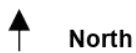


Attachment 1 - PLN20/0230 - 587 - 593 Church Street Richmond - Locality Plan

## ATTACHMENT 1

**SUBJECT LAND: 587 – 593 Church Street, Richmond**



## Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans

# 587-593 CHURCH STREET

587-593 CHURCH STREET, RICHMOND



DRAWING LIST		
SHEET No.	SHEET NAME	Current Revision
11 Site Plans		
TP-10-01	SITE SURVEY SHEET 1	12
TP-10-02	SITE SURVEY SHEET 2	1
TP-10-03	SITE SURVEY SHEET 3	1
TP-11-01	CONTEXT PLAN	10
TP-11-02	SITE PLAN	7
TP-15-01	DEMOLITION PLAN	11
21 General Arrangement		
TP-21-01	(BASEMENT 02)	15
TP-21-02	(BASEMENT 01)	15
TP-21-03	GROUND FLOOR	15
TP-21-04	LEVEL 01	15
TP-21-05	LEVEL 02	14
TP-21-06	LEVEL 03	6
TP-21-07	LEVEL 04	13
TP-21-08	LEVEL 05	6
TP-21-09	LEVEL 06	10
TP-21-10	LEVEL 07-11	13
TP-21-11	LEVEL 12- ROOFTOP	13
TP-21-13	ROOF	10
30 Elevations		
TP-30-01	NORTH ELEVATION (WILLOW LN)	7
TP-30-02	EAST & WEST ELEVATIONS	6
TP-30-03	SOUTH ELEVATION (YORKSHIRE ST)	6
40 Sections		
TP-40-01	SECTIONS	11
TP-40-02	SECTIONS	10
51 Room Detail Plans		
TP-51-01	TYPICAL HOTEL ROOMS	1
83 Shadow Analysis		
TP-83-01	9AM EXISTING SHADOW DETAIL	1
TP-83-02	9AM PROPOSED SHADOW DETAIL	1
TP-83-03	10AM EXISTING SHADOW DETAIL	1
TP-83-04	10AM PROPOSED SHADOW DETAIL	1
TP-83-05	11AM EXISTING SHADOW DETAIL	1
TP-83-06	11AM PROPOSED SHADOW DETAIL	1
TP-83-07	12PM EXISTING SHADOW DETAIL	1
TP-83-08	12PM PROPOSED SHADOW DETAIL	1
TP-83-09	1PM EXISTING SHADOW DETAIL	1
TP-83-10	1PM PROPOSED SHADOW DETAIL	1
TP-83-11	2PM EXISTING SHADOW DETAIL	1
TP-83-12	2PM PROPOSED SHADOW DETAIL	1
TP-83-13	3PM EXISTING SHADOW DETAIL	1
TP-83-14	3PM PROPOSED SHADOW DETAIL	1
90 Schedules		
TP-90-01	MATERIALS AND FINISHES SHEET 01	1
TP-90-02	MATERIALS AND FINISHES SHEET 02	1
TP-90-03	MATERIALS AND FINISHES SHEET 03	1

Project

587-593 CHURCH STREET

Drawing Title

DRAWING INDEX

Drawing Number:

TP-00-00

Revision

11

Date

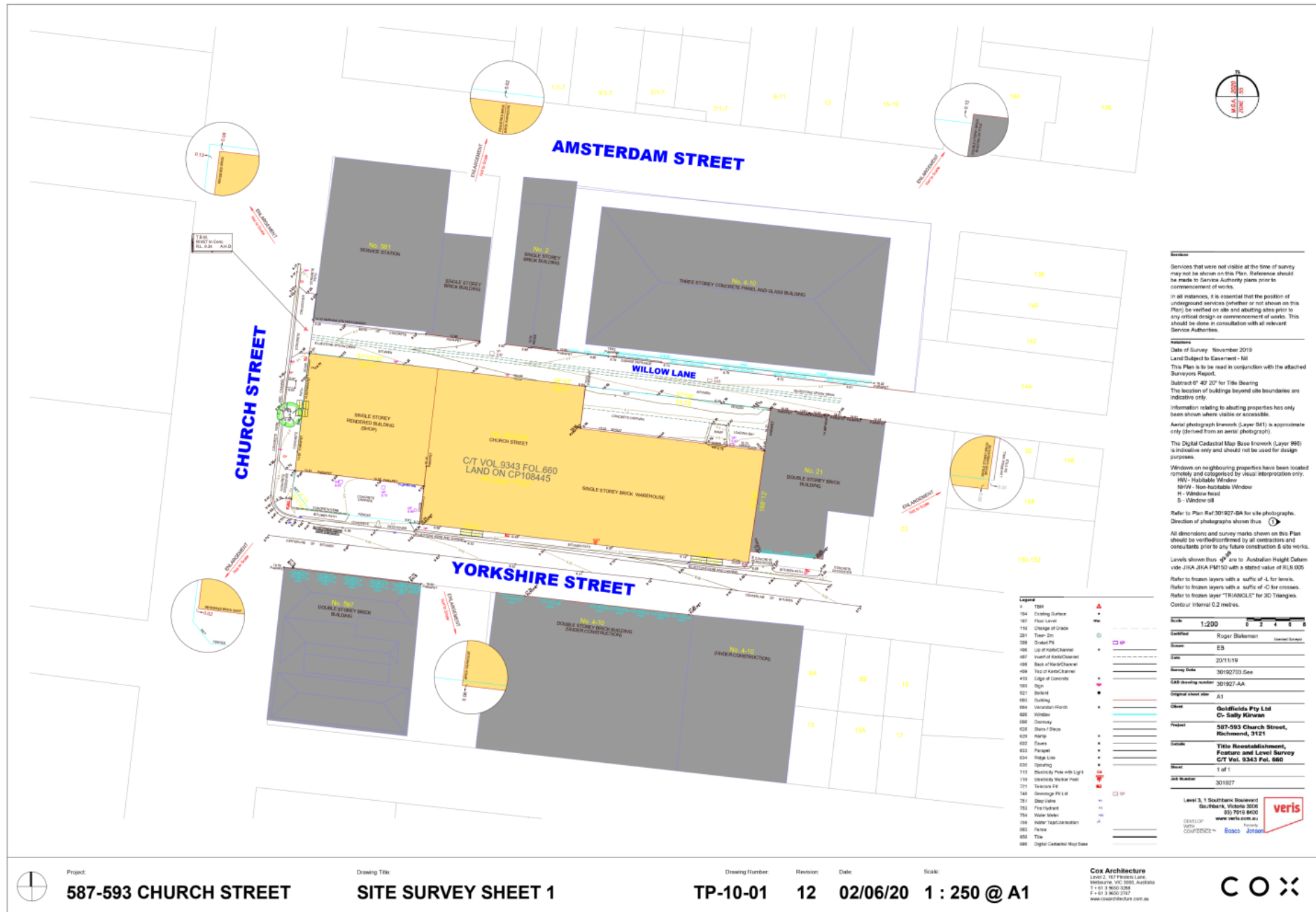
02/06/20

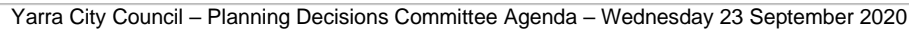
Scale

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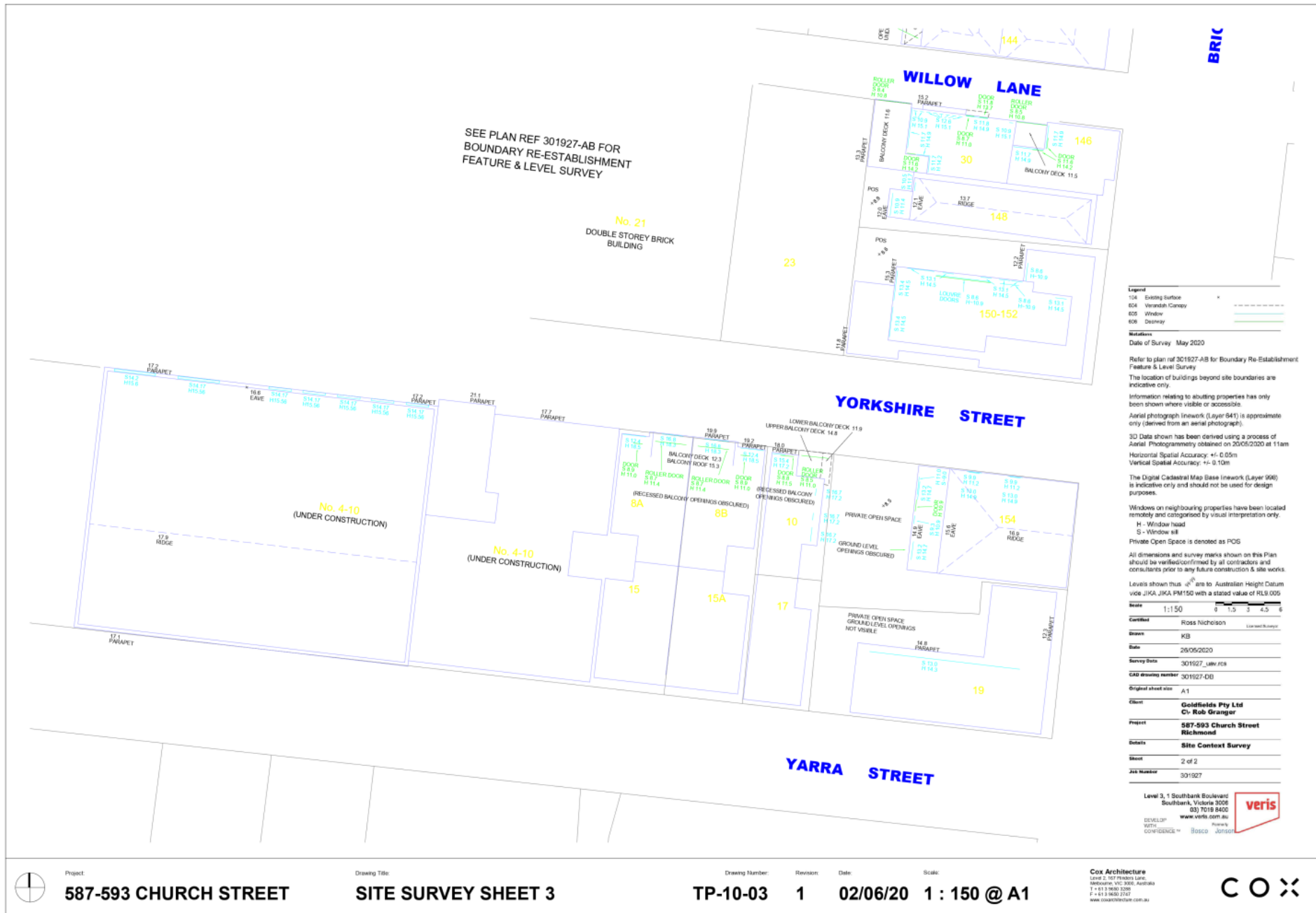
# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



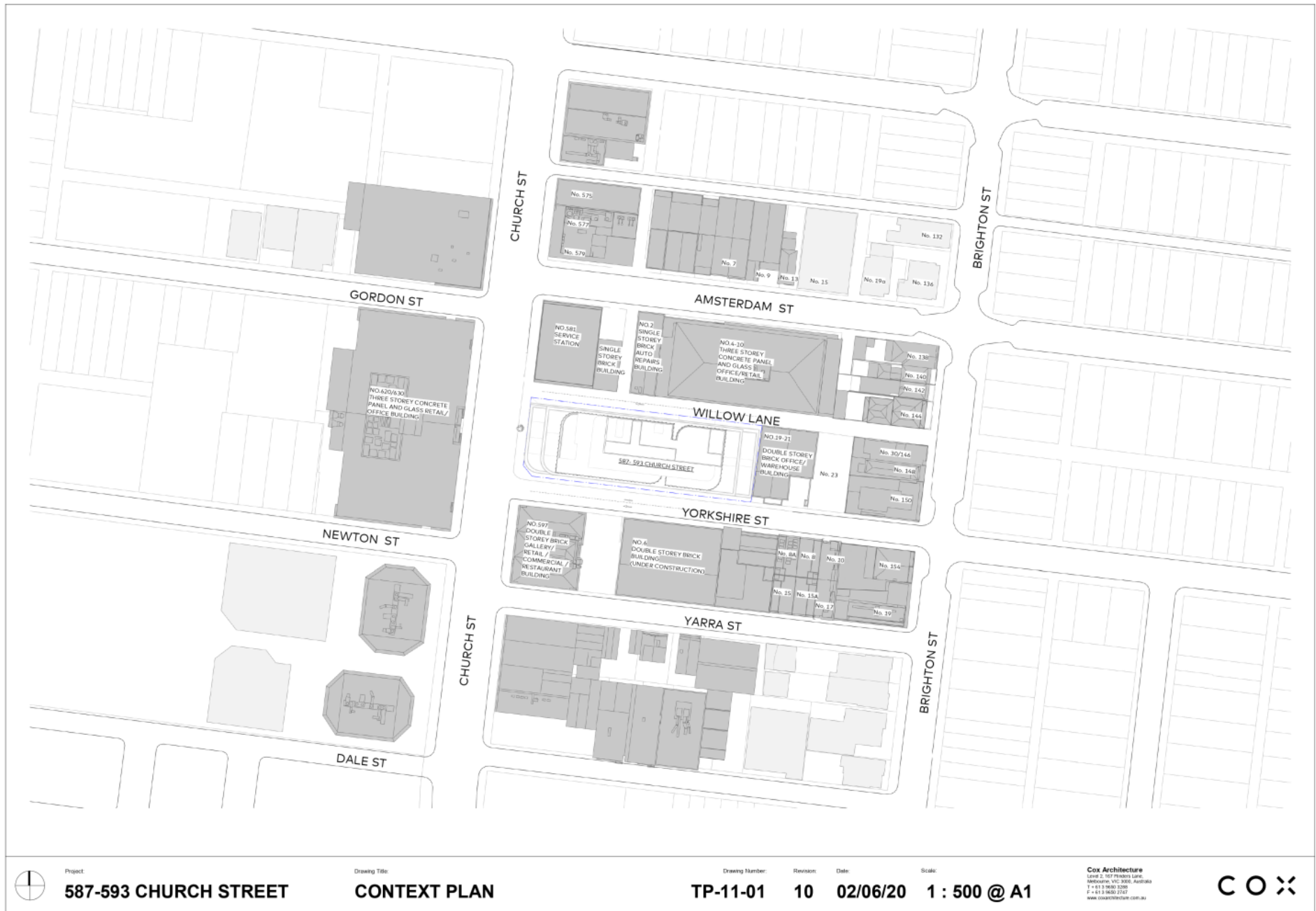




# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



Project:

**587-593 CHURCH STREET**

Drawing Title:

**CONTEXT PLAN**

Drawing Number:

**TP-11-01**

Revision:

**10**

Date:

**02/06/20**

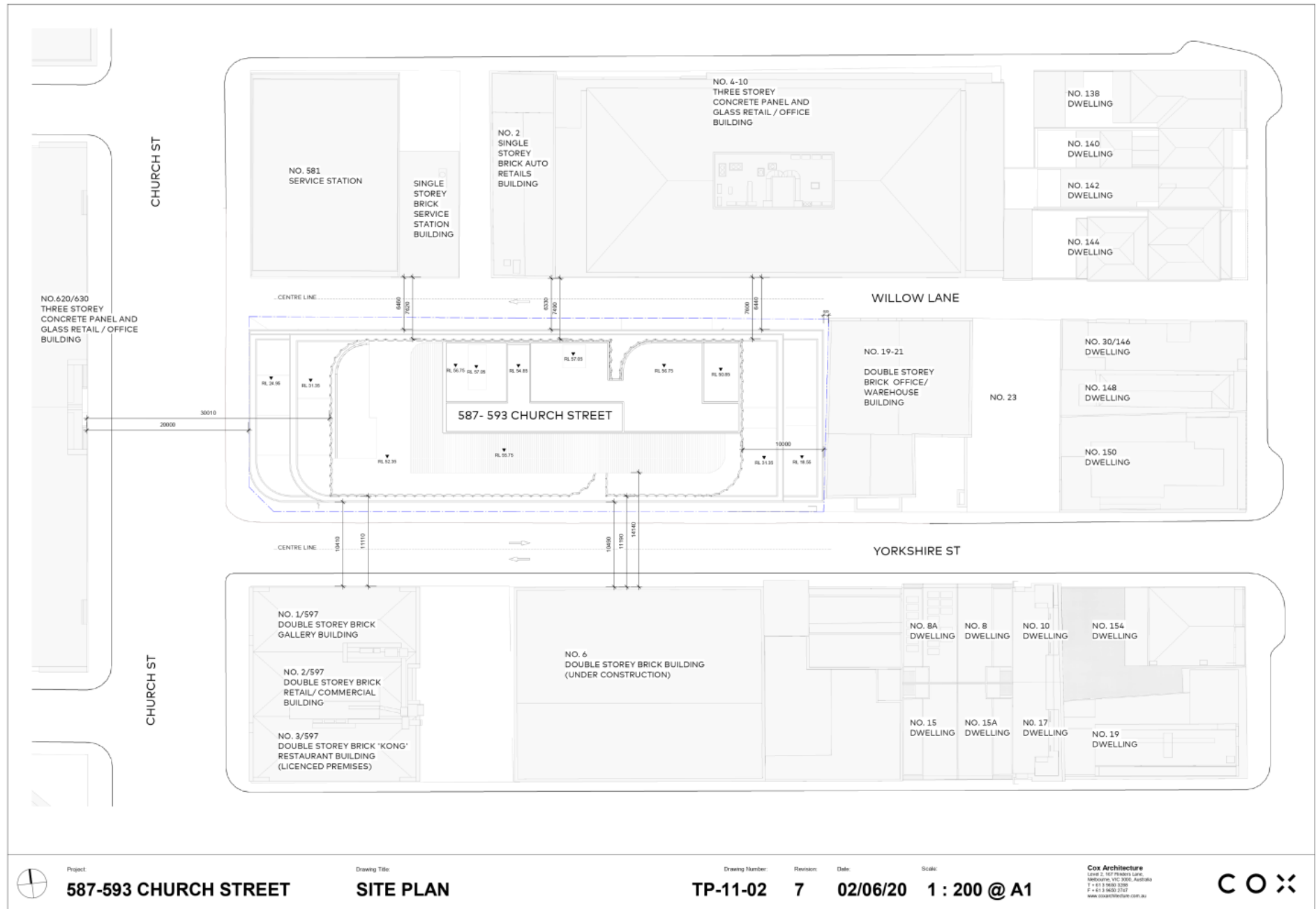
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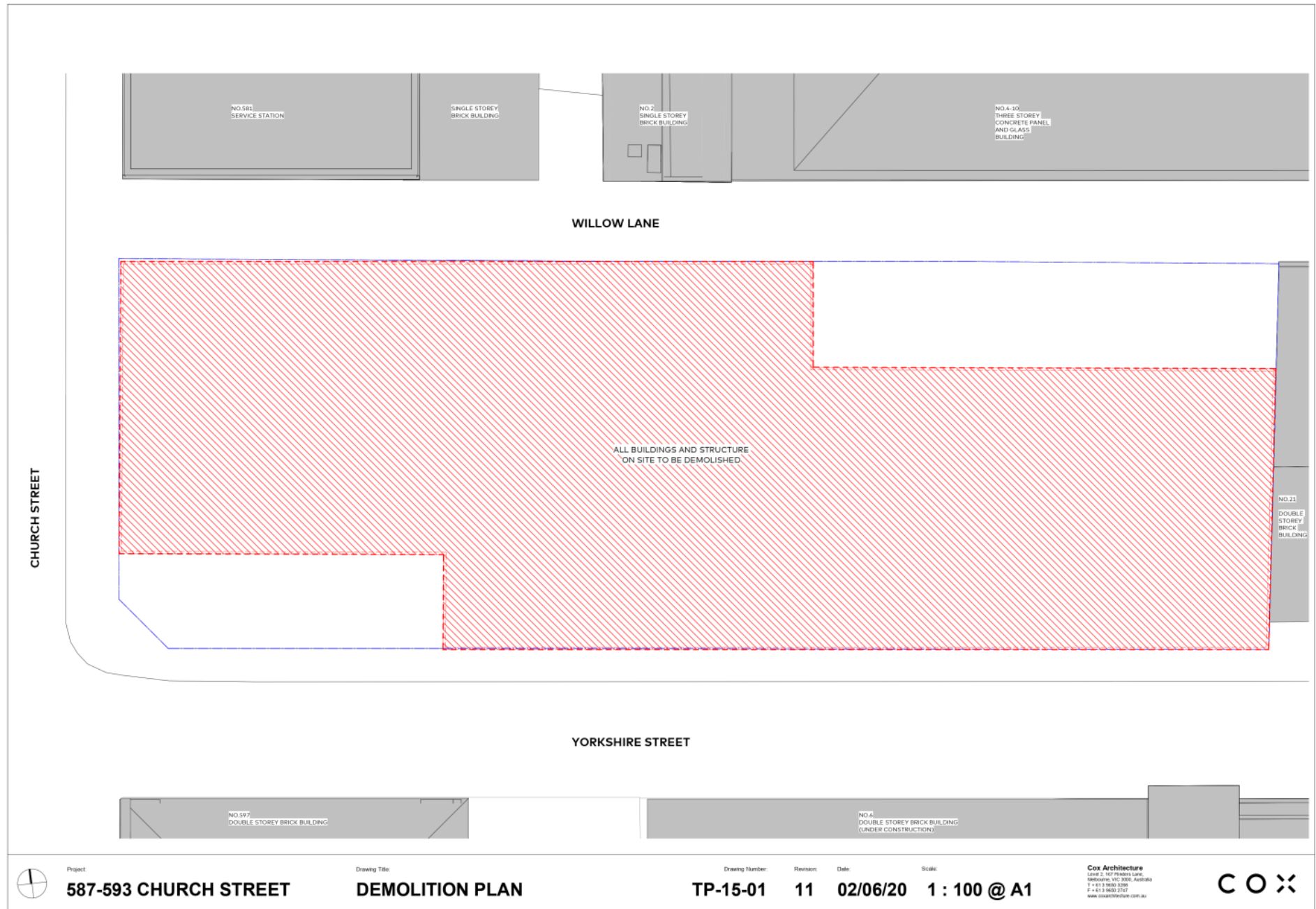
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# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans

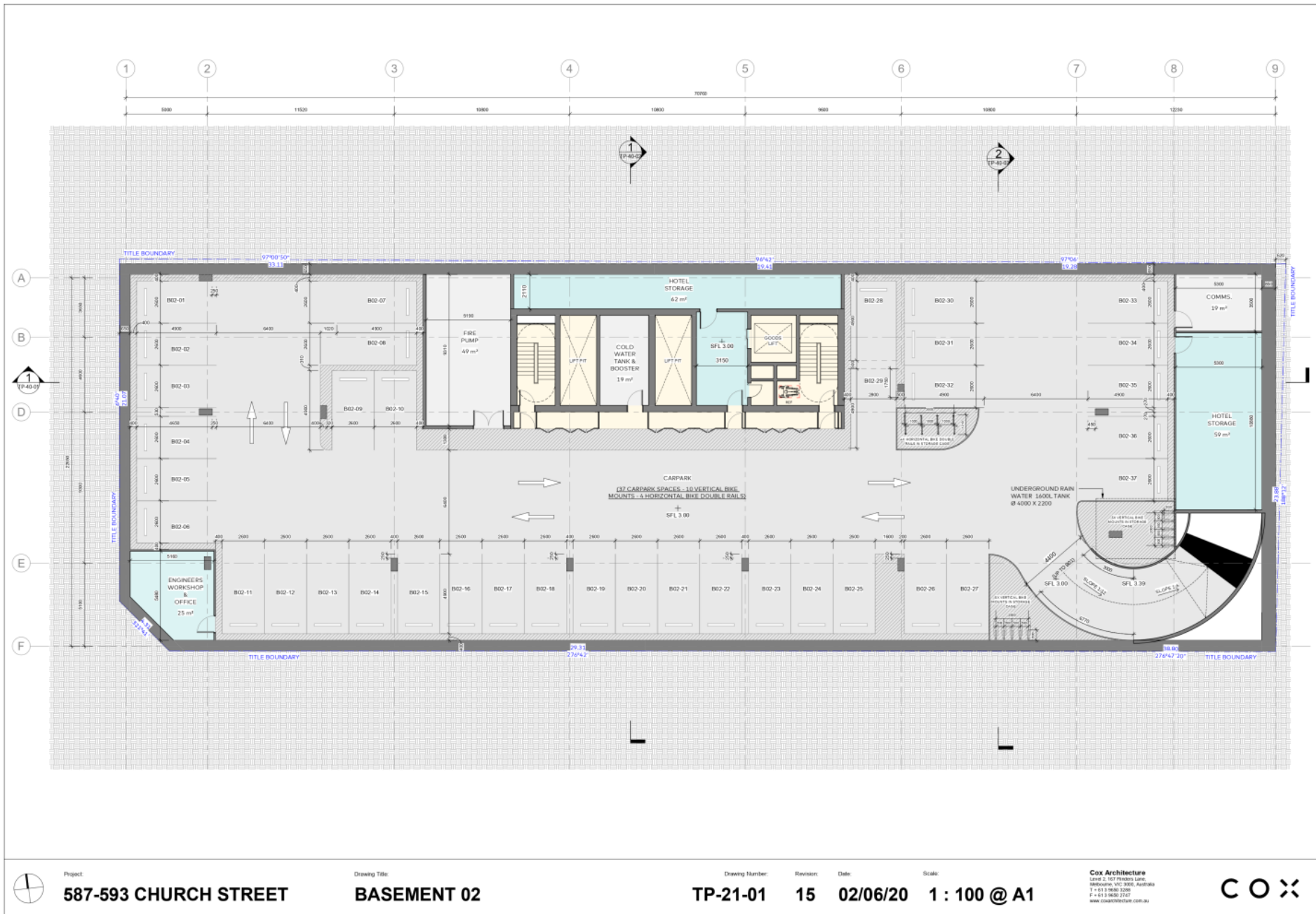


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

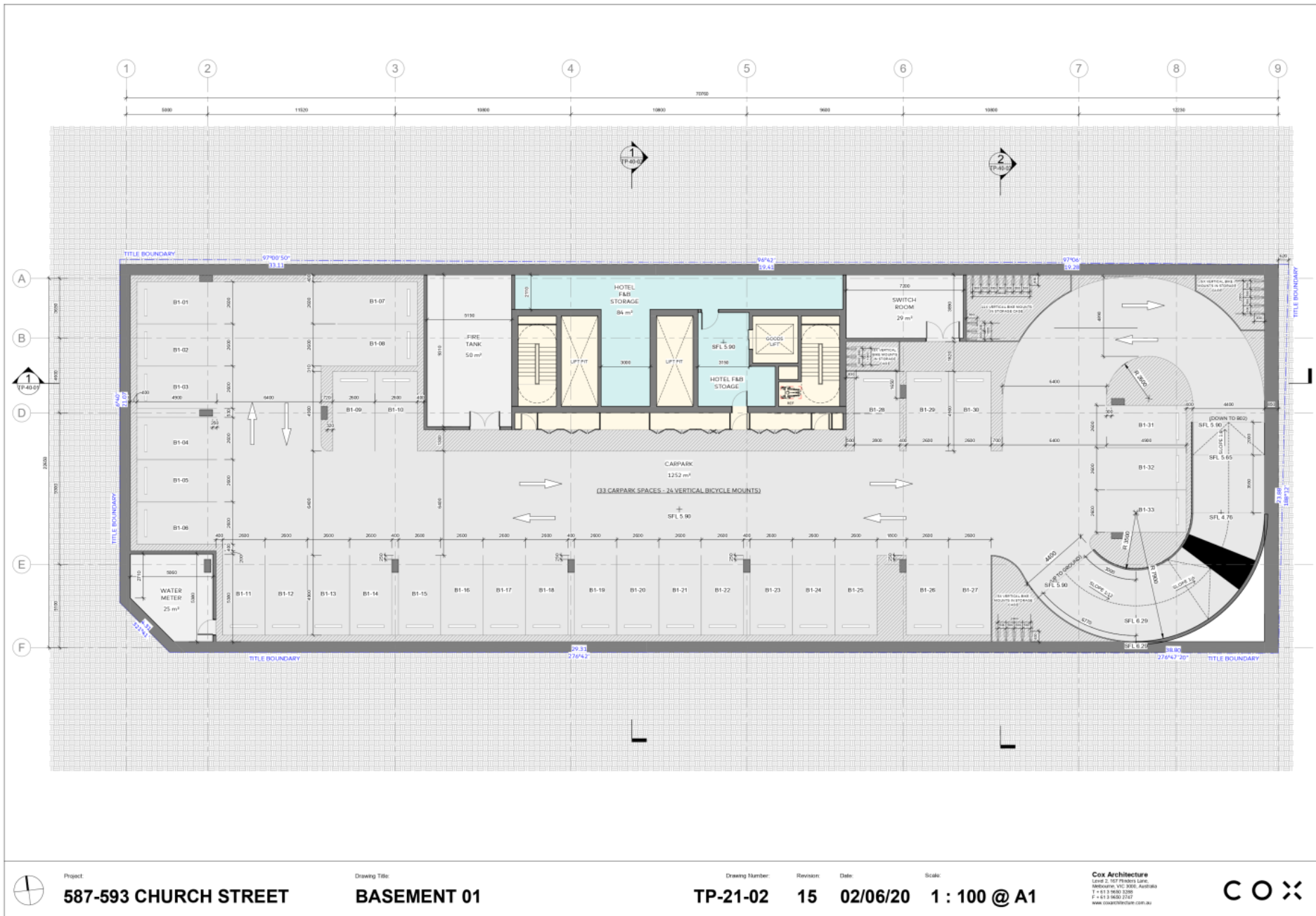




Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



Project: **587-593 CHURCH STREET**

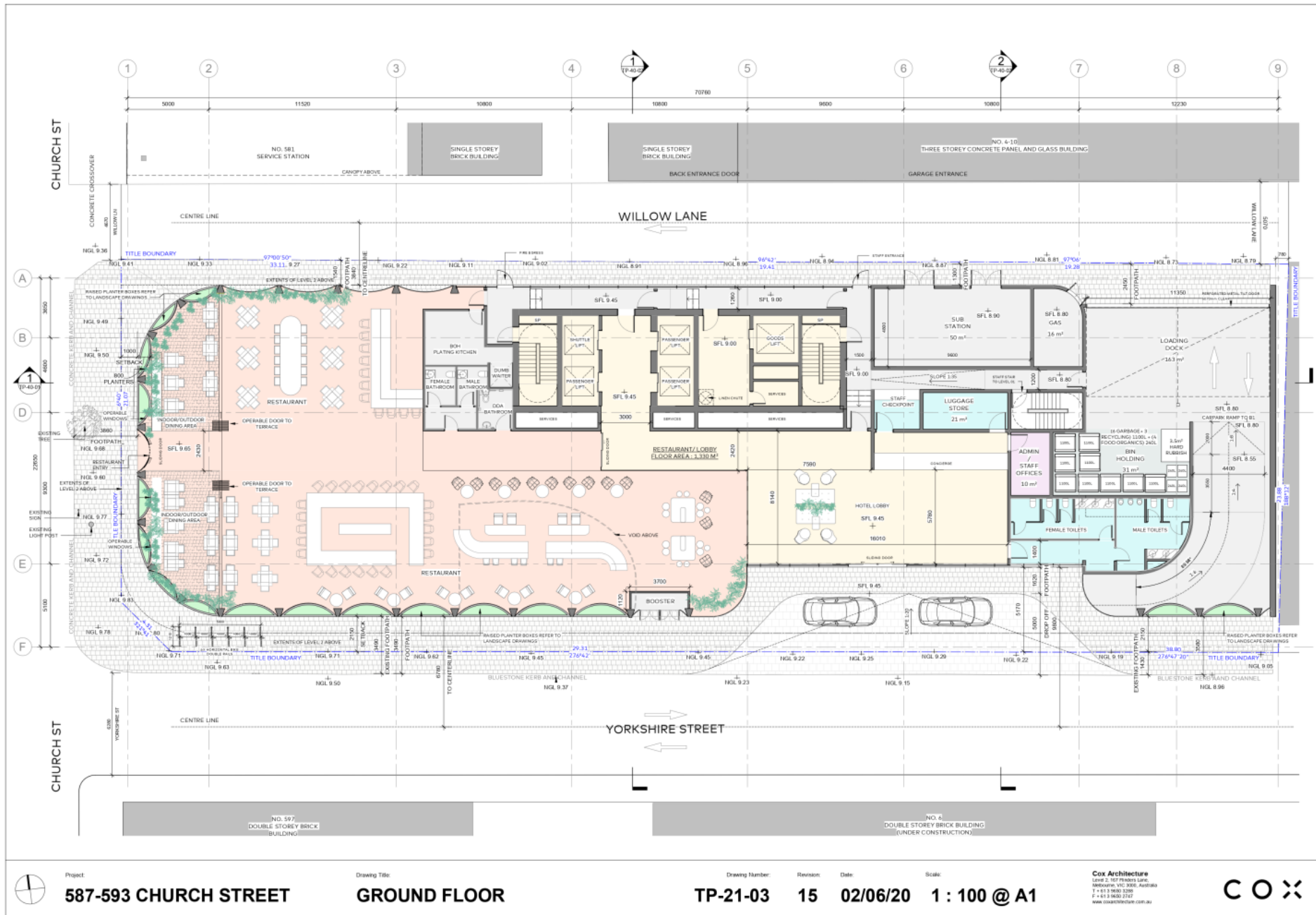
Drawing Title: **BASEMENT 01**

Drawing Number: **TP-21-02** Revision: **15** Date: **02/06/20** Scale: **1 : 100 @ A1**

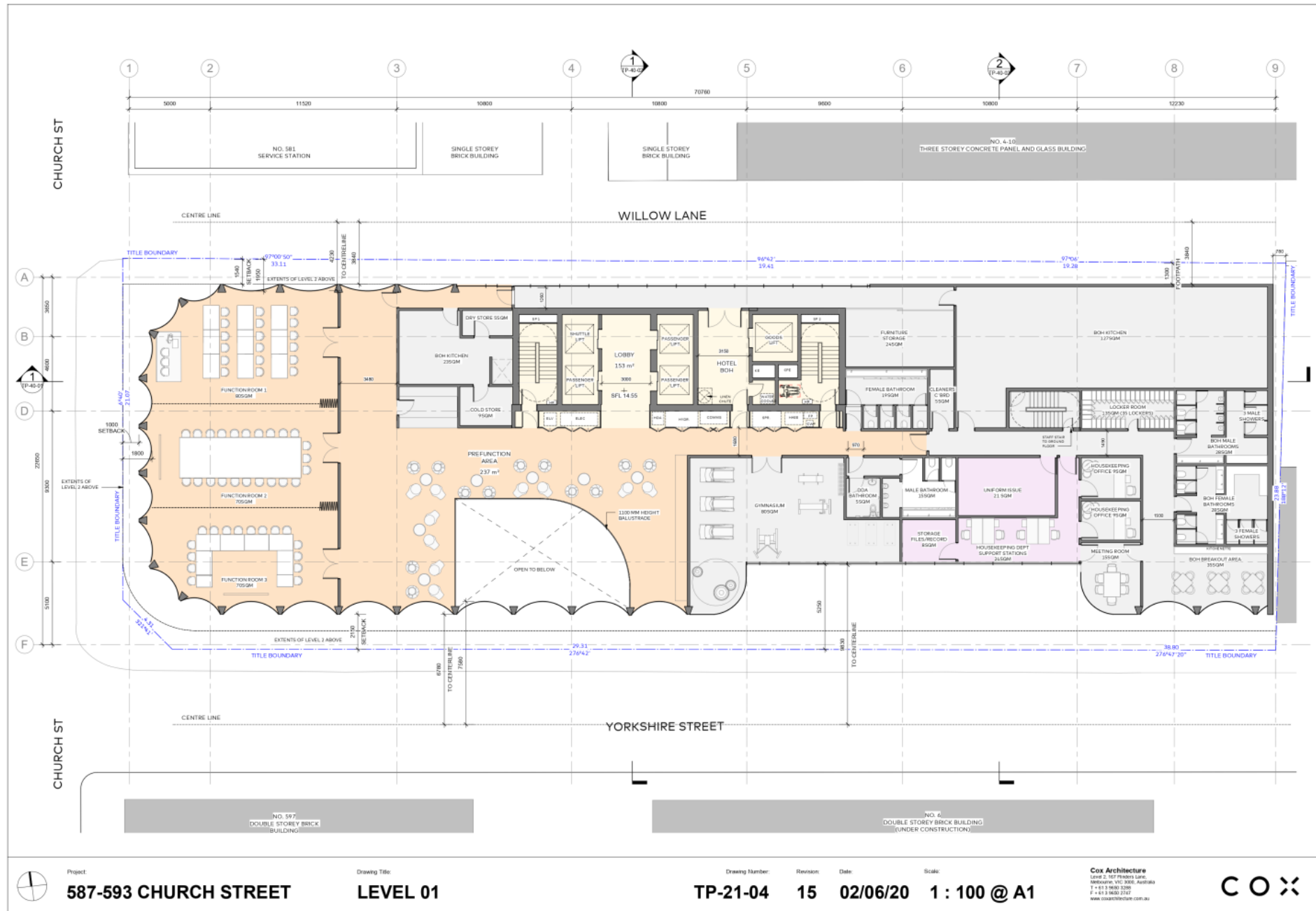
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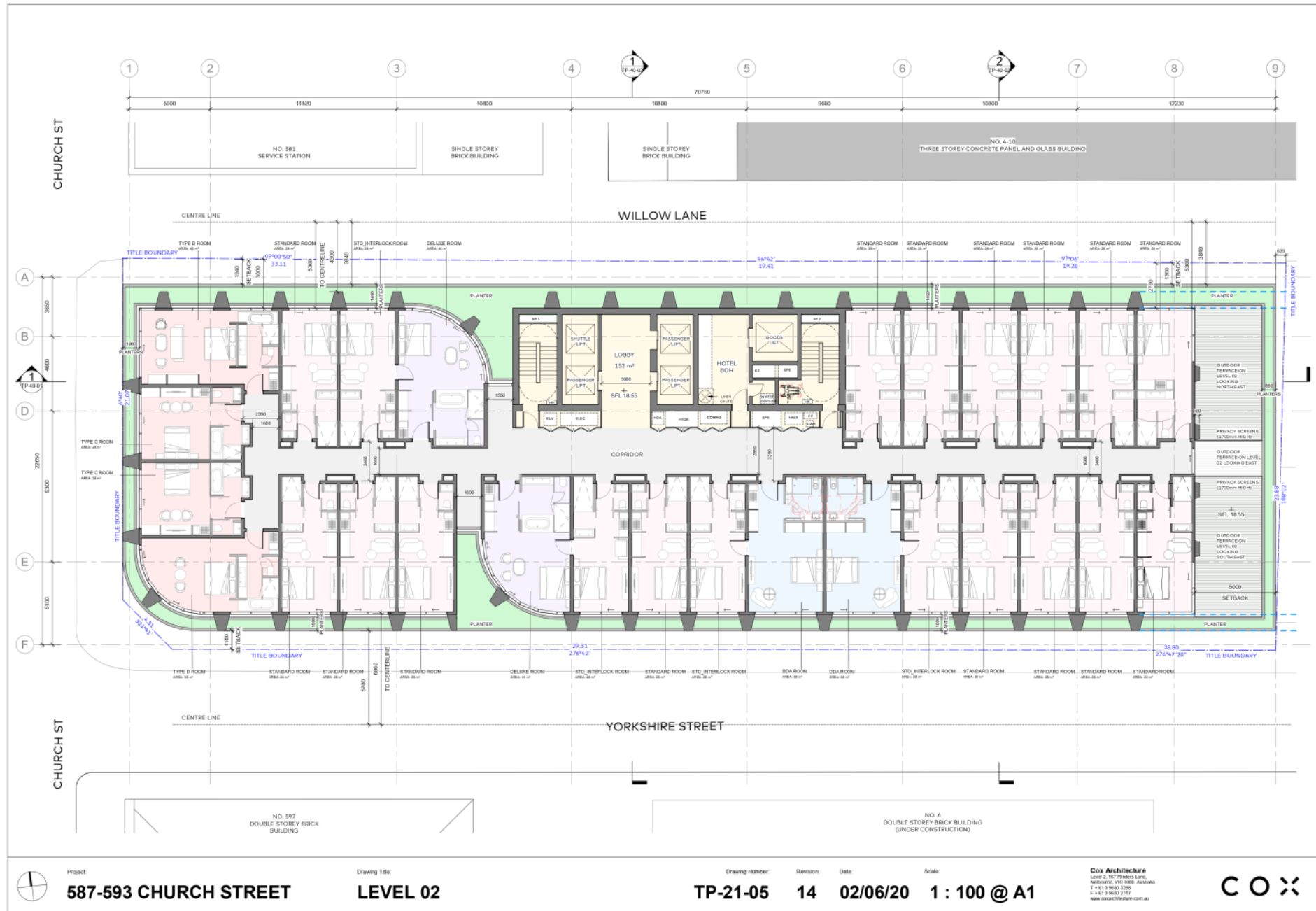


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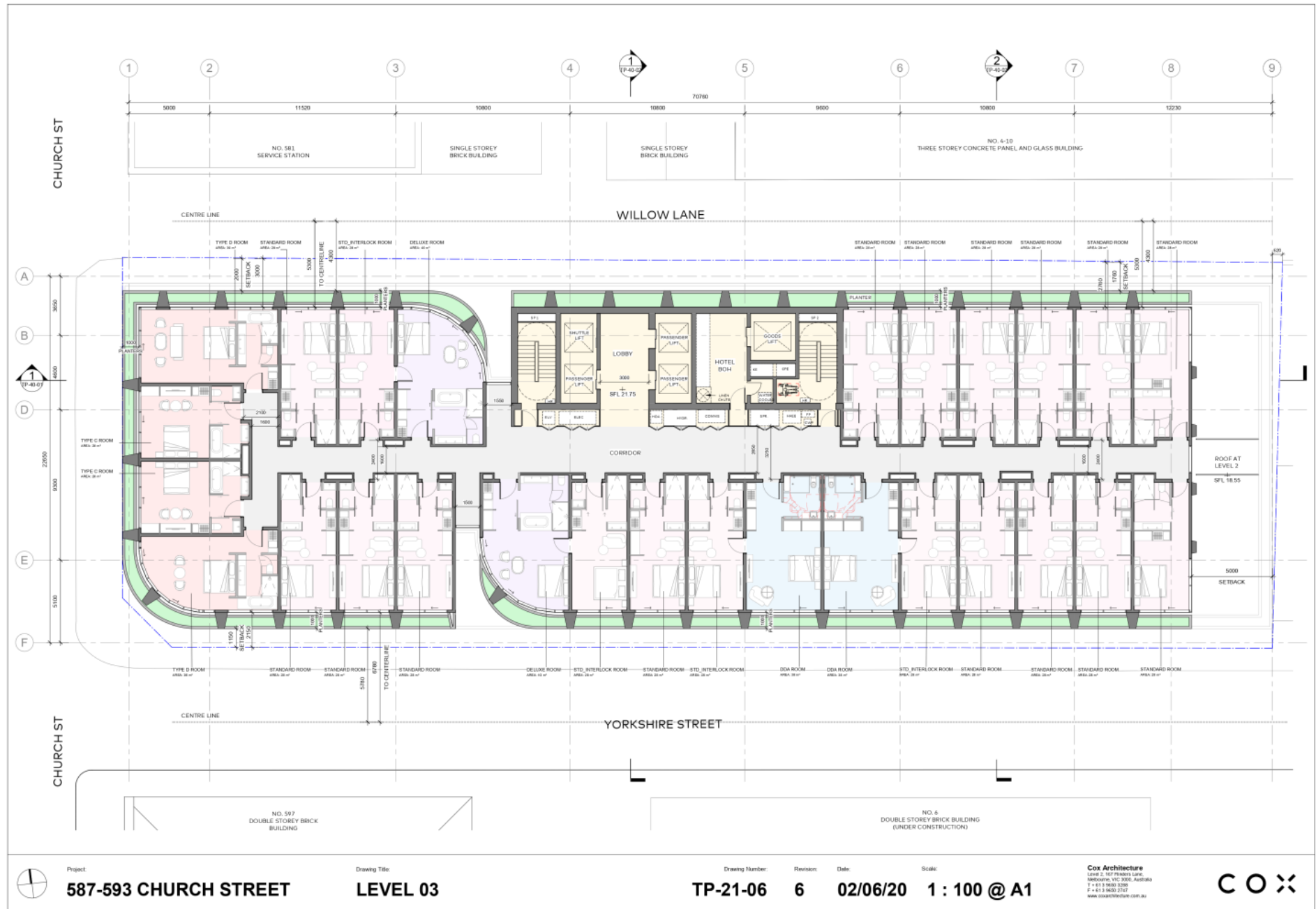




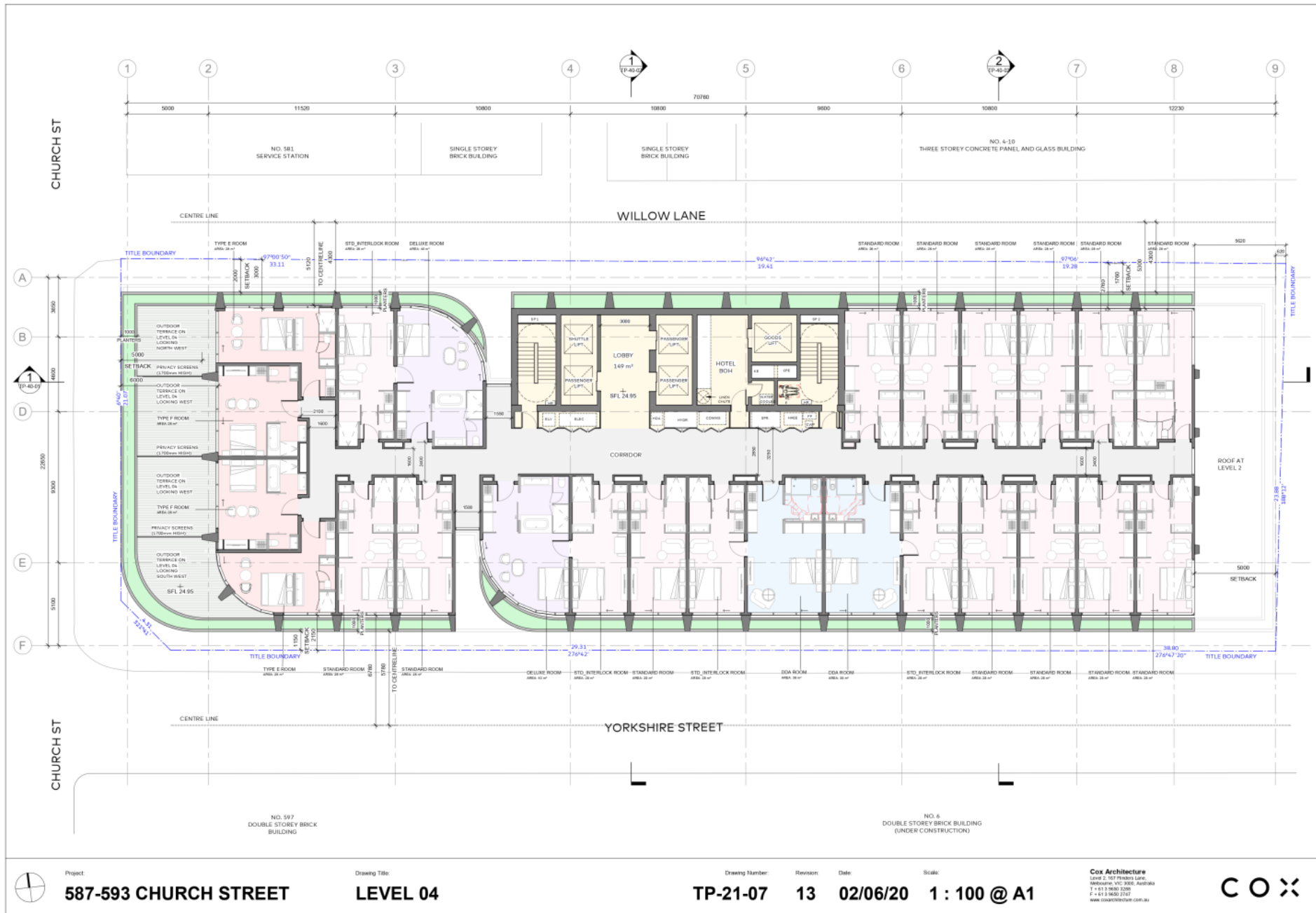
# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



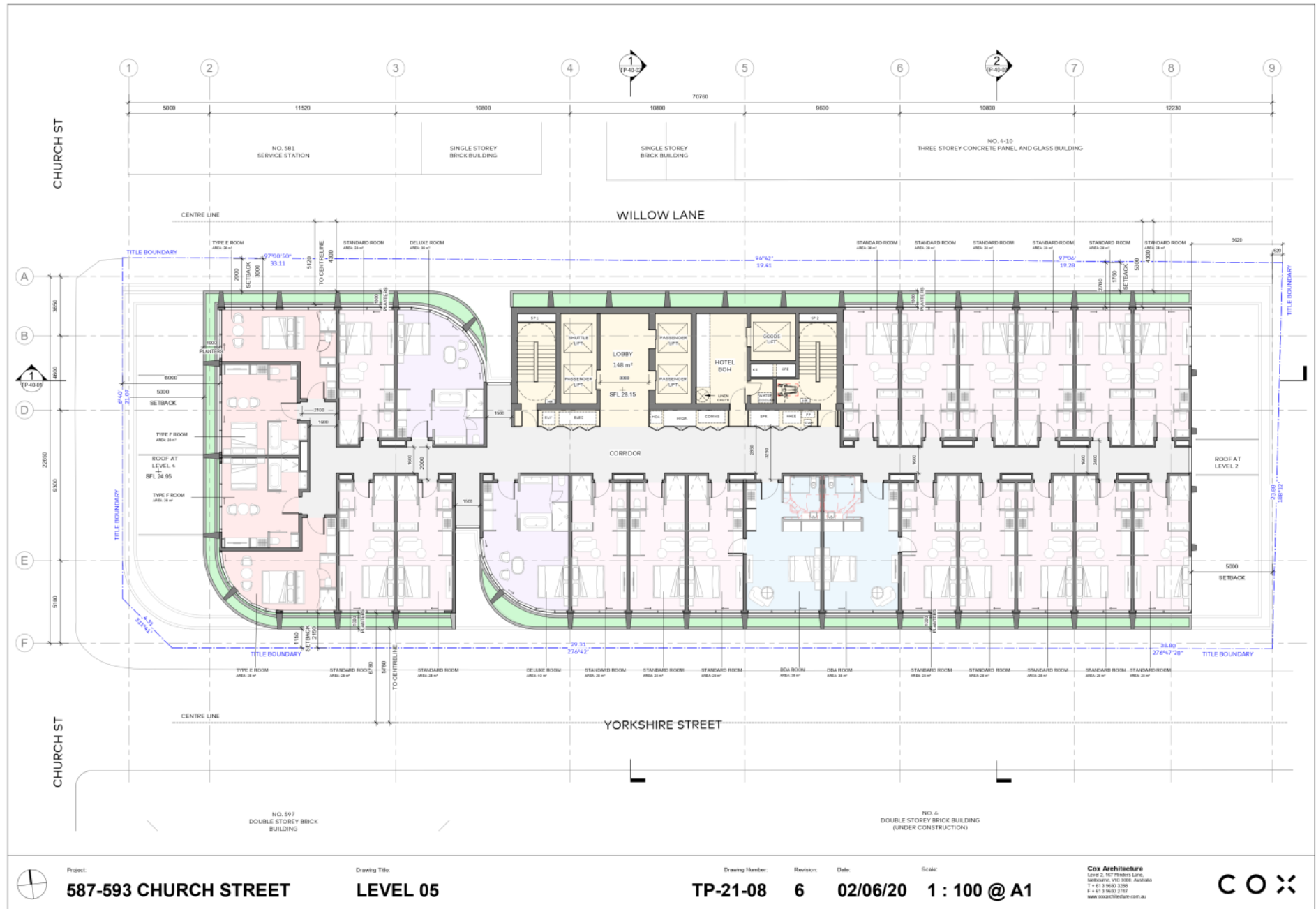
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Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans

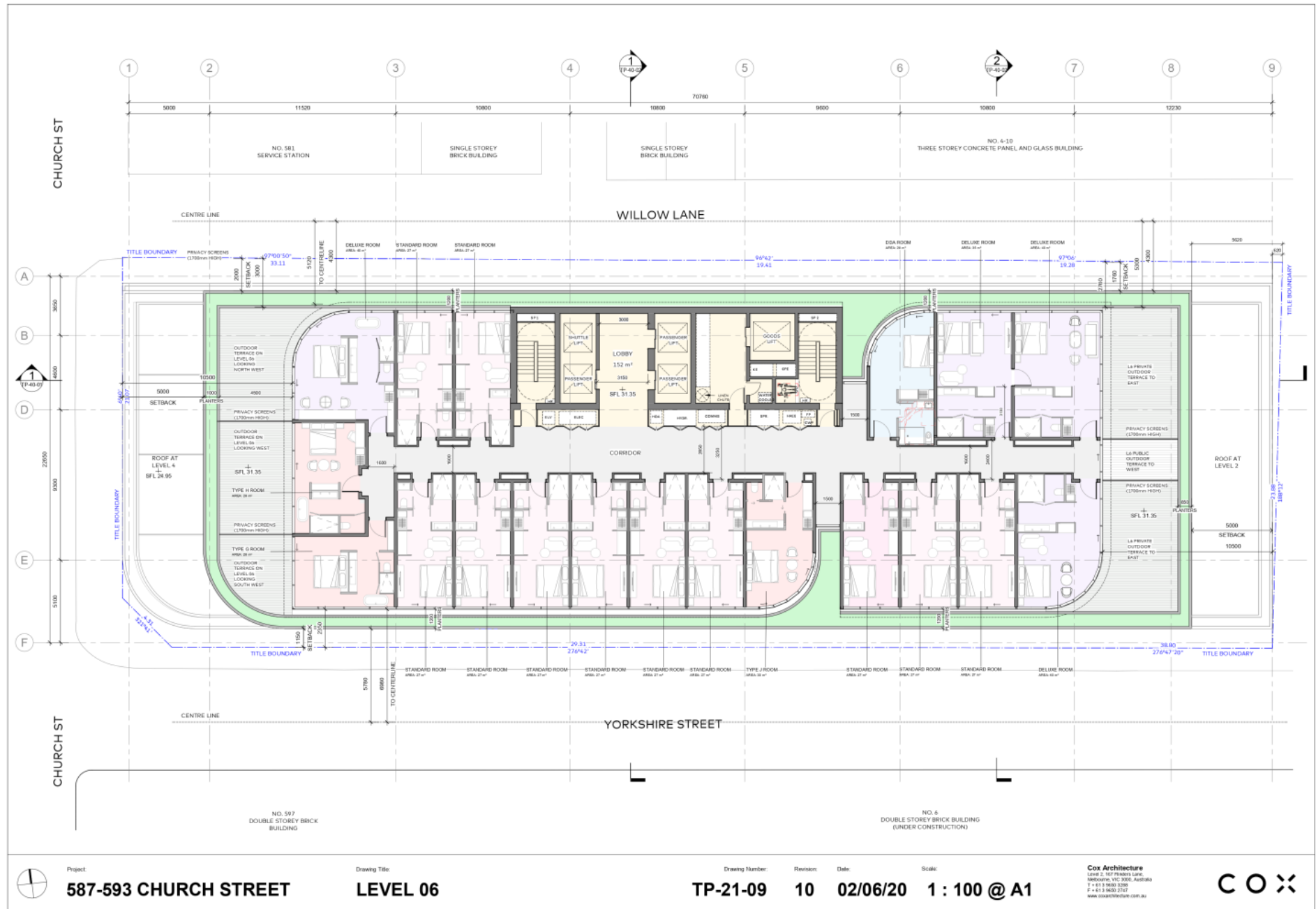


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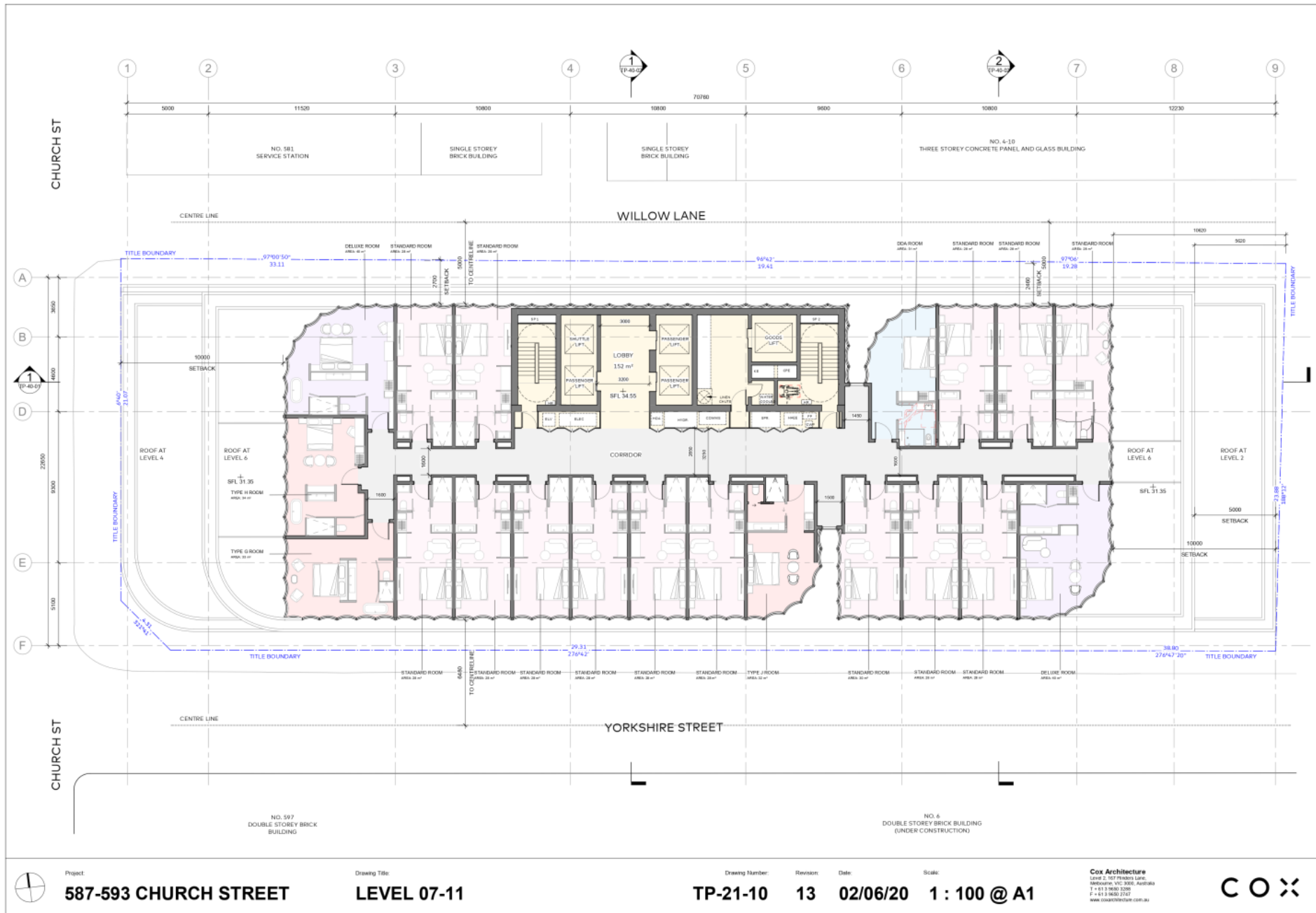




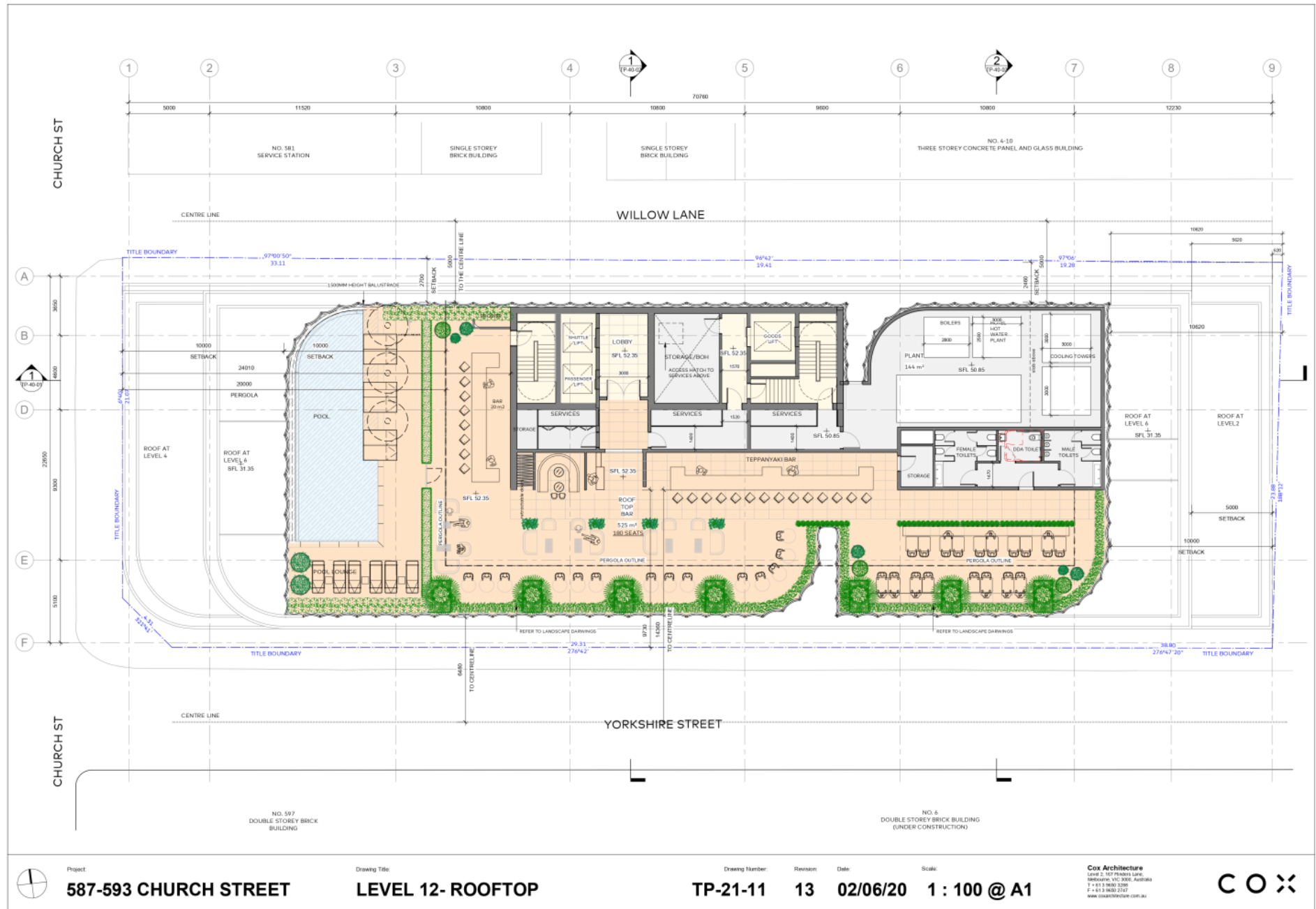
Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



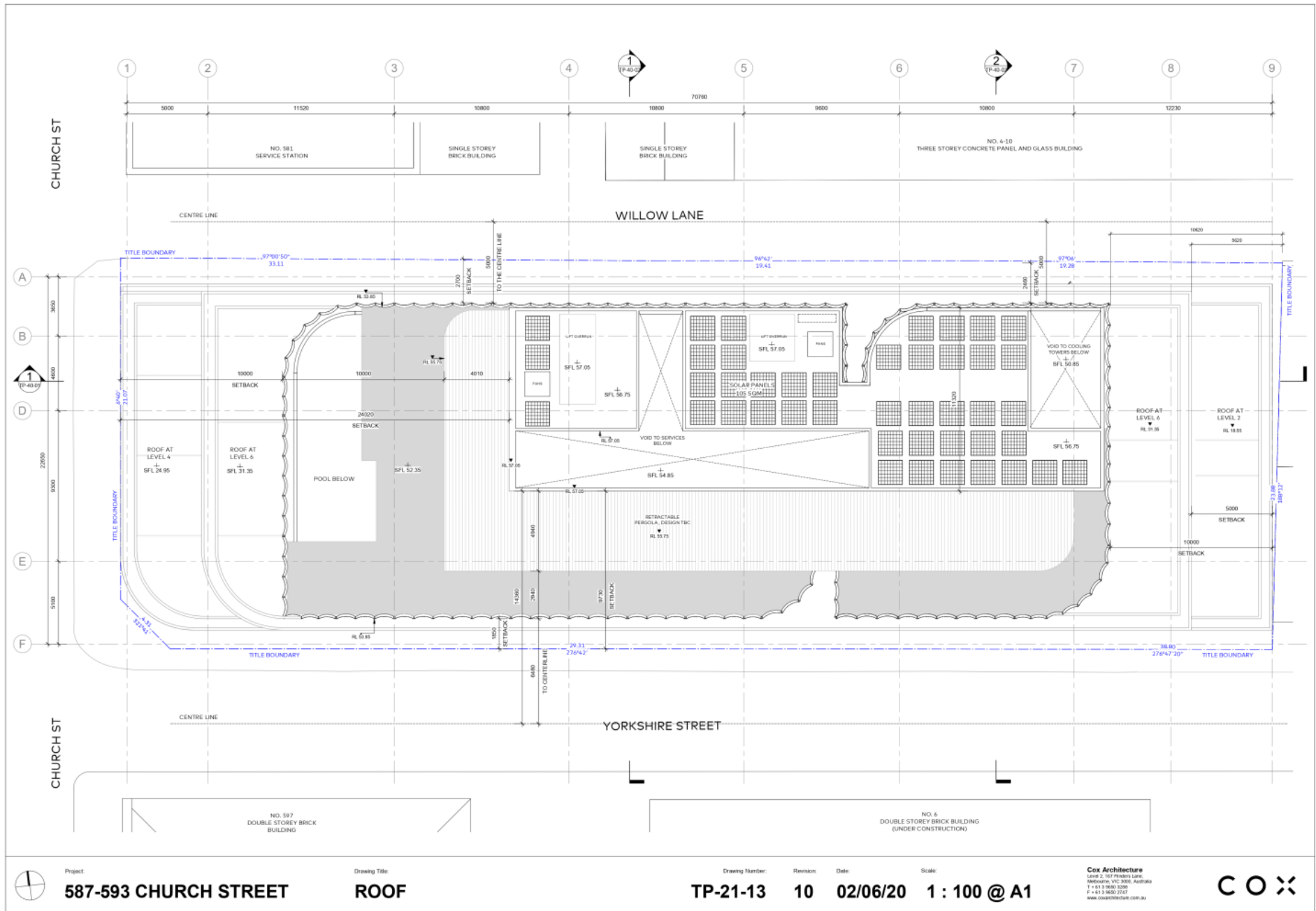
Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



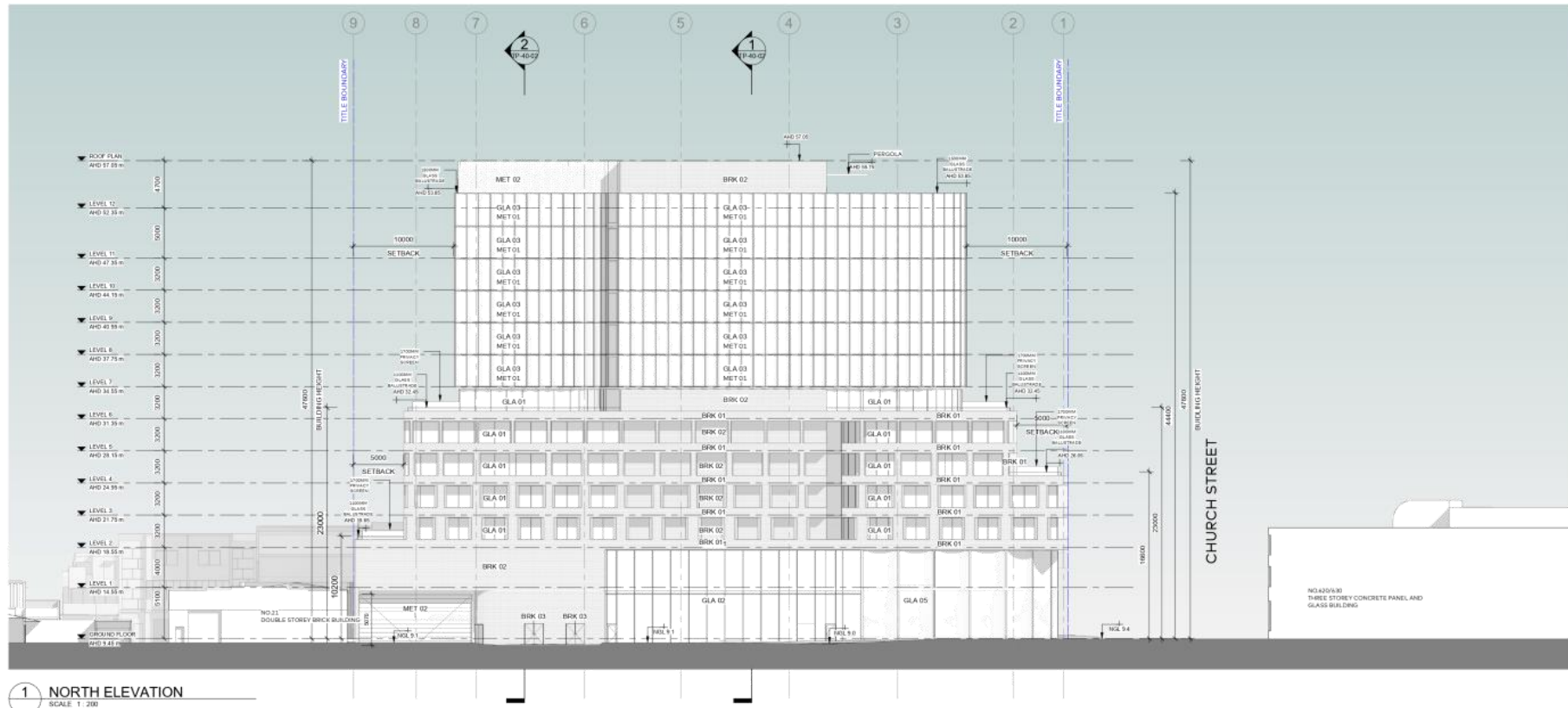
Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans





Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans

MATERIALS	
BRK 01	White Clay Long Form Brick
BRK 02	White Clay Long Form Brick Hit and Miss Brick
BRK 03	Brick Facing Tiles / Brick Slip
BRK 04	White Clay Long Form Brick
GLA 01	Reflective Silver Tinted Low-E Glass
GLA 02	Transparent Low-E Singlepane Glass
GLA 03	Custom Manufactured Frosted Glass
GLA 04	Color back Glass
GLA 05	Scalloped Transparent Low-E Singlepane Glass
MET 01	Polished Brushed Solid Bronze Metal
MET 02	Custom Patinated Bronze Metal
CONC 01	50% Degraded White Granite Aggregate Polished Finish White/ Gray color



Project  
**587-593 CHURCH STREET**

Drawing Title  
**NORTH ELEVATION (WILLOW LN)**

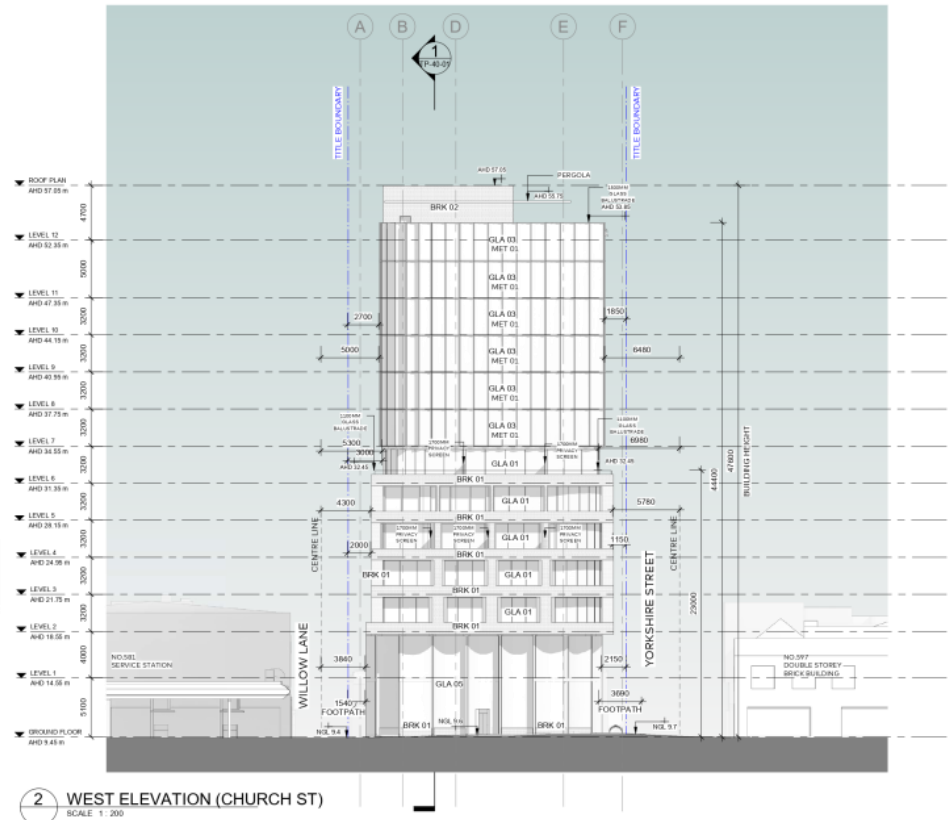
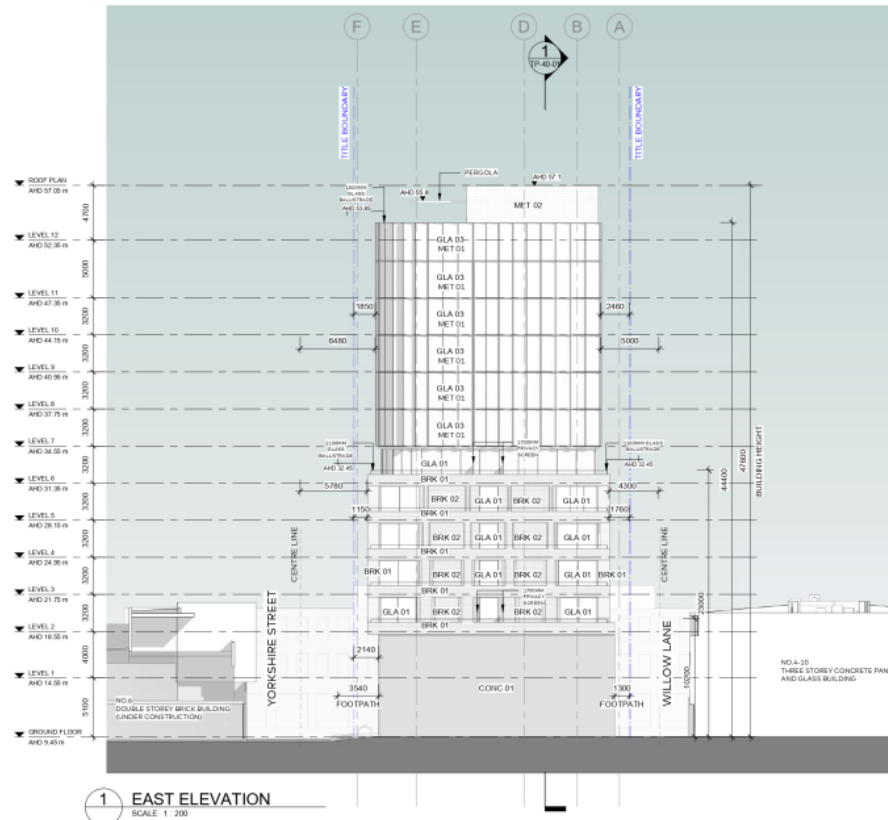
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Revision: **7**  
Date: **02/06/20**  
Scale: **1:200 @ A1**

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# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans

MATERIALS	
BRK 01	White Clay Long Form Brick
BRK 02	White Clay Long Form Brick H&B and Blush Brick
BRK 03	Brick Facing Tiles / Brick Slip
GLA 01	White Clay Long Form Brick
GLA 02	Reflective Silver Tinted Low-E Glass
GLA 03	Transparent Low-E Shephard Glass
GLA 04	Custom Manufactured Frosted Glass
GLA 05	Clear Insulated Glass
GLA 06	Scalloped Transparent Low-E Shephard Glass
MET 01	Polished Brushed Solid Bronze Metal
MET 02	Custom Perforated Bronze Metal
CONC 01	50% Bright on the White Quarts Aggregate Polished Finish 100mm/ Other colour



Project  
**587-593 CHURCH STREET**

Drawing Title  
**EAST & WEST ELEVATIONS**

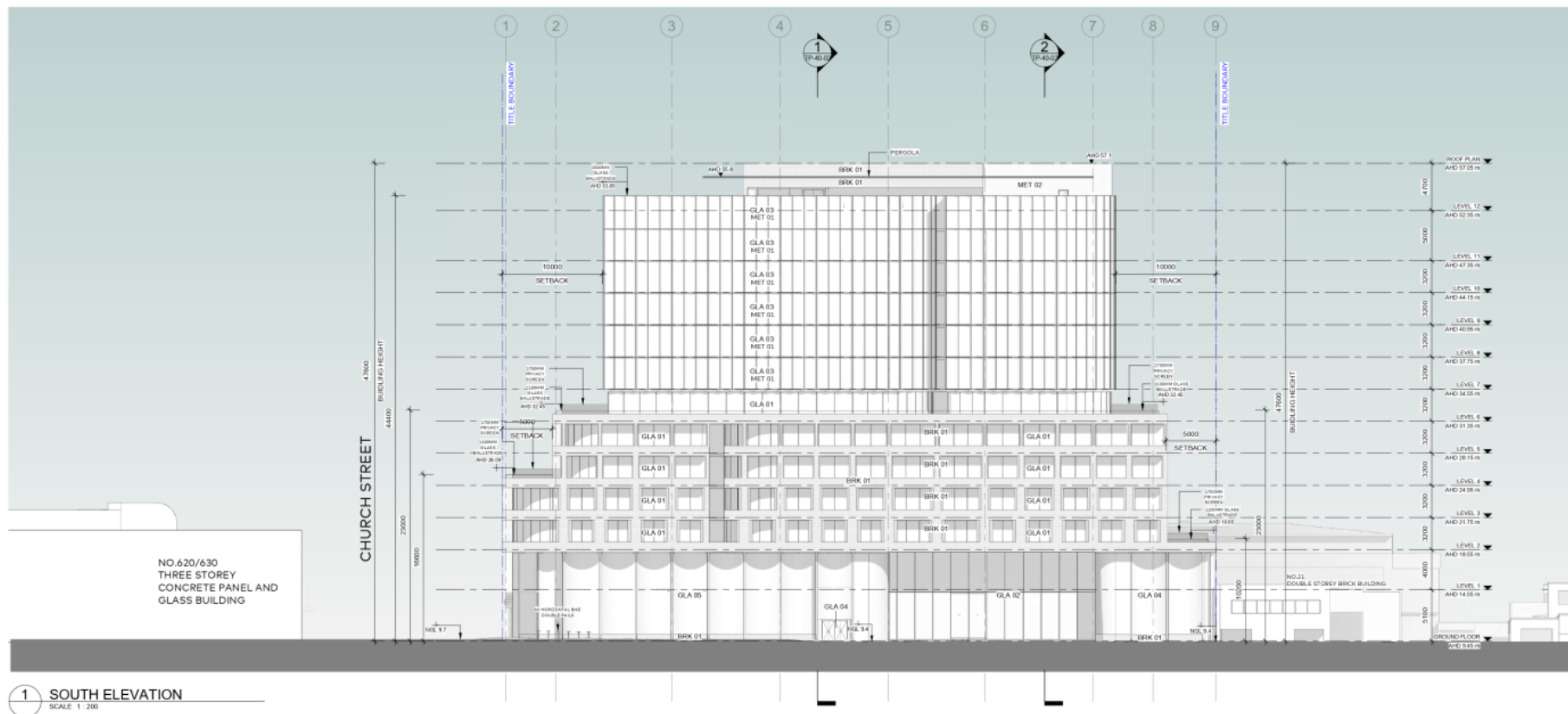
Drawing Number: **TP-30-02**  
Revision: **6**  
Date: **02/06/20**  
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Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans

MATERIALS	
BRK 01	White Clay Long Form Brick
BRK 02	White Clay Long Form Brick 1st and Main Brick
BRK 03	Brick Facing Tiles / Brick Slip - White Clay Long Form Brick
GLA 01	Reflective Silver Tinted Low-E Glass
GLA 02	Transparent Low-E Shearfront Glass
GLA 03	Custom Manufactured Frosted Glass
GLA 04	Color-tinted Glass
GLA 05	Sealed Transparent Low-E 2000 Series Glass
MET 01	Polished Brushed Solid Bronze Metal
MET 02	Custom Perforated Bronze Metal
CONC 01	10% Brightwhite White Quarts Aggregate Finished Fresh White/Gray color

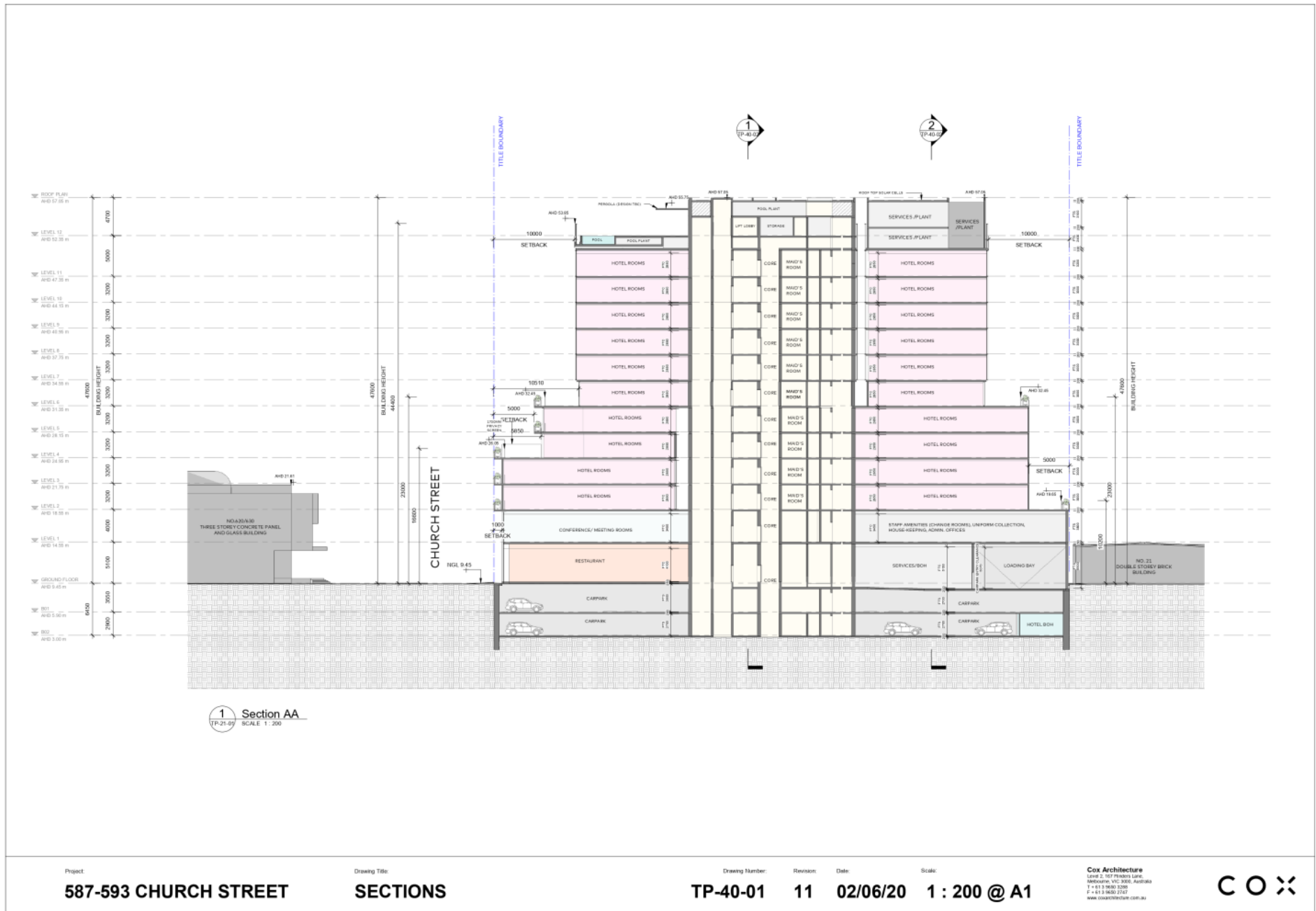


Project: **587-593 CHURCH STREET** Drawing Title: **SOUTH ELEVATION (YORKSHIRE ST) TP-30-03** Drawing Number: **6** Revision: **02/06/20** Date: **1:200 @ A1**

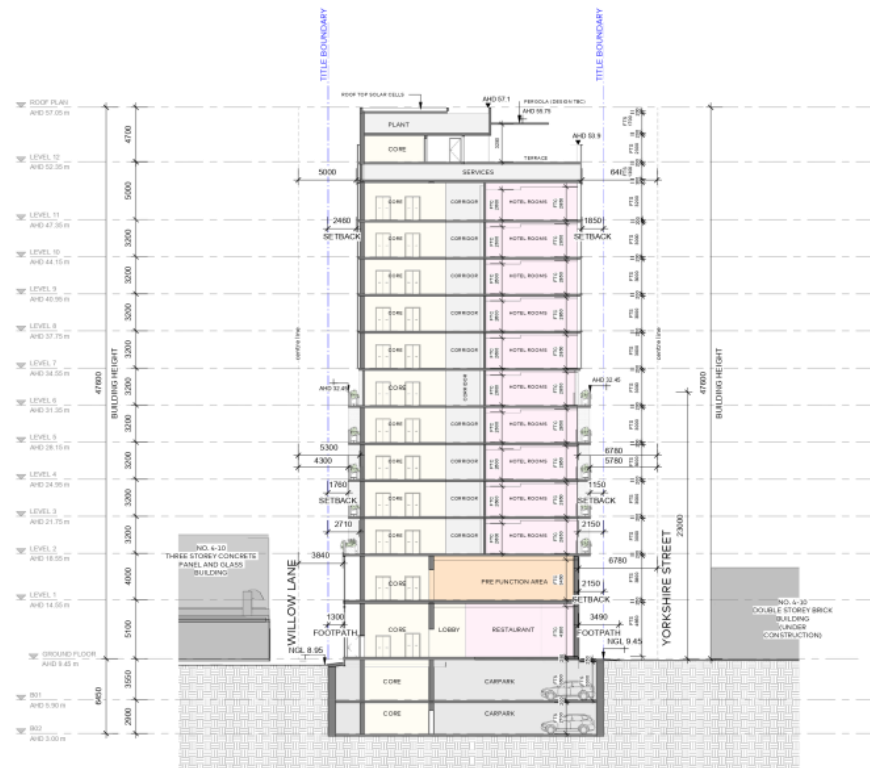
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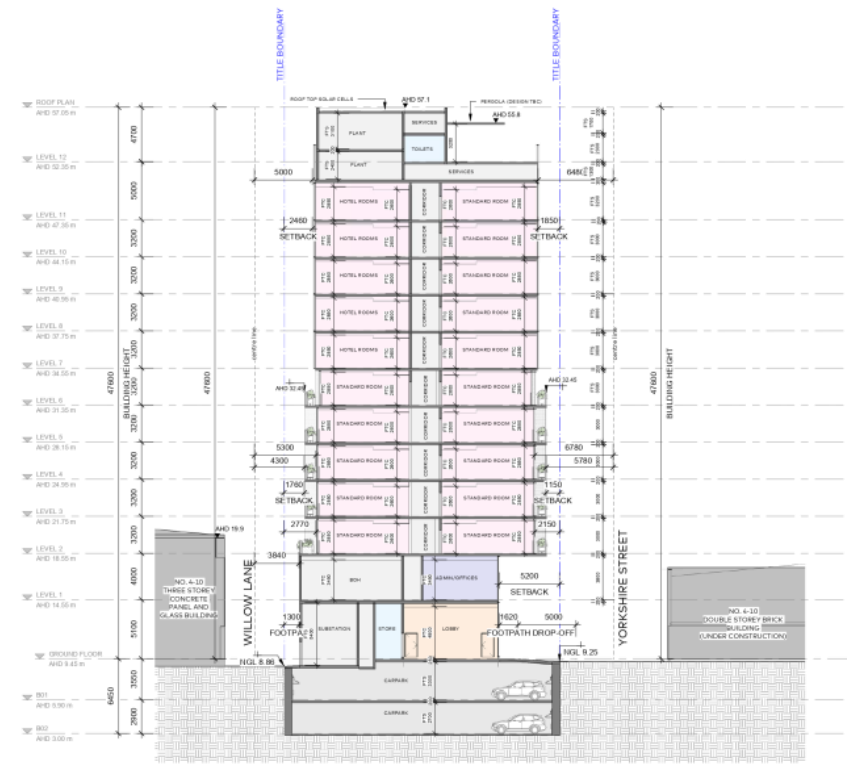
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# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



1 Section BB  
TP-21-01 SCALE 1:200



2 Section CC  
TP-21-01 SCALE 1:200

Project:  
**587-593 CHURCH STREET**

Drawing Title:  
**SECTIONS**

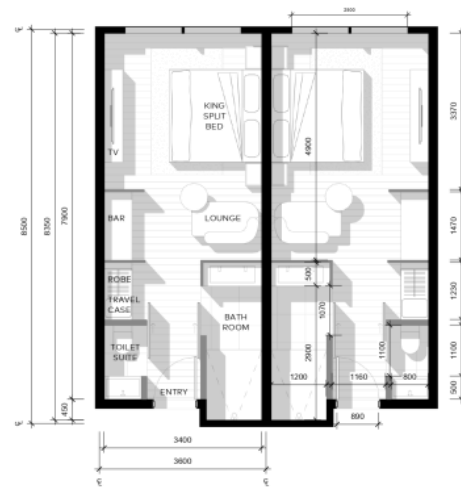
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Revision: **10**  
Date: **02/06/20**  
Scale: **1:200 @ A1**

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**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**



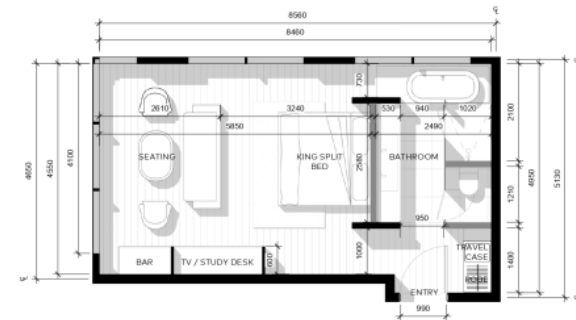
Typical Standard Suites  
SCALE 1 : 50

NSA: 28m<sup>2</sup>



Typical DDA Suites  
SCALE 1 : 50

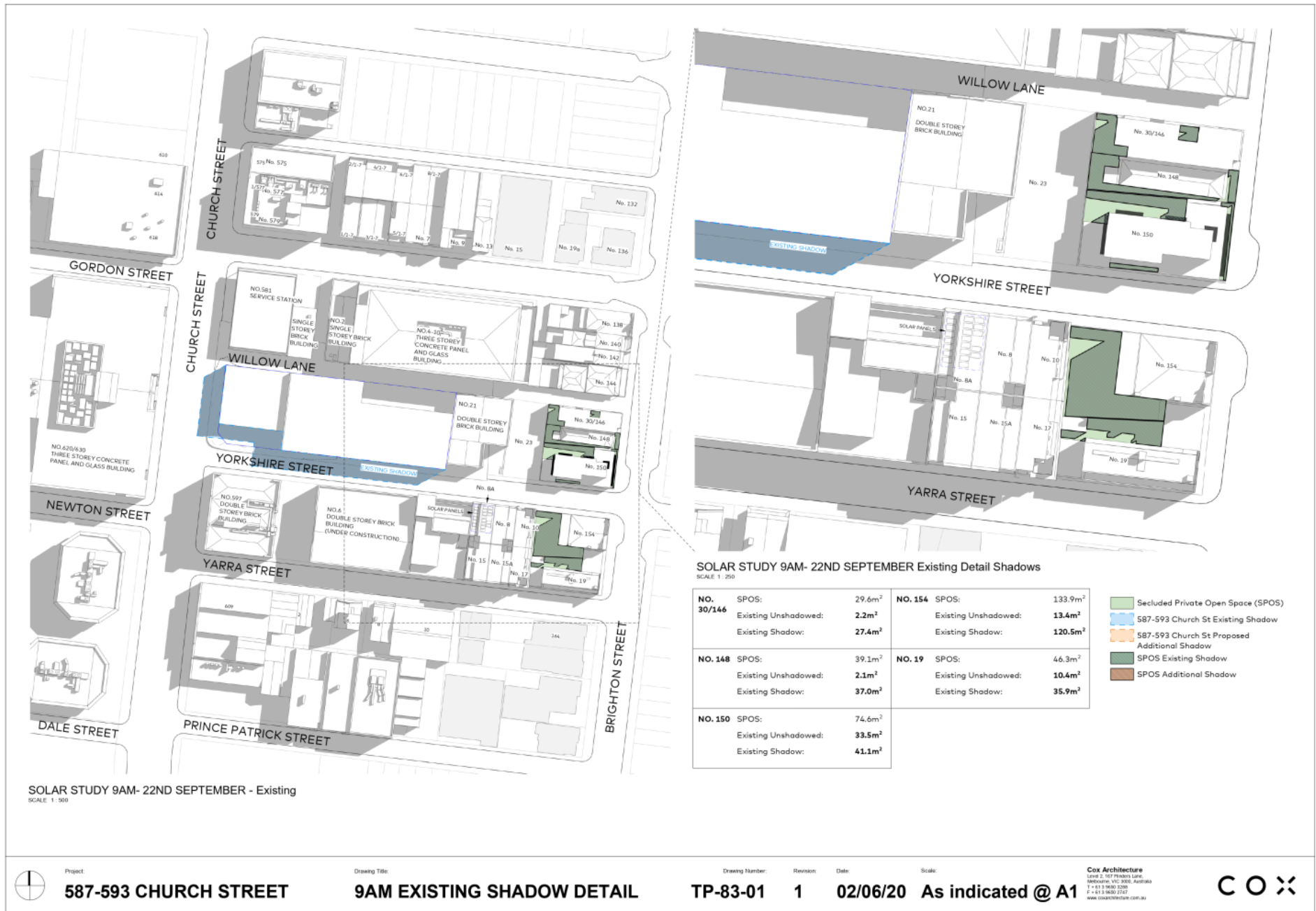
NSA: 37m<sup>2</sup>



Typical Deluxe Suites  
SCALE 1 : 50

NSA: 40m<sup>2</sup>

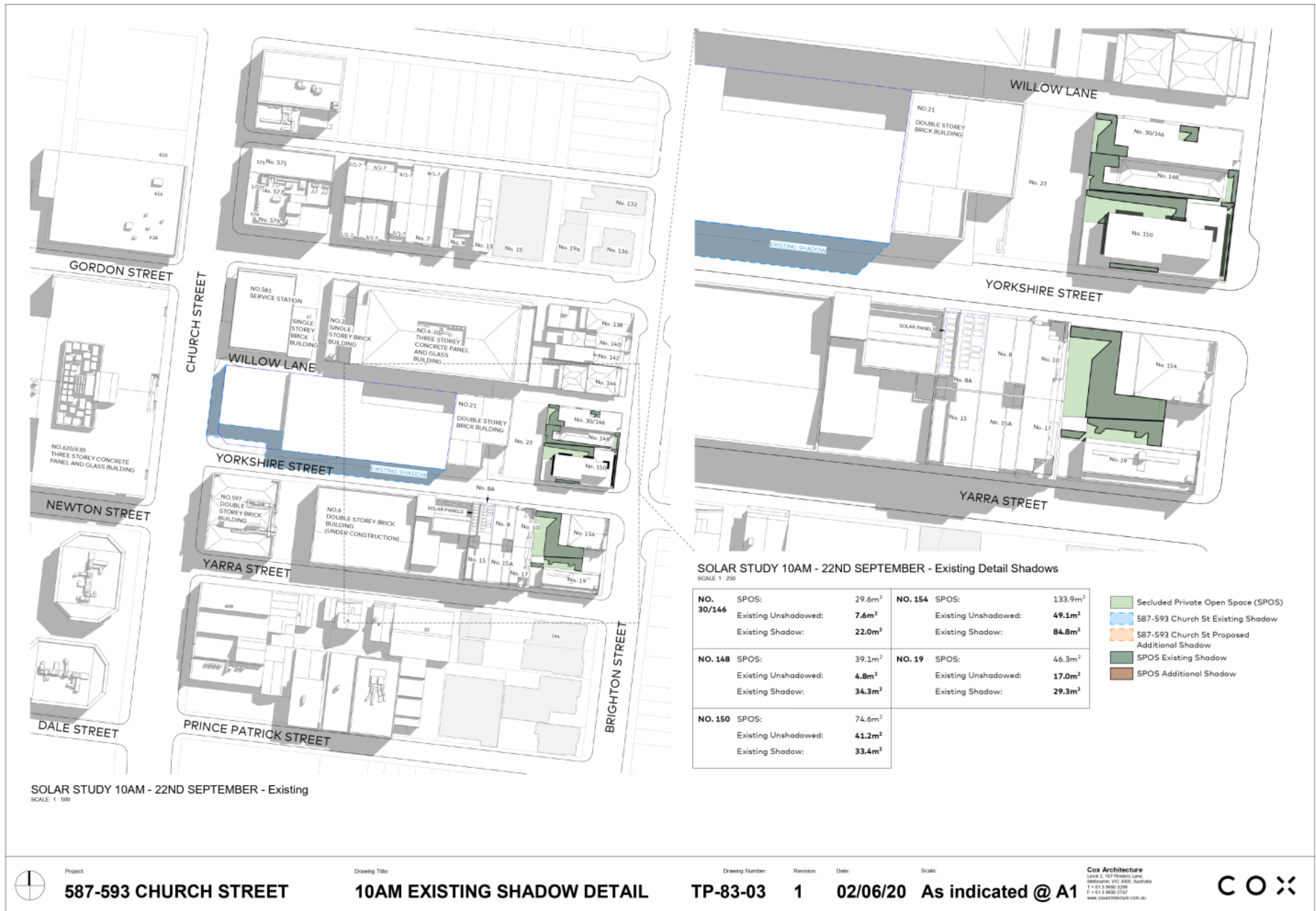
Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans





Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans





# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



Project:

**587-593 CHURCH STREET**

Drawing Title:

**11AM EXISTING SHADOW DETAIL**

Drawing Number:

**TP-83-05**

Revision:

**1**

Date:

**02/06/20**

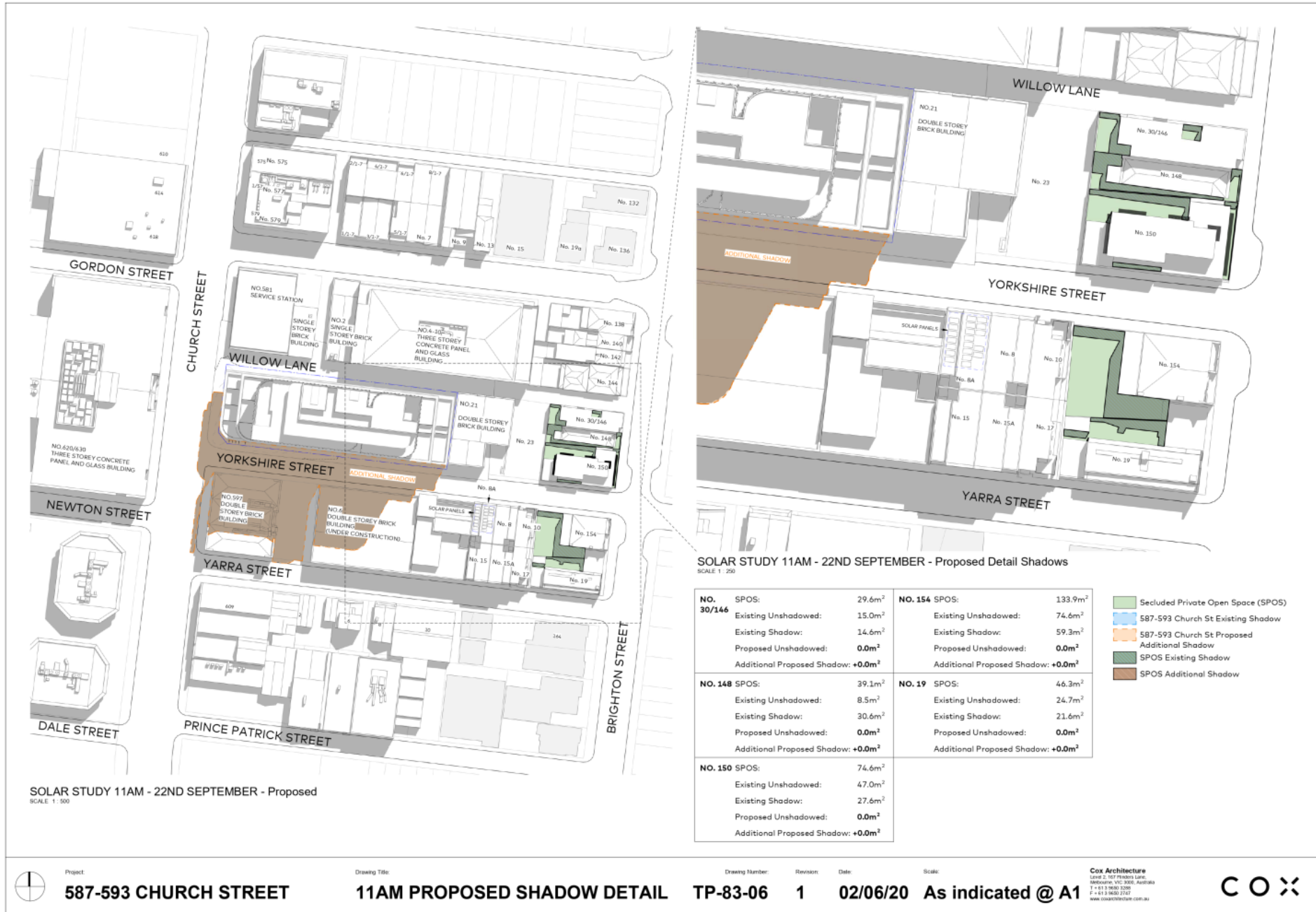
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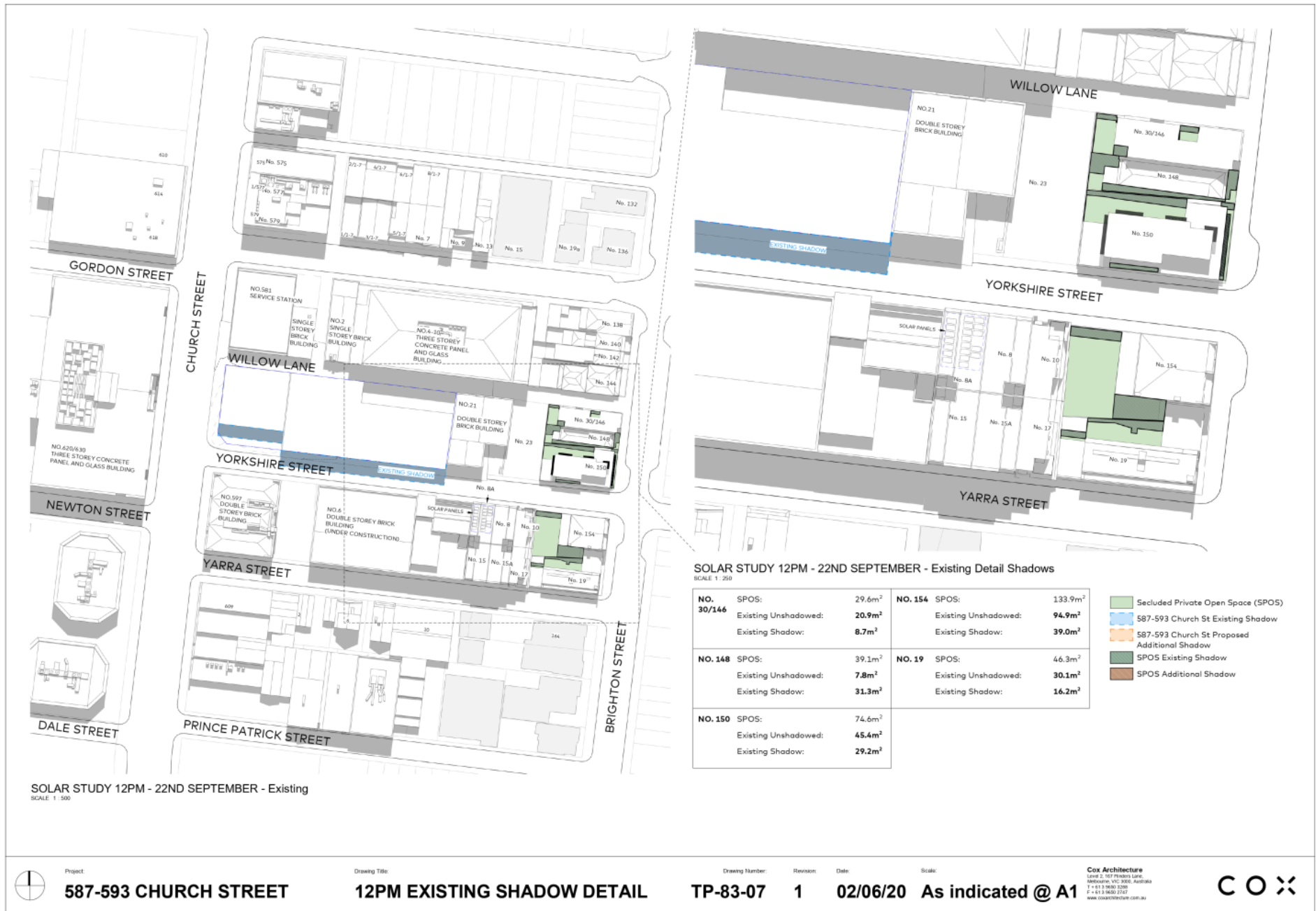
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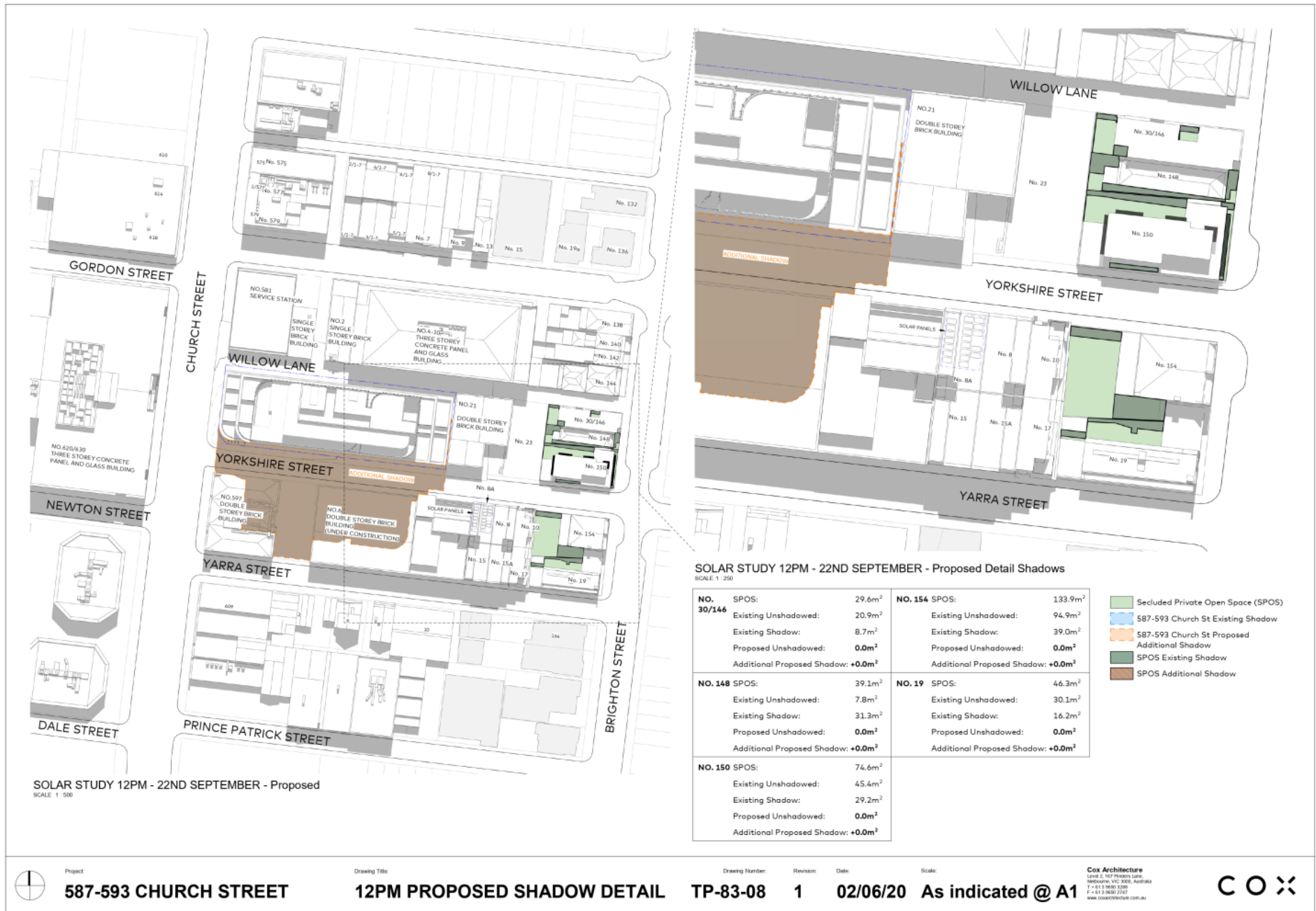
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# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans





# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



SOLAR STUDY 1PM - 22ND SEPTEMBER - Existing  
SCALE 1:500

SOLAR STUDY 1PM - 22ND SEPTEMBER - Existing Detail Shadows  
SCALE 1:250

<b>NO. 30/146</b>	SPOS:	29.6m <sup>2</sup>	<b>NO. 154</b>	SPOS:	133.9m <sup>2</sup>
	Existing Unshadowed:	17.8m <sup>2</sup>		Existing Unshadowed:	83.1m <sup>2</sup>
	Existing Shadow:	11.8m <sup>2</sup>		Existing Shadow:	50.8m <sup>2</sup>
<b>NO. 148</b>	SPOS:	39.1m <sup>2</sup>	<b>NO. 19</b>	SPOS:	46.3m <sup>2</sup>
	Existing Unshadowed:	7.0m <sup>2</sup>		Existing Unshadowed:	31.2m <sup>2</sup>
	Existing Shadow:	32.1m <sup>2</sup>		Existing Shadow:	15.1m <sup>2</sup>
<b>NO. 150</b>	SPOS:	74.6m <sup>2</sup>			
	Existing Unshadowed:	40.3m <sup>2</sup>			
	Existing Shadow:	34.3m <sup>2</sup>			

- Secluded Private Open Space (SPOS)
- 587-593 Church St Existing Shadow
- 587-593 Church St Proposed Additional Shadow
- SPOS Existing Shadow
- SPOS Additional Shadow



Project: **587-593 CHURCH STREET**

Drawing Title: **1PM EXISTING SHADOW DETAIL**

Drawing Number: **TP-83-09**  
Revision: **1**  
Date: **02/06/20**  
Scale: **As indicated @ A1**

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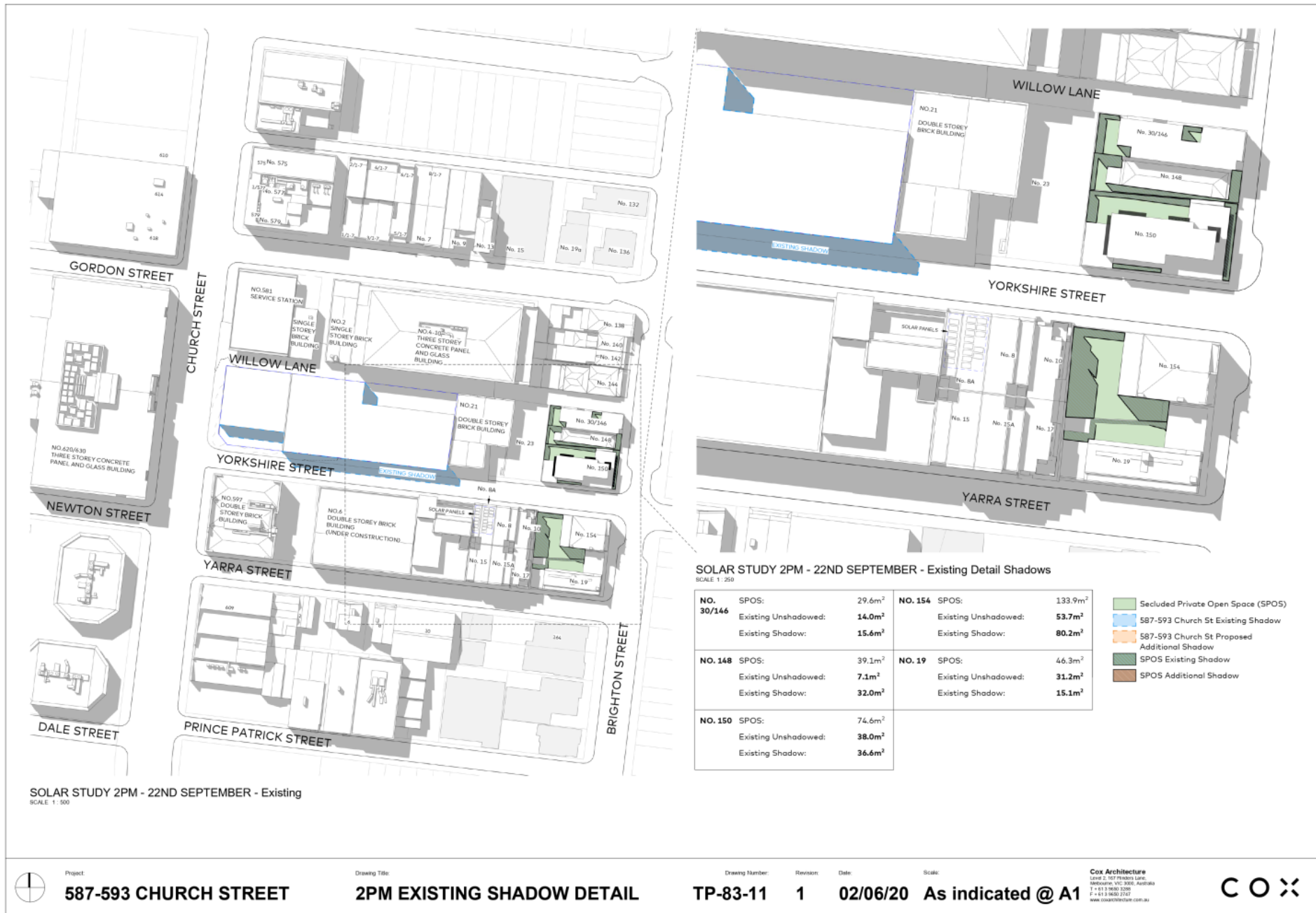
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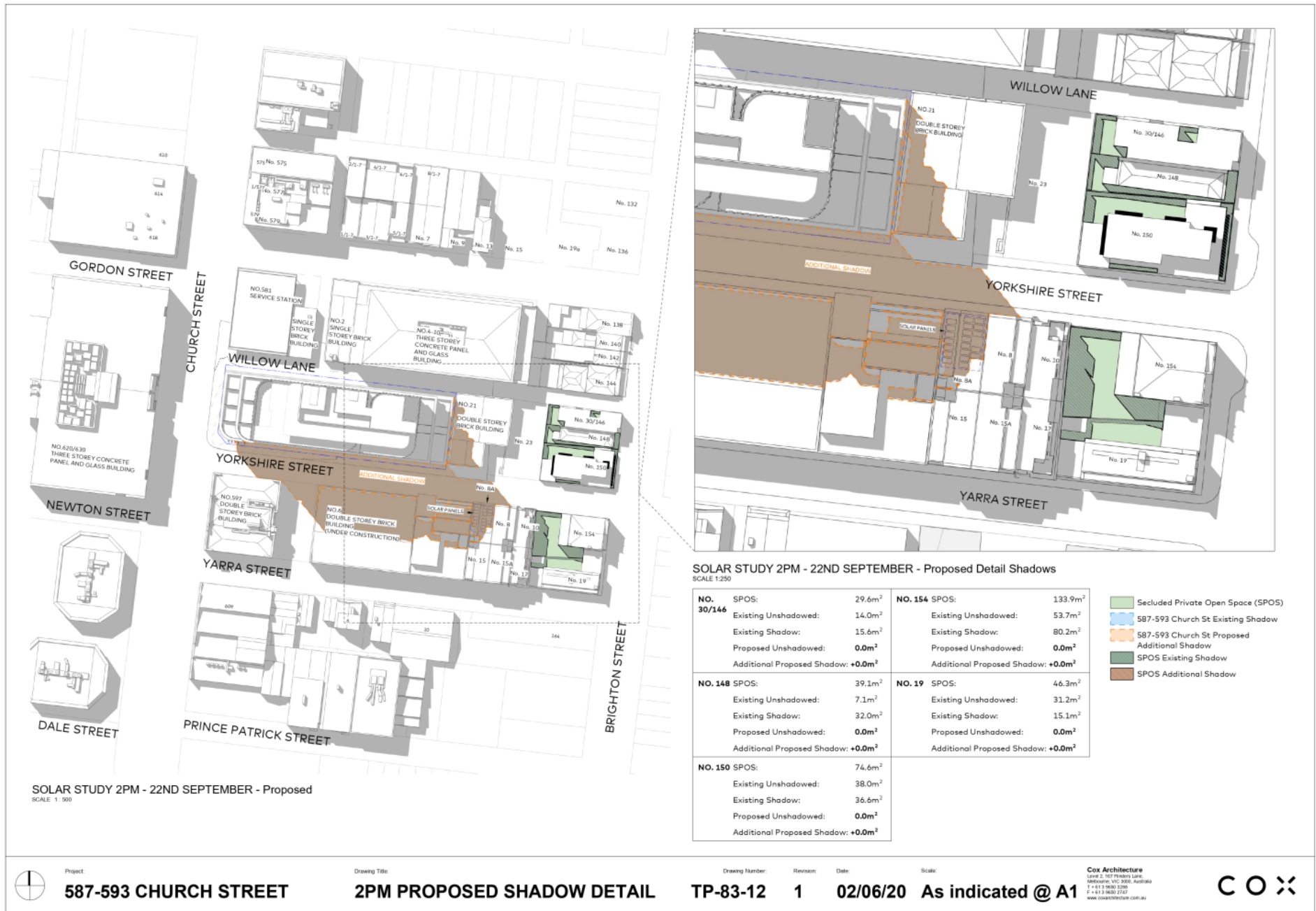
Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



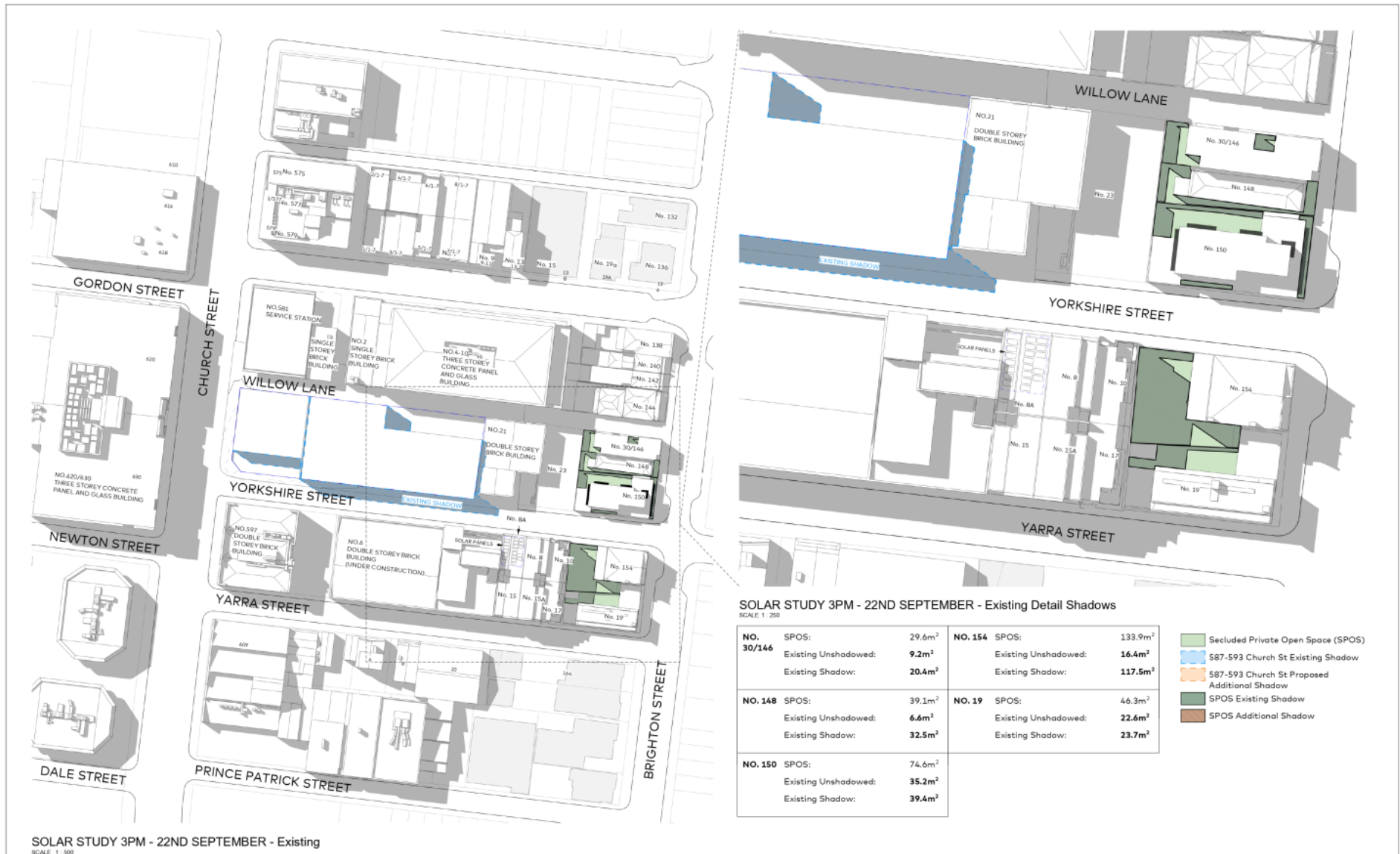
Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



Project:

**587-593 CHURCH STREET**

Drawing Title:

**3PM EXISTING SHADOW DETAIL**

Drawing Number:

**TP-83-13**

Revision:

**1**

Date:

**02/06/20**

Scale:

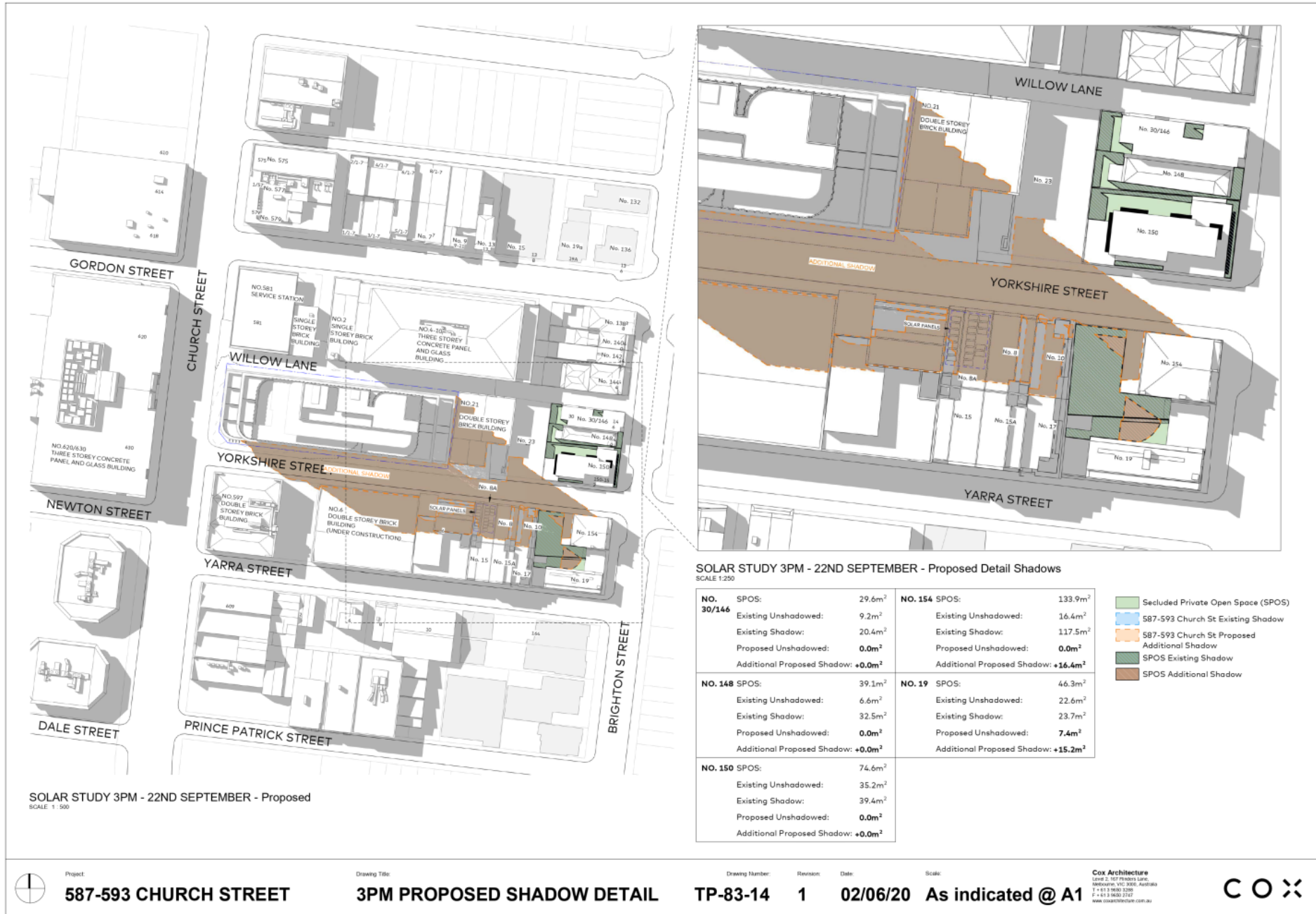
**As indicated @ A1**

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Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans





# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



REFERENCE IMAGE  
MVRDV  
Casa Kwantes - Rotterdam, Netherlands



REFERENCE IMAGE  
Peter Zumthor  
Kolumba Museum - Cologne, Germany



REFERENCE IMAGE  
Jack Woolley  
Old Workshop, London, England



BRK 01  
White Clay Long Form Brick

Supplier: Robertson's Building Products  
650 Church Street Cremorne VIC



BRK 02  
White Clay Long Form Hit and Miss Brick

Supplier: Robertson's Building Products  
650 Church Street Cremorne VIC



BRK 03  
Brick Facing Tiles / Brick Slip - White Clay Long Form Brick

Supplier: Robertson's Building Products  
650 Church Street Cremorne VIC

Project  
**587-593 CHURCH STREET**

Drawing Title:  
**MATERIALS AND FINISHES SHEET 01 TP-90-01**

Drawing Number: 1  
Revision: 02/06/20

Scale:

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**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**



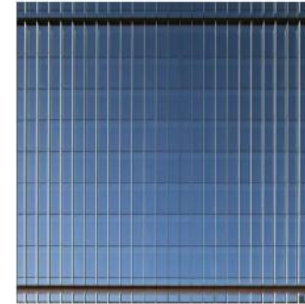
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Goettsch Partners  
Al Hilal Bank Office Tower - Abu Dhabi, UAE



**REFERENCE IMAGE**  
UN Studio / Jaspers-Eyers Architects  
Apple Store - Brussels, Belgium



**REFERENCE IMAGE**  
Snehatta  
550 Madison Garden - New York, USA



**REFERENCE IMAGE**  
Goettsch Partners  
Al Hilal Bank Office Tower - Abu Dhabi, UAE



**REFERENCE IMAGE**  
Felix Claus Dick van Wageningen Architecten  
Central Judicial Collection Agency - Leeuwarden, Netherlands



**GLA 01**  
Reflective Silver Tinted Low-E Glass

Supplier: George Fethers & Co  
740 Lorimer Street, Port Melbourne, VIC



**GLA 02**  
Transparent Low-E Shopfront Glass

Supplier: George Fethers & Co  
740 Lorimer Street, Port Melbourne, VIC



**GLA 03**  
Custom Manufactured Fritted Glass

Supplier: Xinyi Glass Engineering Co. Ltd  
Dongguan Industrial Park, Guangdong, China



**GLA 04**  
Colour back Glass

Supplier: Xinyi Glass Engineering Co. Ltd  
Dongguan Industrial Park, Guangdong, China



**GLA 05**  
Scalloped Transparent Low-E Shopfront Glass

Supplier: George Fethers & Co  
740 Lorimer Street, Port Melbourne, VIC

Project  
**587-593 CHURCH STREET**

Drawing Title  
**MATERIALS AND FINISHES SHEET 02 TP-90-02**

Revision  
**1**

Date  
**02/06/20**

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**COX**

# Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans



REFERENCE IMAGE  
MoDus Architects  
TreeHugger Tourist Information Office - Bressanone, Italy



REFERENCE IMAGE  
Smart Design Studio  
Conner at Central Park - Sydney, Australia



REFERENCE IMAGE  
WRNS Studio  
Hoover Pavilion Parking Structure - California, USA



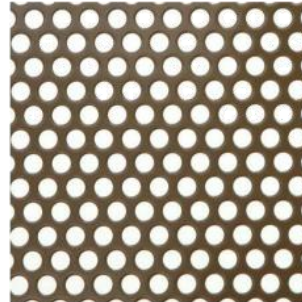
CONC 01  
50% Brightonlite White Quarts Aggregate Polished  
Finish White/Grey colour

Supplier: SA Precast Pty Ltd  
72 Days Road, Croydon Park, SA



MET 01  
Polished Brushed Solid Bronze Metal

Supplier: Locker Group  
2 Cojo Place, Dandenong South, VIC



MET 02  
Custom Perforated Bronze Metal

Supplier: Locker Group  
2 Cojo Place, Dandenong South, VIC



Project  
**587-593 CHURCH STREET**

Drawing Title  
**MATERIALS AND FINISHES SHEET 03 TP-90-03**

Drawing Number: **1**  
Revision: **02/06/20**  
Date: **@ A1**

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**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

587- 593 Church Street  
01.06.2020

## **587-593 CHURCH STREET RENDERS**

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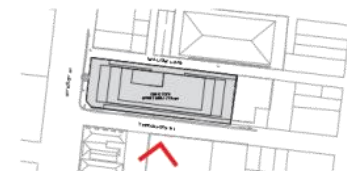


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

## PERSPECTIVE 1

01.06.2020

ARTIST IMPRESSION RENDER OF THE PROPOSED BUILDING FROM YORKSHIRE STREET



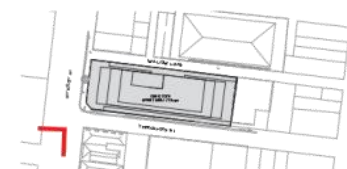


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

## PERSPECTIVE 2

ARTIST IMPRESSION RENDER OF THE PROPOSED BUILDING FROM THE CORNER OF CHURCH STREET AND YORKSHIRE STREET

01.06.2020

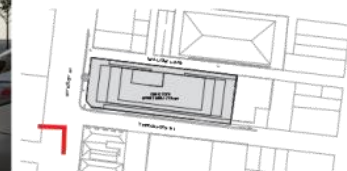


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

## PERSPECTIVE 3

ARTIST IMPRESSION RENDER OF THE PROPOSED BUILDING FROM THE CORNER OF CHURCH STREET AND YORKSHIRE STREET

01.06.2020

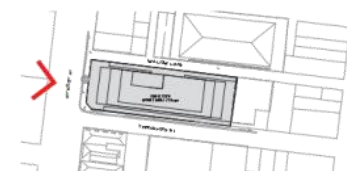


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

## PERSPECTIVE 4

01.06.2020

ARTIST IMPRESSION RENDER OF THE PROPOSED BUILDING FROM CHURCH STREET



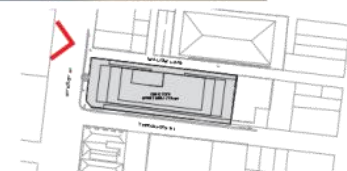


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

**PERSPECTIVE 5**

01.06.2020

PROPOSED MASSING RENDER FROM MIDDLE OF CHURCH STREET LOOKING TO BRIGHTON STREET

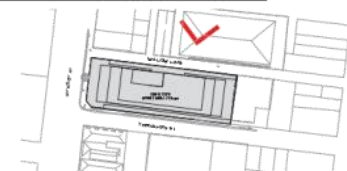


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

## PERSPECTIVE 6

01.06.2020

PROPOSED MASSING RENDER MIDRANGE VIEW NORTHERN ELEVATION



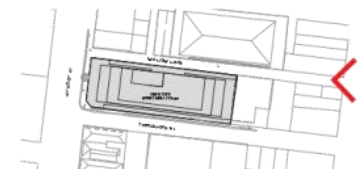


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

## PERSPECTIVE 7

PROPOSED MASSING RENDER FROM THE CORNER OF WILLOW LANE AND BRIGHTON STREET LOOKING TO CHURCH STREET

01.06.2020

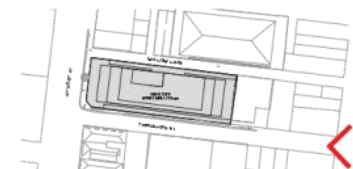


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

## PERSPECTIVE 8

PROPOSED MASSING RENDERS FROM THE CORNER OF YORKSHIRE AND BRIGHTON  
STREET LOOKING TO CHURCH STREET

01.06.2020

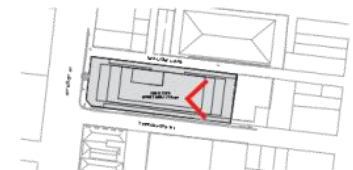


**Attachment 2 - PLN20/0230 - 587 - 593 Church Street Richmond - Decision Plans**

## PERSPECTIVE 9

01.06.2020

ARTIST IMPRESSION RENDER OF THE PROPOSED ROOFTOP BAR LOOKING TO THE CITY





**Attachment 3 - PLN20/0230 - 587 - 593 Church Street Richmond - Head, Transport for Victoria referral**



Department of Transport

GPO Box 2392  
Melbourne, VIC 3001 Australia  
Telephone: +61 3 9651 9999  
[www.transport.vic.gov.au](http://www.transport.vic.gov.au)  
DX 201292

Our Ref: PPR 33498/20  
VCAT REF: P1074/2020

Victorian Civil and Administrative Tribunal  
Ground Floor  
55 King Street,  
Melbourne VIC 3000

email [admin@vcat.vic.gov.au](mailto:admin@vcat.vic.gov.au)

Dear Sir / Madam

**YARRA PLANNING SCHEME**  
**VCAT REF: P1074/2020**  
**PLANNING APPLICATION NO: PLN20/0230**  
**PROPOSAL: THIRTEEN (13) STOREY RESIDENTIAL HOTEL**  
**ADDRESS: 587-593 CHURCH STREET RICHMOND**

The Department of Transport received notification of the above application for review on the 10<sup>th</sup> August 2020.

A key priority of the Department since the reform of the *Transport Integration Act 2010* on 1 January 2020 has been the integration of referral functions by the Head, Transport for Victoria for both former Vic Roads and Public Transport for Victoria. Please note therefore, that this response provides a whole of Department of Transport position including both Public Transport and Roads.

The Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* **does not object** to the grant of a planning permit subject to the following conditions:

**Conditions:**

1. The permit holder must avoid disruption to tram operation along Church Street during the construction of the development. Any planned disruptions to tram operation during construction and mitigation measures must be communicated to and approved by the Head, Transport for Victoria and Yarra Trams a minimum of thirty five days (35) prior. The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Head, Transport for Victoria at the full cost of the permit holder.

**End of conditions.**

Please also note the following for your proceedings:

Clause 45.07 City Link Project Overlay



**Attachment 3 - PLN20/0230 - 587 - 593 Church Street Richmond - Head, Transport for Victoria referral**

CityLink does not have any comments or conditions it proposes in relation to this application and will not be seeking to participate or make submissions in the upcoming VCAT hearing. Should any new matter be raised in the hearing that materially affects CityLink, we reserve the right to appear.

Should you require any further clarification, please feel free to contact myself on telephone 03 8392 7984 or email [james.noy@ecodev.vic.gov.au](mailto:james.noy@ecodev.vic.gov.au).

Yours sincerely

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

**JAMES NOY**

Senior Statutory Planner (Public Transport)  
Delegate of the Head, Transport for Victoria  
27/08/2020

cc: Yarra City Council: [michelle.king@yarracity.vic.gov.au](mailto:michelle.king@yarracity.vic.gov.au)  
Planning & Property Partners: [admin@pppartners.com.au](mailto:admin@pppartners.com.au)



## Attachment 4 - PLN20/0230 - 587 - 593 Church Street Richmond - Open Space referral

**King, Michelle**

---

**From:** Mardjuki, Julia  
**Sent:** Tuesday, 4 August 2020 4:59 PM  
**To:** King, Michelle; Pandhe, Amruta; Williames, Glen  
**Cc:** Larkins, Julian  
**Subject:** RE: PLN20/0230 - 587-593 Church Street, Richmond - Urban Design / Streetscapes / Open Space referral

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Michelle

I have reviewed the landscape plans provided by Jack Merlo dated 01.06.2020.

They have provided a comprehensive landscape package and I'm satisfied with the information they've provided in the landscape plans as well as the maintenance schedule.

Just a couple of notes which will be covered by the Streetscapes and Urban Design teams as well:

- Any street tree planting including tree protection and species selection should be aligned to the advice provided by the Streetscapes Team.
- Any footpath treatments outside the title boundary will need to be aligned to City of Yarra standards.
- We are supportive of an Urban Design proposal to decrease the height of the planters along the façade of the building in order to create a better connection between the public and private realm. Our suggestion is that the planters are between 450-500mm in depth.

Please let me know if you require any further information from Open Space.

Kind Regards  
Julia

**Attachment 5 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (internal) referral**



# MeMO

---

TO:	Michelle King (Statutory Planning)
FROM:	Amruta Pandhe (Urban Design)
DATE:	11 August 2020
SUBJECT:	587-593 Church Street, Richmond
APPLICATION NO:	PLN20/0230
DESCRIPTION:	Use and development of the land for a thirteen storey residential hotel (with an ancillary gym and function centre), a ground floor restaurant and a roof-top bar (all permit required uses), a reduction in car parking and alteration of access to a road zone, category 1

---

## COMMENTS SOUGHT

Urban Design comments have been sought on streetscapes and any capital works. The comments are based on Architectural Plans dated 2<sup>nd</sup> June 2020 and Landscape Plans dated 1<sup>st</sup> June 2020.

---

## COMMENTS SUMMARY

In summary, the drawings are not yet acceptable from an Urban Design perspective. The development proposes number of public realm improvement opportunities and in principle the high level objective is welcomed.

The initial comments below and overleaf highlights our primary concerns. We require that the applicant provides updated drawings and a response to each of the comments to enable us to make a complete review of the proposal.

Before Council can undertake a complete review and make an informed decision, discrepancies between landscape plans and architectural plans must be coordinated by the applicant to ensure correlation.

---

## COMMENTS

Additional details and amendments that are required on the drawings are discussed in the relevant sections below and overleaf.

### GROUND FLOOR

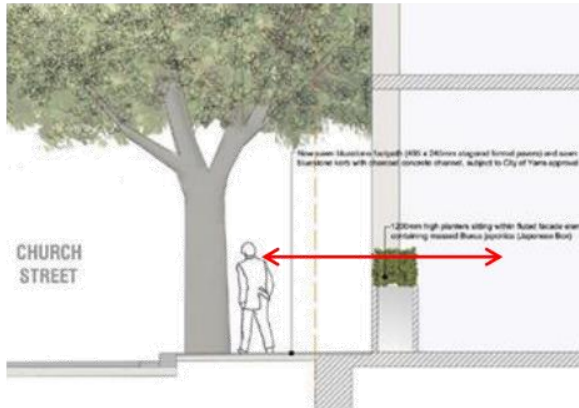
The ground floor building interface along Church Street is generally supported. The building line is setback by a metre along Church Street which contributes in providing a positive pedestrian environment. The pedestrian entrance to the restaurant will add some level of activation to the street frontage which is supported.

The overall ground floor interface along Yorkshire Street is supported. The building is setback by 2.15m which is highly supported as it has provided opportunity for street tree planting and bicycle parking which will all make a positive contribution in the street environment and hence is supported. The total building frontage along Yorkshire Street is approximately 65m, however, there is only one pedestrian entrance proposed to the hotel lobby. Direct pedestrian entrances contribute in providing visual connection and passive surveillance

**Attachment 5 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (internal referral)**

between streetscape and private spaces. Hence, the design will benefit by providing an additional pedestrian entrance to the restaurant area.

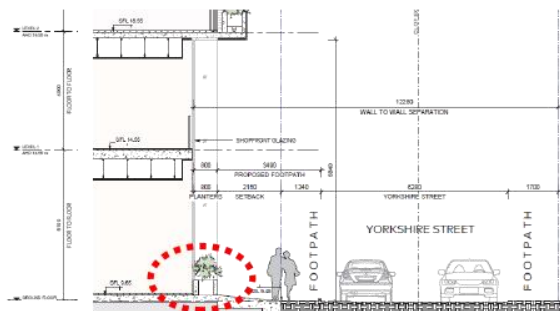
The development proposes raised planters along Church Street and Yorkshire frontage. The provision of planters is supported, however, the 1200mm high planters will obstruct visual connection between public realm and private spaces. Hence it is recommended to reduce the height of the planters as much as possible without impacting the landscaping requirements (full growth potential of the planters). This will contribute in making the street interface more engaging and safe. Refer to Open Space team comments for further details.



Ensure visual connection between public realm and private spaces

### *Landscape Sections – Lower Levels (Landscape Drawings)*

Please update the elevations, sections and renders in architectural drawings to incorporate right information about planters. Below section from UCR shows low level planters which is used to demonstrate ground floor activation which is not the case as per landscape drawings. Perspective 3 shows only few planters (probably 1200mm height) and perspective 4 shows all planters but at lower height. There also seems to be discrepancy in upper level landscaping.



## Ground Floor Activation - Yorkshire Street (Urban Context Report)



### Perspective 3 (*Architectural Renders*)



#### Perspective 4 (Architectural Renders)

## Attachment 5 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (internal) referral

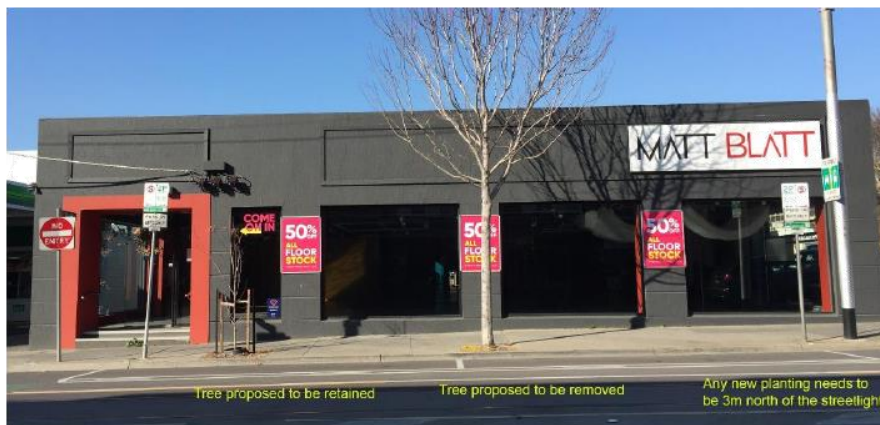
The building is setback by 1.5m from Willow Lane which creates a space for pedestrians to walk along the lane. In principle the setback is supported, however, there are concerns regarding the number of doorways opening up on this pedestrian footway. Provide further details demonstrating that potential conflicts between pedestrians and people using the building can be mitigated and managed. The design will benefit it at least the staff entrance door does not directly open up on the pedestrian footway.

### Street Tree Planting

#### Church Street

There are two existing street trees and a street light along Church Street. The tree species of existing tree is Acer 'Autumn Blaze' which would grow to approximately 10m height x 6m spread in a footpath situation like Church Street. The landscape drawing shows existing tree species as Platanus which is not right. Please show the street light and both existing trees (appropriate spread size) on landscape and architectural drawings.

The development proposes to retain the tree on the north and remove the other tree. It proposes to plant a new tree closer to the existing street light. The location of new tree is not supported as a tree needs to be at least 3m from a street light. Given the narrow lot width and the clearance requirement from street light there is no opportunity to plant a new tree along Church Street. Hence, the removal of existing tree is not supported. The applicant needs to provide a strong justification for this request to be considered. Further, the relocation of tree will only be supported if the applicant puts the powerline underground or at the very least bundle it into ABC cable. This will ensure full growth potential of any future street trees.



Existing condition on Church Street

#### Yorkshire Street

The proposal to widen the Yorkshire Street footpath adjacent to the site is welcomed and will enable new footpath trees to be planted. Please note that Council's tree planting contractor will source and plant the street trees. The applicant is requested to contribute to the cost of planting five (5) new street trees, which would cover tree sourcing, planting and 2 years of maintenance. The total cost for the trees would be \$2,825.

Below are further details and a sketch layout showing the potential location of trees along Yorkshire Street which provides slightly more sight line visibility at the Church Street corner and clearance in front of the Booster access.

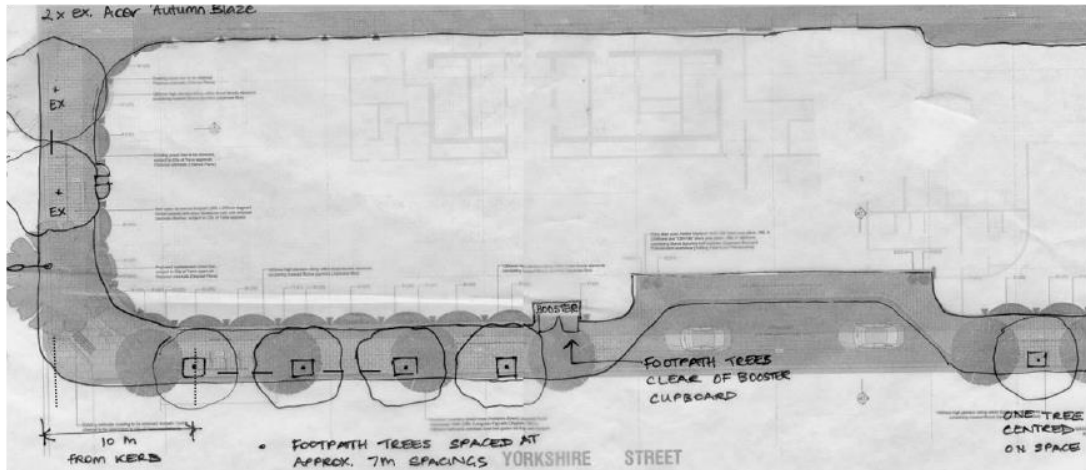
- The approximate cost for footpath tree is \$565 per tree
- Distance between trees is approximately 7m from centre to centre
- Council does not support provision of tree grates in this location for maintenance and street character reasons. The trees will be planted in standard 1m X 1m tree cut out which will also enable them to be located on Council land and therefore be maintained by Council



## Attachment 5 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (internal) referral

- Pleached *Ficus macrocarpa* 'Hillii' are not supported as they require high maintenance. Council will either plant '*Magnolia grandiflora* 'Greenback' or *Tristaniaopsis laurina* 'Luscious'. The decision will be made by Council's arborist at time of implementation.

Please keep Council updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.

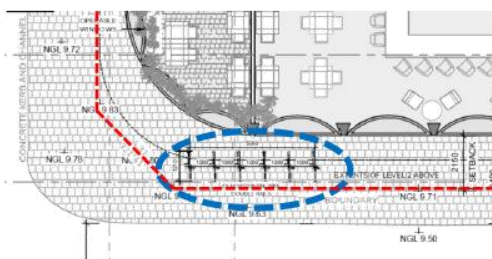


Suggested layout showing tree locations along Yorkshire Street

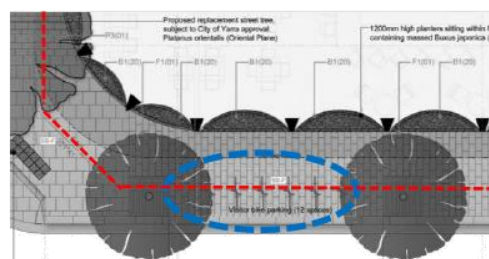
### Street Furniture

Church Street is an active thoroughfare which is becoming increasingly busy during daytime and evenings. Hence it is important to provide public infrastructure such as bicycle parking for the community. The development proposes six bike hoops along Yorkshire Street. The provision of bike hoops is supported, however, it is recommended to have one bicycle hoop along Church Street and four along Yorkshire Street.

The bike hoop along Church Street should be parallel with the kerb. The proposed bike hoops along Yorkshire Street are perpendicular to the kerb which does not allow to maintain a 1.5m-1.8m clear path of travel for pedestrians. Hence, the bike hoops along Yorkshire Street should also be parallel to the kerb. Ideally it is preferred that bike hoops provided to meet planning application requirements to be within private boundary. However, in this instance it is preferred to have the bike hoops on Council land between the proposed trees to maintain a clear path of travel for pedestrians.



Ground Floor Plan (Architectural Drawings)



Ground Floor Plan (Landscape Drawings)

All proposed streetscape fixtures be as per *Technical Notes: City of Yarra Public Domain Manual*, with all required clearances to be dimensioned. It is recommended to provide an in-ground stainless steel bicycle hoop. The location of the street furniture needs to take into consideration the clearance from kerb line, existing and proposed trees, entry doors, street signs and on-ground or underground services.



## Attachment 5 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (internal) referral

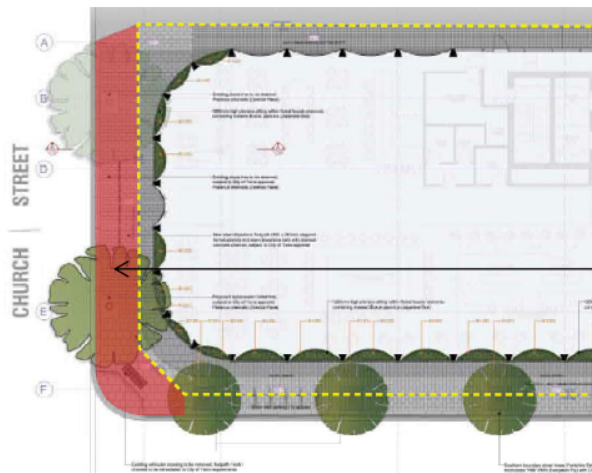
The YCC standard details are currently being revised to ensure compliance with Australian Standards and required offsets are more apparent. Please refer to UD Standard Details - WIP-Bike Hoops drawing (attached) and further consider below set-out dimensions:

- As per Australian Standards bike hoops need a 1 metre by 1.8 metre clearance around them to allow enough space for parked bikes;
- Distance between bicycle box and tree pit should be 0.6m to allow access;
- Given the building is setback a minimum clearance of 1.8m (preferred) between the building/property line and bicycle box should be provided to maintain clear path of travel, however, could be reduced to 1.5m if required; and
- Hoops should also be positioned outside of any 'car door zones' of adjacent car parking bays

### Pavements

#### Church Street

The proposed sawn bluestone within Council land along Church Street is not supported as there needs to be clear delineation between public and private land for maintenance purposes and underground utility services. All pavements along Church Street are to be reinstated as asphalt footpaths with concrete kerb and channel for the full length of the site plus the pedestrian kerb crossing area (on corner of Church Street and Yorkshire Street) as per *City of Yarra's Infrastructure – Road Materials Policy*. Proposed footpath and kerbs and channels to be shown on drawings as per *Yarra Standard Drawings*. The below diagram shows the recommended extent of asphalt pavement along Church Street.



Ground Floor Plan

Extent of asphalt along Church Street (including the pedestrian kerb crossing at corner of Church Street and Yorkshire Street)

The proposed sawn bluestone within private boundary is supported. However, it is important to ensure that there is a seamless transition between the footpath and the private property and that it can be clearly demonstrated that all drainage and storm water requirements have been resolved accordingly. Any height differences are to be resolved through grading of the paving to ensure no steps are required. All proposed paving in the pedestrian walkways must be compliant with Australian Standards for slip resistance and DDA.

#### Yorkshire Street

The development proposes sawn bluestone within Council land and private property along Yorkshire Street. This street presents a different road condition to Church Street where the existing footpath (Council land) is very narrow. Further, there will be total of five (5) new footpath trees along Yorkshire Street. In order to provide a consistent appearance along Yorkshire Street the provision of sawn bluestone is supported within public and private land. Even though a single material is supported it is recommended to provide banding (parallel to kerb) to clearly identify extent of the private property. It is preferred to have bluestone banding. Provision of loose material like discs to show delineation between public and private land is not supported from safety and maintenance perspective.

## Attachment 5 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (internal) referral

All proposed paving in the pedestrian walkways must be compliant with Australian Standards for slip resistance and DDA. The applicant needs to provide the following for the section between the building line and edge of the kerb (including the section wrapping around the forecourt/porte cochere area):

- Unfettered 24 hour public access;
- Owner to be responsible for maintenance at all times; and
- Obtain and maintain public liability and indemnity insurance

The architectural plan shows that the existing footpath along Yorkshire Street is 3.49m wide which is incorrect. Please update the drawing to show the right information.



Ground Floor Plan (Architectural Drawings)

### Pedestrian Kerb Crossing

The pedestrian kerb crossing at the intersection of Church Street and Yorkshire Street should align with the direction of travel required to cross the south side of the street only. Hence, it is recommended to provide a straight crossing at this corner which will be similar to the existing crossing on south of this intersection. The provision of tactiles is not supported. Consideration to drainage pit and any other existing infrastructure should be given while designing the crossing.

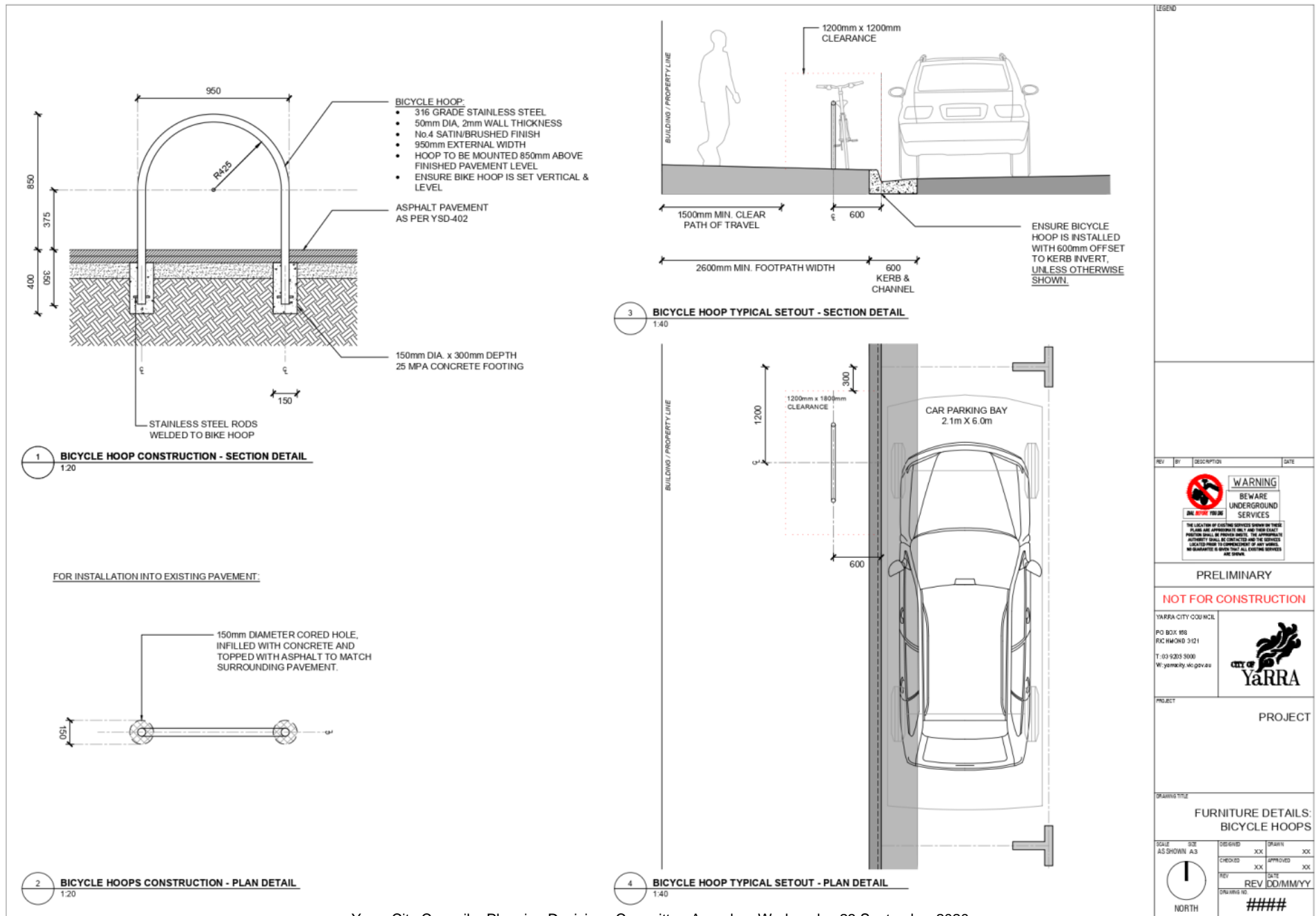
Proposed crossing to be shown on drawings and reinstated as per *Yarra Standard Drawings (YSD404 – Kerb layback pram crossing)*.

### General

The architecture and landscape drawings need to provide more information and/or clarification about:

- Show location of all existing infrastructure on footpath/lane like drainage pits, electricity poles, street signs etc. If any of this infrastructure is proposed to be relocated show the proposed new locations.
- Show existing on-street parking on Church Street as this will impact proposed bicycle hoops
- Correct the street tree labelling along Church Street
- All redundant vehicle crossovers are to be demolished and note added on drawings.
- Show general Grading and Drainage information (including within the walkway) to ensure the site layout is universally accessible, appropriate and well-designed.
  - RLs at all building entries and street interfaces.
  - Falls of pavements, including extents of significant falls (i.e. steeper than 1:33 and 1:20).
  - Drainage pits (and associated RLs).
  - Show drainage infrastructure, such as trench grates on plans.
- Council engineer should be consulted in regard to storm water management and grading along Church Street, Yorkshire Street and Willow Lane. This to ensure that the overland flow at big rain events will not cause any flooding issues.

# Attachment 5 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (internal) referral



## Attachment 6 - PLN20/0230 - 587 - 593 Church Street Richmond - Engineering Unit referral



## MEMO

**To:** Michelle King  
**From:** Mark Pisani  
**Date:** 9 September 2020  
**Subject:** Application No: PLN20/0230  
 Description: Thirteen Storey Mixed Use Building  
 Site Address: 587-593 Church Street, Richmond

I refer to the above Planning Application received on 20 July 2020 in relation to the proposed development at 587-593 Church Street, Richmond. Council's Civil Engineering unit provides the following information:

## Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Cox Architecture	TP-10-01 <i>Site Survey Sheet 1</i>	12	2 June 2020
	TP-10-02 <i>Site Survey Sheet 2</i>	1	2 June 2020
	TP-10-03 <i>Site Survey Sheet 3</i>	1	2 June 2020
	TP-11-02 <i>Site Plan</i>	7	2 June 2020
	TP-21-01 <i>Basement 02</i>	15	2 June 2020
	TP-21-02 <i>Basement 01</i>	15	2 June 2020
	TP-21-03 <i>Ground Floor</i>	15	2 June 2020
	TP-21-04 <i>Level 01</i>	15	2 June 2020
	TP-40-01 <i>Sections</i>	11	2 June 2020
	TP-40-01 <i>Sections</i>	10	2 June 2020
Traffix Group	<i>Traffic Engineering Assessment</i> report	D	23 March 2020
Traffix Group	B99 Ground Clearance Assessment	A	G27704GC-01A

**Attachment 6 - PLN20/0230 - 587 - 593 Church Street Richmond - Engineering Unit referral****CAR PARKING PROVISION****Proposed Development**

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Residential Hotel	223 rooms	Rate not specified in Clause 52.06-5	To the satisfaction of the Responsible Authority	70
Food and Drink	1,310 m <sup>2</sup>	3.5 spaces per 100 m <sup>2</sup> of leasable floor area	45	0
			<b>45 spaces + parking for the residential hotel</b>	<b>70 spaces</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.

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

**Car Parking Demand Assessment**

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

Parking Demand Consideration	Details
<i>Parking Demand for Residential Hotel Use</i>	Residential Hotels can be classified as tourist accommodation facilities. In terms of parking provision for this type of accommodation, the NSW Roads and Maritime Services' <i>Guide to Traffic Generating Developments</i> version 2.2 provides a parking rate of one off-street space per four bedrooms (0.25 spaces per one-room apartment). The proposed residential hotel is providing 70 spaces for the 223 rooms, which equates to 0.31 spaces per room. This car parking provision is considered satisfactory.
<i>Parking Demand for Food and Drink Use</i>	The food and drink use on the site would primarily cater for guests at the residential hotel as well as local employees from the surrounding area. Traffix Group have adopted a parking demand that is half of the statutory parking rate – a reasonable assumption. This was equate to a parking demand of 23 spaces. Staff to the food and drink premises would need to make their own travel arrangements to commute to the site, such as take public transport or ride a bicycle.

- **Availability of Public Transport in the Locality of the Land.** The following public transport services can be accessed to and from the site by foot:
  - Church Street trams – 50 metre walk
  - Swan Street trams – 620 metre walk
  - East Richmond railway station – 570 metre walk
- **Multi-Purpose Trips within the Area.** Patrons to the food and drink premises might combine their visit to the site by engaging in other business or activities whilst in the area.



## Attachment 6 - PLN20/0230 - 587 - 593 Church Street Richmond - Engineering Unit referral

- *Convenience of Pedestrian and Cyclist Access.* The site has very good pedestrian accessibility and connectivity to the on- and off-road bicycle network.

### **Appropriateness of Providing Fewer Spaces than the Likely Parking Demand**

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

- *Availability of Car Parking.* Traffix Group had conducted an on-street parking survey of the surrounding area on Tuesday 7 January 2019 at 10:00am. The survey area encompassed sections of Church Street, Brighton Street, Yarra Street, Yorkshire Street, Newton Street, Gordon Street, Willow Lane and Amsterdam Street. The time and extent of the survey are considered appropriate. An inventory of 179 publicly available parking spaces was identified. The survey results indicate that the on-street parking occupancy in the study area was recorded at 77%, resulting in some 42 on-street spaces vacant. The results suggest that patrons to the site should be able to park in a short-stay parking space close to the site.
- *Relevant Local Policy or Incorporated Document.* The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Car Parking Deficiency associated with Existing Land Use.* The existing site comprises a furniture store (restricted retail use) and has an on-site car parking provision of 14 spaces. According to Traffix Group, the premises covers some 1,400 square metres, which would equate to a statutory car parking requirement of 35 spaces. The resultant car parking deficiency would be 21 spaces, which could potentially be transferrable to the new development.
- *The Future Growth and Development of an Activity Centre.* Practice Note 22 – Using the Car Parking Provisions indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as the Church Street retail precinct, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

### **Adequacy of Car Parking**

From a traffic engineering perspective, the proposed car parking provision for the residential hotel and the waiver of parking for the food and drink use is considered appropriate in the context of the development and the surrounding area. The parking supply for the residential hotel is consistent with the rate specified by the NSW Roads and Maritime Services. The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

**Attachment 6 - PLN20/0230 - 587 - 593 Church Street Richmond - Engineering Unit referral****TRAFFIC IMPACT****Trip Generation for the Residential Hotel**

Traffix group has adopted the following traffic generation rates for the residential hotel based on previous empirical studies of movements observed at residential hotels. Essentially, the traffic generation rates are broken down into two groups: Hotel rooms without on-site parking (152 rooms; these would be reliant on taxis /driver services/ride share vehicles) and hotel rooms with on-site parking (70 spaces).

Hotel Room Type	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Without on-site parking (152 rooms; 0 spaces)	AM peak: 0.30 trips per room PM peak: 0.20trips per room	46 trips	31 trips
With on-site parking (70 rooms; 70 spaces)	AM peak: 0.15 trips per room PM peak 0.10 trips per room	11 trips	7 trips

Traffix Group highlighted that the trips undertaken by the taxis/drivers/ride share vehicles represent entry and exit movements (for example, each taxi/vehicle would make an entry and exit movement). Therefore, the AM peak would be 23 trips and the PM peak would be 16 trips.

**Traffic distribution and Directional Split**

The traffic distribution and directional split assumptions made by Traffix Group and illustrated in Figure 14 of the report are considered appropriate.

In summary, we are satisfied with the traffic generation analysis provided by Traffix Group.

**Potential Amenity Impact**

From a traffic engineering perspective, the traffic generated by the development can be easily absorbed into the surrounding road network. However, the configuration of the site's access arrangements would cause development traffic to navigate through the local street network, particularly along Brighton Street.

We would be supportive of alternative design options for reconfiguring the site's access arrangements in order to limit the amount of development traffic using Brighton Street. One option could be the relocation of the basement car park entrance from Willow Lane to Yorkshire Street.

It is recommended that the applicant explores options to reduce the volume of development traffic using Brighton Street.

# Attachment 6 - PLN20/0230 - 587 - 593 Church Street Richmond - Engineering Unit referral

## DEVELOPMENT LAYOUT DESIGN Layout Design Assessment

Item	Assessment
<b>Access Arrangements</b>	
Development Entrance via Willow Lane	The development entrance off Willow Lane comprises a combined entrance for vehicles and loading/waste collection. The 4.4 metre wide single lane ramp with an additional 300 mm wide kerb on the outside radius satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	The standard pedestrian sight triangles used at street frontages do not technically apply off laneways. However, the development entrance has ample sight lines to the west. On the east side of the entrance, a motorist will have some visibility of Willow Lane to the east. It is agreed that a motorist entering Willow Lane (left turn only; One-way westbound) would incline to the left as they enter Willow Lane, thus increasing sight lines towards the east. We are satisfied that exiting motorists have adequate visibility.
Headroom Clearance	Headroom clearances at the development entrance and at critical points along the ramped accessways have not been provided.
Internal Ramped Accessways	The 4.4-metre wall-to-wall widths of the internal ramped accessways satisfy AS/NZS 2890.1:2004.
<b>Car Parking Modules</b>	
At-grade Parking Spaces	The dimensions of the car parking spaces (2.6 to 2.8 metres by 4.9 metres) satisfy <i>Design standard 2 – Car parking spaces</i> of Clause 52.06-9.
Tandem Parking Sets	The tandem parking set in Basement 02 has a total length of 10.3 metres and satisfies <i>Design standard 2</i> .
Accessible Parking Space	None required for this development.
Aisles	The 6.4-metre wide aisles satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	Column seatbacks from the aisles range from 250 mm to 450 mm. The column depths have not been dimensioned on the drawings. A check using the Trapeze plan management tool indicates that the columns have depths of around 800 mm. The columns are positioned outside of the parking space clearance envelopes and satisfy <i>Diagram 1 Clearance to car parking spaces</i> in Clause 52.06-9.
Clearances to Walls	Spaces adjacent to walls have clearances of no less than 400 mm, which satisfies <i>Design standard 2</i> .
<b>Gradients</b>	
Ramp Grade for First 5.0 metres inside Property	The ramp grade of the first 5.0 metres inside the property is flat and satisfies <i>Design standard 3: Gradients</i> .
Ramp Grades and Changes of Grade	The grades and changes of grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.

**Attachment 6 - PLN20/0230 - 587 - 593 Church Street Richmond - Engineering Unit referral**

Item	Assessment
<b>Other Items and Swept Path Analysis</b>	
Loading Bay	Not dimensioned on the drawings.
Doors opening across Footway – North Side of Building	A number of doorways open outwardly across the pedestrian footway running along the north side of the building, and can potentially cause a safety issue for pedestrians.
Porte Cochère	The porte cochère servicing the residential hotel is contained partly within the road reserve and mostly within the curtilage of the property. The pedestrian footway wraps around the porte cochère. It is important that disability access around the porte cochère be reviewed.
Vehicle Entry and Exit Movements Porte Cochère G27704-01* Issue A Sheet 01/05	The swept path diagrams for a B99 design vehicle entering and exiting the porte cochère via Yorkshire Street are considered satisfactory.
Waste Collection Vehicle Turning Movements via Willow Lane G27704-01 Issue A Sheet 02/05	Reverse-in and exit movements for an 8.8-metre long medium rigid vehicle into and out of the loading dock via Willow Lane are considered satisfactory.
Vehicle Entry and Exit Movements via Willow Lane G27704-01 Issue A Sheet 03/05	The swept path diagrams for a B99 design vehicle entering and exiting the development entrance via Willow Lane are considered satisfactory.
Vehicle Circulation Movements Internal Ramps G27704-01 Issue A Sheet 04/05	Vehicle circulation for a B99 design vehicle for inbound and outbound movements along the circular ramps are considered satisfactory.
Vehicle Ingress and Egress Aisle End Spaces G27704-01 Issue A Sheet 05/05	The vehicle ingress and egress movements for a B85 design vehicle entering and exiting the aisle end spaces are considered satisfactory. A vehicle would need to undertake an additional correction movement – permissible under AS/NZS 2890.1:2004.
Ground Clearance Assessment – Willow Lane	The ground clearance assessment for a B99 design vehicle entering and exiting the development via Willow Lane is considered satisfactory.
Ground Clearance Assessment – Inside Radius of Ramp	The ground clearance assessment for a B99 design vehicle travelling along the inside radius of the curved ramps is considered satisfactory.

\* Traffix Group swept path diagram drawing number.



## Attachment 6 - PLN20/0230 - 587 - 593 Church Street Richmond - Engineering Unit referral

### Design Items to be Addressed

Item	Details
Headroom Clearance	The headroom clearances at the development entrance and along critical points along the curved ramps be dimensioned/depicted on the drawings.
Loading Bay	To be dimensioned on the drawings.
Doors opening across Footway – North Side of Building	The outwardly opening doors can present a safety hazard for pedestrians walking along the footway along the north side of the building. The applicant should address this issue. The option of providing glazed sliding doors or similar treatments should be explored.
Porte Cochère	The applicant should engage an access consultant to assess disability access around the porte cochère.
Alternative Access Arrangements for Basement Car Park	The applicant should explore alternative access arrangements for the basement car park with the view to limiting the amount of development traffic using Brighton Street.

### INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
Yorkshire Street	
Footpath and Kerb and Channel Reconstruction	Construction works at the site and the occupation of the footpath during works will impact on the condition of the footpath and kerb and channel. The Permit Holder must reconstruct the footpath and kerb and channel along the property's Yorkshire Street road frontage.
Porte Cochère	A detailed engineering design of the porte cochère is to be submitted to Council for assessment and approval. Inside the curtilage of the property, the infill material of the indented area of the porte cochère is to be different to that of materials used for Council's road infrastructure. It is important that the property boundary is clearly identifiable/demarcated.
Church Street	
Footpath and Kerb and Channel Reconstruction	The footpath, kerb and channel are to be reconstructed.
Willow Lane	
Re-sheeting Works	Once all building works and connections to underground utilities have been completed, the asphalt flanks of Willow Lane, immediately along the property frontage, must be profiled and re-sheeted.
General	
Detailed Engineering Design Drawings	Detailed engineering design drawings of all infrastructure surrounding the site are to be submitted to Council to assessment and approval.
Redundant Vehicle Crossings	To be demolished and reinstated with paving, kerb and channel.

## Attachment 6 - PLN20/0230 - 587 - 593 Church Street Richmond - Engineering Unit referral

### ENGINEERING CONDITIONS

#### Civil Works

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

- The kerb and channel along the property's Church Street and Yorkshire Street frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Church Street and Yorkshire Street frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The asphalt flanks (road pavement) of Willow Lane, immediately abutting the site's northern boundary, must be profiled and res-sheeted to Council's satisfaction and at the Permit Holder's cost.
- All redundant vehicle crossings must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

#### Road Asset Protection

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

#### Construction Management Plan

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

#### Impact of Assets on Proposed Development

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

#### Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

#### Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

**Attachment 6 - PLN20/0230 - 587 - 593 Church Street Richmond - Engineering Unit referral****ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT**

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the <i>Building Regulations</i> 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the <i>Local Government Act</i> 1989 and Regulation 133.

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# Planning Referral

**To:** Michelle King  
**From:** Chloe Wright  
**Date:** 10/08/2020  
**Subject:** Strategic Transport Comments  
**Application No:** PLN20/0230  
**Description:** Thirteen storey residential hotel (with an ancillary gym and function centre), a ground floor restaurant and a roof-top bar.  
**Site Address:** 587 – 593 Church St, Richmond

I refer to the above Planning Application and the accompanying Traffic report prepared by Traffix Group in relation to the proposed development at 587 – 593 Church St, Richmond. Council's Strategic Transport unit provides the following information:

## Access and Safety

The proposed location of employee / resident bicycle spaces adjacent to vehicle ramps in basement level 1 and 2 does not provide a safe access arrangement to the bicycle parking areas. This is further discussed in the '*Adequacy of employee / resident spaces*' section below.

## Bicycle Parking Provision

### Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Residential building	223 lodging rooms	In developments of four or more storeys, 1 resident space to each 10 lodging rooms	22 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 lodging rooms	22 visitor spaces	
Shop	1310 sqm	1 employee space to each 600 sqm of leasable floor area if total area is greater than 1000 sqm	2 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if total area is greater than 1000 sqm	2 visitor spaces	
Bicycle Parking Spaces Total			24 resident / employee spaces	42 resident / employee spaces
			24 visitor spaces	12 visitor spaces
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		3 showers / change rooms	6 showers / change rooms



## Attachment 7 - PLN20/0230 - 587 - 593 Church Street Richmond - Strategic Transport referral

### Adequacy of visitor spaces

The following comments are provided in relation to provision of visitor spaces:

- 12 visitor spaces are proposed at the Yorkshire St footpath, which does not meet the statutory rate of 24 visitor spaces.
- It is noted that there is a discrepancy between the landscape plans and architectural plans regarding the location of the six bike hoops on Yorkshire Street.
- It is recommended that 1 bike hoop is located on Church Street and 4 bike hoops are located at Yorkshire Street, as per the locations marked up in the Urban Design unit comments. All visitor bike hoops should be parallel to the kerb to maintain a 1.5 – 1.8m path for pedestrians.
- Provision of 10 visitor bicycle spaces at the ground floor level is considered acceptable on the basis that additional resident / employee bicycle spaces are proposed than what is required by the planning scheme (18 above the statutory requirement). Ideally visitor bicycle spaces should be located at the ground floor in a location easily accessible by visitor to the site. However, provision of visitor bicycle spaces with the employee / resident spaces is considered acceptable given the majority of visitors using the bicycle parking will be patrons of the residential hotel.
- All visitor spaces at Church St and Yorkshire St must be provided as horizontal at-grade spaces and should be positioned as per the Urban Design standard bike hoop detail (attached).

### Adequacy of employee / resident spaces

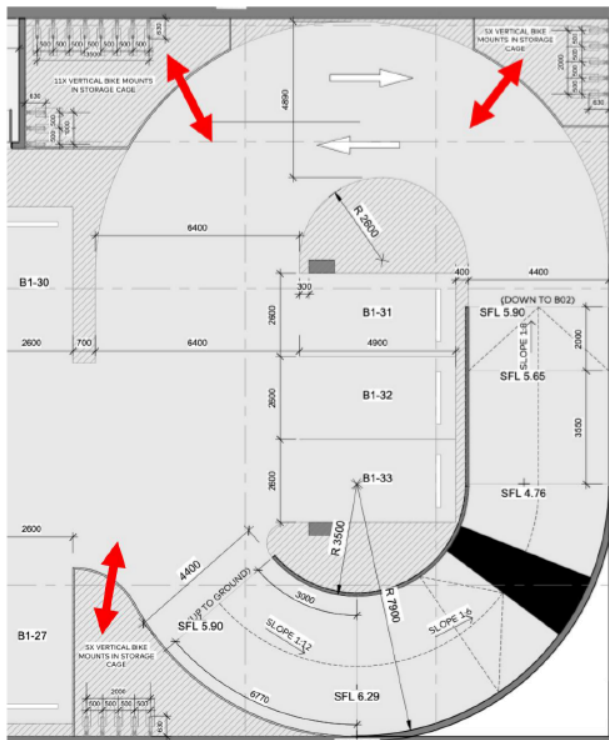
#### *Number of spaces*

42 employee spaces are proposed, which exceeds the statutory rate of 24 resident / employee spaces.

#### *Design and location of employee spaces and facilities*

The following comments are provided in relation to the location and design of employee bike parking:

- Employee / resident bicycle spaces are provided within 7 storage cages throughout basement level 1 and 2. While the bicycle racks are provided within several secure facilities, provision of bicycle parking in 7 locations is not considered an acceptable outcome from a 'user experience' perspective, as it could require a person to move around two levels of car parking to search for a vacant space.
- Additionally, a number of the bicycle spaces are located adjacent to vehicle ramps with blind corners (shown in Figure 1 below); this access arrangement is not considered safe.
- It is recommended that all employee / resident bicycle parking is provided within a maximum of two secure bike parking facilities, ideally consolidated into one area or at least on the same level, and within close proximity to the lift. This should include a total of 38 bike racks, comprising of 24 resident / employee spaces and 10 visitor spaces (to meet the total of 24 visitor spaces).
- All employee / resident spaces are provided as hanging wall racks. As per AS2890.3 at least 20% of bicycle storage spaces must be provided as horizontal at ground-level spaces.
- All employee / resident bicycle spaces and access ways should be positioned in accordance with the clearance requirements of AS2890.3.
- Six shower / change rooms are provided on level 2, which exceeds Council's best practice standards.



## ***Electric Vehicles***

## Green Travel Plan

- (a) Description of the location in the context of alternative modes of transport;
- (b) Employee welcome packs (e.g. provision of Myki/transport ticketing);
- (c) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- (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 funding and management responsibilities;
- (g) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
- (h) Security arrangements to access the employee bicycle storage spaces;
- (i) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
- (j) Provisions for the GTP to be updated not less than every five years.

## Recommendations

**Attachment 7 - PLN20/0230 - 587 - 593 Church Street Richmond - Strategic Transport referral**

1. A minimum of 24 visitor bicycle spaces, including 8 spaces at Yorkshire Street, 2 spaces at Church Street and 15 spaces co-located with employee / resident bicycle parking. All visitor spaces located at Yorkshire Street and Church Street should be provided as horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. A minimum of 24 employee / resident bicycle spaces within a secure facility. At minimum 20% of bicycle spaces must be provided as horizontal bicycle rails.
3. Notations indicating the dimensions of bicycle storage spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.

A Green Travel Plan should be provided with the information outlined previously.

Regards

**Chloe Wright**  
Sustainable Transport Officer  
Strategic Transport Unit

## Attachment 8 - PLN20/0230 - 587 - 593 Church Street Richmond - City Works Unit referral

**King, Michelle**

---

**From:** Athanasi, Atha  
**Sent:** Wednesday, 29 July 2020 10:29 AM  
**To:** King, Michelle  
**Subject:** RE: PLN20/0230 - 587-593 Church Street, Richmond - Engineering / Strategic Transport / Waste referral

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Michelle,

The waste management plan for 587-593 Church Street, Richmond authored by Leigh Design and dated 25/3/20 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. Five and four collections per stream is an excessive number and should be reduced.
2. The bin storage area is not large enough to form an effective waste system and needs to be enlarged.
3. The swept path diagram relating the waste service must be provided in the WMP.

Regards,

Atha Athanasi  
Contract Management Officer

City of Yarra – City Works Depot  
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)  
Follow us on [Facebook](#), [Instagram](#) and [Twitter](#)



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 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

### Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



#### ESD in the Planning Permit Application Process

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

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

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-residential 1. 1,000m<sup>2</sup> or greater.

#### What is a Sustainable Management Plan (SMP)?

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

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

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

#### Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.

## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

### Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



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## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



## Assessment Summary:

Responsible Planner:	Michelle King
ESD Advisor:	Gavin Ashley
Date:	17.08.2020
Subject Site:	PLN20/0230 587-593 Church Street, Richmond VIC 3121
Site Area:	Approx. 1,710 m <sup>2</sup>
Project Description:	13-storey residential hotel comprising of two levels of basement car parking, two levels of mixed-use spaces, and 10 levels of hotel suites and a rooftop bar.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	<ul style="list-style-type: none"> <li>Sustainable Management Plan [Rev 05 – 24.03.20], ADP Consulting</li> <li>Architectural Plans [02.06.20], COX Architecture</li> <li>Landscape Plans [Rev C – 01.06.20], Jack Merlo Design &amp; Landscape</li> <li>Waste Management Plan [25.03.20], Leigh Design</li> </ul>

The standard of the ESD **does not meet** Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

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

## (1) Applicant ESD Commitments:

- Equivalent 5-star Green Star Design & As-Built rating; 60 points claimed including 4 Innovation points. 60 points is the minimum for a 5-star rating.
- A site-specific Climate Adaptation Plan identifying the climate change risk is to be carried out.
- A Building Users Guide, and Building Operations and Maintenance manual to be provided to guide the sustainable operation of the building.
- The building owner will commit to extending the life of interior finishes for at least 10 years.
- A site-specific Environmental Management Plan to be implemented (90% waste diverted from landfill), with head contractor to be ISO 14001 certified.
- All facades will comply with glare reduction through a combination of blinds, screens, fixed devices, or other means.
- 60% of nominated area will have clear line of sight to external view.
- Low VOC and formaldehyde products specified throughout.
- Non-residential areas will achieve a minimum 10% improvement over NCC Section J DTS reference tower building, and achieve a 20% reduction in GHG emissions.
- 10kWp rooftop photovoltaic system mounted on roof serving common area power.
- 5 EV charging spaces provided.
- 54 bicycle parking spaces provided in addition to EOT facilities.
- 159% STORM rating with a 16,000L rainwater tank used to collect water from the non-trafficable roof area. The water collected will be re-used for toilet flushing and irrigation to the landscaped areas of the development.
- Stormwater management strategy that ensures the post-development peak event discharge from the site does not exceed the pre-development peak event discharge.
- A Life Cycle Analysis will be undertaken to demonstrate reduction in embodied energy in comparison with a reference building.

## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

### Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



#### (2) Application ESD Deficiencies:

- 

#### (3) Outstanding Information:

- Clarify design and extent of operable windows on ground floor and level 1 and levels 7-11 (TP-21-10).
- Clarify provision of natural ventilation to all hotel suites.
- JV3 modelling should be provided.
- Include within JV3 modelling to articulate thermal performance associated with building fabric.
- Confirm that the 2016 NCC is the appropriate reference point.
- Include reference to peak demand within JV3 modelling.
- Clarify shading strategy for levels 7-11 in terms of performance outcomes of Fritted Glazing.
- Clarify HVAC approach and consider 3 pipe VRF.
- Clarify carpark ventilation strategy.
- Clarify size of rooftop solar PV system (inconsistency between 10kWp and 20kWp)
- Clarify water tank sizing (inconsistency between 16,000 L storage and 40,000L).
- Clarification of rainwater storage size.
- Satisfactory. However only the goods lift reaches basements 1 & 2, confirm employee access to goods lift to reduce inconvenience of having to park in B2 and shower on Lv1.
- Provide details in Green Travel Plan & Building User Guide to ensure occupants have access to surrounding car share options.
- Indicate location of EV charging on B1 plans, and consider providing some charging stations or wiring for future.
- Confirm Green Travel Plan with performance targets and monitoring and reporting components included.
- Provide details of roof material/colour in terms of SRI and urban heat mitigation properties to meet 75% target.
- Clarify 'relevant stakeholders' for BUG and ensure occupants are equipped with knowledge regarding organic waste and other sustainable initiatives.

#### (4) ESD Improvement Opportunities

- Consider using a heat pump to eliminate path dependency on fossil fuel consumption.
- Consider a target of 20% above NCC for lighting power density
- Consider providing occupants with real-time water and energy usage to further raise awareness of resource consumption.
- Consider increasing % of recycled materials (i.e. post-consumer content in insulation).
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider options to improve access and convenience of EOT facilities.
- Consider incorporating additional climbing vegetation or green façade at ground level to mitigate the mass and glare associated with double storey glazing.

#### Further Recommendations:

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



**Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral****1. Indoor Environment Quality (IEQ)****Objectives:**

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	No information has been provided, however operable windows are indicated on the plans for levels 2-6 (TP-21-05 to TP-21-09).	Clarify design and extent of operable windows on ground floor and level 1 and levels 7-11 (TP-21-10).	3
Daylight & Solar Access	No information has been provided.	Satisfactory given short term use of hotel units.	1
External Views	60% of nominated area will have clear line of sight to external view (within 8m of vision glazing).	Satisfactory.	1
Hazardous Materials and VOC	95% of all internal sealants and paints, adhesives, and carpets will be low VOC as per Green Star requirements, and all engineered timber products to contain low or no formaldehyde.	Satisfactory.	1
Thermal Comfort	A Green Star credit has been targeted for achieving 80% satisfaction via PMV between -1 and +1.	Clarify provision of natural ventilation to all hotel suites.	3

**\* Council Assessment Ratings:**

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

**References and useful information:**

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

## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

## 2. Energy Efficiency

### Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	Non-residential areas to achieve minimum 10% improvement over NCC Section J DTS reference tower, with JV3 modelling to support.	JV3 modelling should be provided.	3
Thermal Performance	No information has been provided.	Include within JV3 modelling to articulate thermal performance associated with building fabric.	3
Greenhouse Gas Emissions	The SMP identifies that non-residential areas will achieve a 20% reduction in operating greenhouse emissions relative to a reference building (NCC 2016 BCA Volume Section J) – with GS credit 15E.1 indicating 'at least 40% reduction in GHG emissions. (SMP, p. 14 & 34)	Confirm that the 2016 NCC is the appropriate reference point.	3
Hot Water System	The domestic hot water system will be heated by natural gas.	Consider using a heat pump to eliminate path dependency on fossil fuel consumption.	4
Peak Energy Demand	No information has been provided.	Include reference to peak demand within JV3 modelling.	3
Effective Shading	Use of 1000mm deep planters on levels 2-6 provide depth for external shading, however broader strategy is unclear.	Clarify shading strategy for levels 7-11.	3
Efficient HVAC system	No details provided beyond 'efficient HVAC system'.	Clarify HVAC approach and consider 3 pipe VRF.	3
Car Park Ventilation	No information has been provided.	Clarify carpark ventilation strategy.	3
Efficient Lighting	The installed aggregate illumination power density will be at least 10% less than the maximum illumination power densities allowable in Table J6.2a of the NCC.	Consider a target of 20% above NCC for lighting power density	4
Electricity Generation	A 10kWp rooftop solar PV system is proposed, capable of generating 11,000 kWh/annum, however GS credit 15E.1 indicates a 20kW solar PV array.	Clarify size of rooftop solar PV system (inconsistency between 10kWp and 20kWp)	3
Other	-	-	

### \* Council Assessment Ratings:

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

### References and useful information:

SDAPP Fact Sheet: [2. Energy Efficiency](#)  
 House Energy Rating [www.makeyourhomegreen.vic.gov.au](http://www.makeyourhomegreen.vic.gov.au)  
 Building Code Australia [www.abcb.gov.au](http://www.abcb.gov.au)  
 Window Efficiency Rating Scheme (WERS) [www.wers.net](http://www.wers.net)

**Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral**

Minimum Energy Performance Standards (MEPS) [www.energyrating.gov.au](http://www.energyrating.gov.au)  
Energy Efficiency [www.resourcesmart.vic.gov.au](http://www.resourcesmart.vic.gov.au)

## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

### 3. Water Efficiency

**Objectives:**

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: • Taps: 6 star • Toilets: 4 star • Showers: 3 star • Urinals: 6 star	Satisfactory.	1
Water for Toilet Flushing	The rainwater collected (16,000 L rainwater storage) will be reused for toilet flushing serving an equivalent of 100 occupants.	Satisfactory.	1
Water Meter	Water metering for common uses exceeding 10% of water use.	Consider providing occupants with real-time water and energy usage to further raise awareness of resource consumption.	4
Landscape Irrigation	Water efficient sub-soil drip irrigation system with moisture sensors and timers, serviced by rainwater (via tanks).	Satisfactory.	1
Other	Green Star credit 18b.1 'Potable Water' indicates the installation of a 40,000 L rainwater tank.	Clarify water tank sizing (inconsistency between 16,000 L storage and 40,000L).	3

**\* Council Assessment Ratings:**

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

**References and useful information:**

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

Water Efficient Labelling Scheme (WELS) [www.waterrating.gov.au](http://www.waterrating.gov.au)

Water Services Association of Australia [www.wsaa.asn.au](http://www.wsaa.asn.au)

Water Tank Requirement [www.makeyourhomegreen.vic.gov.au](http://www.makeyourhomegreen.vic.gov.au)

Melbourne Water STORM calculator [www.storm.melbournewater.com.au](http://www.storm.melbournewater.com.au)

Sustainable Landscaping [www.ourwater.vic.gov.au](http://www.ourwater.vic.gov.au)



## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

## 4. Stormwater Management

### Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 159% STORM score has been submitted that demonstrates best practice and relies on 710 m <sup>2</sup> of roof connected to 16,000 litre of rainwater storage connected to toilet flushing and irrigation.	Satisfactory.	1
Discharge to Sewer	The final design will implement a stormwater management strategy that ensures the post-development peak event discharge from the site does not exceed the pre-development peak event discharge.	Satisfactory.	1
Stormwater Diversion	The STORM report relies on a catchment area of 710 m <sup>2</sup> , however the STORM report identifies 265 m <sup>2</sup> of non-trafficable, with the SMP claiming 360 m <sup>2</sup> . (SMP, p. 28)	Satisfactory.	1
Stormwater Detention	16,000 L of rainwater storage indicated throughout, except GS credit 18B.1 which claims a 40,000L tank will be installed (SMP, p. 35)	Clarification of rainwater storage size.	3
Stormwater Treatment	Trafficable areas will employ the use of Automatic backwash screen, 3-stage filtration and UV unit prior to storage,	Satisfactory.	1
Others	-	-	-

### \* Council Assessment Ratings:

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

### References and useful information:

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

## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

### 5. Building Materials

**Objectives:**

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	3% of eligible products to meet the requirements of reused products, recycled content, Environmental Product Declarations, Third Party Certification, or Stewardship Programs.	Consider increasing % of recycled materials (i.e. post-consumer content in insulation).	4
Embodied Energy of Concrete and Steel	The Life Cycle Analysis will demonstrate a reduction in embodied energy in comparison with a reference building.	Satisfactory.	1
Sustainable Timber	Timber to be certified by a forest certification scheme that meets the GBCA's 'Essential' criteria for forest certification.	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	90% (by cost) of all cables, pipes, flooring and blinds in a project either: <ul style="list-style-type: none"> <li>Do not contain PVC and have an Environmental Product Declaration (EPD); or</li> <li>Meet Best Practice Guidelines for PVC.</li> </ul>	Satisfactory.	1

**\* Council Assessment Ratings:**

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

**References and useful information:**

SDAPP Fact Sheet: [5. Building Materials](#)

Building Materials, Technical Manuals [www.yourhome.gov.au](http://www.yourhome.gov.au)

Embodied Energy Technical Manual [www.yourhome.gov.au](http://www.yourhome.gov.au)

Good Environmental Choice Australia Standards [www.geca.org.au](http://www.geca.org.au)

Forest Stewardship Council Certification Scheme [www.fsc.org](http://www.fsc.org)

Australian Green Procurement [www.greenprocurement.org](http://www.greenprocurement.org)

## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

## 6. Transport

### Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	70 car parking spaces are provided in the basement, with the proposal seeking a reduction in the statutory rate for the hospitality component of the development.	Satisfactory.	1
Bike Parking Spaces	42x bicycle spaces in basement levels and 12x at street level.	Satisfactory. However only the goods lift reaches basements 1 & 2, confirm employee access to goods lift to reduce inconvenience of having to park in B2 and shower on Lv1.	3
End of Trip Facilities	End of trip facilities have been provided in the form of 3x male and 3x female showers and changerooms.	Consider options to improve access and convenience of EOT facilities.	4
Car Share Facilities	No information has been provided.	Provide details in Green Travel Plan & Building User Guide to ensure occupants have access to surrounding car share options.	3
Electric vehicle charging	5x EV charging parks are to be provided.	Indicate location of EV charging on B1 plans, and consider providing some charging stations or wiring for future.	3
Green Travel Plan	GS 17A indicates a GTP will be developed.	Confirm Green Travel Plan with performance targets and monitoring and reporting components included.	3

### \* Council Assessment Ratings:

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

### References and useful information:

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

Off-setting Car Emissions Options [www.greenfleet.com.au](http://www.greenfleet.com.au)

Sustainable Transport [www.transport.vic.gov.au/doi/internet/icy.nsf](http://www.transport.vic.gov.au/doi/internet/icy.nsf)

Car share options [www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/](http://www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/)

Bicycle Victoria [www.bv.com.au](http://www.bv.com.au)

## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

## 7. Waste Management

### Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	An Environmental Management Plan will be developed and implemented, and a target to divert from landfill 90% of demolition and construction waste has been identified.	Satisfactory.	1
Operational Waste Management	An operational Waste Management Plan has been provided that includes general, recycling and organic waste.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	A bin holding area is located at ground level, with 3x 1,110 L recycling and 4x 240L organic waste bins.	Satisfactory.	1
Others	-	-	-

### \* Council Assessment Ratings:

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

### References and useful information:

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

Construction and Waste Management [www.sustainability.vic.gov.au](http://www.sustainability.vic.gov.au)

Preparing a WMP [www.epa.vic.gov.au](http://www.epa.vic.gov.au)

Waste and Recycling [www.resourcesmart.vic.gov.au](http://www.resourcesmart.vic.gov.au)

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

[www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)

Waste reduction in office buildings (2002) [www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)



## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

## 8. Urban Ecology

### Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site. At least 75% of the site was previously developed.	Satisfactory.	N/A
Maintaining / Enhancing Ecological Value	Vegetation has been incorporated into the development on: ground level, level 2 – 6, and on the rooftop. A Landscape Plan has been submitted with planting schedule and design.	Satisfactory.	1
Heat Island Effect	GS credit 25.0 'Heat Island Effect' indicates the use of vegetation, and light-coloured roofing to be used to mitigate UHI.	Provide details of roof material/colour in terms of SRI and urban heat mitigation properties to meet 75% target.	3
Other			
Green wall, roofs, facades	The rooftop design includes green facades.	Consider incorporating additional climbing vegetation or green façade at ground level to mitigate the mass and glare associated with double storey glazing.	4

### \* Council Assessment Ratings:

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

### References and useful information:

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

Department of Sustainability and Environment [www.dse.vic.gov.au](http://www.dse.vic.gov.au)

Australian Research Centre for Urban Ecology [www.arcue.botany.unimelb.edu.au](http://www.arcue.botany.unimelb.edu.au)

Greening Australia [www.greeningaustralia.org.au](http://www.greeningaustralia.org.au)

Green Roof Technical Manual [www.yourhome.gov.au](http://www.yourhome.gov.au)

**Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral****9. Innovation****Objective:**

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	Four GS innovation credits have been claimed: two for Indoor pollutants (Zero VOC paints and low-VOC mattresses), Local procurement and Financial Transparency.	Satisfactory.	1
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

**\* Council Assessment Ratings:**

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

**References and useful information:**

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

## Attachment 9 - PLN20/0230 - 587 - 593 Church Street Richmond - ESD referral

## 10. Construction and Building Management

**Objective:**

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Commitment to a 12-month seasonal building tuning period with a minimum of quarterly reviews and final re-commissioning at 12 months.	Satisfactory.	1
Building Users Guide	A Building Users Guide will be provided to all relevant stakeholders. (SMP, p. 10)	Clarify 'relevant stakeholders' for BUG and ensure occupants are equipped with knowledge regarding organic waste and other sustainable initiatives.	3
Contractor has Valid ISO14001 Accreditation	The appointed builder will have ISO 14001 certification.	Satisfactory.	1
Construction Management Plan	A project specific Environmental Management Plan for construction will be developed and implemented.	Satisfactory – ensure target to divert 90% of demolition and construction waste from landfill is incorporated into EMP.	1
Others	-	-	-

**\* Council Assessment Ratings:**

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

**References and useful information:**

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

ASHRAE and CIBSE Commissioning handbooks

International Organization for standardization – ISO14001 – Environmental Management Systems

Keeping Our Stormwater Clean – A Builder's Guide [www.melbournewater.com.au](http://www.melbournewater.com.au)

**Sustainable Management Plan (SMP)**  
for planning applications being considered by Yarra Council



## Applicant Response Guidelines

### Project Information:

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

### Environmental Categories:

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

### Objectives:

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

### Issues:

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

### Assessment Method Description:

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

### Benchmarks Description:

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

### How does the proposal comply with the benchmarks?

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

### ESD Matters on Architectural Drawings:

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

**Attachment 10 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (external) referral**



**INDEPENDENT URBAN DESIGN ADVICE**

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**Proposed Development at 587-593 Church Street Richmond**

**August 2020**

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

Our Ref: 20066

**Directors**  
Eli Giannini  
Chris Jones  
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Robert McGauran  
Joshua Wheeler



## Attachment 10 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (external) referral

### BACKGROUND

1. In July 2020 I was asked by the City of Yarra (Council) to provide urban design advice for the the planned development at 587-593 Church Street Richmond.
2. The application seeks use and development of the land for a thirteen storey building containing a residential hotel (with ancillary gym and function centre), a restaurant and a rooftop bar (permit required uses), a reduction in car parking and alteration of access to a road zone, category 1.
3. My assessment and written comments/views/advice were requested on the following matters:
  - > Whether the height and setbacks/massing are acceptable with the policy and physical context.
  - > Whether the materials and finishes are acceptable with the policy and physical context.
  - > Appropriateness of the design at street level including podium height.
  - > Whether the design achieves a high architectural and urban design outcome.
  - > Any other matters that are relevant in my view.

### SUBJECT SITE & SITE CONTEXT

4. The Site is rectangular in shape and is located on the east side of Church Street between Willow Lane and Yorkshire Street. The Site maintains a 25.38m frontage to Church Street and a depth of 71.8m and contains an overall land area of approximately 1700 sq.m.
5. The site is currently occupied by commercial buildings.



- 6.
7. The Site is within close proximity to public transport in the form of Richmond and East Richmond Train Stations approximately 400m and 850m to the northwest and northeast respectively and bus and tram routes along Church Street and Swan Street to the north and east of the Site. It is located within a Principal Public Transport Network Area.
8. The Site is in a commercial area with interfaces as follows.
9. To the **east** of the Site is the commercial property of 19-21 Yorkshire Street comprising a two storey brick building with associated under croft and open car parking.

**Attachment 10 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (external) referral**



- 10.
- 11. Beyond Yorkshire Street to the **south** are the properties of 6 Yorkshire Street and 597-599 Church Street.
- 12. Yorkshire Street is partly occupied by a two-storey brick building and otherwise under a state of construction to add an extension to the building to accommodate an as-of-right office use.



- 13.
- 14. 597-599 Church Street is occupied by a two-storey brick and rendered commercial building comprising a number of commercial tenancies.
- 15. Beyond the public road and footpath of Church Street to the **west** are the three storey commercial buildings of 620 and 630 Church Street which are occupied by a number of furniture showrooms at ground level and office tenancies at upper levels.

**Attachment 10 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (external) referral**



16.  
17. Beyond Willow Lane to the **north** are the following commercial properties:
- > 581-583 Church Street, occupied by a single storey fuel service station



- > 2 Amsterdam Street, occupied by a single storey brick building in use as a car repair centre



- > 4-10 Amsterdam Street, occupied by a three storey rendered and metal clad building in use by a number of office and showroom tenancies.



**Attachment 10 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (external) referral**



18. Whilst all interfaces are within the Commercial 2 Zone (C2Z) a prevailing character of the area has been the continued termination of these streets with Brighton Street a street lined by fine grain housing to each side. These interfaces are primarily covered in the immediate context by a Neighbourhood residential zone (NRZ1) save for the sites framing Yorkshire Street that are GRZ 2. This entire residential neighbourhood is also subject to a heritage overlay HO308 Barkley Gardens Precinct.
19. To the east of the commercial property of 6 Yorkshire Street to the south of the Site are the residential properties of 8A, 8B and 10 Yorkshire Street that together with the properties of 15A, 15B and 17 Yarra Street to the rear of them, are a complex of newly developed three storey townhouses within the Commercial 2 Zone leveraging as of right provisions. These sites also align in their distance from Brighton Street with residential properties to their immediate south.
20. The Site forms part of a Commercial area on Church Street between Swan Street and the Monash Freeway, to the south of and within close proximity to the Swan Street MAC and within the burgeoning Cremorne Precinct.
21. The surrounding area is generally characterised by 1, 2, 3 and 4 storey commercial and mixed-use buildings, all of varying forms and architectural styles. Recent planning approvals on land within Church Street in particular, have centred around buildings and works to existing commercial buildings or the construction of multi-storey commercial buildings in the order of 4-10 storeys.
22. Generally speaking the scale of buildings has been taller to the western side of Cremorne Street within the core employment zone in recognition of the typically more difficult transitional arrangements to the east of the road where lower scale development has predominated
23. Numerous key destinations are highly accessible from Site by walking, cycling or public transport, including:
  - > Swan Street and Church Street strip shopping centres
  - > Melbourne and Olympic Parks
  - > The Yarra River
24. The area surrounding the Site has mixed built form character. It is an area evolving significantly with mixed-use redevelopment but predominantly commercial in nature. It is envisaged that the area will undergo future change and intensification and development pressure in future.

## Attachment 10 - PLN20/0230 - 587 - 593 Church Street Richmond - Urban Design (external) referral

### STATUTORY AND STRATEGIC PLANNING CONTEXT

#### PLAN MELBOURNE

25. Within *Plan Melbourne*, there are a number of outcomes, directions and policies that need to be considered when reviewing this proposal from an urban design perspective.
26. *Plan Melbourne* outlines a vision of Melbourne as a 'global city of opportunity and choice'. This vision is guided by seven key outcomes, each supported by directions and policies towards their implementation.
27. Outcomes relevant to the land-use and built-form changes sought by this proposal include the following:
  - a) Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs
  - b) Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
  - c) **Outcome 5:** Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
28. **Direction 1.1** seeks to create a city structure that strengthens Melbourne's competitive for jobs and investment, particularly with regard to supporting the central city to become Australia's largest commercial and residential centre by 2050.
  - a) Policy 1.1.1 & 1.1.2 encourages new development opportunities to create grow office floor space amongst residential space is to delivering co-benefits of employment, reduced commuting and transport costs for workers and residents. Urban renewal precincts in and around the central city is acknowledged here to play a major role in delivering high-quality, distinct and diverse neighbourhoods that offer a mix of uses.
29. **Direction 4.1** advocates a place-making approach to urban design to create "*more great public places across Melbourne.*"
  - a) **Policy 4.3.1** seeks to integrate place-making practices into road-space management to ensure the design of streets encourages the use of active transport and facilitates a greater degree of and encounter and interaction between people and places.
30. **Direction 5.1** outlines the ambition of creating a city of 20-minute neighbourhoods by encouraging the development of vibrant, mixed-use neighbourhoods linked by a network of activity centres. 'Walkability', 'housing diversity', 'ability to age in place' are identified here as key characteristics of 20-minute neighbourhoods.
31. **Direction 5.3** notes the importance of social infrastructure in supporting strong communities. Delivery and co-location of social infrastructure in accessible locations in close proximity to public transport is a key policy under this direction.
32. Policy guidelines to consider where relevant include:
  - a) *Urban Design Guidelines* for Victoria (Department of Environment, Land, Water and Planning, 2017).
  - b) *Safer Design Guidelines* for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).
  - c) *Urban Design Charter* for Victoria (Department of Planning and Community Development 2009).

#### PLANNING POLICY FRAMEWORK

33. State and regional planning provisions relevant to this application are set out below:
34. **Clause 11.01-1 "Settlement - Metropolitan Melbourne"** includes the following relevant strategies:



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- a) Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City, Metropolitan activity centres and major urban renewal precincts.
  - b) Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.
35. **Clause 15.01-1S “Urban design”** seeks to create urban environments that are “safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.” Relevant strategies outlined towards achieving this goal include the following:
- a) *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
  - b) *Ensure the interface between the private and public realm protects and enhances personal safety.*
  - c) *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
  - d) *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
  - e) *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
  - f) *Promote good urban design along and abutting transport corridors.*
36. **Clause 15-01-1R “Urban design – Metropolitan Melbourne”** sets out to create a “distinctive and liveable city with quality design and amenity” by undertaking the following relevant strategies:
- a) *Support the creation of well-designed places that are memorable, distinctive and liveable*
  - b) *Integrate placemaking practices into road space management*
  - c) *Provide spaces and facilities that encourage and support the growth and development of Melbourne’s cultural precincts and creative industries.*
37. **Clause 15.01-02S “Building design”** aims to ensure that building design outcomes contributes positively to local contexts and enhances public realm, strategies relevant to this proposal include:
- a) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
  - b) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
  - c) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
  - d) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
  - e) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
38. **Clause 15.01-4S “Healthy neighbourhoods”** seeks to achieve neighbourhoods that foster healthy active living and community wellbeing by designing neighbourhoods that encourage community interaction, physical activity and engagement amongst community members of all ages and abilities. Key relevant strategies include the provision of:
- a) *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
  - b) *Streets with direct, safe and convenient access to destinations.*
  - c) *Conveniently located public spaces for active recreation and leisure.*

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39. **Clause 15.02 “Sustainable Development”** is concerned with encouraging development that is energy and resource efficient, minimising greenhouse gas emissions towards supporting a cooler environment. Strategies outlined under this clause include the incorporation of ESD principles in new developments and supporting low energy forms of transport such as walking and cycling.
40. **Clause 17.01-1 “Economic Development”** acknowledges the role of planning in providing a strong, innovative and diversified economy where all sectors are critical to its property. Specifically, planning has a key role in providing land, facilitating decisions and resolving land use conflicts to enable regions to capitalise upon its strengths and achieve its economic potential.
41. **Clause 18 “Transport”** encourages solutions that ensure an integrated and sustainable public transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movement of goods and people and is safe.
42. **Clause 18.01-1 “Land use and transport planning”** outline strategies to develop an integrated, equitable and accessible transport networks that connects people to jobs and services and goods to the market. The following strategies are relevant to this proposal:
  - a) Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
  - b) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
43. **Clause 18.02-2S “Public Transport”** seeks to increase the use of public transport and encourage increased development close to high quality public transport networks.
44. **Clause 18.02-4S “Car parking”** encourages the efficient provision of car parking by consolidating facilities and ensuring that such facilities achieve a high quality of urban design and protects local amenity, including pedestrians and other users.
45. **Clause 19.02-6R “Open space – Metropolitan Melbourne”** outline the objective to strengthen the integration of Melbourne’s open space network, strategies relevant to this proposal include the following:
  - a) Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.
  - b) Create continuous open space links and tails along the Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).
  - c) Continue the development of the lower Yarra River as a focus for sport, entertainment and leisure.

### LOCAL PLANNING POLICY FRAMEWORK

46. The Yarra Municipal Strategic Statement includes policy direction that reflects the diverse land uses and development intensity of the City. The policies are general in nature and rely on the application of the LPPF local policies to achieve the broad strategic direction of the MSS.
47. **Clause 21.02** identifies Yarra and its location in the inner Melbourne region close the CBD as one that has seen an expansion in growth of the tertiary commerce sector and one which will continue to be a focus for such growth, particularly, the finance, property and business services, cultural/ recreational tourism and wholesale distribution services.
48. **Clause 21.03** establishes the vision for the City of Yarra by the year 2020, emphasising upon the need for increased opportunities for employment. *Figure 1: Strategic Framework Plan*

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recognises Church Street as a commercial and industrial area which can harness expectation in the business sector consistent with clause 21.02 and State planning policy directives.

49. **Clause 21.04-3 - Industry, office and commercial** recognises that within Yarra the volume of commercial and associated uses is so significant that they form clusters of interrelated activity and that commercial and industrial sectors underpin a sustainable economy and provide employment. Objective 8 includes 'to increase the number and diversity of local employment opportunities.'
50. **Clause 21.05-2 - Urban Design** recognises the low-rise urban form of the municipality, mostly in the one to two storey ranges, with some three and four storey buildings. Objectives include:
  - > To reinforce the existing urban framework of Yarra.
  - > To retain Yarra's identity as a low-rise urban form with pockets of higher development.
  - > To create an inner-city environment with landscaped beauty.
  - > To ensure that new development contributes positively to Yarra's urban fabric.
  - > To enhance the built form character of Yarra 's activity centres.
  - > To encourage the provision of universal access in new development.
51. Strategy 17.2 seeks for:-
  - a) Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
  - b) Significant upper level setbacks
  - c) Architectural design excellence
  - d) Best practice environmental sustainability objectives in design and construction
  - e) High quality restoration and adaptive re-use of heritage buildings
  - f) Positive contribution to the enhancement of the public domain
  - g) Provision of affordable housing.
52. Strategy 18.2 seeks to, *Enhance the amenity of laneways by applying the Development Abutting Laneway policy at Clause 22.07.*
53. Objective 20 seeks consideration of equitable development principles and a positive contribution to the built environment
54. **Clause 21.06 - Transport** recognises the need to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. It is acknowledged that unrestricted car use and parking is neither practical nor achievable in Yarra. In this, there is a need for new development to influence the way in which we travel and to encourage sustainable transport options.
55. **Clause 21.07 - Environmental Sustainability** aims to:
  - > Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation; and
  - > Apply the environmental sustainability provisions in the Built Form and Design policy at clause 22.10-3.5
56. **Clause 21.08 - Neighbourhoods** applies to the entire Yarra municipality.
57. **Clause 21.08-5** describes Church Street as 'an activity centre based on furniture and homewares, professional and business and hospitality and one where there 'is an opportunity to enhance this activity centre with consistent active frontages. In accordance with the map references to this clause, the subject site is identified as part of the 'Burnley, Cremorne and South Richmond' neighbourhood, and Figure 8 recognises the Site in the 'Main Roads' precinct. Council's preferred built form character for 'Main Roads' is to maintain the hard edge of the strip.
58. **Clause 22.03 - Landmarks and Tall Structures** applies to all development. The objective, to maintain the prominence of Yarra's valued landmarks and landmark signs. It is policy to:

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- > Maintain the prominence of Yarra's valued landmark signs.
  - > Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference.
  - > Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.
59. **Clause 22.05 - Interface Uses Policy** applies to all use and development applications within business zones to protect the diverse land use mix and built form, ultimately seeking to reduce the chance of conflict between commercial, industrial and residential uses. The policy states that *in order to maintain the viability of industrial and business areas there is a need to ensure that new residents do not have unrealistic expectations of the amenity that can be achieved.*<sup>1</sup> Objectives include:
- > To ensure that residential uses within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.
60. **Clause 22.05-4.2** contains design principles that non-residential development near residential properties should seek to achieve.
61. **Clause 22.16 - Stormwater management (water sensitive urban design)** applies to applications for new buildings, and its basis is that increased development can result in greater hard surface area and changes to the volume, velocity and quality of stormwater drainage into natural waterways.
62. **Clause 22.17 - Environmentally sustainable development** states that the policy builds on and implements the sustainability objectives and strategies expressed in clause 21.07 of the MSS.
63. **Clause 22.17-2** includes a number of objectives that a development should satisfy including energy performance, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology.

### Swan Street Structure Plan

64. The Swan Street Structure Plan was adopted by Council in January 2014. The Site sits within the Cremorne Mixed Use Precinct. The Site sits within Precinct 9 (Church Street). The existing character of the area is described as *...a strong retail and office function while providing a complementary hospitality presence to Swan Street. The precinct has a varied built form character with a mixture of large recently constructed showrooms, former industrial buildings and fine grain shopfronts.*
65. Land use objectives are:
- > To consolidate the Precinct's role as a location for office and showroom retail activities and employment.
  - > To provide a mixture of complementary activities that support the role and function of the precinct and add to the general amenity and improved activation of the area.
66. In terms of built form objectives are to:
- > Reinforce the industrial and commercial building character and precinct.
  - > Promote development that responds to the diverse character and architectural styles of the precinct's existing built form.
67. Strategies for the Church Street Precinct are to:
- > Encourage active uses at street level
  - > Establish a 3-4 storey streetwall along Church Street
  - > Ensure upper levels are visually recessive
  - > Ensure a transition in building heights at the interface with existing residential areas;
  - > Provide active frontages to the street
  - > Ensure new buildings are built to the street boundary and both side boundaries at the street interface



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- > Investigate potential public realm improvements that strengthen the role and function of the precinct.

### ZONING

The subject site is situated within the Commercial 2 Zone (C2Z). The purpose of the C2Z is as follows:

- > To implement the State Planning Policy Framework and Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- > To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
- > To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

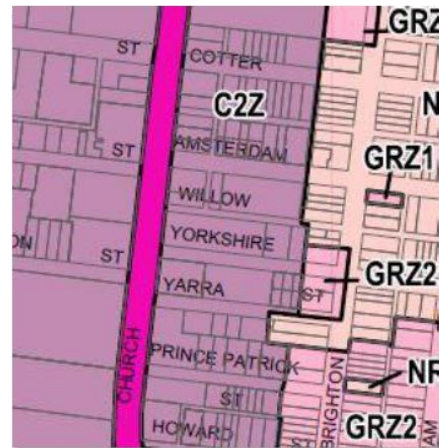
68. The decision guidelines requirements at Clause 34.02-7 of the Planning Scheme for 'Use' and 'Building and works' are as follows:

#### Use

- > The effect that existing uses may have on the proposed use.
- > The drainage of the land.
- > The availability of and connection to services.
- > The effect of traffic to be generated on roads.
- > The interim use of those parts of the land not required for the proposed use.
- > If an industry or warehouse, the effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.

#### Building and works

- > The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- > The provision of car parking.
- > The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.
- > Defining the responsibility for the maintenance of buildings, landscaping and paved areas.
- > The availability of and connection to services.
- > Any natural or cultural values on or nearby the land.
- > Outdoor storage, lighting, and storm water discharge.
- > The design of buildings to provide for solar access.



### OVERLAYS

#### Design and Development Overlay Schedule 2

69. Design and Development Overlay (Schedule 2) applies to the subject site. The purpose of the Design and Development Overlay is:
- > To implement the Municipal Planning Strategy and the Planning Policy Framework.
  - > To identify area which are affected by specific requirements relating to the design and built form of new development.



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70. The design objectives of Schedule 2 to the Overlay are:

- > To recognise the importance of main roads to the image of the City.
- > To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.
- > To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.
- > To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design. To encourage high quality contemporary architecture.
- > To encourage urban design that provides for a high level of community safety and comfort.
- > To limit visual clutter.
- > To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.



## **Design and Development Overlay Schedule 5**

71. Design and Development Overlay Schedule 5 also applies to the site. This seeks to inform development within the environs of the City Link exhaust stack. The design objectives of Schedule 5 to the Overlay are:

- > To ensure that the development of land around the City Link exhaust stack is not adversely affected by the operation of the stack.
- > To ensure that development of land around the City Link exhaust stack does not adversely affect the operation of the stack.
- > To ensure that the relevant authorities are informed of development within close proximity of the City Link exhaust stack and to facilitate comment by those authorities on any specific requirements relating to the design and built form of new development in the area which might be desirable having regard to the proximity of the stack.

## **PARTICULAR PROVISIONS**

- 72. Clause 52.06 - Car Parking.
- 73. Clause 52.29 - Land Adjacent to a Road Zone Category 1 or a Public Acquisition Overlay for a Category 1 Road. This clause applies to land adjacent to a Road Zone Category 1 or a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 Road. The purpose of the Overlay is:
  - > To ensure appropriate access to identified roads.
  - > To ensure appropriate subdivision of land adjacent to identified roads.
- 74. Clause 52.34 - Bicycle Facilities
- 75. Clause 65 - Decision Guidelines

## **PROPOSED DEVELOPMENT**

- 76. Basement 02 provides 37 car parking spaces, 18 bicycle spaces, hotel back of house, services including a 1,600L water tank and lift core and stair access to upper levels. Vehicular access is provided by a ramp from Basement 01. No end of travel facilities are provided for staff at this level in conjunction with the bicycle storage. These are located at level 1

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77. Basement 01 comprises 33 car parking spaces, 24 bicycle spaces, hotel back of house, services, lift core and stair access to upper levels and vehicular access ramp providing entry to the two basement levels from Yorkshire Street.
78. Basement 1 has no escape stairs relying exclusively on a vehicle ramp exceeding regulatory gradients for pedestrian egress. Quite obviously changes are necessary.
79. The **Ground Floor** is configured with an upgraded laneway interface to the Willow Lane Interface with this widened lane the primary location for loading.
80. Disappointing is the laneway configuration which has not been widened to make two-way movement from the Church Street frontage requiring instead that all access must traverse Brighton Street's residential area and the narrow pinch point between the gateway dwellings clearly not configured for contemporary logistics delivery for a major hotel.



81. Yorkshire Street is configured to provide for a recessed hotel entry and port cochere car drop off at its eastern end. Access to the basement carparking and loading is exclusively from Willow Lane making all vehicles forced to traverse the block leading into with basement and loading dock access vehicular ramps accessed at the eastern part of the entry. The plans are disappointingly ambiguous at ground level in this regard.
82. The hotel lobby is configured in the eastern third of the frontage to Yorkshire Street.
83. 12 external bicycle spaces are located at ground level.
84. The majority of the Yorkshire Street frontage and the majority of the Church Street frontage is occupied by a large restaurant with a central entry with flanking inside/outside dining.
85. Curiously the entire Ground and large first level restaurant and private dining and function zone is serviced by a small kitchen in the NE corner with a 30m walk along a corridor of only 1.25m in width without widening from the kitchen to the upper function and private dining level and single dumbwaiter are relied on for both the movement of dirty dishes and meals unless the goods lift is to serve multiple laundry and food movement to this intensively used zone.. No convenient interconnecting back of house stair links the floors. Clearly substantial work needs to be undertaken to make this facility function. Each floor relies on a small BOH plating area.
86. At Level 01 three conference rooms each measuring 70-80sqm are provided and have an open concept capability. A pre-conference function area is also provided at this level with a void to the hotel lobby below.

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87. An 80sqm gymnasium is provided at Level 01 as well as staff back of house facilities and lift core and stair access. Guests must traverse the pre-function area from the lifts to access the gym.
88. Level 02 consists of 27 hotel rooms comprising:
  - > Two DDA suites
  - > Two deluxe suites
  - > 19 standard suites
  - > Two 'Type C' suites
  - > Two 'Type D' suites
89. The floor layout ensures good light and ventilation are provided to typically well scaled circulation zones. The rooms wrap the Church and Yorkshire Street frontages with a 5m setback from the eastern commercial neighbour accessed from the two abutting units.
90. Associated hotel corridor and lift core and stair access to above and below are also contained on this level.
91. This footprint save for the eastern terrace is replicated at level 3.
92. Level 04 a setback of 5m is established from the Church Street interface establishing a podium responsive to the scale of built form opposite. This level and consists of 25 hotel rooms comprising:
  - > Two DDA suites
  - > Two deluxe suites
  - > 17 standard rooms
  - > Two 'Type E' suites
  - > Two 'Type F' suites
  - a) An External terrace for 4 of these units overlooks Church Street.
93. Level 05 replicates this footprint other than for the western terraces, and consists of 25 hotel rooms comprising:
  - > Two DDA suites
  - > Eight deluxe suites
  - > 11 standard rooms
  - > Two 'Type E' suites
  - > Two 'Type F' suites
94. A second step in the footprint at both the east and western ends occurs at Level 06. The western Church Street façade is setback 10.5m from Church Street frontage whilst the eastern frontage is setback to a similar degree. 3 units enjoy terraces to the west and two to the east with A total of 19 hotel rooms are provided comprising:
  - > One DDA suite
  - > Four deluxe suites
  - > 11 standard suites
  - > One 'Type G' suite
  - > One 'Type H' suite
  - > One 'Type J' suite
95. External terraces are provided to the east and west of the tower at this level along with associated hotel corridor and lift core and stair access to above and below.
96. The design language of the building then changes from the curvilinear form with perimeter planters to a fluted form for Levels 07 to 11 with each consisting of 20 hotel rooms comprising:
  - > One DDA suite
  - > Two deluxe suites
  - > 14 standard suites
  - > One 'Type G' suite

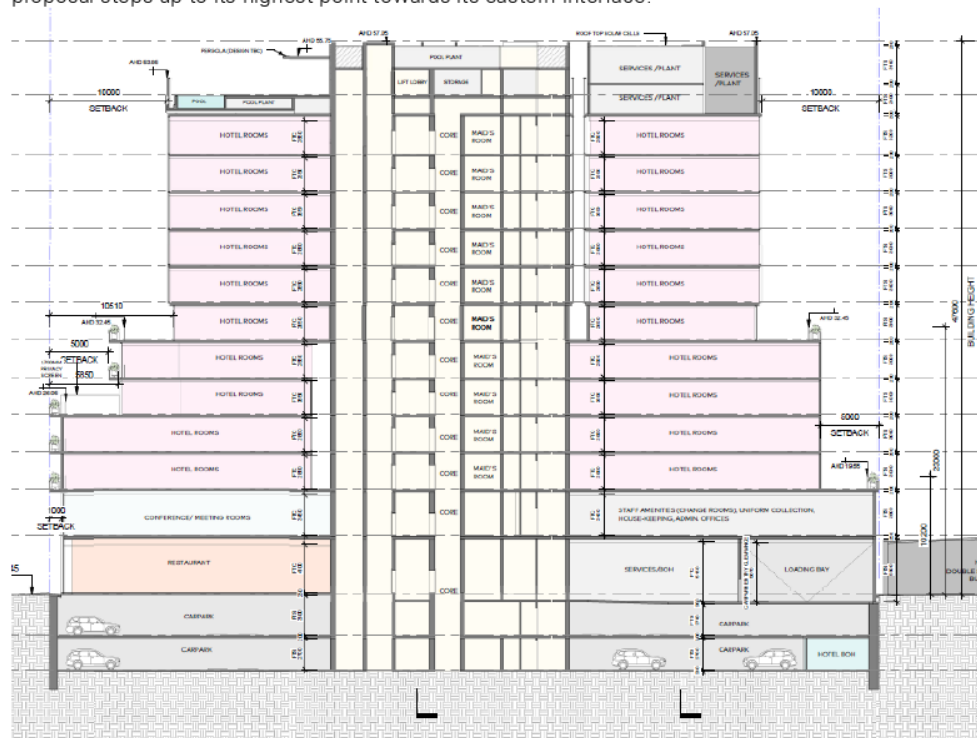
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- > One 'Type H' suite
  - > One 'Type J' suite
97. The rooftop Level 12 is a substantially covered and weather protected level. The southern Yorkshire frontage is primarily a rooftop bar and teppanyaki zone wrapping the core to the western Frontage
  98. The Northern frontage is primarily allocated to plant areas and core.
  99. The western frontage contains a pool and lounge area separated by a pool fence and landscaping from the bar zone.
  100. Roof level contains lift overrun and rooftop services.
  101. The elevations propose a building with an overall height of 47.6 m with a street podium height to Church Street of 16.6m a Yorkshire Street and Willow Lane podium height of typically 23m stepping down to 10.2m to the eastern commercial neighbour. The ground level is 5.1m in height and the mezzanine level 4.1m.
  102. The South elevation purports to describe the relationship with its commercial neighbour but appears to have incorrectly depicted this arrangement and needs amendment



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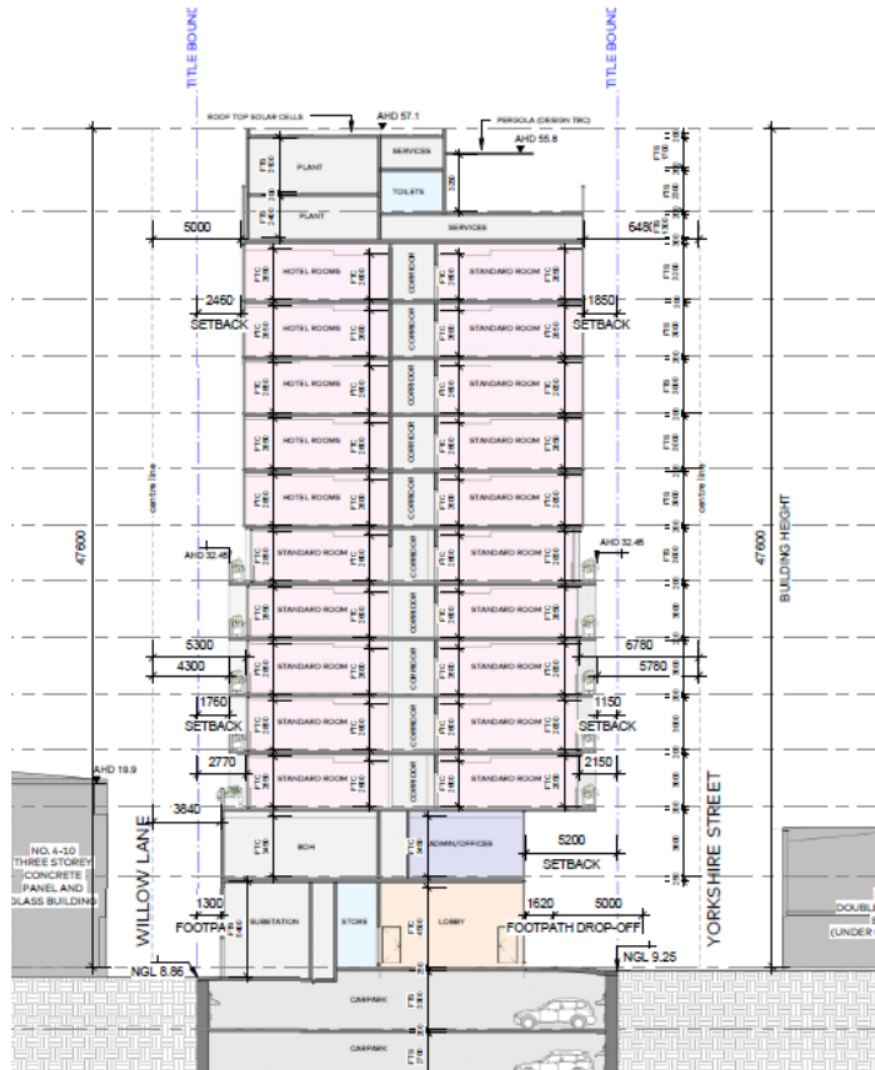
103. Section AA describes the sectional response to its neighbouring context illustrating how the proposal steps up to its highest point towards its eastern interface.



104. Section CC describes the relationship of the proposal with Yorkshire Street and northern interfacing commercial form.



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## Shadow Impacts

105. Drawings TP83-02 to 14 inclusive describe the shadow impacts of the development on the public realm and adjoining development.
106. Substantial additional overshadowing occurs in Church Street (western footpath) and Newton Street at 9am with these impacts still substantial to the western footpaths at 10am.
107. Overshadowing of buildings at and notably north facing windows at upper floors to 597 Church Street and 6 Yorkshire Road are substantial at this time though not illustrated in an elevation or section. 11am, 12 noon and 1pm show continued profound impact particularly on the amenity of 6 Yorkshire Road. At 2pm the shadow impacts are experienced on the residential properties at 8 Yorkshire Street.

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- 108.
109. At 3pm the majority of Yorkshire Street will be in shadow with the north facades of properties at 8 and 10 Yorkshire Street and 154 Brighton Street as well as the POS of 19 Yarra Street impacted.

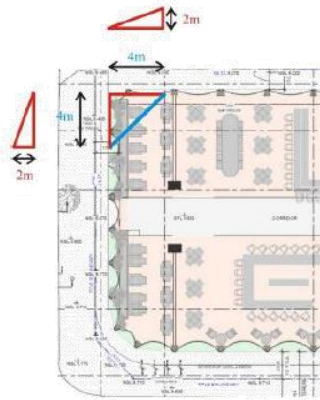
## **Development in the precinct**

110. Other projects that might be considered in the context of the project include:-
  - a) 459-471 Church Street a commercial development demonstrably more proximate to East Richmond Station and Swan Street and forming a logical part of the Activity Centre core with a land size approximately 50% greater than the subject site where a building with a maximum height of 44m.
  - b) 563 Church Street a 6 level development.
  - c) 594-610 Church Street an 8 level development of some 37m in height.
  - d) The Seek Headquarters in Cremorne Street with its ridge height of 37m and podium edge height of 17.3m.

## **Wind amenity**

111. The report provided for the project identified that none of the perimeter areas achieved an amenity suitable for sitting despite the hospitality focus of the facility. The upper terrace areas and the primary pedestrian interfacing areas only achieve the minimum Walking Criterion. Inevitably the absence of design for these higher levels now will place pressure on council to accept post occupancy retrofitting as so often has occurred as the trading groups rely on higher levels of commercial operating certainty.
112. Walking amenity at level 6 terraces was only achieved with a 1.8m balustrade successful in some instances.
113. At ground level the acceptable street level condition for walking was only achievable with a 4m cut out of the corner for these levels as shown below. With the entirety of that area a planted non pedestrian area.
114. The main entry to Church Street does not achieve a standard suitable for standing but only for sitting. Logically for collection by uber or taxi this zone would be the typical location with other movements pushing more traffic into Yorkshire Street and the residential areas beyond unnecessarily.

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**Traffic Report**

115. I note the traffic report assumes 70 car spaces will be used by guests and 152 rooms will rely on taxi/or ride share or public transport with an estimated 38 trips for the taxi/uber in evening peaks and 46 in morning peaks. The report assumes a total restaurant area and demand of 1310 sqm.
116. This assessment sits at odds with the plans where a ground level restaurant and lobby space is 1330 sqm alone with the restaurant occupying approximately 80% of that area. At level 1 are 3 function rooms of 230 sqm and a further pre-function area of 237 sqm. The back of house kitchen areas on each level are excluded from the calculation.
117. The rooftop bar and restaurant is further proposed to have a capacity for 180 seats in an area of nearly 340 sqm. Cumulatively these clearly exceed the parameters outlined in the traffic report.
118. Moreover they anticipate high demand for taxi and uber collection in Church Street that presumably will add to the movements at peak times outlined in the report.
119. The report is silent on the reliance of the Willow Lane exit for all the exit movements of the 4 lanes of adjoining BP Service station

120.



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### SUMMARY OF FINDINGS

121. The proposal for a hotel supported by hospitality and events spaces is supported on the subject site.

#### Access and Egress

122. The determination to identify Church Street and Yorkshire Street as the primary frontages for the project and Willow Lane as the primary service street is also logical and supported.
123. The adjoining use in Willow Lane of the Service station and its associated exit only arrangements compromise what should logically be a recommendation to widen the Willow lane for 2 way movement to the northern extent of the subject site to mitigate the operational demand for a large hotel on residential neighbourhoods to the east. Notwithstanding the laneway widening as proposed is supported and should be extended to the Loading bay and entry area so that should the use of the adjoining service station cease in the future that all vehicle entry and exit could occur from the western end Church Street frontage or via a widened Amsterdam Street and laneway entry.
124. The scale and operation of servicing of the site as proposed is problematic given that the eastern end of the street at Brighton Street is residential in nature with abutting residential properties with direct lightweight weatherboard and habitable room abutments in a very narrow arrangement. Whilst lower density commercial operations with largely daytime hour operations represent only a modest conflict, a 24 hour facility such as a hotel with guests arriving sometimes in the early hours and frequently late is likely to result in very significant changes with the traffic engineer indicating up to 70 guests will be having their vehicles valet parked in the basement on any given day.
125. In my view logically a circuit should be created on the site linking Yorkshire Street and Willow Lane obviating the need to impact on the residential properties to the east.

#### Recommendation 1

126. Redesign the ground level arrangements to provide for a one-way laneway between Yorkshire Street and Willow Lane at the abutment to 19-21 Yorkshire Street to provide entry to the basement carpark and loading areas and exit westwards to Willow Lane.
127. The proposed setback of development of the Church Street frontage above a 4 level podium is also supported with the podium scale seen as appropriate in the context. The wind report suggests loose objects should not be on these terraces and users would be required to be educated about occupying floors in such a circumstance. In an area with high levels of activity and alcohol consumption such as the rooftop bar such a recommendation is almost impossible to manage in practice.

#### Green Travel and Pedestrian Amenity

128. The provision of green Travel choices is dependent on good planning and seamless integration of the ambitions. Easy to access bicycle facilities and bicycles for use for guests, electrical bikes for guests, and easy and direct back of house interconnection of staff bicycle storage areas to change, shower and locker zones.
129. For restaurant, events space, bar and hospitality users and hotel patrons, high amenity waiting zones at the Chapel Street interface will be crucial but at present this primary entrance does not achieve the standard for standing typically adopted for major entries such as this.

#### Recommendation 2

- Provide a green travel plan for the project and revise plans to provide convenient access for staff to end of travel facilities without traversing primary patron areas.
- Provide a wind speed amenity at the primary entry of the hotel to Church Street suitable for standing for Restaurant and Bar patrons wishing to access Taxi and Uber services.
- Provide bicycle racks adjoining the primary hotel entry for guest and patron bicycles.

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### Overshadowing

- 130. The protection of the amenity of Church Street and residential occupancies in the precinct is a key component of what makes this area a special place not only within Yarra but broadly in Australia being an attractor to knowledge workers and top 200 tech companies.
- 131. The protection of the amenity of the primary public transport and active transit corridors is a key with so few boulevards in the precinct.
- 132. In this context it is critical that Church Street and its footpath zones is protected at key times of the day between 10 am and 2pm, at the September Equinox.

### Recommendation 2

Amend the scale and footprint of the development to remove overshadowing of Church Street beyond the western footpath kerb line after 10am at the September 22<sup>nd</sup> Equinox.

- 133. The residential properties to the southeast have in their various iterations been an intrinsic part of the Cremorne Precinct since its inception more than a century ago. This co-existence has required some compromise by industry in how it develops.
- 134. Whilst there may be grounds for some lesser standard of amenity in the adjoining residential areas, local policy asks all development to consider impacts of development and responsiveness to local character and amenity. I note in this instance the redevelopment of properties at 8a, 8 and 10 Yorkshire Street has not relied on the ground level dwellings for amenity in contrast to adjoining properties in Brighton Street that have ground level habitable room windows to the street and private open space.
  - a) It is clear that the proposed development is pushing the boundaries of what is reasonable exceeding the heights of the other benchmark larger projects on the eastern side of Church Street and indeed projects delivered more recently in the south half of the Cremorne Precinct. In this case the 3pm shadow is impacting on adjoining GRZ zoned properties and public space in a heritage overlay and putting nearly 80% of the entire street in shadow. This in my view is in contradiction with the objective in policy to not excessively borrow on the amenity of other precinct users.

### Recommendation 3

- 135. Amend the built form, height and setbacks to ensure that residentially zoned property at 150 and 154 Brighton Street (and the southern Yorkshire Street Footpath) , and 12 Yarra Street does not receive any additional overshadowing before 3pm at the September 22<sup>nd</sup> equinox.
- 136. Amend the built form, height and setbacks to ensure that Residentially occupied Level 1 and 2 habitable rooms and private open space at 8a , 8 and 10 Yorkshire Street are not overshadowed by the proposed development between 10am and 2pm at the September 22<sup>nd</sup> Equinox.

### Height and proportions

- 137. In my view the development is excessive in scale, and awkward in its proportions and its impacts on adjoining development equally detrimental and its integration into a broader narrative problematic.
- 138. Whilst significant in size, the property sits on the northern side of the street abutment to Yorkshire Street rather the south side as characterized the taller built form referenced and relies on a service network with reverberating detrimental impact on surrounding residential areas of significance in local character and heritage terms. Its excessive height also significantly diminishes the amenity for surrounding users of the public realm on which the DNA of this area is so dependent.
- 139. In my view there can be little justification for the scale at an effective 2-3 levels higher than the tallest building on the eastern side of Church Street a site with far better Activity Centre and Transport node credentials despite the usefulness of an accommodation destination in the locale. There is no question in my view that in addition to needing to address offsite



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overshadowing impacts, the building needs to be lowered to sit within an orderly renewal strategy for the area.

140. The wind reports also point to the very poor amenity outcomes achieved for the proposed terraces on level 6.
141. The longitudinal section indicate the tallest elements of the project are directed to the most sensitive residential hinterland areas to the east where they will present largely inactivated upper level form (plant area occupying the upper areas to the northeast and east).
142. The rooftop terrace areas indicate that with a reduced seating area to the Southeast the plant areas and toilets could be rotated 90 degrees and given a significant setback from the eastern facades of the levels below of at least 5m reducing this impact.

### Recommendation 4

- Remove Levels 4 and 5 of the proposed development
- Setback the proposed plant areas and rooftop toilets a minimum of 13m from the eastern boundary to lower the parapet edge to the east to a maximum height of RL 47.45 ( in lieu of the RL 57.05 as currently proposed) to achieve the visual demarcation of the building at the eastern end consistent with its Church Street expression and offsite amenity outcomes sought via previous recommendations.

### Internal functionality

#### Recommendation 5

The following changes are recommended to the satisfaction of the council:-

- Provide a Commercial Kitchen layout and operational design demonstrating the operational fitness for purpose of current ground, first and rooftop layouts.
- Revise the basement 1 plans to provide safe pedestrian egress to meet regulatory requirements to the satisfaction of the responsible authority
- Provide back of house connectivity between bicycle storage and end of travel staff facilities.
- Provide interconnectivity between lift and fitness facilities without traversing pre-function facilities.

### Street frontage

143. The wind report requires a quite radical rethink of the street frontage particularly to the NW corner of the project requiring a significant rethink of the current methodology.
144. Similarly, the current amenity standard for the primary entry to the facility needs a significant
145. The current renderings suggest 2 further options are under consideration for the area north of the central entry with one option considering tall planters that deny transparency into the facility and a second with climbers in the scalloped inserts that again diminish the connectivity of the street and facility.



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- 147. Similarly whilst the fluted glass from floor to soffit of level 1 is dramatic in its expression questions must be asked in this case.
- 148. Bollards noted in the Jack Merlo landscape improvements and landscapes in the flutes are shown in neither rendering, street improvements statement are not indicated in these renderings.



- 149. The proposal is silent on the treatment of overhead power but presumably this is to be removed. This is logical and supported given that it sits so poorly in the context.
- 150. The proposed bluestone treatment out to the kerb is also supported to Yorkshire Street and Church Street.
- 151. The proposed pedestrian refuge in Willow Lane is also supported but the extent of work is not supported. Inevitably the works of this size with basements as suggested will have significant detrimental impacts on the laneway and compromise access during its construction.
- 152. Logically the laneway should be reconfigured to the full extent of the subject site interface and possibly further dependent on the impacts during construction.
- 153. Safety by design lighting should be also incorporated to solutions in Yorkshire Street and Willow Lane and the interconnecting recommended link.
- 154. The proposed resolution of the interface with the adjoining BP service centre is questioned. There will be significant vehicle glare at night into the primary restaurant with the current configuration as illustrated given all cars and 4 lanes thereof are egressing the facility to the south towards this interface amplifying headlight impacts. The applicant is invited to consider this in more detail in conjunction with their proposed resolution of the NW corner noted earlier.
- 155. Additionally, the amenity of guests waiting for collection needs to be considered at this interface. At closing times of the rooftop bar, conclusion of events in the function areas etc considerable demand on this space should be anticipated. Expecting guests to wait on an unprotected footpath is unsatisfactory as is the expectation that Yorkshire Street and de-facto the residential hinterland will become the proposed route.
- 156. A solution for the west facing Church Street frontage that addresses this need is needed.

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157. The location of the street trees shown on the landscape plan is at odds with those on site. That said I would support the positioning of the trees as logical and would support the replacement of the existing tree and planting of the new tree as mature trees subject to Council approval

### Recommendation 6

- Provide upgraded and coordinated landscape, architectural plans and elevations that show:-
  - the proposed removal of street poles,
  - bollarding,
  - Street trees and advanced maturity
  - Entry and frontage weather protection for patrons awaiting taxi/uber/ park valet collection,
  - vehicle egress mediation to the restaurant from the BP,
  - wind comfort for standing and capacity fit for purpose for guests waiting for collection.
  - Details of proposed landscape treatments inside and outside the glass
- Provide enhanced scope for Willow Lane rectification commensurate with the likely substantial impact along its extent to the satisfaction of the Council.
- Details of how the proposed extensive north and west facing glazing will be managed whilst maintaining engagement with the street as sought by policy.
- Rethink the street front treatments and the absence of weather to demonstrate the fitness for purpose of the arrangements for anticipated guest and patron pick up and update the traffic report to confirm the proposed arrangements and impact on traffic assumptions and impacts on hinterland residential areas.

### CONCLUSION

158. The proposed use has strong strategic support and the sustainability agenda and the amenity afforded by the diversity of units consistent with good practice.
159. That said it is presently too big, too unresolved operationally and too big in its detrimental impacts on adjoining areas.
160. A reduction in scale and reconfiguration of its access and egress arrangements would go a long way to addressing major issues.
161. The operation of the hotel and its impact on surrounding areas needs a significant rethink as does the proposed height and execution of the building. It is not only too tall but also too proportionally big in its base levels in its middle podium levels relative to the tower.
162. The project is fixable but requires significant changes and coordination of documents to achieve an acceptable outcome in technical operation, amenity, place response and design terms.
163. In its current form it would need to be refused however I would urge the applicant to address the issues which are all in my mind fixable.

### DOCUMENTS FORMING THE BASIS OF THIS REPORT

- > Plans, Cox, June 2020
- > Development Summary, Cox, June 2020
- > Architectural Renders, Cox, June 2020
- > Urban Context Report, Cox, June 2020
- > Acoustic Report, ADP Consulting, June 2020
- > Environmental Assessment, Environmental Assessment Services, June 2020
- > Landscape Plans and List of Streetscape Improvements, Jack Merlo Design & Landscape, June 2020
- > Sustainable Management Plan, ADP Consulting, June 2020
- > Town Planning Report, Planning & Property Partners, June 2020

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- > Traffic Engineering Report and B99 Ground Clearance Assessment, Traffix Group, June 2020
- > Waste Management Plan, Leigh Design, June 2020
- > Wind Tunnel Study, MEL Consultants, June 2020
- >



**Prepared by:** Robert McGauran



# Attachment 11 - PLN20/0230 - 587 - 593 Church Street Richmond - Traffic (external) referral



Our Ref: V200793:EK  
Contact: Eric Kydd

10 September 2020

City of Yarra  
PO Box 168  
Richmond VIC 3121

Attention: Michelle King

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Dear Michelle,

## **587 – 593 CHURCH STREET, RICHMOND (PERMIT PLN20/0230) TRAFFIC ENGINEERING ASSESSMENT PEER REVIEW**

This letter has been prepared to review the site access arrangements of the proposed residential hotel located at 587 – 593 Church Street, Richmond, specifically the location of the proposed site access including the use of the short term pick up and drop off areas and proposed valet system.

As part of this assessment Cardno has reviewed the following documents:

- > Architectural plans prepared by Cox Architecture dated 02/06/2020;
- > Traffic Engineering Assessment report (G27704R-01D) prepared by Traffix Group dated March 2020;
- > Independent urban design advice report prepared by MGS Architects dated August 2020; and
- > Town Planning Report prepared by Planning & Property Partners dated 25/06/2020.

It is noted that this letter will review and address the traffic engineering matters associated with the site access arrangements of the proposed redevelopment.

## **Peer Review of Site Access Arrangements**

### **Site Access**

The proposed site access arrangements reviewed within this letter are as follows:

- > Church Street frontage for taxi / ride share pick up and drop off;
- > Yorkshire Street porte-cochere providing short-term pick up and drop off;
- > Willow Lane basement carpark and loading area access; and
- > Valet operations via the porte-cochere on Yorkshire Street to the basement car park on Willow lane via Brighton Street.

### *Church Street frontage*

The Traffix Group report indicates 50% or 23 vehicle trips in the AM peak and 16 vehicle trips in the PM peak will utilise the Church Street frontage to pick up / drop off guests. The two (2) existing on-street parallel parking spaces between Willow Lane and Yorkshire Street (based on latest Google Streetview dated Oct 2019) are signed "2P, 8:30am – 5:30pm, Mon – Sat, METER". As such the signed restrictions fall within the AM and PM peak periods for guest pick up and drop off. It is understood that taxi or ride share utilising these spaces to pick up and drop off is illegal under the Australian Road rules. No change of on-street parking restrictions are noted on the drawings or as part of the Traffix Group report. It is recommended to sign post the two existing on-street car spaces on the Church Street frontage "Taxi Zone" (or similar to cater for car share services) to cater for pick up and drop off traffic – subject to further review and Council approval. Alternatively, the pick up and drop off traffic expected to utilise the

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Church Street frontage should be redirected to the porte-cochere if this is not supported by Council, subject to further traffic review and analysis.

#### *Yorkshire Street Porte-Cochere*

It is anticipated that 22 vehicles will access the porte-cochere in the AM and 15 vehicles in the PM peaks respectively (not including existing vehicular traffic accessing Yorkshire Street) based on Traffix Group report. Given the porte-cochere is of shared use between taxi / ride share and the valet parking for guests, more clarity is required in relation to the use of the porte cochere including: turnover of porte cochere parking; duration of stay of vehicles accessing the porte-cochere; and estimated time for a valet to pick up and drop off a vehicle to the basement car park and anticipated wait times for taxi / ride share within the porte-cochere. Further information is required to assess if the arrival / departure of the vehicles accessing the porte-cochere and the potential for queuing in Yorkshire Street from the porte-cochere back to Church Street.

It is recommended a queue analysis is undertaken and should take into consideration the existing traffic volumes on Yorkshire Street and the expected traffic generated by the development. The analysis must also take into consideration existing on-street parking restrictions on the southern side of Yorkshire Street as these spaces limit passing opportunities within Yorkshire Street for eastbound and westbound vehicles.

#### *Willow Lane Car Park Access and Valet System*

The Yorkshire Street valet parking and hotel basement access operate in conjunction as some vehicles will enter the valet parking via Yorkshire Street, travel east and enter the basement access on Willow Lane via Brighton Street.

Traffix Group report notes 11 vehicles (2 in / 9 out) utilising the basement access during the AM peak and 7 (4 in / 3 out) in the PM peak. Traffix Group report does not consider existing westbound traffic utilising Willow Lane however considering the one-way nature of Willow Lane any potential queueing impact is considered minimal.

Additional information should be provided in relation to the stop / go system used at the basement car park entrance. It is recommended that the entry light is default green to give priority for vehicles entering the basement and ensure any queuing is within the basement car park and not within Willow Lane.

Traffix Group notes that sight lines are not required due to the low speed environment of Willow Lane and vehicles will exit the ramp and manoeuvre to the left of the property boundary to exit. In order for a vehicle to manoeuvre to the left of the site boundary they must manoeuvre adjacent to the proposed loading dock. If a loading vehicle is present, no sight triangles will be available to the west, in line with the (AS2890.1: 2004). Although pedestrian movements are likely minimal on Willow Lane, it is recommended that a convex mirror is considered to assist in providing sight lines for vehicles exiting the basement car park.

#### **Basement Car Park Access Location Comparison**

Following discussions with Council, Cardno have undertaken a high-level review of 'flipping' the proposed basement access to Yorkshire Street so that both the port cochere and loading dock/basement access is from Yorkshire Street.

A comparison between the proposed car park access via Willow Lane or an alternative car park access via Yorkshire has been undertaken. Table 1 aims to highlight the pros and cons from a traffic engineering perspective of each access location option. Note that the comparison does not consider architectural elements, urban design, structural or other relevant matters.

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**Table 1 Comparison of Access Options**

Option	Traffic Engineering Review	
	Pros	Cons
Proposed car park access location via <b>Willow Lane</b>	<ul style="list-style-type: none"> <li>&gt; Separation from the Yorkshire porte cochere</li> <li>&gt; One-way nature of Willow Lane reduces traffic congestion / queueing</li> <li>&gt; Direct access to Church Street (i.e. one-way) albeit some potential conflict with existing petrol station traffic</li> <li>&gt; Traffic flows in an anticlockwise loop along Yorkshire, Brighton and Willow which works well considering the existing narrow streets</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Traffic required to travel via Brighton Street – residential area</li> <li>&gt; Traffic required to travel via Willow Lane – Willow Lane includes direct pedestrian and vehicle access to/from residential properties and businesses</li> <li>&gt; Considerable distance to travel from porte cochere to basement car park</li> </ul>
Alternative car park access location via <b>Yorkshire Street</b>	<ul style="list-style-type: none"> <li>&gt; Removes additional traffic on Brighton Street and Willow Lane</li> <li>&gt; Direct access from porte cochere to basement</li> <li>&gt; Removal of loading vehicles on Brighton Street and Willow Lane (assuming loading dock is also located on Yorkshire Lane)</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Multiple access locations on Yorkshire Street in close proximity</li> <li>&gt; Potential for increase in traffic congestion / queueing on Yorkshire Street</li> <li>&gt; Introduction of loading manoeuvres on Yorkshire Lane in proximity to the porte cochere and basement access</li> <li>&gt; Additional two-way traffic movements to/from Yorkshire Street/Church Street intersection – narrow street</li> </ul>

Based on the above assessment, it is apparent that there are various pros and cons from a traffic engineering perspective associated with each access location option. It is Cardno's opinion the currently proposed location of the basement access on Willow Lane is considered satisfactory given that direct access to Church Street is available from the basement car park, albeit vehicles are required to travel around the block via Brighton Street and Willow Lane. The proposed access via Willow Lane will also likely reduce the chance of vehicle conflict and queueing on Yorkshire Street.

Nevertheless, the alternative access location option via Yorkshire Street does provide improved vehicle access connectivity for the hotel and largely removes hotel traffic from nearby residential areas (Brighton Street and Willow Lane).

Going forward, it is recommended that additional relevant architectural, urban design and engineering matters are considered in assessing the access options.

*Additional Items*

No existing traffic volumes have been supplied for Willow Lane, Yorkshire Street, Church Street or Brighton Street. Furthermore, no Sidra analysis has been completed at the intersection of Willow Lane / Church Street or Church Street / Yorkshire Street. Due to the unknown existing volumes utilising these streets the increase in right turning vehicles across two traffic lanes at these intersections may cause increased queueing in Church Street or Willow Lane as well as potential for tram delays. To better inform the comparison of car park access options, it is recommended that a Sidra analysis is undertaken utilising existing traffic volumes.

We trust that you find the above information satisfactory. Please feel free to get in touch with Luke Smith (direct: 8415 7721) or the undersigned should you require further clarification.

Yours sincerely,

Eric Kydd  
Associate  
for Cardno  
Direct Line: +61 3 8415 7523  
Email: Eric.Kydd@cardno.com.au

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4 August 2020

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City of Yarra  
P.O. Box 168  
Richmond VIC 3121

**Attention: Michelle King**

Dear Michelle

**587-593 Church Street, Richmond  
Development Application Acoustic Review  
PLN20/00230**

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the planning application at 587-593 Church Street, Richmond.

Details of the report are as follows:

- Title: *587-593 Church Street, Richmond – Noise Impact Assessment*
- Reference: MEL2048
- Date: 1 June 2020 (Rev 04)
- Prepared for: Goldfields Group
- Prepared by: ADP Consulting

The report has been prepared to support the application to construct a hotel building on the subject site.

## **1 Background Information**

### **Summary of the Acoustic Report (Section 1)**

The proposed operations, site location and relevant RFI clauses from council's RFI are identified in this section of the report. The application is to construct an 11-storey building with the following spaces:

- Two basement carpark levels
- Ground floor lobby, restaurant (with outdoor dining area on the Church Street boundary), back of house areas, substation, bin room and loading dock
- First floor function spaces, gymnasium, kitchen and back of house areas.
- Hotel guestrooms on level 2 to level 11
- Rooftop pool, bar, dining area and mechanical plant

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The relevant clauses of the City of Yarra RFI are as follows:

*Clause 52.27 (Licensed Premises)*

*If a permit is sought pursuant to Clause 52.27 (Licensed Premises), the following is to be submitted.*

- 7: *A Noise and Amenity Action Plan in accordance with the requirements of Clause 22.09-4. Please note this will not be required if only a restaurant uses are proposed to be licensed.*
- 8: *The acoustic report required by point 25 also updated to specify the details of: All noise sources and methods to be undertaken to control noise emissions to satisfy State Environment Protection Policy (SEPP) No.1 – Control of Noise from Commerce Industry and Trade and SEPP No.2 – Control of music noise from public premises or any other requirement, such as accepted sleep disturbance criteria or relevant Australian Standards. Please note, the above will not specifically be required for your application if only a restaurant use is proposed (not bar) to be licensed where the preferred hours of operation specified within Clause 22.09 are met.*
- 25 *An acoustic report prepared by a qualified acoustic engineer assessing the compliance of the use and outlining specific noise attenuation measures to ensure that the surrounding area is not impacted by the proposal and to ensure that the proposed hotel rooms are not impacted by the surrounding uses.*

The site is located on the eastern side of Church Street, between Willow Lane and Yorkshire Street. The nearby receivers consist of

- Residences to the south, southeast, east and northeast.
- Commercial properties to the north, west and south.

**SLR Comments:**

*The report describes the proposed development and the City of Yarra RFI.*

*Council have advised us that 6 Yorkshire Street and 597 Church Street do not include any residential uses. Based on a desktop review, the nearest sensitive receivers appear to be:*

- 144 Brighton Street – a single-storey terrace located to the northeast
- 150 Brighton Street – a two-storey townhouse located to the east
- 8A Yorkshire Street – a three-storey apartment building located to the southeast

## **2 Background Noise Levels**

### **Summary of the Acoustic Report (Section 2)**

Attended noise measurements were conducted on Thursday 20 January 2020 from 4:30 to 11:00 pm. The night-time measured noise levels were 55 dBA at the Church Street facade (measured at 10:30 pm), 49 dBA at the southeast corner of the site (measured at 10:30 pm) and 46 dBA at the northeast corner of the site (measured at 11:00 pm).

**SLR Comments:**

*The report does not provide full details of the noise measurements, such as height above ground level or whether there were nearby reflecting surfaces. Ideally, photos of the measurement equipment installed on site should be provided or a more detailed description of measurement locations included.*

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### 3 SEPP N-1 Noise Limits

#### Summary of the Acoustic Report (Section 3.1.1)

The SEPP N-1 limits for the area have been calculated taking into consideration the background noise levels and the land use zoning. The  $L_{90}$  background noise levels used for the SEPP N-1 assessment were 55 dBA for the day period, 50 dBA for the evening period and 45 dBA for the night period, based on the R4 category in Appendix A of AS 1055.2.

The calculated external SEPP N-1 noise limits (referred to as Intrusion Criteria in the report) are as follows:

- Day period: 61 dBA
- Evening period: 53 dBA
- Night period: 48 dBA

#### SLR Comments:

*The use of AS 1055.2 to estimate background levels is not considered appropriate practice in Victoria and is not in line with SEPP N-1 procedures.*

*Since no long-term background noise monitoring has been conducted for the assessment, we recommend that the SEPP N-1 Zoning Levels be used as the noise limits. According to our calculations, the resulting SEPP N-1 zoning based noise limits are 58 dBA for the day period, 52 dBA for the evening period and 47 dBA for the night period. These are slightly lower than the targets developed by ADP Consulting so are unlikely to have significant implications in their assessment, however, several sections of the report would need to be updated to reflect the lower noise limits.*

### 4 Patron Noise

#### 4.1 Rooftop Bar and Pool Area

#### Summary of the Acoustic Report (Section 4.8.1)

The report states that specific details of the patron numbers and hours of operation are not available at this stage. The assessment has been based on assumed operating hours of midday to 11 pm and a capacity of 179 patrons for the rooftop bar, along with 37 patrons in the nearby outdoor pool area.

#### SLR comments

*The report does not include a formal patron noise assessment. Patron noise (as an  $L_{eq}$  noise level) should be predicted to the nearest residents and can be assessed either to SEPP N-1 based noise limits or to 'background + 5 dBA' during the night. This is the approach regarding patron noise that is commonly adopted on City of Yarra applications.*

*The number of patrons and operating hours for these areas should be stated as recommendations of the acoustic report if these form the necessary constraints to achieve compliance.*



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## 4.2 Ground Floor Restaurant

### SLR comments

*Patron noise from the "Indoor/Outdoor Dining Area" of the ground floor restaurant (facing Church Street) has not been assessed. We expect that this is a low risk issue due to the proximity of this area to a busy road and distance from the restaurant to the nearest residence.*

## 5 Music Noise

### 5.1 Criteria

#### Summary of the Acoustic Report (Section 3.1.2)

SEPP N-2 limits for music noise have been calculated based on the background noise levels measured on Thursday 20 January. The calculated external noise limits are as follows:

- Day/evening period: 54 dBA Leq
- Night period: As per the spectrum shown in Table 4 of the report (equivalent to 54 dBA L10).

The report also refers to the Victorian Planning Provisions clause 53.06-3 (the "Agent of Change" clause) which provides indoor noise limits for new residential uses within 50 metres of a live music venue.

#### SLR Comments

*The "Agent of Change" clause should not be used for new music sources (such as the proposed rooftop bar, which is also not a live music venue), therefore the applicable criteria are the SEPP N-2 outdoor noise limits.*

*The venue should be assessed to 'indoor venue' criteria; since it is not classified in SEPP N-2 as outdoor venue (which apply for outdoor festivals and the like).*

*We are concerned that background noise levels measured on a Thursday night do not represent the quietest period, given that the music may be operational on any night.*

### 5.2 Rooftop Bar

#### Summary of the Acoustic Report (Section 4.8.1)

Proposed music operations for the rooftop bar consist of a DJ booth from 7 to 11 pm on Friday and Saturday nights, and background music at other times. Music from the DJ booth has been assessed using a source level of 90 dBA at a distance of 3 metres and background music has been assessed based on an average noise level of 80 dBA within the rooftop bar area.

Music noise from the rooftop bar is predicted to be below 45 dBA Leq when measured indoors at nearby residences.

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**SLR Comments:** *As per the previous section, music from the rooftop bar to existing residences should be assessed using SEPP N-2 external limits, and in particular, should be assessed to the night period octave band limits if it operates during the night (after 10 pm if the venue has music more than 3 times per week).*

*The assessment should provide the basis of the assumed octave band frequency spectra from the DJ booth / in the outdoor area.*

## 6 Loading Dock

### Summary of the Acoustic Report (Section 4.4)

A loading dock is proposed for the ground floor in the northeast corner of the building, which is approximately 30 metres from the nearest residence.

The report provides an assessment of noise from the loading dock and recommends that deliveries and waste collection be limited to the day period. It also recommends that compaction and dropping of bottles be limited to the day and evening periods, with the roller door closed for both of these activities.

**SLR Comments:** *The report relies on the roller shutter door of the loading dock being closed during some of the operations. However, we note that the architectural drawings indicate a perforated metal door which is unlikely to have any acoustic performance.*

*The report will need to clarify what acoustic attenuation performance the door needs to provide, and confirm if a perforated door is appropriate to achieve compliance.*

## 7 Mechanical Plant Noise Emissions

### Summary of the Acoustic Report (Section 4.2)

The proposed design includes mechanical plant on level 12 and the rooftop. The equipment selections are not finalised at this stage of the project. The report recommends that acoustic measures be included in the mechanical plant design, in order to comply with the SEPP N-1 criteria.

**SLR Comments:** *The proposed approach is appropriate.*

*The report should include a clear recommendation that mechanical plant and substation, once designed, be assessed by a qualified acoustic consultant to ensure that the SEPP N-1 noise limits are met.*

## 8 Carpark Gate

### Summary of the Acoustic Report (Section 4.4)

The carpark entrance is located at the northeast corner of the site (in a shared space with the loading dock), approximately 30 metres from the nearest existing residence.

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The report recommends that the roller shutter gate be limited to 65 dBA L<sub>max</sub>, measured at a distance of 3 metres. The noise level from the carpark at the nearby residences is predicted to be within the SEPP N-1 night-time limit of 48 dBA Leq.

**SLR Comments:** *Agreed / No comment*

## 9 Mechanical Plant Noise from 4-10 Amsterdam Street and 4-10 Yorkshire Street

### Summary of the Acoustic Report (Section 4.3)

The roof of the 3-storey commercial building at 4-10 Amsterdam Street was identified to include 18 small condensers and 4 large condensers/AHUs. The roof of the 3-storey commercial building at 4-10 Yorkshire Street was identified to include 4 large condensers/AHUs. Noise from these units to the proposed hotel bedrooms has been assessed based on the following assumptions:

- Sound power level of 80 dBA for the large condensers
- Sound power level of 70 dBA for the small condensers
- A maximum of 30% of the plant items to be running simultaneously during the night period

The predicted external noise level for hotel bedrooms complies with the SEPP N-1 night-time noise limit (48 dBA Leq) by a margin of 1 dB. With all of the condensers running simultaneously, the noise level is predicted to exceed the SEPP N-1 external noise limit by 3 dB. In this situation, the indoor noise level is predicted to comply with the SEPP N-1 indoor noise limit.

**SLR Comments:** *The above is a reasonable assessment approach where it is not possible to measure source levels from an elevated rooftop plant area, but there is some risk of higher noise levels than estimated. It is preferable that some consultation occur between the developer of 587-593 Church St and the adjacent commercial operator so as to minimise this risk in the long term.*

*The indoor SEPP N-1 noise limits are not stated in Section 3.1.1 of the report, but are 15 dB lower than the external noise limit (32 dBA based on our zoning based noise limits)*

## 10 Mechanical Plant Noise from 597 Church Street

### Summary of the Acoustic Report (Section 4.3)

The roof of the 3-storey commercial building at 597 Church Street was identified to include 7 small condensers and 2 large condensers/AHUs. As per the previous section, noise from these units to the proposed hotel bedrooms has been assessed based on the following assumptions:

- Sound power level of 80 dBA for the large condensers
- Sound power level of 70 dBA for the small condensers
- A maximum of 30% of the plant items to be running simultaneously during the night period

**Attachment 12 - PLN20/0230 - 587 - 593 Church Street Richmond - Acoustic (external) referral**

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The predicted external noise level at hotel bedrooms complies with the SEPP N-1 night-time noise limit (48 dBA Leq) by a margin of 1 dB. With all of the condensers running simultaneously, the noise level is predicted to exceed the SEPP N-1 external noise limit by 3 dB. In this situation, the indoor noise level is predicted to comply with the SEPP N-1 indoor noise limit.

**SLR Comments:** *As per our comments in the previous section regarding 4-10 Amsterdam Street and 4-10 Yorkshire Street.*

## **11 Air Compressor Noise from BP Service Station**

### **Summary of the Acoustic Report (Section 4.3)**

The BP service station includes an air compressor on Willow Lane. Based on attended measurements of the compressor, a noise level of 68 dBA L<sub>max</sub> has been predicted at the facade of the nearest hotel bedroom. The resulting indoor noise level would exceed the sleep disturbance criterion with the hotel window open, but indicated to be 40 dBA L<sub>max</sub> internally with windows closed.

Other noise sources from the service station were noted to be inaudible during the site visit.

**SLR Comments:** *The predicted internal noise level of 40 dBA L<sub>max</sub> is a reasonable outcome for the air compressor. Note that for this kind of source, we would recommend L<sub>max</sub> targets no greater than 45 dBA. The targets presented in the acoustic report Section 3.2.2 would not be considered appropriate for this type of source.*

## **12 Noise from Trams and Traffic**

### **12.1 Criteria**

#### **Summary of the Acoustic Report (Sections 3.2.1 and 3.2.2)**

Noise from road traffic and trams was assessed using the design targets from AS/NZS 2107:2016. The criteria for sleeping areas are 30 to 40 dBA Leq.

Sleep disturbance criteria adopted for the project are 60 dBA L<sub>max</sub> and 50 dBA L<sub>eq,15min</sub>.

**SLR Comments:** *We accept the use of AS/NZS 2107 as the main design criteria for hotel guestrooms in relation to traffic noise ingress. The nominated sleep disturbance criteria are not appropriate; in particular 50 dBA Leq is inadequate and it is not clear how these have been derived. Similarly, the 60 dBA L<sub>max</sub> criterion would not be accepted in most situations and particularly for non-transportation noise sources. Acceptable internal L<sub>max</sub> targets are 55 dBA in bedrooms for transportation noise, and typically 45 dBA for other noise sources.*

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### 12.2 Assessment

#### Summary of the Acoustic Report (Sections 4.1.1 and 4.1.2)

The report recommends the following sound insulation ratings for the facade envelope:

- Rw 34 for all glazing on the ground floor and level 1
- Rw 37 for glazing on levels 2 to 11 with an area of 7 to 14 m<sup>2</sup>
- Rw 34 for glazing on levels 2 to 11 with an area less than 7 m<sup>2</sup>
- Rw 50 for exterior walls facing Church Street
- Rw 45 for all other exterior walls

**SLR Comments:** *The report does not provide the external facade noise levels used for the assessment, and the resulting noise levels within hotel rooms, but advises the targets recommended will be met if the above is adopted. We cannot formally check the suggested design but the nominated glazing seems reasonable.*



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### 13 Summary

*A review of the acoustic report prepared for the proposed hotel at 587-593 Church Street, Richmond has been completed.*

*Our specific recommendations are:*

- 1. Ideally, photos of the measurement equipment installed on site be included in the report or as a minimum, a more detailed description be included.*
- 2. Zoning Levels be used as the SEPP N-1 noise limits. According to our calculations, the resulting SEPP N-1 noise limits would be 58 dBA for the day period, 52 dBA for the evening period and 47 dBA for the night period.*
- 3. A formal patron noise assessment be conducted and the report provide predicted patron noise levels at existing residences. The noise levels can be assessed to SEPP N-1 or 'background + 5 dB' targets.*
- 4. Background noise levels measured on a Thursday night may not represent the quietest period, given that the music may be operational on any night. Therefore, the SEPP N-2 limits for music noise may be too high.*
- 5. A formal music noise assessment should be provided, which includes the source spectra for the music and the predicted music noise levels at existing residences, assessed to the night period octave band noise limits (unless night period is eliminated as a usage time). The applicable criteria for music noise to existing dwellings are the SEPP N-2 outdoor noise limits, and are for an indoor venue (not an outdoor venue).*
- 6. The loading dock roller door acoustic requirements be specified, given that there appears to be some reliance on the door to control noise break-out from the loading area. The door is indicated to be a perforated door in the architectural drawings, which would provide little acoustic attenuation.*
- 7. The report include a clear recommendation that mechanical plant and the substation be reviewed by a qualified acoustic consultant during the design stage of the development to ensure that the SEPP N-1 noise limits are met.*
- 8. The indoor SEPP N-1 noise limits (used for the assessment of existing commercial plant) be added to Section 3.1.1 of the report.*
- 9. It is preferable that some consultation occur between the developer of 587-593 Church St and the adjacent commercial operators to minimise risks regarding noise levels of existing rooftop plant.*

Regards,

*SDL*

Simon de Lisle  
Associate – Acoustics

Checked/ Authorised by: JA
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# Attachment 13 - PLN20/0230 - 587 - 593 Church Street Richmond - Wind (external) referral



## Vipac Engineers and Scientists Limited

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City of Yarra

26/08/2020

PO Box 168

Ref: 30N-20-0168-GCO-6783510-1

Richmond, 3121, Australia

**Attention: Michelle King**

Dear Michelle,

### 587-593 Church Street, Richmond - Peer Review

This peer review of MEL Consultants 'Environmental Wind Speed Measurements on a Wind tunnel Model of the 597-593 Church Street Development, Richmond' (Report: 26-20-WT-EVN-00) is based on Vipac's experience as wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac has reviewed the wind tunnel test report and proposed plans. Our comments are as follows:

- i. The wind tunnel test was setup with a minimum 500m radius proximity model at 1:400 scale and the terrain category 3 was used. Vipac finds this sufficient.
- ii. We have no issues with the criteria for wind environment conditions development in 1978 by W.H. Melbourne, which was adapted in this report
- iii. Vipac generally agrees with the suggested Pedestrian Comfort Criteria and has no issues with the walking comfort criterion used for the upper level terraces and outdoor areas as they are private areas and intended only to be used on fair weather days.
  - a. However, Vipac notes that the proposed roof terrace design features a bar as well as a teppanyaki bar. If these are intended to be a part of the hotel's normal operational services, Vipac recommends that the area be assessed with the more stringent standing (short term stationary) comfort criteria. This is to ensure that poor windy weather does not interrupt the tenancy's operations throughout the year.
- iv. The hot wire anemometer technique was used to measure the local wind speeds at various locations on the ground level and at selected open terraces. Vipac has no issues with this method.
- v. A total of 50 locations were tested, 12 of which were located on the high level balconies. Vipac has no issues with the spread of the test locations.
- vi. Vipac notes that the wind tunnel test was completed on drawings submitted by Cox Architects in 21<sup>st</sup> February 2020, and the report has not reviewed the updated design dated 2<sup>nd</sup> June 2020.
  - a. Vipac recommends that MEL Consultants should review the updated design against their test data.
- vii. The report states that most ground floor areas measured wind speeds within the recommended walking comfort criterion for pedestrian footpaths, and standing comfort criterion for main building entrances. Exceedances were measured on the north western corner (Location 8, 8a and 8b) where the wind speeds were above the recommended walking comfort criterion. Recommendation

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of a chamfered corner and porous windscreen were made by MEL Consultants to ameliorate these adverse wind conditions.

- a. Vipac has reviewed the proposed ground floor plans (*TP-21-03, Rev 15, 02/06/20*) and note that the recommended wind amelioration solution was not included in the updated design. As such, Vipac suggests that a statement from MEL Consultants is required to validate the updated design.
- viii. The report concludes that all high level terraces, with the recommended 1.8m high balustrades on Level 6, measured wind speeds generally within the walking comfort criterion.
  - a. While Vipac agrees that the walking comfort criterion is suitable for private terraces, our review of the wind data shows that the test locations M1, M2, H1, H2, and H3 measured wind speeds above the recommended walking comfort criterion. Additionally, the recommended 1.8m high balustrade did not ameliorate winds at H1 and H3 sufficiently to within the wind comfort criterion of walking.
  - b. Additionally, Vipac recommend that the test locations on the roof terrace be assessed under the standing (short term stationary) comfort criterion.

In Conclusion, the MEL Consultants '*Environmental Wind Speed Measurements on a Wind tunnel Model of the 597-593 Church Street Development, Richmond*' report use the proper analysis and methodology to analyse the wind effects on the pedestrian level surrounding the proposed development and on the open terraces in detail. The report found exceedances of its recommended criterion in a few areas and provided solutions for wind amelioration. However, clarification is required on whether these recommendations were included in the submitted plans; and if it is acceptable for the private terraces to exceed the recommended walking comfort criterion. Additionally, Vipac recommends that rooftop amenity area be assessed under the more stringent standing (short term stationary) comfort criterion.

Yours sincerely,

**Vipac Engineers & Scientists Ltd**

Eric Yuen

**Wind Engineer**

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**Attachment:**

PLN20.0203 – 587-593 Church Street, Richmond – Architectural Plans  
PLN20.0203 – 587-593 Church Street, Richmond – Architectural Renders  
PLN20.0203 – 587-593 Church Street, Richmond – Wind Tunnel Study

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