

## **PLN15/1176.02 – 2 Gough Street, Cremorne – Application referrals**

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### **Internal referrals**

1. Waste Management
2. Building
3. Engineering and Strategic Transport
4. Landscaping
5. Heritage
6. ESD

### **Consultant referrals**

1. Urban Design – MGS Architect
2. Wind – Mel Consultants
3. Traffic – Traffix Group
4. Acoustic - SLR

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**INDEPENDENT URBAN DESIGN ADVICE**

Proposed Stage 2 Development at 2 Gough Street Cremorne

September 2020

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

Our Ref: 19072

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**BACKGROUND**

1. In August 2020 I was asked by the City of Yarra to comment on amendments to plans of the proposed Stage 2 development at 2 Gough Street Cremorne.
2. This follows earlier review of the proposal over the past 4 years as it had evolved which led to a permit in 2016.
3. At that time the application for the second stage of the redevelopment of the Richmond Malt Precinct sought approvals for:
  - a) A 20-storey building with a maximum height of 62.85m, described as building B6. This was a building that in part contained the existing B6 heritage building and incorporated 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.
6. A response to my October 2019 commentary on revised plans was prepared by DLA and further revised plans submitted. My response was as follows.

**Changes to Buildings 6 and 9**

7. 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 publicly 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.

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8. The landscape masterplan indicates that this squeeze point is the designated precinct cycle and pedestrian routes. Clearly the revised arrangements fail to meet this criterion creating a hazardous environment as a result of the reduction in capacity and manoeuvring area.
9. 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.
10. 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**

11. I had noted that the building footprints and scale had increased at levels 10 to 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 riverfront. The conversion of the building to a hotel with the consequent removal of balconies further amplifies this bulk.
12. 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.
13. 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.
14. Renderings indicating façade articulation are absent in any development of the design in plan and section
15. Mr Shepherd claims the footprint of the building is unchanged. Clearly this is not the case with all 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

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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**

16. *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.*
17. *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**

18. 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.
19. 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**

20. 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**

21. 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.
22. 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

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concerns I have raised and that the applicant has not furnished him with any resolution of this matter.

23. 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**

24. *Submit coordinated plans responding to the amenity issues raised in my earlier response and incorporating the amendments on which Mr Shepherd and I agree.*
25. *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.*
26. *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.*

**REVISED DEVELOPMENT PLANS**

27. The proposed amendment of the proposal to a primarily office and gallery use from what was earlier a residential, hospitality and office use is supported in principle.
28. Equally the general accommodation of the revised use within the previously agreed footprint is supported in principle.
29. Having said that there are several issues with the revised plans that require attention in my view:

**Documentation**

30. No details have been provided for the basement parking levels in the revised plans.
31. **Carparking proposal:** -
  - a) The plans of upper floors do not show the projecting levels of plans below and need to be revised to align with drawing conventions to assist to determine the proposed design intent.
  - b) The management of the carpark for differing groups is to be elaborated. Logically the carpark should operate as a commercial facility to optimize utilization.

**Silos adaptive re-use / Offices Restaurant/Function area**

32. The management and tenure of these areas is unclear. The proposal indicates that the art gallery is accessed from, the northern plaza via the central silo. This entry also serves as the access for: -
  - a) the level one gallery for those who cannot use the stairs or choose not to and
  - b) for the offices on levels 2 to 11 The function area is accessed via the two lifts within the silos shared with the office levels accommodating some 2355 sqm of workspace area.
  - c) Additionally, the lifts service exclusively the combined entry reception zone of 150 sqm at level 12 leading via an air bridge to the 950 sqm of adjoining Restaurant and function centre.
33. It is not apparent from the plans how office and function centre visitors using the carparks access these lifts. It is equally not apparent from the plans how the gallery is to be secured when the function centre is operating late at night.
34. The plans also do not indicate kitchenette facilities required for offices, disability toilets that will be required in a facility with over 2000 sqm of workplace area and what arrangements are made for end of travel facilities (i.e. are they intended to be included with the adjoining building's area how it is intended that these rights are to be secured. The plans do not make clear how waste management and deliveries is to be undertaken for the proposed Function centre. In its current form it would appear that all deliveries and waste are to be handled through the front entry to the gallery and wheeled across the plaza and via the southern corridor into the waste room a journey of more than 50m to the waste collection area and 80m to the loading dock via 4no. double doors.

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- 35. The plans currently have absence of a demonstrably fit-for-purpose kitchen layout proposal for the function area and no break-out areas from the zone for those who might require some fresh air, or a smoking zone.
- 36. The current silos building only indicates fenestration in the west wall of 3 silos- the balance of the building has no fenestration indicated for light and ventilation.
  - a) The ability to provide an acceptable workplace environment with this configuration is questioned particularly in a post Covid context.

The ground floor layout of Building 9.

- 37. The ground floor of building 9 terminates the southern axis of Gough Lane and Melrose Street as depicted below



38. View looking south down Gough Lane



39. View looking South down Melrose Street

- 40. The revised layout is depicted below.

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41. The proposal has some significant deficiencies that need to be addressed and these are outlined below.

**A poor street interface resolution.**



- 42. The proposal allocates half of the street frontage to back of house uses presenting a poor interface to the street.
- 43. Despite one of the access points being for cars and one for loading, both entries are depicted with an opening of over 4.5m in height and 6.6m in width. The service cupboard zones either side of the entry are similarly more than 4m in height and 6m in width. There is no need for these cupboards to have this height with opportunities for greater transparency into lobbies and or inclusion of planters or other elements adding to streetscape amenity above could be invested into these frontages.
- 44. The role of Gough Street as a traffic and pedestrian route will inevitably increase with the intensification sought for this site and adjoining sites and its role as a key point of access to the capital city trail.
- 45. The proposed allocation of over 13.5 m to crossovers to the street with no setbacks of structures to improve visibility and no footpath widenings delivers both poor safety and amenity outcomes and a poor street interface.



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- 46. Carparking across the frontage of the building combined to construction of the flanking services cupboards to the east and west constrains the footpath to only 1.5m in width an outcome demonstrably inadequate for a workforce office population expected to use active transport choices in large numbers
- 47. The proposed front entry serves as the primary entry to the office building with its proposed 14731 sqm of office space over 11 levels and the ground level Food and beverage areas of a further 236 sqm.
- 48. It is not unrealistic to envisage more than 1400 workers and visitors being in this building at any time in addition to that in the silo's annexe.
- 49. The arrangements for the lift access arrival and footpath zone are clearly inadequate for this scale of use and require review.
  - a) No disability access is envisaged with disability access only possible via the rear corridor and end of travel bike storage room.
  - b) This is unacceptable and at odds with disability access and equity standards.
  - c) Additionally, the proposal is anticipated to generate significant pedestrian capacity requirements for the abutting footpaths with large numbers of workers, restaurant patrons and visitors accessing the building at peak times.
  - d) A funnelled access zone into the lift zone significantly encumbering access and egress.

**A poor courtyard response**

- 50. A similar poor result arises in the courtyard, an area of primary outlook for upper level offices and for ground level dining areas.



- 51.
  - a) Presently the northern interface for the courtyard is dominated by substation double doors with only a small area provided as an end of travel access and storage area and a fire exit the balcony activated on the image is shown as a roof on plans and the restaurant entry depicted on the image is shown as a solid wall on plans These interfaces are in part demanded by the decision to establish an elevated colonnade accessible only via stairs from Harcourt Parade to the south.

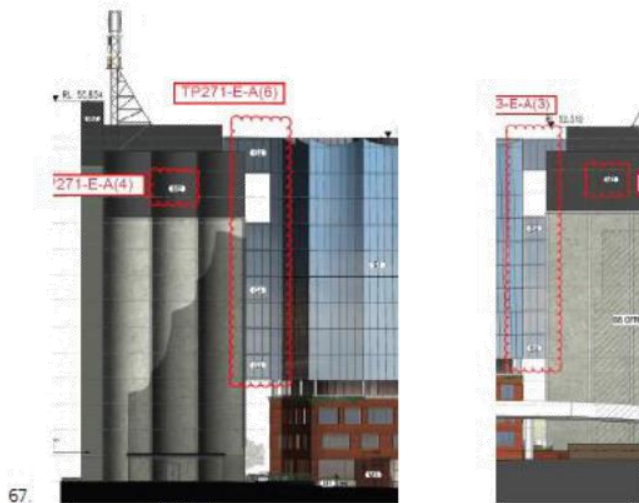
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- b) Desirably these back of house services would be pushed to this southern interface to ensure the northern outcomes deliver high quality shared spaces rather than a de-facto service zone outcome and character as currently proposed.
- 52. In other developments of this scale in docklands for example the courtyard zone has been leveraged as a major arrival point to the precinct. In this case with significant desire lines to the neighbouring hospitality precinct this would be an appropriate response likely to support the vitality of the precinct.
- 53. No weather protection is provided to the bike arrival entry or the SE restaurant entry.
- 54. The eastern windows to the courtyard at levels 1 and 2 are shown as blue tinted commencing with a sill height at deck level approximately. These windows are directly into toilet areas rather than a workplace or active area and storage rooms at these levels with no alignment of partitions with these windows.
- 55. The applicant should in my view reconsider the arrangements on the ground plane.
- 56. A suggested set of principles is outlined in attachment A

**Bridge Connections and the silo upper levels**

- 57. The revised proposal increases the number of connected levels between Building 9 (B9) and the silos from two to seven. These connections are proposed to increase the office space on Levels 4 – 9.
- 58. The upper level 12 connection remains as previously envisaged. The rationale for the points of connection is not made clear in the submission.
- 59. No connection is made for example between the Silos and the podium level 3 zone where the only workplace open space is provided and where logically a greater number of collaborative and shared spaces would be envisaged.
- 60. The upper two levels have no interconnection and equally the levels 2 and 3 have no interconnection.
- 61. Mr Sheppard's memorandum dated 20/7/2020 notes these bridge links would be *mainly visible from the southwest, along the Punt Road bridge and the Main Yarra Trail*. The connections will clearly be highly visible from the new main courtyard to the north as part of the silo ensemble framing this new public space.
- 62. A continuous sleeve of glass links the upper level link previously agreed and these 6 lower levels. The proposed glazing is clear to this link.
- 63. No details have been provided for the detailing of this link. Equally it is also not clear why vertical links could not be provided within the existing footprints to either the silos creating some two level spaces (that would arguably be supportive of the underlying values ascribed to the building), or the Building 9 building as for example characterises the Gallery.
- 64. The design as depicted in plans for the level 10 and 11 with its proposed setbacks from the Building 9 are also not depicted in the elevations. The glass box for these two levels is not shown in elevations where the design intent remains unclear with the description for M2 being *perforated metal or metal-look cladding or similar dulux silver satin or similar*.
- 65. Clearly there are clear and manifestly differing outcomes between these materials and their durability, visual impression, and suitability as an extension to the silos. This ambiguity should be resolved at this time.
- 66. Equally there are manifestly differing outcomes arising between the elevations and the plans that appear to refer to previous uses and the plans which talk to a new ambition.

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67.

**SUMMARY OF FINDINGS**

The proposed amendments are disappointing in their resolution, their response to streets and new public spaces, their responses to the underlying needs of the proposed users and in their inclusiveness. The following changes are recommended: -

**Recommendation 1 Plan Set**

68. Provide a complete planning pack including the following: -
- a) Basement plans showing arrangements for access to office floors in the silos and Building 9 and management of the carpark for the variety of users and hours of operation.
  - b) Clarification of the proposed design intent for levels 10 and 11 of the silos form described as the glass box but shown in elevations as an extrusion of the silos form providing clarity regarding the intended outcome for review by Council.
  - c) Details of materials and finishes for the proposed upper level extensions of the silos and skybridge.
  - d) Upgrading plans to show projecting levels of floors below and internal partitions where they meet the proposed interface with external transparent windows.
  - e) Depiction of the proposed finishes in a manner representative of their description i.e. the bridge links if proposed in clear glass should not be depicted with a dark tint.
  - f) Detailing the proposed openings in the heritage silos and the methodology for detailing the proposed bridge link connections.
  - g) Remove anomalies such as the implied interconnecting projection between level 12 bridge link and lower bridge links not shown on plans.
  - h) Provide an updated wind report for the development with proposed changes to the satisfaction of the council.
  - i) Provide a physical finishes board providing samples of the proposed materials and finishes demonstrating the quality and suitability of the materials for their juxtaposition into a precinct of State Heritage significance.
  - j) Provide revised plans that describe the configuration of: -

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- the gallery and ground level lift lobby to facilitate extended hours access to office and function areas outside gallery hours.
- The proposed waste management and deliveries arrangements for the office floors and function areas reliant on the silos lift core for access.
- Disability toilet and kitchenette provision for office floors in both buildings.
- Details of the proposed gallery entry and details of the fenestration penetrations into the silo's fabric.
- A landscape plan for the level 3 terrace providing for more generous levels of landscaping to this zone to the satisfaction of the council.
- Details of how daylighting and ventilation are to be managed for the proposed silos form.

### Recommendation 2 Public realm

69. Revise the proposed Gough Street frontage to achieve the following outcomes: -
- a) A footpath across the frontage of the development of minimum 3m in width.
  - b) Disability access from the street to the primary entry to the Office and Restaurant proposals
  - c) A single shared entry to the car and loading dock areas.
  - d) A minimum of two thirds of the frontage to be activated
  - e) Weather protection for the building entry and street zone for those waiting for taxi or share vehicle collection.
  - f) Space near the entry for couriers and their scooter and cycle storage.
  - g) Recessive indentation of the entry drive and automated doors
  - h) Completion of footpath improvements out to the kerb and provision of an updated Landscape plan to the satisfaction of the Council
  - i) Removal of carparks from outside the main entry location to either side to enable improved capacity for pedestrians
  - j) Minimization of the height and impact of metering infrastructure and consideration of the potential to have this from Harcourt Parade to the rear where possible.
  - k) Design measures that will achieve the following street amenity: -
  - l) At the building entries- comfort outcomes by way of reduced wind speed suitable for standing
  - m) To the perimeter east south east and south frontages of the restaurant- - comfort outcomes by way of reduced wind speed suitable for sitting.
  - n) Entry amenity at the proposed entry to the Silos Building and the bike arrival locations north and south suitable for standing.
  - o) Amenity for the courtyard suitable for sitting.
  - p) Amenity for the shared terrace areas of the office with amenity standards suitable for standing.
  - q) The inclusion of a breakout area for the function level floor with amenity standards suitable for standing.

### Recommendation 3 Lobby and entry

70. Revise the lobby arrangements to provide: -
- a) Clear wayfinding and improved visibility from the western arrival off the Capital City trail and Hoddle Street and eastern arrival along Gough Street.
  - b) Avoidance of bottlenecks in the access from the lifts to the lobby zone through reconfiguration of either the loading dock arrangements or the orientation of the lifts to the satisfaction of the council. (Attachment A establishes some preferred principles that would enhance the vitality and potential engagement of the building with surrounding campus buildings to the east.)

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- c) Enhanced access from the lift lobby to the eastern courtyard to enhance accessibility and campus activation

### Eastern Courtyard

- 71. The eastern courtyard is an important public space linking the Building 9, silos buildings and Gough Street interface.
- 72. The proposed engagement of the courtyard with the restaurant to the north is supported as is the engagement of the workplace areas to the north and south at upper levels.
- 73. The inclusion of a bike arrival point to the courtyard is similarly supported but the amenity of this interface will be critical to be fit for purpose for both this role and the envisaged sitting and social activities. The proposed inclusion of a southern balcony to the space at level 1 is also supported though I note it is not shown on plan as accessible.

### Recommendation 4

- a. Provide a weather protecting canopy to the proposed SE entry to the restaurant and the proposed bicycle arrival zones to ensure these locations are suitable for standing.
- b. Reconfigure the arrangements of the proposed substation and abutting switch room away from an interface with the courtyard and a northern aspect to the satisfaction of the responsible authority
- c. Revise the northern setback zone of level 1 above this level to provide for external access from the adjoining office to the satisfaction of the council.
- d. Revise the eastern indented elevation interfaces to preferably relocate back of house areas away from the interface or if necessary redesigned to properly coordinate internal and external arrangements to the satisfaction of the council.
- e. Ensure the courtyard achieves a level of comfort that supports the sitting envisaged in the application and that interfaces to all sides support this social and nodal role to the satisfaction of the council.

### The Bridge Connections

- 74. The Bridge connections in my view require review given the value ascribed to the silos complex and the excessive nature of the proposed intervention.
- 75. The proposed level 9 link in my view obscures the parapet edge of the historic silos and is not in my view supportable. Similarly, the extent of intermediate floor interconnectivity is problematic
- 76. The critical programmatic link for workforce amenity and sharing would seem to be at level 3 where common area breakout spaces are provided but where no link is presently indicated.
- 77. I also that a mid-floors connection would also be desirable.
- 78. Given the submitted proposal accepted that not all floors required connection, and as earlier noted there are many examples of interconnecting stairs within tenancies that facilitate vertical and horizontal connectivity combined in this instance with east and west lift cores provided a 3 level separation between level 1 and level 3

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79. I have recommended the following: -

**Recommendation 5**

- a) Delete bridge link at Level 9 to reveal the full extent of the profile of the historic silo form when viewed from the northern plaza and southern riverbank and public realm.
- b) Provide a link between the common terrace amenities at level 3 using clear glass and detailing to the satisfaction of the responsible authority
- c) Delete proposed connections at levels 4,5 and 6 to provide even spacing between the upper level link and lower links and open a greater extent of the silos in the round as sought by the policy and earlier decisions made for the project to the satisfaction of the council.
- d) Provide details of the clear glazing and structure and proposed detailing of openings for these links to the satisfaction of the council.

**CONCLUSION**

- 80. The proposal, has with the changed use, not yet been reconfigured in a manner that has properly considered all of the matters that will enable it to operate as a high quality workplace, and precinct that delivers:-
  - a) a quality place experience for users and
  - b) a satisfactory response with high quality engagement with the Gough Street and the new precinct public space commensurate with its own functional needs and that which should be expected in a context of high pedestrian movement and capacity needs.
  - c) The proposed interfaces with the silos are similarly a work in progress and require a more curated response built on exemplars or where this has been done well.
  - d) Finally, the building layout and proposed infrastructure and management require change to eb fit for purpose and enable proper assessment.
- 81. Notwithstanding subject to a satisfactory response to Recommendations 1 to 5 inclusive I am of the view an outcome can be achieved acceptable to council and the applicant and their end users.

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**DOCUMENTS FORMING THE BASIS OF THIS REPORT**

- > Stage 2A plans
- > Stage 2B plans
- > Statement of Changes Stage 2B
- > Urban Design Advice Stage 2B
- > Services Memo Stage 2B
- > B6 Façade plans
- > B8 Façade plans
- > Condition 8 Façade Specification B6
- > B6 Material Board
- > B8 Material Board
- > Façade Review Report, Kinetica



Prepared by Prof. Robert McGauran

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**M E L**

CONSULTANTS

(ACN 004 230 013)

Ref: 168-19-DE-REV-00

21 December 2020

City of Yarra  
PO Box 168  
Richmond VIC 3121

Attn: Mary Osman

Dear Mary,

**2 Gough Street – Stage 2A, Cremorne  
Review of Vipac Pedestrian Wind Tunnel Study  
Vipac Document Numbers: 30N-19-0252-TRP-677799-0 (6 May 2020)  
and 30N-19-0252-GCO-6778004-0 (7 May 2020)**

The review of the Vipac Wind Tunnel Test Report for the development of Stage 2A at 2 Gough Street, Cremorne, is based on our experience of wind flow around buildings and structures. This experience has been developed from more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- MEL Consultants have no issue with the description of the development site, the proposed development, the wind tunnel model and proximity model, the Wind Climate, and assessment criteria. MEL Consultants would recommend that the walking criterion be the minimum acceptable criterion for the wind effects assessment and this has been confirmed by the City of Yarra.
- The assessment criteria have been defined in Table 1 of Section 3. Both safety limit and comfort criteria threshold wind speeds (and probabilities of occurrences) have been defined. The definitions, however, appear in error and require clarification:

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- The safety threshold should be assessed for each wind direction rather than for all directions combined.
- There is no indication, for the comfort criteria, as to whether the wind speeds are taken over all directions combined or whether they have been evaluated on a directional basis. The comfort criteria should be evaluated (integrated) over all wind directions combined which should result in a percentage of exceedance (i.e. a single number) relative to each criterion. Furthermore, a definition of how the mean wind speed has been determined has not been provided (i.e. is it a statistical mean or a gust equivalent mean)
- Vipac provide recommended criteria for the intend activation of the streetscapes in Section 3.1 in Table 2 and diagrammatically in Figures 9-13 for the ground level and upper level terraces. We have no issue with these recommended criteria for the various locations around the development site.
- Section 3.1 of the report discusses the rationale behind the recommendation of using the walking criterion for the apartment balcony/terraces, and we have no issue with the use of the walking criterion as the recommended criterion for these locations.
- We have no issue with the modelling of the approach boundary layers as described by Vipac. The density of the locations examined is sufficient. Vipac have identified the assessment distance around the site in Figure 8. The distance from the site of the test locations is in general accordance with this diagram, although some additional points extending further to the north should have been examined but this would not be expected to affect the outcome of the study. The measurement technique, which utilises Irwin probes, is an accepted method to determine the wind speeds.
- The wind tunnel study has examined two configurations;
  - Configuration 1 – Proposed Development with existing surroundings and any under construction buildings

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**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

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- Configuration 2 – Proposed Development and proposed surrounding future developments expected in the next 5 years

Some commentary with respect to the result summaries and the wind conditions achieved at each test location, which are presented in Figures 18-23 of the Vipac report.

- The wind conditions assessed with respect to the safety criterion should be plotted on a polar (directional) plots. The bar charts presented provide no directional information. Do the wind speeds represent the highest gust over all wind directions? This is not evident. It is also mathematically possible that a comfort criterion can be achieved whilst simultaneously failing the safety criterion. Has this been checked?
- We have no issue with respect to the use of screens to mitigate the high wind conditions at test location 38 and other locations, however the conditions at the edges of the screens (where local speed-up effects occur) should be tested to check the high wind conditions have not migrated to those locations.
- Vipac have demonstrated that for Configurations 1 and 2 that the ground level wind conditions would satisfy the target wind criteria at all locations studied, with the inclusion of several wind mitigation strategies. It is noted that the conditions at test location 44 (Configuration 2) are suggested to arise due to the future development at 1-3 Harcourt Parade. While this may well be the case the polar plot data for location 44 appears odd in that with 1-3 Harcourt Parade in place location 44 should be completely shielded to wind flow from the west sector, in comparison to the wind conditions for Configuration 1. The data shows quite the contrary, in that the wind conditions increase from the west when 1-3 Harcourt Parade is in place.
- Directional polar plots of the mean wind speed achieved at the 20% probability level at each location are presented in Appendix A of the Vipac report. As noted earlier, the plots with respect to the safety criterion should be overlaid with the comfort criteria plots.

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**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

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In summary, we have no issue with the modelling of the Vipac wind tunnel study. This work has been carried out as would be expected for an environmental wind assessment of a proposed development's wind impact. However the method and analysis of the data with respect to the safety and comfort criteria have been queried and will need to be verified. There are also inconsistencies with some of the data.

Vipac have demonstrated for Configurations 1 and 2 that the wind conditions at ground level would satisfy the target wind criteria with implementation of wind mitigation strategies. The immediate wind impacts in the vicinity of these mitigation strategies will need to be checked however.

Yours sincerely,



J. Kostas  
MEL Consultants Pty Ltd

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**



(ACN 004 230 013)

Ref: 168-19-DE-REV-01

22 December 2020

City of Yarra  
PO Box 168  
Richmond VIC 3121

Attn: Mary Osman

Dear Mary,

**2 Gough Street – Stage 2B, Cremorne**  
**Review of Vipac Pedestrian Wind Tunnel Study**  
Vipac Document Numbers: 30N-19-0252-TRP-6777800-2 (6 May 2020)  
and 30N-19-0252-GCO-6778005-0 (7 May 2020)

The review of the Vipac Wind Tunnel Test Report for the development of Stage 2B at 2 Gough Street, Cremorne, is based on our experience of wind flow around buildings and structures. This experience has been developed from more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- MEL Consultants have no issue with the description of the development site, the proposed development, the wind tunnel model and proximity model, the Wind Climate, and assessment criteria. MEL Consultants would recommend that the walking criterion be the minimum acceptable criterion for the wind effects assessment and this has been confirmed by the City of Yarra.
- The assessment criteria have been defined in Table 1 of Section 3. Both safety limit and comfort criteria threshold wind speeds (and probabilities of occurrences) have been defined. The definitions, however, appear in error and require clarification:

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- The safety threshold should be assessed for each wind direction rather than for all directions combined.
- There is no indication, for the comfort criteria, as to whether the wind speeds are taken over all directions combined or whether they have been evaluated on a directional basis. The comfort criteria should be evaluated (integrated) over all wind directions combined which should result in a percentage of exceedance (i.e. a single number) relative to each criterion. Furthermore, a definition of how the mean wind speed has been determined has not been provided (i.e. is it a statistical mean or a gust equivalent mean)
- Vipac provide recommended criteria for the intend activation of the streetscapes in Section 3.1 in Table 2 and diagrammatically in Figures 8-10 for the ground level and upper level terraces. We have no issue with these recommended criteria for the various locations around the development site.
- Section 3.1 of the report discusses the rationale behind the recommendation of using the walking criterion for the apartment balcony/terraces, and we have no issue with the use of the walking criterion as the recommended criterion for these locations.
- We have no issue with the modelling of the approach boundary layers as described by Vipac. The density of the locations examined is sufficient. Vipac have identified the assessment distance around the site in Figure 8. The distance from the site of the test locations is in general accordance with this diagram, although some additional points extending further to the north of Gough Street should have been examined but this would not be expected to affect the outcome of the study. The measurement technique, which utilises Irwin probes, is an accepted method to determine the wind speeds.
- The wind tunnel study has examined two configurations;
  - Configuration 1 – Proposed Development with existing surroundings and any under construction buildings

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**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

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- Configuration 2 – Proposed Development and proposed surrounding future developments expected in the next 5 years

It is unclear on whether Stage 2A comprised part of Configuration 1 or of Configuration 2 or of both. The photos appear to indicate that Stage 2A is present in both configurations.

Some commentary with respect to the result summaries and the wind conditions achieved at each test location, which are presented in Figures 18-23 of the Vipac report.

- The wind conditions assessed with respect to the safety criterion should be plotted on a polar (directional) plots. The bar charts presented provide no directional information. Do the wind speeds represent the highest gust over all wind directions? This is not evident. It is also mathematically possible that a comfort criterion can be achieved whilst simultaneously failing the safety criterion. Has this been checked?
- The point locations are consistent with those in the Stage 2A report. The results at each point align with those in the Stage 2A report, except for locations 56 – 59 which are different to the results of the Stage 2A report and need to be qualified, especially if the configurations between the two studies were identical. Furthermore the results on the Level 2 terrace (locations 60 – 63) are absent.
- We have no issue with respect to the use of screens to mitigate the high wind conditions at test location 38 and other locations, however the conditions at the edges of the screens (where local speed-up effects occur) should be tested to check the high wind conditions have not migrated to those locations.
- Vipac have demonstrated that for Configurations 1 and 2 that the ground level wind conditions would satisfy the target wind criteria at all locations studied, with the inclusion of several wind mitigation strategies. It is noted that the conditions at test location 44 (Configuration 2) are suggested to arise due to the future development at 1-3 Harcourt Parade. While this may well be the case the polar plot data for location 44 appears odd in that with 1-3 Harcourt Parade in place location 44 should be completely shielded to wind flow from the west sector, in comparison to the wind conditions for Configuration 1. The data shows quite the

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contrary, in that the wind conditions increase from the west when 1-3 Harcourt Parade is in place.

- Directional polar plots of the mean wind speed achieved at the 20% probability level at each location are presented in Appendix A of the Vipac report. As noted earlier, the plots with respect to the safety criterion should be overlaid with the comfort criteria plots.

In summary, we have no issue with the modelling of the Vipac wind tunnel study. This work has been carried out as would be expected for an environmental wind assessment of a proposed development's wind impact. However the method and analysis of the data with respect to the safety and comfort criteria have been queried and will need to be verified. There are also inconsistencies with some of the data and with the data in the Stage 2A report that require clarification.

Vipac have demonstrated for Configurations 1 and 2 that the wind conditions at ground level would satisfy the target wind criteria with implementation of wind mitigation strategies. The immediate wind impacts in the vicinity of these mitigation strategies will need to be checked however.

Yours sincerely,



J. Kostas  
MEL Consultants Pty Ltd

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**



Our Reference: 28968L-01A

28<sup>th</sup> September, 2020

Statutory Planning  
City of Yarra  
PO Box 168  
RICHMOND VIC 3121

Attention: Ms Mary Osman

Dear Madam,

**2 Gough Street, Cremorne – Proposed Commercial Development  
Traffic Engineering Review of Proposed Amendment**

Further to your instructions, please find following our review of the proposal to amend the planning approval for Stage 2 of Nylex Silos redevelopment in Cremorne.

The key change is the replacement of entire residential component and replacement with approximately 14,000m<sup>2</sup> of office floor space.

As of this review, we have assessed the following documents:

- Traffic report by WSP for Stage 2A, dated 27<sup>th</sup> July, 2020
- Traffic report by WSP for Stage 2B, dated 23<sup>rd</sup> July, 2020
- General traffic memo by WSP (dated 24<sup>th</sup> July, 2020), addressing the proposed amendment.
- SIDRA memo by WSP dated 24<sup>th</sup> July, 2020
- Stage 2A plans by Caydon, dated 22<sup>nd</sup> April, 2020
- Stage 2B plans by Caydon, dated 10<sup>th</sup> July, 2020

**Proposal**

Table 1 sets out a comparison between the current approval and proposed Amendment. This information is primarily derived from the Stage 2B Traffic Report. It is noted that some of this information is derived from the body of the report and detailed assessment, as the Proposal section of the report is not specific about car parking allocations.



**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

2 Gough Street,  
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Table 1: Proposal Summary

Use	Approved Development			Proposed Amendment		
	Size/No.	Car Parking Provision	Parking Rate	Size/No.	Car Parking Provision	Parking Rate
<b>Stage 2A</b>						
Office	4,716m <sup>2</sup>	47	1/100m <sup>2</sup>	3,253m <sup>2</sup>	19	0.6/100m <sup>2</sup>
Shop	84m <sup>2</sup>	1	-	0	N/A	N/A
Café	84 patrons	1	-	84 patrons	1	N/A
Restaurant	195 patrons	10	0.05/patron	435 patrons <small>Note 1)</small>	21	0.05/patron
Hotel	200 rooms	10	0.05/room	201 rooms	13	0.06/room
<b>Stage 2B</b>						
One-bed apt.	65	139, inc. 13 visitor spaces	1.2/dwelling overall	0	N/A	N/A
Two-bed apt.	80					
Three-bed apt.	28					
Office	284m <sup>2</sup>	3	1/100m <sup>2</sup>	17,086m <sup>2</sup>	102	0.6/100m <sup>2</sup>
Restaurant/ Function Centre	1,040m <sup>2</sup> 200 patrons	10	0.05/patron	1,336m <sup>2</sup> 250 patrons	12	0.05/patron
Art Gallery	450m <sup>2</sup> 50 patrons	2	N/A	505m <sup>2</sup> 50 patrons	2	N/A
Car Share		5			5	
Total		228 <small>(Note 2)</small>  (Maximum of 245 permitted)			Demand: 170 <sup>(Note 3)</sup>  Supply: 228	
*Notes:						
1. The restaurant in Building B6 will change from an ancillary use for the hotel to a public facility.						
2. As per the Car Park Management Plan dated 24 <sup>th</sup> July, 2020, appended to letter by WSP dated 27 <sup>th</sup> July, 2020 'Response to Council Permit Conditions (Planning Application No. PLN15/1176) - Stage 2A'						
3. The Traffic Report assesses the demand at 170 car spaces, while the supply is 228 spaces.						



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The Traffic Report is non-specific about the exact allocation of car parking. The Stage 2B Traffic Report provide an estimate of maximum demand at 170 car spaces based on the rates listed in this table and assuming no car sharing.

The Traffic Report goes on to say that:

*As previously discussed, if and when the Section 72 Amendment for Stage 2B is approved, this will result in an excess of car parking spaces within the basement. A future amendment application will seek to rectify this by proposing a reduced number of basements. It is suggested that a provision of 168 car spaces would be appropriate with at least ten of the office car spaces to be made available for restaurant use outside of typical office hours. This can be managed through the installation of appropriate signage.*

The removal of Basement 4 would leave around 168 car spaces on the site (there are 65 car spaces in Basement 4) and generally satisfy the Traffic Reports assessed empirical demand of 170 spaces. We would support this provision of car parking.

**Car Parking Assessment**

The proposed amendment makes the following key changes to car parking provision/allocation:

- Removal of 139 resident/residential visitor spaces
- Allocation of 121 office car spaces (+71 office spaces)
- Changes to the restaurant/café/hotel/function centre parking as a result of changes in intensity. The provision of parking for these uses is generally consistent with the already approved car parking rates of these uses.

The key question is whether the provision of 121 office car spaces at a rate of 0.6 car spaces per 100m<sup>2</sup> is acceptable. We are satisfied that it is acceptable for the following key reasons:

- It is consistent with recent approvals within the Cremorne area over the last 5 years, which average a car parking provision rate of 1.07 car space per 100m<sup>2</sup>.
- The low rate limits the traffic impacts of the office use (see the following section for more detail).
- Cremorne is well service by alternative transport modes and is ideally placed to accommodate low levels of car parking.
- There is no ability for staff to park off-site in the nearby area, due to existing parking controls.
- It accords with Council's sustainable transport objectives, including for Cremorne.



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2 Gough Street,  
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**Traffic Impact Assessment**

The biggest change from a traffic impact perspective with this amendment is the removal of the dwellings and replacement with office space. The other changes to the car parking and size of the uses are relatively modest and the number of car spaces associated with these uses is relatively modest. This assessment focuses specifically only on the impact of changing from dwellings to office.

The current approval includes 139 car spaces allocated to the dwellings and the proposal is for 121 office car spaces (an increase of 71 office spaces from the 50 already approved).

The existing dwellings are likely to generate traffic at a rate of 0.2-0.3 vehicle trips per car space in each peak hour. The WSP Traffic Report adopted 0.2 vehicle trips per car space and this is reasonable. Accordingly, the 139 resident car spaces would generate approximately 28 vehicle trips per peak hour.

The offices will generate around 0.5 vehicle trips per peak hour. The 71 new office car spaces would generate 36 vehicle trips per peak hour, approximately 8 veh/h more than the dwellings would have.

We are satisfied that the difference is acceptable for the following reasons:

- The additional trips are not substantial, particularly when spread over multiple streets (Cremorne Street, Gough Street and Balmain Street).
- The proposed car parking rate of 0.6 car spaces per 100m<sup>2</sup> is already low for the office use and some level of office car parking is likely to be required for commercial reasons. It is not necessary to reduce the office parking further to match the traffic generation of the former dwellings.

Cremorne is undergoing significant change, including substantial increases in office space. This has traffic impacts for the local road network which need to be addressed holistically. On a site-by-site basis, the most important contribution a development can make is providing a low level of car parking for office uses, which at 0.6 car spaces per 100m<sup>2</sup>, is what this proposed amendment does.

The Traffic Report does flag a future amendment to reduce the car parking on the site further. We support this change. We would not support a situation where the 'excess' of 65 car spaces at Basement 4 was retained and reallocated to office use at some point in time (raising the car parking provision rate from 0.6 to around 1.2 car spaces per 100m<sup>2</sup>) and doubling the transport impact of the office uses.

We are not able to review the SIDRA analysis provided in the memorandum in detail. The memorandum does not include the full SIDRA results, intersection models, signal timing (and other information) and is not able to be interrogated fully. However, given the magnitude of the change in traffic volumes, detailed analysis is not necessary and this does not change our view that the traffic impacts of the proposed amendment are acceptable for the reasons already set out above.



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2 Gough Street,  
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**Carpark Layout Review**

The existing Planning Permit has a series of conditions relevant to carpark design. These conditions are detailed and cover many aspects of the carpark layout. These conditions are reviewed in the following table.

We have reviewed the other aspects of the plans for any other issues outside of these conditions. This includes the loading arrangements and general carpark layout. We are satisfied that the plans are generally acceptable (subject to the detailed comments below).

Table 2: Carpark Layout Review

Condition	Response
<b>B9 Car parking/bicycle parking</b>	Complies
(z) a maximum of 245 spaces on site;	
(aa) deletion of drop off/pick up area shown on Gough Street;	Complies
(bb) ramp grades and lengths dimensioned;	Not detailed around the bend from Ground to B1
(cc) kerbs, barriers, wheel stops and structural elements shown in the car parking areas;	Complies
(dd) the location and dimensions of supporting columns within all car park areas. The car parking spaces must meet diagram 1 of clause 52.06-9 of the Yarra Planning Scheme;	Complies
(ee) sectional drawings of the ramps and access ways, demonstrating a minimum headroom clearance of 2.2m, with the exception being a minimum 2.5m height clearance above disabled car parking spaces;	Not shown for all accessways and ramps. TP601 and TP602 only show the ground level. No clearances are shown for anywhere beyond the first part of the ramp and there is no general section drawing of the carparks.
(ff) details of car park security (e.g. roller doors, interlocks, swipe card readers, etc.);	Complies
(gg) 1 in 20 scale cross-sectional drawings of the development's vehicular entrances, showing the actual reduced levels (not interpolated levels from the application drawings) of the road profile, the lip of the channel, the invert of the channel, the top of kerb and the existing building line. The existing road profiles of Gough Street (from the kerb line to the centre line of the road) and the access ways inside the property must be accurately drawn. The cross-section must demonstrate that vehicles can	Complies



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Condition	Response
traverse the new vehicle crossing and ramp without scraping or bottoming out, using a B99 design vehicle;	
(hh) underside clearance of over-bonnet storage cages;	Unable to find on the plans.
(ii) all bicycle parking spaces located to the satisfaction of the responsible authority;	Complies
(jj) bicycle signage as per clause 52.34-5 of the Yarra Planning Scheme;	Complies
(kk) details of bicycle storage/parking systems to the satisfaction of the responsible authority;	Satisfactory from our perspective.
(ll) at least 25% of the provided bicycle parking accessible at ground level (i.e. not hanging systems);	Complies
(mm) an overall provision of 300 bicycle parking spaces including provision for non residential use;	Complies
(nn) all resident and staff bicycle parking spaces secured behind lockable gates;	Complies
(oo) a convex mirror adjacent to the vehicular exit;	Complies
(pp) dimensions of parallel car parking spaces;	Complies
(qq) the width of the aisle between the west row of parking spaces and the face of the column in basements 1-4	Complies
(rr) the length of the loading bay, with a minimum overhead clearance of 4.5m;	Complies
(ss) review of column locations for the following spaces: i Spaces 43 (TP-166, TP-167 and TP-168); ii Space 38 (TP-169) iii Spaces 15 and 16 ((TP-166, TP-167 and TP-168); and iv Spaces 14 and 15 (TP-169)	Complies
(tt) Modifications to the cut back of ramp and column locations as shown on plans prepared by Irwin consultants contained within The Malt District Stage 2 report dated 7 November 2019 and referenced as:	Complies



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2 Gough Street,  
Cremorne



Condition		Response
i	12ME0257 SK179	
ii	12ME0257 SK182	
iii	12ME0257 SK185; and	
iv	12ME0257 SK188	
(uu)	dimension of blind aisle extensions;	Complies
(vv)	number of car parking spaces, storage cages and bicycle parking spaces to correlate between the project area summary and the plans;	Complies
(ww)	at least 5 car share spaces provided on site;	Complies
(xx)	electric vehicle charging point locations	Complies
(yy)	details of the roller/tilt doors to vehicular access and egress point and loading area;	Complies



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Condition		Response
<b>Car parking</b>		<p>The CPMP attached to the amendment appears to be for the endorsement of Stage 2A and does not reflect the proposed amendments for Stage 2B.</p> <p>A new CPMP will be needed if this amendment is approved.</p> <p>Condition 1(c) should be amended to reflect the new allocation</p> <ul style="list-style-type: none"> <li>i 1 café space;</li> <li>ii 33 restaurant spaces;</li> <li>iii 2 art gallery spaces;</li> <li>iv 121 office spaces;</li> <li>v 13 hotel spaces;</li> <li>vi 5 car share spaces</li> </ul> <p>It is also recommended that Condition 1(b) be revised to reflect the new maximum number of car spaces.</p> <p>Conditions 71(d) and (e) will need to be deleted.</p>
71	Before the development starts, 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 development schedule to accurately reflect all uses and floor areas	
(b)	the provision of a maximum of 245 car spaces;	
(c)	the allocation of car parking spaces as follows:	
i	139 residential spaces;	
ii	1 café space;	
iii	14 restaurant spaces;	
iv	5 function centre spaces;	
v	2 art gallery spaces;	
vi	1 shop space;	
vii	50 office spaces;	
viii	10 hotel spaces;	
ix	5 car share spaces	
The allocation of car spaces can be varies with the written consent of the Responsible Authority.		



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2 Gough Street,  
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Condition	Response
(d) management details for residential loading/unloading when moving;	
(e) 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;	
(f) details of way-finding, cleaning and security of end of trip bicycle facilities;	
(g) any policing arrangements and formal agreements;	
(h) 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;	
(i) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the endorsed Waste Management Plan (refer to Condition No. 57 of this permit);	
(j) how the residential hotel drop off and pick up will be managed;	
(k) details regarding the management of loading and unloading of goods and materials for the commercial uses.	
(l) at least five car share spaces to be provided on site.	
72 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.	





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2 Gough Street,  
Cremorne



Condition	Response
<p>73 Before each stage of the development is occupied, as relevant, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:</p> <ul style="list-style-type: none"> <li>(a) constructed and available for use in accordance with the endorsed plans;</li> <li>(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;</li> <li>(c) treated with an all-weather seal or some other durable surface; and</li> <li>(d) line-marked or provided with some adequate means of showing the car parking spaces.</li> </ul> <p>to the satisfaction of the responsible authority.</p>	<p>Noted.</p>
<p><b><u>Traffic, roads and footpaths</u></b></p>	<p>Noted.</p>
<p>74 Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.</p>	<p>Noted.</p>
<p>75 Before the development starts, the permit holder must pay a bank guarantee to the value of \$50,000 to the City of Yarra for traffic, car parking, road improvements and associated studies in the Cremorne area.</p> <p>The bank guarantee may be drawn down by Council and used for the proposed works and study by the responsible authority for traffic/road/car parking improvements in the Cremorne area, in consultation with the permit holder. The bank guarantee will be returned to the permit holder if the traffic/road/car parking improvements are not commenced by the relevant authorities before the final Stage of the development is occupied.</p>	<p>Noted.</p>

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

2 Gough Street,  
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Based on our review of the plans, we are satisfied that the proposed amendments, in particular to change the dwellings to office space, is acceptable from a traffic engineering perspective. Please contact myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD

A handwritten signature in black ink that reads "Leigh Furness".

LEIGH FURNESS  
Senior Associate



**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

**From:** Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>  
**Sent:** Wednesday, 16 September 2020 12:03 PM  
**To:** Osman, Mary <Mary.Osman@yarracity.vic.gov.au>  
**Subject:** RE: Nylex Silos - PLN15/1176 - Waste Management Plan

Hi Mary,

The waste management plan for The Malt Precinct: Stage 2A Building B6 2 Gough Street, Cremorne authored by Irwinconsult and dated 27/7/20 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Four collections per stream is an excessive number and should be reduced.
2. Please provide an explanation of how risk will be managed. The plan should include relevant risk assessments with regard to waste management at the site.

The waste management plan for The Malt Precinct: Stage 2A Building 8 2 Gough Street, Cremorne authored by Irwinconsult and dated 24/7/20 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Please provide an explanation of how risk will be managed.

The waste management plan for The Malt Precinct: Stage 2A Building 9 2 Gough Street, Cremorne authored by Irwinconsult and dated 24/7/20 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Four collections per stream is an excessive number and should be reduced.
2. Please provide an explanation of how risk will be managed.

The waste management plan for The Malt Precinct: Stage 2A Building 4 & Building 5 2 Gough Street, Cremorne authored by WSP and dated 1/5/20 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Four collections per stream is an excessive number and should be reduced.
2. Please provide an explanation of how risk will be managed. The plan should include relevant risk assessments with regard to waste management at the site.

Regards,

Atha Athanasi

Contract Management Officer

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City of Yarra – City Works Depot

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

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**From:** Hicks, Rob <Rob.Hicks@yarracity.vic.gov.au>  
**Sent:** Friday, 21 August 2020 4:14 PM  
**To:** Osman, Mary <Mary.Osman@yarracity.vic.gov.au>  
**Cc:** Denaro, Joe <Joe.Denaro@yarracity.vic.gov.au>  
**Subject:** RE: Nylex Silos - Structural advice - PLN15/1176

Hi Mary,

I agree the new braced columns have been installed for structural support and restraint of the new upper level additions in order to comply with current legislation.

However, the new addition work appears to rely somewhat on its structural stability being connected to the existing silo which should not be the case.

The plans below are too small to read but I presume the blue colour are all windows too.

If so then there is limited bracing provided and the columns appear not to be substantial enough.

Confirmation should be confirmed that the new addition works is completely self-supporting for wind and earthquake loading with no reliance on the silo structure.

Further comment without structural plans and computations that another competent structural engineer should assess.

If it is an essential requirement for planning to remove the bracing (that may be the case it protrudes past the silos and stands out somewhat), I'd pose the above as if need be arrange one of Council external engineer consultants to provide some written comments and possible alternatives.

These alternatives could entail installing more substantial suitably sized and reinforced concrete columns throughout to eliminate the bracing.

Or they may introduce additional steel columns, rigid connections to the top of the columns and first floor beams that could also incorporate a first floor bracing diaphragm.

Regards / Thanks

**Rob Hicks**

Municipal Building Surveyor.

Building Services.

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## Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)



## MEMO

**To:** Mary Osman  
**From:** Mark Pisani, Chloe Wright  
**Date:** 21 September 2020  
**Subject:** Application No: PLN15/1176.02  
 Description: Amended Drawings, Richmond Malting Site  
 Site Address: 2 Gough Street, Cremorne

I refer to the above Planning Application received on 24 August 2020 in relation to the proposed development at 2 Gough Street, Cremorne. Council's Civil Engineering unit and Strategic Transport unit provide the following information:

#### Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
City of Yarra	Planning Permit (Amended) PLN15/1176		5 May 2020
Caydon (Stage 2A plans)	TP-010 <i>Project Area Summary – Stage 2A</i>	B	15 July 2020
	TP-130 <i>B6 Ground Floor Plan</i>	C	15 July 2020
	TP-150 <i>B8 Ground Floor Plan</i>	C	15 July 2020
	TP-166 <i>B9 Basement Level 4</i>	C	15 July 2020
	TP-167 <i>B9 Basement Level 3</i>	C	24 April 2020
	TP-168 <i>B9 Basement Level 2</i>	C	24 April 2020
	TP-169 <i>B9 Basement Level 1</i>	C	24 April 2020
	TP-170 <i>B9 Ground Floor Plan</i>	F	15 July 2020
	TP-303 <i>Overall Section CC and DD</i>	C	15 July 2020
	TP-601 <i>B9 Loading Bay Entrance Details</i>	B	15 July 2020
	TP-602 <i>B9 Vehicular Entrance Details</i>	B	15 July 2020
Caydon (Stage 2B plans)	TP-006 <i>Project Area Summary – Stage 2B</i>	B	15 July 2020
	TP-170 <i>B9 Ground Floor Plan</i>	E	10 July 2020
WSP	Traffic Memo to Council		23 July 2020
	<i>Traffic Engineering Report Stage 2A</i>		27 July 2020
	<i>Traffic Engineering Report Stage 2B</i>	F	24 July 2020
	SIDRA memo		24 July 2020
	<i>Car Park Management Plan</i>	G	24 July 2020

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**CAR PARKING PROVISION – STAGES 2A AND 2B**

**Amended Proposal**

According to information provided by WSP, Stage 2 of the Richmond Malt site has now been divided into Stage 2A and 2B. The statutory parking requirements for the site under the provisions of Schedule 3 to Clause 37.02 (CDZ3) – Comprehensive Development Zone are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required
<b>STAGE 2A</b>			
Residential Hotel	201 rooms	Parking rate not specified in CDZ3 or Cl 52.06-5	To the satisfaction of the Responsible Authority
Office	3,253 m <sup>2</sup>	2.6 spaces per 100 m <sup>2</sup>	84
Café	84 patrons	0.3 spaces per seat	25
Restaurant	435 patrons	0.3 spaces per seat	130
<b>STAGE 2B</b>			
Office	17,086 m <sup>2</sup>	2.6 spaces per 100 m <sup>2</sup>	444
Restaurant/Function Centre	250 patrons	0.3 spaces per seat	75
Gallery	50 patrons	0.3 spaces per patron	15
<b>Total</b>			<b>773 spaces + Parking for the Residential Hotel</b>

\* 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).

A total of 228 on-site car parking spaces would be provided.

**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 Residential Hotel Use</i>	<p>The car parking provision of 10 staff spaces as per the endorsed proposal would remain unchanged. The net change for the residential hotel by one additional room would not be considered critical.</p> <p>Three pick-up and drop-off spaces would be provided for guests on site. This has been derived by first adopting a traffic generation rate for the residential hotel. WSP has adopted a rate of 0.35 trips per room in each peak hour – similar to a rate we have seen in a previous study. This would equate to 70 trips per peak hour, with 35 inbound trips and 35 outbound trips. A 5 minute pick-up/drop-off time has been assumed for each inbound/outbound vehicle to the residential</p>



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	<p>hotel. With 35 vehicles in each peak hour, this would result in a parking turnover of 12 vehicles per hour. A demand of three spaces would be generated.</p> <p>We are satisfied with the provision of three on-site pick-up and drop-off spaces.</p>
--	--

Parking Demand Consideration	Details
<i>Parking for Office Use</i>	<p>WSP have advised that the office component of the development would be allocated a total of 121 on-site spaces. The combined office area for both Stages 2A and 2B is 20,339 m<sup>2</sup>. This would equate to an on-site car parking rate of 0.6 spaces per 100 square metres of floor area. Throughout the municipality, a number of office developments have been approved with reduced rates, with a few examples as shown below:</p> <ul style="list-style-type: none"> <li>▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m<sup>2</sup> (200 on-site spaces; 2,329 m<sup>2</sup>)</li> <li>▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100 m<sup>2</sup> (135 on-site spaces; 15,300 m<sup>2</sup>)</li> </ul> <p>Although slightly lower than some of the rates listed above, the proposed office parking rate of 0.6 spaces per 100 square metres of floor area is considered appropriate as the site has good access to public transport and seeks to encourage more sustainable forms of transport.</p>
<i>Parking Demand for Café Use</i>	<p>The café use for the proposed scheme is consistent with that of the endorsed proposal (84 patrons). The allocation of one space for this use remains unchanged.</p>
<i>Parking Demand for the Restaurant Use (Stage 2A)</i>	<p>WSP have used a rate of 0.05 spaces per patron for the restaurant, would result in 21 spaces (for 435 patrons).</p>
<i>Parking Demand for the Restaurants/Function Centre Use</i>	<p>The rate of 0.05 spaces per patron has also been applied to the restaurant/function centre as per the endorsed proposal's parking rate. For 250 patrons, the parking generation would be 12 spaces.</p>
<i>Parking Demand for the Gallery Use</i>	<p>The provision of two on-site spaces would remain unchanged for the gallery use. The number of patrons under the amended proposal is also unchanged.</p>

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 Hotel	13
Office	121
Café Staff	1
Restaurant	21
Restaurant/Function Centre	12
Gallery	2
<b>Total</b>	<b>170 spaces</b>

The parking demand rates used for the amended proposal are not dissimilar to those used in the endorsed proposal. We have no objection to an office parking rate of 0.6 spaces per 100 square

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metres of floor area. We are generally satisfied with the car parking demand assessment for the amended proposal. Further information/clarity should be provided on the proposed use of 58 spaces left over in the car park.

**TRAFFIC IMPACT**

**Trip Generation**

The trip generation for the site adopted by WSP is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (121 spaces)	0.5 trips per space in each peak hour	61	61
Remaining Uses (49 spaces)	0.5 trips per space in each peak hour	24	24
<b>Total</b>		<b>85 trips</b>	<b>85 trips</b>

According to table 6.1 of the *Traffic Engineering Report* for Stage 2B, the total peak hour traffic volume generated for endorsed proposal is 80 trips per peak hour. The amended proposal would generate five additional trips in each peak hour.

**Intersection Analysis**

WSP had conducted SIDRA modelling of the following intersections:

- Swan Street/Cremorne Street
- Church Street/Balmain Street/Cotter Street
- Punt Road/Gough Street
- Cremorne Street/Gough Street
- Cremorne Street/Balmain Street
- Cremorne Street/Harcourt Parade.

The base volumes used in the SIDRA analysis are from 2015. It appears that the modelling did not take into account major development sites that have been approved or are currently under construction in the Cremorne area, such as 60-88 Cremorne Street, 68-88 Green Street, 57 Balmain Street, 16A-17A/64 Balmain Street, to name a few.

The analysis should be revised/updated to incorporate anticipated traffic volumes from approved development sites.

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**CONDITION ITEMS**

Condition	Engineering Comment
<p><b>Condition 1(z)</b> a maximum of 245 spaces on site;</p>	<p>A total of 228 car parking spaces would be provided on the site. This item has been satisfied.</p>
<p><b>Condition 1(aa)</b> deletion of drop off/pick up area shown on Gough Street;</p>	<p>The on-street drop-off/pick-up spaces in Gough Street have now been deleted on the drawings. This item has been satisfied.</p>
<p><b>Condition 1(bb)</b> ramp grades and lengths dimensioned;</p>	<p>Ramp grades and lengths have been labelled and dimensioned on the drawings. This item has been satisfied.</p>
<p><b>Condition 1(cc)</b> kerbs, barriers, wheel stops and structural elements shown in the car parking areas;</p>	<p>Kerbs, barriers, wheel stops and other structural elements have been depicted on the drawings. This item has been satisfied.</p>
<p><b>Condition 1(dd)</b> the location and dimensions of supporting columns within all car park areas. The car parking spaces must meet diagram 1 of clause 52.06-9 of the Yarra Planning Scheme;</p>	<p>All columns and their setbacks from the aisles have been dimensioned in the drawings. The positions of the columns are outside the parking space clearance envelopes and satisfy Diagram 1 Clearance to car parking spaces in Clause 52.06-9. This item has been satisfied.</p>
<p><b>Condition 1(ee)</b> sectional drawings of the ramps and access ways, demonstrating a minimum headroom clearance of 2.2m, with the exception being a minimum 2.5m height clearance above disabled car parking spaces;</p>	<p>Sectional drawings of the ramps and accessways have been provided, with headroom clearances of no less than 2.2 metres. This item has been satisfied.</p>
<p><b>Condition 1(ff)</b> details of car park security (e.g. roller doors, intercoms, swipe card readers, etc.);</p>	<p>Product information on card readers has been appended to the WSP report. WSP has provided drawings showing the roller doors, boom gates, card readers and intercoms that would be provided in the development (WSP Drawing No. 12ME0257 SK0401 dated 29 April 2020). This item has been satisfied.</p>
<p><b>Condition 1(gg)</b> 1 in 20 scale cross-sectional drawings of the development's vehicular entrances, showing the actual reduced levels (not interpolated levels from the application drawings) of the road profile, the lip of the channel, the invert of the channel, the top of kerb and the existing building line. The existing road profiles of Gough Street (from the kerb line to the centre line of the road) and the access ways inside the property must be accurately drawn. The cross-section must demonstrate that vehicles can traverse the new vehicle crossing and ramp without scraping or bottoming out, using a B99 design vehicle;</p>	<p>Three cross sectional drawings of the development entrance have been provided together with ground clearance assessments, which satisfactorily demonstrate vehicle ingress and egress. This item has been satisfied. <b>However, WSP have not referenced where these cross sections are on plan view.</b></p>
<p><b>Condition 1(hh)</b> underside clearance of over-bonnet storage cages;</p>	<p>No details provided. <b>This item is to be addressed by WSP.</b></p>

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Condition	Strategic Transport Comment
<p><b>Condition 1(ii)</b>  <i>all bicycle parking spaces located to the satisfaction of the responsible authority;</i></p>	<p><u>Location of employee bicycle parking:</u>                      241 employee bicycle spaces are provided within 8 storage areas across 4 levels of Building 9 (ground floor and basement levels 2, 3 and 4). Providing employee bicycle spaces across multiple is not a desirable outcome, as it could result in people having to move throughout 3 levels of basement parking area in search of bicycle parking space. Additionally, two of the three bicycle storage areas within the basements are located in opposite ends of the basement (one in the north-west corner and another in the south-east corner).</p> <p>It is recommended that the number of employee spaces within the ground floor bicycle parking area is increased, and that the 7 bicycle parking areas within basement levels 2, 3 and 4 is consolidated into a maximum of 2 storage areas across 1 - 2 levels. Further, the bicycle storage areas within the basement levels should be located within close proximity to the lift shafts to provide a safe and convenient access arrangement for people walking a bicycle through the car parking area.</p> <p>The ground floor bicycle parking area and end of trip facilities is adequate as it provides direct access from the ground floor public realm and office lobby area, and dimensions of the layout of bicycle spaces demonstrates compliance with the relevant bicycle rack specifications.</p> <p>16 shower/change rooms are provided within the end of trip facilities at the ground floor, which meets the statutory requirement of 13 shower/change rooms, however Council's best practice rate recommends a total of 24 shower/change rooms (based on the recommended rate of 1 shower per 10 employee bicycle spaces). As such, it is recommended that an additional 6 shower/change rooms are provided. Lockers are also shown within the ground floor bicycle parking area, however the number of lockers is not specified. Council's best practice rate recommends a provision of 1 secure locker for each bicycle space provided.</p> <p><u>Location of visitor bicycle parking:</u>                      All visitor bicycle spaces are located at the ground floor public realm and within the property boundary. The proposed locations of visitor spaces are acceptable, however dimensions should be noted on the plans to demonstrate the layout of bike hoops complies with AS2890.3 accessway and clearance requirements. <b>As noted in the comments regarding condition 1(mm) further clarification on any additional locations of visitor spaces should be provided.</b></p>
<p><b>Condition 1(jj)</b>  <i>bicycle signage as per clause 52.34-5 of the Yarra Planning Scheme;</i></p>	<p>Condition satisfied.                      Details of bicycle signage is specified and considered acceptable.</p>

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Condition	Strategic Transport Comment
<p><b>Condition 1(kk)</b>  <i>details of bicycle storage/parking systems to the satisfaction of the responsible authority;</i></p>	<p>Condition satisfied.                      The types of bicycle racks has been noted on the plans and specified in Attachment D of the Traffic Report Stage 2A and are considered acceptable. This includes the Cora bicycle hoop and multiple bike racks, and the Bicycle Network Ned Kelly wall hanging rack.</p>
<p><b>Condition 1(ll)</b>  <i>at least 25% of the provided bicycle parking accessible at ground level (i.e. not hanging systems);</i></p>	<p>Condition satisfied.                      122 of the employee spaces are provided as at ground level / horizontal spaces and all visitor spaces are provided as bicycle hoops.</p>
<p><b>Condition 1(mm)</b>  <i>an overall provision of 300 bicycle parking spaces including provision for non residential use;</i></p>	<p>Given the revised uses associated with stage 2A and 2B, the recommended number of bicycle spaces has been re-calculated, based on the following best practice rates as per Category 6 of the SDAPP: 1 visitor space to each 500sqm of office floor space and 1 employee space to each 100sqm of office floor space. As such, the total number of employee and visitor bicycle spaces recommended is (based on best practice rate for the total office sqm and statutory rate for other uses):</p> <ul style="list-style-type: none"> <li>▪ 255 employee spaces</li> <li>▪ 80 visitor spaces</li> </ul> <p>The Traffic Reports notes a total of 341 bicycle spaces are provided, including 241 employee spaces and 100 visitor spaces. A reduction of 14 employee spaces below the best practice rate is considered acceptable, given additional visitor bicycle hoops are provided. However, the number and location of visitor bicycle hoops shown on the plans is unclear / not consistent what is noted in the traffic report.</p> <p>Stage 2A and 2B plans show 5 groups of visitor bicycle hoops, totalling 76 bicycle spaces. The traffic report notes 100 visitor spaces provided at the ground floor. As such, it's assumed further bicycle hoops are being provided and have not been documented on the Stage 2A and 2B plans. <b>Clarification is required to confirm the total number of visitor spaces and locations; the ground floor plans should number the bicycle hoops to clarify the total number provided.</b></p>
<p><b>Condition 1(nn)</b>  <i>all resident and staff bicycle parking spaces secured behind lockable gates;</i></p>	<p>Condition satisfied.                      All employee bicycle spaces are provided within secure facilities.</p>

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**Calculation of Bicycle Spaces required**

Proposed Use	Total Area	Statutory Rate	Best Practice
<b>STAGE 2A</b>			
Office	3,253 m <sup>2</sup>	11 employee spaces 3 visitor spaces	33 employee spaces 6 visitor spaces
Café	374 m <sup>2</sup> (84 patrons)	1 employee space 1 visitor space	-
Restaurant	1,716 m <sup>2</sup> (435 patrons)	17 employee spaces 11 visitor spaces	-
Residential Hotel	201 rooms	20 employee spaces 20 visitor spaces	-
<b>Total</b>			<b>71 employee spaces 35 visitor spaces</b>
<b>STAGE 2B</b>			
Office	17,086 m <sup>2</sup>	57 employee spaces 17 visitor spaces	171 employee spaces 34 visitor spaces
Restaurant/Function Centre	1,336 m <sup>2</sup> 250 patrons	13 employee spaces 9 visitor spaces	-
Gallery	505 m <sup>2</sup> (50 patrons)	2 visitor spaces	-
			<b>184 employee spaces 45 visitor spaces</b>

**Stage 2A +2B grand total (based on above best practice rates):**

- 255 employee spaces
- 80 visitor spaces

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Condition	Engineering Comment
<p><b>Condition 1(oo)</b> a convex mirror adjacent to the vehicular exit;</p>	<p>Convex mirrors have been installed for the exit lane of the development. This item has been satisfied.</p>
<p><b>Condition 1(pp)</b> dimensions of parallel car parking spaces;</p>	<p>Parallel spaces have been dimensioned on the drawings (2.3 metres by 6.7 metres) and comply with Design standard 2 – Car parking spaces of Clause 52.06-9. This item has been satisfied.</p>
<p><b>Condition 1(qq)</b> the width of the aisle between the west row of parking spaces and the face of the column in basements 1-4</p>	<p>The widths of the aisles along the west row of parking spaces have been dimensioned (5.8 to 6.45 metres). This item has been satisfied.</p>
<p><b>Condition 1(rr)</b> the length of the loading bay, with a minimum overhead clearance of 4.5m;</p>	<p>The loading bay is at least 20 metres in length and has a minimum headroom clearance of 4.55 metres. This item has been satisfied.</p>
<p><b>Condition 1(ss)</b> review of column locations for the following spaces: i Spaces 43 (TP-166, TP-167 and TP-168); ii Space 38 (TP-169) iii Spaces 15 and 16 ((TP-166, TP-167 and TP-168); and iv Spaces 14 and 15 (TP-169)</p>	<p>The positions of columns do not encroach the clearance envelopes of the parking spaces as per <i>Diagram 1 Clearance to car parking spaces</i> of Clause 52.06-9. This item has been satisfied.</p>
<p><b>Condition 1(tt)</b> Modifications to the cut back of ramp and column locations as shown on plans prepared by Irwin consultants contained within <i>The Malt District Stage 2 report dated 7 November 2019</i> and referenced as: i 12ME0257 SK179 ii 12ME0257 SK182 iii 12ME0257 SK185; and iv 12ME0257 SK188</p>	<p>Ramps and columns have been modified from the previous revision of the plans. This item has been satisfied.</p>
<p><b>Condition 1(uu)</b> dimension of blind aisle extensions;</p>	<p>Blind aisle extensions range from 990 mm to 1000 mm. Although the 990 mm long blind aisle extensions are less than the 1.0 metre required by AS/NZS 2890.1:2004, WSP's swept path assessment satisfactorily demonstrates egress out of these bays with the B85 design vehicle. This item has been satisfied.</p>
<p><b>Condition 1(vv)</b> number of car parking spaces, storage cages and bicycle parking spaces to correlate between the project area summary and the plans;</p>	<p>The numbers of car parking spaces, storage cages and bicycle parking spaces correlate with the drawings. This item has been satisfied.</p>
<p><b>Condition 1(ww)</b> at least 5 car share spaces provided on site;</p>	<p>Five car share spaces have been provided in Basement 1. This item has been satisfied.</p>
<p><b>Condition 1(xx)</b> electric vehicle charging point locations</p>	<p>Electric vehicle charging points are provided in Basement 1. This item has been satisfied.</p>
<p><b>Condition 1(yy)</b> details of the roller/tilt doors to vehicular access and egress point and loading area;</p>	<p>Details of rollers for the entrance and loading areas have been provided in TP-601 and TP-602. This item has been satisfied.</p>

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**CONDITIONS 71 to 73 – Car Parking**

Condition	Engineering Comment
<p><b>Condition 71</b>  <i>Before the development starts, 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> <p>(a) <i>the development schedule to accurately reflect all uses and floor areas</i></p>	<p>The development schedule has not been updated, as the residential use is no longer applicable.  <b>Development Schedule to be revised to reflect current proposal.</b></p>
<p>(b) <i>the provision of a maximum of 245 car spaces;</i></p>	<p>A total of 228 on-site car parking spaces would be provided. This item has been satisfied.</p>
<p>(c) <i>the allocation of car parking spaces as follows:</i></p> <ul style="list-style-type: none"> <li><i>i 139 residential spaces;</i></li> <li><i>ii 1 café space;</i></li> <li><i>iii 14 restaurant spaces;</i></li> <li><i>iv 5 function centre spaces;</i></li> <li><i>v 2 art gallery spaces;</i></li> <li><i>vi 1 shop space;</i></li> <li><i>vii 50 office spaces;</i></li> <li><i>viii 10 hotel spaces;</i></li> <li><i>ix 5 car share spaces</i></li> </ul> <p><i>The allocation of car spaces can be varies with the written consent of the Responsible Authority.</i></p>	<p>The allocation of car parking needs to be revised by WSP to reflect the increase in office car parking spaces. The parking allocations indicated in the Car Park Management Plan are not consistent with the Traffic Engineering Reports.  <b>Parking allocations for the various uses are to be revised.</b></p>
<p>(d) <i>management details for residential loading/unloading when moving;</i></p>	<p>Residential loading is no longer applicable.</p>
<p>(e) <i>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>	<p>Residential visitor parking is no longer provided.</p>
<p>(f) <i>details of way-finding, cleaning and security of end of trip bicycle facilities;</i></p>	<p>Details of bicycle way-finding are provided in Appendix B of the <i>Car Park Management Plan</i>. Cleaning and security of the bicycle end of trip facilities would be managed by the Owners Corporation.                      This item has been satisfied.</p>
<p>(g) <i>any policing arrangements and formal agreements;</i></p>	<p>To be managed/administered by the Owners Corporation.                      This item has been satisfied.</p>
<p>(h) <i>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;</i></p>	<p>A schedule of all signage and line marking has been provided in Appendix B of the <i>Car Park Management Plan</i>.                      This item has been satisfied.</p>



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Condition	Engineering Comment
(i) <i>the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the endorsed Waste Management Plan (refer to Condition No. 57 of this permit);</i>	A brief description of waste collection activities is provided in Section 5.2 of the <i>Car Park Management Plan</i> and also makes reference to the Waste Management Plan (also prepared by WSP). This item has been addressed.
(j) <i>how the residential hotel drop off and pick up will be managed;</i>	The <i>Car Park Management Plan</i> indicates that residential hotel drop-off and pick-up would occur on-street in Gough Street. This is inconsistent with the current proposal to provide three on-site spaces for drop-off and pick-up of guests. <b>This item is to be revised to reflect the current proposal.</b>
(k) <i>details regarding the management of loading and unloading of goods and materials for the commercial uses.</i>	Deliveries to and from the site would be serviced within the dedicated loading bay off Gough Street and managed by the Owners Corporation. This item has been satisfied.
(l) <i>at least five car share spaces to be provided on site.</i>	Five car share spaces would be provided in Basement 1. This item has been satisfied.
<b>Condition 72</b> <i>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.</i>	Noted. The <i>Car Parking Management Plan</i> is to be revised to reflect the current proposal.
<b>Condition 73</b> <i>Before each stage of the development is occupied, as relevant, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:</i>  (a) <i>constructed and available for use in accordance with the endorsed plans;</i> (b) <i>formed to such levels and drained so that they can be used in accordance with the endorsed plans;</i> (c) <i>treated with an all-weather seal or some other durable surface; and</i> (d) <i>line-marked or provided with some adequate means of showing the car parking spaces.</i>  <i>to the satisfaction of the responsible authority.</i>	Noted. These items would be implemented during construction. The line marking of bays and directional arrows and other painted on-ground markings would be in accordance with the Appendix B of the <i>Car Park Management Plan</i> .

**CONDITIONS 74 and 75 – Traffic, Roads and Footpaths**

Condition	Engineering Comment
<b>Condition 74</b> <i>Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.</i>	Any service authority assets and road infrastructure items that require adjustment, removal or relocation would be identified in the detailed engineering design.
Condition	Engineering Comment
<b>Condition 75</b>	Not details have been provided on this item to date.

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

<p><i>Before the development starts, the permit holder must pay a bank guarantee to the value of \$50,000 to the City of Yarra for traffic, car parking, road improvements and associated studies in the Cremorne area.</i></p> <p><i>The bank guarantee may be drawn down by Council and used for the proposed works and study by the responsible authority for traffic/road/car parking improvements in the Cremorne area, in consultation with the permit holder. The bank guarantee will be returned to the permit holder if the traffic/road/car parking improvements are not commenced by the relevant authorities before the final Stage of the development is occupied.</i></p>	
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**DEVELOPMENT LAYOUT DESIGN**

**Revised Layout Design Assessment**

Item	Assessment
<b>Access Arrangements</b>	
Development Entrance	The development entrance has a wall-to-wall width of 6.52 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. As per Condition 1(oo).
Headroom Clearance	Headroom clearances of no less than 2.2 metres have been provided.
<b>Car Parking Modules</b>	
At-grade Parking Spaces	The dimensions of the at-grade parking spaces (2.6 to 2.9 metres by 4.9 metres) satisfy <i>Design standard 2 - Car parking spaces</i> of Clause 52.06-9.
Parallel Parking Spaces	As per Condition 1(pp).
Accessible Parking Space	The dimensions of the accessible parking spaces and shared areas (each 2.4 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Tandem Parking Sets	Tandem parking sets have lengths of 10.3 metres as per <i>Design standard 2</i> .
Aisles	Aisle widths range from 5.8 metres to 7.51 metres and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	Satisfied, as per Condition 1(dd).
Clearances to Walls	Clearances of no less than 300 mm have been provided or spaces have been widened to accommodate car door opening.
Motorcycle Spaces	The dimensions of the motorcycle spaces (1.3 metres by 2.7 metres) satisfy AS/NZS 2890.1:2004.

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

Item	Assessment
<b>Gradients</b>	
Ramp Grade for First 5.0 metres inside Property	The ramp for the first 5.0 metres grades upwards as part of an apex and satisfies <i>Design standard 3: Gradients</i> .
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.
<b>Swept Path Assessment</b>	
Ground Level Site Modification Layout 12ME0257 SK0401*	The signs and line marking as shown on the Site Modification Layout drawing are considered satisfactory.
Medium Rigid Vehicle Ingress and Egress Movements via Gough Street 12ME0257 SK0402 12ME0257 SK0403	The swept path diagrams for an 8.8 metre long medium rigid vehicle entering and exiting the loading bay via Gough Street (from the east and east directions) are considered satisfactory.
Vehicle Entry and Exit Movements Development Entrance 12ME0257 SK0404 12ME0257 SK0405	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle entering and exiting the development entrance via Gough Street are considered satisfactory.
Vehicle Passing and Circulation Basement Level 1 12ME0257 SK0406 12ME0257 SK0407 12ME0257 SK0408	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle circulating the aisles of Basement Level 1 car park are considered satisfactory.
Vehicle Entry and Exit into Basement Level 1 Spaces 12ME0257 SK0409 12ME0257 SK0410 12ME0257 SK0411 12ME0257 SK0412 12ME0257 SK0413	The swept path diagrams for a B85 design vehicle entering and exiting spaces 1, 21 (end space), 23 (tandem space), 39 and 47 are considered satisfactory. Ingress and egress into and out of these bays would require a correctional movement – permissible under AS/NZS 2890.1:2004.
Vehicle Passing and Circulation Basement Level 2 12ME0257 SK0414 12ME0257 SK0415	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle circulating the aisles of Basement Level 2 car park are considered satisfactory.
Vehicle Entry and Exit into Basement Level 2 Spaces 12ME0257 SK0416 12ME0257 SK0417 12ME0257 SK0418 12ME0257 SK0419 12ME0257 SK0420	The swept path diagrams for a B85 design vehicle entering and exiting spaces 3 (parallel parking space), 27 (end space), 29 (tandem space), 45 and 58 are considered satisfactory.
Vehicle Passing and Circulation Basement Level 3 12ME0257 SK0421 12ME0257 SK0422	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle circulating the aisles of Basement Level 3 car park are considered satisfactory.

\* WSP swept path diagram drawing number.

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

Item	Assessment
Vehicle Entry and Exit into Basement Level 3 Spaces 12ME0257 SK0423 12ME0257 SK0424 12ME0257 SK0425 12ME0257 SK0426 12ME0257 SK0427	The swept path diagrams for a B85 design vehicle entering and exiting spaces 3 (parallel parking space), 27 (end space), 29 (tandem space), 45 and 54 are considered satisfactory.
Vehicle Passing and Circulation Basement Level 3 12ME0257 SK0428 12ME0257 SK0429	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle circulating the aisles of Basement Level 4 car park are considered satisfactory.
Vehicle Entry and Exit into Basement Level 4 Spaces 12ME0257 SK0430 12ME0257 SK0431 12ME0257 SK0432 12ME0257 SK0434	The swept path diagrams for a B85 design vehicle entering and exiting spaces 3 (parallel parking space), 27 (end space; labelled as space 28 on the WSP swept path diagram), 29 (tandem space; labelled as space 30 on swept path diagram), 45 (labelled as space on swept path diagram) and 60 (labelled as 63 on the swept path diagram) are considered satisfactory.
Vehicle Entry and Exit into Basement Level 4 Lower Spaces 12ME0257 SK0435 12ME0257 SK0436 12ME0257 SK0437	The swept path diagrams for a B85 design vehicle entering and exiting spaces 60, 59 and 58 are considered satisfactory.

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

**From:** Mardjuki, Julia <Julia.Mardjuki@yarracity.vic.gov.au>  
**Sent:** Saturday, 19 September 2020 10:32 AM  
**To:** Osman, Mary <Mary.Osman@yarracity.vic.gov.au>  
**Subject:** RE: landscape and Urban Design referral - Nylex Silos - PLN15/1176

Hi Mary

I've reviewed the plans and reports included in the Hightail Links you sent through including:

- Stage 2A Town Planning Report by Oculus dated 9 April 2020 as well as the report from 3 March 2020
- Stage 2A Design Development Drawings by Oculus dated 9 April 2020
- The cover letters from Oculus responding to the comments and permit conditions dated 10 March 2020 and 9 April 2020
- The Technical Specification by Oculus, revision dated 09.04.2020
- The landscape materials and finishes schedule dated 09.04.2020

Overall the suite of information provided satisfies all the permit conditions.

The only issue I picked up was that for the raised garden bed shown on section DD, page 26 of the town planning report, the soil depth for the proposed tree is inadequate at 450-500mm. The annotation says the garden bed is at grade but the section shows a void beneath the planter. I'm not sure what this is for as the architectural plans do not indicate a basement in this section. If the planting is at grade, then this is not an issue. Otherwise, we ask they find a way to increase the soil volume for the proposed tree so it meets the 1-1.2m soil depth for trees on structure as proposed on page 36 of the town planning report.

Please let me know if you would like me to clarify my comments.

Thanks

Julia

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

**City of Yarra  
Heritage Advice**

**Application No.:** Permit Application No. PLN15/1176.02  
**Address of Property:** Richmond Maltings, 2 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  
**Precinct:** N/A  
**Level of significance:**  
Included on the *Victorian Heritage Register* as H2050  
**Proposal:**  
Changes to B4 and B5, Louvres to B8, bridge connection to silos.  
**Drawing Numbers:**  
Lovell Chen. Letter to Mary Osman, dated 21 July, 2020.  
**Recommendation / Comments:**

*B4 and B5 Changes*

Lovell Chen advises that these have been approved by Heritage Victoria.

*Louvres to B8 (Refer TP-251) Plans Stage 2A, Part 12*

It is proposed to add external louvres to the stair core (for stair pressurization as per mechanical requirements) and plant room (as per Mechanical engineer's requirements) openings in the B8 silos. Given the bulk and scale of the silos compared with the area to be occupied by the louvres and the industrial and robust nature of the silos the impact visual from any vantage point would be minimal. There are no heritage concerns with the louvres which appear to be intended to be painted/powdercoated black "or similar" to be visually recessive. Dark grey would also be acceptable.

*Connecting Bridge between B9 Office and B9 Silos (Refer TP-174 - 179, 182, 201, 203) Plans Stage 2B Parts 2 - 6*

It is proposed to connect the B9 offices with the B9 silos via a multi-level bridge at Levels 4 -9 and 12. The gap between the two buildings is relatively narrow and therefore the length of the bridge is relatively short, added to which the bridge is recessed behind the outer silo (cylinder) and the south (river side) elevation of the office building and thus is reasonably obscured from direct views. In elevation (TP 201 and 203) it will appear as a clear glazed element which will have minimal visual impact from and viewpoint, particularly from the Alexandra Avenue and the south river bank. It is acceptable.



**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

**Signed: Robyn Riddett**

Director – Anthemion Consultancies

**Date:** 24 September, 2020

Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)



# MeMO

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**TO:** Mary Osman  
**cc:**  
**FROM:** Gavin Ashley, ESD Advisor  
**DATE:** 26.09.2020  
**SUBJECT:** 2 Gough Street, Cremorne VIC 3121

Dear Mary,

I have reviewed the amended architectural plans (Rev 5 – 15.07.20, Caydon) and the following amended SMP(s) for 2 Gough Street:

- 'SMP 1' - Building 4 & 5 (Irwin Consult – Rev 1, 01.05.20)
- 'SMP 2' - Building 6 (Irwin Consult – Rev 13, 27.07.20)
- 'SMP 3' - Building 8 (Irwin Consult – Rev 11, 24.07.20)
- 'SMP 4' - Building 9 (Irwin Consult – Rev 13, 24.07.20)

An assessment of each is provided against permit condition 63 'Sustainable Management Plan' below (in *italics*).

**Sustainable Management Plan**

(63) Before each stage of the development starts as relevant an amended Sustainable Management Plans for all buildings (B4, B5, B6, B8 and B9) to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Irwin Consult dated 31 October 2019, but modified to show/reflect/demonstrate:

(a) the decision plans;

- **Unsatisfactory** – *SMP 1 claims 'report is reflective of latest plans' while SMP 2-4 claim to be based on Rev 1 plans issued 28.02.19 (in section 1.5 'Basis'). Update all SMP to refer to most recent plans.*

(b) the changes required as per condition 1 (where relevant);

- **Satisfactory** – *This has been noted and addressed in all SMP's.*



**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

- (c) a minimum 100% STORM score for each building;
  - **Unsatisfactory** – MUSIC modelling for all buildings combined (dated 17.10.19) is provided, claiming STORM 100% equivalence – targeting Column A in Green Star table 26.2 – however column A only indicates a 30% reduction in total nitrogen compared to STORM’s target of 45%.
    - Provide a STORM report for each building identifying a score >100% or target outcomes listed in column B (in Green Star table 26.2).
- (d) a minimum 4 star green star rating for each building;
  - **Satisfactory** – Each SMP identifies 4-star Green Star performance, targeting credit scores of: 49, 53, 52 and 50 respectively.
- (e) glazing as either clear or tinted blue with a VLT of 0.6 or higher;
 

**Satisfactory** (SMP 1 / Building 4 & 5) the VLT condition was relevant for the residential portion, but this has been removed

  - **Satisfactory** (SMP 2-4 / Building 6, 8 & 9) – (min) VLT of 0.60 and clear or blue glazed specified.
- (f) demonstration that all exposed north, east and west facing dwellings will achieve cooling loads no higher than 30MJ/m<sup>2</sup>/pa;
  - **Satisfactory** – n/a due to removal of residential use from proposal.
- (g) daylight modelling for the amended western level 1 and 2 B9 dwellings, demonstrating BESS compliance to the satisfaction of the responsible authority;
  - **Satisfactory** – n/a due to removal of residential use from proposal.
- (h) provision of a mechanical supply fresh air system to all single aspect dwellings to supply rates 50% above the minimum requirements in AS1668;
  - **Satisfactory** – n/a due to removal of residential use from proposal.
- (i) additional ventilation is provided to single aspect dwellings to supply rates 50% above the minimum requirements in AS1668;
  - **Satisfactory** – n/a due to removal of residential use from proposal.
- (j) commitment to install extraction fans in all kitchens (not re-circulating ranges);
  - **Satisfactory** – n/a due to removal of residential use from proposal.
- (k) include detail on waste and recycling;
  - **Satisfactory** – An extract from the WMP is included in each SMP, with a WMP for stage 2A (27.07.20) and 2B (24.07.20) provided.
- (l) detail hot water system(s) for dwellings;
  - **Satisfactory** – n/a due to removal of residential use from proposal.
- (m) nominate the showerhead flowrate and WELS efficiency;
  - **Satisfactory** – All SMP’s identify WELS ratings for showerheads @ (min) 3-stars (<7.5L/min).
- (n) include solar photovoltaic system(s) to contribute to common area electricity consumption;
  - **Satisfactory** (SMP 1 & 3 / Building 4, 5 & 8) – Building 4, 5 & 8 are existing heritage with no solar proposed.
  - **Unsatisfactory** (SMP 2 & 4 / Building 6 & 9) – SMP 2 / Building 6 estimates space for 39 north-facing solar panels however doesn’t provide further details regarding generation and provision of buildings energy requirements, while SMP 4 / Building 9 incorrectly repeats wording from SMP 3 / Building 8.
    - Clarify provision and generation for building 6 & 9.
- (o) consider FSC accredited timber;
  - **Satisfactory** – All SMP’s identified a commitment for 95% of timber (by cost) to be certified (section 3.5.5), and have claimed Green Star credit ‘20.2 Responsible Building Materials – Timber’.

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

(p) delete ambiguous language

- **Satisfactory** – *Language throughout Green Star reports amended to remove “further investigation required”.*

Having reviewed the above documents, the following conditions require further clarification to ensure development is in line with City of Yarra’s ESD objectives:

- (a) the decision plans
- (c) a minimum 100% STORM score for each building;
- (n) include solar photovoltaic system(s) to contribute to common area electricity consumption

Cheers,

Gavin

**Gavin Ashley**

Environmental Sustainable Development Advisor

City of Yarra PO Box 168 Richmond 3121

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17 September 2020

640.10090.03790 2 Gough Stage2A 2B 20200917.docx

City of Yarra  
PO Box 168  
RICHMOND VIC 3121

Attention: Mary Osman

Dear Mary

**2 Gough Street Richmond - STAGE 2A and 2B  
Development Application Acoustic Review - Updated Reports March and April 2020  
Amended Permit 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 reports prepared to support the application for the mixed use development at 2 Gough Street Richmond - STAGE 2A and 2B.

SLR have provided review services for Stage 1 and 2 of this site previously, and were also involved in the VCAT hearing. The original reporting for this project was from Renzo Tonin & Associates, with subsequent reports by Octave Acoustics.

Two updated reports have been provided (split into Stage 2A and 2B) that respond to the amendment permit condition 58. Details of the two reports that are the subject of this review are as follows.

Stage 2A Report:

- Title: 2-6 Gough Street, Cremorne – Town Planning Stage Acoustic Report for Stage 2A (Rev. 7a)
- Date: 28 April 2020
- Reference: AA422MB-01E02 Town Planning Acoustic Report for Stage 2A (r7a)
- Prepared for: Caydon Property Group Pty Ltd
- Prepared by: Octave Acoustics

Stage 2B Report:

- Title: 2-6 Gough Street, Cremorne – Town Planning Stage Acoustic Report for Building B9 + B9 Silos, Amendment Application Stage 2B
- Date: 20 March 2020
- Reference: AA422MB-01E03 Town Planning Acoustic Report for Stage 2B Amendment Application (r4)
- Prepared for: Caydon Property Group Pty Ltd
- Prepared by: Octave Acoustics

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia  
T: +61 3 9249 9400 E: melbourne@slrconsulting.com  
www.slrconsulting.com ABN 29 001 584 612

## Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

City of Yarra  
 2 Gough Street Richmond - STAGE 2A and 2B  
 Development Application Acoustic Review - Updated Reports March and April 2020  
 Amended Permit PLN 15/1176

SLR Ref: 640.10090.03790 2 Gough Stage 2A 2B  
 20200917.docx  
 Date: 17 September 2020

Octave Acoustics have also provided a covering letter to the report titled *2-6 Gough Street, Cremorne, Response to draft Council Permit Conditions – Stage 2A Application*, dated 18 October 2019, which provides a summary of the responses to the specific permit condition items.

#### Permit

The amendment permit is as follows:

##### Acoustic report

58. *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 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;*

*(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*

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

City of Yarra  
 2 Gough Street Richmond - STAGE 2A and 2B  
 Development Application Acoustic Review - Updated Reports March and April 2020  
 Amended Permit PLN 15/1176

SLR Ref: 640.10090.03790 2 Gough Stage2A 2B  
 20200917.docx  
 Date: 17 September 2020

*(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.*

*(h) address the impact of the loading bay area on dwellings with the door installed to the loading dock must achieve a minimum sound insulation performance of not less than Rw 22db.*

Condition h is a new condition addressing a previously raised SLR review item.

**REVIEW**

We provide a review below with specific reference to permit condition items. Our current review comments are in *red*. We have also generally reviewed the application drawings as part of this review.

**(a) be amended to reflect the decision plans.**

Octave Acoustics Response March / April 2020: Section 1.1 of revised Stage 2A report refers to Revision 2 drawings dated 27/03/2020. The Stage 2B report refers to 'Set 1' drawings dated 27/03/2020.

**SLR Response / Comment:**

*With reference to the amended drawing we note Stage 2A drawings are Revision 5 dated 15/07/2020.*

*With reference to the amended drawing we note Stage 2B drawings are Revision 2 dated 15/07/2020.*

*Both of these drawing sets are more recent and do not correspond to the drawings quoted in the acoustic report. It needs to be clarified that the drawings referenced by Octave are no different to the current amended drawings.*

**(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);**

Octave Acoustics Response March / April 2020: Addressed via update in Section 5.1.1.3 of revised report for Stage 2A and Section 5.1.1 for the Stage 2B report.

**SLR Response / Comment: Addressed**

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

Octave Acoustics Response 28 April 2020: Addressed via update in Section 5.2.1 of revised Stage 2A report. There are no dwellings in Stage 2B.

**SLR Response / Comment: In line with previously accepted reports, addressed.**

**(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 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**

## Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

City of Yarra  
2 Gough Street Richmond - STAGE 2A and 2B  
Development Application Acoustic Review - Updated Reports March and April 2020  
Amended Permit PLN 15/1176

SLR Ref: 640.10090.03790 2 Gough Stage2A 2B  
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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;

Octave Acoustics Response March / April 2020: Addressed in Section 5.1.1.5, Section 5.1.1.6 and Section 5.1.1.7 of the Stage 2A Acoustic Report.

*SLR Response / Comment: In line with previously accepted report approaches, addressed.*

(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;

Octave Acoustics Response March / April 2020: Octave note some of these sources are no longer applicable (pool and supermarket deleted). Loading dock and car park entry doors to off-site residential receivers are considered in Section 5.1.1.1 and Section 5.1.1.2 of the Stage 2A Acoustic Report. Gymnasium advice is also provide in 5.1.2.

*SLR Final Response / Comment: Generally acceptable and in line with previously accepted approaches.*

(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

Octave Acoustics Response March / April 2020: For the Stage 2A Report, Section 5.1.1.5, Section 5.1.1.6 and Section 5.1.1.7 address music and patron noise from restaurants. For the Stage 2B report, Section 5.1.1.5 and Section 5.1.1.6 address these sources

*SLR Response / Comment: Generally acceptable and in line with previous report versions which have been approved. We note that day period patron noise criteria (background + 15 dB) are not entirely in line with our past review recommendations but this has no significant bearing on the reports as the evening and night periods drive the assessment.*

(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.

Octave Acoustics Response 28 April 2020: Addressed via update in Section 5.2.1 of revised report for Stage A.

The Stage 2B report does not provide any traffic noise assessment to office uses.

*SLR Response / Comment: In line with previously accepted reports in relation to traffic noise impacts and façade advice to apartments. There is no traffic noise assessment to the Stage 2B commercial office uses. The use of the building has changed since the permit conditions were formulated. In order to ensure the building provides an acceptable level of internal amenity to future office occupants, it would be appropriate for a traffic noise assessment and glazing design review to be provided in the Stage 2B report. Internal assessment targets in line with AS/NZS 2107 would be appropriate.*

## Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

City of Yarra  
2 Gough Street Richmond - STAGE 2A and 2B  
Development Application Acoustic Review - Updated Reports March and April 2020  
Amended Permit PLN 15/1176

SLR Ref: 640.10090.03790 2 Gough: Stage2A 2B  
20200917.docx  
Date: 17 September 2020

(h) address the impact of the loading bay area on dwellings with the door installed to the loading dock must achieve a minimum sound insulation performance of not less than Rw 22db.

Octave Acoustics Response 28 April 2020: Addressed via update in Section 5.1.1.1 of revised Stage 2A report

*SLR Response / Comment: Acceptable*

### SLR SUMMARY

The revised and updated acoustic reports from Octave Acoustics provide generally appropriate responses to the previous and amended permit conditions for the project.

Specific reference to new permit condition (h) relating to the loading bay entry door has also been included.

However, we note the following items that should be addressed:

- The acoustic reports for Stage 2A and 2B still reference an older set of drawings than the current application drawings. Clarification (or update of reports) should be provided that the drawings are materially identical.
- The primary use of Building B9 (Stage 2B) has changed to an office use. This building is subject to high levels of traffic noise impact from City Link and it would be prudent to provide a noise assessment and appropriate design response to control traffic noise into the office spaces. Internal assessment targets in line with AS/NZS 2107 would be appropriate.

Regards,



Jim Antonopoulos  
Principal – Acoustics

Checked/Authorised by: DW

## **PLN15/1176.02 – 2 Gough Street, Cremorne – Section 57A Application referrals**

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### **Internal referrals**

1. ESD
2. Waste Management

### **Consultant referrals**

1. Acoustic - SLR



Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)



# MEMO

---

**TO:** Mary Osman  
**cc:**  
**FROM:** Gavin Ashley, ESD Advisor  
**DATE:** 16.04.2021  
**SUBJECT:** 2 Gough Street, Cremorne VIC 3121

Dear Mary,

I have reviewed the amended architectural plans (2A: Rev 6 – 25.10.20 & 2B: Rev 2 – 15.07.20 by Caydon) and the following amended SMP(s) for 2 Gough Street:

- 'SMP 1' - Building 4 & 5 (Irwin Consult – Rev 3, 19.11.20)
- 'SMP 2' - Building 6 (Irwin Consult – Rev 15, 19.11.20)
- 'SMP 3' - Building 8 (Irwin Consult – Rev 13, 19.11.20)
- 'SMP 4' - Building 9 (Irwin Consult – Rev 15, 19.11.20)

Previous ESD (dated 26.09.20) provided an assessment against permit condition 63 'Sustainable Management Plan', with the following items outstanding:

- *Update all SMP to refer to most recent plans.*
  - **Unsatisfactory** – SMP 1 & 3 reference plans dated 20.04.20, and SMP references plans dated 01.10.20. SMP 4 (for Building 9) references the most up to date plans.
  - **Action** – Revise referenced plans to match most up to date versions (25.10.20 or 15.07.20).
- *Provide a STORM report for each building identifying a score >100% or target outcomes listed in column B (in Green Star table 26.2).*
  - **Unsatisfactory** – While the provided MUSIC modelling identifies achievement of STORM in terms of Total Nitrogen and Phosphorous reduction, the SMP(s) still reference column A of Table 26.2 in Green Star which identifies a 30% reduction target (compared to 45% for STORM).
  - **Action** – Amend language to state the built outcome will target a 45+% reduction in Total Nitrogen and Phosphorous, OR target column B and increase treatment accordingly.

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

Having reviewed the documentation, there still remains clarity around these two items before the proposal can comfortably be approved from an ESD perspective.

Cheers,

Gavin

**Gavin Ashley**

Environmental Sustainable Development Advisor

City of Yarra PO Box 168 Richmond 3121

T (03) 9205 5366 F (03) 8417 6666

E [gavin.ashley@yarracity.vic.gov.au](mailto:gavin.ashley@yarracity.vic.gov.au)

W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)



21 April 2021

640.10090.03790 2 Gough Stage2A 2B 20210421.docx

City of Yarra  
PO Box 168  
RICHMOND VIC 3121

Attention: Mary Osman

Dear Mary

**2 Gough Street Richmond - STAGE 2A and 2B  
Development Application Acoustic Review - Updated Reports March and April 2020  
Amended Permit 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 reports prepared to support the application for the mixed use development at 2 Gough Street Richmond - STAGE 2A and 2B.

SLR have provided review services for Stage 1 and 2 of this site previously, and were also involved in the VCAT hearing. The original reporting for this project was from Renzo Tonin & Associates, with subsequent reports by Octave Acoustics. Our most recent review was dated 17 September 2020.

Two updated reports have been provided (split into Stage 2A and 2B) that respond to the amendment permit condition 58. Details of the two reports that are the subject of this review are as follows.

Stage 2A Report:

- Title: 2-6 Gough Street, Cremorne – Town Planning Stage Acoustic Report for Stage 2A (Rev. 7a)
- Date: 25 September 2020
- Reference: AA422MB-01E02 Town Planning Acoustic Report for Stage 2A (r8)
- Prepared for: Caydon Property Group Pty Ltd
- Prepared by: Octave Acoustics

Stage 2B Report:

- Title: 2-6 Gough Street, Cremorne – Town Planning Stage Acoustic Report for Building B9 + B9 Silos, Amendment Application Stage 2B (r5)
- Date: 25 September 2020
- Reference: AA422MB-01E03 Town Planning Acoustic Report for Stage 2B Amendment Application (r5)
- Prepared for: Caydon Property Group Pty Ltd
- Prepared by: Octave Acoustics

## Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

The current acoustic reports were prepared to address issues raised in our September 2020 review.

#### Permit

The amendment permit is as follows:

#### Acoustic report

58. 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 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;

(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.

## Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

(h) address the impact of the loading bay area on dwellings with the door installed to the loading dock must achieve a minimum sound insulation performance of not less than Rw 22db.

#### Current Drawing Sets

The current drawing sets are the:

- Stage 2A RFI Referral Comments set by Cayden, dated 12 November 2020, and
- Stage 2B RFI Referral Comments set by Cayden, dated 12 November 2020.

### 1 SLR 2020 REVIEW SUMMARY

The following dot points were raised by SLR in our 2020 review. The extent to which these matters have been addressed in the current report is discussed in the sections below.

#### SLR 2020 Review Comments

- *The acoustic reports for Stage 2A and 2B still reference an older set of drawings than the current application drawings. Clarification (or update of reports) should be provided that the drawings are materially identical.*
- *The primary use of Building B9 (Stage 2B) has changed to an office use. This building is subject to high levels of traffic noise impact from City Link and it would be prudent to provide a noise assessment and appropriate design response to control traffic noise into the office spaces. Internal assessment targets in line with AS/NZS 2107 would be appropriate.*

#### 1.1 Drawing References – SLR dot point 1

*(Section 1.1 of both reports)*

The report has been updated to reference the following drawings:

- Stage 2A: Town Planning Submission drawings, Revision C, dated 15/07/2020
- Stage 2B: Town Planning Submission drawings, Revision E, dated 15/07/2020

**SLR Comments:** *The report does not reference the current drawing sets for either project. The current sets are the RFI Referral Comments sets dated 12 November 2020.*

*Based on our review of the July 2020 drawings and the current sets, there are no significant layout changes and no changes that would impact the findings of the acoustic report.*

*It would be desirable from a documentation perspective for the reports to reference the current drawings, however given that there are not material changes, Council should determine whether the report references need to be updated again.*

## Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

## 1.2 Road traffic noise to offices (Stage 2B) – SLR dot point 2

The acoustic report for stage 2B has been updated to provide an assessment of road traffic noise to the proposed office development, in accordance with the comments made by SLR.

### 1.2.1 Noise Criteria for Offices

(Section 4.4 of the report)

Offices on the project are proposed to be designed to provide an internal noise level in the range 40-45 dBA. These levels are derived from the AS2107:2016 recommended range for open plan offices.

**SLR Comments:** *The design sound ranges are appropriate. We note that these levels should be met by both traffic and mechanical plant noise combined.*

### 1.2.2 Traffic Noise Measurements

(Section 3 of the report for Stage 2B)

Measurements undertaken overlooking the M1 freeway in 2017 have been presented in the current report. The noise logger used to quantify road traffic impacts to the subject site was deployed on the roof of a warehouse building approximately 100 m south east of the subject site, at a height of approximately 10 m above ground and about 5 m from the nearest lane of the freeway. The logger was noted to have a line of sight to all lanes of the freeway. The logger location is shown in Figure 1 of the report. Monitoring was undertaken from Tuesday 16 to Saturday 20 May 2017.

The highest average day and night levels are presented in Table 1 of the report, and were 74 dBA  $L_{eq}$  (day / evening - 6 am to 10 pm) and 70 dBA  $L_{eq}$  (night - 10 pm to 6 am the following day).

**SLR Comments:** *The measurement location is suitable for quantifying road traffic noise to the subject development and the results are consistent with data we have previously reviewed for the area. Graphical data for the monitoring is not presented, and our preference is for this data to be included for transparency.*

## 1.3 Predictions of Traffic Noise to the Facade

(Section 5.1.2.1 of the report for Stage 2B)

A 3D computer noise model has been prepared to predict road traffic noise to the façade of the offices and the predicted noise levels have been used to determine the glazing required to control road traffic noise to achieve the nominated design targets.

The recommended treatments are shown on the plans in Appendix A of the report, and described in Table 11. The potentially most impacted areas of the building are proposed to have not less than  $R_w = 37$  dB glazing. Indicative glazing that will meet this requirement is described as 10.76 mm thick laminated glass / 12 mm airgap / 6 mm glass.

**SLR Comments:** *Details of the noise model and the predicted levels at the building façade are not provided in the current report. This information should ideally be included for transparency.*

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

City of Yarra  
 2 Gough Street Richmond - STAGE 2A and 2B  
 Development Application Acoustic Review - Updated Reports March and April 2020  
 Amended Permit PLN 15/1176

SLR Ref: 640.10090.03790 2 Gough Stage2A 2B  
 20210421.docx  
 Date: 21 April 2021

*However, the measured noise level at Location 1 (74 dBA) is likely to be representative of future noise impacts to offices in closest proximity to the freeway. We have used this level in our indicative calculations of noise to office spaces.*

*Our calculations suggest marginal compliance with the upper end of the nominated range (i.e. 45 dBA) for road traffic noise alone, assuming the indicative glazing system provided by Octave. Internal noise levels may increase slightly due to contribution from mechanical plant (although this could be managed by designing mechanical plant noise to meet lower targets).*

*We also note that it would be possible to meet the specified glazing rating of  $R_w = 37$  dB with a lesser system than the indicative system provided in the report. For example, there are tested glazing systems comprising 6 mm glass / 12 mm airgap / 6.38 mm glass that achieve  $R_w = 37$  dB but would result in higher internal noise levels than the indicative system of 10.76 mm glass / 12 mm airgap / 6 mm glass. This latter system is often rated as  $R_w = 39$  dB.*

*It is of consideration that the indicative façade treatment proposed in the report is at the upper end of the systems available for insulating glass units (IGUs). Any further upgrade of glazing from 10.76 mm glass / 12 mm airgap / 6 mm glass is likely to involve acoustical double glazing (i.e. air cavities of at least 50 mm). Given the potential cost implications on the project, and the fact that we are predicting marginal compliance rather than clear non-compliance, we have not proposed mandating further glazing upgrades. However, it would be preferable for the report to reference  $R_w = 39$  dB glazing, rather than the provided  $R_w = 37$  dB rating, to ensure that façade treatments are not downgraded from the indicative system provided in the report.*

*Further upgrades from this system should nevertheless be considered by the developer if they seek to provide a better than minimum level of acoustic amenity indoors, due to road traffic noise.*

## 2 General Reports

SLR has compared the current acoustic reports with the earlier versions and note that the only changes are those discussed in this review. The current reports are otherwise in accordance with the previous versions.

## 3 Summary

The revised and updated acoustic reports from Octave Acoustics provide generally appropriate responses to the original and amended permit conditions for the project.

However, we note the following:

- The acoustic reports for Stage 2A and 2B still reference an older set of drawings than the current application drawings. These drawings are not materially different, however it would be desirable for the acoustic reports to reference the current drawings (Council should determine the importance of requiring this change).
- Advice has been provided in the report for Stage 2B for controlling road traffic noise to offices in Building B9. Our indicative calculations suggest marginal compliance with the upper end of the nominated design range, provided that:
  - There is no significant contribution from other sources of noise, such as mechanical plant, and
  - The indicative glazing system, which has a rating of  $R_w = 39$  dB is installed, rather than the specified rating of  $R_w = 37$  dB.

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

City of Yarra  
2 Gough Street Richmond - STAGE 2A and 2B  
Development Application Acoustic Review - Updated Reports March and April 2020  
Amended Permit PLN 15/1176

SLR Ref: 640.10090.03790 2 Gough Stage2A 2B  
20210421.docx  
Date: 21 April 2021

We recommend that the glazing specification for windows exposed to the highest levels of road traffic noise be changed to  $R_w = 39$  dB to prevent any downgrade from the indicative system provided in the report. This system is predicted to provide marginal compliance with the upper end of the nominated range.

Further upgrades to the façade should be considered by the developer if they wish to provide a better level of acoustic amenity to offices overlooking the freeway.

Regards,



Dianne Williams  
Principal – Acoustics

Checked/Authorised by: JA



**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

**From:** Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>  
**Sent:** Tuesday, 27 April 2021 5:36 PM  
**To:** Osman, Mary <Mary.Osman@yarracity.vic.gov.au>  
**Subject:** RE: HPE CM: RE: Nylex Silos - PLN15/1176 - Waste Management Plan - EMAIL 1

Hi Mary,

The waste management plan for The Malt Precinct: Stage 2A Building 8 2 Gough Street, Cremorne authored by Irwinconsult and dated 18/11/20 is satisfactory from a City Works Branch's perspective.

The waste management plan for The Malt Precinct: Stage 2A Building 9 & Silos 2 Gough Street, Cremorne authored by Irwinconsult and dated 18/11/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi

Contract Management Officer

Yarra Waste Services - City Works Branch

168 Roseneath St CLIFTON HILL VIC 3068

T (03) 9205 5547 F (03) 8417 6666

[Atha.Athanasi@yarracity.vic.gov.au](mailto:Atha.Athanasi@yarracity.vic.gov.au)

[www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

**Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)**

**From:** Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>  
**Sent:** Tuesday, 27 April 2021 5:39 PM  
**To:** Osman, Mary <Mary.Osman@yarracity.vic.gov.au>  
**Subject:** RE: HPE CM: RE: Nylex Silos - PLN15/1176 - Waste Management Plan - EMAIL 2

Hi Mary,

The waste management plan for The Malt Precinct: Stage 2A Building 6 2 Gough Street, Cremorne authored by Irwinconsult and dated 18/11/20 is satisfactory from a City Works Branch's perspective.

The waste management plan for The Malt Precinct: Stage 2A Building 4 & Building 5 2 Gough Street, Cremorne authored by WSP and dated 22/10/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi

Contract Management Officer

Yarra Waste Services - City Works Branch

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

Helping you understand your planning needs



**PLANNING PERMIT (Amended)**

**Permit No:** PLN15/1176

**Planning Scheme:** Yarra

**Responsible Authority:** City Of Yarra

**ADDRESS OF THE LAND:**

2 Gough St Cremorne VIC 3121

**THE PERMIT ALLOWS:**

**For the purpose of the following, in accordance with the endorsed plan(s).**

Development of the land for buildings and works, including the construction of three buildings, use of the land as accommodation (dwellings and residential hotel), function centre, shop and restaurant, food and drink premises (café); art gallery, reduction in the car parking requirements and construction and display of signs (relocation of Nylex and Victoria Bitter signs on top of silos B8 and B9).

**THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:**

**Staging**

- 1 The staging as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

**Stage 2A**

- 2 Before the development starts, amended plans to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the application plans; TP-000 – TP-006, TP-096 – TP-115, TP-130 – TP-144, TP-150 – TP-155, TP-166 – TP-170, TP-201 – TP-204, TP231, TP-251, TP-301 – TP-303, TP-500 – TP-501, received 8 November 2019 and prepared by Caydon, and TP00 – TP-08, TP10 – TP-13, TP30 – TP32, TP40 – TP-42, TP-60 – TP61 and material details received 18 December 2018 prepared by Lovell Chen but modified to show:

Staging

- (a) The staging plan for Stage 2A to include:

**Date: 22 January 2018**

  
 \_\_\_\_\_  
 Mary Osman  
 Signature for the Responsible Authority

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- i Building B4, B5, B6, B8 and Victoria Bitter Sign and all basement car park levels within Building B9 including all vehicular access and egress ways an loading area;
- ii Building B9 outline on all relevant plans

Land use

- (b) Development schedule to accurately reflect all uses, floor areas and provision of bikes, cars, storage and the like;
- (c) the bakery/retail as a 'food and drinks premises (café)';
- (d) location of heritage visitor centre within the ground floor to outline the history of the former brewery;

Built form

- (e) a complete set of detailed elevation and section drawings of all buildings clearly showing windows, doors, balconies and the like and to correctly label each use;
- (f) no works within the Road Zone, Category 1;
- (g) details of the fire booster cupboards and treatments;
- (h) a schedule of external colours and materials, including samples, coloured elevations and perspectives. The façades of all buildings proposing the use of glass must be confirmed as meeting the relevant EPA standards for glare;
- (i) treatment of all lower level walls with a graffiti-proof finish;
- (j) detailed plans showing the interface between the retained/modified heritage fabric and the ground level open space areas;
- (k) location of all solar panels as outlined within the endorsed SMP;

*Buildings B4 & B5*

- (l) deletion of the servery window facing Gough Street along the northern end of B4 (may be replaced with a window that does not function as a servery);
- (m) consistency between the floor and elevation plans of B4 and B5;
- (n) B4 and B5 windows as operable;

*Building B6*

- (o) external, operable, vertical screening to the level 10-12 western windows of building B6;
- (p) the south setback of level 13, building B6;
- (q) reconstruction of ground floor northern wall (BOH area) to show window openings or blind windows and not to present as a blank wall;
- (r) screening of ground floor plant and equipment adjacent to BOH area;
- (s) stair element to south elevation to be treated in another material or detail a patterned concrete finish;
- (t) windows within the hotel rooms to be shown as operable;

**Date: 22 January 2018**

  
\_\_\_\_\_  
Mary Osman  
Signature for the Responsible Authority

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- (u) details of the glazing treatment of B6 and concrete strip pattern to ensure a quality and cohesive design response;
- (v) insertion of additional balconies to the southern façade hotel rooms to improve amenity of these rooms and improve fenestration of the southern façade of the building.

*Building B8*

- (w) notation on roof plan to state location of relocated 'Victoria Bitter' sign;
- (x) deletion of structural supports at ground level unless no other option is possible as advised by a suitably qualified engineer.

**Signage**

- (y) details of the relocated sign (Victoria Bitter), including:
  - i dimensions;
  - ii the colour, materiality and lettering style;
  - iii the type and level of illumination; and

**B9 Car parking/bicycle parking**

- (z) a maximum of 245 spaces on site;
- (aa) deletion of drop off/pick up area shown on Gough Street;
- (bb) ramp grades and lengths dimensioned;
- (cc) kerbs, barriers, wheel stops and structural elements shown in the car parking areas;
- (dd) the location and dimensions of supporting columns within all car park areas. The car parking spaces must meet diagram 1 of clause 52.06-9 of the Yarra Planning Scheme;
- (ee) sectional drawings of the ramps and access ways, demonstrating a minimum headroom clearance of 2.2m, with the exception being a minimum 2.5m height clearance above disabled car parking spaces;
- (ff) details of car park security (e.g. roller doors, intercoms, swipe card readers, etc.);
- (gg) 1 in 20 scale cross-sectional drawings of the development's vehicular entrances, showing the actual reduced levels (not interpolated levels from the application drawings) of the road profile, the lip of the channel, the invert of the channel, the top of kerb and the existing building line. The existing road profiles of Gough Street (from the kerb line to the centre line of the road) and the access ways inside the property must be accurately drawn. The cross-section must demonstrate that vehicles can traverse the new vehicle crossing and ramp without scraping or bottoming out, using a B99 design vehicle;
- (hh) underside clearance of over-bonnet storage cages;
- (ii) all bicycle parking spaces located to the satisfaction of the responsible authority;
- (jj) bicycle signage as per clause 52.34-5 of the Yarra Planning Scheme;
- (kk) details of bicycle storage/parking systems to the satisfaction of the responsible authority;
- (ll) at least 25% of the provided bicycle parking accessible at ground level (i.e. not hanging systems);

**Date: 22 January 2018**

  
Mary Osman  
Signature for the Responsible Authority

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- (mm) an overall provision of 300 bicycle parking spaces including provision for non residential use;
- (nn) all resident and staff bicycle parking spaces secured behind lockable gates;
- (oo) a convex mirror adjacent to the vehicular exit;
- (pp) dimensions of parallel car parking spaces;
- (qq) the width of the aisle between the west row of parking spaces and the face of the column in basements 1-4
- (rr) the length of the loading bay, with a minimum overhead clearance of 4.5m;
- (ss) review of column locations for the following spaces:
  - i Spaces 43 (TP-166, TP-167 and TP-168);
  - ii Space 38 (TP-169)
  - iii Spaces 15 and 16 ((TP-166, TP-167 and TP-168); and
  - iv Spaces 14 and 15 (TP-169)
- (tt) Modifications to the cut back of ramp and column locations as shown on plans prepared by Irwin consultants contained within The Malt District Stage 2 report dated 7 November 2019 and referenced as:
  - i 12ME0257 SK179
  - ii 12ME0257 SK182
  - iii 12ME0257 SK185; and
  - iv 12ME0257 SK188
- (uu) dimension of blind aisle extensions;
- (vv) number of car parking spaces, storage cages and bicycle parking spaces to correlate between the project area summary and the plans;
- (ww) at least 5 car share spaces provided on site;
- (xx) electric vehicle charging point locations
- (yy) details of the roller/tilt doors to vehicular access and egress point and loading area;

**General**

- (zz) a lighting plan addressing entries and public spaces within the development;
- (aaa) a circulation and public access plan, detailing all fixed elements (including seats) to ensure clear and unfettered public movement is provided through the open space areas;
- (bbb) Location and details of the water tanks as outlined within the SMP (50,000 litre tanks in B6 and B8)

**Date: 22 January 2018**

  
\_\_\_\_\_  
Mary Osman  
Signature for the Responsible Authority

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

(ccc) changes (as necessary) as per the endorsed, façade strategy, landscape plan Acoustic Report, Wind Report, Sustainable Management Plan, and Waste Management Plan.

**Stage 2B**

- 3 Before the development starts, amended plans to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the application plans; TP-000 – TP-006, TP-096 – TP-115, TP-170 – TP-185, TP-201 – TP-204, TP-271 – TP-273, TP-301 – TP-303, TP-502, TP-599 – TP-613 received 8 November 2019 and prepared by Caydon but modified to show:

**Staging**

- (a) The staging plan for Stage 2B to include:
- i Building B9 and Nylex Sign
  - ii Buildings B6 and B8 interface with B9

**Land use**

- (b) Development schedule to accurately reflect all uses, floor areas and provision of bikes, cars, storage and the like;
- (c) the 'bar' on top of building B9 (inside and outside areas) shown as a 'restaurant';

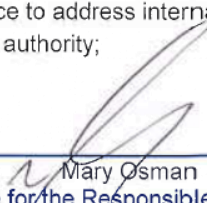
**Built form**

- (d) a complete set of detailed elevation and section drawings of all buildings clearly showing windows, doors, balconies and the like and to correctly label each use;
- (e) no works within the Road Zone, Category 1;
- (f) details of the fire booster cupboards and treatments;
- (g) a schedule of external colours and materials, including samples, coloured elevations and perspectives. The façades of all buildings proposing the use of glass must be confirmed as meeting the relevant EPA standards for glare;
- (h) treatment of all lower level walls with a graffiti-proof finish;
- (i) detailed plans showing the interface between the retained/modified heritage fabric and the ground level open space areas;
- (j) reduction in the provision of services along Gough Street to improve pedestrian connectivity with Gough Street.

*Building B9*

- (k) deletion of all openings in the wall along the western boundary of B9 and treatment of this interface to avoid its presentation as a blank wall;
- (l) screening to habitable room windows, balcony or terrace to address internal overlooking, where necessary, to the satisfaction of the responsible authority;

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- (m) at least 25% of the smaller units capable of amalgamation into larger 2 or 3 bedroom apartments; floor, section and elevation plans to correlate;
- (n) maximum floor to ceiling heights of 2.7m in living rooms and bed rooms;
- (o) a general signage plan, directing pedestrians to each residential entry;
- (p) B9 – level 3 and above set back a minimum 4.5m from the western boundary
- (q) B9 – levels 1 to 11 – deletion of the bedroom south of the wintergarden and extension of the adjacent living/dining/kitchen area;
- (r) details of dining and living room furnishing for four adults for the two-bedroom dwellings
- (s) other than the connecting bridges new building B9 segment is to be set back a minimum of 3.4m from the retained B9 silos;
- (t) maximised area of operability for wintergarden facades (above balustrade height);
- (u) details of above ground rainwater treatment plant adjacent to silos;
- (v) redesign of Level 1 & 2 dwellings (west facing) as depicted in sketch plans prepared by Caydon received 13 December 2019;
- (w) redesign of dwellings 101, 114, 201, 218, 301, 316, 410, 415, 501, 515, 601, 613, 701, 713, 801, 813, 901, 912, 1001, 1009, 1101, 1112, 1201, 1209, 1301 and 1310 as shown in sketch plan labelled sheet 001 – response to item 55B dated 8 November 2019;
- (x) redesign of dwellings 402, 502, 602, 802, 902, 1102 and 1302 to improve outlook and amenity from the balcony space.
- (y) Review and redesign apartment layouts for 502, 602, 802 and 902 to improve living/dinner habitable spaces;
- (z) Redesign of dwelling 902 as shown in sketch plan labelled sheet 002 – response to item 55Div dated 8 November 2019.
- (aa) Pergola structure proposed to level 14 dwelling 1306 and outdoor terrace area of the 'Nylex restaurant'.
- (bb) Ground level plan to include access and egress and loading area as shown on endorsed plans for Stage 2a.

B9 Car parking/bicycle parking

- (cc) All car parking and loading areas as endorsed under Stage 2A

Signage

- (dd) details of the relocated sign (Nylex), including:
  - i dimensions;
  - ii the colour, materiality and lettering style;
  - iii the type and level of illumination; and
  - iv confirmation that the Nylex sign will be turned on.

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

**General**

- (ee) a lighting plan addressing entries and public spaces within the development;
- (ff) a circulation and public access plan, detailing all fixed elements (including seats) to ensure clear and unfettered public movement is provided through the open space areas;
- (gg) Location and details of the water tank as outlined within the SMP 60,000 litre tank in B9
- (hh) changes (as necessary) as per the endorsed, façade strategy, landscape plan Acoustic Report, Wind Report, Sustainable Management Plan, and Waste Management Plan.

**Occupation of Stage 2A**

- 4 Prior to the occupation of any of the uses in stage 2A, the car parking, access and loading required for these uses must be constructed, completed and be to the satisfaction of the Responsible Authority.

**General**

- 5 The development and uses as shown on the endorsed plans must not be altered without the prior written consent of the responsible authority.
- 6 After the relocation of the Nylex sign, the sign must be turned on to the satisfaction of the responsible authority.
- 7 As part of the ongoing consultant team, Fender Katsalidis Architects and Lovell Chen or an architectural firm(s) to the satisfaction of the responsible authority must be engaged to:
  - (a) oversee design and construction of the development; and
  - (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the responsible authority.

**Façade Strategy**

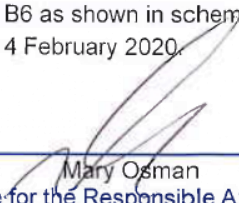
- 8 In conjunction with the submission of development plans before each stage, a Façade Strategy and Materials and Finishes Plan prepared in consultation with David Local Associates to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:
  - (a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical facade details for all buildings;
  - (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
  - (c) information about how the façade will be maintained, including any vegetation; and
  - (d) a sample board and coloured drawings outlining colours, materials and finishes to include:
    - i the use of actual bricks (i.e. not snaplock) within the podium level of building B9

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**Landscape Plan

- 9 Before the plans required by Condition No. 2 or 3 of this permit respectively are endorsed, updated landscape plans generally in accordance with the landscape concepts included within The Malt District Cremorne – Stage 2 dated 16 October 2019 prepared by Oculus must be submitted to and approved by the Responsible Authority. When approved, the Landscape plans will be endorsed and will form part of this permit. The landscape plan must show:
- (a) Areas proposed to be landscaped (stage 2A or 2B)
  - (b) landscape concepts more consistent with those shown on LP01 – Ground Floor Plan dated 5 June 2017.
  - (c) street tree species for Gough Street to be – *Hymenosporum flavum*, 100L size or a suitable alternative
  - (d) the type, location, quantity, pot size, height at maturity and botanical names of all proposed plants. Species within the landscape buffer must be shade tolerant and must provide clear visual links with the pedestrian link (low level shrubs/plants);
  - (e) the location of all areas to be covered by lawn, paving or other surface materials;
  - (f) the specification of works to be undertaken prior to planting;
  - (g) details of the watering and maintenance regime;
  - (h) garden bed dimensions;
  - (i) areas of paving and proposed materials;
  - (j) the location of proposed tree planting – distances from buildings and other infrastructure, planting proposed over the basement levels or under the overhanging built form;
  - (k) a clear definition of terraced spaces, retaining walls, seating elements and other structures independent of paving treatments;
  - (l) water sensitive urban design [WSUD] features;
  - (m) a clear delineation of public/private interface;
  - (n) cross-sections of open space areas are required, confirming which areas are raised or sunken;
  - (o) simplification of the ground level paving and lawn treatments (not too busy with larger lawn areas);
  - (p) proposed treatments to unused roof areas;
  - (q) the location of street trees with no loss of on street car parking (excluding for the new crossover);
  - (r) location of bike parking within each landscape precinct;
  - (s) modified landscape treatment to area between B5 and B6 as shown in schematic plan contained within David Lock Associates advice dated 14 February 2020.

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- 10 Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the responsible authority.
- 11 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the responsible authority.
- 12 All screening and other measures to prevent overlooking as shown on the endorsed plans must be maintained to the satisfaction of the responsible authority.
- 13 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the responsible authority.
- 14 All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.
- 15 All pipes except down pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.
- 16 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, any wall located on a boundary facing public property must be treated with a graffiti-proof finish to the satisfaction of the responsible authority.
- 17 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, external lighting capable of illuminating access to the basement car park, pedestrian walkway, laneway and dwelling entrances must be provided. Lighting must be:
  - (a) located;
  - (b) directed;
  - (c) shielded; and
  - (d) of limited intensity,all to the satisfaction of the responsible authority.
- 18 The use and development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).
- 19 The use and development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

**General Use Conditions**

- 20 The amenity of the area must not be detrimentally affected by the uses, including through:
  - (a) the transport of materials, goods or commodities to or from land;
  - (b) the appearance of any buildings, works or materials;

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; or
  - (d) the presence of vermin;
- to the satisfaction of the responsible authority.

**Dwellings**

- 21 The gym located in B9 must only be used by dwelling residents and employees of any business conducted in the development.

**Shop/Bakery**

- 22 Except with the written consent of the responsible authority the Shop/Bakery must only operate between the hours of 7am to 8pm, any day.

**B5 café**

- 23 Except with the written consent of the responsible authority no more than 84 patrons are permitted in the B5 café at any one time.
- 24 Except with the written consent of the responsible authority the B5 café must only operate between the hours of 7am to 8pm, any day.

**B5 restaurant**

- 25 Except with the written consent of the responsible authority no more than 195 patrons are permitted in the B5 restaurant at any one time.
- 26 Except with the written consent of the responsible authority the B5 restaurant must only operate between the hours of 7am to 11pm, any day.

**B6 restaurants**

- 27 Except with the written consent of the responsible authority no more than 120 patrons are permitted in the B6 restaurants at any one time.
- 28 Except with the written consent of the responsible authority the B9 restaurants must only operate between the hours of 6am to 11pm, any day.

**B9 restaurants**

- 29 Except with the written consent of the responsible authority no more than 100 patrons are permitted in the B9 restaurants at any one time.
- 30 Except with the written consent of the responsible authority the B9 restaurants must only operate between the hours of 7am to 1.00am, any day.

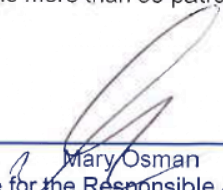
**B9 Function centre**

- 31 Except with the written consent of the responsible authority no more than 100 patrons are permitted in the function centre at any one time.
- 32 Except with the written consent of the responsible authority the function centre must only operate between the hours of 8am to 11pm, any day.

**B9 Art gallery**

- 33 Except with the written consent of the responsible authority no more than 50 patrons are permitted in the art gallery at any one time.

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- 34 Except with the written consent of the responsible authority the art gallery must only operate between the hours of 8am to 6pm, any day.

**Victorian Bitter and Nylex signs**

- 35 The location and details of the VB and Nylex signs, including the supporting structure, as shown on the endorsed plans must not be altered without the prior written consent of the responsible authority.
- 36 The signs must not include any flashing or intermittent light.
- 37 External sign lighting must be designed, baffled and located to the satisfaction of the responsible authority.
- 38 The signage component of this permit will expire if the signs are not erected within six years of the date of this permit. The responsible authority may extend the period referred to if a request is made in writing before the signage component of the permit expires or within six months afterwards for commencement or twelve months afterwards for completion.

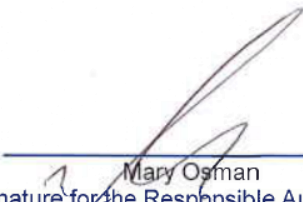
**Structural report requirement**

- 39 Before the demolition of either stage (2A or 2B) starts, a structural report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the structural report will be endorsed and will form part of this permit. The structural report must be prepared by a suitably qualified structural engineer and demonstrate the means by which the retained portions of the buildings on-site will be supported during demolition and construction works to ensure their retention.
- 40 The provisions, recommendations and requirements of the endorsed structural report must be implemented and complied with to the satisfaction of the responsible authority.

**Public Art Management Plan**

- 41 Before either stage (2A or 2B) of the development is occupied, a Public Art Management Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Public Art Management Plan will be endorsed and will then form part of this permit. The Public Art Management Plan must include, but not be limited to:
- (a) details of the commissioned artist(s);
  - (b) description of art work, including:
    - i materials;
    - ii colours;
    - iii dimensions;
    - iv content;
    - v special features (e.g. lighting);
  - (c) details of the installation process; and
  - (d) details of art work maintenance schedule.

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- 42 Before the final Stage of the development is occupied, buildings or by such later date as approved in writing by the responsible authority, the approved public art must be completed or security to the satisfaction of the responsible authority provided to secure its completion. Once completed, the public art must be maintained in accordance with the endorsed Public Art Management Plan to the satisfaction of the responsible authority.

**Public realm**

- 43 Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the Permit holder's expense.
- 44 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, the footpaths along the Gough and Cremorne Street frontages of the site must be reconstructed:
- (a) at the permit holder's cost; and
  - (b) to the satisfaction of the responsible authority.

The cross-fall of the reconstructed footpaths must be no steeper than 1 in 40.

- 45 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, the road pavements outside the Gough and Cremorne Street frontages of the site must be profiled and re-sheeted:
- (a) at the permit holder's cost; and
  - (b) to the satisfaction of the responsible authority.

The cross-fall of the reconstructed footpaths must be no steeper than 1 in 40. Any isolated areas of pavement failure will require full depth road pavement reconstruction.

- 46 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
- (a) at the permit holder's cost; and
  - (b) to the satisfaction of the responsible authority.

- 47 Before each stage of the buildings are occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossings must be constructed:
- (a) in accordance with any requirements or conditions imposed by Council;
  - (b) at the permit holder's cost; and
  - (c) to the satisfaction of the responsible authority.

- 48 Except with the prior written consent of the responsible authority, Council assets must not be altered in any way. All public works require the consent of the responsible authority prior to any works being undertaken.

- 49 Pit lids and levels must be readjusted to match the surface of the footpath, to the satisfaction of the responsible authority.

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- 50 Trees in the road reserves must be provided with structural soils to protect road pavements from damage by roots. The preferred tree cut size is 1.5m x 1.5m.
- 51 The layout of the street trees in Gough Street must show parking spaces between trees.
- 52 All street tree planting works must be carried out by the Council's tree planting contractor. Once tree locations are finalised, a cost to the owner will be determined and the owner is then responsible for payment to Council.
- 53 Prior to the occupation of Stage 2A and subject to obtaining the consent of the responsible authority and any other relevant road authority, all of the proposed network improvements set out in the GTA consultants report dated 18 July 2017 must be the subject of detailed plans and specifications prepared by the owner and then approved by the responsible authority. All works must be carried out in accordance with the approved plans and at the owner's cost in each and every respect.

**Public Access Management**

- 54 Before each stage of the development starts or at some later time approved by the responsible authority, a Public Access Management Plan must be prepared by the owner and approved by the responsible authority. The Public Access Management Plan must show all areas to be to be accessible by the public and must provide for the ongoing management and maintenance to the satisfaction of the responsible authority of all publicly accessible areas.
- 55 Once approved, the provisions, recommendations and requirements of the approved Public Access Management Plan must be implemented to the satisfaction of the responsible authority.

**Wind Assessment Report**

- 56 Before the plans required by Condition No.2 and 3 of this permit are endorsed respectively, an amended Wind Assessment Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority as relevant. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by Vipac and dated 18 March 2016, but modified to:
  - (a) reflect the decision plans submitted for endorsement including pergola structures on level 14 of building B9;
  - (b) include wind tunnel modelling to verify the results of the preliminary assessment;
  - (c) show details of the type, size and density of foliage of trees used to mitigate wind impacts; and
  - (d) confirm that the northern B5 café outdoor seating area would fulfil the sitting criteria.
  - (e) assess the inclusion of balconies to the upper levels of building B6.
- 57 The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the responsible authority.

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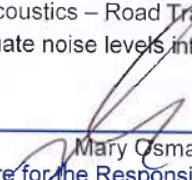
  
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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)****Acoustic report**

58 Before the plans required by Condition No. 2 and 3 of this permit are endorsed respectively, an amended Acoustic Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority as relevant. 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 Octave Acoustics, dated 18 October 2019 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 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;
- (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;

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*Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86*

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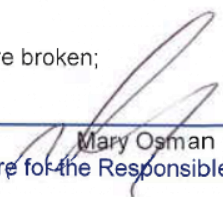
**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- (h) address the impact of the loading bay area on dwellings with the door installed to the loading dock must achieve a minimum sound insulation performance of not less than Rw 22db,
- 59 The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the responsible authority.
- 60 On the completion of any works required by the endorsed Acoustic Report and before the residential use commences of any Stage of the of the development, an updated Acoustic Report prepared by a suitably qualified acoustic consultant to the satisfaction of the responsible authority must be submitted to the responsible authority demonstrating by measurement that the required level of noise attenuation has been achieved. The report must:
  - (a) confirm compliance with relevant conditions of this permit; and
  - (b) provide measurement data taken from inside the dwellings of the development demonstrating compliance with 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 relevant requirement.
- 61 The recommendations and any works contained in the approved Acoustic Report must be implemented and completed and where there are recommendations of an ongoing nature must be maintained all to the satisfaction of the responsible authority.

**Residential Hotel Management Plan**

- 62 Before the residential hotel use starts, a Residential Hotel Management Plan must be submitted to, and approved by the responsible authority. When approved, the Residential Hotel Management Plan will be endorsed and will then form part of the permit. The Residential Hotel Management Plan must detail the following:
  - (a) procedures, and standards for guests to minimise amenity and parking impacts in the neighbourhood.
  - (b) measures to be taken by the operator to ensure that residential hotel guests and visitors do not cause nuisance or annoyance to persons beyond the land;
  - (c) establishment of a line of communication with adjoining owners and occupiers aimed at identifying and addressing amenity concerns;
  - (d) an outline of all house rules intended to be used to manage residents and guests including:
    - i guest behaviour;
    - ii noise;
    - iii alcohol consumption; and
    - iv methods of eviction if house rules are broken;
  - (e) Management of communal terraces;
  - (f) details of eviction process in the event house rules are broken;

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- (g) standards for property maintenance, health and cleanliness; and
- (h) security against thefts and break-ins, including security of guests' belongings.

**Sustainable Management Plan**

63 Before each stage of the development starts as relevant an amended Sustainable Management Plans for all buildings (B4, B5, B6, B8 and B9) to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Irwin Consult dated 31 October 2019, but modified to show/reflect/demonstrate:

- (a) the decision plans;
- (b) the changes required as per condition 1 (where relevant);
- (c) a minimum 100% STORM score for each building;
- (d) a minimum 4 star green star rating for each building;
- (e) glazing as either clear or tinted blue with a VLT of 0.6 or higher;
- (f) demonstration that all exposed north, east and west facing dwellings will achieve cooling loads no higher than 30MJ/m2/pa;
- (g) daylight modelling for the **amended** western level 1 and 2 B9 dwellings, demonstrating BESS compliance to the satisfaction of the responsible authority;
- (h) provision of a mechanical supply fresh air system to all single aspect dwellings to supply rates 50% above the minimum requirements in AS1668;
- (i) additional ventilation is provided to single aspect dwellings to supply rates 50% above the minimum requirements in AS1668;
- (j) commitment to install extraction fans in all kitchens (not re-circulating ranges);
- (k) include detail on waste and recycling;
- (l) detail hot water system(s) for dwellings;
- (m) nominate the showerhead flowrate and WELS efficiency;
- (n) include solar photovoltaic system(s) to contribute to common area electricity consumption;
- (o) consider FSC accredited timber;
- (p) delete ambiguous language

64 The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

65 Before each stage of the development is occupied, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

Sustainability Management Plan have been implemented in accordance with the approved plan.

**Waste Management Plan**

- 66 Before stage 2A starts, Waste Management Plans for Buildings B4 and B5 to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Waste Management Plan will be endorsed and will form part of this permit. The plan must:
- (a) reflect the decision plans;
  - (b) be written as a standalone document;
  - (c) be written regardless if a private or Council collection;
  - (d) address both rubbish and recycling for all uses (including hard, recycling and green (food) waste);
  - (e) include bin room details (for all tenants, residential, commercial, retail, supermarket, etc). The bin room(s) must be of an appropriate size for their intended use;
  - (f) confirm a minimum number of collections for all users, however, more than weekly collection may be considered with appropriate justification; and
  - (g) include information to tenants, owners corporation, property manager (information pack details);
- 67 The provisions, recommendations and requirements of the Waste Management Plans for Building B6, B8 and B9 prepared by Irwin Consultants dated 30 October 2019 be endorsed and must be implemented and complied with to the satisfaction of the responsible authority.
- 68 The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

**Landscaping**

- 69 Before each stage of the development is occupied, as relevant, or such later date as is approved by the responsible authority, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the responsible authority, unless security to the satisfaction of the responsible authority is provided for its completion.
- 70 The landscaping shown on the endorsed plans must be maintained by:
- (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
  - (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
  - (c) replacing any dead, diseased, dying or damaged plants;
- all to the satisfaction of the responsible authority.

**Car parking**

- 71 Before the development starts, a Car Park Management Plan prepared to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority.

**Date: 22 January 2018**

  
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Mary Osman  
Signature for the Responsible Authority

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

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 development schedule to accurately reflect all uses and floor areas
- (b) the provision of a maximum of 245 car spaces;
- (c) the allocation of car parking spaces as follows:
  - i 139 residential spaces;
  - ii 1 café space;
  - iii 14 restaurant spaces;
  - iv 5 function centre spaces;
  - v 2 art gallery spaces;
  - vi 1 shop space;
  - vii 50 office spaces;
  - viii 10 hotel spaces;
  - ix 5 car share spaces

The allocation of car spaces can be varies with the written consent of the Responsible Authority.

- (d) management details for residential loading/unloading when moving;
  - (e) 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;
  - (f) details of way-finding, cleaning and security of end of trip bicycle facilities;
  - (g) any policing arrangements and formal agreements;
  - (h) 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;
  - (i) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the endorsed Waste Management Plan (refer to Condition No. 57 of this permit);
  - (j) how the residential hotel drop off and pick up will be managed;
  - (k) details regarding the management of loading and unloading of goods and materials for the commercial uses.
  - (l) at least five car share spaces to be provided on site.
- 72 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.

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 Signature for the Responsible Authority

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- 73 Before each stage of the development is occupied, as relevant, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
- (a) constructed and available for use in accordance with the endorsed plans;
  - (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
  - (c) treated with an all-weather seal or some other durable surface; and
  - (d) line-marked or provided with some adequate means of showing the car parking spaces.
- to the satisfaction of the responsible authority.

**Traffic, roads and footpaths**

- 74 Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- 75 Before the development starts, the permit holder must pay a bank guarantee to the value of \$50,000 to the City of Yarra for traffic, car parking, road improvements and associated studies in the Cremorne area.
- The bank guarantee may be drawn down by Council and used for the proposed works and study by the responsible authority for traffic/road/car parking improvements in the Cremorne area, in consultation with the permit holder. The bank guarantee will be returned to the permit holder if the traffic/road/car parking improvements are not commenced by the relevant authorities before the final Stage of the development is occupied.

**Green Travel Plan**

- 76 Before each stage of the development is occupied, as relevant, a Green Travel Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:
- (a) a description of the location in the context of alternative modes of transport;
  - (b) the provision of real time passenger information displays for nearby stops within each residential lobby;
  - (c) employee / resident welcome packs (e.g. provision of Myki);
  - (d) a designated 'manager' or 'champion' responsible for co-ordination and implementation;
  - (e) details of bicycle parking and bicycle routes;
  - (f) details of Green Travel Plan funding and management responsibilities; and
  - (g) include provisions to be updated not less than every five years.
- 77 The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the responsible authority.

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Mary Osman  
Signature for the Responsible Authority

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)****Construction**

- 78 Before each stage of the development starts, a Construction Management Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Construction Management Plan will be endorsed and will form part of this permit. The Construction Management Plan must provide for:
- (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
  - (b) works necessary to protect road and other infrastructure;
  - (c) remediation of any damage to road and other infrastructure;
  - (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
  - (e) facilities for vehicle washing, which must be located on the land;
  - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
  - (g) site security;
  - (h) a lighting plan which must include:
    - i details if any existing public lighting assets require temporary disconnection, alternative lighting must be provided to maintain adequate lighting levels. A temporary lighting scheme can only be approved by Council and relevant power authority;
    - ii confirmation that existing public lighting would only be disconnected once temporary alternative lighting scheme becomes operational;
    - iii confirmation that the temporary lighting scheme will remain operational until a permanent lighting scheme is reinstated.
  - (i) management of any environmental hazards including, but not limited to:
    - i contaminated soil;
    - ii materials and waste;
    - iii dust;
    - iv stormwater contamination from run-off and wash-waters;
    - v sediment from the land on roads;
    - vi washing of concrete trucks and other vehicles and machinery; and
    - vii spillage from refuelling cranes and other vehicles and machinery;
  - (j) the construction program;

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- (k) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
- (l) parking facilities for construction workers;
- (m) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
- (n) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
- (o) an emergency contact that is available for 24 hours per day for residents and the responsible authority in the event of relevant queries or problems experienced;
- (p) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
- (q) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the responsible authority.

In preparing the Noise and Vibration Management Plan, consideration must be given to:

- i using lower noise work practice and equipment;
- ii the suitability of the land for the use of an electric crane;
- iii silencing all mechanical plant by the best practical means using current technology;
- iv fitting pneumatic tools with an effective silencer; and
- v other relevant considerations.

**79** During the construction:

- (a) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
- (b) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
- (c) vehicle borne material must not accumulate on the roads abutting the land;
- (d) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
- (e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

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- 80 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
- (a) at the permit holder's cost; and
  - (b) to the satisfaction of the responsible authority.
- 81 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossings must be constructed:
- (a) in accordance with any requirements or conditions imposed by Council;
  - (b) at the permit holder's cost; and
  - (c) to the satisfaction of the responsible authority.
- 82 No parking restriction signs must be removed, adjusted, changed or relocated without approval or authorisation from the responsible authority.
- 83 Except with the prior written consent of the responsible authority, demolition or construction works must not be carried out:
- (a) before 7 am or after 6 pm, Monday-Friday (excluding public holidays);
  - (b) before 9 am or after 3 pm, Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday); or
  - (c) at any time on Sundays, ANZAC Day, Christmas Day and Good Friday.

**Public lighting plan**

- 84 Before each stage of the development starts, as relevant, a Public Lighting Plan must be submitted to and approved by the responsible authority. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must:
- (a) confirm that all primary pedestrian access to a residential/ multi-purpose development will be lit by public lighting installations at least to lighting level P4 as specified in the Australian Standard AS 1125.3.1:2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements;
  - (b) confirm that any new poles and luminaires required for the development will be sourced from CitiPower/Jemena standard energy efficient luminaires list and comply with relevant CitiPower/Jemena technical requirements;
  - (c) confirm that light spillage into the windows of any existing and proposed residences will be avoided or minimised and must comply with the requirements of Australian Standard AS 4282 – 1997 Control of the obtrusive effects of outdoor lighting;
  - (d) confirm that the locations of any new light poles will not obstruct vehicular access into private property;
  - (e) include a commitment that the permit holder will ensure (by contacting relevant power authority) that the existing or proposed power supply conforms to "No Go Zone" requirements from the relevant power authority;

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**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

- (f) confirm that the supply and installation of any additional or upgraded lighting, electrical hardware and poles will be funded by the permit holder.

85 The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with to the satisfaction of the responsible authority.

**VicRoads Conditions**

- 86 VicRoads prohibits the construction of building/s or the carrying out of works within the Road Zone Category 1 (i.e. Punt Road and Harcourt Parade).
- 87 VicRoads prohibits vehicular, pedestrian or cycling access to the site along Harcourt Parade.
- 88 The luminance of the advertising sign/s (including The Victoria Bitter and Nylex signs) must be such it does not give a veiling of luminance to the driver, of greater than 0.25cdm<sup>2</sup>, throughout the driver's approach to the advertising sign/s.
- 89 Before the development starts, a truck wheel wash must be installed at the property boundary to enable all mud and other tyre borne debris from vehicles to be removed prior to exiting land.
- 90 The truck wheel wash must be maintained in good order during the construction phase of the development and may be removed at the end of the construction phase of the development with the prior approval of the Council.

**CityLink Conditions**

- 91 There should be no interruption to traffic flow on CityLink assets.
- 92 CityLink assets should not be exposed to any waste generated from the project.
- 93 New buildings should not cause any adverse impacts on the users of CityLink (e.g. reflective glare from the buildings).

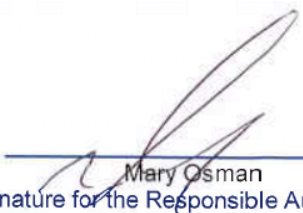
**PTV Conditions**

94 Before the development starts, or at any other time agreed to in writing with Public Transport Victoria, amended plans to the satisfaction of Public Transport Victoria must be submitted to, and approved by, the responsible authority. When approved, the plans will be endorsed and will then form part of the permit.

The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:

- (a) The design details and the location of the bike share station;
  - (b) Consideration must be given to the integration between the bike share station and public access, and connection to exiting shared paths within the vicinity of the site.
- 95 The bike share station is to be design and constructed to the satisfaction of Public Transport Victoria and the responsible authority and at no cost to Public Transport Victoria before the development is occupied.

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Mary Osman  
Signature for the Responsible Authority

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

**Melbourne Water Conditions**

- 96 The ground floor areas of the new buildings must be constructed with finished floor levels set no lower than 4.37 metres to Australian Height Datum, which is 600mm above the applicable flood level.
- 97 All lifts and stairwells, windows, openings, vents or other entry and exit points that could allow entry of floodwaters to the basement must be set no lower than 4.37 metres to Australian Height Datum, which is 600mm above the applicable flood level.
- 98 The entry / exit driveway of the basement car park at the north west corner of the site must incorporate a flood proof apex set no lower than 4.37 metres to Australian Height Datum, which is 600mm above the applicable flood level.
- 99 Flood resistant materials must be used for the construction of floor levels and walls (including any glass/glazing window panels) below the applicable flood level.
- 100 Signage and flood gauge boards must be provided at the basement car park entrance at the north western end of Gough Street to provide warning for flood depths during extreme flood events, to the satisfaction of Melbourne Water.
- 101 Prior to the commencement of works, a separate application direct to Melbourne Water must be made for any new or modified storm water connection to Melbourne Water's drains or watercourses. Prior to accepting an application, evidence must be provided demonstrating that Council considers that it is not feasible to connect to the local drainage system.
- 102 Pollution and sediment laden runoff shall not be discharged directly or indirectly into Melbourne Water's drains or waterways.
- 103 Prior to the issue of an Occupancy Permit, a certified survey plan showing finished floor levels (as constructed) reduced to the Australian Height Datum must be submitted to Melbourne Water. The Plan must demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

**Expiry**

- 104 This permit will expire if one of the following circumstances applies:
  - (a) the development is not started within three years of the issued date of this permit;
  - (b) the development is not completed within six years of the issued date of this permit;
  - (c) the uses are not commenced within nine years from the date of this permit.

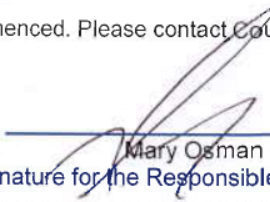
In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

**NOTES:**

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

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A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

All future property owners, residents, business owners and business employees within the development approved under this permit will not be permitted to obtain resident, business, employee or visitor parking permits.

In accordance with the Yarra Planning Scheme, a 4.5 per cent public open space contribution will apply in the event of the subdivision of the land.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

This application was not assessed against Clause 43.01 of the Yarra Planning Scheme (Heritage Overlay) as heritage matters are considered by Heritage Victoria.

**THIS PERMIT WAS ISSUED AT THE DIRECTION OF VCAT AS FOLLOWS:**

**Date of Order**

22 January 2018	Planning Permit PLN15/1176 was issued in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1604/2016.
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**THIS PERMIT WAS CORRECTED AT THE DIRECTION OF VCAT AS FOLLOWS:**

**Date of Order**

4 April 2018	Planning Permit PLN15/1176 was corrected in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1604/2016.
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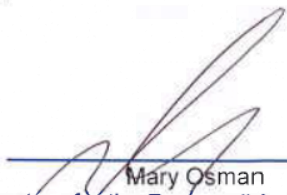
**THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:**

**Date of Amendment**

**Brief Description**

05 May 2020	Amendment under section 72 of the <i>Planning and Environment Act 1987</i> to permit preamble, conditions and plans to reconfigure building uses, internal reconfiguration of buildings, changes to car parking provision and allocation and built form changes.
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**Date: 22 January 2018**

  
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 Mary Osman  
 Signature for the Responsible Authority

**Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)**

**PLANNING PERMIT**

**IMPORTANT INFORMATION ABOUT THIS PERMIT**

**WHAT HAS BEEN DECIDED?**

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

**WHEN DOES A PERMIT BEGIN?**

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from—
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

**WHEN DOES A PERMIT EXPIRE?**

1. A permit for the development of land expires if—
  - the development or any stage of it does not start within the time specified in the permit; or
  - the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
  - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
  - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
  - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
  - the development or any stage of it does not start within the time specified in the permit; or
  - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
  - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
  - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
  - the use or development of any stage is to be taken to have started when the plan is certified; and
  - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

**WHAT ABOUT REVIEWS?**

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based,
- A copy of an application for review must be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

*Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86*