

CREMORNE STAGE 2 – PLANS

ITEM	SKETCH PLANS	FORMALLY AMENDED PLANS
55B: Inter-apartment privacy conflicts.	✓	
55C.ii: Living room width.	✓	
55d.ii: Relocation of laundry from living room.		✓
55d.iii: Insufficient lounge space.		✓
55d.iv: Unit 9.02 Bedroom 3 is insufficient in dimension and additional seating to be provided in lounge room	✓	
47 Discrepancies in dimensions (13.5m VS. 14m).	✓	
55d.vi: Corridor and balcony area conflicts.		✓
55e.i: Pergola or covering for restaurant external terrace.		✓

Referral comments

Planning Application No: PLN15/1176.01

1. Melbourne Water



20 August 2019

Mary Osman
Yarra City Council
PO Box 168
Richmond VIC 3121

Dear Mary,

Proposal: Amendment to planning permit for development
Site location: 2 Gough Street, Cremorne VIC 3121

Melbourne Water reference: MWA-1142807
Date referred: 25/07/2019

Document reference: Section 72 amendment application letter (by Urbis), dated 17 December 2018, prepared by Clare Warren.

Our Decision

Melbourne Water has reviewed the submitted document and accompanying plans and does not object to council endorsement of the amended proposal.

The conditions in Melbourne Water's letter to VCAT of 18 July 2017, equal to conditions 87 to 94 of planning permit PLN115/1176, are still applicable.

Advice

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

Regards,

A handwritten signature in black ink, appearing to read "Segujja Kakembo".

Segujja Kakembo
Development Planning Services

2. Open Space



Memo

To: Mary Osman

Cc: Glen Williames; Blake Farmar-Bowers

From: Kevin Ayrey

Date: 08/08/19

Subject: PLN15/ 1176 – 2-6 Gough Street, Cremorne (Stage 2).

Dear Mary,

I have reviewed the Stage 2 Town Planning Report provided by Oculus dated 13 December 2018 for the development at 2-6 Gough Street, Cremorne.

Following a review of the Landscape Concept Plans and plant scheduled as submitted, and in relation to the planning permit and previous feedback provided, please note the following –

Landscaping

- i. The street tree species for Gough Street on the plan is *Hymenosporum flavum* as per the planning permit condition.
- ii. The plant schedule provides the information as required. Some of the plant species proposed are listed in the DELWP 'Advisory list of environmental weeds in Victoria'. These should be replaced with non-weed species.
 - *Vinca minor* 'Alba' – Bugle Weed
 - *Centranthus ruber* – Red Valerian
 - *Lupinus x polyphyllus* – Russell Lupin
 - *Pennisetum alopecuroides* (*Cenchrus purpurascens*) – Fountain grass
- iii. The concept shows the areas to be covered with lawn, paving and other surface materials.
- iv. A specification of works to be undertaken prior to planting has not been included.
- v. General information about a maintenance regime has been included.
- vi. Garden bed details have not been included. Plans showing dimensions and plant locations would need to form part of the planting plan.
- vii. The concept shows areas of paving, lawn and garden bed.
- viii. General tree locations have been shown, though off sets from buildings have not been included.
- ix. Detail drawings of retaining walls and seating have not been included.
- x. WSUD features included are rainwater collection for irrigation, and the use of organic mulch.
- xi. Generally the design uses a different paved surface to delineate the internal space from the 'public' space. Given the design includes a 'food hall' and 'chefs lane' the intent appears to be to invite the public into the site. One area on Gough Street utilises the same asphalt surface as the pavement, this serves as the main entry to the site and would be a suitable apron treatment.
- xii. Cross sectional drawings have been included. There is inconsistency between the sections (P24-25) and the plan (P23 – trees in the lawn?). It would be valuable to have a section showing how the transition from the footpath to the sunken building entrance is to be treated.

- xiii. Given the discrepancy between the plans and section drawings, it's unclear if there are other plants in the lawn areas.
- xiv. It is unclear if there are treatments proposed to 'unused roof areas'.
- xv. The new crossover opposite Melrose Street will see the loss of two on road carparking spaces. There is one on street car park shown as being removed on Gough St from the set of 3 bays located in the second set west of Cremorne St. This appears to relate to street tree planting.

These notes should be considered in conjunction with the feedback from the Urban Design, and Streetscapes & Natural Values units.

Regards,

Kevin Ayrey
Landscape Architect – Open Space Planning & Design

3. Heritage

City of Yarra Heritage Advice

Application No.: HV Referral P25508
Address of Property: Richmond Maltings, 9 and 15 Gough Street, Cremorne.
Planner: Mary Osman
Yarra Planning Scheme References: Clauses 43.01 and 22.02
Heritage Overlay No. HO 359 Individual listing: 2 Gough Street, Cremorne [Sic. i.e. Cremorne]

Precinct: N/A

Level of significance:

Included on the *Victorian Heritage Register* as H2049

Proposal:

Detailing of Building 6 and Early Works Package.

Drawing Numbers:

Letter from Heritage Victoria, dated 14 July, 2019.

40 pages of architectural drawings "Richmond Malt – Stage 2 (D19/121450)

Permit Amendment Request from Lovell Chen dated July, 2019.

Recommendation / Comments:

Building 6 Detailing

The currently proposed tower is to be clad in light blue glazing and with similar spandrel panels at the floor plates. Over the glazing it is proposed to install vertical strip concrete panels to be finished as concrete, a concrete look or painted. Without having a sample of the blue glazing it is difficult to ascertain the probable final appearance but it should be pale and neutral so as to neutralise the visibility of the hotel tower as far as possible. There are numerous examples of glazed buildings, including the nearby highly reflective pinkish/brown building on the corner of Alexandra Avenue and Chapel Street (Stonnington) where the glazing is distracting, dominant, attention-grabbing and out-of-keeping. On the Maltings site, importantly the tower will be highly visible from Alexandra Avenue, Punt Road and from vantage points from the east and west. In views particularly from the south, a neutral colour would provide a more harmonious and sympathetic foil to the retained brick façade below and would be architecturally polite i.e. subservient in terms of colours in this case. It would also be a polite response to the plain grey concrete silos.

In summary, without actually sighting the proposed blue glass, rather than a distinct contrast in colour between the brick wall and the glazing, a more neutral grey or transparent or plain

reflective glazing (an example is behind St Paul's Cathedral and also in St Kilda Road opposite the Synagogue) would be more appropriate so as to blend in and be architecturally polite in the context of the heritage elements i.e. the silos and the retained brick wall.

The concrete strip panels appear to be a response to the rhythm of the brick piers in the retained façade below. There does not appear to be any obvious rationale to their jagged and irregular shapes. Their effect is to strengthen the façade rather than make it light and a less solid and visually strong element in comparison to the silos. It would be more acceptable if they were deleted. Further, it is proposed that they have a concrete or concrete look finish. Based on other examples in Yarra of exposed concrete they are likely to weather and lose any original pristine appearance that they might have had. An alternative approach is to paint them but no colour has been specified. In any event, future maintenance is likely to be problematic due to difficulty of access, particularly to the south elevation.

In summary, the concrete strips should be deleted.

Early Works Package

The Lovell Chen report dated July, 2019 states that the "early works package of demolition to the area covered by 'Stage 2' development ... would align with the extent of demolition approved by P25508 and would not include any additional demolition beyond what has previously been approved" (p. 8)

The justification for an early works package is set out in the report and I agree with that. I note that Condition 5 provides for financial security, presumably a bank guarantee, and that Condition 7 requires a construction management plan. Given these two conditions and the fact that all works are subject to a permit and any enforcement procedures which might arise, in my opinion an early works package is acceptable.



Signed: Robyn Riddett

Director – Anthemion Consultancies

Date: 23 July, 2019

4. Engineering



MEMO

To: Mary Osman
From: Mark Pisani
Date: 3 January 2020
Subject: Application No: PLN15/1176.01
Description: Amendment to Stage 2 of the Richmond Malting Site
Site Address: 2 Gough Street, Cremorne

I refer to the above Planning Application received on 2 December 2019 in relation to the proposed development at 2 Gough Street, Cremorne. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION

Irwinconsult Traffic Engineering Report Revision 08e dated 7 November 2019

Revised Proposal

Statutory parking requirements for the site under the provisions of Schedule 3 to Clause 37.02 (CDZ3) – Comprehensive Development Zone:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	65	1 space per dwelling	65	170
Two-bedroom dwelling	80	1 space per dwelling	80	
Three-bedroom dwelling	28	2 spaces per dwelling	56	
Residential Visitors	173 dwellings	0.12 spaces per dwelling	20	70
Office	4,571 m ²	2.6 spaces per 100 m ²	118	
Café	84 seats	0.3 spaces per seat	25	
Shop (Bakery)	84 m ²	4 spaces per 100 m ²	3	

Restaurant	295 seats	0.3 spaces per seat	88	
Function Centre	100 seats	0.3 spaces per patron	30	
Gallery	50 patrons	0.3 spaces per patron	15	
Residential Hotel	200 rooms	Parking rate not specified in CDZ3 or CI 52.06-5	To the satisfaction of the Responsible Authority	
Total			500 Spaces + parking for residential hotel	240 Spaces

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply (where a use is not specified under CDZ1).

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 Consideration	Details
<i>Parking Demand for the Residential Dwellings</i>	On-site parking for the one-, two- and three-bedroom dwellings has been provided at the statutory parking rate, which would result in 116 spaces. The balance of the resident parking (54 spaces) would be allocated to residents based 'on market demand'.
<i>Parking Demand for Residential Visitors</i>	According to Irwinconsult, the residential visitor parking would be supplied at a rate of 0.08 spaces per dwelling – consistent with the approved scheme. For the 173 dwellings, this would equate to a parking demand of 14 spaces. Residential visitor parking would peak on weekday nights and at weekends.
<i>Parking Demand for Office</i>	No on-site parking would be provided for office employees. For visitor office parking demands, previous studies we have reviewed indicated that office visitor parking demands were 5% of the total office parking demand. Conservatively, we could adopt an office visitor parking rate of 0.13 spaces per 100 m ² of floor area (5% of the statutory parking rate). This would equate to an office visitor parking demand of 6 spaces.
<i>Parking Demand for Café and Restaurant</i>	We expect the customer parking demand at the café and restaurant to be minimal. Customers to these two uses would be drawn from the surrounding Malt District as well as from nearby residences and local businesses. For employees, a parking rate of 1.0 space per 100 m ² of floor area would be appropriate. For the restaurant, the staff parking demand would be 9 spaces (for 916 m ²) and for the café, 1 space (for 130 m ²).
<i>Parking Demand for Bakery</i>	For employees, a parking rate of 1.0 space per 100 m ² of floor area would be appropriate. In this case, the parking demand would be 1 space.
<i>Parking Demand for Function Centre</i>	A parking rate of 0.05 spaces per patron has been adopted, which would equate to 5 spaces (size: 100 seats).

<i>Parking Demand for Gallery</i>	A parking rate of 0.05 spaces per patron has been adopted, which would equate to 2 spaces (size: 50 patrons).
<i>Parking Demand for Residential Hotel</i>	Irwinconsult expect a parking demand of 10 spaces for the residential hotel use, which is based on the approved rate of 0.05 space per room.

A summary of the parking demands for the residential visitors and the commercial uses of the site are summarised in the following table:

Use	Anticipated Parking Demand
Residential Visitor Parking	14
Office Visitor Parking	6
Café Staff	1
Restaurant Staff	9
Bakery	1
Function Centre	5
Gallery	2
Residential Hotel	10
Total	48

The anticipated parking demand for the residential visitors and staff of the commercial uses is expected to be around 48 spaces, and can be accommodated on-site. Our calculation of the above parking demand is not significantly dissimilar to Irwinconsult's figure of 42 spaces.

From a traffic engineering perspective, the amended car parking provision for the site is considered appropriate.

TRAFFIC GENERATION

The peak hour trip generation for the site is summarised as follows:

Proposed Use	Adopted Traffic Generation Rate*	Peak Hour	
		AM	PM
Residential (173 dwellings)	0.2 trips per dwelling in each peak hour	35	35
Residential visitors (14 spaces)	0.5 trips per occupied space	7	7
Retail Staff (1 space)	1.0 trip per space in each peak hour	1	1
Remaining Land Uses	0.5 trips per occupied space	17	17

(33 spaces)**			
Total		60	60

* Trip generation rates are taken from the *Transport Evidence* report prepared by GTA Consultants for VCAT dated 18 July 2017.

** Assuming all spaces are fully occupied.

Irwinconsult had estimated a slightly lower trip generation of 49 trips in each peak hour – this lower figure may be attributed to not including office visitors in their overall calculation. The estimated peak hour traffic generation of the development is in the order of 60 trips in each peak hour, which is less than what was approved (84 trips in each peak hour).

DEVELOPMENT LAYOUT DESIGN

Planning Permit (Corrected) PLN15/1176 Issued at the direction of VCAT on 4 April 2018
 Caydon Architecture + Design Drawing Nos. TP-166, TP-167, TP-168, TP-169 and TP-170

Revision B dated 8 November 2019

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a wall-to-wall width of 6.62 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A convex mirror has been provided in lieu of a sight triangle to provide visibility for the exit lane onto Gough Street. This arrangement is considered satisfactory.
Headroom Clearance	A minimum headroom clearance of 2.74 metres has been provided and satisfies AS/ZS 2890.1:2004.
Internal Ramped Accessways	Internal ramped accessways have wall-to-wall widths of 6.6 metres and satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the at-grade parking spaces (2.6 to 3.0 metres by 4.9 metres) satisfy <i>Design standard 2: Car parking spaces</i> of Clause 52.06-9.
Accessible Parking Spaces	With the exception of the lengths (which satisfy <i>Design standard 2</i>), the accessible parking bays and associated shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Small Car Spaces	The widths of the Small Car spaces satisfy AS/NZS 2890.1:2004.
Tandem Parking Sets	Tandem parking sets have minimum lengths of 10.3 metres and satisfy <i>Design standard 2</i> .
Aisles	Aisle widths range from 5.14 to 6.4 metres and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	Most columns have been positioned outside of the parking space clearance envelopes required by <i>Diagram 1 Clearance to car parking spaces</i> and Condition 1(ff), except for columns adjacent to the following spaces:

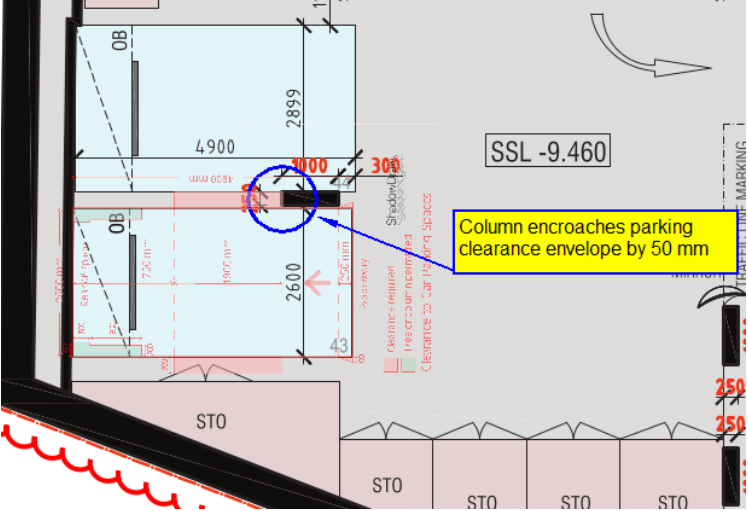
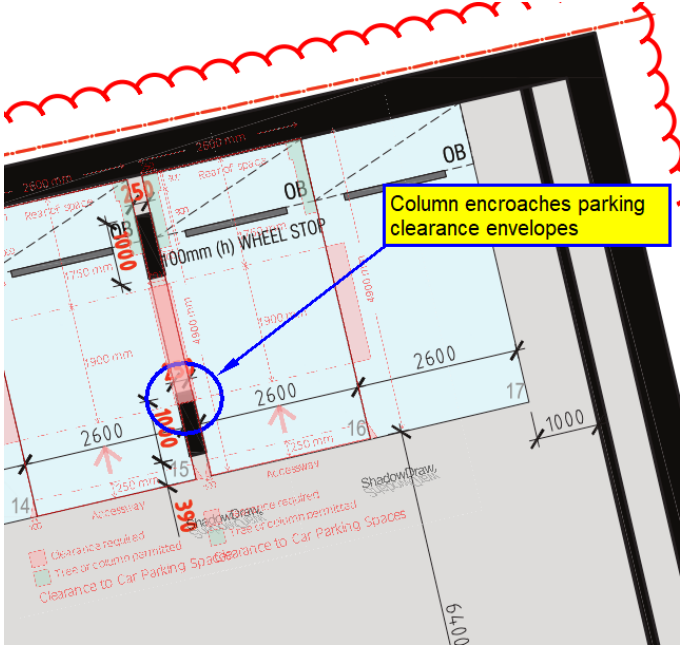
	Spaces 43 (TP-166, TP-167 and TP-168) Space 38 (TP-169) Spaces 15 and 16 (TP-166, TP-167 and TP-168) Spaces 14 and 15 (TP-169).
Clearances to Walls	Clearances of no less than 300 mm have been provided to space adjacent to walls, and satisfy <i>Design standard 2</i> .
Blind Aisle Extensions	Blind aisle extensions of 1.0 metre have been provided and satisfy AS/NZS 2890.1:2004.

Item	Assessment
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp profile for the first 5.0 metres inside the property is flat.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy <i>Table 3: Ramp gradients</i> of Clause 52.06-9.
Longitudinal Grades	The longitudinal grades of the aisles have a maximum grade of 1 in 20 and satisfy AS/NZS 2890.1:2004.
Other Items	
Loading Bay	The loading bay has been arranged in a tee-layout, measuring 15.53 metres and 15.225 metres with a width of no less than 6.035 metres.
Ramp Grade to Loading Bay	The 1 in 12 ramp satisfies the Australian Standard AS 2890.2-2002. [Previous engineering comments had erroneously quoted a maximum grade of 1 in 20].
Truck Turning Movements via Gough Street 12ME0257 SK174 *	The swept path diagrams for an 8.8 metre long medium rigid vehicle into and out of the loading dock via Gough Street are considered satisfactory.
Vehicle Turning Movements via Gough Street 12ME0257 SK175 12ME0257 SK176 12ME0257 SK177 12ME0257 SK178	The swept path diagrams for the B85 design vehicle and the B99 design vehicle into and out of the development entrance via Gough Street are considered satisfactory.
Vehicle Circulation - Car Parks 12ME0257 SK180 12ME0257 SK183 12ME0257 SK189	The swept path diagrams for a B99 design vehicle passing an on-coming B85 design vehicle are considered satisfactory.
Vehicle Turning Movements – Westernmost Tandem Bays 12ME0257 SK181 12ME0257 SK184 12ME0257 SK187 12ME0257 SK190	The swept path diagrams for a B85 design vehicle entering and exiting the westernmost tandem parking sets on each basement level are considered satisfactory.
Car Park Layout Modifications 12ME0257 SK179 12ME0257 SK182 12ME0257 SK185	There is no objection to the modifications to the car parking layout as suggested by Irwinconsult, such as the cutting back of the ramp wall and the slight repositioning of a few columns on each level. These changes should be reflected in the architectural drawings.

12ME0257 SK188	
On-Street Parking Restrictions 12ME257 SK035 12ME257 SK035A 12ME257 SK035B	In email correspondence between Irwinconsult and Council's Parking Management unit (14 to 18 March 2019), Council advised that on-street parking restrictions will be reviewed once the development has been occupied. The proposed parking changes on Cremorne Street are not supported at this time.

* Irwinconsult swept path diagram drawing number.

Design Items to be Addressed

Item	Details
<p>Column Depths and Locations</p>	<p>The columns adjacent to the following spaces should be repositioned outside the parking space clearance envelopes:</p> <p>Spaces 43 (TP-166, TP-167 and TP-168) and space 38 (TP-169). Located at west corner of each basement level:</p>  <p>Spaces 15 and 16 (TP-166, TP-167 and TP-168) and spaces 14 and 15 (TP-169). Located at east corner of each basement level:</p> 
<p>Proposed On-street Parking</p>	<p>All references to proposed on-street parking are to be deleted. As per Condition 73 of the Permit, 'No parking restriction signs must be removed, adjusted, changed or relocated without approval or</p>

	<p><i>authorisation from the responsible authority</i>'. As earlier indicated, the proposed changes to on-street parking restrictions are not supported by Parking Management at this time.</p>
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5. Strategic Transport

Hi Mary

The amended plans generally resolve all the issues I had with the previous Development Plans - however one concern remains.

The landscape plans only show a notation indicating bike hoops will be within the precinct. It does not show locations, designs, etc. Is Council planning on endorsing the existing landscape report or are we expecting more detailed landscape plans to come through at some stage for consideration?

If it's we're endorsing the landscape report, I'd like a page showing bike parking locations.

If we're expecting landscape plans at some point – can these please be referred to me when they're sent to open space/urban design. I'll then make sure I talk to whoever is handling it in those teams to get comments back to you in a timely fashion.

Kind Regards,

Julian Wearn

Transport Planning Officer

Strategic Transport

6. ESD

Hi Mary,

Thanks for the clarification on this late last week.

I have reviewed all SMP's against the previous advice and have only one outstanding concern that relates to the extra information provided in relation to Building 6.

The author of the SMP has clarified that the Residential Hotel has non-operable windows which is not appropriate, despite the proposed increased mechanical ventilation.

Whilst a residential hotel is technically a commercial building, the rooms would benefit from passive ventilation. I would recommend a design change to introduce operability to these windows.

Gavin

ESD Contractor

7. Waste

Hi Mary,

The waste management plan for Building B6 2 Gough Street, Cremorne authored by Irwinconsult and dated 30/10/19 is satisfactory from a City Works branch's perspective.

The waste management plan for Building 8 2 Gough Street, Cremorne authored by Irwinconsult and dated 30/10/19 is satisfactory from a City Works branch's perspective.

The waste management plan for Building 9 2 Gough Street, Cremorne authored by Irwinconsult and dated 30/10/19 is satisfactory from a City Works branch's perspective.

Regards,

Atha Athanasi

Contract Management Officer

City Works Services

Parks, Resource Recovery, Cleansing

City of Yarra – City Works Depot

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8. Acoustics



29 January 2020

640.10090.03790 2 Gough Stage2 20200129.docx

City of Yarra
PO Box 168
RICHMOND VIC 3121

Attention: Mary Osman

Dear Mary

2 Gough Street Richmond - STAGE 2 Development Application Acoustic Review - Updated Report 18 October 2019 PLN 15/1176

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared to support the application for the mixed use development at 2 Gough Street Richmond - STAGE 2.

SLR have provided review services for Stage 1 and 2 of this site, and also been involved in the VCAT hearing. The original reporting for this project was from Renzo Tonin & Associates.

The applicant seeks an amendment to the permit and has also issued an amended acoustic report to reflect changes to the site. SLR reviewed a previous version of the amended report dated 29 March 2019.

A revised report has now been prepared which includes specific responses to the previous SLR review.

Details of the updated report are as follows.

- Title: 2-6 Gough Street, Cremorne – Town Planning Stage Acoustic Report (Rev. 3)
- Date: 18 October 2019
- Reference: AA422MB-01E02 Town Planning Acoustic Report (r3)
- Prepared for: Caydon Property Group Pty Ltd
- Prepared by: Octave Acoustics

Octave Acoustics have also provided a covering letter to the report titled *2-6 Gough Street, Cremorne, Response to Council referral comments and objections*, dated 18 October 2019, which provides a summary of the responses to the SLR raised queries.

Our review below primarily addresses the previously raised outstanding issues. Refer also to our letter of review dated 21 August 2019 for our full review addressing all aspects.

Permit and Permit Amendment

For reference, the requested amendment to the permit is generally as follows:

- 'Residential hotel' use to replace 'serviced apartments' generally
- Various amendments to condition 1 of the permit
- Amendment of condition 62 (b)

None of the above changes specifically relate to the original acoustic related permit condition, which was condition 51 and is reproduced below.

Acoustic report

51. Before the plans required by Condition No. 1 of this permit are endorsed, an amended Acoustic Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Renzo Tonin and Associates, dated 12 February 2016 and include an assessment of how the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade, No. N-1), the State Environment Protection Policy (Control of Music Noise from Public Premises No. N-2) and relevant Australian Standards will be met and must:

(a) be amended to reflect the decision plans;

(b) prescribe the form of acoustic treatment to protect all dwelling occupants and nearby occupants from noise generated from the mechanical plant equipment and ventilation mechanisms installed or constructed as part of the development (including the lift, residential air conditioner units and commercial plant and equipment);

(c) prescribe the form of acoustic treatment to protect all dwelling occupants within the development from noise associated with City Link;

(d) include an assessment of the remaining land uses on the balance of the site and the impact on the proposed dwellings (unless the land uses on the balance of the site have ceased). The acoustic report must make recommendations in noise impacts in accordance with the State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

(e) include an assessment of the impact of the following on the proposed dwellings; car park entrance door, the car park itself, any non-residential land uses, common residential areas, structure-borne noise through the pool and supermarket and shop services. Treatments must be provided to achieve a reasonable level of amenity for residents and must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

(f) address the impact of the restaurants, food and drinks premises (cafes), shops, function centre, exhibition centre, art gallery and venue on residents on and off the site; and

(g) demonstrate compliance with the requirements of Schedule 3 to the Comprehensive Development Zone of the Yarra Planning Scheme to ensure that new development or refurbished / converted buildings for new residential and other noise sensitive uses, located on the southern part of the site directly adjacent to City Link, include appropriate acoustic measures as outlined in AS 3671 — 1999 "Acoustics — Road Traffic Noise Intrusion — Building Siting and Construction" to attenuate noise levels internally within the building.

Further to the above condition, conditions 52 and 54 require that the acoustic report recommendations are appropriately implemented. Condition 53 calls for compliance testing and reporting prior to the residential use commencement. Only condition 51 is the subject of the current acoustic report.

Review

We provide a review below with specific reference to previously raised issues. The issues previously raised are in **bold** and our final response to the amended report in *italics*.

1. **The report should clearly reference the drawing set and issue used for the assessment (especially given condition 51 (a)).**

Octave Acoustics Response 18 October 2019: Addressed via update in Section 1.2 of revised report

SLR Final Response / Comment: Item addressed. The report also notes that the ground floor drawing for Building 9 did not have an applicable drawing or revision number at the time of their reporting, but the version considered by Octave Acoustics is included in Appendix C of their report. We have checked and confirm that the drawing matches the currently provided ground floor layout as provided to SLR (Dwg TP100 Rev. B dated 08/11/2019)

SLR Final Response / Comment: ADDRESSED

2. **The loading bay impacts should be further considered and detailed, and clarification provided on its required limitations on operating times / restrictions, and any acoustic requirements for the door or other areas. An assessment of noise to the residents directly opposite the loading bay should be provided as this represents some risk. It is also understood that the design / layout of the loading bay may have changed from previous drawings and this may not have been captured in the acoustic report.**

Octave Acoustics Response 18 October 2019: Section 5.1.1.1 of the revised report includes an updated assessment of the loading bay operations, based on the current loading bay layout. The operations of the loading bay are summarised as follows:

- Loading bay is concealed within an internal space on ground level.
- Primary use is for waste collection for Buildings B6, B8, B9 and B9 silos with 51 waste collections per week with 8.8 m long collection trucks.
- The loading dock is noted to be large enough to allow trucks to turn within the area, therefore mitigating reverse beeper noise outside the loading area.
- The loading dock is proposed to operate only during day / evening period (i.e. no night operation).

A noise assessment is undertaken via a 3D computer model and the following assumptions:

- Maximum of 2 waste collections in any given 30 minute period
- Garbage truck engine running for 4 minutes per collection while manoeuvring in and out of loading bay.

- Trucks emptying 4 bins per collection, assumed 30 seconds per bin.
- An impervious steel or aluminium roller door is installed to the loading dock
- 2 dB penalty for impulsive character.
- Sound power level assumptions for the truck and loading activities are also provided in Table 9 of the report.

The assessment shows a predicted noise level at the nearest residential premises of 42-44 dBA, which complies with the nominated 51 dBA evening period SEPP N-1 noise limit.

The assessment includes a number of recommendations for the loading area and construction, including adherence to the EPA Publication 1254 delivery / loading bay hours, provision of an impervious roller which should be shut when the truck enters the loading bay, and specification of noise levels and vibration isolation of the roller door itself.

SLR Final Response / Comment: While we cannot undertake a formal independent calculation of the noise from the loading area, the assumptions and methodology undertaken by Octave Acoustics appear reasonable. We would potentially also include a + 2 to 5 dB tonal penalty for reversing beepers because they are likely to still be audible through a metal roller door, but even with these corrections applied, noise levels would be below the evening noise criteria.

As the loading / rubbish collection will not occur during the night, there is minimal risk of impact during sleeping hours from this area.

It is noted that an impervious steel or aluminium door is assumed, and this is a critical component in relation to noise control from the loading bay. The report does not nominate an acoustic performance or type of door. We have contacted Octave Acoustics for further clarification and they have indicated that an Rw 22 dB proprietary roller door was assumed. This is a higher performance than can be expected from a typical roller door and as such we recommend this be specified in the report to ensure the development includes an appropriate door.

GENERALLY ADDRESSED SUBJECT TO SPECIFICATION OF LOADING BAY ROLLER DOOR

3. It is recommended that further tenancy agreement requirements be put on hospitality and commercial type uses that are adjacent or above / below residential so as to ensure that music and structureborne sources are addressed in future. Suggested inclusions are as follows:
 - i. Where music is to be potentially played above background levels, the operator must seek the input of an acoustical consultant and implement noise limiting devices to ensure SEPP N-2 noise limits are met (this can be added to the provided Octave Acoustics condition on page 19 of their report).
 - ii. Airborne and structureborne noise from back of house, kitchen or similar areas must be controlled so as not to cause unreasonable impact to adjacent or nearby residential uses. This may require consideration of vibration isolated benches, walls and floors in some instances. The operator should seek the advice of an acoustical consultant if high noise levels or impact sounds from such areas are likely.

Octave Acoustics Response 18 October 2019: Section 5.1.1.5 of the revised report includes the above suggested inclusions.

SLR Final Response / Comment: ADDRESSED

9. Wind



(ACN 004 230 013)

Ref: 168-19-DE-LET-01
13 December 2019

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Mary Osman
Manager Statutory Planning

Dear Mary,

2 Gough St Stage 2, Cremorne
Review of VIPAC Document Numbers:
30N-18-0252-TNT-6753921-2 and 30N-19-0252-GCO-6768727-1

VIPAC have provided comment with regards to the design changes in building envelopes for the 2 Gough Street, Stage 2 development in Cremorne.

The document 30N-18-0252-TNT-6753921-2 comments on the expected impact of the current design relative to that which was wind tunnel tested in 2016, which evidently presents a substantially different massing to the 2016 scheme. Vipac has presented commentary on the expected impact that the design changes would make to the environmental wind conditions. While we would generally agree with their qualitative comments, it would be necessary to quantify these effects with wind tunnel testing of the new scheme. Vipac states that wind tunnel needs to be undertaken to quantify these effects and we would agree with this recommendation.

The document 30N-19-0252-GCO-6768727-1 comments on the design changes between the VCAT approved plans (2017) and the Section 72 amended plans (Dec 2018). Vipac notes that the building envelopes have remained mostly the same, and on inspection of the supplied plans, we would agree with this conclusion. As such we would expect that the wind conditions between these two schemes to be similar.

Therefore MEL Consultants agree with the recommendation to undertake wind tunnel testing of the most recent scheme, i.e. the Section 72 amended plans of December 2018.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'J. Kostas', with a stylized flourish at the end.

J. Kostas
MEL Consultants Pty Ltd

10. Urban Design



INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT 2 GOUGH STREET CREMORNE – STAGE 2

January 2020

Prepared by

Prof Robert McGauran

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

Our ref: 19072

BACKGROUND

1. In July 2019 I was asked by the City of Yarra to comment on Stage 2 amendments to plans of the proposed development at 2 Gough Street Cremorne.
2. This followed earlier review of the proposal over the past 4 years as it had evolved which led to a permit in 2016. These earlier provisions in particular had endorsed a number of measures previously recommended including:-
 - a) Providing a 6m clear separation for a clearly defined 24 hour public walking zone between the southwest wall of Building 5-South and Building 6 linking the eastern entry walk from Cremorne Street with the proposed sunken plaza to the west of Building 5.
 - b) Reducing the scale of buildings abutting the river bank to a scale similar to that recommended by the panel for stage 1 of the development in terms of its offsite impacts on the overshadowing of the river and environs and relative proximity to fine grain resident hinterlands to the north.
 - c) Providing a greater setback between residential towers 6 and 8 to ensure they do not provide a continuous wall to the river edge but rather a clearly legible campus of forms. I suggested a minimum of 9m below the existing silos and greater setbacks and setbacks of greater separation at higher levels with 15m an indicative minimum.
 - d) Provision of a wind modelling study demonstrating the Gough Street internal lane and street network and key gathering spaces described as Nylex Sign entrance, Sunken lawn Café courtyard restaurant garden and terraces each have a wind speed level that provides comfortable environments for long term seating and enjoyment.
3. At that time the application for the second stage of the redevelopment of the Richmond Malt Precinct sought approvals for:

Directors
Eli Giennini
Chris Jones

- a) A 20 storey building with a maximum height of 62.85m, described as building B6. This is a building that in part contains the existing B6 heritage building and incorporates uses including offices at ground level, with residential apartments at levels 1 and above in a range of configurations.
 - b) Building 8 was a 21 storey building with a maximum height of 62.05m inclusive of the retained Nylex advertising sign of 76.2m and is located in the north-west portion of the site adjoining Gough Street to the north and Harcourt Parade to the south. The building was described as retaining the 1950's silos and incorporates two basement levels, commercial space and live-work apartments as well as serviced apartments, a café and residential apartments.
 - c) Buildings B4 and B5 described the adaptive reuse of existing heritage buildings B4 and B5 on the site for restaurant and food & drink premises.
4. These building were subsequently diminished in scale to manage offsite impacts to the river and to enhance the amenity on the site, space between development and amenity of occupancies.
5. Matters that Council asked me to address in this report included:
- > Appropriateness of the design treatment and scale of the proposed building;
 - > Siting, bulk and height of the proposed building and its impact on abutting street;
 - > If the proposal achieves a high architectural and urban design outcome;
 - > Place-making initiatives;
 - > Use of colours and materials; and
 - > ESD principals.

ISSUES ARISING IN THE NEW PLANS

6. The new development proposal raises a range of issues that are not well argued in the application. Nor do they typically result in enhanced outcomes for either the occupants or the broader precinct. Key issues of change include the following:-

Increased bulk and scale

7. Substantial changes to Buildings B6 and B9.

Building 6

- a) Building B6 was originally conceived as a new tower form on a triple height supporting colonnade allowing the existing heritage values of the B6 to remain as the primary expression of form to the pedestrian forming an ensemble of heritage buildings with B4, B5 and the silos (B8 and B9) at the centrepiece of the cluster.
 - b) The revised plans introduce a fractured glazed façade at Ground Level, Level 1 and Level 2 with the expression of built form visible at only the east and western end.
 - c) To the south the roofscapes and break between the heritage form and upper level development is lost with an enclosing uppermost form.
 - d) Building footprints and scale are also increased at levels 10, 11, 12 and 13.
 - e) The predominant façade treatment of the midrise form is increased at levels 10 and 11.
 - f) The curtain wall form is extended east and west at level 13 and a lift overrun is introduced above level 13.
8. In each case I was not convinced the outcomes represented an improvement. Rather they increased bulk, obscured valued heritage, increased height and diminished separation at upper levels from adjoining heritage form.

Building 9

- a) Building 9 reduced the extent of fluted treatment and depth of articulation to the prominent west façade and was built 120mm higher.

- b) Increased fenestration in the lower brick podium and a loading dock to the southern Harcourt Parade frontage.
 - c) The arrangement of the juxtaposition of the proposed western new built form and the silos was changed with levels 4 and above reconfigured with an east facing balcony for habitable rooms of apartments oriented towards the adjoining silos in which the proposed galleries, gym and wellness centre and restaurant.
 - d) At levels 10 to 12 these apartments were oriented towards offices.
 - e) At level 13 east facing apartment 13.02 was oriented towards the Nylex Function Centre. This was capped at Level 14 by a restaurant linked across a bridge to the east and west.
9. The lift core and stairs in the silos form were increased in footprint and their above silo projection extended.

Amenity Issues

10. The amenity of dwellings had in my view been diminished through the reconfiguration of the development. Major issues included:
- a) Poor resolution of amenity conflicts between the silos and the extension
 - b) Inter-apartment privacy conflicts
 - c) Poor amenity outcomes for some units

Daylighting

11. Lower level apartment amenity was questioned for some units.

Fitness for purpose

12. In several instances the layouts were not in my view configured in a form that demonstrated sufficient space to allow for acceptable levels of liveability.
13. Floor to floor heights between the proposed Nylex Restaurant, the external terrace areas and the residents below
14. I hence concluded that the amendments should not be supported in their current form.

New information

15. A response to my commentary has been prepared by DLA and further revised plans submitted, I am now in receipt of additional information from the applicant upon which Council has asked me to comment.
16. Changes to Building 6 and 9. The report contends that the original proposal provided for the adaptive reuse of heritage buildings, that these buildings were substantially fire damaged subsequent to the earlier development approval, that Heritage Victoria is not seeking reinstatement and that the revised footprint and resolution is satisfactory.
17. The original proposal provided for substantial weather protected open space in conjunction with a generously scaled public loggia at lower level maintaining the dimensional attributes of the extension of this walk through to Cremorne Street.
18. The eastern end of the eastern annexe extension of Building 6 had been removed for an enlarged eastern courtyard.
- a) There is no longer a break between Building 6 in Stage 2 and the adjoining Stage 3 commercial site under construction.
 - b) Instead the proposal is for an infill restaurant space accessible only by able bodied patrons and staff.
 - c) Cumulatively it would appear that more than 300 sq.m. of publically accessible open space has been lost in the southern end of the site
 - d) An outdoor terrace/café of a further 110 sq.m. leaves only a 2.5m wide zone for a public path linking the large eastern employment precinct of Cremorne and the hospitality venues in Building 5 with and the western public square. Notably this link is less than half the

balance of the walk agreed to the east. Logically a 6m wide primary link would extend from Cremorne Street contiguously through to the main public spaces to the west and up to the interconnecting north south streets and less than half of that previously supported at VCAT and consistently recommended by me for the joint roles as a shared cycle pedestrian network and front door to entertainment, hospitality and commercial venues of this network.



19. *Part landscape plan accompanying submission*
20. The landscape masterplan indicates that this squeeze point is the designated precinct cycle and pedestrian routes. Clearly the revised arrangements fail to meet this criteria creating a hazardous environment as a result of the reduction in capacity and manoeuvring area.



21. Part landscape plan detail accompanying submission
22. The external terrace which differs between plans and which describes an elevated access with no point of egress has pinch points to adjoining elevated planters of as little as 0.5m (see smaller circle)
23. Typically the loss of substantial heritage assets however unfortunate in the circumstances would be associated with commensurate provision of community benefit and less constraint on delivering optimised outcomes. In this instance more than 400 sq.m. of open space has been lost at ground level and set aside for leased space at a major pinch point in the development. The result is quite simply not fit for purpose.

Recommendation 1:

- a) I remain of the view this is an outcome that is not acceptable and in the absence of revised plans would suggest the inclusion of a 6m wide primary landscaped walk consistent with the characteristics agreed for the balance of the plan in conjunction with an additional 3m outside terrace zone extending east west along the northern frontage of Building 6 separating the proposal from the southwestern edge of the Building 5 annexe for the area described by combined orange and green dotted lines above in the landscape movement plan. Provide revised plans elevations and sections to align with this framework.
- b) Amend the proposed restaurant layout at the eastern end of Building B and the hotel terrace plans on architectural drawings to provide for high quality universal access and integration of the same into the proposed public realm resolution to the satisfaction of the Council.
- c) Reconsider the location for the proposed hotel versus office at lower levels given the generous external areas addressing the plaza at the western end of the Building 6 frontage versus the south where amenity and capacity for outdoor terrace spaces can be more easily accommodated.

- d) DLA asserts the heritage characteristics of the former built form are no longer relevant. My view is they remain relevant as they established the attributes and alignments of walking and open space networks relied on to interconnect the precincts with the broader areas of Cremorne likely to underpin the commercial viability of the core facilities.
- e) They are also expressly denoted within the Heritage significance of the site itself subject to state significance listing.

Height and Bulk

- 24. I had noted that the building footprints and scale had increased at levels 10, 11, 12 & 13 from earlier plans that I had received for review. I noted my concern at this back filling of upper areas that has progressively reduced the articulation and perceived wall effect of the river front in particular. The conversion of the building to a hotel with the consequent removal of balconies further amplifies this bulk.
- 25. The plans show an entirely flat façade whilst elevations and renderings indicate shadowing arising from an articulation that on close examination is relying on changes of façade skin material. In my view this combination of cumulative outcomes has only added to bulk and has diminished the level of engagement and visual interest with substantively diminished variation in façade form.
- 26. The shadow diagrams indicate contrary to earlier undertakings that the building is overshadowing a greater extent of the river than its adjoining commercial neighbour as a result of the latest set of changes. Additionally the updated plans do not reflect the latest building footprints with the adjoining eastern area still shown as open space.



- 27. Renderings indicating façade articulation are absent in any development of the design in plan and section
- 28. Mr Shepherd claims the footprint of the building is unchanged. Clearly this is not the case with all of the balconies that formed part of the earlier application now enclosed within the building skin. Quite apparently this represents a substantial increase in occupied internal floor space across the multiple levels and perceived volume and bulk as a response that has been well understood in urban design principles in regard to articulation and light and shade principles over multiple State and Local Urban Design Policy reviews. In this case there have been no offsetting substantive reductions in form at either lower or upper levels but rather only incremental increases in volume at most levels.

Recommendation 2

- 29. The applicant should revise the application to mitigate the impacts arising from increased volume and bulk and offsite impacts through measures including the following:-
 - a) Lowering the scale of the building to ensure the building shadow arising from Building 6 does not extend further than that of its earlier approved eastern neighbour.

- b) Provision of increased setbacks and visual interest to the northern piazza interface and silo interface at upper levels to provide enhanced primacy for the adjoining Nylex sign and space.
30. Should be undertaken in a sequence that does not result in the visibility of the Nylex Sign being compromised. (i.e. should the silos redevelopment not progress for any reason how is the applicant proposing to ensure the visibility of the Sign and primacy of the silos site is secured as the height as proposed would compromise visibility of the signs at their current level.

Loss of western heritage buildings and their aspect

31. Mr Shepherd notes he does not consider the view of the heritage buildings from the south west problematic as he describes there would be *limited views*. This interface has long been seen as the location for the highest potential for interconnection of the site with the Capital City Trail, the relationship of the Maltings site with its historic river interface and is the location in which the core heritage elements of the site are seen as an ensemble at pedestrian level as an onsite and experience. All elements described as important within the Conservation Management Plan for the site.
32. It is not apparent to me on what basis Mr Shepherd has made his assessment but from a reading of the sites statement of significance and from the underpinning earlier design advice and design principles agreed and established for the site upon which I have then tested the response, the outcome is demonstrably weaker in its response as a result of the amendment.

Increased Bulk, obscured heritage, increased height and diminished separation

33. Mr Shepherd claims the results have not had the consequence of increased height bulk or diminished separation. The evidence suggests to the contrary.
- a) The capacity and viability of the pedestrian cycle network has been substantially compromised and must be amended if it is to function fit for purpose and consistent with a campus with this resident worker and resident population and anticipated visitor and hospitality attraction.
 - b) The configuration of the ground level interfaces and uses has not been reconciled effectively with the levels and design principles previously established for the landscape plan and movement network
 - c) The loss of open space and articulation at ground floor and upper levels has not been offset with measures to erode the bulk of the building and enhance the public realm rather the contrary has occurred on any reasonable evaluation of the proposal.

Unit layouts Building 9

34. I agree with Mr Shepherd that the suggested internal corner resolution proposed in response to paragraph 55b for the northwest corner and I would support this amendment.
35. Mr Shepherd has not commented on the concerns I raised regarding the southeast apartments and the conflicts arising therein presumably reflecting that he does not disagree with the concerns I have raised and that the applicant has not furnished him with any resolution of this matter.
36. I agree with Mr Shepherd that the suggested daylighting resolution proposed in response to paragraph 55c for the western embedded apartments represents a satisfactory resolution for the units depicted.

Recommendation 3

37. Submit coordinated plans responding to the amenity issues raised in my earlier response and incorporating the amendments on which Mr Shepherd and I agree.
38. In the event that the applicant is to continue with the proposed eastern orientation of south eastern units revise the setback between buildings to 9m between habitable rooms and the adjoin silo with balconies being able to project up to 3m into this space with landscape buffers.

39. Provide updated daylighting analysis demonstrating all units achieve satisfactory daylighting amenity outcomes having regard to the arrangement of external structures, finishes, neighbouring structures and screens.

Conclusion

40. In conclusion the concerns I previously raised have not been resolved.
41. A project of this scale needs to be underpinned by a high quality open space network and high quality active transport networks quite simply because the precinct will not sustain a car-based solution. As I have learnt from my work with Monash University on their primary shared walking networks and best practice reviews, these networks need to be generously scaled to deliver this identity and functionality. In a valued and distinctive heritage context such as this the framing built form of a contemporary nature needs to be underpinned by urban design and architectural excellence in the resolution of buildings embedded in the heart of the heritage core.
42. In a context where valued heritage has been lost under the current incumbents curation of the site expectations would typically envisage a heightened commitment to community benefit and heritage values as an offset.
43. This has not arisen with instead diminished open space and increased enclosed built form arising characteristic of the amendments.
44. Opportunities however do exist to land this project with amendment and I would encourage the applicant to do so expeditiously so that the project can proceed and this important Cremorne/City interface can be delivered with an outcome that delivers a well resolved solution.



Prepared By

Robert McGauran

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January 2020