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## **Submission to Future Melbourne Committee**

Future Melbourne Committee Meeting No. 17, Tuesday 3 August 2021  
Town Hall Commons, Ground Floor Melbourne Town Hall  
Agenda Item 6.2 Planning Permit Application: TP-2019-979, 292-294 & 296-300 City Road, Southbank

Southbank Residents Association (SRA) would like to make a submission regarding the Planning Permit Application TP-2019-979, located at 292-294 and 296-300 City Road.

### **Summary**

The SRA notes that this application involves:

- Demolition of the existing buildings with retention and restoration of the façade at 300 City Road,
- Construction of a multi-storey single building - 27 above ground levels plus one basement level,
- Use of the site as a residential hotel and associated hotel office and retail facilities,
- Setback of the building 6.0m from the facade at 300 City Road,
- 27 car parks located in the basement level and exiting onto Haig Lane,
- A new shared laneway (with glazed roof) allowing off road drop-off/pickup to the hotel.

The primary purpose of the building appears to be a hotel with associated function rooms, bars and cafe for the use of patrons. A secondary purpose appears to be a business centre allowing co-working arrangements rather than dedicated office accommodation.

The SRA supports this application on the basis of compliance with the planning scheme and only if the following concerns are taken into consideration.

### **Heritage**

Beginning with the heritage aspect of this design, SRA is in favour of the retention and restoration of the façade at 300 City Road. The two-storey classic revival style building at 296-300 City Road was constructed c.1900 and the building is graded 'significant' in Council's Heritage Places Inventory February 2020 (later amended May 2021). The SRA is in favour of the intention to retain the Edwardian-era classical revival styling, and agree with the recommendation to undertake a restoration of the façade.

### **Parking**

SRA was surprised to see that this proposed development of a 28-storey residential hotel building above the basement level has only made provision for 27 car spaces. This provision of 27 car spaces is below the maximum 121 spaces required by the Melbourne Planning Scheme and substantially less than the maximum allowable in the Parking Overlay.

This provision is inadequate and SRA requests consideration be given to increasing this to a minimum of 60, or 50% of the spaces required. On street parking in the area is limited and the argument that most hotel guests won't have a car is short-sighted, given the unpredictability of the pandemic and the encouragement for Victorians to holiday within the state.

### **Bike spaces**

It is slightly unclear whether this application provides for 20, 25 or 35 bike spaces, nevertheless all provisions fall short of the 56 spaces required by the Melbourne Planning Scheme. It is also less than the statutory requirement of one bike space for each 10 hotel rooms for employees/residents and one space for each 10 hotel rooms for visitors/shoppers/students. With the proposed total of 344 hotel rooms in this development, this equates to a requirement for 68 bike spaces.

SRA requests that the number of bike spaces be increased accordingly.

### **Access**

Currently, it appears that access from the port cochere to the raised ground floor level hotel lobby and bar is via a set of external stairs. There's no visible lift platform or wheelchair ramp visible and SRA asks that the permit specify a clearly detailed lift platform or other measures to secure DDA-compliant access.

Furthermore, SRA agrees with the recommendations by Urban Design to provide a distinct pedestrian path clear of vehicle traffic against the eastern frontage and a distinct pedestrian path clear of vehicle traffic against the through-link's western frontage (minimum 1.2m in width).

### **Setbacks**

SRA notes the improved streetscape resulting from the façade at 300 City Road being retained with the new building being setback 6.0 metres from the boundary.

This setback reduces to 5.0 metres from Level 05 upwards, and the setbacks above the street wall are less than the preferred 10m. We query whether these setbacks meet the design intent of the 6.0m setback for heritage facades and express our concern over the precedent this might set for future developments.



### **Community**

While the building seems to provide little benefit to non-patrons, there does seem to be the potential for local residents to make use of the bar and café facilities. There would be further benefit for hotel patrons and Southbank residents and visitors if there was additional consideration given to street level activation, and for this development to be incorporated in an update to the City Road Masterplan.

### **Conclusion**

In conclusion, SRA would like to see the recommendations outlined above taken onboard prior to endorsing this development.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Tony Penna", with a long horizontal stroke extending to the right.

Tony Penna  
President  
Southbank Residents Association