

Attachment 1 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Plans

RICHMOND MALT
2 GOUGH STREET
CREMORNE 3121
PROJECT NO: 14026

SECONDARY CONSENT
DRAWING INDEX

TP000	14	COVER PAGE	TOWN PLANNING
TP100	14	GROUND LEVEL	TOWN PLANNING
TP101	14	LEVEL 1	TOWN PLANNING
TP102	14	LEVEL 2	TOWN PLANNING
TP204	14	WEST ELEVATION - NORTH/SOUTH LANEWAY	TOWN PLANNING
TP210	14	RENDERED ELEVATION - WEST (NORTH/SOUTH LANEWAY)	TOWN PLANNING

REV	DESCRIPTION	DATE
1	Issue for Council Approval	15/05/2019
2	Issue for Council Approval	15/05/2019
3	Issue for Council Approval	15/05/2019
4	Issue for Council Approval	15/05/2019

IMPORTANT NOTICE
Do not scale from drawings.
All dimensions are unless otherwise stated.
The Designer shall be responsible for the accuracy of the information provided in this drawing.

DRAWING NO:
COVER PAGE
CHECKED BY:
DDE
DRAWN BY:
KJ/SMH
DATE:
15/05/2019

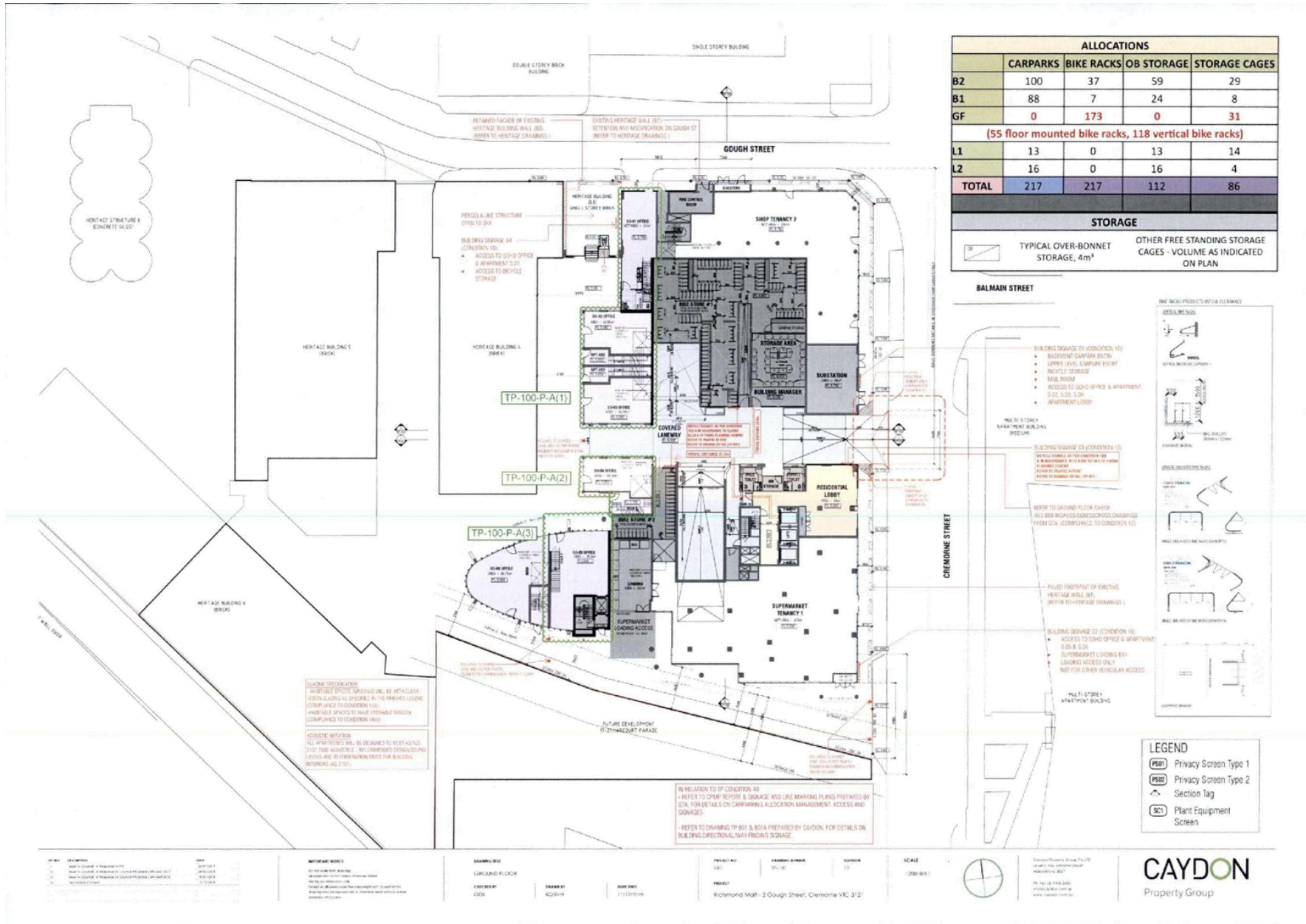
PROJECT NO:
14026
DRAWING NUMBER:
TP000
REVISION:
1/1
SCALE:
N.T.S. (A1)
PROJECT:
Richmond Malt - 2 Gough Street, Cremorne VIC 3121



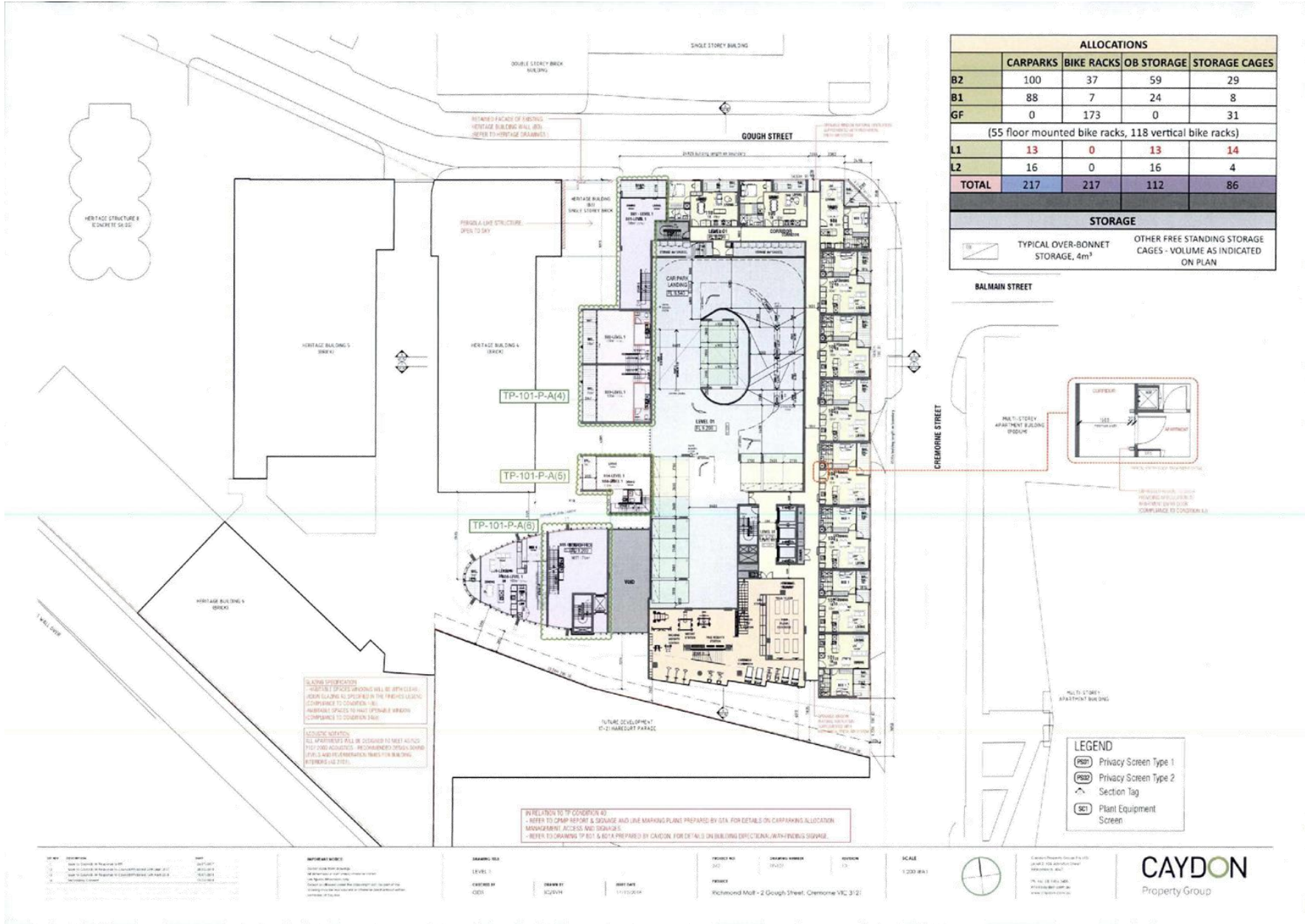
Caydon Property Group Pty Ltd
Level 11, 200 Collins Street
Melbourne VIC 3000
Tel: +61 03 9438 8888
www.caydon.com.au



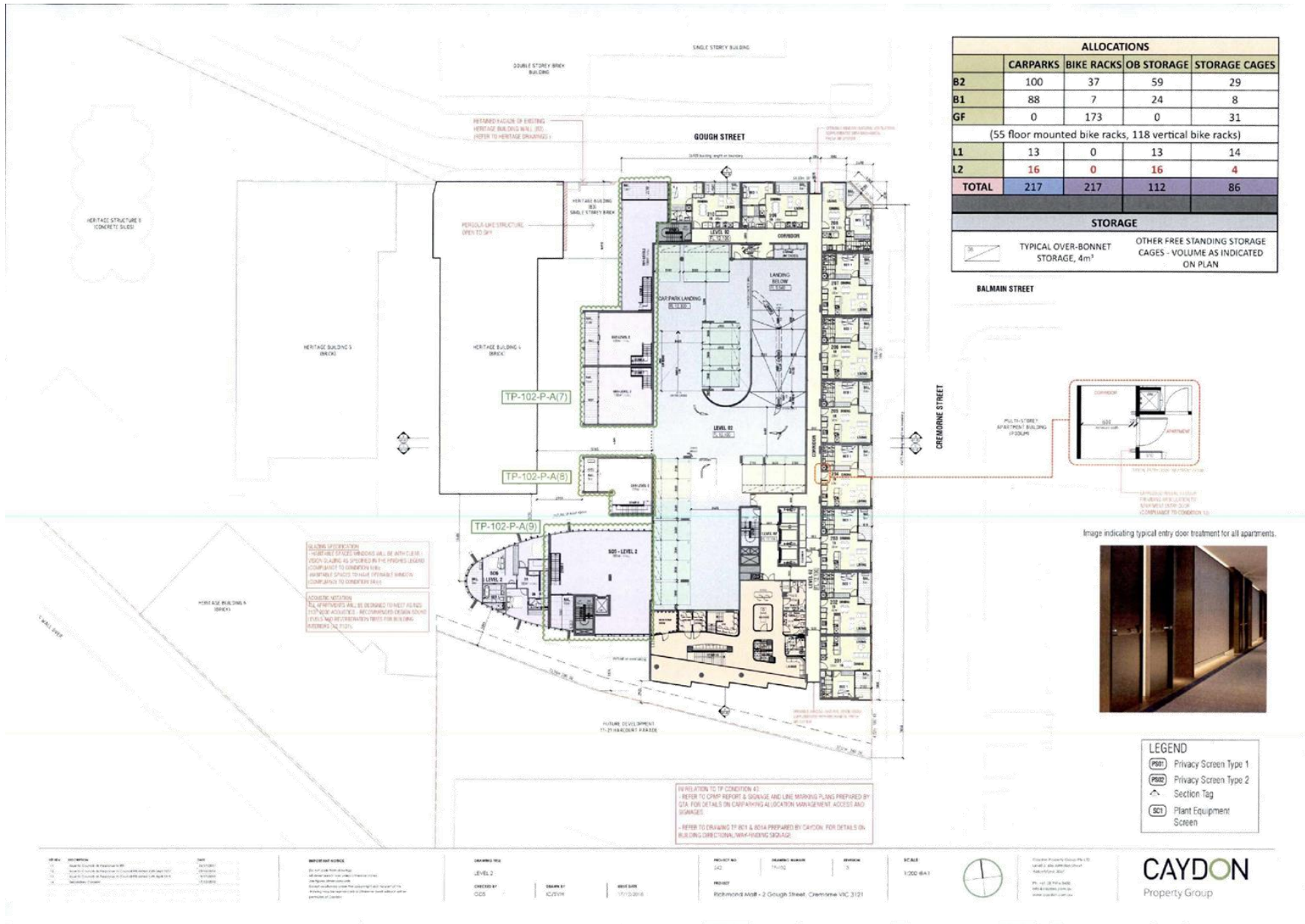
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ALLOCATIONS				
	CARPARKS	BIKE RACKS	OB STORAGE	STORAGE CAGES
B2	100	37	59	29
B1	88	7	24	8
GF	0	173	0	31
(55 floor mounted bike racks, 118 vertical bike racks)				
L1	13	0	13	14
L2	16	0	16	4
TOTAL	217	217	112	86

STORAGE

TYPICAL OVER-BONNET STORAGE, 4m³

OTHER FREE STANDING STORAGE CAGES - VOLUME AS INDICATED ON PLAN

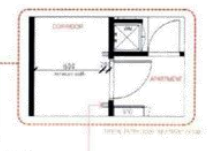


Image indicating typical entry door treatment for all apartments.



LEGEND	
	Privacy Screen Type 1
	Privacy Screen Type 2
	Section Tag
	Plant Equipment Screen

REV.	DESCRIPTION	DATE
1	Issue for Council approval	17/12/2018
2	Issue for Council approval	17/12/2018
3	Issue for Council approval	17/12/2018
4	Issue for Council approval	17/12/2018
5	Issue for Council approval	17/12/2018
6	Issue for Council approval	17/12/2018
7	Issue for Council approval	17/12/2018

REVISION SOURCE
By CAD team drawing
As shown on site plan
As shown on site plan
As shown on site plan
As shown on site plan

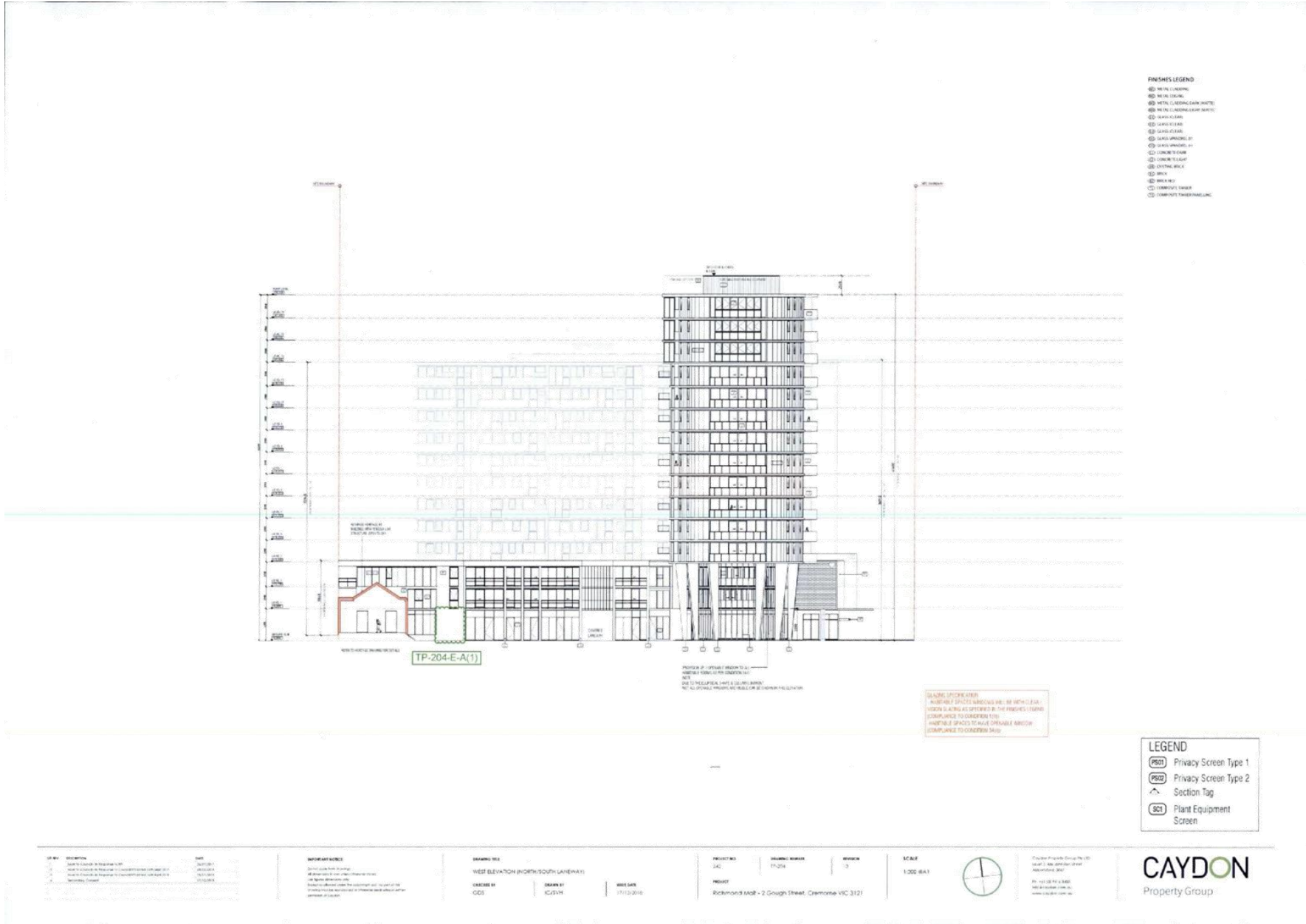
DRAWING TITLE	DRAWING NO.	PROJECT NO.
LEVEL 2	15/12	15/12
CREATED BY	DRAWN BY	DATE
GES	IC/SM	17/12/2018

PROJECT NO: 15/12
 DRAWING NUMBER: 15/12
 SHEET NO: 02
 PROJECT: Richmond M08 - 2 Gough Street, Cremorne VIC 3121

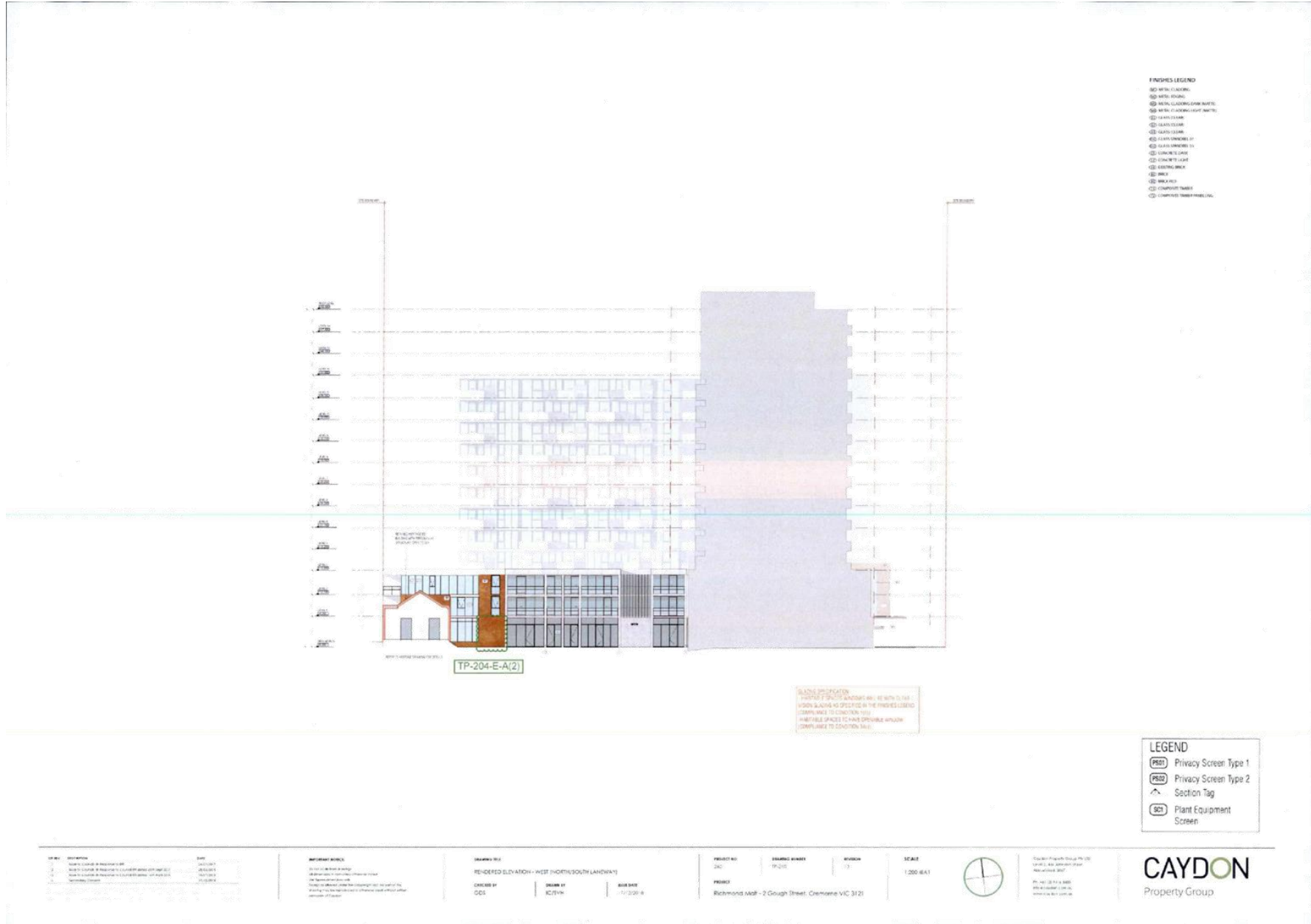
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Attachment 2 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Town Planning Report

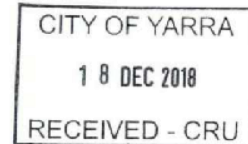


**LEVEL 12
120 COLLINS STREET
MELBOURNE VIC 3000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

17 December 2018

Ms Mary Osman
Manager, Statutory Planning
City of Yarra
333 Bridge Road
Richmond VIC 3121



Dear Mary,

PLN15/0355 - RICHMOND MALT STAGE 1 (NO. 2 GOUGH STREET, CREMORNE) - SECTION 72 AMENDMENT APPLICATION

1. INTRODUCTION

Thank you for meeting with us on Monday 17th December to discuss this application. Urbis continue to act on behalf of Caydon Cremorne No. 2 Development Pty Ltd in relation to Planning Permit PLN15/0355 applying to the land at No. 2 Gough Street, Cremorne, Stage 1 of "The Malt District". Due to recent subdivision, the site is now known as No. 50 Gough Street, Cremorne. Stage 2 remains as No. 2 Gough Street, Cremorne.

We seek amendments to carparking in Stage 1 under Section 72 of the *Planning and Environment Act 1987*. This application should be read in conjunction with the Section 72 amendment application to Stage 2 of the development (PLN15/1176).

Further to our discussions, Caydon desire revisions to a number of Permit conditions relating to the quarantining of Stage 1 car spaces for Stage 2, with a view to a more "precinct" based approach. The overall number of car spaces across the precinct (i.e. Stage 1 and 2) will not change.

In summary the amendment seeks to:

- Alter the address of the land to which the permit relates to reflect current street numbering
- Delete Permit Condition 27(a) and (b)
- Amend the Section 173 Agreement (to follow once in principle agreed to)
- Append additional documentation to the Car Parking Management Plan endorsed pursuant Condition 40

We are pleased to provide Council with the following documents to assist with the assessment of the application:

- Completed Section 72 Application Form
- Cheque for the Requisite Fee of \$1,286.10

P0003744-Let-Malt Stage 1 S72 Car parking

Attachment 2 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Town Planning Report



- Revised Car Parking Management Plan addendum, prepared by Irwin Consult, dated 17 December 2018, to append to the current CPMP endorsed under Condition 40
- Certificate of Title (Lot S100 on PS 810921M)

We note that the Section 173 Agreement will be updated in due course, once Council agrees, in principle, to the changing of the Permit Condition wording.

1.1. PERMIT HISTORY AND BACKGROUND

Permit PLN15/0355 was granted on 15 July 2016 following the determination of the matter at VCAT.

The "permit allows:

- *The use of the land for dwellings, a shop and supermarket;*
- *The construction of a building or carrying out works;*
- *The reduction in the number of car parking spaces associated with dwellings, shop and supermarket;*
- *The waiver of the loading/unloading bay requirement associated with a shop;*
- *Reduce the loading/unloading bay requirement associated with a supermarket;*

In accordance with the endorsed plans."

The Permit was subsequently corrected at the direction of VCAT on 19 February 2018, reference P2630/2017, regarding clarifications to plant height and other minor matters.

Council is currently assessing a Section 72 Amendment (Council ref no. PLN15/0355.01) pertaining to acoustic matters. This was lodged on 16 October 2018, and the application is currently on referral. We anticipate that the outcome will be positive, given prior discussions with Council officers and acoustic consultants.

Various "prior to commencement" Permit Conditions (Conditions 1, 25, 28, 30, 34, 36, 40, 43 and 57) were endorsed on 9 August 2018, and Conditions 6 and 55 separately endorsed by Council's engineering department.

In the time since the permit was lodged, Stages 2 (PLN15/1176) and 3 (PL08/0921) have been through approval processes. Stage 2 now simultaneously seeks various amendments and we lodge a Section 72 Amendment application concurrently to this application.

As per recent discussions, we understand Council is now satisfied that the entire Precinct will be developed as intended and that some retrospective flexibility is allowed regarding the car parking "quarantining" and sharing between stages. This is under the proviso that the overall car parking numbers do not change in the Precinct, and that the approved rate is not be lowered for 1-bedroom dwellings.

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Therefore, this amendment seeks to delete Conditions 27(a) and (b), and revise the documentation endorsed under Conditions 27 and 40 of PLN15/0355 in order to redistribute the car parking according to updated market demands in a precinct-wide fashion.

2. PROPOSED AMENDMENTS - CONDITIONS ANALYSIS

The proposed amendment is sought via Section 72 of the *Planning and Environment Act 1987* to:

- Delete Permit Condition 27(a) and (b)
- Amend the Section 173 Agreement (to follow once in principle agreed to)
- Revise the Car Parking Management Plan endorsed pursuant Condition 40

2.1. AMENDMENTS TO CONDITION WORDING

The amendments seek to change the conditions as follows:

2.1.1. Address of the land

The permit currently applies to 2-6 Gough Street, Cremorne VIC 3121. The site is now known as 50 Gough Street Cremorne VIC 3121. It is proposed that the address of the land be updated, but still reference the previous address ("formerly known as").

2.1.2. Condition 27 - Section 173 Agreement

The following revisions are sought to address the revised outcomes and pertain only to Conditions 27 (a) and (b), due to the overarching "precinct wide" car parking allocation and needs identified.

Condition 27

Before the development starts, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987, providing for the following:

(A) That the 40 spaces 'quarantined' for stage 2 will be allocated to this future development on the balance of the site at 2 Gough Street Cremorne;

(B) A legally effective and enforceable mechanism to the satisfaction of the Responsible Authority to ensure that:

Revision

It is proposed to delete Condition 27(a) in light of the supporting traffic report justifying the changed need and precinct-wide car parking strategy.

It is proposed to delete Condition 27(b) and modify the Section 173 Agreement to delete this requirement, in light of the above. This will



- i. *The owners of lots within stage 2 are able to freely access the 40 car spaces for their own private use without restriction;* follow, subject to Council's in principle agreement, in due course.

2.2. AMENDMENT TO DOCUMENTS

2.2.1. Condition 27 – Section 173 Agreement

It is proposed to update the Section 173 Agreement once Council agree, in principle, to the proposed revisions to the Permit Condition wording.

This will follow at Council's request.

2.2.2. Condition 40 – Car Parking

Revisions are made which continue to meet the requirements of Condition 40, as follows:

Condition 40	Heading
<p><i>Before the development commences, a Car Park Management Plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will then form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:</i></p> <ul style="list-style-type: none"> <i>(a) The number and location of car parking spaces allocated to each tenancy;</i> <i>(b) The number and location of any car spaces for shared use, including time of shared use and how this will be managed.</i> <i>(c) Management details for residential loading/unloading when moving;</i> <i>(d) The management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;</i> 	<p>Refer to addendum to existing endorsed Car Parking Management Plan, prepared by IrwinConsult, dated 17 December 2018, and designed to be appended to the existing endorsed document prepared by GTA.</p>

P0003744-Let-Malt Stage 1 S72 Car parking

Attachment 2 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Town Planning Report



- (e) Details of way-finding, cleaning and security of end of trip facilities;*
- (f) Ant policing arrangements and formal agreements;*
- (g) A schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;*
- (h) The collection of waste and garbage including the separate collection of organic waste and recyclables. Which must be in accordance with the Waste Management Plan required by Condition 36; and*
- (i) Details regarding the management of loading and unloading of goods and materials.*

3. PLANNING CONSIDERATION & ASSESSMENT

We consider that these revisions are appropriate in light of the "whole of precinct" car parking review and approach and will not generate any additional traffic movements. Importantly, car parking will still meet the objectives of car parking rates identified within the original VCAT approval.

The car parking will allow a greater amount of car spaces to be made available for the dwellings which has become an apparent need through initial sales and marketing.

These changes are intended to be an improvement to the useability of the site and car parking areas for future residents and workers, and thus to be an improved outcome for the site and surrounds as a whole.

Please refer to the supporting assessment by Irwin Consult for further detail.

4. CONCLUSION

We trust that the enclosed information is sufficient for a full assessment of the application and enables Council to amend Condition 27 (and the associated Section 173 Agreement), and also append the enclosed traffic documentation to that endorsed pursuant Condition 40.

Attachment 2 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Town Planning Report



If you have any questions please don't hesitate to contact me at 8663 4992, or via email at cwarren@urbis.com.au, or alternatively Anna Barclay or Rion Casey on 8663 4888, or via email at abarclay@urbis.com.au or rcasey@urbis.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Clare Warren", with a horizontal line extending to the right.

Clare Warren
Senior Consultant

Attachment 2 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Town Planning Report



**LEVEL 12
120 COLLINS STREET
MELBOURNE VIC 3000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228



24 January 2019

Ms Mary Osman
Manager, Statutory Planning
City of Yarra
333 Bridge Road
Richmond VIC 3121

Dear Mary,

PLN15/0355.01 - RICHMOND MALT STAGE 1 (NO. 2 GOUGH STREET, CREMORNE) - RESPONSE TO REQUEST FOR FURTHER INFORMATION

Urbis continue to act on behalf of Caydon Cremorne No. 2 Development Pty Ltd ("the permit holder") in relation to the Section 72 Amendment application pertaining to Planning Permit PLN15/0355.02 and applying to the land at No. 2 Gough Street, Cremorne, Stage 1 of "The Malt District".

We are instructed to lodge the enclosed response to Council's Request for Further Information (RFI) letter dated 10 January 2019. The due date to provide our response to the RFI is 11 March 2019.

To assist you in your ongoing assessment, and in response to this RFI, please find enclosed:

- Traffic supporting letter, prepared by Irwin Consult, dated 23 January 2019
- Addendum to endorsed Car Park Management Plan, prepared by Irwin Consult, dated 23 January 2019

1. RESPONSE TO REQUESTED FURTHER INFORMATION

Table 1 – Additional Information Requested and Response

Information Requested	Comments
<p>1. <i>Planning letter to address:</i></p> <p>a) <i>Deletion of the Soho apartments and replacement with an increase in office floor area;</i></p>	<p>Preliminary sales and marketing discussions have resulted in no interest in the SOHO format, but plenty of interest for office space.</p> <p>Therefore, 5 x permitted Soho apartments are proposed to be deleted and replaced with office floor area at Level 1 and Level 2 through this Section 72 amendment application.</p>

P0003744-Let-Malt Stage 1 S72 - RFI

Attachment 2 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Town Planning Report



This is been a direct response to market demand and it will result in an office floor area increase from 441sqm to 1700sqm for the development. This is considered to have a negligible impact to the overarching approval.

- b) *Provide a copy of the proposed addendum to the endorsed Car Park Management Plan referred to your letter (reference Irwin Consult dated 17 December 2018)*

Provided – Please review addendum to Car Parking Management Plan prepared by Irwin Consult accompanying this submission, satisfying Item 1b).

This has been revised in order to clearly identify which sections of the currently endorsed document are superseded by the enclosed.

2. *Traffic Report to address:*

- a) *Accurately reflect the proposed deletion of the Soho apartments and increase in office floor area from 441sqm to 1700sqm;*

The traffic report has been updated to accurately reflect the change from Soho apartments to office floor area increase, satisfying Item 2a).

The traffic report finds it appropriate to seek a waiver of car parking for this extended office area, based upon analysis, recent approvals in the area, and excellent access to alternative modes of transport.

Please review accompanying Traffic Report prepared by Irwin Consult.

- b) *Discussion regarding proposed allocation of the 40 car parking spaces originally to be used by Stage 2*

The traffic report has been updated to provide discussion regarding the proposed allocation of car parking spaces originally to be used by Stage 2, satisfying Item 2b).

In summary, the 40 car parking spaces are proposed to be allocated completely to the existing approved residential apartments currently being sold, as a direct result of market demands during preliminary sales.

Attachment 2 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Town Planning Report



Please review accompanying Traffic Report prepared by Irwin Consult for full details and analysis.

2. NEXT STEPS

We look forward to the progression of this application. Caydon are desirous to market the desired reallocated car spaces (to the residential uses within Stage 1) and office space currently under construction, as soon as possible.

We submit that advertising / public notice of this Section 72 proposed Amendment is not required, and we respectfully request that Council exercise the discretion available to it under *the Act* to exempt this application from notice and ultimately determine the application via delegation. We base this on the following:

- The revised car parking allocation does not result in a change in traffic movements and seeks to deliver all car parking within this Stage 1 to the associated Stage 1 residential apartments, in line with the broader "Malt District" parking strategy.
- The revision from SOHO to office (Section 1 use) creates a negligible use difference which accords with market demands, which does not contravene any permit requirement.
- The waiver of car parking to the extended office area (formerly SOHO) is considered appropriate and does not contravene or necessitate alterations to permit wording.
- No material detriment is considered to impact any surrounding properties.

3. CONCLUSION

We trust that the above and enclosed information suitably addresses the matters raised in Council's Request for Further Information. Should this information in whole or part not constitute, in Council's view, a satisfactory response, please accept this letter as a request to extend the time to provide information under *Section 54A* of the *Planning and Environment Act 1987*.

If you have any questions please don't hesitate to contact me at 8663 4992, or via email at cwarren@urbis.com.au, or alternatively Anna Barclay or Rion Casey on 8663 4888, or via email at abarclay@urbis.com.au or rcasey@urbis.com.au.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Clare Warren".

Clare Warren
Senior Consultant

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



23 January 2019

Mary Osman
 Manager Statutory Planning
 City of Yarra
 C/- Caydon
 Level 2, 436 Johnston Street
 ABBOTSFORD VIC 3067



**2 Gough Street, Cremorne
 Amendment to Planning Permit No. PLN15/0355 – Car Parking Assessment**

Dear Mary,

Irwinconsult has been engaged by Caydon to undertake a review of the car parking provisions associated with the proposed amendments to The Malt District – Stage 1 development located at 2 Gough Street, Cremorne.

The following letter / report addresses the car parking requirements of the proposal, including the adequacy of the on-site parking provision.

The report concludes that there are no car parking grounds which should warrant refusal of the sought amended Planning Permit.

Executive Summary

The 'Applicant' proposes to amend the current Stage 1 approved development which will see the deletion of five SOHO apartments, increase in office floor area from 441sqm to 1,700sqm, and reallocation of 40 'quarantined' car spaces to residents of the Stage 1 development.

A comparison summary of the current Stage 1 approved development scheme against the proposed amendment is provided in Table 2.

Table 1 Summary Comparison of Stage 1 Development Scheme

Use		Approved ⁽¹⁾	Proposed	Net Change
Standard Apartments	One-bedroom	82 dwellings	82 dwellings	Nil
	Two-bedrooms	89 dwellings	89 dwellings	Nil
	Three-bedrooms	25 dwellings	25 dwellings	Nil
	Sub-Total	196 dwellings	196 dwellings	Nil
SOHO Apartments	Two-bedrooms	3 dwellings	Nil	- 3 dwellings
	Three-bedrooms	3 dwellings	1 dwelling	- 2 dwellings
	Sub-Total	6 dwellings	1 dwelling	- 5 dwellings
Office		441 sqm	1,700 sqm	+ 1,259 sqm
Retail / Supermarket		638 sqm	638 sqm	Nil
Car Parking	Residents	133 spaces	173 spaces	+ 40 spaces
	Retail	7 spaces	7 spaces	Nil
	Office Staff	10 spaces	10 spaces	Nil
	Visitor	26 spaces	26 spaces	Nil

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



	Car Share	1 space	1 space	Nil
	Quarantined for Stage 2	40 spaces	None	- 40 spaces

[1] As per Endorsed Richmond Malt – Stage 1 Car Parking Management Plan (dated 9 July 2018)

Stage 2 – Car Parking Considerations

Given that the 40 'quarantined' spaces were initially intended to be allocated to Stage 2 of the development, an assessment of the car parking demands for Stage 2 has been undertaken. It is noted that the 'Applicant' is concurrently seeking an amendment to the planning permit for Stage 2 as part of a separate planning application, including a revised development scheme and amended provision of 245 total car spaces. Irwinconsult has been engaged by Caydon to prepare a traffic engineering assessment for this separate planning application, refer report attached. As outlined within the attached Stage 2 – Traffic Engineering Assessment report, the car parking demand generated by the revised Stage 2 development is now expected to be accommodated entirely within the Stage 2 car park. Therefore, the 40 'quarantined' spaces are no longer required for the Stage 2 development and it is considered appropriate to reallocate the 40 'quarantined' spaces to Stage 1 residents.

Stage 1 – Car Parking Considerations

In this regard, reallocation of the 40 'quarantined' spaces to the Stage 1 development will result in resident car parking provisions increasing from 133 spaces to 173 spaces. All other car parking allocations are to remain the same as per the current endorsed Richmond Malt – Stage 1 Car Parking Management Plan (dated 9 July 2018).

It is noted that the proposed development amendment includes an increase of office floor area from 441sqm to 1,700sqm, however it is proposed that no additional car parking is to be provided / allocated to the office use other than the current endorsed allocation of 10 spaces. In this regard, we note that in line with local government and state government policy, office is one land use where car parking should be minimised as much as possible as travel to / from office uses has the largest impact on the road network. By limiting car parking in areas that have constrained parking restrictions (i.e. short-term restrictions that do not facilitate all day parking), staff are forced to utilise alternative transport modes, which reduces the strain on the road network.

The site is well situated to take advantage of sustainable transport options as discussed in Section 2.3 of this report. In particular, accessibility to public transport is convenient and excellent bicycle connections are available. Therefore, the proposal to provide no additional car parking for the increase in office floor area is considered appropriate.

Thus, it has been concluded that the proposal to provide no additional car parking for the increased office floor area and the reallocation of the 40 'quarantined' car spaces to residents of Stage 1 is appropriate, and there are no car parking grounds as to why an amended permit should not be granted for the Stage 1 development.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



1 Preamble

It is understood that planning permits have been issued by Council for the Stage 1, 2 and 3 developments, as per Planning Permit no. PLN15/0355, PLN15/1176 and PL08/0921 respectively. A summary of the permitted land uses and associated car parking provisions is presented in Table 2.

Table 2 Summary of Permitted Land Uses – Stages 1, 2 and 3

Land Use		Development Scheme		
		Stage 1 (Approved) ^[1]	Stage 2 (Approved)	Stage 3 (Approved) ^[1]
Residential Apartment	One-bedroom	82 dwellings	107 dwellings	-
	Two-bedroom	89 dwellings	109 dwellings	-
	Three-bedroom	25 dwellings	42 dwellings	-
SOHO Apartment	Two-bedroom	3 dwellings	-	-
	Three-bedroom	3 dwellings	-	-
Office		441 m ²	2,423 m ²	8,520 m ²
Retail		638 m ² ^[2]	223 m ²	-
Showroom		-	-	363 m ²
Cafe		-	84 seats ^[4]	32 seats
Residential Hotel		-	43 rooms	-
Gallery		-	50 patrons	-
Restaurant		-	295 seats ^[4]	-
Function Centre		-	100 seats	-
Car Parking		216 spaces ^[3]	231 spaces	174 spaces
		1 car share space ^[5]	5 car share spaces ^[4]	-

[1] The Stage 3 land uses are based on the current Council endorsed drawings.

[2] Includes supermarket use.

[3] Includes 40 spaces to be provided to Stage 2 as part of the Stage 1 approved plans.

[4] As per Planning Permit PLN15/1176

[5] As per endorsed Car Parking Management Plan (Reference No. V128910)

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



2 Existing Planning Permit

A Planning Permit (PLN15/0355) was granted for the use and development of the Stage 1 site for the purposes of a mixed-use building subject to conditions. The permit allows for the construction of an 18-storey building including three levels of car parking with the plans lodged under Condition 1 of the permit. A summary of the approved development uses is provided below:

- Dwellings 202 apartments
- Office 441m²
- Retail 638m²

This permit is currently valid and due to expire 15th July 2019.

In relation to car parking and traffic, the Planning Permit includes the following relevant conditions:

27. Before the development starts, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act 1987*, providing for the following:
- (a) that the 40 spaces 'quarantined' for stage 2 will be allocated to this future development on the balance of the site at 2 Gough Street Cremorne.
 - (b) a legally effective and enforceable mechanism to the satisfaction of the Responsible Authority to ensure that:
 - (i) the owners of lots within stage 2 are able to freely access the 40 car spaces for their own private use without restriction.
40. Before the development commences, a Car Park Management Plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will then form part of this permit. The Car Park Management Plan must address, but not be limited to the following:
- (a) the number and location of car parking spaces allocated to each tenancy;
 - (b) the number and location of any car spaces for shared use, including time of shared use and how this will be managed;
 - (c) management details for residential loading/unloading when moving;
 - (d) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;
 - (e) details of way-finding, cleaning and security of end of trip bicycle facilities;
 - (f) any policing arrangements and formal agreements;
 - (g) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;
 - (h) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 36; and details regarding the management of loading and unloading of goods and materials.
41. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

It is noted that a Car Parking Management Plan has been endorsed by Council on 9th August 2018 as per Condition 40 of the permit.

The applicant is proposing to amend the Stage 1 mixed-use development which will see the deletion of five SOHO apartments, increase in office floor area from 441sqm to 1,700sqm, and reallocation of 40 'quarantined' car spaces to residents of the Stage 1 development as part of an amendment to the Permit under Section 72 of the Planning and Environment Act 1987.

Having regard for the above, Irwinconsult has prepared the following assessment which demonstrates the suitability of the proposed car parking provisions.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



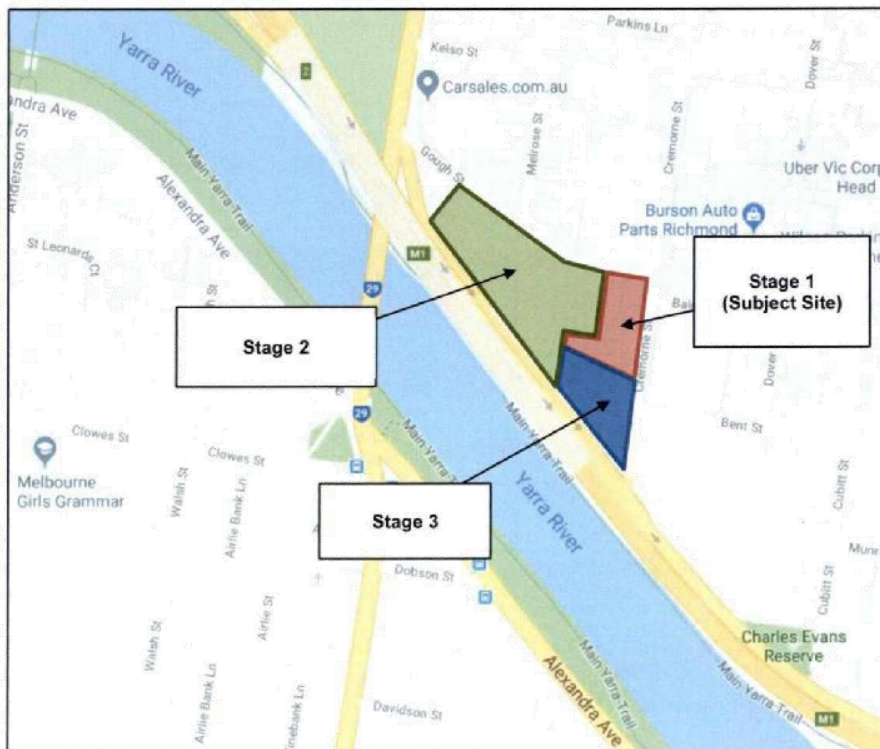
3 Background and Existing Conditions

3.1 Site Location and Land Use

The subject site occupies part of the land at 2 Gough Street in Cremorne which is situated within the Comprehensive Development Zone (CDZ3) under the Yarra Planning Scheme. Further, the site is also situated within the Principal Public Transport Network (PPTN) area. The development site forms Stage 1 of the wider Malt District site which is divided into three development stages as illustrated in Figure 1.

The site is bound by Gough Street to the north and Cremorne Street to the east. Land uses surrounding the site comprise a mix of residential, commercial and public open space. A privately operated car park abuts the north-western boundary of the site. The location of the subject site in the context of the surrounding road network is generally shown in Figure 1.

Figure 1 Site Location (source: Google Maps)



Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



3.2 Road Network

3.2.1 Gough Street

Gough Street is classified as a local road and is managed by Yarra City Council. It is a two-way road generally aligned east-west between Punt Road and Cremorne Street. At the site frontage, Gough Street provides an approximate 7 metres wide carriageway set within an approximate 10.5 metres wide road reserve. Proximate to the site, kerbside parking is only permitted along the southern side of the carriageway, and is subject to time restrictions, with no restrictions further to the west.

3.2.2 Cremorne Street

Cremorne Street is classified as a collector road and is managed by Yarra City Council. It is a two-way road generally aligned north-south between Swan Street and Harcourt Parade. At the site frontage, Cremorne Street provides an approximate 10 metres wide carriageway set within an approximate 15 metres wide road reserve. Proximate to the site, kerbside parking is permitted, generally subject to time based restrictions along the western side and time based and permit based parking restriction along the eastern side. The southern extent of Cremorne Street provides direct access to the CityLink (Monash Freeway) eastbound carriageway.

3.3 Sustainable Transport

3.3.1 Public Transport

The subject site is well situated to take advantage of the local public transport network. In particular, Richmond Station offers train services to numerous metropolitan train lines. The public transport services which are within a convenient walking distance from the site are summarised in Table 3.

Table 3 Nearby Public Transport Services

Service	Route	Route Description	Nearest Stop	Distance from Site	Peak Arrival Frequency
Train		Alamein Line	Richmond Station	700m (8 mins walk)	12-15 mins
		Belgrave Line			4-5 mins
		Lilydale Line			4-5 mins
		Glen Waverley Line			7-8 mins
		Sandringham Line			7-8 mins
		Pakenham Line			3-5 mins
		Cranbourne Line			3-5 mins
		Frankston Line			10 mins
Tram	70	Waterfront City Docklands – Wattle Park	Punt Road/ Swan Street	600m (7 mins walk)	10-12 mins
Bus	246	Elsternwick – Clifton Hill	Alexandra Ave/ Punt Road	450m (5 mins walk)	10-12 mins
	605	Gardenvale – Flagstaff Station			15 mins

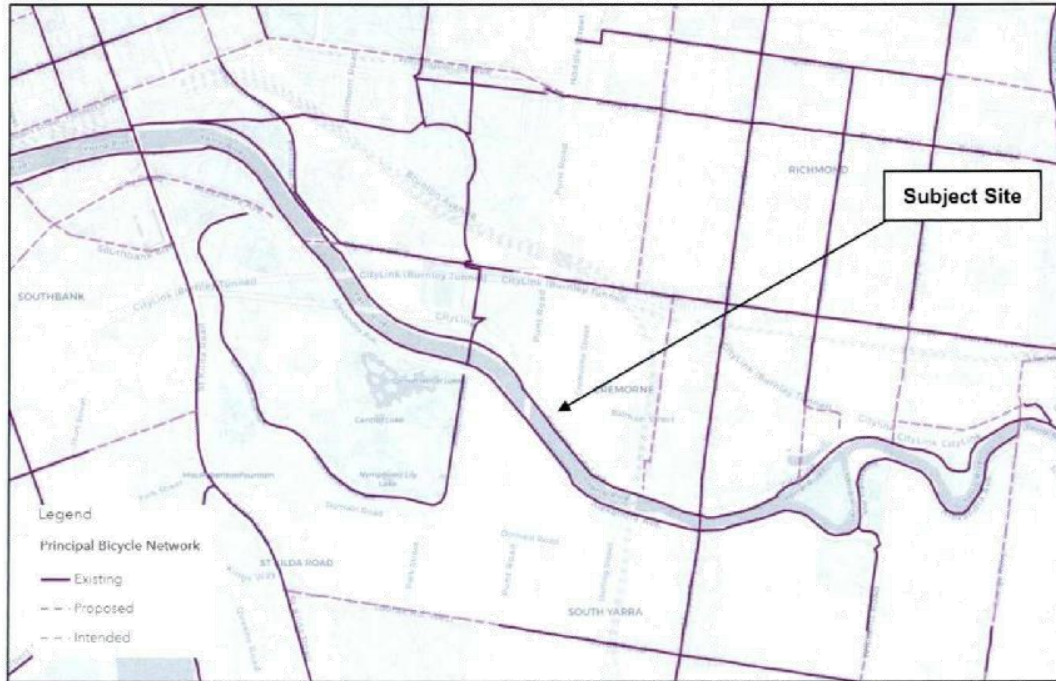
3.3.2 Cycling

The subject site is excellently located to take advantage of the local bicycle network. In particular, the site is situated within close proximity to the Main Yarra Trail, a major shared use path along the Yarra River that provides a direct route to the Melbourne CBD, approximately 3km or a 10-15 minute cycle from the subject site. Figure 2 shows an extract from the Principal Bicycle Network and illustrates the extensive network of bicycle routes that is conveniently accessible from the site.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



Figure 2 Principal Bicycle Network



3.3.3 Walking

Walking is a fundamental form of transport, and given that the subject site is located within reasonable walking distance from the public transport options discussed above, the pedestrian walkability of the surrounding area is crucial.

The subject site is well serviced by walking facilities, with pedestrian footpaths and pram ramps provided along all street frontages. Pedestrian connectivity is provided between the site and all nearby public transport nodes, as well as other local destinations such as the Swan Street retail precinct.

3.3.4 Car Share

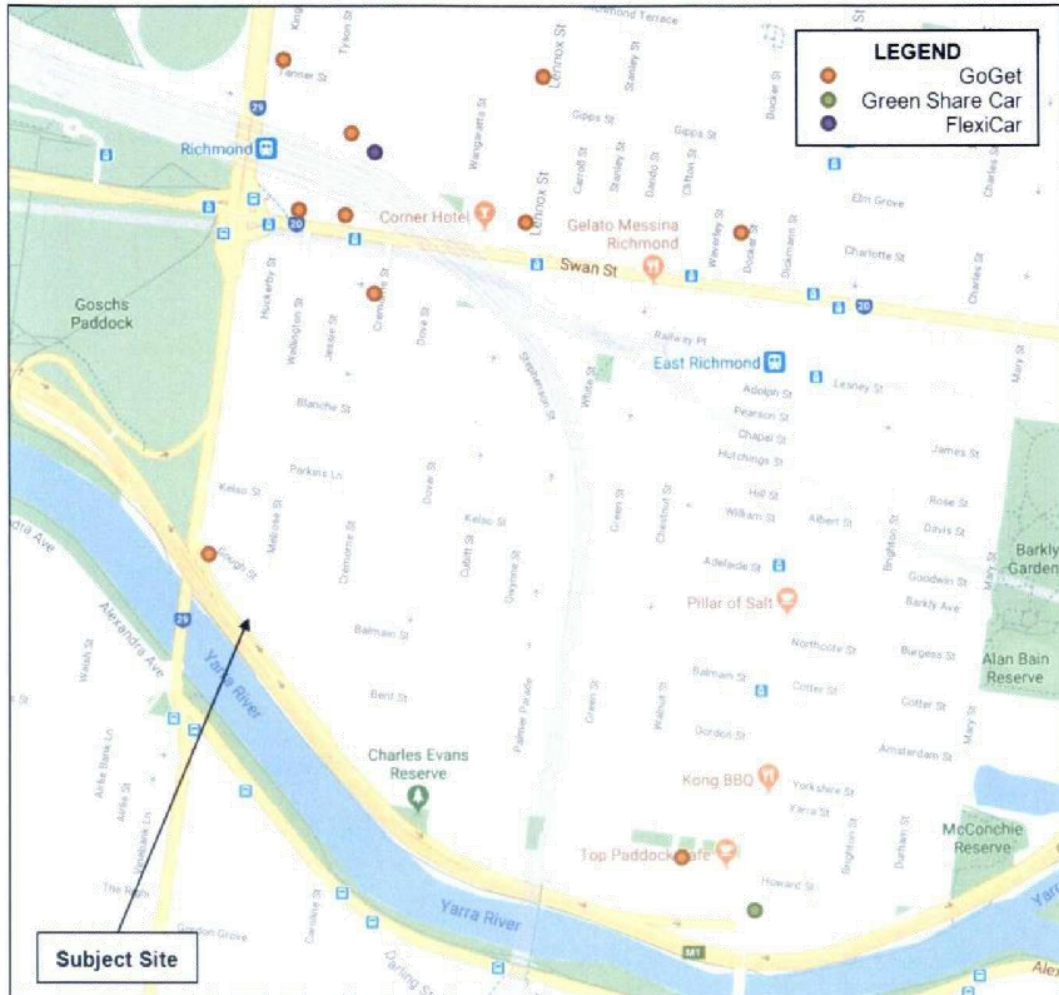
In addition to the public transport services listed above, the subject site is also within a reasonable walking distance of multiple car share pods near Richmond Station, operated by Flexicar and GoGet. Car share schemes allow registered users to hire a motor vehicle on a short-term basis, offering a convenient and cost-effective alternative to private motor vehicle ownership for many people.

Figure 3 shows the car share pods located proximate to the site.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



Figure 3 Local Care Share Pods



Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



4 Proposal

The proposal seeks to amend the Stage 1 development which will see the deletion of five SOHO apartments, increase in office floor area from 441sqm to 1,700sqm, and reallocation of 40 'quarantined' car spaces to residents of the Stage 1 development.

Irwinconsult also understands that the applicant is concurrently seeking amendments to the planning permit for Stage 2 as a separate planning application.

A summary of the overall proposed development scheme amendments is shown in Table 4.

Table 4 Summary of Proposed Development Scheme Amendments

Land Use		Development Scheme			
		Stage 1 (Approved) ^[3]	Stage 1 (Proposed)	Stage 2 (Approved)	Stage 2 (Proposed)
Residential Apartment	One-bedroom	82 dwellings	82 dwellings	107 dwellings	65 dwellings
	Two-bedroom	89 dwellings	89 dwellings	109 dwellings	80 dwelling
	Three-bedroom	25 dwellings	25 dwellings	42 dwellings	28 dwellings
SOHO Apartment	Two-bedroom	3 dwellings	-	-	-
	Three-bedroom	3 dwellings	1 dwelling	-	-
Office		441 m ²	1,700 m ²	2,423 m ²	4,633 m ²
Retail		638 m ² ^[1]	638 m ² ^[1]	223 m ²	84 m ²
Showroom		-	-	-	-
Cafe		-	-	84 seats ^[2]	130m ² (84 seats)
Residential Hotel		-	-	43 rooms	200 rooms
Gallery		-	-	50 patrons	647 m ² (50 patrons)
Restaurant		-	-	295 seats ^[2]	1,755 m ² (595 seats)
Function and Meeting Room		-	-	-	281 m ² (100 seats)
Function Centre		-	-	100 seats	220 m ² (100 seats)
Car Parking		176 spaces + 40 spaces quarantined for Stage 2	216 spaces	231 spaces + 40 spaces from Stage 1	240 spaces
		1 car share space ^[3]	1 car share space ^[3]	5 car share spaces ^[2]	5 car share spaces ^[2]

[1] Includes supermarket use.

[2] As per Planning Permit PLN15/1176

[3] As per endorsed Car Parking Management Plan (Reference No. V128910)

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



5 Car Parking Considerations

5.1 Review of Car Parking

Stage 1:

It is noted that the proposed development amendment includes an increase of office floor area from 441sqm to 1,700sqm, however it is proposed that no additional car parking is to be provided / allocated to the office use other than the current endorsed allocation of 10 spaces. In this regard, we note that in line with local government and state government policy, office is one land use where car parking should be minimised as much as possible as travel to / from office uses has the largest impact on the road network. By limiting car parking in areas that have constrained parking restrictions (i.e. short-term restrictions that do not facilitate all day parking), staff are forced to utilise alternative transport modes, which reduces the strain on the road network.

The site is well situated to take advantage of sustainable transport options as discussed in Section 2.3 of this report. In particular, accessibility to public transport is convenient and excellent bicycle connections are available. Therefore, the proposal to provide no additional car parking for the increase in office floor area is considered appropriate.

Stage 2:

In this instance, the car parking requirements for Stage 2 have been reviewed to determine whether the 40 spaces 'quarantined' within Stage 1 are still required by the revised Stage 2 development.

As previously discussed the applicant is seeking an amendment to the planning permit for Stage 2 as part of a separate planning application, including a revised development scheme and amended provision of 245 total car spaces. Irwinconsult has been engaged by Caydon to prepare a traffic engineering assessment for this separate planning application, refer report attached.

As outlined within the attached report the car parking demand generated by the revised Stage 2 development is now expected to be accommodated entirely within the Stage 2 car park.

This includes a permanent allocation of 170 spaces for the residential apartments, 5 spaces to Car Share and the remaining 70 spaces to be shared by visitors (including staff), which can accommodate the peak demand from the temporal assessment as presented in Table 3 and Table 4 of the attached report. Noting that the peak parking demand for visitors (incl. staff) is expected to occur during the evening when the restaurants and function venues will be operating at their peak.

5.2 Adequacy of Car Parking Provisions

The proposal for the 40 car spaces 'quarantined' for Stage 2 to be reallocated to residents of Stage 1 is considered appropriate given:

- The site is well situated to take advantage of sustainable transport options. In particular, accessibility to public transport is convenient and excellent bicycle connections are available. Therefore, the proposal to provide no additional car parking for the increase in office floor area is considered appropriate.
- The peak car parking demand for the revised Stage 2 development scheme can be entirely accommodated within its own car park.

5.3 Car Parking Management Plan

The proposed addendum to the Richmond Malt – Stage 1 Car Parking Management Plan (dated 9 July 2018) is attached to this report. This addendum to the Car Parking Management Plan includes all the proposed changes to the original Car Parking Management Plan required to address the proposed amendments to the Stage 1 development.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



The proposed addendum sets out a revised allocation of car parking, as summarised in Table 5.

Table 5 Proposed Car Space Allocations

Use	Approved	Proposed	Net Change
Residents	133 spaces	173 spaces	+ 40 spaces
Retail	7 spaces	7 spaces	Nil
Office Staff	10 spaces	10 spaces	Nil
Visitor	26 spaces	26 spaces	Nil
Car Share	1 space	1 space	Nil
Quarantined for Stage 2	40 spaces	None	- 40 spaces
Total	217 spaces	217 spaces	Nil

6 Conclusions

The applicant seeks an amendment to the existing planning permit to delete five SOHO apartments, increase the office floor area from 441sqm to 1,700sqm and reallocate the 40 car spaces 'quarantined' for Stage 2 to residents of Stage 1.

Subject to the approval of an amended planning permit for Stage 2 (separate planning application), the proposed Stage 1 amendment is considered satisfactory from a car parking perspective given the site is well situated to take advantage of sustainable transport options. In particular, accessibility to public transport is convenient and excellent bicycle connections are available. Therefore, the proposal to provide no additional car parking for the increase in office floor area is considered appropriate.

Further, the demand for car parking generated by the revised Stage 2 development scheme can be accommodated entirely within its own car park. Therefore, the 40 'quarantined' car spaces initially set aside within the Stage 1 car park for the Stage 2 development is no longer required by the Stage 2 development and can be reallocated to residents of Stage 1.

Having regard for the above, it is concluded that there are no car parking grounds as to why an amended permit should not be granted for the Stage 1 development.

Yours sincerely,

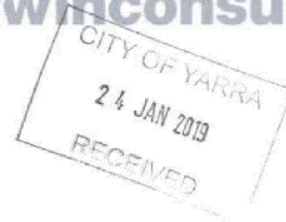
Simon Chia
Associate – Traffic, Transport & Parking
Irwinconsult Pty Ltd
P: 03 9622 9769
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Attachments:

- The Malt District Stage 2 Traffic Engineering Report
- Addendum to Richmond Malt – Stage 1 Car Parking Management Plan (dated 9 July 2018)

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1

irwinconsult



23 January 2019

Mary Osman
Manager Statutory Planning
City of Yarra
C/- Caydon
Level 2, 436 Johnston Street
ABBOTSFORD VIC 3067

**2 Gough Street, Cremorne
Addendum to Richmond Malt – Stage 1 Car Parking Management Plan (dated 9 July 2018)**

Dear Mary,

This letter / report is to be read as an addendum to the Car Parking Management Plan prepared by GTA Consultants for the Richmond Malt – Stage 1, 2 Gough Street, Cremorne, dated 9 July 2018.

1 Introduction

1.3 References

(Changes to Section 1.3 of endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018 to include 7th dot point)

In preparing this CPMP, reference has been made to the following:

- Yarra Planning Scheme
- Development plans prepared by Caydon for the Stage 1 development
- Planning Permit No. PLN15/0355 (dated 15.07.17)
- "Richmond Malt, 2 Gough Street, Richmond – Transport Impact Assessment – Stage 1A" (dated 25.06.15), otherwise known as the 'GTA Report'
- "VCAT No. P1969/2015, Part of the Land at 2 Gough Street, Cremorne – Transport Impact Evidence" (dated 22.12.15), otherwise known as the 'GTA Evidence'
- The VCAT Decision dated 18.03.16, otherwise known as 'the Decision'
- "2 Gough Street, Cremorne – Amendment to Planning Permit No. PLN15/0355 – Car Parking Assessment" prepared by Irwinconsult dated 23.01.2019
- Other documents as referenced within the context of this report.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



2 Development Characteristics

2.1 Land Uses

(Changes to Table 2.1 of Section 2.1 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

Table 2.1: below summarises the land uses associated with the Stage 1 development of the Richmond Malt site.

Table 2.1 Development Schedule (Stage 1)

Use	Size	
Standard Apartments	One-bedroom	82 dwellings
	Two-bedrooms	89 dwellings
	Three-bedrooms	25 dwellings
	Sub-Total	196 dwellings
SoHo Apartments	Three-bedrooms	1 dwelling
Office		1,700 sqm
Retail / Supermarket		638 sqm

2.2 Car Parking Provision

(Deletion of 2nd paragraph and changes to 3rd paragraph of Section 2.2 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

A total of 217 car spaces will be provided on-site, including 48 spaces in a tandem arrangement, as follows:

Basement 1 (88 spaces)

- Single Spaces: 68
- Tandem Spaces: 20

Basement 2 (100 spaces)

- Single Spaces: 72
- Tandem Spaces: 28

Level 1 (13 spaces)

- Single Spaces: 13
- Tandem Spaces: 0

Level 2 (16 spaces)

- Single Spaces: 16
- Tandem Spaces: 0

Space No. 26 on Basement Level 1 could be allocated as the disabled parking space with the adjacent aisle utilised as the required shared area¹.

Having regard for the number of retail parking spaces on the site, there is a requirement for the provision of one disabled bay, noting that this space should provide for a minimum height clearance of 2.5m in accordance with the relevant Australian Standard.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



3 Car Parking

3.1 Car Parking Demands

(Changes to 1st paragraph and Table 3.1 of Section 3.1 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

Having regard for the VCAT Decision and reports prepared by Irwinconsult and GTA, the following outlines the required car parking provisions rates and peak (unshared) demands generated by the Stage 1 development:

- One-bedroom dwellings: 0.5 spaces per dwelling (41 spaces)
- Two-bedroom dwellings: 0.7 spaces per dwelling (62 spaces)
- Three-bedroom dwellings: 1 space per dwelling (25 spaces)
- Resident Visitor: 0.12 spaces per dwelling (24 spaces)
- Office Staff: None
- Office Visitor: None
- Retail Staff: 1 space per 100 sqm (6 spaces)

Having regard for the sharing of car parking that will occur on-site, the peak demands are summarised in Table 3.1.

Table 3.1 Shared Car Parking Demand [1]

Land Use	Size	Time of Day				Demand @ Peak Time
		Morning	Lunchtime	Afternoon	Evening	
Dwellings	82 x 1-bed 89 x 2-bed 26 x 3-bed	129	129	129	129	129
	196 visitors	15	15	12	24	24
Office	Staff	0	0	0	0	0
	1,700 sqm Visitor	0	0	0	0	0
Retail	Staff [2] 638 sqm	6	6	6	6	6
Sub-Total (Allocated)		135	135	135	135	135
Sub-Total (Shared)		15	15	12	24	24
Total		150	150	147	159	159

[1] Based on agreed temporal parking profiles.

[2] 100% car parking allocation.

3.2 Car Parking Allocation

(Changes to 1st paragraph and Table 3.2 of Section 3.2 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

As indicated above, 129 spaces are required to be permanently allocated to the residential apartments, while a minimum of 6 spaces should be permanently allocated for retail staff on-site (it is noted that an additional car space has been provided for disabled parking). With respect to visitor parking, a minimum of 24 spaces are required to accommodate peak demands during the evening.

It is also noted that a requirement exists to provide 1 car share space, which should be appropriately marked and signed for this use only. On this basis, the respective car parking allocation by level is outlined in Table 3.2.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



Table 3.2 Car Parking Allocation

	Car Parking Allocation (no. of Spaces)				
	Basement 2	Basement 1	Level 1	Level 2	Total
Allocated (Long-Term) Spaces					
Residents	100 (incl. 28 tandem)	44 (incl. 8 tandem)	13 (incl. 0 tandem)	16 (incl. 0 tandem)	173 (incl. 36 tandem)
Retail Staff [1]	-	7 (incl. 2 tandem)	-	-	7 (incl. 2 tandem)
Office Staff [2]	-	10 (incl. 10 tandem)	-	-	10 (incl. 10 tandem)
Car Share Space	-	1 (incl. 0 tandem)	-	-	1 (incl. 0 tandem)
Unallocated (Short-Term) Spaces					
Residential / Office Visitor [3]	-	26 (incl. 0 tandem)	-	-	26 (incl. 0 tandem)

[1] As discussed, one additional retail staff space has been allocated for the purpose of providing a disabled bay.

[2] Allocated between 7am and 7pm Monday to Friday (note: 5 spaces will be available for use by the public outside of these times).

[3] The additional two car parking spaces on the site have been provided to serve visitor demands.

The Car Parking Allocation Plan is Attached as Appendix A.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



4 Parking Management

4.2 Space Delineation

(Changes to 6th paragraph of Section 4.2 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

To ensure that the allocated parking areas are clearly identifiable, it is recommended that all spaces on the site are clearly delineated.

Each car space allocated for residents should be clearly signed or linemarked with a number so that residents are easily able to locate their allocated car parking space. Residents should also be shown the location of their allocated car parking space upon occupation.

As spaces are allocated to multiple users on Basement 1, the car park will effectively operate as a shared environment on this level and signage is required to identify allocated parking.

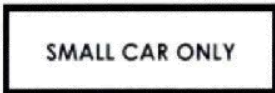
This suggested signage may appear as follows:



To assist with driver awareness, it is recommended that ground space markings are also provided at each allocated car space.

Further given the resident and staff are located amongst the short-term parking pool, they should be clearly identifiable and provided with a surface mounted parking security lock.

Furthermore, some of the allocated car spaces feature smaller dimensions and should be signed accordingly as per the below signage suggestion:



All signage should be provided either above the bay or on the wall at the face of the bay at approximately 1.5m height.

4.3 Access Control and Security

(Changes to 2nd paragraph of Section 4.3 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

Visitors to the site will be required to adhere to the access controls and management systems adopted on-site.

Areas of resident car parking (on Level 1, Level 2 and Basement Level 2) will be controlled by security gates and provided with signage to discourage public access to these areas. As discussed earlier, it should be noted that the resident and staff car spaces within Basement Level 1 require lockable bollards.

With respect to providing appropriate vehicle circulation on the western ramp (from Level 1 up to the Level 2 car park), a traffic signalling system is recommended to be provided as shown on the development plans.

The security and maintenance of bicycle storage facilities is to be managed by the owner's corporation and undertaken on a regular basis.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



4.5 Signage and Linemarking Plan

(Changes to 1st paragraph, 4th dot point of Section 4.5 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

A Signage and Linemarking plan has been prepared to manage traffic within the parking area on the Stage 1 site. The plan considers the principles outlined in the above sections (4.1 to 4.4) with key items including:

- Bicycle parking wayfinding signage and pedestrian ground markings to manage conflicts.
- Wayfinding from ground floor, directing visitors to available car spaces on Basement 1.
- Specific signage required of car spaces allocated to the different commercial tenancies on-site.
- Statutory signs arrows and ground markings provided at key intersections within the site. This includes custom signage required for user-specific spaces and other management treatments (i.e. small car space signs, car share space restrictions, resident allocated spaces marked, and surface mounted parking security locks provided on the residential and staff spaces. Major traffic control devices which have been provided to manage potential conflict points.

The Signage and Linemarking plan is attached at Appendix B.

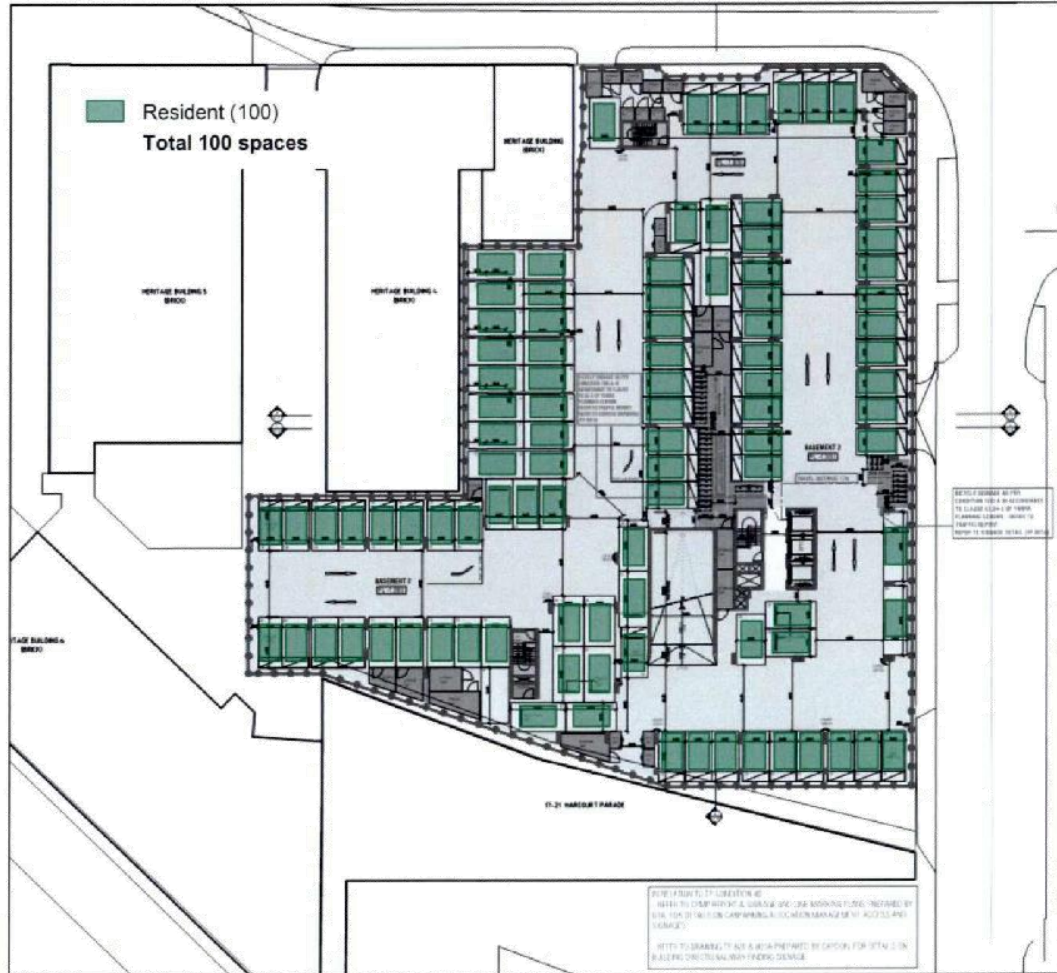
Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



Appendix A

(Changes to figures in Appendix A of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

Basement Level 2:



Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



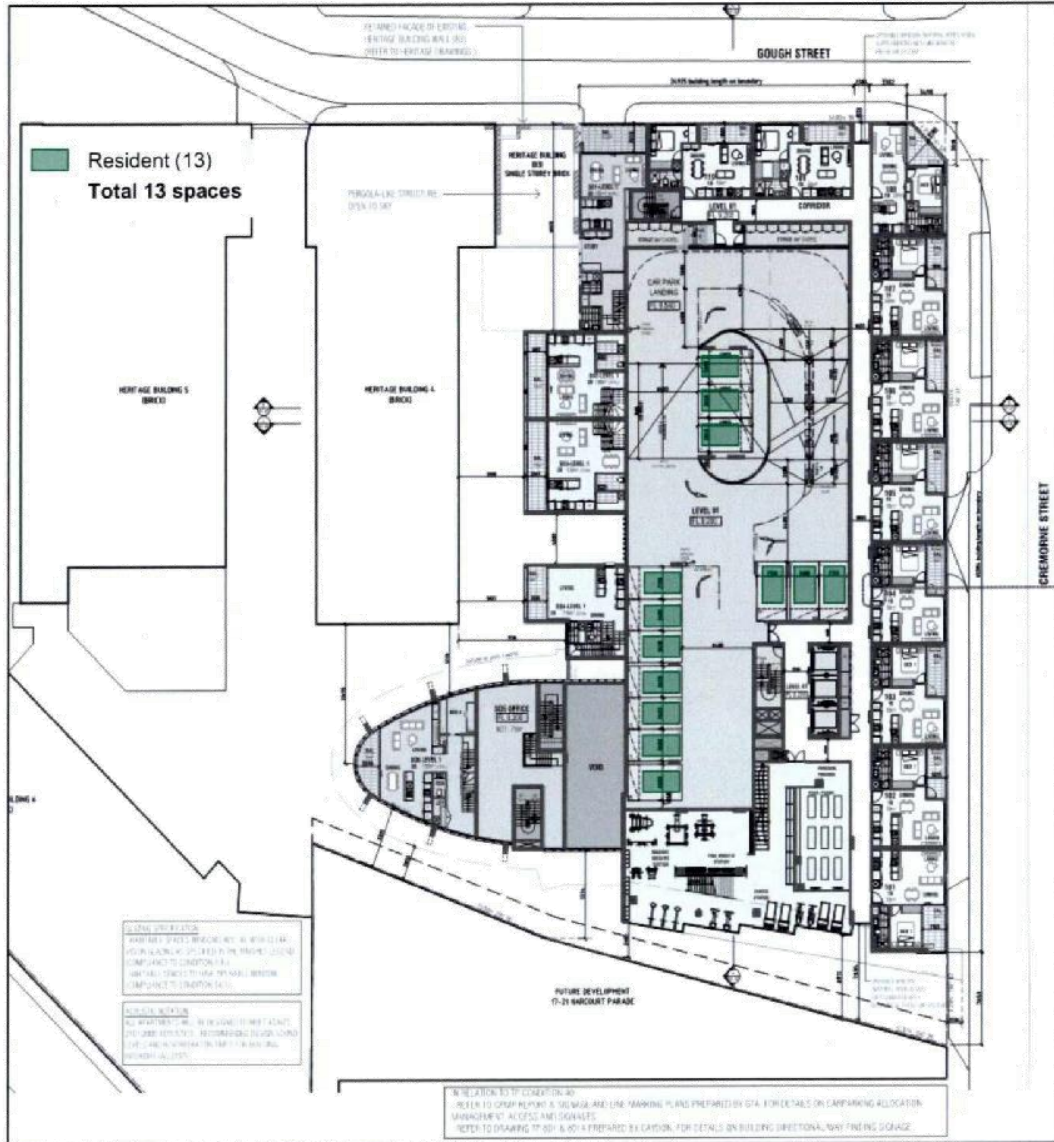
Basement Level 1:



Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



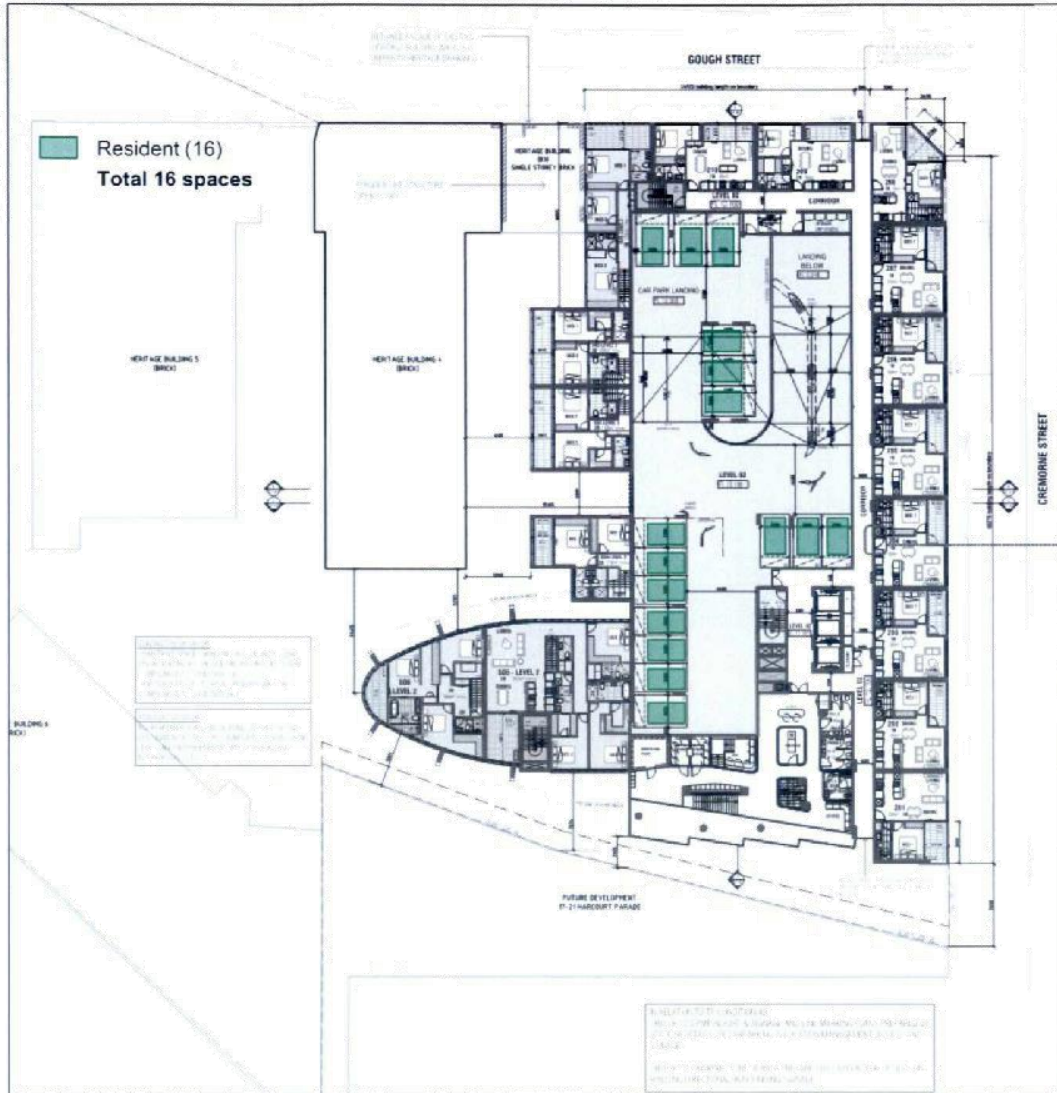
Level 1:



Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



Level 2:



Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



Yours sincerely,

A handwritten signature in blue ink that reads "Simon Chia".

Simon Chia
Associate – Traffic, Transport & Parking
Irwinconsult Pty Ltd
P: 03 9622 9769
E: Simon.Chia@irwinconsult.com.au

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1

irwinconsult

23 January 2019

Mary Osman
Manager Statutory Planning
City of Yarra
C/- Caydon
Level 2, 436 Johnston Street
ABBOTSFORD VIC 3067



**2 Gough Street, Cremorne
Addendum to Richmond Malt – Stage 1 Car Parking Management Plan (dated 9 July 2018)**

Dear Mary,

This letter / report is to be read as an addendum to the Car Parking Management Plan prepared by GTA Consultants for the Richmond Malt – Stage 1, 2 Gough Street, Cremorne, dated 9 July 2018.

1 Introduction

1.3 References

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- Other documents as referenced within the context of this report.

Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



2 Development Characteristics

2.1 Land Uses

(Changes to Table 2.1 of Section 2.1 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

Table 2.1: below summarises the land uses associated with the Stage 1 development of the Richmond Malt site.

Table 2.1 Development Schedule (Stage 1)

Use	Size	
Standard Apartments	One-bedroom	82 dwellings
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	Sub-Total	196 dwellings
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Office		1,700 sqm
Retail / Supermarket		638 sqm

2.2 Car Parking Provision

(Deletion of 2nd paragraph and changes to 3rd paragraph of Section 2.2 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

A total of 217 car spaces will be provided on-site, including 48 spaces in a tandem arrangement, as follows:

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- Tandem Spaces: 20

Basement 2 (100 spaces)

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- Single Spaces: 16
- Tandem Spaces: 0

Space No. 26 on Basement Level 1 could be allocated as the disabled parking space with the adjacent aisle utilised as the required shared area¹.

Having regard for the number of retail parking spaces on the site, there is a requirement for the provision of one disabled bay, noting that this space should provide for a minimum height clearance of 2.5m in accordance with the relevant Australian Standard.

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3 Car Parking

3.1 Car Parking Demands

(Changes to 1st paragraph and Table 3.1 of Section 3.1 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

Having regard for the VCAT Decision and reports prepared by Irwinconsult and GTA, the following outlines the required car parking provisions rates and peak (unshared) demands generated by the Stage 1 development:

- One-bedroom dwellings: 0.5 spaces per dwelling (41 spaces)
- Two-bedroom dwellings: 0.7 spaces per dwelling (62 spaces)
- Three-bedroom dwellings: 1 space per dwelling (25 spaces)
- Resident Visitor: 0.12 spaces per dwelling (24 spaces)
- Office Staff: None
- Office Visitor: None
- Retail Staff: 1 space per 100 sqm (6 spaces)

Having regard for the sharing of car parking that will occur on-site, the peak demands are summarised in Table 3.1.

Table 3.1 Shared Car Parking Demand [1]

Land Use		Size	Time of Day				Demand @ Peak Time
			Morning	Lunchtime	Afternoon	Evening	
Dwellings	Apartments [2]	82 x 1-bed 89 x 2-bed 26 x 3-bed	129	129	129	129	129
	Visitors	196 dwellings	15	15	12	24	24
Office	Staff	1,700 sqm	0	0	0	0	0
	Visitor		0	0	0	0	0
Retail	Staff [2]	638 sqm	6	6	6	6	6
Sub-Total (Allocated)			135	135	135	135	135
Sub-Total (Shared)			15	15	12	24	24
Total			150	150	147	159	159

[1] Based on agreed temporal parking profiles.

[2] 100% car parking allocation.

3.2 Car Parking Allocation

(Changes to 1st paragraph and Table 3.2 of Section 3.2 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

As indicated above, 129 spaces are required to be permanently allocated to the residential apartments, while a minimum of 6 spaces should be permanently allocated for retail staff on-site (it is noted that an additional car space has been provided for disabled parking). With respect to visitor parking, a minimum of 24 spaces are required to accommodate peak demands during the evening.

It is also noted that a requirement exists to provide 1 car share space, which should be appropriately marked and signed for this use only. On this basis, the respective car parking allocation by level is outlined in Table 3.2.

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Table 3.2 Car Parking Allocation

	Car Parking Allocation (no. of Spaces)				
	Basement 2	Basement 1	Level 1	Level 2	Total
Allocated (Long-Term) Spaces					
Residents	100 (incl. 28 tandem)	44 (incl. 8 tandem)	13 (incl. 0 tandem)	16 (incl. 0 tandem)	173 (incl. 36 tandem)
Retail Staff [1]	-	7 (incl. 2 tandem)	-	-	7 (incl. 2 tandem)
Office Staff [2]	-	10 (incl. 10 tandem)	-	-	10 (incl. 10 tandem)
Car Share Space	-	1 (incl. 0 tandem)	-	-	1 (incl. 0 tandem)
Unallocated (Short-Term) Spaces					
Residential / Office Visitor [3]	-	26 (incl. 0 tandem)	-	-	26 (incl. 0 tandem)

[1] As discussed, one additional retail staff space has been allocated for the purpose of providing a disabled bay.

[2] Allocated between 7am and 7pm Monday to Friday (note: 5 spaces will be available for use by the public outside of these times).

[3] The additional two car parking spaces on the site have been provided to serve visitor demands.

The Car Parking Allocation Plan is Attached as Appendix A.

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4 Parking Management

4.2 Space Delineation

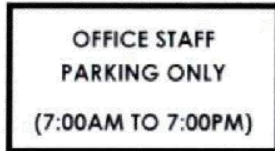
(Changes to 6th paragraph of Section 4.2 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

To ensure that the allocated parking areas are clearly identifiable, it is recommended that all spaces on the site are clearly delineated.

Each car space allocated for residents should be clearly signed or linemarked with a number so that residents are easily able to locate their allocated car parking space. Residents should also be shown the location of their allocated car parking space upon occupation.

As spaces are allocated to multiple users on Basement 1, the car park will effectively operate as a shared environment on this level and signage is required to identify allocated parking.

This suggested signage may appear as follows:



To assist with driver awareness, it is recommended that ground space markings are also provided at each allocated car space.

Further given the resident and staff are located amongst the short-term parking pool, they should be clearly identifiable and provided with a surface mounted parking security lock.

Furthermore, some of the allocated car spaces feature smaller dimensions and should be signed accordingly as per the below signage suggestion:



All signage should be provided either above the bay or on the wall at the face of the bay at approximately 1.5m height.

4.3 Access Control and Security

(Changes to 2nd paragraph of Section 4.3 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

Visitors to the site will be required to adhere to the access controls and management systems adopted on-site.

Areas of resident car parking (on Level 1, Level 2 and Basement Level 2) will be controlled by security gates and provided with signage to discourage public access to these areas. As discussed earlier, it should be noted that the resident and staff car spaces within Basement Level 1 require lockable bollards.

With respect to providing appropriate vehicle circulation on the western ramp (from Level 1 up to the Level 2 car park), a traffic signalling system is recommended to be provided as shown on the development plans.

The security and maintenance of bicycle storage facilities is to be managed by the owner's corporation and undertaken on a regular basis.

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4.5 Signage and Linemarking Plan

(Changes to 1st paragraph, 4th dot point of Section 4.5 of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

A Signage and Linemarking plan has been prepared to manage traffic within the parking area on the Stage 1 site. The plan considers the principles outlined in the above sections (4.1 to 4.4) with key items including:

- Bicycle parking wayfinding signage and pedestrian ground markings to manage conflicts.
- Wayfinding from ground floor, directing visitors to available car spaces on Basement 1.
- Specific signage required of car spaces allocated to the different commercial tenancies on-site.
- Statutory signs arrows and ground markings provided at key intersections within the site. This includes custom signage required for user-specific spaces and other management treatments (i.e. small car space signs, car share space restrictions, resident allocated spaces marked, and surface mounted parking security locks provided on the residential and staff spaces. Major traffic control devices which have been provided to manage potential conflict points.

The Signage and Linemarking plan is attached at Appendix B.

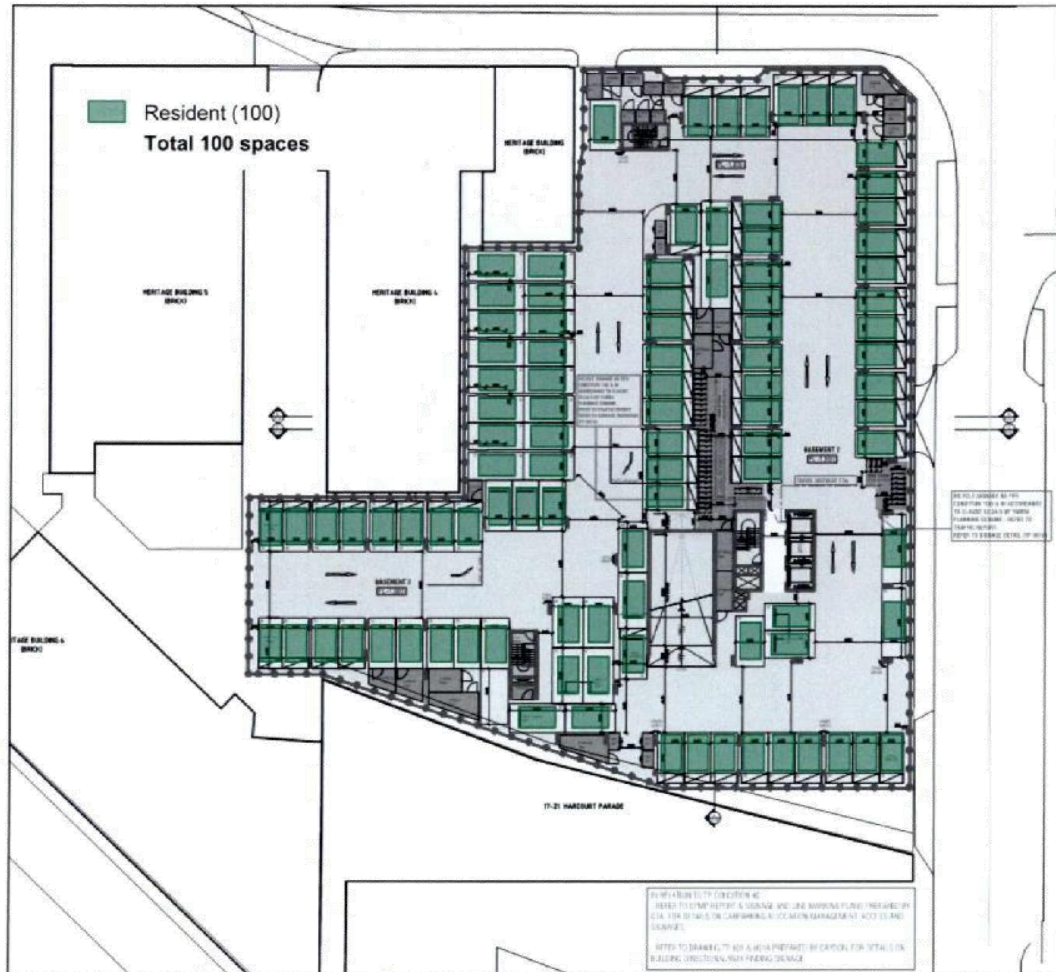
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Appendix A

(Changes to figures in Appendix A of the endorsed Richmond Malt – Stage 1 Car Parking Management Plan dated 9 July 2018)

Basement Level 2:



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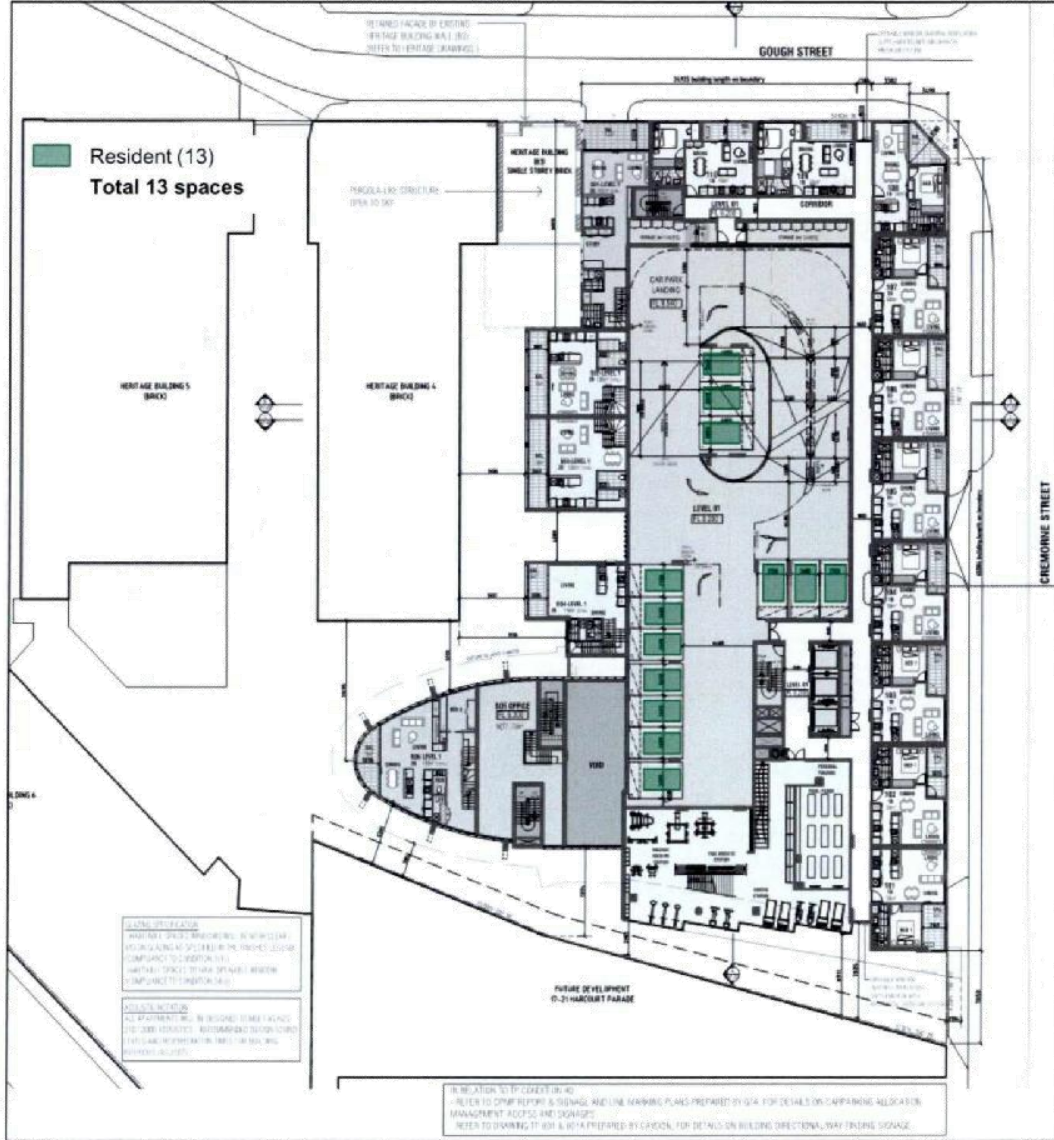
Basement Level 1:



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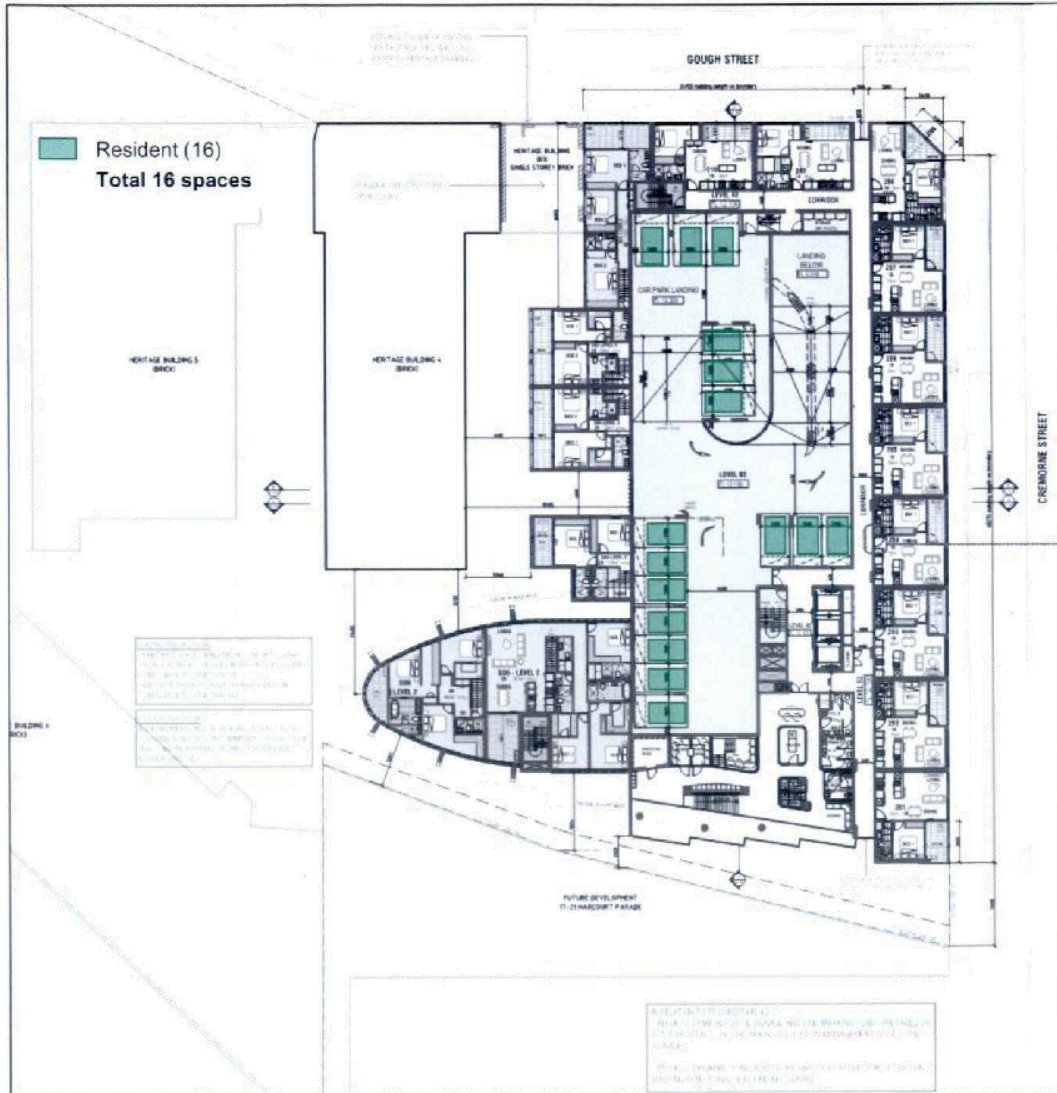
Level 1:



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Level 2:



Attachment 3 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 1



Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Simon Chia'.

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Attachment 4 - PLN15/0355.02 - 50 Gough Street Cremorne (formerly known as 2 Gough Street Cremorne) - S52 Advertising Traffic Assessment Report Part 2

IRWIN CONSULT

The Malt District Stage 2
2-6 Gough Street, Cremorne
Proposed Mixed Use Redevelopment
Traffic Engineering Report

20 December 2018

Revision 05

Job Number: 12ME0257

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Document Control

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