

Notice of Application for a Planning Permit

The land affected by the application is located at:	L14 LP7762 V5443 F564 77 Main Street, Gembrook VIC 3783
The application is for a permit to:	Use of the land for industry (distillery) in association with a bar, alterations to a heritage building (external painting and signage) and reduction of car parking requirements.

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

52.06-3	Reduce the number of car parking spaces required
43.01-1	Externally paint a building that constitutes an advertisement
43.01-1	Externally paint a building if the schedule to this overlay specifies the Heritage place as one where external paint controls apply
43.01-1	Construct or display a sign
34.01-1	Use of the land for industry (distillery)

APPLICATION DETAILS

The applicant for the permit is:	Three Spuds Vodka
Application number:	T250434



You may look at the application and any documents that support the application at the office of the Responsible Authority:

Cardinia Shire Council, 20 Siding Avenue, Officer 3809.

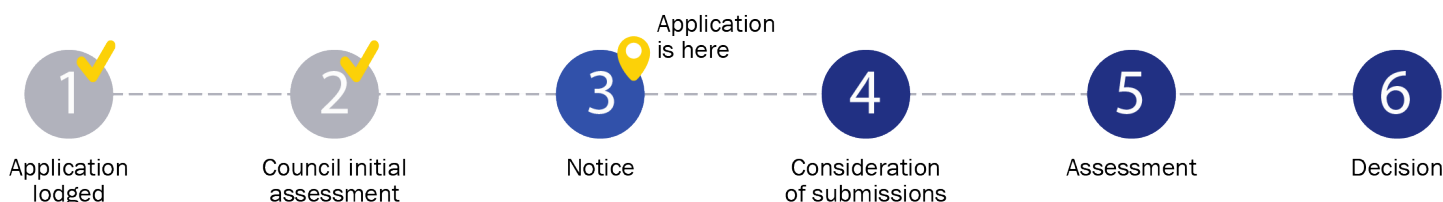
This can be done during office hours and is free of charge.

Documents can also be viewed on Council's website at cardinia.vic.gov.au/advertisedplans or by scanning the QR code.



HOW CAN I MAKE A SUBMISSION?

This application has not been decided. You can still make a submission before a decision has been made. The Responsible Authority will not decide on the application before:		12 December 2025
WHAT ARE MY OPTIONS? Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority. If you object, the Responsible Authority will notify you of the decision when it is issued.	An objection must: - be made to the Responsible Authority in writing; - include the reasons for the objection; and - state how the objector would be affected.	The Responsible Authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.



Application Summary

Portal Reference A3257825

Basic Information

Proposed Use Change of use for the building. Open a distillery/bar

Current Use Main Building is a Motor Museum, antique shop & real estate office. 2 bedroom home at the rear of the property

Site Address 77 Main Street Gembrook 3783

Covenant Disclaimer

Does the proposal breach, in any way, an encumbrance on title such as restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope? No such encumbrances are breached

☐ Note: During the application process you may be required to provide more information in relation to any encumbrances.

Contacts

Type	Name	Address	Contact Details
Applicant	Three Spuds Vodka	77 Main ST, Gembrook VIC 3783	W: 0405-156-857 M: 0405-156-857 E: rachael@unlockrealestate.com.au
Owner			
Preferred Contact	Three Spuds Vodka	77 Main ST, Gembrook VIC 3783	W: 0405-156-857 M: 0405-156-857 E: rachael@unlockrealestate.com.au

Fees

Regulation Fee Condition	Amount	Modifier	Payable
9 - Class 1 Change of use only	\$1,496.10	100%	\$1,496.10
Total			\$1,496.10

Meetings

Meeting Type	Officer Name	Date of Meeting
Pre Application		04 Dec 2024



Civic Centre
20 Siding Avenue, Officer, Victoria

Council's Operations Centre (Depot)
Purton Road, Pakenham, Victoria

Postal Address
Cardinia Shire Council
P.O. Box 7, Pakenham VIC, 3810

Email: mail@cardinia.vic.gov.au

Monday to Friday 8.30am–5pm
Phone: 1300 787 624
After Hours: 1300 787 624
Fax: 03 5941 3784

Documents Uploaded

Date	Type	Filename
23-07-2025	A Copy of Title	Title - VIC Cert - Register Search Statement Volume 5443 Folio 564.pdf
23-07-2025	Site plans	Motorist site plan.png
23-07-2025	Site plans	77 Main St Site.jpg
23-07-2025	Existing floor plan	77 Main St current Floor.jpg
23-07-2025	A proposed floor plan	77 Main St Mockup.jpg
23-07-2025	Existing elevation plans	IMG_2077.jpg
23-07-2025	Proposed elevation plan	Mock up front of building .png
23-07-2025	Written Explanation	Three_Spuds_Vodka_Business_Plan.docx
23-07-2025	Additional Document	Three_Spuds_Vodka_CIA.docx
23-07-2025	Additional Document	Three_Spuds_Vodka_Waste_Management_Plan.docx
23-07-2025	Additional Document	Three_Spuds_Vodka_Car_Parking_Demand_Assessment.docx
23-07-2025	Additional Document	Three_Spuds_Vodka_Elevation_Drawings_and_Facade_Details.docx
23-07-2025	A proposed floor plan	Redline Plan 77 Main St.jpg

☐ Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit

Lodged By

Site User	Unlock Real Estate	76 Collie RD, Gembrook VIC 3783	W: +61-405-156-857 M: 0405-156-857 E: rachael@unlockrealestate.com.au
Submission Date	23 July 2025 - 06:45:PM		

Declaration

☒ By ticking this checkbox, declare that all the information in this application is true and correct; and the Applicant and/or Owner (if not myself) has been notified of the application.



Civic Centre
20 Siding Avenue, Officer, Victoria

Council's Operations Centre (Depot)
Purton Road, Pakenham, Victoria

Postal Address
Cardinia Shire Council
P.O. Box 7, Pakenham VIC, 3810

Email: mail@cardinia.vic.gov.au

Monday to Friday
8.30amâ€“5pm
Phone: 1300 787 624
After Hours: 1300 787 624
Fax: 03 5941 3784



Civic Centre
20 Siding Avenue, Officer, Victoria

Council's Operations Centre (Depot)
Purton Road, Pakenham, Victoria

Postal Address
Cardinia Shire Council
P.O. Box 7, Pakenham VIC, 3810

Email: mail@cardinia.vic.gov.au

Monday to Friday 8.30am–
5pm
Phone: 1300 787 624
After Hours: 1300 787 624
Fax: 03 5941 3784

Request to amend a current planning permit application

This form is used to request an amendment to an application for a planning permit that has already been lodged with Council, but which has not yet been decided. This form can be used for amendments made before any notice of the application is given (pursuant to sections 50 / 50A of the *Planning and Environment Act 1987*) or after notice is given (section 57A of the Act).

PERMIT APPLICATION DETAILS

Application No.:	T250434 PA
Address of the Land:	77 Main St Gembrook 3783

APPLICANT DETAILS

Name:	
Organisation:	Three Spuds Vodka
Address:	77 Main St Gembrook 3783
Phone:	0405 156 857
Email:	rachael@unlcokrealestate.com.au

AMENDMENT TYPE

Under which section of the Act is this amendment being made? (select one)	
Section 50 – Amendment to application at request of applicant before notice:	☐
Section 50A – Amendment to application at request of responsible authority before notice:	☒
Section 57A – Amendment to application after notice is given:	☐

AMENDMENT DETAILS

What is being amended? (select all that apply)		
What is being applied for ☐	Plans / other documents ☒	Applicant / owner details ☐
Land affected ☐	Other ☐	
Describe the changes. If you need more space, please attach a separate page.		
Including professional reports from a traffic engineer, a draft company and a town planning consultant. Waste management plan and written responses as requested.		

Specify the estimated cost of any development for which the permit is required:		
Not applicable ☒	Unchanged ☐	New amount \$

DECLARATION

I declare that all the information in this request is true and correct and the owner (if not myself) has been notified of this request to amend the application.	
Name:	
Signature:	
Date:	23/10/2025

LODGEMENT

Please submit this form, including all amended plans/documents, to mail@cardinia.vic.gov.au You can also make amendments to your application via the Cardinia ePlanning Portal at https://eplanning.cardinia.vic.gov.au/ If you have any questions or need help to complete this form, please contact Council's Statutory Planning team on 1300 787 624.
--

IMPORTANT INFORMATION

It is strongly recommended that before submitting this form, you discuss the proposed amendment with the Council planning officer processing the application. Please give full details of the nature of the proposed amendments and clearly highlight any changes to plans (where applicable). If you do not provide sufficient details or a full description of all the amendments proposed, the application may be delayed. No application fee for s50/s50A requests unless the amendment results in changes to the relevant class of permit fee or introduces new classes of permit fees. The fee for a s57A request is 40% of the relevant class of permit fee, plus any other fees if the amendment results in changes to the relevant class (or classes) of permit fee or introduces new classes of permit fees. Refer to the <i>Planning and Environment (Fees) Regulations 2016</i> for more information. The amendment may result in a request for more under section 54 of the Act and/or the application requiring notification (or re-notification). The costs associated with notification must be covered by the applicant. Council may refuse to amend the application if it considers that the amendment is so substantial that a new application for a permit should be made. Any material submitted with this request, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the <i>Planning and Environment Act 1987</i>.
--

Copyright State of Victoria. No part of this publication may be reproduced except as permitted by the Copyright Act 1968 (Cth), to comply with a statutory requirement or pursuant to a written agreement. The information is only valid at the time and in the form obtained from the LANDATA REGD TM System. None of the State of Victoria, its agents or contractors, accepts responsibility for any subsequent publication or reproduction of the information.

The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

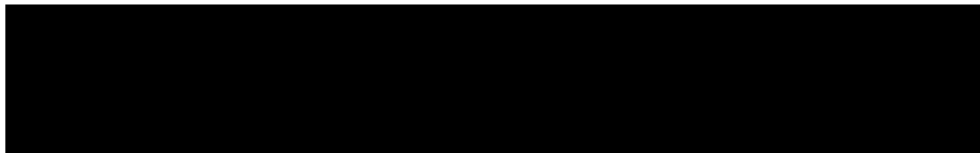
VOLUME 05443 FOLIO 564

Security no : 124125785486Y
Produced 30/06/2025 04:22 PM

LAND DESCRIPTION

Lot 14 on Plan of Subdivision 007762.
PARENT TITLE Volume 03689 Folio 799
Created by instrument 1381495 06/09/1928

REGISTERED PROPRIETOR



ENCUMBRANCES, CAVEATS AND NOTICES



Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE LP007762 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AZ329824D (E)	DISCHARGE OF MORTGAGE	Registered	30/06/2025
AZ329825B (E)	TRANSFER	Registered	30/06/2025
AZ329826Y (E)	MORTGAGE	Registered	30/06/2025

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 77 MAIN STREET GEMBROOK VIC 3783

ADMINISTRATIVE NOTICES

NIL



DOCUMENT END

Delivered from the LANDATA® System by InfoTrack Pty Ltd.

20 October 2025
(as amended 21 November 2025)

Principal Statutory Planner
Cardinia Shire Council
mail@cardinia.vic.gov.au

**Re: Planning permit application T250434PA
77 Main Street Gembrook**

XWB Consulting has been engaged by the (Three Spuds Vodka) to assist with preparing a town planning report in response to a further information request in relation to the above application.

77 Main Street is located on the south side of Main Street approximately 18m east of Redwood Road. The site has a frontage to Main Street of 18.3m and an area of 957sqm. There is a rear laneway along the southern boundary of the site. The site contains a former mechanical workshop (592sqm) fronting Main Street which has been used for over the last 20 years as a motoring museum including an antique shop and café/lolly shop. There is also an existing dwelling accessed off the rear laneway.

To the north and north west is JAC Russell Park and the Puffing Billy Railway Station. Immediately to the west is an existing shop on the corner of Redwood Road. To the west of Redwood Road is the site of the former Ranges Hotel and the Ranges Motel. To the south are existing residential properties and to the east are commercial properties along Main Street.

The application proposes to use the existing mechanical workshop building for a small boutique distillery and bar. The dwelling will continue to be used by for storage. The distillery will occupy 38.25sqm and produce up to 100 litres of vodka per week using locally sourced potatoes. The bar will accommodate up to 100 people and will include vodka tastings and a light food offering. For some events, food will either be sourced from a neighbouring restaurant or catering would be brought onto the premises. Catering would not exceed one catering vehicle (eg: food truck) on site.

The bar will operate:

Day	Times	Patrons
Thursday	1pm to 5pm	Up to 50
Friday	1pm to 5pm	Up to 50
Friday	5pm to 11pm	Up to 100
Saturday	12pm to 11pm	Up to 100
Sunday	12pm to 6pm	Up to 100

At most times the bar would operate with patron numbers well below the capacity provided for and the capacity is only likely to be achieved for some events such as private functions, local club events, birthdays and weddings. It is difficult to predict the frequency of events or event where the bar would operate at capacity, but is unlikely to exceed once a fortnight.

Planning provisions

State Planning Policy

A number of state planning policies are relevant to the application as set out below:

Policy	Objective
15.03-1S Heritage Conservation	To ensure the conservation of places of heritage significance.
17.04-1S Facilitating Tourism	To encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination.

Local Planning Policy

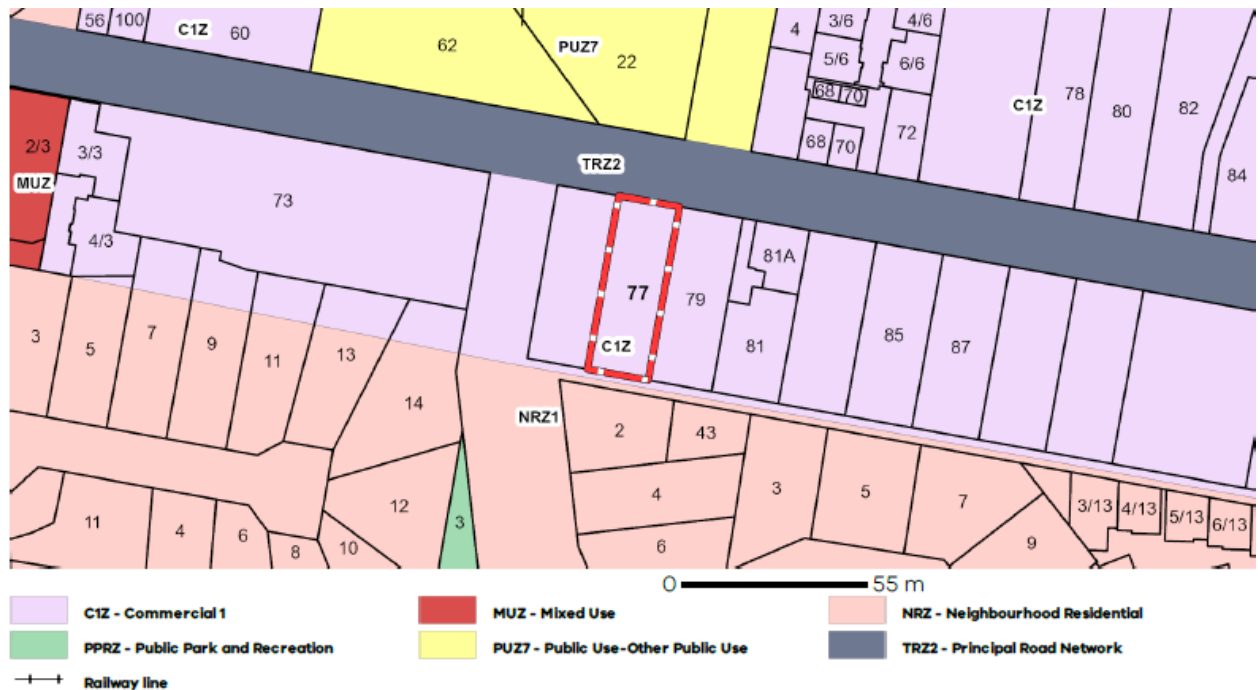
A number of local planning policies are relevant to the application as set out below:

Policy	Objective/s
21.02-6 Post Contact Heritage	To provide for the protection and appropriate management of sites of heritage significance.
21.04-4 Industry	To develop manufacturing and service industries that provide services to local residents and businesses, support local employment and reflect a high standard of urban design.
21.04-5 Tourism	To provide support for the maintenance and development of tourism related activities.

21.07-1 Gembrook	Ensure that any proposed use or development within the Gembrook township is generally consistent with the <i>Gembrook Township Strategy (June 2011)</i> , including the Gembrook Framework Plan (Figure 1) and the Central Precincts Plan (Figure 2).
---------------------	---

Zone provisions

The land is located within a Commercial 1 Zone under the Cardinia Planning Scheme as shown on the plan below:



The purpose of the Commercial 1 Zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

No planning permit is required for the use of land for a bar under the Commercial 1 Zone which falls within the definition of retail premises. A planning permit is required for a distillery (industry) under the Commercial 1 Zone. A distillery producing up to 100 litres per week is not an activity listed in Clause 53.10 (uses and activities with potential adverse amenity impacts) and is well below the threshold of 5000 litres per day for alcoholic and non-alcoholic beverage production. All works are internal fit out with no extensions or alterations to the building which would trigger a permit under the Commercial 1 Zone. Under Clause 62.02-2 no planning permit is required for the internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works, is not increased and the number of dwellings is not increased.

Overlays

The land is within a Heritage Overlay (HO189) under the Cardinia Planning Scheme as shown on the plan below:



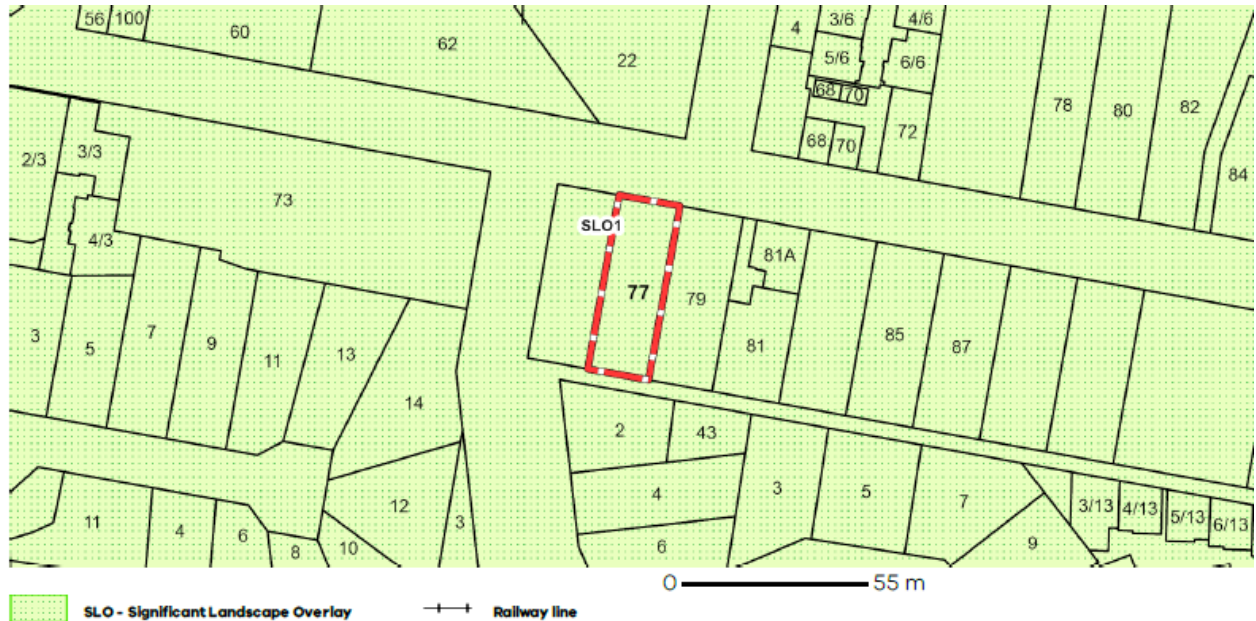
The purpose of the Heritage Overlay is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

A planning permit is required for buildings and works under the Heritage Overlay including externally painting a building including if it constitutes an advertising sign. A permit is not required for internal works.

HO189 applies to the Gembrook Commercial Precinct and an incorporated plan applies under the planning scheme. 77 Main Street is identified as a contributory property. The incorporated document generally specifies permit exemptions for non-contributory buildings.

The land is also in a Significant Landscape Overlay (Schedule 1) under the Cardinia Planning Scheme as shown on the plan below:



The purpose of the Significant Landscape Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify significant landscapes.
- To conserve and enhance the character of significant landscapes.

The Significant Landscape Overlay provides that a schedule to this overlay must contain:

- A statement of the nature and key elements of the landscape.
- The landscape character objectives to be achieved.

Schedule 1 to the overlay identifies that:

The Puffing Billy Tourist Railway is a significant part of Victoria's cultural heritage and is a popular tourist attraction within the region. A major attraction of the Puffing Billy Tourist Railway is the scenic views over rural and natural landscapes as it passes through the foothills of the Dandenong Ranges. It is important that the landscape and environmental qualities of the scenic corridor, which has been recognised by the National Trust, are protected and that any development is sited and designed to integrate with or enhance the landscape.

The landscape objectives to be achieved include:

- To recognise the importance of the rural and natural landscape in the scenic corridor and views from the railway line as a significant attraction of the Puffing Billy Tourist Railway.
- To ensure that any development on land within the scenic corridor is appropriately sited and designed to have a minimal impact in the immediate corridor and viewlines.

- To encourage the retention of vegetation and, wherever possible, promote natural regeneration, revegetation, reforestation and long-term management of vegetation to prevent the incremental loss of vegetation.
- To support the biolink along the corridor.

A planning permit is not required for buildings and works under the Schedule to the Significant Landscape Overlay provided:

- Building materials and finishes are non-reflective and subdued colours which complement the environment to the satisfaction of the Responsible Authority.
- The height of any dwelling does not exceed 7 metres above natural ground level and the height of all other buildings does not exceed 4 metres above natural ground level.

No external building works are proposed to the existing building with minor changes to the colour scheme for the building consistent with a neighbouring building. Therefore it is considered a permit would not be triggered under the Significant Landscape Overlay.

Particular provisions

The carparking provisions under Clause 52.06 of the Cardinia Planning Scheme are relevant to the application. The purpose of the provisions 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.

The provisions specify the required number of carparking spaces to be provided for a use and allow for a permit to vary the requirements. A permit is required to vary the number of carparking spaces required.

The bicycle facility provisions in the Cardinia Planning Scheme are set out in Clause 52.34. The purpose of the provisions 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 provisions set out bicycle facilities to be provided based on the nature of the use. For retail premises one bicycle space is required for each 300 sqm of leasable floor area for employees and one bicycle space is required for each 500 sqm of leasable floor area for patrons. For industry, one bicycle space is required for each 1000 sqm of leasable floor area for employees.

Clause 53.06 sets out provisions in relation to Live Music Entertainment Venues.

The purpose of the clause is:

- To recognise that live music is an important part of the State's culture and economy.
- To encourage the retention of existing and the development of new live music entertainment venues.
- To protect live music entertainment venues from the encroachment of noise sensitive residential uses.
- To ensure that noise sensitive residential uses are satisfactorily protected from unreasonable levels of live music and entertainment noise.
- To ensure that the primary responsibility for noise attenuation rests with the agent of change.

At this stage, only background music indoors to provide ambience for patrons is proposed and it is not proposed to operate as a live music entertainment venue. Clause 53.06 applies to an application required under any zone of this scheme to use land for, or to construct a building or construct or carry out works associated with a live music entertainment venue.

In summary, a planning permit is required to:

- Use the premise for an industry under the Commercial 1 Zone.
- Externally paint the building under a Heritage Overlay.
- Reduce the number of carparking spaces required under Clause 52.06.

Consideration of the application

Appropriate use

The application provides for the use of the premises as a boutique distillery and bar which is supported by state and local planning policy in relation to tourism and Gembrook. In particular the Gembrook local policy encourages:

- Active uses that attract daily pedestrian activity such as continued retail and commercial uses.
- Active uses that promote evening and weekend activity such as cafes and restaurants.
- Tourism activities.

No planning permit is required for the use of the premises for a bar. Whilst the distillery falls within the broader definition of industry which requires a use permit, it is not what is conventionally considered to be an industrial activity with a small scale distillery contained within the existing building in association with a bar.

Built form and heritage

There are no built form extensions or alteration to the exterior of the existing building. The presentation of the front of the building will be maintained other than some minor sign changes and a change to the colour scheme. The theme of the motorist will be maintained along with the heritage product signs. The words "distillery" and "The home of three spuds vodka" will be added below the motorist sign. The current cream colour will be replaced with a white colour matching the adjoining building to the east and the dark green will be replaced with a grey colour.

The proposed changes maintain the current presentation of the building in its context as a historic mechanical workshop in Gembrook. The additional signs are minor and not dominant in the façade. The proposed colours are consistent with colours within the Gembrook Township. The changes are consistent with the conservation of the heritage values of the site under state and local planning policy and the heritage overlay.

Amenity

The distillery and bar are located in the building facing Main Street away from the residential area to the south. A liquor licence has been issued for the premises by Liquor Control Victoria and a planning permit is not required for the use of the premises for a bar. Patrons will enter and exit the premises from Main Street and waste will be collected from Main Street. The small scale of the distillery means there will not be amenity impacts such as noise, odour or heavy vehicle movements which might otherwise occur with an industrial use.

Carparking

The premises has operated for many years as a museum, antique shop and café shop with no onsite parking provided. There is no practicable means of providing all onsite parking for the distillery and bar. Under Clause 52.06, 0.4 spaces are required per patron is required for a bar and 2.9 spaces per 100sqm of net floor area is required for an industry.

Quantum Traffic have undertaken a traffic and parking assessment for the proposal. Quantum note that the maximum number of patrons (100) for the bar will only be achieved on a limited number of time per annum for events with most times operating at 80% capacity or less.

With 5 space provided on site for staff, Quantum identify a demand for:

- 12-16 spaces for afternoon operations on a Thursday and Friday.
- 24-32 spaces for evening operations on a Thursday and Friday and on a weekend.
- 30-40 spaces for events where the maximum capacity will be reached.

Therefore a reduction in carparking to 5 spaces is required.

In support of the reduction, Quantum Traffic note:

- The proposed development will generate peak parking demands during evenings and weekends when the majority of the surrounding land uses are unlikely to be operating or operating at a lower capacity.
- Car parking capacities and observations within approximately 200m walking distance of the subject site indicate a minimum provision of 143 spaces, with low occupancies throughout business hours and weekends.
- All of the on-street parking observed and reported is adjacent to commercial land uses and is expected to have an indiscernible impact on the local parking amenity.

In addition, consideration should be given to the previous use of the building with no car parking spaces provided on site and 3 spaces being available on street directly at the front of the premises.

Bicycle spaces

Quantum Traffic have recommended that 4 bicycle spaces be provided for staff and patrons. This is in excess of the spaces required for a bar (retail premises) and industry under Clause 52.34 of the planning scheme and is considered to satisfy bicycle space provision requirements.

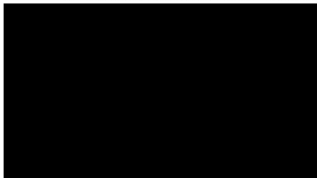
Conclusion

The application proposes to use the existing mechanical workshop building for a small boutique distillery and bar. The use is considered to be an appropriate use in the Main Street of Gembrook having regard to state and local planning policy in relation to tourism and the Gembrook Township.

The presentation of the building to Main Street is maintained with the building to be repainted with minor alterations to the colour scheme and signs consistent with state and local planning policy in relation to heritage.

A reduction in the number of carparking spaces required to be provided is sought. The premises has operated for many years as a museum with no onsite parking provided and there is no practicable means of providing all onsite parking for the distillery and bar. Quantum Traffic have undertaken a traffic and parking assessment for the proposal and concluded based on the likely demand, the spaces can be accommodated within walking distance of the premises.

It is considered that a planning permit should be issued subject to appropriate conditions.



XWB Consulting

Written Responses – Section 1 & 2

2 September 2025

[REDACTED]
Principal Statutory Planner
Cardinia Shire Council
20 Siding Avenue
Officer VIC 3809

By Email: mail@cardinia.vic.gov.au

Re: Application No. T250434 PA – 77 Main Street, Gembrook – Written Responses (Section 1 & 2)

Dear [REDACTED]

Please find below our written responses to Sections 1 and 2 of Council's Further Information Request dated 20 August 2025, relating to the planning permit application for the use of land for a distillery at 77 Main Street, Gembrook.

Section 1 – Written Statement Response

a. Use of the existing rear building

The existing house at the rear of the property will initially be used as a private residence by us (the applicants) until the distillery is open for business. Once the distillery operations are established, we intend to transition the house into a commercial tenancy, to be leased to a shop or business that complements the distillery.

b. Music and entertainment

Our proposal includes background music indoors to provide ambience for patrons. No amplified or large-scale music events are proposed.

c. Staffing and operation of the distillery/bar

We are commencing as a small-scale operation with only the two proprietors (my partner and myself) managing the venue. As patronage grows, we plan to engage part-time bar staff to assist during service hours. The production aspect of the distillery will not be undertaken concurrently with bar operations – production will be scheduled outside of bar trading

hours to ensure safe and efficient management of both activities.

d. Workshops

We propose to hold small-scale workshops approximately once per month, generally on Sundays between 12:00 pm – 4:00 pm. Each workshop will be limited to a maximum of 6–8 students per session, ensuring that these events remain intimate, educational, and low-impact.

e. Sale of manufactured goods

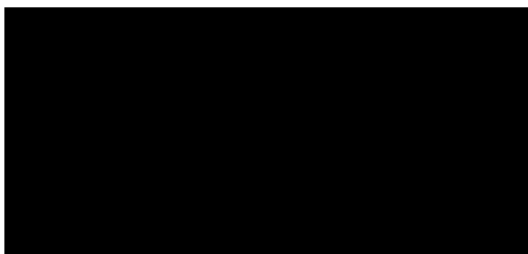
When vodka becomes available, we will not wholesale the product. Due to the limited capacity of our still and the handcrafted nature of the spirit, volumes will be small. Our vodka will be sold direct to the public in 200ml to 700ml bottles for takeaway, as well as served in cocktails at the bar. In addition, we will offer a curated selection of local wines, beers, and spirits to complement our own product and showcase other local producers.

f. Sale of products outside trading hours

No sales will occur outside of the venue's operating hours. If the bar is closed, our products will not be available for purchase.

We trust the above provides the information required for Section 1 of the further information request. Please do not hesitate to contact me should you require further clarification.

Yours faithfully,



Waste Management Plan

Application No.: T250434 PA

Property Address: 77 Main Street, Gembrook VIC 3783

Prepared for: Three Spuds Vodka

1. Introduction

This Waste Management Plan (WMP) outlines the waste generation, storage, and collection arrangements for the proposed distillery and bar at 77 Main Street, Gembrook. The plan has been prepared in response to Council's request for further information and references comparable arrangements currently used by The Independent Restaurant at 79 Main Street, Gembrook.

2. Estimated Waste Volumes

Given the smaller scale of operations compared to a full-service restaurant, anticipated weekly waste volumes are:

- General Waste: 1 x 660L bin (weekly) – covering mixed bar and patron waste (napkins, food scraps, general rubbish).
- Commingled Recycling (glass, cans, plastics): 1 x 240L bin (weekly) – equivalent to The Independent's service.
- Cardboard Recycling (OCC): 1 x 240L bin (weekly) – equivalent to The Independent's service.
- Organics (cocktail fruit waste, garnishes): 1 x 120L bin (weekly) – managed separately to minimise contamination.

3. Storage and Collection Areas

- A dedicated waste storage area will be provided in the laneway at the front of the property.
- All bins will be screened from public view, placed on a hardstand surface, and kept secured to prevent spillage or vermin.
- Bins will be wheeled to the crossover to main St on collection day and promptly returned after servicing.

4. Collection Arrangements

- Service Provider: Private contractor (Opal Recycling or equivalent).
- Collection Frequency: Weekly, aligned with local collection runs (typically Wednesdays, consistent with The Independent).
- Service Vehicles: Standard private waste trucks servicing 240L, 120L, 660L bins.
- Collection Point: Main Street frontage in front of the side gate.

5. Responsibilities

- Venue operators will ensure waste separation into general, commingled, cardboard, and organics.
- Staff will present bins for collection and maintain bin hygiene.
- Contracts will be reviewed annually to adjust capacity as business scales.

6. Summary

The proposed waste management system provides adequate capacity for the venue's operations, adopts proven contractors and practices already in use at 79 Main Street, and ensures efficient, sustainable waste handling with minimal off-site impact.

7. Water & Trade Waste from Building and Still Area

This section incorporates the management of all water and liquid waste generated from the distillery building, including the still area, in alignment with the Trade Waste Plan (PL05) and the Safety Data Sheet for still by-products.

- Sources of Water Waste:
 - Cooling water from the 400L still.
 - Floor washdown water from the still room.
 - Residual water from fermentation tanks.
 - General building wastewater from cleaning processes.
- Collection & Flow Path:

All liquid waste enters the graded floor drains (as shown on the Trade Waste Plan) and flows into the waste pump pit. From here, the automated sump pump transfers the liquid into the 1000L IBC cooling & dosing tank, where pH adjustment and initial cooling occur.
- Testing & Compliance:

Liquid is tested at the tank and again at the designated sewer sample point prior to discharge to sewer. Discharge meets Yarra Valley Water trade waste requirements.
- Dunder / Stillage:

As noted in the SDS, dunder is collected separately and is not discharged to sewer. It is managed as a co-product and stored for removal in accordance with EPA guidelines.
- Summary:

This system ensures all building and still-related water waste is captured, treated, tested and discharged safely, meeting YVW standards.

8. Yarra Valley Water – Conditions of Connection Compliance

This section summarises and incorporates the requirements set out in the Yarra Valley Water Conditions of Connection approval (Application ID 699362) for 77 Main Street, Gembrook. These requirements apply to the distillery's trade waste, sewer connection, testing, and plumbing compliance obligations.

- Trade Waste Treatment Apparatus Installed:

- 1000L grease trap.
- 1000L distillery trade waste apparatus (cooling and pH dosing tank), consistent with the Trade Waste Plan.

All apparatuses are installed according to YVW Plumbers' Drawings.

- Sewer Connection Compliance:

Approved sewer connection PSP No. 946899. Connection location and levels match the YVW Property Sewerage Plan. Any unused sewer connection points will be cut and sealed by an accredited live sewer contractor.

- Liquid Waste Flow Path:

All floor drainage, cooling water, fermenter washdown water and building wastewater enter the pit pump, then the 1000L IBC treatment tank for cooling and pH adjustment, before being tested and discharged through the YVW-approved sample point to sewer.

- Dunder / Stillage:

In accordance with YVW and EPA requirements, dunder is not discharged to sewer. It is collected as a co-product and removed off-site.

- Testing & Reporting:

Testing is conducted at the treatment tank and again at the sewer sample point to ensure compliance with Yarra Valley Water trade waste acceptance standards. Updated sewerage plans will be lodged with YVW within 7 days of plumbing completion.

- Plumbing & Regulatory Standards:

All works comply with the Plumbing Regulations 2018 (Vic), Water Industry Regulations 2006, AS/NZS standards, and YVW clearance rules for stormwater, sewer, and other underground services.

- Summary:

The distillery's waste system fully meets Yarra Valley Water's Conditions of Connection, ensuring safe, compliant handling, treatment, and discharge of trade waste to sewer.



QuantumTraffic

Traffic Impact Assessment Report

77 Main Street, Gembrook

Proposed Distillery & Bar

13/10/2025

Traffic Impact Assessment Report

77 Main Street, Gembrook

Proposed Distillery & Bar

Document Control

Revision	Date	Quantum Reference	
A	7/10/2025	25-0483	TR1B
B	13/10/2025		



phone | 1300 756 216
office | Melbourne

email | admin@quantumtraffic.com.au
website | www.quantumtraffic.com.au

Copyright © 2025- by Quantum Traffic Pty Ltd (ABN: 54617474370 ACN: 617474370)

All rights reserved. No part of this publication may be reproduced, distributed, or transmitted in any form or by any means, including photocopying, recording, or other electronic or mechanical methods, without the prior written permission of the publisher, Quantum Traffic.

Executive Summary

This report assesses the Proposed Distillery & Bar at 77 Main Street, Gembrook. The following provides an executive summary of the report.

Proposed Development

The application proposes to develop the land for a 40m² distillery (industry) and bar (hotel) with a maximum limit of 100 patrons for typical operations.

Car Parking

The statutory car parking requirement as specified under Clause 52.06-5 of the Cardinia Planning Scheme is car spaces.

The provision of five (5) car spaces results in a statutory car parking shortfall of 36 spaces.

A Car Parking Demand Assessment has been undertaken and indicates a likely car parking shortfall of 19-28 spaces during evenings and weekends, 7-12 spaces during weekday afternoons and 25-35 spaces during special events. The projected overflow demand in parking is proposed to be accommodated off-site (on-street and off-street public parking resources) in the surrounding area.

It is considered appropriate for the overflow car parking to be accommodated in the surrounding area for the following reasons:

- The proposed development will generate peak parking demands during evenings and weekends when the majority of the surrounding land uses are unlikely to be operating or operating at a lower capacity.
- Car parking capacities and observations within approximately 200m walking distance of the subject site indicate a minimum provision of 143 spaces, with low occupancies throughout business hours and weekends.
- All of the on-street parking observed and reported is adjacent to commercial land uses and is expected to have an indiscernible impact on the local parking amenity.

Bicycle Parking

The proposed development has a statutory bicycle parking requirement of four (4) spaces (2 staff and 2 visitor spaces) under Clause 52.34. It is recommended that two (2) bicycle rails (4 spaces) are provided on the site and are made accessible to both staff and patrons.

Traffic Impacts

The proposed development is expected to generate up to 37 veh/hr during the evening peak period. A total of 314 vehicle trips is expected over the total evening period (i.e. 4:00PM-1:00PM). Given that the peak traffic generation will fall outside the peak for the surrounding road network, we are satisfied that the surrounding road network will have adequate capacity.

There is a future proposal to introduce a community bus that would service all Gembrook venues.

Service Vehicles

Waste collection is proposed to continue to occur in the same arrangement as the existing conditions, with access via Redwood Road allowing for forwards departure by commercial vehicles. Given this is an existing condition, we are satisfied that the arrangement is consistent with 'occasional service' under AS2890.2:2018.

Loading is expected to be expected to be undertaken relatively infrequently by vehicles up to a 6.4m SRV outside of operating hours. These loading demands can be accommodated within nearby kerbside areas without consequential impact to on-street car parking conditions.

Summary of Opinions

Having undertaken all tasks necessary to adequately assess the traffic engineering impacts of the Proposed Distillery & Bar at 77 Main Street, Gembrook, the proposed development is satisfactory.

There are no reasons why a permit for the proposed development should not be issued from a traffic engineering perspective, subject to appropriate conditions.

Table of Contents

Executive Summary	iii
1 Introduction	3
2 Proposal	3
3 Existing Conditions.....	5
3.1 Subject Site.....	5
3.2 Road Network	7
3.3 Public Transport.....	7
4 Car Parking Assessment	9
4.1 Statutory Car Parking.....	9
4.2 Car Parking Demand Assessment	9
4.2.1 Providing Fewer Car Spaces Than Generated	13
4.3 Car Park Design	16
5 Bicycle Parking Assessment	17
5.1 Statutory Bicycle Parking	17
6 Traffic Considerations	18
6.1 Traffic Generation	18
6.2 Traffic Impacts	19
7 Service Vehicles.....	19
7.1 Waste Collection	19
7.2 Loading.....	19
8 Conclusions.....	20

Appendices

Appendix A: Development Plans

Figures

Figure 1: Aerial Photograph (Source: Nearmap)	6
Figure 2: Location Map (Source: www.melway.com.au)	6
Figure 3: Public Transport Services Map (Source: PTV)	8

Tables

Table 1: Proposed Development Characteristics	4
Table 2: Existing Site Conditions	5
Table 3: Statutory Car Parking Assessment – Clause 52.06	9
Table 4: Car Parking Demand Assessment Summary	11
Table 5: Car Parking Demand Assessment Criteria	12
Table 6: Car Parking Resources in the Nearby Area	15
Table 7: Bicycle Parking Requirements – Clause 52.34.....	17
Table 8: Predicted Traffic Generation	18

1 Introduction

The following Traffic Impact Assessment Report, reviews the critical elements relating to the traffic and car parking matters associated with the Proposed Distillery & Bar at 77 Main Street, Gembrook (subject site).

A car parking reduction is sought under Clause 52.06 of the Planning Scheme as part of the planning permit application.

Cardinia Shire Council has issued a request for further information (RFI) dated 20 August 2025 and has sought information including a Traffic Impact Assessment (TIA). As part of the TIA, the following has been requested:

- *A Car Parking Demand Assessment.*
- *An empirical analysis of parking demand for the immediate commercial area.*
- *Details of maximum service and delivery vehicle sizes including details of where the vehicles will service the site. If vehicles are to access from the laneway, a turning path assessment will be required to demonstrate the vehicles can manoeuvre safely to and from the site.*

2 Proposal

The proposal is for a 'Distillery' and 'Bar' at the subject site to accommodate a distiller trading under the name of 'Spuds Vodka'.

The facility will operate under the 'cocktail bar' style model, whereby the distilling occurs between Monday to Wednesday when the bar is closed, and the bar component operates on Thursday to Sunday to sell vodka manufactured on-site.

No sit down dining offering is being proposed, and the application is purely for the manufacture and sale of alcohol on the land. Food trucks may be utilised for functions/busy periods and park on-site (via the rear laneway).

Table 1 outlines the key attributes of the development from a traffic engineering perspective.

Table 1: Proposed Development Characteristics

Attribute	Proposed	Notes
Land Use		
Distillery	40m ²	
Bar	Max. 100 patrons 338m ²	▪ 50 patrons (business hours) ▪ 100 patrons (evenings and weekends) ▪ More patrons expected during special events
Patronage/Operating Hours		
Distillery	2-3 staff / 0 patrons - 8:00AM-5:00PM Mon-Wed - 8:00AM-1:00PM Thu-Fri	Closed Sat & Sun (i.e. no distilling)
Bar	50 patron limit - 1:00PM-5:00PM Thu - 1:00PM-5:00PM Fri	Closed Mon-Wed (i.e. 0 patrons)
	100 patron limit - 5:00PM-11:00PM Fri - 12:00PM-11:00PM Sat - 12:00PM-6:00PM Sun	
Car Parking		
On-Site	5 staff car spaces	Patron waiver proposed
Site Frontage	3 car spaces	Reinstatement of existing crossovers to kerb and channel required
Vehicle Access		
Village Lane	Formal access to car parking provided via Village Lane abutting the site’s southern property boundary	Existing crossover to Belgrave-Gembrook Road to be deleted

Development application plans have been prepared by the applicant (dated October 2025) and are attached at Appendix A.

3 Existing Conditions

3.1 Subject Site

The development site is rectangular in shape and is located on the south side of Main Street in Gembrook.

The site has a road frontage to Main Street of approximately 18.3m, and to Village Lane on its southern abuttal of approximately the same length.

The site has historically operated as a motorist museum for 15-20 years, in addition to an antique shop and real estate office operating on the subject land and accommodated two (2) car parking spaces at the rear of the site under a carport.

Table 2 outlines the key existing features of the development site, an aerial photograph is provided at Figure 1 and a locality plan at Figure 2.

Table 2: Existing Site Conditions

Feature	Detail
Local Council	
Municipality	Cardinia
Zoning & Overlays	
Zoning	C1Z (Commercial 1 Zone)
Overlays	Heritage Overlay – Schedule (HO189) Heritage Overlay – Schedule and HO268) Significant Landscape Overlay – Schedule 1 (SLO1)
Principal Public Transport Network Area	
PPTN Area?	No
Critical Dimensions	
Site Area	Approx. 957m ²
Building Area	Approx. 592m ²
Site Frontage (Main Street)	Approx. 18.3m
Rear Abuttal (RoW)	Approx. 18.3m
Existing Use	
Subject site	Motor museum, antique shop and real estate office
Crossover Details	
Main Street Crossing	1 x double width crossover ~6.5m 1 x single width crossover ~3.0m
On-Site Car Parking	
Via Village Lane	2 car spaces within a carport
On-Street Car Parking	
Site Frontage	2 x unrestricted car spaces
Nearby Area	Mix of unrestricted, 1/4P and 2P parking between 9:00AM and 5:00PM



Figure 1: Aerial Photograph (Source: Nearmap)

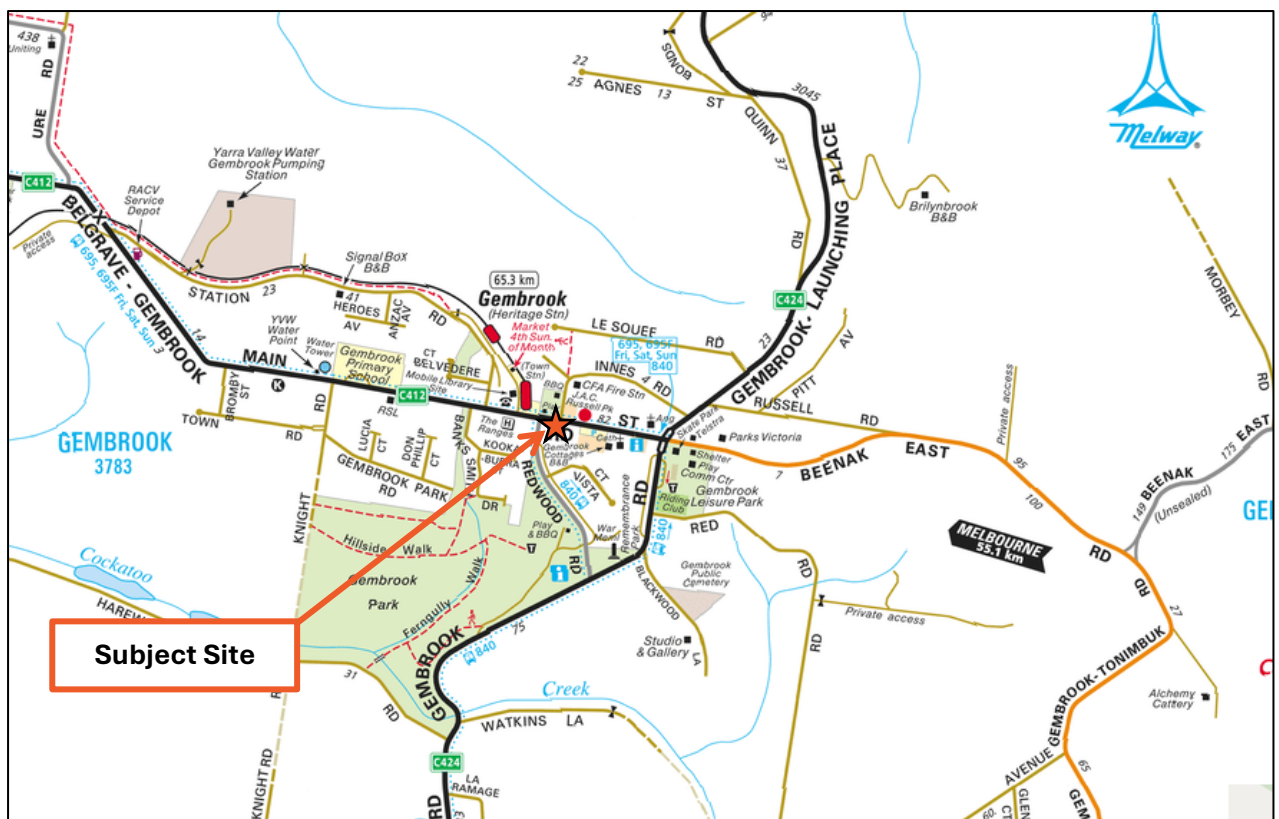


Figure 2: Location Map (Source: www.melway.com.au)

3.2 Road Network

Main Street

Main Street (Belgrave-Gembrook Road) is a declared State arterial road under the management of the Department of Transport and Planning (DTP) with a Transport Road Zone 2 category. Aligned generally in an east-west direction, Main Street provides a connection between Gembrook-Launching Place Road, continuing as Beenak East Road with Station Road in the west, continuing as Belgrave-Gembrook Road.

Adjacent the subject site, Main Street has a carriageway width of approximately 11.3m affording a lane of traffic and kerbside parallel car parking in each direction. Pedestrian footpaths are formalised on both sides of Main Street.

Parking restrictions in the vicinity of the subject site is mixed, with unrestricted and short-term 1/4P and 2P parking applying between 9:00AM-5:00PM in the centre of the Gembrook commercial precinct.

Main Street, proximate the site, operates with a posted speed limit of 50km/h.

Village Lane

Village Lane is a local road/right of way (RoW) under Council management, running along site's southern property boundary.

Village Lane is generally unsealed, however has been asphalted adjacent to newer properties. Village Lane is aligned in an east-west direction connecting Gembrook Road in the east with Redwood Road in the west spanning for approximately 310m. Through access has been closed with bollards which are located approximately 50m west of Gembrook Road.

Adjacent the site, Village Lane has a road reservation width of approximately 4.6m and generally provides local vehicle access to properties with a Main Street and Cista Court frontage.

3.3 Public Transport

The site has access to public transport infrastructure along the site's Main Street frontage.

A summary of the bus routes operating along Burwood Highway in the vicinity of the subject site is provided below:

- **Route 695** – Belgrave to Gembrook via Emerald.
- **Route 695F** – Gembrook to Fountain Gate via Emerald.
- **Route 840** – Gembrook-Pakenham Station via Pakenham Upper.

A map at Figure 3 outlines the nearby public transport services.

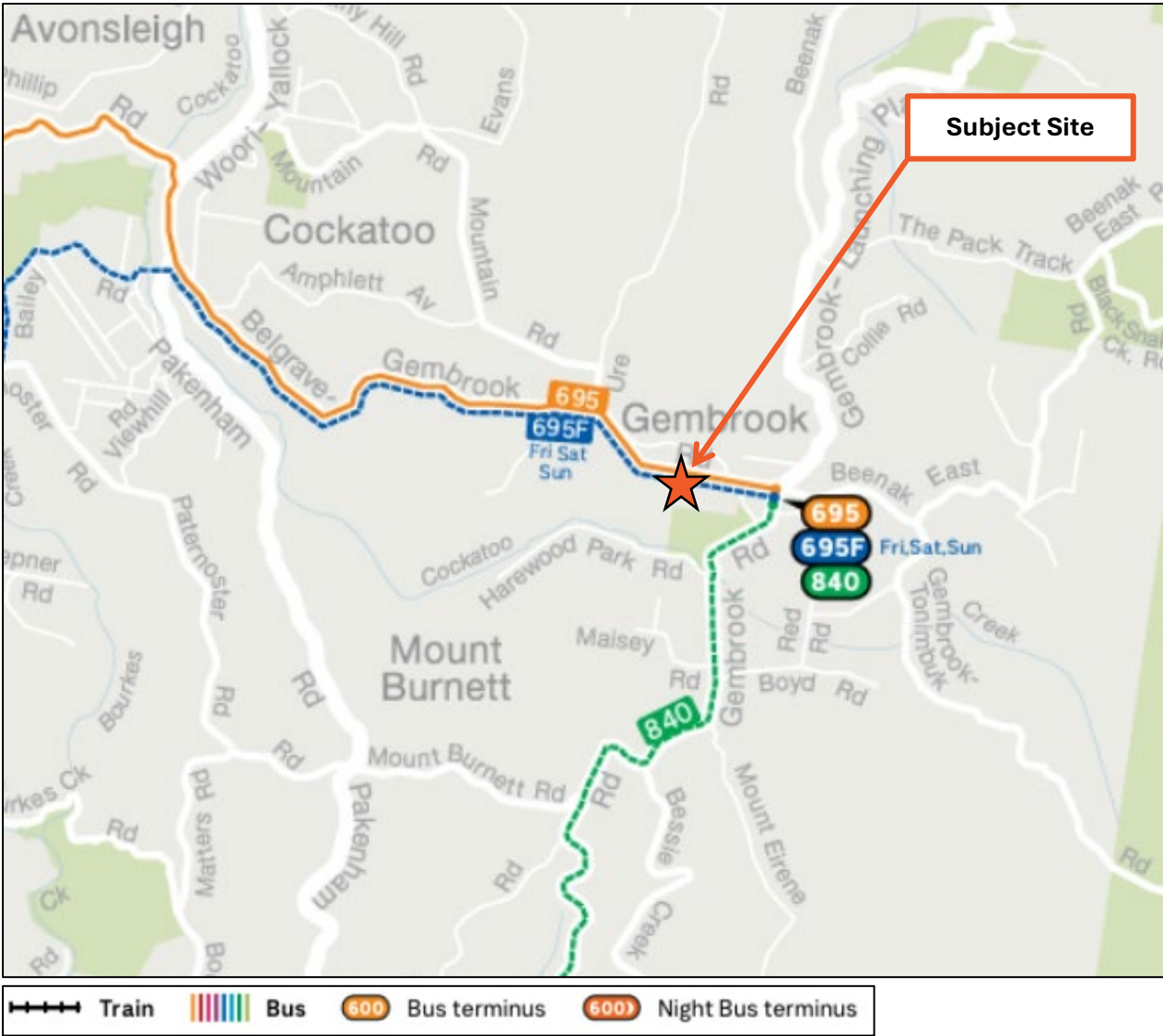


Figure 3: Public Transport Services Map (Source: PTV)

4 Car Parking Assessment

4.1 Statutory Car Parking

Clause 52.06-5 prescribes the number of car spaces to be provided for the proposed development.

Under Clause 73 the proposed land use is included under 'Industry' for the Distillery component and 'Hotel' for the bar component (given that alcohol will be served for consumption on and off the site).

VC148 *Principal Public Transport Network Area Maps (State Government of Victoria 2018)* identifies the site's location as being outside of the Principal Public Transport Network (PPTN) map.

On this basis, the Column A parking rates within Table 1 of Clause 52.06-5 apply for the proposed development.

Table 3 outlines an assessment of the car parking provision against the statutory requirement prescribed under Clause 52.06-5 of the Cardinia Planning Scheme, adopting the Column B rates, as prescribed.

Table 3: Statutory Car Parking Assessment – Clause 52.06

Use	No.	Statutory Car Parking Rate (Column A)	Requirement	Provision
Commercial				
Distillery 'Industry' ^{note 1}	40m ²	2.9 car spaces per 100m ² of net floor area	1 space	5 spaces
Bar / Hotel	100 patrons	0.4 car spaces per patron	40 spaces	
TOTAL			41 spaces	5 spaces

Note 1: The distillery is proposed to operate at independent times to the bar component, and never concurrently.

Based on the assessment above, the proposed development has a statutory car parking requirements to provide 41 car spaces. The application has provision for five (5) car spaces, therefore, seeks a car parking reduction for 36 car spaces.

A car parking demand assessment is provided following to determine whether the statutory reduction is appropriate in this circumstance.

4.2 Car Parking Demand Assessment

The proposed development will include two (2) key components, with operation and intensity that varies over time as follows:

- **Distillery:** Manufacturing of vodka with peak activity typically occurring manufacturing business hours Monday-Friday (8:00AM-5:00PM) when the bar is closed.
- **Hotel/Bar:** Sale of beverages / food and associated entertainment. Peak activity typically occurs on weekday evenings (post 5:00PM) and weekend evenings (post 4:00PM). Reduced activity could be expected in the afternoon period (12 noon-4:00PM) on both weekdays and weekends.

In view of the above, we have reviewed the likely variation in parking demands for each component to determine the overall likely parking demands for the proposed development.

The proposed use is not proposed to offer a food/café/restaurant component, and in this regard, is likely to have fewer

Distillery

The distillery component is defined as an ‘industry’ use, where raw materials are utilised to produce beverage products on-site.

The applicable statutory rate for this component is 2.9 spaces/100m² (Column A), which is likely to be reflective of the peak parking demands associated with this land use component. On the basis of the proposed 40m² floor area for the distillery, which is relatively small, this component is expected to generate a peak parking demand for a single car space.

Peak parking demands are expected to occur 7:00AM-3:00PM Monday-Friday, with no parking demands expected for the distillery component on evenings or weekends.

Bar (Beverage Consumption On-Site and Sales)

The proposed bar component is expected to cater for varying patron levels depending on the time of the day. Peak operation is expected to occur on weekends and event periods (~25 times per year), where up to 100 patrons could be expected. Reduced operation would be expected during the weekday afternoon periods (12 noon – 5:00PM), where it is anticipated half the number of patrons and staff could be expected i.e. 50 patrons and three (3) staff members with a number of patrons likely walking from Puffing Billy services directly opposite the site.

Given the nature of the proposed use where liquor is consumed on the site, it is reasonable to expect that a large proportion of patrons will adjust their travel behaviours due to factors such as the introduction of “random breath testing”, greater education on road safety and convenient access to taxis and ride share schemes.

These factors greatly influence whether patrons choose whether or not to drive, elect to car pool or arrange alternate transportation. These changes in driver behaviour ultimately reduce the demand for car parking.

The car parking rates outlined within the Planning Scheme assume parking demands under absolute peak conditions (which may occur 25 per year during special events). Where this rate is reached, approximately 0.4 car parking spaces per 100m² GFA. This rate reflects the following conditions:

- Patrons:
 - 100 patrons on-site (reflecting approximately 3.4m² of bar space per patron); and
 - All patrons travelling by car, with an average car occupancy of 2.5 patrons per vehicle.
- Staff:
 - Up to five (5) staff on-site (reflecting one (1) member of staff per 20 patrons),
 - All staff travelling by car, resulting in a rate of one (1) staff member per vehicle.

Under typical operating conditions, we anticipate that peak car parking demand will reach about 80% of the absolute maximum. This level is generally considered the optimal patronage target for bars and restaurants. It provides management with a clear, effective benchmark for assessing space utilisation and potential revenue generation over a given period.

While patronage may occasionally exceed the 80% capacity mark, this is atypical. We expect the vast majority of operating periods to see 80 or fewer patrons on site during busier evening, weekend and event periods, and 40 or fewer patrons during standard business hours.

On this basis, the proposed development would be expected to generate typical demands for approximately:

Weekends and evenings: Up to 32 car parking spaces, comprising 28 car spaces for patrons and four (4) car parking spaces for staff;

Weekday business hours: Up to 16 car parking spaces, comprising 14 car spaces for patrons and two (2) car parking spaces for staff;

Events: Up to 40 car parking spaces, comprising 35 car spaces for patrons and five (5) car parking spaces for staff.

As some patrons are likely to find alternate forms of transport or carpool, we would expect parking demands to approximate 0.3-0.4 spaces/patron, which is consistent with a rate of Clause 52.06 uses where people gather (Hotel, Bar, Place of Assembly, Winery).

On this basis, the following parking demands (including staff) are expected for the bar component:

- **Peak Weekend & Evening Operation:** 24-32 car spaces;
- **Reduced Weekday Afternoon Operation:** 12-16 car spaces; and
- **Events:** 30-40 car spaces.

Summary

Based on the above assessments, we have summarised the overall parking demands associated with the subject site during each potential operational scenario, as shown in Table 4 below.

Table 4: Car Parking Demand Assessment Summary

Use	Peak Weekend & Evening Operation (Spaces)		Reduced Weekday Operation (Spaces)		Events (Spaces)
	Afternoon	Evenings Weekends	Afternoon	Evenings Weekends	Event Days
Distillery 'Industry'	1	0	1	0	0
Bar 'Hotel'	24-32	24-32	12-16	12-16	30-40
Total Parking Demand	25-33	24-32	13-17	12-16	30-40

In view of the above, and accounting for the five (5) provided on the site, the proposed development is expected to result in a car parking shortfall of up to:

- In the order of 19-28 car spaces during weekend and evening period;
- In the order of 7-12 car spaces during the weekday afternoon period; and
- Up to 25-35 car spaces during events (approximately 25 times per year).

An assessment on the appropriateness of the projected parking demands and any impacts to car parking based on the relevant Car Parking Demand Assessment factors is outlined in Table 5.

Table 5: Car Parking Demand Assessment Criteria

Factor	Commentary
<i>The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.</i>	The bar component is expected to attract both employees and visitors from the surrounding businesses located along Main Street. The use may also attract users of Puffing Billy visiting Gembrook. As the proposed use does not have a food offering, it is probable that patrons will also visit other uses such as restaurants and cafés before or after visiting the distillery/bar. A portion of these trips may be on-foot, reducing the overall parking demands for the proposed development.
<i>The variation of car parking demand likely to be generated by the proposed use over time.</i>	The distillery component is expected to generate parking demands during standard business hours (9:00AM-4:00PM) and no demand during evenings or weekends. The bar component peaks during evenings and weekends, with reduced capacity operation during standard business hours. On this basis, the components only experience limited overlap between operation and parking demands. Peak parking demands occur during evenings, when 10-30 spaces are expected with the peak operation of the bar component under typical peak conditions.
<i>The short-stay and long-stay car parking demand likely to be generated by the proposed use.</i>	The carparking demands associated with the distillery component are associated with staff and are likely to be relatively long-term in duration. The bar operation will include a portion of long-term parking demands associated with staff (proposed to be accommodated on site), with the majority of demands being short to medium term associated with patrons.
<i>The availability of public transport in the locality of the land.</i>	The site has access to public transport, with a number of bus services operating along Main Street. The use is also located in close proximity to Puffing Billy's Gembrook station. However, it is acknowledged that peak operation is likely to occur on weekends / evenings when public transport services are less frequent.
<i>The convenience of pedestrian and cyclist access to the land.</i>	Main Street and the broader road network surrounding the subject site is constructed with formal footpaths, and local streets are conducive to on road cycling, which link the site to off-road trails such as the Eastern Dandenong Ranges Trail.

Factor	Commentary
<i>The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.</i>	Bicycle parking is recommended to be provided on the site to encourage this mode of transport. Additionally, if staff choose to ride, bicycles can be informally stored within back of house areas given the size and use of the site.
<i>The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.</i>	The staff and patrons of the proposed development are expected to have typical car ownership rate for an outer suburban location.
<i>Any empirical assessment or case study.</i>	An empirical assessment is provided above this table, which outlines the likely demand of the proposed development.

4.2.1 Providing Fewer Car Spaces Than Generated

The second step is to assess the appropriateness of providing less car spaces on the land than is generated, as outlined under the Car Parking Demand Assessment (CPDA).

The factors for consideration are outlined below with the factors critical to this development application highlighted:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land. including:
 - Efficiencies gained from the consolidation of shared car parking spaces.
 - Public car parks intended to serve the land.
 - On street parking in non residential zones.
 - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.

- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- *Local traffic management in the locality of the land.*
- *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.*
- *The need to create safe, functional and attractive parking areas.*
- *Access to or provision of alternative transport modes to and from the land.*
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*
- *Any other matter specified in a schedule to the Parking Overlay.*
- *Any other relevant consideration.*

An assessment of the relevant factors in justifying the overflow demands generated by the proposed development is outlined below.

Car Parking Demand Assessment

The proposed development is expected to increase the peak parking overflow by 19-28 spaces during evenings and weekends, 7-12 car spaces during weekday (Thursday and Friday) afternoons, under typical operating conditions, and 25-35 car spaces during events (approximately 25 times a year).

The Availability of Alternative Car Parking in the Locality of the Land

Several on-street and off-street car parking resources are accessible within a 200m radius of the subject site.

Table 6 summarises all of the car parking spaces located adjacent commercial and recreational land uses within 200m walking distance of the subject site. On this basis, local amenity impacts associated with the projected off-site car parking demands are expected to be minimal or indiscernible.

General observations of aerial imagery across a number of days and times suggests that nearby on-street parking resources are underutilised across weekdays and weekends particularly on Main Street, west of the site and along Redwood Road where most patrons and staff are likely to park their vehicle when travelling to the site.

It is anticipated, based on the prevailing capacity of 143 on-street spaces and parking demands observed, that there would be a sufficient supply of car spaces to adequately accommodate the projected parking demands of the proposed development.

Whilst not necessitated, off-street car parking is also available to the public proximate the site including Gembrook Railway Station carpark and the JAC Russell Park carpark. These parking resources are likely only to be utilised during major events and be underutilised at all other times.

Table 6: Car Parking Resources in the Nearby Area

Street	Car Parking Capacity (approximate)	Restrictions/Comments
Main Street		
Subject Site to Banks-Smith Drive	22 x car spaces on north side 21 x car spaces on south side	Unrestricted on both sides
Subject Site to Gembrook Road	24 x car spaces on north side 23 x car spaces on south side (post development)	1/2P, 1/4P, 2P 9am-5pm & unrestricted on north side 2P 9am-5pm & unrestricted on south side
Redwood Street		
Main Street to Vista Court	6 x car spaces on east side 23 x car spaces on west side	Unrestricted on both sides
Station Street		
Main Street to Innes Road	10 x spaces on east side 14 x car spaces on west side	Unrestricted on both sides
TOTAL	143 x car spaces	Generally unrestricted with small areas of short-term parking during business hours near commercial uses east of the subject site

The Impact of Fewer Car Parking Spaces on Local Amenity

The overflow is not expected to have an adverse impact on local amenity because parking will primarily be accommodated within the Gembrook commercial precinct, along commercial frontages and predominantly outside of standard business hours like evenings and weekends.

Access to or provision of alternative transport modes to and from the land.

The site is located adjacent to Gembrook Station, which provides a stop for Puffing Billy. While not specifically public transport, this tourist attraction is likely to bring a significant number of people to Gembrook, without a car and therefore not requiring car parking.

A number of these patrons and also likely to visit the proposed use and therefore it is likely to be less car reliant over these periods compared to being in an area not serviced by Puffing Billy.

Existing Car Parking Deficiencies

The historical operation of the site, which included a motorist museum, an antique shop, and a real estate office, would have generated a level of demand for parking within the local road network.

Based on information provided by the Client, it is understood that the motor museum component often has car clubs visit on weekends, generating high demands.

The building floor area of approximately 590m² could be expected to generate demands as follows (assuming various land uses).

- Warehouse – 10 car spaces
- Industry – 17 car spaces
- Office – 20 car spaces

In this regard, the projected parking shortfall for the proposed development is likely to be overstated when factoring in, or accounting for the parking demands associated with historical shortfalls generated by prior land uses.

Summary

Overall, the projected car parking overflow of the proposed development are not expected to have an adverse or unreasonable impact to existing car parking conditions and could be accommodated within the surrounding on-street parking resources as the proposed use is likely to complement the existing restaurants and cafés already operating within Gembrook village.

Accordingly, the planning permit application is supported under the relevant factors specified under Clause 52.06-6 and Clause 52.06-7 of the Planning Scheme.

4.3 Car Park Design

The site currently has two (2) car spaces within a carport at the rear of the site, with access provided via Village Lane. The proposed seeks to accommodate an additional three (3) car spaces within the Village Lane setback, including an accessible car space, providing a total of five (5) car spaces. On-site car parking will be allocated to staff of the proposed development.

Dimensions

The area within the site's Village Lane setback at the rear of the site is approximately 6.1m depth and in the order of 11.2m wide (east of the carport to the boundary)

As the width of Village Lane is 4.6m, there would be the opportunity to introduce car parking with an accessway aisle of 5.8m (including the width of Village Lane).

This would allow for the provision of 4 x 2.8m wide car spaces, which would have a compliant accessway aisle width of 5.8m.

Accessible Car Parking

An accessible car space is required for Class 6 and Class 8 buildings. The minimum requirement for these Building Classes is 1 accessible parking space for every 50 car spaces, therefore one (1) accessible car space must be designed for and provisioned on site.

An accessible parking space and adjacent shared area measuring 5.4m depth and 2.4m wide is required, with 500mm permitted to be provided within the aisle.

We affirm that these dimensions can be accommodated within the area at the rear of the site, with the shared area providing accessibility for pedestrians between car spaces and the building.

Gradients

No significant grading will be required as car spaces will essentially be provided on-grade and at the same level as Village Lane. The car parking area will also be appropriately graded to meet the necessary drainage requirements.

5 Bicycle Parking Assessment

5.1 Statutory Bicycle Parking

Clause 52.34 prescribes the number of bicycle spaces to be provided for the proposed development.

A summary of the bicycle parking requirements under Clause 52.34 are provided in Table 7 below.

Table 7: Bicycle Parking Requirements – Clause 52.34

Use	No.	Statutory Bicycle / E0TF Rates	Requirement	Provision
Distillery (Industry)				
Staff	40m²	1 to each 1,000 sq m of net floor area	-	-
Customers		-	-	-
Sub Total			-	-
Bar (Hotel)				
Staff	338m²	1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public	2*	Recommendation
Customers		1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public	2*	Recommendation
Sub Total			4*	Recommendation
Retail – End of Trip Facilities				
Showers	2 staff spaces	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces plus 1 to each 10 employee bicycle spaces thereafter	-	-
Change Rooms		1 change room or direct access to a communal change room to each shower. The change room may be combined shower and change room	-	-
Sub Total			4	4 (recommended)

*Assumes 50m² of bar floor area and 288m² of lounge floor area

Based on the preceding assessment, the proposed development has a requirement to provide four (4) bicycle parking spaces comprising two (2) staff spaces and two (2) visitor spaces. The application does not formally have a statutory requirement to provide showers or change rooms.

As no bicycle parking is currently shown on the development plans, we recommend that two (2) bicycle rails (4 spaces) on the site and are made accessible to both staff and patrons. Staff spaces could be informally provided within store areas of the building.

The bicycle parking spaces should be provided with reference to AS 2890.3:2015 – Bicycle Parking where formal bicycle parking rails are provided.

6 Traffic Considerations

6.1 Traffic Generation

Distillery

It is typical to adopt a design traffic generation rate of 50% arrivals in the AM peak period, and 50% departures in the PM peak period associated with staff parking.

As the proposal is expected to operate with up to five (5) staff on the site at any one time, it is projected that the proposed development will generate:

- Three (3) vehicle trips in the morning peak hour; and
- Three (3) vehicle trips in the afternoon peak hour.

Bar

In the absence of rates for licenced premises within the Guide to Transport Impact Assessment V1.1, the RTA Guide to Traffic Generating Developments (October 2002) has been referenced to understand the traffic generation rates for the proposed land use.

The RTA Guide provides traffic generation rates for various land uses based on extensive data collection. The RTA Guide is referred to and principally accepted by the Victorian Department of Transport and Planning (DTP). We therefore consider these rates appropriate in determining traffic generation rates for the purposes of the assessment.

The following daily rates apply to 'licenced club' which has similar features to the proposed brewery / bar:

- Evening Peak Hour – 10 veh/hr/100m²
- Total Vehicle Generation (4:00PM-1:00AM) – 90 veh/100m²

Table 8 below outlines an assessment of the likely traffic generation of the proposed development (noting that the rate applies to the licenced areas only – 338m²).

Table 8: Predicted Traffic Generation

Use	Size	Traffic Generation Rate	Peak Hour Volume	Total Volume 4PM-1AM
Distillery	5 staff spaces	0.5 vte per car space during peak hours 2.0 vte per car space per day	3 vte	10 vte
Bar	338m ²	Total: 90 veh/100m ² Licenced Floor Area Peak: 10 veh/hr/100m ² Licenced Floor Area	34 vte	304 vte
TOTAL			37 vte	314 vte

Based on the assessment above, the peak traffic generation of the proposed development is projected to be 37 veh/hr. Over the total evening period, a total of 314 traffic movements could be generated by the proposed development at absolute peak times.

6.2 Traffic Impacts

We expect the majority of vehicles will access the local area via Main Street from the west and the south via Redwood Road and Gembrook Road, with some local traffic accessing the site from the north and east. We anticipate there to be a reasonable proportion of multi-purpose trips where visitors will not only visit the proposed distillery bar, but also other uses along Main Street, reducing the overall traffic generated to Gembrook Village.

From a capacity perspective, peak generation for the proposed development will fall outside of the road network peaks and land uses (i.e. 3-4pm on weekdays). On this basis, the surrounding road network is anticipated to be able to comfortably accommodate the likely traffic to be generated as it would be outside of traditional commuter peak hours.

7 Service Vehicles

The proposed development will generate demands for both loading and waste collection vehicles.

7.1 Waste Collection

A waste management plan has been prepared by the applicant.

Waste collection will continue to occur similar to existing conditions and be collected by a private waste contractor on Village Lane at the rear of the site.

Bins will be housed within the storage area at the rear of the main building, and be presented to Village Lane prior to collection, and returned once bins have been emptied.

Collection will occur outside of operating hours on Wednesdays.

Vehicles will reverse in from the Redwood Road service road, per existing conditions. We note that this arrangement is consistent with approach for 'occasional service' to a local road under AS2890.2:2018.

7.2 Loading

It is proposed to continue the loading and unloading arrangements as seen with existing/historical conditions and undertake these activities along Main Street. Deliveries are expected to be infrequent and undertaken by vans and small trucks, which can be accommodated upon the deletion of crossovers and the reinstatement of kerb and channel along the site's Main Street frontage.

Overall, the loading and waste collection arrangements are acceptable for the proposed development in the context of the expected demands and existing conditions.

8 Conclusions

Having undertaken a traffic engineering assessment the following conclusions are reached in relation to the Proposed Distillery & Bar at 77 Main Street, Gembrook:

1. The statutory car parking requirement as specified under Clause 52.06-5 of the Cardinia Planning Scheme is 41 car spaces.
2. The provision of five (5) car spaces results in a statutory car parking shortfall of 36 spaces.
3. A Car Parking Demand Assessment has been undertaken and indicates a likely car parking shortfall of 19-28 spaces during evenings and weekends, 7-12 spaces during weekday afternoons and 25-35 spaces during special events. The projected overflow demand in parking is proposed to be accommodated off-site (on-street and off-street public parking resources) in the surrounding area.
4. The overflow car parking to be accommodated in the surrounding area is considered appropriate for the following reasons:
 - a. The proposed development will generate peak parking demands during evenings and weekends when the majority of the surrounding land uses are unlikely to be operating or operating at a lower capacity.
 - b. Car parking capacities and observations within approximately 200m walking distance of the subject site indicate a minimum of 143 spaces available near to the site, with low occupancies throughout business hours and weekends.
 - c. All of the on-street parking observed and reported is adjacent to commercial land uses and is expected to have an indiscernible impact on the local parking amenity.
5. The proposed development has a statutory bicycle parking requirement of four (4) spaces (2 staff and 2 visitor spaces) under Clause 52.34. It is recommended that two (2) bicycle rails (4 spaces) are provided on the site and are made accessible to both staff and patrons.
6. The proposed development is expected to generate up to 37 veh/hr during the evening peak period. A total of 314 vehicle trips is expected over the total evening period (i.e. 4:00PM-1:00PM). Given that the peak traffic generation will fall outside the peak for the surrounding road network, we are satisfied that the surrounding road network will have adequate capacity. There is a future proposal to introduce a community bus that would service all Gembrook venues.
7. Loading and waste collection is proposed to continue to occur in a similar arrangement to existing conditions. We are satisfied that the arrangement is consistent with 'occasional service' under AS2890.2:2018.

Having undertaken all tasks necessary to adequately assess the traffic engineering impacts of the Proposed Distillery & Bar at 77 Main Street, Gembrook, the proposed development is satisfactory.

There are no reasons why a permit for the proposed development should not be issued from a traffic engineering perspective, subject to appropriate conditions.

77 MAIN STREET, GEMBROOK

DISTILLERY BY THREE SPUDS VODKA | PLANNING SUBMISSION

ARCHITECTURAL DRAWING LIST		
NUMBER	TITLE	REV
PL01	COVERSHEET	5
PL02	SITE PLAN	5
PL03	PROPOSED PLAN	5
PL04	ELEVATIONS	5



FRAME

NOTES:

THE BUILDER SHALL CHECK AND VERIFY ALL DIMENSIONS, NOTATIONS AND THE LINC OR SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING AND / OR EARTHWORKS. SHOULD ANY DISCREPANCY BETWEEN THE DOCUMENTATION AND ANY OTHER WRITTEN DOCUMENT DIRECTLY RELATED TO THIS PROJECT ARISE, THE BUILDER SHALL NOTIFY THE ARCHITECTURAL DESIGNER IN WRITING, IMMEDIATELY FOR RESOLUTION. THIS OR ANY OTHER DRAWING FOR THIS PROJECT SHALL NOT BE SCALED. REFER TO THE ARCHITECTURAL DESIGNER FOR ANY CLARIFICATION.

THIS DOCUMENT HAS BEEN PREPARED SOLELY FOR THE PURPOSES INTENDED AND REMAINS THE PROPERTY OF TFRAME PTY LTD. THIS DRAWING AND RELATED DOCUMENTATION SHALL NOT BE MODIFIED IN ANY MANNER WHATSOEVER WITHOUT THE EXPRESSED WRITTEN PERMISSION OF TFRAME PTY LTD. THESE ARCHITECTURAL DRAWINGS ARE PROTECTED BY COPYRIGHT & ARE PROTECTED BY COPYRIGHT LAW.
(p) 481 447 718 308 | (n) tframedesigning@outlook.com
(n) 52 870 432 529
(registered building practitioner) No. CDP-AD 100012

ISSUE	DESCRIPTION	DATE
5	PLANNING ISSUE (R5)	23/11/2025
4	MARK UPS (R4)	10/11/2025
3	PLANNING ISSUE (R3)	25/10/2025
2	PLANNING ISSUE (R2)	15/10/2025
1	PLANNING ISSUE (R1)	12/10/2025

77 MAIN STREET, GEMBROOK
NEW BAR / DISTILLERY

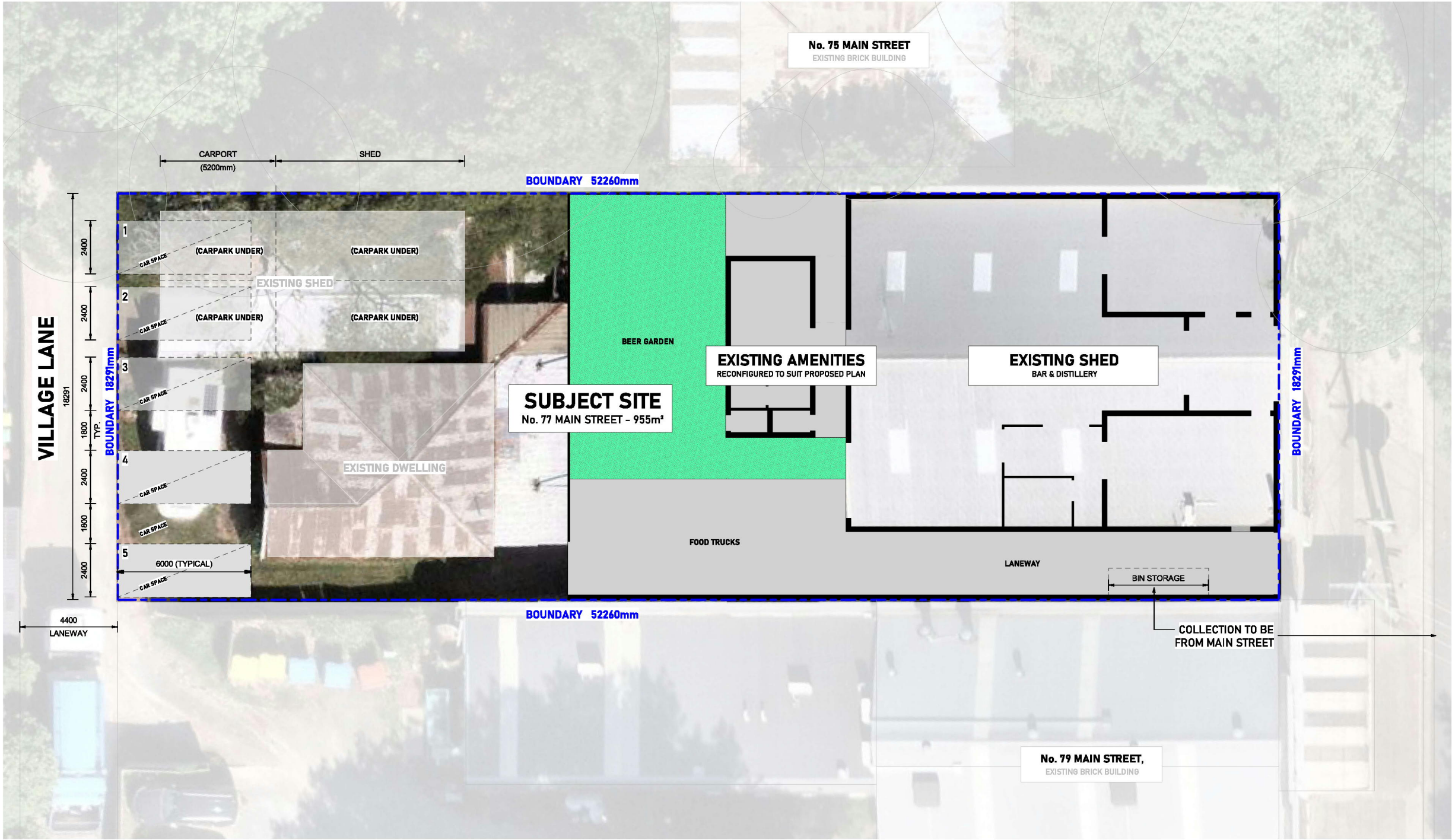
PLANNING ISSUE (R5) RF1

PROJECT NUMBER
DESIGNED
DRAWN
STAGE OF DRAWING
DATE

28.13
T.FRAME
RF1 (R)
23.11.2025

PL01

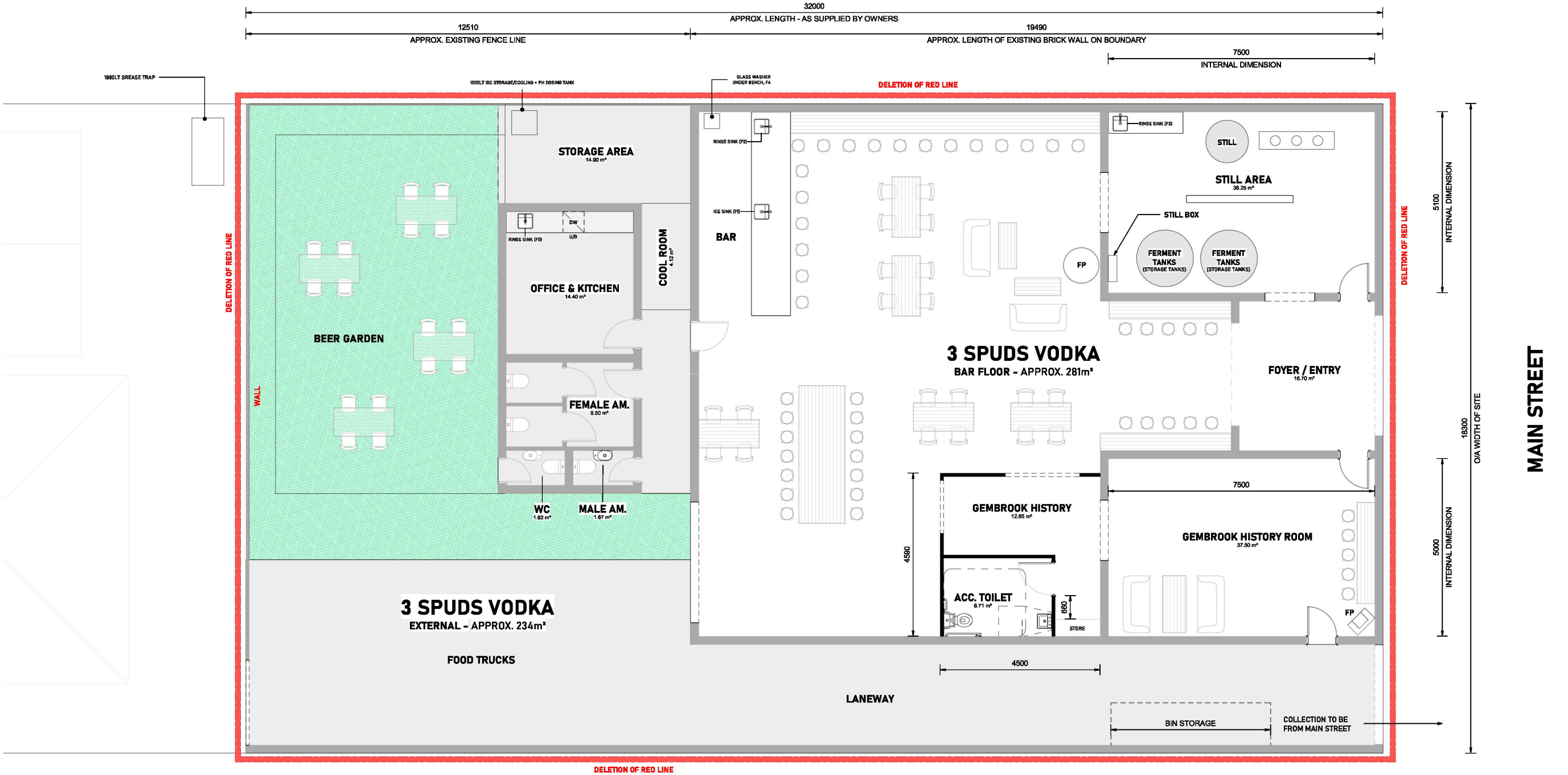
SCALE 1:40
COVERSHEET



SITE PLAN
SCALE 1 : 100

ISSUE	DESCRIPTION	DATE
5	PLANNING ISSUE (R7)	23/11/2025
4	MARK UPS (R4)	10/11/2025
3	PLANNING ISSUE (R3)	25/10/2025
2	PLANNING ISSUE (R2)	15/10/2025
1	PLANNING ISSUE (R1)	12/10/2025





FLOOR PLAN
SCALE 1 : 60

GENERAL NOTES

THESE DRAWINGS ARE NOT CONSTRUCTION DRAWINGS, NOR TO BE REFERENCED OFF FOR ANY BUILDING WORKS. ANY BUILDING WORKS WILL REQUIRE ARCHITECTURAL CONSTRUCTION DRAWINGS.

ACCESSIBLE UNI-SEX TOILET IS DEMONSTRATED AS PRELIMINARY DESIGN ONLY

AMBULANT TOILETS TO BE COMPLIANT WITH A51428.1, IF ANY REQUIRED, OWNER TO DETERMINE.

ALL DOORS ARE TYPICALLY TO B E 2040 x 850 DOORS (850mm CLEAR OPENING)

FLOOR AREAS ARE OF APPROX. ONLY

NOTE: THESE DRAWINGS ARE INDICATIVE ONLY, STRICTLY FOR PLANNING USE ONLY.



NOTES:

THE BUILDER SHALL CHECK AND VERIFY ALL DIMENSIONS, NOTATIONS AND THE LINE ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING AND / OR EARTHWORKS. SHOULD ANY DISCREPANCY BETWEEN THE DOCUMENTATION AND ANY OTHER WRITTEN DOCUMENT DIRECTLY RELATED TO THIS PROJECT ARISE, THE BUILDER SHALL NOTIFY THE ARCHITECTURAL DESIGNER IN WRITING, IMMEDIATELY FOR RESOLUTION. THIS OR ANY OTHER DRAWING FOR THIS PROJECT SHALL NOT BE SCALED. REFER TO THE ARCHITECTURAL DESIGNER FOR ANY CLARIFICATION.

THIS DOCUMENT HAS BEEN PREPARED SOLELY FOR THE PURPOSES INTENDED AND REMAINS THE PROPERTY OF TFRAME PTY LTD. THIS DRAWING AND RELATED DOCUMENTATION SHALL NOT BE MODIFIED IN ANY MANNER WHATSOEVER WITHOUT THE EXPRESSED WRITTEN PERMISSION OF TFRAME PTY LTD. THESE ARCHITECTURAL DRAWINGS ARE PROTECTED BY COPYRIGHT & ARE PROTECTED BY COPYRIGHT LAW.

(p) +61 447 718 308 | (a) tframedesign@outlook.com
(a) 52 870 432 529
(registered building practitioner) No. CDP-AD 100912

ISSUE	DESCRIPTION	DATE
5	PLANNING ISSUE (R5)	23/11/2025
4	MARK UPS (R4)	10/11/2025
3	PLANNING ISSUE (R3)	25/10/2025
2	PLANNING ISSUE (R2)	19/10/2025
1	PLANNING ISSUE (R1)	12/10/2025

77 MAIN STREET, GEMBROOK
NEW BAR / DISTILLERY

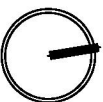
PLANNING ISSUE (R5) RFI

PROJECT NUMBER
DESIGNED
DRAWN
STAGE OF DRAWING
DATE

28.13
T.FRAME
T.FRAME
MARK UPS (R4)
23.11.2025

PL03

SCALE As Indicated
PROPOSED PLAN





EXISTING - FACADE (North Facing)
SCALE 1 : 40

77 MAIN STREET, GEMBROOK - THE MOTORIST

EXISTING CONDITIONS

MATERIALS AND COLOURS
No majorchanges will be made to the building's exterior. The existing colours and materials (Brick, render, timber cladding, corrugated iron) will be retained and refreshed where necessary with cleaning and minor touch-ups.

THIS SIGN IS EXISTING SHEET METAL AND IS CURRENTLY MOUNTED ON THE BRICKWORK.



PROPOSED - FACADE (North Facing)
SCALE 1 : 40

MAIN STREET

77 MAIN STREET, GEMBROOK - THREE SPUDS VODKA

SIGNAGE - NEW WORKS

SIZE: 1600mm (H) x 4550mm (W), 3750mm FROM GROUND LEVEL

MATERIALS & FINISHES, COLOURS

- The words "The Motorist" (existing signage) will remain in place.
- Below this, the word "Distillery" will be added in a style that complements the original typography.
- Above the front door, the current "Vintage Motoring Museum" sign will be replaced with the text: "The Home of Three Spuds Vodka".
- All new signage will be finished in heritage-appropriate fonts and colours (white or grey) and mounted on the brickwork or directly painted on the surface.

THIS SIGN IS EXISTING SHEET METAL AND IS CURRENTLY MOUNTED ON THE BRICKWORK. PLEASE REFER ABOVE FOR COLOURS

- NEW PAINT
-WHITE (MATCH NEIGHBOURING BUILDINGS)
- NEW PAINT
-GREY (TAUBMANS MOBSTER)

ISSUE	DESCRIPTION	DATE
5	PLANNING ISSUE (R5)	23/11/2025
4	MARK UPS (R4)	10/11/2025
3	PLANNING ISSUE (R3)	25/10/2025
2	PLANNING ISSUE (R2)	19/10/2025
1	PLANNING ISSUE (R1)	12/10/2025