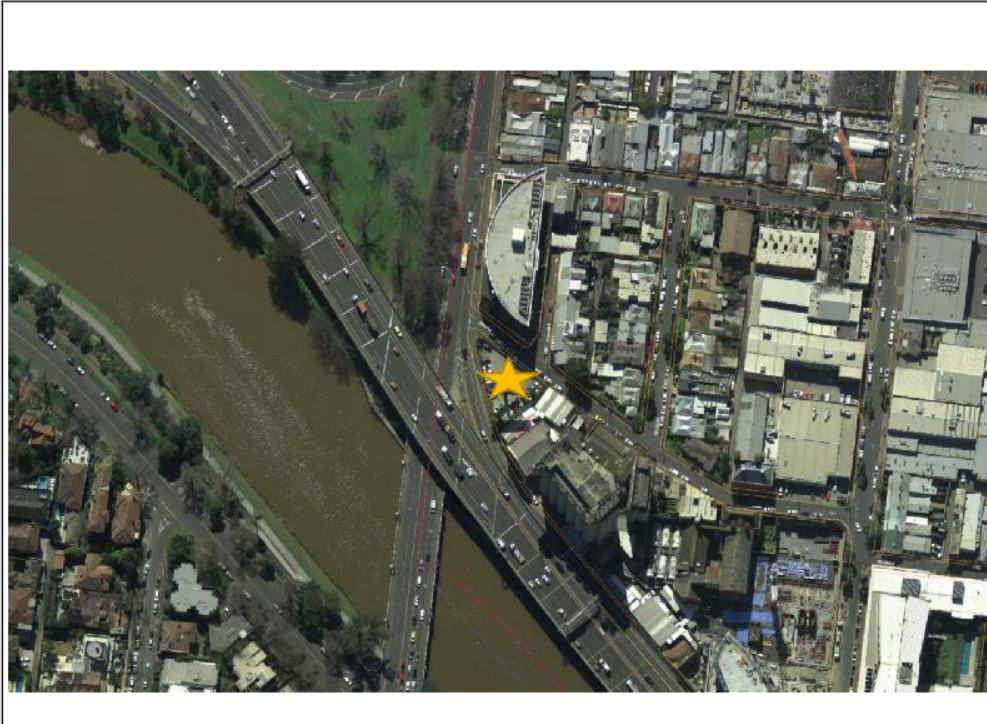


Attachment 1 - SUBJECT LAND - Site location aerial - 1- 3 Harcourt Parade, Cremorne

SUBJECT LAND: 1- 3 Harcourt Parade, Cremorne



↑ North

★ Subject Site

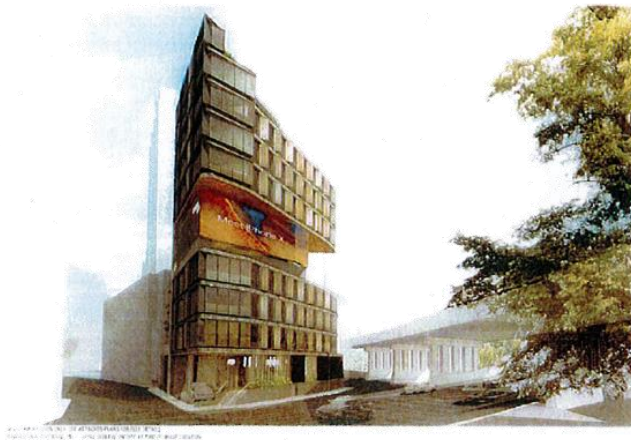


Matrix Planning Australia Pty. Ltd.
 100/101 Pitt Street Sydney
 Tel: (02) 9239 4000 Fax: (02) 9239 4001
 E-mail: info@matrixplanning.com.au

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

1-3 Harcourt Parade Cremorne

RESPONSE TO REQUEST FOR FURTHER INFORMATION // JANUARY 2019



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TP-1.03	Site Survey	A	TP-5.00	JCA Bridge Survey And Sizing Model	A
TP-1.04	Site Plan	A	TP-5.01	Existing and Proposed Shadows - 9.00am	8
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TP-3.01	Proposed South West Elevation	8	TP-6.05	Visual Amenity Analysis	A
TP-3.02	Proposed North Elevation	8			
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TP-3.04	Proposed Streetscape Elevation	8			
TP-3.05	Perspective Views 01	A			
TP-3.06	Perspective Views 02	A			
TP-3.07	Perspective Views 03	A			
TP-3.08	Perspective Views 04	A			
TP-3.09	Views to Neighb. Site	A			

PLANNING BY:



TRAFFIC CONSULTANT:



ESD CONSULTANT:



WASTE MANAGEMENT BY:

Leigh Design Pty Ltd

ARCHITECTURE BY:

1-3 Harcourt Parade Cremorne
Architectural Services Pty Ltd
1-3 Harcourt Parade Cremorne

1-3 Harcourt Parade Cremorne
Architectural Services Pty Ltd
1-3 Harcourt Parade Cremorne

1-3 Harcourt Parade Cremorne
Architectural Services Pty Ltd
1-3 Harcourt Parade Cremorne

Harcourt Parade

HARCOURT PARADE Cremorne

1.00

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

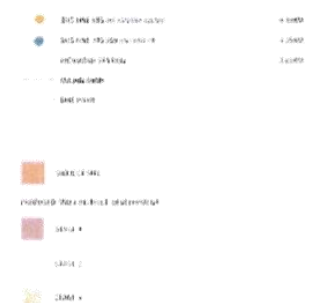


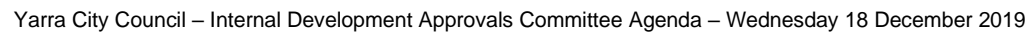
LOCAL AREA ANALYSIS

The subject site is located within the Harcourt Parade area, which is a key transport corridor. The area is characterized by a mix of residential and commercial uses, with a high density of buildings and infrastructure. The subject site is situated near the intersection of Harcourt Parade and the South Eastern Freeway, which provides access to the city center and the airport. The area is also served by the M100 bus route, which provides a direct link to the city center. The subject site is located within a 250m radius of the Harcourt Parade station, which is a major transport hub. The area is also characterized by a high density of buildings and infrastructure, with a mix of residential and commercial uses. The subject site is situated near the intersection of Harcourt Parade and the South Eastern Freeway, which provides access to the city center and the airport. The area is also served by the M100 bus route, which provides a direct link to the city center. The subject site is located within a 250m radius of the Harcourt Parade station, which is a major transport hub.

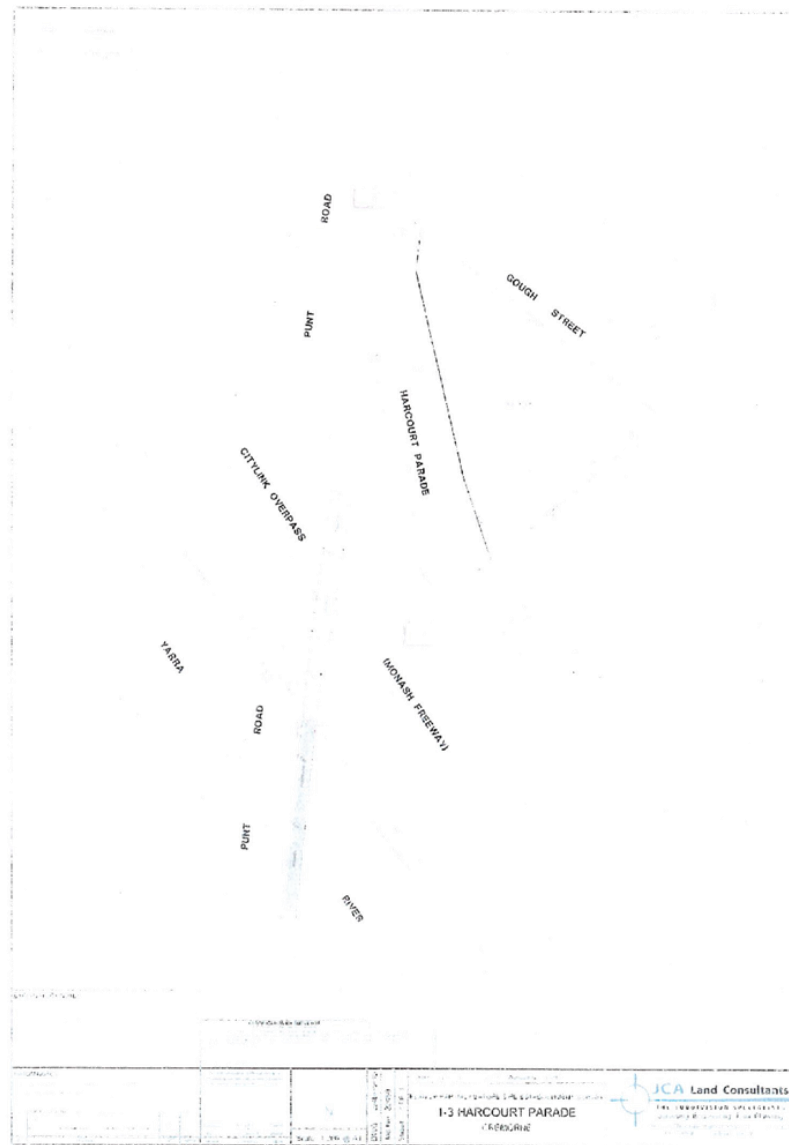
LOCAL TRANSPORT ANALYSIS

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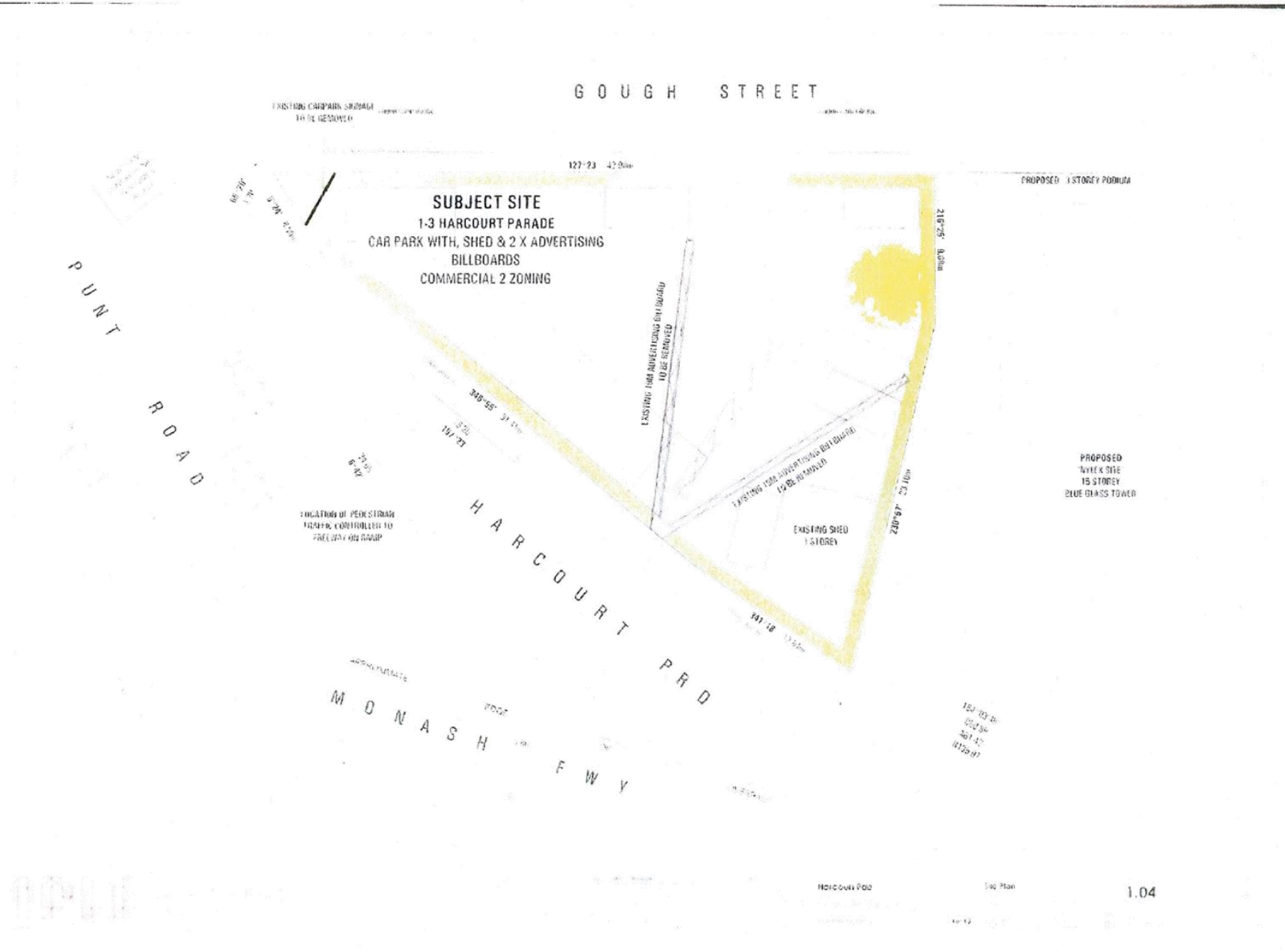




Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

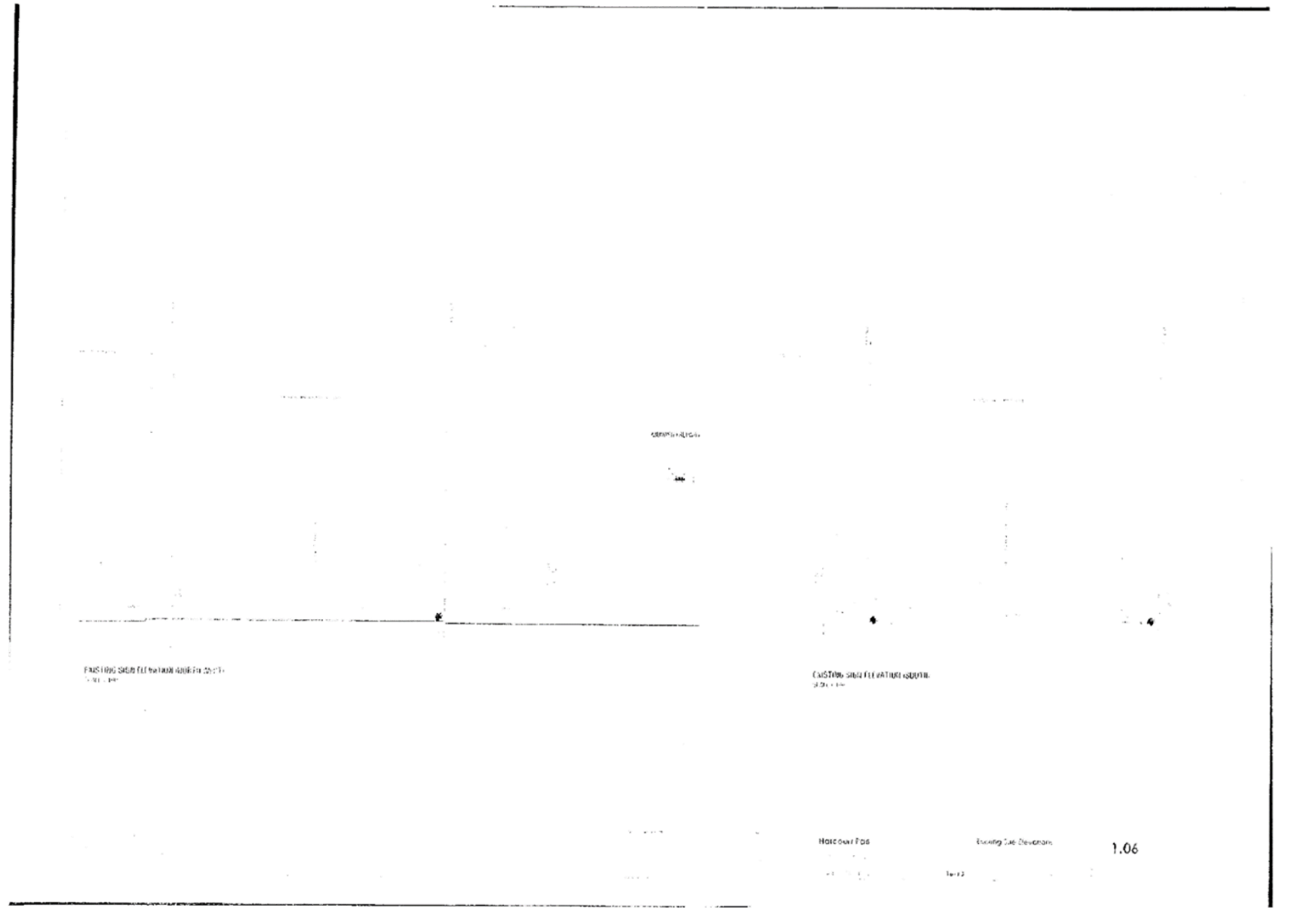


Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne





Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



EXISTING SIGNAGE LOCATIONS

1. MAIN SIGNS #1 1 3 HARDCOURT PARADE
7 X LARGE SIGNS BOARDS #10 X 5.3M
BOTTOM OF SIGN @ 12.7M ABOVE RGA
2. SIGN ON NORTH WEST SIDE OF NYLEX SIGNS
1 X OVERSIZE LARGE SIGNS BOARD AND SHAWLER CRANDED
TOP OF SIGN APPROX 22.5 METRES ABOVE RGA
3. NYLEX SIGN
1 X HERITAGE SIGN
BOTTOM OF SIGN APPROX 12.5 METRES ABOVE RGA
4. 'W' SIGN ADJACENT TO NYLEX SIGNS
1 X HERITAGE SIGN
BOTTOM OF SIGN @ APPROX 27.26 METRES ABOVE RGA
TOP OF SIGN @ APPROX 34.55 M ABOVE RGA
5. 'CAR SALES' SIGN AT 443 PUNT RD
2 X ROUNDED CUSTOM SIZE BOARDS
BOTTOM OF SIGN @ APPROX 16.3 METRES ABOVE RGA
6. CAR PARKING SIGN AT 1 3 HARDCOURT POI
1 X CUSTOM SIGN @ APPROX 2 METRES ABOVE RGA
SIZE APPROX 4 X 1.5M

TRAFFIC CONTROLLERS

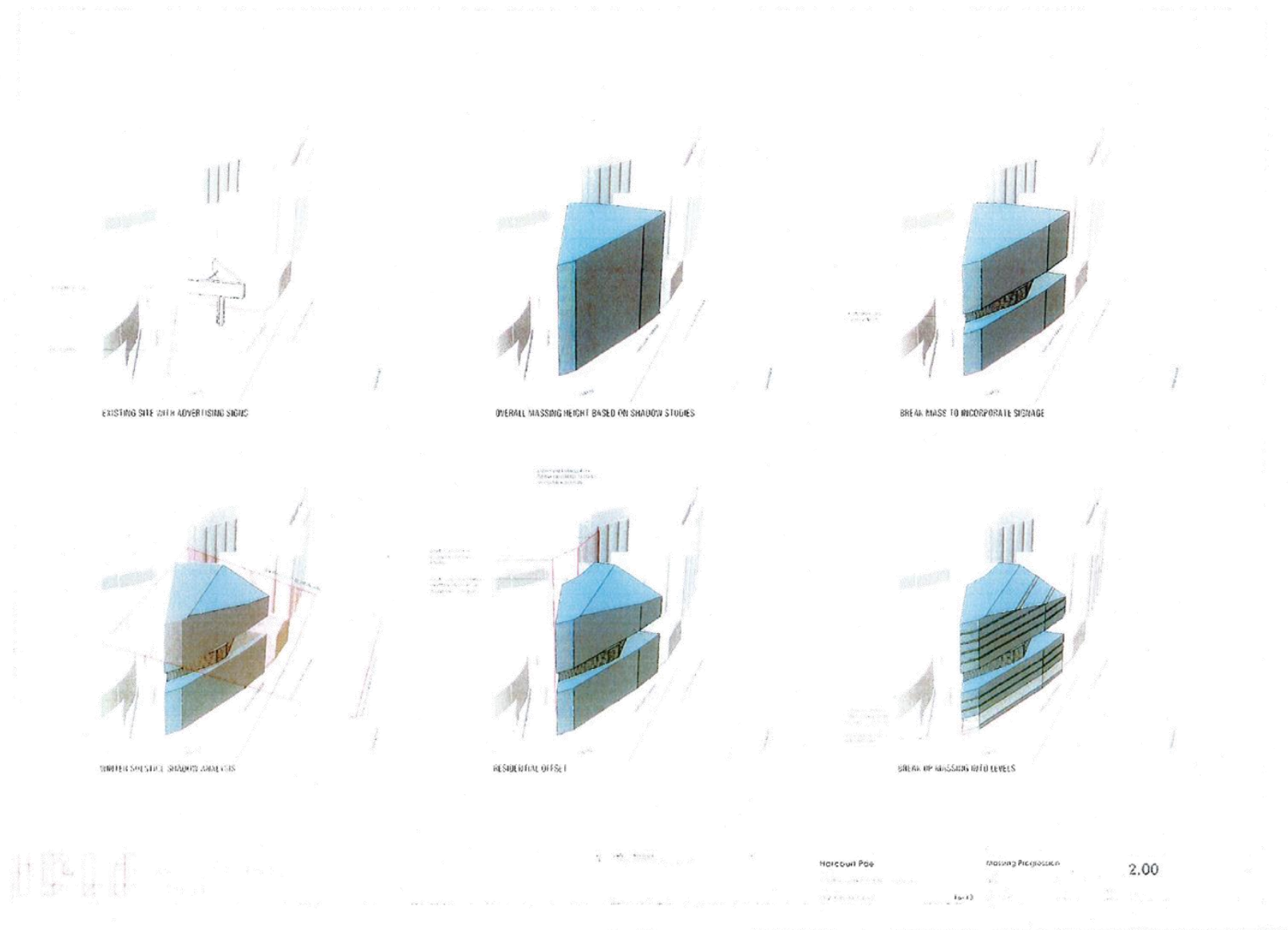
- A. LOCATION OF TRAFFIC CONTROLLER ON HARDCOURT PARADE
FREEWAY ENTRY LANE
- B. LOCATION OF TRAFFIC CONTROLLER AT INTERSECTION OF
ALEXANDRA AVE AND PUNT RD

SIGNAGE THEME

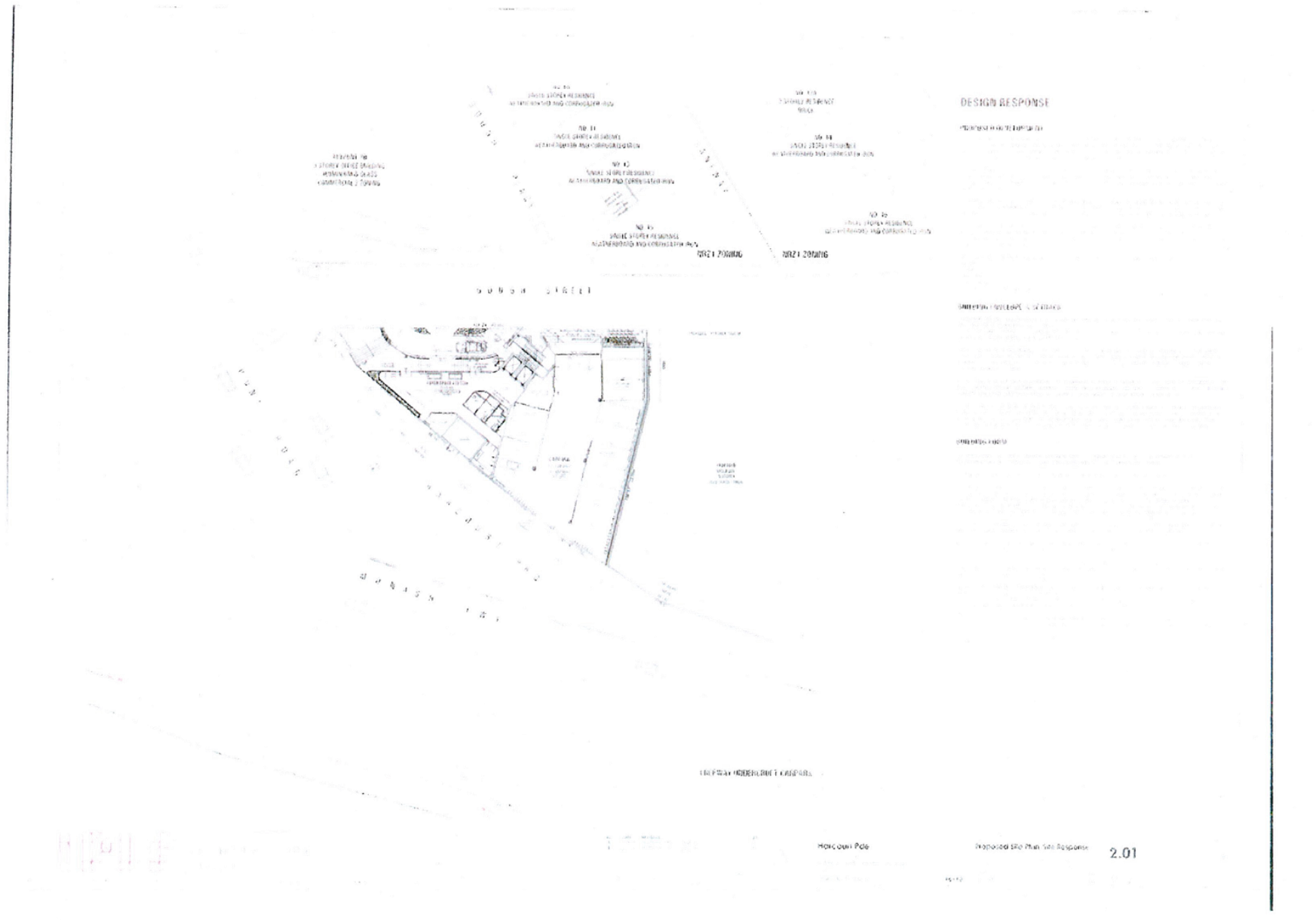
THE EXISTING NYLEX AND 'W' SIGNS ARE WELL KNOWN SIGNS REFLECTING THE INDUSTRIAL HERITAGE OF THE AREA. THERE ARE SOME SIGNS IN THE AREA PROXIMITY THROUGHOUT CREMORNE SUCH AS THE OLD SHAG AND PLYWOOD SIGNS. DESPITE THIS THERE IS ALSO A LACK OF NEW SIGNS CONTRASTING TO THIS, THERE IS A SIGNAGE SIGN IN THE WEST OF THE NYLEX SIGN AND THE 2 HERITAGE SIGNS ON THE SUBJECT SITE ARE OF SIMILAR SIZE TO WHAT IS PROPOSED. THESE TWO SIGNS ADJACENT ADVERTISING ADVERTISINGLY APPEAL, WHILE THE TWO LARGE CAR-SALE SIGNS ARE REFLECTIVE ON THE BUILDING OCCUPANT/OWNERSHIP.



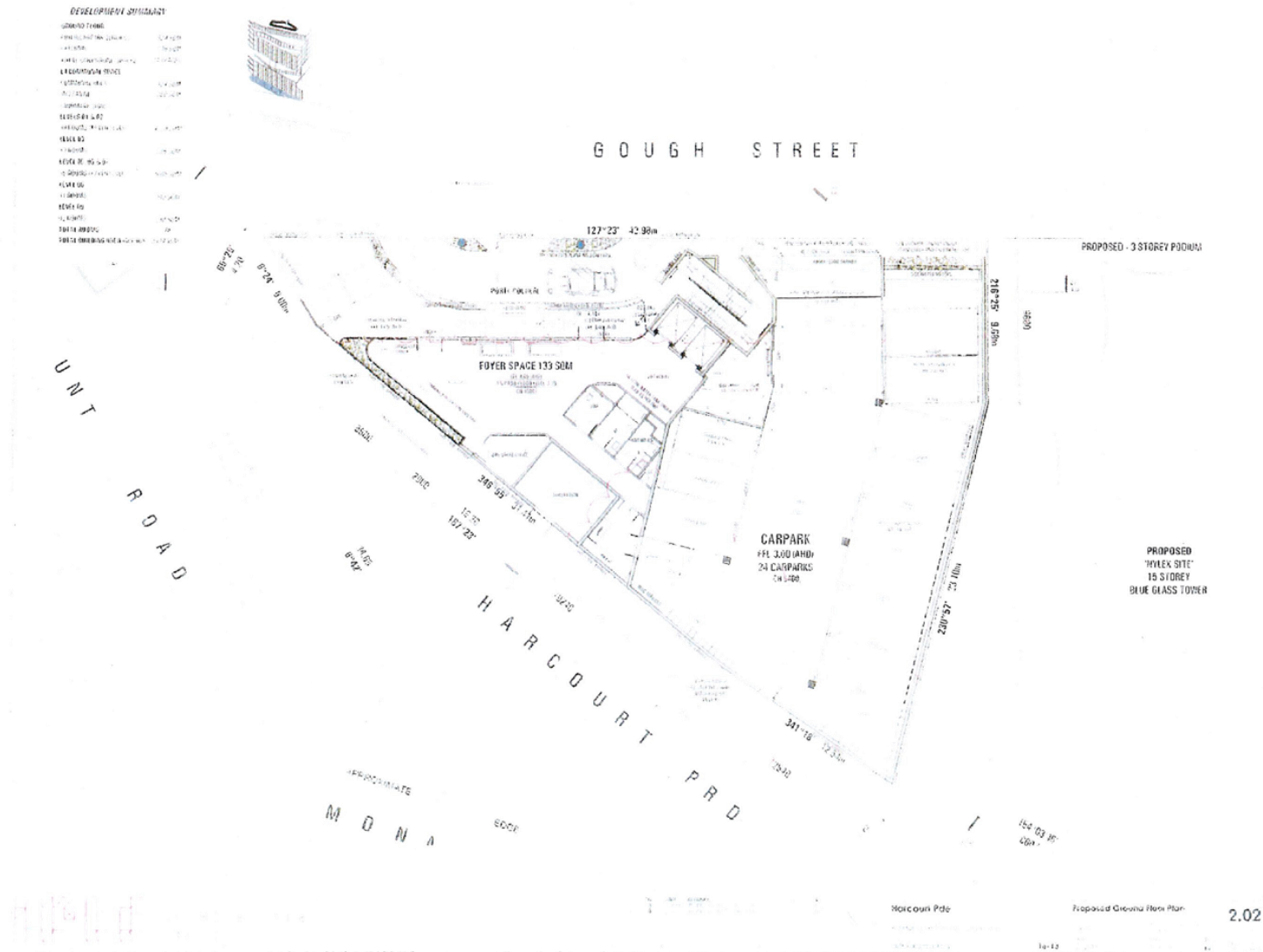
Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



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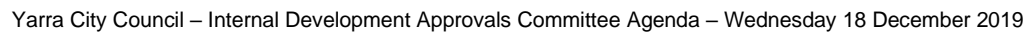


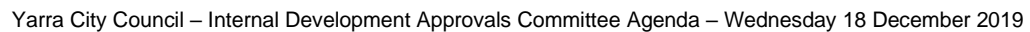
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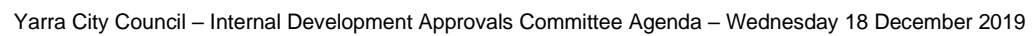


Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

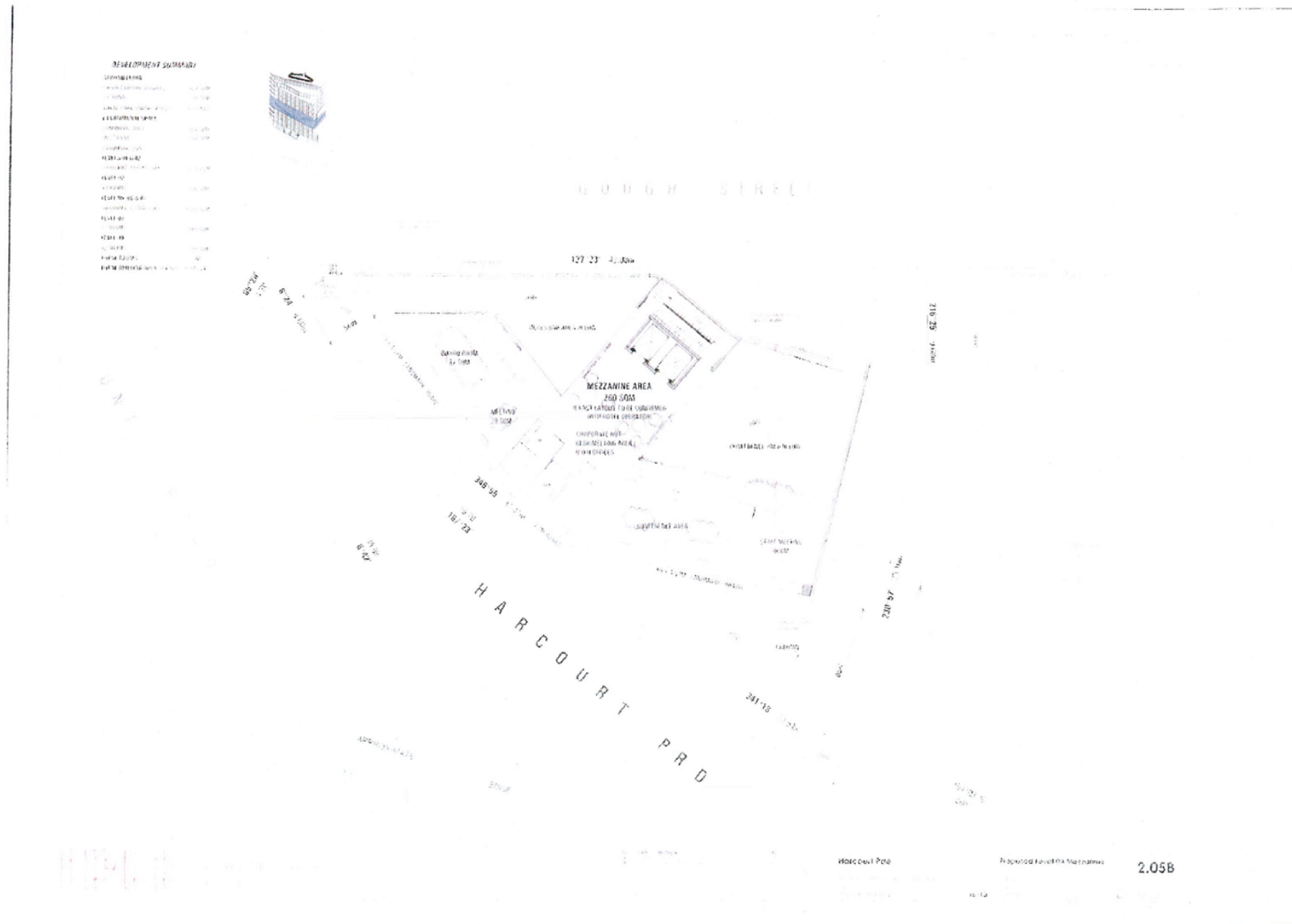








Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



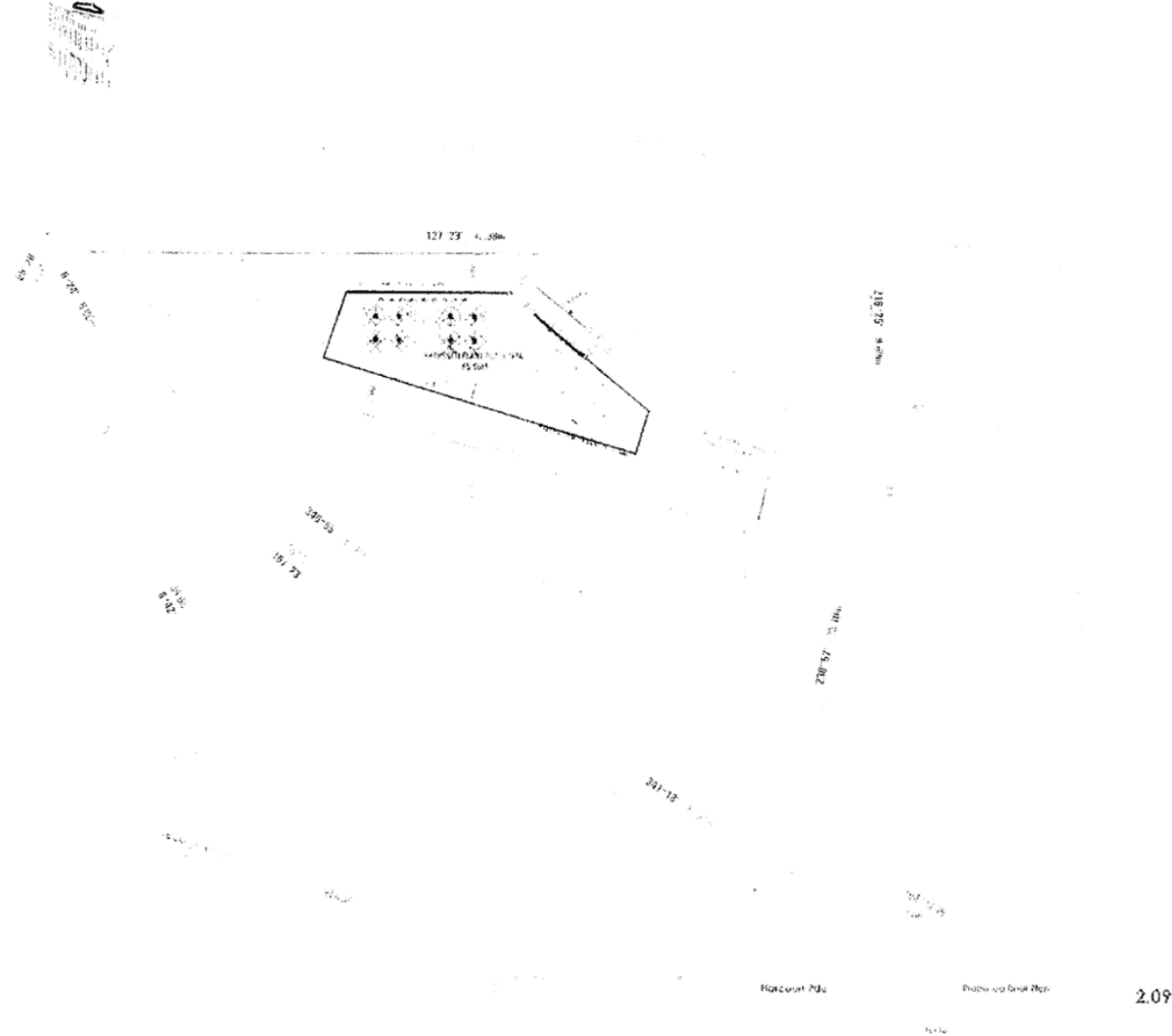
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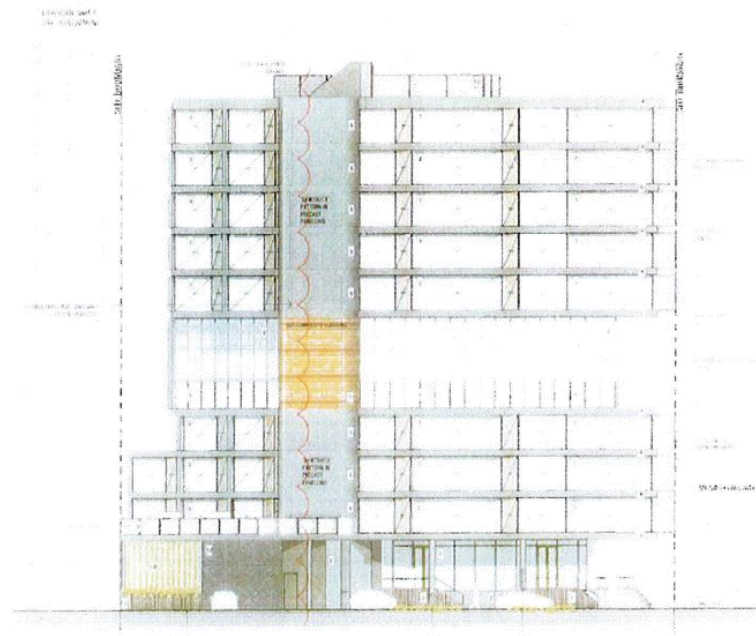
DEVELOPMENT SUMMARY

Development Type	Commercial
Site Area (sqm)	1,200
Proposed Use	Office
Proposed Floor Area (sqm)	1,200
Proposed Height (m)	10
Proposed Parking Spaces	10
Proposed Landscaping	Yes
Proposed Stormwater Management	Yes
Proposed Traffic Management	Yes
Proposed Security Measures	Yes
Proposed Access Management	Yes
Proposed Signage	Yes
Proposed Fencing	Yes
Proposed Lighting	Yes
Proposed Fire Protection	Yes
Proposed Security Measures	Yes
Proposed Access Management	Yes
Proposed Signage	Yes
Proposed Fencing	Yes
Proposed Lighting	Yes
Proposed Fire Protection	Yes



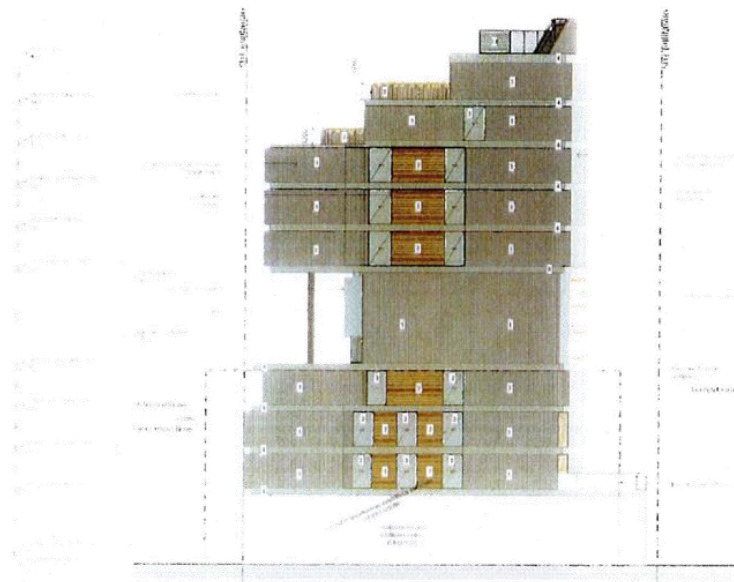
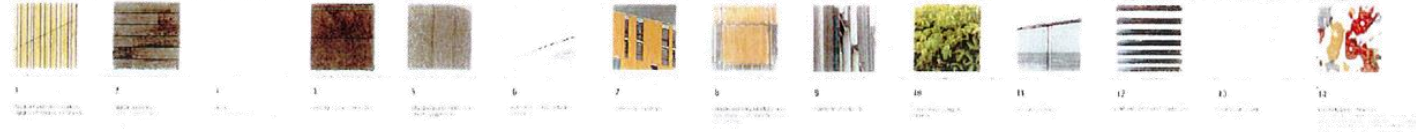
Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne





Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

EXTERNAL MATERIALS SWATCH - SEE PHYSICAL MATERIAL SAMPLE PROVIDED FOR VERTICAL CLIMES



Harcourt Parade

3.03

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



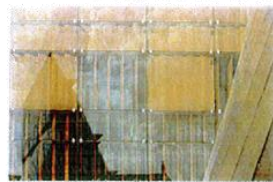
Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



INDICATIVE DETAIL OF POP-OUTS.
SCALE 1:20



JEFF ARCHITECTURE - SWINBURNE UNIVERSITY V&E FACULTY



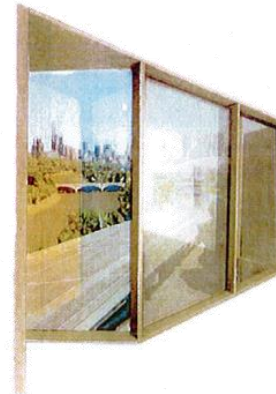
WORKS PARTNERSHIP - PUGH AND OFFICE



SCOTT TALON WARDER - PUGH AND OFFICE

TIMBER AND GLASS FACADE PRECEDENTS

The proposed building facade is a key element of the design and is intended to create a strong visual identity for the building. The facade is composed of a series of glass panels and timber cladding elements that are integrated to create a cohesive and modern design. The timber cladding is a light-colored wood that provides a warm and natural contrast to the glass panels. The glass panels are large and clear, allowing for maximum natural light and views of the surrounding environment. The facade is designed to be a statement piece that reflects the building's purpose and the values of the organization. The design is intended to be a high-quality, durable, and aesthetically pleasing facade that will stand the test of time. The facade is a key element of the building's identity and is intended to create a strong visual identity for the building. The facade is composed of a series of glass panels and timber cladding elements that are integrated to create a cohesive and modern design. The timber cladding is a light-colored wood that provides a warm and natural contrast to the glass panels. The glass panels are large and clear, allowing for maximum natural light and views of the surrounding environment. The facade is designed to be a statement piece that reflects the building's purpose and the values of the organization. The design is intended to be a high-quality, durable, and aesthetically pleasing facade that will stand the test of time.



ARTIST IMPRESSION ONLY

APPROXIMATE VIEW FROM FEATURE FACADE WINDOW

MOORE & PINE

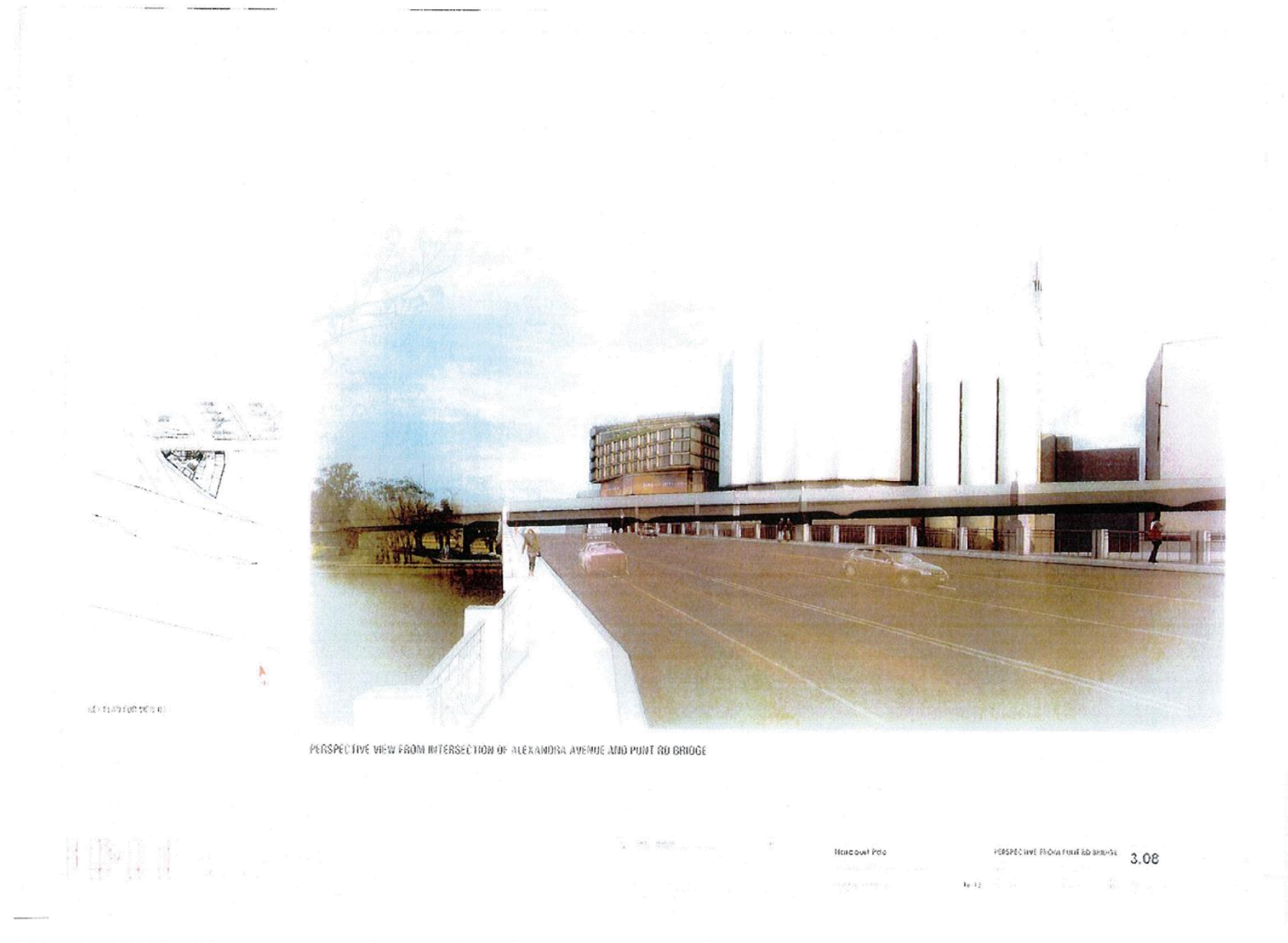
PERSPECTIVES

3.06

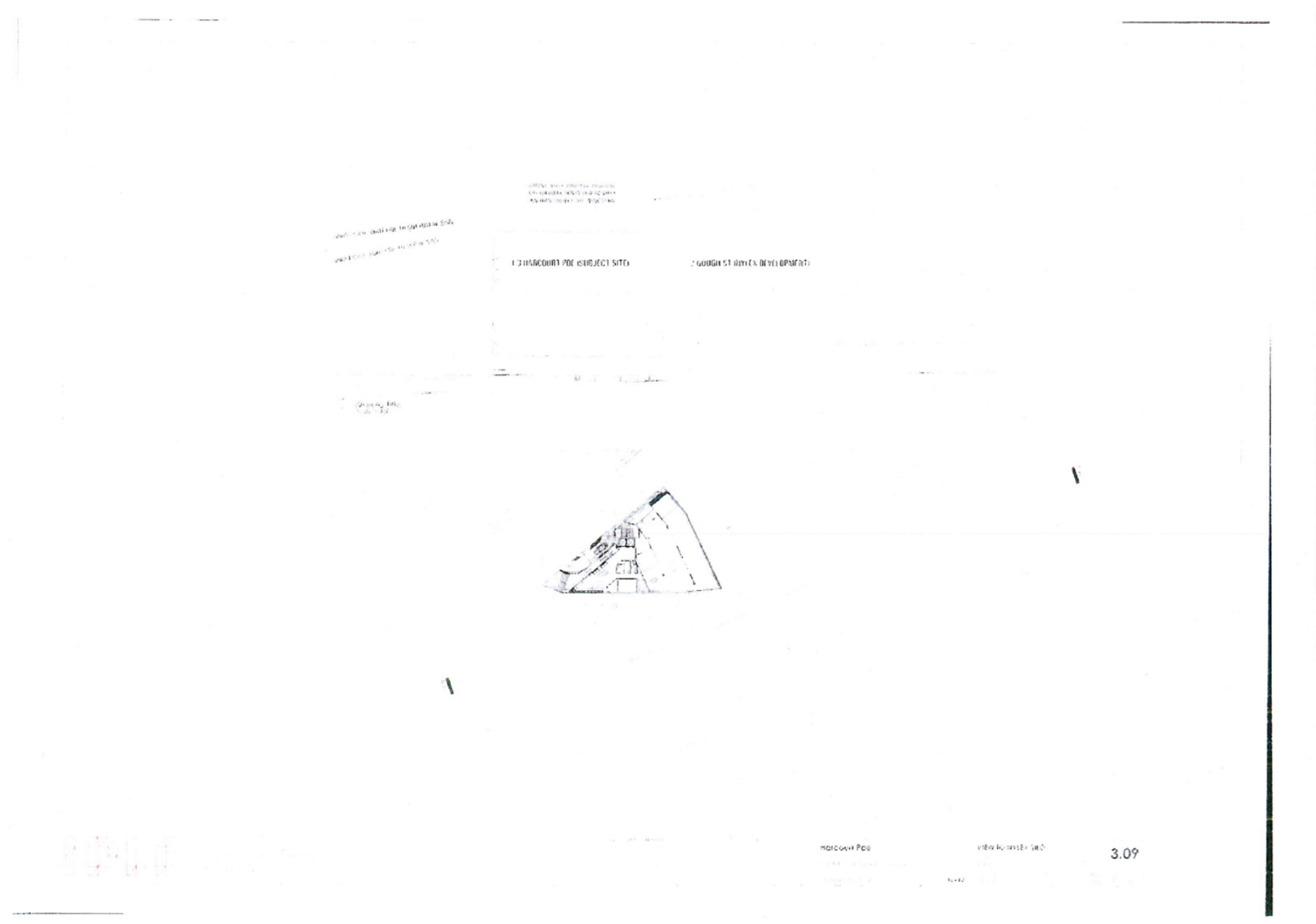
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Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

MATERIAL LEGEND - SEE CORRESPONDING ELEVATIONS AND PERSPECTIVES ON TP 3.01 - 3.07

- 1 PRECAST PANEL - NOT SHOWN DUE TO WEIGHT
- 2 MODIFIED ALUMINIUM WINDOW FRAMES - COLOUR TO MATCH SAMPLE PROVIDED
- 3 SHEDDING ANODIZED ALUMINIUM PANEL - PROFILE TO MATCH BRASS PANEL AS SHOWN IN STUDY
- 4 BRASS ANODIZED ALUMINIUM WINDOW FRAMES - COLOUR TO MATCH SAMPLE PROVIDED
- 5 STAINLESS BRASS ANODIZED ALUMINIUM PANEL
- 6 PERFORATED METAL SCREEN - CHARCOAL COLOUR FINISH
- 7 DOWNCAST GLAZING - METAL
- 8 GLASS BALUSTRADE - GLAZED TO MATCH GLASS SIGNET
- 9 DOWNCAST GLAZING WITH BLACK STAIN - BRASS ANODIZED PROFILE PROPOSED TO BE MATCHED
- 10 STREET WALL VEGETATION - NOT SHOWN
- 11 BLACK STEEL FRAME FOR CLIMBING VEGETATION - BLACK FLUOROPOLYMER FINISH
- 12 BLACK POWDER COATED LOUVRES
- 13 ANODIZED ALUMINIUM LOUVRES - COLOUR TO MATCH ANODIZED SAMPLE
- 14 DOWNCAST GLAZING - METAL
- 15 BLACK STEEL LANE - BLACK FLUOROPOLYMER FINISH

MATERIAL LEGEND - SEE CORRESPONDING ELEVATIONS AND PERSPECTIVES ON TP 3.01 - 3.07

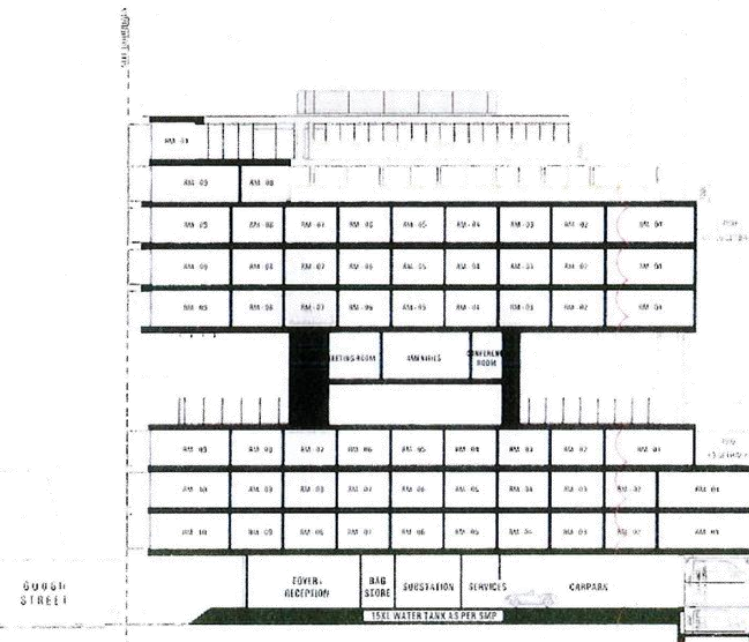
- 1 PRECAST PANEL - NOT SHOWN DUE TO WEIGHT
- 2 TIMBER CLADDING - BLACK STAIN FINISH
- 3 NEUTRAL GLAZING
- 4 FEATURE TILE
- 5 FEATURE PRECAST - NOT SHOWN DUE TO WEIGHT
- 6 WEBOFUGE ALUMINIUM SCREENING - WHITE
- 7 PRODEMA CLADDING
- 8 CLEAR GLAZING WITH TIMBER PANELLING BEHIND
- 9 ALUMINIUM SHADING BLADES
- 10 PLANTING NOT SHOWN
- 11 GLASS BALUSTRADE
- 12 VENTILATION LOUVRES - CHARCOAL COLOUR
- 13 ALUMINIUM LOUVRES

MATERIAL LEGEND - SEE CORRESPONDING ELEVATIONS AND PERSPECTIVES ON TP 3.01 - 3.07

- | | | | |
|----|----|----|---|
| 1 | 1 | 1 | 1 PRECAST PANEL - NOT SHOWN DUE TO WEIGHT |
| 2 | 2 | 2 | 2 TIMBER CLADDING - BLACK STAIN FINISH |
| 3 | 3 | 3 | 3 NEUTRAL GLAZING |
| 4 | 4 | 4 | 4 FEATURE TILE |
| 5 | 5 | 5 | 5 FEATURE PRECAST - NOT SHOWN DUE TO WEIGHT |
| 6 | 6 | 6 | 6 WEBOFUGE ALUMINIUM SCREENING - WHITE |
| 7 | 7 | 7 | 7 PRODEMA COMPOSITE TIMBER CLADDING |
| 8 | 8 | 8 | 8 CLEAR GLAZING WITH TIMBER PANELLING BEHIND |
| 9 | 9 | 9 | 9 ALUMINIUM SHADING BLADES - BLACK TEXTURE FINISH |
| 10 | 10 | 10 | 10 PLANTING NOT SHOWN |
| 11 | 11 | 11 | 11 GLASS BALUSTRADE |
| 12 | 12 | 12 | 12 VENTILATION LOUVRES - CHARCOAL COLOUR |
| 13 | 13 | 13 | 13 ALUMINIUM LOUVRES |
| 14 | 14 | 14 | 14 TIMBER DOWNERS |

1-3 HARCOURT PARADE, CREMORNE - PLN 18/0002

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

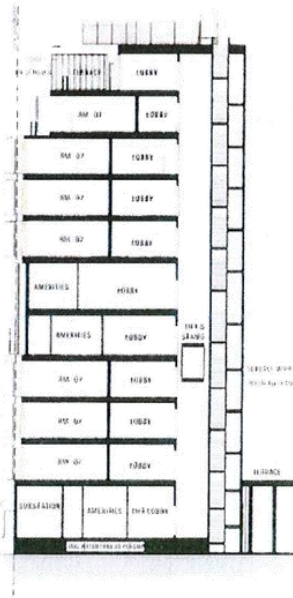


Harcourt Parade

SECTION A-A

4.01

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

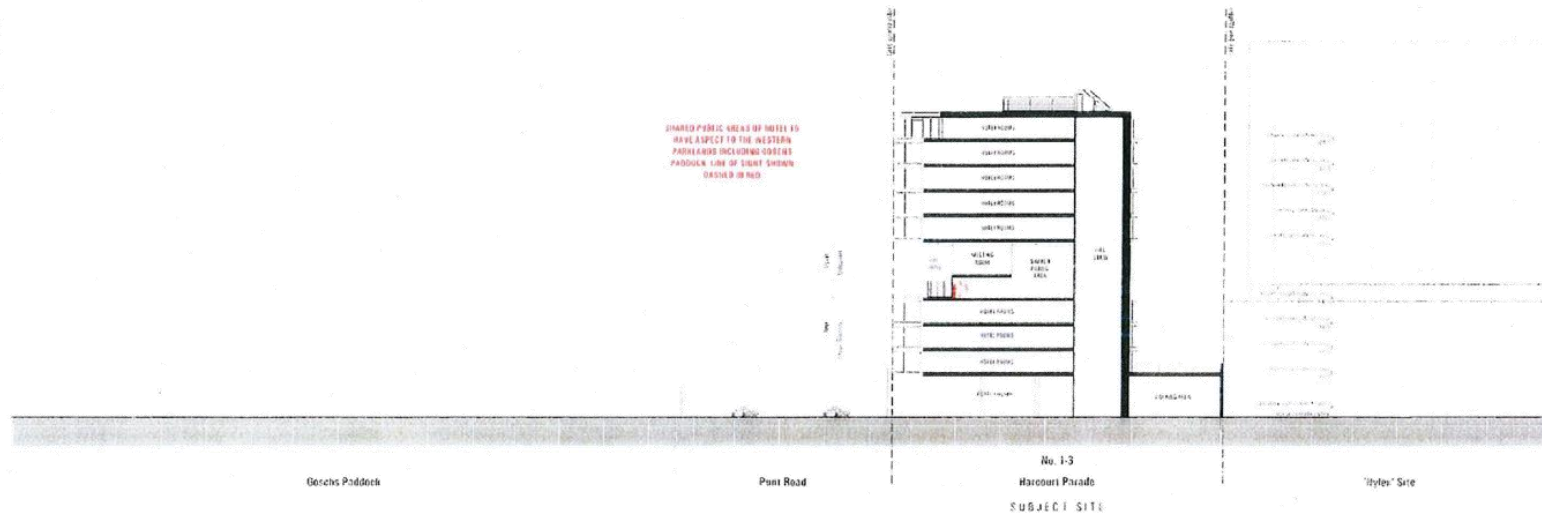


Harcourt Pdg

SECTION 4.02

4.02

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



10-1-6

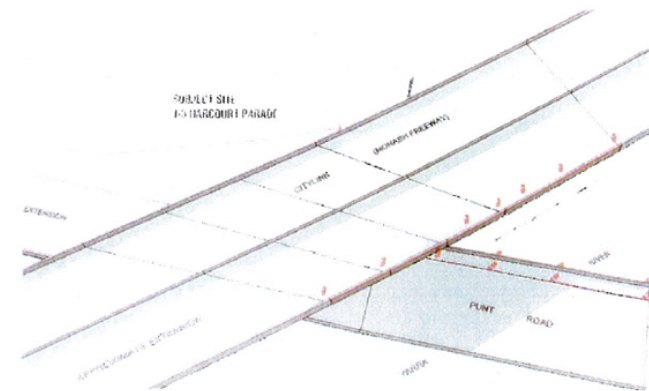
Harcourt Pde

SECTION C-C

4.03

10-1-2

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



3D PERSPECTIVE OF FREEWAY BRIDGE SURVEY USED TO DETERMINE BUILDING MASSING (NTS)
NOTE: ALL HEIGHTS AND LOCATIONS OF ITEMS IN RED SURVEYED BY JCA LAND SURVEYORS

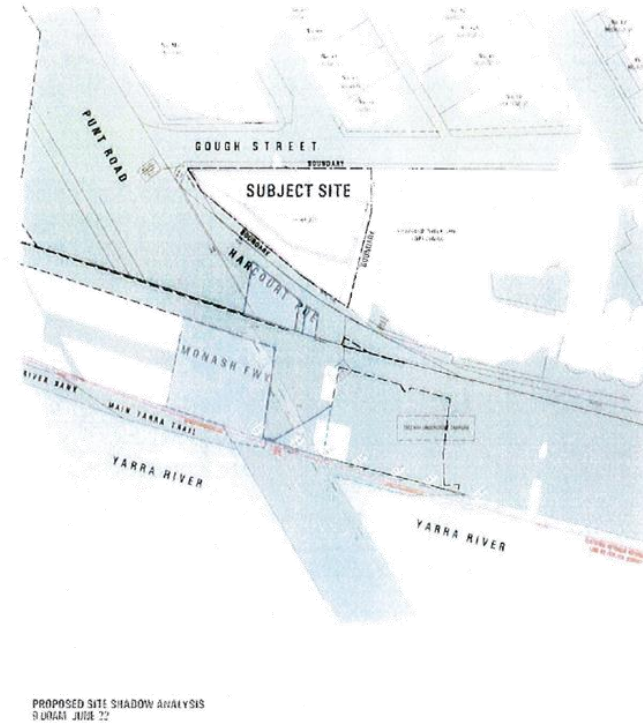
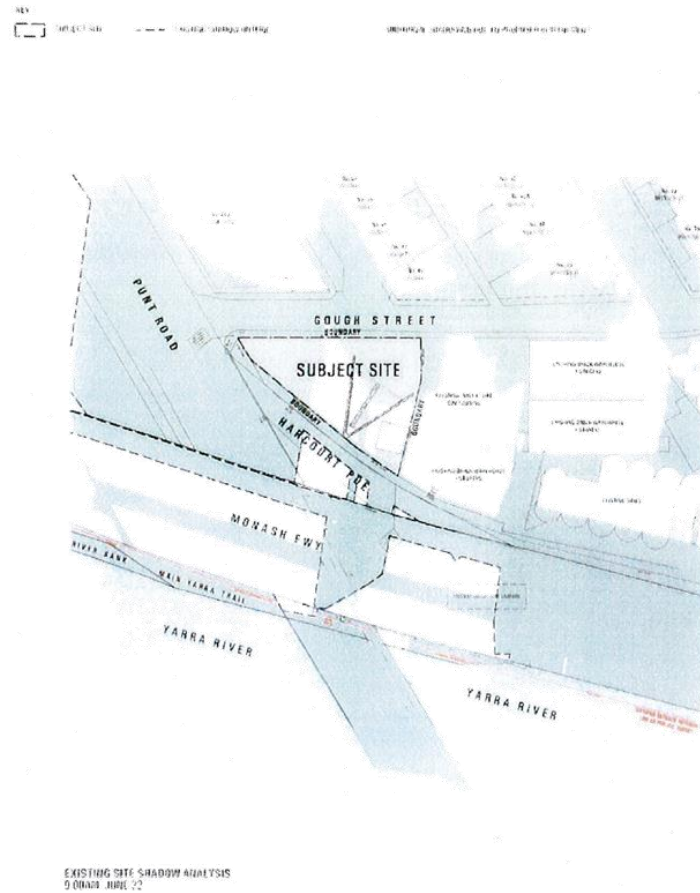
FREEWAY BRIDGE HEIGHT SURVEY BY JCA LAND SURVEYORS
ALL HEIGHTS TO AHD
1:200 @ A1

Harcourt Parade

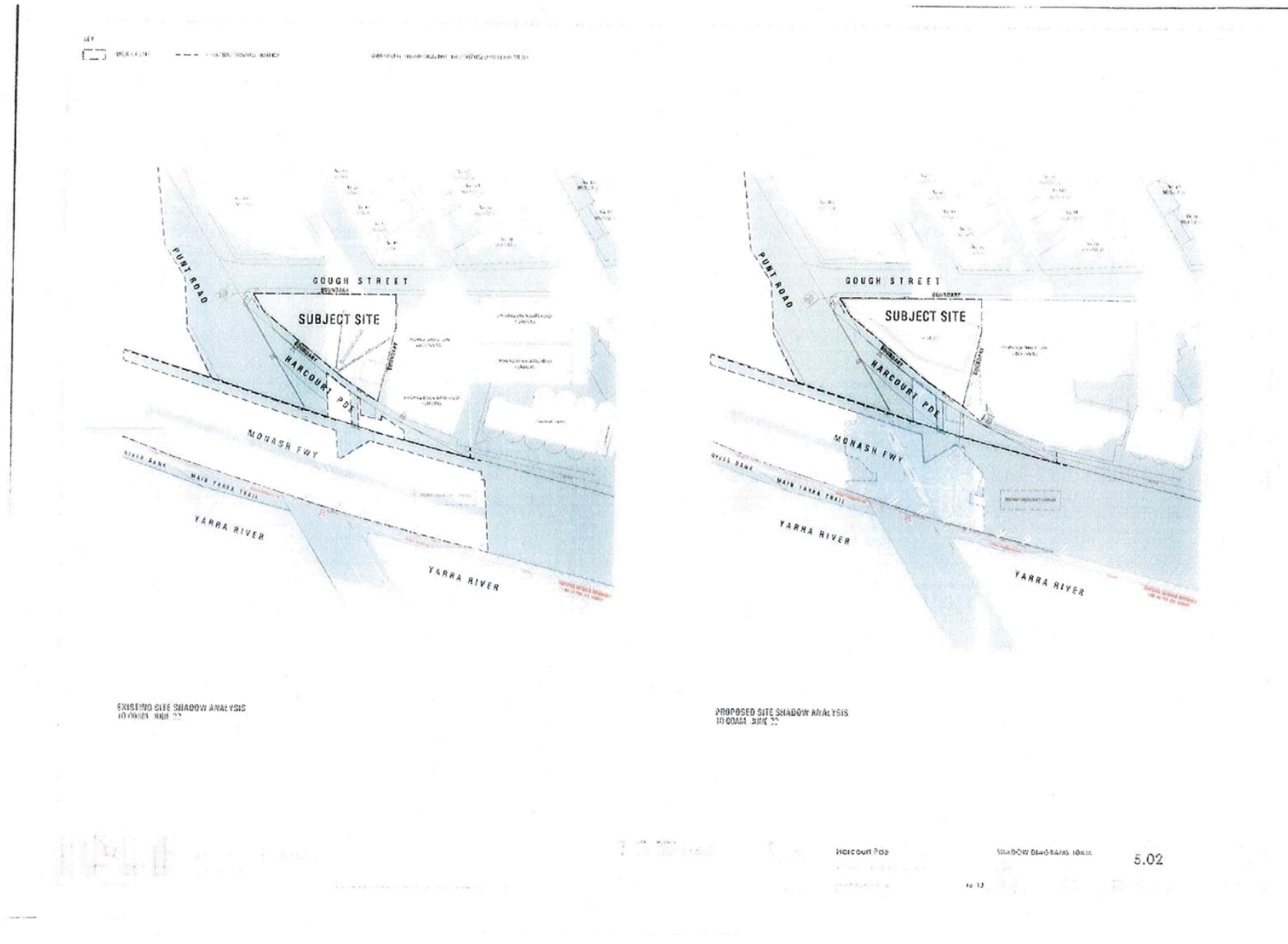
Freeway Bridge Survey

5.00

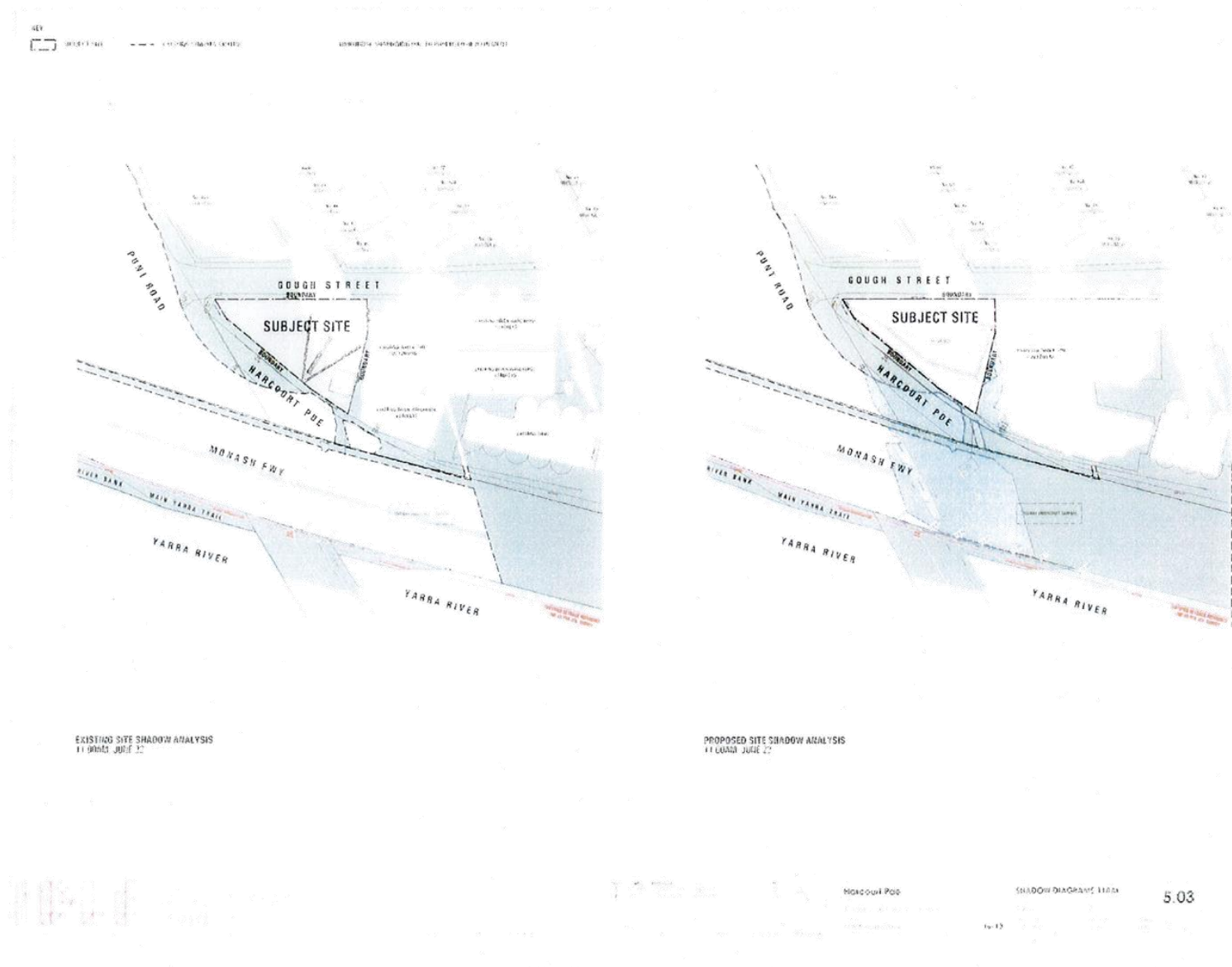
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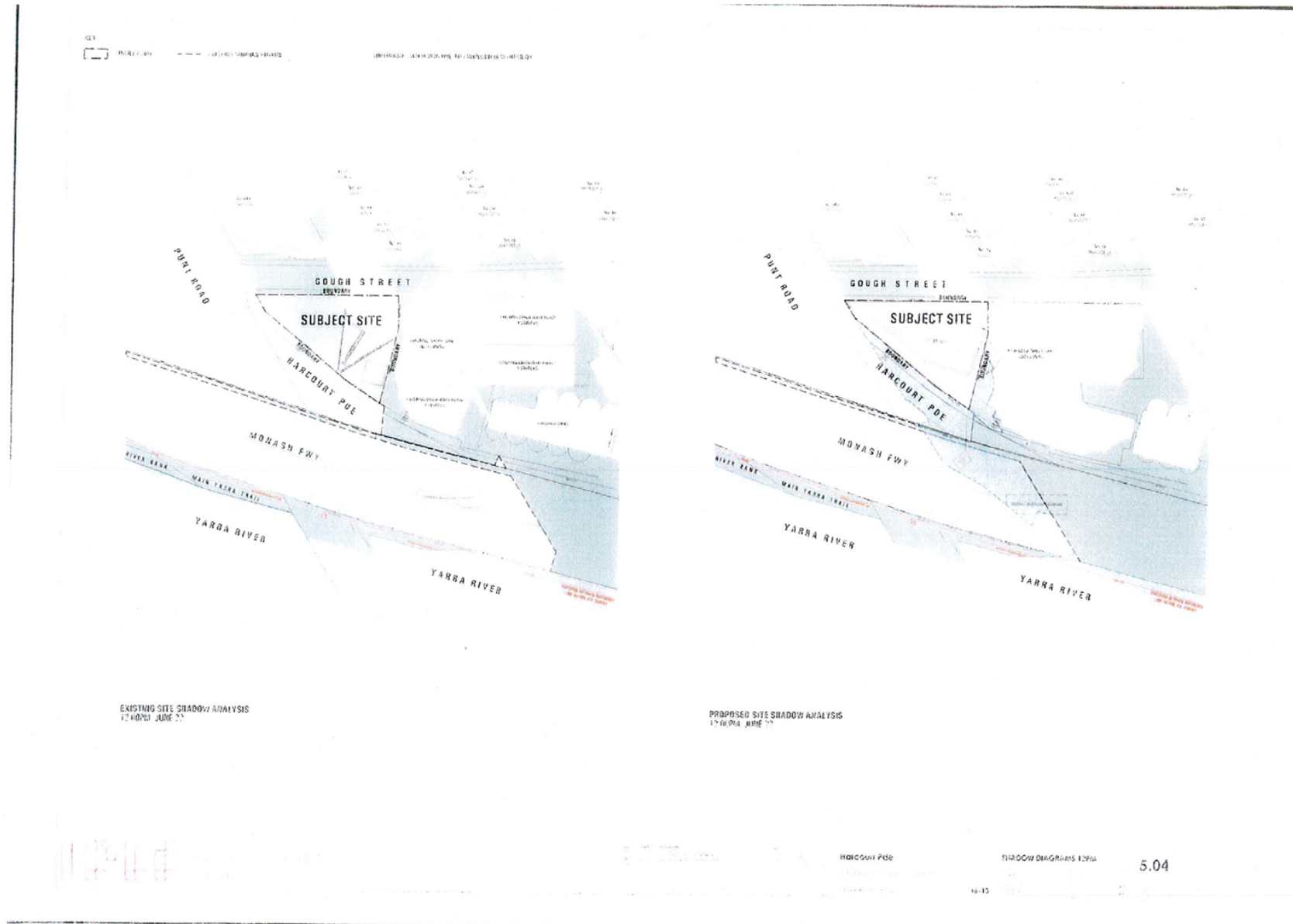
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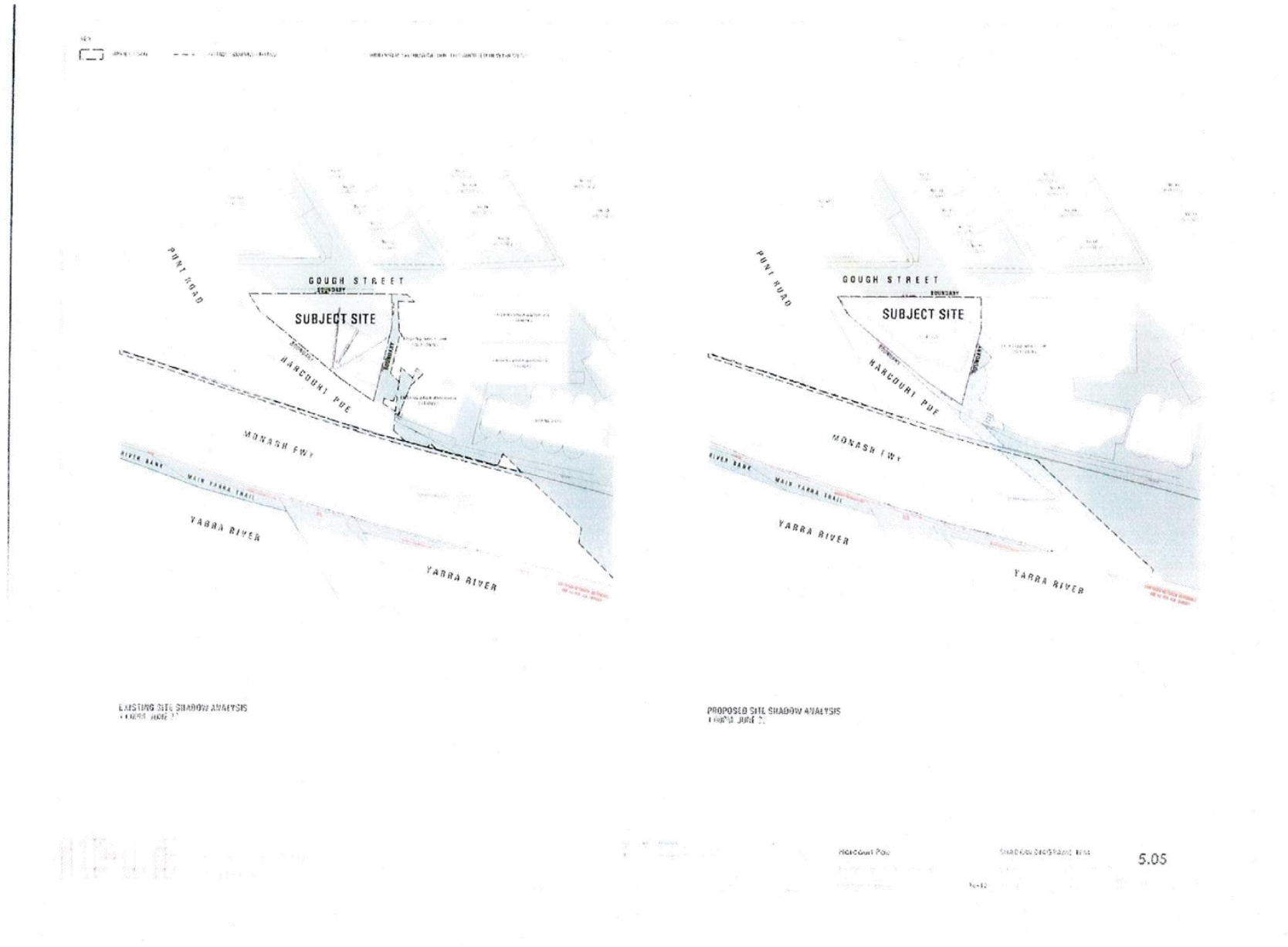
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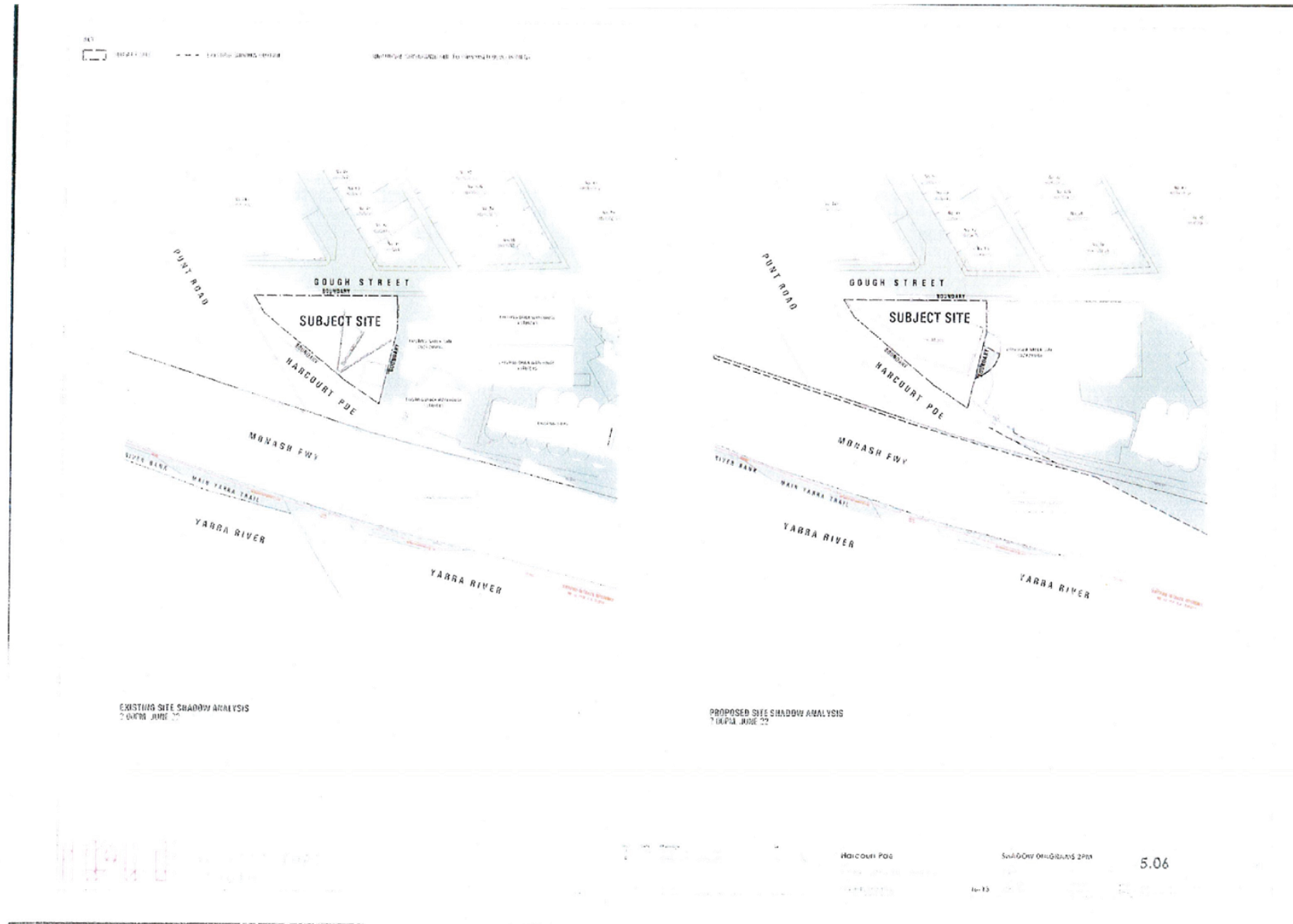
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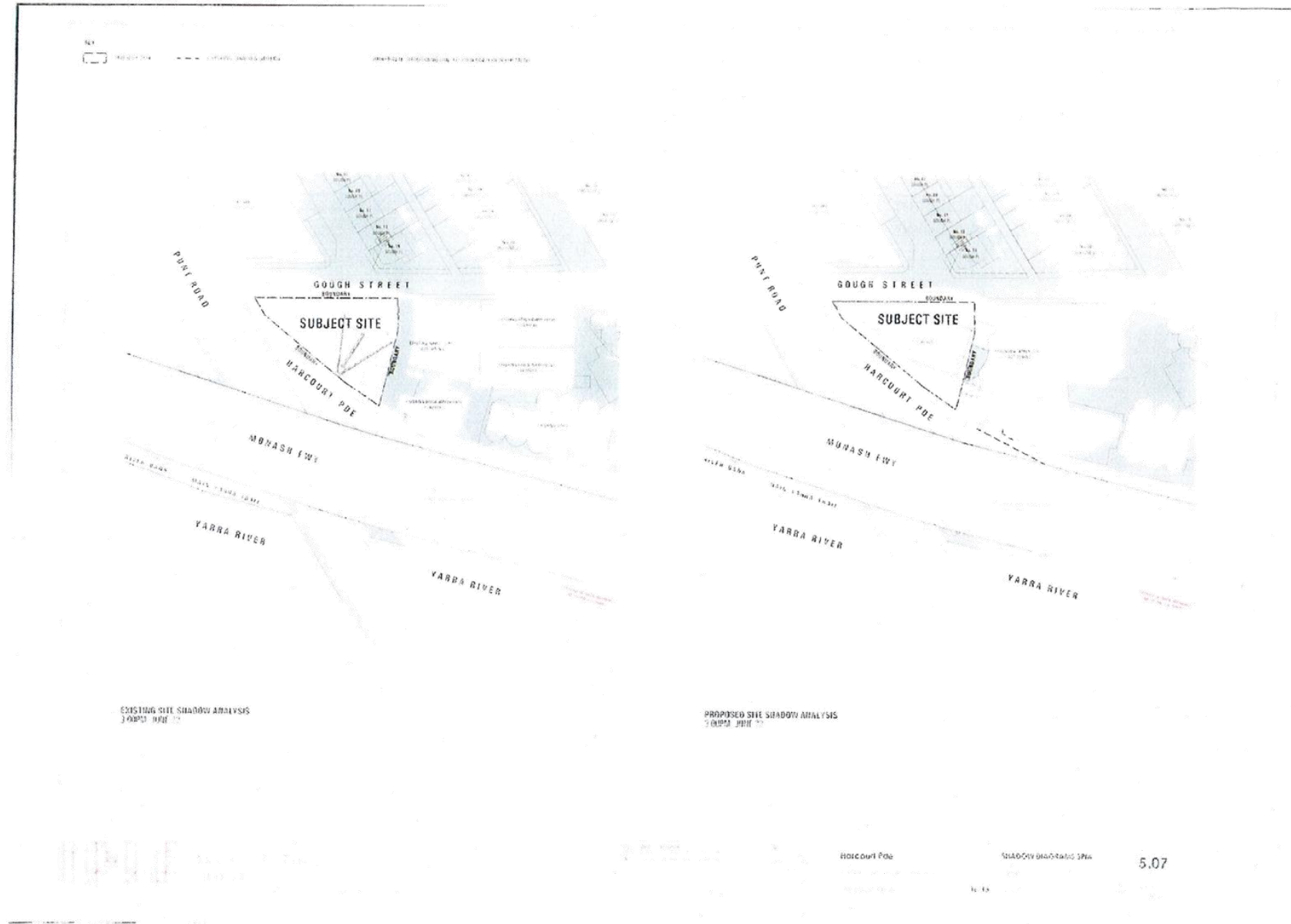
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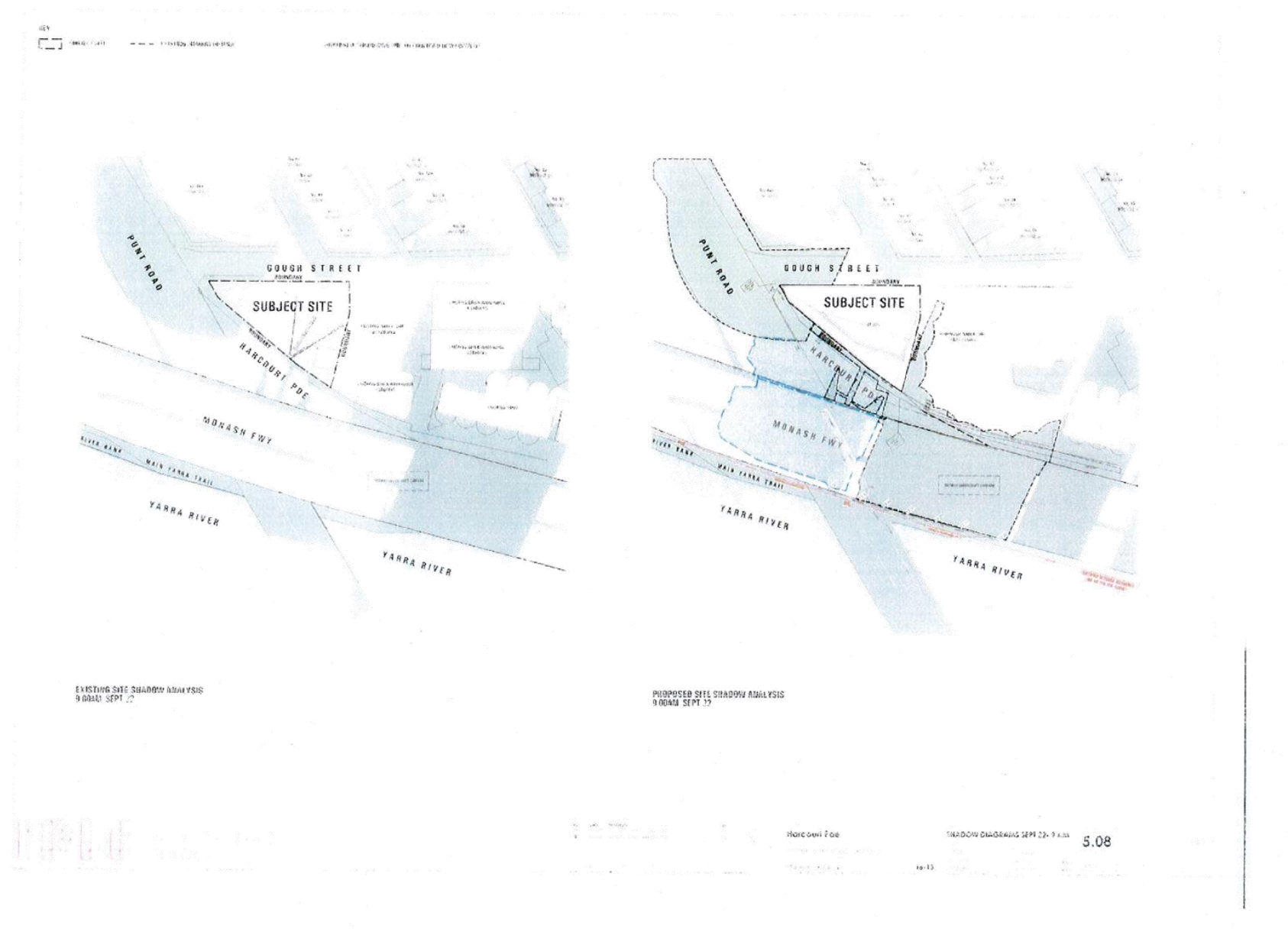
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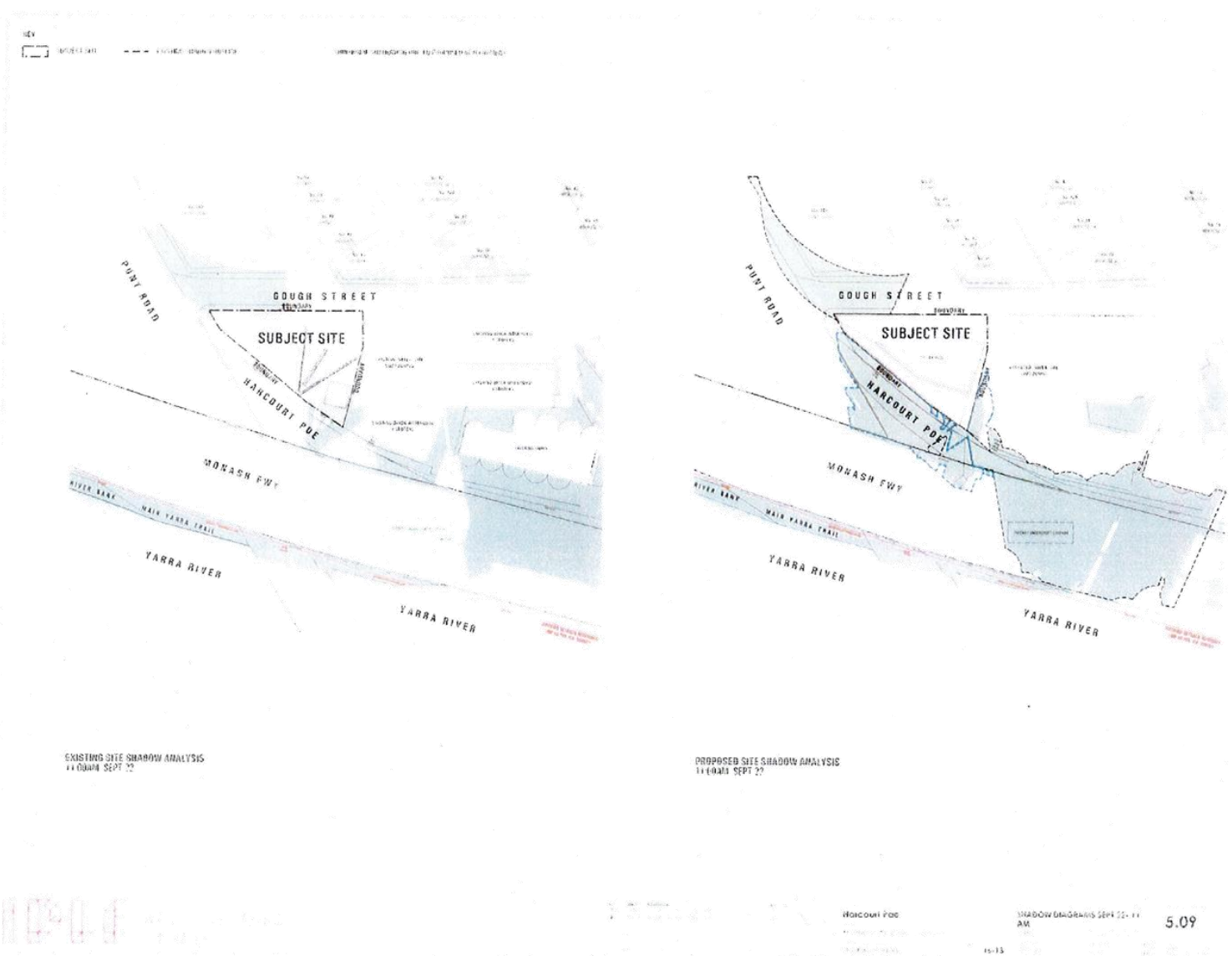
Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



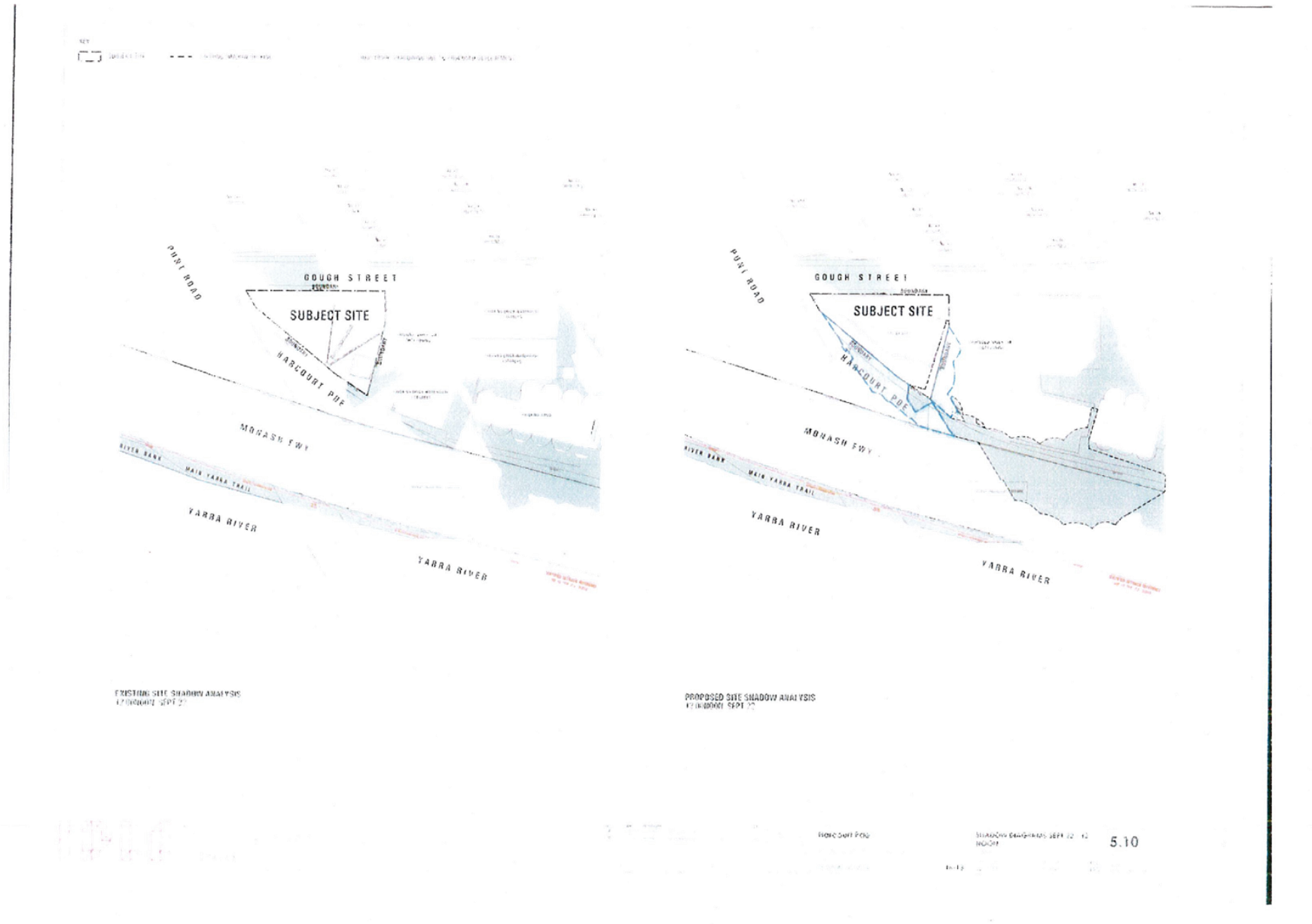
Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



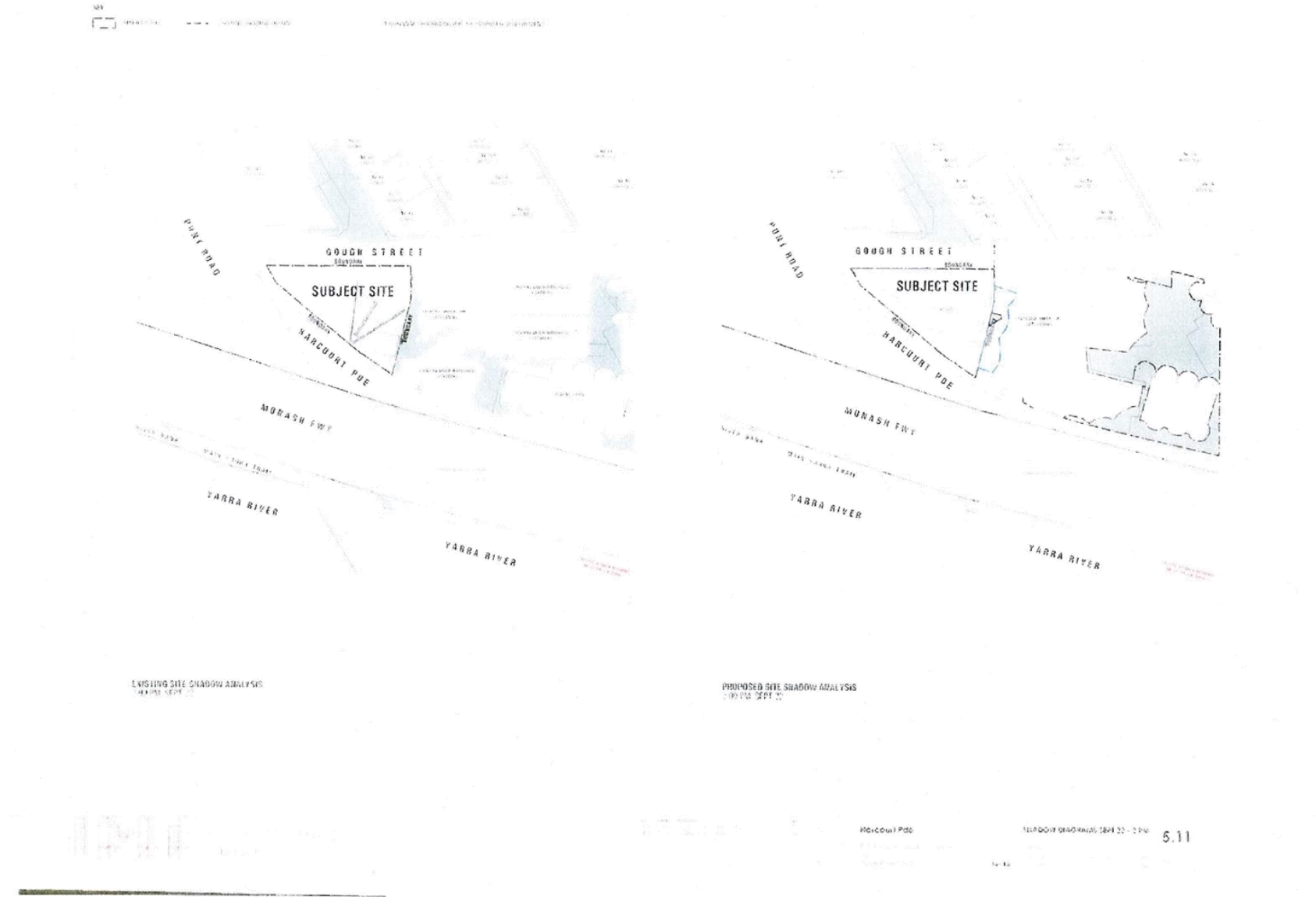
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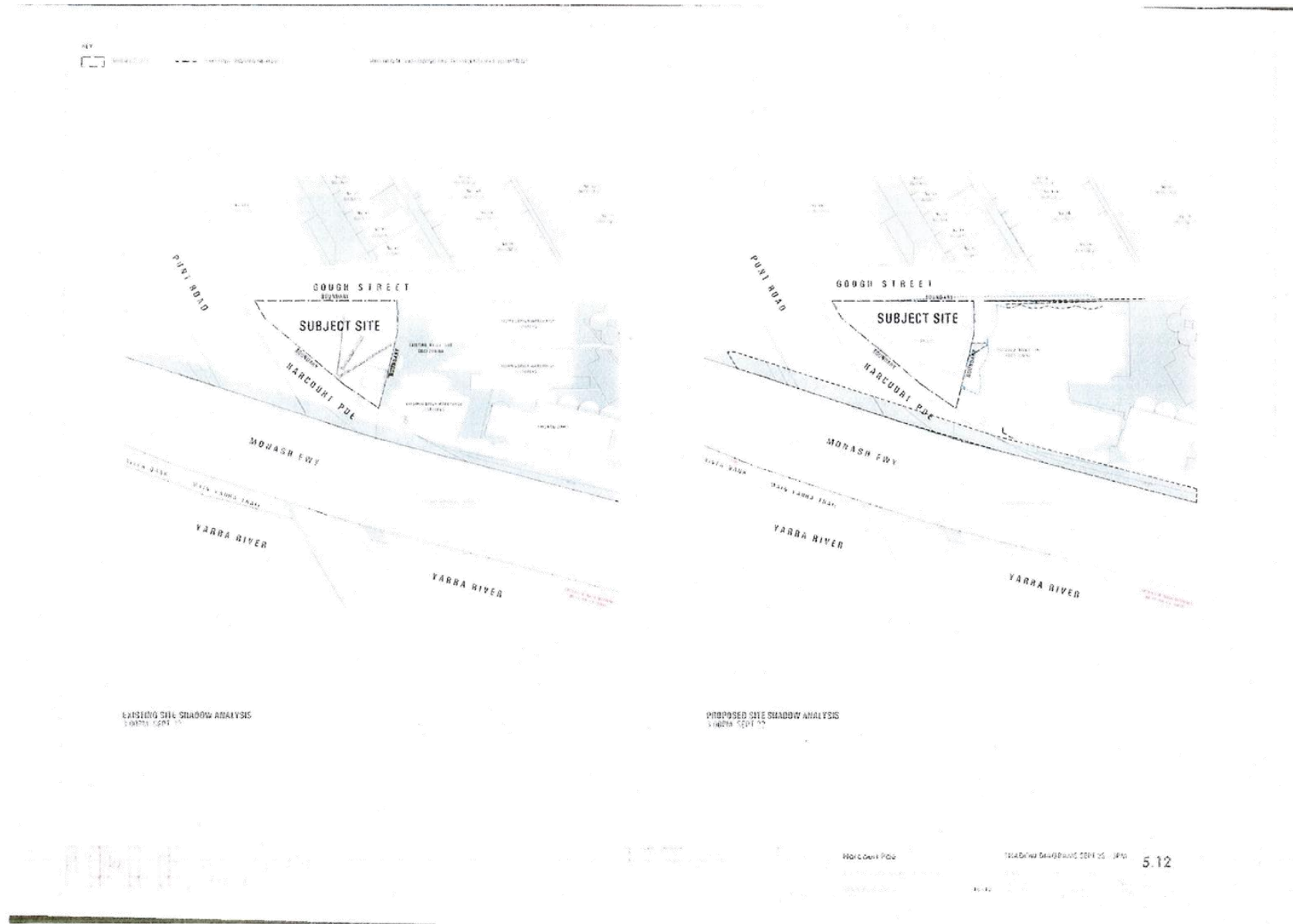
Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



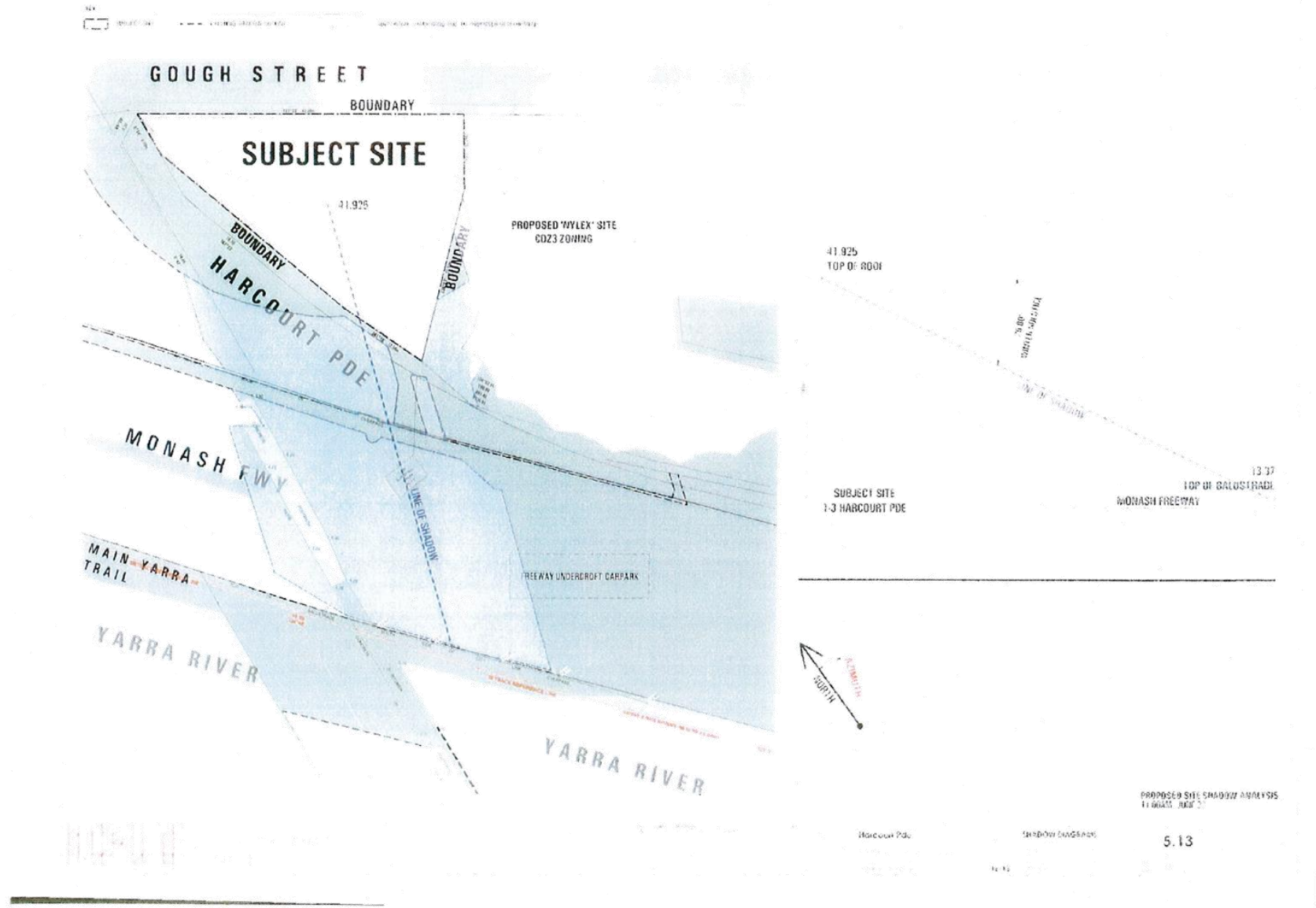
Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



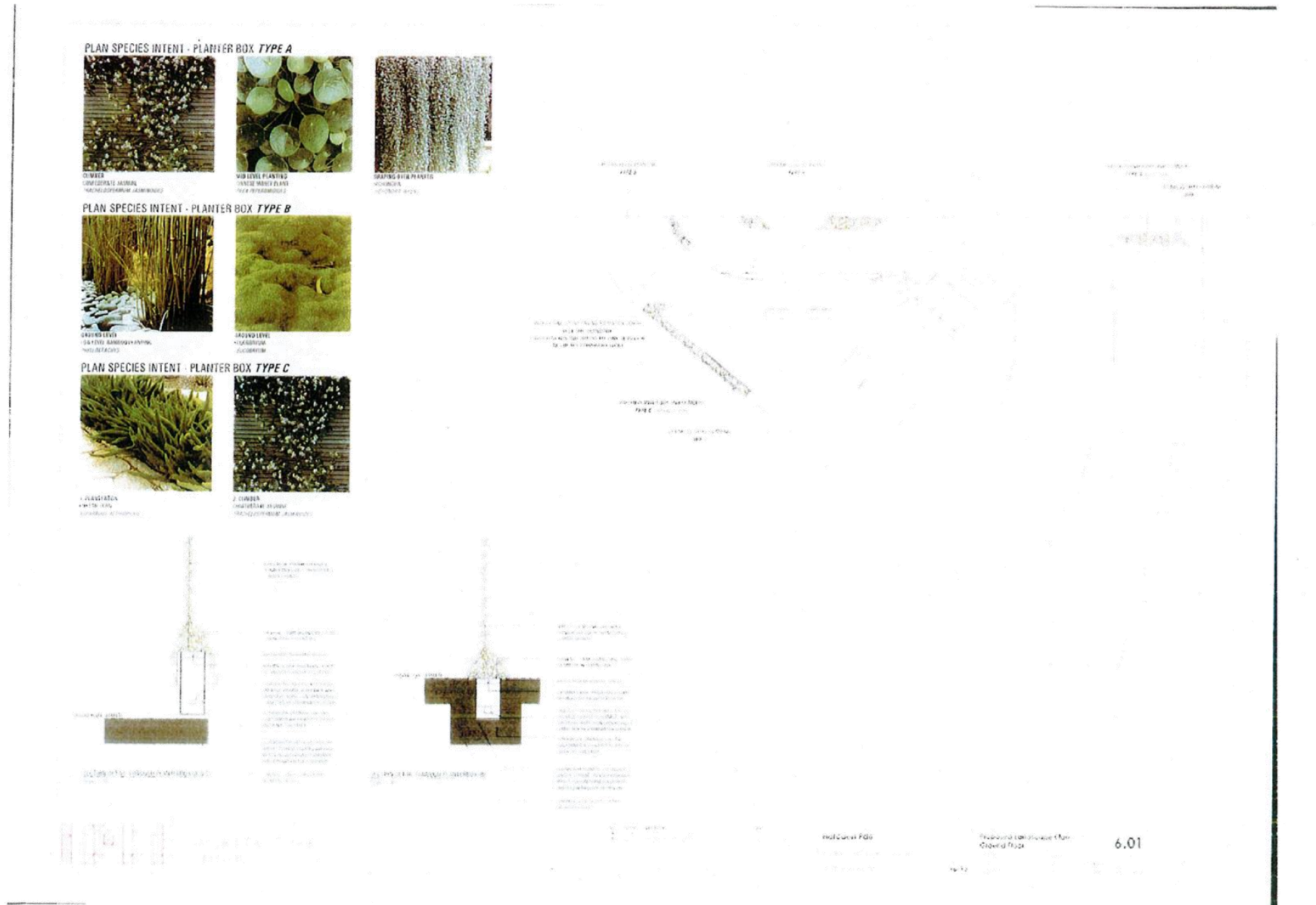
Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

PLANT SPECIES INTENT - PLANTER BOX TYPE A



LOW LEVEL PLANTING
- LANTANA CAMERATA
- LANTANA CAMERATA
- LANTANA CAMERATA



MID LEVEL PLANTING
- LANTANA CAMERATA
- LANTANA CAMERATA
- LANTANA CAMERATA



GROUND LEVEL PLANTING
- LANTANA CAMERATA
- LANTANA CAMERATA
- LANTANA CAMERATA

PLANT SPECIES INTENT - PLANTER BOX TYPE B



GROUND LEVEL PLANTING
- LANTANA CAMERATA
- LANTANA CAMERATA
- LANTANA CAMERATA



MID LEVEL PLANTING
- LANTANA CAMERATA
- LANTANA CAMERATA
- LANTANA CAMERATA

PLANT SPECIES INTENT - PLANTER BOX TYPE C



GROUND LEVEL PLANTING
- LANTANA CAMERATA
- LANTANA CAMERATA
- LANTANA CAMERATA



MID LEVEL PLANTING
- LANTANA CAMERATA
- LANTANA CAMERATA
- LANTANA CAMERATA

FLOOR FINISH - ALL TRAFFICABLE EXTERNAL AREAS



FLOOR FINISH
- LANTANA CAMERATA
- LANTANA CAMERATA
- LANTANA CAMERATA



Site Plan

Proposed Internal Driveway

6.02

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

FACADE CONCEPT & DESIGN

NORTH ELEVATION, LEVEL 04

FOR THE FACADES FACING TO THE NORTH, NORTH-EAST AND NORTH-WEST, THE DESIGN HAS BEEN INFLUENCED BY THE FACTORS OF ENVIRONMENTALLY TUNED SHADING DEVICES.

THE STEEL SHADING SCREEN IS A HIGH QUALITY, ARCHITECTURAL RESPONSE THAT IS BOTH AESTHETICALLY PLEASING, AND ALSO REFLECTS TO THE PHYSICAL CHARACTER OF THE SURROUNDING CONTEXT.

CONSEQUENTLY, IT IS A SUBTLE AND YET CONSIDERED RESPONSE AS IT DOES NOT DRAW ATTENTION AS A FEATURE, BUT RATHER DETRACT FROM THE VISUAL SIGNIFICANCE OF THE ADJACENT TOWER SHED.

THE CLADDING BEHIND THE STEEL SHADING SCREEN IS OF A HIGH QUALITY GLASS AND CERAMIC FINISH, PROVIDING A REFLECTIVE, TRANSPARENT, AND AESTHETICALLY PLEASING RESPONSE. THE CLADDING SYSTEMS ARE DESIGNED TO TRANSMIT LIGHT INTO THE INTERIOR SPACES, WHILE ALSO PROVIDING VIEWS BACK ACROSS THE ROAD AND GOLFING Paddock.

SAMPLE IMAGES OF STEEL SHADING SCREENS CAN BE FOUND BELOW.



DETAILED FACADE ANALYSIS, PERSPECTIVE:
LEVEL 04 NORTH ELEVATION

10/10/2019

10/10/2019

6.04

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne

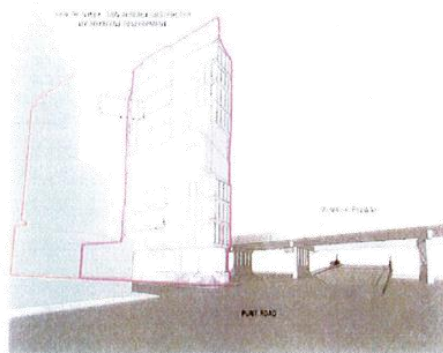


KEYPLAN

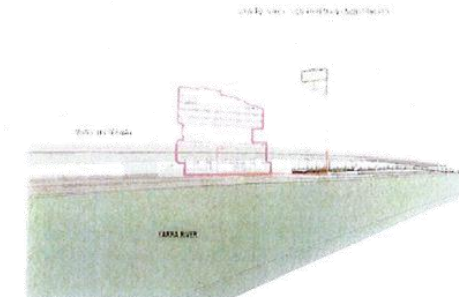
NOTE: ALL VIEW LOCATIONS APPROXIMATE ONLY.
PROPOSED SIGN, BUILDING AND FREEWAY ACCURATE TO JCA LAND
SURVEYORS SURVEY AND HEIGHTS.
BUILDING AND FACADE DESIGN INDICATIVE ONLY

- ☐ SUBJECT SITE (PROPOSED DEVELOPMENT)
- ☐ ADJACENT 'MYLEX' DEVELOPMENT (PERMIT APPROVED)
- ☐ 'MYLEX' SIGN

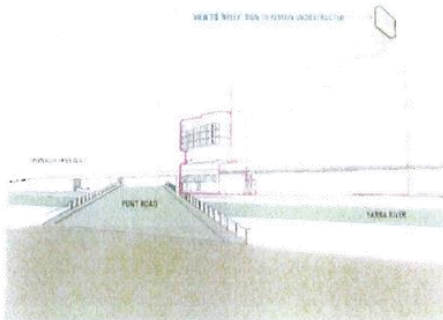
NOTE: DASHED LINE DENOTES AREA OF DEVELOPMENT/SPLASH NOT
VISIBLE



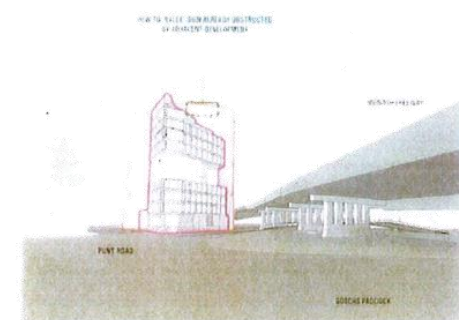
01. PUNT ROAD LOOKING SOUTH (35mm lens)



02. YARRA RIVER CORRIDOR LOOKING EAST (35mm lens)



03. PUNT ROAD LOOKING NORTH (35mm lens)



04. GOSCH'S PADDOCK LOOKING EAST (35mm lens)

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



2 May 2019

Mr John Theodosakis
Senior Statutory Planner
Yarra City Council
Town Hall
333 Bridge Road
RICHMOND VIC 3121

Dear Sir

Re: Planning Permit Application PLN18/0002
1-3 Harcourt Parade, Cremorne

We advise that we continue to act for Wardman Pty Ltd, the owner of the subject land in the above matter. We recently met with representatives of Caydon Property Group, the owners of 2 Gough Street Cremorne, who have objected to the application. One of the matters raised by them was in relation to the treatment of the east elevation, particularly that a more complex, articulated treatment be provided.


Please find enclosed an alternative east elevation (Drawing No. 3.03 Revision D) for your consideration which depicts a more complex treatment of the pre-cast concrete panels. If you consider it appropriate, our clients would welcome a condition on permit requiring it be substituted for the current east elevation.

We would request Council to now make a prompt decision in relation to the permit application.

We would be pleased to elaborate as required.

Yours faithfully

Matrix Planning Australia Pty Ltd


Andrew Clarke
Director

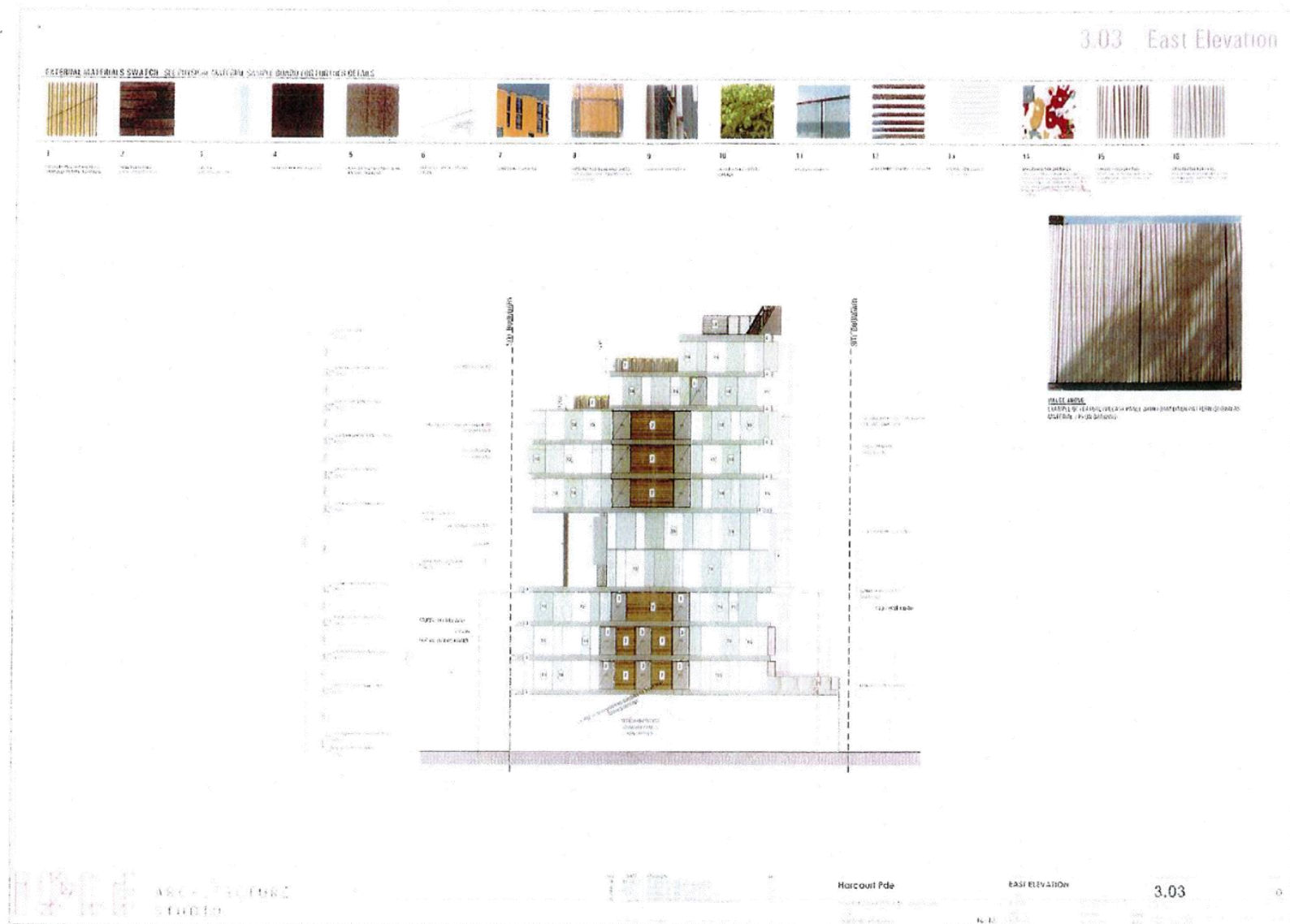
Encl.

cc: Wardman Pty Ltd
Ms Clare Warren, Urban

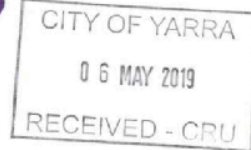
Matrix Planning Australia Pty Ltd

14/05/2019 10:00 AM
2019/05/14 10:00 AM
The above is a copy of the original document.

Attachment 2 - Decision Plans (Amended S57(a) of the Act - 1 - 3 Harcourt Parade Cremorne



Attachment 3 - Updated eastern elevation



2 May 2019

Mr John Theodosakis
Senior Statutory Planner
Yarra City Council
Town Hall
333 Bridge Road
RICHMOND VIC 3121

Dear Sir

Re: Planning Permit Application PLN18/0002
1-3 Harcourt Parade, Cremorne

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We would request Council to now make a prompt decision in relation to the permit application.

We would be pleased to elaborate as required.

Yours faithfully

Matrix Planning Australia Pty Ltd

A handwritten signature in dark ink, appearing to read 'Andrew Clarke'.

Andrew Clarke
Director

Encl.

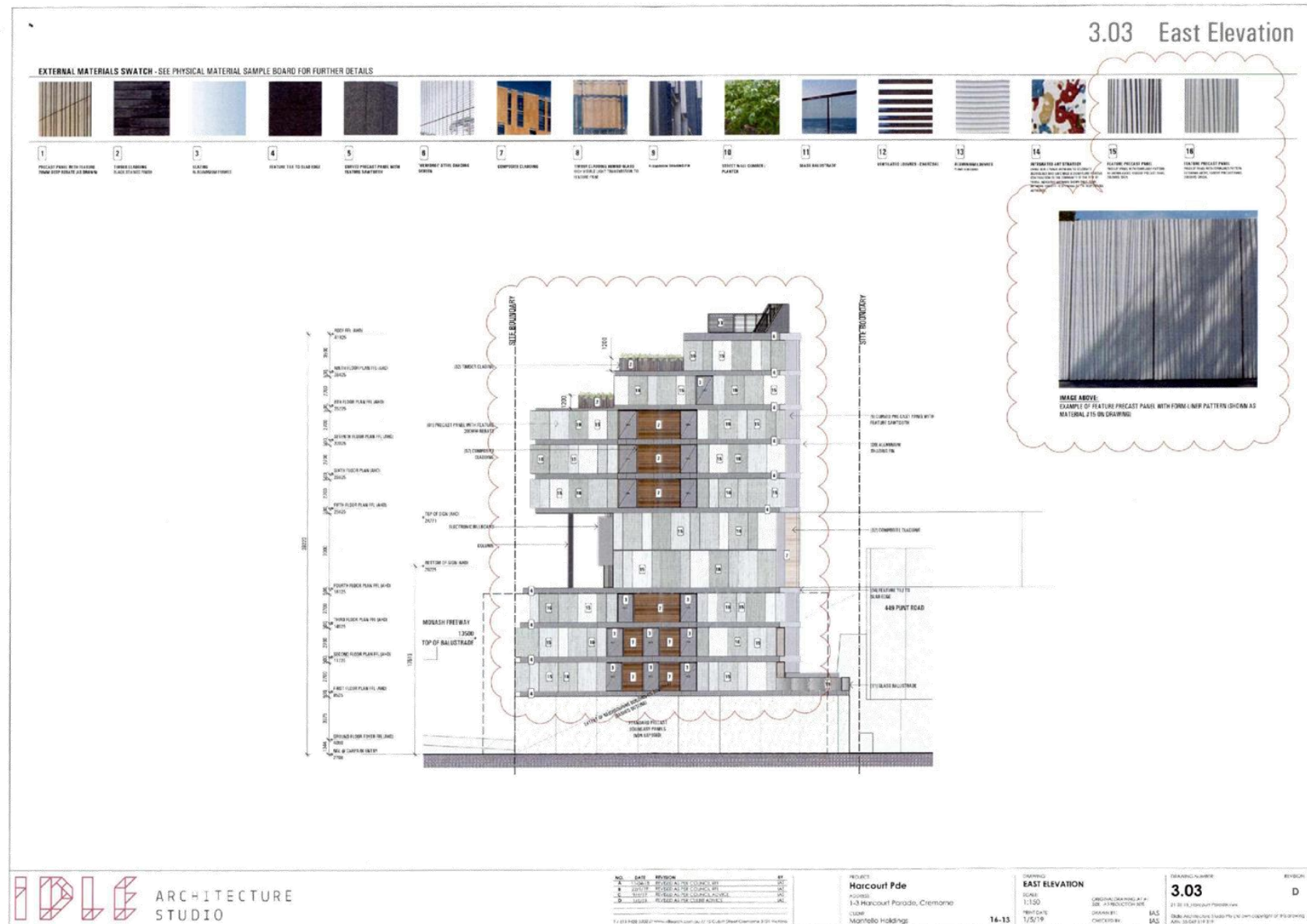
cc. Wardman Pty Ltd
Ms Clare Warren, Urbis

Matrix Planning Australia Pty Ltd

A.C.N. 096 741 552

2nd Floor, 50 Budd Street, Collingwood, Victoria, 3066
Tel: +61 (3) 9419 3222 Fax: +61 (3) 9419 3244

Attachment 3 - Updated eastern elevation



Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



30 July 2018

Sarah Thomas
Yarra City Council
PO Box 168
Richmond VIC 3121

Dear Sarah,

Proposal: Planning permit for development

Site location: Lot No 1, 1-3 HARCOURT PARADE CREMORNE 3121

Melbourne Water reference: MWA-1063852

Council reference: PLN18/0002

Date referred: 02/07/2018

Our Decision

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

Conditions

1. The proposed building floor levels must be constructed with finished floor levels set no lower than 4.35 metres to Australian Height Datum, which is 600mm above the applicable flood level.
2. The entry / exit driveway of the basement car park must incorporate a flood proof apex set no lower than 4.35 metres to Australian Height Datum, which is 600mm above the applicable flood level.
3. All lifts and stairwells, windows, openings, vents or other entry and exit points that could allow entry of floodwaters to the basement must be set no lower than 4.35 metres to Australian Height Datum, which is 600mm above the applicable flood level.
4. Setbacks are maintained as per submitted plans.
5. Prior to the commencement of works, a separate application direct to Melbourne Water must be made for any new or modified storm water connection to Melbourne Water's drains or watercourses. Prior to accepting an application, evidence must be provided demonstrating that Council considers that it is not feasible to connect to the local drainage system.
6. A Site Environmental Management Plan (SEMP) or equivalent must be developed and implemented to ensure that waterway values are protected during the construction process. At a minimum this must include sediment controls to avoid direct or indirect sediment discharge to any waterways.



Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

7. Any new fencing/gates must be of an open style of construction (minimum 50% open) to allow for the passage of flood flows.
8. All open space within the property must be set at existing natural surface level so as not to obstruct the passage of flood flows.
9. No fill outside of the proposed building footprint except for minimal ramping into proposed carpark.
10. Prior to the commencement of works, amended detailed plans incorporating the above conditions needs to be submitted to Melbourne Water for approval.

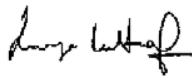
Advice

Preliminary land and flood level information available at Melbourne Water indicates that the above property is subject to flooding from the Lower Yarra River (DR 4400) and that the applicable 1% AEP flood level for the property is 3.75 meters to Australian Height Datum.

To access more information regarding other services or online applications that Melbourne Water offers please visit our [website](#).

For general development enquiries contact our Customer Service Centre on 131722.

Regards,



George Lattouf
Customer and Planning Services

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



14 June 2019

Yarra City Council
PO Box 168
RICHMOND VIC 3121
Attention: Mr. John Theodosakis

Dear Mr. Theodosakis,

PLANNING APPLICATION NO.: PLN18/0002
VICROADS REFERENCE NO: 25918/18
PROPERTY ADDRESS: 1-3 HARCOURT PARADE, CREMORNE

Section 55 – No objection subject to conditions

Further to our recent response dated 6 June 2019, due to an administrative error please find attached VicRoads revised response in relation to the above application provided pursuant to Section 55 of the Planning and Environment Act 1987.

The application is for development of the land for the construction of a ten (10) storey building (plus plant deck), use of the land for a residential hotel (104 rooms), construction and display of major promotional electronic signage and removal of covenant 18188008 from Lot 1 on Plan of Subdivision 408289Y.

VicRoads in consultation with CityLink does not object to the proposal provided certain conditions are met.

If Council regards the proposed development favourably, VicRoads and CityLink would require that the following conditions be included in any Notice of Decision to issue a Planning Permit or Planning Permit:

1. *The advertising sign must not protrude all around the entire sign as one message. Instead it must be contained within panel A (incorporate 1 segment) facing one direction and a separate image on panel B (incorporates 4 segments) facing the opposite direction in accordance with the marked-up plan provided by VicRoads with its comments dated 14 June 2019. This will avoid any graphic or legend (wording) being 'distorted' due to the angle and the curve as it changes over the width of the sign.*
2. *No image may be displayed on the electronic sign for less than 30 continuous seconds.*
3. *The images on panels A and B must change simultaneously.*
4. *The luminance of the advertising sign(s) must be such that it does not give a veiling luminance to the driver, of greater than 0.25 cd/m², throughout the driver's approach to the advertising sign.*
5. *The control of the electronic sign(s) must be in accordance with the submitted lighting reports, which must form part of any issued Planning Permit:*
 - a. *Lighting Impact Assessment-Outdoor Signage At 1-3 Harcourt Parade, Cremorne for Wardman Pty Ltd by Electrolight Australia Pty Ltd, dated 21 February 2019*
6. *The transition between images must be instantaneous.*
7. *The advertising content of the sign must not:*

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



- a. *Consist of more than one static image at a time.*
 - b. *Contain any animation.*
 - c. *Consist of a sequence of images giving the illusion of movement from one image to the next.*
 - d. *Contain or consist of images which are capable of being interpreted as projections beyond the face of the advertising screen, such as through the use of 3D technology.*
 - e. *Contain or consist of video, movie or television broadcasts.*
 - f. *Contain or consist of present-time or other contemporary update information such as relating to news, weather or time.*
 - g. *Contain any flashing, blinking, brightening or fading elements that create the illusion of movement or change.*
 - h. *Be capable of being mistaken for a traffic signal or a traffic control device. This includes the use of red, amber or green circles, octagons, crosses or triangles.*
 - i. *Be a traffic instruction, or be capable of being mistaken as, an instruction to a road user. This includes the use of the wording stop, give way, slow, turn left or turn right.*
 - j. *Contain phone numbers, pricing or email addresses.*
8. *The sign and advertising content must not dazzle or distract road users' due to its colouring or content.*
9. *The sign and any displayed advertisement must not include ancillary extension, embellishment or accessorisation within or outside the permitted advertising area, unless VicRoads has agreed in writing, prior to installation.*
10. *The use of sound or motion to activate the sign is not permitted.*
11. *The use of sound to interact with any road user is not permitted.*
12. *The advertising sign must shut down and cease any form of visual display (and must remain in shut down mode until the issues are resolved), in the event of:*
 - a. *an attack by a computer hacker, virus or similar resulting in the unauthorised display of visual images or messages.*
 - b. *any malfunction of the advertising sign.*
13. *Prior to the commencement of the development, the developer must enter into an access agreement with CityLink to indemnify CityLink in relation to any claim or liability arising in relation to any land within CityLink lease area, and formalise any access requirements. This condition does not apply where written confirmation is obtained from CityLink that the above agreement is not required.*

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



14. *The permit holder must inform CityLink if the development will/has impacted any infrastructure or assets during construction.*
15. *The developer is responsible for costs associated with any damage to CityLink infrastructure and assets prior, during and post construction including but not limited to:
i) Groundwater Monitoring Infrastructure;
ii) Road Drainage;
iii) ADS Signage;
iv) VLSL Signage;
v) Electrical Distribution Board;
vi) METS Phone;
vii) conduits.*
16. *Permit holder to bear all costs associated with CityLink undertaking dilapidation surveys before and after the development, including crack mapping and installing crack pins to allow crack opening to be accurately measured. The intention of these surveys is to allow any adverse impacts on CityLink during construction to be identified.*
17. *Access to CityLink lease area is prohibited. This condition does not apply where written confirmation is obtained from CityLink providing consent and approval to access the lease area. (Refer Condition 13 above)*
18. *Access to the property for construction, maintenance and or repairs must be obtained wholly from within the subject property, Gough Street and or Punt Road.*
19. *Any structure constructed adjacent to the CityLink lease area must be sufficiently setback to ensure all maintenance and repairs do not require access from within City Link lease boundary.*
20. *Construction is to be delivered in a method to protect, amongst other items all road users accessing or on CityLink.*
21. *Dust and debris generated by this development during the construction phase is to be minimised and managed to ensure there are no impacts to CityLink users.*
22. *Prior to the occupation of the development, a formal road safety audit must be submitted to and approved by VicRoads, CityLink and the Responsible Authority. The audit must include, but not be limited to, the façade including location of advertising signage/ promotional signs and access to them, building façade material, façade encroachment of driver sight lines, pedestrian and vehicle access/egress arrangements, loading arrangements, buildings and works within the public realm, internal circulation/layout, wind impact on structural stability, lighting and vegetation impact on adjoining roadway/s. The findings of the audit must be incorporated into the development at the developer's expense.*
23. *Before the development starts, excluding site preparation works, demolition, temporary sheds or structures for construction purposes, bulk excavation, site preparation and retention works, soil remediation, piling, footings, ground beams and ground slabs, amended plans must be submitted to and approved by VicRoads and CityLink. When approved by VicRoads and CityLink, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must be generally in*

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



accordance with Drawings numbered TP2-00 to TP5-12, dated 15 December 2017, including revisions dated 11 April 2018, prepared by IDLE Architecture Studio but modified to show:

- a. *A notation on plan requiring the external cladding detailed must have no coating or exterior finish which results in unreasonable disability glare to road users.*
24. *Before the use approved by this permit commences the following must be completed at no cost to and to the satisfaction of the Responsible Authority:*
- a. *The installation of sign/s, line marking, painted arrow and associated road works prohibiting entry movements into the Porte Cochere from the western vehicular access on Gough Street.*
 - b. *Modification or removal of any existing car parking spaces and associated road works on the south side of Gough Street to accommodate the new vehicular access arrangement.*

Once Council makes its decision, please forward a copy of the decision to VicRoads as required under Section 66 of the Planning and Environment Act 1987.

Should you have any enquiries regarding this matter, please contact me on 03 9313 1148 or Gillian.Menegas@roads.vic.gov.au

Yours sincerely

Gillian Menegas

GILLIAN MENEGAS
Senior Planner - Planning Referrals Metro North West Region

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

TRANSPORT FOR VICTORIA

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Jobs, Transport
and Resources

GPO Box 4509
Melbourne VIC 3001 Australia
Telephone: 03 9661 9999
transport.vic.gov.au
DX 210074

File: Fol/18/118843
Ref: PLN18/0002

Sarah Thomas
Principal Planner and Advocate
City of Yarra
PO BOX 168
RICHMOND 3121

Dear Ms Thomas

**YARRA PLANNING SCHEME
PLANNING APPLICATION NO. PLN18/0002
PROPOSAL: 104 ROOM RESIDENTIAL HOTEL DEVELOPMENT
ADDRESS: 1-3 HARCOURT PDE, CREMORNE**


Thank you for your email referring the above matter to Transport for Victoria (TfV) for comment.

TfV understands the proposal seeks planning consent for a 10 level, 104 room residential hotel development comprising 24 off street car parking spaces (inclusive of a disabled space and service bay). We note that vehicle access is proposed to be via a repositioned 8.3 metre width crossover on Gough Street, servicing the car park and a two car space *porte-cochere*.

The Head, Transport for Victoria, pursuant to Section 56(1) of the Planning and Environment Act 1987, **does not oppose** the granting of consent.

We appreciate the opportunity to engage in this process. If you have any query please contact Iain Lawrie, Senior Place Planner on 03 8392 8835.

Yours sincerely



MARK BURTON

Manager Place Planning and Referrals
Delegate of the Head, Transport for Victoria

13/12/2018



Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



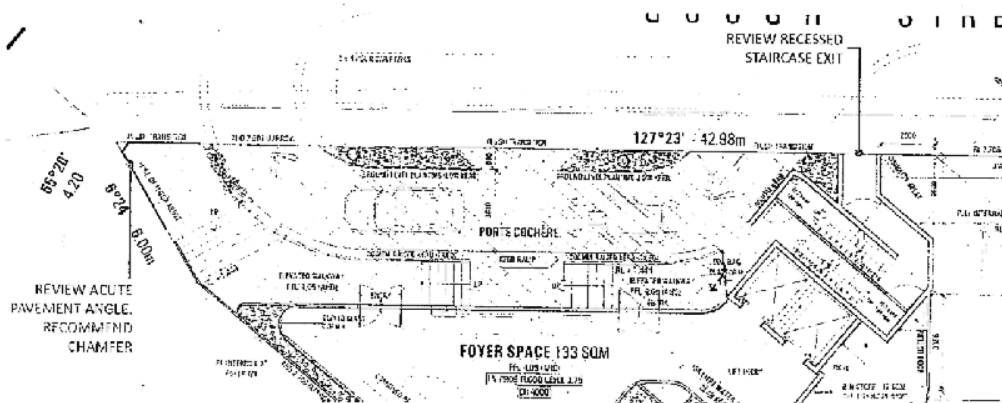
TO: Sarah Griffiths (Statutory Planning)
FROM: Blake Farmer-Bowers (Urban Design)
DATE: 10 August 2018
SUBJECT: 1-3 Harcourt Parade, Cremorne
APPLICATION NO: PLN18/0002- Planning application
DESCRIPTION: Development of the land for the construction of a 10 storey building (plus plant deck), use of the land as a residential hotel (104 rooms), construction and display of major promotional electronic signage and removal of covenant 1818808 from lot 1 on plan of subdivision 408289Y.

COMMENTS

Urban Design comments have been sought on the above application, in particular on the proposed public realm impacts and any public works proposed in the area
 (Updated comments refer to revised application drawings available as at 2 July 2018)
 Comments are provided below.

Pavements

Ensure pavement at corner (marked below) is robust. Consider adding chamfer to acute angle to avoid pavement failure.



Stair exit

Review recessed stairway exit opening toward Gough Street (marked above). Nominated setback may create opportunities for unsafe and/or unsavoury behaviour.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Stairway tactiles and handrails

Ensure all entry stairways are compliant to relevant standards. Show all required tactile indicators and handrails.

Planting selection

Ensure planting palette is selected by qualified horticulturist. Nominated plant species are inappropriate for site conditions and interface with the public realm. Landscape Plan needs to include a plant schedule outlining proposed plants. Include the following information; botanical and common plant names, pot sizes at planting, plant sizes at maturity and quantities of each plant.

Landscape details are inconsistent with landscape plan and architectural information. Reissue details to reflect proposed planting conditions.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



MEMO

To: John Theodosakis
From: Mark Pisani
Date: 14 August 2018
Subject: Application No: PLN18/0002
 Description: 10 Storey Building; Residential Hotel
 Site Address: 1-3 Harcourt Parade, Cremorne

I refer to the above Planning Application received on 2 July 2018 and the accompanying *Traffic Impact Assessment* report prepared by O'Brien Traffic in relation to the proposed development at 1-3 Harcourt Parade, Cremorne. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Residential Hotel	104 rooms	Rate not specified under Clause 52.06-5	To the satisfaction of the Responsible Authority	24

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

Car Parking Demand Assessment

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

- *Parking Demand for the Residential Hotel.* Residential hotel rooms can be classified as tourist accommodation facilities. In terms of parking provision for this type of accommodation, the NSW Roads and Maritime's *Guide to Traffic Generating Developments* version 2.2 provides a parking rate of one off-street space per four bedrooms (0.25 spaces per one-room apartment). The proposed development would be providing parking at a rate of 0.23 spaces per room and is considered appropriate. The empirical case provided by O'Brien Traffic for serviced apartments in Moonee Ponds had a parking rate of 0.22 spaces per room – fairly consistent with the subject site's parking provision and the rate from the RMS, even though the area is dissimilar to Cremorne. It is expected that the majority of guests would arrive by taxi, Uber, private driver services and public transport.
- *Availability of Public Transport in the Locality of the Land.* The site is within walking distance of bus services operating along Punt Road. The Richmond railway station and tram services operating along Swan Street are located several hundred metres to the north and can be reached by foot.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

- *Variation of Car Parking Demand over Time.* The peak parking demand would be expected to occur during guest check-in and check-out times.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

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

- *Availability of Car Parking.* On-street parking in the Cremorne area is very high during business hours. All the streets in the Cremorne area contain time based parking restrictions. The introduction of parking sensors along Cremorne Street would facilitate the parking turnover of bays. The high parking demand in the Cremorne area would be a disincentive for visitors, customers or employees to drive. The on-street parking occupancy survey conducted by O'Brien Traffic on Thursday 7 December 2017 at 1:30 pm revealed that 36 out of the 38 spaces contained within the surrounding area (chosen for the survey) were occupied.
- *Relevant Local Policy or Incorporated Document.* The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the provision of 24 on-site spaces for the proposed residential hotel is considered appropriate in the context of the development and the surrounding area. The rate of 0.23 spaces per room is fairly consistent with the rate used by the NSW Roads and Maritime Services. The operation of the residential hotel should not adversely impact on existing on-street parking conditions in the area.

Council's Civil Engineering unit has no objection to the proposed on-site car parking provision for this site.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

TRAFFIC GENERATION

Trip Generation

The traffic generation for the site adopted by O'Brien Traffic is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential Hotel (104 rooms)	Assuming 80% room occupancy 75% trips to and from site by motor vehicle 50% of vehicle trips occurring in the AM peak hour 50% of vehicle trips occurring in the PM peak hour	166	42	42

The traffic generation provided by O'Brien Traffic is based on a number of assumptions. It would have been preferable if the traffic generation could have been calculated from empirical traffic generation rates for this development.

With the site's proximity to Punt Road, it is probable that traffic wishing to access the site would be more inclined to originate from Punt Road rather than the internal roads within Cremorne.

Traffic Impact from Nearby Developments

A number of large scale developments in Cremorne have been approved or are currently seeking planning approval.

In 2015, a traffic analysis of key intersections in the Cremorne area was undertaken by GTA Consultants part of the major development at 2 Gough Street (the Richmond Maltings site). The analysis undertaken by GTA confirmed that the degrees of saturation at a number of intersections such as Cremorne Street/Swan Street had approached saturation under existing conditions during peak periods (at that time).

With the redevelopment of 2 Gough Street or any of the other nearby development sites, there is very little opportunity to improve capacity at the key intersections or through roads in the Cremorne area. A modal shift from private motor vehicle use to more sustainable forms of transport would be the most practical means of limiting the amount of traffic that is added to the road network in Cremorne. The subject site is not a high generator of vehicle trips.

Compared to the major developments in the surrounding area (2 Gough Street, 60-88 Cremorne Street, 167 Cremorne Street), it is agreed that the traffic generated by the subject site are not unduly high and should not adversely impact the operation of the Punt Road/Gough Street intersection or any of the nearby roads.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

**DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment**

Idle Architecture Drawing No. 2.02 Revision A dated 11 April 2018

Item	Assessment
Access Arrangements	
Development Entrance	The 6.3 metre wide entrance satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A pedestrian sight triangle measuring 2.0 metres by 2.5 metres has been provided for the exit lane as required by <i>Design standard 1 – Accessways</i> of Clause 52.06-9.
Headroom Clearance at Entrance	Not dimensioned on the drawings.
Porte Cochère Entrance and Exit	The porte cochère has a minimum accessway width of 3.0 metres and has a 300 mm wide kerb along its outside edge. The widths of the entry and exit of the porte cochère along the building line have not been dimensioned.
Vehicle Crossings	Vehicle crossings for the car park entrance and the porte cochère have not been depicted on the drawings. A check of the drawings using the Trapeze plan management tool indicates area to be occupied by the vehicle crossing for the porte cochère exit is located approximately 3.85 metres from the tangent point of the radial of the Punt Road/Gough Street intersection. The Australian/New Zealand Standard AS/NZS 2890.1:2004 require vehicle crossings to be located no less than 6.0 metres from the tangent point (please see appended diagram).
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the single parking space (3.0 metres by 5.4 metres) satisfy AS/NZS 2890.1:2004.
Accessible Parking Space	The 2.4 metre width of the accessible parking space is non-compliant since it abuts a wall. The shared area has not been hatched line marked or provided with a bollard.
Aisles	The aisle widths range from 6.3 metres to 6.4 metre wide aisle and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	The position of the column adjacent to the service bay satisfies <i>Diagram 1 Clearance to car parking spaces</i> of Clause 52.06-9.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp profile comprises an upward grade of 1 in 8 for the first 2.5 metres inside the building line, followed by a flat grade for the remainder of the car park. Although this does not satisfy <i>Design standard 3 – Gradients</i> , the Australian/New Zealand Standard AS/NZS 2890.1:2004 permits a downward grade of 1 in 8 for medium term parking and that the car park is no greater than 100 spaces. There is no objection to the 1 in 8 downward grade to the building line.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Item	Assessment
Car Stacker Devices	
Car Stacker Device	Model type and specifications not provided.
Floor to Ceiling Height	A floor to ceiling height of 3.8 metres has been provided.
Vehicle Clearance Heights	Not known since a device has not been specified. To be assessed upon receipt of technical specifications and further information from the applicant.
Visitor/Guest Parking	There is no objection to the valet parking arrangement for the stacker.
Other Items	
Vehicle Exit Movements – End stacker Platforms	Vehicle exit movements out of the southernmost stacker platforms appear tight. These movements should be demonstrated with a swept path analysis.
Sight Distance Check – Exit of Porte Cochère	The stopping sight distance check used by O'Brien Traffic shows an exiting vehicle (wishing to proceed eastbound along Gough Street) just inside the property with a sight line along Punt Road (southbound traffic). The sight distance requirements at accessway driveways in Figure 3.2 of AS/NZS 2890.1:2004 is based on a vehicle exiting the property onto the frontage road and viewing traffic along that frontage road (in this case Gough Street, and not Punt Road). The sight distance check in the submitted report indicates that a vehicle exiting the porte cochère has adequate sight lines of a south bound vehicle on Punt Road wishing to turn left into Gough Street.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Design Items to be Addressed

Item	Details
Vehicle Crossings	Vehicle crossings should be depicted on the <i>Proposed Ground Floor Plan</i> and be dimensioned. In addition, the exit vehicle crossing needs to be relocated away from the 6.0 metre 'No Go Zone' as shown on the appended diagram. This would result in the porte cochère needing to be redesigned. The redesign of the porte cochère may also result in the provision of one vehicle crossing to service both the car park entry and entry into the porte cochère (as opposed to two separate vehicle crossings). This would also minimise the amount of vehicle crossing along the kerbside.
Accessible Parking Space	The accessible parking space should have an absolute minimum width of 2.7 metres if it abuts a wall. Alternatively, the space and the shared area could be swapped around.
Car Stacker Specifications	The applicant must specify the model and type of car stacker to be used for the development. Technical specifications of the car stacker and details are to be provided.
Ground Clearance Checks – Vehicle Crossings	Ground clearance checks are to be provided for the vehicle crossings using the B99 design vehicle. As a guide, please see the appended vehicle crossing information.
Flood Barrier	In principle, there is no objection to the provision of a flood barrier. The applicant should provide the specifications of the type of flood barrier to be selected. Comment from Melbourne Water should be sought in regards to the flood barrier.

ENGINEERING CONDITIONS

Civil Works

Upon the completion of all building works and connections for underground utility services,

- The footpath along the property's Gough Street frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The existing vehicle crossing on the site's Gough Street road frontage must be demolished and reconstructed in accordance with Council's Standard Drawings, Council's *Infrastructure Road Materials Policy* and engineering requirements. All new vehicle crossings must satisfy the ground clearance requirements for the B99 design vehicle. Internal floor levels may need to be amended to satisfy Council's standard vehicle access requirements.
- The existing property splay at the corner of Gough Street and Harcourt Parade must be retained at ground floor level for pedestrian purposes.
- All redundant vehicle crossings must be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the <i>Building Regulations</i> 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the <i>Local Government Act</i> 1989 and Regulation 133.
Protrusions into Car Stacker Envelopes	The applicant must ensure that pipes, ducting or other protrusions from the underside of the first floor slab do not encroach into the car stacker design envelopes.
Comment from CityLink/Transurban	As the site abuts Harcourt Parade, comment from Citylink/Transurban may be required.
Overhead Cables	There are existing overhead utility cables within the subject site's boundaries. The applicant must relocate these overhead utility cables to the satisfaction of Council and the relevant power authority prior to the development commencing.

C:\Users\theodosj\AppData\Local\Hewlett-Packard\HP TRIM\EMPIHPTRIM 3664\ID18 138567 PLN18 0002 - 1 - 3 Harco - 2^o Parade Cremoine - Engineering comments(2).DOCX



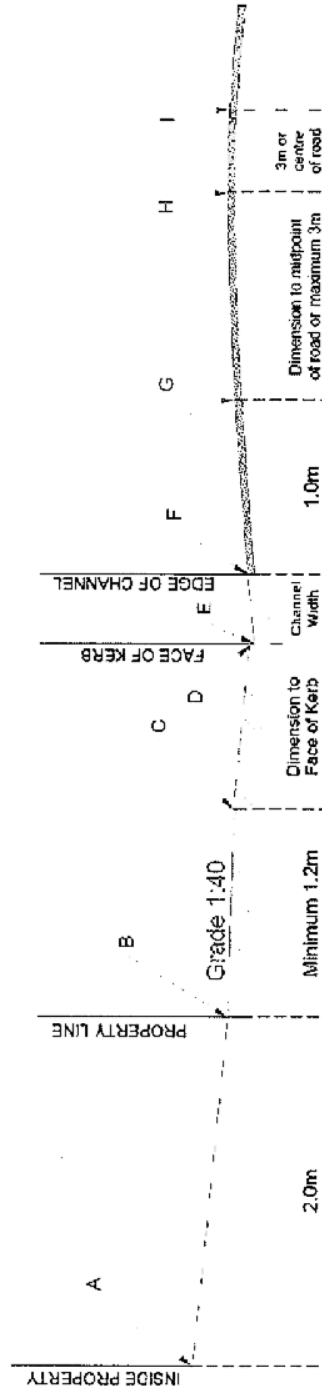


Vehicle Crossing – Cross Section

The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

- A. Finished floor level 2.0 metres inside property
- B. Property line surface level
- C. Surface level at change in grade (if applicable)
- D. Bullnose (max height 50mm) – must be clearly labelled
- E. Surface level at the bottom of the kerb
- F. Surface level at the edge of channel
- G. Road level 1.0 meter from the edge of channel
- H., I. Road levels

- o Please note the cross section must be fully dimensioned. As shown in the sketch below.
- o Please show both the existing and proposed surface.
- o The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- o A bullnose (max 50mm) is permitted at point D, however not compulsory.
- o The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- o The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- o Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- o Please include any additional levels or changes in grade that are not shown in the diagram.



Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Theodosakis, John

From: Orr, Patrick
Sent: Monday, 25 November 2019 5:19 PM
To: Theodosakis, John
Subject: RE: Referral Comments

Hi John,

3x a week is probably more reasonable, but that may also affect the waste room size requirements.

From: Theodosakis, John
Sent: Monday, 25 November 2019 4:24 PM
To: Orr, Patrick <Patrick.Orr@yarracity.vic.gov.au>
Subject: RE: Referral Comments

Cool thanks. I'll condition an updated WMP into the permit.

What should the number of collections be?

Cheers

John

From: Orr, Patrick
Sent: Friday, 1 November 2019 4:27 PM
To: Theodosakis, John <John.Theodosakis@yarracity.vic.gov.au>
Cc: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: RE: Referral Comments

Hi John

The waste management plan for 1-3 Harcourt Parade authored by Leigh Design and dated 8/12/17 is not satisfactory from a City Works branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. Please detail how food organic waste will be managed
2. Please detail how e-waste will be managed
3. The number of collections for waste and recycling should be reduced

Patrick

From: Theodosakis, John
Sent: Thursday, 31 October 2019 10:56 AM
To: Orr, Patrick <Patrick.Orr@yarracity.vic.gov.au>
Subject: RE: Referral Comments

Yes please.

Many thanks

John

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

From: Orr, Patrick
Sent: Thursday, 31 October 2019 10:55 AM
To: Theodosakis, John <John.Theodosakis@yarracity.vic.gov.au>
Subject: RE: Referral Comments

Hi John,

I can't seem to find any referral comments made. Would you like me to provide some?

Patrick

From: Theodosakis, John
Sent: Tuesday, 29 October 2019 11:12 AM
To: Orr, Patrick <Patrick.Orr@yarracity.vic.gov.au>
Subject: Referral Comments

Hi Patrick,

Sorry to bother you, but can you please forward any previous referral comments relating to Planning application No. PLN18/0002 – 1-3 Harcourt Parade, to me.

I need them asap for my report and I've checked high and low.

Kind Regards,

John

John Theodosakis
Principal Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 F: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au W: www.yarracity.vic.gov.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



Planning Referral

To: Sarah Thomas
From: Julian Wearne
Date: 13/07/2018
Subject: Strategic Transport Comments
Application No: PLN18/0002
Description: Development of the land for the construction of a 10 storey building (plus plant deck), use of the land as a residential hotel (104 rooms), construction and display of major promotional electronic signage
Site Address: 1-3 Harcourt Parade, Cremorne

I refer to the above Planning Application referred on 02/07/2018, and the accompanying Traffic report prepared by O'Brien Traffic in relation to the proposed development at 1 – 3 Harcourt Parade, Cremorne. Council's Strategic Transport unit provides the following information:

Access and Safety

The following concerns should be considered:

Pedestrian amenity on Gough Street

The proposed development appears to require three cross-overs along Gough Street, including two wide crossovers in very close proximity to each other. This is *undesirable* from a pedestrian amenity perspective along Gough Street; however it is understood the site constraints and need for a porte-cochère limit opportunity for an alternate design. This concern has been discussed with Council's Traffic Engineering unit who has indicated the relatively low vehicle volumes and general sightlines should not result in a safety concern for pedestrians or vehicles with the current design.

Given the above considerations; the three cross-overs along Gough Street can be supported in this instance; however a plan clearly detailing the crossover widths and designs should be submitted to the engineering team for consideration.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Residential building (other than specified in the table)	104 lodging rooms	In developments of four or more storeys, 1 resident space to each 10 lodging rooms	10 resident spaces	29 combined guest / employee / visitor bicycle spaces
		In developments of four or more storeys, 1 visitor space to each 10 lodging rooms	10 visitor spaces.	
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	2 showers / change rooms	0 showers / change rooms

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

The development provides a total of 9 additional bicycle spaces above the requirements of the planning scheme, but does not separate visitor, guest and employee spaces.

Adequacy of bicycle spaces

- No spaces are specifically noted as visitor / hotel guest / employee spaces.
- Ordinarily it is better to separate visitor and employee spaces, however given the small footprint of the subject site, the security requirements of the car parking area, and the nature of the use where a high turnover of different people is inherent; it is acceptable that spaces are co-located within the ground-floor car park.
- The proposal includes a surplus of 9 spaces over the requirements of the planning scheme. This is an acceptable number of spaces given the nature of the proposed use.
- No end of trip facilities appears to have been provided, falling short of the requirements of the planning scheme. This is acceptable given the nature of the proposed use where hotel guests and employees will be able to access other showers onsite.
- The design and layout of the spaces requires revision given:
 - All spaces are hanging spaces. Pursuant to Australian Standard AS2890.3 at least 20% of spaces are required to be horizontal at ground-level spaces.
 - A number of spaces do not appear to have adequate clearance from car parking lifts, service cupboards or each other (see Figure 1 below).

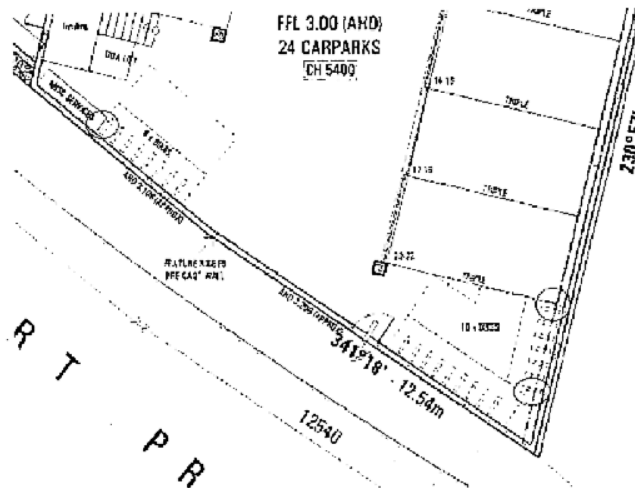


Figure 1 – a number of spaces do not appear to have adequate clearance to function as intended.

Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction stage given car parking bays are proposed as car stackers and very few car stacker EV charging technologies are currently available, to allow for easy future provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

Recommendations

The following should be shown on the plans before endorsement:

1. At least 20% of bicycle spaces should be provided as horizontal at ground-level spaces (e.g. a bike rail).
2. All bicycle spaces must be designed to comply with clearance requirements of AS2890.3.

Regards

Julian Wearne

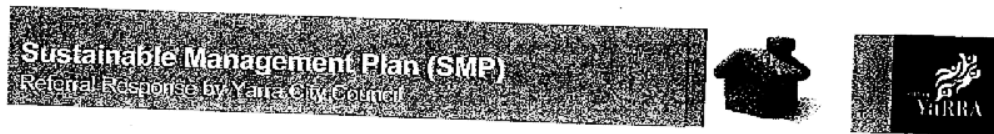
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Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Transport Planning Officer
Strategic Transport Unit

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development*.

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category *Non-residential 1. 1,000m² or greater*.

What is a Sustainable Management Plan (SMP)?

An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice. The following comments are based on the review of the architectural drawings, prepared by *Idle Architecture* (advertised set) and the accompanying SMP, prepared by *SDC* (advertised version).

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

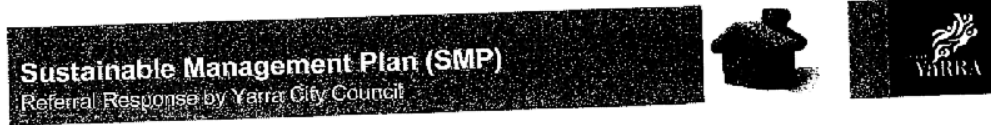


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Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



Assessment Summary:

Responsible Planner:	Sarah Thomas
ESD Advisor:	Euan Williamson
Date: 17.07.2018	Planning Application No: PLN18/0002
Subject Site:	1-3 Harcourt Pde, Cremorne, VIC
Site Area: Approx. 785m ²	Site Coverage: 100%
Project Description:	Ten storey building containing a residential hotel (104 rooms).
Pre-application meeting(s):	None.

The standard of the ESD is close to meeting Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:

- A STORM report with a 100% STORM score has been submitted that demonstrates best practice and relies on ~430m² of roof connected to a 15,000 litre rainwater tank and 15m² of terraces connected to 1m² of raingardens.
- 10% improvement above the energy efficiency requirements of the NCC.
- Good access to daylight to hotel rooms and auxiliary spaces.
- Reasonable shading through screens, balconies and building articulation.
- Energy efficient HVAC for guest rooms with a COP of 3.5 (min).
- Energy efficient lighting, and common area & external lighting to have motion sensor controls.
- Water efficient fixtures and taps.
- Water efficient irrigation.
- 29 bike parking space in the basement.
- Green wall (creeper provided) to NE façade adjacent to carpark entrance.

(2) Application ESD Deficiencies:

- No access to natural ventilation to most hotel rooms and auxiliary spaces. Ensure that fresh air supply is in excess of AS1668 air flow rates by at least 50%. Recommend heat recovery within HVAC system.
- "Wherever possible" is not a suitable term for a town planning submission. Please remove this reference relation to steel suppliers.

(3) Outstanding Information:

- Please provide the completed JV3 energy modelling report prior to occupation demonstrating the 10% improvement in NCC requirements.
- Please clearly identify the raingarden on both architectural and landscape plans. Please note that the 300mm specification of these raingardens describes the overflow reservoir depth, not the depth of the garden substrate. Consider whether 100mm raingardens might be more suitable.

(4) ESD Improvement Opportunities

- Recommend a solar PV array to contribute to onsite electricity demands.
- Recommend providing a composting system for hotel services.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



Further Recommendations:

The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

1. Indoor Environment Quality (IEQ)

Objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants.
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

Issues	Applicant's Design Responses	Council Comments	CAR
Natural Ventilation and Night Purging	No access to natural ventilation to most hotel rooms and auxiliary spaces.	Ensure that fresh air supply is in excess of AS1668 air flow rates by at least 50%. Recommend heat recovery within HVAC.	2
Daylight & Solar Access	Good access to daylight to hotel rooms and auxiliary spaces.	-	1
External Views	External views from most areas.	-	1
Hazardous Materials and VOC	Low VOC internal sealants and paints, adhesives, and flooring, and low or zero formaldehyde content in engineered timber projects.	-	1
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes: - No access to natural ventilation - Some external shading - Good thermal efficiency standards.	Please refer to section on, <i>NCC Energy Efficiency Requirements Exceeded and Effective Shading</i>	1

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [1. Indoor Environment Quality](#)
Good Environmental Choice Australia Standards www.gecs.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	10% improvement above the energy efficiency requirements of the NCC.	Please provide the completed JV3 energy modelling report prior to occupation demonstrating the 10% improvement in NCC requirements.	3
Hot Water System	Gas storage hot water with a minimum 85% efficiency.	-	1
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	Reasonable shading through screens, balconies and building articulation.	-	1
Efficient HVAC system	Energy efficient HVAC for guest rooms with a COP of 3.5 (min).	-	1
Efficient Lighting	Energy efficient lighting (20% improvement on NCC for hotel), LEDs and external lighting to have motion sensor controls.	-	1
Electricity Generation	No information has been provided.	Recommend a solar PV array to contribute to onsite electricity demands.	4
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [2. Energy Efficiency](#)
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient taps and fittings throughout, including: <ul style="list-style-type: none"> - 4 Star toilets - 5 Star tapware - 3 Star showers <7.5 litres/min - Medium contemporary for penthouses. 	-	1
Water for Toilet Flushing	15,000 litre rainwater tank proposed to flush toilets on ground level (20 occupants equivalent).	-	1
Water Meter	Separate water (hot & cold) metering for all major uses.	-	1
Landscape Irrigation	Rainwater to feed drip irrigation system to planter boxes.	-	1
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [3. Water Efficiency](#)

Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au

Water Services Association of Australia www.wsaa.asn.au

Water Tank Requirement www.makeyourhomegreen.vic.gov.au

Melbourne Water STORM calculator www.storm.melbournewater.com.au

Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

4. Stormwater Management

Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles.

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 100% STORM score has been submitted that demonstrates best practice and relies on ~430m ² of roof connected to a 15,000 litre rainwater tank and 15m ² of terraces connected to 1m ² of raingardens.	<p>Please clearly identify the raingarden on both architectural and landscape plans.</p> <p>Please note that the 300mm specification of these raingardens describes the overflow reservoir depth, not the depth of the garden substrate. Consider whether 100mm raingardens might be more suitable.</p>	3
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	-	-	-
Stormwater Treatment	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 4. [Stormwater Management](#)
 Melbourne Water STORM calculator www.storm.melbournewater.com.au
 Water Sensitive Urban Design Principles www.melbournewater.com.au
 Environmental Protection Authority Victoria www.epa.vic.gov.au
 Water Services Association of Australia www.wsaa.asn.au
 Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	Flooring and joinery will be certified through Ecospecifier, GECA, ECS or MTS.	-	1
Embodied Energy of Concrete and Steel	A minimum of 50% recycled concrete.	"Wherever possible" is not a suitable term for a town planning submission. Please remove this reference relation to steel suppliers.	2
Sustainable Timber	All timber used will be FSC or PEFC accredited.	Recommend FSC accredited timber only.	4
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
Other	-	-	-

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3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [5. Building Materials](#)
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking proposed on ground floor in car stackers.	-	1
Bike Parking Spaces	19 bike parking space in the ground floor carpark	-	1
End of Trip Facilities	Recommend end of trip facilities to encourage staff to cycle to work.	-	2
Car Share Facilities	No information has been provided.	-	1
Electric vehicle charging	No information has been provided.	Recommend providing electric vehicle charging facilities.	4

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3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [6. Transport](#)

Off-setting Car Emissions Options www.greenfleet.com.au

Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf

Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/

Bicycle Victoria www.bv.com.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	Only general statements provided.	Recommend a minimum 80% recycling/reuse target for construction and demolition waste.	4
Operational Waste Management	Space for general waste and recycling bins.	Recommend providing a composting system for hotel services.	4
Storage Spaces for Recycling and Green Waste	Area for bins and hard waste can be identified on the plans.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

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3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [7. Waste Management](#)

Construction and Waste Management www.sustainability.vic.gov.au

Preparing a WMP www.epa.vic.gov.au

Waste and Recycling www.resourcesmart.vic.gov.au

Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002)

www.environment.nsw.gov.au

Waste reduction in office buildings (2002) www.environment.nsw.gov.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

8. Urban Ecology

Objectives:

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation.

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	Landscaping on terraces and ground floor will marginally improve the ecological value of the site.	-	1
Heat Island Effect	No specific information has been submitted.	-	1
Other	438m ² of communal space including co-working space.	-	1
Green wall	Green wall (creeper provided) to NE façade adjacent to car park entrance.	-	1

*** Council Assessment Ratings:**

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3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [8. Urban Ecology](#)

Department of Sustainability and Environment www.dse.vic.gov.au

Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au

Greening Australia www.greeningaustralia.org.au

Green Roof Technical Manual www.yourhome.gov.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR ⁶
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [9. Innovation](#)
 Green Building Council Australia www.gbca.org.au
 Victorian Eco Innovation lab www.ecoinnovationlab.com
 Business Victoria www.business.vic.gov.au
 Environment Design Guide www.environmentdesignguide.com.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No specific information provided.	Comprehensive commissioning and tuning of all major appliances and services.	4
Building Users Guide	A Building Users Guide explaining optimal usage of building services and sustainability features within the development.	-	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	-	1
Construction Management Plan	An Environmental Management Plan will be developed by the building contractor to monitor and control activities undertaken during construction.	-	1
Others	-	-	-

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3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [10. Construction and Building Management](#)

ASHRAE and CIBSE Commissioning handbooks

International Organization for standardization – ISO14001 – Environmental Management Systems

Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

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Theodosakis, John

From: Thomas, Sarah
Sent: Monday, 2 July 2018 9:40 AM
To: Williamson, Euan; Engineering Referral Unit; Orr, Patrick; Strategic Transport Referrals; Maher, Ciaran; Urban Design Unit
Cc: Pisani, Mark; Demosthenous, Nick; Wearne, Julian; Pandhe, Amruta
Subject: Planning referral - 1-3 Harcourt Pde, Cremorne

Hi All

Planning application No.: PLN18/0002
Address: 1-3 Harcourt Pde Cremorne VIC 3121

Please find below a link to set of plans for the above planning application.
<https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2018/06/29/pin180002>

We are after your advice from your respective fields.

In particular:

- Engineering – car parking access, layout and provision, access and safety to Harcourt Pde/Punt Rd.
- Strategic transport – Bicycle parking layout, provision and access.
- Urban design – we have also gone external for advice so we are just after comments in terms of the broader public realm.

If you have any enquiries, please contact me.

Thanks

Sarah Thomas

Principal Planner and Advocate
(Monday, Tuesday, Thursday and Friday)
City of Yarra PO Box 168 Richmond 3121
T 9205 5046 F (03) 8417 6666
* Sarah.Thomas@yarracity.vic.gov.au W www.yarracity.vic.gov.au

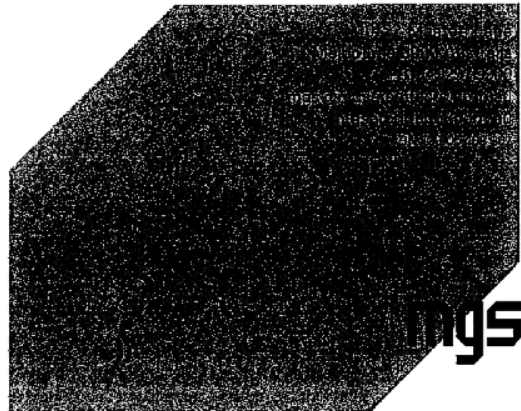


BESS is now live!
If you're applying for a planning permit, use the
Built Environment Sustainability Scorecard to
prepare your sustainable design assessment.

Visit www.bess.net.au to get started.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

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INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT 1-3 HARCOURT PARADE CREMORNE
October 2018

Prepared by

Robert McGauran
B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVEPLA, Architect

Our ref: 18082

Directors
Eli Giannini
Chris Jones
Cameron Lacy
Robert McGauran
Mun Soan
Joshua Wheeler

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

BACKGROUND

1. In July 2018, Yarra City Council (Council) requested my urban design advice regarding a planning permit application for the site at 1-3 Harcourt Parade, Cremorne.
2. My comments are made with regard to the resolution of the scheme in relation to:
 - a) Appropriateness of the design treatment and scale of the proposed buildings;
 - b) Siting, bulk and height of the proposed buildings and its streetscape impact and also internally;
 - c) Use of colours, materials and façade treatments;
 - d) Signage; and
 - e) Whether the proposal achieves a high architectural and urban design outcome.
3. The application proposes to develop the site with a residential hotel comprising 11 levels. The proposed building will contain the following:
 - > Ground Floor will comprise the entry foyer, accessed from Gough Street and the vehicle car park to accommodate 24 car spaces in valet parked stackers, also accessed from Gough Street.
 - > First - Third Floors will accommodate hotel rooms.
 - > Fourth and Fifth (identified as Level 4 Mezzanine) Floors will accommodate hotel common areas including bar, breakfast area, conference/meeting areas and kitchen.
 - > The remaining floors will accommodate hotel rooms.
 - > A proposed electronic sign is located at Floors 4-5 and provides a vertical break in the overall building design as the building tapers towards higher floors. The sign will advertise hotel business and non-hotel business.

SITE CONTEXT

4. The subject site is an irregularly shaped lot located at the north east corners of Harcourt Parade, Gough Street and Punt Road.
5. It has three street frontages - Gough Street to the north, Punt Road to the west and Harcourt Parade to the south.
6. The site has an area of 785sqm.
7. The site is currently used as an open lot commercial car park. A small office shed and a V-shaped floodlit promotional sky sign that has existed on the site for many years. There is no significant landscaping other than peripheral landscaping along the site boundaries.
8. To the immediate east of the subject site is the Richmond Maltings Silos, an iconic site in Richmond with its associated Nylex and Victoria Bitter promotional signs.
9. The Richmond Silos site has been the subject of recent heritage and planning approvals processes to retain the silo buildings and undertake a comprehensive mixed use development that incorporates the Nylex sign and Victoria Bitter signage into the redevelopment of the site.
10. To the immediate north of the subject site facing Punt Road is a five storey commercial office building.
11. To the north-east fronting the east side of Gough Place is a number of single storey cottages.
12. Gosch's Paddock, a large passive and open space reserve, is located on the opposite of Punt Road in the City of Melbourne.
13. The Monash Freeway (M1) overpass of Punt Road is to the immediate south of Harcourt Parade, the ground level of which is used for public car parking beyond which is the Yarra River. Harcourt Parade serves as the entry ramp to the Monash Freeway.
14. The subject site is proximate to three arterial roads, the Monash Freeway, Punt Road and Alexandra Avenue on the opposite side of the Yarra River in the City of Stonnington.
15. The subject site has access to public transport with Richmond Railway Station and the Swan Street tram route both located approximately 500 metres to the north and bus routes along Punt

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Road although the pedestrian environment in Punt Road is hostile by way of noise and speeds of traffic to pedestrian movement.

16. The site is close to a number of locally and internationally recognised tourist and recreation facilities including the Melbourne Sports and Entertainment Precinct (including the MCG, AAMI Park and the Melbourne Park tennis complex), the Yarra River, the Royal Botanic Gardens, the Swan Street activity centre and the Melbourne CBD.

STATUTORY AND STRATEGIC PLANNING CONTEXT

PLAN MELBOURNE

17. Within *Plan Melbourne*, there are a number of outcomes, directions and policies that need to be considered when reviewing this proposal from an urban design perspective.
18. *Plan Melbourne* outlines a vision of Melbourne as a 'global city of opportunity and choice'. This vision is guided by seven key outcomes, each supported by directions and policies towards their implementation.
19. Outcomes relevant to the land-use and built-form changes sought by this proposal include the following:
 - a) Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs
 - b) Outcome 2: Melbourne provides housing choice in locations close to jobs and services
 - c) Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
 - d) Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
20. **Direction 1.1** seeks to create a city structure that strengthens Melbourne's competitive for jobs and investment, particularly with regard to supporting the central city to become Australia's largest commercial and residential centre by 2050.
 - a) Policy 1.1.1 & 1.1.2 encourages new development opportunities to create grow office floor space amongst residential space is to delivering co-benefits of employment, reduced commuting and transport costs for workers and residents. Urban renewal precincts in and around the central city is acknowledged here to play a major role in delivering high-quality, distinct and diverse neighbourhoods that offer a mix of uses.
21. **Direction 4.1** advocates a place-making approach to urban design to create "*more great public places across Melbourne.*"
 - a) **Policy 4.3.1** seeks to integrate place-making practices into road-space management to ensure the design of streets encourages the use of active transport and facilitates a greater degree of and encounter and interaction between people and places.
22. **Direction 5.1** outlines the ambition of creating a city of 20-minute neighbourhoods by encouraging the development of vibrant, mixed-use neighbourhoods linked by a network of activity centres. 'Walkability', 'housing diversity', 'ability to age in place' are identified here as key characteristics of 20-minute neighbourhoods.
23. **Direction 5.3** notes the importance of social infrastructure in supporting strong communities. Delivery and co-location of social infrastructure in accessible locations in close proximity to public transport is a key policy under this direction.
24. Policy guidelines to consider where relevant include:
 - a) *Urban Design Guidelines* for Victoria (Department of Environment, Land, Water and Planning, 2017).
 - b) *Safer Design Guidelines* for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).

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- c) *Urban Design Charter* for Victoria (Department of Planning and Community Development 2009).

PLANNING POLICY FRAMEWORK

State and regional planning provisions relevant to this application are set out below:

25. **Clause 11.06-8: Open Space Network in Metropolitan Melbourne.** The policy includes strategies for:
 - > " Ensuring development does not compromise the Yarra River and Maribyrnong River corridors and other waterways as significant open space, recreation, aesthetic, conservation and tourism assets.
 - > Continuing the development of the lower Yarra River as a focus for sport, entertainment and leisure.
26. **Clause 12.04-1: Environmentally Sensitive Areas.** The strategy seeks to protect environmentally sensitive areas with significant recreational value such as the Yarra River.
27. **Clause 12.05-2: Yarra River Protection.** The relevant strategies seek to avoid overshadowing of the river, its banks and adjacent public open space to ensure that the amenity of the public realm is maintained year round and to minimise the visual intrusion of development when viewed from major roads, bridge crossings, public open space, recreation trails and the river itself.
28. **Clause 13.02: Floodplain Management.** The subject site is affected by the Land Subject to Inundation Overlay. The objective seeks to assist the protection of life, property and community infrastructure from flood hazard, the natural flood carrying capacity of rivers, streams and floodways, the flood storage function of flood plains and waterways and floodplain areas of environmental significance or of importance to river health.
29. **Clause 15.01-12 Urban design** seeks to create urban environments that are "safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity." Relevant strategies outlined towards achieving this goal include the following:
 - a) *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
 - b) *Ensure the interface between the private and public realm protects and enhances personal safety.*
 - c) *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
 - d) *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.*
 - e) *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
 - f) *Promote good urban design along and abutting transport corridors.*
30. **Clause 15-01-1R "Urban design – Metropolitan Melbourne"** sets out to create a "distinctive and liveable city with quality design and amenity" by undertaking the following relevant strategies:
 - a) *Support the creation of well-designed places that are memorable, distinctive and liveable*
 - b) *Integrate placemaking practices into road space management*
 - c) *Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.*

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31. **Clause 15.01-02S "Building design"** aims to ensure that building design outcomes contributes positively to local contexts and enhances public realm, strategies relevant to this proposal include:
 - a) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
 - b) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
 - c) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
 - d) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
 - e) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
32. **Clause 15.01-4S "Healthy neighbourhoods"** seeks to achieve neighbourhoods that foster healthy active living and community wellbeing by designing neighbourhoods that encourage community interaction, physical activity and engagement amongst community members of all ages and abilities. Key relevant strategies include the provision of:
 - a) *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
 - b) *Streets with direct, safe and convenient access to destinations.*
 - c) *Conveniently located public spaces for active recreation and leisure.*
33. **Clause 15.02 "Sustainable Development"** is concerned with encouraging development that is energy and resource efficient, minimising greenhouse gas emissions towards supporting a cooler environment. Strategies outlined under this clause include the incorporation of ESD principles in new developments and supporting low energy forms of transport such as walking and cycling.
34. **Clause 17.01-1 "Economic Development"** acknowledges the role of planning in providing a strong, innovative and diversified economy where all sectors are critical to its property. Specifically, planning has a key role in providing land, facilitating decisions and resolving land use conflicts to enable regions to capitalise upon its strengths and achieve its economic potential. In this respect, strategically, Cremorne has a long history of creativity and production and today continues to be a major hub for creative industries with a distinct cultural industrial heritage and creative identity. New development in Cremorne should respond to and celebrate these underlying strengths and future opportunities.
35. **Clause 17.01-1R "Diversified economy – Metropolitan Melbourne"** enshrines a key outcome of *Plan Melbourne* to support the expansion of the Central City to become Australia's largest commercial centre by 2050. A key tenant behind strategies to this end is to plan for redevelopment of urban renewal precincts in and around the Central City to deliver high quality, distinct and diverse neighbourhoods that are genuinely mixed-use and offers attractive commercial floor space that is close to public transport and integrated cycling and walking paths. In this regard, the subject site is uniquely positioned within Cremorne near the perimeter of the Central City, near the Main Yarra Trail/Capital City Trail and multiple public transport options. These are positive attributes for the location of knowledge and creative firms.
36. **Clause 17.03-1: Facilitating Tourism.** The objective is "To encourage tourism development to maximise the employment and long-term economic, social and cultural benefits of developing the State as a competitive domestic and international tourist destination. The relevant strategies are:

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

- > Encourage the development of a range of well-designed and sited tourist facilities, including integrated resorts, motel accommodation and smaller scale operations such as host farm, bed and breakfast and retail.
 - > Seek to ensure that tourism facilities have access to suitable transport and be compatible with and build upon the assets and qualities of surrounding urban or rural activities and cultural and natural attractions.
37. **Clause 17.03-2: Tourism in Metropolitan Melbourne.** The objective seeks to develop metropolitan Melbourne as a desirable tourist destination.
38. **Clause 18 "Transport"** encourages solutions that ensure an integrated and sustainable public transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movement of goods and people and is safe.
39. **Clause 18.01-1 "Land use and transport planning"** outline strategies to develop an integrated, equitable and accessible transport networks that connects people to jobs and services and goods to the market. The following strategies are relevant to this proposal:
- a) Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
 - b) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
40. **Clause 18.02-2S "Public Transport"** seeks to increase the use of public transport and encourage increased development close to high quality public transport networks.
41. **Clause 18.02-4S "Car parking"** encourages the efficient provision of car parking by consolidating facilities and ensuring that such facilities achieve a high quality of urban design and protects local amenity, including pedestrians and other users.
42. **Clause 19.02-6R "Open space – Metropolitan Melbourne"** outline the objective to strength the integration of Melbourne's open space network, strategies relevant to this proposal include the following:
- a) Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.
 - b) Create continuous open space links and tails along the Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).
 - c) Continue the development of the lower Yarra River as a focus for sport, entertainment and leisure.
43. **Particular provisions of relevance to this proposal include the following:**
- > Clause 52.06 "Car Parking"
 - > Clause 52.7 "Land Adjacent to a Road Zone, Category 1"
 - > Clause 52.34 "Bicycle Facilities"
 - > Clause 58 "Apartment Developments"
 - > Clause 65 "Decision Guidelines"
 - > "Swan Street Structure Plan", January 2014

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

RELEVANT LOCAL POLICIES

44. **Clause 21.05 – “Built Form”** and in particular Clause 21.05-2 is relevant where it notes that within the whole municipality a clear picture emerges of a low-rise urban form punctuated by pockets of higher development.

Clause 21.05 Built Form covers heritage, urban design, built form character, and public environment. The objective of this policy is to conserve areas of heritage significance whilst providing for an adaptive reuse and change of buildings. It seeks to 'retain Yarra's identity through maintaining built and urban form as typically low-rise with pockets of higher development' and to enhance the built form character by considering the surrounding context and respecting (not dominating) existing built form. It also seeks 'to provide a public environment that encourages community interaction and activity', promoting universal access and ensuring that 'buildings have a human scale at street level'.

- a) 21.05-1 Heritage notes that, *The cultural significance of heritage places must not be compromised by new development.*
 - b) *Objective 14 seeks To protect and enhance Yarra's heritage places , with 14.6 noting, Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
45. 21.05-2 Urban design notes
- a) Strategy 16.1 seeks to Reinforce the Yarra River as the key ecological and open space corridor element of the urban framework and 16.3 seeks to Maintain key vistas along the Yarra River corridor
 - b) Objective 17 seeks to retain Yarra's identity as a low-rise urban form with pockets of higher development. Strategy 17.2 notes Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:-
 - Significant Upper level setbacks,
 - Architectural design excellence,
 - Best practice environmental Sustainability,
 - Positive contribution to the enhancement of the public domain
 - Provision of affordable housing
 - c) Objective 20 seeks to ensure that new development contributes positively to Yarra's urban fabric.
 - d) Objective 21 seeks to enhance the built form character of Yarra's Activity Centres.
 - e) Objective 22 seeks to encourage the provision of universal access in new development.
 - f) The description of preferred character for the Yarra River Corridor notes:
The Yarra River Corridor has a topography that is visually undermined by larger scale development sited too close to its banks. There is a need to protect and enhance the landscape qualities of the Corridor, as seen from within the Corridor, and vantage points outside the Corridor. To maintain the character of the Corridor it is important to recognize that different forms of development will be appropriate in different sections of the Corridor. Prescribing maximum building heights and setbacks is necessary for some sections of the Corridor.
 - g) Objective 25 seeks to ensure that development maintains and enhances the environmental, aesthetic and scenic qualities of the Corridor.
 - h) Strategy 25.3 Use a combination of height, setback and vegetation screening to protect and enhance the landscape qualities of the Corridor as a vegetation-dominated Corridor, particularly in views from roads, paths and rail corridors and areas of public open space adjacent to the Corridor or on the opposite bank.
 - i) Clause 21.05-4 Public Environment notes in Objective 23 to provide a public environment that encourages community interaction and activity.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

- j) Strategy 28.4 Require new development to consider the opportunity to create public spaces as part of new development.
- k) Strategy 28.5 Require new development to make a clear distinction between public and private spaces.
- l) Strategy 28.6 Require new development to consider the creation of public access through large development sites, particularly those development sites adjacent to waterways, parkland or activity centres.
- m) Strategy 28.7 Discourage the creation of 'gated communities' that do not integrate with surrounding areas.
- n) Strategy 28.8 Encourage public art in new development.
- 46. Clause 21.06 Transport
- 47. Clause 21.07 Environmental Sustainability
- 48. Clause 21.08 relates to Neighbourhoods wherein the subject site fits within Area 12 in *Figure 8 Built Form Character Map for Burnley, Cremorne and South Richmond* notes it is in the Freeway river edge where an objective exists to ensure that development does not dominate the river and ensures that development does not adversely affect the significance of the heritage place.
- 49. Map 7 notes the importance of maintaining views of and to the silo site and in particular the prominence of the landmark Nyllex sign and identifies the subject site as a strategic redevelopment site. In implementing these strategies it notes – the implementation of built form strategy in clause 21.05 includes:
 - Supporting development that maintains and strengthens the preferred character of the relevant built form character
 - Encouraging the redevelopment of the following strategic redevelopment sites in a way that contributes positively to the urban fabric and public domain of the Yarra and where, subject to a Heritage Overlay, protects the heritage of the site and the area.
 - Site 1 is 34-45 Giblin Street Burnley
 - Site 2 is 2 Gough Street Cremorne (the subject site)
- 50. Further along in this section it notes *Ensuring that development of land adjacent to the Yarra River downstream of Church Street does not dominate the river and maintain the visual prominence of the Ball Tower of Dimmeys, the Nyllex sign and the Stitches Knitwear sign*
- 51. Clause 22.03 Landmarks and Tall Structures. In this context, in Cl.23.4 Landmark Design Response and Policies it notes the following:
 - Under 22.03-3 Policy – Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference; Maintain the prominence of Yarra's valued landmarks and landmark signs and; Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.
 - Notably in the context, the Nyllex sign is identified in 22.03 4 as one sign where development should protect views to the following landmark signs.
- 52. Clause 22.04 Advertising Signs Policy.
- 53. Clause 22.05 Interface Uses Policy. This clause seeks to facilitate the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes'. Its aim is to ensure that residential uses located within Mixed-Use Zones or near commercial centres and industrial uses enjoy a reasonable level of amenity and are designed to minimise the impact of nearby business operations and industrial activities on the amenity within the proposed dwellings.
- 54. Clause 22.16 Stormwater Management (Water Sensitive Urban design)
- 55. Clause 22.17 Environmentally Sustainable Development

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

ZONING

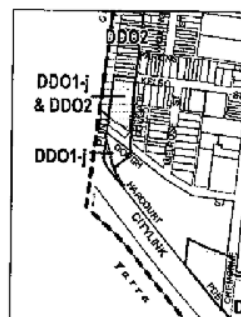
56. The site is zoned Commercial 2 Zone (C2Z) under the Yarra Planning Scheme.
57. The purposes of the Commercial 2 Zone are:
- > To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
 - > To 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.
58. The proposed use is defined as a "residential hotel" under the planning scheme:
- > Land used to provide accommodation in serviced rooms for persons away from their normal place of residence. If it has at least 20 bedrooms, it may include the sale of liquor for consumption on, or off, the premises, function or conference rooms, entertainment, dancing, amusement machines, and gambling.



OVERLAYS

Design and Development Overlay

59. The subject site is in a Design and Development Overlay (DDO1: Yarra (Birrarrung) River Corridor Protection). The purposes of the Design and Development Overlay are:
- > To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
 - > To identify areas which are affected by specific requirements relating to the design and built form of new development.
60. The Schedule to this Overlay includes various design objectives and buildings and works requirements. The only significant mandatory requirement is:
- > Buildings and works must not cast any additional shadow across the Setback Reference Line specified in each Setback Map Reference to this schedule between 11:00am and 2:00pm on 22 June.
61. DDO1 also includes setback and height controls for some precincts but not this precinct



Land Subject to Inundation Overlay

62. The subject site is in a Land Subject to Inundation Overlay (LSIO). The purposes of the Land Subject to Inundation Overlay are:
- > To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
 - > To identify land in a flood storage or flood fringe area affected by the 1 in 100 year flood or any other area determined by the floodplain management authority.
 - > To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.



Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

- > To reflect any declaration under Division 4 of Part 10 of the Water Act, 1989 where a declaration has been made.
- > To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).
- > To ensure that development maintains or improves river and wetland health, waterway protection and flood plain health.

City Link Project Overlay

63. The subject site is in a City Link Project Overlay (CLPO). The overlay provides that a sign may be displayed if the land is no longer under the control of the Melbourne City Link Project. Yarra City Council has previously issued a permit for a three storey office building with a similar sized sign. Council received advice at that time that the land was not subject to the advertising sign restrictions of the Project.



SUMMARY OF FINDINGS & CONCLUSION

64. The site, at a major gateway to the city at the interface of the Monash Freeway, is a logical one for upgrading from its current signage and parking use to a more ambitious building program.
65. The reversion of the site to a hospitality and accommodation use recalls in part the site's origins in the early 20th Century as a hotel and short term accommodation in conjunction with conferencing adjacent Melbourne's premier sporting precinct and an emerging employment zone and represents a logical use that should be supported subject to the design response being satisfactory.
66. The configuration of a use that has a low car parking demand is similarly supported in principle and could be further enhanced with a more ambitious green travel proposition having regard to the short term nature of occupancy by guests to the precinct and the proximity to the Capital City Trail and inner city cycling networks and the previously mentioned accessibility of public transport in the environs and their supplemented intensification in precinct events mode.
67. The proposed inclusion of welcome facilities at the apex of Gough Street is logical as is the inclusion of back of house facilities to the eastern interface at ground floor or below ground level and at the interface with an adjoin similarly programmed podium.
68. Generally speaking the architectural response of a floating podium floor capped by an upper level similar in form and divided by a two level rebated zone could additionally respond to attributes of the site in an appropriate manner.
69. The proposed accommodation looks typically to be fit for purpose as serviced accommodation and the inclusion of hotel common area with conferencing facilities at level 3 and mezzanine level 4 is most welcome as an addition to the Cremorne precinct and its growing enterprise role for the city and dearth of similar facilities therein.
70. Notwithstanding my general support for the project, there are matters that require additional work by the applicant in my view to achieve a satisfactory result.

Placemaking

71. As previously noted the site is a key one in the development of the gateway to Cremorne and its nexus with the Capital City Trail gateway and arrival to Melbourne Park and the city.
72. Its position on Gough Street, a street already with substantial car parking and traffic pressure, raises issues of how the quality of amenity could be improved to this street and Harcourt Parade to provide an enhanced future interface between the major arterial road Punt Road, the local road on-ramp of Harcourt Parade to the Monash Freeway, the adjoining capital City Trail and river to the south and sports precinct to the west.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

73. The pavement response as a key pedestrian arrival point should also note the potential synergies for occupants to access eastwards to the proposed adjoin hospitality core to the Maltings precinct and the typically wider pavements being delivered to the Gough Street interface therein. Logically the proposal should form a seamless extension of this public realm improvement project to complete the renewed street from east to west.
74. To that end the development of kerb outstands to Gough Street to provide a more ample front door zone for the development is recommended.
75. This should be undertaken in conjunction with better resolution of the corner of Gough Street and Punt Road which appears at present to be unclear in its resolution in respect to levels, planting, etc. with the result that footpaths remain very narrow longitudinally along the Gough Street frontage and unenhanced to the Harcourt Parade frontage.

Recommendation

- > That development is completed out to the kerb line for the Harcourt Parade and Gough Street frontages inclusive of tree planting and street furniture to the satisfaction of the responsible authority and consistent with the language and treatments adopted for the adjoin Maltings Public Realm Improvements to deliver a whole of block placemaking solution.

Interfaces

76. The applicant has not adequately described the interface with the proposed adjoining 15 storey blue glass tower on the Nylex site, instead providing for a small light court zone and setback with no engagement between the proposed development and the adjoining interfaces.
77. I would recommend section investigations between the terrace of room 15, the central light court zone and room 1 vertically to describe the proposed arrangements in order to ensure that the project provides for an integrated whole that provides a high quality amenity and aspect for occupants of both interfacing properties
78. In this case for example there may be opportunities to extend elements of rooms 1 and 15 to the site boundary to provide a more generously scaled end room and a better resolution with the neighbour at podium level and more generously resolved interfaces at upper levels. This will be subject to the investigation noted above.
79. The opportunity would also exist to enhance the amenity of the conference area where currently there is proposed screening over glazing to much of the Gough Street frontage.
80. The proposed planting on terrace areas is also somewhat vague and unresolved at this point in time.
 - a) I would have a preference for planter zones with depths of at least 1m and widths of a similar dimension to ensure, in combination with stormwater harvesting and irrigation, that ensure these areas provide a contribution and for amenity of residents to the public realm in perpetuity.

Landmark billboard

81. The proposal indicates a large sign arrangement to the southwest and south that varies from construction to the street interface with Harcourt Parade to setbacks of 2.96-3.44m to the Punt Road interface and at a maximum of 8.4m to the southern Harcourt parade interface. This proposal appears to be in three parts, with two sections of 19m long x 4.57m high signage joined by a 4.3m wide x 4.5m high board in the centre.
82. The alignment of the board in the central section would appear to align with the outermost point of the building to the south west and rooms 5 and 6 in the two upper levels.
83. The proposal suggests no setback to the Gough Street frontage for approximately 60% of the frontage of the site from its western intersection eastwards, raking back to a 7.32m setback to the east.
84. This arrangement is repeated on the upper levels to the north, to the full occupied extent of the building, with setbacks occurring to the south on level 8 of 8.482m at the south eastern end of

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the site and 1.93m more generally and at level 9 where setbacks are in the order of 15m to habitable rooms at its south eastern most end.

85. Plant areas are further set back towards the north western part of the site.
86. Elevations are provided of the south west, north and east with sections and a single streetscape elevation provided for the subject site viewed from Harcourt Parade frontage.
87. A 3D image is provided from the northwest indicating the arrangements of the proposed intermediate level signs and the juxtaposition of the building with the adjoining podium forms to the west.
88. A further streetscape perspective from the north east in Gough Street is provided along with a perspective view from the Punt Road interface and Alexandra Avenue bridge to the south west.
89. View lines for visibility of the Nylex sign are also provided by the applicant in drawing 3.09.
90. The rationale behind the selected viewpoints needs to be verified against the propositions established for the adjoining development in Gough Street.
91. Two sections are shown, one showing the juxtaposition of the development with the adjoining Monash Freeway and Harcourt Parade to the south and Gough Street to the north and the other longitudinal section indicating Gough Street and the adjoining development.
92. Details of planters at street level are indicated although widths are not shown and will be critical to the viability of the proposed planting.
93. No details for upper level planting shown on plans are provided by the landscape architect.
94. The proposal also includes a shadow analysis which indicates a greater extent of shading to Harcourt Parade and Punt Road and the main river trail at the June solstice but of apparently modest dimension with no additional impact on the river corridor but with clear impacts on the proposed residential development to the east and south east during the afternoon.

Materials and finishes

95. The materials provided, consist of precast panels, timber cladding, aluminium framed windows, Web Forge steel shading and composite claddings, timber claddings behind glass and plant areas shielded with ventilated louvres and shades.
96. Generally speaking the materials and finishes are robust and appropriate in the setting.

Further work and information

97. In addition to the previously noted recommendation, areas where I feel greater ambition is warranted are as follows.

Ground floor wall interfaces to Harcourt Parade

98. In this instance the applicant is suggesting a precast panel articulated only with a 20mm deep rebate to much of the frontage to this façade. The publicness and gateway significance of this location has not in my view been sufficiently acknowledged in the design response and warrants I think an integrated art strategy to this interface to enhance the ground floor interface with the river at a point where the undercroft of the freeway along with the Capital City Trail and their connections into the precinct have been identified strategically as matters of future importance to the operation of the Cremorne precinct.

Recommendation 2

- > Provide an integrated art strategy to the Harcourt Parade Frontage in response to the sites location at the gateway to the Capital City River trail and its arrival at Cremorne and the Melbourne Sports Precinct to the satisfaction of the responsible authority. The proposal should ensure the façade is the focus of positive art intervention through a considered Public Art response with associated lighting to enhance the safety, welcoming nature and significance of this location.
99. I similarly have a concern regarding the lower level eastern interfaces and how they interface with neighbouring development within the Maltings precinct and Nylex site. As previously

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noted, sections need to be developed to provide for a more attractive resolution than the suggested 39m of concrete walls expressed as a sideage to the full height of this development.

Recommendation 3

- > It is recommended that the applicant provide a revised response to the eastern interface with the neighbouring Maltings development and proposed tower and podium therein. The response must invest the building with higher quality urban design aspect to the north east and east in order that the relationship between this and taller development to the east is attractively resolved. The response will ensure that generous space typical of comparable setback to its neighbour is provided between tower forms above podium level to the benefit of all parties at all levels and to the satisfaction of the Responsible authority and to ensure these elements do not read as contiguous form when viewed from the river and along Gough Street.

Web Forge steel shading

100. The extent of Web Forge steel shading to the northern elevation is very significant and details as to how this is to be applied in this instance to provide the location and presentation of high quality amenity to the lower scale residential communities to the north has yet to be clarified in the development proposal. Whilst the approach might possibly deliver a good outcome this is not yet apparent with the material provided to council

Recommendation 4

- > Provide more detail through thumbnail sketches and precedents to demonstrate how this proposal and its extent of application of screening material might be vested with increased visual interest and design resolution warranting of support for such a large intervention into a neighbourhood interface that celebrates finer grain form and demands high quality architecture for support for taller development.

Signage

101. The proposal suggests the inclusion of an expansive sign of over 42m in length and 4.57m in width at the interface with the river and adjoining development.
102. It is not clear from the application how light spill from the signage will be managed at its interface with eastern residential neighbours and the river and adjoining freeway nor how the repositioning of the sign will impact on the river corridor and the extent of signage that might be seen within this zone.
103. Avoiding substantial corporate signage and advertising along the river corridor has been a key objective of The Central City.
104. Hence in my view a question must arise in assessing this application in relation to whether or not the repositioning of the signage to be longitudinally arranged along the river corridor interface and hence to the neighbourhoods to the south and the public river park rather than perpendicularly organised towards the road is appropriate.
105. Additionally it has been extended in dimension and invested with new technology LED systems that increase the lighting intensity and visibility in this location.

Recommendation 5

- > Reduce the length of this sign should be curtailed so that the shared public areas of the hotel have an aspect to the western parklands of at least 6m in north south dimension to ensure the central zone reads legibly as a social and conference element when seen from the Melbourne Park and adjoin city arrivals rather than as a sign.

Light Spill and amenity impact

106. I am not an expert in visual impacts nor in assessing the apparent brightness of new age LED systems when viewed from unlit or low lit environments but in this instance I think it would be appropriate to ask the applicant for before and after imagery of the visibility from the southern

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riverbank interface of the Anderson Street bridge and the subject site, the Alexandra Parade interface with Punt Road on the southern side of the street and the riverbank on the opposite side of the river opposite the site and between Punt Road and the Anderson Street bridge to determine the likely outcome arising from these new arrangements.

107. Unlike the central city the area is lit to a lower extent and hence the brightness of signage is likely to be of greater contrast to its environs. Hence in addition it would be appropriate to have a lighting report to determine the apparent luminosity and glare arising from the proposal and the impacts on adjoining properties public space and outlooks arising against acceptable standards.

Recommendation 6

- > Setback a minimum of 9m and screen signage from spillage to its eastern proposed residential neighbours to ensure that unreasonable light spill causing reduced amenity is curtailed to the satisfaction of the responsible authority.
108. In general terms the principle of mitigating and minimizing advertising in this corridor is warranted though I note in this instance the longstanding provision on the subject site in conjunction with the adjoining Nylex site. This needs to be tempered against the future preferred character for the precinct wherein the Nylex sign should remain predominant. There is no doubt in broader terms that there is not an ambition to make the Cremorne precinct an advertising billboard for its full length when seen from the freeway. Full support in this instance would need to be shaped in accordance with these broader goals.

Recommendation 7

- > Provide a lighting assessment and views demonstrating the lighting impacts of the proposal when viewed from key points of the river corridor and opposite that ensure the Nylex sign remains the dominant signage in the precinct and that offsite impacts on the environmental qualities of the river corridor and the amenity of neighbours is not unreasonably impacted to the satisfaction of the Responsible Authority.

Heights

109. I have not been able to determine from the application whether sufficient consideration has been given to the visibility sought for existing Victoria Bitter and Nylex signs within the precinct to support the proposal in its current form. Details that evidence this should be provided.

Recommendation 9

- > Provide views from key vantage points along the Punt Road and River Corridor similar to those sought for the assessment of the Maltings Proposal. These views should demonstrate that the policy priorities of retaining the visual prominence of the Nylex sign are not compromised by the development to the satisfaction of the Responsible Authority or the built form reduced to achieve this objective.

Landscape of upper level areas

Recommendation 10

- > Detail of upper level landscapes needs to be provided to the satisfaction of the responsible authority.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

DOCUMENTS FORMING THE BASIS OF THIS REPORT

- > Plans, IDLE Architecture Studio, December 2017
- > Planning Report, Matrix, December 2017
- > Heritage Impact Statement, Trethowan, April 2018
- > Acoustic Report, Acoustic Logic, April 2018
- > Waste Management Plan, Leigh Design, December 2017
- > Traffic Impact Assessment, O'Brien Traffic, December 2017



Prepared By

Robert McGauran

B. Arch. (Hons. Melb.), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, Architect

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Traffic Engineers and Transport Planners

Our Reference: 25224L#1

Traffix Group Pty Ltd
ABN 32 100 481 570

11th July, 2018

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Attention: Ms Sarah Thomas

Dear Madam,

**1-3 Harcourt Parade, Cremorne - Proposed Residential Hotel
Traffic Engineering Review**

Introduction

Further to your instructions, please find following our review of the proposed residential hotel development at 1-3 Harcourt Parade, Cremorne. The proposal is for a 104-room residential hotel on the site. Attached to the side of the building will be two electronic advertising signs.

For this assessment, we have reviewed the following documents:

- Traffic Impact Assessment (TIA) prepared by O'Brien Traffic, dated 7th June, 2018
- Waste Management Plan (WMP) prepared by Leigh Design, dated 8th December, 2017
- Development plans by Idle Architecture Studio, dated 11th April, 2018

We have also had reference to the VCAT decisions for the Richmond Maltings site and our previous experience with projects in the immediate vicinity of the site.

Proposal

This assessment relates to a proposed residential hotel at 1-3 Harcourt Parade, Cremorne. A development summary is provided below (based on the development plans prepared by Idle Architecture, dated 11th April, 2018).

A total of 104 rooms are proposed. Additional amenities include a kitchen, bar and dining area and conference facilities. We understand that these additional facilities are ancillary to the hotel.

The ground level accommodates 24 car spaces, including a disabled space, a service bay and 22 car spaces within car stackers. The overall car parking rate is 0.23 car spaces per room. Vehicle access is via a double width crossover to Gough Street towards the site's eastern boundary.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Traffic Engineering Review
1-3 Harcourt Parade, Cremorne



A separate porte cochere is proposed with entry and exit to Gough Street. The porte cochere can accommodate at least 2 vehicles.

In addition to car parking, a total of 29 bicycle spaces are proposed.

The development also includes two electronic billboards, measuring 18m wide x 4.57m high.

Car Parking Assessment

Statutory Car Parking Assessment

A 'residential hotel' is not a nominated land use under Table 1 of Clause 52.06-5 and is not included under another land use term listed in Clause 52.06-5. Accordingly, car parking has to be provided to the satisfaction of the Responsibility Authority.

Adequacy of Car Parking Provision

A total of 24 car spaces are proposed on-site (including the service bay). Car parking will be available to guests under a valet system and some staff may use the on-site carpark.

The TIA estimates the residential hotel will generate a demand for 0.22 car spaces per room, based on surveys of a serviced apartment development in Moonee Ponds. The TIA acknowledges that there are differences between a serviced apartment development and residential hotel, with a residential hotel likely to have higher staff parking demands. We agree that the two are not wholly comparable.

In our view, the provision of car parking for a residential hotel in this location is largely a commercial decision and the provision of car parking will effectively limit the car parking demand. The site is well served by alternative transport modes and its location on the CBD fringe means the likely demand for car parking by guests will be low. Guests will book the hotel knowing whether they need a car space or not and whether their booking includes an on-site car space and plan accordingly. Guest's requiring a car space and unable to book one due to availability of the on-site car parking are unlikely to book this hotel.

There is no opportunity for long-term car parking in the nearby area by staff or guests given the existing car parking restrictions and we are satisfied that the residential hotel will not impact local car parking conditions.

Overall, we are satisfied that the provision of 24 car spaces is acceptable.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Traffic Engineering Review
1-3 Harcourt Parade, Cremorne



Bicycle Parking Assessment

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments and changes in use. The table below sets out the statutory bicycle parking assessment.

Table 1: Statutory Bicycle Parking Assessment – Clause 52.34/Development Plan

Proposed Use	Size/No.	Bicycle Parking Rate		No. of spaces required
		Staff	Visitors	
Residential Building, other than specified	104	In developments of four or more storeys, 1 to each 10 lodging rooms	In developments of four or more storeys, 1 to each 10 lodging rooms	10 staff 10 visitors
Total				20

The development requires 20 bicycle spaces to be provided on the site under Clause 52.34.

A total of 29 bicycle spaces are provided, which exceeds the statutory requirements and this provision is supported.

As 10 staff spaces are required, two shower/change rooms are required by Clause 52.34 for staff. These could be required as a condition of permit.

The bicycle spaces are not dimensioned, however all bicycle racks appear to be 'Ned Kelly' style bicycle racks and are therefore wall mounted. AS2890.3-2015 requires 20% of bicycle spaces to be horizontal. This could be addressed as a condition of permit.

The space allowed for bicycle parking appears to be adequate (although not dimensioned). However, at least 2 of the bicycle racks in the south corner of the site appear to be inaccessible due to overlapping of the bicycle racks and access aisles.

Carpark Layout

The proposal includes a secure ground level carpark with 24 car spaces (22 within car stackers) and a porte cochere capable of accommodating at least 2 cars. The car stackers will be used for guest parking under a valet arrangement. This arrangement accords with the restrictions of Design Standard 4 of Clause 52.06-9 and is supported.

The parking layout and access arrangements have been assessed under Clause 52.06-9 of the Planning Scheme and the relevant clauses of the Australian Standard (AS2890.1-2004 and AS2890.6-2009). The following key issues have been identified:

- No car stacker model is indicated and no specification sheet has been provided. This should be provided by the applicant to confirm that the space provided for the car stackers is adequate.
- The car stackers have not been clearly dimensioned on the plans.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Traffic Engineering Review
1-3 Harcourt Parade, Cremorne



- No swept path diagrams demonstrating access to the car spaces have been provided. Stacker space 20-22 appears to be tight given the angle of the southern boundary wall and due to the bicycle racks immediately behind it. The swept path diagrams should show the car stacker structure.
- It is recommended that the car stackers accommodate vehicles up to 5.2m long (the B99 design vehicle). This is because the hotel will have limited control of the size of vehicles that guests will bring during their stay. It is more appropriate to therefore accommodate all vehicle types within the car stackers. This should be included as a condition of permit.
- The headroom clearance for the car stackers has been indicated on Section A-A. A 3.8m headroom clearance and 2.0m pit is shown. Based on typical three-level car stackers, these dimensions should allow a car stacker model that will accommodate at least 25% of car stackers at 1.8m in height. This should be confirmed with a suitable specification sheet.
- The grade into the carpark is 1:8 directly from the footpath where as Clause 52.06-9 limits grades into carparks to no more than 1:10 for the first 5m into a site. We are satisfied with the variation in this instance as the grade proposed is an up-grade from the footpath, is marginally steep than the 1:10 limit and the grade only extends 2.6m.
- The proposed porte cochere appears to be adequate in size, however its functionality has not been demonstrated by swept path diagrams. Diagrams should be provided demonstrating that the B99 design car can enter and exit the porte cochere to and from the east and west along Gough Street.
- The sight distance measured in Figure 9 is inaccurate and not in accordance with AS2890.1-2004. The required sight distance is measured along the travel path of the vehicle travelling on the road from the point of first sight to the conflict point, not in a straight line. It is accepted that the minimum sight distance provided should be 35m (the minimum safe sight distance under AS2890.1-2004) on the basis that a vehicle turning into Gough Street is unlikely to be travelling faster than 40km/h.
- The exit to the porte cochere is within the prohibited crossover locations specified by AS2890.1-2004, being closer than 6m to the tangent point of the intersection (as per Figure 3.1 of AS2890.1-2004).
- Based on the above two points, the proposed exit to the porte cochere is not supported as it is too close to the intersection of Punt Road/Gough Street. It is recommended that the exit to the porte cochere is moved east 3m to achieve the following:
 - improve the separation of the crossover from Punt Road, in accordance with AS2890.1-2004,
 - to provide additional stopping distance for a vehicle turning off Punt Road (allowing a greater distance between the conflict point and the through traffic lanes on Punt Road, in case a vehicle entering Gough Street does have to stop for an exiting vehicle), and
 - to reduce headlight glare of a vehicle exiting the porte cochere directing its headlights at oncoming traffic along Punt Road.

The modified porte cochere should still retain the capacity to accommodate 2 cars on-site to facilitate the valet parking system.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Traffic Engineering Review
1-3 Harcourt Parade, Cremorne



Loading and Waste collection

Clause 65.01 of the Planning Scheme specifies that:

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

The Traffic Report does not reference this Clause or assess the likely loading requirements of the hotel. The plans illustrate a 'service bay' that is 3m wide x 5.4m long. This service bay is only adequate to accommodate van sized vehicles.

A hotel will have deliveries of food and supplies on a regular basis, and it is our view that an on-site loading bay of adequate dimensions should be provided.

It is recommended that the service bay is modified to provide a formal loading bay on the site. The loading bay should be 3.6m wide x 7.6m long with a 3.5m headroom clearance in order to accommodate the Small Rigid Vehicle (SRV) from AS2890.2-2002. This vehicle must also be able to enter and exit the site in a forwards direction. There does not appear to be a fundamental reason why this could not be accommodated within the proposed carpark area given a 'service bay' has already been provided.

A Waste Management Plan (WMP) has been prepared by Leigh Design. The WMP specifies waste to be collected by the small 6.4m long x 2.08m high waste collection vehicle.

The Traffic Report states that the waste truck will drive onto the site but is unable to turn around. The truck will instead reverse out of the site into Gough Street with a spotter. This is unsatisfactory in our view on safety and operational grounds in the context that there is not a fundamental design reason why this truck is unable to exit the site in a forwards direction.

The loading bay recommended above is also of adequate size to accommodate the small waste collection vehicle and this facility should be used for waste collection.

Traffic Generation and Impacts

The TIA provides detailed information regarding traffic generation and distribution by the proposed development. We are satisfied that the assumptions adopted on page 15 are generally reasonable and suitably conservative. Our observations are that:

- We would expect that in practice slightly more traffic will arrive via Punt Road, compared to Cremorne Street
- The expectation that 50% of departures occur in the AM peak and 50% of arrivals occur in the PM peak is possibly overly conservative. We would expect traffic generation of the residential hotel to be more spread than these estimates.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Traffic Engineering Review
1-3 Harcourt Parade, Cremorne



Based on the TIA, a total of 42 vehicle trips are forecast in the AM and PM peaks, split between entry and exit movements and to the east and west along Gough Street. It is estimated that no more than 1 vehicle trip every 4 minutes will be generated for any individual movement (see Figures 10 and 11 in the TIA). This level of traffic is modest.

It should be noted that the TIA did not deduct any traffic from the existing use of the site as a commercial carpark. This carpark accommodates 17 car spaces and offers all day car parking. It is likely that this carpark is used all day by nearby workers and consequently generates most of its traffic in the AM and PM peak hours. Accordingly, the forecast increase in traffic generated by the development will be lower than estimated.

The level of traffic generated by the development overall is not significant in comparison to the development approved and proposed in the immediate area and we are satisfied that it will not have a perceptible impact on local traffic conditions.

The VCAT decision for Stage 1 of the Richmond Malting site is also relevant when assessing the traffic impacts of this application. This hearing assessed the traffic impacts of development in Cremorne in great detail. The key paragraph of this decision is quoted below (underline added for emphasis):¹

86. *There is a wide range of initiatives needed to address the traffic congestion issues in Cremorne. Most of these initiatives are beyond the control of the applicant in this case, and are the responsibility of the Council and VicRoads. Limitations on the provision of car parking is however one component of a wider strategy necessary to address traffic congestion generally and, in Cremorne specifically, that does fall within the ambit of the applicant's responsibility. Notwithstanding our reservations about the Council's lack of detailed policy analysis and development on this issue, the existing levels of congestion in Cremorne calls for an approach that at least begins the process of reducing the reliance on car dependency and encouraging increased use of alternative transport methods. The review site is one site where this approach can be usefully employed.*

We are satisfied that the provision of 24 on-site car spaces is not excessive and in our view will not unreasonably impact on local traffic conditions.

Proposed Advertising Signs

The subject site currently accommodates a flood lit major promotional sign with two sign faces. The proposal effectively replaces these signs with electronic signs which can change image. The ability of these signs to change image has potential road safety implications if image changes are not suitably controlled. Images should have a minimum dwell time, transition between images instantly and should not play video or sequenced images (amongst other conditions).

These signs will be primarily visible to traffic travelling northbound on Punt Road and outbound traffic on CityLink.

¹ P1969 2015 Caydon Cremorne No. 1 Development Pty Ltd v Yarra CC

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Traffic Engineering Review
1-3 Harcourt Parade, Cremorne



The TIA does not address these signs and their possible impact on road safety. It is recommended that the applicant provide a report prepared by a suitably qualified engineer assessing the potential road safety impact of the new electronic signs.

The proposal should be referred to VicRoads and CityLink for comment as they will be visible to drivers on arterial roads and CityLink (if it has not already).

Conclusions

Based on our various investigations, we are of the opinion that:

- a) A 'residential hotel' is not a nominated land use under Table 1 of Clause 52.06-5 and is not included under another land use term listed in Clause 52.06-5. Accordingly, car parking has to be provided to the satisfaction of the Responsibility Authority.
- b) The provision of 24 car spaces on-site is supported based on an empirical assessment of car parking demand and that local parking restrictions will not allow overflow car parking by the residential hotel.
- c) The number of bicycle spaces accords with Clause 52.34, however the following issues have been identified:
 - i) Two shower/change room are required under Clause 52.34 for staff cycling to work.
 - ii) A small number of bicycle spaces in the southern corner of the site overlap and are compromised.
 - iii) 20% of bicycles spaces are not horizontal in accordance with AS2890.3-2015.
- d) A number of issues with the proposed carpark layout that need to be addressed:
 - i) A car stacker specification sheet has not been provided and the car stackers are not dimensioned.
 - ii) The car stackers are recommended to accommodate the B99 design vehicle, given the hotel has limited control over the size of vehicles to be parked in the car stackers.
 - iii) Swept path diagrams are required to demonstrate adequate access to:
 - the car stackers (B85 design vehicle), with structure of the car stackers shown, and
 - to the porte cochere (B99 design vehicle), to and from both directions along Gough Street.
 - iv) The exit to the porte cochere must be moved 3m eastwards to improve the safety of this exit point. The porte cochere must continue to accommodate 2 vehicles on-site to support the valet parking arrangement.
- e) A formal on-site loading bay is recommended, capable of accommodating the SRV from AS2890.2-2002 (3.5m wide x 7.6m long with a 3.5m headroom clearance). All trucks accessing the loading bay must be able to enter and exit the site in a forwards direction and this should be demonstrated with swept path diagrams.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Traffic Engineering Review
1-3 Harcourt Parade, Cremorne



- f) Waste collection should be undertaken on-site using the loading bay recommended above. Forwards entry and exit should be demonstrated by swept path diagrams.
- g) The traffic impacts of the proposal are acceptable in the context of:
 - i) The modest traffic volumes forecast.
 - ii) The site's location.
 - iii) The relatively low level of car parking proposed.
 - iv) That the development replaces a commercial carpark on the site.
- h) The forecast traffic generation will have a negligible impact on traffic conditions in the area, including the impact of nearby approved/potential development sites.
- i) There should be an assessment of the road safety implications of changing the existing static major promotional signs to electronic signs.

We trust this information meets with your requirements. If you require further information, please contact Leigh Furness at Traffix Group on 9822 2888.

Yours faithfully,

TRAFFIX GROUP PTY LTD

A handwritten signature in black ink, appearing to read 'Leigh Furness'.

LEIGH FURNESS
Senior Associate

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

Theodosakis, John

From: Dianne Williams <dwilliams@slrconsulting.com>
Sent: Monday, 2 July 2018 4:14 PM
To: Thomas, Sarah
Subject: RE: PLN18/0002

Hi Sarah,

Their table suggests that they will design for the loudest hour to be 40 dBA Leq in bedrooms and 45 dBA Leq in living rooms.

Wherever a range is provided, we have to assume they are targeting the upper end of the range.

The don't explicitly say 'loudest hour' however in the past when Acoustic Logic have designed to meet a one hour level they have used the loudest hour of traffic noise (which is good practice).

The problem for this site is that almost every hour is likely to be equal the 'loudest hour', so the internal traffic noise levels are likely to be at the upper end of the ranges provided below for the entire day and night periods. As indicated previously, this is not a good amenity outcome and it's why the long term day and night average targets of 35 dBA Leq8hr (bedrooms) and 40 dBA Leq16h (living rooms) are important for this site. However the targets in the report do still provides some limit as to how loud traffic can be, and perhaps that is sufficient given the commercial nature of the project.

Regards,

Dianne,



Dianne Williams

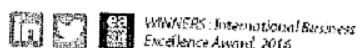
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From: Thomas, Sarah [<mailto:Sarah.Thomas@yarracity.vic.gov.au>]
Sent: Monday, July 02, 2018 3:27 PM

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.

To: Dianne Williams
Subject: RE: PLN18/0002

Thanks heaps Dianne

Does their table suggest the below?
 I was unsure with loudest hour specs....

Table 1 – Internal Noise Criteria for Traffic Noise

Location	Internal Noise Level dB(A) $L_{Aeq}(1hr)$
Hotel Guest rooms – Sleeping areas	35 - 40
Hotel Guest rooms – Living areas	35 - 45

Thanks

Sarah Thomas

Principal Planner and Advocate

Monday, Tuesday, Thursday and Friday

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E Sarah.Thomas@yarracity.vic.gov.au W www.yarracity.vic.gov.au



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From: Dianne Williams [mailto:dwilliams@slrconsulting.com]

Sent: Monday, 2 July 2018 11:29 AM

To: Thomas, Sarah

Cc: Jim Antonopoulos

Subject: RE: PLN18/0002

Hi Sarah,

I had not realised that about Clause 58 and C22. The nominated targets are not best practice for residential hotels, but they do represent a minimum acceptable level of amenity.

We would recommend design targets of:

- 40 dBA Leq, 16hour (all habitable rooms), and
- 35 dBA Leq, 8hour (bedrooms),

As well as 'loudest hour' targets of

- 45 dBA Leq, 1hour (all habitable rooms), and
- 40 dBA Leq, 1hour (bedrooms),

On this project, where the traffic levels will be consistently high throughout the day, the façade upgrades treatments are likely to be determined by the day and night average noise targets (the 16h and 8h levels). We recommend that a full acoustic planning report is prepared for the site identifying and detailing the façade upgrade treatments that will be required.

Regards,
 Dianne.

Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



Dianne Williams

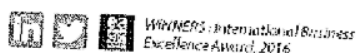
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From: Thomas, Sarah [<mailto:Sarah.Thomas@yarracity.vic.gov.au>]
Sent: Monday, July 02, 2018 11:00 AM
To: Dianne Williams
Subject: RE: PLN18/0002

Hi Dianne

Clause 58 doesn't apply (it's in the C2Z and not an apartment development).

However, we were still after your advice as to whether the acoustic targets are appropriate or as per best/industry practice for residential hotels.
May only be brief advice!

Thanks

Sarah Thomas

Principal Planner and Advocate

(Monday, Tuesday, Thursday and Friday)

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Attachment 4 - Referrals - Melbourne Water, VicRoads, TfV, Urban Design (Internal - Public Realm), Engineering Services Unit, City Works, Strategic Transport, ESD, External Urban Design advice, External Traffic advice, and Acoustic advice.



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From: Dianne Williams [mailto:dwilliams@slrconsulting.com]
Sent: Monday, 2 July 2018 10:58 AM
To: Thomas, Sarah
Cc: Jim Antonopoulos
Subject: RE: PLN18/0002

Hi Sarah,
Jim asked me to get back to you on this one because he is somewhat snowed under at the moment. I've had a quick look at the acoustic documentation and note that:

1. It is a preliminary letter rather than a full planning acoustic report. It sets out design targets and provides a rough indication of what is likely to be required in terms of façade upgrade treatments to address the anticipated high levels of road traffic noise. There is not much here for us to review except to note that the nominated targets are higher than we propose for apartments, and higher than the Better Apartments Design Standards (Clause 58.04-3 of the YPS).
2. The development is commercial (serviced apartments) rather than actual apartments. As such, we are not sure whether Clause 58.04-3 applies to the site. If it does, then the acoustic report definitely needs to address these targets. If it does not apply, then there is some leeway regarding noise targets and it might be argued that designing to the less stringent targets is a commercial decision on the part of the hotel operator. There is also potentially some question about whether a report needs to be prepared at all.

Feel free to call either Jim or myself if you would like to discuss the above.
Regards,
Dianne.

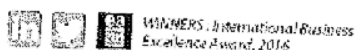


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Attachment 5 - Renders further reviewed by Council's External Urban Designer



Attachment 5 - Renders further reviewed by Council's External Urban Designer



Camera Locations

View cones are a representation of camera view only

Project:
1-3 Harcourt Parade, Cremorne
At:
1-3 Harcourt Parade, Cremorne, VIC 3121
For:
Wardman Pty Ltd

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Figure:
ii) Camera Locations

Revision: -
Date: 30/08/2019
Job Number: V19049

Attachment 5 - Renders further reviewed by Council's External Urban Designer



View 1 Proposed Caydon Cremorne Development

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At:
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For:
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Attachment 5 - Renders further reviewed by Council's External Urban Designer



View 1 Proposed Caydon Cremorne Development with 1-3 Harcourt Parade Massing Envelope

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Attachment 5 - Renders further reviewed by Council's External Urban Designer



View 1 Proposed Caydon Cremorne Development with 1-3 Harcourt Parade Massing Envelope with Proposed Building Outline

- Unoccluded silhouette of proposed built form (excludes vegetation)
- - - - - Silhouette of proposed built form that is occluded by existing built form (excludes vegetation)

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At:
1-3 Harcourt Parade, Cremorne, VIC 3121
For:
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Date: 30/08/2019
Job Number: V19049

Attachment 5 - Renders further reviewed by Council's External Urban Designer



View 2 Proposed Caydon Cremorne Development

Project:
1-3 Harcourt Parade, Cremorne
At:
1-3 Harcourt Parade, Cremorne, VIC 3121
For:
Wardman Pty Ltd



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View 2 Proposed Caydon Cremorne Development with 1-3 Harcourt Parade Massing Envelope

Project:
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At:
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View 2 Proposed Caydon Cremorne Development with 1-3 Harcourt Parade Massing Envelope with Proposed Building Outline

- Unoccluded silhouette of proposed built form (excludes vegetation)
- - - - Silhouette of proposed built form that is occluded by existing built form (excludes vegetation)

Project:
1-3 Harcourt Parade, Cremorne
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View 4 Proposed Caydon Cremorne Development

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At:
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View 4 Proposed Caydon Cremorne Development with 1-3 Harcourt Parade Massing Envelope

Project:
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At:
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View 4 Proposed Caydon Cremorne Development with 1-3 Harcourt Parade Massing Envelope with Proposed Building Outline

- Unoccluded silhouette of proposed built form (excludes vegetation)
- - - - Silhouette of proposed built form that is occluded by existing built form (excludes vegetation)

Project:
1-3 Harcourt Parade, Cremorne
At:
1-3 Harcourt Parade, Cremorne, VIC 3121
For:
Wardman Pty Ltd



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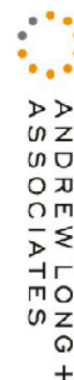
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Attachment 6 - Cultural Heritage Assessment November 2019



1-3 Harcourt Parade, Cremorne Cultural Heritage Assessment and Implications for Development

Prepared for:
Wardman Pty Ltd

Authors: Annemarie Reich (Project Manager)
Reviewer: Jonathan Howell-Meurs (Executive Director)
Andrew Long + Associates

28th November 2019

Introduction

The following report presents a desktop audit of known and predicted Aboriginal cultural heritage values, which may have implications for the proposed development of 1-3 Harcourt Parade, Cremorne. In particular the requirements for undertaking a Cultural Heritage Management Plan under the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2018* are assessed in detail.

The study area

The study area is located at 1- 3 Harcourt Parade, Cremorne, and comprises a small triangular shaped parcel bounded by Harcourt Parade, Gough Street and the Richmond Maltings site to the southeast. The study area is currently a vacant paved carpark which contains a (19 m) high advertising billboard with an associated steel monopole support structure.

The Proposed Activity

The proposed activity is construction of a residential building (hotel).

Scope of Prior Assessment

There have been two prior historical archaeological assessments of the activity area for the previously demolished Riverside Inn.

Existing Heritage Listings

The following register sources were checked for existing heritage listings (both statutory and non-statutory):

- Victorian Aboriginal Heritage Register (VAHR) – no listings
- Victorian Heritage Inventory- H7822-0236
- Register of the National Estate- no listings
- Commonwealth Heritage List- no listings
- National Heritage List- no listings
- LGA Planning Schemes Heritage Overlay- no listings
- National Trust of Australia (Victoria) (non-statutory) - no listings

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Attachment 6 - Cultural Heritage Assessment November 2019

There are no previously registered Aboriginal cultural heritage places within the study area for this assessment. Currently a single listing on the Victorian Heritage Inventory occupies the study area (H7822-0236 - Riverside Inn, Richmond). The Riverside Inn was in continuous occupation as a hotel from approximately 1843, with records of ownership dating to 1840. During the 1850s the hotel, previously known as the Sir Henry Barkly Hotel, contained an associated skittle alley and a boathouse, which potentially dates to the 1860s. The Melbourne and Metropolitan Board of Works (MMBW) plan dated to 1895 (Figure 1) shows the location of the boathouse and skittle alley, which would be currently situated where the billboard sits now.

The Herald, 1939¹ refers to a coaching stable and a courtyard at the hotel which were demolished prior to 1895 and provides further details on the upgrade of the Riverside Inn, which included the interior and exterior of the hotel. The Riverside Inn which was destroyed following a fire in the 1990s

Previous archaeological monitoring was conducted by du Cros and Peters (1997 and 1998) within the study area which concluded that impact from the demolition of the Riverside Inn and its underlying features was extensive, the cellar and flooring was demolished using a large mechanical excavator under monitoring conditions (?) - "a large backhoe was used...to remove debris to the depth of the floor of the cellar" (du Cros and Peters, 1998, p.4), further removal works occurred in 16 September 1997 to remove the soil in the garden area near the corner with Harcourt Parade. Melbourne City Link Authority (MCLA) then took temporary occupation of the site, and in turn levelled the study area covering the entire surface with rock associated with the construction of the City Link. Since the mid 2000s the site was then redeveloped for a car rental business, and was partially excavated and paved with concrete, resulting in further significant ground disturbance (Mantello Aff. 19 April 2018).

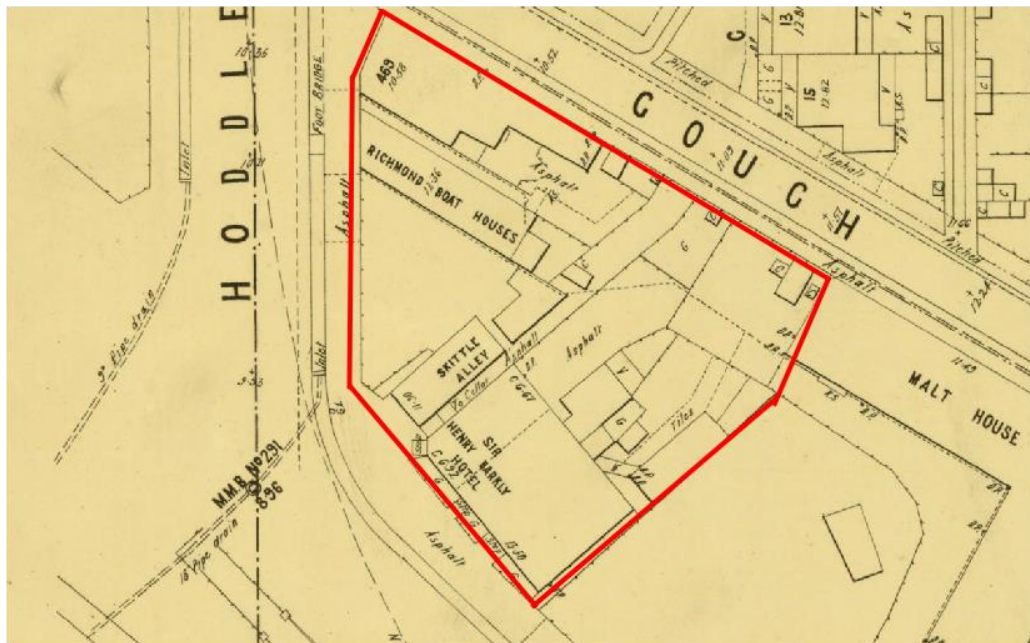


Figure 1: MMBW detail plan (911), City of Prahran and Richmond dated 1895. Study area highlighted in red, occupied by the Sir Henry Barkly Hotel (then Riverside Inn), Skittle alley and boathouse.

¹ <https://trove.nla.gov.au/newspaper/article/243366825?searchTerm=riverside%20inn%2C%20richmond&searchLimits=-> Accessed 20 November 2019

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Implications for Development

The following sections outline the triggers and issues which will affect the proposed works in relation to the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2018*, specifically as these relate to the need to undertake a mandatory Cultural Heritage Management Plan.

When is a cultural heritage management plan required?

A CHMP is required for an activity if (Regulation 7)-

- (a) all or part of the activity area for the activity is an area of cultural heritage sensitivity; and
- (b) all or part of the activity is a high impact activity.

Is the activity area an area of cultural heritage sensitivity?

The activity area is an area of cultural heritage sensitivity, as follows:

Regulation 26: Waterways

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

The activity area is situated within 200m of the Yarra River and is thus to be considered an area of cultural heritage sensitivity.

Is the activity a high impact activity?

Regulation 46 Buildings and works for specified uses

- (1) The construction of a building or the construction or carrying out of works on land is a high impact activity if the construction of the building or the construction or carrying out of the works—
 - (a) would result in significant ground disturbance; and
 - (b) is for, or associated with, the use of the land for any one or more of the following purposes—
 - (xxi) Residential building;

The proposed works thus do constitute a high impact activity for the purposes of the *Aboriginal Heritage Act 2006*.

Has the activity area been subject to significant ground disturbance?

In accordance with Regulation 5 – Definitions:

significant ground disturbance means disturbance of -

- a. *the top soil or surface rock layer of the ground; or*
- b. *a waterway –*

by machinery in the course of grading, excavating, digging or dredging.

Attachment 6 - Cultural Heritage Assessment November 2019

Since the commencement day of the *Aboriginal Heritage Act 2006* VCAT 'red dot decisions'² have addressed a number of issues as to the circumstances when a CHMP is required, and the level of inquiry required by a planning decision maker to determine whether significant ground disturbance has occurred. The principles established have formed the basis for a Practice Note regarding Significant Ground Disturbance (AAV 2009).

The following statements from the Mainstay decision (2009 VCAT 145) are reproduced here verbatim:

Many parts of the state are not areas of cultural heritage sensitivity, and many activities are exempt requiring a CHMP. Use should be made of the AAV on-line 'Aboriginal heritage planning tool' to determine if a CHMP is required;

It is the fact of significant ground disturbance that creates an exception under the Regulations, and determines if a CHMP is not required. The actual likelihood of Aboriginal heritage existing in the area is irrelevant to this determination;

The timing of the significant ground disturbance is irrelevant. It may have occurred many years ago in the early history of European settlement in the state;

If only part of the land has been subject to past significant ground disturbance, and the remaining part is still in an area of cultural heritage sensitivity, a CHMP will still be required for the whole development activity;

The burden of proving that the land has been the subject of significant ground disturbance rests with the applicant. The planning decision maker (and, on review, the Tribunal) must feel an actual persuasion of the existence of that fact to its reasonable satisfaction. This should not be derived or produced by inexact proofs or indirect inferences, and little weight should be given to a mere assertion by an applicant or landowner;

In assessing whether significant ground disturbance has occurred, there are four levels of inquiry that might commonly arise, and the assessment should be dealt with at the lowest applicable level. These levels are:

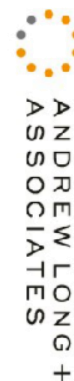
- (1) common knowledge,*
- (2) publicly available records,*
- (3) further information from the applicant, and*
- (4) expert advice or opinion;*

If the decision maker is not persuaded by the applicant that there has been significant ground disturbance, the 'default' position is that a CHMP is required. This accords with the purpose and intent of the Aboriginal Heritage Act 2006;

'Significant ground disturbance' is defined in the Regulations. The disturbance must have been caused by machinery in the course of grading, excavating, digging, dredging or deep ripping. Ploughing other than deep ripping is expressly excluded. 'Deep ripping' is also a defined term that requires the use of a ripper or subsoil cultivation tool to a depth of 60 cms or more. By reference to these definitions, past ground disturbance caused by conventional ploughing (such as by a disc plough or a rotary hoe) does not constitute significant ground disturbance. Both the depth of ploughing and the type of machinery used are relevant to whether deep ripping (as defined) has occurred.

² Mainstay Australia Pty Ltd vs Mornington Peninsula SC & Ors VCAT 145 (24 February 2009); Azure Investment Group Pty Ltd vs Mornington Peninsula SC VCAT 1600 (14 August 2009).

Attachment 6 - Cultural Heritage Assessment November 2019



A review of the historical resources (historical photographs and previous reports) identifies that the study area has undergone significant ground disturbance as defined in the regulations (r.5). The study area has undergone at least three phases of occupation; Phase 1: 1840s to 1911 with a hotel, skittle alley and boathouse, references in *The Herald* also alludes to a prior coaching stable close to the hotel, which was demolished prior to 1895; Phase 2: 1911 to the mid-1990s, the hotel was upgraded and renamed the Riverside Inn, and underwent significant changes to the interior and exterior of the building which included the absorption and later demolition of the boathouse and skittle alley. Historical imagery from 1945 to 1987 demonstrates the ground disturbance that had occurred, Figure 2 to Figure 6 show the Riverside Inn in the southwest corner remaining relatively unchanged. The northeast corner is considerably different with Figure 2 showing a long building along Gough Street extending towards a fence line at 2 Gough Street. Figure 4 demonstrates the changes that occurred prior to 1974, with trees covering the courtyard and only partial remains of the original house (?) present in 1945 and 1951. By 1986 (Figure 5), this building, and the large trees have been completely removed/demolished for a carpark presumably for the Riverside Inn.

Phase 3 of occupation from the mid-1990s to present, occurred when the Riverside Inn was destroyed in a fire. Monitoring of the demolition as per du Cros and Peters (1997 and 1998), detailed that the majority of the study area was demolished, and this included the excavation of the previous cellars underneath the inn using a large mechanical excavator. Information provided by the director of the property (Jeremy Mantello) also confirms further disturbance occurred by the levelling of the entirety of the study area for the construction of the City Link, additionally the site was again partially excavated then redeveloped in the mid-2000s for a advertisement billboard and carpark (Mantello Aff. 2018). The large advertising billboard with a steel pole (monopole) would have caused considerable disturbance, as a large hole is drilled to approximate depths of 2m to 6m for stabilisation and backfilled with concrete.

The site in its entirety, has undergone significant ground disturbance due to the recent demolition of the previous inn in the mid-1990s and the subsequent construction of the concrete carpark in the mid-2000s, which involved levelling/grading. Given the date at which the works described above occurred it is virtually inconceivable that the land would have been developed using anything other than mechanical earthmoving methods for the purpose of site preparation and construction. The preparation of the study area for previous construction and development has involved mechanical excavating and grading. As a consequence, it is maintained here that the activity area has undergone significant ground disturbance in accordance with the definition within r.5 of the *Aboriginal Heritage Regulations 2018*.

Attachment 6 - Cultural Heritage Assessment November 2019



Figure 2: Historical aerial photograph of the activity area (1945). Source: Landata



Figure 3: Historical aerial photograph of the activity area (1951). Source: Landata



Figure 4: Historical aerial photograph of the activity area (1974). Source: Landata



Figure 5: Historical aerial photograph of the activity area (1986). Source: Landata

Attachment 6 - Cultural Heritage Assessment November 2019



Figure 6: Historical aerial photograph of the activity area (1987). Source: Landata

Do any Exemptions or other Arrangements as outlined in the Aboriginal Heritage Regulations 2018 apply?

No specific exemptions apply.

Will a cultural heritage management plan be required for the activity?

According to the criteria and definitions listed above, the *Aboriginal Heritage Regulations 2018* do not require the proponent to lodge a mandatory CHMP as part of an application for approval for the activity. While the activity area is located within an area of cultural sensitivity, there is clear evidence indicating that the property has been subject to significant ground disturbance as defined in r.5. As a result, a mandatory Cultural Heritage Management Plan is not required.

Conclusions and Recommendations

As discussed above it is considered that the activity area has been subject to significant ground disturbance. This is shown in the existing surface characteristics of the activity area, and through historical aerials dating between 1945 and 1987 showing the extent and nature of clearance works. Based on the occurrence of significant ground disturbance, a mandatory CHMP in accordance with section 46 of the *Aboriginal Heritage Act 2006* is not required.

It should be noted that this opinion does not imply that Aboriginal cultural places are not present within the activity area or are not at risk of impact from the proposed activity. It is simply stated that that the *Aboriginal Heritage Regulations 2018* do not require a mandatory CHMP in this instance.

Any further measures to ensure compliance with the blanket protection provisions of the *Aboriginal Heritage Act 2006* (Sections 27-29) are at the discretion of the proponent of any future development of the land. The minimum reporting requirements may be met by implementing the attached procedure during any ground disturbing works, which is compliant with the provisions of the Act.

Attachment 6 - Cultural Heritage Assessment November 2019



This Cultural heritage Assessment does not constitute a CHMP as defined in Division 1 of the *Aboriginal Heritage Act 2006*.

References:

Peters, S, 1997. Historical investigation aof the Riverside Inn and smith and Maltings building, Richmond Melbourne. Prepared on behalf of Melbourne City Link Authority.

Du Cros, H and Peters, S, 1998. Riverside Inn Site H7822/236, Richmond Archaeological Monitoring Project prepared on behalf of Melbourne City Link Authority.

Attachment 6 - Cultural Heritage Assessment November 2019

APPENDIX 1

STATUTORY REGULATIONS

Attachment 6 - Cultural Heritage Assessment November 2019

ABORIGINAL CULTURAL HERITAGE LEGISLATION

The Aboriginal Heritage Act 2006

It should be noted that new Victorian legislation for Aboriginal heritage protection (the *Aboriginal Heritage Act 2006*) commenced operation on May 28th 2007.

This act provides blanket protection for all Aboriginal heritage sites, places or items in Victoria.

The main aspects of the Act in relation to the development process are as follows:

- An *Aboriginal Heritage Council* (AHC) has been appointed by the Minister, Aboriginal Affairs Victoria, made up of 11 Victorian Aboriginal people.
- Aboriginal community groups with traditional interests in cultural heritage are to apply to the AHC for registration as a *Registered Aboriginal Party* (RAP). RAPs will have the role of endorsing *Cultural Heritage Management Plans* (CHMP) within a given area of interest. There may be two or more RAPs for an area, provided it does not hinder the operation of the legislation.
- Under Section 48, a developer ('sponsor') may be required to submit a CHMP before the issue of a statutory authority by local government or other agency ('decision maker'). A CHMP must be registered with the Secretary, Victorian Communities (AAV), and all relevant RAPs notified in writing. If an RAP does not respond, AAV will act in lieu. A CHMP will contain details of research, field evaluation, consultation and management provisions in regard to the Aboriginal heritage of an area at risk from a development. A *Cultural Heritage Advisor* must be appointed to assist in the preparation of a CHMP. It is the role of an RAP to approve a CHMP if it meets prescribed standards.
- A CHMP will not be considered approved unless it has been approved by all relevant RAPs.

The regulations accompanying the Act specify when a CHMP will be required by law, and prescribe minimum standards for the preparation of a CHMP (Section 53). The approved form for CHMPs specifies the format in which a CHMP should be prepared by a sponsor in order to comply with the Act and the Regulations, and is an approved form under section 190 of the Act. The regulations have not been finalised to date, but their draft content has not been issued to stakeholders.

Other provisions of the Act include *Cultural Heritage Permits* (Section 36), as required for other works affecting Aboriginal heritage sites, *Cultural Heritage Agreements* (Section 68), in respect to land containing an Aboriginal heritage site, *Inspectors* (Part 11) appointed to enforce the Act, *Cultural Heritage Audits* (Section 80) to be ordered by the Secretary in relation to compliance with a CHMP and a VCAT appeals procedure.

Attachment 6 - Cultural Heritage Assessment November 2019

APPENDIX 2

SUGGESTED PROCEDURE

IN THE EVENT

AN ABORIGINAL HERITAGE SITE

IS IDENTIFIED

DURING CONSTRUCTION

Attachment 6 - Cultural Heritage Assessment November 2019

A. Management of Aboriginal Cultural Heritage Found During Works

If Aboriginal places or objects found during works the following steps must be applied:

- The person who identified the find will immediately notify the person in charge of the activity.
- The person in charge of the activity must then suspend any relevant works at the location of the discovery and within 5 m of the relevant site extent and isolate the find via the installation of safety webbing, or other suitable barrier and the material to remain *in situ*.
- Works may continue outside of the 5 m barrier.
- The person in charge of works must notify the Cultural Heritage Advisor (CHA) and the Secretary (AAV) of the find within 24 hours of the discovery.
- The CHA must notify the RAP(s) or other agreed Aboriginal stakeholder(s) within 24 hours of the discovery and invite RAP(s) or other agreed Aboriginal stakeholder(s) to inspect the find.
- Within 24 hours of notification, a CHA is to attend the site and evaluate the find to determine if it is part of an already known site or should be registered as a new site and to update and/or complete site records as appropriate and advise on possible management strategies.
- Enable RAP(s) or other agreed Aboriginal stakeholder(s) to inspect site within 24 hours of notification and remove/rebury any cultural heritage material found.
- Within a period not exceeding three (3) working days the Sponsor, in consultation with the CHA, RAP or other agreed Aboriginal stakeholder, shall, if necessary, apply for a Cultural Heritage Permit (CHP) in accordance with Section 36 of the *Aboriginal Heritage Act 2006*.
- If a CHP application is lodged, works may only recommence within the area of exclusion following the issue of a CHP and compliance with any conditions.
 - When the appropriate protective measures have been taken;
 - Where the relevant Aboriginal cultural heritage records have been updated and/or completed;

In the case of the discovery of human remains, separate procedures relating to the discovery of human skeletal remains must be adhered to (see below).

B. Custody and Management of Aboriginal Cultural Heritage Recovered

- Any Aboriginal cultural heritage recovered or salvaged from the activity area remains the property of the RAP(s) or other agreed Aboriginal stakeholder(s). Any such recovery or salvage will be agreed to and overseen by a RAP(s) or other agreed Aboriginal stakeholder representative(s). In any such instance it will be the responsibility of the Cultural Heritage Advisor to:
 - Catalogue the Aboriginal cultural heritage;
 - Label and package the Aboriginal cultural heritage with reference to provenance; and
 - With the RAP(s) or other agreed Aboriginal stakeholder(s), arrange storage of the Aboriginal cultural heritage in a secure location together with copies of the catalogue and assessment documentation.

C. The Management of the Discovery of Human Remains

Although this evaluation has determined that there is only a low risk of impacting an Aboriginal burial during the implementation of the activity, given the nature of the landforms and archaeological deposits within the activity area, it is nevertheless an extremely important consideration of any development.

The following steps must be taken if any suspected human remains are found in the activity area:

Attachment 6 - Cultural Heritage Assessment November 2019

1. Discovery:

- If suspected human remains are discovered, all activity in the vicinity must ***cease immediately*** to ensure minimal damage is caused to the remains; and,
- The remains must be left in place, and ***protected*** from harm or damage.

2. Notification:

- Once suspected human skeletal remains have been found, the Coroners Office and the Victoria Police must be notified immediately;
- If there is reasonable grounds to believe that the remains could be Aboriginal, the DSE Emergency Co-ordination Centre must be immediately notified on 1300 888 544; and
- All details of the location and nature of the human remains must be provided to the relevant authorities.
- If it is confirmed by these authorities that the discovered remains are Aboriginal skeletal remains, the person responsible for the activity must report the existence of the human remains to the Secretary, Department of Victorian Communities in accordance with s.17 of the *Aboriginal Heritage Act 2006*.

3. Impact Mitigation or Salvage:

- The Secretary, after taking reasonable steps to consult with any Aboriginal person or body with an interest in the Aboriginal human remains, will determine the appropriate course of action as required by s.18(2)(b) of the Act.
- An appropriate impact mitigation or salvage strategy as determined by the Secretary must be implemented (this will depend on the circumstances in which the remains were found, the number of burials found and the type of burials and the outcome of consultation with any Aboriginal person or body).
- While opportunities to avoid impacting on a burial that may be discovered during the activity may be limited, it is important to explore opportunities to minimise disturbance to the remains through unnecessary exposure or disinterment.

4. Curation and further analysis:

- The treatment of salvaged Aboriginal human remains must be in accordance with the direction of the Secretary.

5. Reburial:

- Any reburial site(s) must be fully documented by an experienced and qualified archaeologist, clearly marked and all details provided to AAV;
- Appropriate management measures must be implemented to ensure that the remains are not disturbed in the future.

Attachment 7 - FILE NOTE - Final comment from Council's External Urban Designer following review of visual renders.

FILE NOTE

1-3 Harcourt Parade, Cremorne

23 September 2019

The visual renders were forwarded to Council's External Urban Designer whom in an email dated 23 September 2019, responded:

I am comfortable with the Hotel proposal in its current form.

John Theodosakis