No information was provided in the advice regarding flooding from council's drainage system. However, it was subsequently advised that the GMFP website has the current draft mapping. This has been summarised in Table 1 below.

Table 1 Draft Yarra Flood Mapping (Greater Melbourne Flood Program)

Flood Overlay Comparison	
Current Flooding	**Year 2100 Flooding**
	

The GMFP flood maps indicate that the site is not impacted based on current day climate models up to the 1% AEP event. However, based on the updated modelling using year 2100 climate projections, the mapping indicates flooding along the rear (eastern) boundary of the site. The extent of flooding appears similar to the advice provided during meetings with council, although the flood levels are not available.

However, at the time of this report, the GMFP Yarra flood mapping is still in draft and the information is not official until it is finalised by mid-2026. Planning permits and building referrals are understood to be assessed based on flood level information at the time of the referral.

Further discussion will be required with council to confirm if the previously-advised flood level will be applicable to the development as it appears that this may have been provided from the draft flood study. The magnitude of the flooding will also need to be clarified as the flood level of RL8.63m is significantly higher than surrounding surface levels.

3.0 Proposed Site

3.1 Legal Point of Discharge

City of Yarra has issued a Legal Point of Discharge (LPOD) letter for the development (Reference eRC25/00622 dated 15/10/2025). The location of the LPOD for the development is to the Kerb and Channel on Stephenson Street, with a maximum of one (1) outlet allowed.

3.2 Stormwater Drainage

3.2.1 Design Criteria

The site stormwater drainage design includes:

- Provision of a surface stormwater drainage system to ensure a free-draining development comprising:
  - Underground stormwater drainage such as pits and pipes; and
  - Surface grading and levels on ground level;
- Provision of on-site detention (OSD) storage to temporarily store the runoff generated from the development, and limiting the rate of discharge of flows into the existing drainage network;
- Provision of water-sensitive urban design measures to manage pollutant loads from stormwater;
- Consideration of overland flow paths.

The design storm criteria adopted for the development is outlined Table 2.

Table 2 Design Storm Criteria

Parameter	Design Criteria
Minor Design Storm	10% AEP[2] (minimum)
Major Design Storm	1% AEP[2]
Permissible Site Discharge[1]	Lesser of 20% AEP pre-development flow and 10L/s (maximum flow for single kerb & channel outlet
On-Site Detention Storage[1]	10% AEP[2] post-development flow

[1] City of Yarra OSD Requirements

[2] Including 20% climate change factor

3.2.2 Basement Drainage Strategy

The basement consists of a single level basement extending to RL3.15m AHD. The preliminary geotechnical investigation (Reference V448 dated 23/06/2025 by Victoria Geotechnical Services) did not encounter groundwater nor seepage inflows during the drilling of two boreholes, which encountered refusal in weathered basalts at depths ranging from 2.3m - 4.2m depth from existing ground level. Based on borehole locations, the borehole depth was located at approximate RL3.50m AHD, above the basement finished floor level and car stacker pit level.

Further geotechnical investigation will be required to confirm whether groundwater is present within two (2) metres below the lowest floor level of the site. Any groundwater found within this depth will require the basement levels to be tanked (waterproofed) in accordance with council requirements outlined in design note 10 of the LPOD letter.

The current basement design assumes that groundwater will not be encountered at least two (2) metres below its finished floor level, and that a drained basement will be acceptable for discharge to the council stormwater system. This will involve installation of vertical strip drains behind the retention wall and pile system to collect any subterranean seepage water to relieve hydrostatic pressure buildup. The strip drains then discharge into the building stormwater system and is pumped to the LPOD.

Refer to Figure 4 for the typical stormwater drainage schematic for the site.

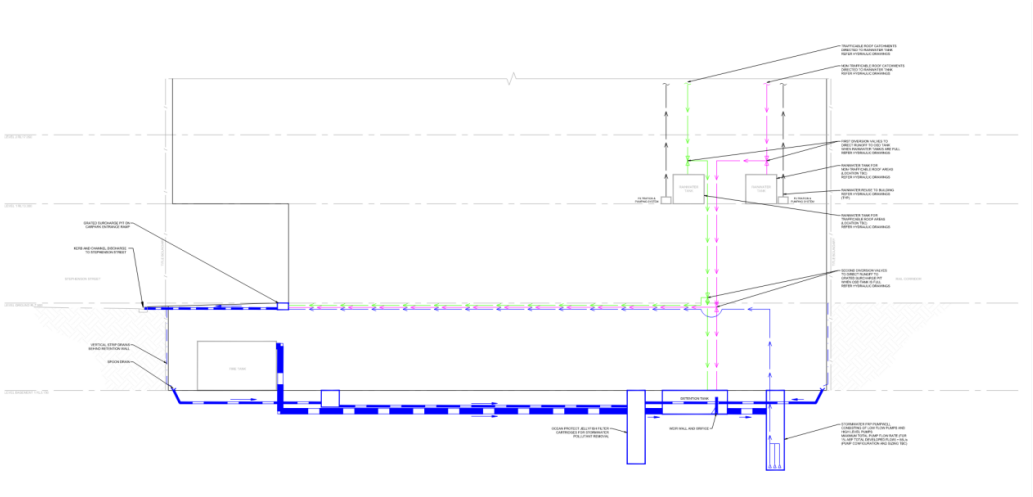

Figure 4 Site Stormwater Drainage Schematic

3.3 Flood Overlays and Overland Flow

As noted in Section 2.3, further consultation with Melbourne Water will be required to confirm whether the finalised flood mapping will indicate that the site is flood-prone, and whether any flood mitigation is required for the development.

The design shall ensure that the following requirements are met:

- Where a flood level is applicable to the site, a minimum freeboard of 300mm is required between the finished floor level for habitable areas and the 1% AEP flood level. This includes any ramped access to basement levels, which shall be addressed via a crest or apex in the ramp. For uninhabitable areas, the minimum freeboard is typically 150mm.
- All overland flow paths within the site boundary shall comply with requirements in AS/NZS 3500.3 and Australian Rainfall and Runoff;
- The internal stormwater drainage shall have means of overflow (e.g. gravity overflow pipes and/or diversion valves) directed to a grated surcharge pit at ground level, where stormwater can safely surcharge to the external road network during a 1% AEP event and/or if the LPOD is congested.

3.4 On-Site Detention

The development is not expected to significantly increase site impervious as the existing land is fully paved/roofed. However, OSD is required as part of the LPOD conditions for this development.

City of Yarra has provided design criteria to be adopted for the calculation of the Permissible Site Discharge (PSD) and Site Storage Requirement (SSR), which are outlined in Table 3 below and calculated using Boyd's Method. The calculated volume has also been increased by an additional 20% to account for climate change.

Table 3 On-Site Detention Parameters

Item	Unit	Value
Site Area	m2	1620
Pre-development Storm Criteria	AEP (%)	20
Rainfall Intensity (20% AEP)	mm/hr	70
Pre-developed Coefficient of Runoff	-	0.75
Calculated Permissible Site Discharge (PSD)	L/s	24
Adopted Permissible Site Discharge (PSD)	L/s	10 (1no. Kerb & Channel outlet)
Post-development Storm Criteria	AEP (%)	10
Post-developed Weighted Coefficient of Runoff	-	1.00
Site Storage Requirement	m3	19.7
Site Storage Requirement with 20% Climate Change Factor	m3	23.6

Should the above parameters need to change during design development, for example if the development boundary increases in area or larger design storms are required to be accommodated, the on-site detention volumes will need to be recalculated, and an assessment to accommodate revised volumes will need to be undertaken.

3.5 Water Sensitive Urban Design

The development area has been assessed to meet the treatment objectives for pollutant reductions, as outlined in the Urban Stormwater Best Practice Management Guidelines (BPEMG) (CSIRO, May 2006). Compliance with these requirements has been demonstrated with a MUSIC model (Model for Urban Stormwater Improvement Conceptualisation). The feasibility to meet pollutant load reductions outlined in Green Star Buildings V1.1, Credit 42 Waterway Protection has also been considered and discussed below.

Table 4 Stormwater Pollutant Reduction Targets

Pollutant	Reduction Target (% of the typical annual urban load)	
	BPEMG	Green Star (Credit Achievement)
Flow (ML/yr)	-	30
Total Suspended Solids (kg/yr)	80	85
Total Phosphorus (kg/yr)	45	65
Total Nitrogen (kg/yr)	45	45
Gross Pollutants (kg/yr)	70	90

Pollutant and flow reduction is primarily achieved through the following functions:

- Stormwater harvesting and reuse (for toilet flushing, irrigation, washdown etc.)
- Stormwater evapotranspiration from ground surface areas and landscaping
- Stormwater infiltration to underlying soils through bioretention systems and landscaping

Given the fully impervious post-developed nature of the site and extent of the basement, there is minimal opportunity to rely on conventional WSUD measures such as landscape evapotranspiration and infiltration, and thus stormwater harvesting and use of proprietary filtration units has been considered.

To achieve the reduction targets for the project, the proposed treatment train consists of:

- 1 x 12.5kL rainwater tank for non-trafficable roof **(825 m2)** stormwater harvesting. Harvested water is used for toilet flushing, with approximate reuse demand of 5213 kL/year estimated by the ESD consultant.
- 1 x 12.5kL rainwater collection tank for trafficable roof (**635 m2**) stormwater harvesting. Harvested water is used for irrigation. Irrigation demand of 400 kL/year has been estimated based on 3-month peak and 9-month off-peak usage throughout the year.
- An end-of-line proprietary filtration pit, Ocean Protect Jellyfish JF900-1-1 (or approved equivalent) has been specified to capture tertiary pollutants from stormwater before leaving the site and provides the additional treatment necessary to achieve the project targets. Technical data for the Jellyfish is provided in Appendix D. Stormwater from the development discharges into the Jellyfish unit which relies on driving head to screen and trap pollutants within the filter cartridge deck which are then collected within the chamber. This allows the filtered runoff to discharge through the outlet and towards the LPOD.

As indicated in Figure 4, the OSD tank and filtration unit are proposed to be located below the basement slab as suspending these systems from the ground floor slab would not enable a gravity solution to the LPOD due to the shallow depth of the kerb & channel outlet.

The MUSIC model outlining the proposed treatment train is shown in Figure 5.

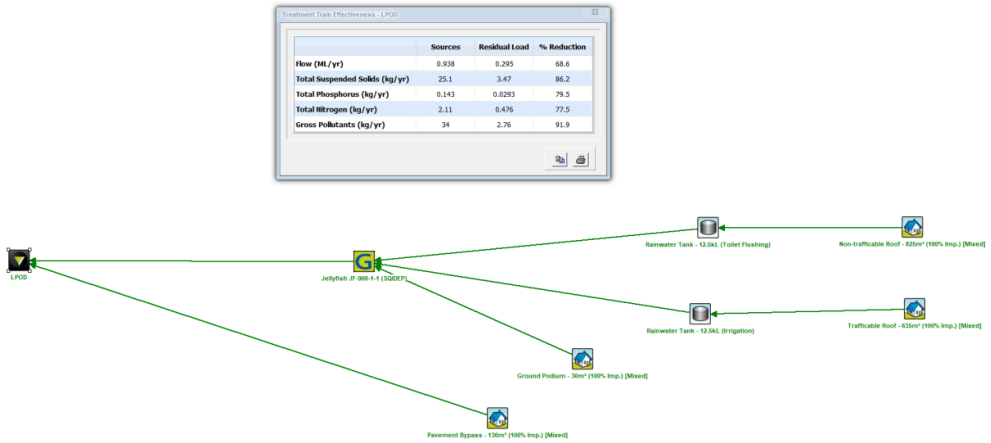

Figure 5 MUSIC Treatment Train

Table 5 Pollutant Load Reductions

Pollutant	Reduction Target (% of the typical annual urban load)		
	BPEMG	Green Star (Credit Achievement)	% Reduction Achieved
Flow (ML/yr)	-	30	68.6
Total Suspended Solids (kg/yr)	80	85	86.2
Total Phosphorus (kg/yr)	45	65	79.5
Total Nitrogen (kg/yr)	45	45	77.5
Gross Pollutants (kg/yr)	70	90	91.9

The above table demonstrates that the proposed treatment train complies with Urban Stormwater – Best Practice Environmental Management Guidelines (CSIRO, 1999) (BPEMG) water quality objectives and Green Star Buildings V1.1 Credit 42.

Consultation with Ocean Protect was undertaken to ensure the Jellyfish system is suitable for the site conditions and stormwater drainage design. The pit is to be installed within the basement carpark areas where maintenance can be undertaken via a small vacuum truck to remove accumulated pollutants and replace cartridges as required. The use of proprietary systems is subject to approval from City of Yarra.

The ongoing maintenance of WSUD initiatives shall also be considered in the design to minimise system blockages. For any proprietary products, consideration for the use of specialised maintenance is recommended to be discussed with building owner/manager as these systems typically require specialised servicing.

3.6 Pumps

Pump pits shall be designed in accordance with the requirements of AS3500.3 including wet well storage volumes. Consideration is to be given to the pump operations during extreme weather events and power outages, including backup power and connection to BMS where applicable.

A stormwater pumpstation is required at basement level to pump stormwater collected by the OSD tank to ground floor, prior to discharging to the LPOD via the gravity kerb & channel connection.

3.7 External Laneway

The external council laneway outside the title boundary has not been included within the stormwater management plan and controls outlined within this Report. It is understood that discussions regarding streetscape upgrades to the laneway are underway which will require a Functional Layout Plan (FLP) to be developed by the project team in consultation with City of Yarra to obtain endorsed plans.

The stormwater catchment associated with the laneway is dictated by existing levels which are not anticipated to change significantly. The laneway currently falls to the rear of the site and surface runoff is collected by a grated stormwater pit, noted previously to be separate from the stormwater system serving the proposed building.

4.0 Maintenance

Table 6 shows the maintenance responsibilities of the various treatment devices to ensure they continue to operate efficiently.

Table 6: Treatment Device Maintenance Responsibilities

Stormwater Quality Improvement Device	Maintenance Responsibility	
	Construction	Operation
Stormwater Pits & Pipes (incl. LPOD)	Developer	Building Operator
Rainwater Tanks	Developer	Building Operator
Onsite Detention Tank	Developer	Building Operator
Proprietary WSUD Devices	Developer	Building Operator

Rainwater Tanks

The responsibility to maintain rainwater tanks to the manufacturer's specifications will be the responsibility of Building Operator. A Rainwater Maintenance Guide is shown below.

Leaf litter / debris in gutters	**Pump not working**
Regularly clear your gutters. Make sure you cover the tank inlet if you're rinsing down the gutters to avoid debris entering the tank.	Check operating instructions for your pump. Check that pumps are kept clear of surface water (flooding), vegetation, and have adequate ventilation. Pumps should be serviced every few years to prolong the pump life.
Blocked downpipe	**Mains backup or pump not working**
If you see water spilling from the edge of the gutters check that the downpipe is not blocked, removing any debris.	Have you heard the pump operating? If the mains backup switching device fails many people do not notice for a long time. Consider a manual system if the switching device is problematic and you don't mind operating it manually.
First flush diverter clogging	**Overflow**
To clean out, unscrew the cap at the base of the diverter and remove the filter. Wash the filter with clean water and the flow restrictor inside the cap.	Check that the overflow is not blocked and that there is a clear path for water to safely spill from the tank through the overflow pipe when full. Check that a clean mesh screen is safely in place to prevent mosquitoes entering the tank.
Debris on the mesh cover over inlets / outlets	**Sediment / debris build-up in tank (more than 20mm thick)**
The fine stainless steel mesh is similar to fly screen mesh. It should be cleaned regularly to ensure it does not become blocked with leaves and other material.	Over time a small amount of fine sediment will collect in the bottom of your tank and this is harmless and natural. It should not be disturbed until it is approx 20 mm thick which may take many years. To clean your tank out simply empty your tank and wash out with a high-pressure washer or hose.
Dirt and debris around the tank base or side.	**Base area**
Keep leaf build-up, sticks, pot plants and other items off the lid of your tank. Use a hose to remove dust and dirt from the outside of the rainwater tank and ensure there is no debris on the base, bottom lip and walls of your tank.	Tanks must be fully supported by a flat and level base. Check for any movement, cracks or damage to the slab or pavers. If damage is observed, empty the tank to remove the weight and have the fault corrected to prevent damage to the tank. There is no warranty from suppliers for damage to a rainwater tank if the base has failed.
Smelly water or mosquitos	**Monitoring the water level**
Rainwater tanks can smell if there is debris in the gutters. Check the gutters and leaf strainers are clean. Mosquitos or wrigglers can make their way into your tank if they are small enough to pass through the inlet strainer. A very small amount of chlorine (approx 4 parts per million) can be put in the tank to kill off mosquitos or the bacteria causing odours. The chlorine will disinfect the water and then evaporate. Chlorine tablets from a pool supplier can be used (but check the recommended dose based on your tank capacity).	A range of devices are available to monitor water level. Some simple float systems can be used effectively.

Acknowledgement: Information from PJT Green Plumbing's 'Maintenance Guide for Your Rainwater Tank' was used to develop this fact sheet.

Figure 6 Rainwater Tank Maintenance Schedule

Stormwater Assets and On-Site Detention Tank

The responsibility to maintain stormwater assets and OSD tanks will be the responsibility of Building Operator or the Maintenance Contractor if one is engaged. A Maintenance Schedule is shown in Table 7.

Table 7 Stormwater Drainage Maintenance Schedule

Maintenance Item	Frequency	Procedure
Stormwater Inlet Pits & Pipes		
Litter & Sediment Control	Monthly and after heavy rainfalls	Ensure inflow areas and grates over pits are clear of litter and debris and in good and safe condition. Blocked grates can cause nuisance flooding of surrounding areas. Remove sediment from pits and entry sites etc.
Drainage pits & pipes	6 Monthly	Inspect for dislodged or damaged pit covers and ensure general structural integrity. Inspect pipe flows during rainfall events. Remote camera (e.g. CCTV) inspection of pipelines for blockage and structural integrity should be considered if pipes are suspected to be damaged or leaking.
On-Site Detention Tank		
Trash screen/sumps	6 Monthly	Remove grate and screen to clean out any rubbish or debris collected. Examine screen for rust or corrosion, especially at corners or welds and repair as required.
Detention storage tank	6 Monthly	Remove grate and screen. Ventilate underground storage. Open flap valve and remove any blockages in return line and outlet pipes. Flush outlet pipe to confirm it drains freely. Check for sludge/debris on upstream side of return line. Examine tank panels for leaks, rust or corrosion, especially at corners or welds and repair as required. Examine tank liner for damage or leaks, especially at corners or welds and repair as required.
Step irons	Annually	Examine step irons and repair any corrosion or damage or replace step if necessary. Ensure fixings are secure prior to placing weight on step iron.

Ocean Protect Jellyfish

The responsibility to maintain the Ocean Protect Jellyfish system to the manufacturer's specifications will be the responsibility of Building Operator. The maintenance schedule is provided in Appendix D and further details can be found on the manufacturer's websites.

It is recommended that the maintenance agreement is signed with the relevant supplier to ensure the installed proprietary system functions efficiently as these systems typically require specialised servicing.

Appendix A

Council Legal Point of Discharge

Revision B – 09-Jul-2026
Prepared for – ENDOR Development Pty Ltd – ABN: 18 687 932 912

15 October 2025

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Richmond VIC 3121

03 9205 5555
info@yarracity.vic.gov.au
yarracity.vic.gov.au

Dear Alan Chen

Council Reference: eRC25/00622
Address: 61-67 Stephenson St, Cremorne VIC 3121

I refer to the documents you have provided to Council as part of your pre-application for the Legal Point of Discharge (LPD) for the proposed development.

Next Step - Seeking LPD Consent

The applicant must prepare a detailed design of the storm water connection within the road reserve (from the site to the nearest drain and show where the existing dwelling is discharging). Details should include existing pits, drains, proposed connections and any underground utilities. A design, along with any relevant hydrological calculations (where applicable), are to be submitted to Council's Engineering Civil Unit for assessment and approval. Please refer to the below design requirements, Yarra Standard Design and the design notes before submitting.

The LPD plans must be submitted via Council's website.

Timeframe
The LPD plans must be submitted by **15 October 2026**.

If the plans are not received by this date the application will lapse and you will be required to lodge a new application.

The design requirements for the submission of LPD plans for this development is as follows:

1. The legal point of discharge for this development is **to *Kerb and Channel on Stephenson Street as per Yarra Standard Drawings YSD103.*** Please note this is not an approval for this connection. The applicant must demonstrate in design proposal the connection is feasible and clear of any existing services. Alternatively, refer to design note 6 below for over the surface discharge.

    a. A maximum number of one (1) LPD outlet can be proposed over the surface.

National Relay Service
TTY 133 677 then (03) 9205 5555

Languages
العربية 9280 1930 | 中文 9280 1937 | Ελληνικά 9280 1934 | Italiano 9280 1931 | Español 9280 1935 | Tiếng Việt 9280 1939 | Other 9280 1940

b. A drainage contribution levy is applicable for over surface discharge.

c. All existing outlets must be decommissioned and shown on plan.

2. Submission of Internal civil stormwater plans, including:
   a. Connections to Water sustainable urban design (WSUD) systems (rainwater tanks). The plans must indicate the roof areas to the rainwater tank as per the endorsed SMP and clearly denote the rainwater tank capacity.
   b. Downpipes, pits and pump-well
   c. Ground floor plans showing connection to legal point of discharge.
   d. Connections to OSD tank.
   e. Longitudinal section drawing of the proposed connection to LPD with exact cover levels, invert level, vertical and horizontal offsets from existing service conduits, depth to surface and conduit size. If adequate clearance is not available written dispensation is required from relevant service authority.
   f. Basement drainage plan.
   g. Removal of existing private redundant drainage on site.

3. On Site Detention Requirements, provide sample calculations using-

   - Calculated via BOYD's method or Swinburne OSD4.
   - *PSD - Restricted to 20% AEP existing development, C=0.75 (for fully impervious)
   - Storage – 10% AEP post development., C = 1.
   - Use 2016 IFDs values from BOM.

5. Endorsed Plans from Planning Department.

6. Endorsed Planning Permit.

7. Endorsed Sustainable Management Plan for WSUD.

8. Council advises that the associated flood level under the 1 in 100-year (1%AEP) rainfall event at the subject site under the latest flood mapping data is 8.63m AHD.

   - Council advises as a standard requirement for all developments within a designated flood zone to have 300mm freeboard for habitable areas and 150mm for uninhabitable areas from the 1 in 100-year (1%AEP) flood level.

Design Notes

1. The proposed internal drainage system should be connected to water tanks to be used for toilet flush and irrigation for the entire site and only the overflow will be discharged into Council's drainage system. Storm treatment should follow as per endorsed SMP/WSUD/ESD or at minimum satisfy 100% rating through Melbourne Water's STORM calculator.

2. An overflow mechanism for the property drains must be considered within the development to provide relief if the designed LPD is congested.

3. No LPDs are allowed within the crossovers and must be 200mm minimum away from the wings/splays.

4. Underground services must be checked prior to commencement of works. Any underground services that conflict with the proposed drainage works must be relocated to the satisfaction of the Services Authority & Council and at the cost of the developer / owner.

5. The outlet pipes must be perpendicular to the underground drainage network or kerb where possible, with a full width reinstatement to the kerb. If a new outlet pipe is required it must be at least 300mm away from any asset (pits, poles etc.) that may be on the road reserve. Pipes must be galvanised steel as according YSD103 and achieve a minimum of 40mm cover at the edge of kerb.

6. The storm water discharge at the LPDs is to be by gravity, pumps and charged systems are only allowed internally. There is a limit of 10 L/sec for a 1:10 ARI event for each discharge point to the kerb and channel and/or constructed lane. Multi-pipe connections at one point are not accepted.

7. If the development is to discharge to the adjacent constructed laneway, the property drain outlet pipe is required to be maximum 100m diameter and discharge within 50mm to 150mm above the surface level of the right of way and must be clear of any vehicle crossing or doorway. Please note on plan.

8. All proposed/existing pipes on the road reserve must have a long section drawn in scale with relevant details and submitted along with plans.

9. If excavation is required under a street tree canopy or within the root zone of a street tree consent for the works must be obtained from the Council's arborist Mr Glen Williames, who can be contacted on 9205 5765 prior to any works/ pruning occurring.

10. If basements are present, a certified geotech report or equivalent must be submitted summarising the existence of groundwater, if any, to the depth of 2m below the lowest FFL. Only clean stormwater runoff can be discharged into Council drains. Basements within two metres above the ground water table level and below must be waterproofed.

11. All runoff within the title boundary is to be collected and controlled discharged to the nearest Legal Point of Discharge.

Standard Conditions

1. This application may incur a drainage contribution levy. The applicant will be liable to make this payment or have the ability to advice the council officer of the responsible party.

2. The works must be undertaken in accordance with the approved planning & building permit.

3. The design and construction of any vehicle crossing must satisfy Council's requirements for vehicular access. You are required to obtain a vehicle crossing permit prior to any works commencing.

4. Any redundant stormwater pipes and vehicle crossings must be removed and reinstated/reconstructed to Council's standards and satisfaction.

5. All works on the road reserve must be to Council Standards and satisfaction. Council's Standard Drawings can be accessed via the following website address: https://www.yarracity.vic.gov.au/services/roads-and-traffic/yarra-standard-drawings.

6. Pursuant to Section 144 of the Building Act 1993, an appeal against this determination may be lodged with the Building Appeals Board. Pursuant to Building Regulation 271, the prescribed appeal period is 30 days.

7. This report is not a building permit. You are required to obtain a building permit for all associated building works not otherwise exempted under Schedule 3 of the Building Regulations 2018.

8. This report is valid for 12 months only from the date of this report. Any further engagement will require the applicant to re-apply and incur application fees.

If you have any queries in relation to the information requested, please lodge a request via Stormwater drains and legal point of discharge | Yarra City Council. Under I WANT TO click the button Enquire about a Legal Point of Discharge.

If you have any issues with using the website, please email milan.savalia@yarracity.vic.gov.au

Disclaimer
The information requested is based on the correspondence submitted. Further requirements may be requested for submission of further information.

Yours sincerely,

Civil Engineering
City Works and Assets

Appendix B

Council Correspondence

Revision B – 09-Jul-2026
Prepared for – ENDOR Development Pty Ltd – ABN: 18 687 932 912

Chen, Alan

From: Yazdanfar, Zeinab <Zeinab.Yazdanfar@yarracity.vic.gov.au>
Sent: Thursday, 14 May 2026 10:41 AM
To: Chris Coyle; Savalia, Milan
Cc: Chen, Alan; Burdon, Nigel
Subject: Re: eRC25/00622 - Enquiry about Report & Consent Regulation 133 Legal Point of Discharge Application

This Message Is From an Untrusted Sender
You have not previously corresponded with this sender. Report Suspicious

Hi Chris,

Thank you for your patience regarding this matter. There has been an ongoing process between Council and Melbourne Water to finalize the flood mapping, which has delayed some of our applications.

You will need to submit a Building Permit application through the Melbourne Water website. Once submitted, they will contact you if any additional information is required. In the meantime, you may wish to discuss your proposal and supporting rationale directly with them by sending your enquiry to: **DevConnect@melbournewater.com.au**

Hope that helps

Kind Regards,

Zeinab Yazdanfar,
Flood/Project Engineer,
Infrastructure, Traffic and Civil Engineering

PO BOX 168 Richmond VIC 3121
T: (03) 9205 5555
E: Zeinab.Yazdanfar@yarracity.vic.gov.au
W: yarracity.vic.gov.au

Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra and gives respect to the Elders past, present and future.

From: Chris Coyle <chris@vettex.com.au>
Sent: Wednesday, May 13, 2026 10:08 PM

To: Savalia, Milan <Milan.Savalia@yarracity.vic.gov.au>
Cc: Chen, Alan <Alan.Chen@aecom.com>; Yazdanfar, Zeinab <Zeinab.Yazdanfar@yarracity.vic.gov.au>; Burdon, Nigel <Nigel.Burdon@aecom.com>
Subject: Re: eRC25/00622 - Enquiry about Report & Consent Regulation 133 Legal Point of Discharge Application

You don't often get email from chris@vettex.com.au. Learn why this is important
Hi Milan,

Thanks for the call yesterday and for clarifying that City of Yarra no longer provide flood advice.

Do you know if there a particular contact from Melbourne Water that handles this area of Cremorne? Or is best to just lodge the application via the use flood certificate application portal?

Chris Coyle
DIRECTOR
P: +61 421 841 929
www.vettex.com.au

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On Thu, Feb 19, 2026 at 3:17 PM Chris Coyle <chris@vettex.com.au> wrote:

> Hi Milan,
> How are we going with this one?
>
> This project is about to be lodged with the Department of Planning and Transport, so any further information to guide us here would be much appreciated.
>
> Thank you
>
> **Chris Coyle**
> DIRECTOR
> **P**: +61 421 841 929
> **www.vettex.com.au**
>
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On Thu, Jan 29, 2026 at 2:37 PM Savalia, Milan <Milan.Savalia@yarracity.vic.gov.au> wrote:

Hello Alan,

Hope you're doing well.

Thanks for your email. I am working on it and will provide you response as soon as possible.

Thank you for your patience.

Get Outlook for iOS

From: Chen, Alan <Alan.Chen@aecom.com>
Sent: Thursday, January 29, 2026 2:34:31 PM
To: Savalia, Milan <Milan.Savalia@yarracity.vic.gov.au>; Yazdanfar, Zeinab <Zeinab.Yazdanfar@yarracity.vic.gov.au>
Cc: Chris Coyle <chris@vettex.com.au>; Burdon, Nigel <Nigel.Burdon@aecom.com>
Subject: RE: eRC25/00622 - Enquiry about Report & Consent Regulation 133 Legal Point of Discharge Application

Hi Milan,

How did you go with this one?

Regards,

Alan Chen

Senior Civil Engineer, Buildings & Places, Victoria
M +61-488-210-089
alan.chen@aecom.com

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Collins Square, Level 10, Tower Two 727 Collins Street
Docklands VIC 3008, Australia
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From: Savalia, Milan <Milan.Savalia@yarracity.vic.gov.au>
Sent: Monday, 19 January 2026 3:30 PM
To: Chen, Alan <Alan.Chen@aecom.com>; Yazdanfar, Zeinab <Zeinab.Yazdanfar@yarracity.vic.gov.au>
Cc: Chris Coyle <chris@vettex.com.au>; Burdon, Nigel <Nigel.Burdon@aecom.com>
Subject: RE: eRC25/00622 - Enquiry about Report & Consent Regulation 133 Legal Point of Discharge Application

Hello Alan,

Thanks for your email.

I will respond to your query by end of this week.

Thank you.

Should you have any further query do not hesitate to contact me.

Kind regards

Milan Savalia
Drainage Development Engineer
Infrastructure, Traffic & Civil Engineering

PO BOX 168 Richmond VIC
T (03) 9205 5555
E SavaliaM@yarracity.vic.gov.au
W yarracity.vic.gov.au
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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: Chen, Alan <Alan.Chen@aecom.com>
Sent: Monday, 19 January 2026 10:44 AM
To: Savalia, Milan <Milan.Savalia@yarracity.vic.gov.au>; Yazdanfar, Zeinab <Zeinab.Yazdanfar@yarracity.vic.gov.au>
Cc: Chris Coyle <chris@vettex.com.au>; Burdon, Nigel <Nigel.Burdon@aecom.com>
Subject: RE: eRC25/00622 - Enquiry about Report & Consent Regulation 133 Legal Point of Discharge Application

Some people who received this message don't often get email from alan.chen@aecom.com. Learn why this is important

Hi Milan, Zeinab,

Happy new year and hope you and the team had a restful break!

I was just following up on my below email regarding the flood level discussion for 61-67 Stephenson St that we had prior to Christmas. Would you be able to provide us with responses this week?

Regards,

Alan Chen

Senior Civil Engineer, Buildings & Places, Victoria
M +61-488-210-089
alan.chen@aecom.com

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Docklands VIC 3008, Australia
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From: Chen, Alan
Sent: Monday, 22 December 2025 12:20 PM
To: 'milan.savalia@yarracity.vic.gov.au' <milan.savalia@yarracity.vic.gov.au>; 'Zeinab.Yazdanfar@yarracity.vic.gov.au' <Zeinab.Yazdanfar@yarracity.vic.gov.au>
Cc: Chris Coyle <chris@vettex.com.au>; Burdon, Nigel <Nigel.Burdon@aecom.com>
Subject: RE: eRC25/00622 - Enquiry about Report & Consent Regulation 133 Legal Point of Discharge Application

Hi Milan,

Thanks for meeting Chris and I today to discuss the development at 61-67 Stephenson Street, Cremorne VIC 3121. I have summarised our discussions below:

Flood Levels – Summary:

- Site is subject to flooding at the rear laneway (eastern boundary) of the property. This extends to the adjacent properties to the north and south.
- The flood level varies across the flood extents however the spot flood levels given are of those encroaching within our site boundary, approx. RL8.63m AHD (max) advised previously.
- We understand that the flooding is not from City of Yarra nor Melbourne Water assets. It appears to be local overland flows from the private drainage network.
- The proposed development will have a solid crash wall (for train impact) along the eastern boundary of the building. We anticipate this could provide a barrier to protect any potential flows from entering the building, therefore limiting/mitigating the requirement to raise the ground finished floor levels over a metre to provide freeboard against the flood level.

Flood Levels – Actions:

1. Based on the topography there is a ridge line at the laneway where half of the laneway catchment falls to the rear (rather than towards Stephenson St). Can council's flood engineer please confirm the flood mapping has also modelled the private pit & pipe network here or only considered the topographical survey. If the drainage network has not been modelled in this could explain why flooding is being identified.
2. Council to review the above comments and provide formal flood consent letter reconfirming the applicable flood levels and design requirements (if any) for the development. Please also outline what the pathway would be for seeking subsequent approvals.

Legal Point of Discharge – Summary:

- The development will consolidate three land titles into one. There appears to be 2 kerb & channel outlets identified for the existing properties which will be abandoned. We are currently proposing to provide 2 new kerb & channel outlets for the development to maintain the discharge (approx. 20L/s permissible site discharge).
- The calculated PSD is approx. 23L/s based on parameters given in the LPOD letter: 1600sqm site area, predevelopment c = 0.75 and 20% AEP discharge, postdevelopment c = 1.00 and 10% AEP storage.
- Use of kerb & channel (discharge over the surface) will require a drainage contribution levy to be paid.
- Yarra Civil Engineering has advised in the pre-app review comments (PPE25/0695 dated 11/11/2025) that an underground outfall drain may be constructed to Stephenson St in the south. Milan clarified that this is an alternative to the kerb & channel option, and would waive the drainage contribution levy requirement.

Legal Point of Discharge - Actions:

1. Council to confirm acknowledgement of the above summary.
2. AECOM/Vettex to confirm the proposed LPOD strategy (kerb & channel or new outfall drain) in the next phase of the project. We will provide civil drawings and computations at a later stage.

Regards,

Alan Chen

Senior Civil Engineer, Buildings & Places, Victoria
M +61-488-210-089
alan.chen@aecom.com

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Docklands VIC 3008, Australia
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From: Chen, Alan
Sent: Friday, 12 December 2025 10:38 AM
To: milan.savalia@yarracity.vic.gov.au
Subject: eRC25/00622 - Enquiry about Report & Consent Regulation 133 Legal Point of Discharge Application

Hi Milan,

I am writing in response to eRC25/00622 for a development at 61-67 Stephenson Street, Cremorne VIC 3121. I submitted a query on this about a month ago on the portal, however went to check and there is no record of this being lodged.
I would like to query the flood level noted on the letter.
*"Council advises that the associated flood level under the 1 in 100-year (1%AEP) rainfall event at the subject site under the latest flood mapping data is **8.63m AHD**."*

The flood level is approximately 1.00m higher than the existing road/footpath levels. To comply with the +300mm freeboard requirements, the ground floor level and any basement ramping crest levels would therefore need to be min. 1.30m above existing ground levels. As you can imagine this will be very challenging to accommodate within the building layout design (which is currently going through the preapp process with DTP) considering DDA access as well.

We would like some further context on how this flood level has been determined, including any flood map data you can share for our understanding. There are no flood overlays that we could identify on the planning register & VicPlan, but I understand City of Yarra have recently undertaken new flood modelling in some areas. However the magnitude of flooding seems to be quite significant if it wasn't something identified previously.

Hoping you could provide some background over the next week. I am available for a phone call/Teams meeting if that helps.

Regards,

Alan Chen

Senior Civil Engineer, Buildings & Places, Victoria
M +61-488-210-089
alan.chen@aecom.com

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Docklands VIC 3008, Australia
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Appendix C

Melbourne Water Pre-development Advice

Revision B – 09-Jul-2026
Prepared for – ENDOR Development Pty Ltd – ABN: 18 687 932 912

OFFICIAL

Melbourne Water

22 June 2026

Alan Chen
AECOM Australia Pty Ltd
Collins Square Tower 1 B, 727 Collins Street
Docklands VIC 3008

Dear Alan,

Proposal: Pre-development advice
Site location: 57-71 Stephenson Street, Cremorne VIC 3121
Melbourne Water reference: MWA-1417930
Date Received: 26/05/2026

Thank you for your application for pre-development information for the property listed above.

Flooding may be associated with the Melbourne Water regional drainage system and/or the local Council drainage systems. Information available at Melbourne Water indicates that the property is not subject to flooding from Melbourne Water's drainage system, based on a rainfall event which has a 1% Annual Exceedance Probability (AEP), that is, a 1% probability of being equalled or exceeded in any one year. To determine if a property is subject to flooding from the local Council drainage system you will need to contact the relevant Council for flood information.

There are no Melbourne Water assets on or in the vicinity of the property.

As the property is not subject to flooding from Melbourne Water's drainage system, and there are no Melbourne Water assets on or in the vicinity of the property, Melbourne Water has no development requirements for the proposal.

For any other enquiries, please contact our Customer Service Centre on 131 722

Yours sincerely,

George Lattouf
Statutory Referral Permit Services

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
TTY 131 722 F +61 3 9679 7099
melbournewater.com.au

Appendix D

OceanProtect Jellyfish Technical Data

Revision B – 09-Jul-2026
Prepared for – ENDOR Development Pty Ltd – ABN: 18 687 932 912

OCEAN PROTECT

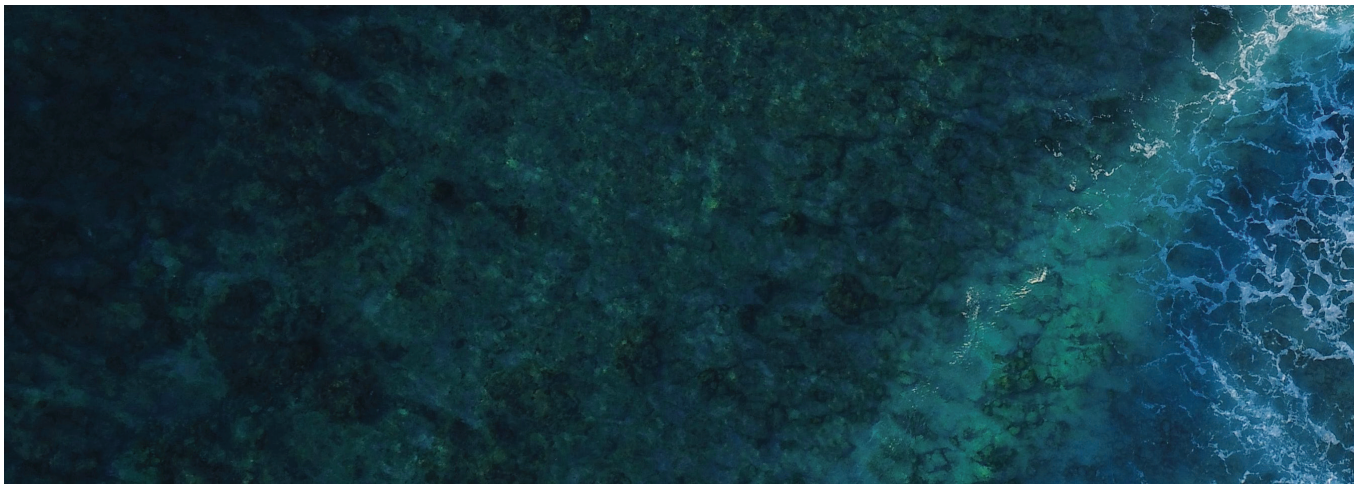
Jellyfish® Filter

Operations & Maintenance Manual



Stopping Pollution Entering Waterways

11/24



www.oceanprotect.com.au

Introduction	3
Health and Safety	4
How does it work?	5
Maintenance Procedures	6
Maintenance Services	7
Appendix 1 – Jellyfish® Cartridge Schematic	9



Introduction

The primary purpose of stormwater treatment devices is to capture and prevent pollutants from entering waterways, maintenance is a critical component of ensuring the ongoing effectiveness of this process. The specific requirements and frequency for maintenance depends on the treatment device and pollutant load characteristics of each site. This manual has been designed to provide details on the cleaning and maintenance processes for the Jellyfish® Filter as recommended by the manufacturer (Ocean Protect).

The Jellyfish® Filter is a stormwater quality treatment technology featuring high surface area and high flow rate membrane filtration at low driving head. By incorporating pre-treatment with light-weight membrane filtration, the Jellyfish® Filter removes floatables, trash, oil, debris, TSS and a high percentage of particulate-bound pollutants; including phosphorus and nitrogen, metals and hydrocarbons.

Why do I need to perform maintenance?

Adhering to the maintenance schedule of any stormwater treatment device is essential to ensuring that it works properly throughout its design life.

During each inspection and clean, details of the mass, volume and type of material that has been collected by the device should be recorded. This data will assist with the revision of future management plans and help determine maintenance interval frequency. It is also essential that suitably qualified and experienced personnel carry out all maintenance (including inspections, recording and reporting) in a systematic manner.

Maintenance of your stormwater management system is essential to ensuring ongoing at-source control of stormwater pollution. Maintenance also helps prevent structural failures (e.g. prevents blocked outlets) and aesthetic failures (e.g. debris build up), but most importantly ensures the long term effective operation of the Jellyfish®.

Health and Safety

Access to a Jellyfish® unit requires removing heavy access covers/grates, and entry into a confined space. Pollutants collected by the Jellyfish® will vary depending on the nature of your site. There is potential for these materials to be harmful. For example, sediments may contain heavy metals, carcinogenic substances or objects such as broken glass and syringes. For these reasons, all aspects of maintaining and cleaning your Jellyfish® require careful adherence to Occupational Health and Safety (OH&S) guidelines.

It is important to note that the same level of care needs to be taken to ensure the safety of non-work personnel. As a result, it may be necessary to employ traffic/ pedestrian control measures when the device is situated in, or near areas with high vehicular/pedestrian activity.

Personnel health and safety

Whilst performing maintenance on the VortCapture, precautions should be taken in order to minimise (or when possible prevent) contact with sediment and other captured pollutants by maintenance personnel. In order to achieve this the following personal protective equipment (PPE) is recommended:

- Puncture resistant gloves
- Steel capped safety boots
- Long sleeve clothing, overalls or similar skin protection
- Eye protection
- High visibility clothing or vest

During maintenance activities, it may be necessary to implement traffic control measures. Ocean Protect recommend that a separate site-specific traffic control plan is implemented as required to meet the relevant governing authority guidelines.

Whilst some aspects of Jellyfish® maintenance can be performed from surface level, there will be a need to enter the Jellyfish® pit (confined space) for both minor and major services. It is recommended that all maintenance personnel evaluate their own needs for confined space entry and compliance with relevant industry regulations and guidelines. Ocean Protect maintenance personnel are fully trained and carry certification for confined space entry applications.

How does it work?

Stormwater enters the Jellyfish® system through the inlet pipe where floatable pollutants are captured behind the maintenance access wall. As stormwater enters the treatment chamber, a separation skirt ensures the retention of oils whilst simultaneously protecting the filtration cartridges and allowing coarse particles to settle below on the chamber floor. Stormwater then passes through the Jellyfish® cartridges and onto the Jellyfish® deck, at this point the backwash pool will fill and overflow allowing treated stormwater to exit via the outlet pipe.

As the storm event subsides, the treated water held in the backwash pool passes back through the high flow cartridges into the treatment chamber. This passive backwash helps to clear the cartridge surface by dislodging sediment onto the chamber floor. The drain down cartridge(s) located outside the backwash pool enables water levels to balance, leaving the cartridge deck level free of standing water.

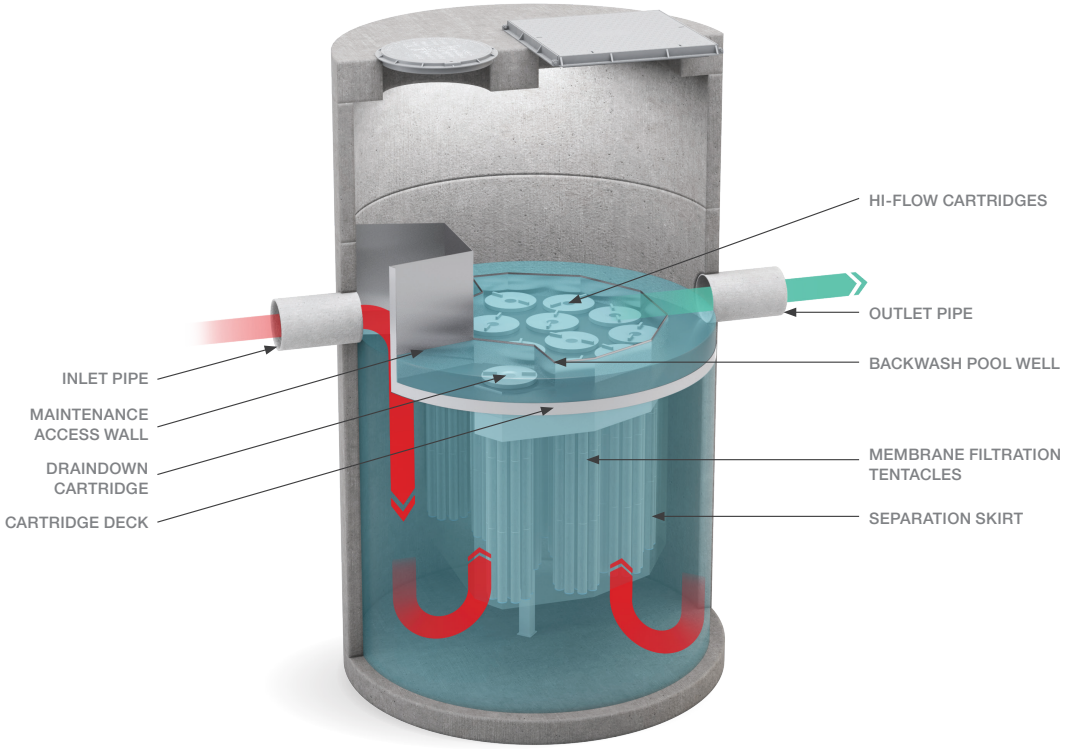


Figure 1: Jellyfish® operation

Maintenance Procedures

To ensure optimal performance, it is advisable that regular maintenance is performed. Typically the Jellyfish® requires a service every 6 months, additionally as the Jellyfish® cartridges capture pollutants they will need to be replaced (expected cartridge life is 2-5 years with a maximum cartridge life of 5 years).

Primary types of maintenance

The table below outlines the primary types of maintenance activities that typically take place as part of an ongoing maintenance schedule for the Jellyfish®.

Service Type	Description of Typical Activities	Frequency
Minor Service	Removal & rinsing of cartridges Wash down of deck level Removal of large floatable pollutants Removal of accumulated sediment (if required)	Every 6 Months
Major Service	Replacement of Jellyfish® cartridges	As required

Maintenance requirements and frequencies are dependent on the pollutant load characteristics of each site. The frequencies provided in this document represent what the manufacturer considers to be best practice to ensure the continuing operation of the device is in line with the original design specification.

Minor Service

This service is designed to assess the condition of the Jellyfish® cartridges and record necessary information that will establish whether a major service is required.

1. Establish a safe working area around the access point
2. Remove access covers
3. Using a vacuum unit or net remove any floatable gross pollutants contained behind the maintenance access wall
4. Using a vacuum unit decant the water until the level drops below the base of the cartridges
5. Remove Jellyfish® cartridges*
   a. Remove cartridge lid
   b. Remove cartridges vertically from chamber, lifting from eye nut lifting points only
   c. Replace and secure cartridge lid back into deck to reduce trip hazards during maintenance
6. Unscrew all 11 tentacles from the cartridge head plate, keep all components for reassembly*
7. Rinse each tentacle individually – *NOTE: excessive water pressure may damage the tentacles*
   a. Position tentacle in a container (to capture runoff) with the open end facing down
   b. Rinse entire length of cartridge using only low pressure water source (e.g. garden hose)
   c. Evaluate and note the condition of the tentacles
   d. Ensure runoff is disposed appropriately
   e. Re-assemble cartridges ready for reinstallation*
8. Wash down deck level to remove any built up sediment (if required)
9. Measure the level of accumulated sediment in the chamber if depth is greater than 300mm use vacuum unit to remove sediment
10. Re-install Jellyfish® cartridges
    a. Remove cartridge lid
    b. Lower cartridge into chamber, lifting from eye nut lifting points only
    c. Insert cartridge vertically into cartridge receptacle, and secure cartridge lid back in place
11. Replace access covers

**Refer Appendix 1 for Jellyfish® Cartridge Schematic*

Major Service (Filter Cartridge Replacement)

For the Jellyfish® system a major service is a reactionary process based on the outcomes from the minor service.

Trigger Event from Minor Service	Maintenance Action
Rinsing does not remove accumulated sediment from the tentacles	Replace Jellyfish® tentacles[1]
Jellyfish® tentacles are damaged	Replace Jellyfish® tentacles[1]
Jellyfish® cartridges have been in operation for 5 years	Replace Jellyfish® tentacles[1]

[1] Replacement filter tentacles and components are available for purchase from Ocean Protect

This service is designed to return the Jellyfish® device back to optimal operating performance.

1. Establish a safe working area around the access point
2. Remove access covers
3. Using a vacuum unit or net remove any floatable gross pollutants contained behind the maintenance access wall
4. Using a vacuum unit decant the water until the level drops below the base of the cartridges
5. Remove Jellyfish® cartridges*
   a. Remove cartridge lid
   b. Remove cartridges vertically from chamber, lifting from eye nut lifting points only
   c. Replace and secure cartridge lid back into deck to reduce trip hazards during maintenance
6. Unscrew all 11 tentacles from the cartridge head plate for disposal, keep all components for fixing of new tentacles to existing head plate*
7. Wash down deck level to remove any built up sediment (if required)
8. Use vacuum unit to remove accumulated sediment and pollutants in the chamber
9. Install replacement tentacles into each head plate*
10. Install Jellyfish® cartridges
    a. Remove cartridge lid
    b. Lower cartridge into chamber, lifting from eye nut lifting points only
    c. Insert cartridge vertically into cartridge receptacle, and secure cartridge lid back in place
11. Replace access covers

Additional Types of Maintenance

The standard maintenance approach is designed to work towards keeping the Jellyfish® system operational during normal conditions. From time to time, events on site can make it necessary to perform additional maintenance to ensure the continuing performance of the device.

Hazardous Material Spill

If there is a spill event on site, the Jellyfish® unit should be inspected and serviced accordingly. Specifically, all captured pollutants and liquids from within the unit should be removed and disposed in accordance with any additional requirements that may relate to the type of spill event. Additionally, it will be necessary to inspect the filter cartridges and assess their contamination, depending on the type of spill event it may be necessary to replace the filtration cartridges.

Blockages

The Jellyfish® treatment system is designed to operate in an offline arrangement, where an upstream high flow bypass structure is in used. In the unlikely event that flooding occurs upstream of the Jellyfish® system, the following steps should be undertaken to assist in diagnosing the issue and determining the appropriate response.

1. Inspect the upstream diversion structure to ensure that it is free of debris and pollutants
2. Inspect the Jellyfish® unit checking both the inlet and outlet pipes for obstructions (e.g. pollutant build-up, blockage), which if present, should be removed

Major Storms and Flooding

In addition to the scheduled activities, it is important to inspect the condition of the Jellyfish® after a major storm event. The focus is to inspect for damage and higher than normal sediment accumulation that may result from localised erosion. Where necessary, damaged components should be replaced and accumulated pollutants should be removed and disposed.

**Refer Appendix 1 for Jellyfish® Cartridge Schematic*

Disposal of Waste Materials

The accumulated pollutants found in the Jellyfish® must be handled and disposed of in a manner that is in accordance with all applicable waste disposal regulations. When scheduling maintenance, consideration must be made for the disposal of solid and liquid wastes. If the filter cartridges have been contaminated with any unusual substance, there may be additional special handling and disposal methods required to comply with relevant government/authority/industry regulations.

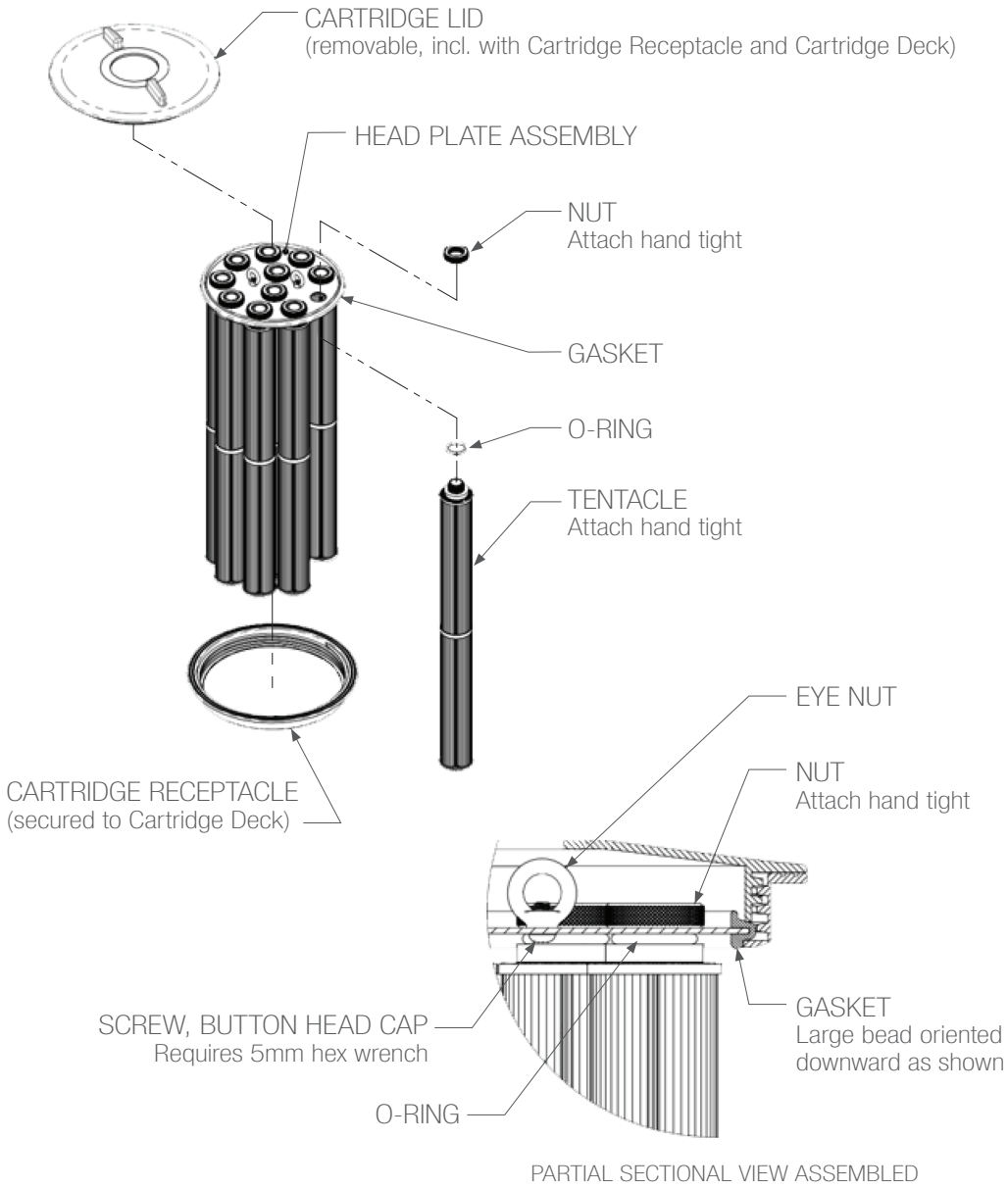
Maintenance Services

With over a decade and a half of maintenance experience, Ocean Protect has developed a systematic approach to inspecting, cleaning and maintaining a wide variety of stormwater treatment devices. Our fully trained and professional staff are familiar with the characteristics of each type of system, and the processes required to ensure its optimal performance.

Ocean Protect has several stormwater maintenance service options available to help ensure that your stormwater device functions properly throughout its design life. In the case of our Jellyfish® system we offer long term pay-as-you-go contracts, pre-paid once off servicing and replacement cartridges.

For more information please visit www.oceanprotect.com.au

Appendix 1 –
Jellyfish® Cartridge Schematic



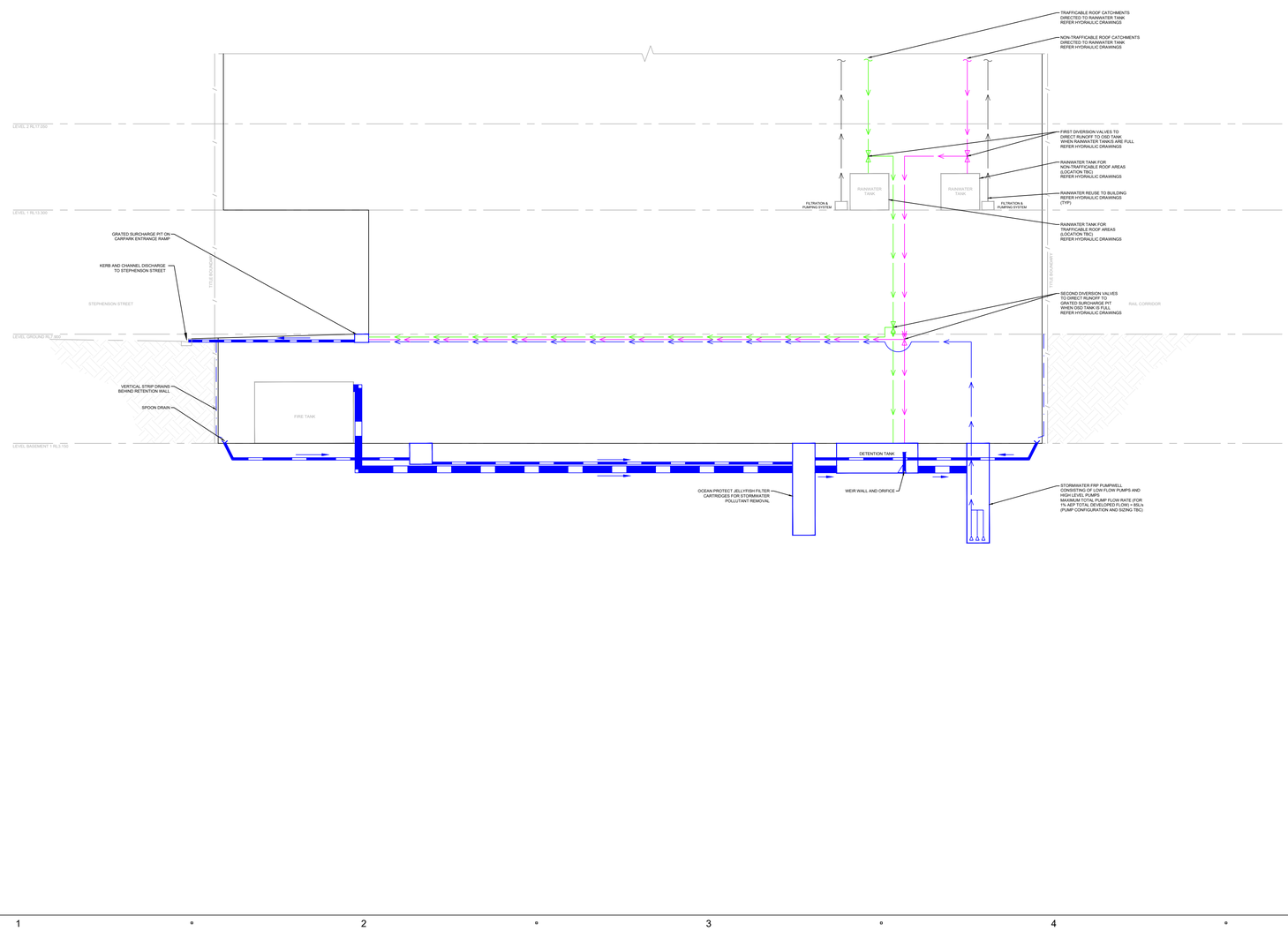

Ocean Protect supplies and maintains a complete range of filtration, hydrodynamic separation, screening and oil/water separation technologies.
Call 1300 354 722
www.oceanprotect.com.au

Appendix E

Civil Stormwater Schematic

Revision B – 09-Jul-2026
Prepared for – ENDOR Development Pty Ltd – ABN: 18 687 932 912

ISO A1 594mm x 841mm



This drawing is confidential and shall only be used for the purpose of this project. The signing of this title block confirms the design and drafting of this project have been prepared and checked in accordance with the AECOM quality assurance system to ISO 9001:2015.

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PROJECT

57-71 Stephenson Street
Cremorne, Vic 3121

CLIENT

ENDOR Development Pty Ltd

THIS DRAWING IS TO BE PRINTED IN COLOUR

PRELIMINARY

PROJECT TEAM INITIALS

DRAWN BY	AC
DESIGNED BY	AC
CHECKED BY	SK
APPROVED BY	NB

ISSUE/REVISION

I/R	DATE	DESCRIPTION
P01	28/11/2025	PRELIMINARY ISSUE
P02	05/06/2026	PRELIMINARY ISSUE

NORTH

SCALE

SHEET TITLE

CIVIL SERVICES
CIVIL STORMWATER SCHEMATIC

PROJECT NUMBER

60762413

DRAWING NUMBER **REVISION**

60762413-AEC-DWG-CV-400 P02

57-71 Stephenson St

Sustainability Management Plan

Prepared by Finding Infinity: 10/06/2026

finding infinity

Contents

// *Executive Summary* 3
// *SDAPP Compliance* 33
// *BESS* 41
// *Appendices* 50
// *Appendix 1 : BESS Report* 53
// *Appendix 2 : STORM Report* 63
// *Appendix 3 : Preliminary Energy Modeling* 64
// *Appendix 4 : Preliminary Daylight Modelling - Levels 4-11* 65
// *Appendix 5 : Preliminary Energy Modeling - Parameters* 66
// *Appendix 6 :Rainwater Inputs and Outputs* 70
// *Appendix 7:Waste Generation Parameters* 71
// *Appendix 8:Water Consumption Parameters* 72
// *Appendix 9: Preliminary Green Star Pathway* 73

#	Date	Author	Reviewer	Description
A	18/09/2025	IM	WHY	Draft Issue
B	24/09/2025	IM	WHY	DFP Application Draft
C	9/10/2025	DW	WHY	DFP Application Issue
D	19/12/2025	EF	WHY	DFP Application Issue 2
E	27/02/2026	IC	WHY	DFP Application Issue 3
F	05/03/2026	IC	WHY	DFP Application Issue 4
E	10/06/2026	EF	WHY	DFP Application Issue 5

Executive Summary

An office building with a positive environmental impact.



Where flexible and highly adaptive spaces meet the ever-changing needs of the future of work.



A building that opens up and breathes.



A magnet for the brightest minds and most innovative organisations from around the globe.



A circular economy where nothing goes to waste.



Restoring the ecology and biodiversity of the site to better than before.



A benchmark for Australian development showcasing low carbon construction and ultra low-waste operations.

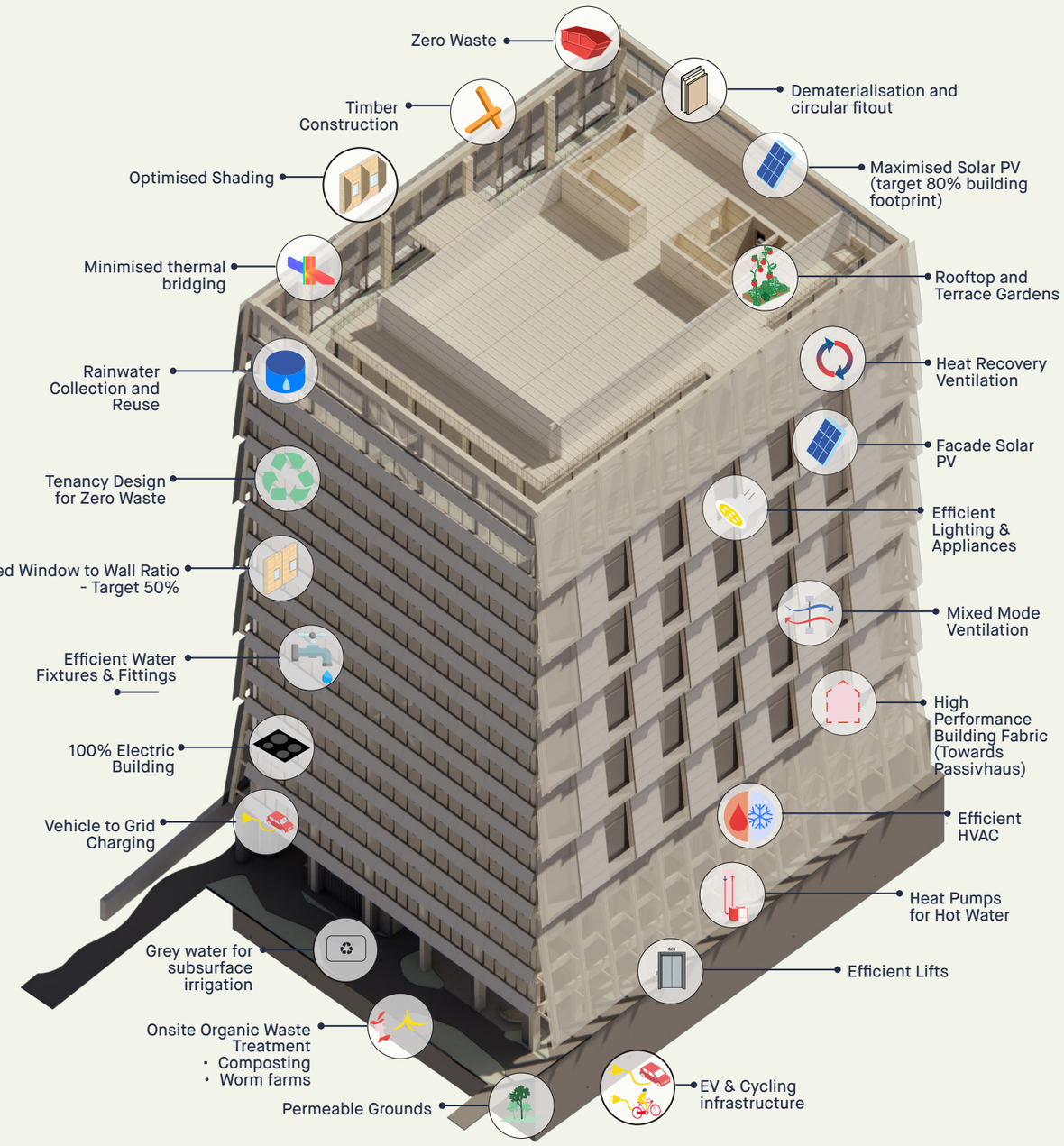


An office building as a producer

Giving back resources to the city and future generations

Helping transform Greater Melbourne into a self sufficient city.

Creating an example that implements every single commercially viable initiative we possibly can to inspire more developers to do the same.



Creating a world leading example in the City of Yarra to help inspire more developers in Melbourne to push the limits environmentally.

We seek to go beyond minimum compliance and rather target maximum performance.

Creating a building that can help accelerate the introduction of a Net Zero Code in Greater Melbourne.

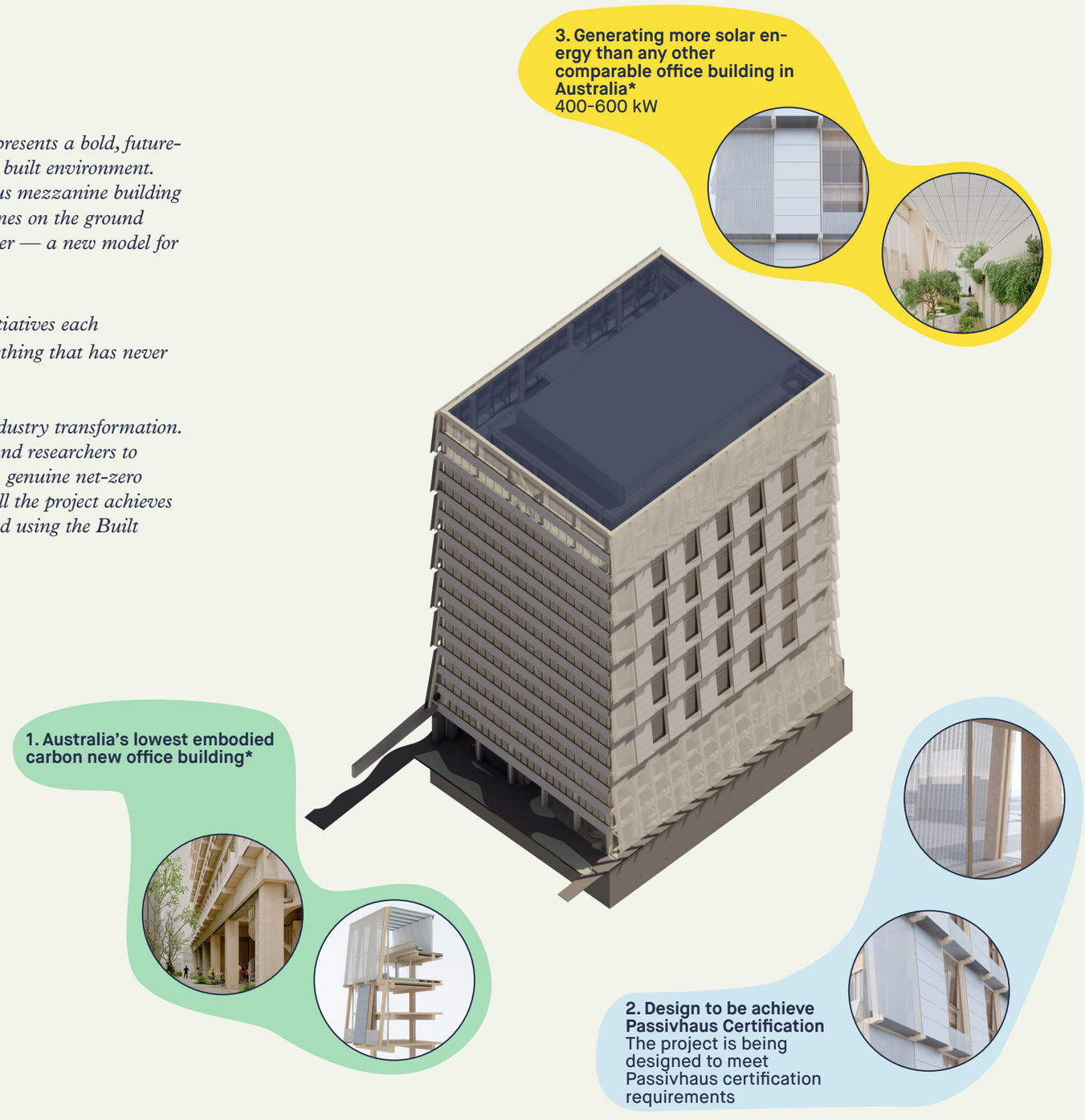
Project Summary

57-71 Stephenson Street, Cremorne, VIC, 3121

The proposed office development at Stephenson Street, Cremorne, presents a bold, future-focused response to the climate and ecological challenges facing our built environment. Situated alongside the VicTrack railway corridor, the 15-storeys plus mezzanine building (GFA is 21,608m²) comprises of mostly office space with retail zones on the ground floor. The building is envisioned not as a consumer but as a producer — a new model for commercially viable, net positive development.

At its core, the project is a sum total of cost-effective, pragmatic initiatives each individually practical and proven, but when combined, create something that has never been done before.

This is not just a building. It is a scalable and replicable tool for industry transformation. The project is designed to engage closely with developers, builders, and researchers to leverage collective knowledge, helping to drive Melbourne toward a genuine net-zero building code zero emissions in construction and operations. Overall the project achieves a score of 73% which is considered "excellence", when benchmarked using the Built Environment Sustainability Scorecard (BESS).



*based on publicly available data at the time of submission

Targets

What we are aiming for

Ultra Energy Efficient

Designed to achieve Passivhaus Certification and reduce consumption by >40%

Renewable Generation

Rooftop and facade PV generating 60% of what the building consumes

Circular and Zero Carbon Materials

>80-100% reduction in embodied carbon including sequestration

Ultra Low Waste Construction

>90% avoidance of waste throughout the entire construction process, from design to demolition

Ultra Low Operational Waste

>60% of waste diverted from landfill

Water Resilient

>40% reduction in grid water usage

Habitat

Net improvement in the site's biodiversity

Commitments and Ambitions

Going well beyond Best Practice

	Minimum Compliance	Project Commitments 6 Star Greenstar Buildings Certification	Ambition The project cannot commit to achieving all of these at this stage but will aim towards them as design progresses
Water	BESS 50% water rating 100% STORM rating 7.5 L/min showers 6 L/min taps 3.5 L/flush toilets	40% reduction in mains water BESS 80% water rating 5 L/min showers 3 L/min taps 3.5 L/flush toilets Rainwater collection from all roof area and reuse for toilet flushing	60% reduction in mains water consumption Grey water reuse for sub soil irrigation
Waste	No specific target Landfill, recycling and FOGO waste streams	>70% reduction in waste to landfill BESS 100% waste score Landfill, commingled recycling, paper and cardboard, glass, e-waste, organics, hard rubbish Resources room for sorting and storage 90% avoidance of construction / demolition waste	100% reduction in waste to landfill On site organic waste treatment Zero construction / demolition waste
Operational Carbon	NABERS 4 star NCC DTS energy efficiency requirements BESS 50% energy score	40% reduction in energy consumption, with ~40% of the remainder supplied on-site Passivhaus certification NABERS 6 star energy BESS 70% energy score Climate Active Carbon Neutral Certification 400-600 kW of solar PV	Net positive - generates more than it consumes on an annual basis Fully naturally ventilated perimeter zone - minimally conditioned Grid Interactive systems in line with Green Star Buildings V1.1 Credit 21
Embodied Carbon	No specific target Typical steel & concrete construction	Setting a new benchmark for new office buildings in terms of embodied carbon Minimum NABERS 4 star embodied carbon Timber structure Timber framed facade Circular and low carbon materials	Zero embodied carbon when considering sequestration Fully circular building Design for disassembly 100% Electric, Zero Carbon Construction

Target Initiatives

Energy



// Optimised building envelope including:

// R6.0 roof, R2.5 exposed floors, R4 external walls

// U2.5, SHGC 0.30 double-glazing

// 0.03ACH or 0.6ACH50 airtightness

// ~55% window-to-wall ratio



// Mixed mode ventilation



// Heat Pump for Hot Water and Thermal Energy Storage



// Minimised thermal bridging



// Efficient electric lighting, appliances



// Maximised rooftop solar PV



// EV & Cycling infrastructure including V2G charging



// Efficient Lifts



// 100% Green Power



// Facade PV



// Heat recovery ventilation

Water



// Efficient fixtures and fittings



// Rainwater collection and non-potable reuse



// Grey water diversion for subsurface irrigation

Waste



// Resources room for separation, storage and recycling of waste on site



// 7 stream waste separation to minimise waste to landfill



// On-site Organic Waste Treatment

Materials



// Timber Construction



// Dematerialisation and circular fitout



// Ultra-low waste construction

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.

57-71 Stephenson St forms one of first 15 pilot projects as part of A New Normal, fitting under the Net Zero Architecture, Organic Waste to Energy and Solar Architecture categories.







"Let's build something to be proud of for generations to come."
Sally Capp, Lord Mayor of Melbourne

Each initiative pays for itself in less than 10 years

$100 bn investment opportunity

Provides over 81,000 Annual construction jobs to 2030

Provides over 43,000 ongoing jobs

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 modeling performed includes:

// Facade optimisation beyond minimum compliance through detailed thermal modeling, using Integrated Environmental Solutions Virtual Environmental (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*

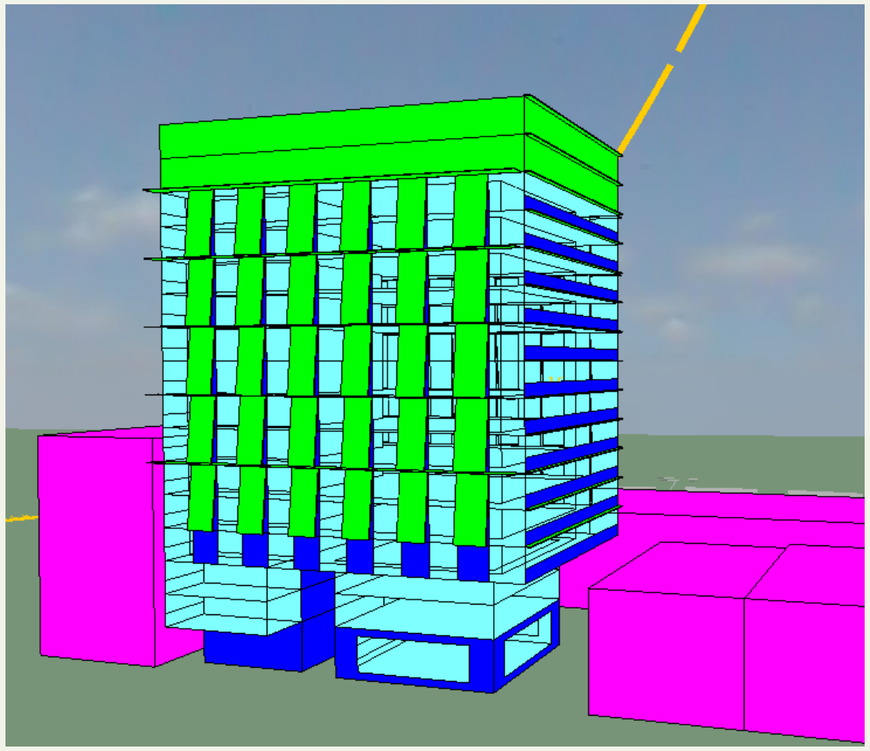
// Daylight studies using Radiance within IESVE to ensure great natural light balanced with thermal performance

// Solar Insolation studies using Suncast within IESVE to investigate the practicality of facade solar PV, with context to local overshadowing

// Financial modeling of all initiatives to ensure feasibility

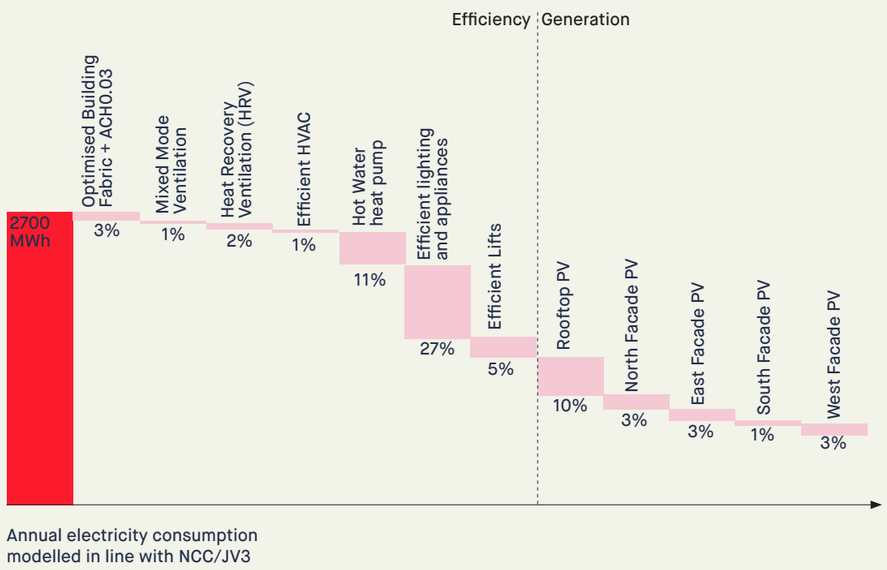
// Water balance calculations to optimise fixtures and fittings, and rainwater tank sizing

// Waste calculations to optimise waste strategy

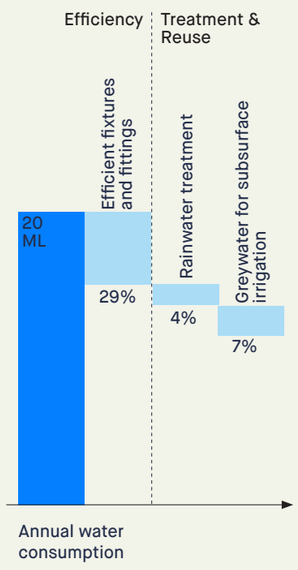


Pathway to Net-Zero

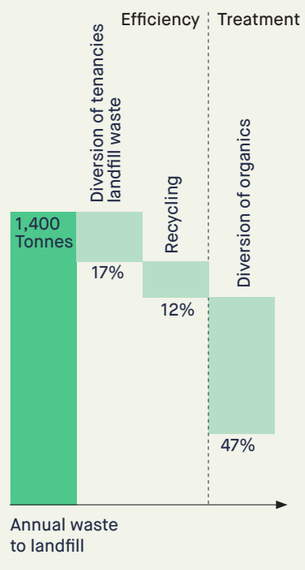
Energy



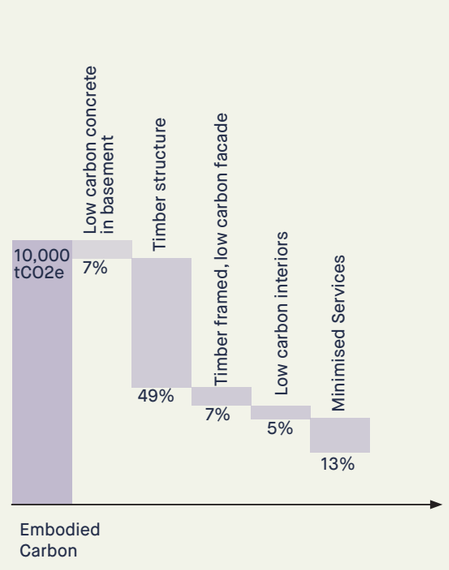
Water



Waste



Embodied Carbon



Initiatives

Energy

Optimised Building Envelope:
High performance facade includes optimised insulation, glazing, WWR, airtightness to reduce the need for heating and cooling, and improve comfort for occupants.

Mixed Mode Ventilation:
Operable windows and ceiling fans to allow for effective ventilation through the building.

Heat Pump for Hot Water & 24hrs thermal energy storage via hot water tank:
Avoid gas heating and hot water units by using efficient electric heat pumps with thermal storage.

Efficient Electric HVAC Systems

Heat Recovery Ventilation (HRV):
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. It can assist with reducing the need for air-conditioning and heating use.

Orientation, ventilation, daylight and shading optimisation:
Buildings should be carefully designed to optimise natural light and shading and allow for cross ventilation, and optimise glazing extent. Above ground car-parking should be considered both to avoid concrete and to allow natural ventilation

Minimised Thermal Bridging:
Avoid the flow of heat through conductive materials in the building's structure that reduce the effectiveness of the building thermal envelope.

Efficient electric lighting, appliances and equipment:
Modern LED lighting with sensors and timers to minimise use, and efficient modern appliances where supplied. Reduced office equipment eg. Use of laptops over desktop computers, efficient server equipment.

Rooftop PV:
In order for buildings to generate their own energy, solar photo voltaic (PV) panels will be installed on rooftops, converting the sun's energy into electricity.

100% Electric:
No gas appliances, specifying efficient induction and electric appliances throughout the kitchens.

Facade PV:
Transform the building facade into energy generating surface helping maximise renewable energy generated on site.

EV & Cycling Infrastructure:
Provisions for electric vehicle (EV) charging should be made, to encourage visitors to move away from combustion engines. At least 3 car spaces on grade will have V2G charging. The car stacker aspires to include V2G charging if technology becomes available, but will have standard EV chargers at minimum.

Efficient Lifts:
Lifts that minimise energy use by having a standby mode, regenerative drivers and/or gearless motors.

100% Green Power:
100% renewable energy facilitated through a power purchase agreement (PPA).

Zero Carbon

Energy efficient, generating energy on-site, buying 100% Greenpower

Initiatives

Water

Efficient water fixtures and fittings:
Water consumption in buildings can be reduced significantly through the use of modern, efficient fixtures and fittings.

The project will use water efficient fixtures with the following minimum ratings:
// Showers: 5L/min for 4 star (e.g. Methven Kiri Satinjet Ultra Low Flow)

// Taps: <3L/min for 6 star

// Toilets: <3.5 L per flush

Rainwater collection and non-potable use:
Rainwater will be captured from all clean roof surfaces to be used for irrigation and outdoor uses, or treated to an appropriate level for indoor non-potable uses such as toilet flushing.

Grey water for subsurface irrigation:
Greywater will be diverted from handbasins & showers and reused onsite to supply sub-surface landscape irrigation.

Water Resilience

Future proofing the building to meet it's own water demands

Initiatives

Waste

Design for ultra-low waste:
Tenancies and office spaces will 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.*

Organic waste treatment:
Food & organics will be treated on-site through composting, worm farms, or collected and separated for off-site treatment.

Ultra-low waste construction
In 2017, the Australian construction industry generated 20.4 million tonnes of waste from construction and demolition. More than 6.7 million tonnes of this waste goes into landfill every year. CLT and prefabricated construction can minimise the amount of waste generated on site. Agreements will be made with builders and contractors to appropriately sort and recycle any waste generated on-site.

Zero Waste
Converting waste into valuable resources, no waste to landfill

Initiatives

Materials



Timber Structure:
The impact of choosing mass timber construction over conventional concrete or steel construction is a reduction in embodied energy and embodied carbon, and potential savings relating to construction time.



Dematerialisation and circular fitout:
The deisgn will reduce the amount of materials used in construction, while focusing on reusing, refurbishing, or recycling materials to extend their lifecycle. Ultimately minimising waste, lowering environmental impact, and promoting resource efficiency in building interiors.



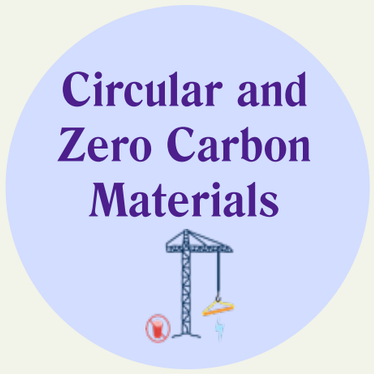
Low impact materials:
Optimised wall construction eg. avoiding steel studs and using timber framing in walls including the facade, allowing sufficient thickness for insulation. Prioritising carbon sequestering materials such as timber, cork and wood fibre where new materials are required.



Non-Toxic construction materials and finishes:
A healthy buildings for occupants, avoiding red-list materials such as chrome, PVC and any materials containing Volatile Organic Compounds.



Avoid concrete as much as possible:
Use geopolymer concrete or low carbon concrete such as Boral Envisia where concrete is required. Use zero carbon, renewable powered manufactured recycled Aluminum. Minimise concrete substructure through above ground car parking & no basements, and avoid concrete piles where possible.



Passivhaus Feasibility

Energy modeling with IESVE evaluated the project's feasibility for Passivhaus performance. The results are indicative, and modelling is currently being performed using Passivhaus software to verify. However, the project is committing to achieving Passivhaus certification.

Optimised Building Fabric

// R6.0 roof, R2.5 exposed floors, R4.0 external walls

// U2.5 , SHGC 0.3 double-glazing

// 0.6 ACH 50 airtightness

// WWR ~50%

Passivhaus Requirements

// Spaces Heating

// Heating Demand: <15 kWh/(m²)

// Heating Load: <10 W/m²

// Space Cooling

// Cooling & dehumidification Demand: <15 kWh/(m²)

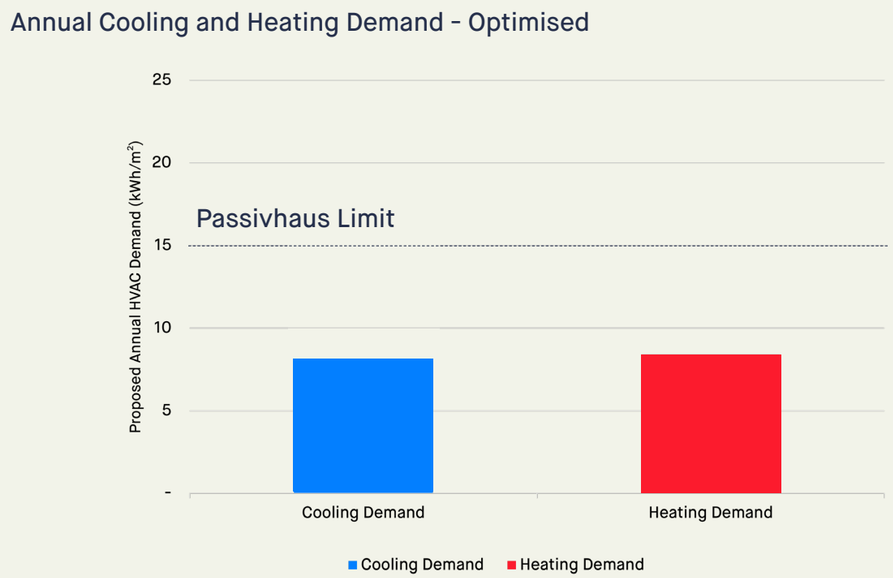
// Cooling Load: <10 W/m²

// Freq. of excessively high humidity: <10%

// Pressurisation Test Results (airtightness) n50 1/h = 0.6(0.6 ACH 50)penetrations and air leakage points

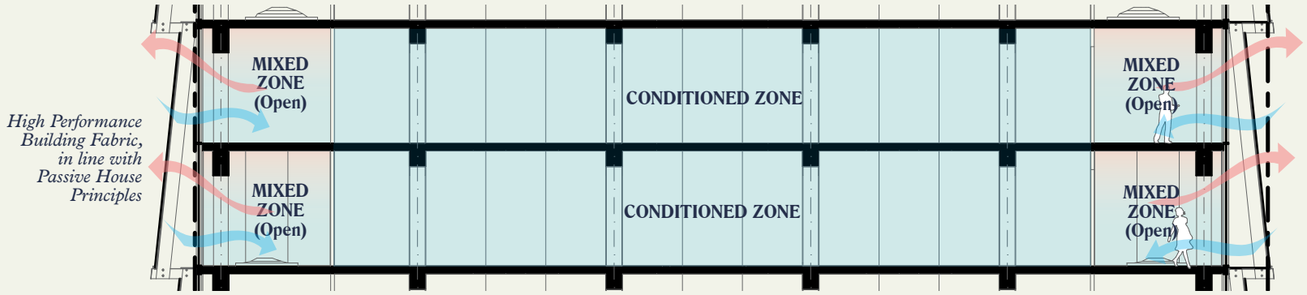
// Primary Energy Renewable: <60 kWh/(m2a)and gasket)

// Keep sufficient clearance between walls & corners, and service penetrations, HRV units etc to allow space to install appropriate seals

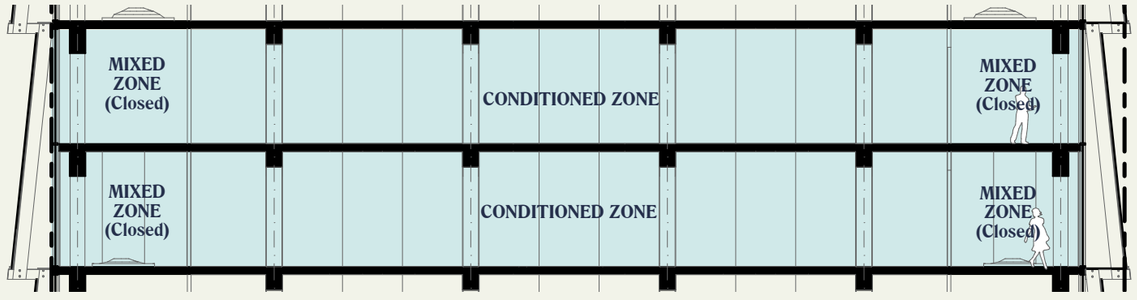


Mixed Mode Ventilation & Shading

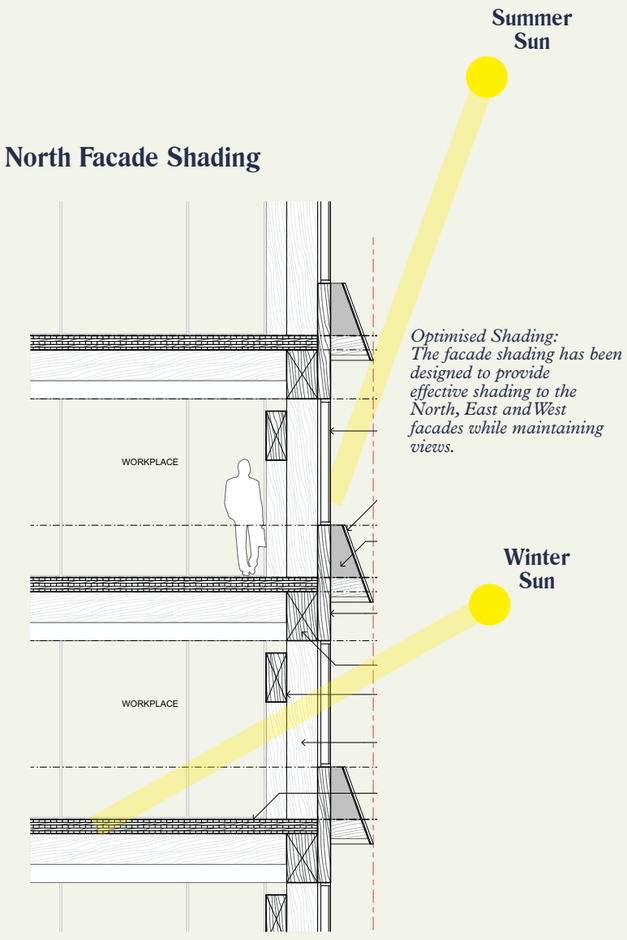
Naturally Ventilated



Conditioned Mode

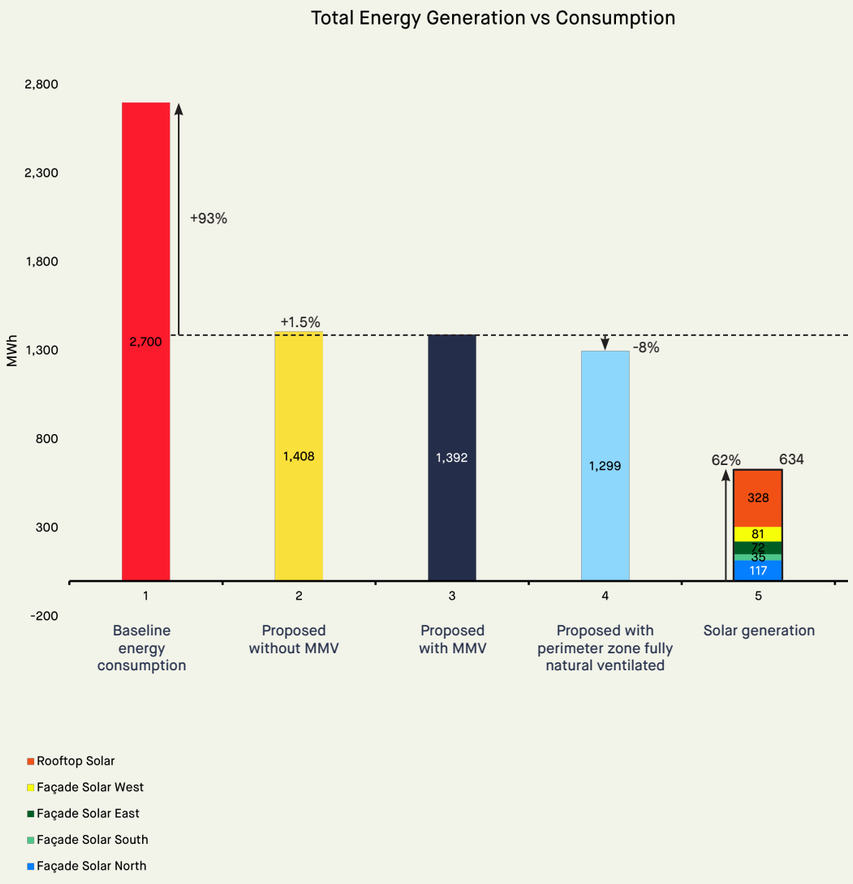


North Facade Shading

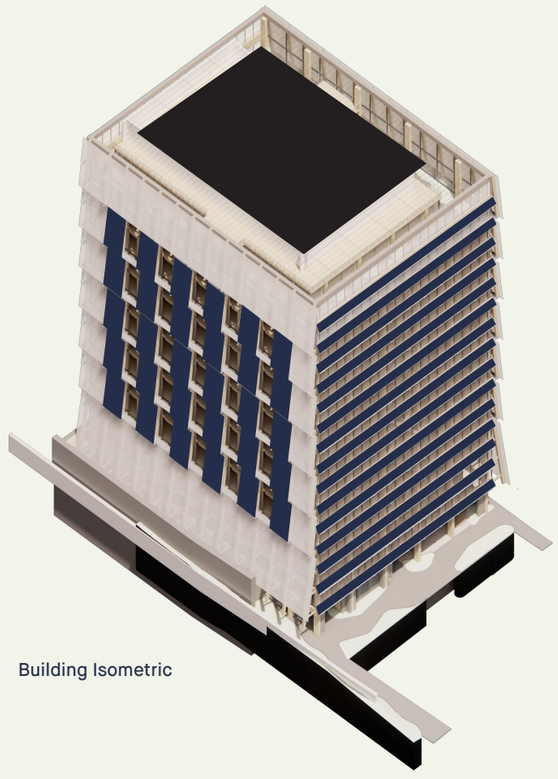


Whole building solar generation

Estimated Solar Generation



Proposed Solar Extent

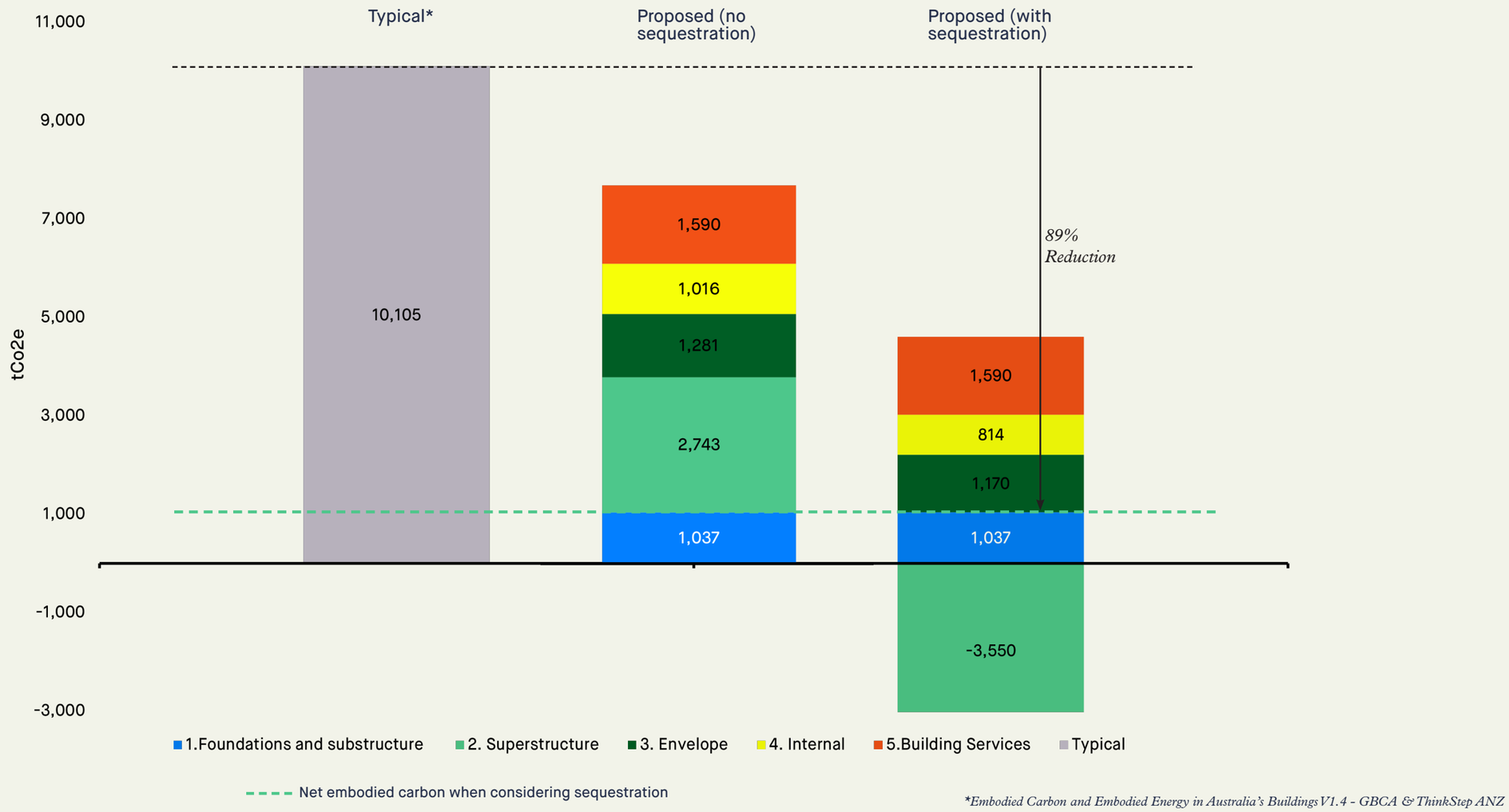


Opaque PV panel

Roof solar (80% of total roof area) (location indicative)

Preliminary Embodied Carbon Estimate

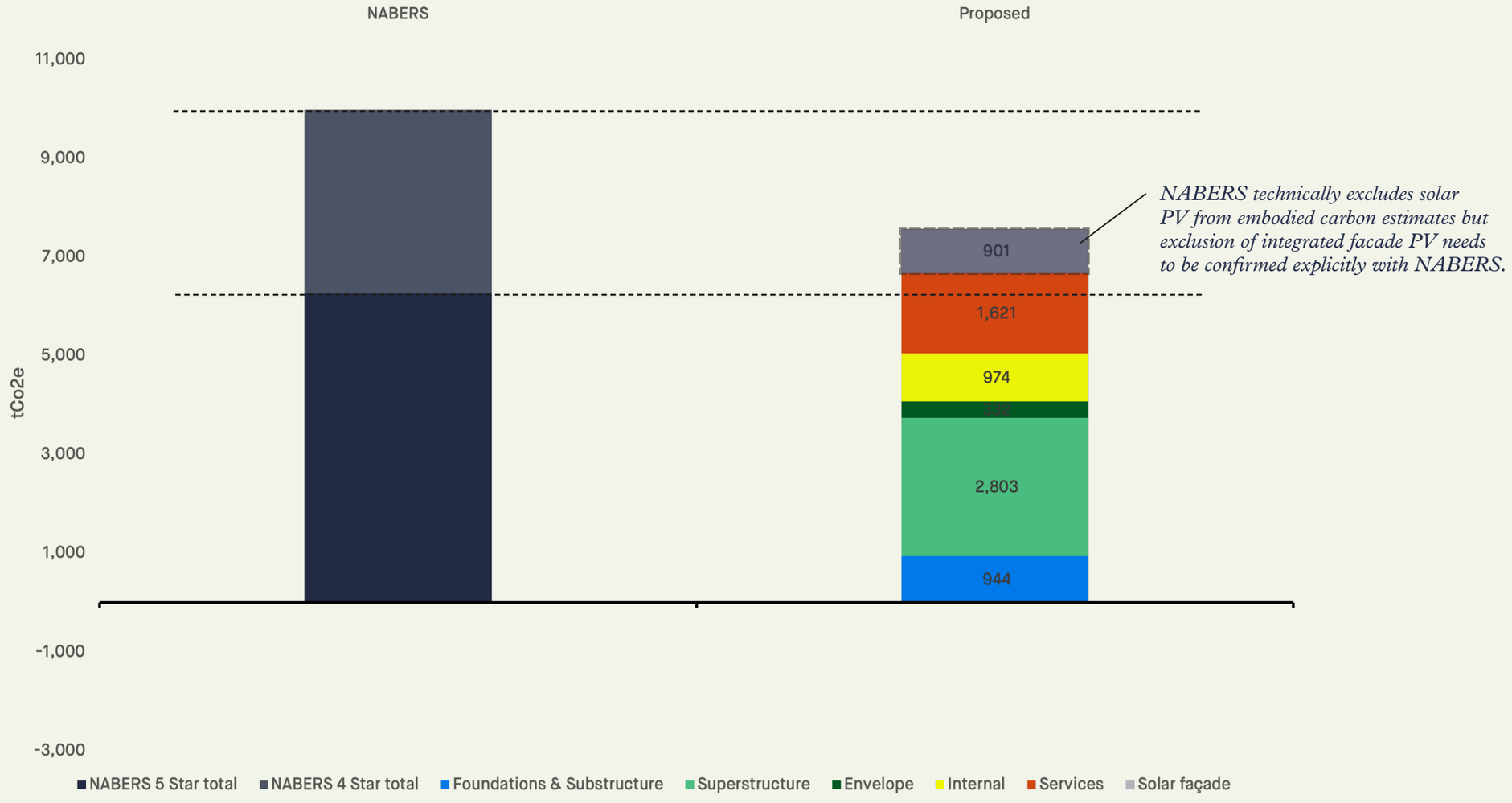
Embodied carbon has been estimated at this stage based on scaling data for a similarly constructed building. This analysis was performed prior to the NABERS embodied carbon tool's release, and includes A1-A4 and C2-C3 emissions, as well as certain elements NABERS excludes such as insulation and solar PV. The following page demonstrates a scenario aligned with the NABERS tool.



Embodied Carbon and Embodied Energy in Australia's Buildings V1.4 - GBCA & ThinkStep ANZ

Preliminary NABERS Embodied Carbon

The below graph demonstrates a modelling scenario aligned with NABERS. A1-A5 emissions are considered, no sequestration is considered, and relevant items are exluded per NABERS methodology (insulation, rooftop solar). Facade solar is shown but there is potential this will be excluded pending the outcome of a ruling from NABERS.



Preliminary Daylight Modelling - Levels 4,6,8 & 10

Daylight factor refers to the amount of daylight available inside a room compared to the amount of unobstructed daylight available outside. To achieve points for daylight in BESS, the target is 33% of the floor area must have a daylight factor of greater than 2%.

Results demonstrate that 35% of the area achieves a daylight factor of greater than 2%, on track with aimed target. Modelling was done based on preliminary drawings issued by Edition Office on 11/09/2025.

In accordance with the Green Star pathway, the project is targeting Green Star Credit 12 and hence modelling will be updated in line with Green Star daylight autonomy method in detailed design.

Key
DF = Daylight Factor
VLT - Visible Light Transmission
LRV = Light Reflectance Value

Modelling Parameters
Uniform Sky of 10,000 Lux
Working plane height: 0.1m

Glazing
VLT - 0.7 for all windows except where the glazing is behing perforated metal screen, with 50% light permeability (VLT 0.35)

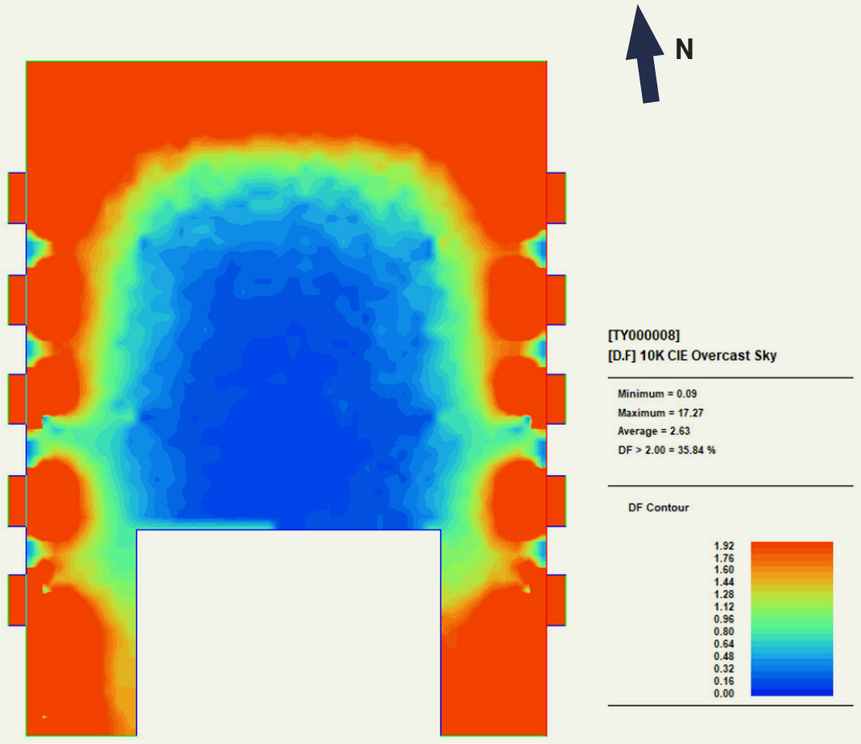
Ceiling
LRV - Timber finishes (R0.65 G0.37 B0.18)

Internal Wall
LRV - Timber finishes (R0.65 G0.37 B0.18)

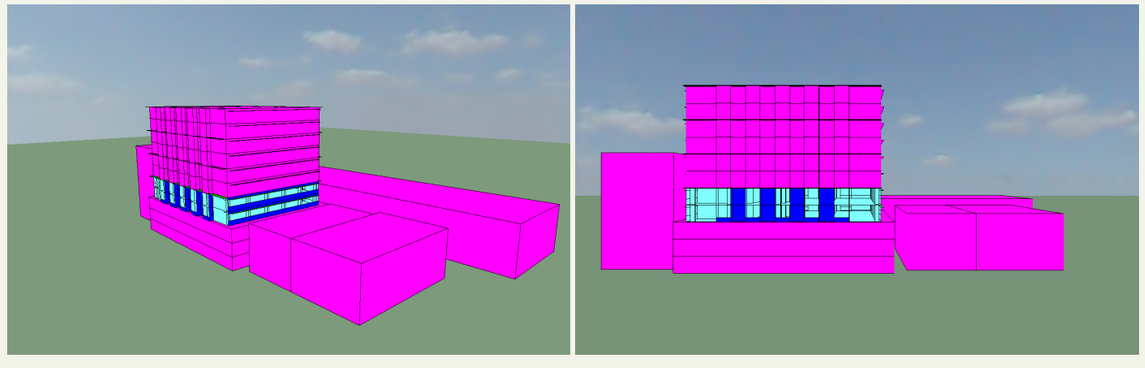
Floor
LRV - Timber finishes (R0.65 G0.37 B0.18)

Roof
LRV - 0.05

Ground
LRV - 0.3



Daylight Factor Gradient Graph



Typical Office Floor Plate
Note: Facade shading screen captured via reduced VLT

Preliminary Daylight Modeling - Levels 5,7,9 &11

Daylight factor refers to the amount of daylight available inside a room compared to the amount of unobstructed daylight available outside. To achieve points for daylight in BESS, the target is 33% of the floor area must have a daylight factor of greater than 2%.

Results demonstrate that 35% of the area achieves a daylight factor of greater than 2%, on track with aimed target. Modelling was done based on preliminary drawings issued by Edition Office on 11/09/2025.

In accordance with the Green Star pathway, the project is targeting Green Star Credit 12 and hence modelling will be updated in line with Green Star daylight autonomy method in detailed design.

Key
DF = Daylight Factor
VLT - Visible Light Transmission
LRV = Light Reflectance Value

Modelling Parameters
Uniform Sky of 10,000 Lux
Working plane height: 0.1m

Glazing
VLT - 0.7 for all windows except where the glazing is behing perforated metal screen, with 50% light permeability (VLT 0.35)

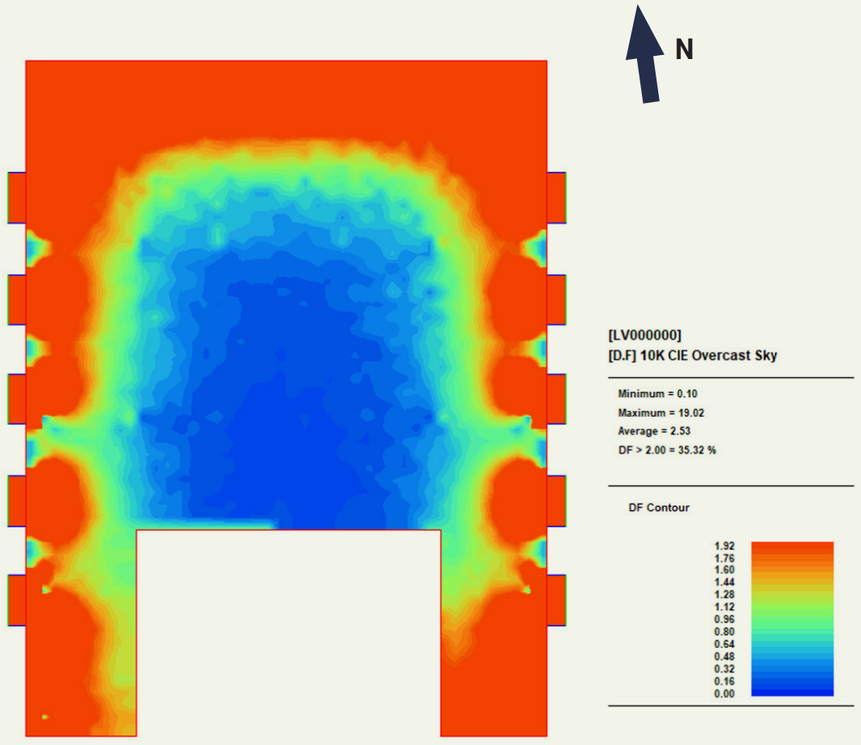
Ceiling
LRV - Timber finishes (R0.65 G0.37 B0.18)

Internal Wall
LRV - Timber finishes (R0.65 G0.37 B0.18)

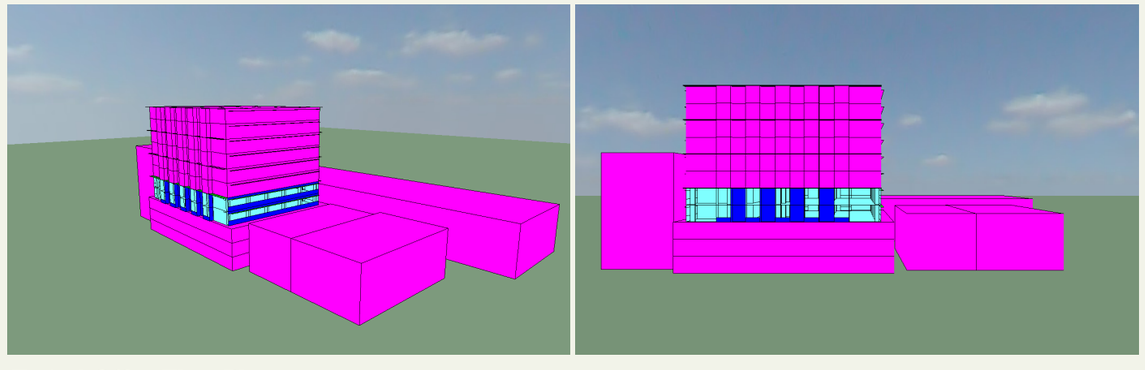
Floor
LRV - Timber finishes (R0.65 G0.37 B0.18)

Roof
LRV - 0.05

Ground
LRV - 0.3



Daylight Factor Gradient Graph



Typical Office Floor Plate
Note: Facade shading screen captured via reduced VLT

Report Summary

// Finding Infinity has been engaged to develop and document the environmentally sustainable design (ESD) strategies for the proposed development at 57-71 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 to 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 developments in Melbourne and Australia. This project is aspiring towards high energy efficienc, water resilience, utrla-low waste, and carbon neutral construction.

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 72% was achieved, significantly improving on the recommended minimum score of 50%.

// Green Star Buildings V1.1: The project will achieve 6 Star Green Star certification under Green Star Buildings V1.1. A preliminary 6 Star Green Star pathway has been developed, including 10% buffer points (77 points total), see Appendix . An additional 20 points have been identified for potential inclusion subject to further investigation during Design Development. Following planning approval, the project will be registered for certification with the GBCA and the project team will review the pathway and all credits in detail to determine the final targeted pathway which will then be documented for construction.

// NABERS Energy: The project will achieve 6 Star NABERS energy, and will pursue a commitment agreement prior to building permit approval.

// NABERS Embodied Carbon: The project will achieve minimum 4 star NABERS embodied carbon rating.

// Passive House certification: The project is designed to achieve Passive House certification requirements, and will achieve Passive House certification.

// Stormwater Treatment Objective-Relative Measure (STORM): Melbourne Water stormwater calculation tool STORM was used to benchmark the project's proposed stormwater treatment, which scored 164%.

SDAPP Compliance

Introduction

Finding Infinity has been engaged to develop and document the environmentally sustainable design (ESD) strategies for the proposed development at 57-71 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: • 2-9 new residential dwellings, or • 100m2 to 1000m2 of non-residential, or • 100m2 to 1000m2 of alterations and additions	A Sustainable Design Assessment (SDA) that shows best practice in ESD	Yourself
Large developments: • 10 or more residential dwellings, or • 1000m2 or greater of non-residential, or • 1000m2 or greater of alterations and additions	Sustainable Management Plan (SMP) that shows best practice in ESD	A ESD consultant or sustainability professional

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:

// *Indoor Environment Quality*

// *Construction and Building Management*

// *Energy Efficiency*

// *Water Efficiency*

// *Stormwater Management*

// *Transport*

// *Waste Management*

// *Urban Ecology*

// *Building Materials*

// *Innovation*

Sources of Information

Performance outcomes in the report are based on:

// Discussions and correspondence with the Design Team

// Architectural drawings issued by Edition Office, as set out below:

Stage	Description	Drawing No.	Architect	Issue Date
Schematic Design	Location Plan	DA0.101	Edition Office	01/06/2026
Schematic Design	B1- Roof Plan	DA1.100 - DA1.117	Edition Office	01/06/2026
Schematic Design	North, East, South & West Elevations	DA2.100 - DA2.103	Edition Office	01/06/2026
Schematic Design	Sections	DA3.100 - DA3.104	Edition Office	01/06/2026
Schematic Design	Facade Type Section	DA5.100 - DA5.111	Edition Office	01/06/2026

Project Description

The proposed office development at Stephenson Street, Cremorne, presents a bold, future-focused response to the climate and ecological challenges facing our built environment. Situated alongside the VicTrack railway corridor, the 15-storeys plus mezzanine building (GFA is 21,608m2) comprises of mostly office space with retail zones on the ground floor. The building is envisioned not as a consumer but as a producer — a new model for commercially viable, net positive development.

At its core, the project is a sum total of cost-effective, pragmatic initiatives each individually practical and proven, but when combined, create something that has never been done before.

This is not just a building. It is a scalable and replicable tool for industry transformation. The project is designed to engage closely with developers, builders, and researchers to leverage collective knowledge, helping to drive Melbourne toward a genuine net-zero building code zero emissions in construction and operations. Overall the project achieves a score of 73% which is considered "excellence", when benchmarked using the Built Environment Sustainability Scorecard (BESS).

Three world leading examples that we are setting on this project are

1. *Australia's lowest embodied carbon new office building - through pure timber construction, and circular and carbon sequestering materials*
2. *Design to achieve Passivhaus Certification*
3. *Generating more solar energy than any other comparable office building in Australia (at the time of submission)*



Project Innovation

The report details aspects of the design which satisfy the requirements for BESS and STORM. However, this project goes beyond the minimum requirements and proposes innovation in three key areas that are not included in typical rating tools:

// Australia's Lowest Embodied Carbon New Office Building: a pure timber structure and facade represent an innovative approach that significantly reduces embodied carbon by storing CO_2 rather then emitting it. As a renewable material, timber supports low-carbon construction while improving overall building energy performance.

// Designed to target Passivhaus Certification: The facade design has been optimised to achieve a Passivhaus standard for heating and cooling. This is implemented through a high-performance facade and high performance glazing. The insulation goes well beyond minimum compliance to reduce the heating and cooling demands. In conjunction with the facade design, a highly energy efficient HVAC system is proposed with heat recovery ventilation and airtightness. The project will pursue Passive House certification.

// Rooftop Solar PV: The rooftop space provided to the development is multi-faceted, providing a space for landscaping and energy generation. The solar is optimised to let through light, creating an environment for plants to grow while also generating energy for the building.

// Solar Facade: Maximised solar PV uptake on the North, East and West facades has maximised the amount of energy created by renewable sources. Through detailed solar insolation studies, solar PV panels have been strategically placed so as not to be affected by local shading. Additionally, facade solar PV panels act as shading devices, to increase comfort amongst occupants.

Sustainable Design Principles and Benchmarking

BESS

BESS is a comprehensive assessment tool that measures sustainability performance across multiple categories, including Energy,Water, Indoor Environment Quality, and Innovation. Each category consists of individual credits, which contribute to an overall score that reflects how well the project improves on a standard benchmark building.

A score of 50% or higher demonstrates that the development meets best practice requirements, while a score of 70% or higher is considered excellent performance. This assessment process helps identify strengths and opportunities to further enhance environmental outcomes early in design, ensuring compliance with council policies and supporting long-term operational efficiency.

The proposed development has been carefully designed to meet these benchmarks. A preliminary BESS assessment confirms the project exceeds the minimum 50% threshold, demonstrating a strong commitment to sustainable design, reduced environmental impact, and enhanced occupant wellbeing.

Area	Score
Management	100%
Integrated Water Management	79%
Operational Energy	76%
Indoor Environment Quality	59%
Transport	100%
Waste & Resource Recovery	100%
Urban Ecology	60%
Innovation	30%
Project BESS Score	**73%**

Sustainable Design Principles and Benchmarking

STORM

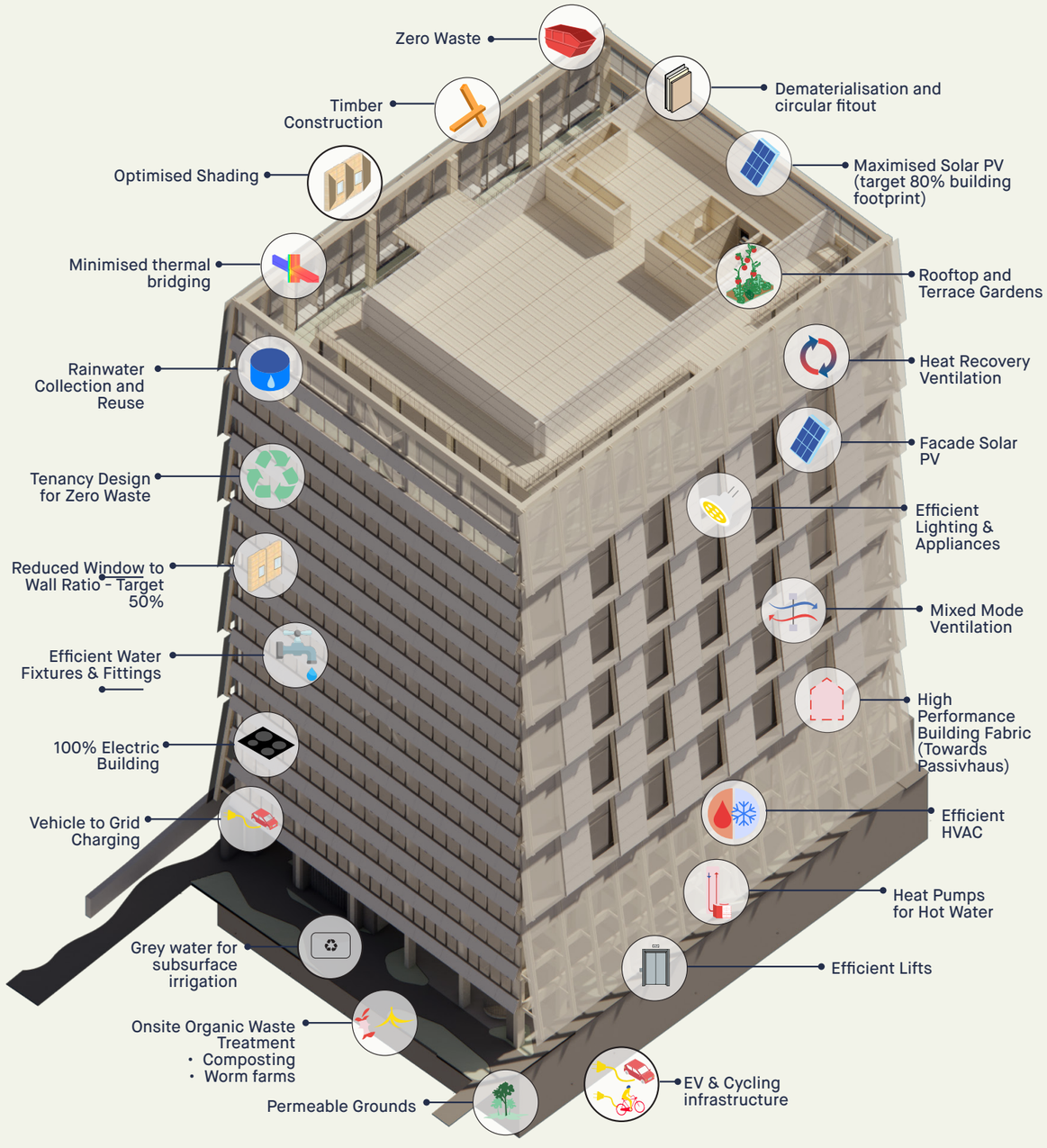
A preliminary STORM assessment has been completed for the proposed development. The STORM calculator evaluates the effectiveness of stormwater treatment measures as a percentage of best practice targets. A score of 100% indicates full compliance with Council's best practice requirements.

The project has achieved a STORM rating of 164%, significantly exceeding the minimum benchmark.

For a detailed summary of the assessment, please refer to Appendix 2: STORM Results.

The project will also perform MUSIC modelling in line with Green Star requirements.

Sustainability Strategy



Built Environment Sustainability Scorecard

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

Issue	Design Response
Natural Ventilation	There are good opportunities for natural single sided and crossflow ventilation through the use of operable glazing 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%. CO2 monitoring will also be used to ensure a maximum CO2 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: - Automated louvres to all office levels - High performance glazing - High performance insulation
Internal Noise Levels	Excessive noise generated by neighbors, traffic and hard surfaces have been reduced by the inclusion of: - Acoustic insulation to external walls - 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

Issue	Design Response
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: - Practical recommendations for reducing energy usage and improving thermal comfort of the tenancies - Description of the rainwater systems - Description of the waste system, with particular focus on organic waste, and practical recommendations for minimising waste to landfill - Description of the solar PV system
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.

3. Energy Efficiency

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

Issue	Design Response
Rooftop Solar PV	A target of 80% of roof space has been targeted for this project. This involves raising the roof structure to allow dual use of the roof space, whilst also enabling 80% of roof space as rainwater collection as well.
Facade Solar PV	Solar PV panels are used at both 70 degrees and 85 degrees to create shading elements, and generate energy for the site. Solar insolation studies have been undertaken to ensure the placement of the panels are not affected by overshadowing from local buildings.
Thermal Performance	A high performing facade far exceeding NCC Section J requirements. Based on preliminary energy modeling, an estimated 33% reduction in annual heating and cooling energy is achieved compared to an NCC Section J Deemed to Satisfy compliant reference building. Preliminary modeling of energy consumption can be seen in Appendix 4.
Effective Shading	The facade shading has been designed to provide effective shading to the North, East and West facades while maintaining views.
Efficient Lighting	LED lighting will be specified throughout the building. Daylight and occupancy sensors will be specified in common areas. 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.

4. Water Efficiency

The objective is to reduce potable water demand and maximise the building's independence from the water network. Key areas of water efficiency to consider include;

// Water efficient fixtures and appliances

// Rainwater harvesting and use

// Landscape design

Issue	Design Response

Water Efficient Fixtures	Water Efficient fittings and fixtures will be specified throughout the development, with WELS ratings as follows:
	// Kitchen taps: 5 star
	// Bathroom taps: 5 star
	// Shower heads: 4 star (>=6.0 but <=7.5 L/min)
	// WC: 4 star
	// Urinal: 5 star

Rainwater Use	Rainwater will be harvested from all roof areas to a rainwater tank, 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.
Water Efficient Landscaping	Native and drought tolerant plant species will be favored 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:
	// Dishwashers: 5 star
	// 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.

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 164% with the following strategy:
	// Rainwater will be harvested from at least 1020m² of non trafficable roof area
	// The rainwater tank storage volume will be at least 25kL
	// 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
	// All collected rainwater will be used to service toilets and irrigation
	// All rainwater falling on to the roof area will be directed to rainwater tanks

6. Transport

Many transport impacts are inherent to a building's location, such as 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

Issue	Design Response
Walkability & Public Transport Access	The development achieves a Walk Score of 93 out of a possible 100 points, defining it as a 'Walker's Paradise'. The site is located less than 500m away from the nearest trains, trams and buses.
Bicycle Parking	A minimum of 98 occupant bicycle parking spaces will be provided and 4 visitor bicycle parking spaces.
Minimising Cars	The development proposes to reduce the number of carparks provided
End of Trip Facilities	Showers with adjacent changing facilites are provided at the minimum rate of 1 for the first 5 employee bicycle parks, and 1 per 10 thereafter. A minimum of 1 locker per employee bicycle park is to be provided.
Electric Vehicle Charging	A minimum of three vehicle to grid electric vehicle charging points will be provided at grade in the basement to encourage low emissions transport options. Car stackers will have standard EV chargers at a minimum.
Alternative 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 provided on staff portals.

7. Waste Management

The objective is to minimise waste from demolition, construction, operation and end of life. Key considerations that minimise 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 through composting and/or worm farms on site or through an anaerobic digester.
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.

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 wellbeing

// Economic benefits

// Communal spaces

// Landscaping for seasonal heat control

// Landscaping to reduce glare and ground temperature

// Landscaping to reduce wind penetration and capture summer breeze

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 BESS 20% of area to attain green landscaping credit. See landscape drawings for reference.
Communal Spaces	The building's rooftop, ground and first floors all act as communal space – with the ground and first floors providing opportunities for public engagement and community activation. This provides a minimum of 529m² of communal space.
Urban Heat Island	The roof shape is designed to provide north oriented solar panels along with a 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. 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. Source: https://www.frontiersin.org/articles/10.3389/ fenvs.2014.00014/full

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

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
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.
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). Will also be minimised due to embodied carbon impacts.
Concrete	Concrete to contain locally sourced recycled aggregates. Concrete to contain minimum 30% fly ash or slag mix cement substitute where structurally viable. Will also be minimised due to embodied carbon impacts.
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.

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
High Performance Building Fabric and HVAC Targeting Passivehaus Certification	High-performance double glazing, shading, airtightness and 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.
Raised Solar	The rooftop space provided to the development is multi-faceted, providing a space for gardening and energy generation. The solar is optimised to let through light, creating an environment for plants to grow while also generating energy for the building.
Timber Structure	A timber structure is an innovative approach that significantly reduces embodied carbon by storing CO_2 rather then emitting it. As a renewable material, timber supports low-carbon construction while improving overall building energy performance.
Solar Facade	Maximised solar PV uptake on the North, East and West facades has maximised the amount of energy created by renewable sources. Through detailed solar insolation studies, solar PV panels have been strategically placed so as not to be affected by local shading. Additionally, facade solar PV panels act as shading devices, to increase comfort amongst occupants.

Appendices

Appendix 1: BESS Report

BESS Buildings Report

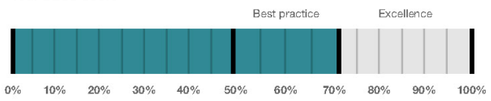
Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 57-71 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.

Note: This is a DRAFT and not suitable for submission to council

Your BESS Score



73%

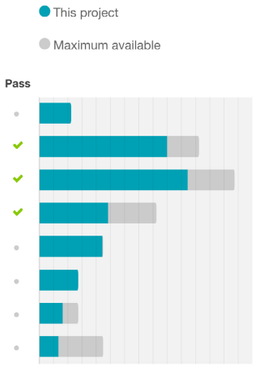
Project details

Name	Stephenson Street
Address	57-71 Stephenson St Cremorne Victoria 3121
Project ID	A52BC008
BESS Version	BESS-9
Date	10 June 2026
Software version	2.3.0-B.654
Site type	Non-residential development
Account	will@findinginfinity.com
Application no.	
Site area	1,616 m²
Building floor area	19,151 m²

DRAFT

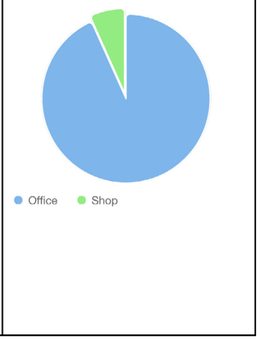
BESS, Stephenson Street 57-71 Stephenson St, Cremorne 3121 **Note:** This is a DRAFT and not suitable for submission to Council

Performance by category



Category	Weight	Score	Pass
Management	5%	100%	
Integrated Water Management	23%	80%	✓
Operational Energy	28%	76%	✓
Indoor Environment Quality	17%	59%	✓
Transport	9%	99%	
Waste & Resource Recovery	6%	100%	
Urban Ecology	6%	60%	
Innovation	9%	30%	

Project composition



Buildings

Name	Height	Footprint	% of total footprint
Stephenson	15	1,291 m²	100%

Dwellings & Non Res Spaces

Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Office				
Office	14	1,276 m²	Stephenson	93%
Total	**14**	**17,860 m²**	**93%**	
Shop				
Retail	1	1,291 m²	Stephenson	6%
Total	**1**	**1,291 m²**	**6%**	

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		-

DRAFT

Appendix 1: BESS Report

Credit	Requirement	Response	Status
Management 3.3	Annotation: Sub-meters to be provided to all major common area services (list each)		-
Integrated Water Management 2.1	Location of any stormwater management systems (rainwater tanks, raingardens, buffer strips)	To be printed	✔
Integrated Water Management 3.1	Annotation: Water efficient garden details		-
Operational Energy 3.1	Carpark with natural ventilation or CO monitoring system	To be printed	✔
Operational Energy 4.2	Location and size of solar photovoltaic system	To be printed	✔
Transport 1.4	Location of non-residential bicycle parking spaces	To be printed	✔
Transport 1.5	Location of non-residential visitor bicycle parking spaces	To be printed	✔
Transport 1.6	Location of showers, change rooms and lockers as nominated	To be printed	✔
Transport 2.1	Location of electric vehicle charging infrastructure	To be printed	✔
Transport 2.2	Location of car share parking space(s)		-
Transport 2.3	Location of nominated motorbicycle parking spaces		-
Waste & Resource Recovery 2.1	Location of food and garden waste facilities	To be printed	✔
Waste & Resource Recovery 2.2	Location of recycling facilities	To be printed	✔
Urban Ecology 1.1	Location and size of communal spaces	To be printed	✔
Urban Ecology 2.1	Location and size of vegetated areas	To be printed	✔
Urban Ecology 3.2	Location of food production areas	To be printed	✔

Supporting Documentation

Credit	Requirement	Response	Status
Management 2.3a	Section J glazing assessment		-
Management 2.3b	Preliminary modelling report		-
Integrated Water Management 2.1	STORM report or MUSIC model		-
Operational Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-
Operational Energy 3.1	Details of either the fully natural carpark ventilation or CO monitoring system proposed		-
Operational Energy 3.7	Average lighting power density and lighting type(s) to be used		-
Operational Energy 4.2	Specifications of the solar photovoltaic system(s)		-
Indoor Environment Quality 1.4	A short report detailing assumptions used and results achieved.		-
Waste & Resource Recovery 1.1	Details regarding how the existing building is being reused on-site		-

BESS, Stephenson Street 57-71 Stephenson St, Cremorne 3121 **Note:** This is a DRAFT and not suitable for submission to Council

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%	

IWM Overall contribution 22.5%

	80%	✔ Pass
1.1 Potable Water Use	57%	✔ Achieved
2.1 Stormwater Treatment	100%	✔ Achieved
3.1 Water Efficient Landscaping	100%	
4.1 Building Systems Water Use	0%	

Operational Energy Overall contribution 27.5%

	Minimum required 50% 76%	✔ Pass
1.1 Thermal Performance Rating - Non-Residential	44%	
2.1 Greenhouse Gas Emissions	100%	
2.2 Peak Demand	0%	
2.6 Electrification	100%	
2.7 Energy consumption	100%	
3.1 Carpark Ventilation	100%	
3.2 Hot Water - Non-Residential	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	93%	
4.4 Renewable Energy Systems - Other	N/A	◆ Scoped Out
	No other (non-solar PV) renewable energy is in use.	

Appendix 1: BESS Report

IEQ Overall contribution 16.5%

Minimum required 50%	59%	✔ Pass
1.4 Daylight Access - Non-Residential	35%	✔ Achieved
2.3 Ventilation - Non-Residential	50%	✔ Achieved
3.4 Thermal comfort - Shading - Non-Residential	100%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential	93%	
4.1 Air Quality - Non-Residential	100%	

Transport Overall contribution 9.0%

	99%
1.4 Bicycle Parking - Non-Residential	100%
1.5 Bicycle Parking - Non-Residential Visitor	100%
1.6 End of Trip Facilities - Non-Residential	93%
2.1 Electric Vehicle Infrastructure	100%
2.2 Car Share Scheme	100%
2.3 Motorbikes / Mopeds	100%

Waste & Resource Recovery Overall contribution 5.5%

	100%
1.1 Construction Waste - Building Re-Use	100%
2.1 Operational Waste - Food & Garden Waste	100%
2.2 Operational Waste - Convenience of Recycling	100%

Urban Ecology Overall contribution 5.5%

	60%
1.1 Communal Spaces	93%
2.1 Vegetation	75%
2.2 Green Roofs	0%
2.3 Green Walls and Facades	0%
3.2 Food Production - Non-Residential	93%

Innovation Overall contribution 9.0%

	30%
1.1 Innovation	30%

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 NCC2022 Section J4D6?	
Question	Criteria Achieved ?	
Office	Yes	
Shop	Yes	
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2022 Section J (Energy Efficiency), NABERS or Green Star?	
Question	Criteria Achieved ?	
Office	Yes	
Shop	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	
Shop	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	
Shop	Yes	
4.1 Building Users Guide		100%

Appendix 1: BESS Report

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

DRAFT

IWM Overall contribution 22.5%

80% ✔ Pass

Do you have a reticulated third pipe or an on-site water recycling system?:	No
Are you installing a swimming pool?:	No
Stormwater profile	
Which stormwater modelling software are you using?:	Melbourne Water STORM tool
STORM score achieved:	164
Flow:	-
Total Suspended Solids:	-
Total Phosphorus:	-
Total Nitrogen:	-
Rainwater tank profile	
What is the total roof area connected to the rainwater tank?:	
Rainwater Tank 1	1,029 m²
	-
Tank Size:	
Rainwater Tank 1	25,000 Litres
	-
Irrigation area connected to tank:	
Rainwater Tank 1	0.0 m²
	-
Is connected irrigation area a water efficient garden?:	
Rainwater Tank 1	No
	-
Other external water demand connected to tank?:	
Rainwater Tank 1	0.0 Litres/Day
	-
Fixtures, fittings & connections profile	
Building: All	Stephenson
Showerhead: All	5 Star WELS (>= 4.5 but <= 6.0)
Bath: All	Scope out
Kitchen Taps: All	>= 6 Star WELS rating
Bathroom Taps: All	>= 6 Star WELS rating
Dishwashers:	
Office	>= 4 Star WELS rating
Retail	Default or unrated
WC: All	>= 4 Star WELS rating
Urinals: All	>= 6 Star WELS rating
Washing Machine Water Efficiency:	
Office	Scope out
Retail	Default or unrated

DRAFT

Appendix 1: BESS Report

Which non-potable water source is the dwelling/space connected to?: All	Rainwater Tank 1	
Non-potable water source connected to Toilets: All	No	
Non-potable water source connected to Laundry (washing machine): All	No	
Non-potable water source connected to Hot Water System: All	No	
1.1 Potable Water Use	57%	✔ Achieved
Score Contribution	This credit contributes 31.2% 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	33636 kL	
Output	Proposed (excluding rainwater and recycled water use)	
Project	20858 kL	
Output	Proposed (including rainwater and recycled water use)	
Project	20858 kL	
Output	% Reduction in Potable Water Consumption	
Project	37 %	
Output	% of connected demand met by rainwater	
Project	0 %	
Output	How often does the tank overflow?	
Project	Very Often	
Output	Opportunity for additional rainwater connection	
Project	11624 kL	
2.1 Stormwater Treatment	100%	✔ Achieved
Score Contribution	This credit contributes 56.2% towards the category score.	
Criteria	Has best practice stormwater management been demonstrated?	
Output	Min STORM Score	
Project	100	
Output	STORM Score	
Project	164	
3.1 Water Efficient Landscaping	100%	
Score Contribution	This credit contributes 6.2% towards the category score.	
Criteria	Will water efficient landscaping be installed?	
Question	Criteria Achieved ?	
Project	Yes	
4.1 Building Systems Water Use	0%	

DRAFT

Score Contribution	This credit contributes 6.2% 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	No

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Appendix 1: BESS Report

Operational Energy Overall contribution 27.5%

	Minimum required 50%	76%	✔ Pass

Project profile	
Use the BESS Deem to Satisfy (DtS) method for Non-residential spaces?:	No
Are you installing any renewable energy system(s) (other than solar photovoltaic)?:	No
Energy Supply:	All-electric
Solar Photovoltaic system profile	
System Size (lesser of inverter and panel capacity):	
South Facade	58.6 kW peak
Rooftop Solar	204 kW peak
North Facade	88.0 kW peak
East Facade	97.7 kW peak
West Facade	97.7 kW peak
Orientation (which way is the system facing)?:	
South Facade	South
Rooftop Solar	North
North Facade	North
East Facade	East
West Facade	West
Inclination (angle from horizontal):	
South Facade	70.0 Angle (degrees)
Rooftop Solar	1.0 Angle (degrees)
North Facade	70.0 Angle (degrees)
East Facade	85.0 Angle (degrees)
West Facade	85.0 Angle (degrees)
Which Building Class does this apply to?:	
South Facade	Office
Rooftop Solar	Office
North Facade	Office
East Facade	Office
West Facade	Office
Non-residential buildings profile	
Heating, Cooling & Comfort Ventilation Electricity Reference fabric and Reference services:	426,000 kWh
Heating, Cooling & Comfort Ventilation Electricity Proposed fabric and Reference services:	358,000 kWh
Heating, Cooling & Comfort Ventilation Electricity Proposed fabric and Proposed services:	284,000 kWh

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Heating Wood Reference fabric and Reference services:	0.0 MJ
Heating Wood Proposed fabric and Reference services:	0.0 MJ
Heating Wood Proposed fabric and Proposed services:	0.0 MJ
Hot Water Electricity - Reference:	149,473 kWh
Hot Water Electricity - Proposed:	36,301 kWh
Lighting Electricity - Reference:	432,927 kWh
Lighting Electricity - Proposed:	216,463 kWh
Peak Thermal Cooling Load Reference:	0.0 kW
Peak Thermal Cooling Load Proposed:	0.0 kW
1.1 Thermal Performance Rating - Non-Residential	44%
Score Contribution	This credit contributes 34.8% towards the category score.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC2022 Section J)?
Output	Total Improvement
Office	15 %
Shop	15 %
2.1 Greenhouse Gas Emissions	100%
Score Contribution	This credit contributes 8.7% 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	423,978 kg CO2
Shop	30,646 kg CO2
Output	Proposed Building with Proposed Services (Actual Building)
Office	235,981 kg CO2
Shop	17,057 kg CO2
Output	% Reduction in GHG Emissions
Office	44 %
Shop	44 %
2.2 Peak Demand	0%
Score Contribution	This credit contributes 4.3% towards the category score.
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?

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Appendix 1: BESS Report

2.6 Electrification		100%
Score Contribution	This credit contributes 13% towards the category score.	
Criteria	Is the development all-electric?	
Question	Criteria Achieved?	
Project	Yes	
2.7 Energy consumption		100%
Score Contribution	This credit contributes 17.4% towards the category score.	
Criteria	What is the % reduction in annual energy consumption against the benchmark?	
Output	Reference Building with Reference Services (BCA only)	
Office	1,932,050 MJ	
Shop	139,653 MJ	
Output	Proposed Building with Proposed Services (Actual Building)	
Office	1,075,354 MJ	
Shop	77,729 MJ	
Output	% Reduction in total energy	
Office	44 %	
Shop	44 %	
3.1 Carpark Ventilation		100%
Score Contribution	This credit contributes 4.3% 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 - Non-Residential		100%
Score Contribution	This credit contributes 4.3% 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	501,829 MJ	
Shop	36,273 MJ	
Output	Proposed	
Office	121,874 MJ	
Shop	8,809 MJ	
Output	Improvement	
Office	75 %	
Shop	75 %	
3.7 Internal Lighting - Non-Residential		100%

Score Contribution	This credit contributes 8.7% towards the category score.	
Criteria	Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J7D3a of the NCC 2022 Vol 1?	
Question	Criteria Achieved ?	
Office	Yes	
Shop	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		93%
Score Contribution	This credit contributes 4.3% 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	501,240 kWh	
Output	% of Building's Energy	
Office	100 %	
4.4 Renewable Energy Systems - Other		N/A ◆ Scoped Out
		No other (non-solar PV) renewable energy is in use.
This credit was scoped out	No other (non-solar PV) renewable energy is in use.	

Appendix 1: BESS Report

IEQ Overall contribution 16.5%

	Minimum required 50%	59%	✔ Pass

1.4 Daylight Access - Non-Residential		35%	✔ 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?		
Annotation	Shop DL factor is a placeholder as not detailed floor plan layouts available		
Question	Percentage Achieved?		
Office	35 %		
Shop	35 %		
2.3 Ventilation - Non-Residential		50%	✔ 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	33 %		
Shop	0 %		
Criteria	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668.2:2012?		
Question	Percentage Achieved?		
Office	0 %		
Shop	0 %		
Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?		
Question	Value		
Office	500 ppm		
Shop	500 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 %		
Shop	100 %		
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		93%	

Score Contribution	This credit contributes 5.9% towards the category score.		
Criteria	What percentage of regular use areas in tenancies have ceiling fans?		
Question	Percentage Achieved?		
Office	100 %		
Shop	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		
Shop	Yes		
Criteria	Does all carpet meet the maximum total indoor pollutant emission limits?		
Question	Criteria Achieved ?		
Office	Yes		
Shop	No carpet		
Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?		
Question	Criteria Achieved ?		
Office	Yes		
Shop	Yes		

Appendix 1: BESS Report

Transport Overall contribution 9.0%

99%

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	
Shop	Yes	
Question	Bicycle Spaces Provided ?	
Office	68	
Shop	6	
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	
Shop	Yes	
Question	Bicycle Spaces Provided ?	
Office	19	
Shop	11	
1.6 End of Trip Facilities - Non-Residential		93%
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	5	
Shop	3	
Question	Number of lockers provided ?	
Office	72	
Shop	0	
Output	Min Showers Required	
Office	1	
Shop	1	
Output	Min Lockers Required	
Office	68	
Shop	6	

BESS, Stephenson Street 57-71 Stephenson St, Cremorne 3121 **Note:** This is a DRAFT and not suitable for submission to Council

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		100%
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	Yes	
2.3 Motorbikes / Mopeds		100%
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	Yes	

Waste & Resource Recovery Overall contribution 5.5%

100%

1.1 Construction Waste - Building Re-Use		100%
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	Yes	
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	

Appendix 1: BESS Report

Urban Ecology Overall contribution 5.5%

60%

1.1 Communal Spaces		93%
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	494 m²	
Shop	35.0 m²	
Output	Minimum Common Space Required	
Office	494 m²	
Shop	89 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	20 %	
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		93%
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	358 m²	
Shop	9.0 m²	
Output	Min Food Production Area	
Office	358 m²	
Shop	33 m²	

Innovation Overall contribution 9.0%

30%

Project Initiatives		
Initiative:		
Timber Structure	O	
Heat Recovery Ventilation	6	
Solar Facade	O	
Description:		
Timber Structure	Carbon Sequestering lower embodied carbon. Enhances energy efficiency by minimising structural thermal bridging.	
Heat Recovery Ventilation	inclusion of Heat Recovery Ventilation Systems.	
Solar Facade	Renewable energy generation from bulilding facade.	
Points Targeted:		
Timber Structure	1	
Heat Recovery Ventilation	1	
Solar Facade	1	
Points:		
Timber Structure	-	
Heat Recovery Ventilation	1	
Solar Facade	-	
1.1 Innovation		30%
Score Contribution	This credit contributes 100% towards the category score.	
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?	

Note

This is a DRAFT and not suitable for submission to council.

Disclaimer

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Appendix 2: STORM Report

STORM Rating Report

TransactionID:	0
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	57-71 Stephenson St
	Cremorne
	VIC 3121
Assessor:	Finding Infinity
Development Type:	Commercial/Retail
Allotment Site (m2):	1,218.00
STORM Rating %:	164

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Rooftop Half A	510.00	Rainwater Tank	12,500.00	90	163.50	80.00
Rooftop Half B	510.00	Rainwater Tank	12,500.00	90	163.50	80.00

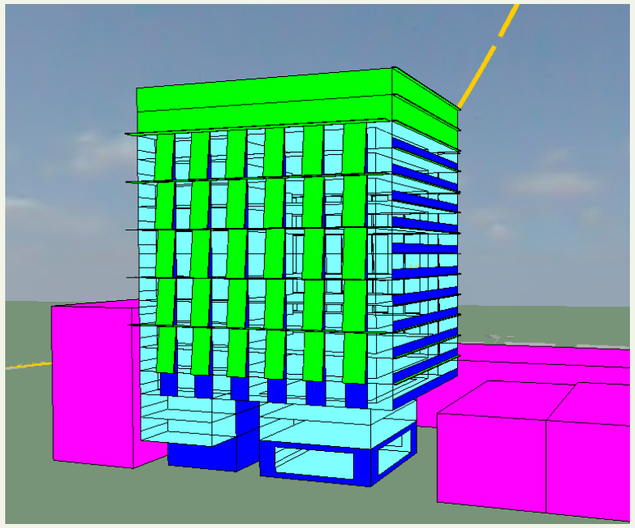
Date Generated: 15-Sep-2025 Program Version: 1.0.0

Appendix 3: Preliminary Energy Modeling

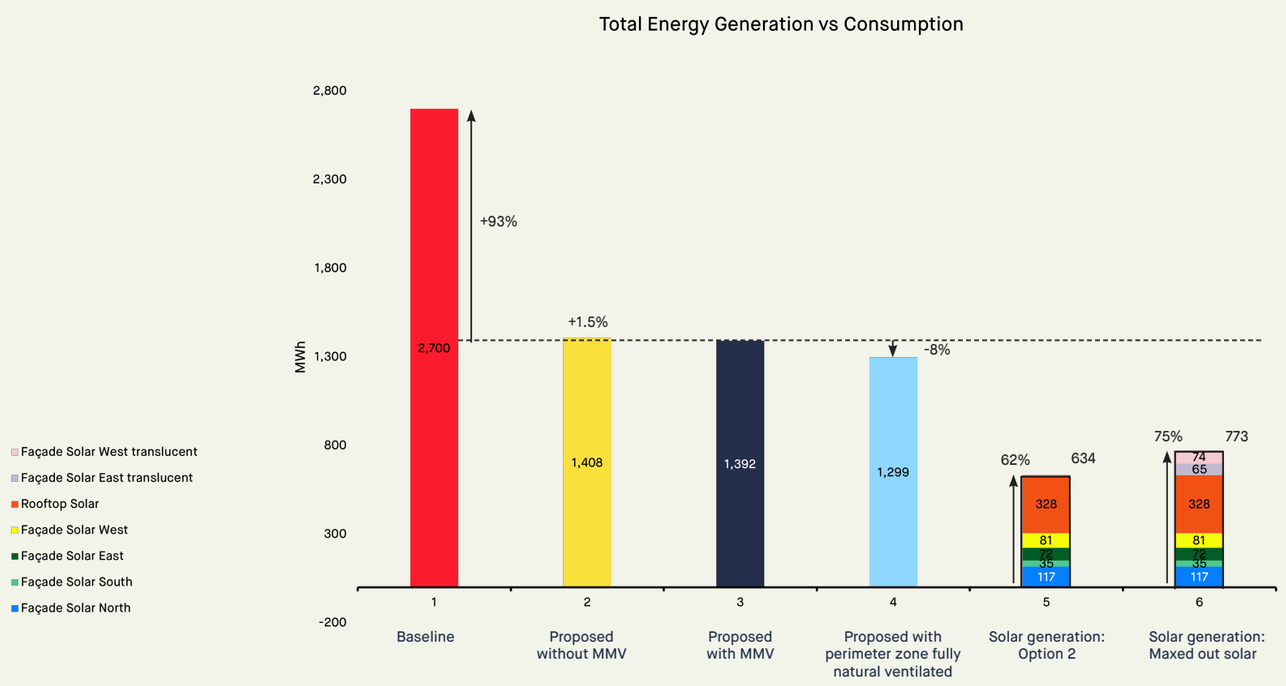
Preliminary energy modeling was performed using thermal simulation software Integrated Environmental Solutions Virtual Environment (IESVE). A reference building based on NCC Section J Deemed to Satisfy (DTS) requirements was compared to the currently proposed design.

The reduction in energy consumption is shown in the graph to the right. The proposed building demonstrates an ~55% reduction in total energy consumption.

Energy modeling parameters can be found on the following pages.



Energy Model View



Appendix 4: Preliminary Daylight Modelling - Levels 4,6,8 & 10

Daylight factor refers to the amount of daylight available inside a room compared to the amount of unobstructed daylight available outside. To achieve points for daylight in BESS, the target is 33% of the floor area must have a daylight factor of greater than 2%.

Results demonstrate that 35% of the area achieves a daylight factor of greater than 2%, on track with aimed target. Modelling was done based on preliminary drawings issued by Edition Office on 11/09/2025.

In accordance with the Green Star pathway, the project is targeting Green Star Credit 12 and hence modelling will be updated in line with Green Star daylight autonomy method in detailed design.

Key
DF = Daylight Factor
VLT - Visible Light Transmission
LRV = Light Reflectance Value

Modelling Parameters
Uniform Sky of 10,000 Lux
Working plane height: 0.1m

Glazing
VLT - 0.7 for all windows except where the glazing is behing perforated metal screen, with 50% light permeability (VLT 0.35)

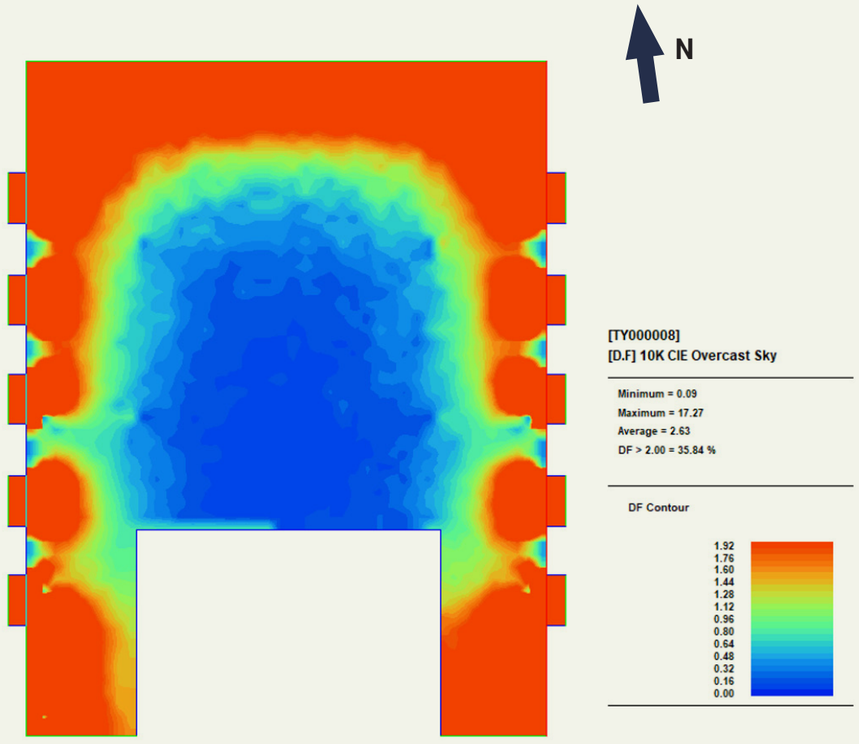
Ceiling
LRV - Timber finishes (R0.65 G0.37 B0.18)

Internal Wall
LRV - Timber finishes (R0.65 G0.37 B0.18)

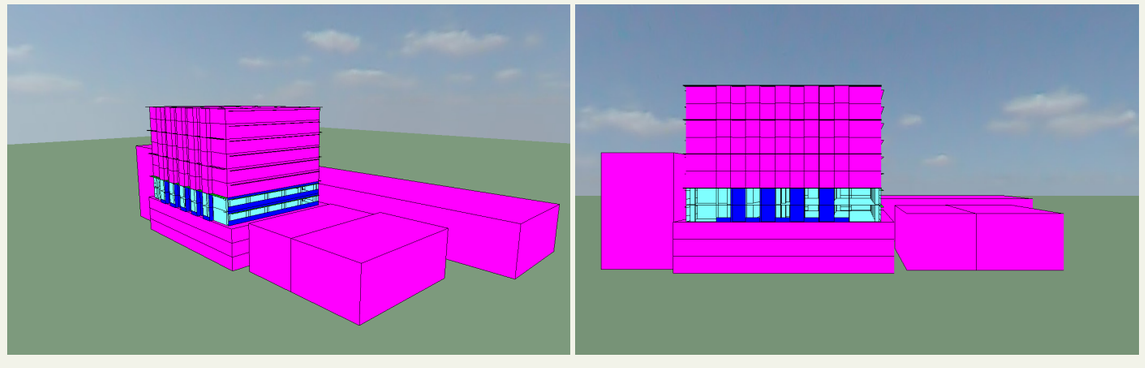
Floor
LRV - Timber finishes (R0.65 G0.37 B0.18)

Roof
LRV - 0.05

Ground
LRV - 0.3



Daylight Factor Gradient Graph



Typical Office Floor Plate
Note: Facade shading screen captured via reduced VLT

Appendix 4: Preliminary Daylight Modeling - Levels 5,7,9 &11

Daylight factor refers to the amount of daylight available inside a room compared to the amount of unobstructed daylight available outside. To achieve points for daylight in BESS, the target is 33% of the floor area must have a daylight factor of greater than 2%.

Results demonstrate that 35% of the area achieves a daylight factor of greater than 2%, on track with aimed target. Modelling was done based on preliminary drawings issued by Edition Office on 11/09/2025.

In accordance with the Green Star pathway, the project is targeting Green Star Credit 12 and hence modelling will be updated in line with Green Star daylight autonomy method in detailed design.

Key
DF = Daylight Factor
VLT - Visible Light Transmission
LRV = Light Reflectance Value

Modelling Parameters
Uniform Sky of 10,000 Lux
Working plane height: 0.1m

Glazing
VLT - 0.7 for all windows except where the glazing is behing perforated metal screen, with 50% light permeability (VLT 0.35)

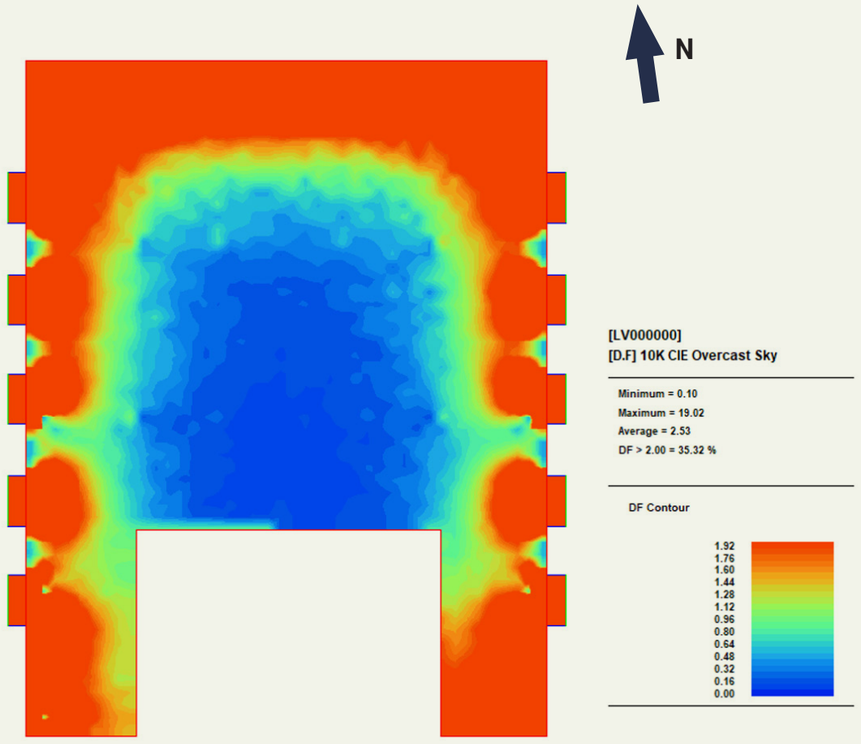
Ceiling
LRV - Timber finishes (R0.65 G0.37 B0.18)

Internal Wall
LRV - Timber finishes (R0.65 G0.37 B0.18)

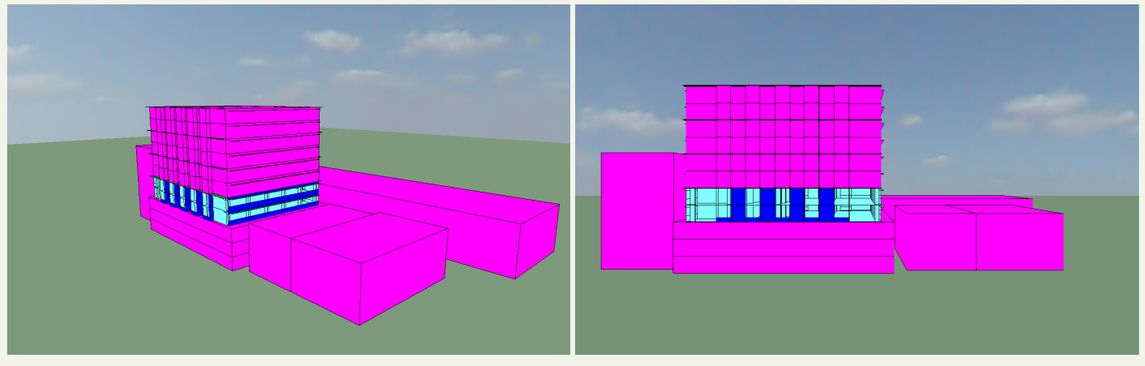
Floor
LRV - Timber finishes (R0.65 G0.37 B0.18)

Roof
LRV - 0.05

Ground
LRV - 0.3



Daylight Factor Gradient Graph



Typical Office Floor Plate
Note: Facade shading screen captured via reduced VLT

Appendix 5: Preliminary Energy Modeling - Parameters

Parameters used in the modeling of energy consumption are shown in the table to the right.

Energy Modelling Parameters Part 1		
Building Fabric	**Reference Building**	**Proposed**
Wall Insulation	R1.4	R4.0
Roof Insulation	R3.2	R6.0
Floor Insulation	R2.0	R2.5
Facade Glazing Performance	U3.7	U2.5
SHGC	0.3	0.3
Airtightness	0.30 ACH (when active ventilation is on) - 0.7ACH (when active ventilation is off)	0.03 ACH *(0.6 ACH 50)*
Window-to-Wall Ratio	As per drawings	As per drawings
Systems	**Reference Building**	**Proposed**
HVAC	COP 3.0	COP 8.0
Natural Ventilation	None	50% operable glazing
Outdoor air rate	10 L/s. person	10 L/s. person
Setpoint Temperatures	21°C - 24°C	21°C - 24°C

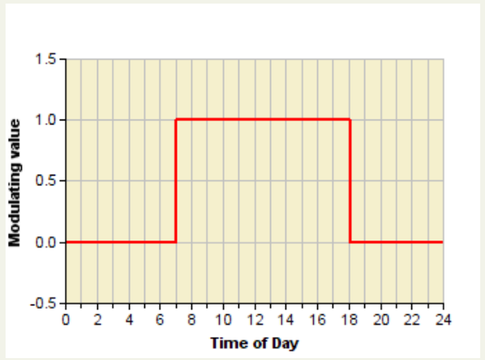
Appendix 5: Preliminary Energy Modeling - Parameters

Parameters used in the modeling of energy consumption are shown in the table to the right.

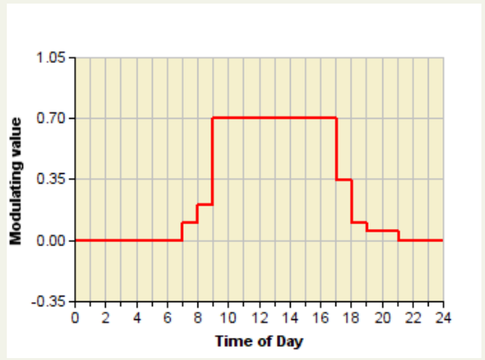
Energy Modelling Parameters Part 2		
Typical Office Floor	**Reference Building**	**Proposed**
Heat Recovery ventilation	No HRV	HRV with 85% efficiency
Occupancy	10m^2 / person	10m^2 / person
Equipment	11 W / m^2	5.5 W / m^2
Lights	4.5 W / m^2	2.25 W / m^2
HVAC Operating hours	8am - 6pm, 5 days	8am - 6pm, 5 days
Cark Park ventilation energy consumption	42.33 kWh/m2/yr	42.33 kWh/m2/yr

Appendix 5: Preliminary Energy Modeling - Parameters

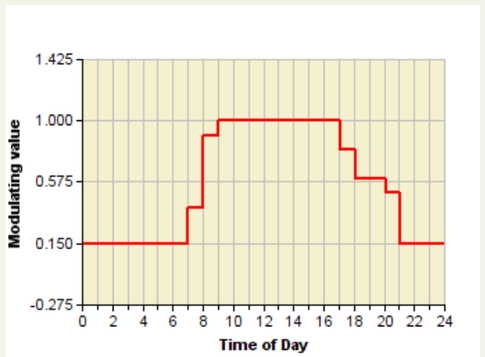
Profiles used in the modelling of energy consumption are shown below



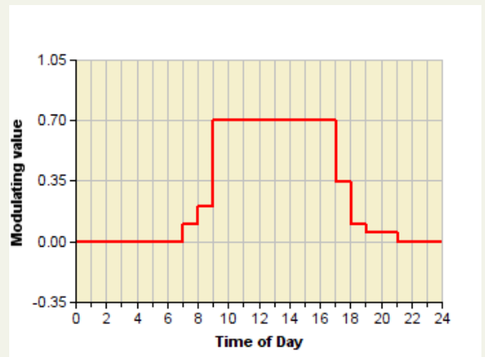
Office - HVAC operation profile



Office - Appliances operation profile



Office - Lighting operation profile



Office - Occupancy operation profile

Appendix 6: Rainwater Inputs and Outputs

Parameters used in the modelling of rainwater use are shown in the table below:

Rainfall Inputs	
Roof area	1,220 m^2
Runoff coefficient	0.95
Tank size	25 kL
Tank initial level	12 kL

Rainfall Outputs	
Annual rainfall	522 mm
Annual rainwater collected	604 kL
Annual overflow	-
Annual shortfall	292 kL

Appendix 7: Waste Generation Parameters

Parameters used in the modelling of waste generation are shown below.

	Office	Retail (food)
Unit	L /10m^2 floor area / day	L / 10m^2 floor area / day
Landfill	2.14	18
Recycling	2.14	20
Organics	0.35	018

Appendix 8: Water Consumption Parameters

Parameters used in the modelling of water consumption are shown below.

Consumption (L/minute or L/use)			Uses/person /day	Time per use
	Base Case	Efficient	Office	
Showers	7.5 L/min	5 L/min	5	-
Toilets	3.5 L/use	3.5 L/use	2.3	-
Urinals	0.75 L/use	0 L/use	2	-
Bathroom Taps	6 L/min	3 L/min	2.5	0.15
Kitchen Taps	6 L/min	3 L/min	2	0.5
Dishwashers	11.5 L/use	11.5 L/use	0.1	-

Appendix 9: Preliminary Green Star Pathway

57-71 Stephenson Street, Cremorne **Green Star Pathway - 6 Star Green Star Buildings v1.1** **Rev 3: 03/03/2026**

					Total:	100 +		77		20		*(impacts are baselined against a typical high-quality modern building, and/or the current design proposal)*			
	Credit	**Minimum Expectation (ME)**	**Credit Achievement (CA)**	**Exceptional Performance (EP)**	**Total points available**	**Target level**	**Points targeted**	**TBC target level**	**TBC points targeted**	**Comments**	**Design (Planning) Impacts**	**Construction Impacts**	**Operations Impacts**	**Cost Impacts**
	Responsible				**17 +**									
1	Industry Development		1		**1**	CA	**1**			Requires Financial Transparency disclosure and case study materials.	-	-	-	-
2	Responsible Construction	•	1		**1**	CA	**1**			Requires demolition and construction waste to be recycled.	-	✓	-	-
3	Verification and Handover	•	1		**1**	CA	**1**			- Requires high quality energy and water metering and monitoring. - Requires ICA to be appointed. - Requires air-tightness consultant (required for Passivhaus too).	-	-	-	-
4	Responsible Resource Management	•			**0**	ME	-			Requires high-quality on-site waste management and recycling facilities and processes.	-	-	-	-
5	Responsible Procurement		1		**1**					Requires risk assessment and detailed responsible procurement plan to be developed. Not recommended.	-	-	-	**?**
6	Responsible Structure		2	2	**4**			EP	**4**	To be reviewed with project team during Design Development. Mass timber structural elements can only contribute to this credit if they are FSC certified, not PEFC.	-	-	-	**?**
7	Responsible Envelope		2	2	**4**			EP	**4**	To be reviewed with project team during Design Development. May align with proposed design intent.	-	-	-	**?**
8	Responsible Systems		1	1	**2**					Requires building systems (lighting, HVAC, VT etc.) to be sustainable/healthy. May be difficult to source compliant products. Not recommended.	-	-	-	**?**
9	Responsible Finishes		1	1	**2**	EP	**2**			Requires sustainable/healthy interior finished materials to be used, including flooring, plasterboard, paints, etc. Generally plenty of products available, and many mainstream products are compliant.	-	-	-	-
10	Impacts Disclosure		1		**1**	CA	**1**			Requires life-cycle impacts or pollution and resource use impacts to be disclosed.	-	-	-	-
SS	Collaborative Leasing		1	1	**2**					Not recommended to be targeted. Ongoing lease management requirements may be difficult to implement.	-	-	✓	-
SS	Leasing for Healthy Tenancies		1	1 + 2	**4**			CA	**1**	To be reviewed with developer and leasing representatives during Design Development. Requires a high-quality green lease to be developed in line with the Better Buildings Partnership Leasing Standard. Requirements appear to be aligned with project aims but implementation may be challenging.	-	-	✓	-
	Healthy				**14**									
11	Clean Air	•	2		**2**	CA	**2**			Requires high quality ventilation system. Well aligned with Passivhaus requirements.	-	-	-	**?**
12	Light Quality	•	2	2	**4**	EP	**4**			Requires high-quality lighting design and good access to daylight. Daylight should be achievable with good building orientation and appropriate window sizing.	-	-	-	-
13	Acoustic Comfort	•	2		**2**	CA	**2**			Requires good quality acoustic design.	-	-	-	-
14	Exposure to Toxins	•	2		**2**	CA	**2**			Requires low-VOC and formaldehyde materials, and on-site testing to verify.	-	-	-	✓
15	Amenity and Comfort		2		**2**	CA	**2**			Would require an extra amenity room(s) to be added. E.g. ~70 m2 exercise room/gym, parent's rooms, relaxation/meditation/prayer rooms. Could be well-aligned with potential leasing strategy.	✓	-	**?**	**?**
16	Connection to Nature		1	1	**2**	EP	**2**			Requires good external views, nature-inspired design and indoor plants. Well aligned with overall project aims.	**?**	-	-	**?**

Appendix 9: Preliminary Green Star Pathway

57-71 Stephenson Street, Cremorne **Green Star Pathway - 6 Star Green Star Buildings v1.1** **Rev 3: 03/03/2026**

					Total:	100 +		77		20		*(impacts are baselined against a typical high-quality modern building, and/or the current design proposal)*			
	Credit	**Minimum Expectation (ME)**	**Credit Achievement (CA)**	**Exceptional Performance (EP)**	**Total points available**	**Target level**	**Points targeted**	**TBC target level**	**TBC points targeted**	**Comments**	**Design (Planning) Impacts**	**Construction Impacts**	**Operations Impacts**	**Cost Impacts**
	Resilient				**7**									
17	Climate Resilience	•	1		**1**	CA	**1**			Requires a climate risk and adaptation assessment. Well aligned with overall project aims.	-	-	-	-
18	Operations Resilience		2		**2**					Requires the building to have a strategy to handle power loss. Not recommended.	-	-	**?**	**?**
19	Community Resilience		1		**1**					Requires the building to have a Community Resilience Strategy, and to implement specific design and operational initiatives to strengthen community cohesion. Not recommended.	-	-	**?**	**?**
20	Heat Resilience		1		**1**	CA	**1**			Requires light-coloured roofing and hardscaping.	-	-	-	-
21	Grid Resilience		2		**2**			CA	**2**	To be reviewed with developer and design team during Design Development phase. Requires the building to have energy management and demand response systems to reduce the load on the grid during peak times. Aligns with OVGA comment regarding grid interactive/energy flexible.	-	-	-	**?**
	Positive				**32 +**									
22	Energy Source: CPP = CA	•	2	2	**4**	EP	**4**			Requires: - All-electric building. - Energy-management and load-shifting systems. - 100% renewable base-building electricity supply.	-	-	-	✓
23	Energy Use: CPP = CA	•	3	3	**6**	EP	**6**			Achievable through either a 30% reduction in base-building energy compared to a reference building, or a 6 Star NABERS Energy Commitment Agreement. Well aligned with Passivhaus.	-	-	-	-
24	Upfront Carbon Reduction: CPP = CA	•	3	3	**6**	EP	**6**			Achievable through either a 40% reduction in upfront carbon compared to a reference building, or a NABERS Embodied Carbon rating (details of this are still being developed by the GBCA). Both should be achievable with timber structure.	-	-	-	-
25	Upfront Carbon Compensation: CPP = EP		1	2	**3**	EP	**3**			Requires 100% of the building's upfront carbon to be offset through a combination of biogenic materials (i.e. timber structure) and nature-based carbon offsets.	-	-	-	✓
26	Refrigerant Systems Impacts: CPP = CA	•	1	2	**3**	CA	**1**	EP	**2**	Requires low-GWP refrigerants to be used in A/C systems and hot water heat pumps, and carbon offsets for refrigerant emissions. Details to be reviewed with mechanical engineers in Design Development to check if Exceptional Performance level can be targeted.	-	-	-	✓
LC	Leadership Challenge: Ultra-low GWP Refrigerants		1		**1**					Credit details not yet available from the GBCA	-	-	-	**?**
27	Low-Emissions Transport		1		**1**	CA	**1**			Requires EV charging to at least 5% of car spaces and future-proofing for an additional 5%. Well aligned with existing EV commitments.	-	-	-	-
28	Design for Circularity		2	1	**3**	CA	**2**	EP	**1**	For Credit Achievement, requires a Circularity Assessment to be completed for at least 9 key materials in the building. No specific target or level of circularity is needed. For Exceptional Performance, a circularity rating of at least 10% is required. This would need to be reviewed by a specialist during Design Development for feasibility.	-	-	-	✓
29	Water Use		3	3	**6**	CA	**3**	EP	**3**	Well aligned with project's existing water recycling approach. Full points requires a 75% potable water reduction. To be reviewed with design team during Design Development to assess how many points are achievable.	**?**	-	**?**	**?**
SS	Tenant Energy Source		2	3	**5**	EP	**5**			Achievable through a 100% renewable embedded network. Well aligned with overall project aims and likely leasing strategies.	-	-	-	✓
SS	Upfront Fitout Emissions		1	2	**3**					Not recommended. Adds significant complexity to tenant fitout arrangements.	-	-	**?**	✓
	= Climate Positive Pathway (CPP)													

Appendix 9: Preliminary Green Star Pathway

57-71 Stephenson Street, Cremorne **Green Star Pathway - 6 Star Green Star Buildings v1.1** **Rev 3: 03/03/2026**

					Total:	100 +		77		20		*(impacts are baselined against a typical high-quality modern building, and/or the current design proposal)*			
	Credit	**Minimum Expectation (ME)**	**Credit Achievement (CA)**	**Exceptional Performance (EP)**	**Total points available**	**Target level**	**Points targeted**	**TBC target level**	**TBC points targeted**	**Comments**	**Design (Planning) Impacts**	**Construction Impacts**	**Operations Impacts**	**Cost Impacts**
	Places				**7**									
30	Movement and Place	•	2		**2**	CA	**2**			Requires good quality end-of-trip facilities and bicycle storage. The current design is likely sufficient.	-	-	-	-
31	Enjoyable Places		2		**2**	CA	**2**			Requires publicly accessible communal spaces and ongoing activation strategies/programs. To be reviewed with developer during Design Development.	**?**	-	✓	-
32	Contribution to Place		2		**2**	CA	**2**			Requires an urban context analysis report or similar to demonstrate how the building's design responds to the urban context. The existing Planning Report covers off most of the credit requirements. May need some minor tweaks.	-	-	-	**?**
33	Culture, Heritage and Identity		1		**1**					Requires early community engagement and consultation. Not recommended.	**?**	-	-	**?**
	People				**9**									
34	Inclusive Construction Practices	•	1		**1**	CA	**1**			Requires the contractor to implement on-site policies and programs relating to gender equality, discrimination, bullying, and mental health.	-	✓	-	-
35	First Nations Inclusion		2		**2**					Requires comprehensive and thorough activities relating to cultural competency and indigenous-led design processes following engagement with local indigenous representatives. Unlikely to be achievable.	✓	-	-	-
36	Procurement and Workforce Inclusion		2	1	**3**	EP	**3**			Requires the main contractor to provide employment opportunities for disadvantaged and under-represented groups worth at least 4% of the contract.	-	✓	-	**?**
37	Design for Equity		2	1	**3**	CA	**2**	EP	**1**	Requires genuine equitable and inclusive design throughout (above DDA/NCC requirements). Exceptional Performance also requires a Needs Analysis to be completed to inform this.	-	-	-	**?**
	Nature				**14**									
38	Impacts to Nature	•	2		**2**	CA	**2**			Aligns with project intent and with OVGA comment relating to "ecology better than before".	-	-	-	-
39	Biodiversity Enhancement		3	3	**6**	EP	**6**			Aligns with project intent and with OVGA comment relating to "ecology better than before".	-	-	-	-
40	Nature Connectivity		2		**2**					May not be achievable based on inner-urban location.	**?**	-	-	-
41	Nature Stewardship		1	1	**2**	EP	**2**			Requires protection or restoration of off-site land equivalent to the GFA of the building. Could be achieved through an organisation such as Wilderlands.	-	-	-	✓
42	Waterway Protection		2		**2**	CA	**2**			Aligns with current project hydraulic and civil design intent, but requires MUSIC modelling to confirm.	**?**	-	-	**?**
	Leadership				**5 +**									
43	Market Transformation				**5**				**2**	Potential opportunities for Market Transformation points due to innovative initiatives. E.g. V2G EV charging, timber facade. To be reviewed during Design Development.				
44	Leadership Challenges				**?**					Leadership Challenge credits to be reviewed with project team during Design Development.				

www.findinginfinity.com

Client	Date
Vettex	29 June 2026

Transport Impact Assessment

Proposed Office

57-71 Stephenson Street, Cremorne

Planning
Transport
Urban Design
Waste Management
Landscape Architecture
Civil Engineering

ratio:

ratio.com.au

Project
57-71 Stephenson Street, Cremorne

Prepared for
Vettex

Our reference
22939T

Directory path https://ratioconsultants1.sharepoint.com/sites/22939T/Shared Documents/Work/Reports/TIA/22939T-REP01-F02.docx

Version	Date	Issue	Prepared by	Checked by
D01	25/09/2025	Draft	R. Tan L. Brown	B. Young
F01	6/10/2025	Final	R. Tan L. Brown	B. Young
F02	29/06/2026	Final – DTP lodgement	R. Tan L. Brown	B. Young

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

Table of Contents

Section		Page No.
1.	Introduction	5
1.1.	Overview	5
1.1.	Purpose & Structure of this Report	5
1.2.	References	5
2.	Existing Conditions	7
2.1.	Site Location and Context	7
2.2.	Road Network	8
2.3.	Sustainable Transport	9
3.	The Proposal	15
3.1.	Overview	15
4.	Car Parking Assessment	17
4.1.	Car Parking Requirements	17
5.	Car Park Access and Layout	19
5.1.	Clause 52.06-9 – Design Standard Assessment	19
5.2.	Swept Path Assessment	23
6.	Bicycle Parking	24
6.1.	Bicycle Parking Requirements – Clause 52.34	24
6.2.	Bicycle Parking Design	25
6.3.	End of Trip Facilities Requirements	26
7.	Loading Arrangements	27
7.1.	Statutory Requirement	27
7.2.	Loading Arrangements	27
7.3.	Waste Collection Arrangements	27

8. Traffic Assessment 28
8.1. Traffic Generation 28
8.2. Traffic Distribution and Impact 28
9. Conclusion 29

Appendices

Appendix A Swept Path Assessment
Appendix B Car Stacker Specification
Appendix C Bicycle Parking Specifications

Table of Figures

Figure 2-1: Site Location and Surrounding Road Network 7
Figure 2-2: Aerial View of the Site 8
Figure 2-3: View of Stephenson Street Facing South 9
Figure 2-4: Public Transport Services in the Vicinity of the Site 10
Figure 2-5: Car Share Pod Locations 12
Figure 2-6: Walkable Services from the Subject Site 13
Figure 2-7: Yarra TravelSmart Map 14
Figure 3-1: Proposed Ground Floor Plan 16
Figure 4-1 Car Parking Requirement Map 17

Table of Tables

Table 2-1: Public Transport Services 10
Table 2-2: Car Share Pod Locations 11

Table 3-1: Summary of the Proposed Transport Infrastructure	15
Table 4-1: Statutory Car Parking Requirements	18
Table 5-1: Design Standard 1 Assessment	19
Table 5-2: Design Standard 2 Assessment	20
Table 5-3: Design Standard 3 Assessment	21
Table 5-4: Design Standard 4 - Mechanical Parking	22
Table 6-1: Bicycle Parking Statutory Requirements	24
Table 6-2: Bicycle Parking Statutory Requirements	26
Table 8-1: Traffic Generation	28

1. Introduction

1.1. Overview

Ratio Consultants was commissioned by Vettex to assess the traffic and parking implications of the proposed office development located on the land at 57-71 Stephenson Street in Cremorne.

The proposal involves the construction of a 15-storey office building including a mezzanine level, ground floor cafe tenancies and a basement park comprising the following:

— 72 total on-site car parking spaces, including two DDA spaces and shared zone.

— A total of 120 bicycle parking spaces, with 112 spaces located on the mezzanine level and 8 spaces located at ground level.

— Vehicular access to/from the site via a new vehicle crossover to Stephenson Street.

This report has been prepared to address the traffic and parking matters associated with the proposed development and is based on observations in the vicinity of the site, as well as previous studies of similar developments elsewhere in Melbourne.

1.1. Purpose & Structure of this Report

This report sets out an assessment of the anticipated parking, traffic, and transport implications of the proposed development, including consideration of the following key transport matters as follows:

— Existing transport and parking conditions surrounding the site.

— Parking demand likely to be generated by the proposed development.

— Suitability of the proposed car and bicycle parking in terms of supply and layout.

— Traffic generation characteristics of the proposed development.

— Proposed access arrangements for the site.

— Transport impact of the development proposal on the surrounding road network.

1.2. References

In preparing this report, reference has been made to the following:

— Development Plans prepared by Edition Office dated 17/06/2026

— City of Yarra Planning Scheme.

— Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004).

— Australian/New Zealand Standard, Parking Facilities Part 3: Bicycle Parking (AS2890.3:2015).

- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS2890.6:2022).
- Desktop inspections of the subject site and its surrounds.
- Other Documents as nominated.

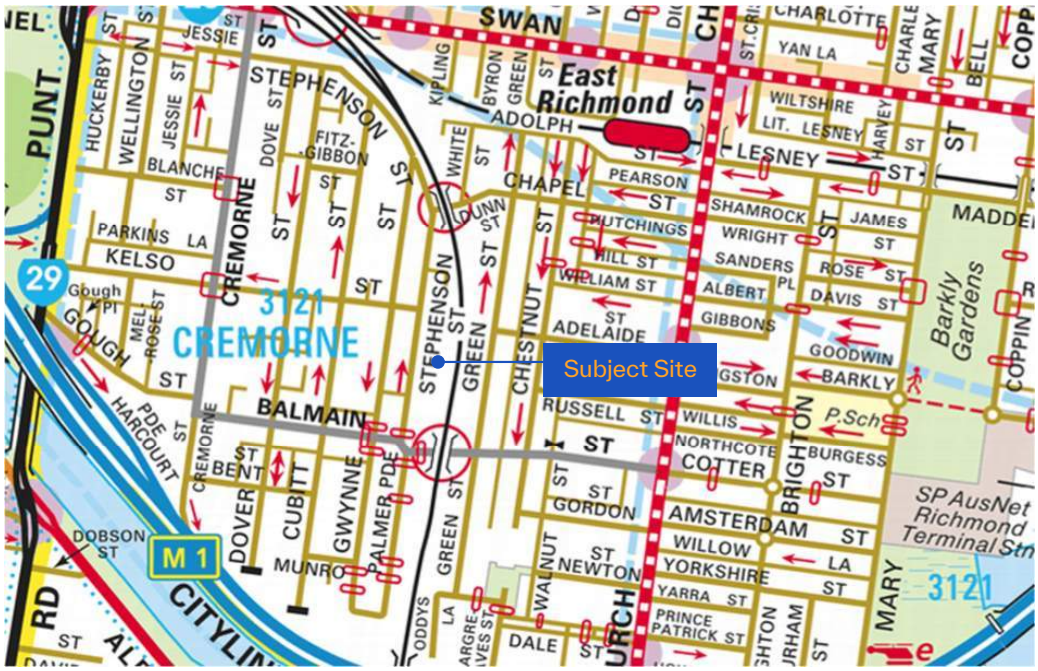
2. Existing Conditions

2.1. Site Location and Context

The proposed development is located at the eastern side of Stephenson Street.

Figure 2-1 shows the location of the subject site relative to the road.

Figure 2-1: Site Location and Surrounding Road Network



Source: Melways Online

The site is located in a Commercial 2 Zone (C2Z) and is subject to the Development Contributions Plan Overlay – Schedule 1 (DCPO1) and the Design and Development Overlay – Schedule 51 (DDO51) under the Planning Scheme.

Land use within in the immediate vicinity of the subject site includes a range of retail, dining, and commercial businesses as well as residential buildings and some heritage buildings. Some notable uses include the following:

— Richmond Railway Station which is approximately 650 metres to the northwest of the subject site

— Swan Street Activity Centre, focused along Swan Street, between Punt Road and Park Grove, approximately 430 metres to the north

— East Richmond Railway Station which is approximately 450 metres to the northeast of the subject site

The subject site is irregular in shape with a western frontage of approximately 46 metres to Stephenson Street, a maximum depth of 33.84 metres, and an overall site area of approximately 1569 square metres.

An aerial image of the site and its surrounds is provided in Figure 2-2 below.

Figure 2-2: Aerial View of the Site



Source: app.landchecker.com.au (image dated 10/05/2025)

2.2. Road Network

Stephenson Street is a Council managed Local Road that runs in a semi-loop between Cremorne Street and Balmain Street.

In the vicinity of the subject site, Stephenson Street has a carriageway width of approximately 5.5 metres accommodating one-way traffic movement in a northbound direction. Kerbside parallel parking permitted on the western side of the road, and is subject to various parking restrictions.

South of the site, parking is mainly subject to a 2P restriction from 7:00am to 5:00pm (Monday to Saturday), with a permit zone applying at all other times and on public holidays.

North of the site, the following restrictions apply:

— 4P parking from 7:00am to 7:00pm (Monday to Saturday and public holidays)

— 2P parking from 7:00am to 7:00pm (Monday to Saturday and public holidays)

Stephenson Street has default speed limit of 50km/h applies to built-up areas with footpaths provided along both sides of the road.

A narrow laneway runs from Stephenson Street along the northern boundary of the site and leads to an unmade section laneway running along the eastern boundary of the site. The laneway along the eastern boundary of the site also provides rear access to properties north of the subject site. This unmade laneway is not accessible by vehicular traffic.

A view of Stephenson Street in the vicinity of the site is shown in Figure 2-3.

Figure 2-3: View of Stephenson Street Facing South



Source: Site Visit Photo

2.3. Sustainable Transport

Public Transport

The site has very good access to public transport with train and tram services operating in close proximity. The site is walking distance to both Richmond and East Richmond railway stations, connecting the site with all train lines travelling towards the east and a stop away from the Melbourne CBD, providing further convenient connections to the remainder of the metropolitan rail network.

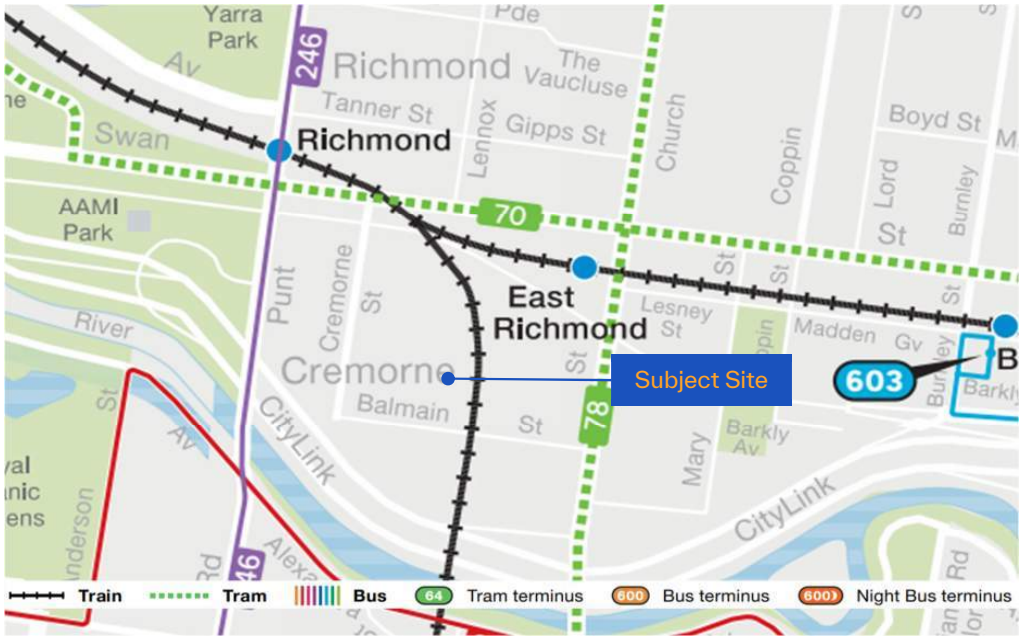
Tram routes 70 and 78 also operate on Church Street and Swan Street, respectively, which connect the site with locations such as Prahran and Wattle Park.

The public transport services close to the site is summarised in Table 2-1 and is shown graphically in Figure 2-4.

Table 2-1: Public Transport Services

Service	Route Number	Route Description	Nearest Stop	Walking Distance
Bus	246	Elsternwick - Clifton Hill via St Kilda	Swan Street / Punt Rd	800 metres ~11 minutes
Tram	70	Wattle Park – Waterfront City Docklands	Richmond Station/ Swan St	600 metres ~8 minutes
	78	North Richmond – Balaclava via Prahan	East Richmond Railway Station/ Church St	650 metres ~9 minutes
Train	Alamein, Belgrave, Glen Waverley, Lilydale		East Richmond Railway Station	650 metres ~9 minutes
	Alamein, Belgrave, Cranbourne, Frankston, Glen Waverley, Lilydale, Pakenham and Sandringham Lines		Richmond Railway Station	650 metres ~9 minutes

Figure 2-4: Public Transport Services in the Vicinity of the Site



Source: Public Transport Victoria

Car Share

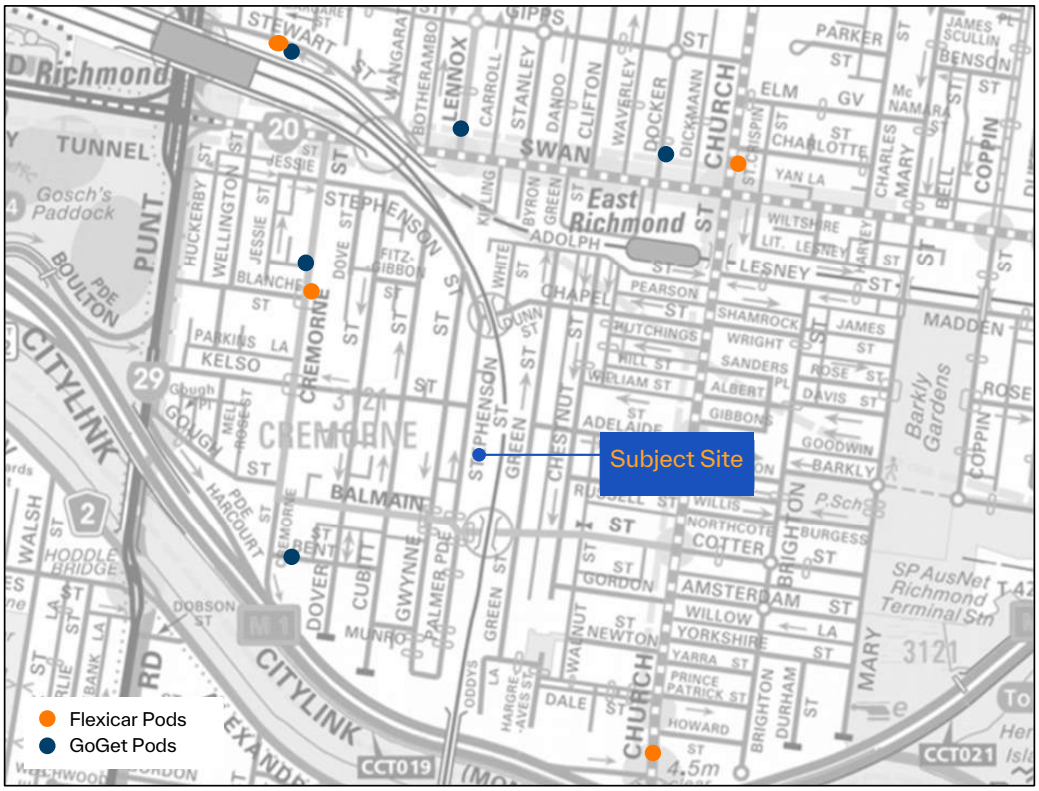
Car share schemes offer a viable alternative to owning a private vehicle, with members able to book vehicles either online or by phone. Car share operators have a number of shared car pods located around Richmond and Cremorne, with the subject site located in close proximity to a number of pods operated by GoGet and Flexicar.

A summary of the car share pods in close proximity to the site, is provided in Table 2-2 and illustrated in Figure 2-5.

Table 2-2: Car Share Pod Locations

Operator	Location	Number of Cars	Approx. Walking Distance
Flexicar	Cremorne St near Blanche St	1 car	450 m (6 mins)
	633 Church Street	1 car	750 m (11 mins)
	440 Church Street	1 car	800 m (11 mins)
	Station, Stewart St	2 cars	1.0km (13 mins)
GoGet	Bent St near Cremorne St	1 car	450 m (6 mins)
	Cremorne St near Jessie St	1 car	500m (7mins)
	331 Lennox Street	1 car	750 m (11 mins)
	Docker St near Swan St	1 car	700m (10 mins)
	Station, Stewart St	1 car	1.0km (13 mins)

Figure 2-5: Car Share Pod Locations



Source: Melways Online (Base Image), Flexicar and GoGet Website (Locations)

Pedestrian Network

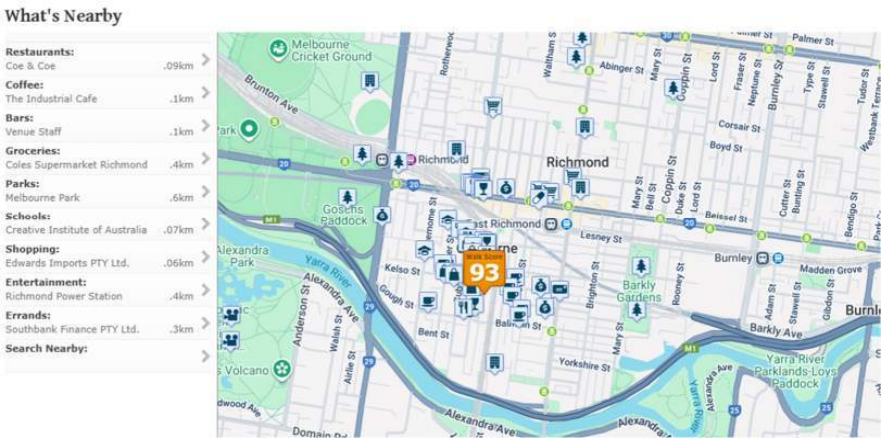
Pedestrian movements are generally well facilitated with footpaths provided on both sides of the road on Cremorne Street, Stephenson Street and in the surrounding streets of the subject site.

The pedestrian network provides convenient access to nearby retail facilities, amenities and shopping precincts. The site is well located for everyday services and is within a short walking distance of the Swan Street Shopping Centre.

The site achieves a 'Walk Score' of 93 points (out of a possible 100) and is described as a 'Walker's Paradise' on WalkScore.com and daily errands do not require a car. A site's walk score is calculated based on the walking distance to local amenities, such as supermarkets, schools, parks, public transport, etc.

Walkscore.com utilises data sources such as Google and road network data to calculate a 'Walk Score'. The convenient everyday services are illustrated in Figure 2-6.

Figure 2-6: Walkable Services from the Subject Site



Source: Walk Score

Bicycle Network

The site also has very good accessibility to the bicycle network via the Main Yarra Trail, several on-road bicycle lanes and informal bicycle routes running in close proximity.

Bicycle facilities providing a good connection to the subject site via the broader bicycle network include:

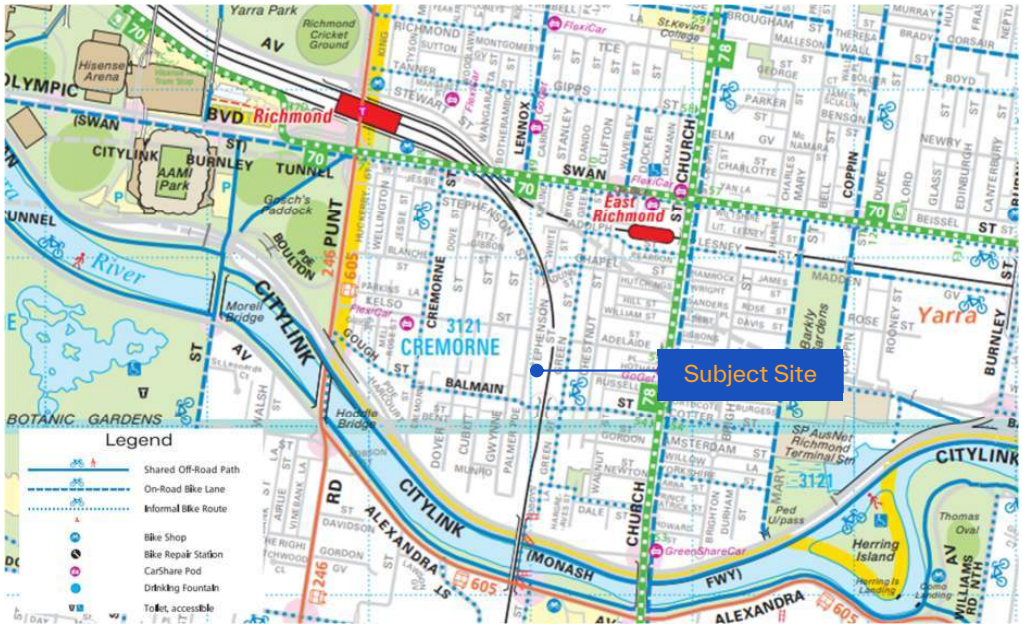
— The main Yarra Trail (off-road shared path) runs approximately 450 metres to the south of the subject site.

— On-road bicycle lanes along Swan Street, Lennox Street, Church Street and Waverley Street.

— Informal bicycle routes running along Cremorne Street, Green Street, Balmain Street and a Stephenson Street.

The bicycle paths within the vicinity of the site are presented in the City of Yarra TravelSmart Map shown in Figure 2-7.

Figure 2-7: Yarra TravelSmart Map



Source: Yarra City Council

3. The Proposal

3.1. Overview

It is proposed to construct a 15-storey office development, located at 57-71 Stephenson Street in Cremorne, which includes a mezzanine level, roof services, ground café tenancies and one level of basement car parking on the site.

More specifically, the development is proposed to comprise of the following land use yield:

— 353.60 sqm of net floor area of ground floor café tenancies

— 12,791.28 sqm of net floor area of workspace (office) tenancies

— Other ancillary uses include an exercise room, prayer room, and carer's room, with a combined floor area of 124.06 sqm.

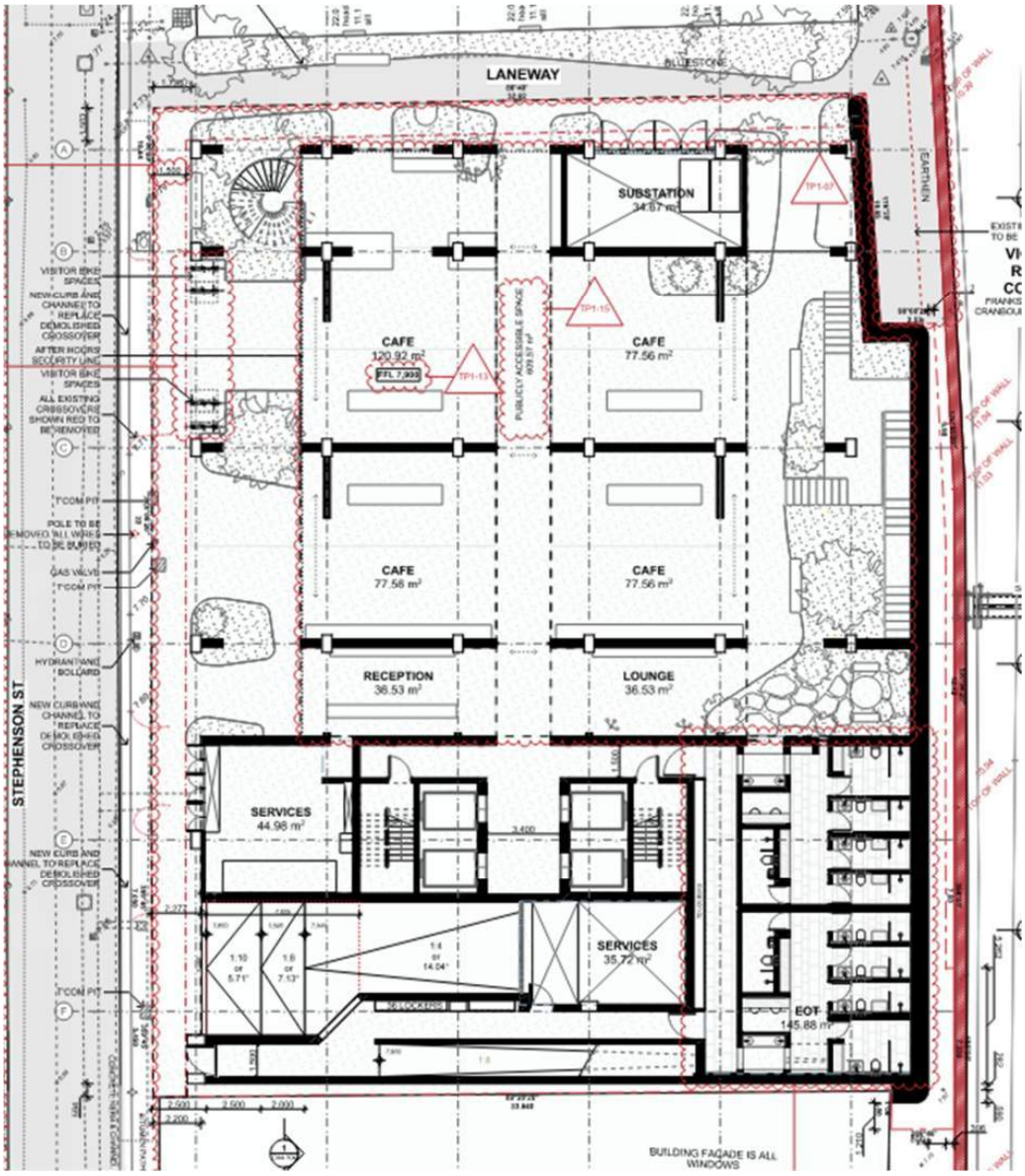
A summary of the proposed transport infrastructure is provided in Table 3-1.

Table 3-1: Summary of the Proposed Transport Infrastructure

Transport Element	Description
Vehicular Access	A 6.10 metre double-width crossover is proposed via Stephenson Street, providing access to a basement car parking area.
Pedestrian Access	Pedestrian access to the building is provided via the existing public footpath along Stephenson Street.
Car Parking	A total of 72 car parking spaces provided within the Basement 1 Level (inclusive of 2 DDA spaces, 60 spaces within stackers and 10 standard car parking spaces)
Bicycle Parking	A total of 120 bicycle parking spaces proposed (8 spaces at ground level and 112 spaces at the mezzanine level)
Loading	B99-sized vehicles (small vans) can be accommodated on-site with rare instances of larger deliveries on-street where necessary
Waste	6.4m mini-rear loader private waste collection vehicle on-site (Basement Level 1) outside of peak hour, accessed via Stephenson Street

An excerpt of the proposed site layout is shown in Figure 3-1.

Figure 3-1: Proposed Ground Floor Plan



Source: Ground Floor Plan, prepared by Edition Office (dated 17/06/2025)

4. Car Parking Assessment

4.1. Car Parking Requirements

Parking requirements for a range of uses are set out under Clause 52.06 of the City of Yarra Planning Scheme. The purpose of Clause 52.06, amongst other things, is:

- To ensure the 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.

Table 1 of Clause 52.06 sets out the minimum and maximum car parking requirements for new developments based on land use and the land category identified in the Car Parking Requirement (CPR) Maps. The Car Parking Requirement Map at the location of the site is provided in Figure 4-1.

Figure 4-1 Car Parking Requirement Map



The subject site falls under Category 2 which results in the following parking requirements outlined in Table 4-1 below.

Table 4-1: Statutory Car Parking Requirements

Land Use	Size	Clause 52.06 Parking Rate – Category 2	Statutory Parking Requirement
Food and Drink Premises (Café)	353.43 sqm	2 spaces to each 100sqm of net floor area	7 spaces
Office	12,791.28 sqm	0.45 space to each 100sqm of net floor area	57 spaces
		Total	**64 spaces**

Based on the above, the proposed development has a statutory requirement to provide 64 car parking spaces on-site. The development proposes to provide 72 on-site car parking spaces, in excess of the minimum statutory requirement. Accordingly, the proposal satisfies the car parking requirements of Clause 52.06 of the Yarra Planning Scheme.

5. Car Park Access and Layout

5.1. Clause 52.06-9 – Design Standard Assessment

The proposed vehicular access arrangements and car parking layout have been designed in accordance with the objectives and design requirements of Clause 52.06-9 of the Yarra Planning Scheme, AS/NZS 2890.6:2009 and with the relevant sections of AS/NZS 2890.1:2004.

An assessment against the relevant design standards of Clause 52.06-9 of the Yarra Planning Scheme is provided below:

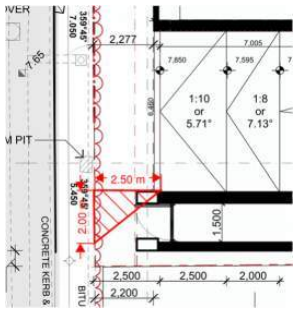
Design Standard 1 – Accessways

Vehicular access to the site is provided via a single-width crossover to/from Stephenson Street.

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 5-1.

Table 5-1: Design Standard 1 Assessment

Requirement	Comments
Must be at least 3.0m wide.	**Satisfied** – Internal accessways have a minimum width greater than 3.0 metres.
Have an internal radius of at least 4.0m at changes of direction or intersection or be at least 4.2m wide.	**Satisfied** – The minimum accessway width provided within the car park is 5.6 metres.
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.	**Satisfied** – The aisle widths and clearance provided to dead-end car spaces confirm that vehicles parked can exit in a forward direction without a corrective manoeuvre.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8m.	**Satisfied** – A headroom clearance of at least 2.1 metres is provided beneath any overhead obstructions.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	**Satisfied** – The accessways have been designed so that all vehicles can exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1m wide and 7.0m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	**Satisfied** – The car parking area serves more than 10 car spaces but is less than 50 metres in length and not connected to a road in a Transport Zone 2 or Transport Zone 3. However, a passing area has been provided at the site entry to facilitate vehicle passing.

Have a corner splay or area at least 50% clear of visual obstructions extending at least 2.0m along the frontage road from the edge of an exit lane and 2.5m 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.	**Considered Satisfactory** – To the south of the proposed access point, a 2.0 m by 2.5 m pedestrian visibility splay cannot be fully accommodated within the property boundary due to spatial and structural constraints.  However, the corner splay is at least 50% clear of visual obstructions and is therefore considered to be consistent with the intent of AS2890 and the Design Standards of Clause 52.06 of the Planning Scheme.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6.0m from the road carriageway.	**Not Applicable** – Access to the car spaces is not from a Transport Zone 2 or Transport Zone 3.
If entry to the car space is from a road, the width of the accessway may include the road.	**Not Applicable** - Entry to the car spaces is not accessed directly from a road.

Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in

Table 5-2.

Table 5-2: Design Standard 2 Assessment

Requirement	Comments
	Considered Satisfactory – All standard car parking spaces with the exception of one space, have been provided in accordance with the dimensional requirements outlined in Table 2 of Design Standard 2.
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	The identified space is partially positioned along a narrower accessway of 5.6m. While the required parking width of 2.9 m for a 5.6m accessway has not been provided for the space, a swept path assessment (refer to Sheet 4 of Appendix A) which confirms acceptable accessibility of the parking space.

A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, other than: — A column, tree, or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. A structure, which may project into the space if it is at least 2.1m above the space.	**Satisfied** – Car parking spaces do satisfy the requirements of Diagram 1 of Clause 52.06, noting that spaces adjacent columns are provided at a minimum width of 2.9 metres, essentially accommodating a 2.6m space and 300mm clearance. Diagram 1 is applicable to 2.6 metre wide spaces with columns abutting spaces. Additionally, car stacker spaces have also been provided with clearances, platform dimensions and suitable column spacing in accordance with the stacker manufacturer's specifications. All other car parking spaces accord with Diagram 1 of Design Standard 2.
Car spaces in garages must be at least 6.0m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage.	**Not Applicable**– No garages are proposed as part of the development.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	**Not Applicable** – No tandem car parking spaces are proposed for standard car parking. Notwithstanding, for parking spaces arranged in tandem within the car stacker system, a clearance of 400 mm is provided between spaces and each parking space within the stacker system has a minimum length of 5.5 m, which exceeds the standard car parking space length of 4.9 m.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	**Not Applicable** – No dwellings are proposed as part of the development.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm.	**Considered Satisfactory** – Two DDA car parking space is proposed at basement car park and is suitable for staff use, which have been designed in general accordance with AS2890.6. It is noted, however, that line marking for the shared area has not been shown on the plans, but it is understood that this will be incorporated into the final design.

Design Standard 3 – Gradients and Ramping

Design Standard 3 of Clause 52.06-9 relates to the design of gradients. The requirements of Design Standard 3 are assessed against the proposal in Table 5-3 below.

Table 5-3: Design Standard 3 Assessment

Requirement	Comments
Accessway grades must not be steeper than 1:10 (10%) within 5.0m of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the	**Satisfied:** The accessway grades have been designed in compliance with this requirement with the ramp at the access being no steeper than 1:10 for the first 5.0 metres.

site frontage. This does not apply to accessways serving three dwellings or less.	
Ramps (except within 5.0m of the frontage) must have the maximum grades as outlined in Table 3 of Design Standard 3 and be designed for vehicles travelling in a forward direction.	**Satisfied:** The proposed grades are in accordance with Table 3 of Design Standard 3, with grades no steeper than 1:4 which is the maximum permitted for regular users (employees).
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition section of at least 2.0m to prevent vehicles scraping or bottoming. Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than 3.0m apart for clearances, to the satisfaction of the responsible authority.	**Satisfied:** Appropriate transition sections have been provided to prevent scraping or bottoming.

Design Standard 4 – Mechanical Parking

Design Standard 4 of Clause 52.06-9 relates to the design of mechanical parking. The requirements of Design Standard 4 are assessed against the proposal in Table 5-4.

Table 5-4: Design Standard 4 - Mechanical Parking

Requirement	Comments
At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.	**Satisfied:** The headroom clearance of 4.05 m allows for vehicles up to 2.15m in height to be accommodated at the entrance level of the stacker system, 1.65m clearance for the upper platform and 2.00m clearance for the lower platform. On this basis, at least 25% of the car parking spaces within the stacker system can accommodate vehicles with a height 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:** Car stacker spaces are allocated to employees of the building.
The design and operation is to the satisfaction of the responsible authority.	**Noted**

Car Stacker Details

A total of 60 spaces is provided in the proposed Klaus TrendVario 6300/225 – 220 stacker system. The TrendVario stacker is a semi-automatic system providing triple height platforms, which moves parking platforms horizontally and vertically to desired position. The proposed stackers have the following specifications:

— All bays within the system have a useable platform width of 2.6 metres and a length of 5.0 metres and are accessed via a 9.66 metre wide access aisle.

— A height clearance of 4.05 metres has been provided within the car park (basement to ceiling height), and pit depth of 2.25 metres have been provided for the TrendVario 6300+ systems, allowing the following vehicle heights to be accommodated:

- The upper platform can cater for vehicles with a maximum height of 1.65 metres;
- The ground platform can cater for vehicles with a maximum height of 2.15 metres, and
- The lower platform car cater for vehicles with a maximum height of 2.00 metres

The car stacker specifications are provided in Appendix B.

5.2. Swept Path Assessment

In addition to the above, an assessment of site access and circulation has been completed using the 'Autodesk Vehicle Tracking' software program.

An assessment (Refer to Appendix A) of the accessibility to/from the parking spaces was conducted using B85 (85th percentile car). It was found that each critical space could be accessed (ingress and egress) in a satisfactory manner, including spaces within car stackers.

A swept path has also been undertaken which demonstrates that passing manoeuvres can be achieved between a B85 and B99 (85th and 99.8th percentile passenger vehicles, as defined by AS2890.1:2004) within the basement car parks with some areas requiring vehicles to prop and negotiate priority.

The assessment indicates that the access and car parking arrangements have been designed appropriately and in accordance with the requirements of the Yarra Planning Scheme and/or AS/NZS 2890.1:2004.

6. Bicycle Parking

6.1. Bicycle Parking Requirements – Clause 52.34

Clause 52.34 of the Yarra Planning Scheme seeks to encourage cycling as a mode of travel through the provision of appropriate bicycle parking and associated facilities.

Statutory requirements for the provision of bicycle parking are summarised below in Table 6-1.

Table 6-1: Bicycle Parking Statutory Requirements

Clause 73.03 Land Use Term[1]	Use	Type	Size	Statutory Parking Rate	Statutory Requirement
Office	Office	Employee	12,791.28 sqm	1 to each 300 sqm of net floor area if the net floor area exceeds 1,000 sqm	43 spaces
		Visitor		1 to each 1,000 sqm of net floor area if the net floor area exceeds 1,000 sqm	13 spaces
Retail premise	Café	Employee	353.60 sqm	1 to each 300 sqm of leasable floor area	1 space
		Visitor		1 to each 500 sqm of leasable floor area	1 space
				Total	**58 spaces**

Based on the above assessment, the proposed development has a statutory requirement to provide a total of 58 bicycle parking spaces (44 employee and 14 visitors spaces).

CASBE Design Objectives

It is also noted that the Council Alliance for a Sustainable Built Environment (CASBE) suggests that bicycle parking for Office developments in Yarra should be provided at a rate of 10% of building occupants (employees) with the assumption of approximately one person every 10 sqm of floor area as a general guideline the building code.

To inform occupancy estimates, the 2024 Australian Government Office Occupancy Report has also been considered. The report indicates a national occupational density[2] of 13.1 sqm per allocated work-point[3], reflecting the increasing adoption of hybrid working arrangements, with more employees working flexibly between the office and remote locations.

[1] Land use is classified based on the land use terms under Clause 73.03 of the Planning Scheme
[2] Occupational density is the square metres of usable office area divided by the number of allocated work-points.
[3] A work-point is defined as a desk, enclosed office, or a counter where it would be reasonable to expect a person to carry out office work on ongoing basis.

Applying this occupancy rate of 13.1 m² per work-point, the estimated bicycle parking demand for the development is approximately **98 spaces**.

Proposed Bicycle Parking Provision

A generous provision of 120 on-site bicycle parking spaces for use by employees and office visitors is proposed on-site across the ground and mezzanine levels, with the following allocation:

- 82 bicycle parking spaces within 41 two-tier bicycle racks
- 16 bicycle parking spaces accommodated within 16 vertical bicycle rails
- 22 bicycle parking spaces accommodated within 11 horizontal bicycle rails
- Should a visitor to an office tenancy requires access to the bicycle storage room, they may contact the office they are visiting on arrival to gain access.

This provision exceeds the statutory bicycle parking requirements as well as the CASBE guidelines, and it will encourage cycling as a mode of transport to and from the site.

The lower tier of the two-tier dynamic bicycle parking arrangements are considered to meet the AS2890.3 requirements of horizontal bicycle parking, accounting for 63 spaces. Therefore, 53% of the total bicycle provision is provided horizontally.

This meets the requirement under the AS2890.3 for a minimum 20% of bicycle parking spaces to be provided in a horizontal format.

6.2. Bicycle Parking Design

Bicycle parking spaces have been designed in accordance with the minimum bicycle envelope dimensions specified in AS2890.3:2015. The 81 bicycle parking spaces within the two-tier bicycle racks designed with an envelope of 750mm wide by 2.0 metres long, accessed from a 2.0-metre-wide aisle.

The proposed double tier bicycle parking spaces are recommended to adopt either the Cora E3ST & E3GP or the Josta two-tiered dynamic system, which provides 400mm spacings, accessed from a 2.0-metre-wide aisle

It is proposed to alternate racks between low post and front wheel in racks (E3ST-L and E3GP-F) and high post and back wheel in racks (E3ST-H and E3GP-B) in order to accommodate the minimum bicycle dimensions outlined in Clause 52.34 of the Yarra Planning Scheme.

The 16 vertical bicycle parking spaces on the mezzanine level have been designed with a bicycle envelope of 1.2 m in length and 1.0 m in width, accessed via a minimum 1.75-metre-wide aisle. The 8 ground floor spaces and 14 mezzanine spaces are provided via 11 horizontal bicycle rails. The proposed bicycle envelopes have been designed in general accordance with AS 2890.3:2015, where a bicycle parking envelope of 1.8m in length and a rail to rail width of 1 metre can be accommodated.

In summary, the provision and design of bicycle facilities accord with AS2890.3:2015 and Clause 52.34 of the City of Yarra Planning Scheme.

Recommended bicycle parking specification sheets are provided in Appendix C of this report.

The access ramp to the mezzanine level is 1.5m wide and has a gradient of 1:8 which is considered suitable for riders who are expected to wheel their bicycle to and from the facility on foot.

6.3. End of Trip Facilities Requirements

In addition to bicycle parking, Clause 52.34 requires that End of Trip (EOT) facilities in the form of showers and change rooms be provided to service the statutory staff bicycle parking requirement. The requirement is summarised below in Table 6-2.

Table 6-2: Bicycle Parking Statutory Requirements

Use	Type	Statutory Rate	Number	Statutory Requirement
Office and Retail Premise	Shower	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 spaces, plus 1 to each 10 spaces thereafter.	44 spaces	5 Showers
	Change Room	1 change room to each shower. The change room may be a combined shower and change room.		5 Change Rooms

Therefore, based on the statutory staff bicycle parking requirement of 44 spaces there is a statutory requirement to provide at least five showers and five change rooms. The development provides a generous provision of 10 showers and changerooms which exceeds the minimum requirement. A total of 36 lockers are also provided as part of the EOT facilities.

7. Loading Arrangements

7.1. Statutory Requirement

Clause 65.01 'Decision Guidelines' of the City of Yarra Planning Scheme outlines the provision of loading requirements, and states the following:

"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."*

7.2. Loading Arrangements

Loading and unloading activities associated with the proposed office uses will primarily be associated with the delivery of mail and office supplies and this can typically be accommodated by short-term on-street parking in the precinct, similar to other commercial developments in the precinct.

For the café uses located on the ground floor, loading is also typically expected to be accommodated through short-term on-street parking similar to other ground floor tenancies in the precinct.

On the basis of the above, loading is understood to be infrequent with it being conducted mostly by small trucks or vans typically outside regular peak hours Stephenson Street.

7.3. Waste Collection Arrangements

A waste bin room is provided near the southwestern corner of the site on the Basement Level 1 (B1) car park. It is understood that waste is proposed to be collected on site outside of site's peak hour by a private contractor, with a 6.4-metre mini-rear loader.

Waste collection will be carried out by utilising the two southernmost B1 car parking spaces. It is recommended that waste collection occurs outside of the peak commuter traffic periods (i.e. outside 8:00am to 9:00am and 4:00pm to 6:00pm) to mitigate any potential impacts on the safety and operation of Stephenson Street and the surrounding road network.

This is considered acceptable from a traffic management perspective. For further details regarding waste collection arrangement, refer to the Waste Management Plan (WMP) prepared by Ratio Consultants.

8. Traffic Assessment

8.1. Traffic Generation

Empirical data collected by Ratio Consultants suggests that office developments located in inner city locations with great access to public transport services generate parking at a rate given below:

— 2 vehicle trips per parking space per day.

— 0.5 vehicle trips per parking space in the AM and PM peak hours.

Office trip generation is anticipated to mainly consist of arrivals in the morning peak (10% out and 90% in) and departures in the afternoon peak (90% out and 10% in).

Given the nature of the subject site, it is conservatively estimated that the staff of the cafe tenancies also adopt a similar travel profile to the dominant office use.

On the basis of the above, the conservative application of the office car parking demand rates and splits discussed above to the total provision of 72 on-site car parking spaces indicates a peak hour traffic generation for the proposed Office as shown Table 8-1.

Table 8-1: Traffic Generation

Trips	AM Peak	PM Peak
Inbound	32	4
Outbound	4	32
Total Trips	**36**	**36**

8.2. Traffic Distribution and Impact

Based on the anticipated weekday peak hour traffic generation of approximately 36 vehicle movements per hour, equivalent to approximately one vehicle every 1.5 to 2 minutes, this relatively modest level of traffic is not expected to have any adverse impact on the safety or operation of Stephenson Street and the wider road network.

Additionally, it is anticipated that the likelihood of conflict between opposing vehicle manoeuvres (inbound and outbound traffic) will be relatively low noting the nature of traffic flow associated with office use as well as the fact that occupants will be familiar with the site as regular users.

On this basis, the traffic impacts of the proposal are considered to be acceptable with no mitigating road works deemed necessary.

9. Conclusion

It is proposed to construct a 15-storey office building, including a mezzanine level, ground-floor food and drink (café) tenancies and one level of basement car parking on the combined site of 57-71 Stephenson Street in Cremorne.

Based on the foregoing assessment, the following conclusions have been reached:

Car Parking Provision

The proposed car parking provision of 72 spaces satisfies the statutory car parking requirement of 64 spaces.

Vehicular Access Arrangements and Car Parking Layout

- The proposed car parking layout and vehicle access arrangements have been suitably designed and in accordance with the relevant sections of Clause 52.06 of the Yarra Planning Scheme and/or AS/NZS2890.1.
- The proposed car stacker system is designed to the manufacturer's specifications and will cater for 60 of the out of the 72 on-site car parking spaces.

Bicycle Parking & End of Trip Facilities

- The proposed provision of 120 bicycle parking spaces is considered generous and it readily it exceeds the minimum statutory bicycle parking requirements, and the provision rates noted in the CASBE guidelines.
- Bicycle parking spaces have been designed in accordance with AS2890.3:2015.
- The provision of end-of-trip facilities is considered to be generous, and it exceeds the statutory requirement.

Loading and Waste Collection Arrangements

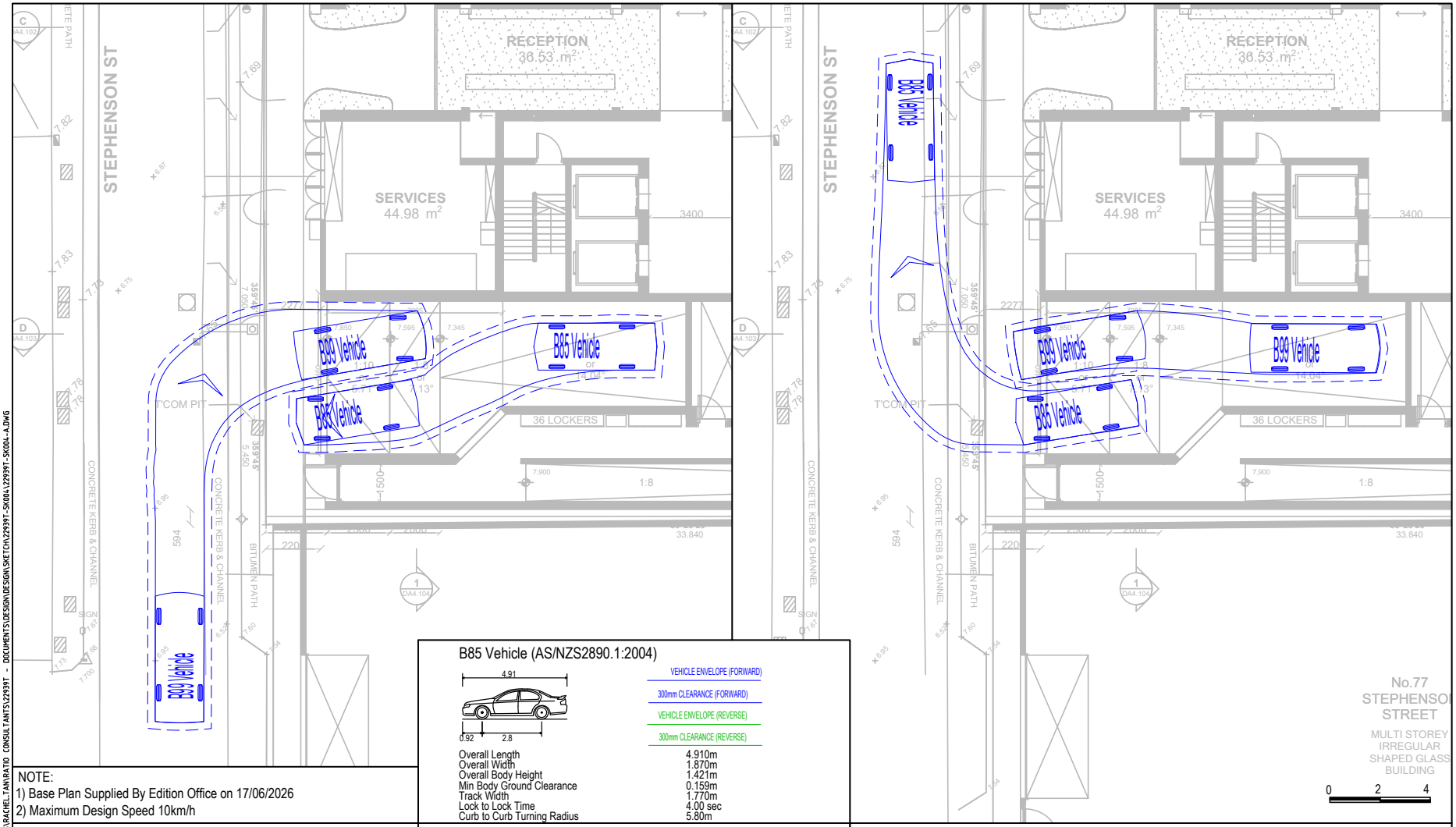
- It is proposed that loading requirements can be satisfied for the proposed development by small trucks and vans utilising available on-street parking along Stephenson Street;
- Waste collection will be carried out by a private contractor using a mini rear-loader, accessing Basement Level via the site crossover and ramp for forward entry and exit onto Stephenson Street.

Traffic Impacts

- It is conservatively estimated that the proposed development will generate up to 36 vehicle movements per hour during the AM and PM peak hours. This relatively modest level of traffic can be accommodated on Stephenson Street and the surrounding road network in a safe and satisfactory manner without creating adverse traffic safety or operational impacts in the precinct.

Overall, the proposed development is not expected to create adverse traffic or parking impacts in the precinct.

Appendix A Swept Path Assessment

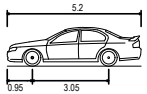


NOTE:
1) Base Plan Supplied By Edition Office on 17/06/2026
2) Maximum Design Speed 10km/h

B85 Vehicle (AS/NZS2890.1:2004)

VEHICLE ENVELOPE (FORWARD)	
300mm CLEARANCE (FORWARD)	
VEHICLE ENVELOPE (REVERSE)	
300mm CLEARANCE (REVERSE)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)	
300mm CLEARANCE (FORWARD)	
VEHICLE ENVELOPE (REVERSE)	
300mm CLEARANCE (REVERSE)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

ratio:
RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5, 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Swept Path Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
22939T-SK004-A	1 of 9	R.T.	1:200@A4	17/06/2026

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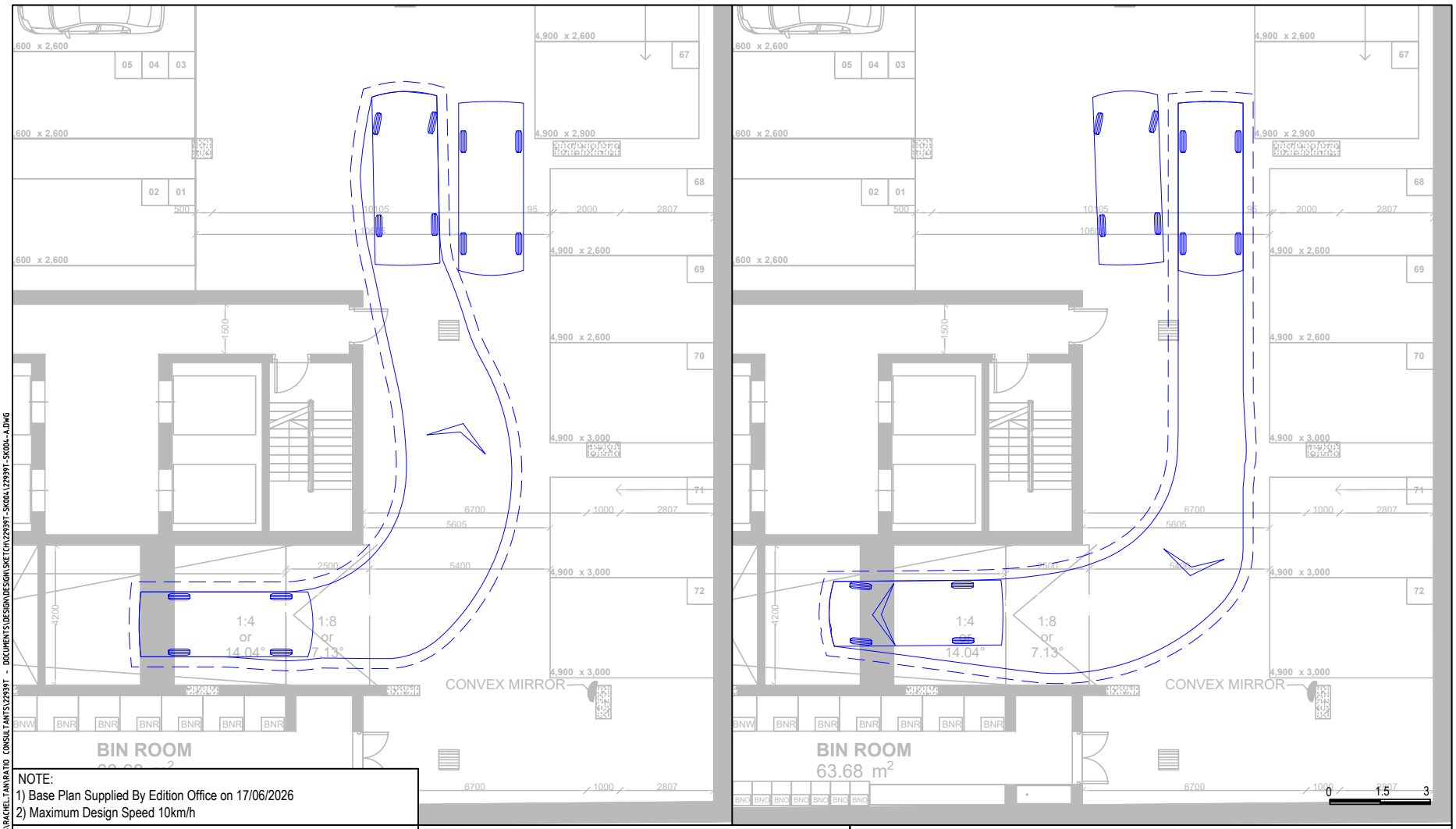

NOTE:
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2) Maximum Design Speed 10km/h

ratio:
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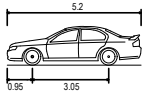
B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Swept Path Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
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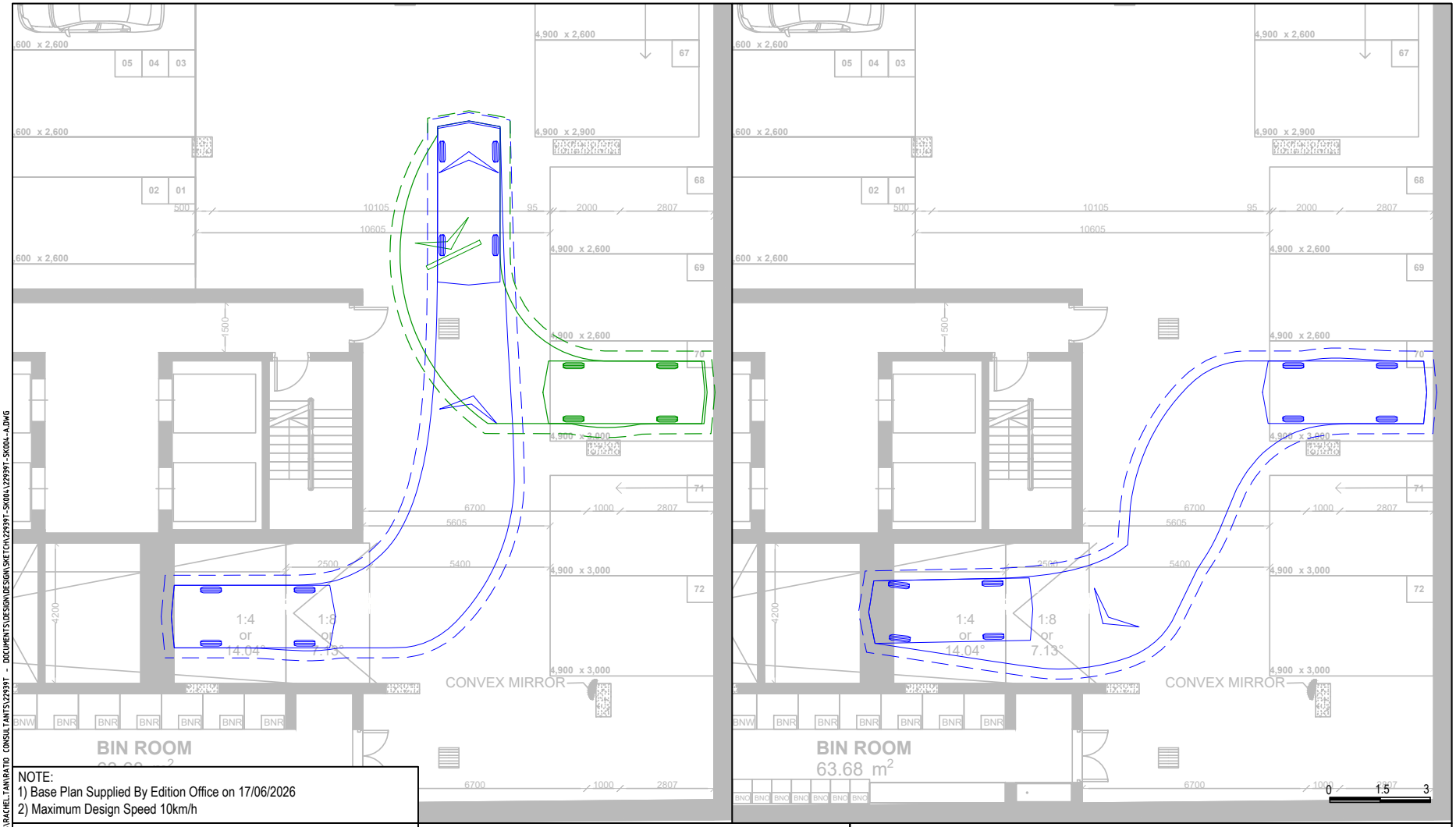

NOTE:
1) Base Plan Supplied By Edition Office on 17/06/2026
2) Maximum Design Speed 10km/h

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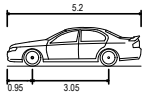
FACSIMILE (03)9429 3211

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Swept Path Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
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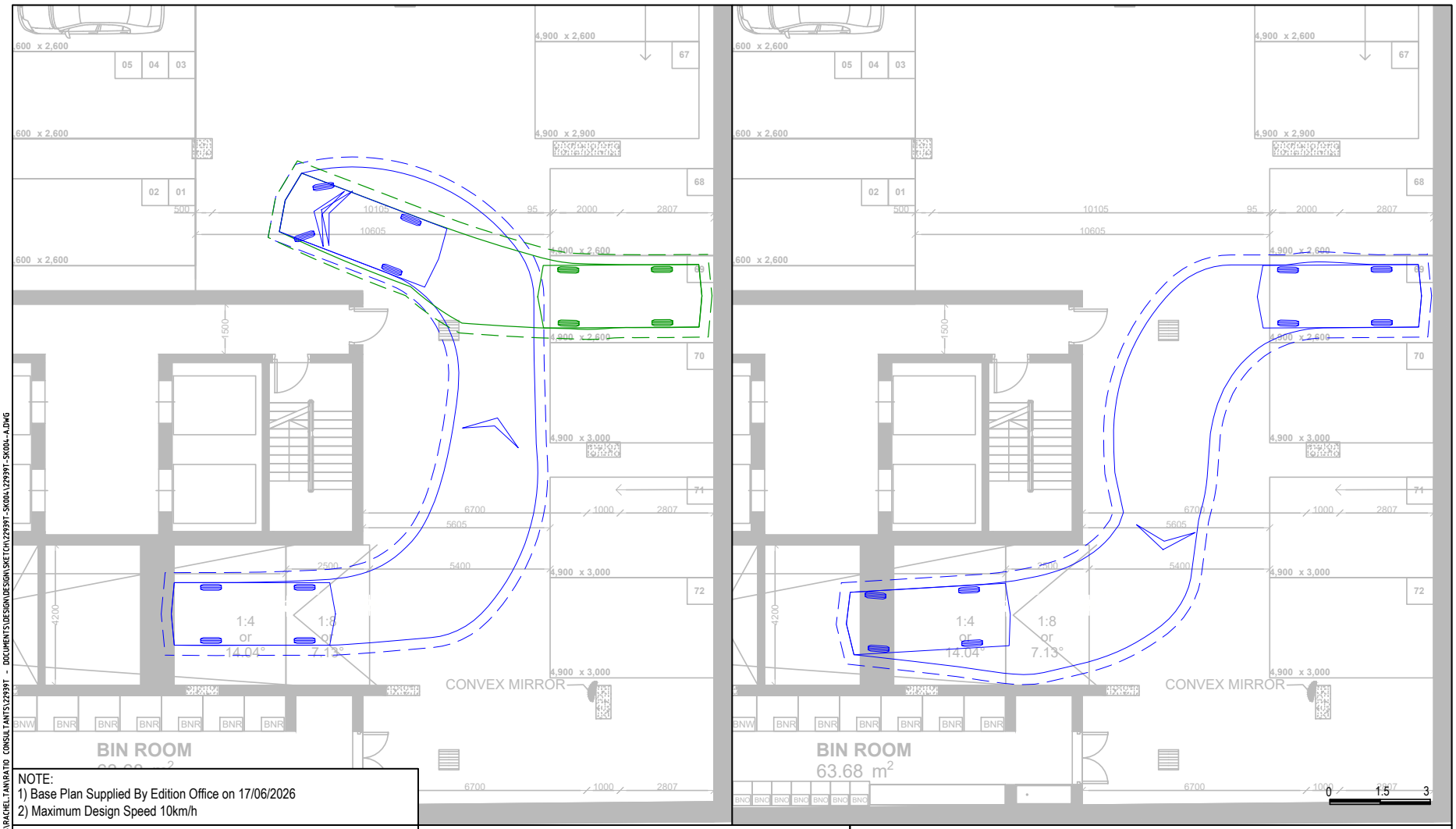

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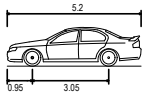
B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Swept Path Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
22939T-SK004-A	4 of 9	R.T.	1:150@A4	17/06/2026

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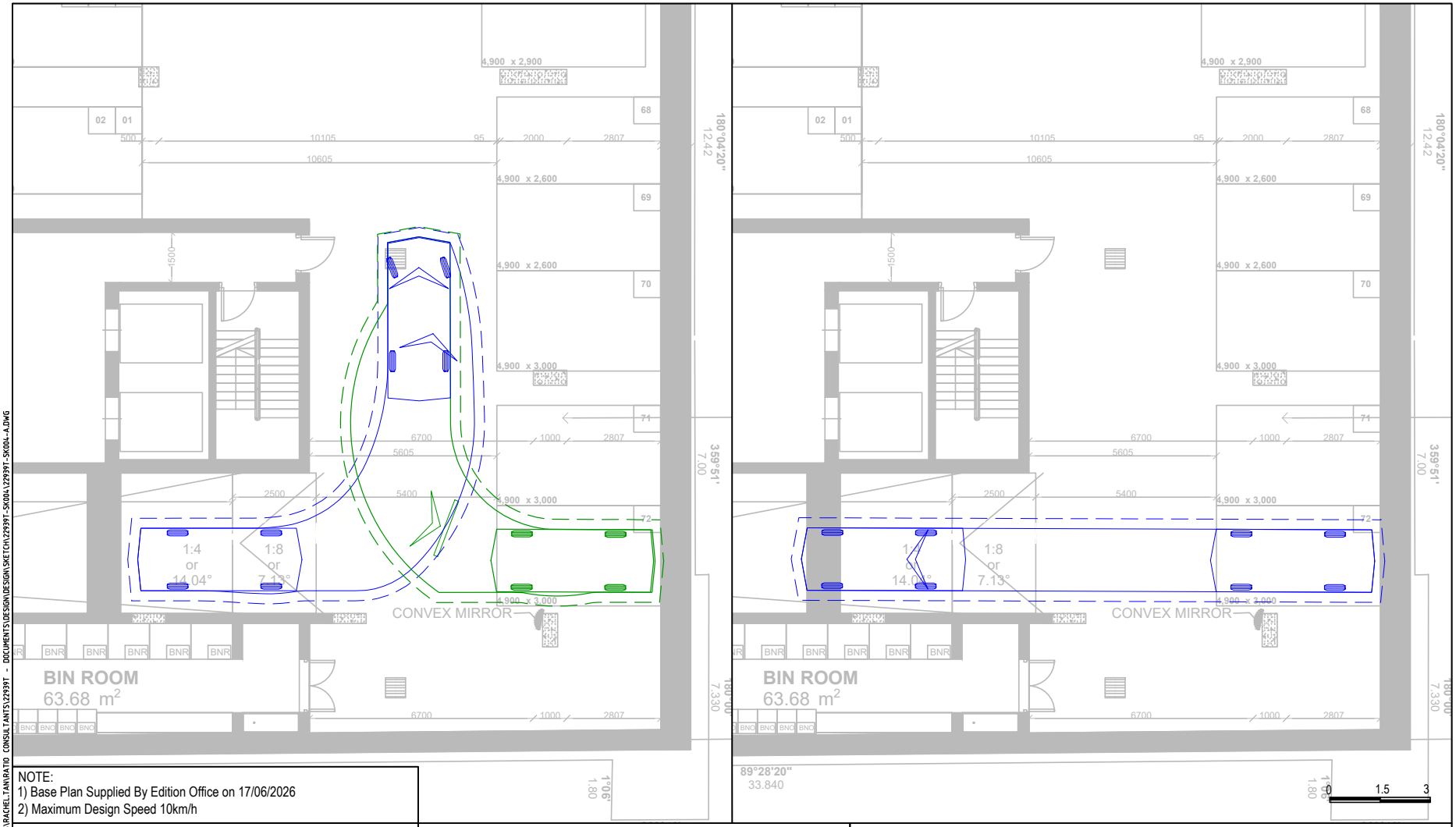

NOTE:
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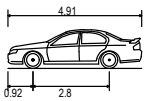
B85 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)	
300mm CLEARANCE (FORWARD)	
VEHICLE ENVELOPE (REVERSE)	
300mm CLEARANCE (REVERSE)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Swept Path Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
22939T-SK004-A	5 of 9	R.T.	1:150@A4	17/06/2026

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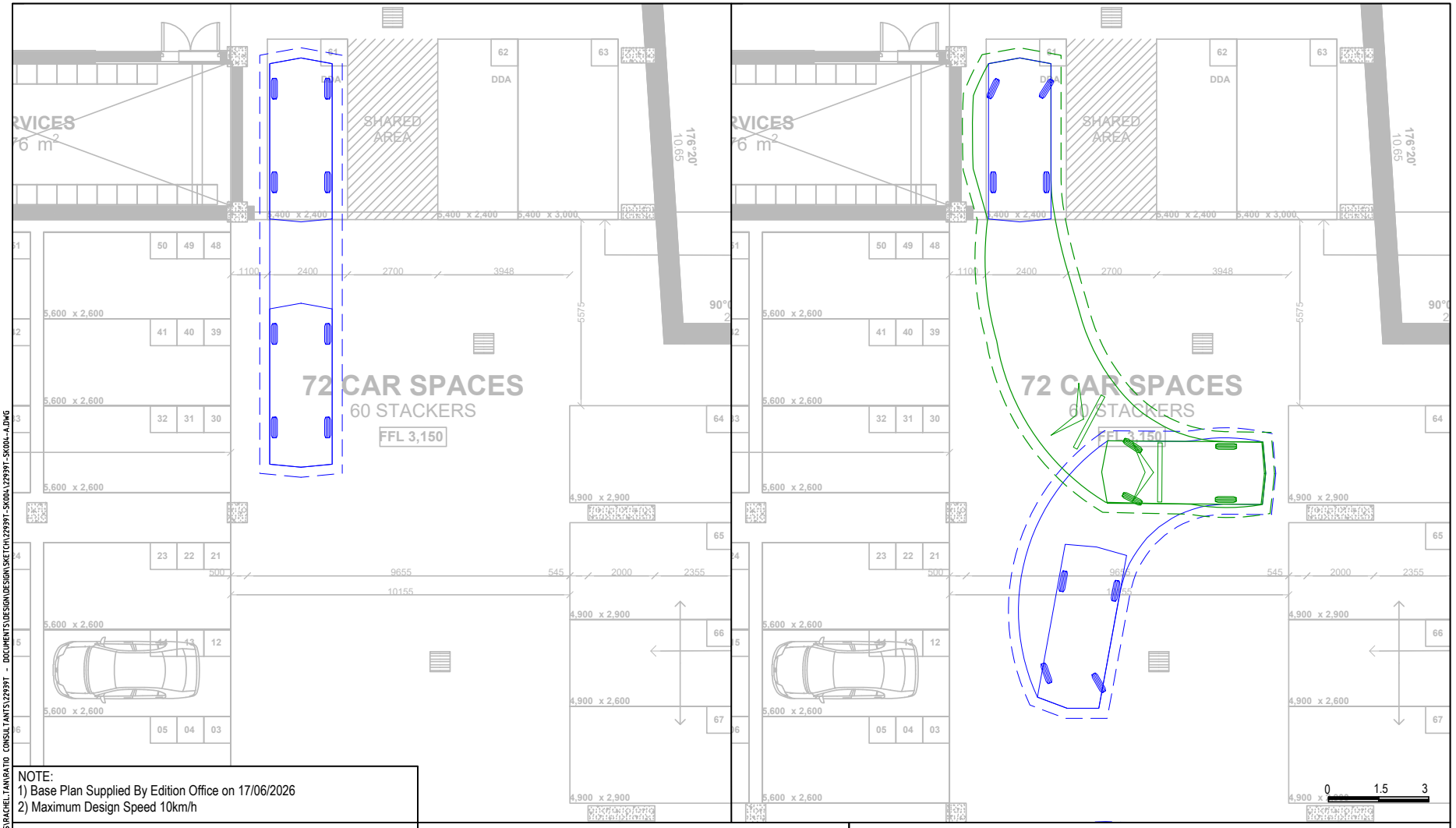

NOTE:
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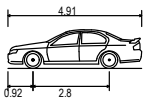
B85 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)	
300mm CLEARANCE (FORWARD)	
VEHICLE ENVELOPE (REVERSE)	
300mm CLEARANCE (REVERSE)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Swept Path Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
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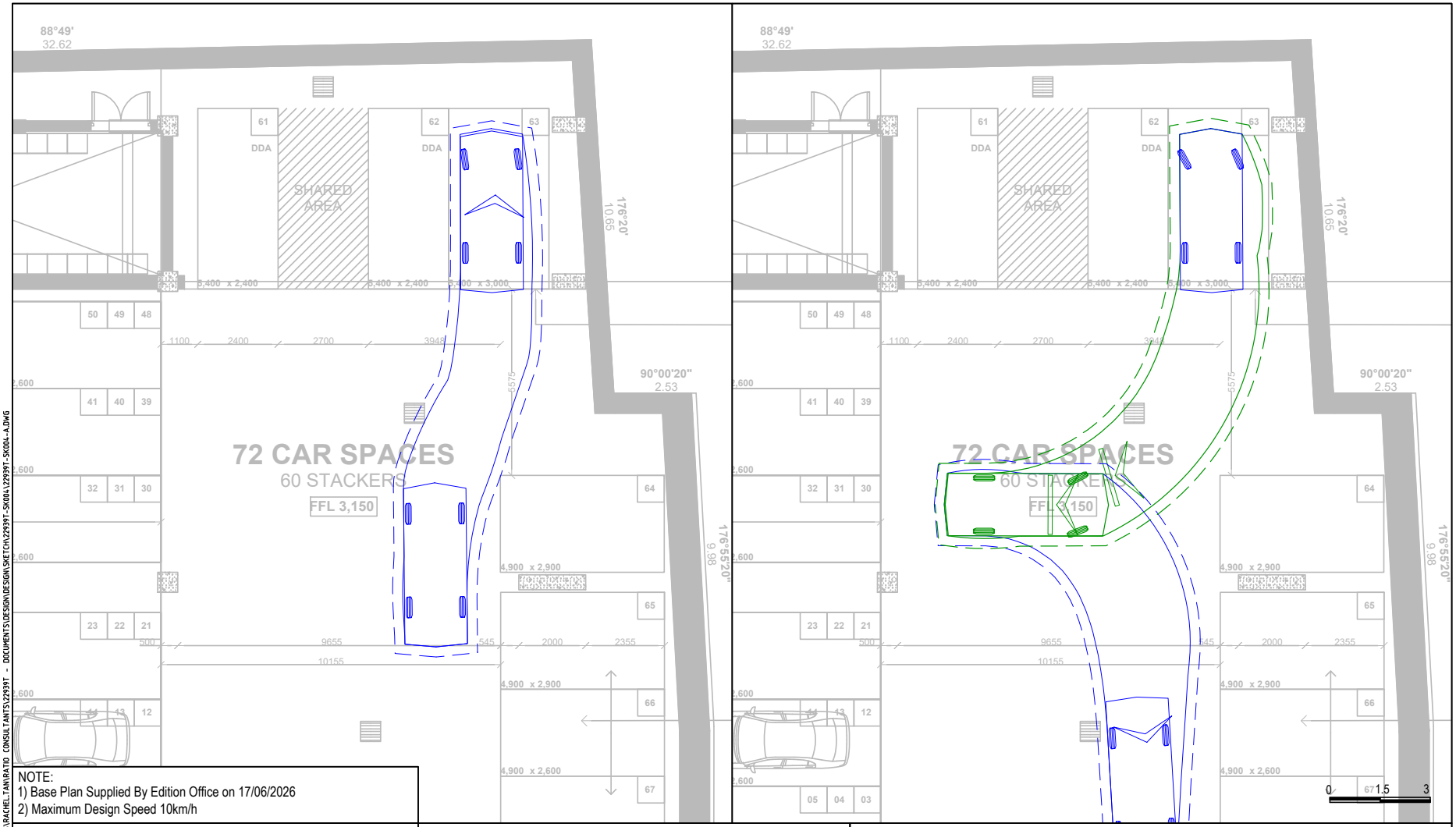

NOTE:
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2) Maximum Design Speed 10km/h

ratio:
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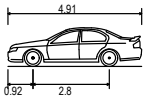
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)	
300mm CLEARANCE (FORWARD)	
VEHICLE ENVELOPE (REVERSE)	
300mm CLEARANCE (REVERSE)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Swept Path Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
22939T-SK004-A	7 of 9	R.T.	1:150@A4	17/06/2026

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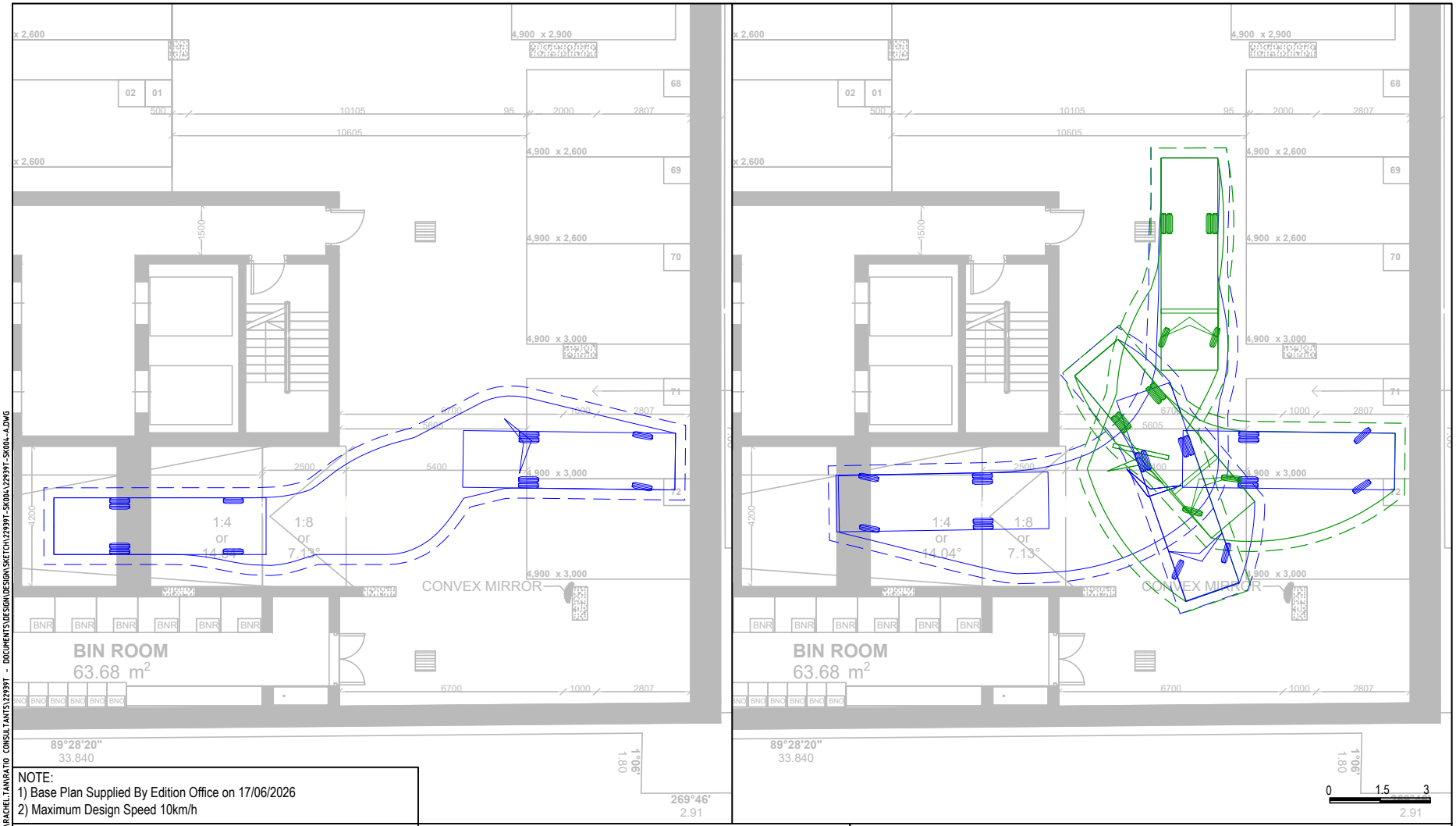

NOTE:
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2) Maximum Design Speed 10km/h

ratio:
RATIO CONSULTANTS PTY LTD
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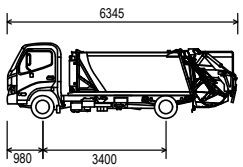
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	6.345m
Body Width	1.700m
Overall Body Height	2.080m
Min Body Ground Clearance	0.205m
Track Width	1.670m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.450m

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Swept Path Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
22939T-SK004-A	8 of 9	R.T.	1:150@A4	17/06/2026

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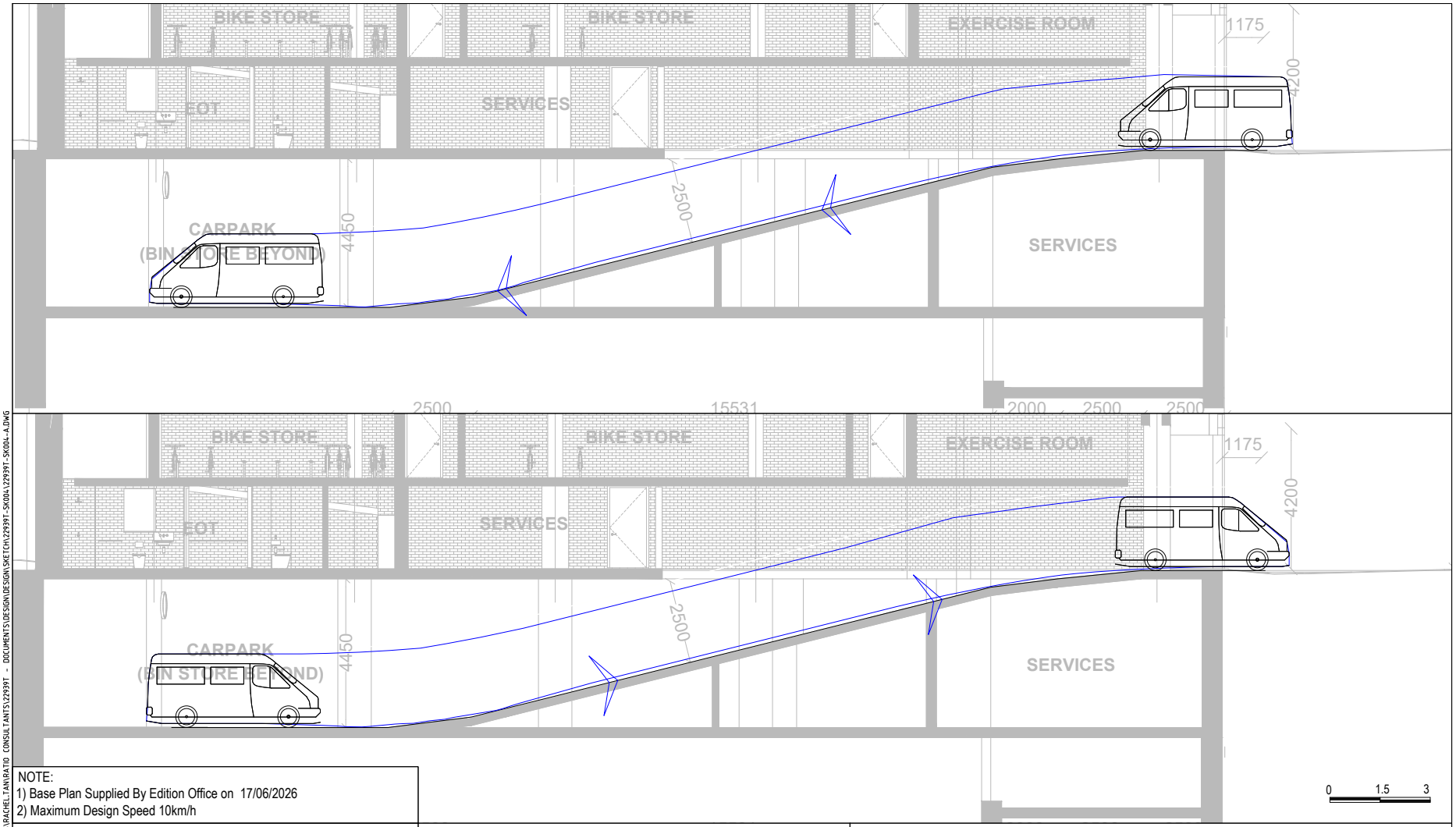

NOTE:
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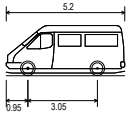
ABN 005 422 104
LEVEL 5, 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3211

B99 Vertical Model (AS/NZS2890.1:2004)



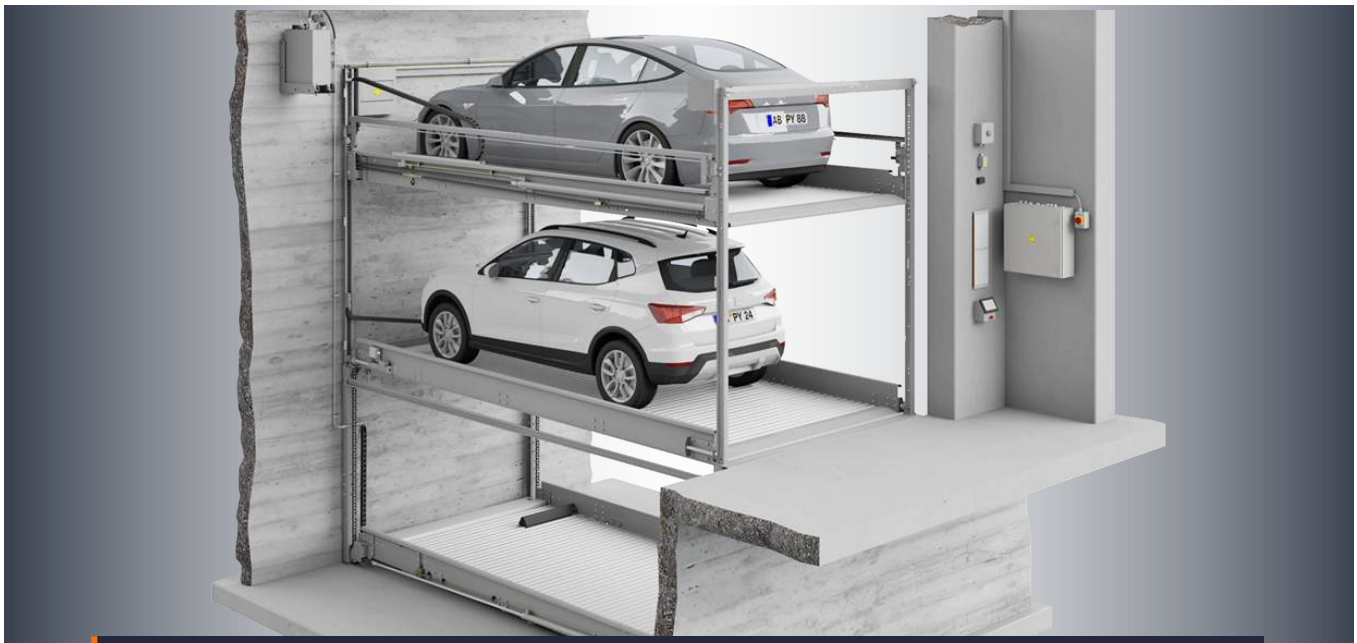
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.120m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	8.000m

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Ground Clearance Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
22939T-SK004-A	9 of 9	R.T.	1:150 @A4	17/06/2026

Appendix B Car Stacker Specification

KLAUS MULTIPARKING



PRODUCT DATA

DIMENSIONS, TECHNICAL INFORMATION AND PERFORMANCE SPECIFICATION

trendvario 6300



KLAUS MULTIPARKING

Table of contents

Explanation of symbols ... 2
Function diagram with standard designation ... 2
Dimensions and tolerances ... 2
Overview of building configuration ... 3
Vehicle data ... 3
Overview of system types and ceiling heights ... 4
Width dimension and door height ... 5
Configuration with vertical door ... 5
Configuration with sliding door ... 6
Loading schedule ... 7
Access incline ... 8
Clearance for installations ... 8
CE conformity ... 9
Electrical installation ... 10
Technical information ... 10
Performance specification ... 11
Services to be provided by the customer ... 13
Subject to technical changes ... 13

Explanation of symbols

Platforms accessible horizontally.

max. load per parking space in kg.
Upweighting over 2000 kg possible with surcharge (see "Vehicle data", page 3).

Parking space load can be subsequently upweighted (see "Vehicle data", page 3).

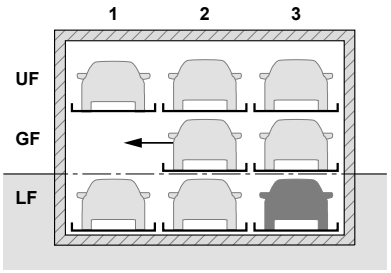
Traversable and can be combined with other TrendVario systems as a KombiSystem.

The systems provided are consistent with DIN EN 14010, the VDMA 15423 specification and the EC Machinery Directive 2006/42/EC.

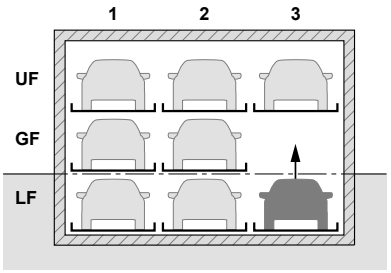
This system has also undergone a voluntary compliance test conducted by TÜV SÜD.

Function diagram with standard designation

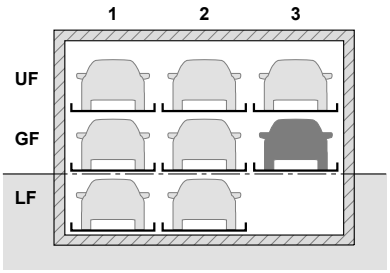
Example for vehicle on basement level (LF) of grid 3:
Selection via the control panel; all doors must be closed.
Representation of parking spaces in a row.



To remove the vehicle from the space in **grid 3/LF**, the GF platforms are moved to the left.



The empty space is now located above the vehicle being removed. The parking space in **grid 3/LF** is raised.



The vehicle in the space in **grid 3/LF** can now be removed.

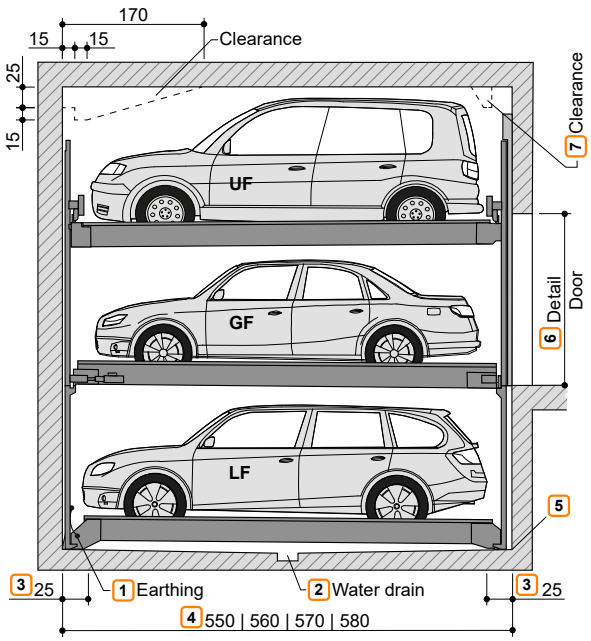
Dimensions and tolerances

All dimensions and minimum final dimensions.
Tolerance for dimensions +3/-0. Dimensions in cm.
In order to adhere to the minimum final dimensions, the tolerances in accordance with the German Construction Tendering and Contract Regulations [VOB], Part C (DIN 18330 and 18331) and DIN 18202 must also be taken into account.

KLAUS MULTIPARKING

Overview of building configuration

Building configuration with vertical door 6



1. Equipotential bonding from foundation earth connection to system (to be provided by the customer).
2. Slope with water collection channel(see "Drainage", page 13).
3. These areas must be horizontal and at the same level throughout the pit.
4. ■ 550 cm for vehicles up to 5.0 m long
   ■ 560 cm for vehicles up to 5.1 m long
   ■ 570 cm for vehicles up to 5.2 m long
   ■ 580 cm for vehicles up to 5.3 m long
   Shorter versions are possible on request - observe local regulations on parking space lengths.
   For comfortable use of your parking space and increasingly longer vehicles, we recommend a minimum pit length of 570 cm.
5. No fillets/haunches are permitted at the transition from the pit floor to the walls. If fillets/haunches are required, the systems must be narrower or the pits wider.
6. Door detail and other door variants (see "Configuration with vertical door", page 5 andsee "Configuration with sliding door", page 6).

If fire-extinguishing systems are required, the customer must ensure that sufficient clearance is provided.

Vehicle data

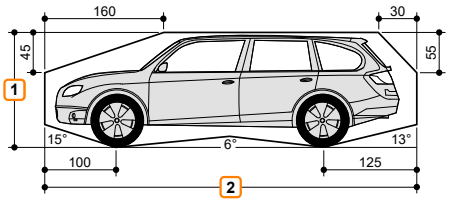
Parking options

Series vehicles:
saloon, estate, SUV, van in accordance with clearance gauge and maximum parking space load.

	UF | GF | LF 3		
Weight 4	2000 kg	2600 kg	3000 kg
Wheel load	500 kg	650 kg	750 kg

1. Vehicle height (see "Overview of system types and ceiling heights", page 4)
2. Vehicle length (see "Overview of building configuration", page 3)
3. UF = upper floor| GF = ground floor| LF = lower floor
4. Individual space loads can also be subsequently upweighted to 3000 kg.

Clearance gauge

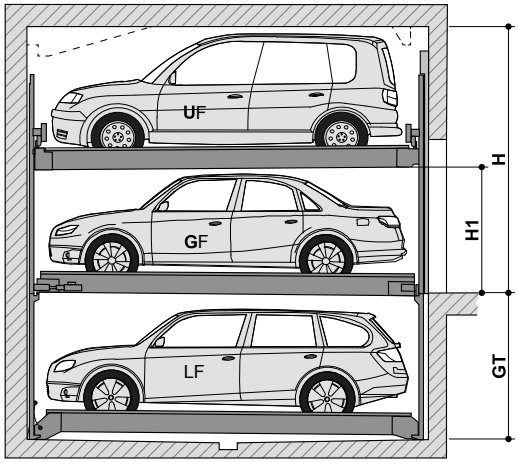


Vehicle width 190 cm with platform width 230 cm. Correspondingly wider vehicles can be parked with wider platforms.

KLAUS MULTIPARKING

Overview of system types and ceiling heights

The permissible vehicle height, GF must be greater than or equal to the vehicle height, LF.



Type	PD	Vehicle height, LF
6300/175	175	150
6300/180	180	155
6300/185	185	160
6300/190	190	165
6300/195	195	170
6300/200	200	175
6300/205	205	180
6300/210	210	185
6300/215	215	190
6300/220	220	195
6300/225	225	200
6300/230	230	205
6300/235	235	210
6300/240	240	215

GT: Pit depth **H:** Ceiling height **H1:** Headroom

H1	Vehicle height GF	Vehicle height UF 150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
155	150	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395
160	155	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400
165	160	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405
170	165	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410
175	170	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415
180	175	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420
185	180	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425
190	185	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430
195	190	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435
200	195	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440
205	200	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445
210	205	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450
215	210	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455
220	215	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460

H - Ceiling height

Example configuration

Example configuration 1:

Vehicle, UF: **150 cm** ▶
Vehicle, GF: **190 cm** ▶
Vehicle, LF: **175 cm** ▶

Type: **6300/200 - 195**
Height: **365 cm**

Example configuration 2:

Vehicle, UF: **160 cm** ▶
Vehicle, GF: **160 cm** ▶
Vehicle, LF: **180 cm** ▶

Type: **6300/205 - 165**
Height: **Selection not possible!**

Configuration 2 is not possible as the maximum permissible vehicle on GF is smaller than the vehicle on LF.
As such, the larger vehicle, LF cannot drive in.

KLAUS MULTIPARKING

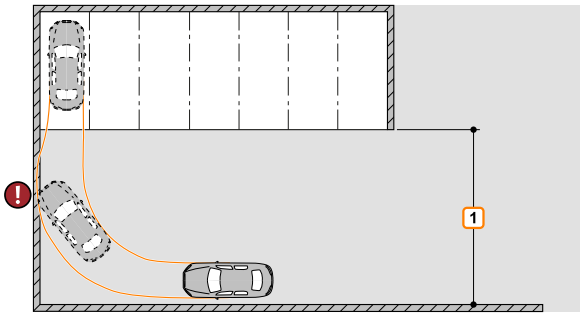
Width dimension and door height

We recommend platform widths of minimum 250 cm and driving lane widths of 650 cm in order that vehicles can comfortably access the Multiparking system and enter and leave without difficulty.

Narrower platforms may impede parking according to the following criteria.

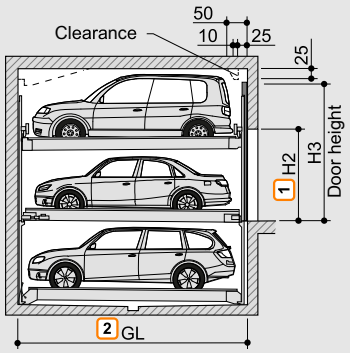
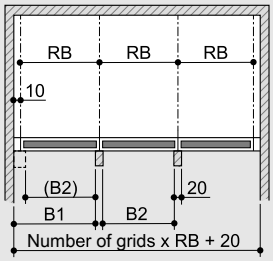
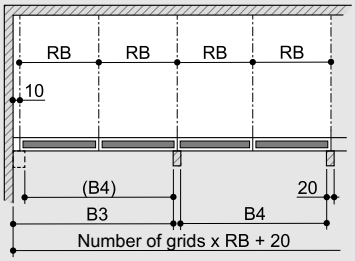
- Driving lane width
- Entrance conditions
- Vehicle dimensions

[1] Observe minimum driving lane width in accordance with local regulations.



For commercial use of doors with electrical drive systems, an inspection log is required in accordance with ASR A1.7 'Technical rules for workplaces' in Germany. The door must be inspected by an expert before commissioning and annually thereafter and the result entered in the inspection log. The inspection must be carried out independently of maintenance. Observe local regulations on operation of electrical doors.

Configuration with vertical door

	Door versions	Supports per grid	Supports per second grid
Vertical door			

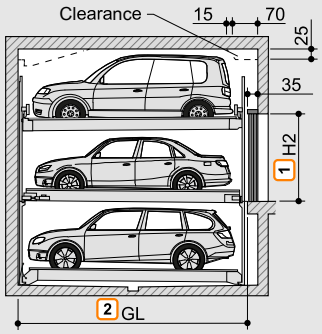
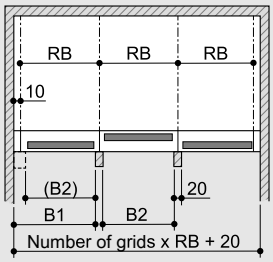
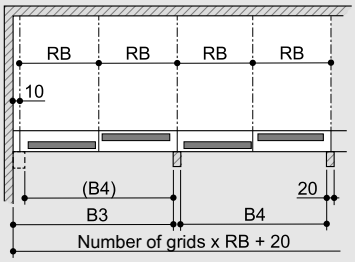
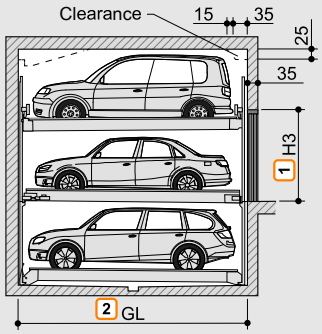
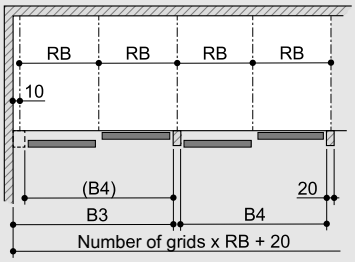
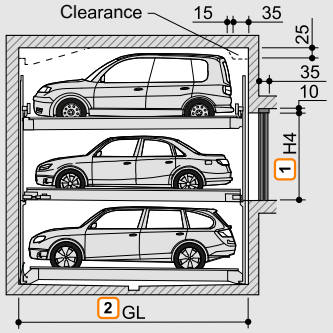
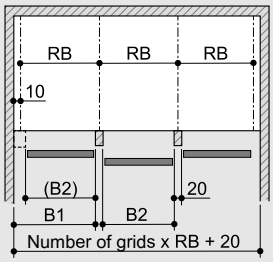
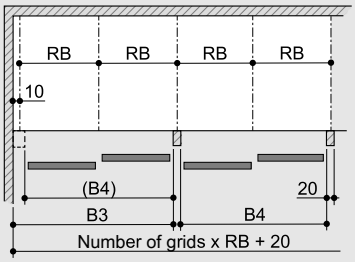
	Clear platform width	RB [2]	Supports per grid		Supports per second grid	
			B1	B2	B3	B4
Width dimensions	230	250	250	230	500	480
	240	260	260	240	520	500
	250	270	270	250	540	520
	260	280	280	260	560	540
	270	290	290	270	580	560

	max. vehicle height UF | GF														
	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
H2	210	210	210	210	210	210	210	210	210	210	210	215	220	225	230
H3	325	325	335	335	335	335	335	360	360	360	360	360	380	380	380

[1] Observe minimum clear height H2 in accordance with local regulations.
[2] GL = building length (see "Overview of building configuration", page 3).
[3] RB = grid width. These dimensions **must** be adhered to.

KLAUS MULTIPARKING

Configuration with sliding door

	Door versions	Supports per grid	Supports per second grid
Sliding door behind the supports			
Sliding door inside the supports		Not possible!	
Sliding door in front of the supports			

	Clear platform width	RB [3]	Supports per grid		Supports per second grid	
			B1	B2	B3	B4
Width dimensions	230	250	250	230	500	480
	240	260	260	240	520	500
	250	270	270	250	540	520
	260	280	280	260	560	540
	270	290	290	270	580	560

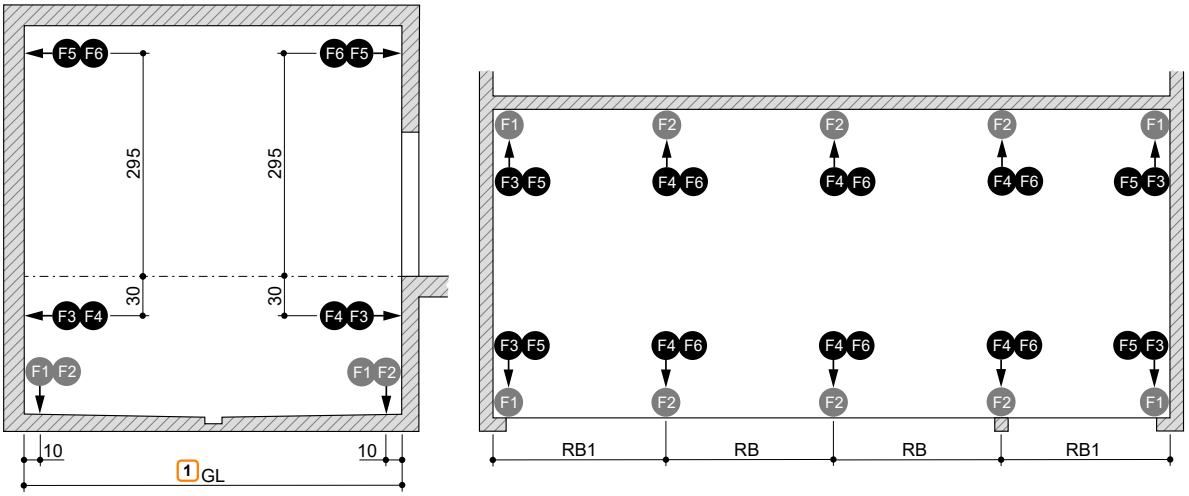
	max. vehicle height UF | GF														
	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
H2	210	210	210	210	210	210	210	210	210	210	215	220	225	230	235
H3	220	220	220	220	220	220	220	220	220	220	225	230	235	240	245
H4	210	210	210	210	210	210	210	210	210	210	215	220	225	230	235

[1] Observe minimum clear height H2/H3/H4 in accordance with local regulations.
[2] GL = building length (see "Overview of building configuration", page 3).
[3] RB = grid width. These dimensions **must** be adhered to.

KLAUS MULTIPARKING

Loading schedule

The systems are dowelled into the ground. The drill hole depth in the floor plate is approx. 15 cm, in the walls approx. 12 cm.
The floor plate and walls must be from concrete (quality min. C20/25).
The dimensions for the bearing points have been rounded. If the precise figures are required, please consult KLAUS Multiparking.



Parking space load	F1	F2	F3	F4	F5	F6
2000 kg	+ 41.0 kN - 11.8 kN	+ 54.0 kN - 23.6 kN	± 2.9 kN	± 5.8 kN	± 0.5 kN	± 1.0 kN
2600 kg	+ 47.0 kN - 14.2 kN	+ 94.0 kN - 28.2 kN	± 3.0 kN	± 6.0 kN	± 0.8 kN	± 1.6 kN
3000 kg	+ 51.0 kN - 15.8 kN	+ 102.0 kN - 31.6 kN	± 3.1 kN	± 6.2 kN	± 1.0 kN	± 2.0 kN

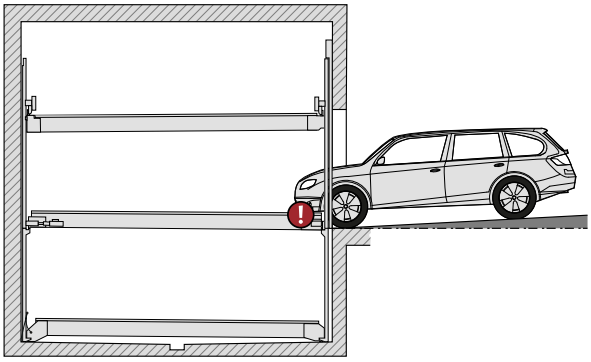
Clear platform width	RB [2]	RB1
230	250	260
240	260	270
250	270	280
260	280	290
270	290	300

[1] GL = building length
[2] RB = grid width. These dimensions **must** be adhered to.

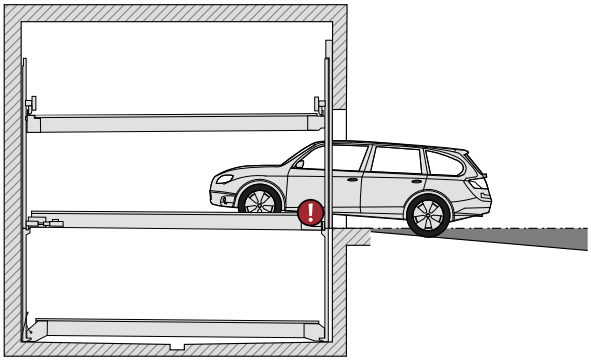
KLAUS MULTIPARKING

Access incline

The maximum access inclines specified in the symbol sketch must not be exceeded.
Improper configuration can lead to extreme difficulty accessing the system, for which KLAUS Multiparking cannot be held liable.
Where above-ground garages are on a slope, provision of a drainage gutter in the access is recommended.

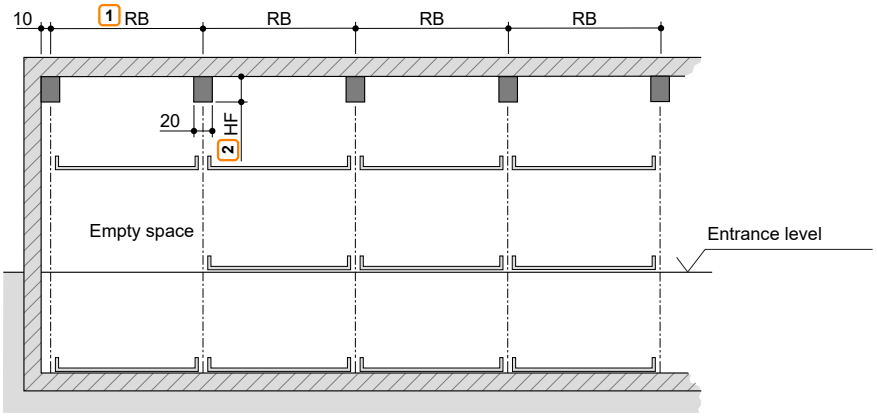


max. 3% slope



max. 5% gradient

Clearance for installations



1 RB = grid width. These dimensions **must** be adhered to.

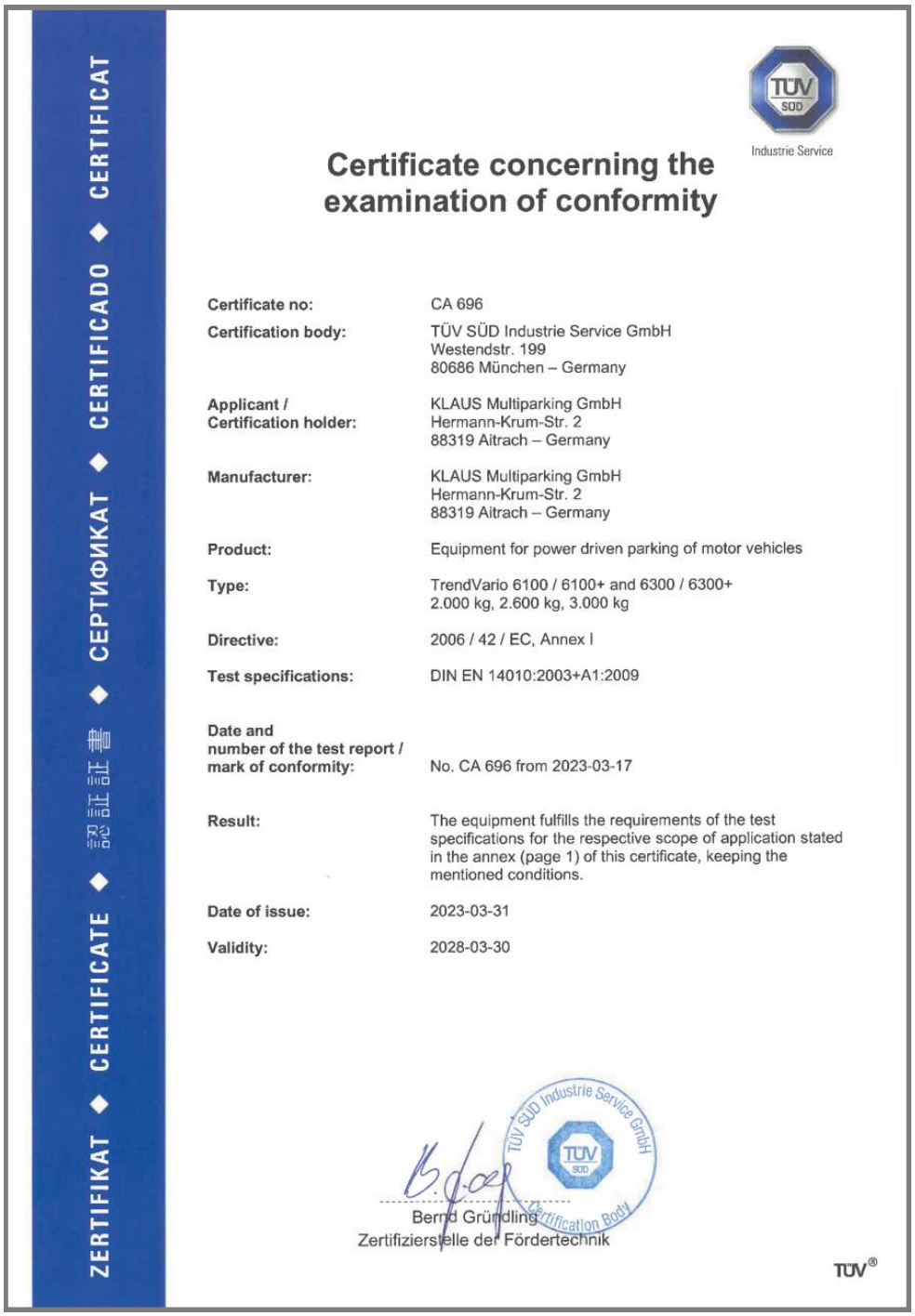
2 HF: Clearance height = building height (H) - 305 cm | where CH max. = 45 cm (see "Overview of system types and ceiling heights", page 4).

Clearance for lengthways cable routing

KLAUS MULTIPARKING

CE conformity

The systems provided are consistent with DIN EN 14010, the VDMA 15423 specification and the EC Machinery Directive 2006/42/EC. This system has also undergone a voluntary compliance test conducted by TÜV SÜD.



ZERTIFIKAT ◆ CERTIFICATE ◆ 認証書 ◆ СЕРТИФИКАТ ◆ CERTIFICADO ◆ CERTIFICAT

TÜV SÜD Industrie Service

Certificate concerning the examination of conformity

Certificate no:	CA 696
Certification body:	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 München – Germany
Applicant / Certification holder:	KLAUS Multiparking GmbH Hermann-Krum-Str. 2 88319 Aitrach – Germany
Manufacturer:	KLAUS Multiparking GmbH Hermann-Krum-Str. 2 88319 Aitrach – Germany
Product:	Equipment for power driven parking of motor vehicles
Type:	TrendVario 6100 / 6100+ and 6300 / 6300+ 2.000 kg, 2.600 kg, 3.000 kg
Directive:	2006 / 42 / EC, Annex I
Test specifications:	DIN EN 14010:2003+A1:2009
Date and number of the test report / mark of conformity:	No. CA 696 from 2023-03-17
Result:	The equipment fulfills the requirements of the test specifications for the respective scope of application stated in the annex (page 1) of this certificate, keeping the mentioned conditions.
Date of issue:	2023-03-31
Validity:	2028-03-30

TÜV SÜD Industrie Service GmbH Certification Body

Bernd Gründling
Zertifizierstelle der Fördertechnik

TÜV®

KLAUS MULTIPARKING

Electrical installation

Switch cabinet and master switch

Access to the switch cabinet (about 60 x 60 x 25 cm) must be possible without danger. The lockable master switch must be positioned so that the entire entry area of the facility can be surveyed.
With wall opening from switch cabinet to system (consultation with KLAUS Multiparking required).

Supply cable to master switch

Customer-provided supply cable min. 5 x 2.5 mm² (3 PH+N+PE) to master switch with pre-fuse 3 x 16 A (slow) or circuit breaker 3 x 16 A (trip characteristic K or C).
DIN/VDE and local regulations of energy-supply companies must be observed (see "Supply cable to master switch - foundation earth", page 13).

Hydraulic unit

- 3.0 kW, three-phase current 230/400 V / 50 Hz

Alternative version for a surcharge:
- 5.2 kW, three-phase current 230/400 V / 50 Hz for shorter access times.

Control panel with emergency-stop

- Attachment at a clear point (e.g. pillar).
- Secured against external operation.

Technical information

Usage area

The system is suitable for a fixed group of users as standard.
Where users change (e.g. short-term parking in office buildings or hotels), structural modifications to the Multiparking system are required. Please request a consultation if required.

Units

Low-noise, bearing-mounted hydraulic units are installed on rubber-metal blocks. Consequently, we recommend separating the garage body from the residential building.

Parking space designation

Please consult the function diagram for the standard designation of the parking spaces (see "Function diagram with standard designation", page 2).
Alternative designations are possible with a surcharge.

Please note the following specifications:
- The empty space is situated on the left as standard.
- Any alternative designations must be notified 8 to 10 weeks before delivery.

Ambient conditions

Ambient conditions for the areas around Multiparking systems:
Temperature range –10 to +40° C. Relative humidity 50 % to a maximum external temperature of +40° C.
If ascent/descent times are specified, these relate to an ambient temperature of +10° C and with the system positioned immediately adjacent to the hydraulic unit. These times are increased at lower temperatures or with longer hydraulic lines.

Building application documents

Multiparking systems generally require approval. Please observe local regulations and stipulations.

Care

To prevent corrosion damage, please observe our special cleaning and care instructions and ensure that your garage is well ventilated.

Corrosion protection

In accordance with the ‘Corrosion protection’ supplement.

Electrically driven doors

For commercial use of doors with electrical drive systems, an annual inspection is required in accordance with ASR A1.7 ‘Technical rules for workplaces’ in Germany. We urgently recommend concluding a maintenance contact as these services are included for the complete system.

CE conformity

The systems provided are consistent with DIN EN 14010, the VDMA 15423 specification and the EC Machinery Directive 2006/42/EC. This system has also undergone a voluntary compliance test conducted by TÜV SÜD.

Noise protection

Standard noise protection:

In accordance with DIN 4109-1 Noise protection in high-rise - Section 9:
Maximum sound pressure level in living and sleeping areas 30 dB (A).
User noise is not subject to the requirements.

The following dimensions are required for adherence to this value:
- Noise protection package in accordance with quote/order (KLAUS Multiparking)
- Sound insulation dimension of the building structure of min. R'w = 57 dB (service to be provided by the customer)

Increased sound protection (special agreement):

In accordance with DIN 4109-5 Increased noise protection in high-rise - Section 8:
Maximum sound pressure level in living and sleeping areas 25 dB (A).
User noise is not subject to the requirements.

The following dimensions are required for adherence to this value:
- Noise protection package in accordance with quote/order (KLAUS Multiparking)
- Sound insulation dimension of the building structure of min. R'w = 62 dB (service to be provided by the customer)

Note:
User noise is noise that can be influenced individually by the user of our Multiparking systems. This includes, e.g., accessing the platform, the slamming of vehicle doors, engine and brake noise.

KLAUS MULTIPARKING

Performance specification

Description

Multiparking system for independent parking of vehicles one on top of and next to one another.
Dimensions in accordance with the underlying pit, width and height dimensions.
Access to the parking spaces horizontally (installation tolerance ± 1%).
An access must be provided over the entire width of the system (minimum driving lane width in accordance with local regulations).
The parking spaces are arranged on 3 levels one on top of the other. Vehicles park on stable steel platforms.
The platforms on the basement level (LF) and upper level (UF) move vertically, the platforms on the ground level (GF) move horizontally. At entrance level (GF), there is always 1 parking space less. This empty space is used for sideways movement of the GF parking spaces to allow a parking space above on the UF or on the LF below to rise or lower to entrance level. Consequently, 5 parking spaces (2 on UF, 1 on GF, 2 on LF) is the smallest unit for this parking system.
Vehicle positioning in any parking space by positioning aid mounted on one side (to be adjusted in accordance with the operating instructions).
For safety reasons, the movement operation of the platforms always takes place behind locked doors.
All requisite safety equipment is integrated into the system. This essentially comprises a chain monitoring system, locking levers for the upper and lower platforms and locked doors. The doors can only be opened when the selected parking space has reached its parking position and all fall openings are secure.

Steel frame (secured in the pit) comprising:

- Supports (arranged in rows)
- Crossbeams and lengthways beams
- Sliding rails for the sideways moving GF platforms

Platform comprising:

- Platform profiles
- Adjustable positioning aid
- Chamfered ramp
- Side beams
- Crossbeams
- Screws, nuts, washers, spacers, etc.

Lifting equipment for platforms on the UF and LF comprising:

- Hydraulic cylinders with solenoid valves
- Chain wheels
- Chains
- Limit switches
- The platforms are each suspended at 4 points and are guided at the supports by means of plastic plain bearings

Drive unit for sideways moving platforms on GF:

- Gear motor with chain wheel
- Chains
- Sliding and guide rollers (low-noise)
- Power supply via energy chain

Hydraulic unit comprising:

- Hydraulic unit (low-noise, fitted to bracket and bearing mounted on rubber-metal block)
- Hydraulic oil tank
- Oil filling
- Internal gear pump
- Pump holder
- Coupling
- Three-phase motor
- Noise protection, motor protection switch and control fuse
- Test pressure gauge
- Pressure relief valve
- Hydraulic hoses (to attenuate noise transmission to the hydraulic pipes)

Control:

- Central control point (control panel with emergency-stop) for selecting the desired parking space
- The electrical wiring from the system cabinet is provided by the supplier

Vertical doors:

Size

Dimensions adjusted to the underlying widths and height dimensions.
The door comprises two door leaves

Frame

- Frame structure with two vertical centre rungs from extruded aluminium profiles (anodised, coating thickness approx. 20 µm)
- There is a rubber lip on the closing edge for a clean seal with the building.

Door filling

Aluminium perforated plate

- Thickness 1.5 mm,, RV 8-14 E6/EV1, anodised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 30%

Guide rails

- The sliding rails of the doors are attached to the steel frame of the system.
- Galvanised steel guide rails (coating thickness approx. 20 µm).

Door actuation

- Electrical drive system by means of electric motor, above the door frame.

For safety reasons, the movement operation of the platforms always takes place behind locked doors. An electrical signal generator is used to query the positions ‘door open’ and ‘door closed’.

Please note:

Door apertures (at the side, covers over the sliding rails, etc.) and door suspensions are not included with the standard configuration but can be supplied as special equipment with a surcharge.

KLAUS MULTIPARKING

Sliding doors:

Size

- Sliding doors, size approx. 2500 mm x 2000 mm (width x height).

Frame

- Frame structure with one vertical centre rung from extruded aluminium profile (anodised, coating thickness approx. 20 µm)
- A handle shell is provided in a vertical aluminium profile for opening the doors.
- There is a rubber lip on the closing edge for a clean seal with the building.

Standard door filling

Aluminium perforated plate

- Thickness 2 mm, RV 5-8 E6/EV1, anodised, coating thickness approximately 20 µm
- Ventilation cross-section of the filling approx. 40%

Alternative door filling

Plain aluminium sheet

- Thickness 2 mm E6/EV1, anodised, coating thickness approximately 20 µm

Corrugated steel sheet

- Thickness 1 mm galvanised, coating thickness approximately 20 µm
- Additional powder coating, coating thickness approx. 25 µm on the outside and approx. 12 µm on the inside
- Colour options on the outside (building view):

RAL 1015 (light ivory)	RAL 3003 (ruby red)
RAL 5014 (pigeon blue)	RAL 6005 (moss green)
RAL 7016 (anthracite grey)	RAL 7035 (light grey)
RAL 7040 (window grey)	RAL 8014 (sepia brown)
RAL 9006 (white aluminium)	RAL 9016 (traffic white)

- Door inside in a light grey tone

Wood filling

- Nordic spruce in A sorting
- Vertical tongue and groove boards
- Colourless, pre-coated

Composite safety glass

- Composite safety glass from 8/4 mm

Wire mesh

- Mesh size 12 x 12 mm
- Wire diameter 2 mm, galvanised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 70%

Sliding rails

- The running gear comprises 2 double-pair roll systems per door, height-adjustable
- The sliding rails of the doors are attached to brackets with cover bushings or directly to the concrete lintel or a building-specific door suspension
- The lower guide comprises 2 plastic rollers on a base plate which is dowelled to the floor
- Sliding rails, cover bushings, guide roller base plate are galvanised

Door actuation

- Electrical drive system by means of electric motor attached to the rail system in the turning point of the sliding doors. The drive pinion engages a chain attached to the door.

For safety reasons, the movement operation of the platforms always takes place behind locked doors. An electrical signal generator is used to query the positions ‘door open’ and ‘door closed’.

Separation (if required)

- On request

Please note:

Door apertures (at the side, cover over the sliding rails, etc.) and door suspensions are not included with the standard configuration but can be supplied as special equipment with a surcharge.

Services to be provided by the customer

Barriers

Barriers that may be required in accordance with DIN EN ISO 13857 to secure the pits where there are roadways immediately in front of, adjacent to or behind the systems. This also applies during the construction stage.

Parking space numbering

Parking space numbering, if required.

Building services systems

Any lighting, ventilation, fire-extinguishing and fire-alarm systems that may be required, plus clarification and compliance with corresponding official documentation.

Lighting

The customer must observe local regulations pertaining to the illumination of parking spaces and roadways. In accordance with DIN EN 12464-1 'Light and lighting - Lighting of work places', an illumination level of min. 200 lx is recommended for the parking spaces and operating area of the system. A floating contact can be provided for actuation of parking space lighting provided by the customer.

Drainage

Functional drainage of the pit must be provided by means of, for example, a water collection channel towards the centre that is connected to the sewer system or a pump sump. The channel may contain a lateral slope, but not in the other pit areas (lengthways slope is already provided by the building dimensions). In the interests of environmental protection, we recommend coating the pit floor. Oil and/or fuel separators should be installed in accordance with local regulations.

Strip foundations

Due to structural conditions, the customer must erect an accessible platform when constructing strip foundations, level with the upper edge of the strip foundation.

Wall openings

Wall openings, if required.

Supply cable to master switch - foundation earth

The customer must lay the supply cable to the master switch during assembly. Functional capability can be checked by our engineers on site, in conjunction with the electronics engineer. If this is not possible during assembly for reasons attributable to the customer, the customer must commission an electronics engineer.
The customer must earth the steel structure with a foundation earth connection (earthing distance max. 10 m) and equipotential bonding in accordance with DIN EN 60204.

Door suspensions

Please note that if the specified clear heights (see "Width dimension and door height", page 5) are not adhered to, additional measures for door attachment (door suspensions) will be required for a surcharge.

Door apertures

Door apertures, if required. This may be requested from KLAUS Multiparking for a surcharge.

Subject to technical changes

In the course of technical progress, KLAUS Multiparking shall be entitled to use newer or different technologies, systems, processes or standards to provide the services than initially offered, provided that this does not disadvantage the customer in any way.

KLAUS Multiparking GmbH
Hermann-Krum-Straße 2
88319 Aitrach / Germany
+49 (0) 7565 508-0
info@multiparking.com
www.multiparking.com

PARK & SMILE

Appendix C Bicycle Parking Specifications

Arc de Triomphe™



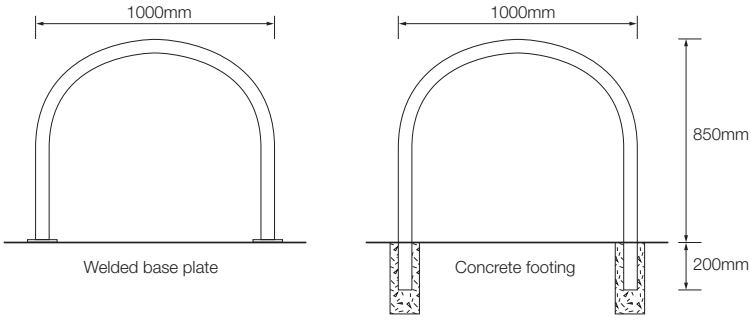
Galvanised finish / Stainless Steel finish

Features



- Each rail supports two adult bikes in an upright position
- Can be either bolted to a concrete slab or concreted in situ
- Available in stainless steel or galvanised steel
- Provides the ability to lock both wheels and frame
- Suitable for foyers and entry areas

Dimensions



Specifications

Material options

- Galvanised (Duragal)
- 316 Marine grade stainless steel

Fixing options

- Welded flange - Bolt on
- In situ

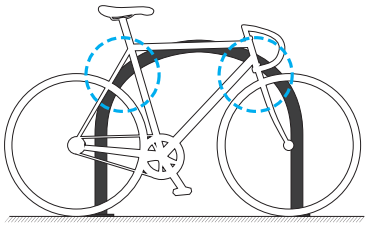
Recommended fasteners

- Galvanised Dynabolts (M10 x 65mm)
- Stainless Dynabolts (M10 x 65mm)
- Shear Nut security fasteners

Dimensions

1000mm [w] x 850mm [h]

Locking Points



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BICYCLE NETWORK BIKE PARKING

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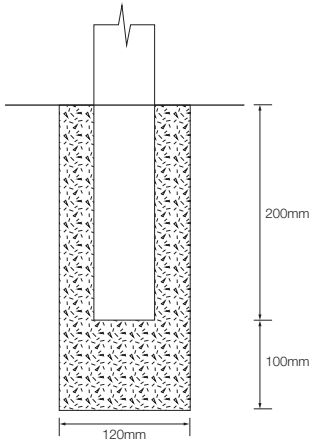
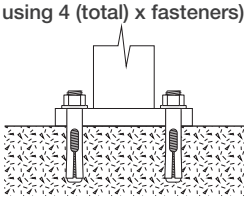
p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au
VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010
TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

Fixing options

In situ (Concrete footing)

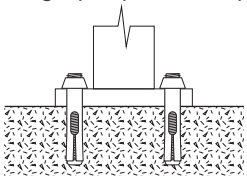


Welded flange (Bolt on) using 4 (total) x fasteners)



Shown with M10 x 65mm fastener

Welded flange (Security heads) using 4 (total) x fasteners)

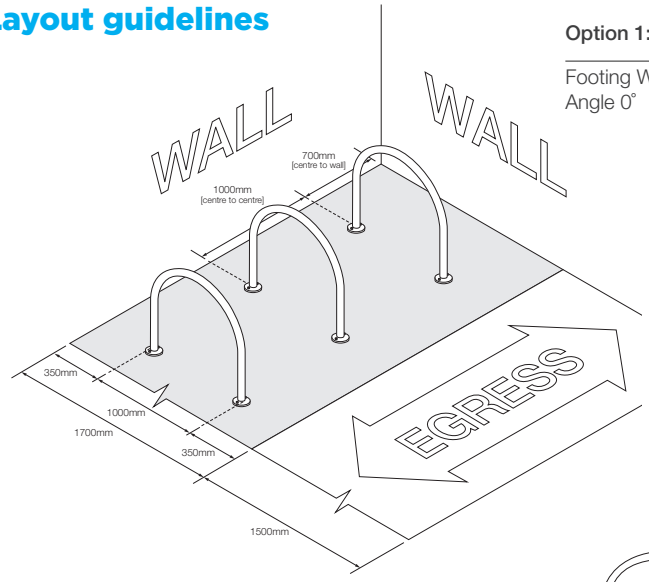


Shown with M10 x 65mm Shear Nuts

Layout guidelines

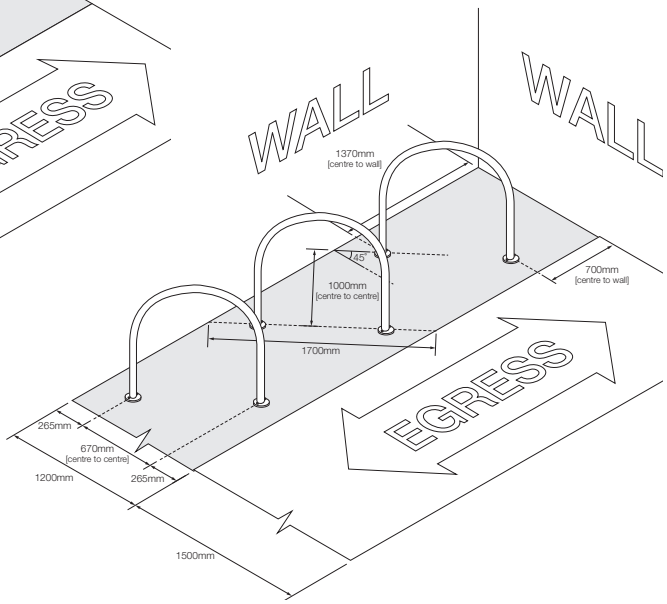
Option 1:

Footing Width 1700mm
Angle 0°

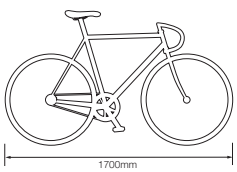


Option 2:

Footing Width 1200mm
Angle 45°



Typical Bicycle Length



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BICYCLE NETWORK BIKE PARKING

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Ned Kelly™



Zinc finish



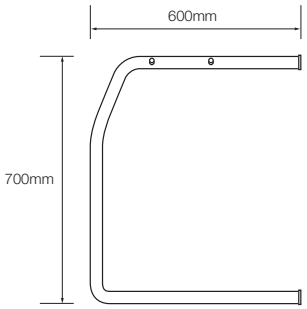
Black powder coat finish

Features

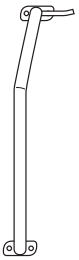


- Each rail provides storage for a single bike
- Suits bikes with full length mud guards
- Available in Zinc finish or Black powder coat over mild steel
- Provides the ability to lock the main frame and one wheel
- Support prongs with protective coating prevent damage to rim
- Can be used with custom framing – no wall needed

Dimensions



SIDE



FRONT

Specifications

Material options

- Zinc finish
- Black powder coat over mild steel
- Stainless steel - *Pre-order only*

Fixing options

- Bolt on to wall
- Fixed to support framing

Recommended fasteners – wall

- Dynabolts (M8 x 40mm)
- Shear Nut security fasteners

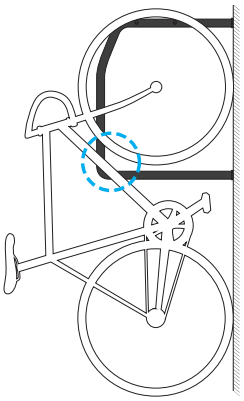
Recommended fasteners – framing

- Bolt and nut (M10 x 60mm)
- Tek screws

Dimensions

125mm [w] x 700mm [h] x 600mm [d]

Locking Points



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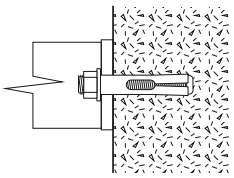
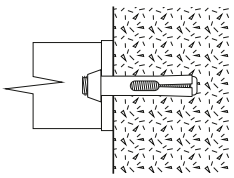
Fixing options

Fix to a wall using 4x fasteners or Shear Nuts

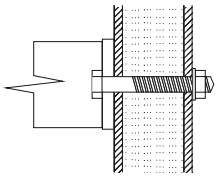


Shown with M8 x 40mm fastener

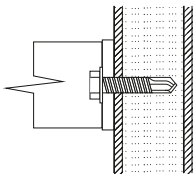


Shown with M8 x 40mm Shear Nuts

Fix to a frame using 4x bolts or Tek Screws

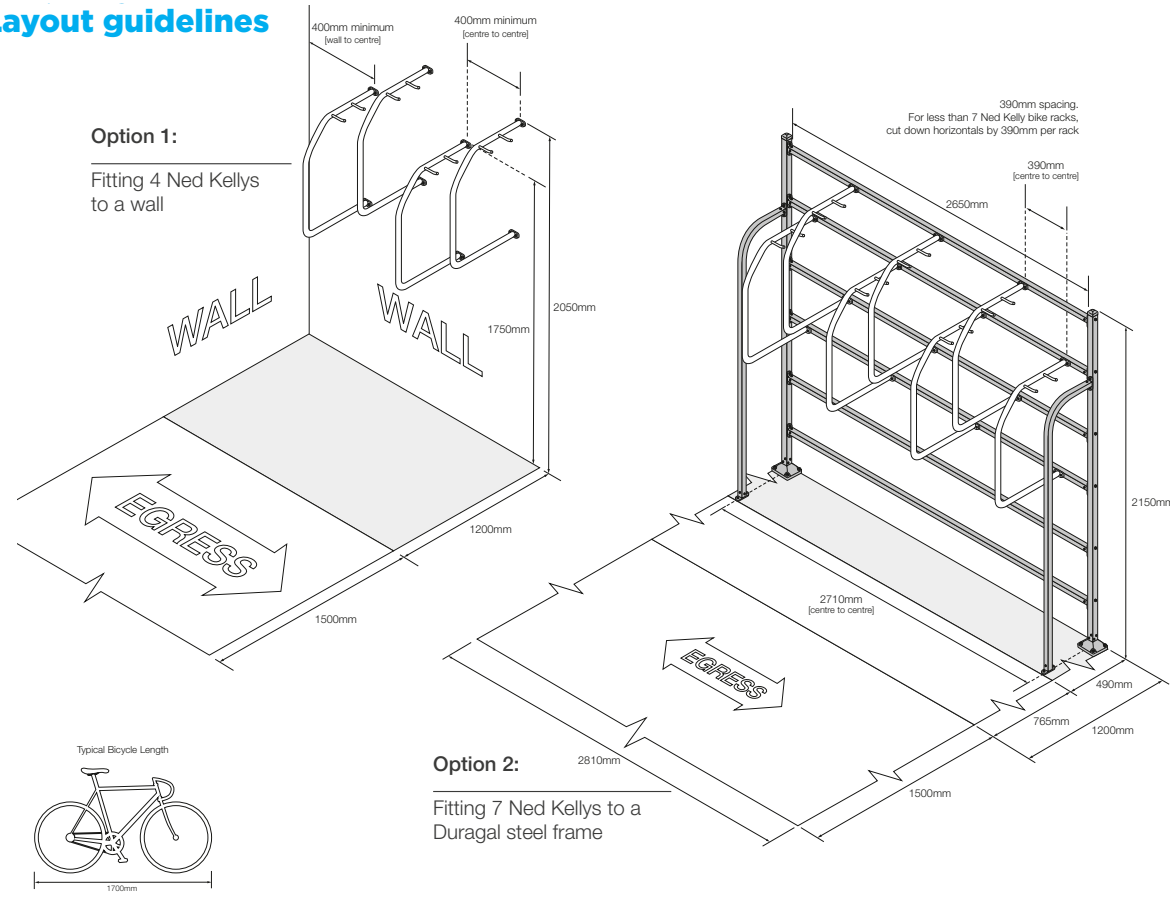


Shown with M10 x 60mm Bolt, Washer & Nut



Shown with Tek Screw

Layout guidelines



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CORA BIKE RACK

PRODUCT SPECIFICATION SHEET



E3DT SERIES

E3DT-GP

DYNAMIC UPPER TIER

DYNAMIC LOWER TIER

Australia's ONLY fully dynamic 2 tier system to provide reduced AS2890.3 compliant spacing of 400mm on both tiers. A Dynamic upper tier combined with a dynamic lower tier provides the maximum capacity possible. Upper tier includes gas assist lift for ease of use and is available in alternating heights. Lower tier uses the E3GP bike ground pivot rack that allows users to move the rack left or right for ease of access.

Capacity

- E3ST-H: 1 bike
- E3ST-L: 1 bike
- E3GP-F: 1 bike
- E3GP-B: 1 bike

Construction

- Heavy duty high quality steel

Fixings

M10 anchor bolts with security nuts

Finishes

- Galvanised with powder coated accents on handles
- Option - Colour Powder Coat (Cora standard colour range)

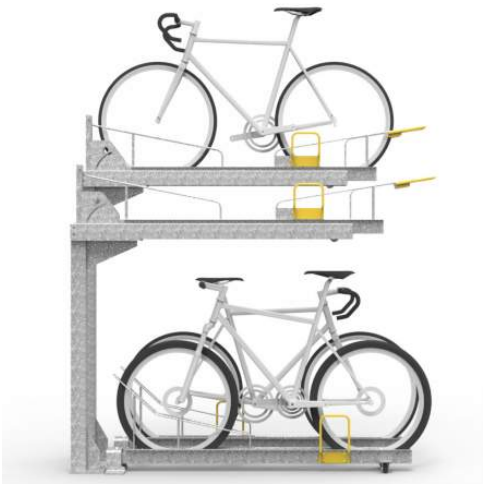
Assembly

- Supplied partially assembled for assembly and mounting on site

Compliance

- Rack is AS2890.3 (2015) compliant

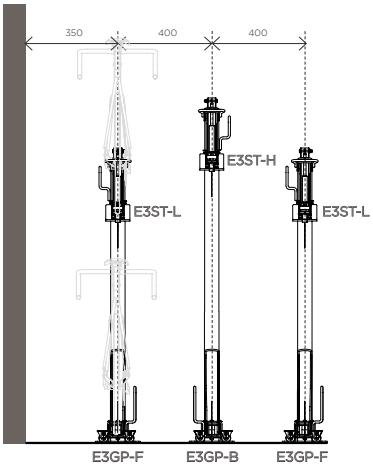




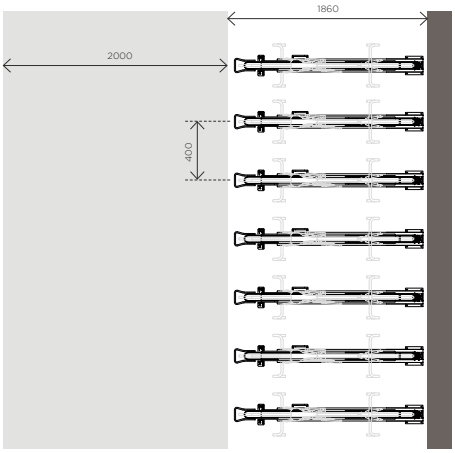
CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

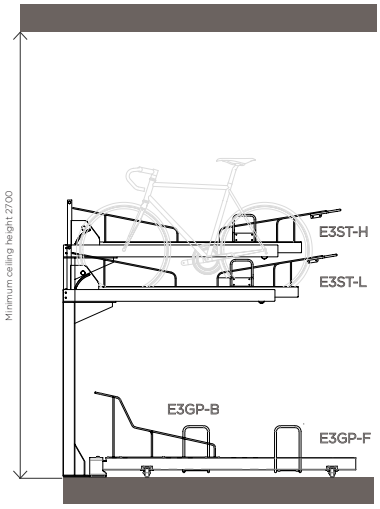
STAGGERED LAYOUT



Front view

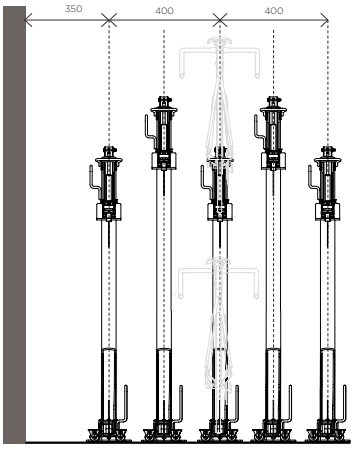


Top view

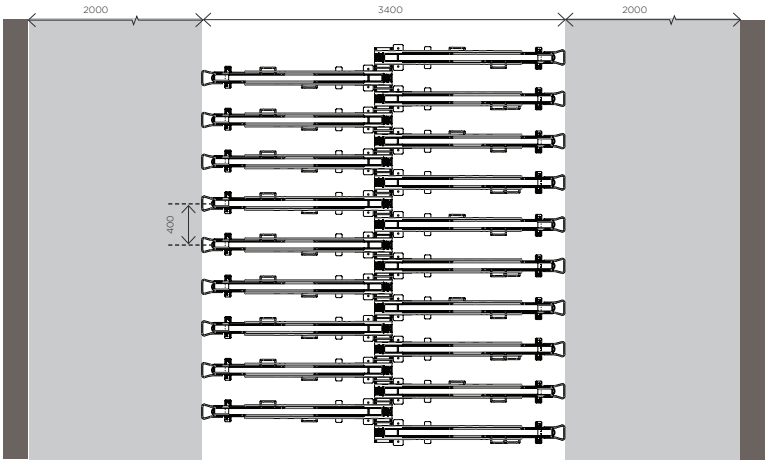


Side view

NESTED LAYOUT



Front view

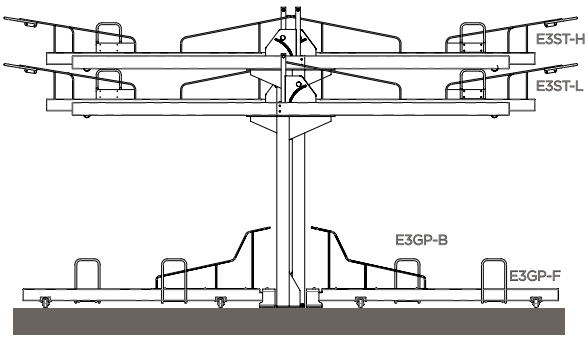


Top view

E3DT-GP DYNAMIC UPPER AND LOWER TIER LAYOUT GUIDE

For specific assembly and installation instructions relating to E3DT-GP series racks, please refer to individual instruction information sheets.

Racks should not be installed, based on the information on this sheet alone.

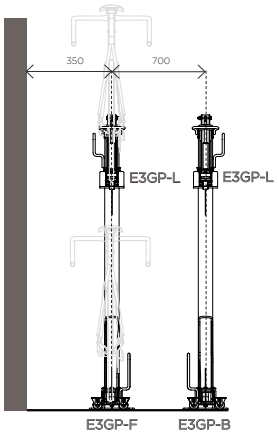


Side view

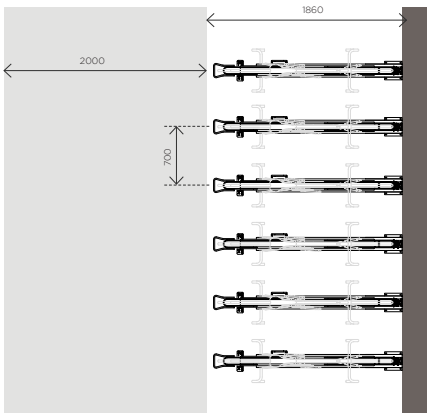
CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

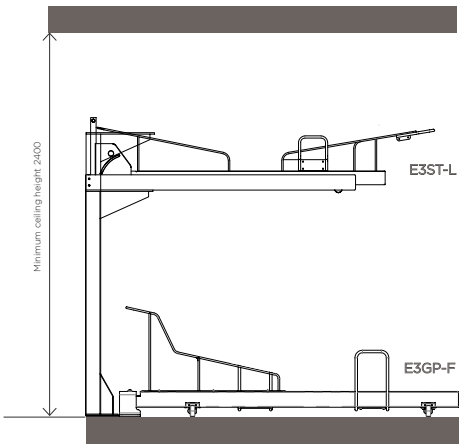
SINGLE LEVEL LAYOUT



Front view



Top view



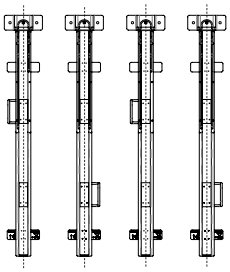
Side view

E3DT-GP DYNAMIC UPPER AND LOWER TIER LAYOUT GUIDE

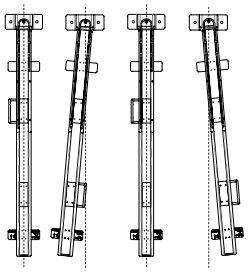
For specific assembly and installation instructions relating to E3DT-GP series racks, please refer to individual instruction information sheets.

Racks should not be installed, based on the information on this sheet alone.

Dynamic side to side movement of lower rack

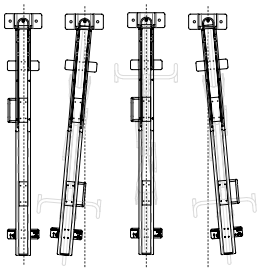


Racks in neutral position



Racks Pivoted

Racks either side of free rack, can be pivoted, to increase access for racking or removal



Bike placed in rack

Bike is wheeled in to rack, either front or rear wheel-in first depending on rack type

ecospecifier global verified
find it on ecospecifier.com.au
greenstar
STANDARDS AUSTRALIA
Australian Standard

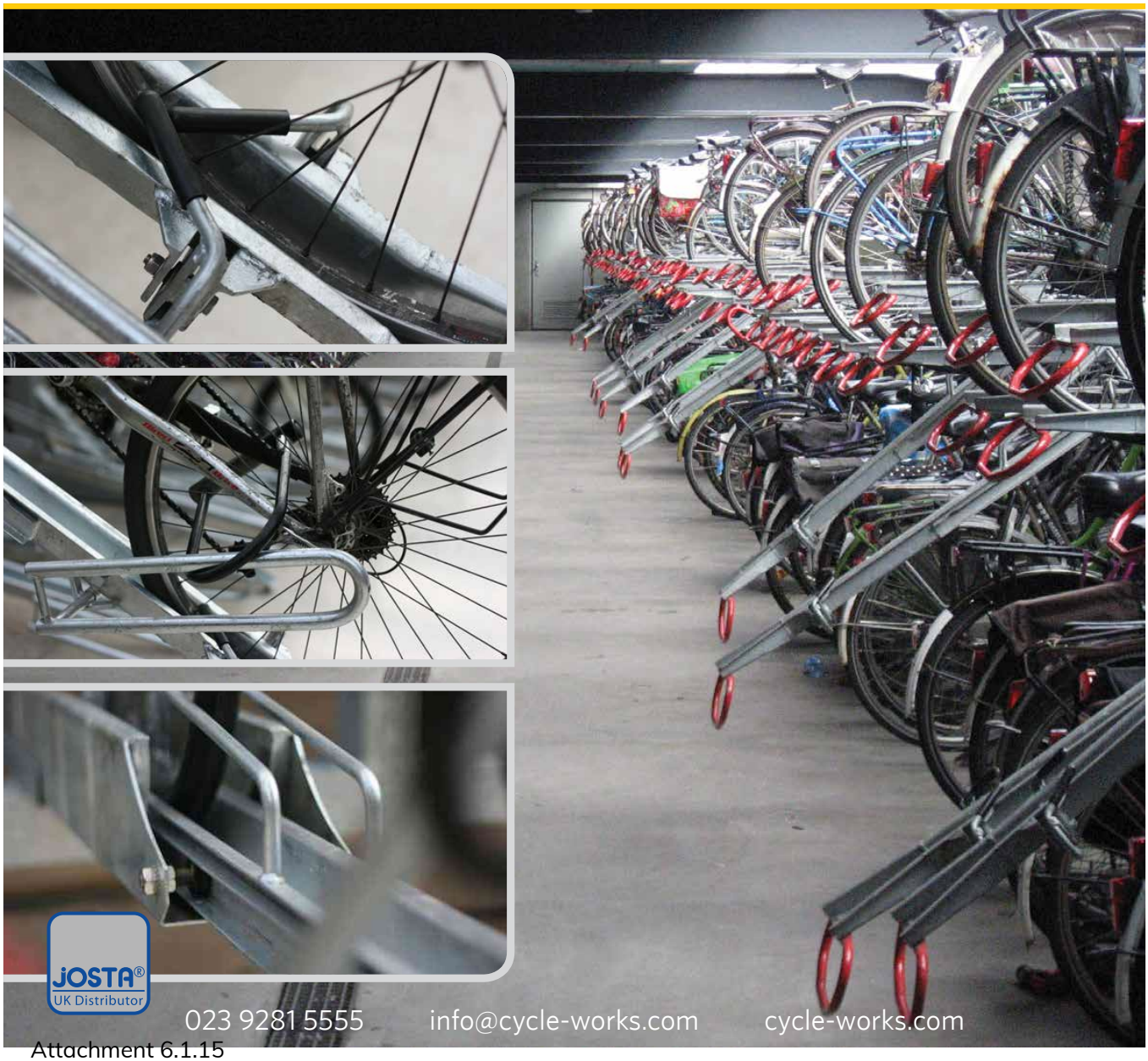
CORA BIKERACK
PH 1800 249 878
sales@cora.com.au
www.cora.com.au

cycle-works

The Cycle Storage Specialists

Product Guide & Case Studies

Josta 2-tier



cycle-works

The Cycle Storage Specialists

Josta® 2-tier High Capacity Racks





The market leaders in high capacity bicycle racks, offering space efficient and cost-effective cycle storage.

- Double the capacity of bicycle storage spaces
- Easy and safe to use - with a proven track record in the UK, Europe, Australia and the USA
- Space efficient
- Flexible and adaptable
- Neat and organised
- Individual racking – one bike per space
- Low maintenance
- Patented gripping system holds bike securely
- Maximises cycle parking spaces, and allows more car parking (if required) or creates space for other uses
- The racks can be used to help demonstrate compliance with BREEAM and achieve a high BREEAM rating.
- Framework can be coloured in any standard RAL colour

There are many unique features of the Josta® racks, including the low, easy to use handles, the clever, patented way the bikes are held on the racks, and the general ease of use.

They are also designed for a long, tough life of constant heavy use, with low maintenance. However, the most important factor is always safety, and the Josta® racks are very safe to use. This is a particularly important feature for heavy bikes.





Liverpool Street Station, London

London Liverpool Street station more than doubled its awkward bike parking in a limited space, from 80 too 189, with the Josta® 2-tier racks.

Cycle-Works
8-9 Rodney Road
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Hampshire
PO4 8BF

t 02392 815 555
f 02392 815 544
e info@cycle-works.com
w cycle-works.com

Cycle-Works Ltd
Registered in England 3268339

BUILDER'S PROFILE

Link-up Registered Link-up ID: 26039

riba product selector

ESI.info

JOSTA® UK Distributor

cycle-works

The Cycle Storage Specialists

Josta® 2-tier High Capacity Racks

Innovative unique features



Wheel Gripping Mechanism

A special, patented gripping mechanism ensures that the bike cannot roll back and injure the user. As the bike is pushed into the rack the mechanism gently clamps around the front wheel. As as you push the bike up the channel the front wheel is released and then back wheel is clamped securely into place.

The mechanism is very well designed and fabricated, so that if an extended rack containing a bike should be accidentally dropped the bike will be securely held in place, causing no harm to user or bike. The Josta® 2-tier rack is the only 2-tier system to offer this type of safety feature.



Movable Security Bar

The Josta® 2-tier rack comes with a movable high security galvanised mild steel security bar as standard. The bar is positioned at the rear of the rack in the optimum location to securely lock the rear wheel and bike frame.

When the rack is not is use the security bar is lowered down, lying parallel to the rack. It is the feature that allows the bike to be easily pushed up the channel without any obstructions for the pedals.



Pivoting Channel

The central channel that holds the bike is built around an extending, pivoting channel. It is this feature that utilises a 'sweet spot' for pivoting, allowing a full rack to be very easily lifted up and pushed back into pace.

The strong box section, galvanised mild steel construction and precision engineering all ensure that this product has an extremely long and low maintenance life.

Code for Sustainable Homes

All our lockers, shelters and racks they can be used to help contribute towards gaining your 2 ENE8 Cycle Storage Credits when used in an appropriate situation, under the Code for Sustainable Homes.

more info

BREEAM

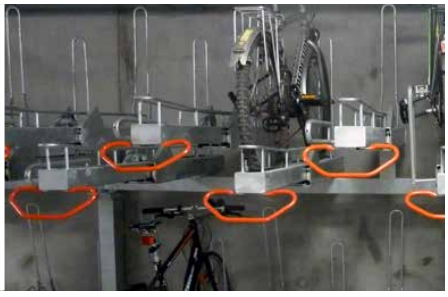
All our lockers, shelters and racks they can be used to help demonstrate compliance with BREEAM and achieve a high BREEAM rating when used in an appropriate situation.

more info

Gas Assisted

Josta® have developed a new 'gas cylinder' model that makes lifting and lowering the racks even easier. The strong gas strut is built into the middle of the top rack, in a unique design, This means there are no moving parts to catch fingers, etc, and the whole structure is modern and stylish. 2700mm headroom needed for G.A. racks.





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e info@cycle-works.com
w cycle-works.com

Cycle-Works Ltd
Registered in England 3268339

BUILDER'S PROFILE

Link-up Registered Link-up ID: 26039

riba product selector

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JOSTA® UK Distributor

cycle-works

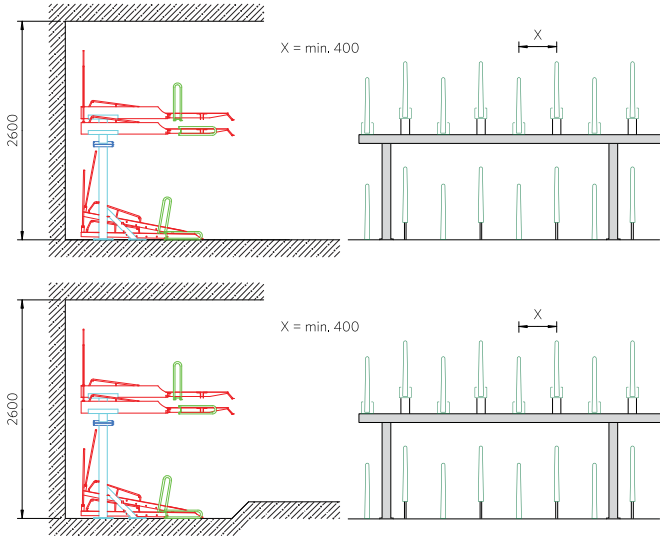
The Cycle Storage Specialists

Josta® 2-tier High Capacity Racks

The Josta® 2-tier rack is a high capacity double decker bicycle rack.

Josta® is the market leader for high capacity racking systems. The racks are popular across Europe, the USA and Australia. Many bike stations in Germany, Holland and the US specify the Josta® rack as standard. Cycle-Works are the UK's exclusive distributor of the Josta® 2-tier rack system and have extensive experience of cycle parking including shelters, compounds, racks and bike lockers.

The Josta® 2-tier sites range from small open access installations of less than 80 bike spaces (e.g. Surbiton station) to large manned cycle parks of 7000 (e.g. Leiden, NL). They are also increasingly used in the basements of new office blocks and apartments (e.g. The prestigious Foster's Albion Riverside development in Battersea).



Why the Josta® rack is the market leader in high capacity bike parking

This space efficient racking system stores one bike directly above the other. It therefore increases the amount of bicycles parked (or reduces the size of the site) by up to 50%.

The rack is custom made for specific sites to maximize the cycle parking capacity, and can be used in conjunction with other systems.

A special, patented gripping mechanism ensures that the bike cannot roll back and injure the user. We find the top racks are usually filled first as users like to store their bike 'out of harm's way'. It is also easier to lock the bike when on the top rack. This usually leaves enough space in the bottom row for users who do not wish to use the top row.

Site Planning

We are happy to give advice or assist you with your site planning. For this, please let us have a site plan (DWG or PDF format), clearly marked with all relevant dimensions, obstacles and access ways. Please see the next page for a guide on designing a site yourself.

Please contact us to obtain DWG files of the product layout.

Locking mechanisms and options

A security bar allows the cyclist to lock the bike frame and wheels with their own chain or D-lock. The front wheel and frame can also be locked easily.

Layout and Space Requirements

This racking system can be designed to fit your exact space. It can be used in conjunction with our other cycle parking systems to give the maximum capacity for your site.

Delivery

The current lead time is 4-8 weeks, but larger projects can require more than this. It is really beneficial if Cycle-Works are involved in the site planning as soon as possible.

Mounting/Installation

A level concrete base is usually required. This racking system is then installed by our team of experienced installers. Special supports for non-concrete sites with strong level surfaces can be supplied for a small additional charge.

Material options

These racks are usually galvanised with a red handle on the top racks, the framework can be powder coated in any standard RAL colour.

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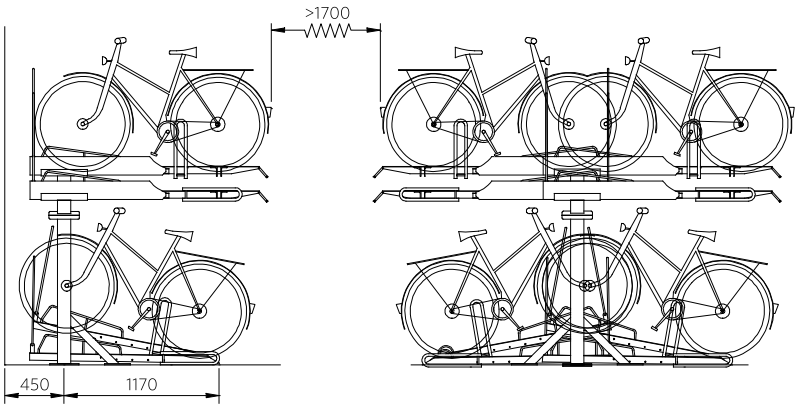
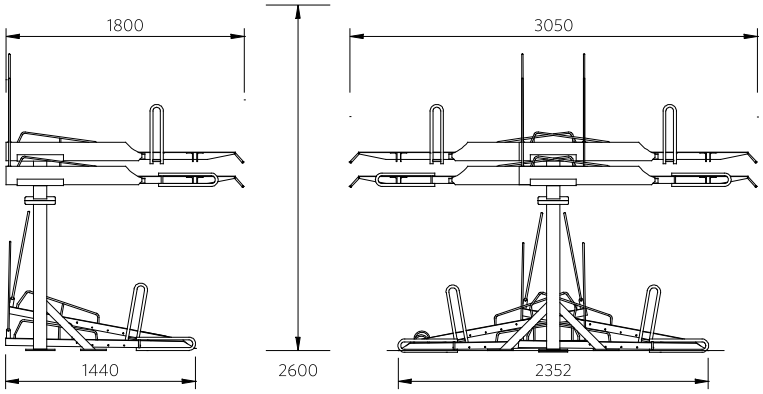
The Cycle Storage Specialists

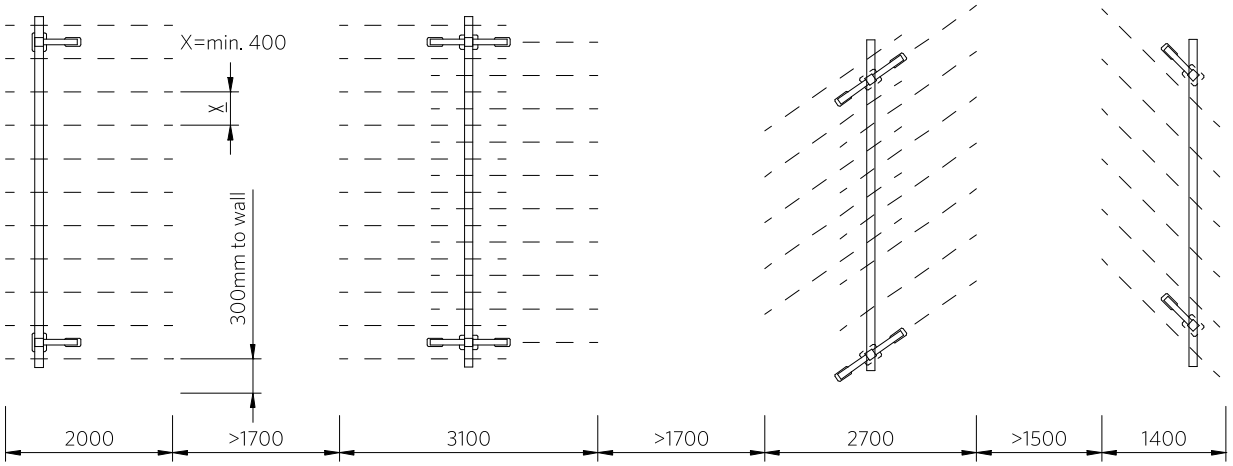
Josta® 2-tier High Capacity Racks

Site Requirements

- The headroom is the most important factor for this racking system. A minimum of 2600mm is required for maximum capacity.
- Leave 300 to any adjoining side wall to give space for the handlebars.
- The racks are then spaced at a minimum of 400mm apart. We have found 450mm to be a good planning spacing, giving capacity as well as ensuring ease of use.
- Please allow 2000mm for the rack itself, plus a minimum of 1700mm in front for access. This access space can be used by the next row as well.
- The racks can also be installed from a central spine. For this option, please leave 2000mm for access on both sides. The 2-sided unit is then 3100m wide.
- Racks can also be installed at a 45 or 55 degree angle to minimise space.







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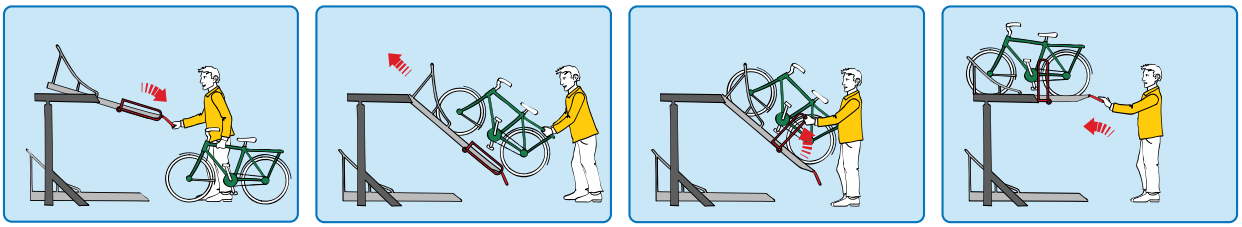
Josta® 2-tier High Capacity Racks

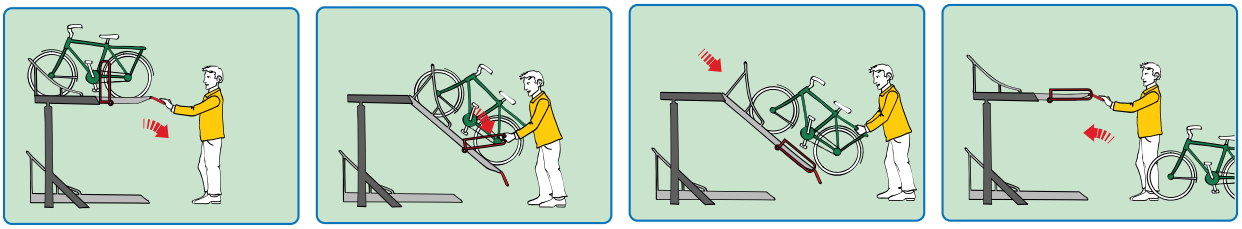
Store and retrieve your bike in four easy steps

Loading your bike on to the upper racks



1. Pull down the upper rack.
2. Lift the front wheel onto the lowered rack and push forwards.
3. Raise the locking bar and lock the bike to it.
4. Lift the rack back into the horizontal position

Unloading your bike from the upper racks



1. Pull down the upper rack, the bike will lower slowly towards you
2. Unlock the bike and lower the locking bar
3. Hold the bike and guide backwards towards you
4. Return the upper rack to its original position

Shelters

Cycle-Works can also provide a range of quality shelters and compounds to complement the Josta® 2-tier rack. These can be customised as required.

Shelter height

2700mm recommended
2600mm minimum



Higher Kennet, East Croydon train station



Higher Solent, Euston train station



Medway Shelter, St George's Hospital



Medway Compound, St George's Hospital



Berlin Lockable Compound

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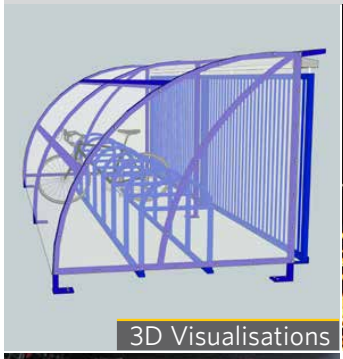
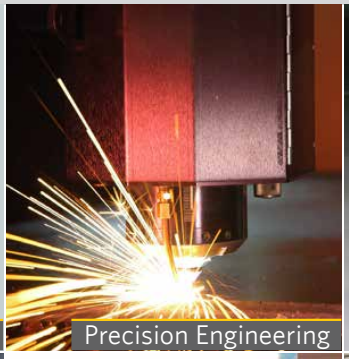

3D Visualisations


Precision Engineering


Powder Coating


Professional Installation


Commercial / Residential


Healthcare

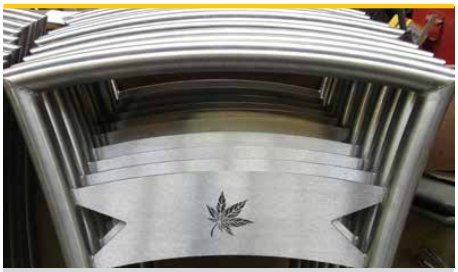

Rail


Education

About Cycle-Works

Cycling is our passion. We believe that cycling is good for people, good for society and good for the environment. This belief underpins everything we do. We believe that the provision of quality facilities will increase the use and acceptance of the bicycle.

All our employees and associates cycle regularly in diverse disciplines such as commuting, touring and long distance audax rides. We are active in both local and national cycle campaigning.



Our Products

- Individual bicycle lockers
- High capacity 2-tier racks
- Open access and lockable shelters
- Wide range of individual racks
- Vertical and horizontal racks



Our Services

- Initial site visits
- Advice on product selection
- Consultation on your plans
- Full delivery and installation
- Aftercare and maintenance

SOLD SECURE SECURITY CABINETS BRONZE

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The Cradle.



Spec Sheet

Five At Heart

No more struggling to lift your bike onto a hook... easy on both you and your bike.



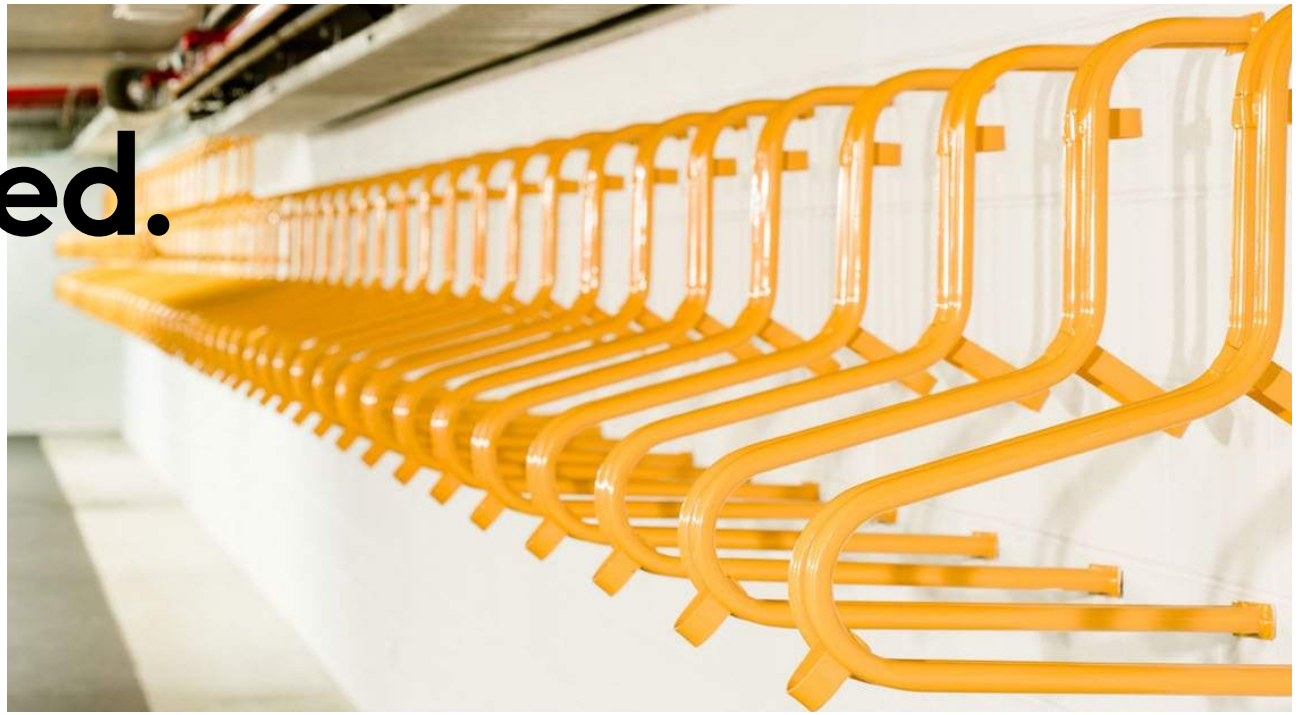




Five At Heart

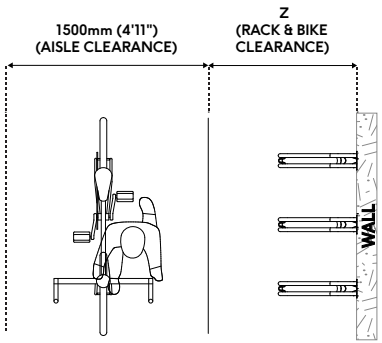
Wall Mounted.

The Cradle

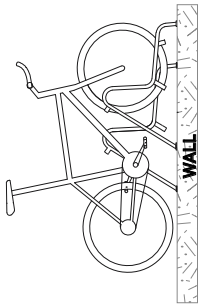


Material	
Mild Steel	
Powder coated finish (custom colours available, minimum order 20)	
Specification	
(X) Centre Spacing	
AUS Standard (2890.3)	500mm (1'8")
Manufacturer Recommended	400mm (1'4")
USA, Portland (OR) Standard	600mm (2') or 450mm (1'6") with approval
USA, San Francisco (CA) Standard	400mm (1'4")
*Note – Single Level Option (No Stagger) – requires minimum ceiling of 1900mm	
Manufacturer Recommended	600mm (2')
AUS Standard (2890.3)	700mm (2'4")
(Z) Bike & Rack	
AUS Standard (2890.3)	1200mm (3'11")
Manufacturer Recommended	1100mm (3'7")

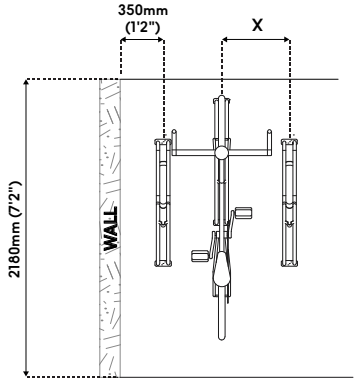
TOP VIEW



SIDE VIEW

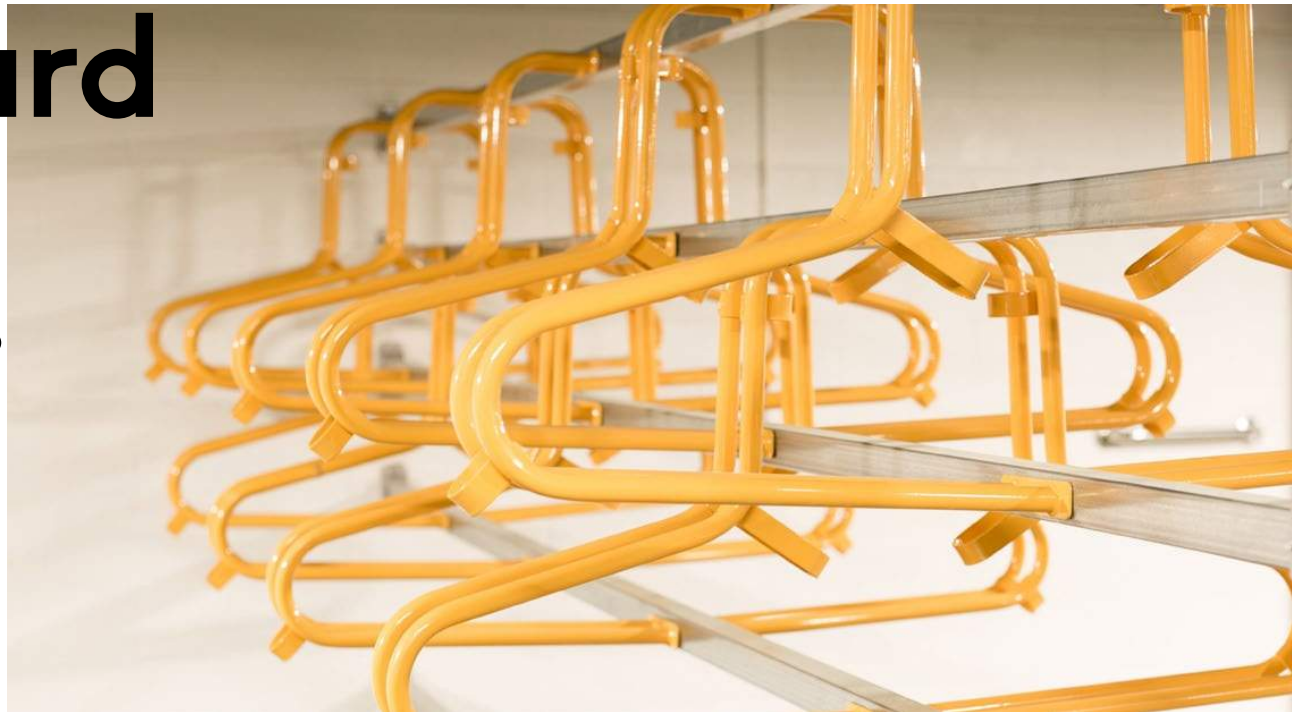


FRONT VIEW



Five At Heart

Standard Steel Frame.



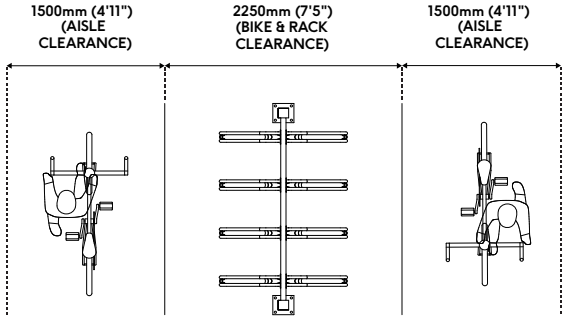
The Cradle

Five At Heart

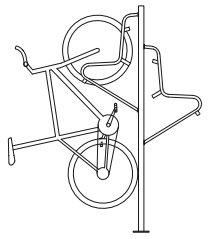
Material
Mild Steel
Powder coated finish (custom colours available, minimum order 20)
Steel frame implemented for area with no existing walls (Custom colours available for horizontal and vertical members) *Note brackets and fixings not colour treated

Specification	
(X) Centre Spacing	
AUS Standard (2890.3)	500mm (1'8")
Manufacturer Recommended	400mm (1'4")
USA, Portland (OR) Standard	600mm (2') or 450mm (1'6") with approval
USA, San Francisco (CA) Standard	400mm (1'4")
*Note – Single Level Option (No Stagger) – requires minimum ceiling of 1900mm	
Manufacturer Recommended	600mm (2')
AUS Standard (2890.3)	700mm (2'4")

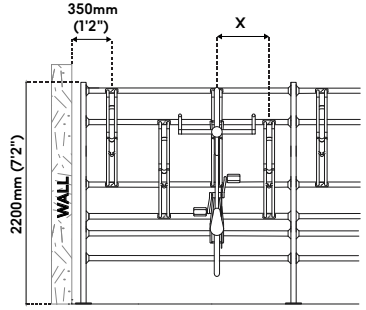
TOP VIEW



SIDE VIEW



FRONT VIEW



Silver Bullet.

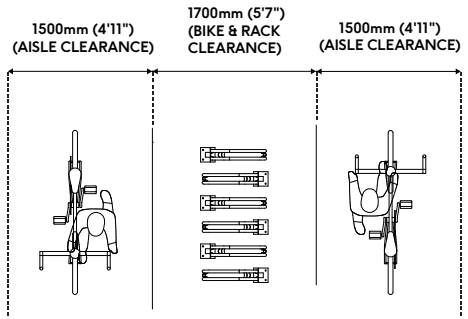
The Cradle

Five At Heart

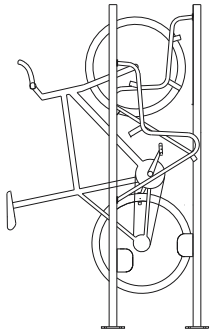


Material
Mild Steel
Powder coated finish (custom colours available, minimum order 20)
Steel frame implemented for area with no existing walls (Custom colours available for horizontal and vertical members) *Note brackets and fixings not colour treated

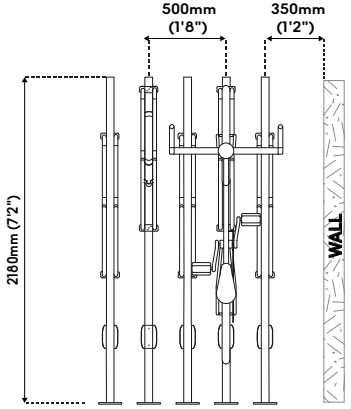
TOP VIEW



SIDE VIEW



FRONT VIEW



Cradle Warranty and Technical Data

The Cradle

Warranty Information

Five At Heart products come with a standard 2 year warranty, effective from the handover date.

For the warranty period, we warrant that the equipment (and any materials) we supply will comply with the relevant standards at the date of installation.

This warranty is limited and may be excluded in part or in full in light of user damage or failure to install to Five At Heart specification.

We recommend a monthly visual inspection for signs of damage or need for cleaning.

Contact Five At Heart in the event of product damage.

Fixing options / and details

Fig 1/ Into Concrete Wall – M10/50mm galvanised sleeve anchor
Fig 2/ Into Masionry Block work – Bugle screw and ram plug
Fig 3/ Into Timber Nogging – Bugle screw
Fig 4/ Into Steel Framing – 22mm, 14 gauge metal tek screw

Product Weight

4kg

Substrate Requirements

- Concrete – 100mm thick and in good condition
- Cinder block
- Timber nogging
- Steel framing

(any other surface must be approved by Five At Heart design team)

Maintenance Requirements

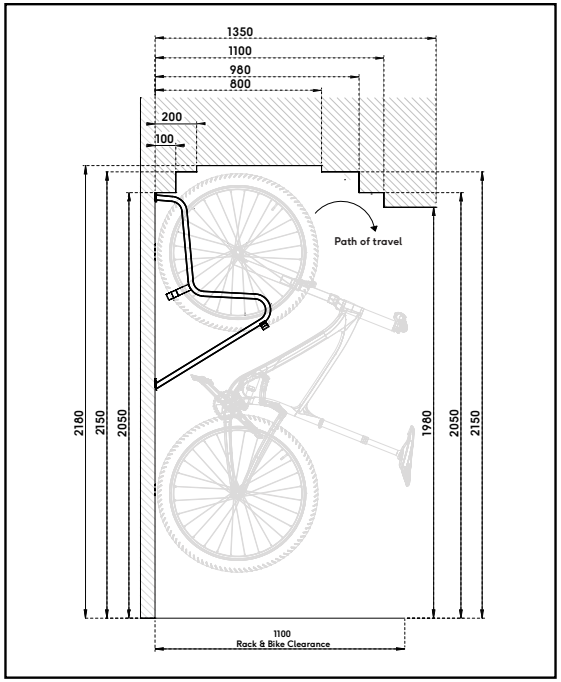
If any moving parts appear to be malfunctioning, discontinue use and contact Five At Heart.

Cleaning

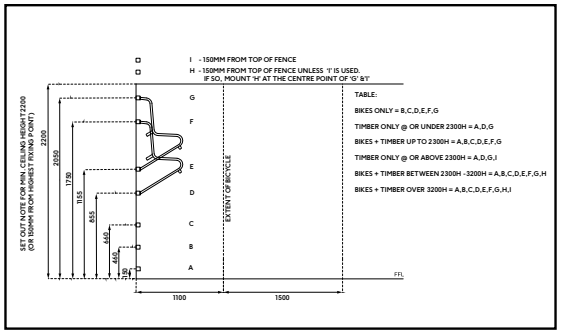
Cleaning should start at the time the products are installed, ensuring that construction materials such as concrete, plaster and paint splashes are removed before they have a chance to dry. Failure to remove these materials will require aggressive cleaning in the future, that may be harmful to the products.

Wipe with a damp cloth for surface cleaning. Regular cleaning may be done with a solution of warm water and a non-abrasive, pH neutral detergent solution. Surfaces should be thoroughly rinsed after cleaning to remove all residues.

WARNING: DO NOT UNDER ANY CIRCUMSTANCES USE STRONG SOLVENTS SUCH AS THINNERS OR SOLUTIONS CONTAINING CHLORINATED HYDROCARBONS, ESTERS OR KETONES. ABRASIVE CLEANERS OR CUTTING COMPOUNDS SHOULD NOT BE USED.



Service Clearance Map



Mounting Heights

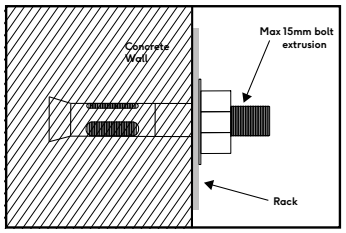


Fig 1/ Concrete Wall

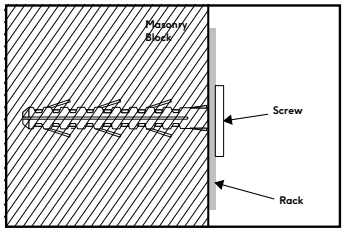


Fig 2/ Masonry Block

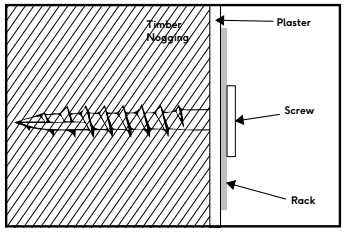


Fig 3/ Timber Nogging

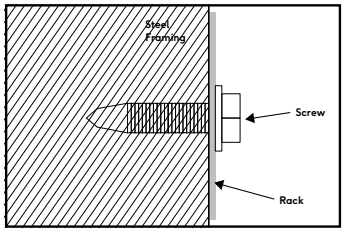
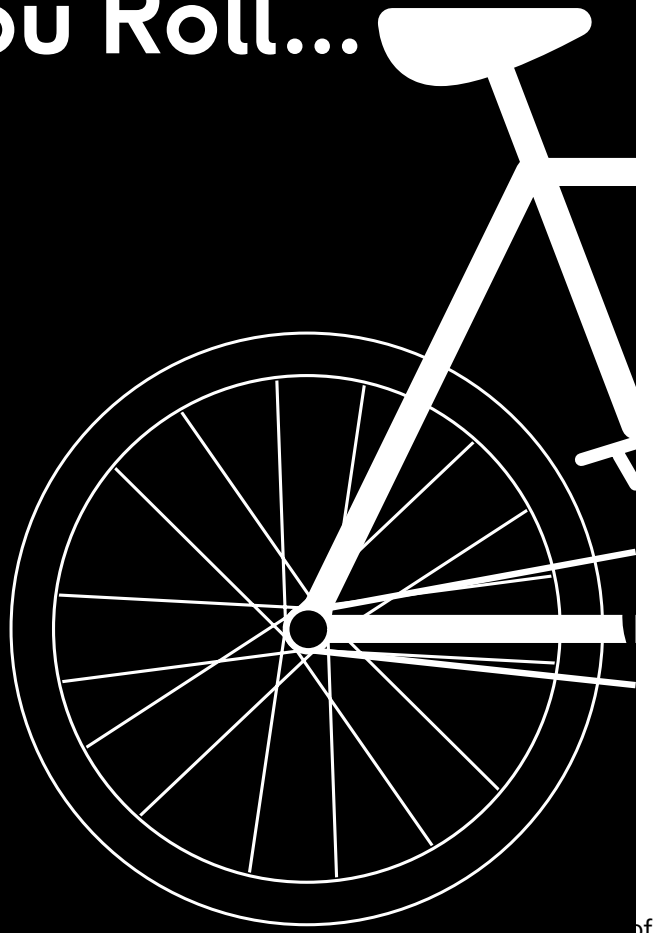


Fig 4/ Steel Framing

Five At Heart

Five At Heart

Creating spaces for however you Roll...



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North America	1888 218 3433 or na_info@fiveatheart.com
Europe	(+44) 7565 357342 or eu_info@fiveatheart.com

Client	Date
Endor Development Pty Ltd	19/06/2026

Waste Management Plan

51-71 Stephenson Street, Cremorne

Planning
Transport
Urban Design
Waste

ratio:

ratio.com.au

Project
51-71 Stephenson Street, Cremorne

Prepared for
Endor Development Pty Ltd

Our reference
22939W

Directory path https://ratioconsultants1.sharepoint.com/sites/22939W582/Shared Documents/7. Waste management plans/22939W-R02F02.docx

Version	Date	Issue	Prepared by	Checked by
R02D01	19/09/2025	Draft	L. Harris	L. Harris
R01F01	7/10/2025	Final	L. Harris	L. Harris
R02F01	10/06/2026	Updated to reflect amended plans	M. Fairlie	M. Fairlie
R02F02	19/06/2026	Updated to reflect amended plans (revised)	M. Fairlie	M. Fairlie

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

Table of Contents

Section		Page No.
1.	Introduction	4
1.1.	Project Details	4
1.2.	Proposal	4
1.3.	Report Purpose	5
1.4.	Report Limitations	5
1.5.	Applicable Standards and References	5
2.	Operational Waste Management Procedure	6
2.1.	Waste Management Policy Considerations	6
2.2.	Waste Separation and Disposal Responsibilities	7
2.3.	Building Management Responsibilities	8
2.4.	Waste Management Plan Communication Strategy	9
2.5.	Waste Management Plan Revisions	10
3.	Waste Volume Assessment	11
3.1.	Waste Volume Estimates	11
4.	Waste Equipment and Storage Details	12
4.1.	Waste Equipment and Storage Requirements	12
5.	Waste Collection Details	13
5.1.	Waste Collection Requirements	13
5.2.	Waste Collection Methodology	13
5.3.	Waste Collection Time	14
6.	Design Standards	15
6.1.	Bin Storage Area Design Requirements	15
6.2.	Bin Colour and Signage Requirements	15

	6.3. Internal Waste Receptacle Requirements	15
7.	Contractor and Supplier Contact Details	16
	7.1. Complimentary List of Contractors and Suppliers	16

Appendices

Appendix A : Waste Layout

Appendix B : Waste Collection Swept Paths

1. Introduction

1.1. Project Details

Site Address

51-71 Stephenson Street, Cremorne

Local Council

Name: Yarra City Council

Phone: 03 9205 5555

Proposed Development Type

Commercial mixed-use

1.2. Proposal

Ratio Consultants was engaged by Endor Development Pty Ltd to prepare a waste management plan for a proposed 15-storey commercial mixed-use development with mezzanine and roof levels at 51-71 Stephenson Street, Cremorne.

The development summary is outlined below.

Table 1: Development Summary

Level	Waste Source	Operational Days/week	Area (m^2)
GF	Café	7	353.60
1-14	Office	5	12,791.28
Total			**13,144.88**

Refer to **Appendix A** for a copy of the architectural floor plans reviewing in the preparation of this waste management plan.

1.3. Report Purpose

This waste management plan has been prepared to accompany the Development Application for the proposed development.

This waste management plan establishes an effective waste management system that is compatible with the design of the development and compliant with relevant waste management regulatory requirements and best practice guidelines. This waste management plan will form a document that achieves effective communication of the waste management system so that waste system managers and users can be properly informed of its design and the roles and responsibilities involved in its implementation.

1.4. Report Limitations

The following items are considered outside the scope of this waste management plan:

— Waste management arrangements during the demolition and construction stages of the development.

— Green Star Compliance.

— Liquid waste (including cooking oil and other).

— Medical waste.

— Hazardous waste.

1.5. Applicable Standards and References

Relevant guidelines and publications considered as part of the preparation of this waste management plan include:

— Australian Government – National Waste Policy: Less Waste, More Resources 2018.

— Australian Government – Disability Discrimination Act 1992.

— Victorian Government – Environment Protection Act 2017.

— Victorian Government – Environment Protection Regulations 2021.

— Victorian Government – Recycling Victoria: A New Economy 2020.

— Sustainability Victoria – Waste Management and Recycling in Multi-Unit Developments 2019.

— EPA Victoria – Noise Control Guidelines 2021.

2. Operational Waste Management Procedure

2.1. Waste Management Policy Considerations

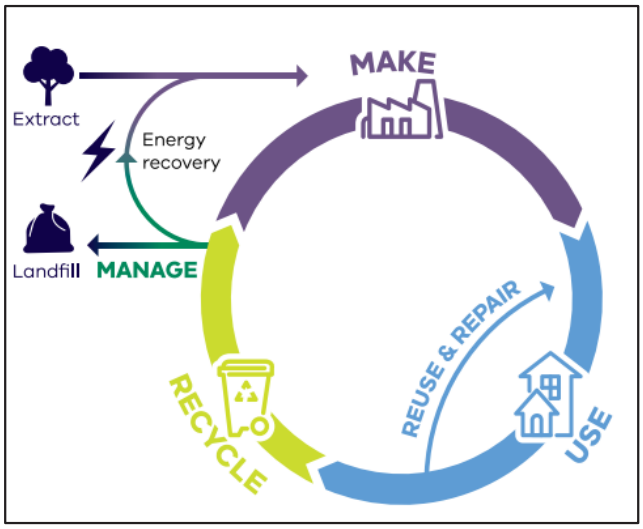
RECYCLING VICTORIA: A NEW ECONOMY

The Victorian Government's Recycling Victoria: A New Economy was released in 2020 and sets out strategies to reduce the amount of waste generated in Victoria and increase the amount of materials for recycling and reprocessing to reduce damage to the environment caused by waste.

Ongoing education and dedicated ongoing management services are critical factors in encouraging users to continue to use the services and systems as intended. The future occupiers of the development shall promote the above strategy where practicable and encourage users to participate in minimising the impact of waste on the environment. In particular, consideration should be made to the circular economy as shown below.

A circular economy continually seeks to reduce the environmental impacts of production and consumption, while enabling economic growth through more productive use of natural resources.

Figure 2.1: The Circular Economy



Source: Recycling Victoria: A New Economy

2.2. Waste Separation and Disposal Responsibilities

General Waste

— Receptacles shall be provided for the temporary holding of general waste within rooms/area expected to generate this stream.

— General waste receptacles shall be emptied into the general waste bins located within the bin storage area at basement level 01 when full.

— General waste should be placed within tied plastic bags prior to emptying.

Organics

— Caddies shall be provided for the temporary holding of organic waste within rooms/area expected to generate this stream.

— Organic waste caddies shall be emptied into the organics bins located within the bin storage area at basement level 01 when full.

— Organic waste should be unbagged or within approved compostable bags prior to emptying.

Recycling

— Receptacles shall be provided for the temporary holding of recycling within rooms/area expected to generate this stream.

— Recycling receptacles shall be emptied into the recycling bins located within the bin storage area at basement level 01 when full.

— Bottles and cans should be rinsed, cardboard flattened, and lids/packaging separated as per the Australasian Recycling Label Instructions (visit: https://recyclingnearyou.com.au/arl/) prior to disposal.

— Recycling should be unbagged prior to emptying.

Glass

— Receptacles shall be provided holding of glass within rooms/area expected to generate this stream.

— Glass receptacles shall be emptied into the glass bin located within the bin storage area at basement level 01 when full.

— Bottles and jars should be rinsed, and lids/packaging separated as per the Australasian Recycling Label Instructions (visit: https://recyclingnearyou.com.au/arl/) prior to disposal.

— Glass should be unbagged prior to emptying.

Paper and Cardboard

— Receptacles shall be provided for the temporary holding of paper and cardboard within rooms/area expected to generate this stream.

— Paper and cardboard shall be emptied into the paper and cardboard bins located within the bin storage area at basement level 01 when full.

— Cardboard should be flattened, and packaging separated as per the Australasian Recycling Label Instructions (visit: https://recyclingnearyou.com.au/arl/) prior to disposal.

— Paper and cardboard should be unbagged prior to emptying.

E-waste

— E-waste shall be taken directly to the bin located within the bin storage area at basement level 01, with collections to be arranged by Building Management on an as-required basis.

— Alternatively, e-waste can be taken to a nearby drop-off location, as required (visit: https://recyclingnearyou.com.au/).

— E-waste is banned from landfill.

Hard Waste

— Hard waste shall be taken directly to the drop-off area located within the bin storage area at basement level 01, with collections to be arranged by Building Management on an as-required basis.

— Alternatively, hard waste can be taken to a nearby drop-off location, as required (visit: https://recyclingnearyou.com.au/).

Other (Batteries, Soft Plastics)

BATTERIES

— It is important to separate batteries, as they pose a significant fire risk within garbage trucks, at Materials Recovery Facilities (MRFs), and at landfills, with the potential to cause significant damage to infrastructure.

— Used AA, AAA, C, D and 9V sized batteries (rechargeable and non-rechargeable) should be taken to a nearby drop-off location (visit: https://recyclingnearyou.com.au/).

SOFT PLASTICS

— Soft plastics shall be separated from general waste where practical and taken to a nearby drop-off location (visit: https://recyclingnearyou.com.au/).

2.3. Building Management Responsibilities

The building manager shall be responsible for the following:

— Provide waste system users with a copy of the development's Operational Waste Management Procedure (Section 2 of this report).

— Ongoing management of the waste system, including the maintenance of the bin storage area and associated equipment and components, 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.

- Arranging collections via the appropriate contractors, as required.
- Arranging for cooking oil associated with the café tenancies to be collected and disposed of by a specialist contractor, as required.
- Providing waste collection vehicle access to the waste collection contractor/s.
- Engaging and managing the waste collection contractor/s.
- Securing the bin storage area and labelling/numbering the bins according to the property address to protect the equipment from theft and vandalism.
- Servicing all communal areas through sweeping and removal of litter on a regular basis, to prevent stormwater pollution.
- Publishing and distributing 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.
- Informing users that bagged recycling is not permitted.
- Ensuring that bins provided for use at the site are not left outside of the property boundary.
- Ensuring that the waste management system is provided as per the requirements set out in the report.
- Engaging an appropriate contractor/s to conduct services, replacements, or upgrades, as required.
- Ensure site safety for all building users and contractors.
- Abide by all relevant OH&S legislation, regulations, and guidelines.
- Assess any manual handling risks and prepare a manual handling control plan for waste/bin transfers.
- Provide staff/contractors with equipment manuals, training, health and safety procedures, risk assessments, and PPE to control hazards associated with all waste management activities.

2.4. Waste Management Plan Communication Strategy

The building manager shall ensure that all users are informed about the development's waste management system, including where and how to correctly dispose of each waste stream. It is highly recommended that this waste management plan is electronically provided to all users.

The building manager (in conjunction with the waste collection contractor) shall provide educational material to inform users about the development's waste management system and advise all waste system users how to correctly separate and dispose of each waste stream with care, to minimise waste sent to landfill and reduce the contamination of recyclables.

2.5. 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 manager 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.

3. Waste Volume Assessment

3.1. Waste Volume Estimates

The waste generation rates specified within Sustainability Victoria's 'Better Practice Guide for Waste Management and Recycling in Multi-unit Developments (2019)' have been adopted for waste volume assessment purposes, with modifications to allow for the separation of organics, glass and paper/cardboard where applicable.

Applying the above, the waste volume estimates for the development are outlined below.

Table 2: Waste Volume Estimates

Level	Waste Source	Area (m^2)	Operational Days/week	General Rate (L/100m^2/day)	General Volume (L/week)	Organics Rate (L/100m^2/day)	Organics Volume (L/week)	Recycling Rate (L/100m^2/day)	Recycling Volume (L/week)	Paper & Cardboard Rate (L/100m^2/day)	Paper & Cardboard Volume (L/week)	Glass Rate (L/100m^2/day)	Glass Volume (L/week)
GF	Café[1]	353.60	7	528	13,069	132	3,267	80	1,980	100	2,475	20	495
1-13	Office	12,791.28	5	8	5,117	2	1,279	5	3,198	5	3,198	-	-
Total		**13,144.88**			**18,186**		**4,546**		**5,178**		**5,673**		**495**

[1] Conservative assessed as restaurant.

4. Waste Equipment and Storage Details

4.1. Waste Equipment and Storage Requirements

The waste equipment and storage requirements for the development are outlined below. Refer to **Appendix A** for the proposed waste equipment and storage layout.

Table 3: Waste Equipment And Storage Requirements

Waste Stream	Equipment Type	Quantity	Equipment Height (mm)	Equipment Width (mm)	Equipment Depth (mm)	Equipment Footprint (m^2)
General	1100L bin	9	1,330	1,240	1,070	11.94
Organics	240L bin	10	1,060	585	730	4.27
Recycling	1100L bin	3	1,330	1,240	1,070	3.98
Paper & Cardboard	1100L bin	3	1,330	1,240	1,070	3.98
Glass	240L bin	1	1,060	585	730	0.43
Hard Waste	Drop-Off Area (2sqm)	1	1,000	2,000	1,000	2.00
E-waste	80L bin	1	825	440	496	0.22
Total equipment footprint						**26.82**
Total area provided						**63.68**

5. Waste Collection Details

5.1. Waste Collection Requirements

The waste collection requirements for the development are outlined below.

Table 4: Waste Collection Requirements

Waste Stream	Weekly Volume (L)	Equipment Type	Quantity	Collection Frequency	Weekly Capacity (L)
General	18,186	1100L bin	9	2 times per week	19,800
Organics	4,546	240L bin	10	2 times per week	4,800
Recycling	5,178	1100L bin	3	2 times per week	6,600
Paper & Cardboard	5,673	1100L bin	3	2 times per week	6,600
Glass	495	240L bin	1	2 times per week	480
Hard Waste	n/a	Drop-Off Area (2sqm)	1	On-call	n/a
E-waste	n/a	80L bin	1	On-call	n/a

5.2. Waste Collection Methodology

The proposed waste collection methodology for the development is outlined below:

— All waste shall be collected from basement level 01 by a private contractor.

— The nominated waste collection vehicle for the site is the 6.4-metre-long mini rear loader, which has a travel height clearance requirement of 2.2 and an operational height clearance requirement of 2.5. No clearance height issues have been identified.

— The waste collection vehicle shall enter the basement via the ramp off Stephenson Street and travel to the basement for collection. The vehicle shall pull into the carparking spaces adjacent to the bottom of the ramp. The waste collection contractor shall then exit the vehicle and wheel bins from the bin room to the rear of the truck, load and empty the bins, and return the emptied bins to their original positions within the bin room, before exiting the site via the ramp in a forward direction. Collections shall occur outside of business hours to ensure that the car parking spaces required for collection are vacant.

— A swept path analysis has been prepared using Autodesk Vehicle Tracking, demonstrating that the above waste collection arrangements can be undertaken in a suitable manner. Refer to **Appendix B** for further details.

5.3. Waste Collection Time

Waste collection from the subject site shall be undertaken in accordance with EPA Victoria – Noise Control Guidelines 2021:

— Collections occurring once a week should be restricted to the hours of 6:30am - 8pm Monday to Saturday, 9am-8pm Sunday and public holidays.

— Collections occurring more than once a week should be restricted to the hours of 7am - 8pm Monday to Saturday, 9am-8pm Sunday and public holidays.

Further to the above, waste collection shall be undertaken outside of business hours to ensure that the car parking spaces required for collection are vacant. Therefore, waste collection shall be undertaken during the following times only:

— Between 7am and 8am, Monday to Saturday; or

— Between 6:30pm and 8pm, Monday to Saturday; or

— Between 9am and 8pm, Sunday and public holidays.

Additional Considerations

— Compaction should only be carried out while on the move.

— Bottles should not be broken up at the point of collection.

— Routes that service entirely residential areas should be altered regularly to reduce early-morning disturbance.

— Noisy verbal communication between operators should be avoided where possible.

— Waste bins should be situated at sites that minimise residential premise impact.

6. Design Standards

6.1. Bin Storage Area Design Requirements

The bin storage area shall be provided in accordance with the following requirements:

- Compliance with Building Code of Australia (BCA) requirements and relevant Australian Standards.
- Appropriately sized to accommodate all bins and waste equipment required.
- Allow easy access for users of the bins.
- Allow easy, direct, and convenient transfer of bins to and from the collection point.
- Appropriately screened to prevent unsightly impacts on amenity.
- Provided with artificial light to enable users to dispose of waste safely and appropriately.
- Maintained to ensure that the aesthetics of the development are not compromised.
- Bins are accessible and manoeuvrable with minimal handling of other bins required.
- Ventilated in accordance with BCA requirements and AS 1668.2.
- Bin washing facilities (tap and wastewater drain with litter trap) provided in accordance with the relevant authority requirements.
- Ventilation openings protected against flies and vermin.
- Doors (if provided) are tight-fitting.

6.2. Bin Colour and Signage Requirements

The below bin colours shall be adopted for the development, as specified by AS 4123.7 2006:

- General: dark green or black body with red lid.
- Organics: dark green or black body with lime green lid.
- Recycling: dark green or black body with yellow lid.
- Glass: dark green or black body with purple lid.
- Paper & Cardboard: dark green or black body with light blue lid.

Note: Bins are to be supplied by the private contractor

Bins shall be provided with clear signage to inform waste systems users of correct waste separation and disposal practices.

6.3. Internal Waste Receptacle Requirements

Internal waste receptacles shall meet the following requirements:

- No larger than 60 litres, to avoid manual handling issues and the need for a bin lifter.

7. Contractor and Supplier Contact Details

7.1. Complimentary List of Contractors and Suppliers

A complimentary listing of contractors and equipment suppliers is provided below. 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 5: Contractor Information

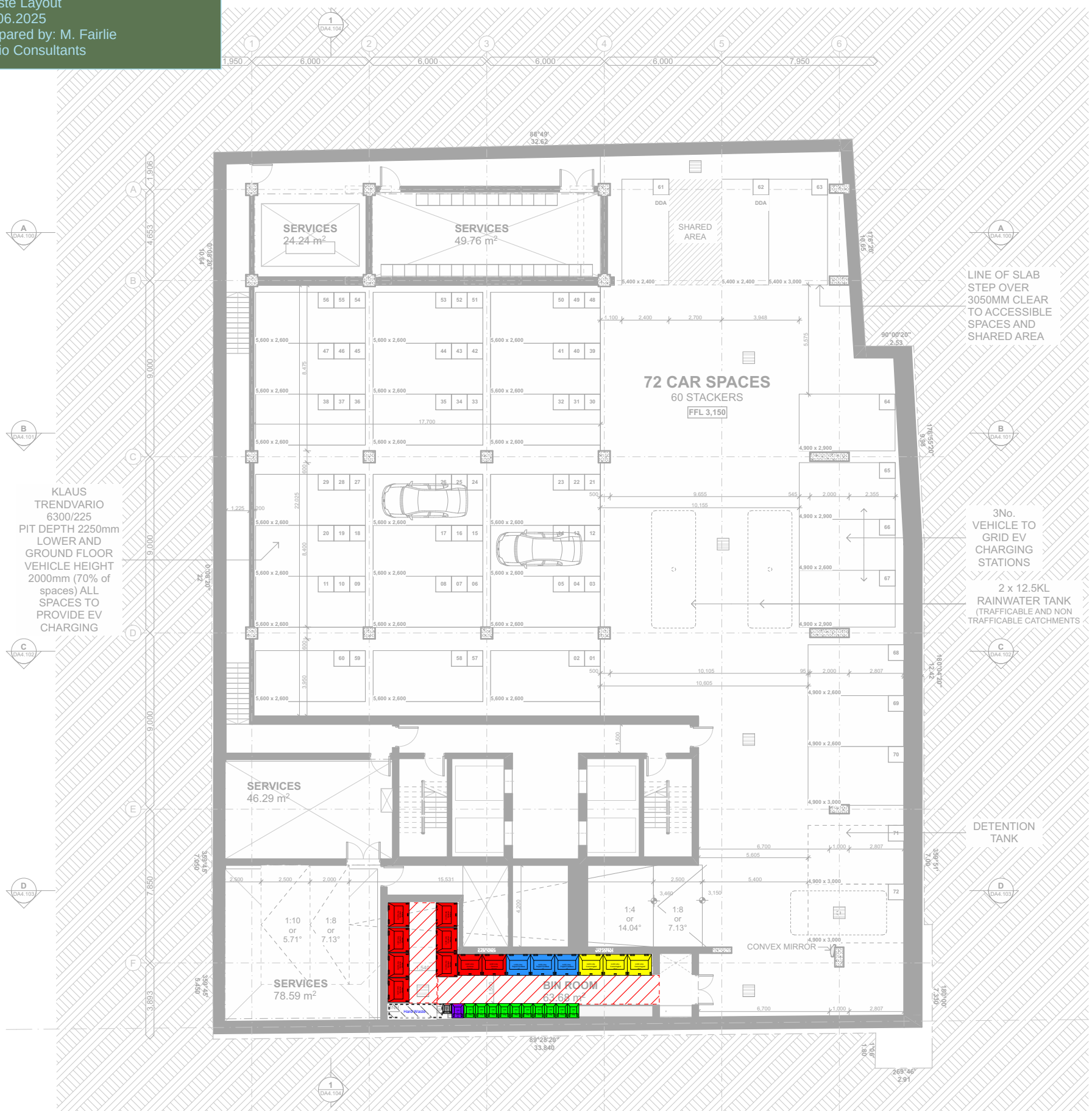
Service	Contractor	Phone	Website
Private Collection (via 6.4-metre-long mini rear loaders)	Waste Wise Environmental	1300 550 408	www.wastewise.com.au
	CSC Waste & Recycling	1300 499 927	www.cscwaste.com.au
	iDump	1300 443 867	www.idump.com.au
Bin Washing	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
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

Table 6: Supplier Information

Equipment	Supplier	Phone	Website
Bins	Sulo	1300 364 388	www.sulo.com.au

Appendix A : Waste Layout

51-71 Stephenson Street, Cremorne
Waste Layout
19.06.2025
Prepared by: M. Fairlie
Ratio Consultants



BASEMENT 1
1:200

PRELIMINARY NOT FOR CONSTRUCTION

Edition Office
26 - 28 SACKVILLE STREET
COLLINGWOOD VIC 3006
WWW.EDITION-OFFICE.COM
(T) +61 03 9419 5575
(F) +61 03 9419 5575
INFO@EDITION-OFFICE.COM

DRAWN JB
DATE 18/6/2026
CHECKED AR
SCALE A.S AT A3

V25007 57-71 Stephenson St
57-71 Stephenson Street Cremorne
VIC 3121

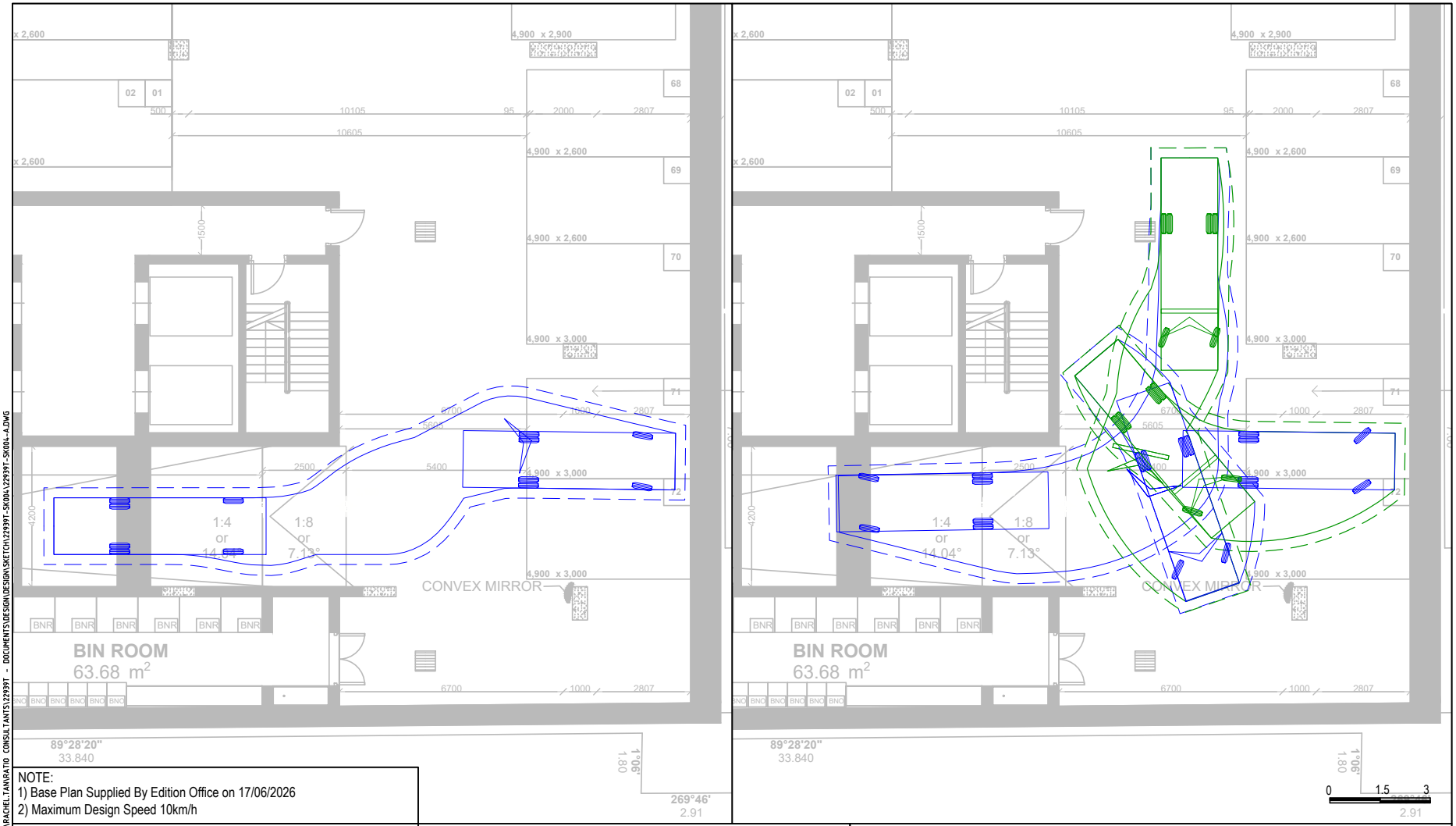
REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

BASEMENT 1
REVISION TP01
DA2.100

Edition Office PTY LTD ABN 84 113 711 587

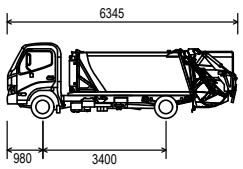
Appendix B : Waste Collection Swept Paths



NOTE:
1) Base Plan Supplied By Edition Office on 17/06/2026
2) Maximum Design Speed 10km/h

ratio:
RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5, 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	6.345m
Body Width	1.700m
Overall Body Height	2.080m
Min Body Ground Clearance	0.205m
Track Width	1.670m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.450m

Proposed Commercial Development
57-71 Stephenson Street, Cremorne
Swept Path Assessment

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
22939T-SK004-A	8 of 9	R.T.	1:150@A4	17/06/2026

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57-71 STEPHENSON STREET, CREMORNE

ENVIRONMENTAL WIND CONDITIONS STUDY



MEL CONSULTANTS IS A WIND ENGINEERING CONSULTANCY SPECIALISING IN DETERMINING WIND EFFECTS ON BUILDINGS, STRUCTURES AND THE ENVIRONMENT

3 October 2025

Prepared for:
Endor Development Pty Ltd
c/- Vettex

Report: 25096A-WT-ENV00

SUMMARY

A wind tunnel study has been conducted to quantify the pedestrian wind safety and comfort conditions for the proposed 57-71 Stephenson Street development in Cremorne. The wind tunnel test was performed using a 1/400 scale model of the proposed development based on drawings by Edition Office Architects received on 11th and 16th September 2025. The subject models were inserted into a proximity model that included existing and under construction buildings out to a minimum radius of 300m.

The model of the development within surrounding buildings, was tested in a simulated upstream boundary layer of the natural wind to determine likely environmental wind conditions. Mean and peak wind speeds were measured at locations within and around the development using hot-wire anemometers. The wind speed ratios determined from the wind tunnel measurements were combined with local wind climate data for the site to determine equivalent full-scale wind conditions around the proposed development. These full-scale wind conditions were compared against the City of Yarra Planning Scheme Clause 58.04-4 (Standard D17) wind safety and comfort criteria. These criteria are based on the 3 second gust wind speed for pedestrian safety and the Gust Equivalent Mean (GEM) wind speed for pedestrian comfort. The wind conditions for the Existing Configuration were also quantified to allow the assessment of the wind impacts of the proposed development. The study did not include the effects of any landscaping or street trees.

The findings of this study are as follows:

- There are no exceedances of the pedestrian safety criterion for the Existing and Proposed Configurations at all Test Locations on the ground level and elevated terrace.
- All locations in the streetscapes surrounding the proposed development and on the neighbouring building terrace satisfy the walking comfort criterion at a minimum, with most locations satisfying the standing criteria.

MEL CONSULTANTS

- The wind conditions at the building entrances satisfy the recommended standing criterion.
- The wind conditions at the ground level café have been shown to satisfy the sitting comfort criterion within the alcove areas. The areas outside the alcoves have been shown to satisfy the standing comfort criterion at a minimum.
- The wind conditions at the level 14 terrace have been shown to satisfy the sitting comfort criterion.

57-71 STEPHENSON STREET, CREMORNE
ENVIRONMENTAL WIND TUNNEL MODELLING

MEL CONSULTANTS REPORT NO: **25096A-WT-ENV00**

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Director Date: 3 October 2025

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0	3 October 2025	Initial Issue

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CONTENTS

SUMMARY

1. INTRODUCTION ..... - 5 -

2. WIND TUNNEL MODEL ..... - 6 -

3. ENVIRONMENTAL WIND CRITERIA ..... - 9 -

3.1 Recommended Comfort Criteria ..... - 10 -

4. EXPERIMENTAL TECHNIQUE ..... - 11 -

5. DISCUSSION OF RESULTS ..... - 15 -

5.1 Wind Safety Assessment ..... - 15 -

5.2 Wind Comfort Assessment ..... - 15 -

APPENDIX A – VELOCITY AND TURBULENCE PROFILES ..... - 23 -

APPENDIX B – PEDESTRIAN SAFETY PLOTS ..... - 24 -

1. INTRODUCTION

The proposed development at 57-71 Stephenson Street in Cremorne will be fronting Stephenson Street to the west and is adjacent to the railway to the east, as shown in Figure 1. The proposed development will be will be a 14-level office building with retail tenancies on the ground level.

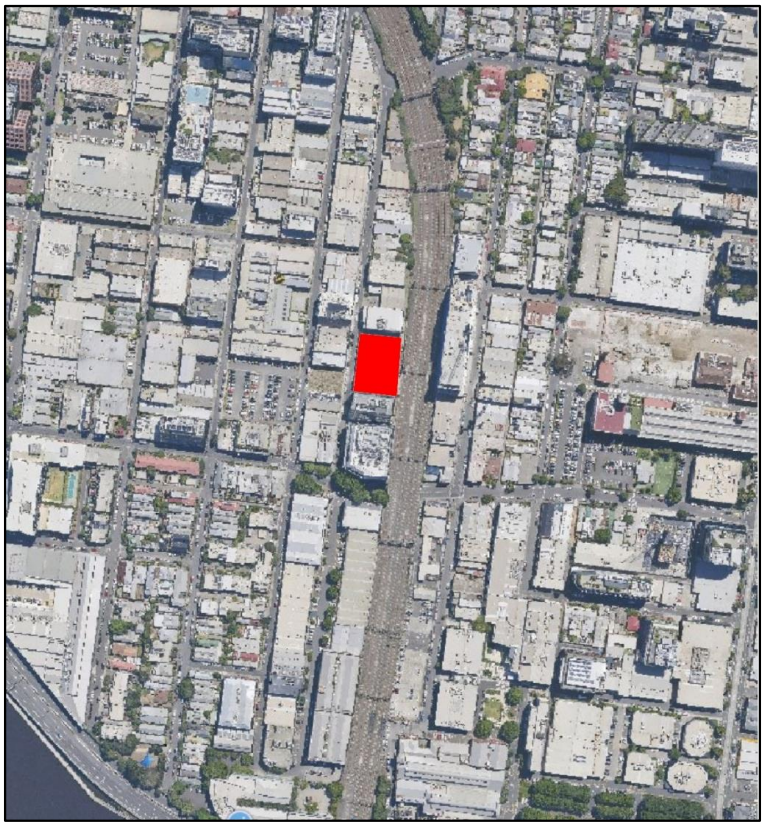


Figure 1 - Location of the proposed 57-71 Stephenson Street, Cremorne, development site (highlighted red).

A wind tunnel model study was commissioned by Vettex on behalf of Endor Development Pty Ltd to investigate the environmental wind effects of the proposed development and, if necessary, to develop wind amelioration features to achieve conditions satisfying the recommended environmental wind criteria. This study was undertaken in the MEL Consultants' 400kW Boundary Layer Wind Tunnel during September 2025.

2. WIND TUNNEL MODEL

A 1/400 scale model of 57-71 Stephenson Street development was constructed from architectural drawings by Edition Office Architects received on 11th and 16th September 2025. The model of the 57-71 Stephenson Street development was inserted into a proximity model of surrounding buildings (including under construction developments) out to a minimum radius of 300m. No existing or proposed landscape trees were included within the model. Photographs of the wind tunnel model inserted into the proximity model are presented in Figures 2a - 2d.



Figure 2a - View from the southeast of the 1/400 scale model of the proposed 57-71 Stephenson Street development in the wind tunnel.



Figure 2b - View from the northeast of the 1/400 scale model of the proposed 57-71 Stephenson Street development in the wind tunnel.

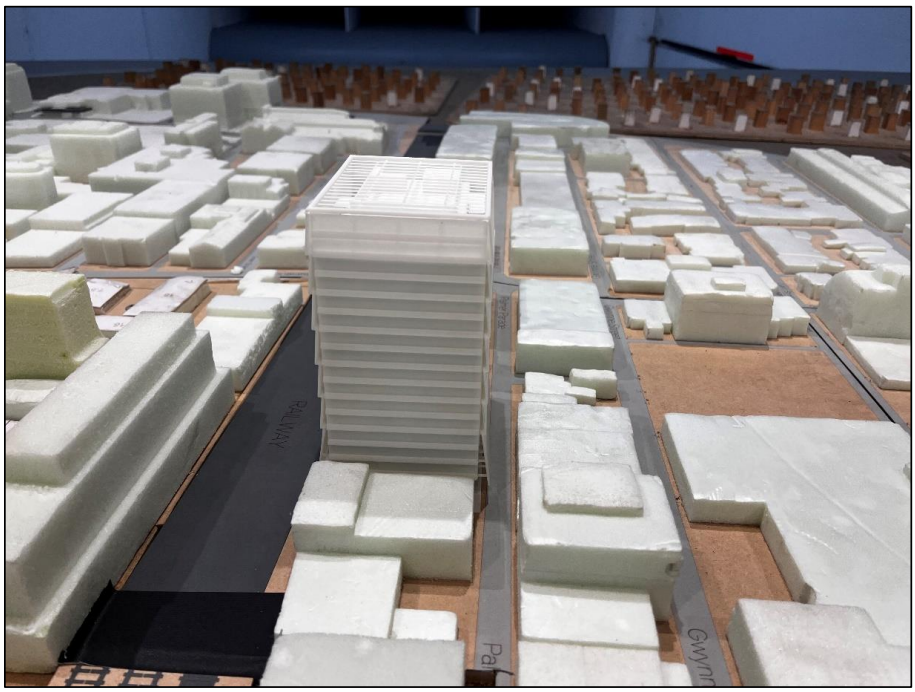


Figure 2c - Close-up view from the north of the 1/400 scale model of the proposed 57-71 Stephenson Street development in the wind tunnel.



Figure 2d - Close-up view from the southwest of the 1/400 scale model of the proposed 57-71 Stephenson Street development in the wind tunnel.

3. ENVIRONMENTAL WIND CRITERIA

The advancement of wind tunnel testing techniques, using large boundary layer flows to simulate the natural wind, has facilitated the prediction of wind speeds likely to be induced around a development. To assess whether the predicted wind conditions are likely to be acceptable or not, the City of Yarra Scheme Clause 58.04-4 (Standard D17) wind safety and comfort criteria will be used. These criteria are as follows:

Unsafe wind conditions means the annual maximum 3 second gust wind speed which exceeds 20 metres/second with the probability of exceedance of 0.1% from any wind direction considering at least 16 wind directions with the corresponding probability of exceedance percentage.

Comfortable wind conditions means 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:

- 3 metres/second for sitting areas
- 4 metres/second for standing areas
- 5 metres/second for walking areas

Mean wind speed means the maximum of:

- Hourly mean wind speed, or
- Gust equivalent mean wind speed (3 second gust wind speed divided by 1.85)

The above comfort criteria are pass/fail criteria which assess the integrated probability of all wind directions to determine whether a location passes or fails the threshold criterion. The safety criterion is a pass/fail criterion based upon exceedance of the wind speed for any one wind direction.

The wind condition must be assessed within a distance of half the greatest length of the building, or half the total height of the building, whichever is greater.

The City of Yarra Planning Scheme guidelines do not provide any methodology or worked example as how to obtain the ‘from all wind directions combined’. Therefore,

to obtain the probability for all wind directions combined we will apply the methodology described in Melbourne (1978) to determine the probability for all wind directions. The guidelines use the definition of mean wind speed as based on the hourly wind speed so the probabilities will be determined from the hourly wind data for an applicable automatic weather station for the Melbourne Airport. The probability data used have been corrected for the approach terrain at the location of the automatic weather station and referenced to 10m in Terrain Category 2. This is the standard reference height of AS/NZS1170.2:2021.

3.1 Recommended Comfort Criteria

The recommended comfort criteria for the proposed 57-71 Stephenson Street development are as follows:

- Pedestrian transit areas — Walking Criterion
- Building entrances — Standing Criterion
- Outdoor retail — Standing Criterion†
- Level 14 terrace — Standing Criterion†

† It is noted that these areas could be considered elective when external conditions would be perceived as acceptable for the desired activity. Users of these terraces will need to be educated on the wind effects and loose objects should not be left unattended in outdoor areas.

The activation of the public realm external to the site would depend on the existing wind conditions in the streetscapes that are often beyond the control of the proposed development. For cases where the existing wind conditions in the public realm external to the site are on the walking criterion, then the proposed Development should not have any adverse wind effects in these areas.

All areas of the development must satisfy the pedestrian wind safety criterion.

4. EXPERIMENTAL TECHNIQUE

The building model was tested in a model of the natural wind generated by flow over roughness elements augmented by vorticity generators at the beginning of the wind tunnel working section. The approach Terrain Categories have been assessed based on the definitions in AS/NZS1170.2:2021 and has been determined as Terrain Category 3 (suburban terrain) for all wind directions.

The velocity and turbulence profiles for the Terrain Categories are provided in Appendix A.

Hot-wire anemometers were used to measure the local wind speeds at locations in and around the development. The positions of the measurement locations satisfied the minimum study radius from the development as required by Clause 58.04-4. Some of the positions of the measurement locations may be outside the minimum radius where significant pedestrian spaces were identified. The minimum radius examined was half the building height or width, whichever is greater, measured from the site boundaries. The Test Locations in the surrounding streetscapes, building entrances and frontages, outdoor retail and elevated terraces are shown in Figures 3a and 3b.

The wind tunnel velocity measurements were made for an equivalent 1 hour period in full scale and filtered to determine the mean and an equivalent full scale 3 second gust wind speed for 16 wind directions.

The following velocity ratios were measured in the wind tunnel:

$$\text{mean } \bar{V}_R = \frac{\bar{V}_{local}}{\bar{V}_{300m}}$$

$$\text{gust } \hat{V}_R = \frac{\hat{V}_{local}}{\bar{V}_{300m}}$$

where:

$\bar{V}_{local}$ is the mean velocity

$\hat{V}_{300m}$ is the gust velocity

V_{300m} is the velocity at the free-stream reference height of 300m

These measured velocity ratios were combined with a statistical model of the local wind climate that relates wind speed to a probability of exceedance. The model of the wind climate also includes the directional variation of wind speed (frequency). The measured wind speeds are assessed against the pedestrian safety and the pedestrian comfort criteria. The pedestrian safety criterion is applied to the annual hourly maximum wind gusts for each wind direction. The pedestrian comfort criteria are based on all wind directions combined (i.e. summation of exceedances across 360° of wind direction) and the pedestrian comfort criterion utilises the maximum of either the hourly mean wind speed, or the gust equivalent mean wind speed (GEM) as follows

$$\text{Mean wind speed for comfort criterion} = \max\left(\overline{V}, \frac{\hat{V}}{1.85}\right)$$

where:

$\overline{V}$ is the mean wind speed

$\hat{V}$ is the 3-second gust wind speed

$\frac{\hat{V}}{1.85}$ is the gust equivalent mean (GEM) velocity

The two model configurations examined by this study are as follows:

Existing Configuration

- Existing surrounding proximity model
- Existing single storey buildings currently on site

Proposed Configuration

- Existing surrounding proximity model
- Proposed 57-71 Stephenson Street development

The wind tunnel study has been undertaken to exceed the requirements of the Australasian Wind Engineering Society Quality Assurance Manual for Wind Tunnel Studies.



Figure 3a - Test Locations in the surrounding streetscapes and terrace of neighbouring building for the proposed 57-71 Stephenson Street development.

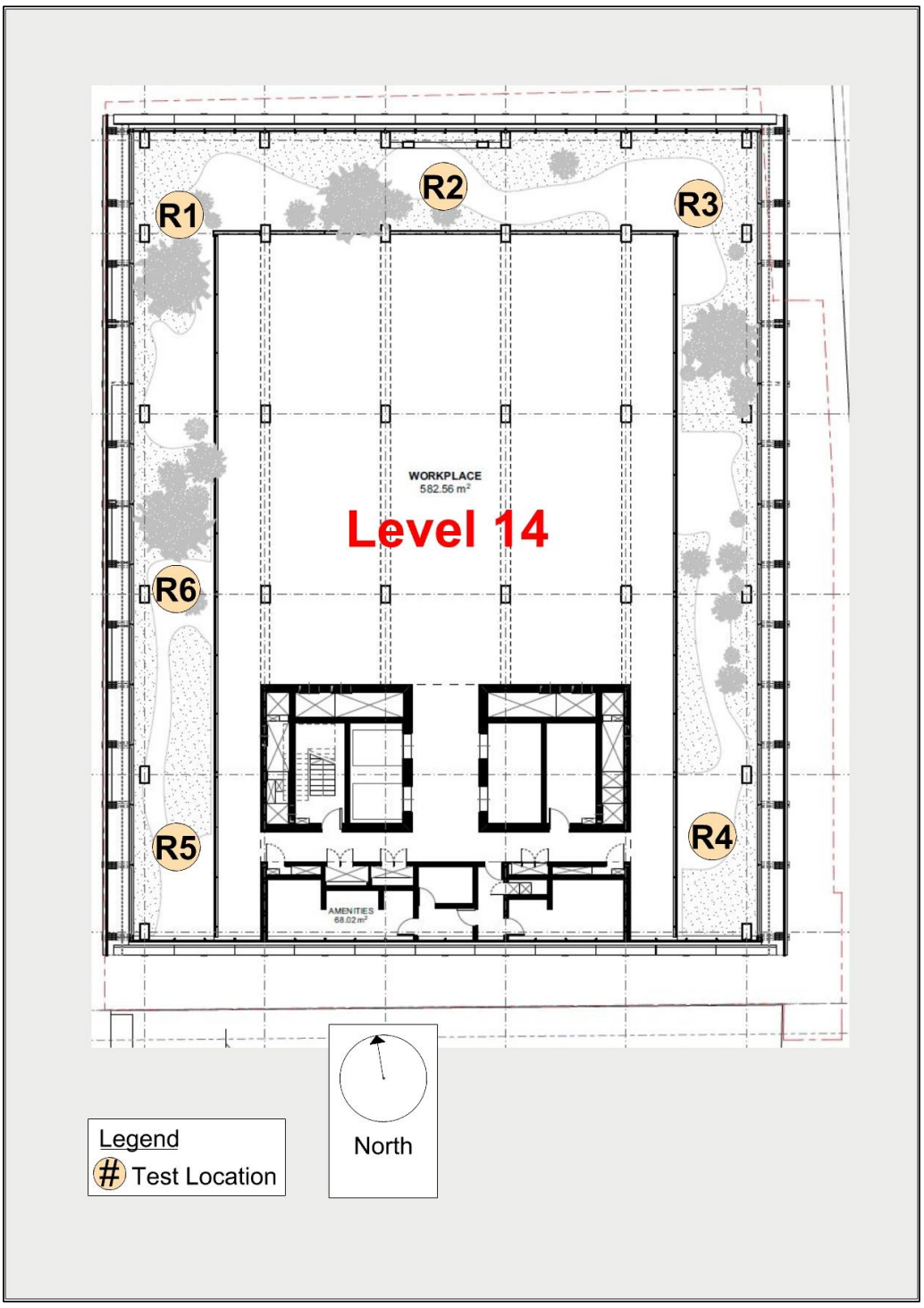


Figure 3b - Test Locations on Level 14 of the proposed 57-71 Stephenson Street development.

5. DISCUSSION OF RESULTS

The assessment of the wind safety and comfort criteria are presented in Tables 1 and 2. The Tables detail the yearly exceedances and mean wind speed for wind comfort, peak wind speed for wind safety, and the result compared to the recommended wind safety and comfort criteria.

The wind conditions for the Existing Configuration have been provided, where applicable, for comparison purposes.

5.1 Wind Safety Assessment

The wind conditions for the Existing and Proposed Configurations at all Test Locations on the ground level and elevated terraces satisfy the safety criterion. The annual maximum 3 second gust wind speed from each of the 16 wind directions are presented in polar plots and compared against the safety criterion in Appendix B.

5.2 Wind Comfort Assessment

In addition to Tables 1 and 2, the assessment of the pedestrian comfort for the Existing and Proposed Configurations are summarised in the following;

Figure 4	Existing Configuration
Figures 5a and 5b	Proposed Configuration

The figures present the pedestrian comfort criteria satisfied using a colour code system, where different colours have been used to represent the wind criteria satisfied at each Test Location.

5.2.1 Pedestrian Streetscapes and Neighbouring Building Terrace

The wind conditions for the Proposed Configuration at all Test Locations in the surrounding streetscapes (Test Locations 1-26, 34, and 35) satisfy the walking comfort criterion at a minimum, with most locations satisfying the standing or sitting comfort criteria. The wind conditions at the elevated terrace of the neighbouring building to the south of the development (Test Location T1) satisfies the standing comfort criterion, similar to the wind comfort criterion satisfied in the existing conditions.

5.2.2 Building Entrances

The wind conditions for the Proposed Configuration at the building entrances (Test Locations 12 and 31) satisfy the recommended standing comfort criterion.

5.2.3 Outdoor Retail

The wind conditions for the Proposed Configuration at the ground level café have been shown to satisfy the sitting comfort criterion within the alcove areas (Test Locations 32, 33, 36, and 37). The areas outside these alcoves have been shown to satisfy the standing comfort criterion or better.

5.2.3 Level 14 Terrace

With the benefit of shielding from the parapet on all sides of the terrace, the wind conditions for the Proposed Configuration at the Level 14 terrace (Test Locations R1-R6) have been shown to satisfy the sitting comfort criterion.

Table 1: Pedestrian Wind Comfort and Safety – Ground Level and Neighbouring Building Terrace

Configuration		Wind Criteria							
		Comfort						Safety	
		Yearly exceedence of given wind speed			Mean wind speed (exceeded 20% of year)	Recommended criterion	Result (compared against Recommended criterion)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
		Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s		Pass/Fail	m/s	Pass/Fail
1	Proposed Configuration	8.2%	2.0%	0.4%	2.3	Walking	Pass	10.2	Pass
	Existing Configuration	12.0%	3.5%	0.6%	2.5	Walking	Pass	10.1	Pass
2	Proposed Configuration	29.4%	14.0%	6.1%	3.6	Walking	Pass	14.5	Pass
	Existing Configuration	22.7%	10.1%	3.8%	3.2	Walking	Pass	13.3	Pass
3	Proposed Configuration	28.2%	15.7%	7.2%	3.6	Walking	Pass	13.8	Pass
	Existing Configuration	27.5%	13.9%	5.8%	3.5	Walking	Pass	13.5	Pass
4	Proposed Configuration	33.5%	16.6%	8.2%	3.7	Walking	Pass	17.1	Pass
	Existing Configuration	10.6%	3.0%	0.5%	2.3	Walking	Pass	10.4	Pass
5	Proposed Configuration	26.5%	12.7%	5.5%	3.4	Walking	Pass	13.9	Pass
	Existing Configuration	5.4%	1.1%	0.1%	1.9	Walking	Pass	9.0	Pass
6	Proposed Configuration	49.1%	32.0%	19.9%	5.0	Walking	Pass	18.8	Pass
	Existing Configuration	17.5%	6.5%	2.3%	2.8	Walking	Pass	12.0	Pass
7	Proposed Configuration	23.0%	13.3%	6.9%	3.3	Walking	Pass	15.8	Pass
	Existing Configuration	5.2%	0.8%	0.1%	2.0	Walking	Pass	8.5	Pass
8	Proposed Configuration	27.7%	16.1%	10.3%	3.6	Walking	Pass	19.4	Pass
	Existing Configuration	4.8%	0.6%	0.1%	2.0	Walking	Pass	8.2	Pass
9	Proposed Configuration	45.8%	27.4%	13.6%	4.5	Walking	Pass	15.3	Pass
	Existing Configuration	39.8%	21.1%	9.5%	4.1	Walking	Pass	16.5	Pass
10	Proposed Configuration	14.9%	6.2%	2.4%	2.7	Walking	Pass	13.3	Pass
	Existing Configuration	16.5%	4.6%	0.9%	2.8	Walking	Pass	10.5	Pass
11	Proposed Configuration	35.6%	18.7%	8.0%	3.9	Walking	Pass	14.7	Pass
	Existing Configuration	21.5%	8.6%	2.7%	3.1	Walking	Pass	12.5	Pass
12	Proposed Configuration	31.4%	14.9%	5.6%	3.6	Standing	Pass	13.5	Pass
	Existing Configuration	30.5%	15.7%	6.5%	3.7	Walking	Pass	13.9	Pass
13	Proposed Configuration	35.4%	20.8%	13.2%	4.1	Walking	Pass	19.8	Pass
	Existing Configuration	28.5%	16.7%	7.9%	3.7	Walking	Pass	15.4	Pass
14	Proposed Configuration	28.1%	15.2%	7.1%	3.6	Walking	Pass	15.9	Pass
	Existing Configuration	22.2%	9.7%	3.7%	3.2	Walking	Pass	12.5	Pass
15	Proposed Configuration	26.0%	14.5%	7.0%	3.5	Walking	Pass	14.3	Pass
	Existing Configuration	21.3%	11.4%	4.9%	3.1	Walking	Pass	14.5	Pass
16	Proposed Configuration	24.8%	14.7%	7.5%	3.4	Walking	Pass	16.2	Pass
	Existing Configuration	21.6%	11.5%	5.0%	3.1	Walking	Pass	15.0	Pass
17	Proposed Configuration	25.2%	9.7%	3.1%	3.3	Walking	Pass	12.6	Pass
	Existing Configuration	19.3%	6.2%	1.5%	3.0	Walking	Pass	11.9	Pass
18	Proposed Configuration	13.6%	4.4%	0.9%	2.5	Walking	Pass	10.5	Pass
	Existing Configuration	12.5%	4.1%	0.8%	2.5	Walking	Pass	10.6	Pass

Table 2: Pedestrian Wind Comfort and Safety – Ground Level and Neighbouring Building Terrace [Continued]

Configuration		Wind Criteria							
		Comfort						Safety	
		Yearly exceedence of given wind speed			Mean wind speed (exceeded 20% of year)	Recommended criterion	Result (compared against Recommended criterion)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
		Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s		Pass/Fail	m/s	Pass/Fail
19	Proposed Configuration	34.6%	19.8%	10.6%	4.0	Walking	Pass	16.1	Pass
	Existing Configuration	31.7%	15.9%	7.3%	3.7	Walking	Pass	15.3	Pass
20	Proposed Configuration	36.1%	19.7%	9.6%	4.0	Walking	Pass	16.3	Pass
	Existing Configuration	33.8%	18.7%	9.1%	3.9	Walking	Pass	15.2	Pass
21	Proposed Configuration	27.9%	15.1%	7.2%	3.5	Walking	Pass	15.4	Pass
	Existing Configuration	30.6%	15.6%	6.9%	3.6	Walking	Pass	13.9	Pass
22	Proposed Configuration	21.7%	12.3%	6.2%	3.1	Walking	Pass	15.3	Pass
	Existing Configuration	23.6%	12.9%	6.6%	3.3	Walking	Pass	15.3	Pass
23	Proposed Configuration	32.8%	15.4%	6.3%	3.7	Walking	Pass	16.3	Pass
	Existing Configuration	30.4%	13.1%	5.2%	3.5	Walking	Pass	15.4	Pass
24	Proposed Configuration	36.5%	22.5%	12.1%	4.2	Walking	Pass	17.7	Pass
	Existing Configuration	8.1%	2.1%	0.3%	2.2	Walking	Pass	9.6	Pass
25	Proposed Configuration	28.1%	16.9%	9.5%	3.7	Walking	Pass	15.6	Pass
	Existing Configuration	4.7%	1.0%	0.2%	1.9	Walking	Pass	9.7	Pass
26	Proposed Configuration	20.1%	7.2%	1.9%	3.0	Walking	Pass	11.1	Pass
	Existing Configuration	4.4%	1.3%	0.3%	1.7	Walking	Pass	10.1	Pass
27	Proposed Configuration	11.4%	4.5%	1.4%	2.2	Walking	Pass	11.7	Pass
	Existing Configuration	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
28	Proposed Configuration	17.6%	9.6%	5.5%	2.8	Walking	Pass	18.2	Pass
	Existing Configuration	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
29	Proposed Configuration	20.3%	9.0%	3.5%	3.0	Walking	Pass	13.4	Pass
	Existing Configuration	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
30	Proposed Configuration	25.2%	14.6%	8.1%	3.4	Walking	Pass	15.3	Pass
	Existing Configuration	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
31	Proposed Configuration	14.7%	4.4%	0.9%	2.7	Standing	Pass	10.6	Pass
	Existing Configuration	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
32	Proposed Configuration	7.1%	1.0%	0.1%	2.3	Walking	Pass	7.3	Pass
	Existing Configuration	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
33	Proposed Configuration	16.0%	4.7%	1.2%	2.8	Walking	Pass	5.9	Pass
	Existing Configuration	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
34	Proposed Configuration	41.7%	23.8%	11.4%	4.3	Walking	Pass	15.9	Pass
	Existing Configuration	38.1%	20.9%	9.6%	4.1	Walking	Pass	15.5	Pass
35	Proposed Configuration	17.7%	6.6%	1.9%	2.9	Walking	Pass	11.9	Pass
	Existing Configuration	8.2%	2.5%	0.7%	2.2	Walking	Pass	11.2	Pass
36	Proposed Configuration	19.9%	11.1%	4.5%	3.0	Walking	Pass	13.3	Pass
	Existing Configuration	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
37	Proposed Configuration	19.5%	10.9%	4.5%	3.0	Walking	Pass	9.1	Pass
	Existing Configuration	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T1	Proposed Configuration	20.1%	8.2%	3.1%	3.0	Walking	Pass	15.1	Pass
	Existing Configuration	20.1%	7.7%	2.6%	3.0	Walking	Pass	13.2	Pass

Table 2: Pedestrian Wind Comfort and Safety – Level 14 Terrace

Configuration		Wind Criteria							
		Comfort						Safety	
		Yearly exceedence of given wind speed			Mean wind speed (exceeded 20% of year)	Recommended criterion	Result (compared against Recommended criterion)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
		Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s		Pass/Fail	m/s	Pass/Fail
R1	Proposed Configuration	2.5%	0.3%	0.0%	1.9	Walking	Pass	7.4	Pass
R2	Proposed Configuration	6.2%	1.5%	0.4%	2.2	Walking	Pass	10.3	Pass
R3	Proposed Configuration	10.6%	2.2%	0.4%	2.5	Walking	Pass	9.2	Pass
R4	Proposed Configuration	11.8%	4.0%	1.1%	2.4	Walking	Pass	11.5	Pass
R5	Proposed Configuration	9.1%	2.6%	0.4%	2.3	Walking	Pass	10.6	Pass
R6	Proposed Configuration	15.7%	4.1%	0.6%	2.8	Walking	Pass	10.6	Pass



Figure 4 - Summary of wind criteria satisfied in the surrounding streetscapes and neighbouring building terrace for the Existing Configuration of the 57-71 Stephenson Street development.



Figure 5a - Summary of wind criteria satisfied in the surrounding streetscapes and neighbouring building terrace for the Proposed Configuration of the 57-71 Stephenson Street development.

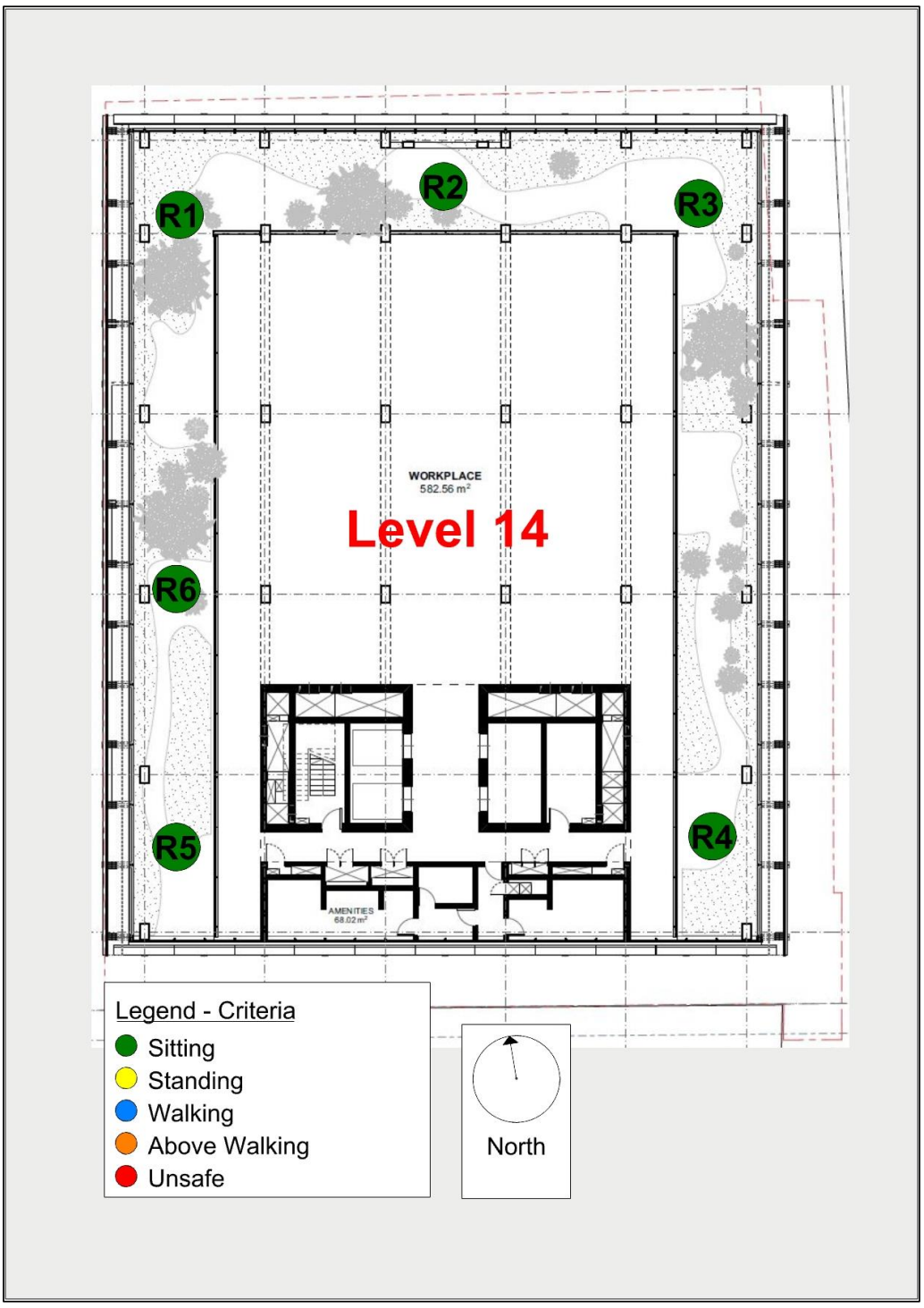


Figure 5b - Summary of wind criteria satisfied at Level 14 terrace of the 57-71 Stephenson Street development for the Proposed Configuration.

APPENDIX A – VELOCITY AND TURBULENCE PROFILES

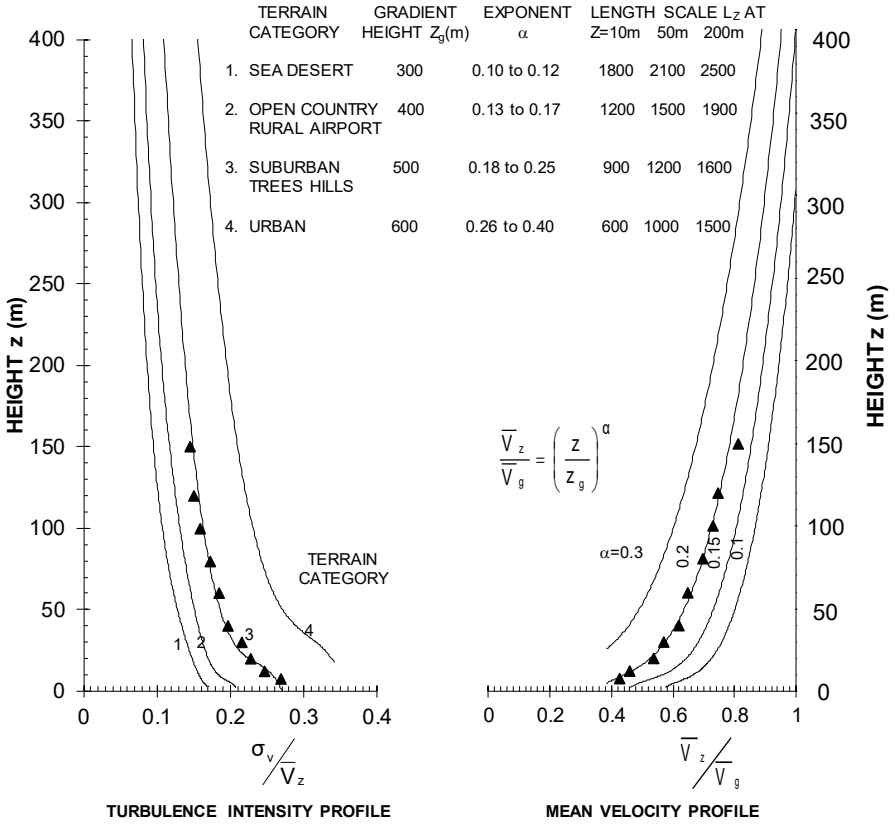


Figure A1 -1/400 scale TC3 boundary layer turbulence intensity and mean velocity profiles in the MEL Consultants Boundary Layer Wind Tunnel 4.8m x 2.2m working section, scaled to full scale dimensions.

APPENDIX B – PEDESTRIAN SAFETY PLOTS

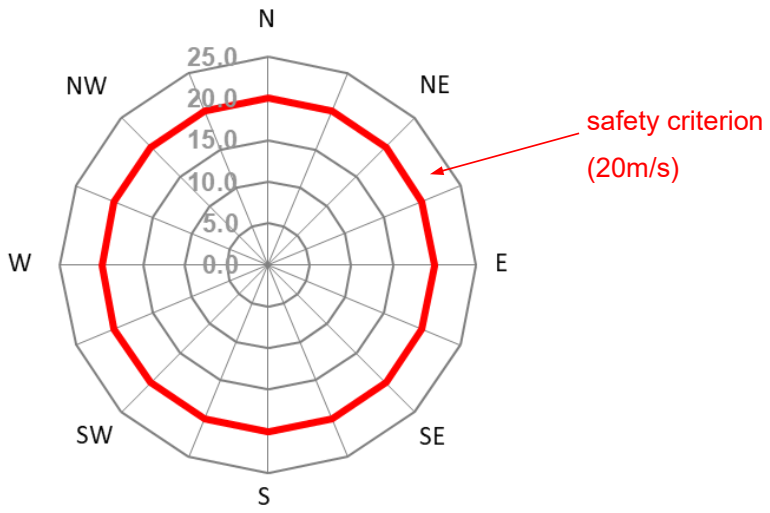
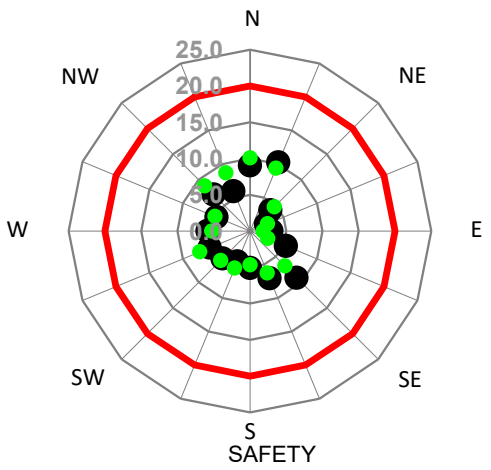


Figure B1 – Environmental wind safety criterion for Melbourne Region based on local 3 second peak gust wind speed

Test Location **1**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	8.2%	2.0%	0.4%	2.3	Pass	10.2	Pass
● **Existing Configuration**	12.0%	3.5%	0.6%	2.5	Pass	10.1	Pass
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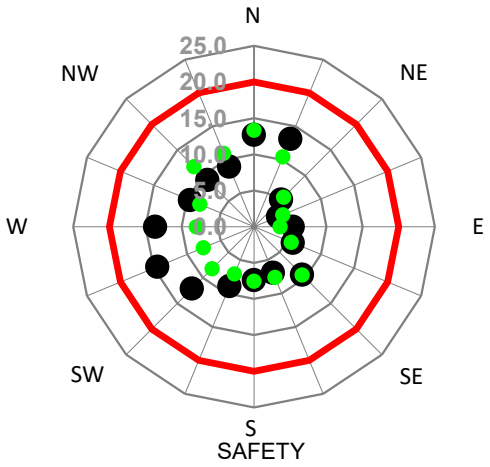
Test Location **2**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	29.4%	14.0%	6.1%	3.6	Pass	14.5	Pass
● **Existing Configuration**	22.7%	10.1%	3.8%	3.2	Pass	13.3	Pass
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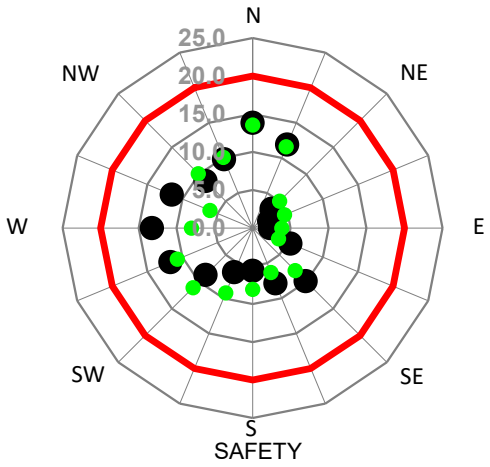
Test Location **3**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	28.2%	15.7%	7.2%	3.6	Pass	13.8	Pass
● **Existing Configuration**	27.5%	13.9%	5.8%	3.5	Pass	13.5	Pass
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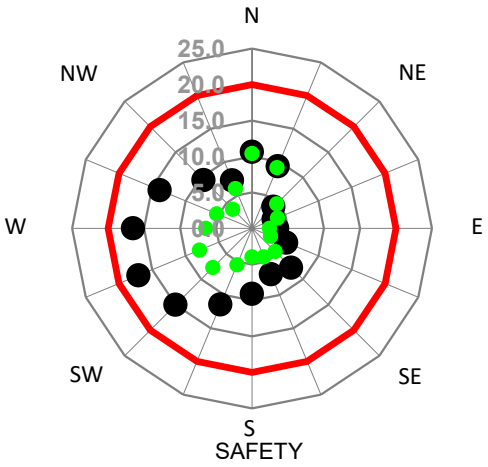
Test Location **4**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	33.5%	16.6%	8.2%	3.7	Pass	17.1	Pass
● **Existing Configuration**	10.6%	3.0%	0.5%	2.3	Pass	10.4	Pass
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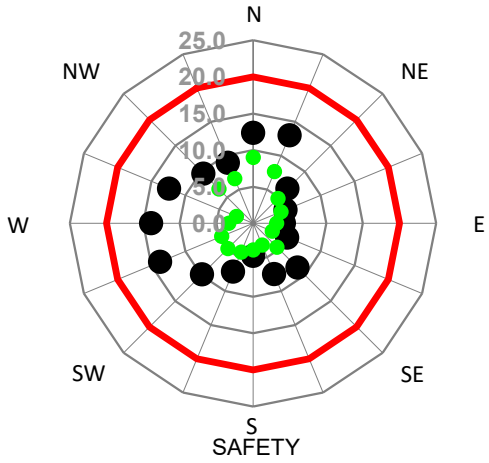
Test Location **5**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	26.5%	12.7%	5.5%	3.4	Pass	13.9	Pass
● Existing Configuration	5.4%	1.1%	0.1%	1.9	Pass	9.0	Pass
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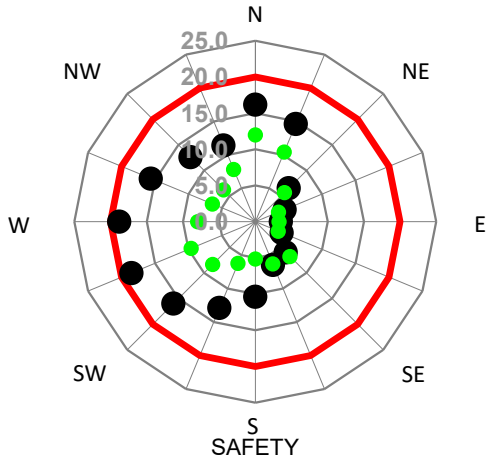
▲					▲		

Test Location **6**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	49.1%	32.0%	19.9%	5.0	Pass	18.8	Pass
● **Existing Configuration**	17.5%	6.5%	2.3%	2.8	Pass	12.0	Pass
■							
◆							
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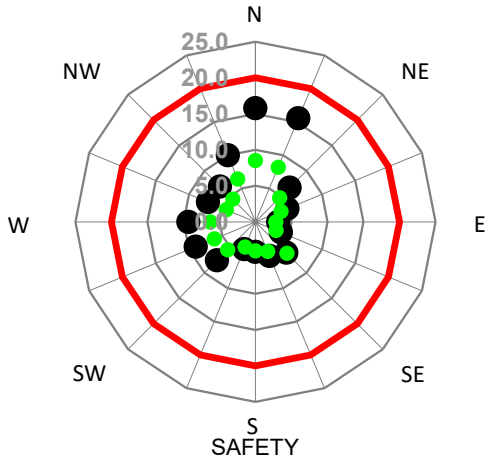
Test Location **7**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	23.0%	13.3%	6.9%	3.3	Pass	15.8	Pass
● **Existing Configuration**	5.2%	0.8%	0.1%	2.0	Pass	8.5	Pass
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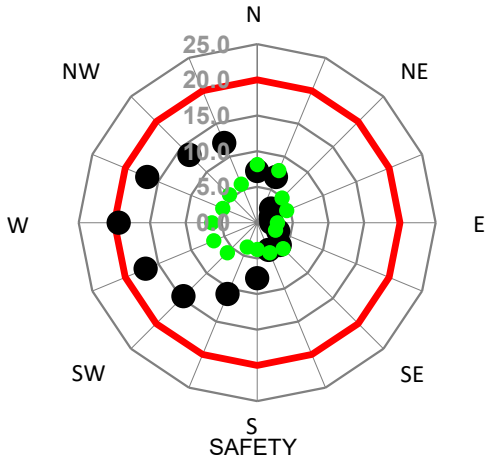
Test Location **8**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	27.7%	16.1%	10.3%	3.6	Pass	19.4	Pass
● **Existing Configuration**	4.8%	0.6%	0.1%	2.0	Pass	8.2	Pass
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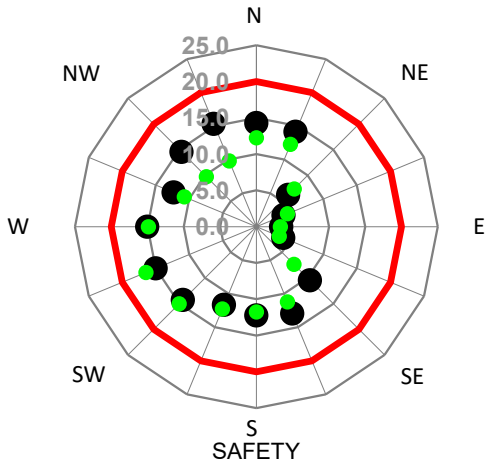
Test Location **9**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	45.8%	27.4%	13.6%	4.5	Pass	15.3	Pass
● **Existing Configuration**	39.8%	21.1%	9.5%	4.1	Pass	16.5	Pass
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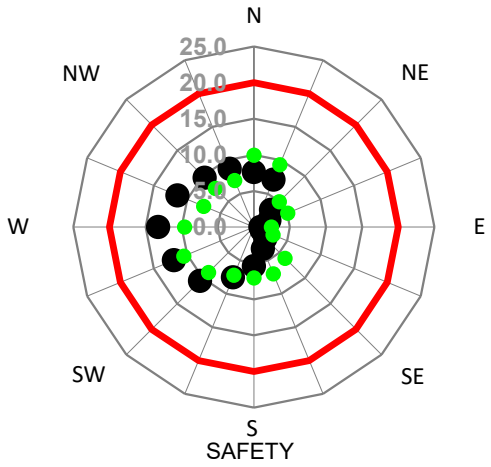
Test Location **10**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	14.9%	6.2%	2.4%	2.7	Pass	13.3	Pass
● **Existing Configuration**	16.5%	4.6%	0.9%	2.8	Pass	10.5	Pass
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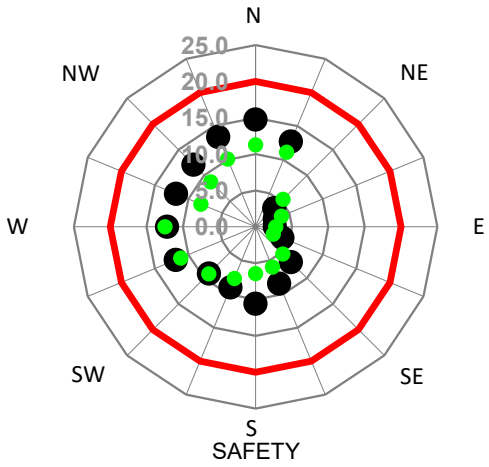
Test Location **11**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	35.6%	18.7%	8.0%	3.9	Pass	14.7	Pass
● **Existing Configuration**	21.5%	8.6%	2.7%	3.1	Pass	12.5	Pass
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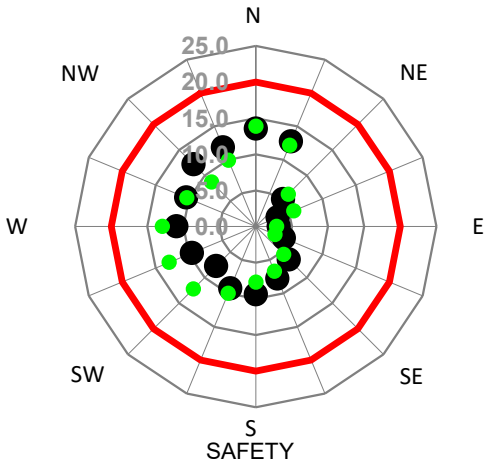
Test Location **12**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	31.4%	14.9%	5.6%	3.6	Pass	13.5	Pass
● **Existing Configuration**	30.5%	15.7%	6.5%	3.7	Pass	13.9	Pass
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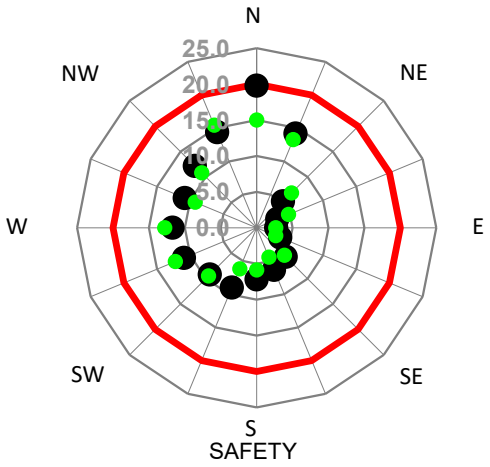
Test Location **13**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	35.4%	20.8%	13.2%	4.1	Pass	19.8	Pass
● **Existing Configuration**	28.5%	16.7%	7.9%	3.7	Pass	15.4	Pass
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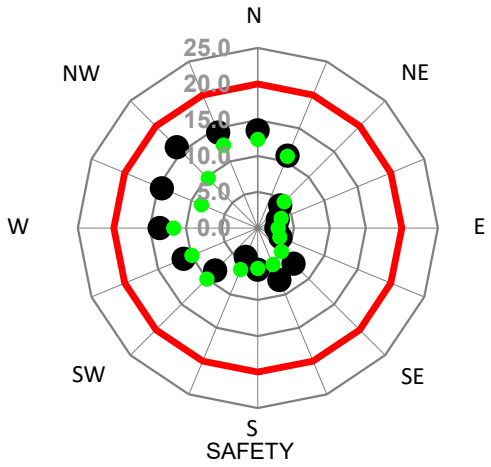
Test Location **14**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	28.1%	15.2%	7.1%	3.6	Pass	15.9	Pass
● **Existing Configuration**	22.2%	9.7%	3.7%	3.2	Pass	12.5	Pass
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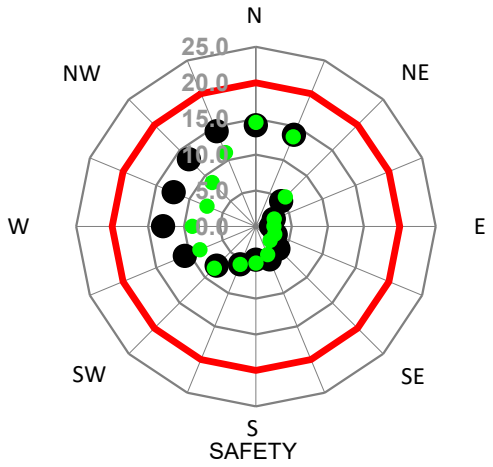
Test Location **15**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	26.0%	14.5%	7.0%	3.5	Pass	14.3	Pass
● **Existing Configuration**	21.3%	11.4%	4.9%	3.1	Pass	14.5	Pass
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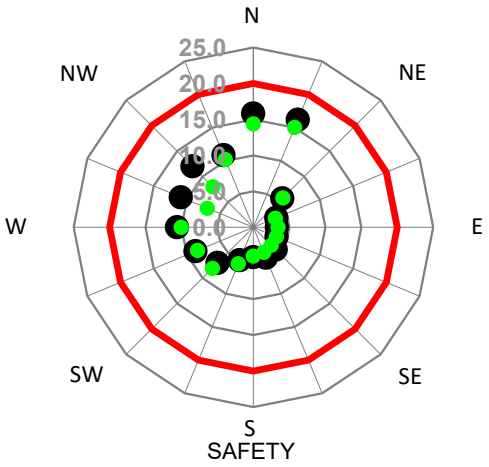
Test Location **16**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	24.8%	14.7%	7.5%	3.4	Pass	16.2	Pass
● **Existing Configuration**	21.6%	11.5%	5.0%	3.1	Pass	15.0	Pass
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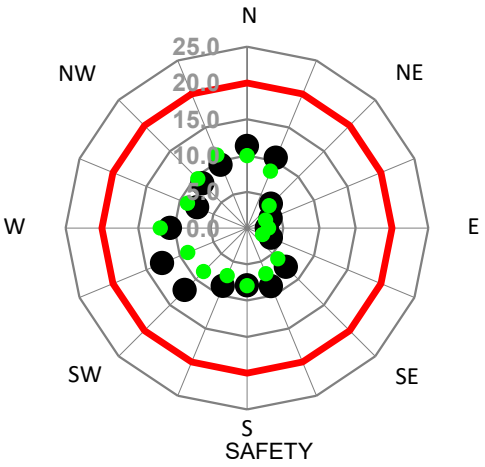
Test Location **17**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	25.2%	9.7%	3.1%	3.3	Pass	12.6	Pass
● **Existing Configuration**	19.3%	6.2%	1.5%	3.0	Pass	11.9	Pass
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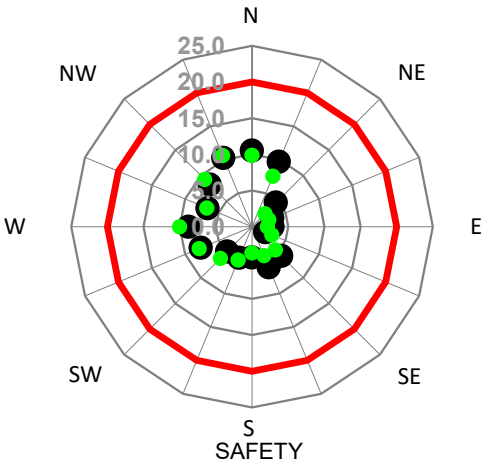
Test Location **18**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	13.6%	4.4%	0.9%	2.5	Pass	10.5	Pass
● **Existing Configuration**	12.5%	4.1%	0.8%	2.5	Pass	10.6	Pass
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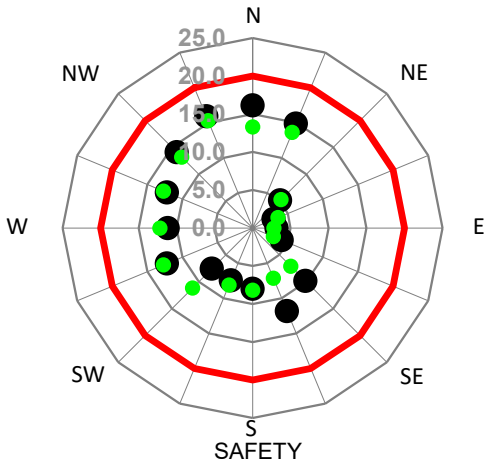
Test Location **19**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	34.6%	19.8%	10.6%	4.0	Pass	16.1	Pass
● **Existing Configuration**	31.7%	15.9%	7.3%	3.7	Pass	15.3	Pass
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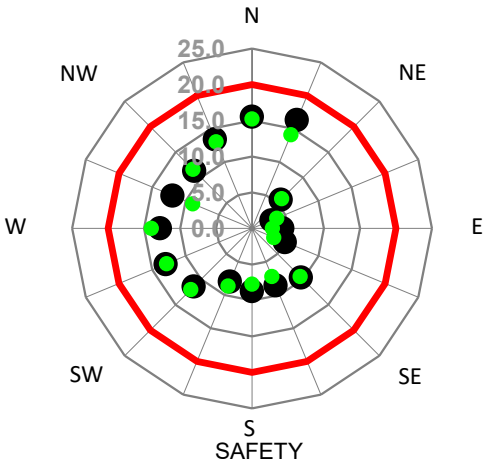
Test Location **20**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	36.1%	19.7%	9.6%	4.0	Pass	16.3	Pass
● **Existing Configuration**	33.8%	18.7%	9.1%	3.9	Pass	15.2	Pass
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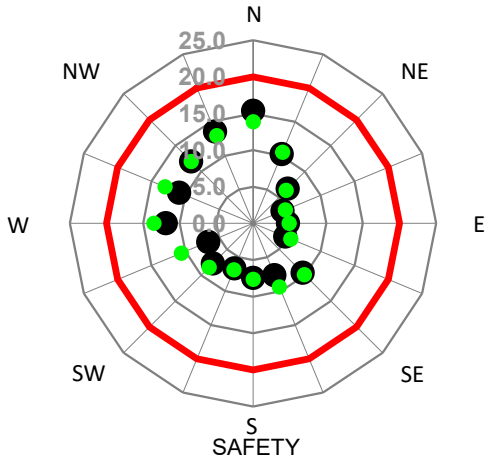
Test Location **21**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	27.9%	15.1%	7.2%	3.5	Pass	15.4	Pass
● Existing Configuration	30.6%	15.6%	6.9%	3.6	Pass	13.9	Pass
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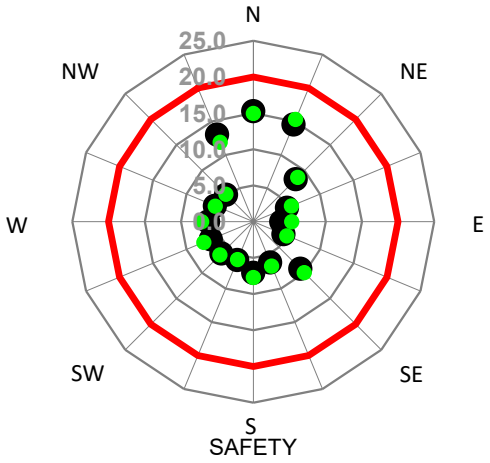
Test Location **22**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	21.7%	12.3%	6.2%	3.1	Pass	15.3	Pass
● **Existing Configuration**	23.6%	12.9%	6.6%	3.3	Pass	15.3	Pass
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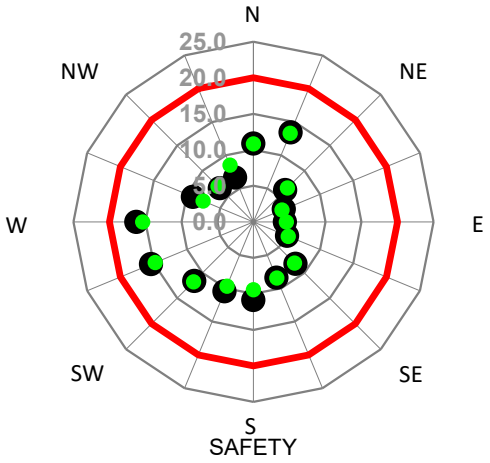
Test Location **23**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	32.8%	15.4%	6.3%	3.7	Pass	16.3	Pass
● **Existing Configuration**	30.4%	13.1%	5.2%	3.5	Pass	15.4	Pass
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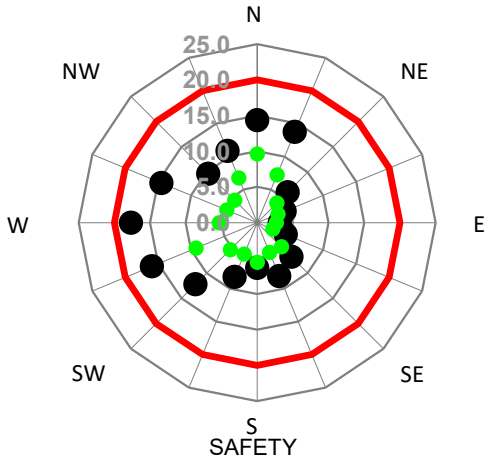
Test Location **24**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	36.5%	22.5%	12.1%	4.2	Pass	17.7	Pass
● **Existing Configuration**	8.1%	2.1%	0.3%	2.2	Pass	9.6	Pass
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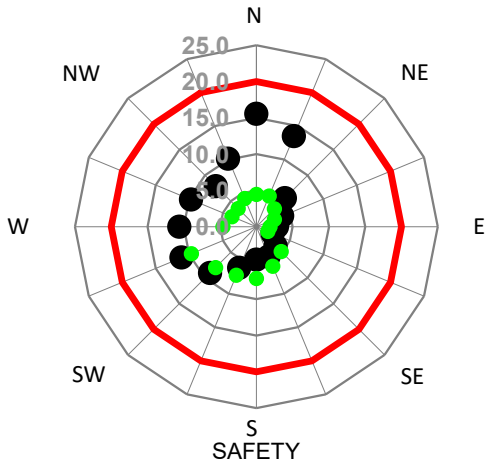
Test Location **25**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	28.1%	16.9%	9.5%	3.7	Pass	15.6	Pass
● Existing Configuration	4.7%	1.0%	0.2%	1.9	Pass	9.7	Pass
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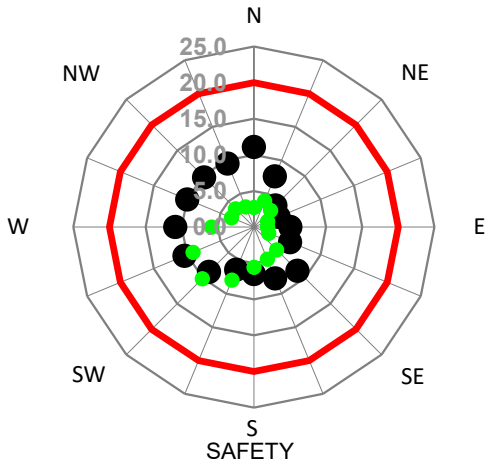
Test Location **26**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	20.1%	7.2%	1.9%	3.0	Pass	11.1	Pass
● Existing Configuration	4.4%	1.3%	0.3%	1.7	Pass	10.1	Pass
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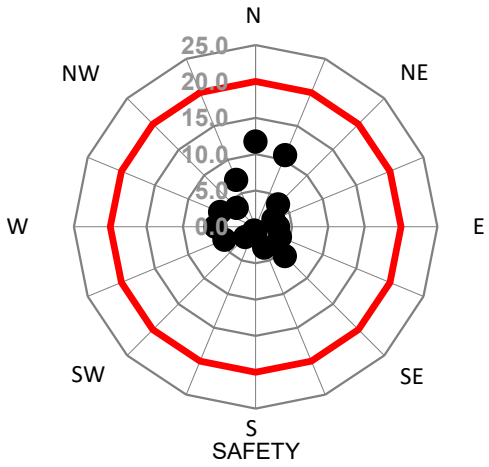
Test Location **27**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	11.4%	4.5%	1.4%	2.2	Pass	11.7	Pass
● Existing Configuration							
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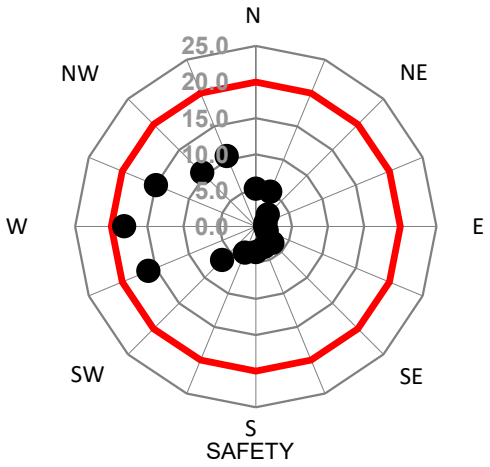
Test Location **28**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	17.6%	9.6%	5.5%	2.8	Pass	18.2	Pass
● Existing Configuration							
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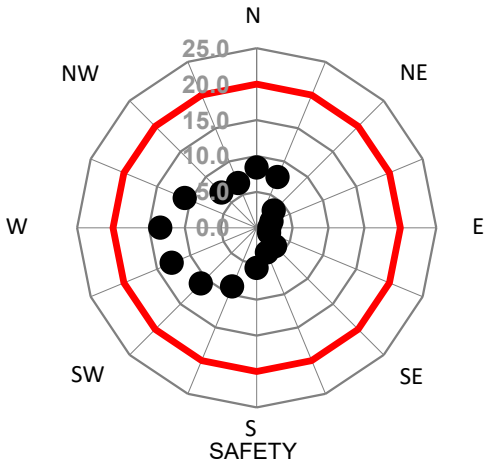
Test Location **29**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	20.3%	9.0%	3.5%	3.0	Pass	13.4	Pass
●							
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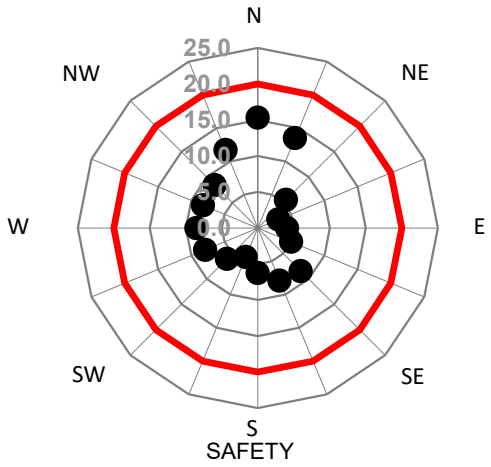
Test Location **30**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	25.2%	14.6%	8.1%	3.4	Pass	15.3	Pass
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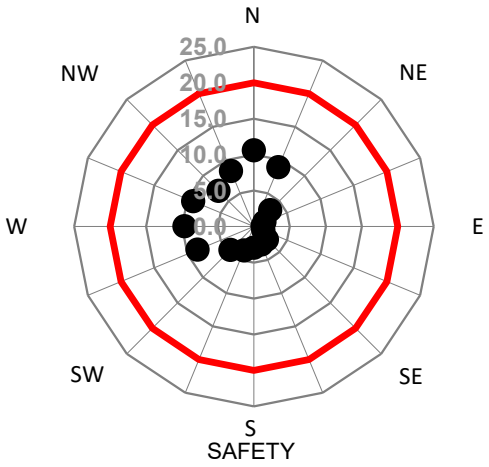
Test Location **31**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	14.7%	4.4%	0.9%	2.7	Pass	10.6	Pass
●							
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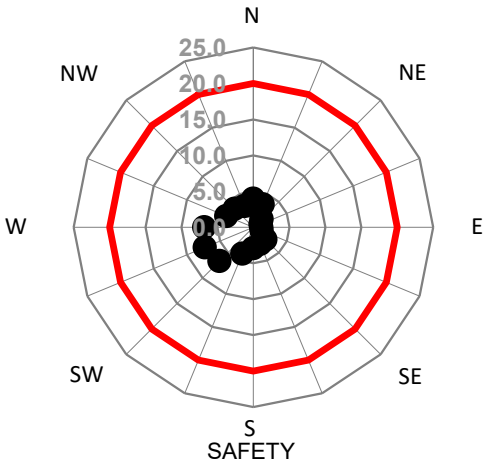
Test Location **32**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	7.1%	1.0%	0.1%	2.3	Pass	7.3	Pass
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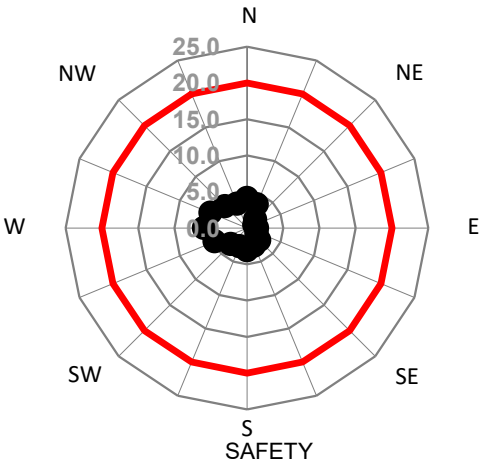
Test Location **33**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	16.0%	4.7%	1.2%	2.8	Pass	5.9	Pass
● Existing Configuration							
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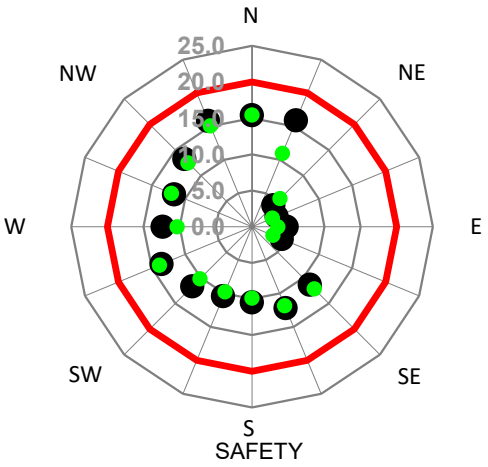
Test Location **34**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	41.7%	23.8%	11.4%	4.3	Pass	15.9	Pass
● **Existing Configuration**	38.1%	20.9%	9.6%	4.1	Pass	15.5	Pass
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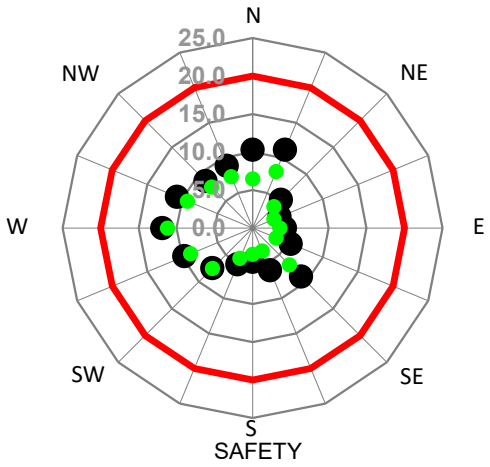
Test Location **35**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	17.7%	6.6%	1.9%	2.9	Pass	11.9	Pass
● **Existing Configuration**	8.2%	2.5%	0.7%	2.2	Pass	11.2	Pass
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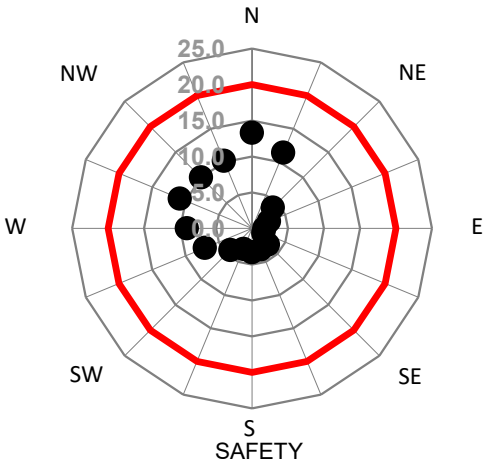
Test Location **36**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	19.9%	11.1%	4.5%	3.0	Pass	13.3	Pass
● Existing Configuration							
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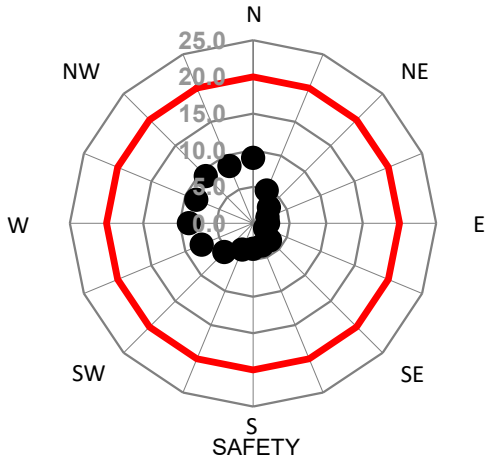
Test Location **37**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	19.5%	10.9%	4.5%	3.0	Pass	9.1	Pass
● Existing Configuration							
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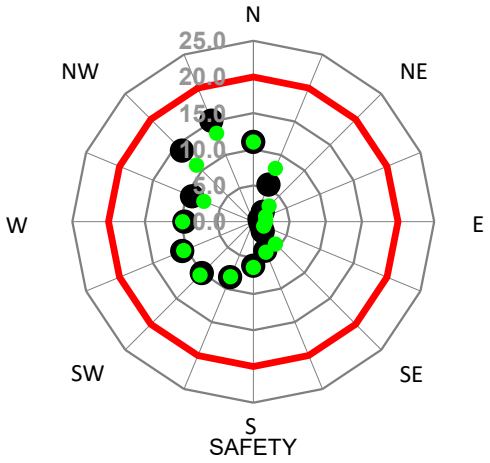
Test Location **T1**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	20.1%	8.2%	3.1%	3.0	Pass	15.1	Pass
● **Existing Configuration**	20.1%	7.7%	2.6%	3.0	Pass	13.2	Pass
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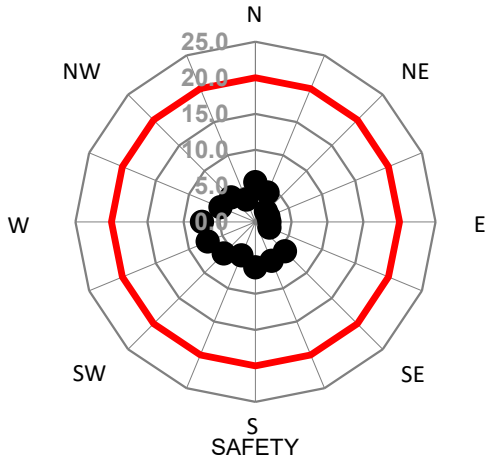
Test Location **R1**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	2.5%	0.3%	0.0%	1.9	Pass	7.4	Pass
● **Existing Configuration**							
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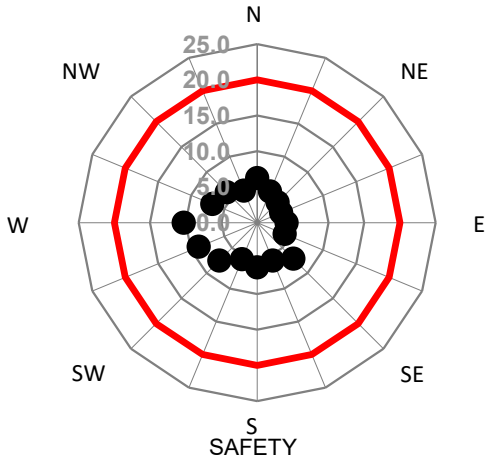
Test Location **R2**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	6.2%	1.5%	0.4%	2.2	Pass	10.3	Pass
● Existing Configuration							
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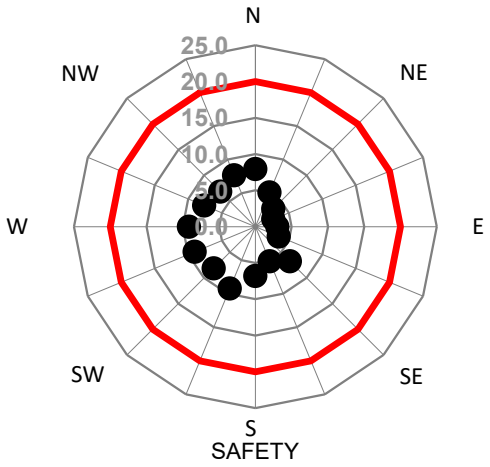
Test Location **R3**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of R4m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	10.6%	2.2%	0.4%	2.5	Pass	9.2	Pass
●							
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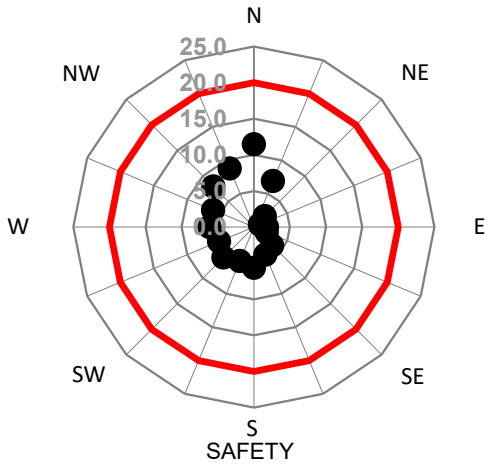
Test Location **R4**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	11.8%	4.0%	1.1%	2.4	Pass	11.5	Pass
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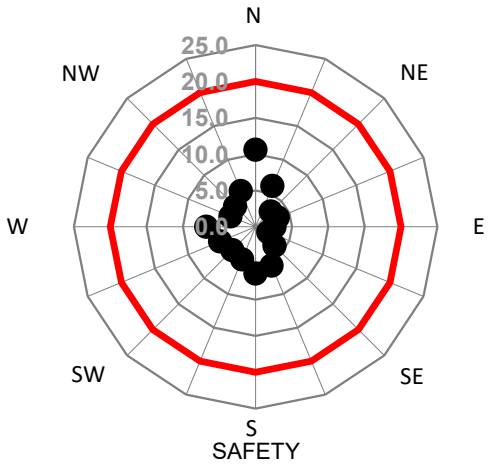
Test Location **R5**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● **Proposed Configuration**	9.1%	2.6%	0.4%	2.3	Pass	10.6	Pass
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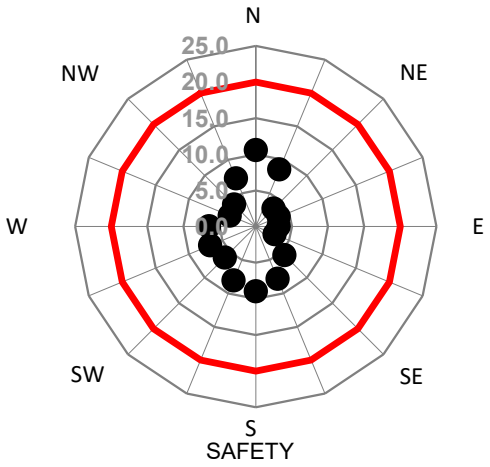
Test Location **R6**



Local peak 3 second gust wind speed (m/s)

Safety Wind Speed = 20m/s

Configuration	Wind Comfort Criteria					Safety Criterion	
	Exceedence of given wind speed per year			Mean wind speed (exceeded 20% of year)	Result (compared against Target wind speed of 5m/s)	Peak wind speed (of all wind directions)	Result (compared against Safety wind speed of 20m/s)
	Sitting (3m/s) %	Standing (4m/s) %	Walking (5m/s) %	m/s	Pass/Fail	m/s	Pass/Fail
● Proposed Configuration	15.7%	4.1%	0.6%	2.8	Pass	10.6	Pass
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Development Engineering Formal Referral Response

Application Information	
Referral Officer	Artemis Bacani
Officer	Joe Byrne
Council Reference	IREF26/01364
Address	57-71 Stephenson Street, Cremorne
Application No.	PPE26/0521
Proposal	DTP Referral
Comments Sought	• Crossover width and location • Car parking and stacker dimensions • Vehicle movement within basement
Disclaimer	Council's Development Engineering unit, provides the following advice based on information provided in the referral request memo referenced above.

Engineering referral details

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

A list of requirements for the applicant and proposed conditions to be included in the Planning Permit have been outlined in the ***Section 1 – Engineering requirements*** below. Specific details of the assessment are provided in ***Section 3 -*** and have informed the requirements and conditions.

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

Table 1 - Drawings and documents reviewed by Engineering

Consultant	Drawing No. or Document	Rev	Dated
Edition Office	DA2.100 *Basement 1* DA2.101 *Ground Floor Plan* DA3.100 *Elevations* DA3.103 *Elevations* DA4.101 *Elevations* DA4.103 *Sections* DA4.104 *Sections*	TP01 TP01 TP01 TP01 TP01 TP01 TP01	16 June 2026 16 June 2026 16 June 2026 16 June 2026 16 June 2026 16 June 2026 16 June 2026
Ratio Consultants	*Transport Impact Assessment*	F02	29 June 2026

SECTION 1: Engineering requirements – Issue to the applicant

The applicant must satisfy the engineering items outlined in ***Table 2*** below. A written response must be provided for each requirement, and the action is to be completed prior to resubmission.

Any amendments to plans/drawings or updates to reports/documents must be highlighted using a *red cloud* around the relevant section. In the written response, indicate the relevant sheet/pages of each document which have been amended.

Should any engineering comments / direction not be adopted, the relevant planner is REQUIRED to refer back to the Civil Engineering team for further discussion / comments / conditions prior to finalising reports.

Table 2 - Engineering requirements for applicant

Item	Engineering requirement	Action for applicant
1	Dimension the width of the car park entrance.	Update the relevant drawings accordingly
2	Dimension the width of the internal vehicle access ramp.	Update the relevant drawings accordingly
3	Provide a convex mirror at the car park entrance.	Update the relevant drawings accordingly
4	Dimension the width of the vehicle crossing.	Update the relevant drawings accordingly
5	Dimension the column depths and setbacks.	Update the relevant drawings accordingly
6	Review the car park entrance design and provide adequate vehicle passing movements.	Update the relevant drawings accordingly
7	Dimension each ramp section for the ground clearance assessment diagram.	Update the diagram accordingly
8	A vehicle crossing cross-section diagram is to be provided in accordance with Council Vehicle Crossing Information Sheet.	Provide a vehicle crossing cross-sectional diagram
9	Provide a letter of consent from the Relevant Power Authority regarding the removal of the power pole and streetlamp, and reinstatement of public streetlighting.	Submit a copy of letter of consent from Power Authority

SECTION 2: Engineering conditions – Planning Permit

The conditions outlined in ***Table 3*** below must be included in the Planning Permit to ensure the specific engineering requirements are complied with.

Note: further conditions may be required if any of the items in Table 2 are not fulfilled prior to the issuing of the Planning Permit.

Table 3 - Engineering conditions to be included in the Planning Permit

Condition related to…	Engineering condition
VC: *Reinstatement*	Before the building/s is/are 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 footpath, verge (if applicable), and kerb and channel: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority.
	A note should be placed on the plan indicating redundant driveways are to be removed and the road pavement, kerb and channel and footpath reinstated to Council's satisfaction.
VC: *Design*	Concurrent with the submission of Condition 1 plans or by such later date as approved in writing by the Responsible Authority, a vehicle crossing design must be submitted to Council's Civil Engineering Department for approval. The submitted design must demonstrate compliance with City of Yarra's, *Vehicle Crossing Information Sheet*.
VC: *Construction*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority.
Public Realm: *Footpath specific*	Before the building/s is/are occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Stephenson Street frontage must be re-sheeted in asphalt: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *Kerb & channel specific*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Stephenson Street frontage must be reconstructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).

Condition related to…	Engineering condition
Public Realm: *Road pavement specific*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement along the property's Stephenson Street frontage must be reconstructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Reinstatement of damages caused during development works	Within 2 months of the completion or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated: (a) In accordance with Yarra Standard Drawings | Yarra City Council (b) at the permit holder's cost; and (c) To the satisfaction of the Responsible Authority.
Note related to…	**Engineering note**
Service infrastructure adjustment to suit finished grades, alignments, etc.	Any service poles, structures or pits located within the public realm areas that interfere with the proposal, must be adjusted accordingly: (a) at the permit holder's cost; and (b) to the satisfaction of the Responsible Authority.
Existing parking infrastructure	No parking restriction signs, or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
	Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
Parking sensors	The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.
Private utility assets	Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.
Adjusting utility infrastructure	Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
Discharge of Water from Development	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.

Condition related to…	Engineering condition
Advice Note	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the Building Regulations 2018 from Yarra Building Services unit. Any storm water drainage area within the property must be provided for and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 133.

SECTION 3: Engineering detailed assessment

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Width of Car Park Entrance	The width of the car park entrance is not dimensioned. Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section.
Width of Internal Vehicle Access Ramp	The width of the internal vehicle access ramp is not dimensioned on the drawings. Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section.
Visibility Splay	Visibility splays or convex mirrors have not been provided at the exit lane of the development's entrance. Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section.
Vehicle Crossing	The width of the vehicle crossing has not been dimensioned on the drawings. Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section.
Headroom Clearance	A minimum headroom clearance of 2.5 metres is provided at the car park entrance to satisfy *AS/NZS 2890.1:2004.*
Mechanical Car Parking and Car Parking Spaces	
Car Stacker Device	The car spaces for the development would be accommodated within the Klaus Trendvario 6300/225 - 200 car stacker system. The car stacker model is available with a minimum platform length of 5.5 metres and a platform width of 2.3 metres which can accommodate a B85 design vehicle.
Floor-to-Ceiling Height above the Car Stacker System	The floor to ceiling height on the ground and basement levels can accommodate the proposed car stacker system.
Vehicle Clearance Height	This stacker model has a variant which provides at least 25 percent of the mechanical car parking with a vehicle height of at least 1.80 metres to satisfy *Design standard 4 – Mechanical parking*.
Car Stacker Pit Depth	The pit depth is 2 metres which is adequate to accommodate the car stacker model.
Regular Car Spaces	The width and depth of car spaces (2.6 metres and 4.9 metres), (2.9 metres and 4.9 metres) and (3 metres and 4.9 metres) respectively satisfies *AS/NZS 2890.1:2004.*

Item	Assessment
Accessible Car Space	The width and depth of the accessible car space and shared area of 2.4 metres and 5.4 metres respectively satisfies *AS/NZS 2890.6:2022.*
Aisle Width	A minimum aisle width of 5.4 metres is provided on the basement levels to satisfy *AS/NZS 2890.1:2004.*
Column Depths and Setbacks	The column depths and setbacks have not been dimensioned on the drawings. Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section.
Gradients	
Ramp Grades for the first 5.0 metres inside the Property	The ramp grades for the first 5 metres inside the property is flat, followed by a 1 in 10 grade section to satisfy *Australian /New Zealand Standard AS/NZS 2890.1:2004.*
Internal Access Ramp	The length of the 1 in 8 ramp section of 2.5 metres at the bottom of the 1 in 4 ramp section is considered adequate.
Swept Path Assessment	
22939T-SK004-A, Sheet No.1 of 9	The swept path diagrams for the B85 and B99 design vehicle demonstrates adequate entry and exit movements into and out of the car park entrance via Stephenson Street. The passing movement assessment at the car park entrance is considered inadequate, as the 300 millimetre clearance encroaches on the side of the vehicles. Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section.
22939T-SK004-A, Sheet No.2 of 9	The swept path diagrams for the B99 design vehicle demonstrate adequate passing and circulation movements from the vehicle access ramp to basement 1.
22939T-SK004-A, Sheet No.3 of 9	The swept path diagrams for the B99 design vehicle template demonstrates adequate entry and exit movements into and out of the car space.
22939T-SK004-A, Sheet No.4 of 9	The swept path diagrams for the B99 design vehicle template demonstrates adequate entry and exit movements into and out of the car space.
22939T-SK004-A, Sheet No.5 of 9	The swept path diagrams for the B85 design vehicle template demonstrates adequate entry and exit movements into and out of the car space.
22939T-SK004-A, Sheet No.6 of 9	The swept path diagrams for the B85 design vehicle template demonstrates adequate entry and exit movements into and out of the car space.
22939T-SK004-A, Sheet No.7 of 9	The swept path diagrams for the B85 design vehicle template demonstrates adequate entry and exit movements into and out of the car space.

Item	Assessment
22939T-SK004-A, Sheet No.8 of 9	The swept path diagrams for the 6.34 metre long Mini-Rear Loader Waste Collection Vehicle demonstrates adequate entry and exit movements into and out of the waste collection area.
22939T-SK004-A, Sheet No.9 of 9	The ground clearance check for the B99 design vehicle demonstrates adequate ground clearance along the internal vehicle access ramp. Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section.
Other Items	
Vehicle Crossing Vertical Ground Clearance Check	A vehicle crossing cross-sectional diagram is to be provided by the applicant to confirm that a B99 design vehicle can enter and exit the property without scraping or bottoming-out. Please see under *'Engineering Advice for Design Items to be Addressed by the Applicant'* section.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Width of Car Park Entrance	The applicant is to dimension on the drawings the width of the car park entrance.
Width of Internal Vehicle Access Ramp	The applicant is to dimension on the drawings the width of the internal vehicle access ramp.
Visibility Splay	In-lieu of visibility splays, the applicant is to provide a convex mirror at the car park entrance to improve pedestrian visibility along the footpath.
Width of Vehicle Crossing	The applicant is to dimension on the drawings the vehicle crossing width.
Column Depths and Setbacks	The applicant is to dimension on the drawings the column depths and setbacks.
22939T-SK004-A, Sheet No.1 of 9	The applicant must review the car park entrance design and revise it to provide adequate passing movements for the B85 and B99 design vehicles.
22939T-SK004-A, Sheet No.9 of 9	The applicant must dimension each section of the vehicle access ramp shown in the ground clearance assessment diagram.
Vehicle Crossing Cross-Sectional Diagrams	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. A vehicle crossing cross-sectional diagram to be provided by the applicant to confirm that a B99 design vehicle can enter and exit the property without scraping or bottoming-out. The applicant is required to obtain a number of existing and proposed spot levels which include: • the reduced level 2.0 metres inside the property; • the level at the property boundary; • the level at the invert of the eastern kerb of Stephenson Street; • the level at the edge of the eastern channel of Stephenson Street; and • a few levels on the road pavement – in this case, Stephenson Street. These levels are to be shown on a 1 in 20 scale cross-sectional drawing with dimensions, and the B99 ground clearance template overlayed on the drawings. **The assessment is to be taken along the centre of the vehicle crossing.** Providing the cross-sectional diagram early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

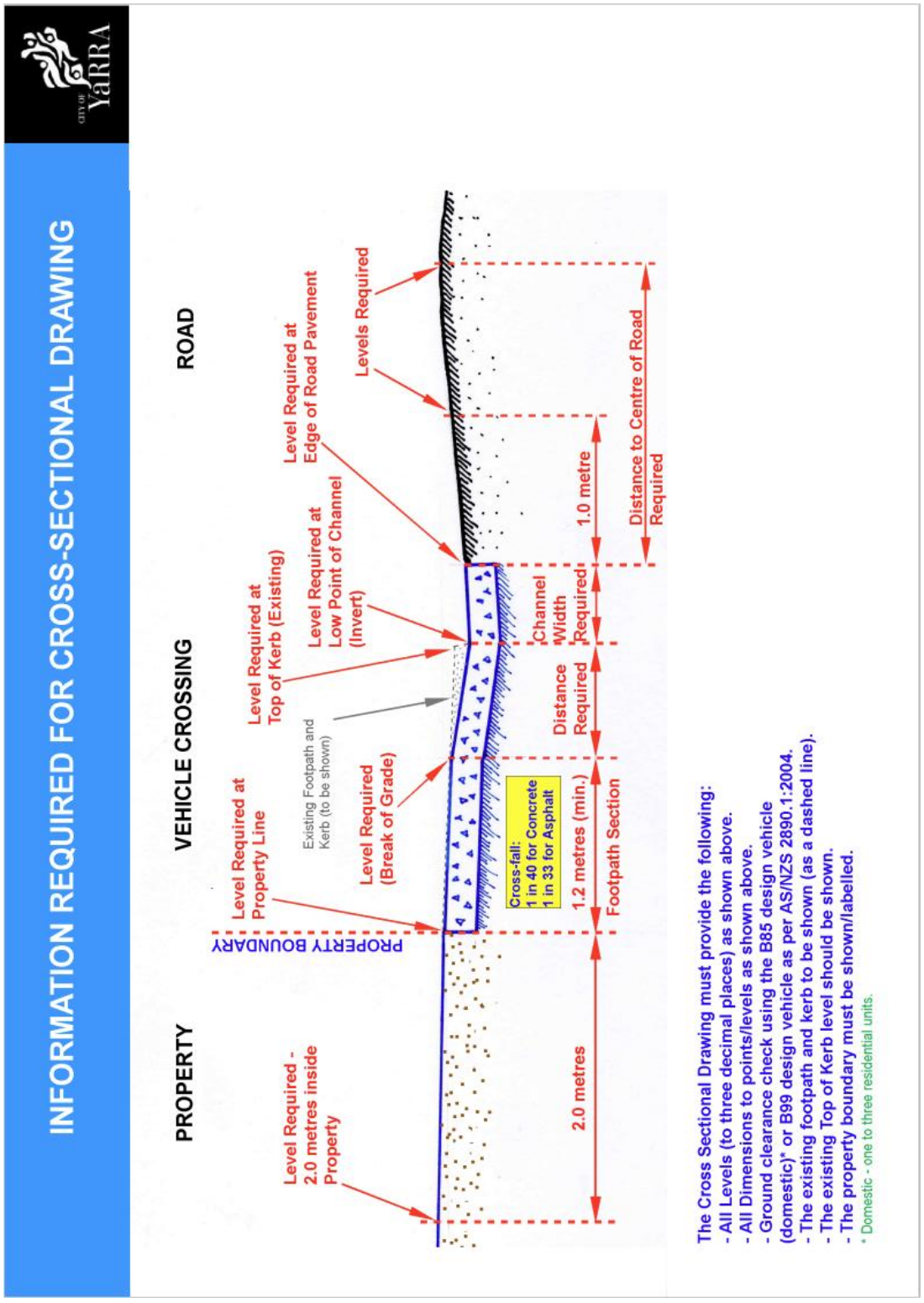
Item	Details
Public Streetlight	The applicant is to liaise with the Relevant Power Authority regarding the removal of the power pole along Stephenson Street. All costs associated with the removal of power pole and streetlamp, and reinstatement of public streetlighting will be the responsibility of the developer.

SECTION 4: Acknowledgement

Engineer: Artemis Bacani

Signature: 

Date: 31 August 2026


INFORMATION REQUIRED FOR CROSS-SECTIONAL DRAWING
PROPERTY
VEHICLE CROSSING
ROAD
PROPERTY BOUNDARY
Level Required - 2.0 metres inside Property
Level Required at Property Line
Level Required (Break of Grade)
Existing Footpath and Kerb (to be shown)
Level Required at Top of Kerb (Existing)
Level Required at Low Point of Channel (Invert)
Level Required at Edge of Road Pavement
Levels Required
Cross-fall: 1 in 40 for Concrete 1 in 33 for Asphalt
2.0 metres
1.2 metres (min.)
Footpath Section
Distance Required
Channel Width Required
1.0 metre
Distance to Centre of Road Required
The Cross Sectional Drawing must provide the following:
- All Levels (to three decimal places) as shown above.
- All Dimensions to points/levels as shown above.
- Ground clearance check using the B85 design vehicle (domestic)* or B99 design vehicle as per AS/NZS 2890.1:2004.
- The existing footpath and kerb to be shown (as a dashed line).
- The existing Top of Kerb level should be shown.
- The property boundary must be shown/labelled.
* Domestic - one to three residential units.

City Works
Formal Referral Response

Application Information:

Referral Officer:	Atha Athanasi
Officer:	Joe Byrne
Council Reference:	PPE26/0521
Address:	57-59 Stephenson St, Cremorne VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Record D26/325206: IREF26/01365 - Internal Referral Request
Disclaimer:	Council's City Works Unit provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Comments:

The waste management plan for 57-71 Stephenson St, Cremorne authored by Ratio Consultants and dated 19/6/26 is satisfactory from a City Works Branch's perspective.

Waste Management Officer: Atha Athanasi

Signature: Atha Athanasi

Date:27/08/2026

Strategic Transport Informal Referral Response

Application Information:

Referral Officer:	Tomas Lightbody
Officer:	Joe Byrne
Council Reference:	PPE26/0521
Address:	57-59 Stephenson St, Cremorne VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: IREF26/01368 - Referral Request
Disclaimer:	Council's Strategic Transport unit provides the following information which is based on the information provided in the referral request memo referenced above.
Date of Informal meeting:	02/09/2026

Comments

The following changes should be made:

1. The employee bicycle spaces must be located within a secure lockable compound, separate from the visitor bicycle spaces.
2. Access pathways to bicycle parking to be increased in width to 2.5m in compliance with AS2890.3.
3. Dimensions of all bicycle storage spaces, lifts, corridors and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
4. 5 charging points
5. At least 5 electric bicycle charging points to be provided for employee bicycle parking spaces.

Planner: Joe Byrne

Date: 02 September 2026

ESD Formal Referral Response

Application Information:

Referral Officer:	Euan Williamson
Officer:	Joe Byrne
Council Reference:	PPE26/0521
Address:	57-59 Stephenson St, Cremorne VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Record D26/325231: IREF26/01367 - Internal Referral Request
Disclaimer:	Council's ESD Officer provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

ESD comments were requested on the following:

- New referral - DTP

In assessing this application, the following documents were reviewed:

- SMP prepared by Finding Infinity dated 10/06/2026
- Architectural drawings prepared by Edition Office dated 16/06/2026
- Stormwater Management prepared by Aecom 09/07/2026

Comments

The standard of the submitted ESD exceeds Council's Environmentally Sustainable Design (ESD) standards.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met:

1. Applicant ESD Commitments
   - 6 Star Green Star certified building.
   - Passiv Haus certified.
   - 6 Star NABERS certified.
   - Timber CLT construction.
   - Targeting a minimum 4 Star NABERS embodied carbon.
   - Onsite solar PV arrays on the rooftop and facades, as well as offsite renewable energy purchasing delivering zero carbon operating emissions.

- High-performance façade with exterior shading, integrated solar PV and operable element to facilitate mixed mode ventilation.
- Best practice in stormwater management reliant on 25,000 litres of rainwater storage connected to toilet flushing and irrigation re-use.
- Energy efficient heat recovery ventilation.
- 100% electric building.
- Greywater for subsurface irrigation.
- Onsite organic waste treatment via composting and worm farms.
- Energy efficiency heating/cooling, hot water and lighting.
- Water efficient taps, fixtures and fittings.
- Management system for 7 waste streams, (landfill, recycling, paper and cardboard, glass, organics and hard rubbish).
- 112 Bicycle parking spaces and end of trip facilities.
- EV charging capability.

2. Application ESD Deficiencies
   - The SMP includes Climate Active certification but this Federal Govt program is winding back soon to cease operations.
     - **Recommend update the SMP without reference to Climate Active but find an alternative carbon neutral measurement and/or certification system.**

3. Outstanding Information
   - The total size of the solar arrays in kW to the roof and façade has not been included, only a range of 400-600 kW is noted on pages 12 & 14.
     - **Update roof plans and elevations clearly showing the all solar arrays on facades and roof, including size and number of panels and total expected kW output.**

4. ESD Improvement Opportunities
   - Consider energy storage/battery system to cover energy demands in evenings and overnight.

Recommendations

The applicant is encouraged to consider the following:

- Address the items above and re-submit for assessment.

If you or the applicant would like to discuss this further, please contact me.

Euan.

ESD Advisor: Euan Williamson
Date: 31 August 2026

Strategic Projects, Parks and Open Spaces Formal Referral Response

Application Information

Referral Officer:	Joe Byrne
Officer:	Christian Lundh
Council Reference:	PPE26/0521
Address:	57-59 Stephenson St, Cremorne VIC 3121
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: D26/325329 - IREF26/01368 - Referral Request
Disclaimer:	Council's City Strategy Open Space Design team provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Summary

Comments requested	Public Realm • Public realm interface • Public Realm Improvement Opportunities such as kerb outstands and new street trees Landscape Plan • Landscape Plan (within site boundary)
Recommendation	In summary: • The proposal is **NOT** supported. • Changes are required to make the proposal acceptable from a public realm and landscape perspective. • Recommended changes are listed in **bold dot points** under each section. • Note, these comments do not include a built form assessment and does not constitute support for the proposed architectural scheme from public realm and landscape perspectives.
Links to relevant documents reviewed	D26/317988 - PPE26/0521 - 57-71 Stephenson Street Cremorne - PA2604524 - Architectural Drawings D26/318016 - PPE26/0521 - 57-71 Stephenson Street Cremorne - PA2604524 - Urban Context Report

Referral Comments – Stage

Public Realm feedback

No.	Topic	Feedback and recommendations
1.	**Public Realm Interface**	
1.1.	Public realm interface – General	The subject site is located along Stephenson Street and directly abuts the railway corridor along its eastern interface in the southeast area of Cremorne covered by Design and Development overlay DDO51 that seek; *'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'* *2.11 Building design and requirements* *Development should:* *Provide well-designed entrance spaces to create a transition between the public and private realm and encourage activity to occur at the street interface.* *Activate the street at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.* *Incorporate well designed building edges and facades which are visible from the elevated railway line or Yarra River (Birrarung).* *2.14 Pedestrian and bicycle design requirements* *Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.* The proposed ground floor configuration with building setbacks wrapping around the western and northern boundaries along Stephenson Street and the northern laneway ROW (Right of Way) is in principle supported. The internal ground floor configuration and its public realm interfaces raise concerns regarding safety especially after-hours. The overall ground floor configuration should be modified to provide a more distinct and legible setback and building shoreline and free up sight lines, reducing fragmented residual spaces within the site and improving passive surveillance opportunities. The location and accessibility to and around the spiral staircase proposed in the northwest corner also raise similar safety and legibility concerns. The fragmented pockets of greenery dispersed within the ground floor and along the northern setback space could be modified and a more prominent 'open space like' landscape created in the north-west corner of the site by integrating a generous setback splay and relocating the main entrance and lobby to this location. This would also assist in creating a clear sense of address and be the primary arrival point, for people coming from the Richmond train station and the broader Cremorne precinct. **Recommendations** • **Retain the unobstructed ground floor setbacks along Stephenson Street.** • **Remove the planters located along the proposed ground floor setback along the northern interface laneway ROW.** • **Modify and simplify the internal ground floor layout to improve visibility, passive surveillance and pedestrian wayfinding.**

		• **Rationalise the proposed ground floor landscaping and built form elements to establish a consistent and legible building along both street and laneway frontages.** • **Relocate the principal building entrance and lobby to the north-west corner of the site, integrated with a setback splay in addition to the proposed setback.** • **Revise the location of the spiral staircase to improve sightlines, safety and wayfinding outcomes, ensuring the structure does not create concealed spaces or impede pedestrian circulation.** • **Demonstrate through updated plans how the proposed ground floor design addresses CPTED principles, including passive surveillance, clear sightlines, wayfinding, and minimisation of concealed spaces.**
1.2.	Public realm interface – Stephenson Street	The public realm interface along Stephenson Street is in principle supported, as noted in the aforementioned comments the unobstructed ground floor setback is supported, however there is an entrance in the southern end of the site setback back creating a small space for potential loitering, this door should be set to align with the overall building setback or alternatively opened up to ensure clear views lines are provided into the space. The car park entry also lack in details such as location of regarding the car park entry door location creates concerns regarding safety, the entrance at the south of the frontage should be modified and the small threshold space removed, and the design should clearly demonstrate that the narrow opening and sliver to the property in the south will be filled in to match the building design. The street frontage should ensure maximum activation, including the location of the primary entrances to the north as noted in previous comments and the reduction of any service cabinets fronting the street, if the substation has to be located along the street frontage then this must be a separate unit set apart from other services **Recommendations** • **Remove the small setback space to the EOT facilities by modifying the design of the pillars on either side of the entrance.** • **Narrow sliver of land to be filled in to match building design, closing the space off for access from Stephenson Street** • **Show the location for the security gate to the underground car parking and locate the gate in-line with the building line, clear of the setback.** • **Reduce the width of building services cabinets. Cabinets to be well integrated into built form.**
1.3.	Public realm interface – Laneway ROW and Railway (North / East)	DDO51 seek to achieve the design outcomes; *Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference).* *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.* The DDO seeks to ensure that laneway spaces are improved around new development sites, the proposed northern setback somewhat addresses the widening objective set out in the DDO but falls short of achieving the desired minimum width of 6.1m. To address this the ground floor setback including required vertical clearances should be modified to satisfy the DDO. The public realm works noted as 'potential works' outside the title boundary shown along the northern laneway is not supported, the design is in a laneway

		designated as a right of way (ROW) and used by the adjacent property and access would also be required to facilitate the proposed substation. There is ambiguity regarding security gate proposal at the eastern end of the ROW, landscape concept plan indicates a gate while architectural ground floor plan shows the interface open. As this proposal could be assumed to encourage use of the northern laneway (ROW) to future proof and provide more pedestrian circulation options in the growing precinct the laneway should be extended along the full interface to the railway allowing for potential future connection to the south. The landowner should investigate feasibility to install security gate in collaboration with all other properties. The levels along the laneway must be checked to ensure that overland flow does not enter the open atrium of the ground floor. Internal level is proposed at RL 7.900 and the existing level in the northeast section of the site is RL 7.415 any surrounding interfaces must be made DDA compliant without altering the existing levels around the site. The blank wall along the interface to the railway do not present as an attractive interface and representation, the wall spanning three levels would be a potential canvas for vandalism and graffiti, resulting in a downgrade of the visual presentation of Cremorne as a growing precinct for business and innovation for the thousands of train commuters that will observe the frontage every day. The wall should integrate vertical greenery or similar. **Recommendations** • **Increase the ground floor setback and associated vertical clearance along the northern boundary to achieve a minimum laneway width of 6.1 metres in accordance with the requirements and objectives of DDO51.** • **Remove all references to landscaping, planter boxes or other encroachments within the northern laneway ROW outside of the site boundary.** • **Clarify the proposed interface treatment along the eastern end of the northern Right of Way, including confirmation of whether a security gate is proposed. Architectural and landscape plans should be updated to provide a consistent representation of the proposal.** • **Extend the laneway treatment for the full length of the eastern interface to the railway boundary to preserve opportunities for a potential future pedestrian connection along the railway corridor.** • **Investigate, in consultation with adjoining landowners and relevant stakeholders, the feasibility of a coordinated security gate arrangement should access control be required in the future along the ROW.** • **Incorporate vertical greening, architectural treatments, or other façade articulation measures along the wall fronting the railway interface to minimise the visual impact of the extensive blank wall and improve amenity and precinct character.**
1.4.	Services and substation	DDO51 seek to achieve the design outcomes associated with building services; *'Building services should not be visible on primary building facades, occupy less than 40 percent of the ground floor area of the site, and be integrated into the building design.* *Services should occupy a minimal proportion of any facade including the primary facade, if it is not possible to locate them elsewhere.* *Development should locate sub-stations underground, where possible, and access should be provided from right of ways, laneways or located off the primary street.'*

		The location of the substation away from Stephenson Street is supported however the location raises concerns regarding the actual feasibility and support by the relevant power authority especially regarding access requirements, as such it is requested that written support for the location of the substation is provided as supporting information. If the substation has to be relocated to the Stephenson Street frontage, then preference is if the setback and atrium space could make allowance to underground the substation or as a second alternative locate it as a standalone segment i.e. break up the extensive inactive frontage along the street that would be created if the substation is for example located next to the car park entry. The proposed works extending into the northern laneway are not supported. The laneway functions as a ROW (Right of Way) and provides important access for adjoining properties including car parking. The introduction of landscape elements, seating, and associated public realm treatments within the ROW outside this subject site title may compromise its operational function, drainage and overland flow, future servicing requirements, and flexibility for adjoining landowners. The proposed design also appears to encourage pedestrian occupation and use of the laneway despite the absence of a clearly defined access management strategy. Given the proximity to the railway corridor and lack of a secured eastern interface, the proposal raises safety, security and management concerns. From a strategic planning perspective, the northern laneway and the extension on the eastern side of the site should be protected as a future movement corridor. As the Cremorne precinct continues to intensify, opportunities may arise to extend the laneway along the railway interface and provide a future north-south pedestrian connection. Development should therefore avoid introducing permanent structures or landscape elements that could prejudice future connectivity outcomes. The proposed substation location away from the Stephenson Street frontage is supported in principle and would assist in reducing inactive frontage along the primary street interface. However, the feasibility of the location remains unclear given maintenance, servicing, emergency access and operational requirements associated with electricity infrastructure. Written confirmation from the relevant electricity authority should be provided demonstrating that the proposed location and access arrangements are acceptable. Should the electricity authority require the substation to be relocated to the Stephenson Street frontage, opportunities should be explored to accommodate the infrastructure below ground within the setback or atrium area. Alternatively, the substation should be designed as a standalone integrated built-form element that assists in breaking up the otherwise extensive inactive frontage. The proposed finished floor levels and adjacent interface levels should be reviewed to ensure overland stormwater flows are directed away from the building. Attention should be given to the north-eastern corner, where existing levels appear significantly lower than the proposed internal floor level. Any transition between public and private land must achieve DDA-compliant access without altering existing public realm levels external to the site. The undergrounding of the overhead power cables are supported, however undergrounding along the subject site frontage should not result in requirements for additional poles and infrastructure to support undergrounding that would assume to mainly be beneficial for this building design to be realised. Undergrounding power should result in reduction and removal of fixture and visual clutter along the street. **Recommendations** • **Remove all proposed landscaping, seating and public realm elements encroachments from the northern ROW Laneway.**

		• **Preserve the northern Laneway / Right of Way as a functional access corridor capable of accommodating servicing, utility access and potential future pedestrian connectivity outcomes.** • **Investigate, in consultation with adjoining landowners and relevant authorities, opportunities for a coordinated access and security strategy for the laneway corridor.** • **Provide written confirmation from the relevant electricity authority demonstrating support for the proposed substation location and associated access requirements.** • **Demonstrate through updated civil engineering and drainage plans that overland stormwater flows will not enter the building and that all access points achieve DDA-compliant outcomes entirely within the subject site.** • **Any works necessary to achieve compliance, including ramps, level transitions, drainage infrastructure and service connections, must be wholly contained within the subject site boundary.** • **Undergrounding of overhead power lines must not result in additional poles or other on street infrastructure along Stephenson Street.** • **Undergrounding of power may have to extend beyond this sites street frontage to achieve the objective with no additional infrastructure.**
1.5.	Awnings / projections	The proposed awning arrangement is not supported in its current form. The proposed awning projection provides limited public realm benefit, particularly given the generous setback proposed between the title boundary and building façade. The awnings do not appear to incorporate gutters and associated drainage elements resulting in water cascading down onto road pavement and users. From a public realm perspective, gutters and drainage infrastructure must be integrated within built form all within title. Consideration should also be given to the servicing function of Stephenson Street. Trucks and service vehicles regularly access the area, and any awning projections must maintain adequate vertical and horizontal clearances. Based on the submitted information, it is not clear that appropriate clearances have been demonstrated. The awning treatment does not provide a cohesive building edge and reduces opportunities to establish a consistent pedestrian scale along the frontage. The awning adjacent to the railway corridor provides limited public realm benefit due to the constrained nature of the interface and should not result in additional structural clutter or compromise future servicing and maintenance access. **Recommendations** • **Remove the proposed awning design and provide a revised integrated awning strategy that contributes positively to pedestrian amenity and the streetscape and does not project outside the title boundary.** • **Any projection over public land must comply with Council requirements and not compromise existing or future street trees, lighting, signage, servicing infrastructure or maintenance access.** • **Any awning should be designed with integrated architectural canopy with concealed drainage infrastructure and without exposed gutters or downpipes visible from the public realm.** • **Demonstrate that all awnings maintain adequate clearance for servicing, waste collection and emergency vehicles accessing the site and surrounding road network.** • **Any awning should contribute to a continuous and legible building frontage and maximise passive surveillance of the public realm.**

2.	**Public Realm Pavement, Furniture and Fixtures**	
2.1.	Surface pavements	DDO51 seek to achieve the design outcomes associated with vehicle access and laneways; *Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.* Stephenson Street Footpath pavement along Stephenson Street to be asphalt to match recent upgrades along the street and kerb and channels reinstated to match adjacent existing to Council engineering satisfaction. Laneway / ROW The pavement along the Laneway / Right of Way should be upgraded and made good as part of this development. Surfaces Remove any reference to landscaping and bespoke pavement along the laneway as per previous comments. Laneway pavement to be asphalt pavement with a bluestone pitcher invert to Council engineering satisfaction. **Recommendations** • **Provide a clear paving delineation between public and private land, through contrasting paving types.** • **Pavements must meet Council and all relevant Australian standards including for slip resistance.** • **Stephenson Street footpath to reinstated as asphalt footpath to Council engineering satisfaction.** • **Laneway ROW to be constructed as asphalt pavement with a bluestone pitcher invert channel to Council engineering satisfaction.** • **Any works required to achieve compliance, including surface level modifications, must be undertaken wholly within the subject site. Existing external footpath levels must not be altered unless an improvement to compliance with adjoining footpaths is demonstrably achieved.**
2.2.	Furniture and fixtures	Given the constrained existing streetscapes outside the subject site boundary, placement of street furniture and fixtures (except signage and light poles) are not feasible, as such all public amenities must be accommodated within the subject site, noting that the proposed setback should be kept unobstructed and furniture and fixtures located in publicly accessible areas beyond the setbacks within the subject site. **Recommendations** • **All tactiles, handrails, ramps and landings to be accommodated within the subject site boundary and not protrude outside the subject site's title boundaries.** • **Any statutory visitor bike parking requirements must be accommodated within the subject site boundary** • **Bench seat with back and arm rest is recommended to be integrated along the ground floor setback within subject site street frontage.** • **Anti-skate measures must be incorporated into the design of relevant elements, ensuring they are discreetly integrated and do not contribute to material damage or increased maintenance requirements.**

3.	**Opportunities for public realm improvements**	
3.1.	Opportunities for public realm improvements	Given the existing site constraints, including the constrained width of Stephenson Street, substantial public realm improvements such as kerb outstands are not considered feasible. Notwithstanding these constraints, developments of this scale would typically be expected to deliver more meaningful public realm contributions, including street tree planting and associated landscape improvements that enhance amenity and provide broader benefits to users of the development and the surrounding community. In the absence of such opportunities, improvements to the public realm should instead focus on rationalising the ground floor setback areas and layout, in accordance with the aforementioned comments, to ensure safe, functional and well-defined spaces are provided along the site's public realm interfaces and street tree contribution to increase the canopy in the broader Cremorne precinct and Yarra.
4.	**Street trees**	
4.1.	New Street Tree Opportunity	The landscape concept plan does not adequately reflect the broader streetscape context of Stephenson Street. Council has undertaken street tree planting along sections of the western side of the street to improve canopy cover and the public realm. While the frontage of the subject site presents limited opportunities for additional street tree planting, the scale and intensity of the proposed development will result in an increased number of workers and visitors to the area. Accordingly, it is requested that the developer contribute to tree planting and increased canopy cover within the broader Cremorne precinct, providing a public realm outcome that will directly benefit users of the development and the surrounding community. Notwithstanding the site constraints, a street frontage of this length, particularly with the removal of existing vehicle crossovers, would typically provide an opportunity for approximately three (3) new street trees within the road reserve. **Recommendations** • **Council is requesting developer contribution for street tree planting and tree maintenance as outlined under item 4.2.**
4.2.	Street Tree Developer Contribution	To streamline the tree planting and associated tree maintenance establishment it is requested that street tree developer contribution of a flat rate of $3,000 (excluding GST) applies per tree. This fee includes the supply of the tree, planting, and all associated establishment and maintenance costs. Upon payment of this fee, responsibility for tree supply, planting, and establishment transfers to Council as the responsible authority. The developer assumes no further obligations in relation to these works. This contribution may be used to replace an individual canopy tree or to support broader urban canopy improvement projects across Yarra City Council. Funds may be allocated to these purposes at any time during the financial year. **Recommendations** • **The applicant is requested to contribute $9,000 including GST for this planting, to cover tree sourcing, planting and two year's establishment maintenance for three (3) trees.** • **Upon payment of this fee, responsibility for tree supply, planting, and establishment transfers to Council as the responsible authority. The developer assumes no further obligations in relation to these works.** • **This contribution may be used to replace an individual canopy tree or to support broader urban canopy improvement projects across Yarra City**

		Council. Funds may be allocated to these purposes at any time during the financial year.
5.	**Public Realm Functional Layout Plan**	
5.1.	Public Realm Functional Layout Plan	**Public Realm Functional Layout Plan** • **Concurrent with the submission of Condition 1 plans, a Public Realm Functional Layout Plan must be prepared to the satisfaction of the Responsible Authority (Council). The Public Realm Plan must be submitted for approval by the Responsible Authority (Council). When approved, the Public Realm Plan will be endorsed and will form part of this permit. The Public Realm Plan must include, but not limited to:** - **Layout plan indicating all existing and proposed features and surface levels;** - **Show all existing and proposed streetscape infrastructure including (but not limited to) light poles, drains and street signs;** - **Clearly dimensioned elements including pedestrian paths and parking bays;** - **All existing and proposed levels and surface grades;** - **Demonstrate a seamless / DDA compliant levels transition across all proposed footpaths pavements;** - **Demonstrate a seamless / DDA accessible transition from the public realm into the principal entrance to the proposed building at ground floor level including any proposed setback;** - **All existing and proposed drainage infrastructure including any existing or proposed drainage pits and trench grates;** - **Reconstruction of all footpaths adjacent to the property in accordance with Council standards and Department of Transport's requirements; and** - **Any existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades.**

Landscape Plan (within site boundary) feedback

No.	Topic	Feedback and recommendations
6.	Landscape plan – General comments	*DDO51 seek to achieve greening within development lower levels.* The design proposal addresses the greening objective set out in the DDO by proposing multiple planted areas within the ground floor atrium space, however much of the greening will from review of the renders will only be beneficial for internal users and not provide visual amenity beyond the site. To maximise greenery planters could be integrated within the first floor within the atrium and the facades designed to provide openings at key vantages points from the surrounding public realm. The high-level conceptual landscape plan provided as part of this application does not provide adequate details allowing for a complete review, such as detailed planting plans and plant schedules, a detailed landscape package should be provided to meet the standard requirements for landscape plans. **Recommendations**

		• **Integrate additional planters with greenery in the upper levels of the atrium space.** • **The submitted landscape plan does not provide sufficient information to undertake a detailed assessment. The general requirements of the landscape plan can be viewed at:** https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/how-to-apply-for-a-planning-permit/landscape-plan-requirements
7.	Soil volume	• **Provide dimensions and soil volumes for all planted areas (L x W x soil depth) to ensure sufficient soil is provided to support plant growth.** • **Tree planter details – including materials, dimensions, drainage and lining materials, and tree anchors where required. Trees should be planted in a minimum soil depth of 700mm, with sufficient soil volume to support long term growth. A reputable industry source should be used to calculate the soil volume required, such as: Elke Soil Volume Simulator https://www.elkeh.com.au/soils/ or similar.** • **Load bearing weights for the building structure is 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.**
8.	Landscape details including but not limited to planter boxes	• **Provide detail drawings for built elements such as furniture and planters, including:** - **Cross sections showing the width and depth of planter boxes and planting, including growing media, irrigation, drainage, water proofing and tree anchors.** - **Dimensions (particularly soil depth and width for planted area and planters).** - **Proposed materials, including drainage method and lining.** - **For above ground planted areas (particularly rooftop terraces and green roofs), wind-resistant mulch is to be used.**

Capital Works:

There are no known planned / approved capital works around the site being led by the Strategic Projects Parks and Open Spaces Team.

Strategic Projects Parks and Open Spaces Officer: Christian Lundh
Date: 1 September 2026

Informal Referral Meeting

City Works - Projects Park & Open Space

Application Information for Referral IREF26/01385

Officer:	Joe Byrne
Council Reference:	PPE26/0521
Address:	57-59 Stephenson St, Cremorne VIC 3121
Proposal:	DTP Referral
Zone:	Commercial 2 Zone
Overlay(s):	Design and Development Overlay (Schedule 51) Development Contribution Plan Overlay (Schedule 1) **Heritage Grade:** N/A

Meeting Details

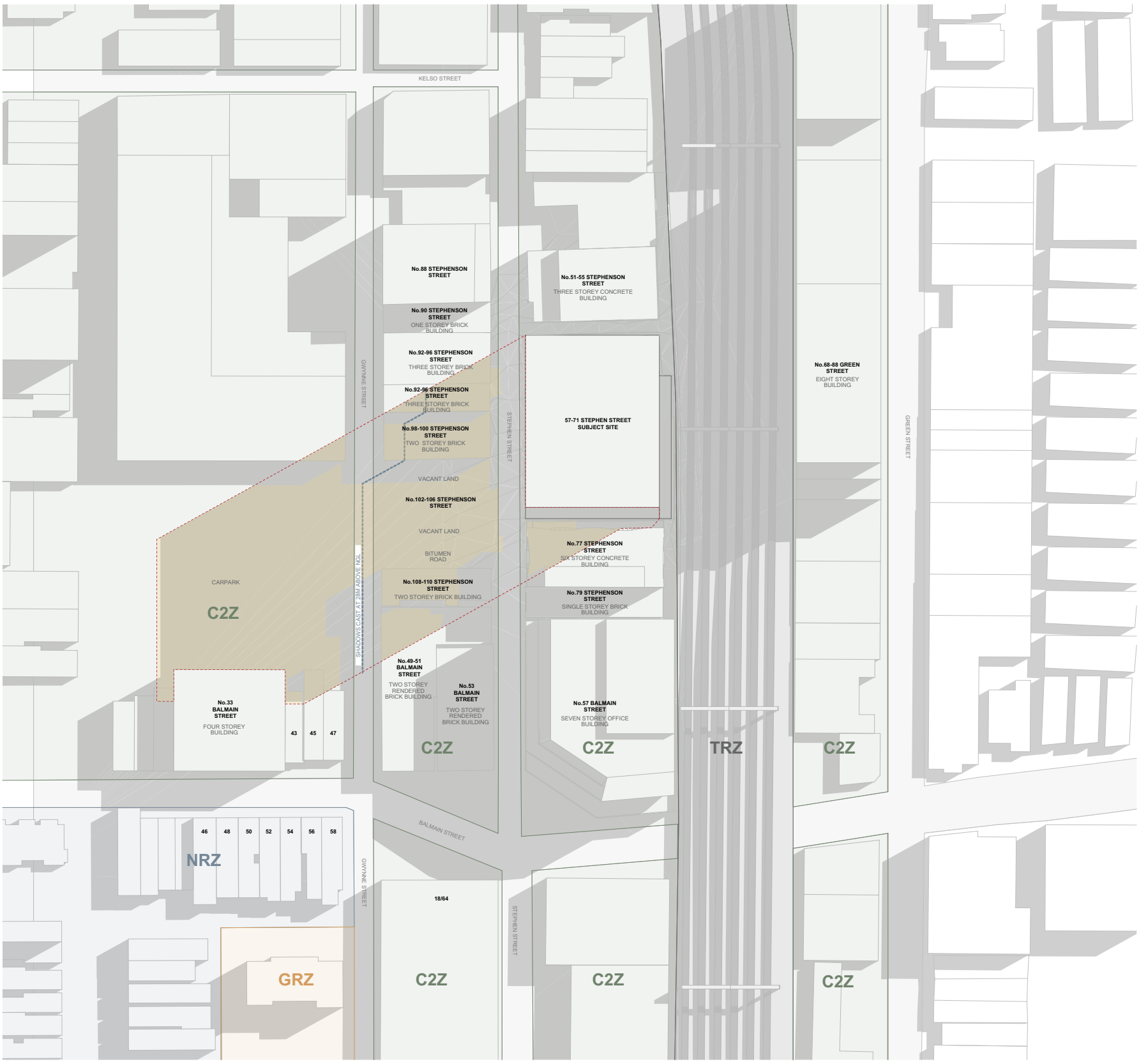
Date:	27 August 2026
Referral Officer	Hayley McNicol
Relevant Information:	Click here to view the relevant documents in Content Manager: • PPE26/0521 - 57-71 Stephenson Street Cremorne - PA2604524 - Architectural Drawings

Advice Provided at Meeting

The following comments were received:

1. The proposed development is well too high. The height should be reduced to try and get as close the height requirement specified within the Design and Development Objective.
2. There is a clear lack of street wall. Would like to see street wall examples within the area and whether the lack of a street wall is responsive to the area. Also some potential concerns regarding amenity, particularly wind impacts within the public realm along Cremorne Street.
3. The built form extending over the footpath and ROW is unsupportive.
4. There are concerns with the substation position at ground level. There is the possibility that this will need to be relocated to the front façade, and unclear how well this will be integrated.
5. The setback of the front café and reception at ground level from the front boundary appears excessive, while the location of objects within this space (such as staircase) impacts the prominence of the entries.
6. The service cabinets are very wide and should be the minimum.
7. It would be good to understand public realm improvements.

Planner Name: Joe Byrne
Date: 28 August 2026



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REVISIONS

ID	DATE	DESCRIPTION
TP1	16/6/2026	TOWN PLANNING APPLICATION

EQUINOX SHADOW PLAN 0900

REVISION
TP01

DA8.100

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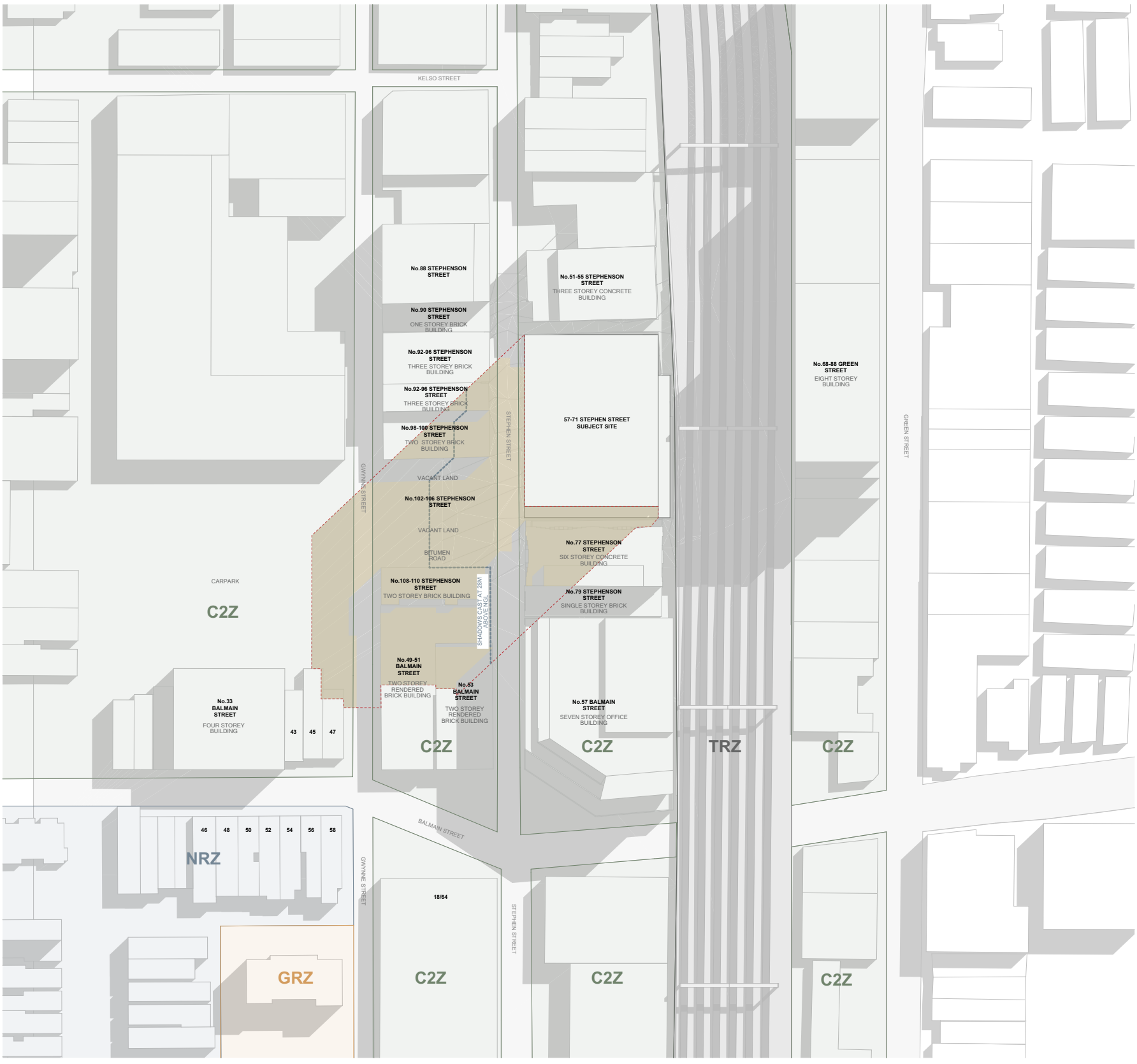

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EQUINOX SHADOW PLAN 1000

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TP01

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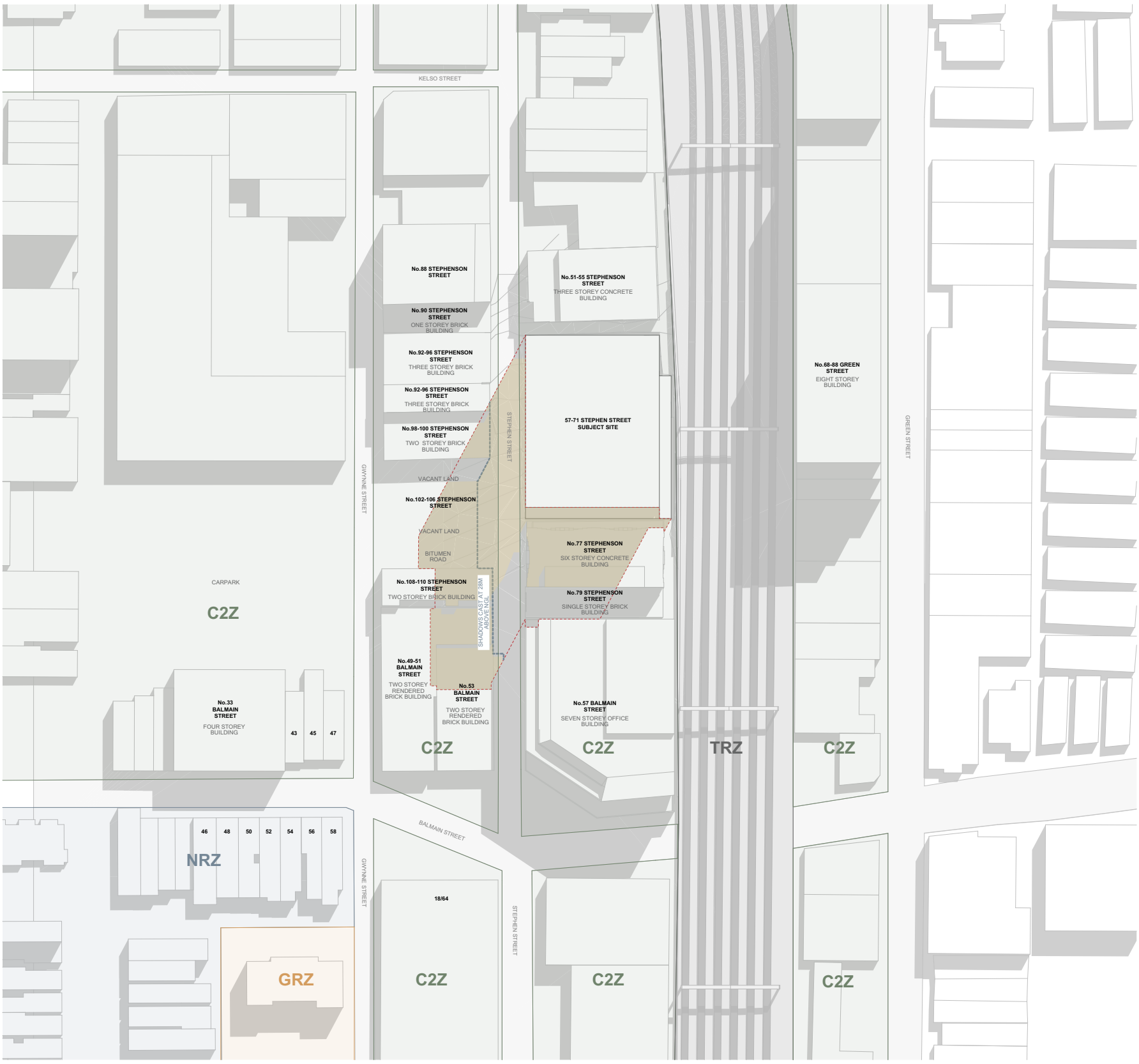

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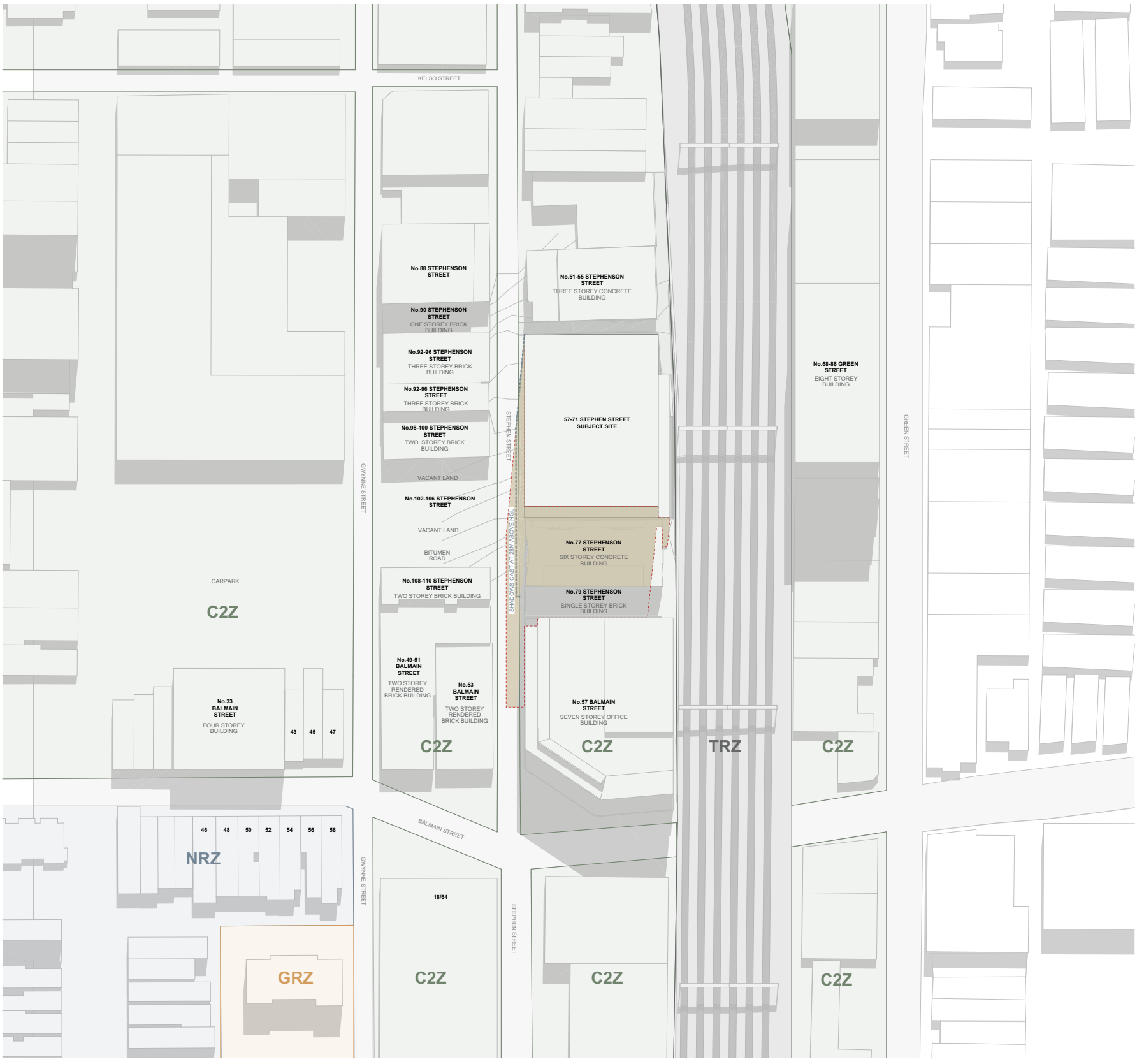

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PROPOSED SHADOWS

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EQUINOX SHADOW PLAN 1400

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7. Confidential Planning Decisions Committee Reports

Nil.