

Yarra DCP
Background Paper
No.3 -
DCP charge areas

1 CONTENTS

1. Background	3
2. Principles for defining charge areas.....	5
3. The Yarra DCP charge areas	8
4. Conclusions.....	Error! Bookmark not defined.
1. Attachment 1 – Road and footpath DCP projects	11
2. Attachment 2 – Community infrastructure plan principles	23
2.1. What we can expect.....	23
2.2. Drivers of community needs	24
2.3. Addressing needs.....	24
2.4. Service catchments and neighbourhoods	25
2.5. Why are neighbourhoods referred to in the CIP?	26
3. Attachment 3 – CIP Neighbourhoods	28
3.1. Richmond South.....	28
3.2. Central Richmond	31
3.3. North Richmond.....	34
3.4. Abbotsford.....	38
3.5. Collingwood	42

Figures

Figure 1: Yarra public transport network.....	4
Figure 2: Yarra road network (major roads shown by darker line)	4
Figure 3: Yarra zoning map	6
Figure 4: Yarra Heritage Overlay map.....	6
Figure 5: Suburbs map (Figure 4 in Clause 21.08)	7
Figure 6: The Yarra DCP charge areas	10
Figure 7: Community infrastructure planning – addressing community needs in an environment of growth and change	25

1. Background

The City of Yarra includes the suburbs of Abbotsford, Alphington (part), Burnley, Carlton North (part), Clifton Hill, Collingwood, Cremorne, Fairfield (part), Fitzroy, Fitzroy North, Princes Hill and Richmond. Fitzroy, initially called Newtown was the first suburb of Melbourne established in 1839 and most of the suburbs of Yarra, with the exception of Alphington and Fairfield, have existed with their current boundaries for the past 150 years or more.

The City of Yarra was formed in 1994 as a result of the amalgamation of the former Cities of Richmond, Collingwood, Fitzroy, and parts of Carlton North (previously part of the City of Melbourne) and parts of Alphington and Fairfield (previously part of the former City of Northcote).

European settlement dates from the 1830s when settlers lived along the Yarra River. Significant development occurred in the 1880s and 1890s when industry had a strong presence in the area and working class housing dominated the dwelling stock. There was considerable development in the post-war years when many migrants moved into the area and public housing estates (including high-rise) were built. Significant parts of the municipality have been redeveloped and gentrified since the 1980s, which has attracted more young, single, professional, tertiary educated, middle to high income residents in the area. Since 1991 the population of the City of Yarra has grown by about 17%, rising from nearly 64,000 in 1991 to over 92,000 in 2016.

The character of the City of Yarra reflects this varied history with a mixture of residential, industrial and commercial areas. The main industries include beer and clothing manufacturing and machinery and equipment wholesaling. Commercial areas are concentrated along several of the main arterial roads which also serve as suburb boundaries. There is a mix of housing types, with private homes, public and community housing and a variety of private rental properties. Many of the traditional stock of rooming houses have been converted into private accommodation, hotels and backpacker accommodation in recent years. The City is known for its extensive community services infrastructure and it contains a highly multi-cultural population. The City encompasses a total land area of about 20 square kilometres. The municipality is served by a number of arterial roads and several railway and tram lines as shown in Figures 1 and 2. The transport network, which has existed in its current form since European settlement, effectively defines the suburbs of Yarra.

Major features of the City include the Yarra River, Yarra Bend Park, Edinburgh Gardens, Collingwood Children's Farm, Yarra Bend Public Golf Course, St Vincent's Hospital, Epworth Hospital, University of Melbourne (Burnley Campus), Northern Melbourne Institute of TAFE (Collingwood and Fairfield Campuses), Kangan Institute (Richmond Campus), Victoria Gardens Shopping Centre and shopping strips at Bridge Road (Richmond), Swan Street (Richmond), Victoria Street (Richmond/Abbotsford), Brunswick Street (Fitzroy), Johnston Street (Fitzroy), Gertrude Street (Fitzroy), Queens Parade (Clifton Hill/Fitzroy North), Nicholson Street (Carlton North/Fitzroy North), Hoddle Street (Abbotsford/Collingwood) and Smith Street (Collingwood/Fitzroy).



Figure 1: Yarra public transport network



Figure 2: Yarra road network (major roads shown by darker line)

2. Principles for defining charge areas

The principal reference for preparing a DCP is the 2007 *Development Contribution Guidelines* (the Guidelines) published by the then Department of Sustainability and Environment. The Guidelines do not provide any specific guidance on how charge areas should be defined. However they do provide some qualification on how a DCP should be developed. The Guidelines state that infrastructure in a DCP:

- *must serve a neighbourhood or larger area*
- *must be used by a broad section of the community, and*
- *will in most cases serve a wider catchment than an individual development.*

This means that the infrastructure provided it should be used by a broad range of people, given the likely profile of the expected community (age, ethnicity, sex) which justifies the selection of the infrastructure. The Guidelines provide some further definition of the area to be serviced by a project when it states that the infrastructure projects *must serve a neighbourhood-sized catchment or larger area.*

As stated above, the Guidelines that apply generally to a DCP do not provide any specific criteria for defining a catchment area other than it should be a neighbourhood size. However, in the section of the Guidelines dealing with full cost apportionment DCPs the following criteria, amongst others, are proposed in defining an analysis area:

Councils usually have their own system of dividing their municipality into suburbs, communities of interest or neighbourhoods, which could form the basis of analysis areas.

Council zoning maps can provide a guide for defining analysis areas. Zoning maps identify areas of different land use types, and as a result, may reflect an existing and intuitive method of dividing up the DCP study area so that the analysis areas correlate with 'what is on the ground'....

Figure 3 displays the zoning map for Yarra which shows some distinctive clustering of zones based around the traditional suburbs listed in section 1 above. The map shows a predominantly residential and related zones in Princess Hill, North Fitzroy, Fitzroy, Clifton Hill, Alphington/Fairfield, Central Richmond and North Richmond. It also shows a greater mix of uses including commercial and industrial) in Collingwood, Abbotsford and Cremorne/Burnley.

This clustering is further highlighted by the Heritage Overlay shown in Figure 4. This overlay is the most significant and extensive overlay in the Yarra Planning scheme and is concentrated in predominantly residential suburbs of Princess Hill, Fitzroy, North Fitzroy, Clifton Hill and Central Richmond.

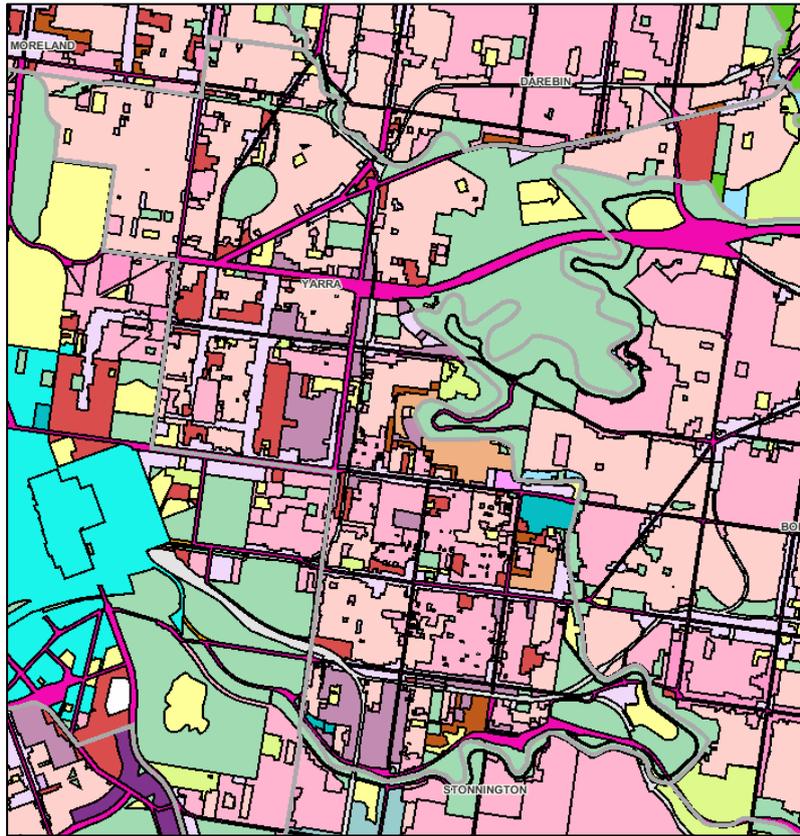


Figure 3: Yarra zoning map



Figure 4: Yarra Heritage Overlay map

In addition Clause 21.08 sets out the locally specific implementation of the objectives and strategies of clauses 21.04 to 21.07 for Yarra's neighbourhoods. These neighbourhoods are defined in the following map.



Figure 5: Suburbs map (Figure 4 in Clause 21.08)

3. The Yarra DCP charge areas

There are three area definitions of note in a DCP:

- DCP Area - This is the total area covered by a DCP Overlay in the Planning Scheme.
- Analysis Area – This area is used to define infrastructure project catchments in a DCP, separately for each project. A project catchment can be the whole DCP Area or part of it. An Analysis Area is the smallest potential project catchment. Multiple Analysis Areas can be aggregated to define larger catchments for infrastructure projects that have larger catchments.
- Charge Area – This is an area for which a unique DCP charge is set in the Planning Scheme. In most cases, Charge Areas are exactly the same as Analysis Areas. However, it is possible to amalgamate a group of Analysis Areas into one Charge Area to reduce the number of areas shown in the Planning Scheme, if it is deemed desirable to do so for some reason. The lowest charge shown in an amalgamated Analysis Area must be selected for the whole Charge Area if this process is used.

The cost apportionment methodology adopted in a DCP relies on the nexus principle. A use or development is deemed to have a nexus with an infrastructure item if the occupants of, or visitors to, the site in question are deemed to make use of the infrastructure in question. Costs are apportioned according to projected share of infrastructure usage.

The general cost apportionment method is to:

- Define and schedule the infrastructure items in the DCP;
- For each infrastructure project, identify its location and catchment area; and
- Apportion the cost of each project across its catchment area.

The concept of 'make use' is not exact but rather is based on a reasonableness test. Over time, various DCPs have been developed on the basis of planning precincts or suburbs being selected as a reasonable Analysis Area for DCP purposes.

The main issue is to select areas so as to avoid the prospect of building in serious cross-subsidies in DCP design. A serious cross-subsidy is defined as development paying for infrastructure that it will definitely not use (i.e. the catchment is too big and the development is located remotely from the project) or development is asked to pay above its fair share of infrastructure use (i.e. the catchment is too small and charges are set too high for development within the catchment).

An early version of a DCP that adopted very small Analysis Areas and Charge Area is the Darebin all of municipality DCP which used over 200 small areas when it was developed in 2003. However, since that time, the DCP system has evolved and Planning Panels more recently have accepted suburb or precinct based areas for DCPs, such as the 12 area Moreland DCP (2015) and the 19 area Brimbank DCP (2016).

Options for Analysis Areas are:

- The 10 well established and defined suburbs used within the City of Yarra for service planning and delivery, also used by id Consulting for population profiling and projection purposes.

DCP projects background paper

- Large districts such as three areas - north, central and south. This option presents risks of being too large, especially for local street projects that serve the immediate suburb and consequently may not meet the nexus test.
- Applying a DCP Overlay to some areas and not others within the DCP. This introduces issues of spatial inequity if some areas carry charges and make contributions and some do not.
- Using more than 10 areas introduces additional complexity to the management and administration of the DCP and may fail on the accountability, need and nexus tests

Moreland Planning Scheme Planning Scheme Amendment C133 introduced a whole of municipality DCP. The Panel's report (25 November 2014) provided the following summary of the discussion on charge areas (p.25):

In relation to catchment size, Mr Montebello submitted that a large number of small charge areas, such as adopted by the City of Darebin, create a high level of complexity into DCPs. He submitted that suburb sized charge areas provide a good compromise and drew on Dr Spiller's evidence. Dr Spiller stated that he was generally an advocate for smaller charge areas. Smaller charge areas avoid cross subsidy but increase complexity. He noted the complexity of the 225 charge areas in Darebin. In Dr Spiller's opinion, the use of suburb level charge areas provides a good balance.

Mr Montebello questioned Mr Ainsaar whether it was reasonable to seek to simplify DCPs by having larger charge areas and simplifying apportionment. Mr Ainsaar agreed that this was a good aim, but not at the expense of nexus and fairness. Mr Ainsaar accepted that suburb sized Charge Areas are appropriate, provided that projects are properly apportioned.

The Panel made the following observations about the size of charge areas (p. 28):

The Panel acknowledges that smaller charge areas may reduce cross subsidisation across charge area boundaries but agrees with Council and the expert witnesses that, on balance, suburb level charge areas are appropriate and should be adopted to aid simplicity of application of the DCP.

If the suburb level charge areas are accepted, then a certain amount of cross subsidy within charge areas has to also be accepted. The Panel believes that it is a reasonable result that development within a charge area should contribute to all projects within the charge area, even though strictly speaking they may not derive direct benefit from some smaller projects. This is a common feature of most DCPs. The Panel does to (sic) (not) support the very small charge areas as adopted by Darebin Council in its (now expired) DCP as this leads to very large variations in charge rates and localised anomalies. One of the benefits of larger areas is an evening out of charge rates between charge areas.

4. Summary

The selection of appropriate charge areas for the DCP is guided by the principles of a DCP which are outlined in the Guidelines. These principles include the following:

- DCPs must have a strategic basis
- Justification of infrastructure projects
- Nexus between new development and the need for new infrastructure
- DCPs must have a reasonable time horizon
- Infrastructure costs must be apportioned on the basis of projected 'share of usage'
- A commitment to provide the infrastructure
- Accountability
- Transparency

As a consequence, whatever areas are selected a compromise between these principles will be required. Attachment 1 displays the annual distribution of road and footpath projects proposed for inclusion in the DCP. Consistently with the population clustering discussed in Background Paper No 1 and with the zoning map and heritage overlay map above, there is a clustering of projects within the traditional Yarra suburbs shown in Figure 5.

For these reasons and those outlined above, it is appropriate that these 10 suburbs form the charge areas for the DCP. This conclusion is also supported by the work of the Council's draft Community Infrastructure Plan which has identified these 10 areas and their characteristics (Attachment 2).

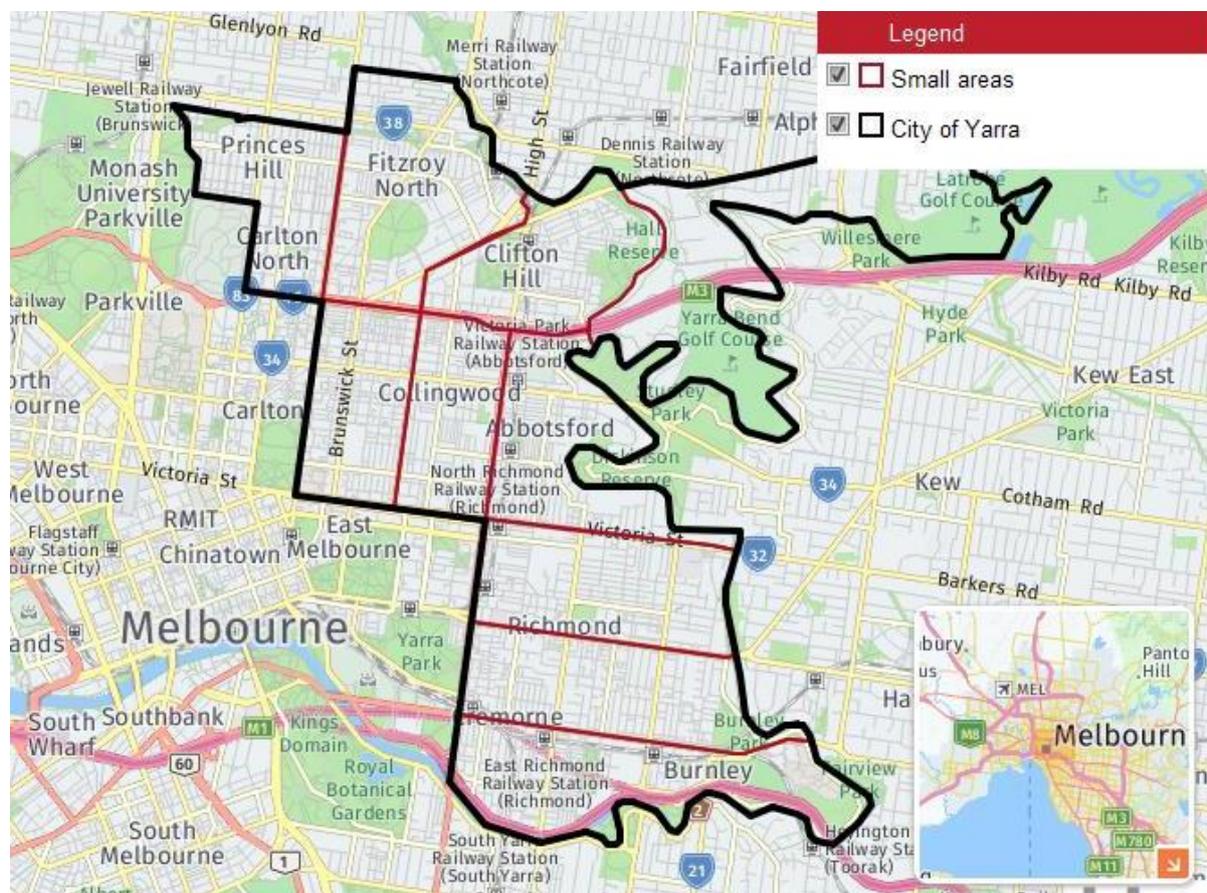
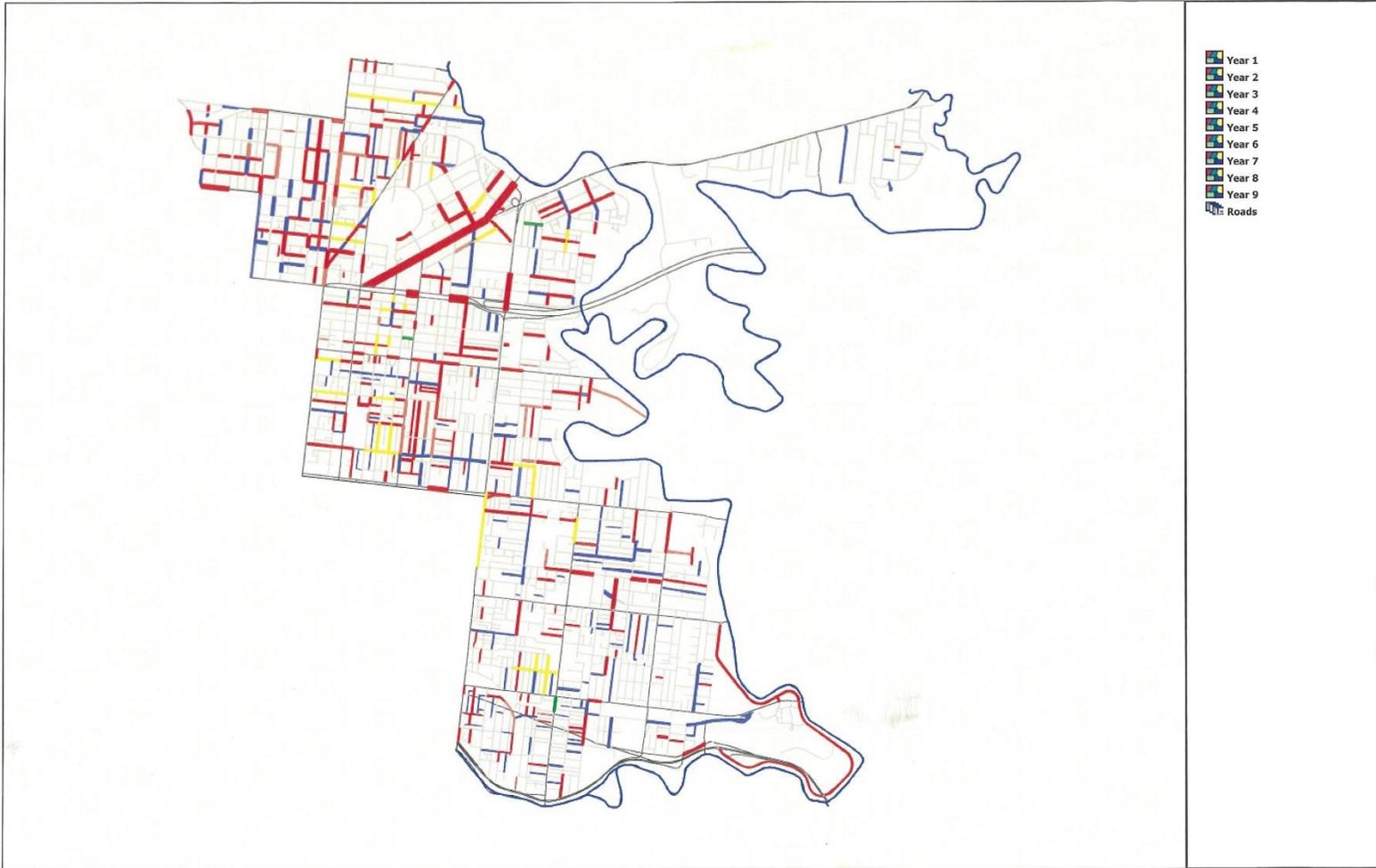


Figure 6: The Yarra DCP charge areas

1. Attachment 1 – Maps of road and footpath DCP projects



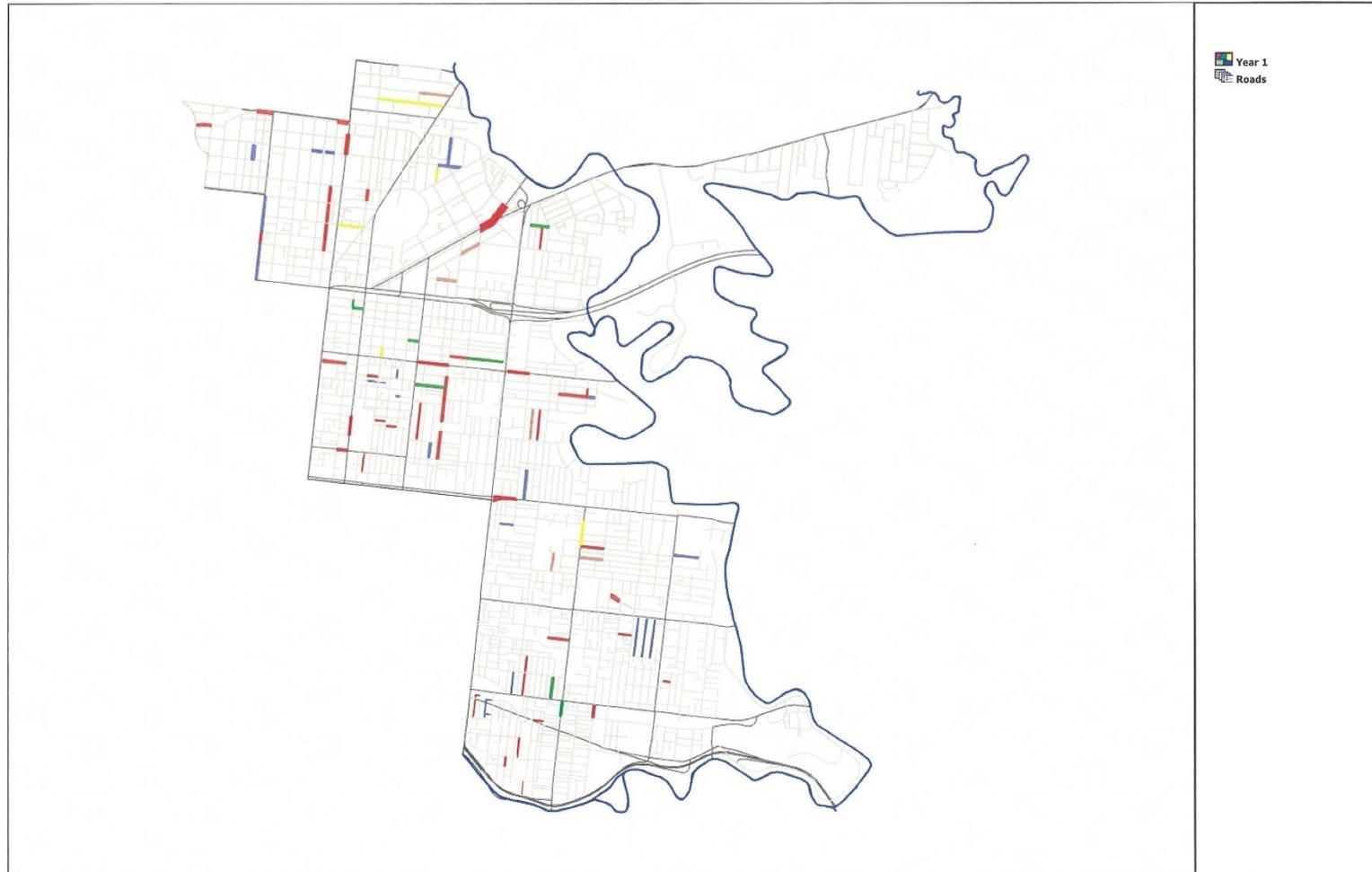
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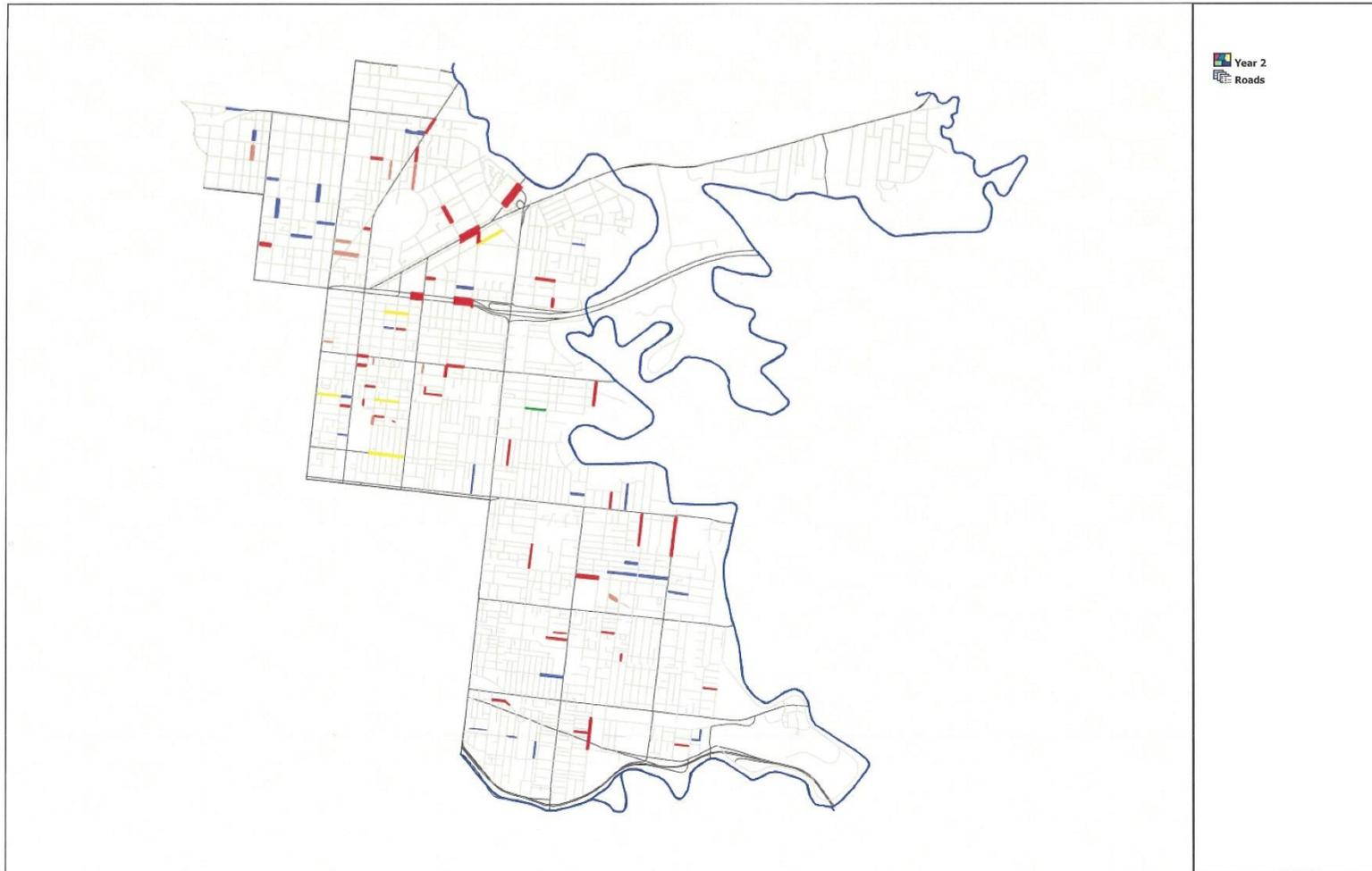
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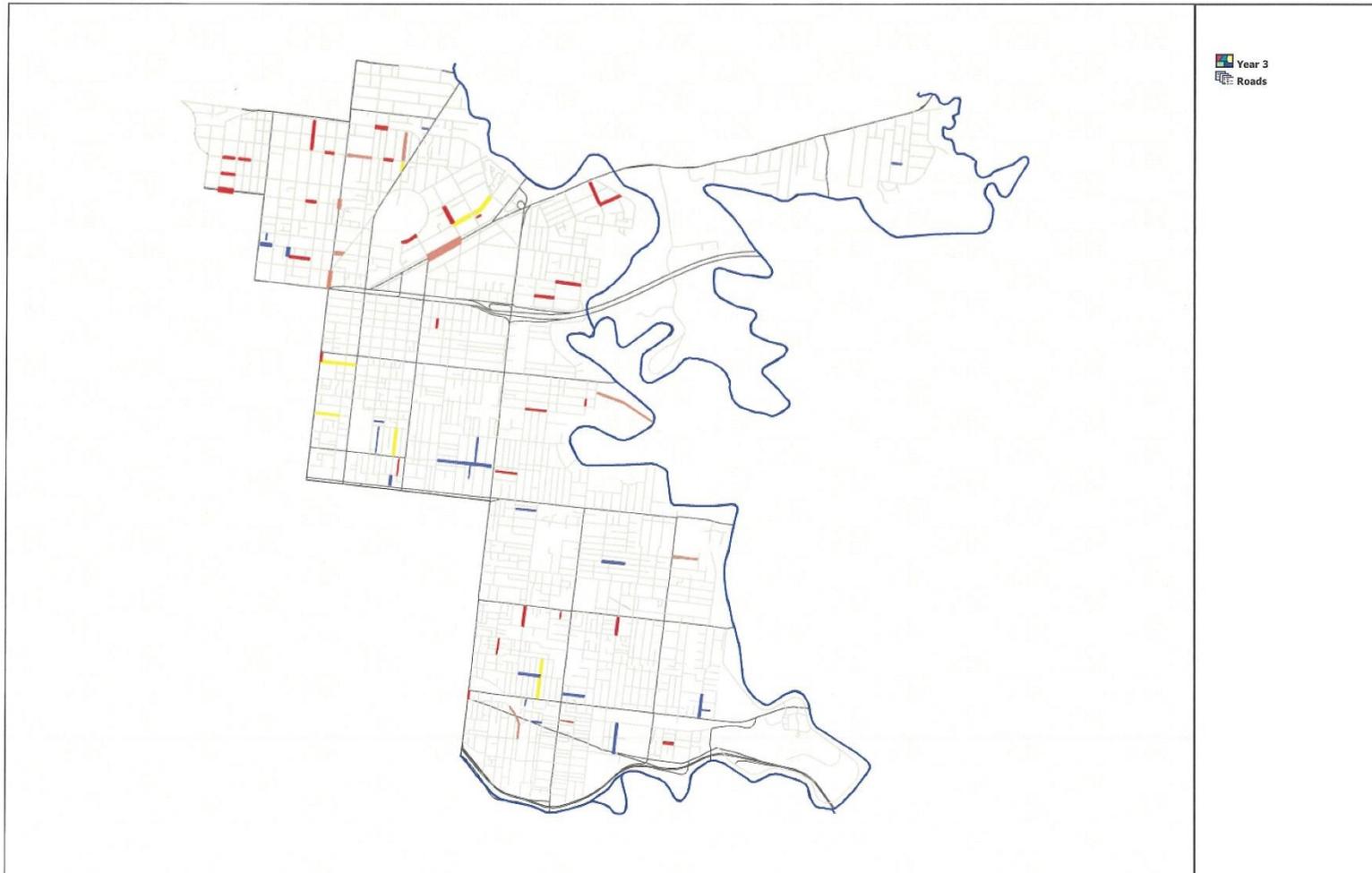
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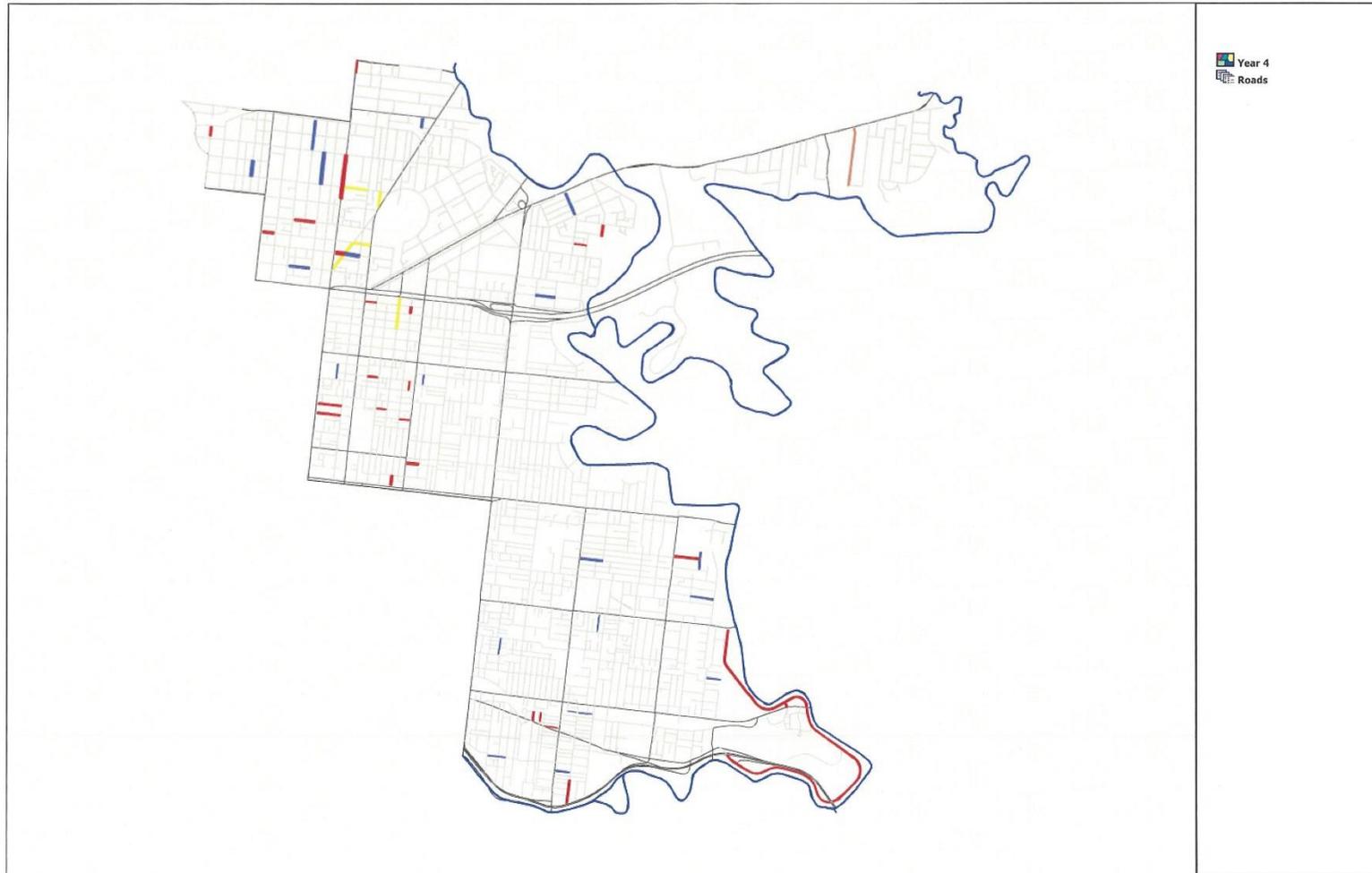
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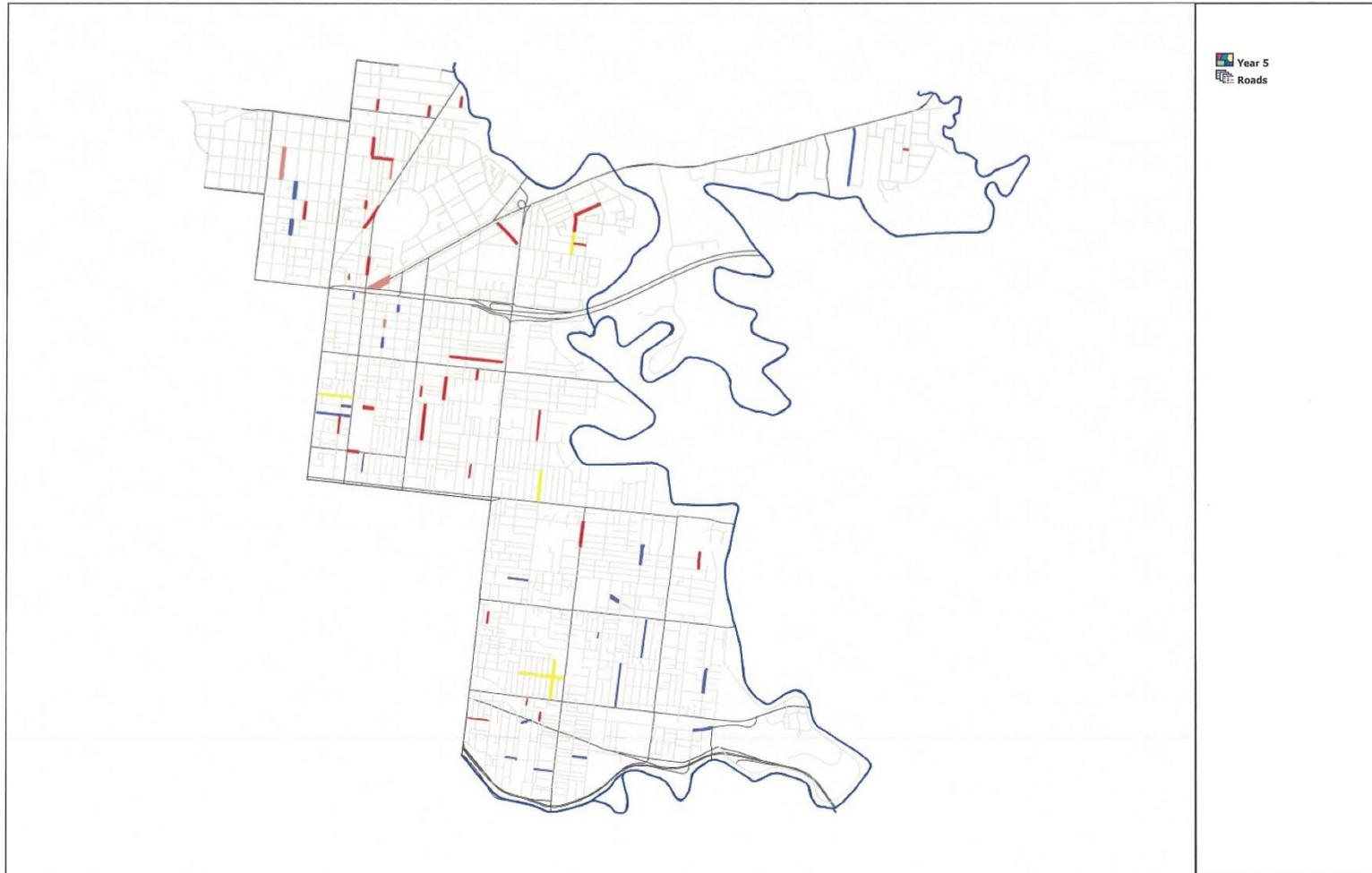
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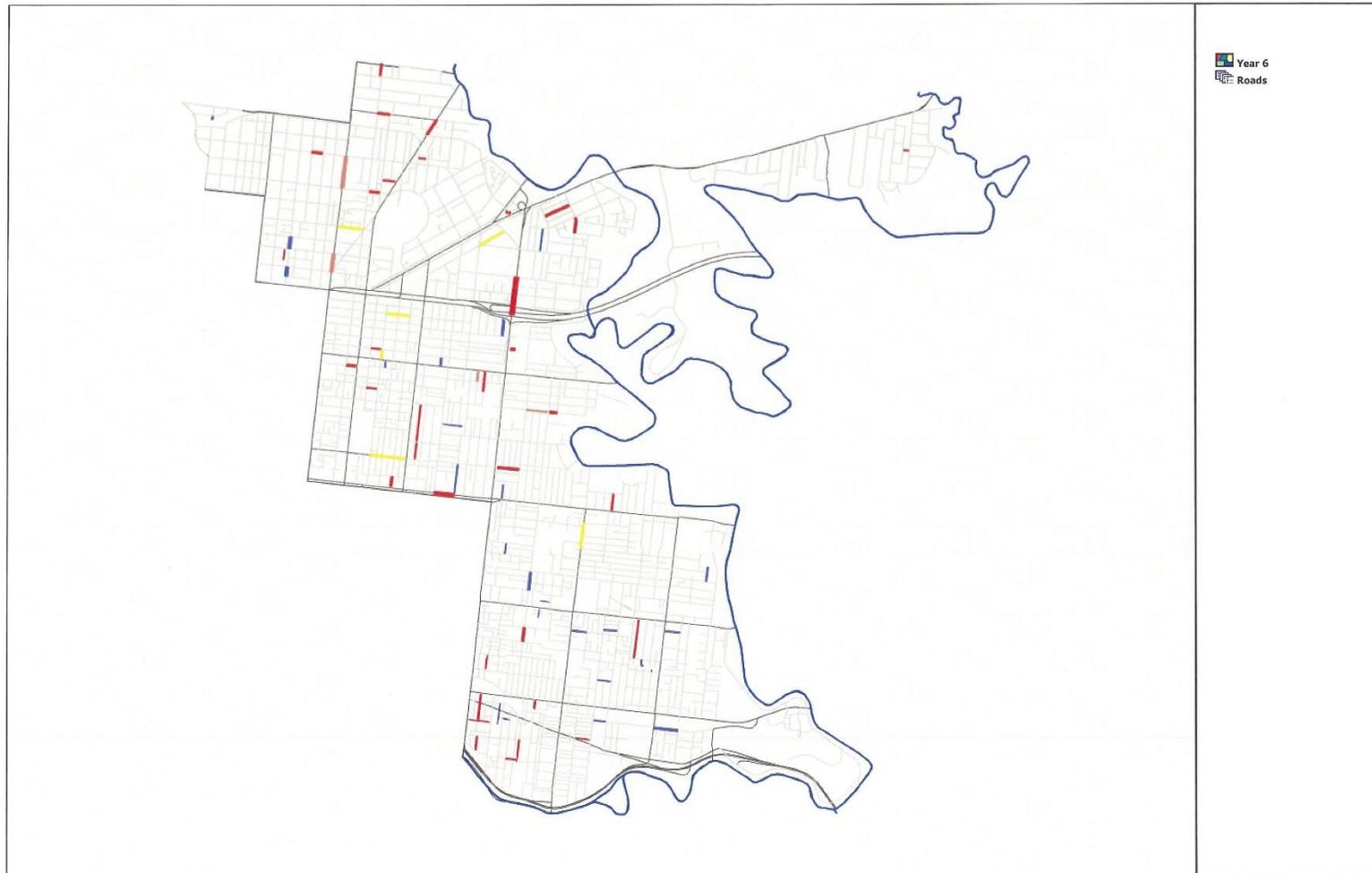
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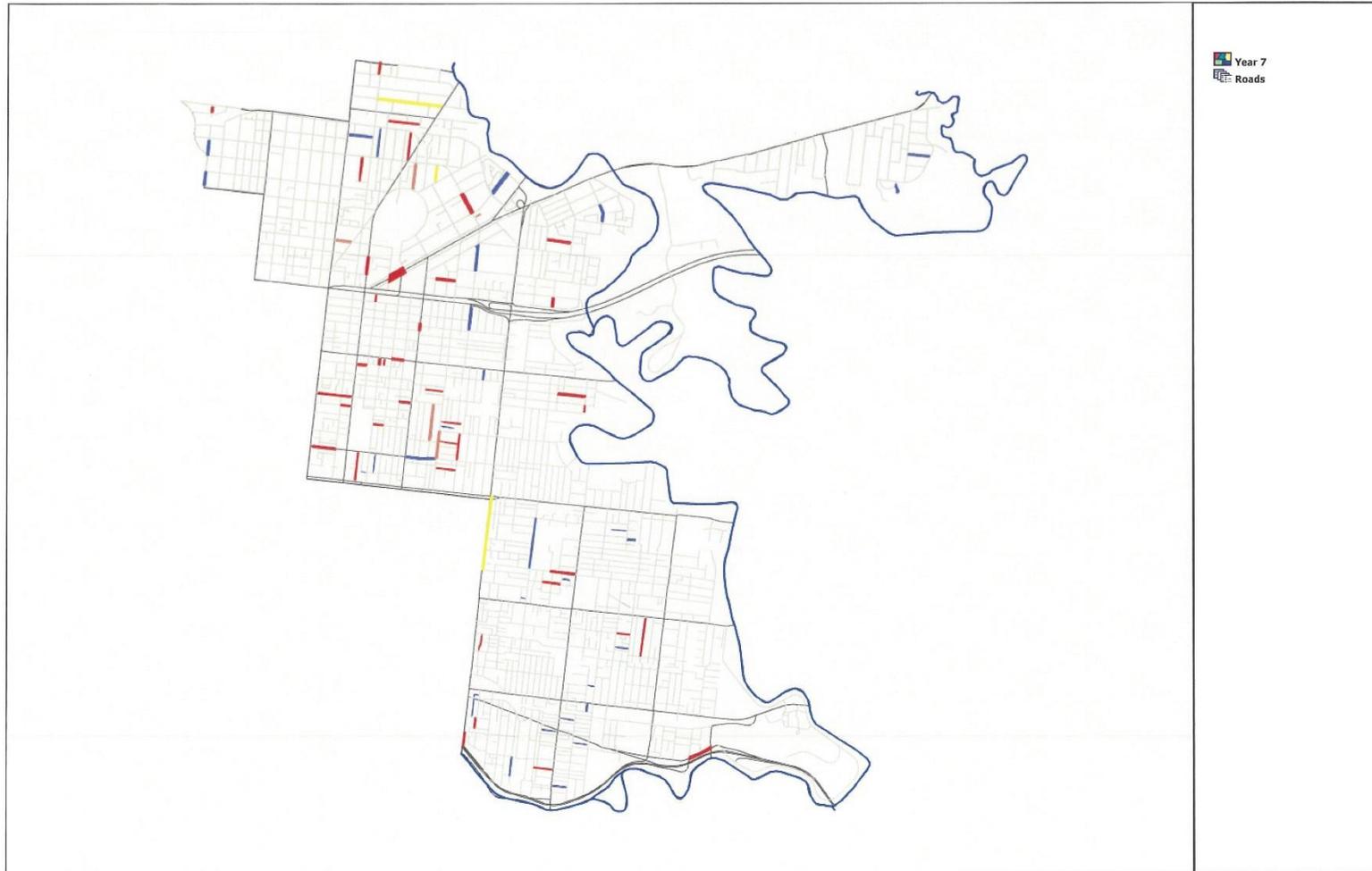
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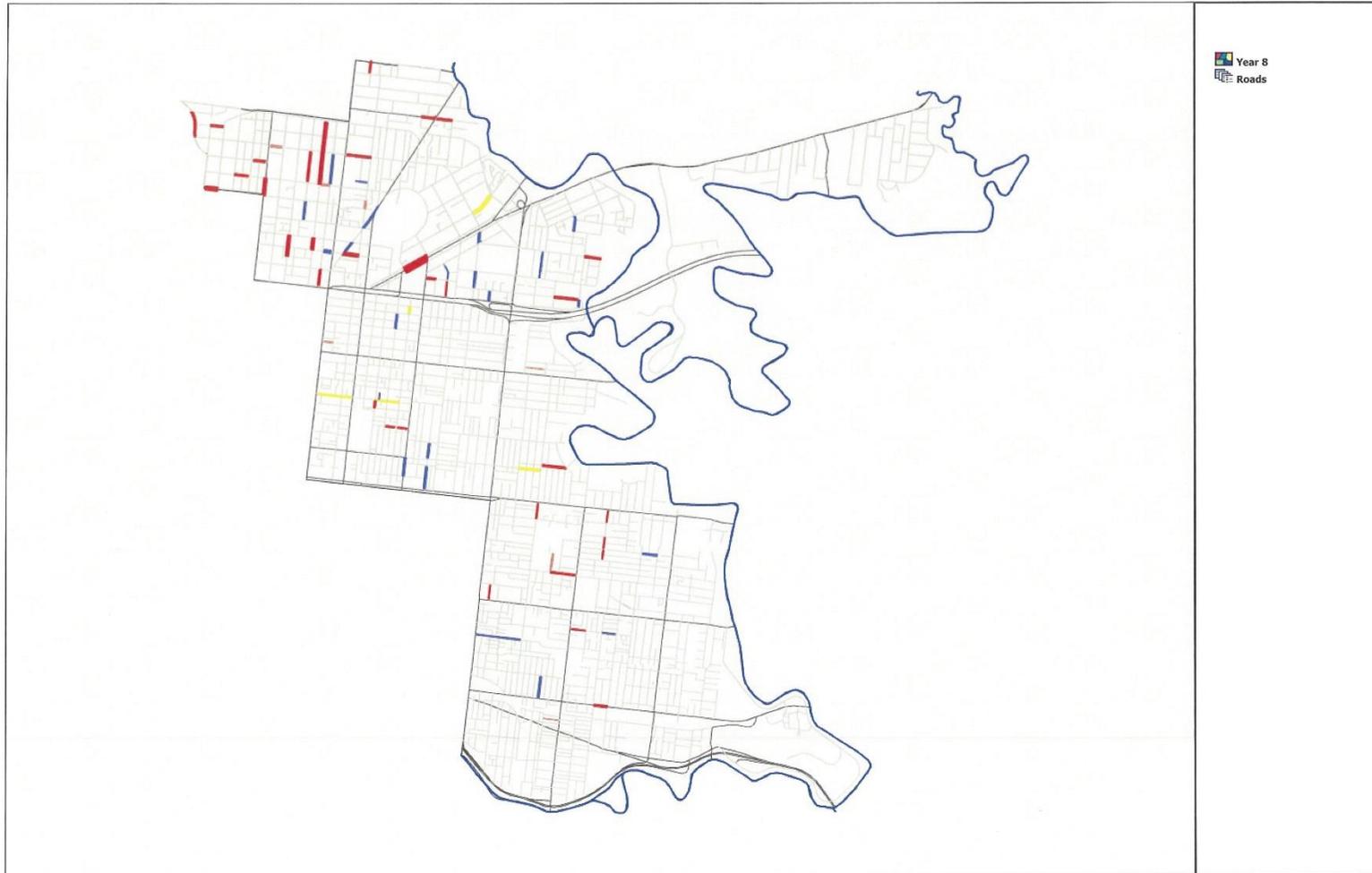
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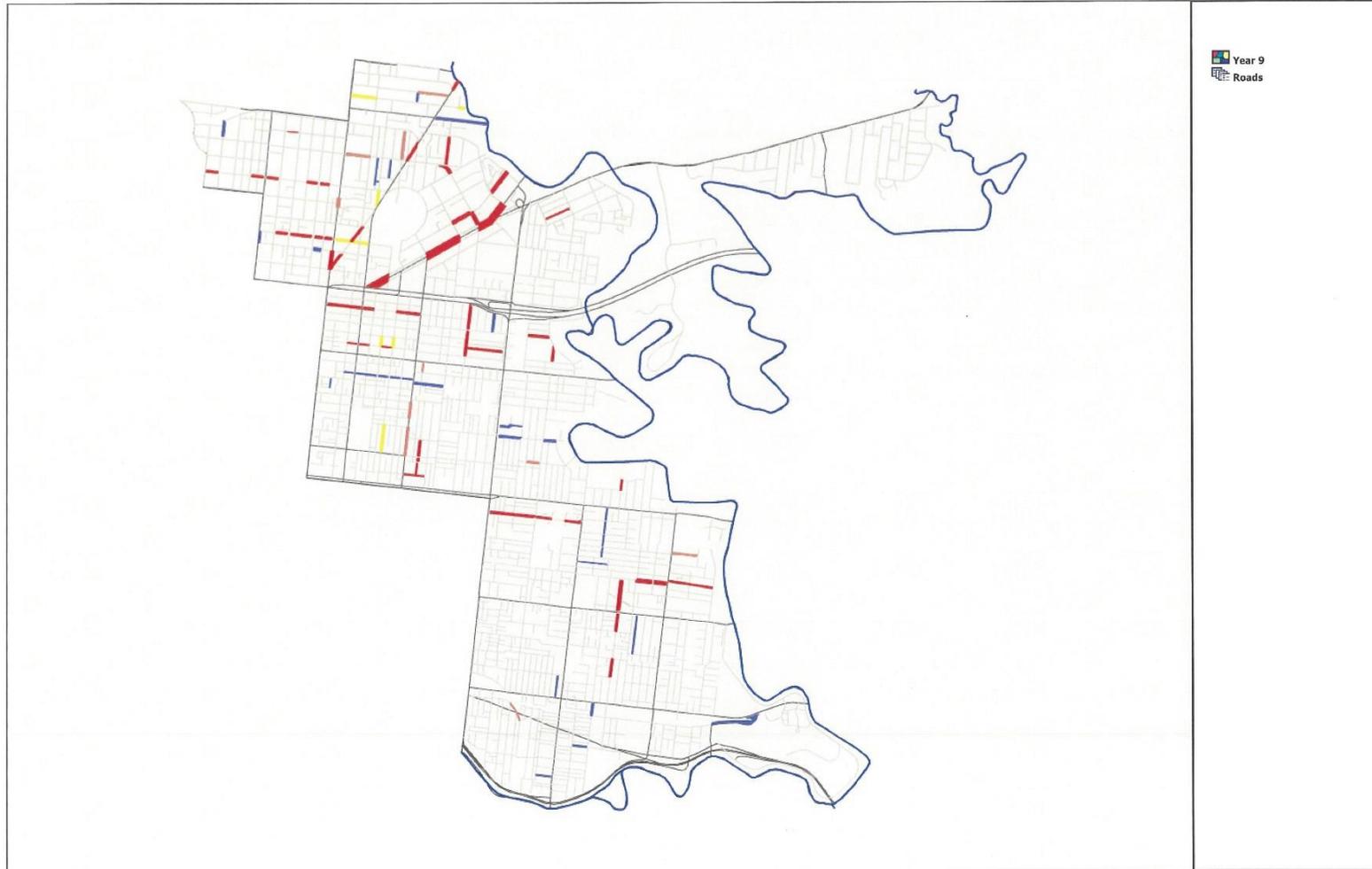
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Year 9
Roads

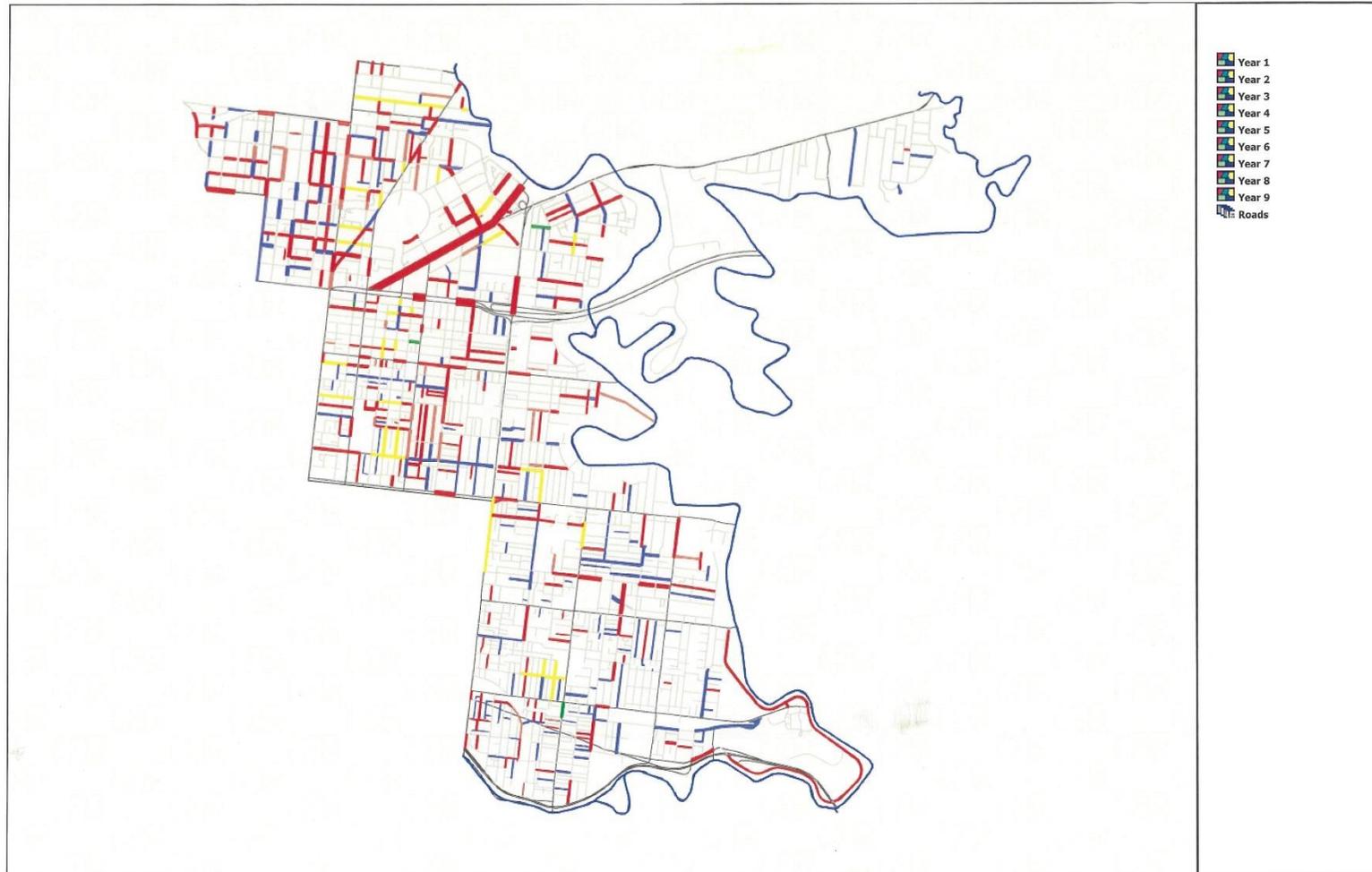
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2. Attachment 2 – Community infrastructure plan principles

2.1. What we can expect

Yarra is becoming an increasingly desirable place to live, work, visit and invest in. Close proximity to the city, good public transport connections and access to services make Yarra a key destination. In terms of population, Yarra is expected to draw an additional 29,000 people to the municipality over the next fifteen years.

Community infrastructure needs are closely linked to population growth and demographics. As more people reside in the municipality our demographics will change and evolve and influence community infrastructure needs. In response, Council undertakes community infrastructure planning alongside other strategic work, to ensure Council makes informed decisions to bring about quality outcomes from growth and change.

Community infrastructure planning needs to respond to different development contexts. In Yarra, renewal has and will continue to take place through strategic redevelopment areas. The main exception for Yarra is the Amcor site, which is large-scale renewal of a previous industrial area which will introduce a completely new community.

In areas that are the focus for change there is a need to ensure growth contributes positively to enhance neighbourhoods and appropriate access to supporting community infrastructure is considered. Capitalising on the opportunities presented by growth for community benefit is high on Council's agenda.

Growth and housing

Growth is largely driven by residential development, which in Yarra's case is apartment growth. Where new housing can be built is carefully controlled by State Government-approved zones that permit and exclude different land uses and which also control elements of development. For example, 70% of residential land in Yarra is covered by the Neighbourhood Residential Zone, which limits the height of new buildings to nine metres and two storeys.

A review of Yarra's Mixed Use and Commercial 1 Zones shows that these zones will provide for the majority of residential growth over the next fifteen years. Strategic redevelopment areas (land suited for larger developments) are generally located in these zones. They are often located near shopping strips and other busy areas linked to public transport and have capacity to incorporate a mix of residential, retail, office and entertainment uses.

Small-scale redevelopments are likely to have a cumulative impact on community infrastructure demand. These can be more easily absorbed over time and responded to through incremental changes across a number of spaces. In comparison, larger redevelopments can bring many new residents in a relatively short amount of time and may require a range of responses, including developer contributions towards community infrastructure.

Planning for how to address needs goes beyond just considering population growth. Consideration extends to differences in demographic profiles, assessing capacity of existing community infrastructure to respond to growth and the [service catchment](#) of particular community infrastructure. These factors need to be considered alongside Council's strategic direction for investing in community infrastructure (the type and level of provision) and are a key input in identifying opportunities to address needs.

2.2. Drivers of community needs

Across Yarra there are differences in population growth and demographics which bring about different [community needs](#).

[Neighbourhood demographic profiles](#) show that there are areas of advantage in Yarra (high income and educated) and there are areas of disadvantage (low income and marginalised groups). Almost 11% of Yarra residents live in social housing compared to 3% in Greater Melbourne. There are different cultures and a rich indigenous culture; people who have lived in Yarra all their life as well as many people who are new to the municipality. The average income of Yarra's households is increasing and there are a growing proportion of single and couple families with no dependent children. Many people live alone and almost 50% of people rent.

Alongside higher numbers of people and demographic data, there are other factors such as lifestyle preferences, personal choice and technology which are driving community needs. These factors are more difficult to forecast, however equally important to ensure that Council investment responds to community needs.

Community expectations around the quality, scope and access to community infrastructure also influences overall needs and in some Council areas community expectations have shifted. These other considerations play a large role the community infrastructure planning undertaken by Council to help make informed decisions.

2.3. Addressing needs

Addressing needs calls for integrated and collaborative planning within Council so that core areas of the business plan, maintain and deliver community infrastructure in a holistic way. It calls for integrated and collaborative planning and engagement with stakeholders including State Government, community organisations, developers and the community; there are many stakeholders.

Understanding community infrastructure challenges and opportunities will assist addressing needs in the best way. Limited land and financial capacity to develop new infrastructure also comes with the opportunity that growth and change brings to rationalise Council owned land to do more with existing sites. The [SCIF Context paper](#) discusses challenges and opportunities in detail.

Addressing community needs in a balanced way can be a challenge for Council and it is why Council has developed processes around responding to needs equitably and efficiently. For example, Council's Community Infrastructure Planning Policy includes principles giving direction for decision-making.

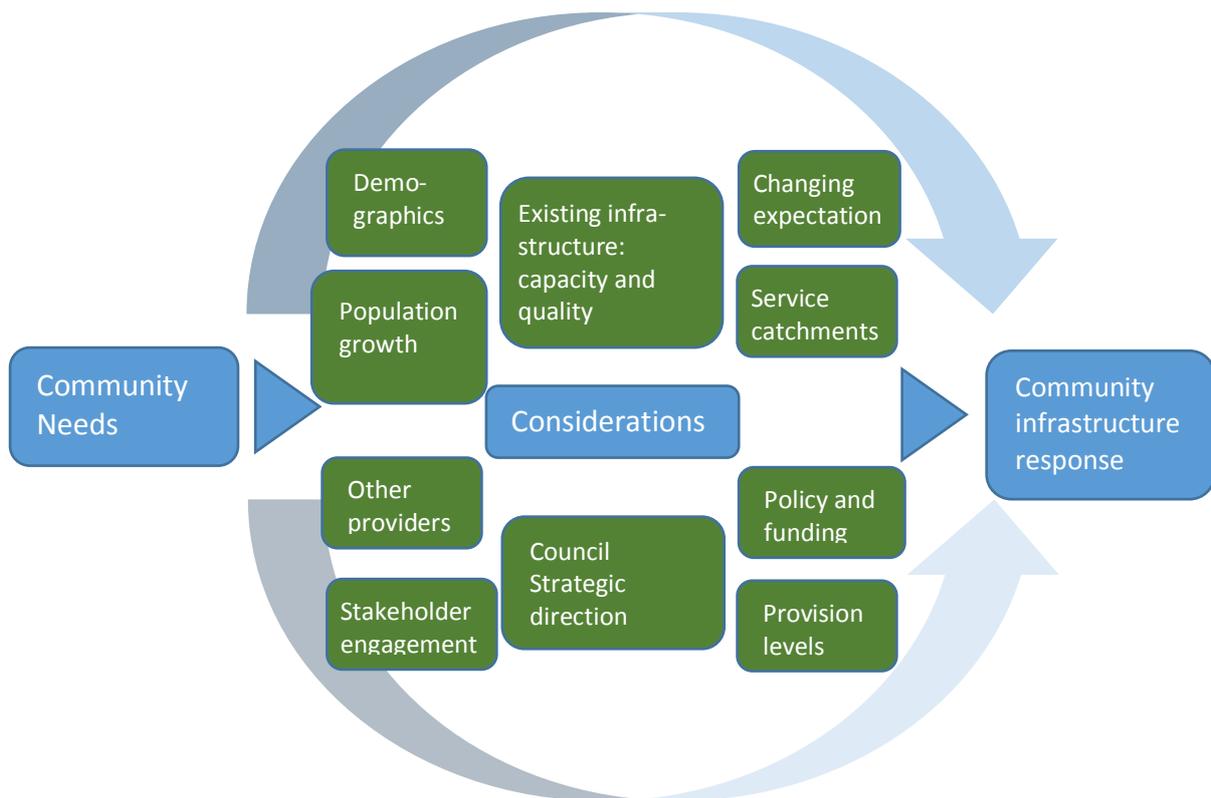


Figure 7: Community infrastructure planning – addressing community needs in an environment of growth and change

2.4. Service catchments and neighbourhoods

Service catchments refer to the population catchment size of places, spaces and facilities. They can be large or small in size as well as cross multiple neighbourhoods and municipalities. Service catchments overlap and so does the potential for it to overlap as population changes and more community infrastructure is added or changed. The larger the overlap between two catchment areas of the same service, the higher the likelihood that the two spaces will compete for the same users.

The size of a service catchment for particular community infrastructure doesn't necessarily correspond with the number of people who use the space.

Service catchment influencers include:

- Type of community infrastructure.
- Size and scale of the infrastructure.
- Number of services being offered from the place/space/facility.
- Population density.
- People's ability, choice and
- Willingness to travel/travel network behaviour
- Availability of similar services in the area.

For example, a unique service such as a Changing Places Facility generally has a large service catchment but small number of uses. Reasons for this include that the percentage of people

who require this type of service is low (in proportion to overall population) and there aren't many community spaces with a Changing Places Facility.

In contrast, a popular neighbourhood park or oval that has a smaller service catchment can have a higher number of uses. This could be because of a variety of reasons including: it is the only park that is walking distance in a high population density area, there are many activities that can take place the park and the quality of the park infrastructure is good (lighting, seating etc.)

Why is this important?

Understanding and acknowledging service catchments plays a big role in effective and holistic planning. A network of community infrastructure matching the movement patterns of the community will best address all needs.

By acknowledging that people move and make choices from a range of providers, and by taking into regard catchments that include neighbouring municipalities and the greater region, it can minimise duplication of provision and maximise the capacity of existing community infrastructure.

Local governments, state government and peak bodies often need to reference geographic boundaries for a variety of planning activities. Geographic boundaries need to be used judiciously especially for community infrastructure planning because service catchments extend beyond geographical boundaries. For example, Yarra has ten neighbourhoods. However many activity centres are located on the boundary (and surrounding the boundary) of two neighbourhoods, for example:

- Bridge Road is the southern border of Central Richmond and northern border of Richmond South
- Smith Street is the western border of Collingwood and eastern border of Fitzroy.

Places, spaces and facilities can respond to the needs of people in multiple neighbourhoods and municipalities – it all depends on the service catchment influencers that are listed above. What this means is that the service catchments of Yarra's community infrastructure don't directly correspond with Yarra's ten neighbourhoods, nor Yarra's municipal boundary.

2.5. Why are neighbourhoods referred to in the CIP?

Reference is given to neighbourhoods in the CIP because of the demographic data available at a neighbourhood level, which is an indicator of community infrastructure needs. Council uses small area demographic data and forecasts that are based on the ten areas in Yarra. Key roads and Yarra's municipal boundary determine the areas.

The key message is that community infrastructure located in a certain neighbourhood can service multiple neighbourhoods.

Examples of service catchments

Fitzroy Library and Richmond Library service catchments are shown below in Figure 3 and 4. Library users are concentrated near the library site and decrease with distance away from the site (and proximity to another library increases). Both libraries attract users from outside of Yarra.

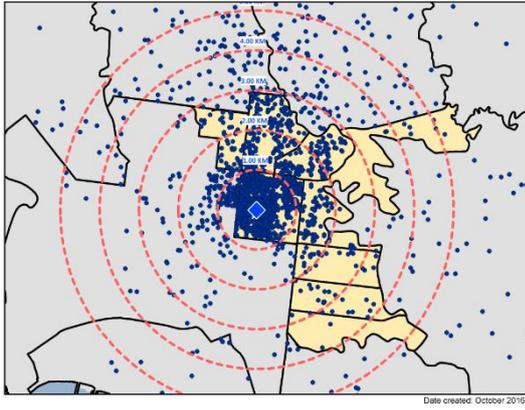


Fig 3 Fitzroy Library service catchment catchment

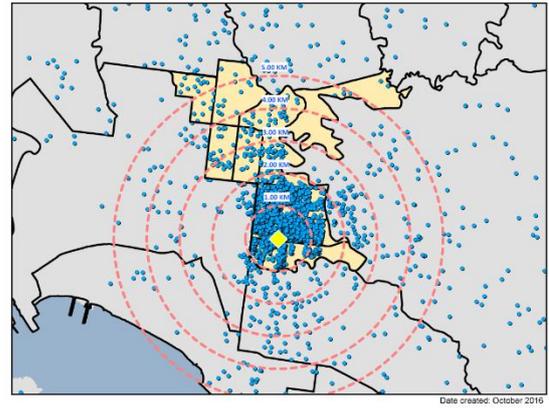


Fig 4 Richmond Library service

3. Attachment 3 – CIP Neighbourhoods

Neighbourhood information is provided for Yarra’s ten areas that informs community infrastructure planning: current and future demographics, transport and access as well as areas that are a focus for **change**.

Key community infrastructure is listed (Council and non-Council) within and outside of the study area that serves each neighbourhood, including community infrastructure in adjacent municipalities. However in terms of non-Council community infrastructure, scope does not extend to listing all available resources. For example, not all commercial recreation and fitness facilities (i.e., all gyms, pilates and yoga studios) or all commercial art and culture galleries are listed but their role in addressing community needs has been considered in determining any community infrastructure gaps.

The community infrastructure gaps that have been identified should be considered alongside the information and discussion provided in Section 3, which explains how Council addresses needs, alongside other key factors such as community infrastructure providers and the strategic direction of Council.

3.1. Richmond South (Cremorne/Burnley)

Richmond South is bounded by Swan Street to the North, the Yarra River in the east and south and Punt Road to the west. There are two distinct areas within the neighbourhood; Cremorne and Burnley as shown below.

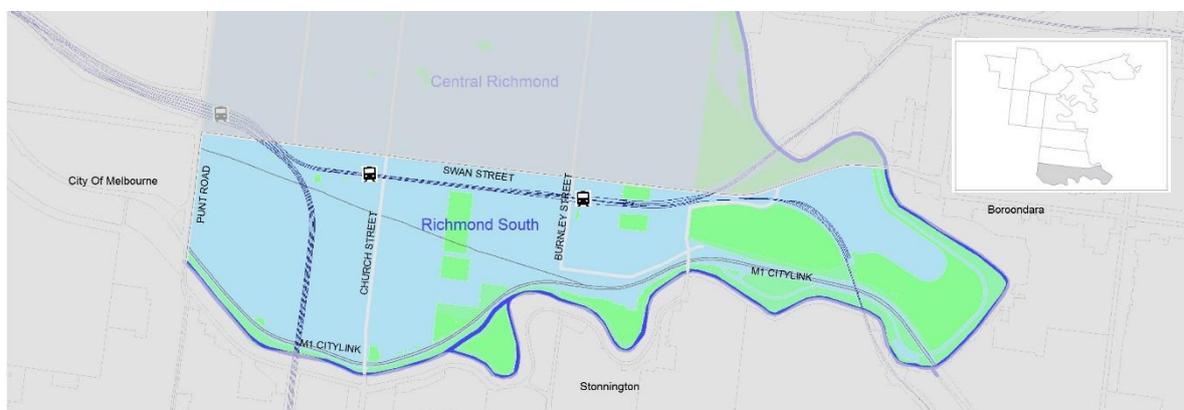


Fig 5 Richmond South

The City of Melbourne, Stonnington and Boroondara border Richmond South. Richmond south is in close proximity of major parklands, the Yarra River and Melbourne CBD. On the southern border of Cremorne is the Monash Freeway.

The neighbourhood is well-connected with three train stations (Richmond Station, East Richmond Station and Burnley Station) located along Swan Street, although public access and connectivity to the three train stations is limited. There are trams along Swan and Church Street, buses along Punt Road, an extensive road network, and cycling and pedestrian links including the Main Yarra Trail.

Now

DCP projects background paper

- Population of 4,484 (2016) with a population density of 17.16 persons per hectare, low population density compared to the City of Yarra with 46 persons per hectare.
- High numbers of people aged 25–39 (41%). Low numbers of people under 18 years of age (babies, primary and secondary schoolers represent 11% of the population).
- Housing mix: 32% detached, 28% medium and 40% high density, low provision of community and public housing (1.6% or 32 dwellings).
- Predominant household type: couples without dependants.
- Many people hold formal qualifications (50%) and earn a high income (\$2000+ per week)
- An area of significant growth and change, which began in the early 2000s.
- Cremorne is a major employment area with a growing creative sector
- Mixed land uses with pockets of residential, commercial, industrial, educational and recreational areas.
- Mix of established residential areas: some located in a heritage area (limited scope for change) and new developing areas with multi-storey apartment buildings.
- Swan Street is an area of high activity and has undergone a period of change. Once a location for industry and factories, growth and change has seen new residential developments as well as many cafes, restaurants and bars establish with larger retail and car dealerships to the east.

In the future

- 2036 Forecast: Population: 7,675 (90% increase since 2011) Dwellings: 3,832 (91% increase).
- New housing will be concentrated in appropriately zoned areas that allow for higher density. There is a mixture of period and modern housing.
- More people living in apartments, generating a community with lifestyle preferences that are likely to be different from the past.
- Forecast dwellings and development over the period 2011–2036 shows a percentage growth of 91.1 % for Richmond South, compared with 53.7 % for City of Yarra.
- Two-bedroom dwellings will make up 45.8% of housing stock, compared to 41.7% and 19.3% respectively for City of Yarra and Greater Melbourne.
- One-bedroom dwellings will make up 15.5% of the housing stock, compared to 14.8% and 5.5% respectively for City of Yarra and Greater Melbourne.
- There will be little change in the proportion of persons within each age group (i.e. the growth or decline variance within a service age group is 1 %). This means that adults aged 25-49 will still represent 60% of the population and children and older persons as a proportion of the population will be low.
- Household type will remain the same, with couples without dependents (32%) and lone-person households (30%) representing a large proportion, followed by couple families with dependents (16%).
- In addition to the identified areas for development (SRS and FIA) the neighbourhood will continue to see small-scale developments in other parts of the neighbourhood. Individually these will not have a great effect on community infrastructure demand, but collectively over time their impact will contribute to greater community infrastructure demand.

DCP projects background paper

- More businesses and economic activity, specialised economic clusters and in particular these will be located in Cremorne.

Key community infrastructure

	Council	Non-Council
In Richmond South	Burnley Golf course and social room Barkly Gardens Kevin Bartlett Reserve and associated pavilions Ryan’s Reserve (tennis courts) Open space: Barkly Gardens, McConchie Reserve, Golden Square Bicentennial Park, linear open space Main Yarra Trail	Bendigo Kangan Institute Burnley Campus of the University of Melbourne (based on 9ha of heritage gardens) Richmond Primary School
Outside of Richmond South	Richmond Library and community room Richmond South Maternal and Child Health Service Richmond Theatre Richmond Kindergarten Richmond Town Hall community spaces Richmond Recreation Centre Richmond Community Learning Centre: Studio One, Burnley Backyard, The Cubby House Richmond Seniors Hub Loughnan Hall The Stables Burnley Gardens	Richmond Secondary School (open 2018) Melbourne and Olympic Park River Garden – Guardian Early Years Centre Early years providers: Good Start Early Learning, Dame Nellie Melba Kindergarten, Richmond Creche and Kindergarten, Alpha Children’s Centre Bridge Road Early Learning Centre

Other relevant information

- The Victorian Government’s Plan Melbourne identifies East Richmond, Cremorne Precinct as an Urban Renewal Area.
- Local Plans: The [Swan Street Structure Plan](#) identifies Strategic Redevelopment Sites (SRS) that are mixed use and residential and Future Investigation areas (FIA) that are largely employment areas as shown in Figure 6. The [Cremorne and Church Street Precinct Plan](#) supports redevelopment that contributes to Cremorne as a mixed-use area. It assists in identifying physical improvements to public transport, roads, footpaths and parks and supports strategic aims to develop employment opportunities in the area.



Figure 6 Areas for growth and change (source: adapted from Swan Street Structure Plan)

Current or anticipated gaps

- Spaces/places for active and passive recreation.
- Public spaces with strong pedestrian and cycling connections – in particular for people who work in the area, a group which is likely to increase as business services and creative industries grow.
- Improved connections to existing open space – in particular in Cremorne where Punt Road acts as a barrier to open space located in the City of Melbourne.
- Multi-purpose indoor community space that is fit for purpose in accessible, mixed-use locations.
- An integrated and modern space to support the Maternal and Child Health Service.

3.2. Central Richmond

Central Richmond is bounded by Bridge Road in the north, the Yarra River in the east, Swan Street in the south and Punt Road to the west.

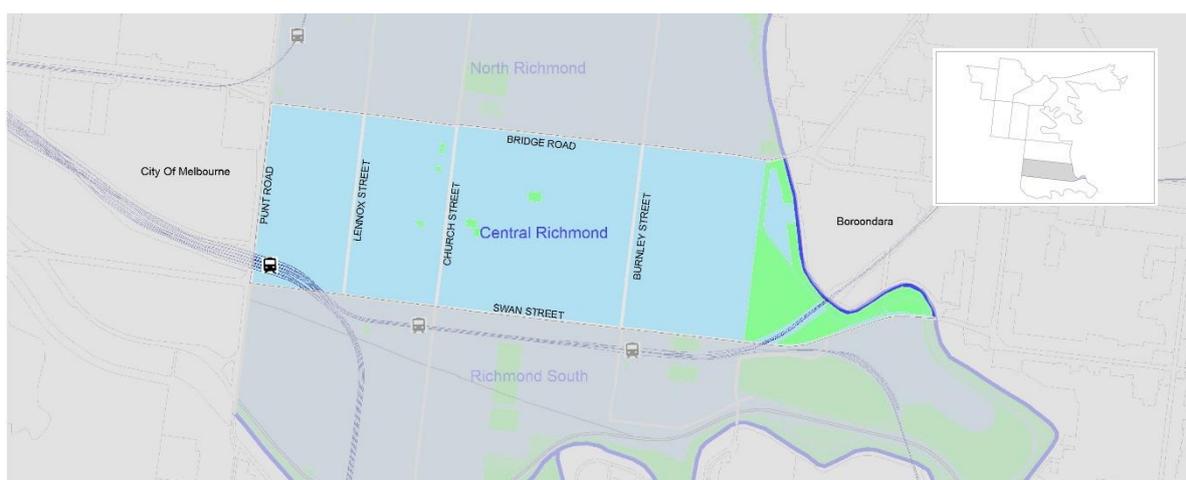


Figure 7 Central Richmond

The City of Melbourne borders Central Richmond to the west along Punt Road and the City of Boroondara borders to the east along the Yarra River. The neighbourhood is well connected with trams running along Swan Street, Bridge Road and Church Street. Richmond

DCP projects background paper

Station is located in the south west of the neighbourhood, East Richmond, Burnley and West Richmond Station are within walking distance. Buses run along Punt Road.

Now

- Population of 13,305 (2015) with a population density of 63 persons per hectare, higher population density than the City of Yarra with 46 persons per hectare.
- High numbers of people aged 25–34 (young workforce), followed by people aged 35–49 (parents and homebuilders).
- Housing mix: 32.7% detached, 44.4% medium and 22% high density. There are 149 community and social housing dwellings representing 2.4% of all dwellings.
- Predominant household type: Lone person followed by couples without children.
- A high proportion of people hold formal qualifications with 49% having a Bachelor or higher degree.
- High income households (more than \$2,500 per week) are the most common household type (14.2%).
- Mix of established residential areas with valued heritage character, new developing areas with multi-storey apartment buildings.
- A large proportion of the neighbourhood is residential with commercial areas extending along Swan Street and Bridge Road with pockets of mixed-use areas.
- More than half the area is in a heritage overlay.
- Bridge Road is known for its shopping, cafes and restaurants. The Epworth Hospital and related health services are a big contributor to the local economy. Changes in retail patterns and shop vacancies in the Richmond Hill Precinct (the portion of Bridge Road between Punt Road and Church Street) have caused great concerns to the local businesses.

In the future

- Forecast: Population 16,424 (34% increase since 2011), Dwellings: 8,475 (37% increase).
- More people in relatively the same age group proportions as now.
- Higher density in commercial areas: Swan Street and Bridge Road are likely to attract more mixed-use developments.
- More people living in apartments, generating a community with lifestyle preferences that are likely to be different from the past.
- High proportion of adults aged 25–49, relatively low numbers of children and older persons as a proportion of the population.

Key community infrastructure

	Council	Non-Council
In Central Richmond	Richmond Library and community room Richmond South Maternal and Child Health Service Richmond Theatre Richmond Kindergarten The Stables	Melbourne Girls College St Kevin's College (Yr 9 only) Melbourne Indigenous Transition School Dame Nellie Melba Kindergarten

	<p>Richmond Community Learning Centre: Studio One, Burnley Backyard, The Cubby House Richmond Seniors Hub Loughnan Hall Burnley Park cottage (unused) Open space: Burnley Park is the key open space area. There are other smaller open space areas distributed throughout the neighbourhood. Linear open space along the Main Yarra Trail.</p>	<p>Good Start Early Learning Alpha Children’s Centre Richmond Uniting Church community halls Mecwacare Early years providers: Good Start Early Learning, Dame Nellie Melba Kindergarten, Richmond Creche and Kindergarten, Alpha Children’s Centre Bridge Road Early Learning Centre</p>
<p>Outside of Central Richmond</p>	<p>Richmond Recreation Centre Richmond Town Hall community spaces Williams Reserve Community Room Belgium Avenue Neighbourhood House Finbar Neighbourhood House Burnley Golf course and social room Barkly Gardens, Golden Square Bicentennial Park Kevin Bartlett Reserve and associated pavilions</p>	<p>Richmond Primary School, Yarra Primary School, Richmond West Primary School, Hawthorn West Primary School Richmond Secondary School (open 2018), Strathcona Baptist Girls Grammar Bendigo Kangan Institute Burnley Campus of the University of Melbourne Melbourne and Olympic Park (including Yarra Park) Richmond Multicultural Children’s Centre, Camelot Early Learning Centre, Richmond Recreation Centret, Occasional Care, Petit Early Learning Journey Centre (Church Street) East Melbourne Childcare Co-operative</p>

Other relevant information

- There are numerous Council community spaces in the Richmond area of varying quality, access and capacity. Considering these spaces as a network of facilities, the spaces could work better together to deliver better outcomes to reach a broader range needs.
Some spaces have capacity to perform better through non-asset solutions such as Studio One and the Stables. Others are ageing buildings that are in need of significant works to be fit for purpose such as Loughnan Hall and RCLC The Cubby House. Other spaces such as the Jack Dyer Sporting Pavilion and the former MCH building in Citizens Park (both in North Richmond) would need to be considered in any decision-making around community space in Richmond.
There is opportunity to deliver improved quality across the network of community spaces in Richmond.
- Local Plans: The Draft Bridge Road Streetscape Master Plan identifies a number of initiatives that are important for supporting a vibrant, active, safe and inviting public domain along Bridge Road for existing and future residents, traders, workers and visitors. The Master Plan includes a key project on signage and wayfinding and sets out a framework for short medium and long term improvements to the streetscape. The Urban Design Framework for the Richmond Town Hall Precinct aims to consolidate the precinct as a community hub. Developed in 2007, the overall aim of the framework to enhance the civic and community focus of the precinct are still very relevant.
Parts of Central Richmond are included in the Swan Street Structure Plan.

Current or anticipated gaps

- Multi-purpose indoor community meeting space that is fit for purpose in accessible, mixed-use locations.
- Relevant spaces/places for active and passive recreation.
- Multi-use public spaces and places that are inclusive and accessible with strong pedestrian and cycling connections.
- Improved connections to existing open space.
- A vibrant, active and inviting public domain along the length of Bridge Road
- An integrated and modern space to support the Maternal and Child Health Service.

3.3. North Richmond

North Richmond is bounded by Victoria Street in the North, the Yarra River in the east, Bridge Road in the south and Hoddle Street in west.

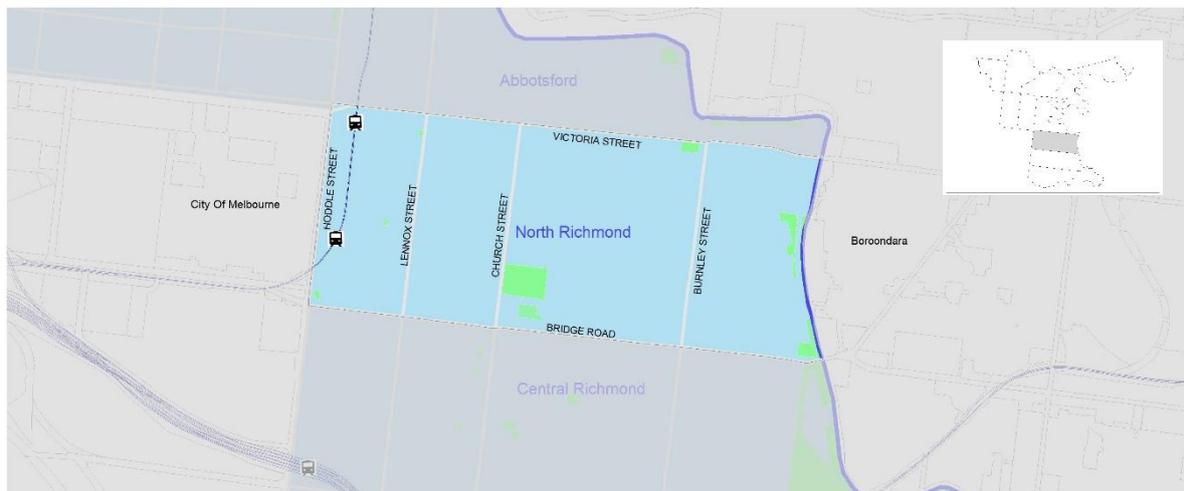


Figure 8 North Richmond

The neighbourhood is well connected with trams along Bridge Road, Victoria Street and Church Street. West Richmond and North Richmond Station are located in the west and buses run along Punt Road.

Now

- Population of 13,295, with a population density of 60.35 persons per hectare, higher than the City of Yarra with 45.65 persons per hectare. Many people live alone (30.1%) and there are many couples without children (22.1%).
- High numbers of people aged 25–34 young workforce (28.1%), followed by people aged 35-49 parents and homebuilders (21.3%). Higher proportion of people in the older age groups (60+yrs) compared to the City of Yarra. Lower levels of people have a Bachelor or higher (34%) compared to the City of Yarra.
- Housing mix: 19.7% detached, 35.5% medium and 44.4% high density. There is a high level of public housing (1,628 dwellings or 30.5%) and the majority of these are located in the Richmond Housing Estate towers. More than half of households are renting (57%).
- A large proportion of the community was born overseas (39.6%), higher than the City of Yarra (29%) and people with Vietnamese (13.3%) and Chinese (13.1%) ancestry make-up a significant proportion of the community.
- North Richmond is a growing neighbourhood with a significant proportion of growth coming from high rise developments in the east near Victoria Gardens Shopping Centre.
- A well-connected neighbourhood: West Richmond and North Richmond Station, trams along Bridge Road, Victoria Street and Church Street, buses along Hoddle Street.
- Citizen's Park is highly utilised and supports a wide range of active and passive recreational activities. The Main Yarra Trail is a key linear open space asset for the community towards the east.
- There is a high number of dog-walkers in the neighbourhood and Citizen Park is a popular location for this activity from North Richmond and Central Richmond.
- A large proportion of the neighbourhood is residential with key commercial areas extending along Bridge Road and Victoria Street. There are pockets of mixed use

areas throughout the neighbourhood with mostly industrial and commercial sites east of Burnley Street.

- Bridge Road is known for its shopping, cafes and restaurants. The Epworth Hospital and related health services are a big contributor to the local economy. Changes in retail patterns and shop vacancies in the Richmond Hill Precinct (the portion of Bridge Road between Punt Road and Church Street) have caused great concerns to the local businesses.
- The Victoria Street precinct is a vibrant dining, shopping and cultural destination. However the area also faces challenges in relation to public safety, liveability, community connectedness and economic prosperity.

In the future

- 2036 Forecast: Population: 19,007 (63% increase since 2011) Dwellings: 9,297 (72% increase since 2011).
- Higher density in commercial areas: Bridge Road and Victoria Street will have more mixed-use developments.
- Epworth Hospital Precinct and Richmond Town Hall & Gleadell Street area have been identified as where significant activity is expected in future
- There will continue to be further growth from high rise developments towards the east, along Victoria and Burnley Street. Housing growth within the existing residential areas in parts of North Richmond will be lower, as the lots are smaller and many have heritage overlays. There will be some housing growth along Bridge Road and Victoria Street, given their commercial zoning that permits residential uses.
- The population will grow in relatively the same age group proportions as now.

Key community infrastructure

	Council	Non-Council
In North Richmond	Richmond Town Hall Richmond Recreation Centre (RRC) Occasional Care (located at RRC) Richmond Multicultural Children’s Centre (Council building), Yarraberg Children’s Centre Richmond Maternal and Child Health Centre (located at North Richmond Community Health) William’s Reserve Community Room Belgium Avenue Neighbourhood House Richmond Family Centre (former MCH building located in Citizen’s Park)	Epworth Hospital Precinct Yarra Primary School Richmond West Primary School Trinity Catholic School Richmond Secondary College (open 2018) Lynall Hall Community School Richmond Bowls Club The Bakehouse Early Years: Boroondara Kindergarten, Cooke Court Child Care, Acacia Children’s Centre, Petit Early Learning Centre, Camelot Early Learning

	Former Richmond Police Station Open Space: Citizen’s Park and Jack Dyer Pavilion North, small local parks and reserves.	Centre, Richmond Multicultural Children’s Centre, Guardian Early Learning Centre, Explorers Early Learning
Outside of North Richmond	Richmond Library and community room Richmond South Maternal and Child Health Service Richmond Theatre Richmond Kindergarten The Stables Richmond Community Learning Centre: Studio One, Burnley Backyard, The Cubby House Richmond Seniors Hub Loughnan Hall Collingwood Library Collingwood Seniors Hub Willowview Centre	Early years: Good Start Early Learning, Dame Nellie Melba Kindergarten, Richmond Creche and Kindergarten, Alpha Children’s Centre Bridge Road Early Learning Centre Darling Square, Powlett Reserve (CoM) East Melbourne Library (CoM)

Other relevant information

- The Richmond Secondary School will open in 2018. The school will be built on two campuses in Griffiths Street and Gleadell Street and when complete have capacity for 650 co-educational students for years 7-12.

The campus on Gleadell Street will be the sporting precinct and contain an indoor multi-purpose court as part of the gymnasium and there will be three outdoor netball courts. A four storey building will be built on the Griffiths Street site which will contain the academic precinct.

The addition of a school in the Richmond Town Hall precinct will have number of impacts on existing services and infrastructure including parking, access to existing facilities including Citizen’s Park and general pedestrian movement.

There are opportunities to explore community use of school facilities for appropriate purposes and for formalisation of such use. The design of the school and spaces available will influence what type of use.

- Local Plans: The Draft Bridge Road Streetscape Master Plan identifies a number of initiatives that are important for supporting a vibrant, active, safe and inviting public domain along Bridge Road for existing and future residents, traders, workers and visitors. The Master Plan includes a key project on signage and wayfinding and sets out a framework for short medium and long term improvements to the streetscape.

The Urban Design Framework for the Richmond Town Hall Precinct aims to consolidate the precinct as a community hub. Developed in 2007, the overall aim of the framework to enhance the civic and community focus of the precinct are still very relevant.

The Victoria Street Structure Plan (including adjoining areas) guides change and investment in public works. The Victoria Streetscape Masterplan identifies objectives relating to public spaces, transport and access in the area. Seven key projects are identified. The Victoria Street East Precinct Urban Design Framework guides change in the Victoria Street East precinct.

Current or anticipated gaps

- Multi-purpose indoor community meeting space that is fit for purpose in accessible, mixed-use locations.
- Relevant spaces/places for active and passive recreation. There are large pockets within the neighbourhood that have limited access to open space and improved connections to existing open spaces will enhance access.
- Appropriate public space (public realm) around forecast high activity areas of Epworth Precinct and Richmond Town hall and Gleadell Street.
- A safe, active and inviting public domain along Victoria Street.
- A vibrant, active and inviting public domain along the length of Bridge Road.
- There are (and will likely continue to be) pockets of social disadvantage in North Richmond that will benefit from targeted support in the areas of family, children and youth services.

3.4. Abbotsford

Abbotsford is bounded by the Eastern Freeway in the north, the Yarra River in the east (separating from Kew), Victoria Street in the South and Hoddle Street in the west.

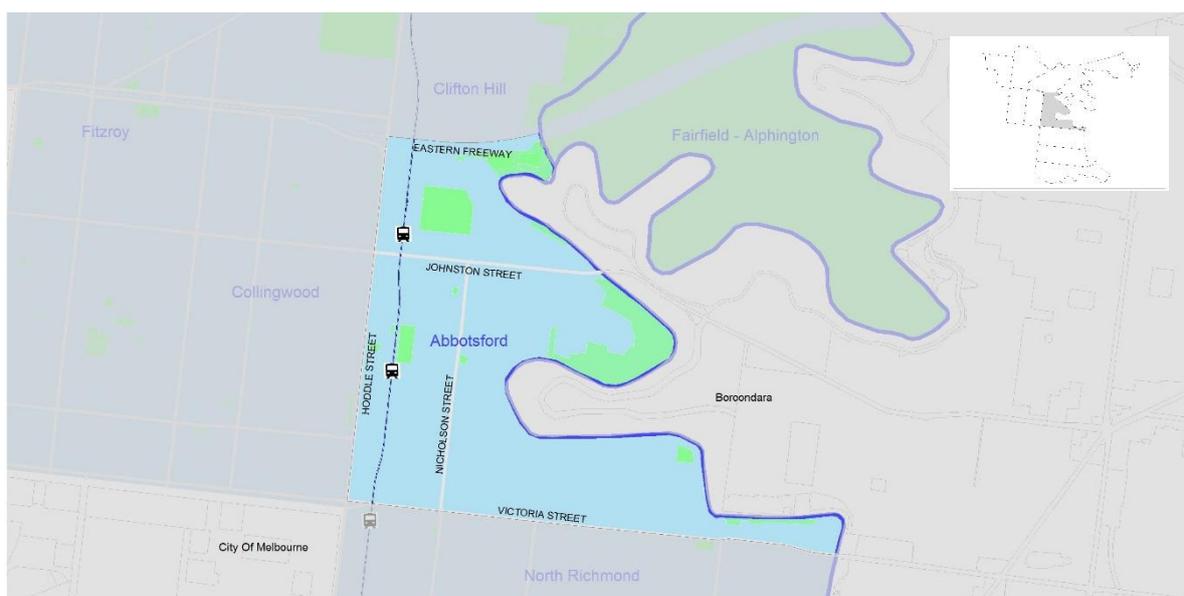


Figure 9 Abbotsford

Collingwood and Victoria Park stations are located in the neighbourhood (North Richmond Station is located just outside of the neighbourhood), trams run along Victoria Street and there are buses along Hoddle and Johnston Streets. The Yarra River separates Abbotsford from the City of Boroondara with the main connections for vehicles being Victoria Street and Johnston Street.

Now:

- Population of 7,553 with a population density of 37.67 persons per hectare, lower than the City of Yarra with 45.65 persons per hectare. One quarter of people live alone (25.8%) and there are more couples without children (23%) than with children (16.7%).
- High numbers of people aged 25–34 young workforce (27.9%), followed by people aged 35-49 parents and homebuilders (24.4%), smaller numbers of primary schoolers than the City of Yarra (3.9% compared to 5%) higher numbers of empty nesters and retirees than the City of Yarra (8.1% compared to 7.4%).
- Housing mix: 26.3% detached, 55.7% medium and 17.1% high density. Community and public housing represent 7.5% of all dwellings (170 dwellings). Fewer people rent (37%) compared to the City of Yarra (48.7%).
- A growing neighbourhood with a significant proportion of growth coming from high rise developments in the east near Victoria Gardens Shopping Centre.
- The neighbourhood has experienced urban renewal with redevelopment of former industrial sites in particular towards the eastern end of Victoria Street and along the Yarra.
- Industry is mainly located on large sites on the eastern side, near the Yarra River and commercial activity is mostly along Victoria Street.
- The Victoria Street precinct is a vibrant dining, shopping and cultural destination. However the area also faces challenges in relation to public safety, liveability, community connectedness and economic prosperity. The Victoria Street East Precinct Urban Design Framework guides change in the Victoria Street East precinct.

In the future

- 2036 Forecast: Population: 11,768 (126.5%) Dwellings: 5,458 (138% increase since 2011)
- The housing mix will increasingly see a greater percentage of high density dwellings with more people living in apartments.
- The population will grow in relatively the same age group proportions as now.
- There are likely to be concentrated forms of development along and surrounding Johnston Street close to Victoria Park Station so people can live and work closer to public transport. The [Johnston Street Local Area Plan](#) guides change in this area.
- Johnston Street and Victoria Street have the potential to become a more vibrant, liveable and accessible place with commercial activity occurring at street level and commercial and residential uses occurring at upper levels.

Key community infrastructure

	Council	Non-Council
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<p>In Abbotsford</p>	<p>Collingwood Town Hall Collingwood Library Collingwood Seniors Hub Willowview Centre Abbotsford Maternal and Child Health Stanton Street Hall Yarra Sculpture Gallery Sailors and Soldier Hall (unused) Open Space: Gahan's Reserve (outdoor half basketball courts), Yarra Bend Park and sporting reserves, linear and open space along the Main Yarra Trail.</p>	<p>Abbotsford Primary School, Sophia Mundi Steiner School Victoria Park Abbotsford Convent: a range of spaces for hire, indoor and outdoor Collingwood Children's Farm Yarra Bend Golf Course</p>
<p>Outside of Abbotsford</p>	<p>Richmond Recreation Centre (RRC) Richmond Maternal and Child Health Centre (located at North Richmond Community Health) Occasional Care (located at RRC) Richmond Multicultural Children's Centre (Council building), Yarraberg Children's Centre William's Reserve Community Room Belgium Avenue Neighbourhood House Richmond Family Centre (former MCH building located in Citizen's Park) Former Richmond Police Station Open Space: Citizen's Park</p>	<p>Explorer's Early Learning Guardian Early Learning Centre Petite Early Learning Journey (Church Street and Clifton Hill) To be delivered: Collingwood College indoor basketball courts (3)</p>

Other relevant information

The Collingwood Town Hall Precinct contains numerous Council buildings. A number of these buildings in their current condition are unsuitable for long-term use to meet future needs, for example Abbotsford Maternal and Child Health, Yarra Sculpture Gallery, Vere Street Factories, Sailors and Soliders Hall and Collingwood Library. Other buildings in the precinct

include Stanton Street Hall (a Council building on VicTrack land), Collingwood Town Hall, Collingwood Seniors Hub and Willowview Centre.

There is little integration between the community infrastructure and connections between the buildings are poor. In terms of responding to social needs, these stand-alone buildings that are concentrated in a relatively small area are not delivering the highest and best community use.

There is a [Collingwood Town Hall Precinct Urban Design Framework](#) from 2010 and whilst some parts need updating, parts are relevant: consolidation of the area as a landmark precinct with a variety of activities and uses, new development opportunities for a civic/employment hub, and opportunities for affordable and other forms of housing in the Precinct

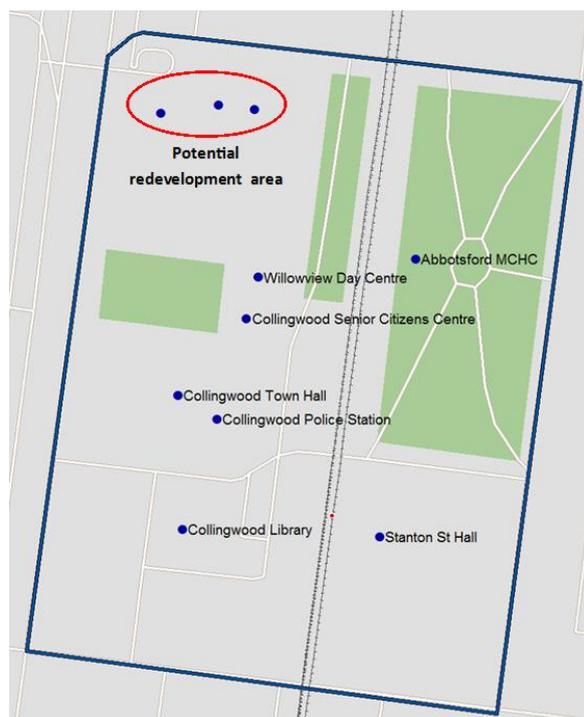


Figure 10 CTH precinct.

- The land along the eastern side of Hoddle Street (along the railway line from North Richmond Station to the Eastern Freeway) is likely to attract concentrated forms of development. The Victorian Government’s Plan Melbourne identifies Collingwood as an Urban Renewal Corridor. This is due to its location near public transport and suitable for a diverse mix of activity including higher density residential and commercial growth.
- Local Plans: The Victoria Street Structure Plan (including adjoining areas) guides change and investment in public works. The Victoria Streetscape Masterplan identifies objectives relating to public spaces, transport and access in the area. Seven key projects are identified. The Victoria Street East Precinct Urban Design Framework guides change in the Victoria Street East precinct. The Johnston Street Local Area Plan guides land use, urban design and public realm improvements. Collingwood Town Hall precinct Urban Design Framework (noted above).

Current or anticipated gaps

- An integrated and modern space to support the Maternal and Child Health Services.
- Multi-purpose indoor community meeting space in accessible, mixed-use locations.
- A space to support a contemporary library service that appeals to all age groups and that is located with compatible services.
- Relevant spaces/places for active and passive recreation.
- There are limited sporting and leisure facilities in the immediate area, however Richmond Recreation and Collingwood Leisure Centre are accessible.
- A need for diverse multi-use outdoor public spaces and places that are inclusive and accessible with strong pedestrian and cycling connections (for meeting, resting and eating)

- Improved connections to existing open space.
- Targeted support in the areas of family, children and youth services (there are forecast pockets of social disadvantage in Abbotsford).
- The Victoria Street precinct will benefit from public spaces that are safe and have good amenity for residents, businesses and visitors.

3.5. Collingwood

The neighbourhood is bounded by Alexandra Parade in the north, Hoddle Street in the east, Victoria Parade in the south and Smith Street in the west.



Figure 11 Collingwood

Public transport options are largely located on or near the borders of the neighbourhood with trams along Smith Street, buses along Victoria, Alexandra Parade and Hoddle Street. West Richmond, North Richmond and Collingwood train stations are within walking distance.

Now:

- Population of 8,800 and a population density of 58.18 persons per hectare, higher than the City of Yarra with 45.65 persons per hectare. Many people live alone (30.5%) and there are many couples without children (21.6%).
- High numbers of people aged 25–34 young workforce (30.7%), followed by people aged 35-49 parents and homebuilders (25.2%). Lower percentage of people in older age groups (50+yrs) compared to the City of Yarra and higher percentage of people in the younger age groups (0-17 years) than the City of Yarra.
- Housing mix: 20.6% detached, 54% medium and 32.1% high density. There is a high level of social and community housing (32.3% or 1,112 dwellings) and the majority of these are located in the housing estate towers. More than half of all households are renting (55.8%).
- More than a third were born overseas (32.6%) higher than the City of Yarra (29%).
- There is a high concentration of vulnerable members of the community. Socio-Economic Indexes for Areas (SEIFA) show that Collingwood is the lowest scoring

neighbourhood in Yarra (894.4) and has a percentile of 11 (meaning that 11% of suburbs in Australia have a SEIFA index lower and 89% have a SEIFA index higher).

- Collingwood is a growing neighbourhood having experienced significant medium and high density residential development. It’s attractiveness for development is largely a result of being close to public transport and employment options and within walking distance of many shops, eateries and services.
- A blend of the old new: Smith Street and Johnston Street are key shopping strips with a diverse range of shops, eateries and factories as well as supporting a dynamic nightlife.
- Many creative businesses are located in Collingwood as well as clothing distribution warehouses, showrooms, office space and service industries. With higher numbers of people residing in the area there are increasingly more cafes, bars and shops appearing on smaller streets such as Peel Street and Oxford Street.
- Collingwood holds special significance to Aboriginal people, and along with Fitzroy was a major hub of social and political activity for the Aboriginal community, and today remain a critical centre for Aboriginal services and organisations.
- Good public transport access: trams along Smith Street, buses along Hoddle Street and Victoria Parade. There are no train stations in the neighbourhood, however Collingwood and Victoria Park stations are just a short distance across Hoddle Street.

In the future

- 2036 Forecast: Population: 11,603 (52.5% increase since 2011) Dwellings: 6,085 (75.6% increase since 2011).
- Over the next 20 years, the population age and structure will remain relatively the same with the most dominant age groups being people aged 25-29 and 30-34.
- A greater concentration of higher density dwellings is likely to attract more young adults and smaller households.

Community infrastructure

	Council	Non-Council
In Collingwood	Gold Street Children’s Centre Keel Street Children’s Centre Collingwood Neighbourhood House Yarra Men’s Shed Collingwood Estate Gym Peel Street Building Open Space: Peel Street Park, Oxford Street Park	Collingwood Arts Precinct Collingwood College Prep-12 St Joseph’s Primary School Collingwood English Language School Collingwood Alternative School Circus Oz site The Melba Spiegeltent Rupert Street Child Care Centre and Kindergarten

		To be delivered: Collingwood College indoor basketball courts (3)
Outside of Collingwood	Collingwood Town Hall Collingwood Library Collingwood Seniors Hub Willowview Centre Abbotsford Maternal and Child Health Stanton Street Hall Yarra Sculpture Gallery Sailors and Soldier Hall (unused) Yarra Youth Services	St Mark's Community Centre Connie Benn Centre Fitzroy Learning Network Acacia Fitzroy Crèche Fitzroy Gardens, Powlett Reserve, Darling Square

Other relevant information

- Council owns 12-16 Peel Street, which has been dormant for a number of years. The buildings are in need of repair and the cost of works to make the building fit for purpose is significant. There are limitations for Council-delivered services associated with the building such as size, layout and access. Processes for a community organisation to refurbish and use the building were unsuccessful in 2017. The building's limitations suggest that greater community benefit could be achieved by selling the building and using the sale proceeds towards other community infrastructure in the Collingwood area.
- Collingwood will continue to be a focus for change bringing residential and business growth. At the same time there will likely continue to be pockets of social disadvantage in Collingwood that will benefit from targeted support in particular in the areas of family, children and youth services.
- Collingwood College has received funding as part of the 2017 Victoria State budget to develop three indoor basketball courts including a show court with capacity for 250 spectators.
- Local Plans: The Smith Street Structure Plan provides guidance for the changes in and around Smith Street around land uses, public spaces, how people access and move through the area as well as what development should look like. The Local Plan Area for the Gipps Precinct provides guidance to manage change. The Johnston Street Local Area Plan guides land use, urban design and public realm improvements.

Current or anticipated gaps

- An integrated and modern space to support the Maternal and Child Health Service.
- Spaces/places for active and passive recreation.
- Multi-purpose indoor community space in accessible, mixed-use locations.
- A need for diverse multi-use public spaces and places with strong pedestrian and cycling connections.

- Improved connections to existing open space - the neighbourhood contains four small parks with limited access to larger open space areas.

The demographic data referenced below is sourced from Australian Bureau of Statistics (ABS), Census of Population and Housing, 2016 as well as ABS data 2016 compiled and presented in profile.id by .id, the population experts.

3.6. Fitzroy

The neighbourhood is bounded by Alexandra Parade in the north, Smith Street in the east, Victoria Parade in the south and Nicholson Street in the west.

- Population of 11,464 (ERP, 2016) with a population density of 72.84 persons per hectare, higher population density compared to the City of Yarra with 47.84 persons per hectare.
- High numbers of people aged 25–34 years (30.2%) and 35-49 years (22.6%).
- Higher proportion of pre-schoolers than the City of Yarra (5.2% compared to 4.6%)
- High number of medium or high density dwellings. Housing mix: 13.6% detached, 40.2% medium and 44.6% high density, high provision of community and public housing (XX% or XX dwellings).
- Predominant household type: Lone person (30.4%), higher than the City of Yarra (29.5%).
- Higher proportion of one parent families (7.3%) than the City of Yarra (6.5%).
- Many people hold a Bachelor or higher degree (43.6%).
- Individual income: 19.3% of the population earned a high income, and 27.9% earned a low income, compared with 21.4% and 25.4% respectively for the City of Yarra.
- Mixed land uses with residential, commercial and light industrial areas.
- Public transport: trams service the neighbourhood along Nicholson Street (route 96), Brunswick Street (route 11), Smith Street (route 86), and Victoria parade (route 24, 109). Various Buses travel along Johnston Street. There are no train stations in the immediate neighbourhood area, however Parliament Station is a short distance away on Spring Street, Melbourne (serving the south of Fitzroy).

3.7. Carlton North – Princes Hill

The neighbourhood is bounded by Park Street in the north, Nicholson Street in the east, Princes Street and Macpherson Street in the south and Garton Street and Bowen Crescent in the west.

- Population of 9,017 (2016) with a population density of 57.19 persons per hectare, higher population density compared to the City of Yarra with 47.84 persons per hectare.
- High numbers of people aged 25–34 years (27.3%) and 35-49 years (19.1%) but lower than the City of Yarra (30.6% and 22.3% respectively).

- Higher proportion of persons over 50 years (28%) than the City of Yarra in 2016 (24.6%).
- High proportion of medium density dwellings. Housing mix: 8.9% detached, 71% medium and 18.5% high density, high provision of community and public housing (4.2% or 171).
- Predominant household types: Lone person (25.6%) and Couples without children (25.1%).
- Higher numbers of Couples with children and Group households (18.3% and 17.8%) than the City of Yarra in 2016 (14.8% and 12.8% respectively)
- High proportion of people hold a Bachelor or higher degree (55.8%) more than the City of Yarra (44.7%)
- Individual income: 20.5% of the population earned a high income, and 26.3% earned a low income, compared with 21.4% and 25.4% respectively for the City of Yarra.
- Largely a residential area with heritage controls over most of the neighbourhood (97.58%).
- There has been relatively little growth and change to the neighbourhood compared to other neighbourhoods in Yarra in terms of population and residential development.
- Rathdowne Village and Nicholson Village are the main commercial areas with cafes, restaurants, small business and retail outlets.
- Close proximity and good accessibility to tertiary institutions in the City of Melbourne.
- Public Transport: trams run along Lygon Street (route 1, 8), there are a number of bus routes that operate in the area and there are no train stations in the immediate area. Royal Park Station is a short distance away in the City of Melbourne.

3.8. Fitzroy North

Fitzroy North is bounded by May Street in the north, Merri Creek, Queens Parade and Smith Street in the east, Alexandra Parade in the south, and Nicholson Street in the west.

- Population of 12,360 (ERP, 2016) with a population density of 47.62 persons per hectare, on par with the City of Yarra with 47.82 persons per hectare. Many people live alone (30.7%) and there are many couples without children (25%). There are more couples with children (17.5%) than the City of Yarra (14.8%)
- People aged 25–34 young workforce (25%) represent the largest service age group, which is lower than the City of Yarra (30.6%). This is followed by people aged 35-49 parents and homebuilders (23.1%).
- Higher proportion of Primary Schoolers (6.4%) and Secondary Schoolers (4%) compared to the City of Yarra (4.8% and 3.3% respectively).
- Higher proportion of people have a Bachelor or higher (51.2%) compared to the City of Yarra (44.7%).

- Housing mix: 12% detached, 66.1% medium and 20.9% high density. Public housing makes up 9.4% of all dwellings (534). Less households rent than in the City of Yarra (46.4% compared to 50.3%).
- Birthplace: 22.2% of the population was born overseas, and 11.6% were from a non-English speaking background. This is lower on both measures compared to the City of Yarra, which was 28.9% and 18.8% respectively.
- The neighbourhood is largely residential and characterised by wider streets and single and double storey Victorian and Edwardian housing. There are pockets of mixed-use areas as well as commercial zoning along St Georges Road and the northern portion of Nicholson Street.
- Edinburgh Gardens is one of Yarra's largest parks (24 hectares) and a key feature of the neighbourhood. It is highly utilised and supports a wide range of active and passive recreational activities. The park is connected by an extensive network of paths and is home to a number of community facilities (see table).
- The neighbourhood is well connected. There are multiple tram services running along Nicholson Street, Brunswick Street, St Georges Road and Queens Parade (Route 96, 112, 86) and bus routes 250 and 504. Rushall Station, which is on the Epping Line, is situated at the corner of Rushall Crescent and Falconer Street.
- A shared bike / walking track follows Merri Creek and is a key linear open space asset, linking to neighbourhoods north and south.

3.9. Clifton Hill

Clifton Hill is bounded by Merri Creek and Heidelberg Road in the north and east, the Eastern Freeway and Alexandra Parade in the south, and Smith Street and Queens Parade in the west.

- Population of 6,806 (ERP, 2016) with a population density of 36.2 persons per hectare, lower than the City of Yarra with 47.82 persons per hectare.
- There are many more couples with children (24.2%) compared to the City of Yarra (14.8%). There are many couples without children (26.1%) slightly higher than the City of Yarra (25.7%).
- Higher proportion of Primary Schoolers (7.7%) and Secondary Schoolers (4.2%) compared to the City of Yarra (4.8% and 3.3% respectively).
- A higher proportion of persons at post retirement age than City of Yarra in 2016 (15.9% compared to 13.3%)
- Parents and homebuilders (35 to 49) represent the largest service age group (24.9%), which is higher than the City of Yarra (22.3%).
- Higher proportion of people have a Bachelor or higher (54.6%) compared to the City of Yarra (44.7%).
- Smaller proportions of people are born overseas (17.5%) and are from a non-English speaking background (8.3%) than the City of Yarra (28.9% and 18.8% respectively).

- An established residential area with significant open space areas (see table). Queens Parade is the main retail shopping strip and there is commercial zoning along Alexandra Parade and Hoddle Street.
- Housing mix: 21.3% detached, 62.6% medium and 15.5% high density. Public housing makes up a small number of dwellings (4.6% or 135 dwellings). A larger proportion of people were purchasing or own their home (53.5%) and less people rent (36.8%) compared to the City of Yarra (48.6.5% and 50.3% respectively)
- Clifton hill Railway Station is a stop for the Epping and Hurstbridge Lines, trams along Queens parade (route 86). There are multiple bus services throughout the neighbourhood (routes, 250, 251, 504, 546 and 246).
- A shared bike / walking track follows Merri Creek and is a key linear open space asset, linking to neighbourhoods north and south.

3.10. Fairfield – Alphington

Fairfield - Alphington is bounded by Heidelberg Road in the north, Darebin Creek and the Yarra River in the south and south-east, and Merri Creek in the west.

- Population of 2,899 (ERP, 2016) with a population density of 7.46 persons per hectare, the lowest population density compared to the City of Yarra with 47.84 persons per hectare.
- Significantly lower proportion of people aged 25–34 years (18.8%) than the City of Yarra (30.6%)
- People over 50 years of age make-up a higher proportion of the population (32%) than the City of Yarra (24.7%).
- Higher proportion of primary and secondary schoolers than the City of Yarra in 2016 (6.5% and 5.8% compared to 4.8% and 3.3%)
- A smaller percentage of people were born overseas (17%) and are from a non-English speaking background (8.7%) than the City of Yarra (28.9%) and 18.8%) respectively.
- Housing mix: 42.2% detached, 45.2% medium and 12.5% high density, very low provision of community and public housing (1.9%). More households own or are purchasing their home (57%) compared to the City of Yarra () and fewer households were renting 33.5%
- Significantly higher proportion of Couples with children (25.8%) than the City of Yarra (14.8%).
- Predominant household type: Lone person (31.5%), higher than the City of Yarra (29.5%).
- Many people hold a Bachelor or higher degree (46.8%)
- Individual income: 20.7% of the population earned a high income, and 29.7% earned a low income, compared with 21.4% and 25.4% respectively for the City of Yarra.

DCP projects background paper

- Mixed land uses with Alphington comprising largely of residential, mixed use and special use zones with a small amount of commercial zoning along Heidelberg Road. Fairfield contains a significant proportion of open space and the Eastern Freeway
- The Eastern Freeway runs east-west through the neighbourhood.
- In general, there is much higher car ownership in Fairfield-Alphington than for the City of Yarra as a whole. 85.3% of households own at least one car, with 5.5% that not owning a car, compared with 69.6% and 19.2% respectively in the City Yarra. More people have access to two or more cars than the City of Yarra (44% compared to 35%).
- Amcor redevelopment project: a major residential precinct on the former Alphington Paper Mill Site with shops, offices, open spaces and community facilities (16.5 hectare parcel of land located on the corner of Heidelberg Road and the Chandler Highway and extending down to the Yarra River). When development is complete there will be an additional 2,500 dwellings and 5,000 people.