Planning Report



Planning Permit Application

57-71 Stephenson Street Cremorne
Wurundjeri Country

Prepared for Endor Development Pty Ltd

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Overview

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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 [redacted] 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)	

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	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)

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Quality Assurance

Planning Report

Planning Permit Application
57-71 Stephenson Street Cremorne
Wurundjeri Country

Project Number

325-0092-00-P

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Revisions

Issue	Date	Description	Prepared By	Reviewed By	Project Principal
00	16/10/2025	DFP Submission	[redacted]		
01	20/02/2026	DFP Update (Surrounding Development Context)			
02	10/07/2026	DTP Submission			
03	04/09/2026	Update for DTP Submission			

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1 Executive Summary

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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.

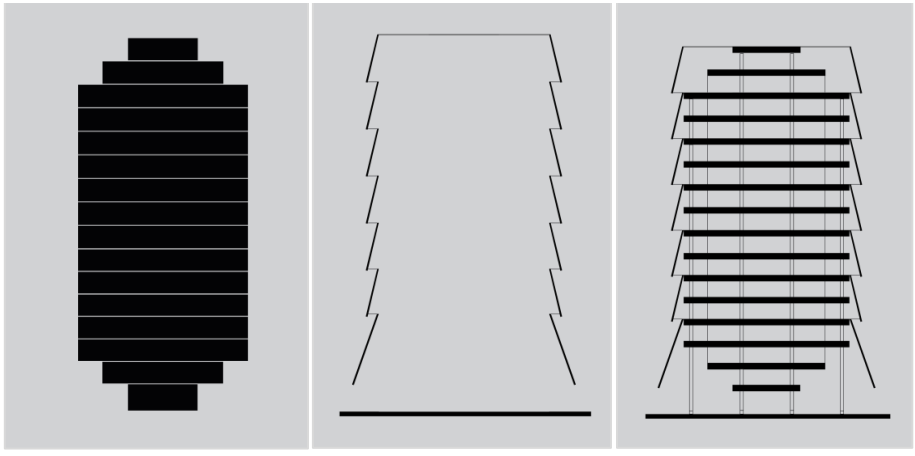
Early in the design process, the applicant put forward a compelling and uniquely aspirational brief for the project:

> *'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.

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2 Introduction

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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)

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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.

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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.

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3 Site & Surrounds

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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.

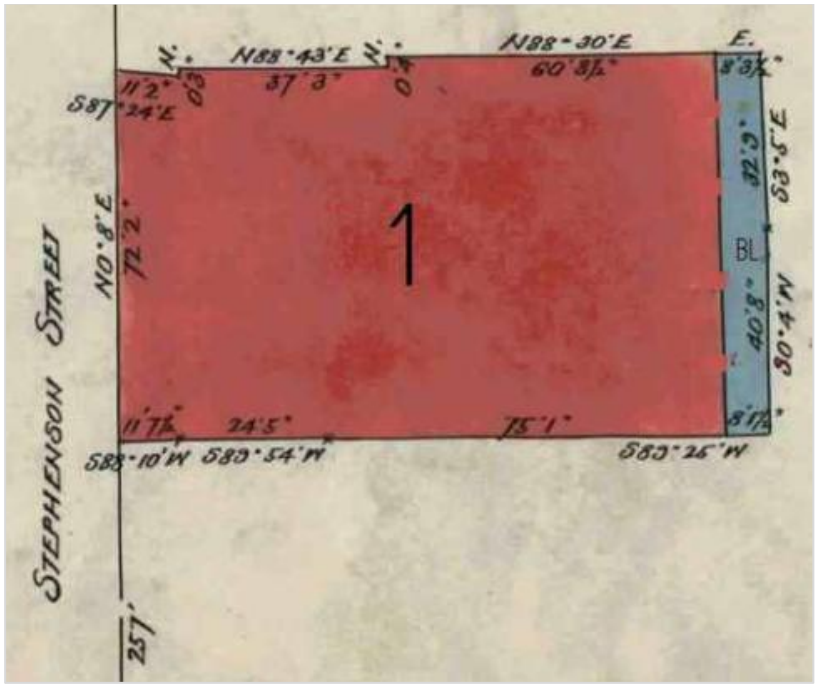

Figure 2. Lot 1 on Title Plan 754267N

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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

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Figure 5. 69-71 Stephenson Street



Figure 6. Aerial Plan (Nearmap, April 2026)

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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.

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Figure 7. 51 Stephenson Street.

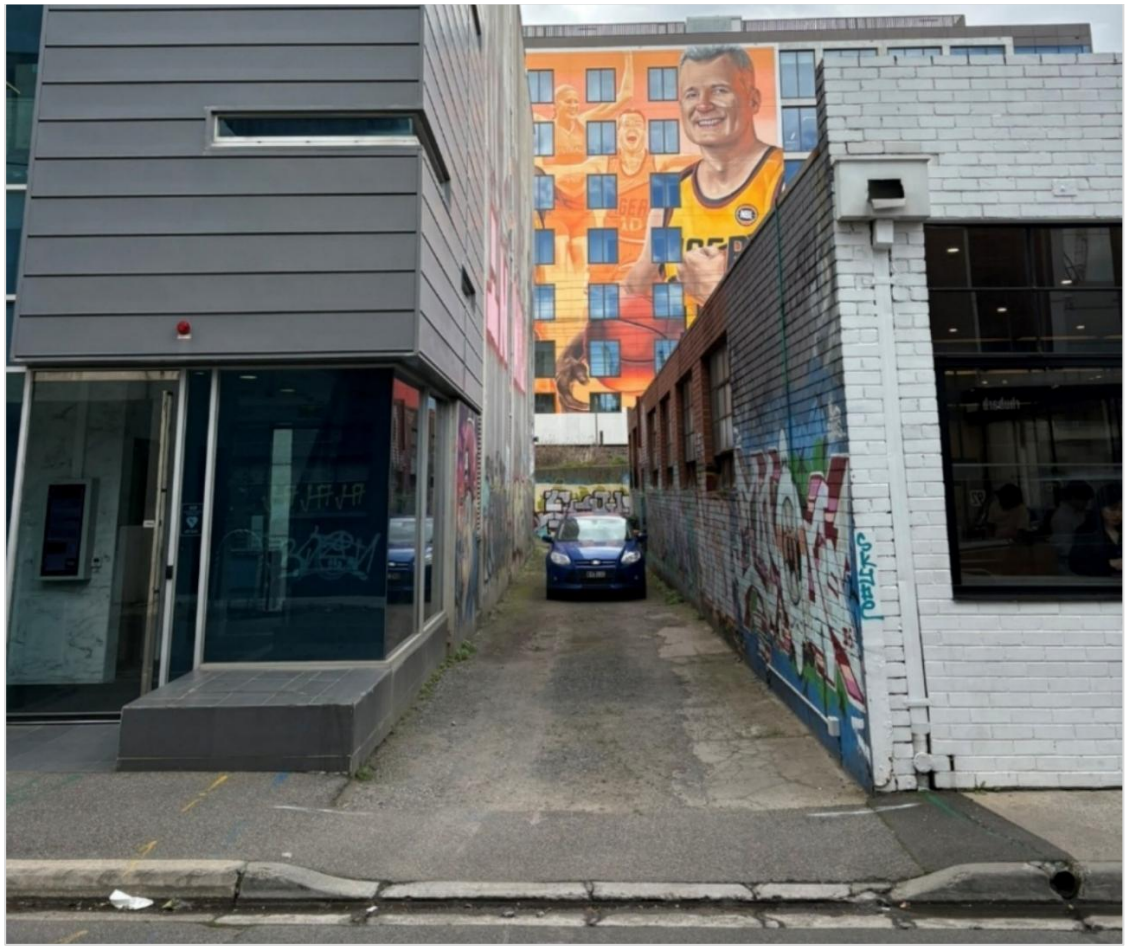

Figure 8. Laneway (looking east toward railway corridor from Stephenson Street).

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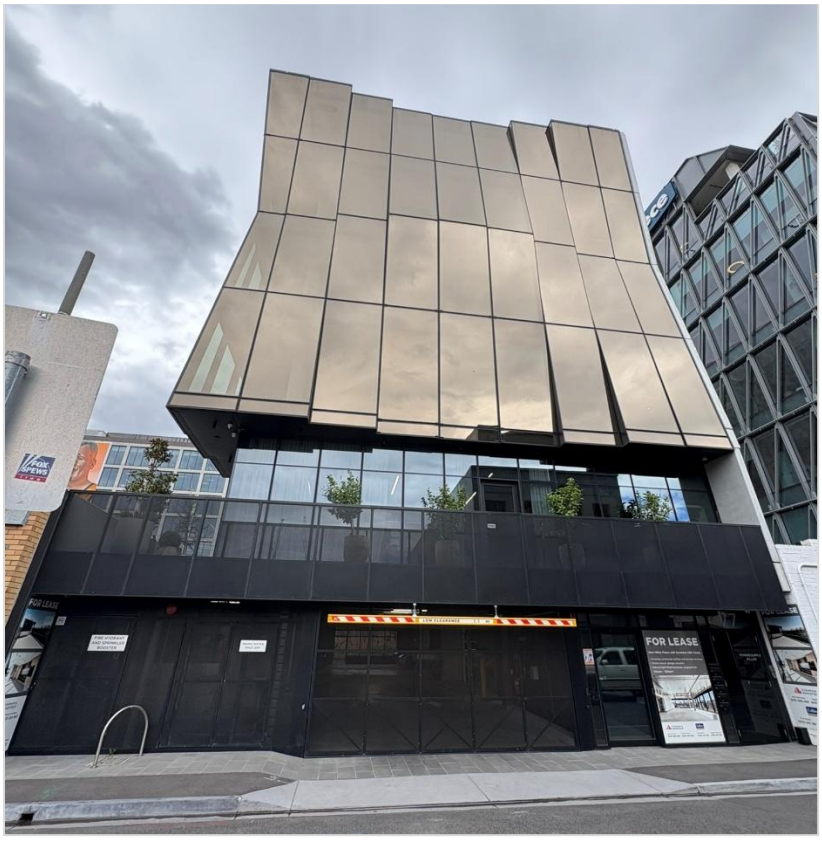

Figure 9. 77 Stephenson Street.

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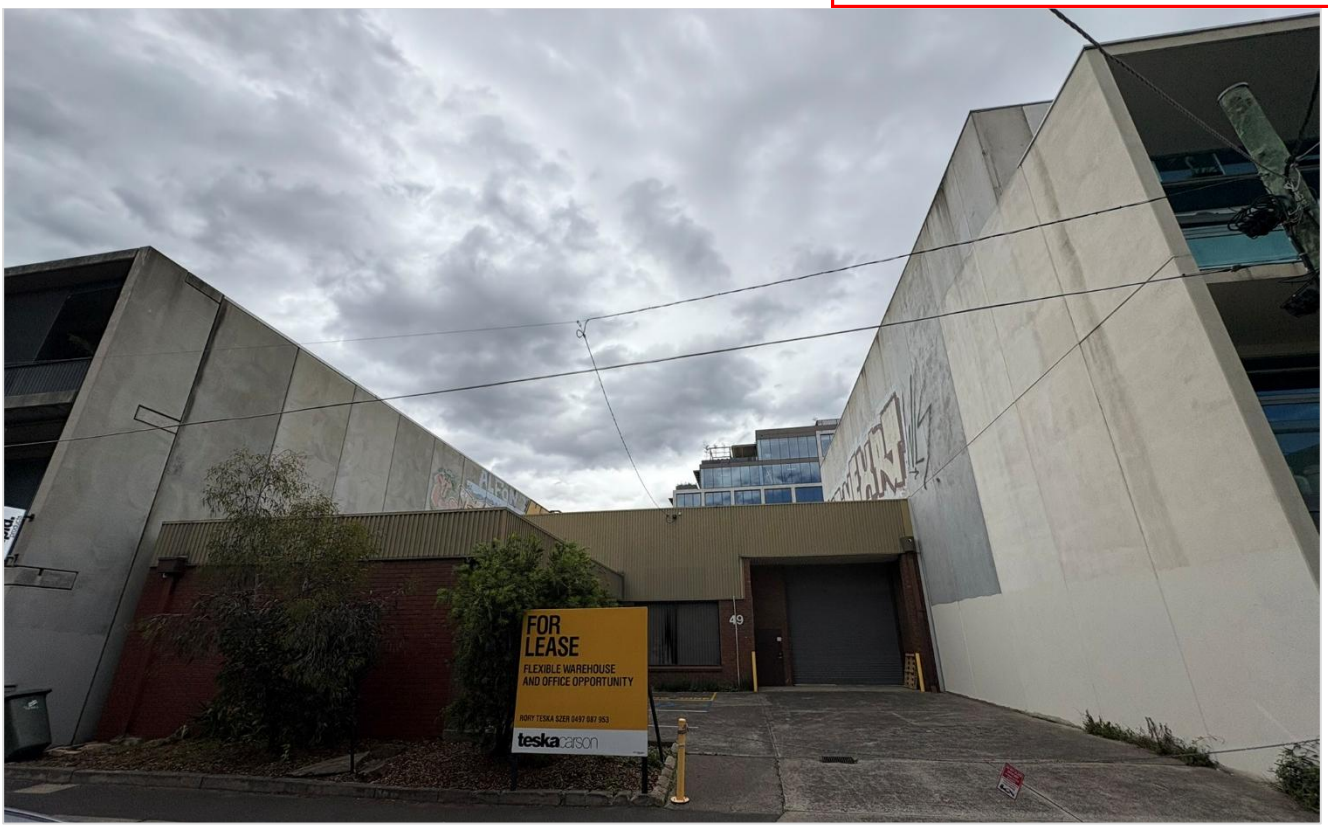

Figure 10. 49 Stephenson Street.

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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 [illegible] Stephenson Street [illegible] Site.

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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.



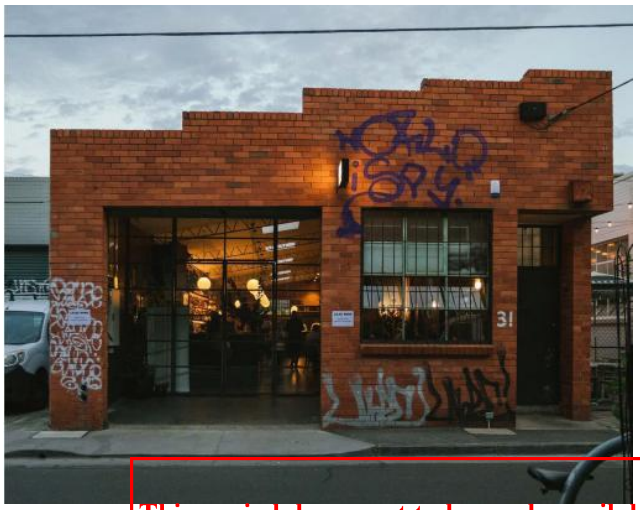

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Figure 14. Extracts from Urban Context Report (Edition Office)

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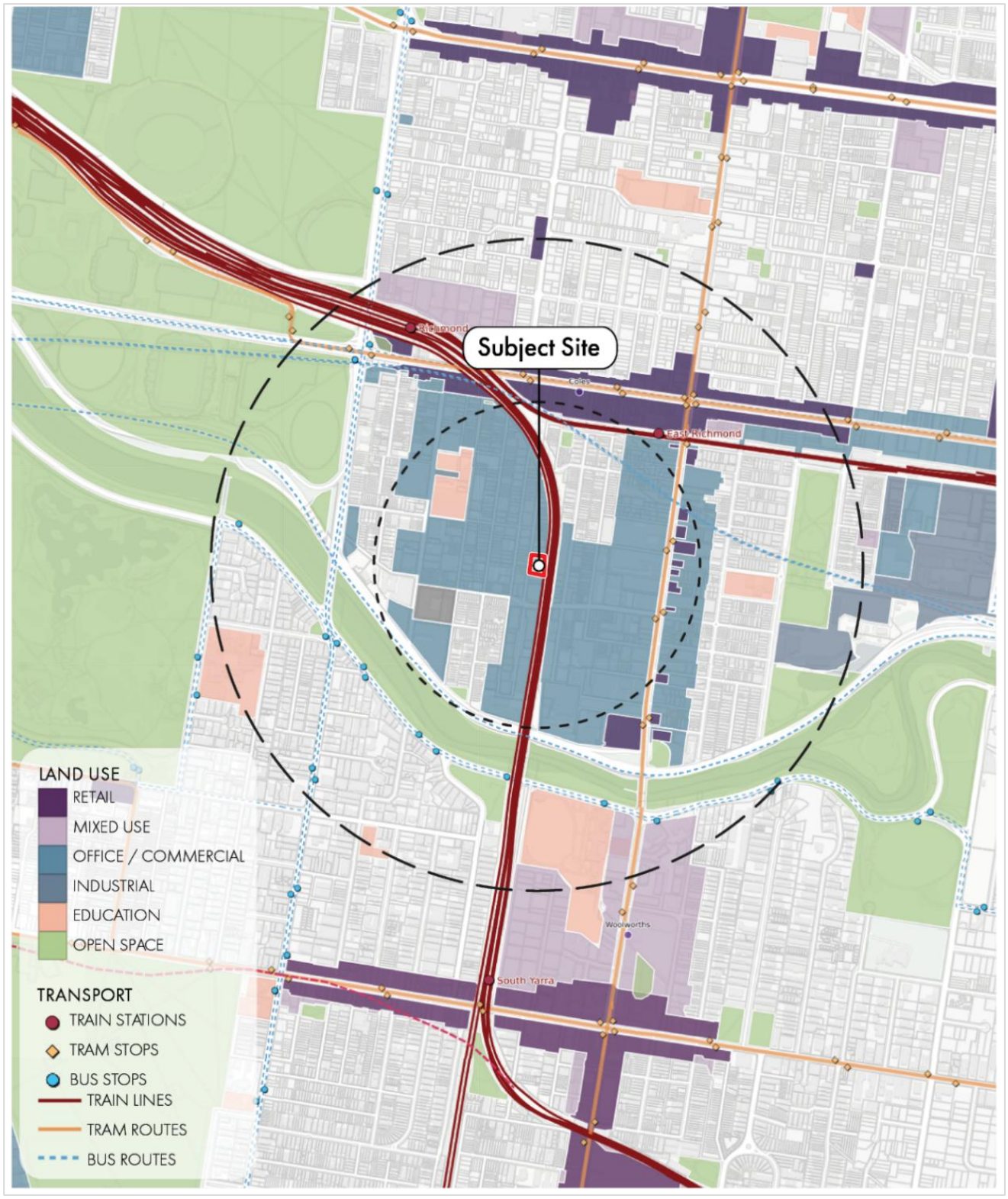

Figure 15. Context Plan.

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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

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Figure 17. 9-11 Cremorne Street, looking south-east from Cremorne Street down Stephenson Street (Pace building (4-6 Cubitt) in background).

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Figure 18. 41-53 Cremorne Street, looking north from Cremorne Street.

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Figure 19. 57 Balmain Street (looking north-east up Stephenson Street).

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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.

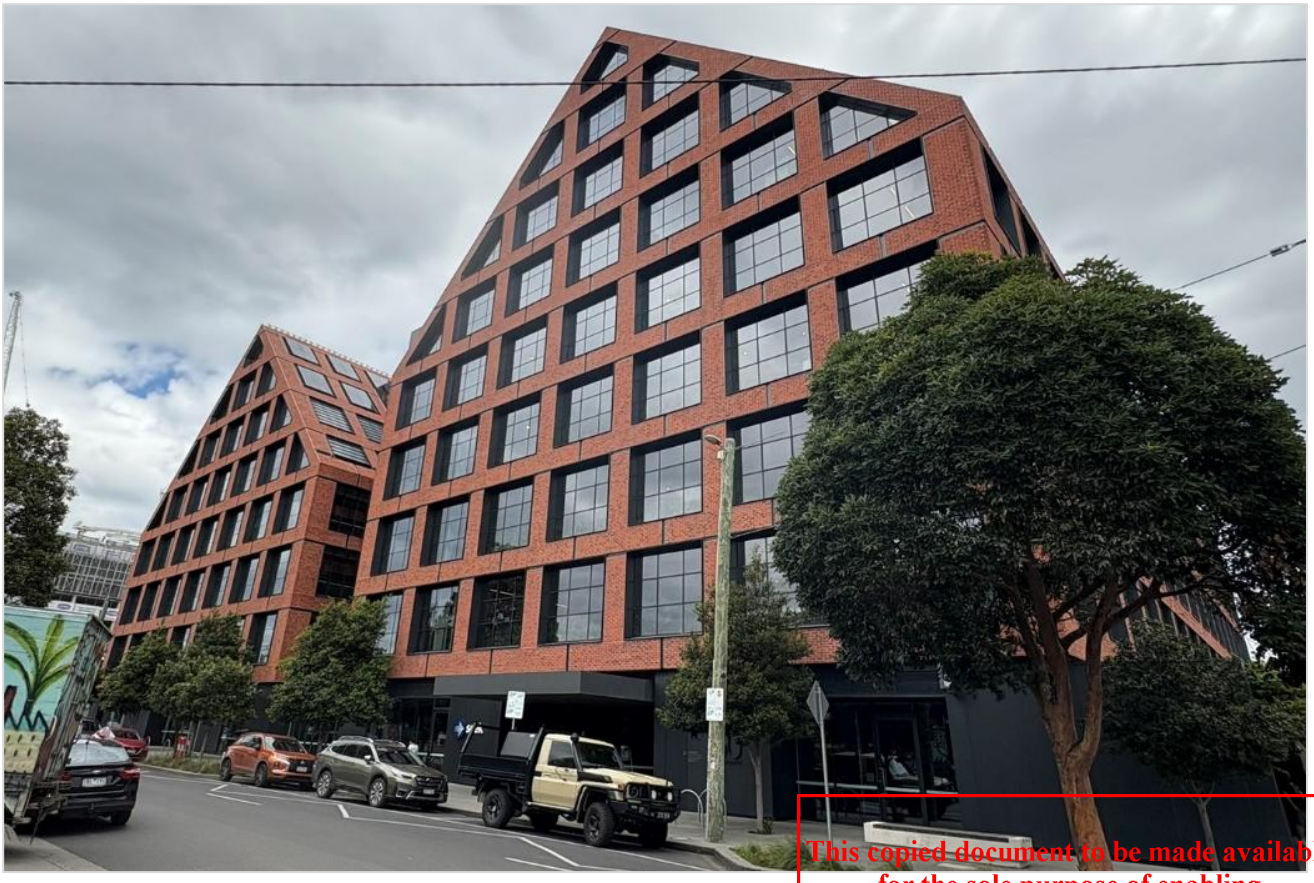

Figure 21. 60 Cremorne Street, looking south-west.

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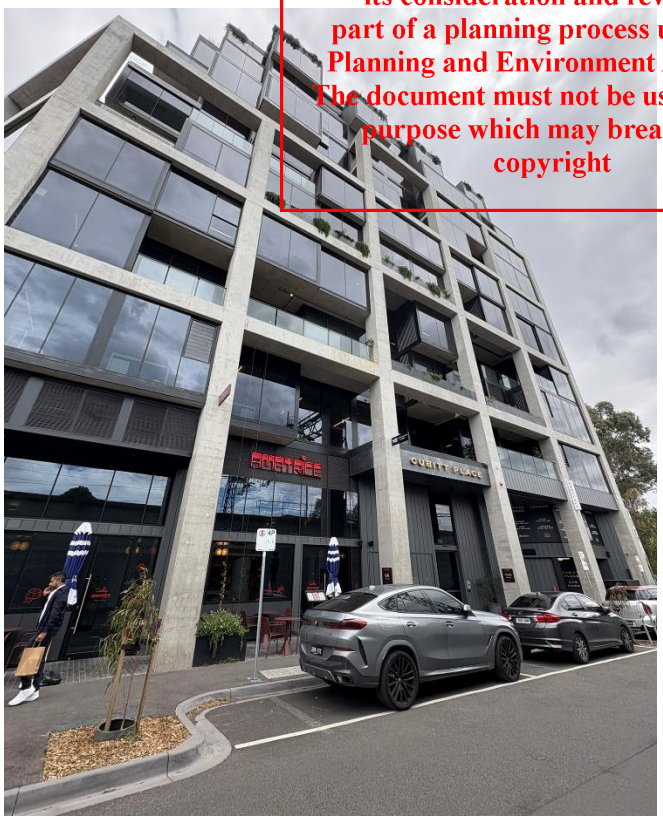



Figure 22. Pace Building – 4-6 Cubitt Street & 13 Dover Street (top left: looking south-east from Stephenson Street); top right: looking west from Stephenson Street; bottom: looking north-east from Dover Street).



Figure 23. Pace Building – 4-6 Cubitt Street & 13 Dover Street, looking north from Cubitt Street.

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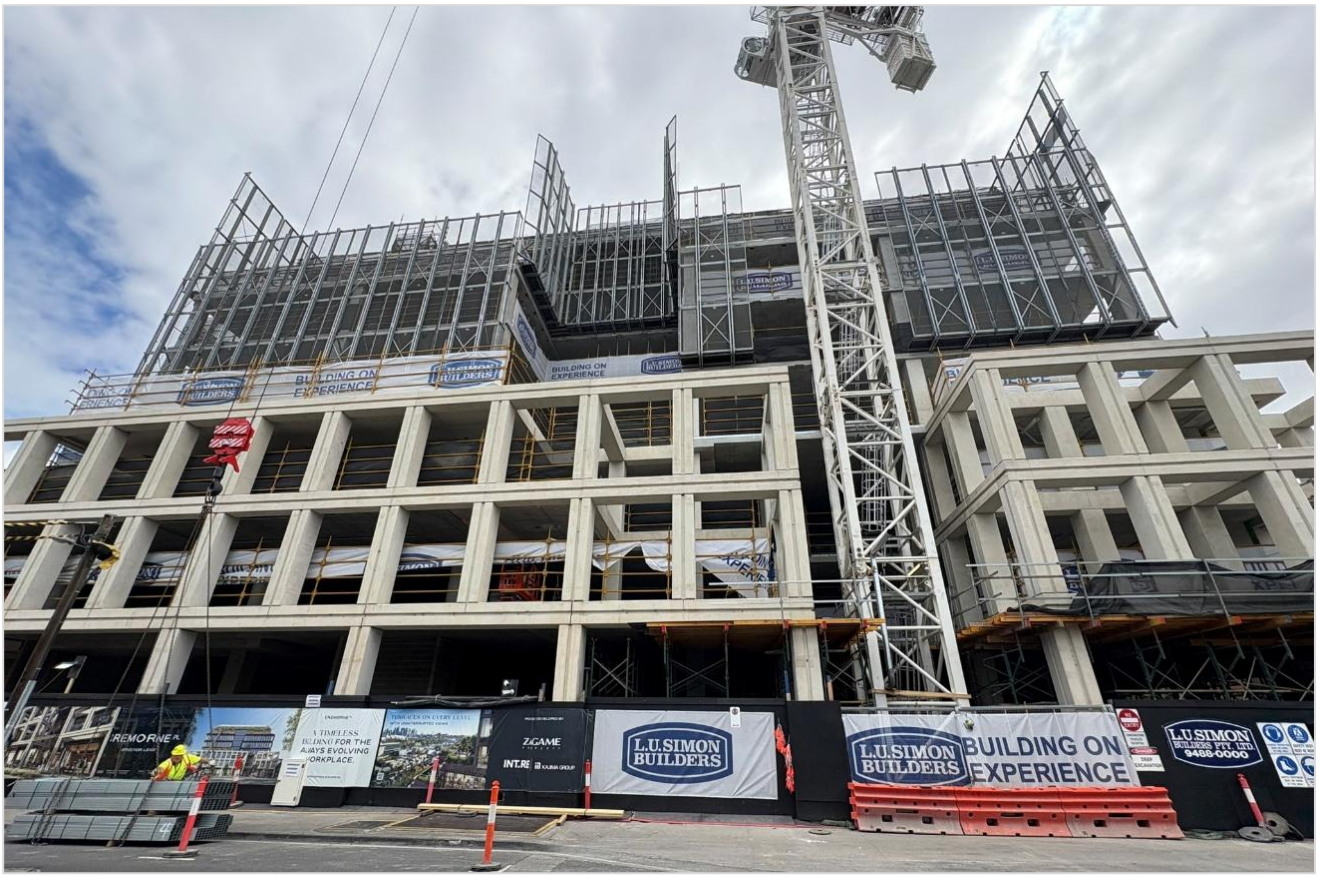

Figure 24. 116 Cremorne Street, looking west from Cremorne Street.

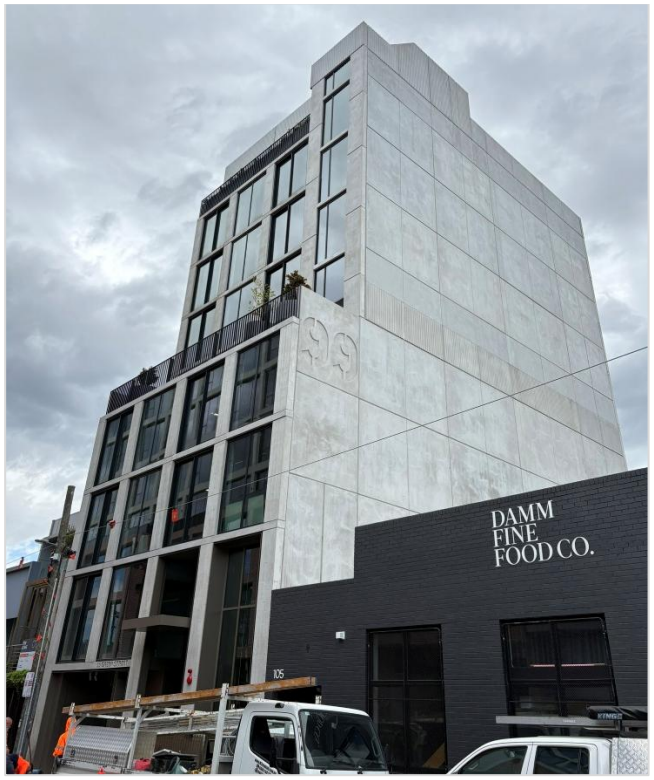

Figure 25. 99 Green Street, looking north-east from Green Street.

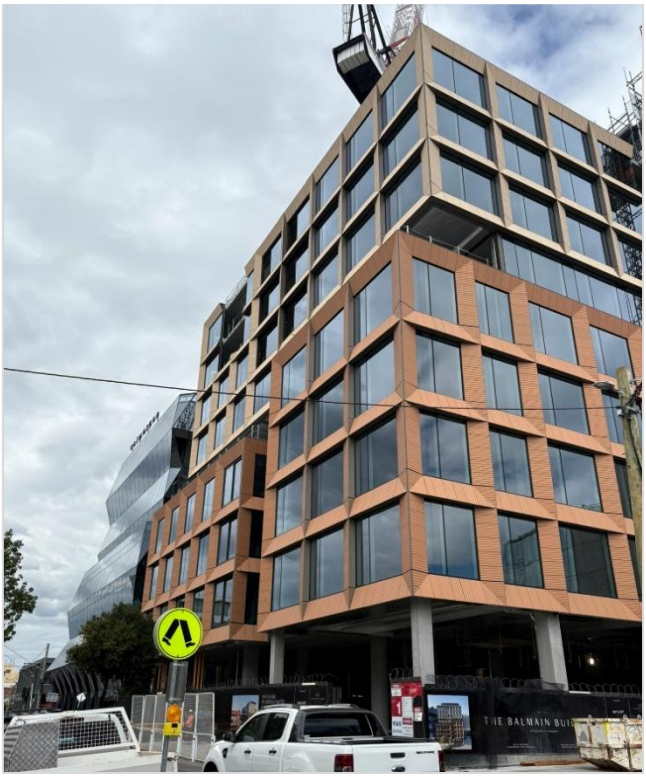

Figure 26. 120 Balmain Street, looking south-east from Balmain Street.

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Figure 27. 88 Green Street, looking south-west from Green Street.

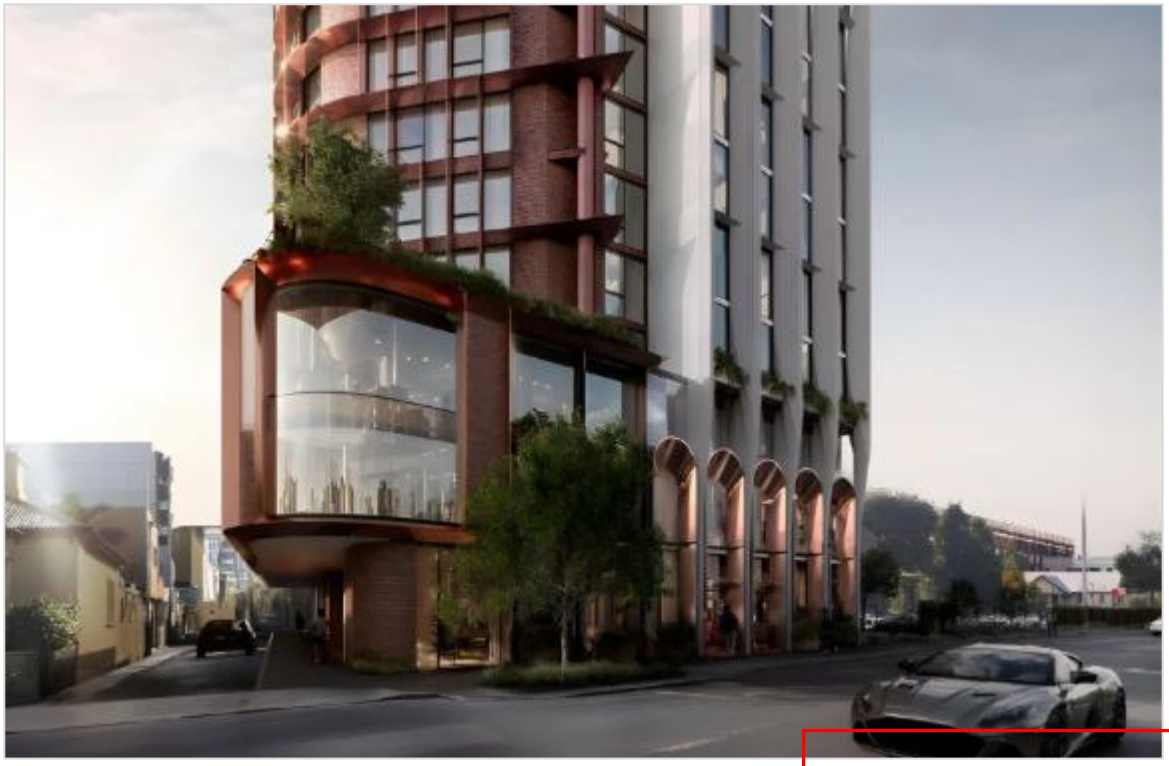

Figure 28. 79-83 Balmain Street and 116-122 Chestnut Street Cremorne (approved).

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Figure 29. 14-18 Cremorne Street (approved).



Figure 30. 101 Cremorne Street (approved).

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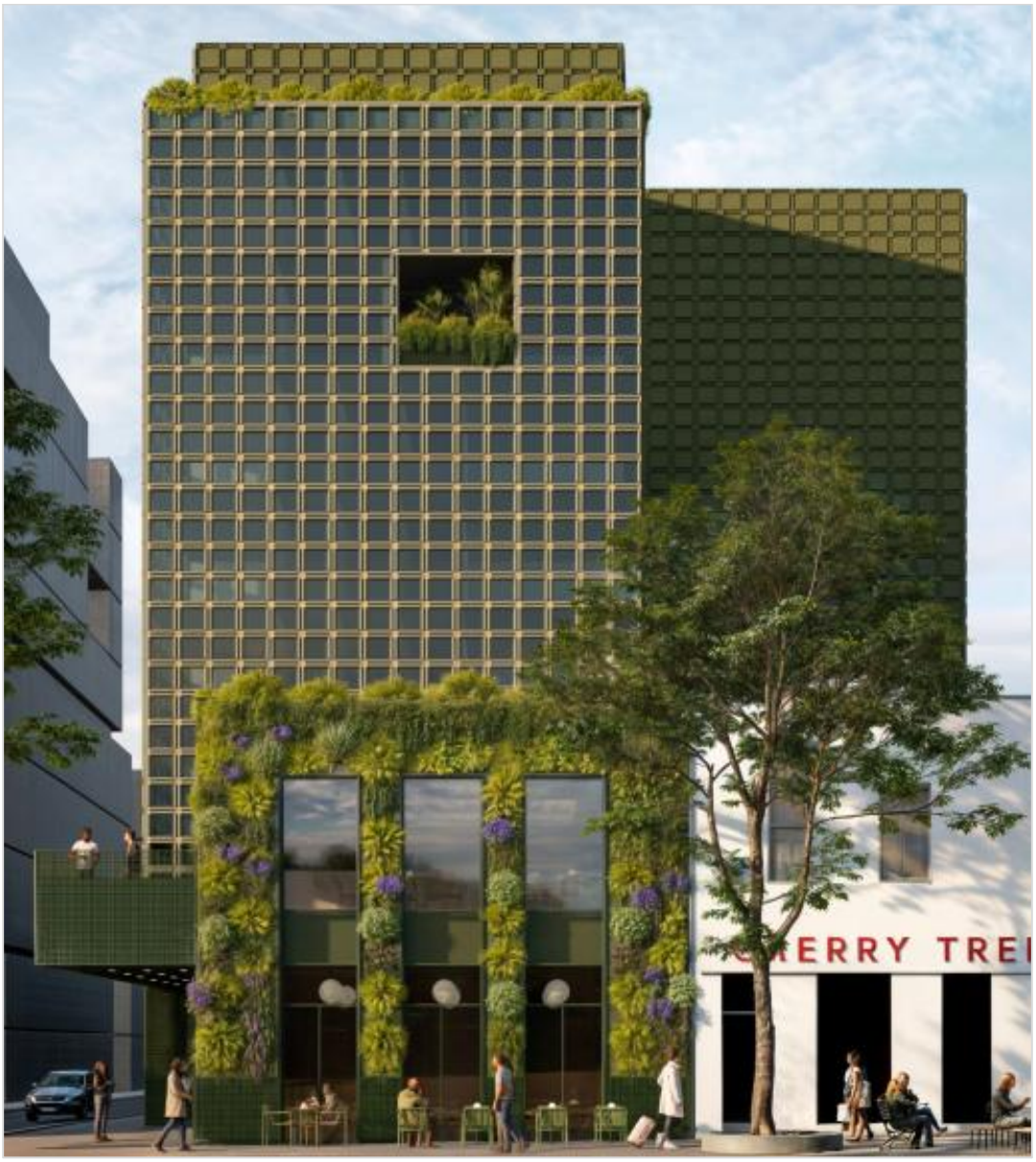

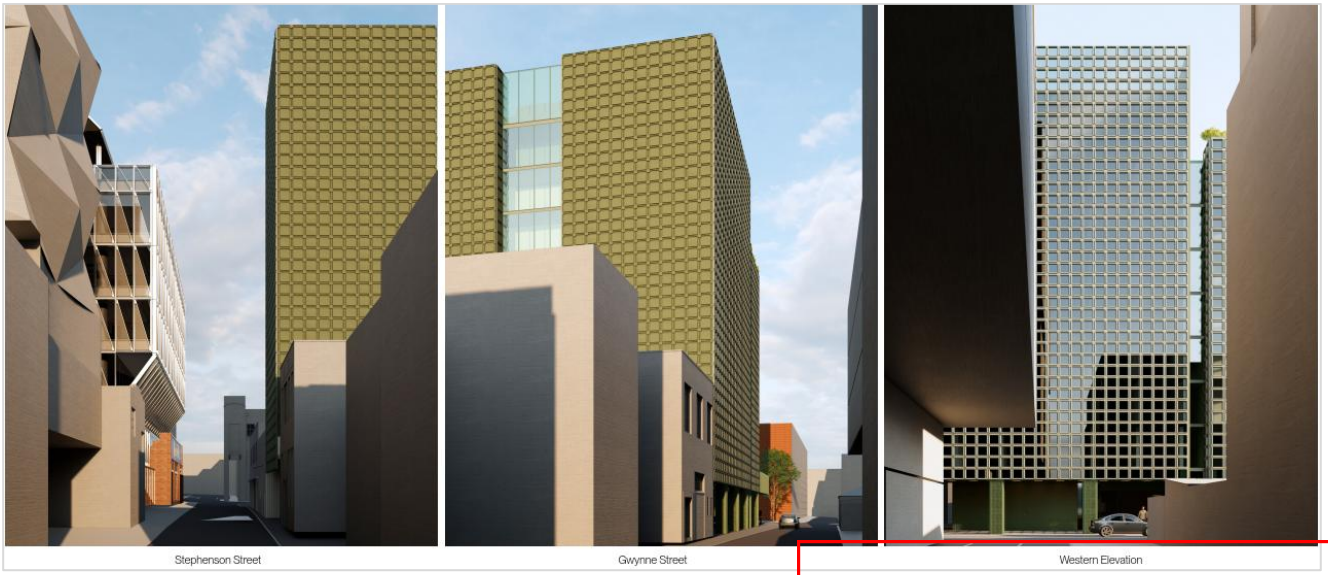

Figure 31. Approved Development at 49-51 Balmain Street & 108-110 Stephenson Street (Extracts from Rothe Lowman Architectural Design Statement)

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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

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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.

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- **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.

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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.

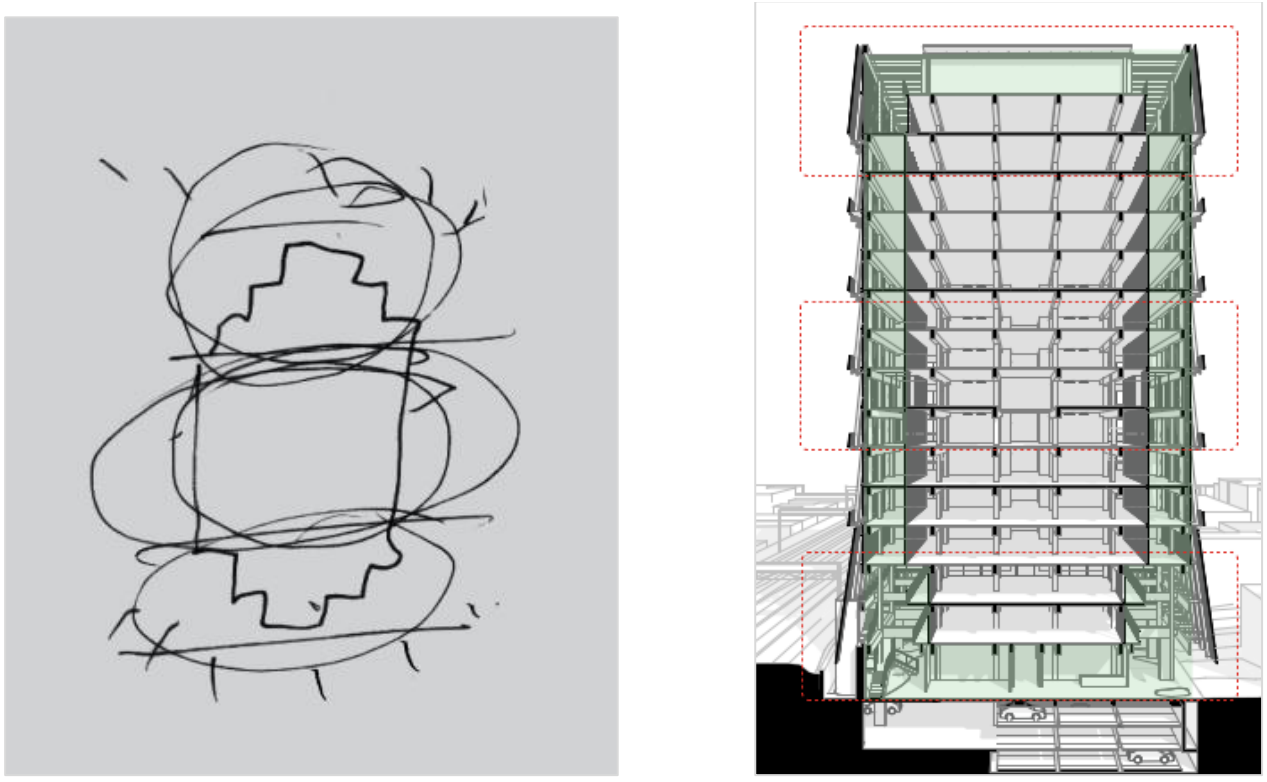

Figure 32. Sketch and Section: Extracts from the Urban Context and Design Response Report (Edition Office)

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.

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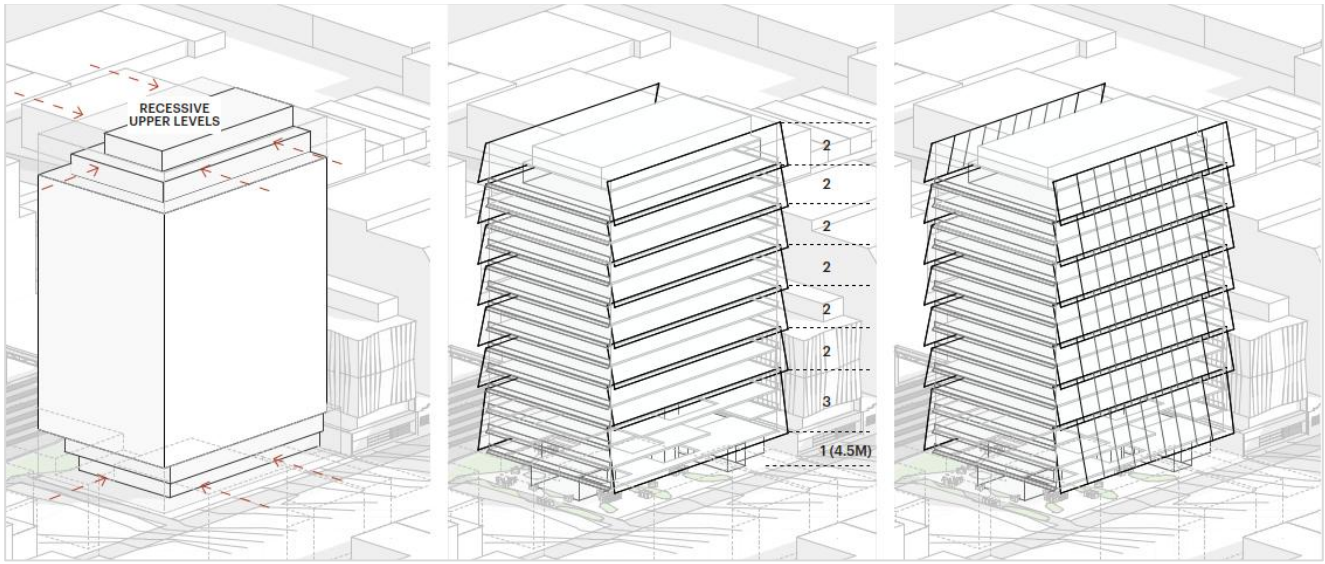

Figure 33. Concept Diagrams: Extracts from the Urban Context and Design Response Report (Edition Office)

Horizontally, the building is further articulated with varied façade types including solar panels alternating with glazing to reveal the timber structure.

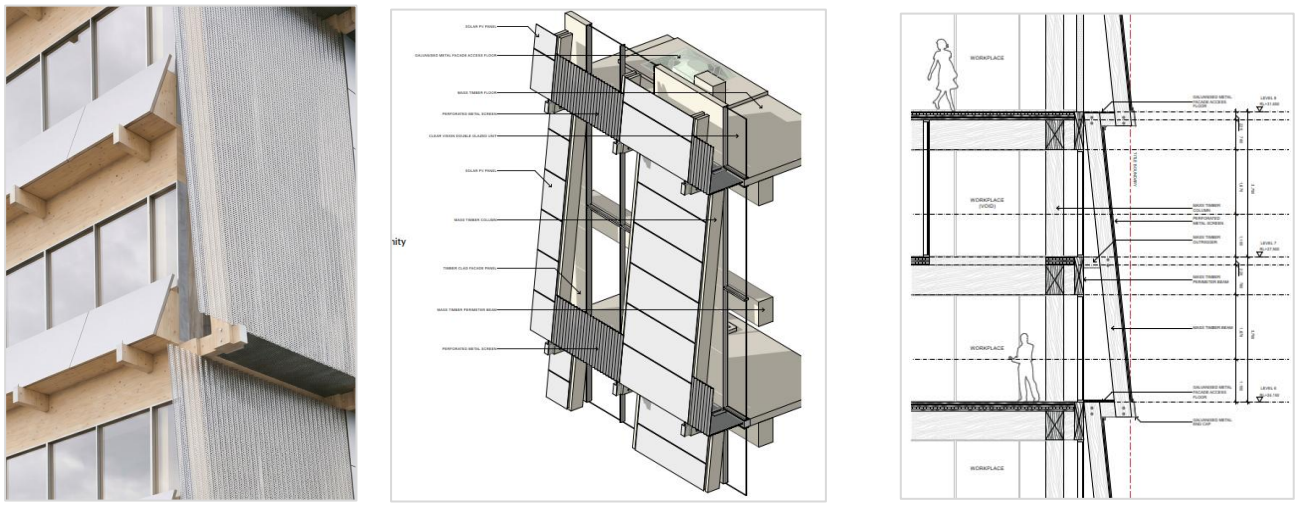

Figure 34. Façade System Type 02: Extracts from the Urban Context and Design Response Report (Edition Office)

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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.

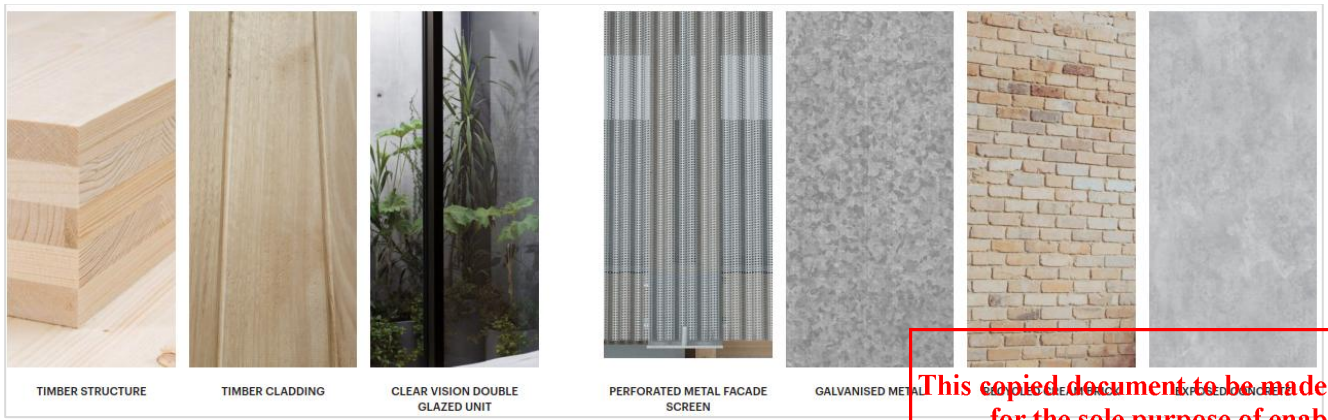

Figure 35. Material Schedule: Extract from the Urban Context Report (Edition Office)

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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.

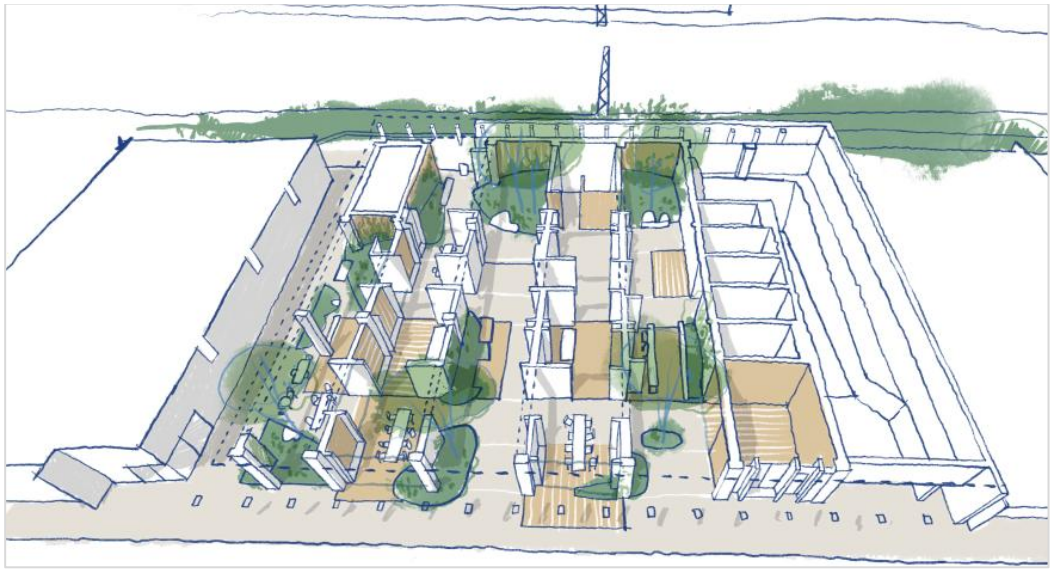

Figure 36. Landscape Concept, Ground Level (Openwork).

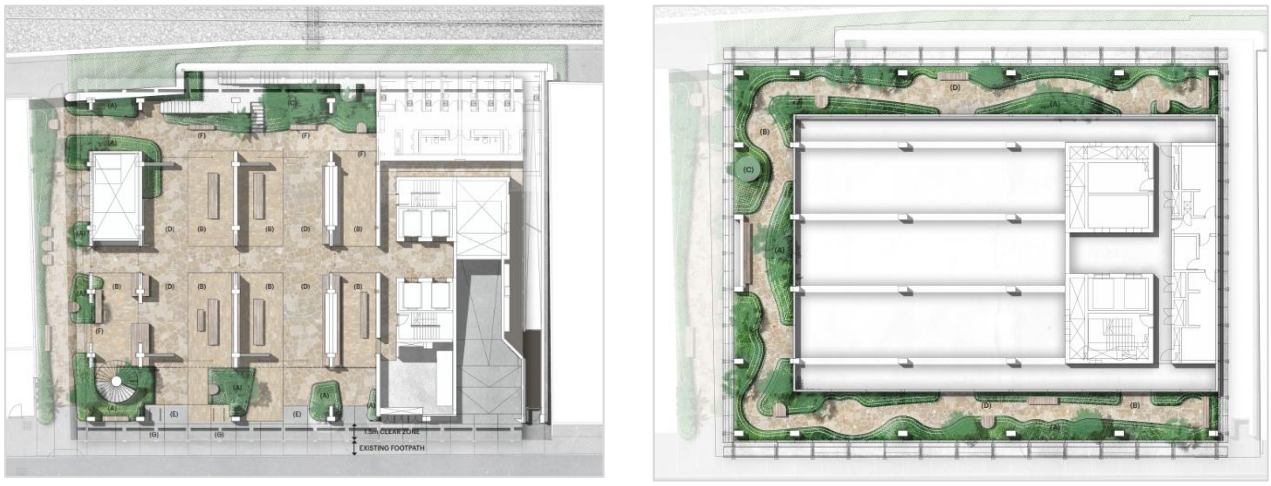

Figure 37. Landscape Concept Plans, Ground Level and Level 14 (Openwork).

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.

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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.

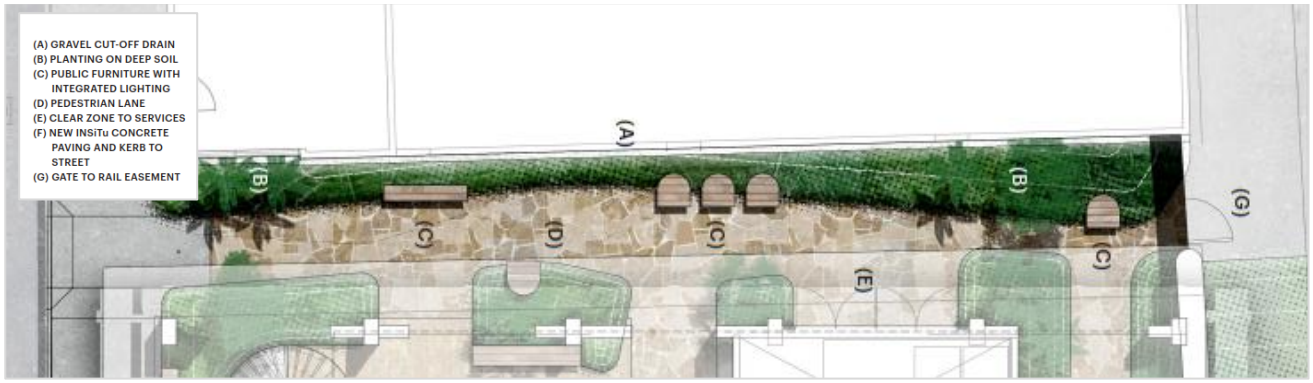

Figure 38. Proposed Public Realm Works to northern laneway (Openwork).

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.

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- 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.

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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.

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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

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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.

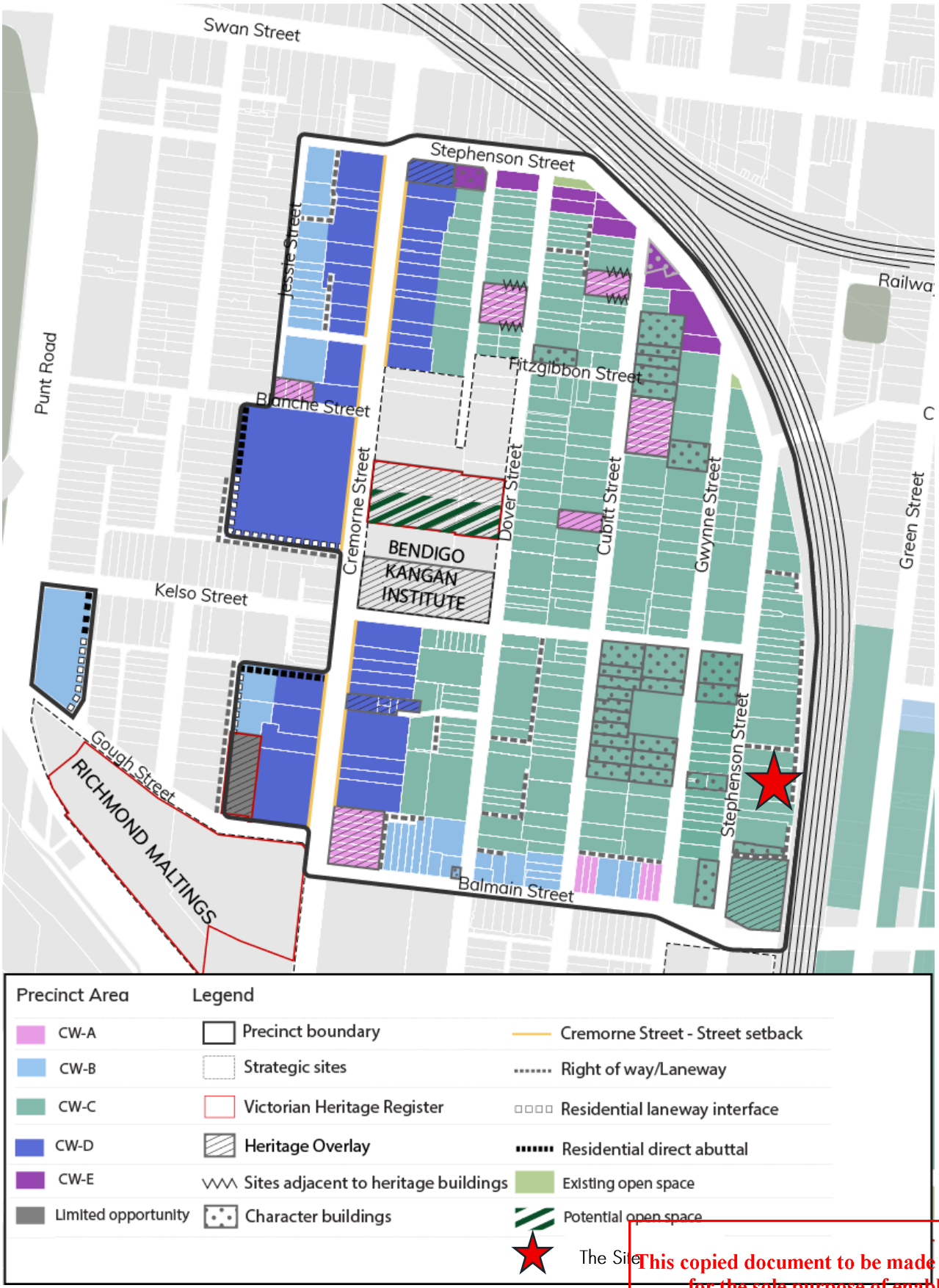

Figure 41. Cremorne West precinct heights, setbacks and interface plan (with Site identified)

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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**

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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.

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6 Planning Policy and Strategic Documents

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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.

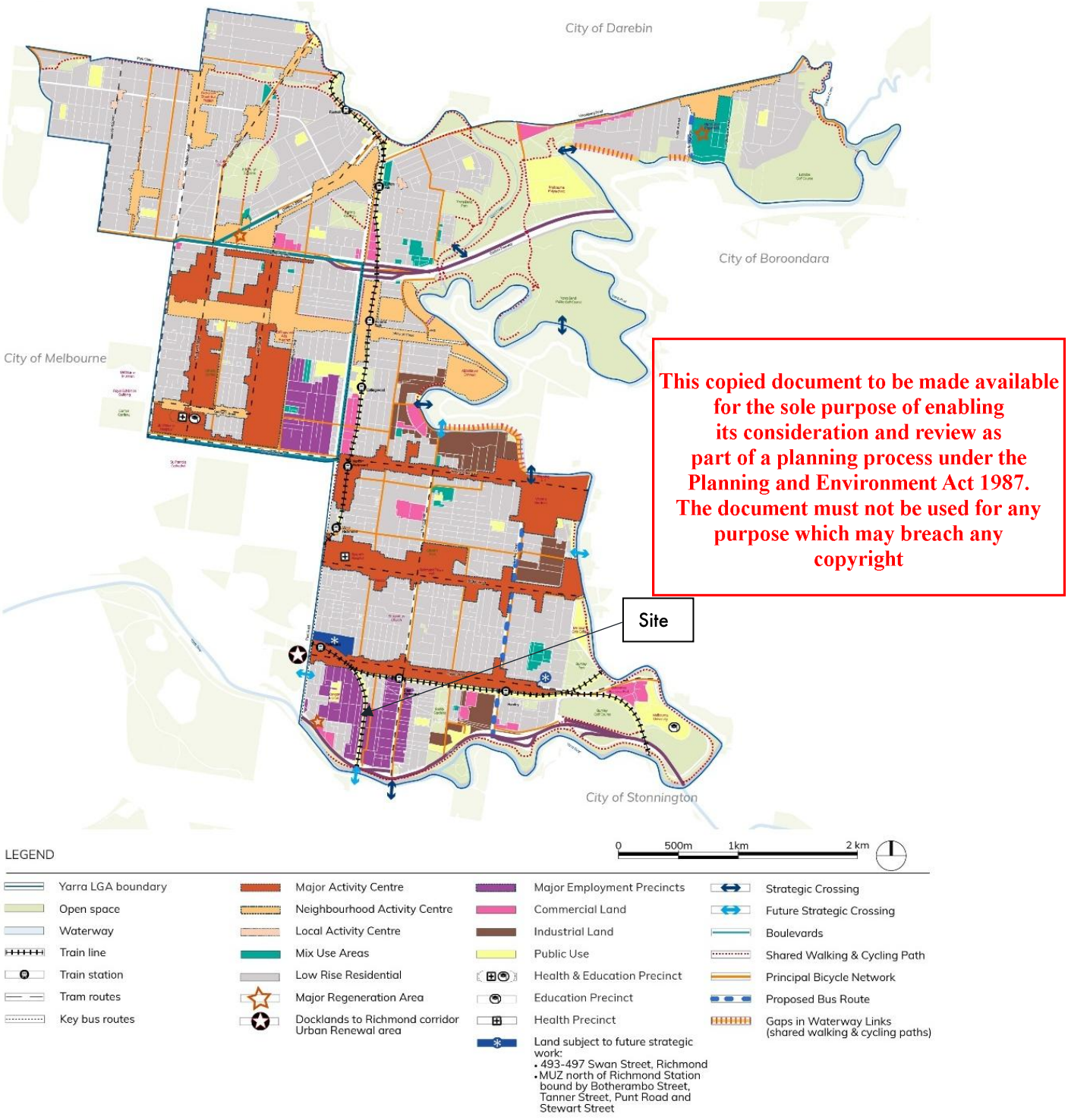

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Figure 42. Strategic Framework Plan with Site identified.

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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.*

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- *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,

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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.*

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    - *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.

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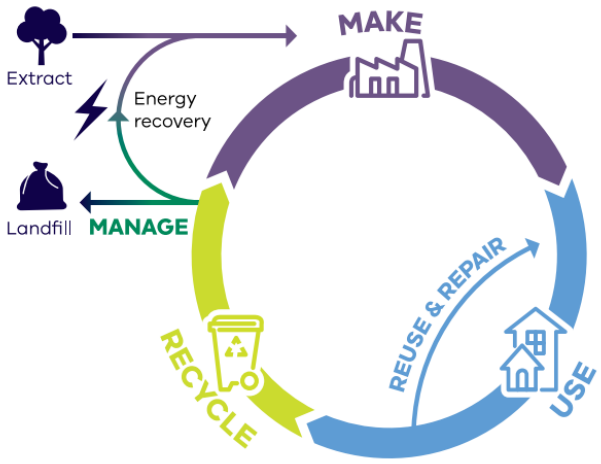

Figure 2: Resource flows in a circular economy

Figure 43 . Extract from Recycling Victoria – a new economy (February 2020).

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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.*

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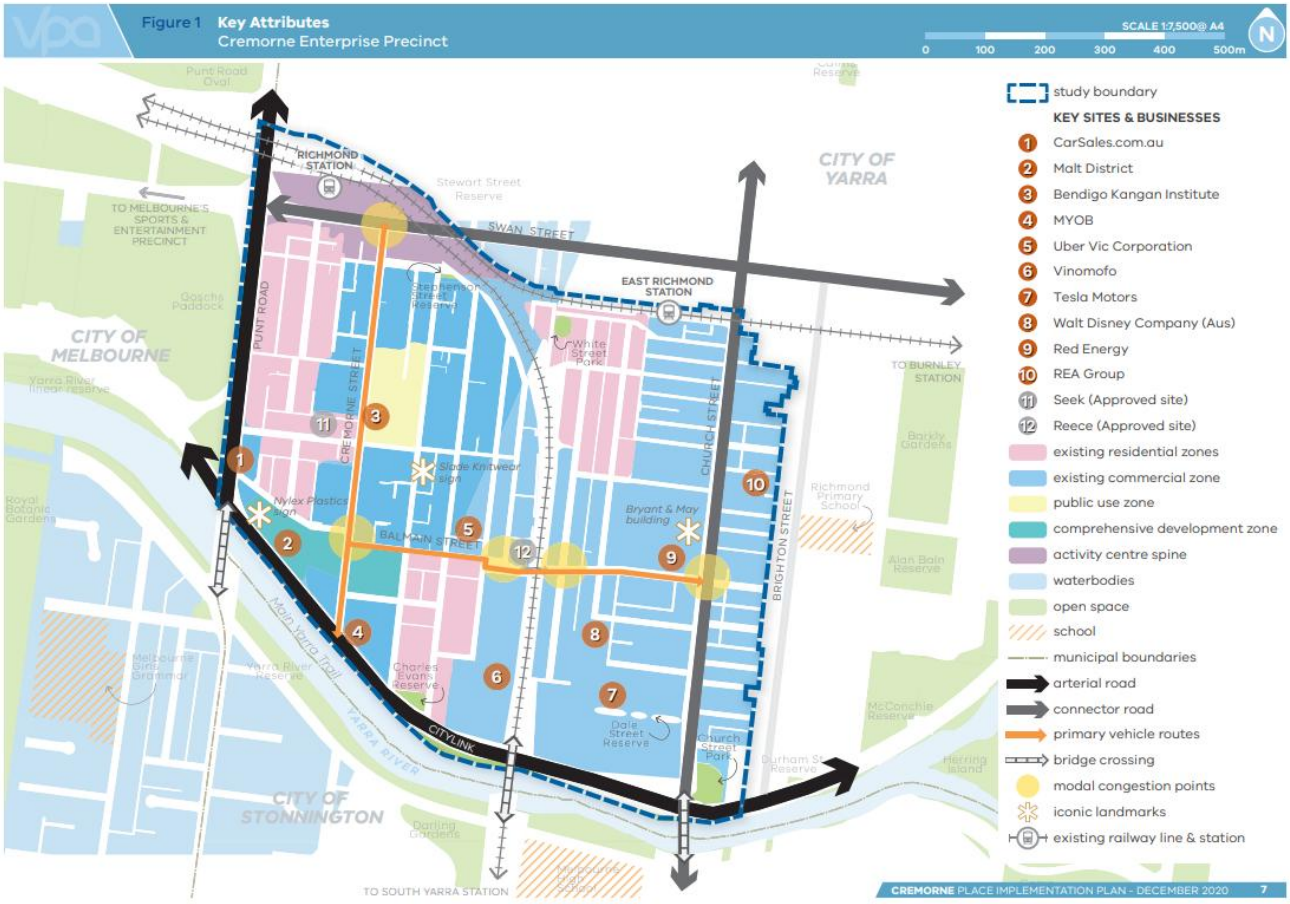

Figure 44. Key Attributes – Cremorne Enterprise Precinct (Cremorne Place Implementation Plan (VPA, City of Yarra, Victoria State Government, December 2020)

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.

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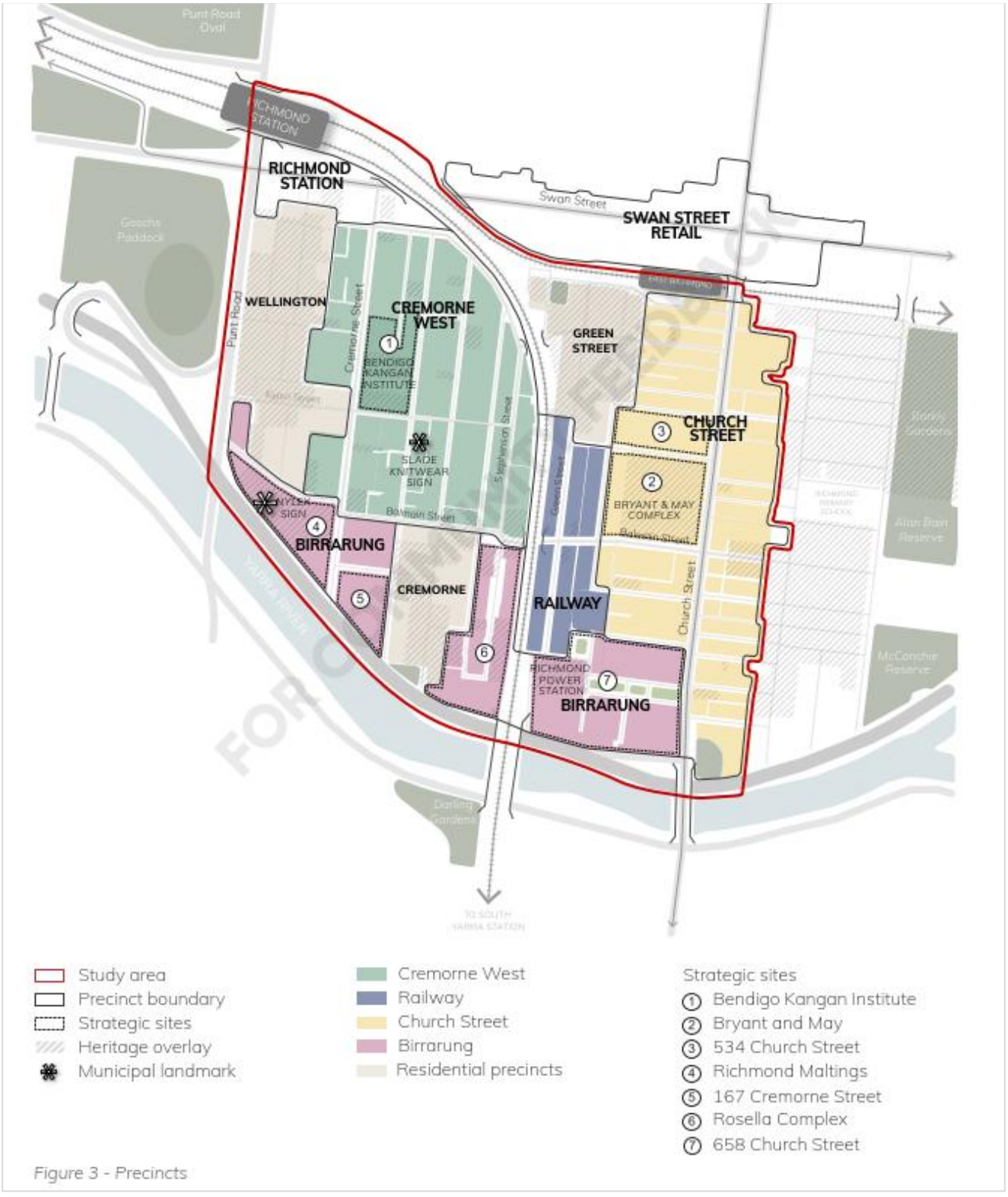

Figure 45. Cremorne UDF Precincts

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City of Yarra Climate Emergency Declaration and Climate Emergency Plan 2024-2030

The City of Yarra was one of the first local governments in the world to declare a climate emergency.

The declaration recognises that climate change is the single greatest threat of our time and that the need to reduce carbon emissions to restore a safe climate is urgent.

Council acknowledges its role in bringing about action on climate and leading by example in accelerating its own carbon emission reductions.

The key transformations of Yarra's Climate Emergency Plan 2024-2030 are as follows:

- *Embedding proactive climate responses in the ways we govern and work and supporting our community to do the same in their everyday lives.*
- *Prioritising support for community members at greater risk from climate impacts to ensure they are connected, supported, and empowered to build resilience.*
- *Building partnerships and empowering our community to advocate for stronger climate policies, targets and actions and an equitable future for all.*
- *Achieving net zero emissions by 2035 by delivering innovative programs and initiatives that increase renewable energy, reduce energy use and support the transition to all-electric homes, businesses, industry and transport.*
- *Collaborating with Traditional Owners as decision-makers and partners in caring for Country, connecting our community with nature, and improving biodiversity and climate resilience in the natural environment.*
- *Ensuring everyone in Yarra lives and works in comfortable and climate-safe homes and buildings, supported by climate resilient public spaces and infrastructure*
- *Transitioning to a circular economy by supporting our community to consume less, repair, share, and repurpose more and send less waste to landfill.*

Victoria's Climate Change Strategy (DEECA, 2021)

Victoria's Climate Change Strategy is the first in a series of five-yearly roadmaps to help achieve net-zero emissions and climate resilience by 2045.

The State Government has legislated the following emission reduction targets:

- 28–33% by 2025.
- 45–50% by 2030.
- 75-80% by 2040.

These targets seek to maintain Victoria's position as a climate leader in Australia and confirm the State's position as a leading jurisdiction globally, alongside the United Kingdom and the European Union.

The Strategy includes the following actions:

- *transition our state to a clean energy future that create jobs, cut costs for households and businesses and strengthen our energy system.*
- *invest in innovative technologies, such as zero emissions vehicles and hydrogen, and partner with businesses and communities to set Victoria up for their adoption.*
- *recognise and safeguard the role of our natural environment in reducing emissions, and ensure our farmers are well placed to embrace new technologies and practices that reduce emissions.*
- *support Victorian businesses and communities to cut emissions and thrive in a net-zero emissions future.*

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7 Planning Assessment

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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.

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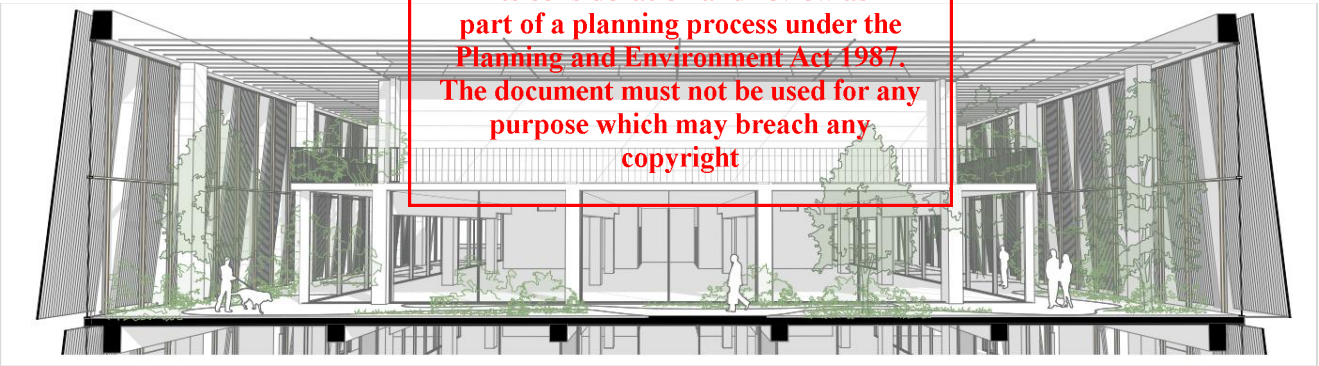

Figure 47. Sectional Perspective Illustrating Rooftop: Extract from Urban Context Report (Edition Office)

- 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.

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- 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.

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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

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		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 Balmain Street Plaza (defined as the area within the bollards).	Achieved Refer to shadow diagrams within the Urban Context Report (Edition Office) for further information.

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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

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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.

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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.

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Appendices

Appendix A DDO51 Design Requirements Assessment

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Appendix A DDO51 Assessment

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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

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	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.

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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.

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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.

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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.

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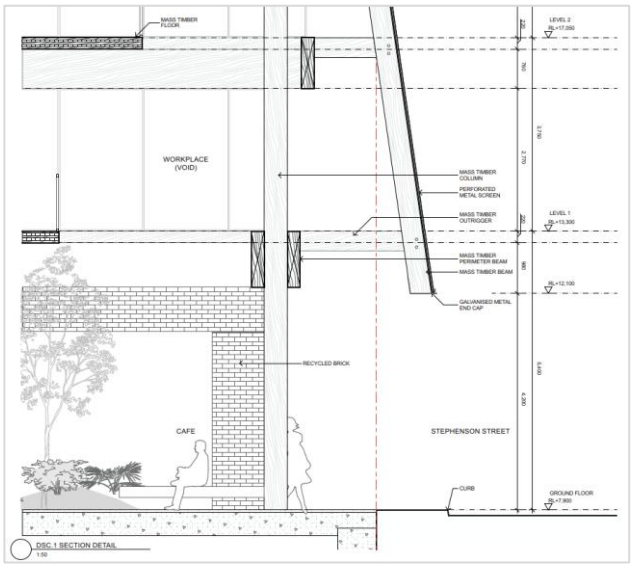
	For these reasons the projections are appropriate.
Street walls should: • Be designed to reinforce a pedestrian scale along streets and laneways. • Include architectural detailing such as high quality tactile materials and depth and articulation to provide visual interest to pedestrians.	The façade response 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

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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.

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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,*

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	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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• 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.*

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	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.

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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

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	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.

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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.

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