Ordinary Meeting of Council Agenda

to be held on Tuesday 4 July 2017 at 7.00pm Richmond Town Hall

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- Entrance ramps and lifts (off Moor Street at Fitzroy, entry foyer at Richmond)
- Hearing loop (Richmond only), the receiver accessory may be accessed by request to either the Chairperson or the Governance Officer at the commencement of the meeting, proposed resolutions are displayed on large screen and Auslan interpreting *(by arrangement, tel. 9205 5110)*
- Electronic sound system amplifies Councillors' debate
- Interpreting assistance *(by arrangement, tel. 9205 5110)*
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Order of business

1. **Statement of recognition of Wurundjeri Land**
2. **Attendance, apologies and requests for leave of absence**
3. **Declarations of conflict of interest (Councillors and staff)**
4. **Confidential business reports**
5. **Confirmation of minutes**
6. **Petitions and joint letters**
7. **Public question time**
8. **General business**
9. **Delegates' reports**
10. **Questions without notice**
11. **Council business reports**
12. **Notices of motion**
13. **Urgent business**

1. Statement of Recognition of Wurundjeri Land

"Welcome to the City of Yarra."

"Yarra City Council acknowledges the Wurundjeri 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."

2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

- Cr Amanda Stone (Mayor)
- Cr Danae Bosler
- Cr Mi-Lin Chen Yi Mei
- Cr Misha Coleman
- Cr Jackie Fristacky
- Cr Stephen Jolly
- Cr Mike McEvoy
- Cr Daniel Nguyen
- Cr James Searle

Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- Ivan Gilbert (Group Manager - CEO's Office)
- Andrew Day (Director - Corporate, Business and Finance)
- Chris Leivers (Director - Community Wellbeing)
- Joanne Murdoch (Director - Advocacy and Engagement)
- Bruce Phillips (Director - Planning and Place Making)
- Guy Wilson-Browne (Director - City Works and Assets)
- Fred Warner (Group Manager – People, Culture and Community)
- Mel Nikou (Governance Officer)

3. Declarations of conflict of interest (Councillors and staff)

4. Confidential business reports

Item

4.1 Matters prejudicial to Council and/or any person

4.2 Matters prejudicial to Council and/or any person

Confidential business reports

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 89 (2) of the *Local Government Act* 1989. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

RECOMMENDATION

1. That the meeting be closed to members of the public, in accordance with section 89 (2) of the *Local Government Act* 1989, to allow consideration of matters prejudicial to Council and/or any person.
2. That all information contained within the Confidential Business Reports section of this agenda and reproduced as Council Minutes be treated as being and remaining strictly confidential in accordance with the provisions of sections 77 and 89 of the *Local Government Act* 1989 until Council resolves otherwise.

5. Confirmation of minutes

RECOMMENDATION

That the minutes of the Ordinary Council Meetings held on Tuesday 6 June and Tuesday 27 June 2017 be confirmed.

6. Petitions and joint letters

7. Public question time

Yarra City Council welcomes questions from members of the community.

Public question time is an opportunity to ask questions, not to make statements or engage in debate.

Questions should not relate to items listed on the agenda. (Council will consider submissions on these items separately.)

Members of the public who wish to participate are to:

(a) state their name clearly for the record;

(b) direct their questions to the chairperson;

(c) ask a maximum of two questions;

(d) speak for a maximum of five minutes;

(e) refrain from repeating questions that have been asked previously by themselves or others; and

(f) remain silent following their question unless called upon by the chairperson to make further comment.

8. General business

9. Delegates' reports

10. Questions without notice

11. Council business reports

Item		Page	Rec. Page	Report Presenter
11.1	Yarra Planning Scheme Amendment C188 - 5-15 Mayfield Street Abbotsford - Consideration of Submissions	8	17	David Walmsley – Manager City Strategy
11.2	Amendment C218 - 18-62 Trenerry Crescent - Consideration of Submissions	29	43	David Walmsley – Manager City Strategy
11.3	Amendment C219 - 112-124 & 126-142 Trenerry Crescent - Consideration of Submissions	98	111	David Walmsley – Manager City Strategy
11.4	Community Partnership Grants Recommendation Report	167	171	Aldo Malavisi – Community Partnerships Unit Manager
11.5	Urban Agriculture Committee Membership	180	182	Bruce Phillips – Director Planning and Place Making
11.6	Road Management Plan 2017 Draft	184	189	Kim O'Connor – Manager Engineering and Asset Management
11.7	Yarra Libraries Draft Strategic Plan 2017 - 2020	276	282	Felicity Macchion – Manager Yarra Libraries
11.8	Outcomes from 'Reimagining Victoria Street' Community Engagement Process and Next Steps	314	320	Aldo Malavisi – Community Partnerships Unit Manager
11.9	Lennox Street / Nicholson Street Intersection Upgrade	329	337	David Walmsley – Manager City Strategy
11.10	Draft Bridge Road Streetscape Master Plan	344	349	David Walmsley – Manager City Strategy
11.11	Amendment C214 - Proposed Doonside Heritage Amendment	383	388	David Walmsley – Manager City Strategy
11.12	Update on Council's Syringe Management Services – *late report*	423	427	Aldo Malavisi – Community Partnerships Unit Manager

Public submissions procedure

The public submission period is an opportunity to provide information to Council, not to ask questions or engage in debate.

When the chairperson invites verbal submissions from the gallery, members of the public who wish to participate are to:

(a) state their name clearly for the record;

(b) direct their submission to the chairperson;

(c) speak for a maximum of five minutes;

(d) confine their remarks to the matter under consideration;

(e) refrain from repeating information already provided by previous submitters; and

(f) remain silent following their submission unless called upon by the chairperson to make further comment.

12. Notices of motion

Item		Page	Rec. Page	Report Presenter
12.1	Notice of Motion No 15 of 2017 - Submission to West Gate Tunnel Environmental Effects Statement	432	433	Amanda Stone - Councillor

13. Urgent business

Nil

11.1 Yarra Planning Scheme Amendment C188 - 5-15 Mayfield Street Abbotsford - Consideration of Submissions

Trim Record Number: D17/81872
Responsible Officer: Coordinator Strategic Planning

Purpose

1. To consider the three submissions received on the proposed changes to the Yarra Planning Scheme (Amendment C188) that would allow residential use in 5-15 Mayfield Street, and decide whether to ask the Minister for Planning to appoint an independent planning panel to consider submissions.

Background

2. The purpose of the proposed Amendment is to allow residential use in 5-15 Mayfield Street to resolve existing illegal use of part of the building. The Amendment also applies the Environmental Audit Overlay to the site. The site is on the west side of a short dead-end street. The immediate surroundings are shown on the plan below.

Location plan - 5-15 Mayfield Street Abbotsford



3. A number of units / lots in the building at 5-15 Mayfield Street are used as dwellings while others are used for commercial purposes. The site is occupied by a single building, built for commercial use and divided into approximately 13-14 lots. Seven of these lots have direct ground floor access to Mayfield Street. Six lots share first floor access via a stair from street level. Dwellings are prohibited in the Industrial 3 Zone which applies to the land. The site is located near the Yarra River and the north end of Church Street.

4. The planning scheme zones are shown in Attachment 1. The zones approximate the pattern of land use. No 5 to 15 Mayfield Street is at the interface between industrial and commercial precincts and residential areas. To the east is a large industrial precinct around the Carlton and United Breweries, Abbotsford complex. Mixed residential areas are to the south and south-west towards Victoria Street. A mixed commercial and industrial area extends north and north-west to Nicholson Street and along the Yarra River to Abbotsford Convent.

5. Council investigations in 2013 resulted in enforcement action (both Planning and Building aspects) against 6 to 7 residential occupancies in the building at 5-15 Mayfield Street. The building had been constructed as a commercial building. The building regulations for fire separation and safe access are different for residential and commercial buildings. The building had not met the regulations for residential fire separation. The residential occupancies were for different parts of the building. Some had direct access to the street at ground floor level while others had a shared stair access to first floor spaces. NB - The fire hazard for the shared first floor access is obviously much greater.

6. As a result of the enforcement action the occupants of the upper level lots with shared access were required to cease occupation by the Municipal Building Surveyor. The remaining residents at 5, 9 and 15 Mayfield have disputed the enforcement action at the Building Appeals Board (see below) and have been allowed to remain whilst processes are concluded.

7. After discussions with Ward Councillors and Council officers, the Mayfield Action Group (MAG) submitted a request to rezone the land at 5-15 Mayfield Street from the Industrial 3 Zone to the Mixed-Use Zone and apply an Environmental Audit Overlay. This request was assessed and options to address the illegal residential use were considered in a report to Council.

8. At its meeting on 3 March 2015, Council made the following resolution:

    1. *That Council direct officers to prepare a planning scheme amendment to enable the premises at 5 to 15 Mayfield Street, Abbottsford to be used for residential purposes using Clause 52.03 Specific Sites and Exclusions and including an Environmental Audit Overlay under the Yarra Planning Scheme.*

    2. *That the amendment be finalised by the CEO in conjunction with the Director, City Development and then seek 'authorisation' of the Amendment by the Minister for Planning; and in the event this is obtained, exhibit the Amendment in accordance with the requirements of the Yarra Planning Scheme*.

9. This resolution was based on an option, in the Council report, which applies an exemption to a particular land use, in this case 'dwelling', so that while the zone remains unchanged, the otherwise prohibited land use can occur. It does this by reference to an 'incorporated document' which sets out what is allowed and what conditions or other limitations apply. The incorporated document in proposed Amendment C188 allows 'dwelling' within the existing building but applies restrictions so that floor space is limited to the existing building. The form of the incorporated document was based on Council officers' interpretation of the Council resolution. The '*5-15 Mayfield Street, Abbotsford, Incorporated Document, January 2017*' is Attachment 2.

10. Note: The proponent's request for a Mixed Use Zone would have allowed much greater scope for change to the site. It would potentially allow a significant intensification of development and activity on the land and could for example have led to a new apartment building on the site. It is noted that other Mixed Use Zones in the area have been substantially redeveloped primarily for apartments.

Authorisation of the amendment

11. Council applied to the Minister for Planning for Authorisation of the amendment (C188) on 22 May 2015.

12. Council received Authorisation from the Minister for Planning on 17 December 2015 subject to two conditions:

(a) '*that Council finalises the further strategic planning review of the area as recommended by its Business and Industrial Land Strategy 2012 prior to exhibiting the amendment; and*

(b) *that Council give notice of the amendment to the Environmental Protection Authority Victoria (EPA) to assist Council in considering the effects of land contamination and of any impact the amendment may have on existing or future industrial development in the area*.'

13. On 29 February 2016, Council requested the Minister to remove the first condition because it would 'unreasonably delay consideration of the amendment'.

14. The Minister responded on 19 June 2016 declining to remove the condition and advising '*a more timely and short, localised assessment of the effect of the proposed planning provisions on the area and surrounding industrial land uses'* would be acceptable.

15. In November 2016 Urbis planning consultants were commissioned to undertake the localised study to meet the Authorisation condition. The purpose of this study was to assess local impacts, existing land uses, the CUB industrial complex and the wider policy implications of the Amendment.

16. Urbis provided a report to officers in January 2017. The findings of the study generally supported the Amendment but suggested measures to address interactions between dwellings and industry. It assessed Local and State policy. It is supported by a noise assessment report. The report included a detailed mapping of nearby land use and operating hours, as shown in Attachment 3. This shows a diverse mix of commercial, industrial and residential land use in the area. They include a towing service, panel beaters, offices, workshop / retail, clothing sales and open lot car parking. Note: The Urbis report also included proposals that the Incorporated Document could include conditions to address the requirements for dwellings in Clause 22.05, Interface Uses Policy in the Yarra Planning Scheme. These were suggested to mitigate potential amenity impacts from commercial and industrial activities such as noise and odour.

17. Legal advice was sought on the proposed changes to the Incorporated Document. This advice indicated some of the proposals from Urbis to address buildings and works were not workable. This meant that conditions about amenity impacts could not be included. The advice also suggested further changes to include conditions limiting the extent of dwelling floor-space and a requirement for environmental audits. The revised Incorporated Document was substituted for the version submitted with the Authorisation request.

Exhibition of the amendment

18. Amendment C188 was exhibited for five weeks, from 16 February to 24 March 2017. Notice of Preparation of an Amendment was published in the Age newspaper and the Government Gazette.

19. Notice of the preparation of the amendment was given in accordance with Section 19 of the *Planning and Environment Act 1987.*

20. Notice of the amendment was sent to owners and occupiers in the local area, the EPA and to Carlton and United Breweries.

21. The amendment material was on display at the Richmond Town Hall and information was available on Council's website. This included the Urbis Report, Incorporated Document and associated planning scheme changes.

Submissions received on Amendment C188

22. Section 22 of the *Planning and Environment Act 1987* requires Council, as the Planning Authority to consider all submissions made on or before the date set out in the notice, Council may also consider late submissions.

23. Council received three submissions:

(a) An objection that strongly opposes the Amendment on the grounds that it lacks strategic justification and is in conflict with the purpose of the Industrial 3 Zone;

(b) A multi-party submission with a covering letter from MAG supports the Amendment and includes statements of support and a petition from a range of owners and occupiers within the building at 5-15 Mayfield Street and in the surrounding area; and

(c) In a late submission, the Environment Protection Authority (Victoria), (EPA) raises issues about environmental audits, the potential precedent set by retrospectively allowing an illegal residential land use on land which may be contaminated and management of potentially contaminated land, if and when the residential land use is legalised.

24. The *Planning and Environment Act 1987* sets out what Council must do after considering submissions:

> ***23. Decisions about submissions***
>
> *(1) After considering a submission which requests a change to the amendment, the planning authority must—*
>
> *(a) change the amendment in the manner requested; or*
>
> *(b) refer the submission to a panel appointed under Part 8; or*
>
> *(c) abandon the amendment or part of the amendment.*
>
> *(2) A planning authority may refer to the panel submissions which do not require a change to the amendment.*

Strategic planning and policy context

Yarra Planning Scheme

25. The Yarra Planning Scheme, Municipal Strategic Statement (MSS), addresses employment land in:

> ***Objective 8*** *- To increase the number and diversity of local employment opportunities*

26. The strategies to achieve this include changes to zones to meet the competing need for housing and employment land. The relevant Council policies for the Mayfield Street area include the Business and Industrial Land Strategy 2012 and the Victoria Street Structure Plan 2010.

Business and Industrial Land Strategy 2012 (BILS)

27. This Strategy considered potential changes to zones and how to meet projected demand for employment land. The site is located at the boundary of two precincts in the BILS. The site is in CIB5 which covers commercial and industrial land from Mayfield Street to the Abbotsford Convent. Land to the east is in CIB6 which includes CUB and the adjoining industrial areas. The BILS made the same recommendation for both precincts:

(a) retain existing zoning arrangements pending further investigation; and

(b) undertake master planning to address urban design, river access, interface issues and space for landscaping.

28. There has been no strategic planning or investigation work to assess the potential or justification for changes to zones in the broader areas.

Victoria Street Structure Plan 2010

29. The Victoria Street Structure Plan, adopted 2010, includes Mayfield Street in a '*CUB precinct'. The Structure Plan says (5.1 Activity pages 7&8) the precinct should 'maintain the industrial and employment focus. If CUB relocates investigate intensive activities which take advantage of riverside location and proximity to Victoria Street, industry, office and additional green space along the Yarra River*.' It also includes two relevant strategies:

(a) retain industrial or business zoned land, which allows industry; and

(b) in locations where industry is to be retained prohibit or strictly limit housing.

Plan Melbourne 2017

30. The Plan Melbourne 2017-2050 recognises the need for employment land in the inner Melbourne region and its importance to the metropolitan economy. The site is not in a location proposed for 'urban renewal' or designated for conversion to residential or mixed use redevelopment.

Clause 52.10 – buffer distances from residential land – Yarra Planning Scheme

31. The Purpose of this Clause is '*to define those types of industries and warehouses which if not appropriately designed and located may cause offence or unacceptable risk to the neighbourhood*.' The distances listed in the Table to Clause 52.10 apply to a limited number of the land uses in the area listed in Attachment 3. The separation distance for a 'malt-works', (assuming that applies to CUB) is 300m and the distance for a 'panel beater' is 100m. The panel beater is located at 49 Church Street, about 60m from the site.

Enforcement Action – building regulations

32. The enforcement action under building regulations has been the subject of decisions by the Building Appeals Board (BAB) and VCAT. The owners of lots 5, 9 and 15 Mayfield Street contested action by the Municipal Building Surveyor. In determinations by the BAB 14 August 2015 and by VCAT 14 October 2016 the owners at these addresses were allowed to continue residential use pending the outcome of the Amendment C188 process. They and other owners in the building were required to undertake interim fire control measures. One of the owners in the building contested the right of the owners' corporation in the building to *'$6,598.25 for the special levy for the fire alarm system*' (VCAT Order).

33. The owner of one of the commercial lots in the building appealed the VCAT decision to the Victorian Supreme Court. In a judgement dated 6th April 2017 the Supreme Court ruled in favour of the appellant and set aside the VCAT decision. The judgement found that the relevant legislation did not empower the owners' corporation to impose the special levy or to require entry to the lot. This means the owners' corporation does not have the power to make a special levy towards the cost of a fire alarm system and cannot require access to install this equipment. It is not clear whether this has any fundamental effect on the BAB decision to allow the residents to continue occupancy, pending the outcome of this Amendment.

Submissions – issues and responses

34. The issues raised in the three submissions are summarised in Attachment 4. This also includes responses to those issues. The main issues posed are discussed and assessed below.

Assessment of submissions

Objecting submission from owner of a commercial tenancy within 5-15 Mayfield Street

35. This submission objects to the Amendment on a range of grounds. It asserts the Urbis report is deficient in a number of respects. It also suggests the implications of the Amendment have not been properly addressed including;

    (a) the whole building will need to be upgraded with costs for all owners;

    (b) the impacts on commercial / industrial activities in the building will be negative;

    (c) noise and other amenity impacts within the existing building have not been properly considered;

    (d) parking has not been considered; and

    (e) provision for outdoor space for residents has not been considered.

36. The submission concludes that the Amendment is ill conceived and does not take proper account of the impacts and consequences for owners who do not wish to reside in the building.

Officer Response

37. The Amendment is proposing (at Council direction) a planning control mechanism as a remedy to legalise the existing illegal residential land uses within the existing building. Clearly in providing this retrospective approach, the existing building has not been designed as a residential building and therefore would not meet all the planning requirements for multi-unit development. It is implicit in Council undertaking the amendment that any planning deficiencies would be deemed acceptable.

38. The supporting submissions received from adjoining and adjacent businesses would suggest that the residential uses have existed without impacting on the existing businesses or being affected by the operation of these businesses.

39. The cost of upgrading the premises to comply with the building and fire requirements is not a planning matter. This is a matter for the owners' corporation and is being pursued in another forum. The Municipal Building Surveyor has issued Notices and processes have been underway; and now pending the outcomes of the Planning Scheme Amendment.

40. A risk of allowing residential use on this site in this manner is that it could set a precedent for other similar locations across the City of Yarra. If this were to occur it has the potential to undermine the role and viability of existing employment precincts.

Supporting submission on behalf of the Mayfield Action Group

41. The Mayfield Action Group (MAG) is the proponent of this Amendment. The submission consists of a short covering letter and a petition with statements of support from a number of owners within 5-15 Mayfield Street and owners and occupiers of surrounding properties. There are signatures from approximately 24 parties who include owners, tenants and occupants of nearby properties or lots within 5-15 Mayfield Street.

42. This submission does not explicitly state grounds or arguments in support of the Amendment but implies support from a range of parties.

Officer Response

43. The proponents have sought support from nearby owners and occupiers. Some of these have a direct interest in seeing the Amendment approved because it would legalise residential use.

44. No further strategic justification was provided to support the Amendment.

Submission from the Environment Protection Authority (EPA)

45. The EPA submission makes a range of comments about the suitability of applying the EAO and consequential audit assessment and potential compliance requirements on the site. Audit and EAO requirements are complicated in a situation where an existing building occupies the site. The submission comments that carrying out an audit of an existing building '*will pose access, investigation, clean up and mitigation restrictions*.' This could cause significant disruption to occupiers.

46. The submission raises issues about the process leading to environmental audit and applying the EAO. It indicates a preliminary environmental assessment about potential contamination should have been part of the amendment request. It also questions the justification for applying the EAO without clear information indicating potential contamination.

47. The submission comments on 'retrospective' audit requirements. It comments that '*this exemption may set a precedence for illegal land uses…..seeking retrospective planning approvals or exemptions*.'

48. The submission finishes with a comment that, '*if environmental risks cannot be addressed through the environmental audit, this may mean the current residential use must cease*.'

Officer Response

49. The EPA suggests a preliminary environmental assessment should have been done before the amendment was prepared and the EAO included in the amendment. This issue and the options for dealing with potential contamination of the land were considered when Council decided to prepare the Amendment 5 March 2015. The Council report to that meeting included a section dealing with contamination matters. It noted at page 11:

    (a) *'the proponents have not provided any information about the former uses on the site, and have not produced a certificate or statement that would indicate that the site is appropriate for residential uses. It is therefore unknown as to the level of contamination on the site;*

    (b) *the proponents have proposed that the Environmental Audit Overlay (EAO) be applied to the site, and this would be an appropriate option to address the requirements of the Ministerial Direction; and*

    (c) *however, in applying the EAO the issue remains that before a sensitive use can commence on the site, a certificate or statement of environmental audit is required. Previous advice indicates that this can be a costly process, and would be potentially complex in this case as the building occupies nearly 100% of the site, making testing very difficult, disruptive and costly.'*

50. The EPA submission reinforces concerns in the 3 March 2015 Council report, about the possible difficulties, disruption and costs associated with obtaining an environmental audit.

51. The EPA also indicates a more thorough environmental assessment of the land should have been conducted before the amendment was prepared to determine the potential contamination of the land.

52. Legal advice was sought to address the issues raised in the submission, this has confirmed that it is appropriate to apply the EAO to address Ministerial Direction 1 having regard to the previous use of the land.

53. The EPA makes comments on a range of matters but does not specifically ask for changes to the amendment or object to the amendment.

External Consultation

54. The amendment was placed on exhibition in accordance with the requirements of the *Planning and Environment Act 1987* with letters sent to owners and occupiers, a notice in The Age and the Government Gazette and information was made available on the Yarra City Council website.

55. Formal notification was sent to the EPA as required by the Authorisation and to Carlton and United Breweries. CUB did not make a submission.

56. Council staff dealt with a small number of telephone queries during the exhibition period. One property owner met with Council staff to discuss the Amendment. The Amendment was also discussed with EPA staff.

Internal Consultation (One Yarra)

57. This Amendment has involved internal consultation with the Council Building Surveyor, enforcement officers and statutory planning.

Financial Implications

58. Council has, to date, met all the costs of this Amendment. The estimated cost for this Amendment (including: notification, planning consultant fees, legal costs and Panel fees) is in the order of $40,000 to $50,000.

59. These costs are being met from the City Strategy budget.

Economic Implications

60. The Urbis report suggests that Amendment C188 would support Small and Medium Enterprises (SMEs) and provide opportunities for flexible home-office activities. The Urbis report argues this is consistent with projected economic activity in the City of Yarra (Yarra Economic Development Strategy 2015-2020). The site is part of a wider mix of industrial and commercial zones which includes Carlton and United Breweries. This area provides significant local employment and economic activity.

61. The Amendment (if approved) may be said to provide a basis for others to seek to justify changes in other similar employment precincts where illegal residential land use could exist.

Sustainability Implications

62. There are no significant sustainability issues from the proposals. Potential contamination issues should be addressed by the Environmental Audit Overlay requirements.

Social Implications

63. The distribution of residential and employment activities can have social implications. Employment in local businesses and industries is projected to increase significantly. A major challenge for current and future land use planning is ensuring the capacity to meet projected demand for both dwellings and employment space.

Human Rights Implications

64. There are no known specific human rights implications anticipated from the proposals. NB. Planning provisions exist to manage land use and development.

Communications with CALD Communities Implications

65. Communications with CALD communities were considered as part of the Amendment exhibition process.

Council Plan, Strategy and Policy Implications

66. The Amendment raises implications about the conflicting demands of residential and employment activities. The Council Plan notes the challenges posed by changing land values and demographics, changes in industry and projected increases in local employment and population (Strategic Objective 1: *Celebrating Yarra's uniqueness*).

67. These implications are (1) local, for example potential conflicts between residential amenity and nearby industry such as CUB and (2) strategic, in the sense of deciding which former industrial precincts should be retained as employment areas without a significant residential component.

68. The Urbis report addresses issues such as the interaction between residential and business activities at the interface between different zones.

Legal Implications

69. The *Planning and Environment Act 1987* sets out the manner in which a planning authority (in this case, Council) must process planning scheme amendments and how it must deal with submissions received following exhibition.

70. Council has processed the amendment in accordance with the requirements of the *Planning and Environment Act 1987.*

71. Legal advice has been sought on the proposed Incorporated Document. The Urbis report proposes modifications from the Incorporated Document submitted for Authorisation. Those modifications include reference to Clause 22.05, *Interface Uses Policy*. The legal advice to Council indicates conditions relating to the form of any buildings or works go beyond the scope of the Incorporated Document and are not workable. For this reason the changes suggested by Urbis to address amenity interactions between dwellings and industry have not been included in the revised Incorporated Document.

Options

72. Following the consideration of submissions that request a change to the amendment, Council has three options under Section 23 of the *Planning and Environment Act 1987,* and must either:

    (a) change the amendment in the manner requested; or

    (b) refer the submission to a panel appointed under Part 8; or

    (c) abandon the amendment or part of the amendment.

73. The submissions received do not propose any specific changes to the amendment.

74. One submission (multiple signatures) was received in support of the amendment. The other two submissions raise concerns about conflicts the amendment may cause by introducing residential activity into an industrial area. The objecting submission questions the strategic justification for the amendment.

Option 1 - Refer to Panel

75. If the Amendment is not abandoned it must be referred to Panel under the Planning and Environment Act 1987.

76. Council officers and legal advocates would present legal and planning arguments at Panel hearings about changes to the Incorporated Document and other matters raised by submitters.

77. This option provides for an independent assessment of the issues raised by this Amendment.

78. After the Panel hearings and a Panel report, Council would be required to consider the Panel findings and recommendations. This provides Council another opportunity to consider the merits of the amendment. A Panel Report is not binding for Council. If Council disagrees with a Panel recommendation it must give reasons when the Amendment is submitted to the Minister for approval.

79. There would be costs for Council associated with the Panel process.

Option 2 – Abandon the Amendment

80. The objecting submissions raise issues which have local and strategic implications. The proponents will still need to comply with the EAO and Environmental Audit and building regulation requirements in order to allow the residential use.

81. There are considerable issues with the combined effect of fire regulations, noise insulation and an environmental audit on the feasibility of converting parts of the building to residential use and retaining parts in commercial use.

82. A wider strategic issue that requires consideration is the precedent it raises for the future of a range of employment precincts in the City of Yarra. The amendment could be used by property owners who might be in similar situations in other employment precincts to justify further requests for rezoning. Whilst amendment requests do not have to be accepted by Council they could raise similar hardship issues and could seek equivalent treatment.

83. For these reasons Council could form an opinion that the Amendment could be abandoned on the grounds:

    (a) the strategic justification has been found to be inadequate; and

    (b) being inconsistent with Council policy, in particular for the retention of employment land

84. If Council follows this option and abandons the Amendment it would then be obliged to re-commence enforcement action against the residential use of the site. There would also be significant personal and financial impacts on the current occupants.

Conclusion

85. Amendment C188 for land at 5-15 Mayfield Street, Abbotsford, seeks to introduce an exemption for residential use in an industrial zone.

86. Council has received three submissions:

    (a) one of the submissions objects to the Amendment on grounds it is not properly justified and would have adverse impacts on local owners and occupiers;

    (b) the EPA submission raises concerns about the EAO and the impacts of an environmental audit requirement. The EPA also commented on the problems associated with retrospectively allowing illegal residential land use. These problems include the cost and difficulty of doing an environmental audit. The EPA was also concerned at the precedent of retrospectively allowing a residential use in these sorts of circumstances; and

    (c) the proponent of this amendment, the Mayfield Action Group, has made a submission in support of the Amendment with a petition and statements of support from 24 nearby people.

87. Council must now decide whether to refer it to a Planning Panel or abandon the Amendment. Referring the Amendment and submissions to a Panel allows for an independent assessment of the issues raised. Council would then be required to consider the Panel findings and recommendations, providing Council another opportunity to consider the merits of the amendment.

88. The reference to a Panel would provide further input and independent planning advice to the Council. In the context of the history of this matter that would be prudent, so it can make informed judgements with the benefit of the Panel's analysis. This will, however be a further expense.

RECOMMENDATION

1. That Council note the report of officers in relation to the rezoning proposal initiated by the Council as outlined in Amendment C188 as it relates to 5 – 15 Mayfield Street, Abbotsford.

2. That Council, in the context of the processes to date in relation to this matter, determine to refer Amendment C188 to an Independent Panel for further planning analysis so that Council can then make an informed judgement in respect to the Amendment.

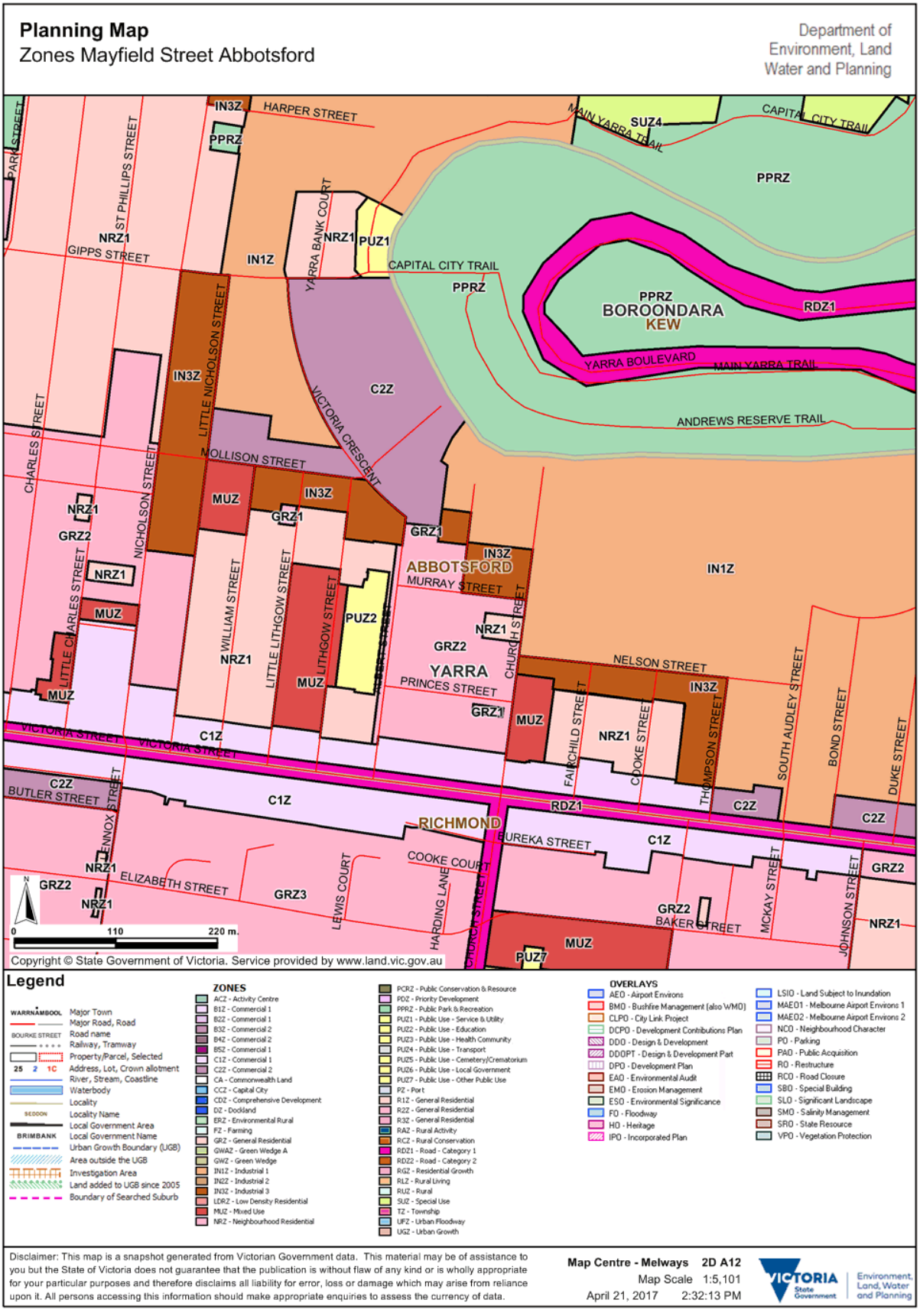
3. That Officers advise all the submitters of the resolution.

CONTACT OFFICER: **Peter Mollison**
TITLE: **Senior Strategic Planner**
TEL: **9205 5023**

Attachments

1 Zones map - Mayfield Street - Abbotsford
2 Incorporated Document - 5-15 Mayfield Street, Abbotsford, January 2017
3 Land uses in the immediate area
4 Summary of issues and responses to submissions

Attachment 1 - Zones map - Mayfield Street - Abbotsford



5-15 Mayfield Street, Abbotsford

Incorporated Document,

January 2017

This document is an incorporated document in the Yarra Planning Scheme pursuant to Section 6(2)(j) of the *Planning and Environment Act 1987.*

Attachment 2 - Incorporated Document - 5-15 Mayfield Street, Abbotsford, January 2017

INTRODUCTION

This document is an Incorporated Document in the Schedule to Clause 52.03 and the Schedule of Clause 81.01 of the Yarra Planning Scheme (Scheme).

Despite any provision to the contrary in the Scheme, pursuant to Clause 52.03 of the Scheme the land identified in this incorporated document may be used in accordance with the specific controls contained in this document.

In the event of any inconsistency between the specific controls contained in this document and any provision of the Scheme, the specific controls contained in this document will prevail.

ADDRESS OF THE LAND

This control applies to the land known as 5-15 Mayfield Street, Abbotsford, being the land more particularly described as Plan of Subdivision 439401J in Certificate of Title Volume 10544 Folio 931 (Land).

PURPOSE

To allow the Land to be used for the purpose of dwelling.

THIS DOCUMENT ALLOWS:

Use of the Land for the purpose of dwelling.

THE FOLLOWING CONDITIONS APPLY TO THIS DOCUMENT:

Use

1. The use of the Land for dwelling must be conducted within the dimensions of the building existing on the land as at the Approval Date.

2. The floor area of the existing building as at the Approval Date must not be increased by the use dwelling.

Buildings and Works

3. The consent of the responsible authority is required if any internal buildings or works for a dwelling are to be constructed or carried out on the Land.

Attachment 2 - Incorporated Document - 5-15 Mayfield Street, Abbotsford, January 2017

Environmental Audit.

4. Within 6 months of the Approval Date of this document or such other time as Council agrees, or before any part of the Land is converted to a dwelling, whichever occurs first, a Statement or Certificate of Environmental Audit under the *Environment Protection Act 1970 (Vic)* must be provided to the responsible authority. If a Statement of Environmental Audit is provided which contains conditions then the Owner of the Land must enter into an agreement with the responsible authority under section 173 of the *Planning and Environment Act 1987 (Vic)* which gives effect to those conditions,

Expiry

5. Notwithstanding other provisions of the Scheme, the specific controls contained in this document will expire if the use of the Land for dwelling has stopped for a continuous period of 2 years, or has stopped for two or more periods which together total 2 years in any period of 3 years.

End of Document

Attachment 3 - Land uses in the immediate area

Land uses in the immediate area



URBIS

5-15 MAYFIELD ST, ABBOTSFORD
SURROUNDING LAND USES

Attachment 3 - Land uses in the immediate area

Table – surrounding land use – description and hours of operation

Property	Zone	Use	Category of use (as shown on Figure 3)	Hours of Operation
1. 63-67 Church Street	IN1Z	Dwelling Heritage listed	Residential	N/A
2. 61 Church Street	IN1Z	Textiles 'Factory X'	Commercial	9.00am – 5.30pm
3. 59 Church Street	IN1Z	Depot 'Garden State Towing'	Industrial	7.00am – 5.00pm
4. 53 Church Street	IN3Z	Depot 'Man With A Van'	Industrial	N/A
5. 51 Church Street	IN3Z	Office 'LIFEwithBIRD'	Commercial	N/A
6. 49 Church Street	IN3Z	Panel Beaters 'Pro Car'	Industrial	8.00am – 5.30pm
7. 47 Church Street	IN3Z	Workshop/metal work 'Abbotsford Iron'	Industrial	N/A
8. 45 Church Street	IN3Z	Commercial Office 'Star 21' – 2 level	Commercial	8.00am – 6.00pm
9. 10-14 Murray Street	IN3Z	Car Park	N/A	N/A
10. 2 Mayfield Street	IN3Z	Workshop	Industrial	N/A
11. 4 Mayfield Street	IN3Z	Workshop/retail 'Copper Workshop' and 'Name A Chair'	Industrial	7.30am – 4.00pm (Mon – Thurs) 7.30am – 1.00pm (Fri)
12. 22 Mayfield Street	IN1Z	Textiles 'Factory X'	Commercial	9.00am – 5.30pm
13. 24 Mayfield Street	IN1Z	Dwelling	Residential	N/A

(continued over)

Attachment 3 - Land uses in the immediate area

Property	Zone	Use	Category of use (as shown on Figure 3)	Hours of Operation
		Heritage listed		
14. 17 Mayfield Street	IN1Z	Textiles 'Factory X'	Commercial	9.00am – 5.30pm
15. 3 & 3A Mayfield Street	GRZ2	Dwellings	Residential	N/A
16. 1 Mayfield Street	GRZ2	Dwellings Apartments	Residential	N/A
17. 6-8 Murray Street	GRZ2	Food/drink Premise 'Mayfield Café'	Commercial	7.00am – 4.00pm
18. 4 Murray Street	GRZ2	Dwelling	Residential	N/A
19. 34 Albert Street	GRZ2	Dwelling	Residential	N/A
20. 36 Albert Street	GRZ2	Dwelling	Residential	N/A
21. 38 Albert Street	GRZ2	Dwelling	Residential	N/A
22. 40 Albert Street	GRZ2	Dwelling	Residential	N/A
23. 42-48 Albert Street	GRZ2	Car Park 'Factory X'	N/A	N/A
24. 51 Victoria Crescent	GRZ2	Office	Commercial	N/A
25. 53-63 Victoria Crescent	C2Z	Office 'Bardot Australia'	Commercial	8.00am – 5.30pm

Attachment 4 - Summary of issues and responses to submissions

No.	Type of submission or representative body	Summary of issues	Response / recommendation
1	Objection	The submission objects to the Amendment on a range of grounds including: • Is intended to legalise an illegal land use • Dwellings are incompatible with the Industrial 3 Zone • Residential land use is not compatible with the form of the existing building which was built for commercial / industrial use • The supporting reports do not properly justify the Amendment The Urbis report is deficient in a number of respects: • Does not consider the problems with the building • Does not asses the real purpose of the Industrial Zone • Does not address the issue of contamination. • The noise external to the building evidence is very limited and selective. • The inter unit/lot noise issues are not considered. The implications of the Amendment have not been properly addressed including: • The whole building will need to be upgraded with costs for all owners • The impacts on commercial / industrial activities in the building will be negative • Noise and other amenity impacts within the existing building have not been properly considered • Parking has not been considered • Provision for outdoor space for	This submission is from an owner of a commercial occupancy in the building at 5-15 Mayfield Street. Many of the issues in this submission are difficult to refute. It identifies a number of deficiencies or omissions in the Urbis report. Some of these were beyond the scope of the Council brief. The main problems posed by the submission include: • The land use 'dwelling' is not compatible with the purpose of the zone. • Dwellings are not compatible with the internal form and construction of the existing building. • Internal amenity and noise issues have not been properly assessed. • The implications for non-residential land uses within the building have not been properly assessed. • For residential use to operate effectively and without significant conflict within the building, the whole building should be converted to residential use. Response to submission The options for a response include referring the submission to a panel or alternately accepting the submission and abandoning the Amendment. If this submission is referred to a Panel Council should indicate whether it accepts part or all of the objections in the submission when it makes a submission to the Panel.

Attachment 4 - Summary of issues and responses to submissions

No.	Type of submission or representative body	Summary of issues	Response / recommendation
		residents has not been considered • The submission concludes that the Amendment is ill conceived and does not take proper account of the impacts and consequences on owners who do not wish to reside in the building.	
2	Support from nearby owners and occupiers	This submission is lodged on behalf of the proponents of the Amendment, the Mayfield Action Group. The submission consists of a covering letter which says: • Please find attached a petition of support for Planning Amendment C188 from residents and property owners, listed by address, in the C188 Urbis Report, Feb 2017. • Also provided are a number of individual affirmations of support. • Also attached are copies of the original owners and local residents support statements from 2014. These are in support of the original proposal for a rezoning to mixed use and may not be relevant however we believe they demonstrate the continuity of support over the last 3 years.	The submission supports the Amendment on behalf of the proponents. It is supported by a petition and statements of support which are mostly in a pro-forma type signed by people who are a mix of owners within the building at 5-15 Mayfield Street and owners or occupiers of buildings in the surrounding area. Response to submission This submission and associated documents expresses support but does not address the merits or justification for the Amendment.
3	Environment Protection Authority	The EPA makes comments about the proposed Environmental Audit Overlay applying to the site: • An environmental audit is likely to pose access, investigation, clean-up and mitigation restrictions on a building of this sort. • An environmental audit may have significant impacts on occupants. • Council must require a Preliminary Site Environmental Investigation, if there is not enough information to show an audit is required. • The amendment is not accompanied by information or any assessment of	The EPA submission relates to the initial proposals from the MAG and there consultants Urbis. The initial amendment request did not provide any assessment of potential contamination. When the amendment request was considered by Council 3 March 2015 the contamination issue assessed in the Council report as follows (page 11): 72. In considering the preparation of an amendment, the issue of potentially contaminated land and sensitive uses of that land need to be addressed. As an industrially zoned area, together with surrounding

Attachment 4 - Summary of issues and responses to submissions

No.	Type of submission or representative body	Summary of issues	Response / recommendation
		contamination. This is required to show that an audit is necessary. • The application of an EAO should be based on an assessment showing the land may be contaminated. • Where a proponent submits an environmental assessment of the land to responsible authority (Council) must have this independently reviewed • Retrospective environmental audit requirements are not provided for in planning policies. • This exemption may set a precedent for illegal land uses. • A retrospective environmental audit on an occupied site may restrict or compromise the integrity of the audit process. • If environmental risks cannot be addressed through an environmental audit, this may mean the current residential use must cease.	sites, it is highly likely that the subject site was used for industrial purposes prior to the construction of the existing building. 73. Ministerial Directions No. 1 Potentially Contaminated Land requires that in preparing an amendment that would allow potentially contaminated land to be used for a sensitive use such as a residential use, Council must satisfy itself that the environmental conditions of that land are, or will be suitable for that use. 74. This is done by either a certificate or statement of environmental audit being produced before the amendment proceeds, or the application of an Environmental Audit Overlay that requires a certificate or statement before a sensitive use can commence on the site. 75. The proponents have not provided any information about the former uses on the site, and have not produced a certificate or statement that would indicate that the site is appropriate for residential uses. It is therefore unknown as to the level of contamination on the site. 76. The proponents have proposed that the Environmental Audit Overlay (EAO) be applied to the site, and this would be an appropriate option to address the requirements of the Ministerial Direction. 77. However, in applying the EAO the issue remains that before a sensitive use can commence

Attachment 4 - Summary of issues and responses to submissions

No.	Type of submission or representative body	Summary of issues	Response / recommendation
			on the site, a certificate or statement of environmental audit is required. Previous advice indicates that this can be a costly process, and would be potentially complex in this case as the building occupies nearly 100% of the site, making testing very difficult, disruptive and costly. The EPA submission reinforces concerns in the 3 March 2015 Council report, about the difficulties, disruption and costs associated with obtaining an environmental audit. The EPA also indicates a more thorough environmental assessment of the land should have been conducted before the amendment was prepared. This should have assessed the previous history of the land and in particular the nature of previous land use and whether this would have increased the potential for contamination. The EPA makes comments on a range of matters but does not specifically ask for changes to the amendment or object to aspects of the amendment. Response to submission If the amendment is referred to a Panel, this submission should be referred with responses to the issues raised by the EPA, generally as discussed above. This may include considering possible changes to the amendment to address the EPA comments.

11.2 Amendment C218 - 18-62 Trenerry Crescent - Consideration of Submissions

Executive Summary

Purpose

For Council to consider the submissions made to **Amendment C218** (18-62 Trenerry Crescent) and the key issues that have been raised by local residents and community groups, and whether to refer the amendment to be considered further by a Planning Panel, in accordance with Section 23 of the Planning and Environment Act 1987 (the Act).

Background

Amendments C218 and C219 are two separate proposals to rezone land along Trenerry Crescent in order to facilitate mixed use development that includes residential and commercial uses. The amendments were exhibited from 24 November to 24 December (2016) and 16 submissions were received on each, including a late submission from VicRoads.

Some common themes were found across the submissions, which are listed below. In particular, it was noted that the submissions from local residents highlighted existing traffic and parking issues in and around Trenerry Crescent, as experienced by local residents. The range of issues put forward by submitters is as follows:

(a) traffic impacts;

(b) building heights and setbacks (which was sometimes related to consistency with DDO1);

(c) protection of heritage buildings;

(d) increased population and infrastructure requirements;

(e) character and amenity;

(f) removal of third party notice and review rights; and

(g) visual impact of new development (on the Yarra River corridor).

Financial Implications

The costs of the amendments are being covered by the proponents.

PROPOSAL

For Council to consider the officer's report regarding Amendment C218 relating to 18 – 62 Trenerry Crescent, Abbotsford, outlining the key issues raised in submissions and request that the Minister for Planning appoint a Planning Panel in accordance with Section 23 of the Planning and Environment Act 1987.

11.2 Amendment C218 - 18-62 Trenerry Crescent - Consideration of Submissions

Trim Record Number: D17/81873
Responsible Officer: Manager City Strategy

Purpose

1. For Council to consider the submissions made to Amendment C218 and the key issues that have been raised by local residents and community groups, and whether to refer the amendment to be considered further by a Planning Panel, in accordance with Section 23 of the Planning and Environment Act 1987 (the Act).

Background

2. Amendments C218 and C219 (the Amendments) are two separate proposals to rezone land along Trenerry Crescent in order to facilitate mixed use development that includes residential and commercial uses. Amendment C219 is considered in more detail in a separate report.

3. The location of the Amendments are shown on the plan below:



4. The Amendments are strategically supported by the Johnston Street Local Area Plan (the Plan), which was adopted by Council in December, 2015 and which makes a number of recommendations relating to land use and built form within the Johnston Street Local Area Plan study area.

5. Trenerry Crescent is identified as Precinct 7 within the Plan and is also addressed in Appendix C of the Plan as an area in transition, with some sites having been redeveloped for residential purposes in recent years.

6. Appendix C also identifies opportunities to strengthen links from Trenerry Crescent to the Capital City Trail and Yarra River corridor via Turner Street, adjacent to the land affected by Amendment C218.

7. Council considered the Amendments in September 2016, and resolved to seek authorisation from the Minister for Planning to prepare and exhibit the amendments in accordance with Section 8A of the Planning and Environment Act 1987. Authorisation was given on 8 November 2016, with a condition that the amendments be revised to align with any future changes to the planning controls for the Yarra River (DDO1).

8. The amendments were exhibited from 24 November to 24 December (2016) and 16 submissions were received on each, including a late submission from VicRoads. The submissions outlined competing positions on a number of key issues and therefore, referral of the amendment to a planning panel is necessary if the amendments are to progress.

9. The key issues from these submissions and officer's response are outlined in this report. This includes recommended changes to the amendments to address the key issues and in so doing improve the quality of the amendments.

10. Since exhibition of the amendment closed, the revised controls (Design and Development Overlay Schedule 1 – DDO1) for the Yarra River have been gazetted. The DDO includes mandatory controls for building heights and setbacks on these two amendment sites, and controls to limit additional overshadowing of the Yarra River. The changes to the two amendments, which are necessary to align and comply with these new controls, are also outlined.

Amendment C218

11. Amendment C218 proposes to rezone the subject land at 18-62 Trenerry Crescent from Commercial 2 Zone to Commercial 1 Zone and to apply an Incorporated Plan Overlay (IPO) that provides site specific guidance on a future development proposal. The building at 18-62 Trenerry Crescent is an *Individually Significant* heritage building that wraps the corner of Trenerry Crescent and Turner Street with alterations and extensions principally to the rear that were designed by the highly acclaimed architect – Darryl Jackson AO.

12. The purpose of using the IPO is to specify land use and built form requirements for the site, as expressed through a Schedule and Incorporated Plan. Included in the schedule to the IPO is a requirement specifying that 20% of the gross floor area of new development be used for commercial purposes (commercial floor space).

13. In addition to the proposed IPO, the newly introduced interim Yarra River corridor control (DDO1) provides a stringent level of control to the site in terms of mandatory height and setback requirements from the Yarra River. The heights and setbacks specified in DDO1 require that development provides a transition in built form (steps away) from the river corridor to ensure that the visual impact of new buildings is minimised.

14. The IPO provides the opportunity to include specific heights and setbacks for the Trenerry Crescent frontage and along Turner Street to manage the impact on the heritage building and the streetscape character.

15. The Incorporated Plan and Schedule outline a number of requirements and principles relating to the following desired outcomes for the site, which would be considered and assessed as part of a future planning permit application:

    (a) a maximum street wall height of four storeys for new development along Trenerry Crescent, in accordance with the built form requirements outlined in the Johnston Street Local Area Plan;

    (b) minimum setbacks (proposed to be changed from 3m, as exhibited, to 6m in response to heritage advice received from GJM Heritage) above the heritage façades along Turner Street and Trenerry Crescent, and an additional setback of 3m for the upper most level;

    (c) a minimum setback of 6m above the street wall (from the property boundary) for new development along Trenerry Crescent;

    (d) retention of visual connections to the Yarra Rover Corridor along the northern boundary;

    (e) public realm improvements along Turner Street;

(f) restoring and improving vegetation along the banks of the river, immediately east of the property (which would need to be discussed with the relevant land owner, which in this case is Melbourne Water); and

(g) providing a minimum of 20% of the gross floor area for commercial floor space in order to retain employment generating land uses on the site.

Commentary regarding the use of DPO and IPO Controls

16. In respect to the two proposals in Trenerry Crescent (Amendments C218 and C219), the Incorporated Plan Overlay (IPO) and Development Plan Overlay (DPO) controls were chosen by the proponents (through discussions with Council officers) as the most appropriate planning mechanism for guiding future development on the sites. They offer opportunities (compared to a Design and Development Overlay) to specify a range of outcomes for future development. In this case, the provision of a minimum of 20% of future floorspace for commercial uses (C218), provision of a pedestrian and bicycle connection (C219), and views to the Yarra River (both C218 and C219).

17. However, both the Incorporated Plan Overlay and Development Plan Overlay remove the opportunity for third party notice and review of the planning permit usually afforded through the Planning and Environment Act (under Sections 52, 62 and 81 of the Planning and Environment Act).

18. Such an approach is allowed for, and indeed common across Melbourne, where a particular site or precinct is being planned and it is considered that having a specific outline development 'plan' is beneficial over more general controls. In such instances, the amendment itself provides the opportunity for the community and affected parties to make submissions about the future development through input to the content and detail of the schedule of objectives and guidelines and the 'plan' itself. In other words, the proposed planning controls themselves provide sufficient certainty to manage the scale of future development outcomes, in addition to the planning controls already affecting the subject properties.

19. Both the IPO and DPO controls utilise a 'schedule' of objectives and guidance together with a 'plan' to inform the decisions on planning permits. There are, however, some important differences that explain why the controls look different and have different levels of certainty.

20. The most important difference is the status of the 'plan' and the point at which it is prepared.

21. The IPO (as proposed for Amendment C218) incorporates the 'plan' into the Yarra Planning Scheme meaning that it cannot be changed without doing another planning scheme amendment. The 'plan" is therefore usually prepared at the time the amendment introducing the IPO 'schedule' is prepared – as is the case here. In effect, two stages occur at once.

22. The DPO (see Amendment C219) does not incorporate the 'plan' and can be changed by Council at its discretion as long as it continues to meet the requirements of the DPO schedule. Under the DPO, the 'plan' is often prepared later effectively separating the two stages. This two stage approach makes the DPO a useful and suitable tool for sites where the future development is uncertain because it allows the 'plan' to be prepared later.

23. This important difference is why the 'plan' for Amendment C218 (IPO) includes more detail at this stage compared to the plan for Amendment C219 (DPO).

External Consultation

24. Amendments C218 and C219 underwent simultaneous exhibition (from 24 November to 24 December, 2016) in accordance with the notification requirements of Section 19 of the Planning and Environment Act (the Act) and 16 submissions were received for both amendments, including a late submission from VicRoads.

25. Specifically, the following forms of notice were given for both amendments in accordance with (and in addition to) the provisions (Section 19) of the Act:

(a) Letters with fact sheets to owners and occupiers within a broad area beyond the subject sites, to ensure that those who could be "materially affected" were notified;

(b) Letters to a number of external agencies including VicRoads, Melbourne Water and Boroondara City Council;

(c) Letter to community groups (CARA, Collingwood Historical Society, Yarra River keepers);

(d) Letters to Prescribed Ministers under the Act;

(e) A notice of both amendments published in the Age newspaper;

(f) A notice published in the Government Gazette; and

(g) Information on the City of Yarra web site.

26. The Fact Sheets drew particular attention to the use of the IPO and DPO controls and its implications for third party notice and review.

27. In addition, two community Information Sessions were undertaken (one for each amendment) to allow the opportunity for community input and questions. The session ran over a four hour period at the Collingwood Town Hall and was attended by less than five people for each session, despite widespread notification and the inclusion of fact sheets advertising the information session.

Submissions

28. A submissions summary table for Amendment C218 is found as **Attachment 1** in which the recommended (key) changes to the Amendment are found in the far right column.

29. There were 16 submissions in total (including a late submission from VicRoads) for the Amendment which included a submission from respective proponents as well as one supporting submission.

30. Some common themes were found across the submissions, which are listed below. In particular, it was noted that the submissions from local residents highlighted existing traffic and parking issues in and around Trenerry Crescent, as perceived by local residents.

31. Across the sixteen submissions received for both amendments, the following key issues of concern were expressed:

(a) traffic impacts;

(b) building heights and setbacks (which was sometimes related to consistency with DDO1);

(c) protection of heritage buildings;

(d) increased population and infrastructure requirements;

(e) character and amenity;

(f) removal of third party notice and review rights; and

(g) visual impact of new development (on the Yarra River corridor).

32. In response to submissions, the consultants for the amendment agreed to undertake further work to address the following issues as raised in submissions:

(a) traffic impact assessment/analysis;

(b) visual impact analysis; and

(c) heritage advice for Amendment C218.

33. The further work is intended to provide a response to some of the issues raised in submissions, to inform Council as well as any Planning Panel when considering the issues listed above.

34. Since exhibition of the Amendment, officers have also sought further independent advice on the following aspects of the amendments:

(a) Heritage; and

(b) Traffic.

35. The further advice has informed changes to both amendments that address issues raised in submissions in relation to those topics.

36. Officers have also sought legal advice on various components of the Amendment in terms of the content and structure of the IPO and the issues raised in submissions, including consistency and alignment with DDO1.

37. The advice was sought to ensure that the IPO responds to the issues raised in submissions through changes to the Amendment.

Key Issues Raised in Submissions

Traffic Impacts

38. Submissions 1, 2, 4, 5, 7, 9, 15 and 16 (VicRoads) raised traffic impacts on Trenerry Crescent and the Trenerry Crescent/Johnston Street intersection as a key concern based on current conditions and the potential for conditions to worsen from new development along the street.

39. The submissions highlight that Trenerry Crescent is already a busy thoroughfare, particularly during the morning and afternoon peak periods, and has an important relationship with the overall function of the local road network, including Johnston Street.

40. Submitters expressed the view that new development (resulting from either Amendment C218 or C219) would create additional traffic impacts such as increased congestion and increased demand for parking within the area.

41. Submitters also highlighted that the lack of traffic lights at the end of Trenerry Crescent causes congestion issues for traffic entering and exiting Trenerry Crescent into Johnston Street, particularly during the morning and afternoon peak periods, and are seeking the signalisation of this intersection if these proposals are approved.

42. The VicRoads submission reinforces the views of some local residents, that traffic signals are required in order to provide optimal performance and a safer operational outcome for the intersection.

43. The VicRoads and other submissions are based on the known existing conditions along Johnston Street and Trenerry Crescent and the additional pressure that will likely occur at the intersection of Trenerry Crescent and Johnston Street as a result of increased traffic movements and congestion associated with either additional commercial or residential development.

44. Importantly, the VicRoads submission seeks the introduction of a planning permit condition to ensure that the need to upgrade the intersection is appropriately considered and the developers mitigate any impact if required.

Officer Response

45. Traffic impacts are usually assessed at the planning permit stage when there is more certainty about potential traffic generation, notably the number of dwellings/floorspace and car parking rates. Traffic impacts have been raised now because of the potential impacts that the rezoning of sites, allowing future residential (mixed use) development opportunities, could incur in the future.

46. Based on the traffic reports provided by both proponents for the amendments (which were from Cardno and One Mile Grid), redevelopment of either of the properties that are subject to the amendments would inevitably lead to an increased traffic impact on Trenerry Crescent and the intersection of Trenerry Crescent and Johnston Street.

47. The key questions are:

    (a) Are traffic signals needed now due to existing conditions?

    (b) Does the potential increase in traffic warrant the installation of traffic signals?

    (c) If signals or other mitigation measures are required, should the future developers of the sites deliver/contribute to the signals, how much should they contribute and what mechanism is appropriate to secure the contribution/delivery?

48. To assist Council in answering these questions GTA Consultants have been commissioned and legal advice has been sought.

The Need for Traffic Signals

49. As noted above, Vic Roads has identified that traffic signals are required in order to provide optimal performance and a safer operational outcome for the intersection. Their submission does not confirm if the signals are needed to meet existing traffic issues. Vic Roads have not provided any evidence to support their view or any assessment regarding the form of any intersection treatment or the implications for the wider road network.

50. Both traffic assessments identify existing delays but do not conclude that the traffic signals are needed with the One Mile Grid report for Amendment C219 identifying that the current traffic conditions are acceptable. Both assessments conclude that the additional traffic from the respective developments would not add to these delays to a level that would warrant the introduction of traffic signals at the intersection of Trenerry Crescent and Johnston Street.

51. GTA consultants have reviewed the advice from the two proponents as well as the submission from VicRoads and conclude (agree with VicRoads) that a signalised intersection would be the most logical outcome for the Trenerry Crescent / Johnston Street intersection to ensure safe and optimal operation. The advice from GTA is found as **Attachment 2**.

52. The implications of any signalisation need to be assessed to avoid any unintended consequences such as encouraging more rat-running through Trenerry Crescent.

53. They do not advise whether current conditions or future development is what warrants the signals and recommend that further work be undertaken to confirm this. Their advice also outlines a number of other possible traffic mitigation measures that are focussed on more sustainable transport options, such as creating a Green Travel Plan for both sites and promoting bicycle use, car share and using public transport options within proximity to the site.

54. Legal advice has confirmed that the need for the signals would need to be proven to be as a result of the development before the amendment or any future planning permit could seek to secure delivery or contributions from future developers to the signals.

Delivery or Contribution of Traffic Signals

55. VicRoads submission seeks to ensure that at the permit stage, a traffic assessment is undertaken and the future developers deliver the necessary mitigation measures to address any traffic impacts. VicRoads recommend that this outcome be secured through a planning permit.

56. Neither traffic assessment prepared for the proponents consider that the development warrants the need for signals; in this regard, the proponent's consultants do not believe that the future developers need to deliver or contribute to the signals.

57. Whilst GTA (Council consultants) express the view that signals are required, they do not consider that their delivery is solely the responsibility of future developers of the sites.

58. GTA state that:

    (a) Whilst the development proposals subject to the two Planning Scheme Amendments are expected to add traffic to the critical right turn movements at the intersection, it will be difficult to make an argument that the full delivery of traffic signals should be borne by the two sites. This requirement is considered inequitable given that the proposed development traffic will contribute only a small proportion of traffic on the surrounding road network… A proportional financial contribution would appear to be a more equitable outcome.

59. GTA recommended that a legal opinion in terms of the funding mechanism and arrangements would be required.

60. Officers agree with GTA that seeking full delivery of the signals from future developers of one or both sites would be difficult to support. Legal advice has confirmed that a contribution towards the signalisation that is proportional to the impact that the future development generates is a more equitable approach and is more in keeping with the requirements of the Planning and Environment Act.

61. Legal advice also concluded that the most appropriate approach to securing the future contribution would be through a Section 173 Agreement with the proponents that would apply to the respective sites and require any future developer to make a contribution.

62. It is important to note that if only a proportional contribution is made, the balance of the funding would need to be secured from other future developments in the area or from Council or State funding sources.

Further Detailed Traffic Analysis from GTA Consultants

63. Council officers have engaged GTA traffic consultants to undertake further detailed analysis of the traffic conditions to determine whether their conclusion about the need for a signalised intersection is to address existing conditions or future traffic impacts arising from the development associated with the Amendments C218 and C219.

64. The work will also identify the broad contribution that might be appropriate and address the impact of other mitigation measures.

65. This further analysis will inform Council officers prior to the Planning Panel hearing and be provided as evidence to the Panel for their consideration in response to the concerns raised in submissions about traffic impacts.

66. Officers will also utilise the GTA work to inform discussions with the proponents about potential contributions to any traffic signals if these are determined to be required.

Proposed Change to Amendment C218

67. Notwithstanding the lack of full resolution of this issue, in order to address the submissions received, changes have been made to the schedule to the IPO to more specifically address the traffic impacts at the intersection of Trennery Crescent and Johnston Street, through the introduction of the following permit application requirement:

    (a) *"A car parking and traffic impact assessment that considers the provision of car parking, circulation and layout of car parking and the impact of any additional traffic on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, and how any necessary mitigation measures and/or financial contributions towards works to mitigate the impact of the development are to be delivered, to the satisfaction of the responsible authority and VicRoads; and*

    (b) *A Green Travel Plan that promotes sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities."*

68. The following Decision Guideline has also been added to ensure that the views of VicRoads are considered at the permit stage:

    (a) *"The impact of development on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, the suitability of any proposed mitigation measures and/or financial contributions towards works to mitigate the impact of the development and whether the views of VicRoads have been considered and addressed.".*

69. The changes introduce more specific language in terms of what a traffic report at the permit stage should be addressing in this instance and ensures that a future planning permit application is referred to VicRoads for comment.

70. The new provisions will enable the impacts to be assessed at the planning permit application stage when there is greater certainty regarding the extent and form of the developments and their actual traffic impacts. This will then provide the basis for determining and negotiating any contributions towards mitigation of the impacts.

Building Heights and Setbacks

71. Submissions 4, 5, 6, 7, 8, 10, 11, 12 and 14 express concerns about the (maximum) building heights proposed by the Amendments.

72. In particular, submissions from Boroondara CC, the Collingwood Historical Society, CARA and the Yarra River Keepers, express the view that building heights should not be as high as those put forward by either the IPO or DPO control, and should not contradict or change the requirements or intent of DDO1, which (at the time of the submission) was under review by the State Government (DELWP).

73. There was also concern expressed about how visually prominent future built form would be seen from different viewpoints along the Yarra River corridor, including Dights Falls and Yarra Bend Park (within Boroondara). The submission from Boroondara also identified concerns about overshadowing of the Yarra River (and banks) and recommended controls to address this.

Officer Response

74. Amendment C218 seeks to provide a high level of certainty in terms of a future built form outcome, particularly in terms of the height of future development.

75. The amendment was drafted to be consistent with the version of DDO1 that existed at the time of preparing the amendment (September 2016) but also included a mandatory overall height. It was recognised at that time that updates may have been required to reflect any changes to DDO1 and therefore, it was not surprising when the authorisation from the Minister for Planning specifically stated that the final version of the amendment, when approved, must be consistent with the content of any revisions to DDO1.

76. As outlined above, the recently introduced DDO1 provides clear and mandatory maximum building heights and minimum setback requirements for future development across the whole of both amendment. It also includes a requirement that development not cast any additional overshadowing of the Yarra River.

77. Whilst some submitters have sought heights lower than those in the new DDO1, officers consider that the IPO schedule should be consistent with the new DDO1. The authorisation for the two amendments specifically states:

    (a) *"The Amendment must be consistent (with) the Yarra River controls currently being prepared by DELWP prior to submission for approval to the Minister for Planning under Section 35 of the P & E Act 1987."*

Proposed Changes to the Amendments

78. The heights and setbacks that are prescribed by Amendment C218 should be modified to be consistent with the new DDO1, the current planning control affecting properties situated along the Yarra River corridor.

79. The changes have been reflected on the Incorporated Plan so that the overall maximum building height is set at 25m and progressive setbacks and increases in height are accurately illustrated on the plan, reflecting the current requirements of DDO1. The Incorporated Plan should also include setbacks from the heritage building which is a requirement not included in either DDO1 or the Heritage Overlay.

80. This change means that the revised amendments reflects the condition specified in the authorisation, namely that the amendment be consistent with DDO1 prior to approval.

Protection of Heritage Buildings

81. Submissions 6, 8, and 14 highlight concerns about the lack of detail in the amendments in addressing the design response to heritage buildings.

82. Particular concern was expressed for the existing buildings at 18-62 Trenerry Crescent which are comprised of development from different periods, ranging from 1911 and 1924 to a later addition in 1984.

83. For Amendment C218, the site is graded as *Individually Significant* within a precinct overlay (HO337 – Victoria Park Precinct) and there are general references within the Statement of Significance to the former industrial buildings that were developed from the early 1900s, highlighting the more prominent buildings such as 112-124 Trenerry Crescent and the "Byfas" building at 8 Trenerry Crescent.

84. The submissions in relation to Amendment C218 highlight that all of the elements from the different development periods (1911, 1924 and 1984) are "contributory" to the place, as also identified by the GJM review and citation for the site, and assert that the IPO is insufficient protection for the heritage elements on the site.

Officer Response

85. 18-62 Trenerry Crescent is currently covered by Heritage Overlay (HO337 – Victoria Park Precinct) and is graded as *Individually Significant*. Current and future planning permit applications are considered against the provisions of the Heritage Overlay and heritage policy in Clause 22.02 of the Yarra Planning Scheme and this would not change with the currently proposed amendment.

86. GJM Heritage has provided advice to Council officers both before and after the exhibition process which occurred from November to December last year. The most recent heritage advice provided by GJM Heritage consultants considers and advises on the issues raised in the submissions and is found as **Attachment 3 and 4**.

87. The Incorporated Plan and its intended function, as it relates to heritage issues, is to identify the heritage elements that should be retained on the site (at a minimum), subject to a more detailed design proposal and the provision of a Conservation Management Plan (CMP) or detailed heritage assessment and design response, which is then subject to a statutory planning assessment, including the consideration of heritage issues, as part of the planning permit process.

88. Council officers commissioned a heritage (**Attachment 6**) citation for the site that was provided by GJM Heritage consultants in June 2016. This citation was provided as an attachment to the report that went to Council regarding the amendments on September 19, 2016 and has been used to inform changes to the amendment in response to submissions that have raised heritage issues as a key concern.

89. Although not formally part of the exhibited amendment, the citation for the property would need to be referenced at Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) in order to be included in the planning scheme. Legal advice supports this occurring through the current amendment process and recommends advising all parties.

90. The citation for 18-62 Trenerry Crescent, provided by GJM Heritage, identifies the 1984 additions, which were designed by Darryl Jackson AO, as contributing elements to the cultural and historic significance of the place.

91. The current Statement of Significance for HO337 only refers to former industrial buildings (generally) and some of the heritage/architectural features that contribute to the streetscape.

92. The proponents for the amendment have provided heritage advice from Bryce Raworth which asserts that the level of significance, particularly of the Daryl Jackson designed additions, is not as significant as other (more original) elements on the site dating back to 1911 and 1924, as stated by GJM Heritage in their advice.

93. The Raworth advice states that the 1984 Darryl Jackson additions are (simply) recognised as an early example of the adaptive design and re-use of a former industrial/heritage building. It refers to a decision by Heritage Victoria (in 2007) to not list the building on the Victorian Heritage Register. The letter from Heritage Victoria (as cited by Bryce Raworth) states that:

    (a) The early twentieth century factory buildings were considered to be typical, but not architecturally outstanding for their era.

94. Officers recognise this, but note that was based on a proposal to include the site on the more prominent Victorian Heritage Register should not be taken as an indication that the building is generally not of heritage value at the local level.

95. The issue of the heritage significance of different elements of the site would likely be debated further at a Planning Panel, should the amendment be referred to a Panel by Council.

96. In their recent advice, GJM Heritage suggests that there is an acceptable level of heritage retention that can be achieved through changes to the Incorporated Plan that would allow the demolition of some parts of the existing buildings, including the extensions designed by Darryl Jackson. This includes retention of the façades to Trenerry Crescent and Turner Street to a depth of six metres (including the interconnecting architectural element designed by Darryl Jackson) and a return at the north western corner of the building. This is recommended to ensure that the three dimensionality of the building remains legible in the streetscape when new development is added above and adjoining the retained buildings. These are identified to be the heritage elements that they recommend be retained as a minimum, but suggest that other elements on the site also be considered for retention.

97. The further GJM Heritage advice relating to the street wall height also suggests that the four storey street wall for new adjoining development is acceptable but spacing between the heritage façade to Trenerry Crescent and any new development should be generous to allow relief and transition between the new development and retained heritage elements.

Proposed Changes to the Amendment

98. The proposed changes to Amendment C218 are found in the submissions summary table (**Attachment 1**) in the far right column, and incorporated into the revised version of the IPO schedule and Incorporated Plan at **Attachment 5**.

99. The changes address some of the particular concerns relating to heritage as outlined in submissions 6, 8 and 14, but would be further resolved through the Planning Panel process.

100. In summary, a number of changes have been made to the proposed Schedule to the IPO and Incorporated Plan, to further reinforce the requirements of both the Heritage Overlay and the design response to the heritage fabric on the site.

101. The proposed IPO Schedule would require a detailed heritage assessment as part of any future planning permit application, in addition to the current requirements of the Heritage Overlay and Clause 22.02 (Design Guidelines for Sites Subject to the Heritage Overlay). A heritage report would form part of any current planning permit application, in any case.

102. The preferred minimum setback from the heritage façades to be retained is proposed to be increased from 3m to 6m and the connecting architectural element between the 1911 and 1924 buildings is to be retained so that future development would sit well behind the three dimensional architectural form of the existing heritage buildings when viewed from Trenerry Crescent and Turner Street.

103. The proposed changes to the amendment, which have been largely informed by recommendations from GJM Heritage, address the heritage concerns related to the site at 18-62 Trenerry Crescent and the changes can be discussed and debated further if the amendment is referred to a Planning Panel.

104. GJM Heritage (Jim Gard'ner) has agreed to provide expert evidence at a future Planning Panel.

Increased Population, Amenity and Infrastructure

105. Submissions 4, 5, 7, and 9 express concerns about the potential impacts of over-development and increased population on the character and amenity of the surrounding streets, the Capital City Trail and river corridor, as well as the need to improve local infrastructure (generally) to cope with a growing population within the area.

106. Submissions from residents expressed similar concerns about the future height of buildings and for some this was related to intensive development outcomes (higher density development) and the impacts that future increases in the local population could have on local infrastructure networks such as roads, cycle paths and car parking.

Officer Response

107. Accommodating a growing population in and around Activity Centres and close to public transport and local services is part of State Government planning policies. The Johnston Street Local Area Plan identifies opportunities that exist along Trenerry Crescent for future mixed-use development opportunities that respect the natural characteristics of the Yarra River corridor.

108. The area surrounding Trenerry Crescent enjoys good amenity with access to open space and the river corridor environs, including the Capital City Trail and nearby Abbotsford Convent. The existing population enjoys convenient access to these amenities and future population should also to be able to enjoy convenient access to shared community infrastructure.

109. It is noted that new development that involves residential subdivision is required to pay a 4.5% Public Open Space Contribution in accordance with Clause 22.12 of the Yarra Planning Scheme.

110. The Capital City Trail and banks of the river corridor are not directly the responsibility of Council and safety issues are beyond the scope of this amendment.

Visual Impacts on the Yarra River corridor

111. Submissions 6, 7, 8, 10, 11 and 14 expressed concerns about the potential visual impact of future built form on the Yarra River corridor.

112. As both sites have a rear interface with the Yarra River corridor, there are important matters about how effective the proposed planning controls are in managing the design and scale of future buildings.

113. There was also concern expressed that the proposed controls either contradict or change the requirements of DDO1.

114. Boroondara Council officers express the view that the planning controls for both amendments are inadequate in providing the necessary design guidance with respect to the following:

    (a) screening of built form;

    (b) setbacks from the river (or bank);

    (c) building height not compatible with DDO1;

    (d) light spill and massing of built form; and

    (e) visual disturbance of vistas and viewpoints from various locations along the Capital City Trail and Yarra Bend Park.

115. The potential for visual bulk and visual intrusion of built form into the river corridor was highlighted as a significant issue, particularly from Boroondara Council officers.

116. Boroondara Council officers have outlined in detail their concerns with the content of both the IPO and DPO controls for the respective sites.

Officer Response

117. The newly introduced Yarra River corridor control (DDO1) highlights the significance of the river and the need for new development to provide respectful built form outcomes. DDO1 (by itself) provides built form guidance at the interface with the river corridor through the height and setback requirements it provides. It also provides a number of design objectives intended to minimise the visual impact of built form along the Yarra River corridor.

Proposed Changes to the Amendment

118. The introduction of DDO1 addresses a number of the concerns raised regarding visual impacts from the Yarra River Corridor. However, to ensure that visual impacts are fully considered, a number of changes are proposed to ensure that the visual impacts are adequately addressed, including the requirement for a visual impact assessment at the planning permit stage to inform the statutory planning assessment.

119. In response to submissions, the proponents for each Amendment have provided additional wording to be added to the respective controls, much of which simply repeats the objectives that are stated in the recently amended DDO1, but further reinforced through the proposed planning controls.

120. The following dot point has been added to the Decision Guidelines within the Schedule to the IPO:

> *(Before deciding on an application the responsible authority must consider, as appropriate):*
>
> - *The extent to which the design of any building and the materials used, minimises the visual impacts of built form when viewed from the Yarra River corridor or Yarra Bend Park.*

The use of the IPO (exemption from notice and review under Section 52 of the Act)

121. Submissions 6, 8 and 14 express the view that the IPO should not be applied to the site because it exempts the applicant from the need for "advertising" (under section 52 of the Act) by removing the right for third parties to object and to have the application reviewed at VCAT.

122. In particular, the Yarra River Keepers' submission objects to the use of the IPO and asks that the control be left out of the amendment at this time.

Officer Response

123. The rationale for using the proposed planning control has been outlined previously in this report.

124. Officers are satisfied that the controls provide sufficient guidance to manage third party issues relating to amenity impacts and together with the Heritage Overlays and the DDO1 provide sufficient certainty for the community to be confident that planning policy will manage the impacts of development, particularly on the heritage buildings and the Yarra River.

125. The proposed provisions are considered appropriate in achieving outcomes that are in addition to the requirements of DDO1.

Consistency with DDO1

126. A number of submissions highlight that the building height and setback requirements proposed by Amendment C218 need to be consistent with DDO1, which during the course of the Amendment, has been a project which Council officers have had an active involvement with through direct communication with officers at DELWP.

Officer Response

127. The new interim river control DDO 1 was introduced recently (gazetted on the 24th February) and has been reviewed by officers and changes have been incorporated into the proposed amendment.

128. The issues raised in submissions relating to DDO1 and consistency with the proposed planning controls for both Amendments, have been discussed previously in relation to building heights and setbacks, as well as visual impact from new development, and are issues addressed through DDO1.

129. The authorisation for the Amendment was conditional, stating that:

> *(a) "The Amendment must be consistent (with) the Yarra River controls currently being prepared by DELWP prior to submission for approval to the Minister for Planning under Section 35 of the P & E Act 1987."*

130. The proposed changes to the amendment will bring consistency with DDO1.

Proponent Submissions

SJB Planning on behalf of Joval Pty Ltd (Amendment C218)

131. The proponent has put in a submission in support of the amendment, subject to changes that they (SJB Planning on behalf of their client) have outlined in their submission.

132. The submission incorrectly states that the heritage assessment undertaken by GJM Heritage consultants is part of the amendment documentation (it is not part of the amendment documentation).

133. One of the issues raised in the submission is the street wall height of any new built form on Trenerry Crescent. The street wall height in the exhibited amendment is set at 4 storeys, which is consistent with the Johnston Street Local Area Plan.

134. The other (related) aspect of the amendment that the proponent seeks to change is the addition of wording that provides discretion to exceed the street wall height subject to exemplary architectural design and the appropriateness of the proposal in its context.

Officer Response

135. The street wall height is consistent with the built form guidance outlined in the Johnston Street Local Area Plan. The proposal to allow six storeys to the street is not supported as it would result in built form that is (excessively) out of scale with neighbouring properties, including the heritage component on the site.

136. Because the amendment uses the Incorporated Plan Overlay, which removes the opportunity for third party notice and review, it is considered necessary to "lock-in" certainty in terms of heights and setbacks across the site.

137. Therefore, the changes requested by the proponent are not supported by officers.

External Consultation

138. External consultation has been described in detail previously within this report.

Internal Consultation (One Yarra)

139. Internal consultation has occurred through communication with Statutory Planning, seeking their input on the exhibited and revised versions of the amendments.

Financial Implications

140. The costs of the amendments are being covered by the proponents.

Economic Implications

141. Both amendments include components that facilitate employment generating outcomes and the AEU intends to continue its operations at 126-142 Trenerry Crescent.

Sustainability Implications

142. The Amendments are considered to provide for requirements to address ESD issues, but these are also covered at Clause 22.17 of the Yarra Planning Scheme.

Social Implications

143. The Amendments would have positive social implications through improved amenity and increased population within the area.

Human Rights Implications

144. There are no known human rights implications.

Communications with CALD Communities Implications

145. The material used in notifying people about the amendments includes information about Council's translation and other services.

Council Plan, Strategy and Policy Implications

146. The following Council Plan objectives are addressed through these amendments:

(a) Objective 3: Making Yarra more liveable; and

(b) Objective 4: Ensuring a sustainable Yarra.

Legal Implications

147. The consultation for both amendments has been undertaken in accordance with the Planning and Environment Act 1987. Further steps in the amendment process would also been undertaken in accordance with the relevant provision of the Act.

Conclusion

148. Amendment C218 is strategically supported by the recommendations outlined in the Johnston Street Local Area Plan, which was adopted by Council in 2015.

149. The Amendment has undergone community consultation in accordance with the Planning and Environment Act 1987 and has received sixteen submissions.

150. The submissions to the amendment cover a range of issues and whilst some changes have been made to the amendment, there are issues that are either beyond the scope of the amendment or cannot be fully resolved.

151. A number of changes are proposed to the amendment in response to the submissions and further advice received from the proponents and legal advisors.

152. At this stage in an amendment process, where a range of submissions have been received seeking changes to an amendment, it is standard process for a Responsible Authority (Council) to request the Minister for Planning to appoint a Planning Panel, in accordance with Section 23 of the Act, to consider the issues raised by submitters to an amendment and to make recommendations about the amendment back to Council.

153. The Planning Panel allows all submitters access to a fair and proper process to consider all concerns raised in submissions and to provide recommendations to Council about the Amendment.

RECOMMENDATION

1. That Council:
   (a) notes the officers report in relation to Amendment C218 relating to 18 – 62 Trenerry Crescent, Abbotsford, including the responses to submissions received;
   (b) endorses the proposed changes to the amendment, including the IPO Schedule and Incorporated Plan as shown in Attachment 4;
   (c) requests that the Minister for Planning appoint a Planning Panel to consider Amendment C218 in accordance with Section 23 of the Act;
   (d) include the citation prepared by GJM as a reference document listed in clause 22.02-8 as a post-exhibition change to the amendment; and
   (e) notify the submitter parties of the post-exhibition changes to the amendment outlined in the report.
2. That Officers advise all submitters of Council's decision.

CONTACT OFFICER: **Evan Burman**
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Attachments

1 Amendment C218 Submissions Summary Table
2 Traffic Advice GTA - Amendment C218 C219 Trenerry Crescent
3 Amendment C218 C219 - GJM Heritage Advice - 12 May 2017 - part 1
4 Amendment C218 C219 - GJM Heritage Advice - 12 May 2017 - part 2
5 Revised IPO Schedule and Incorporated Plan
6 Heritage Citation

Attachment 1 - Amendment C218 Submissions Summary Table

Amendment C218 Submissions

#	Name	TRIM	Issues / Concerns	Key Issue	Officer Comments	Proposed change by theme
1.	Andy Hine	D16/172827	• Objects to the amendment based on the following points: • People turning illegally into Trenerry Crescent from Johnston Street • Traffic impacts along Trenerry Crescent – considered to be very busy already • Streets potentially overcrowded	• TRAFFIC IMPACTS	**TRAFFIC IMPACTS** Submissions 1 and 2 identify traffic and potential increased congestion as a key concern. Trenerry Crescent currently experiences high traffic volumes during the morning and afternoon peak periods and the submissions relating to traffic impacts reflect concerns about the current and future traffic conditions along Trenerry Crescent. The street was the subject of a traffic study by Council in 2011 and options were explored in terms of regulating traffic flow along Trenerry Crescent at different times of day. As a result of that study which was consulted upon with the community, a left hand turn ban was imposed during the afternoon peak 4-6.30pm and there is a "no left turn" sign for traffic heading east along Johnston Street during the afternoon peak. A set of traffic lights was also installed immediately east of the intersection of Trenerry Crescent and Johnston Street, as part of the development of the office building at 436-438 Johnston Street and facilitates traffic movement into and out of the car park, providing for breaks in traffic flow. Much of the traffic using Trenerry Crescent is through traffic using Trenerry Crescent as a short cut to or from Johnston Street, through Clifton Hill to either Heidelberg Road or Hoddle Street. The proponents for both amendments have provided independent traffic reports that acknowledge the presence of heavy traffic volumes during the morning and afternoon peaks, but do not identify the need for a signalised intersection at the end of Trenerry Crescent. However, the comments provided by VicRoads indicate that there is a need to investigate the need for (or require) a set of traffic lights as a condition of a future planning permit application. Council officers are considering how to respond to those comments with regard to the amendment and whether further work, outside the scope of the amendment, is required.	**TRAFFIC** The exhibited amendment included a requirement to provide a traffic report as part of a future planning permit application and this has been reworded to provide more certainty as to what that should address, in response to submissions. A traffic impact and parking report would be required as part of a planning permit application under the requirements of the IPO schedule. Changes to the wording of the Schedule to the IPO and Incorporated Plan would, as much as possible through the amendment, address concerns about how new development would address traffic impacts. The following changes address the concerns outlined in the submission, to the extent that the amendment can have an influence over, or address, traffic conditions: *1.0 Requirements for Permit Applications* • *A car parking and traffic impact assessment that considers the provision of car parking, circulation and layout of car parking and the impact of any additional traffic on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, and how any necessary mitigation measures are to be addressed, to the satisfaction of the responsible authority and VicRoads.* • *A Green Travel Plan that promotes sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities.* *2.0 Decision Guidelines* • *The impact of development on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, the suitability of any proposed mitigation measures and whether the views of VicRoads have been considered and addressed.* Under the decision guidelines, considerations relating to traffic impact on the local road network (not just Trenerry Crescent) and the views of VicRoads ensure that VicRoads are included at the permit stage (as they are not technically a referral authority). Submission 16 (VicRoads) in this table states that they support the amendment subject to a requirement that a condition to provide a signalised intersection be applied to a future permit application. Further to changing the amendment, officers are exploring options for requiring a contribution from future development based on future demand from users of the intersection, or from new development that will have a likely impact on traffic conditions within the area. It is considered that a proportional (percentage based) contribution may be more appropriate than paying the total cost for a new signalised intersection, and that this is a more equitable approach, given that there are numerous permit applications in process along the northern side of Johnston Street and a proposed rezoning through amendment C220 that would enable other mixed use development opportunities in the future. The proposed changes can be further explored through the Planning Panel process. It is recommended to refer submissions relating to traffic impacts to
2.	Alexander Marks	D16/174834	• Concerned about traffic and congestion, particularly during peak periods such as the morning when traffic is backed up along Trenerry Crescent (people use Trenerry to avoid Hoddle Street) • Trenerry Crescent is identified as a rat-run and the lack of lights at the end of Trenerry Crescent creates congestion during peak times • (There should be) lights installed at end of Trenerry into Johnston Street to facilitate pedestrian, cyclist and traffic movement • Believes that new development will add to the traffic problem on Trenerry	• TRAFFIC IMPACTS		

Attachment 1 - Amendment C218 Submissions Summary Table

						a Planning Panel as some of the issues raised cannot be resolved by changes to, or are not within the scope of the amendment.
3.	Andrew White	D17/2734	• Population increase would have impacts on parking in the local street network • Abbott Street is said to be at capacity 7 days a week and even more so when Victoria Park has sports events • Amendment should impose increased on-site parking requirements as well as increased visitor parking on-site • Bicycle parking and storage should also be implemented via the amendment	• TRAFFIC • PARKING • BICYCLE FACILITIES	**CAR PARKING** Submission 3 identified car parking as a key concern, suggesting there should be a stronger emphasis on the provision of bicycle facilities. There would inevitably be an increase in the demand for on-street parking as a result of new development and this should be assessed through a parking and traffic impact assessment/report, which includes parking impacts. Increasingly, larger developments are required to provide a sustainable transport plan (green travel plan) to address the impacts of new development (increased population) and car parking and traffic impacts and to promote sustainable transport use. Trenerry Crescent is in close proximity to Victoria Park Station and Johnston Street, where buses run into the city centre. The traffic report provided by the proponent suggests that the development could have a lower parking rate due to the location of the site in proximity to public transport options and this is in response to concerns about traffic generation and impacts on the local road network. It is agreed that more sustainable transport options are desirable and that there will be continued demand for on street parking. The Incorporated Plan outlines the following in relation to Car Parking provision on the site, which is intended to strike a balance between parking provision and promoting sustainable transport measures (under the heading Use Principles): *Provide adequate and convenient on-site parking to cater for the needs of any mixed use development whilst acknowledging the provision of public transport in close proximity to the site and sustainable transport principles.* At the planning permit stage, applications are assessed against Clause 52.06 – Car Parking which is usually addressed within a planning report as part of a permit application. Such a report considers the local area in terms of access to public transport options, the Capital City Trail and the provision of bicycle lanes on local streets. Clause 52.34 also addresses requirements for bicycle facilities and this could be reinforced through the Incorporated Plan and Schedule..	**CAR PARKING (and Bicycle Facilities)** As stated above, a traffic and car parking assessment (report) would be required as part of a planning permit application under the requirements of the IPO schedule as well as Clause 52.06. The following wording has been added to the Schedule to the IPO to reinforce sustainable travel options as part of a new development: **Requirements for Permit Applications** • *A Green Travel Plan that promotes sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities.* **Decision Guidelines** • *The extent to which green travel options are provided as part of the development, in accordance with a Green Travel Plan.* Further to this, the Incorporated Plan has been modified to include the following wording, requiring the consideration of adequate bicycle parking and end-of-trip facilities. • *Provide adequate bicycle facilities (bicycle storage spaces and end-of-trip facilities) for future residents and workers on the site to reduce the need for car parking spaces and consequently, reliance on motor vehicles.* Changes to the wording of the Schedule to the IPO and Incorporated Plan would, as much as possible through the amendment, address concerns about how new development should address traffic impacts and promote sustainable transport options as part of any development. The proposed changes can be further explored through the Planning Panel process. It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved by changes to, or are not within the scope of the amendment.
4.	Alistair Riddell	D17/2733	• Concerned about overdevelopment within the area • Living conditions will be adversely affected by increases in population and traffic • Rezoning to allow residential is simply a money making exercise • Building height excessive (25m) • Poorly designed apartment buildings • Environmental impacts from new development and increased population • Traffic impacts along Trenerry and into Johnston St • Increased cyclist activity with some (perceived) negative impacts on the CCT • Suitable infrastructure for increased population • Calls for an incremental approach to the two amendments	• BUILDING HEIGHT • TRAFFIC IMPACTS (INCL. CYCLISTS) • APARTMENT DESIGN • INCREASED POPULATION & IMPACTS • CHARACTER & AMENITY	**BUILDING HEIGHT** Submissions 4, 5, 6, 7, 8, 10, 11 and 14 raise building height as a key concern in relation to the proposed planning control for the site. The authorisation for the Amendment has a condition which states: "The Amendment must be consistent (with) the Yarra River controls currently being prepared by DELWP prior to submission for approval to the Minister for Planning under Section 35 of the P & E Act 1987." From the start of this amendment process, the building heights have been (necessarily) based on Schedule 1 to the Design Development Overlay (DDO1). The heights and setbacks proposed in the Incorporated Plan align with the requirements of the current planning control (DDO1). DDO1 was recently revised (in March) by the state government. The proposed IPO control specifies a mandatory height of 25m which is consistent with the newly amended DDO1 and with the Johnston Street Local Area Plan, adopted in 2015. DDO1 now states a mandatory setback distance of 30m and specifies incremental setbacks beyond the minimum setback of 5m and 20m,	**BUILDING HEIGHT** The maximum building heights for the subject site are determined by Schedule 1 to the Design Development Overlay (DDO1). The amendment was drafted in accordance with DDO1 and has been modified to be consistent with the building height and setback requirements contained within the recently amended DDO1 and the revised version will be referred to a Planning Panel. Specifically, the heights and setbacks on the Incorporated Plan have been modified to be consistent with DDO1.
5.	Judith Braniska	D17/2732	• There is already an excessive amount of	• TRAFFIC		

Attachment 1 - Amendment C218 Submissions Summary Table

			development throughout the area • Increased traffic from new development is a concern • Proposed building heights are excessive and will result in a loss of character and amenity • Agrees that area could benefit from cafés and restaurants	• BUILDING HEIGHT	allowing for increased height, stepping away from the river. As the authorisation for the amendment states that the amendment must conform to DDO1 prior to being approved by the Minister, the (mandatory) maximum heights and minimum setbacks that exist for the river corridor (DDO1) at the time the amendment is considered for approval will be reflected in the IPO plan. **TRAFFIC IMPACTS** Traffic concerns are addressed for submissions 1 and 2 and it is acknowledged that new development could have an impact on the traffic conditions currently experienced along Trenerry Crescent and at the intersection with Johnston Street. Traffic impact mitigation measures are being addressed to some extent through this amendment process via the proposed planning controls which include the need to consider the views of VicRoads at the permit stage. **Internal Amenity and Apartment Design Standards** The recently introduced apartment guidelines address the design quality of apartments in new buildings ensuring higher standards of internal amenity and these have been implemented through planning schemes across Victoria at Clause 58. Future apartment building applications will be assessed against this Clause in the Yarra Planning Scheme. **Character, Amenity and Population Impacts** State planning policy encourages population growth through more intensive development in appropriate locations, close to public transport, shops and services. Trenerry Crescent is immediately north of Johnston Street, which is an activity centre that has good access to various public transport options, including Victoria Park Station to the west of Trenerry Crescent. The area surrounding Trenerry Crescent enjoys good amenity with access to open space and the river corridor environs, including the Capital City Trail and nearby Abbotsford Convent. The existing population enjoys convenient access to these amenities and future population should also to be able to enjoy convenient access to shared community infrastructure. A moderate increase in population is seen as having a positive effect in terms of street activation and passive surveillance from new built form – sound urban design and planning principles. Proximity to the train station and open space also supports the location as suitable for higher density development, as well as proximity to the Johnston Street activity centre corridor (with access to buses).	
6.	Collingwood Historical Society	D17/1721	• Object to the use of the Incorporated Plan Overlay (IPO) as this would result in the removal of the right to comment on future developments on the site • The inadequate set back and excessive height proposed for new buildings in relation to the Yarra River • Disagree with minimum setbacks and maximum heights as outlined in the IPO plan • 25-metre set back from the Yarra River is not sufficient • The IPO fails to provide clear heritage protection for the buildings on site • The lack of specific protection for the significant heritage buildings on the site and views of these	• HERITAGE • BUILDING HEIGHT • RIVER CORRIDOR • THIRD PARTY RIGHTS	**HERITAGE BUILDINGS** Since commencing the amendment, Council officers have sought ongoing heritage advice from GJM heritage consultants who have provided advice on the proposed amendment and the appropriate heritage response to the buildings on the site. The site is graded as Individually Significant and is located within HO337 – Victoria Park Precinct. Therefore, the site is currently affected by the provisions of the Heritage Overlay and Clause 22.02 (Guidelines for Sites Subject to the Heritage Overlay) of the Planning Scheme. The Incorporated Plan provides more detailed guidance on a design response for the site, taking into account the key heritage features to be retained. This is still subject to a statutory planning assessment at	**HERITAGE** Heritage Advice has been provided by GJM consultants and their advice has been incorporated into the amendment. Changes to both the Schedule and the Incorporated Plan have been undertaken as shown below: Schedule to the IPO (Requirements for Permit Applications) • *A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places, as identified in the conservation management plan or similar comprehensive heritage analysis prepared for the site, along with relevant heritage studies and citations. The*

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			buildings. • Remaining sites should remain low level (scale/height) • Appears to be promoting a monolithic 4 to 8 storey structure on this sensitive site CHS Summary: Amendment C218 1. Fails to allow further third party input on future development (despite providing insufficient support for the heritage buildings on the site and possible future measures to strengthen protection of the river) 2. Fails to provide clear protection for any, let alone all, the buildings that contribute to the heritage significance of the site; and resorts to facadism 3. Fails to give generous protection to the Yarra River corridor with setbacks and heights to make any development visually unobtrusive.		the permit stage, in which further heritage advice would be considered. As part of their review of the site, GJM have identified the significant (or contributing) heritage components on the site, which cover three development stages – 1911, 1924 and 1984. The most recent addition is by award winning Architect, Daryl Jackson AO. It is considered that the façades to Trenerry Crescent and Turner Street should be retained to provide a contextual link to former uses on the site. In their advice to Council, GJM have recommended an increased setback from both the Trenerry Crescent and Turner Street façades to prevent the heritage components from being dominated by future built form on the site. GJM Heritage has provided advice on a suitable design outcome for the site. In their view, minimum setbacks from the heritage façades should be established to ensure there is relief and distinction between the heritage fabric and new built form. GJM have also commented on the heights as they are expressed in storeys and metres and refer to the recently released apartment guidelines. The heights in DDO1 are expressed only in metres and the number of storeys should only be read as indicative. Therefore, heights and setbacks on the IPO plan have been adjusted in accordance with that advice and the street-wall height for new development is now 14.5m (allowing for a four storey street wall height). This is both a heritage and practical built form response. **BUILDING HEIGHT (AND SETBACKS)** The building heights and setbacks in relation to the Yarra River are considered in response to submissions 4 and 5 above. This amendment does not seek to alter the requirements of DDO1. However, heights and setbacks will be considered at the permit stage in relation to the design response to the site and heritage fabric on the site. The revised DDO1 has an increased setback distance of 30m from the river and the setbacks beyond the MMSL (Mandatory Minimum Setback Line) have also increased. **THIRD PARTY NOTIFICATION AND REVIEW** It is true that the IPO removes the opportunity for third party input into the planning permit application process, exempting the applicant from some of the requirements of Section 52 of the Planning and Environment Act). However, it also creates some certainty as to the expected outcomes for the site and that is why the proponent has proposed this control. The IPO adds another level of control in addition to DDO1 and the Heritage Overlay (which works in conjunction with Clause 22.02). The Heritage Overplay provides for general protection of the heritage elements of a site but does not provide a specific design response. The IPO in this instance sets out a number of design requirements on the Incorporated Plan, including retention of the key heritage façades of the existing building, retention of a view line at the northern edge of the site, and identifying an area for future landscaping at the rear of the site. The IPO states at Clause 43.03-2: *An application under any provision of this scheme which is generally in accordance with the incorporated plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.* **VISUAL IMPACTS ON THE YARRA RIVER CORRIDOR** The newly revised DDO1 requires that development must be setback an even greater distance that the previous interim DDO1. The control includes design requirements that specify the need to minimise the visual impact of new development through the use of sympathetic	*heritage impact statement should provide the following information in its analysis:* • *identify the Heritage fabric to be retained;* • *articulate the significance of the heritage place, its component parts, and its setting;* • *describe the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and* • *establishes principles for managing the significance of the heritage place and its relationship with its surroundings.* **Incorporated Plan (Principles)** • *Retain (subject to detailed heritage and structural advice outlined in a Conservation Management Plan or similar comprehensive heritage assessment) the identified heritage façades shown on Plan 1 and where practicable, other elements of the heritage fabric to provide a contextual link to the historical industrial uses along Trenerry Crescent.* • *Maintain a visual connection to the retained heritage elements on the site when viewed from Trenerry Crescent and Turner Street.* **Plan 1 – Incorporated Plan** The setbacks on the Incorporated Plan have been adjusted to align with the more recently approved DDO1. The Mandatory Minimum Setback Line (MMSL) was increased from 25m to 30m under the revised DDO. The heights and setbacks on the IPO plan have also been further adjusted in accordance with the advice from GJM and the street-wall height for new development is now 14.5m (a minor adjustment that still allows for a four storey street wall height). This is both a heritage and practical built form response which is outlined in the advice from GJM in relation to floor to floor heights. The stepping back of built form from Trenerry Crescent could encourage a less desirable "wedding-cake" outcome and so the requirement for a stepped interface with Trenerry Crescent and Turner Street has also been removed so that only a single setback is required, and this is because of the increased setback distance from the heritage façade. **The Incorporated Plan has also been modified to:** • Identify the existing building footprints • Increase the minimum setback distance (3m-6m) from the heritage façades to be retained • Identify a return for the façade at the north-west corner of the 1911 building • Provide for spacing of built form elements (from the frontage of new development to the heritage façade) • Identify part of the Daryl Jackson addition to be considered for retention as part of a future proposal **VISUAL IMPACT ON RIVER CORRIDOR** **Requirements for Permit Applications** • *A visual impact assessment, to the specifications of the responsible authority, that provides the following:* • *A 3D model of the development and its surrounds in conformity with the Department of Environment, Land, Water and Planning Infrastructure Advisory*

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					materials and lower building heights at the direct interface with the banks of the river. The Schedule to the IPO and the Incorporated Plan include more site specific requirements such as a maximum street height along Trenerry Crescent and upper level setbacks from Trenerry and Turner Street. In essence, the current planning controls (DDO1) address visual impact concerns in relation the Yarra River corridor and the amendment does not alter those requirement, adding some site specific requirements which are in addition to DDO1.	*Note – 3D Digital Modelling. Where substantial modifications are made to the proposed building envelope, a revised 3D digital model must be submitted to the Responsible Authority.* • *Site line analysis and 3D modelling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on heritage places; and* • *Perspectives showing the visual prominence of the development from public vantage points along the Yarra River corridor and Yarra Bend Park to the.* **Decision Guidelines** • *The extent to which the design of any building and the materials used, minimises the visual impacts of built form when viewed from the Yarra River corridor and Yarra Bend Park.* Whilst changes to the amendment have been made, it is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.
7.	Christine Parrott	D17/1681	• Concerned that so much is done for developers rather than individuals • There is the risk for the street to take on the feel of the east end of Victoria street, where apartments are built closely together creating a feel of congestion • Excessive traffic and congestion – further traffic management is required • Building heights should be lower – suggests 21m maximum • Adequate setbacks from river are needed and staggering of built form • Development of indigenous flora along the banks to make the river bank more attractive and to prevent erosion • There is an opportunity for Council to be progressive with both environmental design - to blend with the surrounding area - but also with minimising environmental impact	• BUILDING HEIGHT • RIVER CORRIDOR • TRAFFIC • CHARACTER & AMENITY	**GENERAL RESPONSE** **T**he rezoning potential of this site is identified in the Johnston Street Local Area Plan and as stated in the implementation section on page 56, the rezoning is being considered to: *Facilitate mixed use development outcomes that respect the heritage qualities of the streetscape as well as the natural characteristics of the Yarra River corridor.* The proponent has included a commercial floorspace requirement of 20% of the overall development within the IPO schedule as well as **BUILDING HEIGHT** As stated in previous responses relating to building heights and setbacks, the proposed planning controls are consistent with DDO1, which is currently in the Yarra Planning Scheme. **TRAFFIC IMPACTS** **Traffic impacts have been discussed in response to earlier submissions.** **VISUAL IMPACTS ON THE YARRA RIVER CORRIDOR** The newly revised DDO1 requires that development must be setback an even greater distance that the previous interim DDO1. The control includes design requirements that specify the need to minimise the visual impact of new development through the use of sympathetic materials and lower building heights at the direct interface with the banks of the river. The Schedule to the IPO and the Incorporated Plan include more site specific requirements such as a maximum street height along Trenerry Crescent and upper level setbacks from Trenerry and Turner Street. Comments relating to flora along the river bank are partially addressed through the Incorporated Plan which under the heading Landscape Principles states: • Encourage the use of sustainable practices in vegetation selection, stormwater runoff, removal of weeds, vegetation and revegetation of the Yarra River bank (between the title boundary and the Capital City Trail) with local indigenous species.	The Incorporated Plan has been changed so that it identifies a landscaped area on the portion of the land that is within the MMSL and therefore can't be built upon, and enables additional landscaping (native/indigenous plant species) to screen development and integrate with the river corridor. It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.

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					The river banks are managed by both Melbourne Water and Parks Victoria but Council also has an active role in ensuring the protection and maintenance of various elements of the river corridor.	
8.	Virginia Dods (CARA)	D17/1470	• The proposed removal of the right to comment on future developments on the site (the IPO) • The inadequate set back and excessive height proposed for new buildings in relation to the Yarra River • The lack of specific protection for the significant heritage buildings on the site and views of these buildings. • The application of the IPO is (pre-emptive) while the state government continues work on strengthening planning controls along the river corridor • Protecting the natural heritage of the Yarra River and the built industrial heritage along the riverside • It is important to retain the low-scale character of Trenerry Crescent	• HERITAGE • BUILDING HEIGHT • RIVER CORRIDOR • THIRD PARTY RIGHTS	**GENERAL RESPONSE** The issues raised in this submission have been responded to in the response to submission 6. Refer to proposed changes to the Amendment in the next column of this table.	Please refer to the changes outlined previously relating to Building Height, Heritage, Visual Impacts and Third Party Rights.
9.	Simon Hoeksma	D17/1677	• Increased traffic congestion in the area. (especially access to Johnston Street in peak hour traffic). • Increased number of residents in the area (overpopulation). • Overpopulation can lead to a decline of the liveability of the area (increase of crime rate, environmental pollution and noise pollution).	• TRAFFIC • AMENITY & NEW POPULATION	**GENERAL RESPONSE** The amendments propose to rezone the site to allow a mixed use development outcome that would result in more people living in the area. There is no particular reason (or evidence) why this would lead to increased crime or a decline in liveability. Trenerry Crescent has been identified as an area in transition by the Johnston Street Local Area Plan, adopted in 2015. **TRAFFIC IMPACTS** Traffic Impacts are responded to previously within this table but again, it is acknowledged that new development would lead to increased traffic movements and this should be partially addressed through the amendment as well as part of Council's ongoing traffic management programs. **CHARACTER, AMENITY AND POPULATION** State planning policy encourages population growth through more intensive development in appropriate locations, close to public transport, shops and services. Trenerry Crescent is immediately north of Johnston Street, which is an activity centre that has good access to various public transport options, including Victoria Park Station to the west of Trenerry Crescent. The area surrounding Trenerry Crescent enjoys good amenity with access to open space and the river corridor environs, including the Capital City Trail and nearby Abbotsford Convent. The existing population enjoys convenient access to these amenities and future population should also to be able to enjoy convenient access to shared community infrastructure. A moderate increase in population is seen as having a positive effect in terms of street activation and passive surveillance from new built form – sound urban design principles. Proximity to the train station and open space also supports the location as suitable for higher density development, as well as proximity to the Johnston Street activity centre corridor (with access to buses).	Changes relating to Traffic Impacts have been outlined previously. It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.
10.	Con Gantonas Melbourne Water	D17/1676	• Maximum building heights should be incorporated into the planning controls • Building heights should be staggered away from the river corridor • Negative impacts from overshadowing or taller built form should be avoided adjacent to the corridor	• BUILDING HEIGHT • RIVER CORRIDOR • VISUAL IMPACTS	**GENERAL RESPONSE** Council officers met with Melbourne Water and discussed the amendments prior to exhibition and requested comments. It is considered the comments within their submission, as well as earlier conversations about the amendment have been addressed within the proposed planning controls.	Changes relating to Building Height and Visual Impacts have been outlined previously in this column, including reference to the landscaped area illustrated in the Incorporated Plan.

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			• New development should create places of interest, viewing platforms etc to enhance the experience of the corridor		As with responses to other submissions, the recently revised DDO1 addresses issues relating to building height, visual impact of development and built form along the edge of the Yarra River corridor. **VISUAL IMPACTS ON THE YARRA RIVER CORRIDOR** The newly revised DDO1 requires that development must be setback an even greater distance that the previous interim DDO1. The control includes design requirements that specify the need to minimise the visual impact of new development through the use of sympathetic materials and lower building heights at the direct interface with the banks of the river. The Schedule to the IPO and the Incorporated Plan include more site specific requirements such as a maximum street height along Trenerry Crescent and upper level setbacks from Trenerry and Turner Street. The IPO schedule includes a permit requirement that a landscape scheme be provided that addresses on site vegetation, improvements to the banks of the river (east of the site) and public realm improvements to Trenerry Crescent and Turner Street.	The introduction of the revised DDO1 addresses the majority of concerns outlined in the submission from Boroondara. Issues relating to building heights and setbacks, and the visual impact of new development is generally addressed through the requirements of the revised DDO1. However, the Schedule to the IPO and Incorporated Plan have also been modified to address the concerns outlined in the submission, and to be consistent with the recently amended DDO1. The following specific changes have been made to address the concerns outlined in the submission. The exhibited IPO schedule has been amended to include the following, under Requirements for Permit Applications: • *A landscape scheme that considers the suitability of existing vegetation on the site and measures to protect and enhance vegetation along the banks of the Yarra River including a revegetation program and protection of the existing trees in Trenerry Crescent and Turner Streets.* Further changes have been made to reinforce the importance of minimising the visual impact of future built form (under Decision Guidelines): • *The extent to which the design of any building and the materials used, minimises the visual impacts of built form when viewed from either the Yarra River corridor or Yarra Bend Park.* **Change to Requirements for Incorporated Plan:** • *Areas of landscaping to minimise the visual intrusion of development in the Yarra River Corridor.* **Existing Mapping Anomaly** The zone map will be modified prior to the Panel hearing to correct the identified error. It is recommended to refer the submissions to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.
11.	Boroondara City Council officers	D17/1965	• Interaction between built form and the river corridor • Increased density on site and impacts on river corridor • Visual disturbance of vistas and viewpoints from various vantage points including CCT and Yarra Bend Park • Potential impacts such as light spill and massing of built form • Lack of integration with the requirements of DDO1 DESIGN PRINCIPLES • Eastern interface with river corridor is most sensitive and there is concern IPO does not effectively address this interface • Minimising visual intrusion from development an important consideration • Recent development should not act as a precedent for future development • Submission asserts that “reduced setbacks indicate that built form will be located approximately 13m closer to banks of River corridor” ESD • Should have stronger guidance to manage site coverage and stormwater run-off LANDSCAPE PRINCIPLES • The submission comments on recent development along Trenerry Crescent which “fail to have regard to the Yarra River corridor” • The topography will “exacerbate” visual massing and bulk on the subject site • Vague wording nature of wording in principles “fails” to provide certainty and clear direction.	• RIVER CORRIDOR • BUILDING HEIGHT • VISUAL IMPACT • CONSISTENCY WITH DDO1	**GENERAL RESPONSE** The submission from Boroondara Council officers takes a critical view of the proposed planning control for the site, but does not acknowledge the role of either the previous version of DDO1, or the current version, which it was known would be revised during the amendment process. In the absence of the currently proposed planning controls (through this amendment), DDO1 addresses most of the concerns raised in the submission, which primarily focusses on visual and amenity impacts from new development along the Yarra River corridor, in terms of heights, setbacks, design and materials. The built form character of Trenerry Crescent should also be acknowledged when discussing visual impact along Trenerry Crescent as the existing built form (a mix of heritage and newer built form) is often visually prominent when viewed from more elevated locations, such as Yarra Bend Park, but well screened when viewed from the Capital City Trail or the lower sections of Yarra Bend Park. This part of the Yarra River corridor has been developed since the late 19th century and the built form character is a legacy of its development since the 1800s. However, it is acknowledged that opportunities exist to more sensitively integrate new development with the natural character of the river corridor through the requirements of DDO1 and this planning scheme amendment. **ESD** Environmentally Sustainable Design is addressed under Clause 22.17 of the Yarra Planning Scheme, but is also included under Environmentally Sustainable Design Principles within the Incorporated Plan. ESD requirements are assessed at the planning permit stage. **BUILDING HEIGHT** The submission from the Boroondara CC officer is based on the previous version of DDO1 which had a discretionary height limit of 18m. The newer (current) version has a mandatory height limit of 25m. The assertion that setbacks have been reduced is incorrect as the previous DDO1 informed the setbacks in the amendment. In any case, these have now been increased under the new DDO. Please see previous comments (submission 4 and 5) as a general response to concerns about building height, as well as consistency with DDO1, which also addresses visual impacts along the river corridor.	

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12.	SJB on behalf of Joval Pty. Ltd.	D17/2731	• Support amendment subject to specific changes outlined in attachments to their submission, including increase in street wall height from four storeys to six storeys and some other changes to IPO schedule including ability to vary requirements of IPO schedule through a planning permit • SJB (on behalf of Joval Pty. Ltd.) have submitted that they support the amendment subject to suggested changes that allow more flexibility with respect to the IPO schedule and plan. • Specifically, SJB have submitted an alternate schedule to the IPO (and Plan) that specifies a 6 storey street wall height • SJB have also submitted a revised Incorporated Plan that reduces the setbacks from the heritage façade and again identifies a six storey street wall height north of the heritage façade.	• Supporting submission from proponent subject to requested changes	**RESPONSE TO REQUESTED CHANGES** The street wall height (four storeys) specified on the Incorporated Plan (Plan 1) is consistent with the height recommended in the adopted Johnston Street Local Area Plan and increasing the height to six storeys is considered undesirable due to the dominant built form outcome that will potentially occur. The property to the north has a street wall height of 2-3 storeys, or approximately 10m. In essence, a street wall is a consistent line of built form along the street edge. Six storeys is an abrupt change from that scale. The JLAP envisages future development to establish a four storey street wall as a more subtle step up from the existing street wall height. The street wall height varies considerably along Trenerry Crescent and new development should respond to neighbouring sites, rather than those further up the street (towards the freeway). The heritage advice received from GJM consultants provides advice that the setbacks from the heritage facades should be increased from 3m to 6m and the amendment has been revised to reflect this advice, which also responds to some submissions highlighting heritage as a key concern.	The changes suggested by the proponent are not supported by Council officers and should be discussed and resolved through the Planning Panel process.
13.	Mark Chapman	D17/1697	• Supports rezoning of the site to allow a mix of uses and encouraging employment and residential activity	• SUPPORTING SUBMISSION	n/a	No changes required.
14.	Yarra River Keeper	D17/2122	• The submission is strongly opposed to the use of the IPO, which exempts the applicant from the notification requirements of Section 52 of the Act (advertising during the planning permit stage) • The IPO is considered to be premature with respect to the Yarra River corridor controls that will be implemented soon • Believes that the rezoning should be undertaken separately to the application of the IPO • The IPO removes the opportunity for third party (community) input into the permit process • Building heights excessive and will overwhelm river corridor • 1984 (Darryl Jackson) extension should be preserved	• BUILDING HEIGHT • RIVER CORRIDOR • HERITAGE • PLANNING CONTROL (IPO)	Please refer to comments made in response to submission 6 as they cover similar issues, in relation to building height, heritage and concerns about the removal of third party notification and review rights under the IPO. The IPO has been included in the amendment to provide more certainty than the existing planning controls. Initially, building height was a key concern but this has been resolved through the revised DDO1. There are a number of components to the IPO that specify a more certain outcome than current planning controls would. The heritage advice provided by GJM has recognised the 1984 Daryl Jackson additions as contributing to the significance of the place but has formed a view that the minimum heritage retention for the site should start with the heritage façades to Trenerry Crescent and Turner Street of the earlier heritage building (1911 and 1924). Changes have been made to the Schedule and Incorporated Plan to reinforce the heritage value that should be considered as part of a future permit application.	The changes made to the amendment with respect to heritage are outlined previously in this column (in response to submission 6 and others that raise heritage as a concern). The amendment has been modified to be consistent with the recently amended DDO1 and the revised version will be referred to a Planning Panel. It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.
15.	Tamla Bain	D17/4847	• Concerned about increased traffic and congestion as well as parking	• TRAFFIC • PARKING • OVER-DEVELOPMENT	**TRAFFIC IMPACTS and CAR PARKING** Once again, traffic and car parking impacts have been responded to previously and the concerns of all residents have been noted and responded to both within the amendment and through further discussions with VicRoads, particularly about the potential need for a signalised intersection at Trenerry and Johnston.	Changes to the amendment regarding traffic impacts are outlined previously in this column. A traffic impact report would be required as part of a planning permit application. Changes to the wording of the Schedule to the IPO and Incorporated Plan would, as much as possible through the amendment, address concerns about how new development would address traffic impacts. The proposed changes can be further explored through the Planning Panel process. It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.
16	VicRoads	D17/54674	• VicRoads have highlighted the existing traffic conditions as a significant issue at the intersection of Trenerry Crescent and Johnston Street and suggest that mitigation measures may be necessary to ensure that safe traffic, pedestrian and cyclist movements are facilitated/provided for. • They have expressed their support for the amendments pending a suggested condition to future permit applications, requiring the installation of traffic lights at the cost of the proponent.	• TRAFFIC IMPACTS	Council officers have had discussions about the amendment with VicRoads seeking advice on the two amendments. The submission from VicRoads highlights a number of known traffic issues in detail, drawing the conclusion that the traffic impact from one or both amendments will result in the need to mitigate the effects of increased traffic at the intersection of Trenerry Crescent and Johnston Street through a signalised intersection, Officers agree that a signalised intersection would improve the performance of the intersection but further work may be required to fully appreciate the cumulative impact of development in the wider	Changes to the amendment regarding traffic impacts are outlined previously in this column. In response to submissions from local residents and the submission from VicRoads, the amendment has been modified to include VicRoads as a referral authority under the Decision Guidelines, to ensure that traffic mitigation measures are considered during the planning permit process.

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					area, as the sites on Trenerry Crescent would only partially contribute to traffic volumes in the local area.	

GTAconsultants

Introduction

GTA has undertaken a peer review of the traffic and transport related documents prepared for the following development sites:

- 18-62 Trenerry Crescent, Abbotsford (subject to Planning Scheme Amendment C218) – Cardno Consultants Advice Notice – CAN004, dated 3 March 2017.
- 112-124 & 126-142 Trenerry Crescent, Abbotsford (subject to Planning Scheme Amendment C219) – One Mile Grid Transport Impact Assessment, dated 13 April 2017.

The findings of the review are summarised in the following section of this report. This is followed by discussion around the nexus between the two development sites and the delivery of traffic signals at the Johnston Street/Trenerry Crescent intersection.

One Mile Grid Report Review

- No accident review of Trenerry Crescent, Johnston Street or the Johnston Street/Trenerry Crescent intersection. It is important to have regard not only to the performance of the road network but also safety considerations.
- No information has been provided regarding cyclist movements along Trenerry Crescent and Johnston Street. This is a valid consideration given that both roads are Bicycle Priority Routes within the SmartRoads hierarchy and the vulnerable nature of cyclists in a very busy road environment.
- No details have been provided regarding the SmartRoads hierarchy of Trenerry Crescent and Johnston Street. SmartRoads hierarchy identifies the following:
  - Johnston Street is a Bus Priority Route, Traffic Route and Bicycle Priority Route.
  - Trenerry Crescent is a Bicycle Priority Route.
- Based on GTA's observations of the peak hour performance of the Johnston Street/Trenerry Crescent intersection, the SIDRA analysis results for the performance of the intersection are questioned. It is unclear how the SIDRA model has been calibrated to match (as best as possible) existing conditions.
- The report makes mention of "gaps" in the Johnston Street traffic streams, stating:
  - *"…there are gaps being created along Johnston Street in both the morning and afternoon peak. This is a result of the upstream and downstream traffic lights, the low speed environment of peak hour traffic and driver courtesy which creates gaps in the traffic stream allowing these vehicles to enter the stream without being queued."*
- There is no quantification of these gaps or the number of turning vehicle movements that could be accommodated through the gaps. Quantification of these movements would permit calibration of the SIDRA model.
- The traffic distribution presented in the report appears reasonable and is largely consistent with the distribution of existing traffic movements on the surrounding road network.
- The report assumes that 40% of the proposed development traffic will distribute via Lulie Street to the west, but with no consideration of the impact of this distribution on Lulie Street or at the Johnston Street/Lulie Street intersection – particularly the right turn

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movement from Lulie Street to Johnston Street which it is considered will be the critical movement.

- It is unclear why the existing office use was not surveyed to derive a traffic generation rate for the proposed office use. That being said, the traffic generation assumptions for the proposed office would be considered reasonable where no existing office use is present to survey.
- Whilst the report correctly presents an assessment of the post development performance of the Johnston Street/Trenerry Crescent intersection (albeit the performance findings are questioned) given that the traffic associated with the proposed development will increase existing traffic movements at the intersection by 10% or more, it fails to consider factors that could be implemented to mitigate the impact of the proposed development traffic. This work is a requirement of the VicRoads "Guidelines for Traffic Impact Assessment Reports" which contains the following performance objective:
  - *"For existing road infrastructure – any potential adverse effects from land use development proposals on road safety and operational efficiency are identified and, where necessary, developers provide mitigating road improvement works as part of the development costs to minimise these effects and retain, within practical limitations, the level of safety and operational efficiency that would have existed without the development."*
- Factors for consideration do not necessarily need to be physical factors such as improvement works at the Johnston Street/Trenerry Crescent intersection (i.e. installation of traffic signals), but could be more strategic factors to limit the level of new traffic that will be generated by the proposed development (i.e. adoption of low car parking provision for land uses, encouragement of alternative transport modes etc.).
- From the information presented in the report it appears that there is a significant level of through vehicle movements on Trenerry Crescent (i.e. "rat-running" traffic), however this is not specifically addressed in the report, with no quantification of the level of traffic using this route due to convenience.
- The traffic volumes presented in the report show a high left turn movement from Johnston Street to Trenerry Crescent in the weekday PM peak hour (291 vehicles per hour) which is an illegal manoeuvre (no left turn restriction 4:00pm to 6:30pm Monday to Friday). No discussion has been presented in the report as to why this left turn movement has been permitted to occur, nor has it been flagged as an issue.
- The report concludes that:
  - *"The level of traffic generated by the potential development of the site is likely to result in a limited impact on the operation of the surrounding intersections;"*
- This is not a reasonably arrived at conclusion. The report documents that the addition of the development traffic is expected to increase the average delay on traffic exiting Trenerry Crescent to Johnston Street by 104 seconds (139 seconds to 243 seconds), with the queue (assumed to be the 95th percentile queue) on Trenerry Crescent also increasing by 44m (49m to 93m). It is considered that a greater impact will result from a model calibrated to better reflect existing conditions.
- A reduced car parking provision for the potential office and residential land uses is considered satisfactory. The nominated office rate of 2.0 to 2.5 spaces per 100sqm is

considered reasonable. The resident rate of 1.0 space per dwelling, with no car parking for visitors, is considered reasonable if not on the high side given the road network constraints surrounding the subject site.

- No consideration has been given to bicycle parking outcomes for the proposed development. This is an important matter given the proximity of the Bicycle Priority Routes on Trenerry Crescent and Johnston Street. Bicycle parking and facilities for the proposed development should be maximised to encourage cycling in lieu of private car use.

Cardno Advice Notice – CAN004 Review

- No accident review of Trenerry Crescent, Johnston Street or the Johnston Street/Trenerry Crescent intersection. It is important to have regard not only to the performance of the road network but also safety considerations.
- No information has been provided regarding cyclist movements along Trenerry Crescent and Johnston Street. This is a valid consideration given that both roads are Bicycle Priority Routes within the SmartRoads hierarchy and the vulnerable nature of cyclists in a very busy road environment.
- No details have been provided regarding the SmartRoads hierarchy of Trenerry Crescent and Johnston Street. SmartRoads hierarchy identifies the following:
  - Johnston Street is a Bus Priority Route, Traffic Route and Bicycle Priority Route.
  - Trenerry Crescent is a Bicycle Priority Route.
- No detailed traffic impact analysis results are presented in the document. However, the following is stated for the existing traffic conditions:
  - *"The intersection of Johnston Street and Trenerry Crescent operates above capacity during both peak periods, particularly during morning peak;*
  - *During the morning peak, significant queuing occurs on the approach to the Johnston Street intersection that causes blockages through the Turner Street roundabout; and*
  - *During the afternoon peak there are significant delays to westbound traffic on Johnston Street."*
- The traffic impact analysis findings of the Cardno document are not wholly consistent with the findings of the One Mile Grid report, with the Cardno analysis presenting a less favourable (and based on GTA's observations a more realistic) outcome of the existing performance of the Johnston Street/Trenerry Crescent intersection.
- The document identifies that rat-running is an issue along Trenerry Crescent but does not quantify the level of rat-running.
- No detailed traffic analysis is presented of the proposed development traffic impact on the performance of the surrounding road network and particularly the Johnston Street/Trenerry Crescent intersection. Instead the report relies on engineering judgement around the likely impact of the proposed development traffic. This approach fails to appropriately address the likely impact of the proposed development.
- A reduced car parking provision for the potential office and residential land uses is considered satisfactory. However, the nominated office rate of 1.0 to 1.5 spaces per 100sqm is considered too low without further justification. The nominated resident rate

of 1.0 space per dwelling, with no car parking for visitors, is considered reasonable as a starting point. The nominated car parking provision of one staff space to the small food & drink premises is considered appropriate. There are limited daytime vacancies surrounding the subject site to accommodate short-term car parking demands of the proposed development, and an argument could be mounted for some short-term car parking to be provided within the development at the expense of office/resident car parking.

- The traffic generation of the proposed development is considered low as a result of the low car parking provision of the office use.

Johnston Street/Trenerry Crescent Intersection Traffic Signals

- It is understood that VicRoads has conditioned the delivery of developer funded traffic signals at the Johnston Street/Trenerry Crescent intersection in identifying its support of the two Planning Scheme Amendment. The VicRoads letter dated 7 April 2017 states the following:
  - *"In summary, VicRoads considers that the installation of full directional traffic signals will provide optimal performance and a safer operational outcome. It is considered that traffic signals is the single most effective mitigation measure in these particular circumstances to reasonably minimise disruption to the operation of the road and surrounding network and ensure safety of all road users (including buses, motorists, pedestrians and cyclists)."*
- Traffic signals at the Johnston Street/Trenerry Crescent intersection would be located approximately 200m from the existing signals at the Johnston Street/Nicholson Street intersection, and 100m from the existing signals at the Johnston Street/Paterson Street intersection.
- The Johnston Street Local Area Plan adopted by Council in December 2015 (the Plan) shows that the two development sites are contained in Precinct 7 of the Plan, with this precinct being identified for future commercial and residential land uses.
- The Plan does not contemplate traffic signals at the Johnston Street/Trenerry Crescent intersection. It does however contemplate a new signalised intersection on Johnston Street serving the Abbotsford Convent.
- The Plan does contain the following regarding traffic on Johnston Street:
  - *"Investigate options for reducing through traffic along Johnston Street to improve local accessibility, enhance public transport access as well as pedestrian and cyclist amenity (through discussions with VicRoads)."*
- From GTA's observations of the performance of the intersection during peak hour periods, and the work undertaken by One Mile Grid and Cardno, it is considered that the performance and safety of the Johnston Street/Trenerry Crescent intersection would benefit from the introduction of traffic signals.
- It is considered that the existing conditions warrant the installation of traffic signals. Whilst the development proposals subject to the two Planning Scheme Amendments are expected to add traffic to the critical right turn movements at the intersection, it will be difficult to make an argument that the full delivery of traffic signals should be borne by the two sites. This requirement is considered inequitable given that the proposed

development traffic will contribute only a small proportion of traffic on the surrounding road network.

- A proportional financial contribution would appear to be a more equitable outcome. However, given the lack of work that has been undertaken around the layout and performance of the potential signalised intersection, it is difficult to quantify what represents a reasonable contribution. It is also unclear what mechanism could be used to facilitate a contribution given this lack of detail.
- It is considered that detailed traffic impact analysis will be required to determine the appropriate layout of the signalised intersection.
- It is recommended that a legal opinion be sought on how best to implement a proportional contribution arrangement.
- There are other measures that could be employed with the two development sites to minimise the traffic impact attributable to them. Measures for consideration could include:
  - Adoption of low car parking rates for all land uses, likely resulting in reduced traffic generation from the proposed developments.
  - Installation of more aggressive traffic calming along Trenerry Crescent and further afield to lessen the attractiveness of the route for non-local traffic (i.e. rat-running traffic).
  - Promotion of "green travel" principles. Examples include:
    - Preparation of a Green Travel Plan for both development sites.
    - Delivery of bicycle facilities well in excess of the standard statutory requirements (e.g. the provision of one bicycle space for every dwelling, shower/change room facilities for staff).
    - Car share facilities, either internally or in the surrounding area but close to the two sites.

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Memorandum of Advice

Preliminary Heritage Advice: Heritage Implications of Yarra Planning Scheme Amendments C218 and C219

Prepared for: City of Yarra

Date: 12 May 2017 **File:** 2016-104

1. Introduction

Proponent-led planning scheme amendments to facilitate the redevelopment of two sites on Trenerry Crescent, Abbotsford – at 18-62 Trenerry Crescent and 112-142 Trenerry Crescent – are currently being considered by the City of Yarra (Council). GJM Heritage has been engaged to review the amendment documentation and to advise on the following matters:

Amendments C218 and C219

- *Whether the proposed controls within the exhibited* (amendments) *relating to the heritage buildings are sufficient to ensure that the future planning and future development of the sites appropriately consider and protect the heritage qualities of the respective heritage buildings and their relationship to the Yarra River.*
- *If required, advice on how the controls within the* (exhibited amendments) *could be revised to achieve this.*

In July 2016 GJM Heritage was commissioned by Council to prepare heritage citations and Statements of Significance for two industrial properties affected by Amendments C218 (20-60 Trenerry Crescent) and C219 (112-124 and 126-142 Trenerry Crescent). This memorandum draws on the heritage assessments undertaken at that time.

A site visit was made to Trenerry Crescent on 3 January 2017 and views of the subject sites were considered from the public realm including Trenerry Crescent, side streets to the west, the Yarra River Trail, Dights Mill and Falls (Victorian Heritage Register H1522) and the car park and reserve at the northern end of Trenerry Crescent. The documentation for Amendments C218 and C219 has been reviewed for its potential impact on the heritage values of HO337 – Victoria Park Precinct, Abbotsford and the buildings identified as 'Individually Significant' in *City of Yarra Review of Heritage Overlay Areas 2007 - Appendix 8*, an incorporated document pursuant to Clause 81.1 of the Yarra Planning Scheme (Appendix 8).

2. Subject Sites

The subject sites (18-62 Trenerry Crescent and 112-142 Trenerry Crescent) are located on the eastern side of Trenerry Crescent, Abbotsford, and are bounded to the east by the Yarra River. The majority of Trenerry Crescent is subject to HO337 - Victoria Park Precinct.

2.1 Trenerry Crescent

Trenerry Crescent extends generally in a north-south direction from the Eastern Freeway in the north to Johnston Street in the south. It follows the line of the Yarra River and demonstrates very different

characteristics on its eastern and western sides. The western side of Trenerry Cresecent is typified by single-storey Victorian and Edwardian-era dwellings with some later infill development rising to two-storeys in height. The northern half of the western side of Trenerry Crescent is dominated by Victoria Park Oval.

The eastern side of Trenerry Crescent is occupied by a number of late-nineteenth and early-twentieth century former factory buildings that were deliberately located on the banks of the Yarra River to provide access to water and allow the easy disposal of liquid waste. Industrial activity in this part of the Yarra dates back to the mid-nineteenth century and the construction of Dights Mill (from 1838) and the associated weir to power the mill, which is now a popular recreational reserve. The former factory and industrial buildings that line Trenerry Crescent have now been converted to office or multi-unit residential uses. New infill includes medium-rise commercial and residential buildings of up to six-storeys in height. The highest built form within HO337 is the stand-alone apartment tower within the former Byfas complex that rises up to 11-storeys in height.

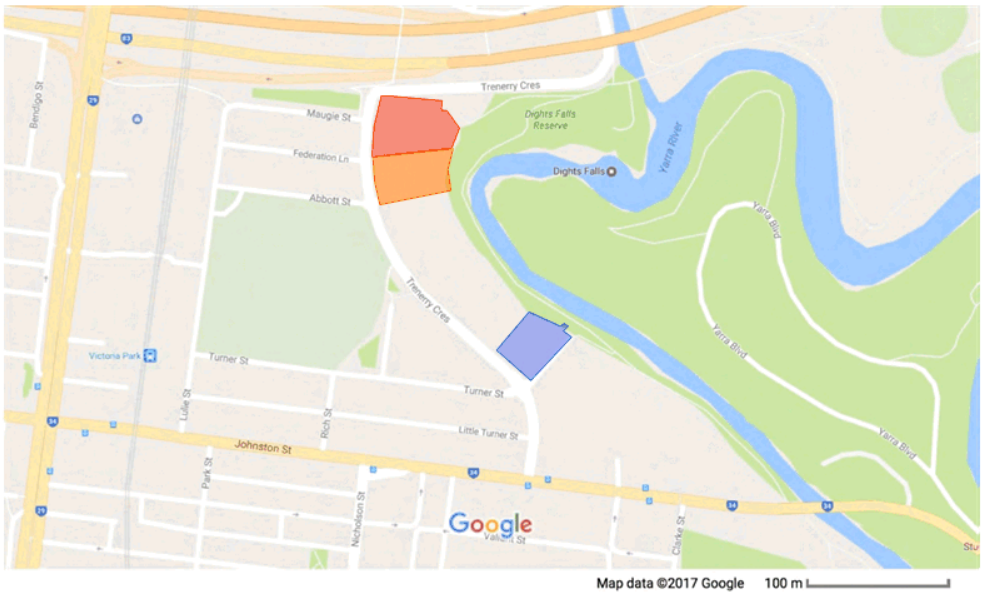


Figure 1: Approximate locations of 18-62 Trenerry Crescent (blue) 112-124 Trenerry Crescent (orange) 126-142 Trenerry Crescent (red) (Google Maps, accessed 19 January 2017)

2.2 18-62 Trenerry Crescent

The Former W. Saunders & Son Factory/Warehouse Complex was constructed between 1911 and the 1920s for the extraction of malt and cod liver oil. The industrial building located towards the Yarra River on Turner Street was constructed in the 1920s. In 1984 renowned architect Daryl Jackson AO designed contemporary additions as part of the adaptive reuse of the complex for the offices of fashion house Esprit de Corps. In 1985 the Jackson designed alterations and additions were recognised by a Royal Australian Institute of Architects President's Award Citation. It is considered that these alterations and additions contribute to the significance of the place.

The 1911 building and the 1984 additions are of high integrity and are in good condition. Having undergone later additions, the 1920s structures are of lower integrity. The 1984 conversion of the complex remains a respected example of early adaptive reuse of industrial buildings and demonstrates a sophisticated integration of contemporary additions - in this case as lightweight pavilions and linking elements.

The principal public realm views of the complex are afforded from Trenerry Crescent and Turner Street. Glimpses of the complex, and in particular the Jackson designed additions, are visible from the Yarra River Trail.

The Former W. Saunders & Son Factory/Warehouse Complex (later Esprit de Corps offices) is identified as 'Individually Significant' in Appendix 8.



Figure 2: 18-62 Trenerry Crescent, Abbotsford (23 Dec 2016, ©nearmap)
KEY: Boundary – dashed blue line
1911-1920s brick factory structures shaded in red
1984 Esprit de Corps structures shaded in yellow

2.3 112-142 Trenerry Crescent

2.3.1 112-124 Trenerry Crescent

The Former Austral Silk and Cotton Mills Factory/Warehouse Complex is a substantial four-storey brick factory building constructed in 1927. The same Stripped Classical architectural treatment has been utilised on all four façades of the building, reflecting the fact that it was designed to be seen in the round as the dominant element within a large factory complex. A single-storey sub-station building in the same style is located immediately to the north of the main building and a two-storey link structure connects it to the property to the south. The land to the north of the four-storey building was occupied by factory buildings with saw-tooth roofs until at least 1966 and now houses car parking and the Australian Education Union (AEU) building at 126-142 Trenerry Crescent.

The factory/warehouse building is of a moderate to high level of intactness with changes to the exterior form largely being limited to a lightweight roof-top addition, and the removal of a single-storey element on the Trenerry Crescent façade and its replacement with a rendered wall and portico entrance.

The north and west elevations of the building (including the single-storey sub-station building in the same architectural style immediately to the north) are the dominant features of the Trenerry Crescent streetscape north of Victoria Park (Abbot Street). The prominent ridge top location and scale of the building make it a

landmark feature when viewed from Trenerry Crescent adjacent to the Dights Falls Reserve, from the Yarra River Trail, and from the Dights Mill site itself.

The Former Austral Silk and Cotton Mills Factory/Warehouse Complex is identified as 'Individually Significant' in Appendix 8.



Figure 3: 112-124 & 126-142 Trenerry Crescent, Abbotsford (23 Dec 2016, ©nearmap)

KEY: Boundary – dashed blue line
Main Austral Silk and Cotton Mills Factory/Warehouse shaded in red
Two-storey link structure shaded in yellow
Substation shaded in orange

2.3.2 126-142 Trenerry Crescent

The AEU building and at-grade car park occupies what was once the northern part of the Austral Silk and Cotton Mills Factory/Warehouse Complex. This two to three-storey office building was constructed in the 1980s in a Post-modern style.

Only the southern part of 126-142 Trenerry Crescent falls within the extent of HO337. The building is not identified as being either 'Contributory' or 'Individually Significant' within the precinct.

3. Current Planning Controls

Both subject sites are currently within the Commercial 2 Zone (C2Z) of the Yarra Planning Scheme and are subject to the Design and Development Overlay - Schedule 1 (DDO1) and the Environmental Significance Overlay - Schedule 1 (ESO1). 18-62 Trenerry Crescent, 112-124 Trenerry Crescent and the southern part of

126-142 Trenerry Crescent are subject to the Heritage Overlay (HO337 - Victoria Park Precinct). Part of 18-62 Trenerry Crescent is also affected by to the Land Subject to Inundation Overlay (LSIO).

Both subject sites are identified as Areas of Aboriginal Cultural Heritage Sensitivity as described in the Aboriginal Heritage Regulations 2007.

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are Not exempt under Clause 43.01-3?	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO337	Victoria Park Precinct, Abbotsford	No	No	No	No	No	No	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No

Figure 4: Extract from the Schedule to the Heritage Overlay (Yarra Planning Scheme, accessed 11 Jan 2017)

The Schedule to the Heritage Overlay (Figure 4) does not apply External Paint Controls, Tree Controls or Internal Alteration Controls, but HO337 is subject to an Incorporated Plan containing planning permit exemptions (dated July 2014).

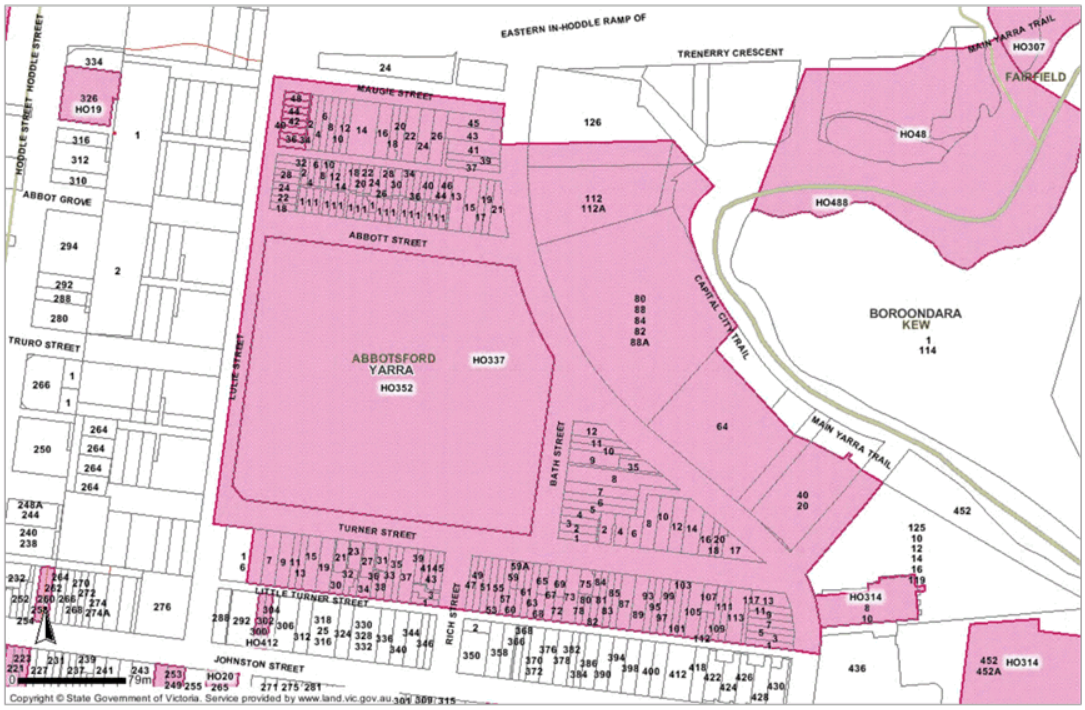


Figure 5: extent of HO337 – Victoria Park Precinct, Abbotsford (retrieved 12 May 2017)

4. Amendment C218 (18-62 Trenerry Crescent)

4.1 Proposed amendment

Amendment C218 proposes to introduce an Incorporated Plan into the Yarra Planning Scheme to facilitate the use and development of 18-62 Trenerry Crescent for a mixed-use development. The amendment proposes to rezone the lane from C2Z to Commercial 1 Zone (C1Z), introduce the Incorporated Plan Overlay – Schedule 2 (IPO2), apply the Environmental Audit Overlay (EAO) to the land and introduce a new Incorporated Document to the Schedule to Clause 81.01 entitled '18-62 Trenerry Crescent, Abbottsford, February 2016' (it is noted that the exhibited Incorporated Plan is dated November 2016).

In relation to heritage, IPO2 proposes the following 'requirements for permits':

- *A design response that describes how the building respects and addresses the interface with Trenerry Crescent, Turner Street and the former industrial interface to the Yarra River Corridor in accordance with the built form guidelines and principles of the Johnston Street Local Area Plan, 2015.*
- *A heritage conservation and management plan which outlines how the proposed development has regard to the heritage values of the site.*
- *A landscape scheme that considers the suitability of existing vegetation on the site and measures to protect and enhance vegetation along the banks of the Yarra River including a revegetation program and protection of the existing trees in Trenerry Crescent and Turner Streets.*

The proposed heritage-related decision guidelines include:

- *How the proposed development responds to the land use and built form guidelines and principles in Part 4 of the Johnston Street Local Area Plan, 2015.*
- *The impact of the height, bulk, design and appearance of the building or works on the character and amenity of the surrounding area.*
- *How the proposed development has regard to the heritage values of the site in accordance with a Conservation Management Plan.*
- *Whether new buildings provide an attractive and engaging edge to the street environment through landscaping and/or architectural design features.*

The Incorporated Plan entitled '18-62 Trenerry Crescent, Abbotsford, November 2016' sets out the following 'Objectives' grouped under 'Use principles', 'Development principles', 'Landscape principles' and 'Environmentally Sustainable Design principles'. Those that are relevant to heritage include:

Development principles

- *Facilitate development that responds to the robust former industrial buildings along the east side of Trenerry Crescent, and that also responds to the newly emerging built form character of this former industrial area having regard to the built form expectations outlined in the Johnston Street Local Area Plan 2015.*
- *Retain (subject to detailed heritage and structural advice) the heritage façades to Trenerry Crescent and Turner Street to provide a contextual link to the historical industrial uses along Trenerry Crescent.*
- *Encourage buildings to be built to the property frontage as a continuation of the street wall along Trenerry Crescent, responding to the scale of development within this street.*
- *Provide appropriate setbacks from Trenerry Crescent and Turner Street at upper levels beyond the street wall height to minimise visual dominance in the street, as well as the potential for overshadowing the property to the south.*

- *Provide for new buildings to be set back from the Yarra River interface to provide a transition in built form.*
- *Ensure that built form at the river corridor interface is well designed and articulated in order to break up the building mass.*
- *Locate taller built form towards the Trenerry Crescent interface (away from the river corridor) and set back upper levels from the street wall façade.*
- *Provide an appropriate design response to the heritage building on the site in accordance with a Conservation Management Plan (CMP).*
- *Ensure that the form of development reflects high quality architecture, urban design and landscaping.*
- *Ensure that the design and use of materials are respectful of the natural characteristics of the river corridor, responding to the former industrial character, avoiding reflective and/or contrasting materials along the banks of the river.*
- *Have regard to views to the river corridor from the public realm.*

The Incorporated Plan envisages built form of three-storeys (11m) at the boundary abutting the Yarra River Trail, rising to five-storeys (18m) and eight-storeys (25m) in the centre of the site. Along Trenerry Crescent and Turner Street the Incorporated Plan requires the retention of the early twentieth century facades (qualified with the statement "subject to detailed heritage and structural advice") with setbacks of a minimum of 3m above the retained facades and then a seven-storey (23m) height limit with a further 3m setback above this to the eight-storey maximum height in the centre of the site. No consideration appears to have been given to retaining the three-dimensional form of the existing early twentieth century buildings beyond an indication of the retention of some return walls on Turner Street, and the Incorporated Plan assumes the complete demolition of the 1984 additions.



Figure 6: Proposed Incorporated Plan

4.2 Heritage Advice

4.2.2 Application of the Incorporated Plan Overlay

We note that, if approved, a permit for any new development can only be granted if it is generally in accordance with the proposed Incorporated Plan. This contrasts with the Development Plan Overlay, which allows a more fine-grained and nuanced response to the site to be developed through a Development Plan prior to permit stage. In our view, it is therefore essential that the heritage fabric and interfaces are properly documented, understood and then translated into the Incorporated Plan at the outset. At present the Schedule to the IPO requires the preparation of a Conservation Management Plan at permit stage; however it is our view that a detailed heritage understanding is needed to guide appropriate new built form envelopes at Incorporated Plan stage.

4.2.2 Visibility of the subject site from the public realm and the proposed level of fabric retention

In our view the proposed amendment affecting the Former W. Saunders & Son Factory/Warehouse Complex (later Esprit de Corps offices) does not adequately take account of the cultural heritage significance of this 'individually significant' place. No fabric is proposed to be retained beyond the 1911 and c.1920s facades facing Trenerry Crescent and Turner Street respectively, which are to be retained only subject to detailed heritage and structural advice or "where practicable". Unlike the 1911 building facing Trenerry Crescent that has a parapetted form, those on Turner Street have visible pitched roofs, which means retention of the façade alone of the 1920s building will not achieve a reasonable outcome in heritage terms or allow the building to be understood as having a three-dimensional form. A 3m setback (as proposed), even if it included retention of the roof would not retain enough fabric to avoid façadism on a building of this scale.

It is our assessment that the 1984 alterations and additions by Daryl Jackson AO contribute to the significance of the place and should be considered in any redevelopment proposal. Setting the 1984 additions to one side, the proposed Incorporated Plan also does not adequately protect the heritage significance of the early twentieth century industrial buildings. A 3m setback from the façade rising to seven-storeys (23m high) immediately behind (excluding roof terraces, 'amenity areas', and other services) will, in our view, not allow the heritage buildings to be read as an industrial complex of three-dimensional forms and will result in facadism. We also note that the complete loss of the walls and roofs that are internal to the site but are currently clearly visible from Trenerry Crescent will diminish the heritage significance of this place as identified in the Statement of Significance, as well as the contribution it makes to the industrial character of Trenerry Crescent.

In comparison with the Austral Silk and Cotton Mills Factory/Warehouse Complex 18-62 Trenerry Crescent does not present as a dominant element when viewed from the Yarra River Trail. However, the 1920s building and the 1984 alterations to its northern end are clearly visible from the track leading from the Yarra River Trail to Turner Street and help signal to the public that they are entering a former industrial precinct.

4.2.3 Heights shown in metres in relation to numbers of floors

The heights in metres shown on the Incorporated Plan do not, in our view, equate to compliant (or in some cases even buildable) inter floor heights and the plan should be amended to reflect a realistic number of floors that can be accommodated within the agree maximum heights. Planning Scheme Amendment VC136 introduced new state-wide planning requirements for apartment developments in April this year. Clause 58.07-2 of the Victoria Planning Provisions establishes a minimum floor to ceiling height of 2.7m (except where

services are provided above the kitchen), and allowing for building structure, services and finishes this will create inter-floor heights of approximately 3.2m per floor[1]. The height of the existing heritage buildings and the need to allow for non-residential uses at ground floor means that the height of the lower floor or two floors will be approximately 4m per floor.[2] This means that the number of floors proposed within the 11m (3 storey) and 15m (4 storey) zones are achievable. However the proposed 18m (6 storey), 23m (7 storey) and 25m (8 storey) zones can not accommodate the number of storeys sought and meet the requirements of Clause 58 – Apartment Developments or even be built. The absence of any massing studies has contributed to these anomalies that render the Incorporated Plan impractical.

4.2.4 Documentation

We recommend that before considering the amendment further, the following material be requested from the proponent:

1. A conservation management plan or similar comprehensive heritage analysis prepared for the site by a suitably qualified heritage consultant, that:
   - articulates the significance of the heritage place, its component parts (including the 1984 additions undertaken for Esprit de Corp), and its setting;
   - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
   - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.
2. Structural engineering advice from an engineer experienced in the management of heritage places providing an assessment of the heritage buildings and their capacity to be retained in any redevelopment of the site. This will avoid uncertainty on the extent of heritage fabric retention later in the planning approvals process.
3. The following information presented in 3D massing studies and site line analysis:
   - Proposed building setbacks from street boundaries and the Yarra River frontage that ensure the new development does not overwhelm the scale of the existing buildings on the site or heritage places in the vicinity of the site;
   - Proposed building setbacks from the façades of buildings on Trenerry Crescent, Turner Street and the Yarra River frontage to ensure that the heritage buildings can be understood as having a three dimensional form and their industrial roof forms are retained where visible from the public realm;
   - Indicative inter-floor heights within the heritage buildings on the site to ensure they relate to the existing floor levels and/or fenestration patterns; and
   - Revision to the articulation of height in metres and floors within the Incorporated Plan to comply with the requirements of Clause 58 of the Yarra Planning Scheme, also taking account of the steeply sloping nature of the site.

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[1] 2.7m floor to ceiling height plus 400mm for structure and 100mm for services and finishes.

[2] The guidance at figure 4C.1 of the NSW Department of Planning & Environment 'Apartment Design Guide' identifies a floor to ceiling height of between 3.3m and 4.0m for mixed use, retail and restaurant uses on lower floors.

4.2.5 Impact of proposed mass

To avoid overwhelming the scale of the retained elements on the site the visible form of the new development should not exceed 100% of the view occupied by the heritage building when viewed from across the street. A 1:1 ratio of new built form compared with heritage fabric is generous in terms of new development when compared with the proposed 1:2 ratio is of new built form to heritage fabric (i.e. 33% of the visible built form is new development and 66% is heritage street wall) in the Swan Street Structure Plan (David Lock and Associates, 2014) or the 1:3 ratio of new built form to heritage fabric on Sydney Road, Brunswick (i.e. 25% of the visible built form is new development and 75% is heritage street wall – refer Figure 7) introduced in DDO18 of the Moreland Planning Scheme through Amendment C134 in 2016. These ratios have been established for Swan Street and Sydney Road to ensure that the heritage buildings remain the visually dominant element within the streetscape.

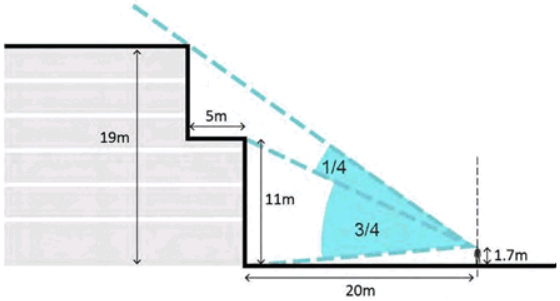


Figure 7: Sightline diagram for upper level setbacks along Sydney Road (Figure 1 from DDO18 of the Moreland Planning Scheme).

The maximum height of the walls of the 1920s building on Turner Street was estimated from Google Earth Pro to be approximately 9m. Construction of a new building seven-storeys (23m) high set 3m behind this façade would result in a 14m high secondary street wall that would visually overwhelm the existing building and remove all evidence of its roof form. When viewed from the south side of Turner Street (approximately 20m from the site boundary) the new building would exceed 100% of the visible heritage form. Due to the smaller scale of the 1911 building facing Trenerry Crescent, the proposed new built form would appear even more dominant when viewed from the opposite side of the street (approximately 18m from the site boundary), relegating the historic building to a secondary element.

In practical terms this means that, assuming a 6m setback behind the heritage façade, a new building approximately 11m high would occupy 50% of the view of the single storey building on Trenerry Crescent when viewed from eye height (1.6m) from the western side of the street. Likewise, an approximately 21m high building would occupy 50% of the view of the two storey elements when viewed from the south side of Turner Street. While a 25m tall built form may be able to be accommodated within centre of the site (for instance in the way it has in the freestanding apartment building on the former Byfas complex – Figures 10 and 11), this needs to be achieved in the context of the existing heritage fabric on the site and in a way that does not visually overwhelm the retained heritage fabric.



Figure 8: 1911 Trenerry Crescent elevation (28 July 2016)



Figure 9: Turner Street elevation (1911 building in foreground, 1920s building to the rear) (28 July 2016)



Figure 10: 1984 glazed walkway to 1911 buidling (3 Jan 2017)



Figure 11: 1984 glazed link structure between 1911 and 1920s buildings (3 Jan 2017)



Figure 12: 1984 component (3 Jan 2017)



Figure 13: Byfas Complex (10-12 Trenerry Crescent) (3 Jan 2017)



Figure 14: apartment building within Byfas Complex (3 Jan 2017)

4.2.6 Recommended heritage outcomes

Guided by our assessment of the site and the Statement of Significance for the Victoria Park Precinct, we believe that ideally the fabric identified in Figure 15 should be retained. This includes:

- the heritage frontage to Trenerry Crescent to the depth of a saw-tooth roof module (approximately 6.3m),
- the full extent of the three-storey 1911 warehouse (with its louvered lantern roof form)
- the 1984 linking elements which front Turner Street and extend east from the three-storey warehouse
- the depth of a gable roof form from the Turner Street frontage for the c1920s building (approximately 7.8m)
- one structural module of the 1984 building fronting the Yarra River (approximately 9m).

Having said that, and in recognition of both the location of the 1984 structures being towards the centre of the site and the broader strategic intent for the future development of this area, new development may be able to be accommodated behind a lesser amount of retained fabric that will retain the core values of the heritage place.

Figure 16 provides an analysis (from nearmap imagery) of the roof or structural module of the existing buildings on the site. The retention of the depth of a structural bay (or module) allows the retained façades to be understood as having three dimensional form that can be appreciated as separate from a likely new higher-rise contemporary building behind. This distance is approximately 6m, which we consider provides an appropriate balance between retaining the legibility of the historic form while allowing an appropriate yield and development envelope to be achieved on the site.



Figure 15: Recommended heritage fabric to be retained – roof form shaded in orange and facades shown in dashed red

Figure 17 identifies what we consider to be the minimum acceptable setbacks and extent of roof and façade retention necessary to retain key public realm views and the legibility of three-dimensional form of former factory. This includes:

- the Trenerry Street façade and an approximately 6 m return to the northwest (one structural bay) to enable this to be read as the three dimensional form
- the Turner Street facades including the 1984 glazed atrium link structure
- the Yarra River façade of the 1920s building including the 1984 projecting window elements
- the roof form of the 1911 two storey building including the latern element to a depth of 6 metres
- the glazed roof form of the 1984 link building to a depth of 6 metres from the site boundary
- the roof form of the 1920s building facing Turner Street and the Yarra River, also to a depth of 6 metres.

Although the building at the corner of Trenerry Crescent and Turner Street has a typical industrial saw-tooth roof form, it is hidden behind a parapet and is not visible from the public realm. The two storey buildings have visible pitched roofs, which although re-clad retain their historic form and allow the massing of the factory buildings to be understood. We consider it appropriate that the saw tooth roof be allowed to be demolished in its entirety but that the pitched roofs be retained to a depth of 6m.

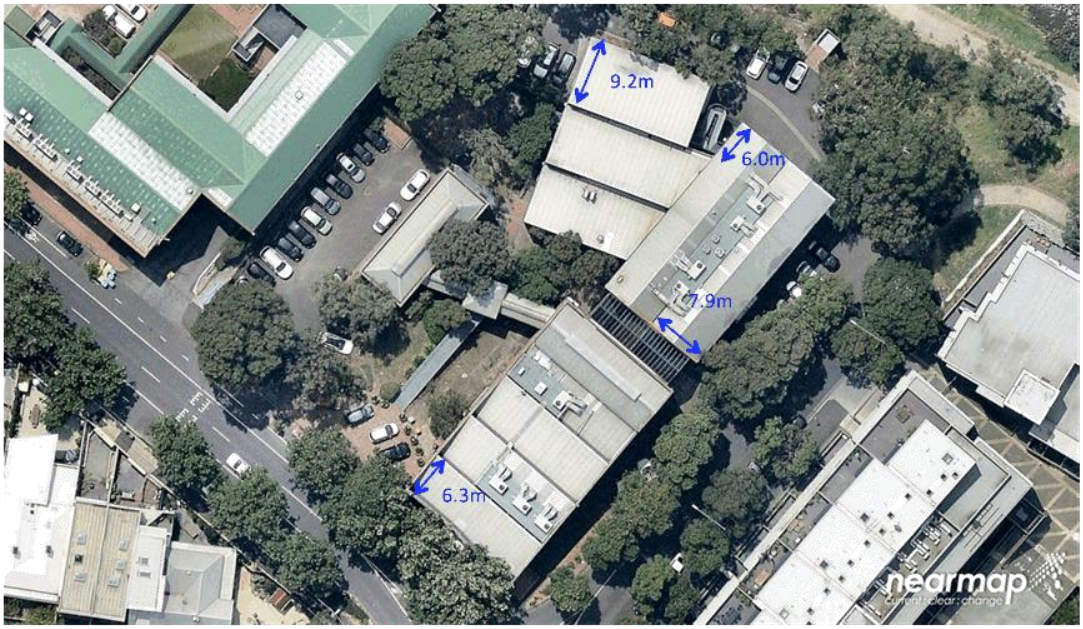


Figure 16: Key dimensions of roof elements measured from nearmaps (±0.1m)



Figure 17: Minimum acceptable setbacks, roof retention and façade retention (including the 1984 link structure and projecting elements on Yarra River elevation of the 1920s factory building)

KEY:

..... minimum set back (6m) roof to be retained – – - façade to be retained

The return wall to the northwest of the Trenerry Crescent elevation should not be built against and it is our view that an approximately 8-10m separation is required between the north-western elevation of the 1911 building on Trenerry Crescent and the new built form, particularly if the street wall height adjacent to the single-storey building is to be 15m (4-storeys) which we consider is appropriate in the context of the broader precinct.

4.3.7 Recommended changes to the exhibited amendment

In terms of the drafting of the controls, we recommend the following amendments (noting that these will need to be further refined once more detailed information is provided):

Schedule 2 to the Incorporated Plan Overlay

Under 'Requirements for Permits', replace the third dot point with:

- A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places, as identified in the conservation management plan or similar comprehensive heritage analysis prepared for the site, along with relevant heritage studies and citations.
- Site line analysis and 3D modeling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on heritage places.

Under 'Decision Guidelines', amend the sixth dot point to read:

- How the proposed development has regard to the *heritage significance of the place and the principles for managing the values, as set out in the conservation management plan or similar comprehensive analysis prepared for the site.*

Under 'Requirements for Incorporated Plan', replace the third dot point with:

- Heritage fabric to be retained, as informed by a conservation management plan or comprehensive heritage analysis prepared for the site by a suitably qualified heritage consultant, that:
  - articulates the significance of the heritage place, its component parts, and its setting;
  - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
  - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.

Incorporated Plan

The Incorporated Plan should be updated to reflect the further information provided. In addition:

- The 'Purpose' should be amended to include '*To encourage development that respects the heritage values of the site and its industrial character*'.
- The caveat that the heritage façades should only be retained "subject to detailed heritage and structural advice" should be deleted and resolved through the provision of the heritage analysis and structural engineering advice required to inform the Incorporated Plan.
- An objective is required which requires photographic or digital recording of any heritage fabric that is lost in the redevelopment of the place, along with interpretation of the history of the site in a publicly accessible location.

5. Amendment C219 (112-124 and 126-142 Trenerry Crescent)

5.1 Proposed Amendment

Amendment C219 seeks to facilitate the use and development of 112-124 and 126-142 Trenerry Crescent for commercial and residential uses. It rezones the subject land from C2Z to Mixed Use Zone (MUZ), applies an Environmental Audit Overlay (EAO) to the land and introduces a new Schedule 14 to the Development Plan Overlay (DPO14) into the Yarra Planning Scheme.

Schedule 14 to the DPO includes within its 'Conditions and Requirements for Permits':

- *A design response that describes how the development responds to the Vision for the site, the design guidelines in the approved development plan, the Johnston Street Local Area Plan (2015) and the Yarra River Corridor Strategy.*
- *For an application that relates to this building, a Heritage Conservation Management Plan which outlines how the proposed development has regard to heritage values of the former Austral Silk and Cotton Mills building at 112-124 Trenerry Crescent.*

In relation to heritage, the 'Requirements for development plan' identify within its 'Vision':

- *The development will utilise materials that are respectful of the natural characteristics of the river corridor and respond to the former industrial character of Trenerry Crescent.*
- *The development will sensitively adapt and reuse the former Austral Silk and Cotton Mills warehouse and factory complex and maintain its heritage value, robust industrial character and relationship to the Yarra River.*

The 'Indicative Framework Plan' provided at Figure 1 of DPO14 recognises the Former Austral Silk and Cotton Mills Factory/Warehouse building and the adjacent single-storey building and identifies the 'heritage interface' to the warehouse building that wraps around all four sides of the building. It requires a 'landscape treatment interface' along the Trenerry Crescent boundary, a 20m wide separation between the heritage building and the new built form to the north, and a shared path connecting to the Dights Falls Reserve. There is undefined space and a 'public open space opportunity' between the heritage building and the Yarra River Trail.

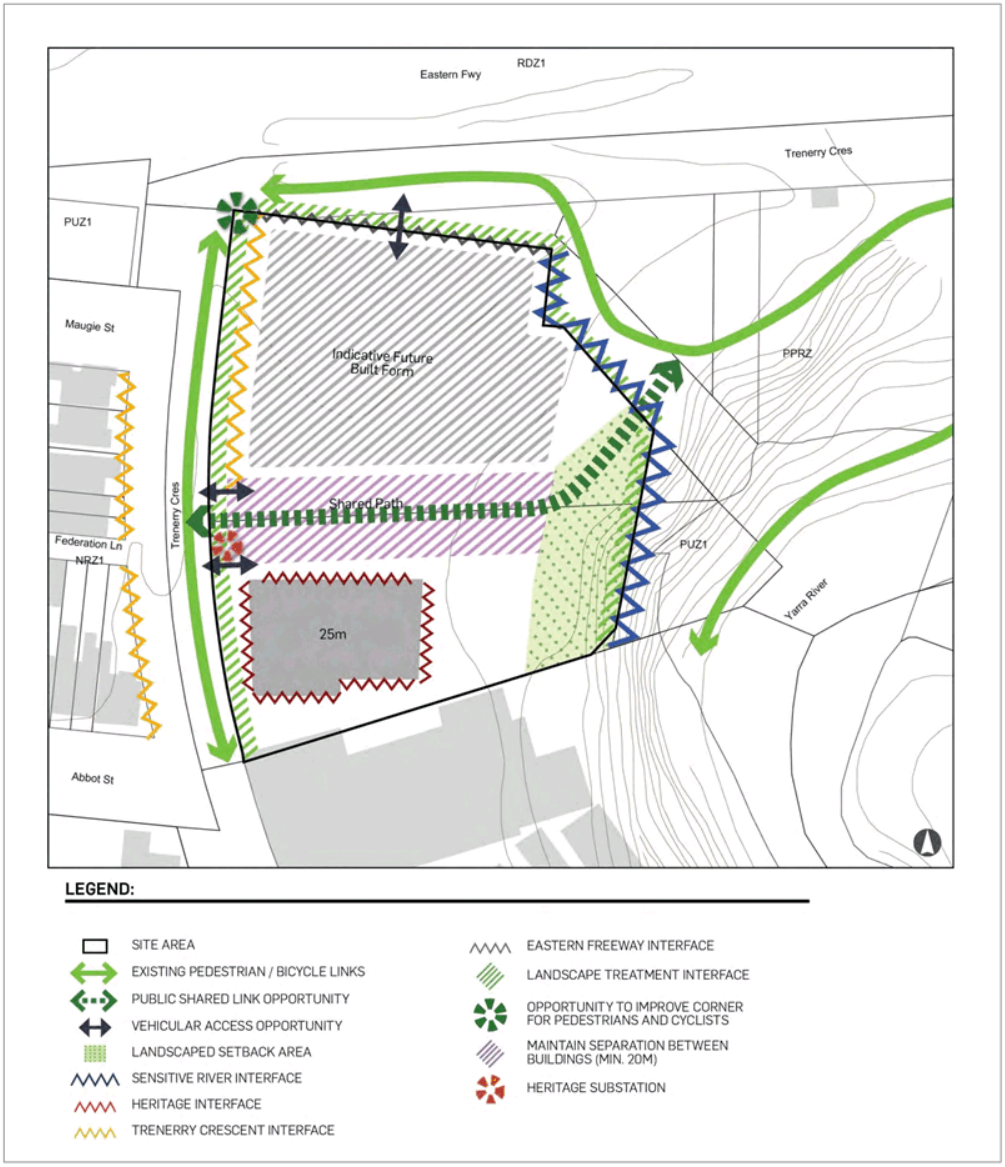


Figure 18: Indicative Framework Plan from proposed DPO14.

The heritage requirements of a Development Plan prepared for the site include:

- *A plan showing key view-lines to the site from the Yarra River (including Capital City Trail, Dights Falls and Yarra Bend Park) and the Eastern Frewway* [sic]*, and views through the site from Trenerry Crescent to the Yarra River Corridor.*
- *A site plan(s) which shows:*
  - *The existing heritage building with any extensions and alterations;*

- *The indicative siting and orientation of other proposed building(s) on the site;*
- *The relationship to buildings on adjoining land;*
- *The separation between buildings;*

  …

- *Design guidelines for the entire site, including but not limited to:*
  - *The treatments of key interface areas that reflect the nature of each interface and respond to key views*
  - *Building materials, treatments, including reflectivity details and architectural styles through the site. The design and use of materials must be respectful of the natural characteristics of the Yarra River Corridor, avoiding reflective and/or contrasting materials along interfaces with the Yarra River Corridor and its environs*

    …

  The guidelines should reflect the following requirements:

  - *The building heights and setbacks must be in accordance with the heights set out in the Building Heights Plan forming part of this Schedule;*
  - *The development of the site, including the adaptation, alteration and extension to the heritage building, must not adversely affect the heritage values of the former Austral Silk and Cotton Mills building at 112-124 Trenerry Crescent and its relationship to the Yarra River Corridor;*

    …

- *A heritage assessment by a suitably qualified professional identifying the recommended built form response to protect the heritage values of the former Austral Silk and Cotton Mills building at 112-124 Trenerry Crescent and its relationship to the Yarra River Corridor*

The 'Building Heights Plan' provided at Figure 2 shows heights ranging from 25m (a estimated maximum of seven-storeys) in the centre of the site stepping down to 18m (five-storeys) and 11m (three-storeys) towards the river. This diagram shows building heights over land that is not identified on Figure 1 as accommodating 'Indicative Future Built Form' which includes the area to the north, south and east of the Former Austral Silk and Cotton Mills Factory/Warehouse building. It is therefore inconsistent with the 20m separation zone to the north of the warehouse building identified in the 'Indicative Future Built Form' plan. The measurements taken from Google Earth Pro show that the height of the parapet of the heritage building is approximately 21m rising to approximately 24m at the buildings highest point – the 'Building Heights Plan' therefore allows the potential for a one to two-storey rooftop addition, subject to removal of the existing roof-top additions and plant.

The 'Decision Guidelines' within DPO14 relevant to heritage considerations include:

- *The protection of the heritage values of the former Austral Silk and Cotton Mills warehouse and factory complex and its relationship to the Yarra River Corridor.*
- *The visual dominance of any proposed buildings and works from publicly accessible vantage points such as major roads, paths, bridge crossings, public open space, the Capital City Trail and the Yarra River itself.*
- *Whether the scale, form, siting and detailed design of new development, including the guidelines for materials, colours and finishes, are sensitively integrated with the landscape setting of the Yarra River Corridor and reflective of the built form character of Trenerry Crescent.*

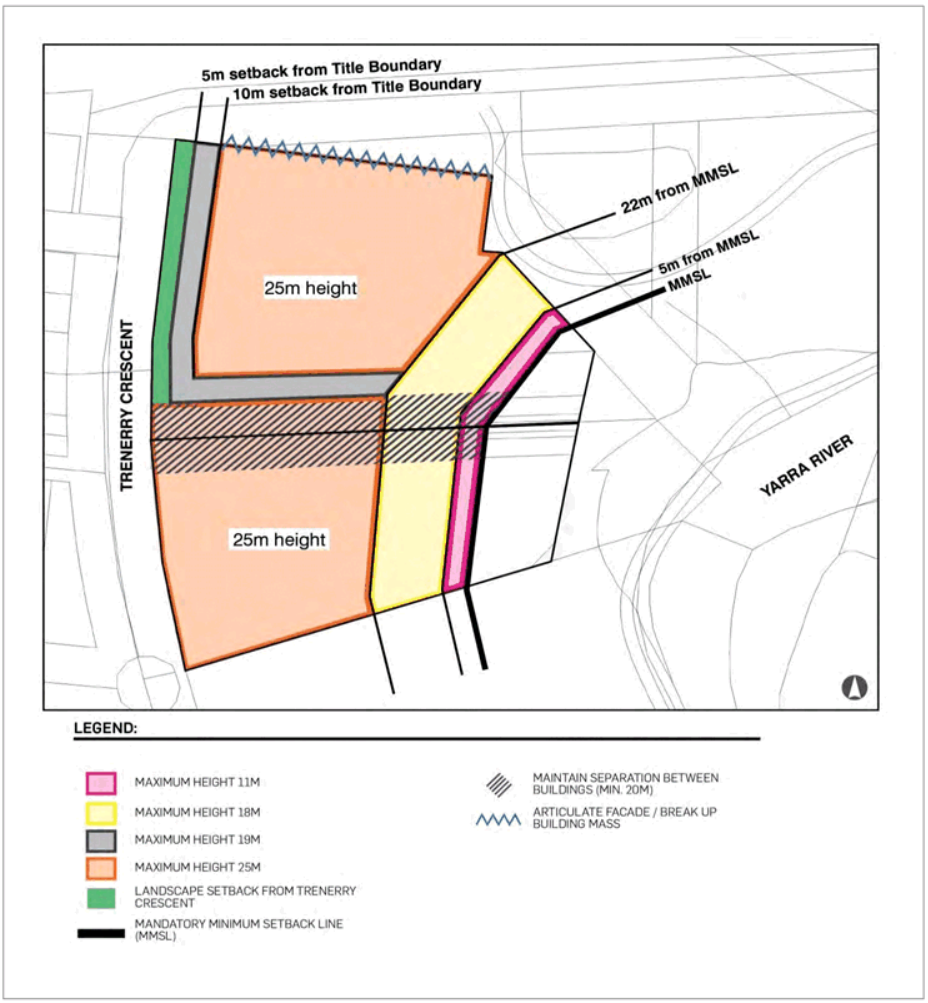


Figure 19: Building Heights Plan from proposed DPO14.

5.2 Heritage Advice

5.2.1 Application of the Development Plan Overlay

While it is noted that the DPO does not provide the same level of certainty in built form outcome as the IPO, it is considered that the proposed amendment affecting the Former Austral Silk and Cotton Mills Factory/Warehouse and the AEU building to the north provides for an appropriate and balanced heritage outcome, subject to some clarifications and modifications.

In terms of the clarifications required, there are inconsistencies between the 'Indicative Framework Plan' and the 'Building Heights Plan', with the latter showing height limits over areas of land that are proposed to be

'heritage interface' and 'building separation' or which are undefined on the 'Indicative Framework Plan'. A finer grained approach to the heights plan – particularly on the parcel of land at 112-124 Trenerry Crescent – is required to avoid potential confusion or conflict in the Development Plan.

5.2.2 Visibility of the subject site from the public realm and the proposed level of fabric retention

The 'Indicative Framework Plan' should also be amended to include the linking element to the south of the Former Austral Silk and Cotton Mills Factory/Warehouse that forms part of the heritage building.

From a heritage perspective, the 20m minimum building separation proposed between the warehouse building and the indicative future built form will protect the prominence of the Former Austral Silk and Cotton Mills Factory/Warehouse, particularly as it is viewed from the north along Trenerry Crescent, Maugie Street, Federation Lane and from the Dights Falls Reserve. The 10m setback of the upper 6m of new development on the AEU building envelope – with the maximum height capped at 25m – will ensure that the Former Austral Silk and Cotton Mills Factory/Warehouse remains the prominent heritage element within the streetscape.

As a building truly constructed "in the round", the views of the heritage building from the east at Dights Falls Reserve, Dights Mill and the Yarra River Trail are significant and should be retained. This will necessitate limiting the development on the currently undefined land to the north and east of the heritage building. Consideration should therefore be given to moving the public shared link to the south side of the substation building, alongside the northern elevation of the factory/warehouse. This will result in the 20m separation distance commencing at the northern elevation of the factory/warehouse, thereby enlarging the new built form envelope on the AEU site by pulling that development further south.

In our view, only pavilion-style development to the east of the factory/warehouse that allows visual permeability to the eastern facade is acceptable from a heritage perspective. This development should not exceed the height of the top of the second row of windows on the eastern façade, as indicated by the arrow in Figure 22. This will provide for a development envelope approximately 8m tall (measured off Google Earth Pro from the existing level of the at-grade car park to the rear of the building). Anything greater than this height will obscure the important public realm views of the building from the Yarra Trail and Dights Falls.

The 'Landscape Treatment Interface' proposed along the Trenerry Crescent boundary should encourage appropriate hard landscape treatments consistent with the industrial character of the building and the broader Trenerry Crescent context. A domestic-style landscape treatment in front of the Former Austral Silk and Cotton Mills Factory/Warehouse would reduce its legibility as an industrial building.

It is noted that the height of the existing factory/warehouse building (approximately 21-24m high) places it at the upper end of the height limit proposed on the 'Building Heights Plan'. Given the later additions and alterations evident on the roof of the building it could accommodate one or two levels of roof-top development if this was undertaken in a visually light-weight and recessive design. A minimum 5m setback for new additions from the western elevation of the factory/warehouse parapet should be specified in the 'Indicative Framework Plan', with other setbacks guided by the existing rooftop additions.



Figure 20: 126-142 and 112-124 Trenerry Crescent – from Eastern Freeway pedestrian bridge (3 Jan 2017)



Figure 21: 112-124 Trenerry Crescent (3 Jan 2017)



Figure 22: 112-124 Trenerry Crescent – from Dights Falls Reserve (3 Jan 2017) (Arrow indicates maximum height of new built form to the east).



Figure 23: 112-124 Trenerry Crescent – from Dights Falls (3 Jan 2017)



Figure 24: Substation building (28 July 2016)



Figure 25: 112-124 Trenerry Crescent – link building (3 Jan 2017)

5.2.3 Recommended changes to the exhibited amendment

In terms of the drafting of DPO14, the following changes are recommended:

- Clause 2.0 – Conditions and Requirements for Permits – amend the 5th dot point as follows:

  *'~~For an application that relates to this building~~, **A** Heritage **Impact Statement prepared by a suitably qualified heritage consultant,** ~~Conservation Management Plan~~ which outlines how the proposed development has regard to heritage values of the former Austral Silk and Cotton Mills building **and***

***substation** at 112-124 Trenerry Crescent**, as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place'*.

The heritage impact statement should consider both the factory/warehouse and substation buildings along with the setting of these heritage places and not simply be confined to works directly affecting the factory/warehouse building.

- Clause 3.0 – Requirements for Development Plan – under 'The development plan must include the following to the satisfaction of the responsible authority' and 'The guidelines should reflect the following requirements', amend dot point 2 to state (added text in bold):

  *'The development of the site, including the adaptation, alteration and ~~extension~~ **addition** to the heritage building**s, and adjacent new development** must not adversely affect the heritage values of the former Austral Silk and Cotton Mills building **and substation** at 112-124 Trenerry Crescent and its relationship to the Yarra River Corridor **as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place**'.*

- Clause 3.0 – Requirements for Development Plan – under 'The development plan must include the following to the satisfaction of the responsible authority', replace the dot point commencing with 'A heritage assessment…' with:

  A conservation management plan or similar comprehensive heritage analysis prepared for the site by a suitably qualified heritage consultant, that:
  - articulates the significance of the heritage place, its component parts, and its setting (including in relation to the Yarra River Corridor);
  - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
  - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.

It is further noted that DPO14 does not address a requirement to photographically or digitally record any heritage fabric that is lost in the redevelopment of the place and interpret the history of the site. It is therefore recommended that a requirement be added for photographic or digital recording of any heritage fabric that is lost in the redevelopment of the place, along with interpretation of the history of the site in a publicly accessible location.

6. Conclusion

6.1 Amendment C218 – 18-62 Trenerry Crescent

In our view, the adoption and approval of Amendment C218, as exhibited, would negatively impact on the heritage values of the Former W. Saunders & Son Factory/Warehouse Complex and the Victoria Park Precinct for the following reasons:

- Inadequate retention of heritage fabric, including the complete loss of the 1984 additions by Daryl Jackson AO
- Loss of legibility of the former industrial buildings as having three dimensional form resulting in facadism
- Loss of pitch roof forms visible from the public realm that are integral in the legibility of the heritage place
- Proposed setbacks of 3m that are less than half the structural/architectural module of the heritage buildings which will adversely impact on their legibility and provides inadequate visual separation between historic and new built form

- Proposed building mass and scale that will visually dominate the retained heritage fabric and adversely impact on the streetscape and cultural heritage significance of the precinct

In addition, we have the following concerns:

- The lack of massing studies or view analysis within the supporting documentation
- The uncertainty about the level of retention of heritage fabric due to qualification that façade retention will be subject to an engineering report
- The timing of the preparation of a Conservation Management Plan after the approval of the IPO, which significantly reduces its utility in informing the development.
- The absence of heritage analysis beyond the material submitted by SJB Planning (memo dated 20 August 2014) to refine the proposed Incorporated Plan prior to proceeding with the amendment.

The heights in metres and storeys identified in the Incorporated Plan are highly problematic and are impractical. In some instances the height limits included in the Plan will not allow for the number of floors stated to be constructed when the following matters are taken into account:

- The existing inter-foor and building height of the existing heritage structures
- The internal floor to ceiling height of 2.7m required by Clause 58.07 - Apartment Developments
- The allowance required to accommodate building and services between residential floors.

To achieve what we consider to be the minimum acceptable outcome, we recommend that:

- The façades of the buildings to the extent identified on Figure 17 (including the 1984 additions)
- The roof form is retained to the extent identified on Figure 17 (including the 1984 additions)
- New built form me set back 8-10m from the retained portion of the north-western elevation of the 1911 building facing Trenerry Crescent
- Minimum setbacks of 6m be established from the retained façades (including the 1984 link structure)
- The height of new development and upper level setbacks should be amended to ensure that the new built form does not visually overwhelm the historic form when viewed from the key public realm vantage points i.e. from the opposite side of Trenerry Crescent and Turner Street and approaching Turner Street from the Yarra River Trail.
- New built form should not exceed 50% of the visible heritage fabric when viewed from these vantage points, which equates to new building heights of approximately 11m high set 6m back from the Trenerry Crescent elevation and 21m high setback 6m from the Turner Street elevation.

6.1 Amendment C219 – 112-142 Trenerry Crescent

Amendment C219 provides a satisfactory 'Indicative Framework Plan' and a series of the decision guidelines which, subject to some amendment, should enable development that is compatible with the heritage significance of the Former Austral Silk and Cotton Mills Factory/Warehouse and the Victoria Park Precinct. Prior to the adoption or approval of this amendment we recommend that the 'Building Heights Plan' be amended to provide a finer grained analysis of where built form can be located and to what height, and the controls should be updated as outlined in this report.

Jim Gard'ner – Director | Registered Architect **Renae Jarman - Director**
GJM Heritage

References

Amendment documentation for Yarra Amendment C218

Amendment documentation for Yarra Amendment C219

City of Yarra Review of Heritage Overlay Areas 2007 - Appendix 8

Statement of Significance for HO337 - Victoria Park Heritage Overlay Area, Abbotsford (Industrial Sub-Area)

Heritage citation for the Former W. Saunders & Son Factory/Warehouse Complex (later Esprit de Corps offices), 20-60 Trenerry Crescent, Abbotsford (July 2016 – revised May 2017)

Heritage citation for the Former Austral Silk and Cotton Mills Factory/Warehouse, 112-124 Trenerry Crescent, Abbotsford (July 2016)

City of Moreland – Design and Development Overlay DDO18

VPP Clause 57 – Apartment Developments

NSW Department of Planning & Environment – 'Apartment Design Guide'

Memo prepared by SJB Planning on 14 August 2014 following a meeting with Mr Bryce Raworth, Architectural Historian and Heritage Consultant

Attachment 5 - Revised IPO Schedule and Incorporated Plan

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C218

SCHEDULE 2 TO THE INCORPORATED PLAN OVERLAY

Shown on the planning scheme map as **IPO2.**

18-62 Trenerry Crescent, Abbotsford November 2016

1.0 Requirements for permit applications

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C218

An application to construct a building on the site that includes multiple residential dwellings must allocate a minimum leasable floor area* of 20 % of its net floor area** for office/retail/commercial or other employment generating uses, to the satisfaction of the responsible authority.

***Leasable floor area** - That part of any floor area able to be leased. It does not include public or common tenancy areas, such as malls, verandahs, or public conveniences.

****Net floor area** - The total floor area of all floors of all buildings on a site. It includes half the width of any party wall and the full width of all other walls. It does not include the area of stairs, loading bays, accessways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply or lifts.

2.0 Application Requirements

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C218

An application to construct a building on the site must include a site analysis and design response to the satisfaction of the responsible authority. The application is to contain the following:

- A design response that:
  - describes how the building respects and addresses the interface with Trenerry Crescent, Turner Street and the former industrial interface to the Yarra River Corridor.
  - addresses the sensitive river corridor environs in terms of materials and the suitable design and articulation of façades in order to minimise visual impacts when viewed from the river corridor and Yarra Bend Park.
  - provides safe and efficient pedestrian and vehicle access to the building.
- A conservation management plan or comprehensive heritage analysis prepared for the site by a suitably qualified heritage consultant, that:
  - identify the heritage fabric to be retained;
  - articulate the significance of the heritage place, its component parts, and its setting;
  - describe the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
  - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.
- A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places, as identified in the conservation management plan or similar comprehensive heritage analysis prepared for the site, along with relevant heritage studies and citations.
- A visual impact assessment, to the specifications of the responsible authority, that provides the following:
  - A 3D model of the development and its surrounds in conformity with the Department of Environment, Land, Water and Planning Infrastructure Advisory Note – 3D Digital Modelling. Where substantial modifications are made to the proposed building envelope, a revised 3D digital model must be submitted to the Responsible Authority.

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- Site line analysis and 3D modelling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on heritage places; and
- Perspectives showing the visual prominence of the development from public vantage points along the Yarra River corridor and Yarra Bend Park.

- A car parking and traffic impact assessment that considers the provision of car parking, circulation and layout of car parking and the impact of any additional traffic on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, and how any necessary mitigation measures and/or financial contributions towards works to mitigate the impact of the development are to be delivered, to the satisfaction of the responsible authority and VicRoads.
- A Green Travel Plan that promotes sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities.
- A landscape scheme that considers the suitability of existing vegetation on the site and measures to protect and enhance vegetation along the banks of the Yarra River (immediately east of the site) including a revegetation program and protection of the existing trees in Trenerry Crescent and Turner Streets

3.0 Decision guidelines

Before deciding on an application the responsible authority must consider, as appropriate:

- How the proposed development responds to the purpose and objectives of the Incorporated Plan and accords with the 18-62 Trennery Crescent Framework Plan.
- How the proposed development responds to the Yarra River Corridor Strategy which seeks to protect the natural characteristics of the Yarra River corridor.
- How the proposed development responds to the land use and built form guidelines and principles in Part 4 of the Johnston Street Local Area Plan, 2015.
- The impact of the height, bulk, design and appearance of the building or works on the character and amenity of the surrounding area:
- The scale and design of new development and its transition to the single storey heritage façade fronting Trenerry Crescent and the adjoining building at 64 Trenerry Crescent
- The impacts of overshadowing on windows to habitable rooms in the existing building to the south and southern side footpath on Turner Street, caused by upper levels of new development, between 9am and 3pm on September 22 (equinox).

  How the proposed development has regard to the heritage significance of the place and the principles for managing the values, as set out in the conservation management plan or similar comprehensive analysis prepared for the site.
- The relationship of any new buildings to the street including entrances that provide opportunities for active or visual engagement and whether new buildings provide an attractive and engaging edge to the street environment through landscaping and/or architectural design features.
- The design of any car park area including how it relates visually to the street environment and the extent of activation of the frontage at street level.
- The impact of development on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, the suitability of any proposed mitigation measures and/or financial contributions towards works to mitigate the impact of the development and whether the views of VicRoads have been considered and addressed.
- The extent to which the design of any building and the materials used, minimises the visual impacts of built form when viewed from the Yarra River corridor and Yarra Bend Park.
- The extent to which sustainable travel options are provided as part of the development, in accordance with a Green Travel Plan.
- The extent to which screening of mechanical plant equipment is achieved.

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Attachment 5 - Revised IPO Schedule and Incorporated Plan

4.0 Requirements for incorporated plan

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C218

The incorporated plan must include:

- Objectives for the future use and development of the site
- A plan showing:
  - Relevant building heights and setbacks across the site.
  - Building height in storeys and metres or RLs.
  - Heritage features to be retained
  - Vehicle entry and exit points for the site.
  - Visual connections to the Yarra River Corridor
  - Areas of landscaping to minimise the visual intrusion of development in the Yarra River Corridor.

5.0 Reference Documents (Policy Reference)

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C218

Johnston Street Local Area Plan – December, 2015

City of Yarra, Yarra River Corridor Strategy, Planisphere, 2015

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Attachment 5 - Revised IPO Schedule and Incorporated Plan

18-62 Trenerry Crescent, Abbotsford Plan

1.0 The Plan

The 18-62 Trenerry Crescent, Abbotsford Plan consists of this ordinance and the 18-62 Trenerry Crescent Framework Plan

2.0 Purpose

To facilitate the use and development of the land at 18-62 Trenerry Crescent for a mixed use development including dwellings, retail premises and office uses that will provide jobs and business activity for the local area.

To encourage new development that respects the sensitive Yarra River corridor interface, the heritage values of the site and former industrial character of Trenerry Crescent.

2.0 Objectives

Use principles

- Encourage and support a mix of retail, office and accommodation uses that complement the location and bring life to the area.
- Retain employment generating land uses on the site, whilst permitting residential uses and encouraging mixed use activities consistent with the character of the area.
- Encourage offices, retail uses such as cafes and restaurants at the lower levels of any development that support local residential and commercial uses on the site and nearby.

Development principles

- Provide for new development to be set back from the Yarra River interface to provide a transition in built form and minimise the visual prominence of development from the Yarra River corridor and Yarra Bend Park.
- Facilitate development that responds to the robust former industrial buildings along the east side of Trenerry Crescent, acknowledging the change that has occurred along Trenerry Crescent and having regard to the built form expectations outlined in the Johnston Street Local Area Plan 2015.
- Retain the identified heritage façades shown on the *18-62 Trenerry Crescent Framework Plan* in Figure 1 and where practicable, other elements of the heritage fabric to provide a contextual link to the historical industrial uses along Trenerry Crescent.
- Maintain a visual connection to the retained heritage elements on the site when viewed from Trenerry Crescent and Turner Street.
- Provide an appropriate separation and/or transition between the street wall façade height of new development and the façade of the existing heritage building, as viewed along Trenerry Crescent.
- Provide appropriate setbacks from Trenerry Crescent and Turner Street at upper levels beyond the street wall height to minimise visual dominance of upper levels in the street, as well as the potential for overshadowing the property to the south.
- Ensure that upper level development is sufficiently setback from the retained heritage façades to enable them to be understood as having three dimensional form and appreciated as separate from the new development behind.
- Ensure that built form at the river corridor interface is well designed and articulated in order to break up the building mass.
- Locate taller built form towards the Trenerry Crescent interface (away from the river corridor) and set back upper levels from the street wall façade.
- Provide an appropriate design response to the heritage building on the site in accordance with a Conservation Management Plan (CMP) or comprehensive heritage analysis.

- Ensure that the form of development reflects high quality architecture, urban design and landscaping.
- Ensure that the design and use of materials are respectful of the natural characteristics of the river corridor, responding to the former industrial character, avoiding reflective and/or contrasting materials along the banks of the river.
- Respect and seek to improve the public realm along the Turner Street frontage as a key pedestrian and cycling link to the Yarra River corridor.
- Have regard to views to the Yarra River corridor from the public realm.
- Provide separate entries for different land uses.

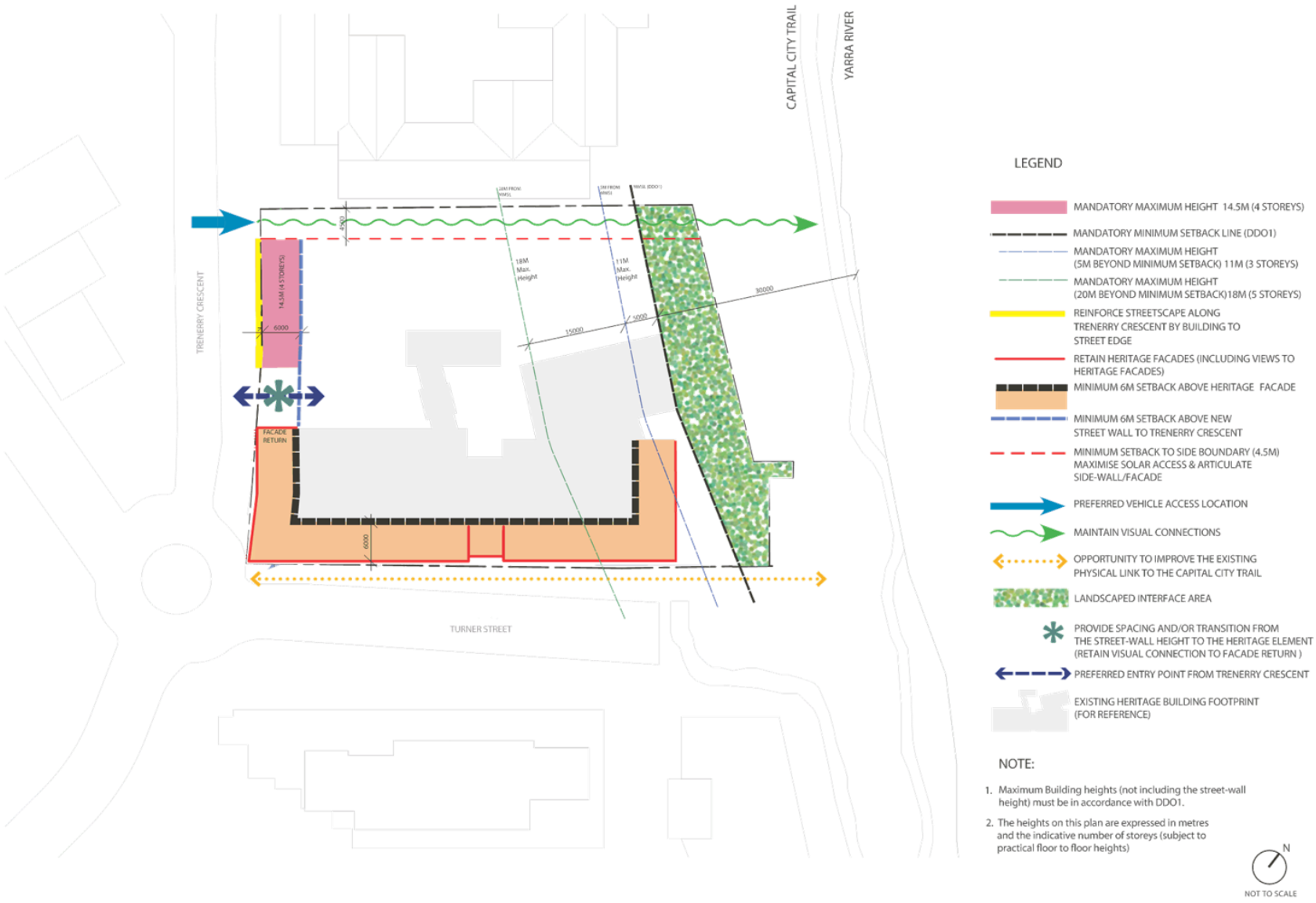
Landscape principles

- Encourage the use of sustainable practices in vegetation selection, stormwater runoff, removal of weeds, vegetation and revegetation of the Yarra River bank (between the title boundary and the Capital City Trail) with local indigenous species.
- Protect the street trees in Trenerry Crescent and Turner Street which provide a distinct landscape character and physically connect the urban environment with the Capital City Trail and the Yarra River.
- Seek to improve the streetscape in Turner Street with footpath upgrades and the introduction of Water Sensitive Urban Design initiatives.
- Ensure any new development incorporates landscape and planting features that integrate with the river environs.

Sustainable Transport Principles

- Provide adequate and convenient on-site parking to cater for the needs of any mixed use development whilst acknowledging the provision of public transport in close proximity to the site and sustainable transport principles.
- Provide adequate bicycle facilities (bicycle storage spaces and end-of-trip facilities) for future residents and workers on the site to reduce the need for car parking spaces and consequently, reliance on motor vehicles.

Attachment 5 - Revised IPO Schedule and Incorporated Plan



Attachment 6 - Heritage Citation

GJM Heritage

Heritage Citation

W. Saunders & Son Factory/Warehouse Complex (later Esprit de Corps offices)

Address: **20-60 Trenerry Crescent, Abbotsford**

Prepared by: GJM Heritage

Survey Date: 25 July 2016

Place type: Factory/warehouse	**Architect:** Daryl Jackson (1984 alterations)
Grading: Individually Significant	**Builder:** Not known
Integrity: Moderate-High (1911); Moderate (1920s); Very high (1984)	**Construction Date:** 1911, 1920s, 1984
Status: Included in the Heritage Overlay (HO337 - Victoria Park Precinct, Abbotsford) No external paint, internal alteration or tree controls apply to Precinct	**Extent of Overlay:** As existing, refer to plan



Figure 1. 20-60 Trenerry Crescent, Abbotsford: the facade of the 1911 building.

Attachment 6 - Heritage Citation



Figure 2. The north-west elevation of the 1911 building (right) with its gabled third-storey, the 1984 glazed walkway and the 1984 brick office building (left).



Figure 3. The 1920s factory building (right) and 1984 two-storey glazed structure that links the 1920s and 1911 buildings.



Figure 4. The subject site (red) and the existing boundary of HO337 Victoria Park Precinct (pink) (2016).

Historical Context

The following historical context is taken from the HO337 Victoria Park Precinct citation[1], unless otherwise cited.

The area surrounding Victoria Park to the Yarra River includes parts of Crown Portions 78, 79 and 88, which had been surveyed by Robert Hoddle and sold in 1839 to R Dacre, J D L Campbell (a pastoralist) and J Dight, respectively. John Dight built Yarra House (later the Shelmerdine residence) and a mill on his allotment, and Campbell built his house, Campbellfield House (later owned by architect and MLA William Pitt as Mikado) on his land overlooking the Yarra River.

In 1878, Edwin Trenerry, a shareholder in a deep lead mining company, subdivided Crown Portions 78, 79 and 88 for residential development, creating the existing street pattern. The design recalled the earlier

[1] Victorian Heritage Database (VHD), City of Yarra citation for 'Victoria Park Heritage Precinct', accessed July 2016.

Attachment 6 - Heritage Citation

Darling Gardens development at Clifton Hill, with Victoria Park intended as an ornamental garden square, surrounded by residential properties with 33' frontages to the park. By 1879 much of the land had been sold to David Abbott, with some lots sold to James and John Kelly in the next year. By 1885, all the lots had been sold, and development of many of them had begun.

Trenerry Crescent followed the line of the Yarra River and separated the larger riverside allotments from the smaller residential subdivisions to the west. By the turn of the century, the river frontage allotments along Trenerry Crescent were undergoing a transformation from gentlemen's farms to industrial uses. The Melbourne Flour Milling Company operated at the old Dight's Mill site on the Yarra from 1891, at the north end of Trenerry Crescent, with the Shelmerdine's Yarra Hat Works and a quarry located further to the south, both since redeveloped.

Abbotsford emerged as a centre for the textile industry during the interwar period, with much of the vacant land between Johnson Street, Trenerry Crescent and the Yarra River developed with textile mills.[2] The massive Austral Silk and Cotton Mills complex was built at the north end of Trenerry Crescent in 1927 and the Yarra Falls Spinning Mills had also expanded in the area during the early 20th century. Their administrative complex was built in 1919 facing Johnston Street and the landmark 1930s Byfas building was built, facing Trenerry Crescent, to produce textiles during World War Two. The combination of these extensive industrial complexes has a strong built character that is evident from within the Heritage Overlay Area and from distant views down the Yarra River and the Eastern Freeway.

In the last two decades of the 20th century, these large industrial and mill buildings have gradually been decommissioned and recycled for light industrial, commercial or residential uses. Some of these developments have been innovatory in the re-use of significant industrial structures, such as Daryl Jackson's award winning design for the Esprit de Corps company at 20-60 Trenerry Crescent in the 1980s.

Place History

The complex at 20-60 Trenerry Crescent comprises four buildings (six structures in total) constructed between 1911 and the mid-1980s.

From July 1890 Arthur and Isabella Hope owned eight lots on the north side of Trenerry Crescent, which comprised what became Turner Street, and lots to the west. Following the death of both, the lots were transferred to George Hope and William MacLennan in 1900, who on-sold the lots individually from 1906.[3]

The 1901 Melbourne Metropolitan Board of Works Detail Plan (No.1230) indicates that the subject site was vacant at this date. In September 1909, the Abbotsford Manufacturing Company Pty Ltd purchased the lot on the north-west corner of Trenerry Crescent and Turner Street, with a frontage of 20.1 metres (60ft) to Trenerry Crescent.[4] In July 1911, William Stone, clerk, and William Saunders the Younger, malt extract manufacturer of Vaucluse Street, Richmond, purchased the lot.[5]

The factory building located on the front title boundary was built in 1911 for W. Saunders & Son, manufacturers of malt extract and cod liver oil. The industrial building to the rear, adjoining Turner Street, is believed to have been built in the 1920s for an engineering works.[6]

On 24 May 1919, William Stone became the surviving proprietor, however, on the same date the property was transferred to W. Saunders & Son Pty Ltd, of Trenerry Crescent, Abbotsford.[7] From the 1910s, the lot to the west was also under the same ownership, on separate titles.[8] W. Saunders & Son Pty Ltd was

[2] Gary Vines & Matthew Churchward (1992) 'Northern Suburbs Factory Study', Part One: 63.
[3] Land Victoria (LV), Certificate of Title V:2279/F669.
[4] LV, Certificate of Title, V:3384/F680.
[5] LV, Certificate of Title, V:3384/F680.
[6] Heritage Victoria (HV) assessment of 'Esprit De Corps Complex, 40 Turner Street & 40-60 Trenerry Crescent, Abbotsford', accessed via Hermes 13 Jul 2016.
[7] LV, Certificate of Title, V:3384/F680.
[8] LV, Certificates of Title, V:3694/F664.

described as 'Pure Malt extract and cod liver oil and Maltocrete manufacturers, agents for Zeestos' in 1920, while billboards advertised 'Saunders' Malt Extract in 1930 (Figure 5).[9]

Aerial photos dating to 1966 show the saw-tooth roof of the 1911 building on the corner of Turner Street, and the parallel gabled-roofs of the 1920s building adjacent to the river. Other buildings are visible on the site at this date, including a tower adjacent to the 1920s building (since removed) (Figures 6 & 7).

In October 1966, Mauri Brothers and Thomson (Aust.) Pty Ltd became joint proprietors of the site, before it was sold to Anco Plastics Pty Ltd, of 18 Trenerry Crescent, in August 1970. The property was subsequently owned by Trenjohn Pty Ltd from 1972, and Bracebridge Pty Ltd from 1981.[10] In May 1982, Bracebridge Pty Ltd consolidated the lots to form a 41.45 metre frontage to Trenerry Crescent (the current 20-60 Trenerry Crescent).[11]

In 1984, architect Daryl Jackson AO designed four structures for the site, to accommodate the reuse of the place by the Esprit de Corps clothing company. The development adapted the two early twentieth century buildings which underwent some alterations (along with additions to the rear of the 1920s building), while the new structures comprised an office building at the north-east end of the site (which was designed to reference an early twentieth century industrial structure), a glazed walkway between this and the 1911 building, a two-storey glazed link between the 1911 and 1920s buildings and a glazed warehouse building to the rear of the site. Jackson's design integrated a stylised industrial theme appropriate to the site's history and was the recipient of the Royal Australian Institute of Architects Presidents Award Citation in 1985.[12] In January 1988 the portion of land next to the river was subdivided off. The property was owned by various companies after this date, and is currently under a 30 year lease to Citipower Pty (from 1999).[13]

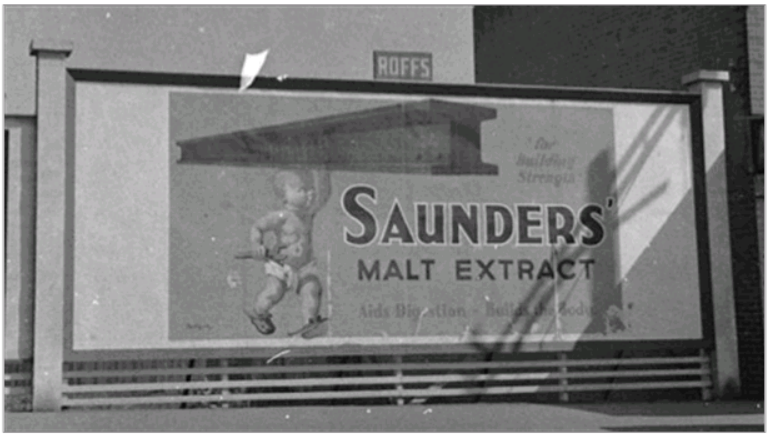


Figure 5. A c1930s billboard in Sydney for 'Saunders Malt Extract'
(Source: State Library of NSW, 'Billboard advertising Saunders', No. 29837).

[9] Vines & Churchward (1992) 'Northern Suburbs Factory Study', Part Two: 246.
[10] LV, Certificate of Title, V:3384/F680.
[11] LV, Certificate of Title, V:9464/F422.
[12] HV assessment of 'Esprit De Corps Complex, 40 Turner Street & 40-60 Trenerry Crescent, Abbotsford', accessed via Hermes 13 Jul 2016.
[13] LV, Certificate of Title, V:9464/F422.

Attachment 6 - Heritage Citation



Figure 6. A detail of a 1966 aerial of Trenerry Crescent, showing the subject site (Source: COYL, ID. CL PIC 105).



Figure 7. Detail of a second 1966 aerial of Trenerry Crescent and Yarra Falls (Source: COYL, ID. YL CL Pic 104).

This place is associated with the following themes from the *City of Yarra Heritage Review Thematic History* (July 1998):

4.0	Developing Local Economies
4.2	Secondary Industry

Description

The site is occupied by a complex of industrial and office buildings dating from 1911 and the 1920s. In 1984 architect Darryl Jackson AO designed four structures for the site and made alterations to the existing buildings to accommodate the site's re-use by the Esprit de Corps clothing company.

The 1911 building presents as a single-storey building fronting Trenerry Street (located on the Trenerry Crescent and Turner Street title boundaries), but extends to three-storeys in height at the rear as the building responds to the topography of the site as it slopes down towards the Yarra River. The brick building retains a saw-tooth roof which is hidden behind parapets on the three main elevations. The façade and parapet is rendered and overpainted. The parapet is defined by string moulds at its top and base. Subtle Classical details are expressed in engaged pilasters that break the façade into five bays and extend above the parapet at the entrance and corners. The central entrance (with a modern aluminum framed door) has a later cantilevered steel porch. Either side of the entrance are pairs of timber-framed casement windows of various sizes. The side elevations are face-brick with rows of single timber-framed casement windows with segmental-arches. Some sills have been replaced (probably during the 1984 development). Vents at ground level on the Turner Street elevation are also later additions dating from the 1980s. The building terminates at the rear with a third-storey with a gabled roof and circular vents to the gabled-ends.

To the rear of the site is the 1920s red-brick building with two parallel gabled roofs (clad with recent corrugated steel). This building retains its original form and scale (see Figures 6 & 7) but the brickwork

shows multiple stages of alterations, particularly fronting Turner Street. The windows and sills, the entrance off Turner Street, and a large second-storey glazed addition to the rear of the building date from the 1984 development of the site.

The 1984 structures include a red-brick office building at the north-east end of the site which was designed to reference an early twentieth century industrial structure (in its form, brickwork and rendered dressings; it appears to have been constructed of re-used red face brick). There is a glazed walkway between the 1984 red brick office building and the 1911 building, a two-storey glazed link between the 1911 and 1920s buildings and a glazed warehouse building to the rear of the site constructed on an exposed off-form reinforced concrete base. The design integrates a stylised industrial theme and is a sophisticated contextual design response to the site's Edwardian and Interwar-era buildings.

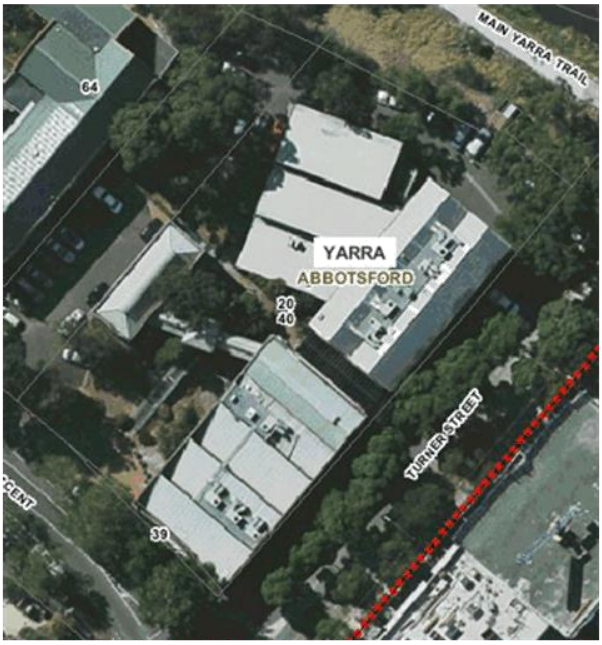


Figure 8. An aerial of the site dating to 2010 (Source: Planning Maps Online, 2016)

Condition and Integrity

The 1911, 1920s and 1984 buildings have been well maintained and are all in very good condition.

The 1911 building retains a moderate to high level of integrity. The 1920s building has a lower level of integrity due to various stages of alterations, most probably dating to the 1980s redevelopment of the site. The 1984 structures retain a very high level of integrity.

Comparative Analysis

This comparative analysis focuses on the 1911 building fronting Trenerry Street which is the earliest and most intact pre- World War II building on the site. The analysis has been informed by a search of the Hermes database and includes places that are individually significant within a precinct-based Heritage Overlay within the City of Yarra.

The following places are comparable in historic use, construction date or architectural style or form:

Attachment 6 - Heritage Citation

Braun, C J & Co, Shoe Manufactures Factory/Warehouse (former), later Blue Laser Jean Company, 92-94 Easey Street, Collingwood (Individually Significant within HO321)
This brick and render factory was built in 1933 in the Moderne style, with distinctive details such as the sunburst 'keystone', stepped parapet and string mould. The former factory has now undergone a conversion to flats but the façade remains predominantly intact.

Although the W. Saunders & Son Factory/Warehouse Complex was constructed during an earlier period, the 1911 building is comparable to the Easey Street factory in construction materials, the form and scale of the symmetrical façade, both with stepped parapets defined by string moulds and central entrances with flanking windows. The subject site is much grander in scale with a more dominant presence along two streets, in comparison to the more modest Easey Street factory.



Figure 9. 92-94 Easey Street, Collingwood following the conversion to flats © realestate.com

Former Factory at 40 Reid Street, Fitzroy North (Individually Significant within Precinct HO327)
Constructed between 1900 and 1915, the former factory is a single-storey red-brick construction with a parapet, distinctive parapeted gable and single windows. Pilasters define entrances on the façade. The factory has now been converted to apartments, with additions constructed above the saw-tooth roof level and windows on the side elevations altered. With additions and alterations, the Edwardian fabric retains a moderate level of integrity.

The W. Saunders & Son Factory/Warehouse Complex is a similar red-brick construction and has a comparable application of architectural treatment, albeit in a slightly different expression. The subject site retains a higher degree of integrity as it retains its original profile and roof form.



Figure 10. 40 Reid Street, Fitzroy North (©Google)

Attachment 6 - Heritage Citation

Former factory at the rear of 16 Arnold Street, Princes Hill (Individually significant within Precinct HO329)
This former factory, constructed between 1900 and 1915, is a two-storey, face-brick construction with a hipped roof, addressing two streets. It retains a high level of integrity. The factory occupies a similar footprint to the 1911 building at the W. Saunders & Son Factory/Warehouse Complex. While their roof forms differ, they are comparable in terms of the unadorned red-brick elevations with repetitive rows of single window placement. The W. Saunders & Son Factory/Warehouse Complex building has more elaborate architectural treatment and detail to the façade in comparison, but is less intact due to alterations to the windows and sills.



Figure 11. Rear of 16 Arnold Street, Princes Hill (©Google)

Conclusion

The W. Saunders & Son Factory/Warehouse Complex has a modestly-scaled façade fronting Trenerry Crescent but a dominant and increasing presence along Turner Street as the buildings respond to the topography as it slopes down towards the Yarra River. Architecturally, the 1911 former factory is typical of factories during the Edwardian period with subtle Classical expression to the Trenerry Crescent façade. The 1984 additions to the complex by Daryl Jackson AO for the Esprit de Corps company are a particularly well resolved contextual design response to the 1911 and 1920s buildings as well as the wider heritage precinct. This award winning design still provides an effective integration of the various buildings on the site and is a model of sensitive adaptive reuse of former industrial buildings.

Assessment Against Criteria

Following is an assessment of the place against the heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (July 2015).

Criterion A: *Importance to the course or pattern of our cultural or natural history (historical significance).*

The place is one of the remaining notable examples of industrial development in Abbotsford, and particularly on Trenerry Crescent along the Yarra River, where industrial development began from the turn of the century. The 1911 building is of historical value as an example of an Edwardian-era food processing factory, built for W. Saunders & Son, who were manufacturers of malt extract and cod liver oil. The place is of historical value for its ability to demonstrate subsequent stages of development on an industrial site, including the 1920s building which is believed to have been built for an engineering works and the 1984 additions designed by architect Daryl Jackson for the Esprit de Corps company.

Criterion E: *Importance in exhibiting particular aesthetic characteristics (aesthetic significance).*

The Edwardian and Interwar buildings are of aesthetic significance for their architectural presence within the early twentieth century industrial streetscape of Trenerry Crescent and within the riverscape of the Yarra River. The 1911 building has subtle Classical details to the facade, while both buildings respond to the topography of the site by increasing in height and presence as the land slopes towards the Yarra River.

Attachment 6 - Heritage Citation

The award-winning new structures designed by architect Daryl Jackson AO in 1984 are of architectural significance, as an example of the innovative adaptive re-use of a set of former factory buildings that respected the forms, materials and architectural language of the early twentieth century industrial context.

Statement of Significance

What is significant?

The W. Saunders & Son Factory/Warehouse Complex at 20-60 Trenerry Crescent, Abbotsford.

The 1911 Edwardian building, the four 1984 structures designed by architect Darryl Jackson AO and the 1920s buildings contribute to the significance of the place. Alterations and additions that have occurred since 1984 are not significant.

How is it significant?

The W. Saunders & Son Factory/Warehouse Complex is of local historical and aesthetic significance to the City of Yarra.

Why is it significant?

The W. Saunders & Son Factory/Warehouse Complex is of historical significance as one of the remaining examples of the industrial development in Abbotsford, and particularly on Trenerry Crescent along the Yarra River, where industrial development began from the turn of the century. The 1911 building is of historical value as an intact example of an Edwardian-era food processing factory, built for W. Saunders & Son, who were manufacturers of malt extract and cod liver oil. The place is of historical value for its ability to demonstrate subsequent stages of development on an industrial site, including the 1920s building which is believed to have been built for an engineering works and the award winning 1984 additions designed by architect Daryl Jackson for the Esprit de Corps company. (Criterion A)

The Edwardian and Interwar buildings are of aesthetic significance for their architectural presence within the early twentieth century industrial streetscape of Trenerry Crescent and within the riverscape of the Yarra River. The 1911 building has subtle Classical details to the facade, while both buildings respond to the topography of the site by increasing in height and presence as the land slopes towards the Yarra River. (Criterion E)

The four glazed structures designed by architect Darryl Jackson in 1984 are of aesthetic significance, as an example of an innovative adaptive re-use of former factory buildings that respects the forms, materials and architectural language of the early twentieth century industrial context. These include a red-brick office building at the north-east end of the site which was designed to reference an early twentieth century industrial structure, a glazed walkway between this and the 1911 building, a two-storey glazed link between the 1911 and 1920s buildings and a glazed warehouse building to the rear of the site. The design integrated a stylised industrial theme in consideration of the site's Edwardian and Interwar buildings. (Criterion E)

Grading and Recommendations

It is recommended that the place continue to be included in the Heritage Overlay of the Yarra Planning Scheme as an individually significant place within the Victoria Park Precinct, Abbotsford (HO337).

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Yarra Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No

Attachment 6 - Heritage Citation

GJM Heritage

Prohibited Uses Permitted?	No
Incorporated Plan?	HO337 Precinct: Yes
Aboriginal Heritage Place?	Not assessed

Identified by:

Andrew C. Ward & Associates (May 1995), 'Collingwood Conservation Study Review'.

References:

Andrew Ward C. & Associates (May 1995), 'Collingwood Conservation Study Review'.
City of Yarra Library (COYL) Catalogue, <http://www.yarracity.vic.gov.au/Libraries/Search-the-catalogue/>, accessed July 2016.
Graeme Butler and Associates (2007), 'City of Yarra Review of Heritage Overlay Areas, Appendix 8'.
Land Victoria, Certificates of Title.
Melbourne Metropolitan Board of Works Detail Plans
State Library of NSW, online Manuscripts, oral history & pictures collection, <http://archival-classic.sl.nsw.gov.au/>, accessed July 2016.
Victorian Heritage Database (VHD), City of Yarra citation for 'Victoria Park Heritage Precinct', accessed July 2016.
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Vines, Gary & Matthew Churchward (1992) 'Northern Suburbs Factory Study'.

11.3 Amendment C219 - 112-124 & 126-142 Trenerry Crescent - Consideration of Submissions

Executive Summary

Purpose

For Council to consider the submissions made to **Amendment C219** (112-124 and 126-142 Trenerry Crescent) and the key issues that have been raised by local residents and community groups, and whether to refer the amendment to be considered further by a Planning Panel, in accordance with Section 23 of the Planning and Environment Act 1987 (the Act).

Key Issues

Amendments C218 and C219 are two separate proposals to rezone land along Trenerry Crescent in order to facilitate mixed use development that includes residential and commercial uses. The amendments were exhibited from 24 November to 24 December (2016) and 16 submissions were received on each, including a late submission from VicRoads.

Some common themes were found across the submissions, which are listed below. In particular, it was noted that the submissions from local residents highlighted existing traffic and parking issues in and around Trenerry Crescent, as perceived by local residents. The range of issues put forward by submitters is as follows:

(a) traffic impacts;

(b) building heights and setbacks (which was sometimes related to consistency with DDO1);

(c) protection of heritage buildings;

(d) increased population and infrastructure requirements;

(e) character and amenity;

(f) removal of third party notice and review rights; and

(g) visual impact of new development (on the Yarra River corridor).

Financial Implications

The costs of the amendments are being covered by the proponents.

PROPOSAL

For Council to consider the officer's report outlining the key issues raised in submissions and request that the Minister for Planning appoint a Planning Panel in accordance with Section 23 of the Planning and Environment Act 1987.

11.3 Amendment C219 - 112-124 & 126-142 Trenerry Crescent - Consideration of Submissions

Trim Record Number: D17/81874
Responsible Officer: Manager City Strategy

Purpose

1. For Council to consider the submissions made to Amendment C219 and the key issues that have been raised by local residents and community groups, and whether to refer the amendment to be considered further by a Planning Panel, in accordance with Section 23 of the Planning and Environment Act 1987 (the Act).

Background

2. Amendments C218 and C219 (the Amendments) are two separate proposals to rezone land along Trenerry Crescent in order to facilitate mixed use development that includes residential and commercial uses. Amendment C218 is considered in more detail in a separate report.

3. The location of the Amendments are shown on the plan below:



4. The Amendments are strategically supported by the Johnston Street Local Area Plan (the Plan), which was adopted by Council in December, 2015 and which makes a number of recommendations relating to land use and built form within the Johnston Street Local Area Plan study area.

5. Trenerry Crescent is identified as Precinct 7 within the Plan and is also addressed in Appendix C of the Plan as an area in transition, with some sites having been redeveloped for residential purposes in recent years.

6. Appendix C also identifies opportunities to strengthen links from Trenerry Crescent to the Capital City Trail and Yarra River corridor via Turner Street and through the subject land affected by Amendment C219.

7. Council considered the Amendments in September 2016, and resolved to seek authorisation from the Minister for Planning to prepare and exhibit the amendments in accordance with Section 8A of the Planning and Environment Act 1987. Authorisation was given on 8 November 2016, with a condition that the amendments be revised to be consistent with any future changes to the planning controls for the Yarra River (DDO1).

8. The amendments were exhibited from 24 November to 24 December (2016) and 16 submissions were received on each, including a late submission from VicRoads. The submissions outlined competing positions on a number of key issues and therefore, referral of the amendment to a planning panel is necessary if the amendments are to progress.

9. The key issues from these submissions and officer's response are outlined in this report. This includes recommended changes to the amendments to address the key issues and in so doing improve the quality of the amendments.

10. Since exhibition of the amendment closed, the revised controls (Design and Development Overlay Schedule 1 – DDO1) for the Yarra River have been gazetted. The DDO includes mandatory controls for building heights and setbacks on these two amendment sites, and controls to limit additional overshadowing of the Yarra River. The changes to the two amendments, which are necessary to align and comply with these new controls, are also outlined.

Amendment C219

11. Amendment C219 proposes to rezone the properties that are owned by the Australian Education Union from Commercial 2 Zone to the Mixed Use Zone, in order to allow the future use and development of the properties in accordance with the Mixed Use Zone.

12. The AEU has stated their intention to remain at 126-142 Trenerry Crescent where they have located their commercial operations, having recently invested in the refurbishment of the existing commercial building on the site.

13. The building, known as Austral Silk & Cotton Mills, at 112-124 Trenerry Crescent, is an *Individually Significant* heritage building and its future use is reliant on the adaptability of the building which was originally part of the former Austral Silk and Cotton Mills Factory complex.

14. The AEU, who are represented by Urbis, have proposed to apply a Development Plan Overlay (DPO) to the site to manage future development of either site to achieve positive public realm, urban design and built form outcomes.

15. DDO1 provides a stringent level of control to the sites subject to Amendment C219 in terms of mandatory height and setback requirements from the Yarra River. The DPO provides an opportunity to include specific heights and setbacks for the Trenerry Crescent frontage and other parts of the site not specified in DDO1 to manage the impact on the heritage building and the streetscape character.

16. Appendix C of the Plan identifies the opportunity to retain visual links to the Yarra River corridor as well as potentially creating a physical link in the form a shared pedestrian and cycle path that connects from Trenerry Crescent to the top of the Capital City Trail.

17. The rezoning of the site, accompanied by the Development Plan Overlay, presents an opportunity to realise these aspirations which would improve the connectivity of the area for pedestrians and cyclists.

18. Opportunities also exist to improve the safety and view lines for pedestrians and cyclists at the north-west corner of the site, which is currently a sharp turn particularly for cyclists by providing a corner splay. This will improve the physical connection between the City Trail and the residential neighbourhood.

Commentary regarding the use of DPO and IPO controls

19. In respect to the two proposals in Trenerry Crescent (Amendments C218 and C219), the Incorporated Plan Overlay (IPO) and Development Plan Overlay (DPO) controls were chosen by the proponents (through discussions with Council officers) as the most appropriate planning mechanism for guiding future development on the sites. They offer opportunities (compared to a Design and Development Overlay) to specify a range of outcomes for future development. In this case, the provision of a minimum of 20% of future floorspace for commercial uses (C218), provision of a pedestrian and bicycle connection (C219), and views to the Yarra River (both C218 and C219).

20. However, both the Incorporated Plan Overlay and Development Plan Overlay remove the opportunity for third party notice and review of the planning permit usually afforded through the Planning and Environment Act (under Sections 52, 62 and 81 of the Planning and Environment Act).

21. Such an approach is allowed for, and indeed common across Melbourne, where a particular site or precinct is being planned and it is considered that having a specific 'plan' is beneficial over more general controls. In such instances, it is considered that the amendment itself provides the opportunity for the community and affected parties to make submissions about the future development through input to the content and detail of the schedule of objectives and guidelines and the 'plan' itself. In other words, the proposed planning controls themselves are considered to be sufficient certainty in terms of future development outcomes, in addition to the planning controls already affecting the subject properties.

22. Both the IPO and DPO controls utilise a 'schedule' of objectives and guidance together with a 'plan' to inform the decisions on planning permits. There are some important differences that explain why the controls look different and have different levels of certainty.

23. The most important difference is the status of the 'plan' and the point at which it is prepared.

24. The IPO (as proposed for Amendment C218) incorporates the 'plan' into the Yarra Planning Scheme meaning that it cannot be changed without doing another planning scheme amendment. The 'plan" is therefore usually prepared at the time the amendment introducing the IPO 'schedule' is prepared – as is the case here. In effect, two stages occur at once.

25. The DPO (i.e. this Amendment C219) does not incorporate the 'plan' and can be changed by Council at its discretion as long as it continues to meet the requirements of the DPO schedule. Under the DPO, the 'plan' is often prepared later effectively separating the two stages. This two stage approach makes the DPO a useful and suitable tool for sites where the future development is uncertain because it allows the 'plan' to be prepared later.

26. This important difference is why the 'plan' for Amendment C218 (IPO) includes more detail at this stage compared to the plan for Amendment C219 (DPO).

External Consultation (Amendment Exhibition)

27. Amendments C218 and C219 underwent simultaneous exhibition (from 24 November to 24 December, 2016) in accordance with the notification requirements of Section 19 of the Planning and Environment Act (the Act) and 16 submissions were received for both amendments, including a late submission from VicRoads.

28. Specifically, the following forms of notice were given for both amendments in accordance with (and in addition to) the provisions (Section 19) of the Act:

    (a) Letters with fact sheets to owners and occupiers within a broad area beyond the subject sites, to ensure that those who could be "materially affected" were notified;

    (b) Letters to a number of external agencies including VicRoads, Melbourne Water and Boroondara City Council;

    (c) Letter to community groups (CARA, Collingwood Historical Society, Yarra River keepers);

    (d) Letters to Prescribed Ministers under the Act;

    (e) A notice of both amendments published in the Age newspaper;

(f) A notice published in the Government Gazette; and

(g) Information on the City of Yarra web site.

29. The Fact Sheets drew particular attention to the use of the IPO and DPO controls and its implications for third party notice and review.

30. In addition, two community Information Sessions were undertaken (one for each amendment) to allow the opportunity for community input and questions. The session ran over a four hour period at the Collingwood Town Hall and was attended by less than five people for each session, despite widespread notification and the inclusion of fact sheets advertising the Information Session.

Submissions

31. A submissions summary table for Amendment C219 is found as **Attachment 1** in which the recommended (key) changes to the amendment are found in the far right column.

32. There were 16 submissions in total (including a late submission from VicRoads) for the amendment which included a submission from the proponent that requested changes to the amendment.

33. Some common themes were found across the submissions, which are listed below. In particular, it was noted that the submissions from local residents highlighted existing traffic and parking issues in and around Trenerry Crescent, as perceived by local residents.

34. Across the sixteen submissions received for both amendments, the following key issues of concern were expressed:

(a) traffic impacts;

(b) building heights and setbacks (which was sometimes related to consistency with DDO1);

(c) protection of heritage buildings;

(d) increased population and infrastructure requirements;

(e) character and amenity;

(f) removal of third party notice and review rights; and

(g) visual impact of new development (on the Yarra River corridor).

35. In response to submissions, the consultants for the amendments have agreed to undertake further work to address the following issues as raised in submissions:

(a) Traffic impact assessment/analysis; and

(b) Visual impact analysis.

36. The further work is intended to provide a response to some of the issues raised in submissions, to inform Council as well as any Planning Panel when considering the issues listed above.

37. Since exhibition of the amendments, officers have sought further advice on the following aspects of the amendment:

(a) Heritage; and

(b) Traffic.

38. The further advice has informed changes to the amendment that addresses issues raised in relation to those topics.

39. Officers have also sought legal advice on various components of the amendment in terms of the content and structure of the DPO and also the issues raised in submissions, including consistency with DDO1.

40. The advice is sought to ensure that the DPO achieves the outcomes that Council desires as well as seeking to resolve issues raised in submissions through changes to either amendment.

Key Issues Raised in Submissions

Traffic Impacts

41. Submissions 1, 2, 4, 5, 7, 9, 15 and 16 (VicRoads) raised traffic as a key concern for Trenerry Crescent, based on current conditions and the potential for conditions to worsen from new development along the street.

42. The submissions highlight that Trenerry Crescent is already a busy thoroughfare, particularly during the morning and afternoon peak periods, and has an important relationship with the overall function of the local road network, including Johnston Street.

43. Submitters expressed the view that new development (resulting from either Amendment C218 or C219) would create additional traffic impacts such as increased congestion and increased demand for parking within the area.

44. Submitters also highlighted that the lack of traffic lights at the end of Trenerry Crescent causes congestion issues for traffic entering and exiting Trenerry Crescent into Johnston Street, particularly during the morning and afternoon peak periods, and are seeking the signalisation of this intersection if these proposals are approved.

45. The VicRoads submission reinforces the views of some local residents, expressing the view that traffic signals are required in order to provide optimal performance and a safer operational outcome for the intersection.

46. The VicRoads submissions are based on the known existing conditions along Johnston Street and Trenerry Crescent and the additional pressure that will likely occur at the intersection of Trenerry Crescent and Johnston Street as a result of increased traffic movements and congestion associated with either additional commercial or residential development.

47. Importantly, the VicRoads submission seeks the introduction of a planning permit condition to ensure that the need to upgrade the intersection is appropriately considered and the developers mitigate any impact if required.

Officer Response

48. Traffic impacts are usually assessed at the planning permit stage when there is more certainty about potential traffic generation, notably the number of dwellings/floorspace and car parking rates. Traffic impacts have been raised now because of the potential impacts that the rezoning of sites, allowing future residential (mixed use) development opportunities, could incur.

49. Based on the traffic reports provided by both proponents for the amendments (which were from Cardno and One Mile Grid), redevelopment of either of the properties that are subject to the amendments would inevitably lead to an increased traffic impact on Trenerry Crescent and the intersection of Trenerry Crescent and Johnston Street.

50. The key questions are:

    (a) Are traffic signals needed now due to existing conditions?

    (b) Does the potential increase in traffic warrant the installation of traffic signals?

    (c) If signals are required, should the future developers of the sites deliver/contribute to the signals, how much should they contribute and what mechanism is appropriate to secure the contribution/delivery?

51. To assist Council in answering these questions GTA Consultants have been commissioned and legal advice has been sought.

The Need for Traffic Signals

52. As noted above, Vic Roads has identified that traffic signals are required in order to provide optimal performance and a safer operational outcome for the intersection. Their submission does not confirm if the signals are needed to meet existing traffic issues. Vic Roads have not provided any evidence to support their view or any assessment regarding the form of any intersection treatment or the implications for the wider road network.

53. Both traffic assessments identify existing delays but do not conclude that the traffic signals are needed with the One Mile Grid report for Amendment C219 identifying that the current traffic conditions are acceptable. Both assessments conclude that the additional traffic from the respective developments would not add to these delays to a level that would warrant the introduction of traffic signals at the intersection of Trenerry Crescent and Johnston Street.

54. GTA consultants have reviewed the advice from the two proponents (**Attachment 2**) as well as the submission from VicRoads and conclude (agree with VicRoads) that a signalised intersection would be the most logical outcome for the Trenerry Crescent / Johnston Street intersection to ensure safe and optimal operation.

55. The implications of any signalisation need to be assessed to avoid any unintended consequences such as encouraging more rat-running through Trenerry Crescent.

56. They do not advise whether current conditions or future development is what warrants the signals and recommend that further work be undertaken to confirm this. Their advice also outlines a number of other possible traffic mitigation measures that are focussed on more sustainable transport options, such as creating a Green Travel Plan for both sites and promoting bicycle use, car share and using public transport options within proximity to the site.

57. Legal advice has confirmed that the need for the signals would need to be proven to be as a result of the development before the amendment could seek to secure delivery or contributions from future developers to the signals.

Delivery or Contribution of Traffic Signals

58. VicRoads submission seeks to ensure that at the permit stage, a traffic assessment is undertaken and the future developers deliver the necessary mitigation measures to address any traffic impacts. VicRoads recommend that this outcome be secured through a planning permit.

59. Neither traffic assessment prepared for the proponents consider that the development warrants the need for signals, neither assessment recommends that the future developers deliver or contribute to the signals.

60. Whilst GTA express the view that signals are required, they do not consider that their delivery is solely the responsibility of the future developers of the amendment sites.

61. GTA state that:

    (a) Whilst the development proposals subject to the two Planning Scheme Amendments are expected to add traffic to the critical right turn movements at the intersection, it will be difficult to make an argument that the full delivery of traffic signals should be borne by the two sites. This requirement is considered inequitable given that the proposed development traffic will contribute only a small proportion of traffic on the surrounding road network… A proportional financial contribution would appear to be a more equitable outcome.

62. GTA recommended that a legal opinion in terms of the funding mechanism and arrangements would be required.

63. Officers agree with GTA that seeking full delivery to the signals from future developers of one or both sites will be difficult to support. Legal advice has confirmed that a contribution proportional to the impact that the future development generates is a more equitable approach and is more in keeping with the requirements of the Planning and Environment Act if traffic signals are required.

64. Legal advice also concluded that the most appropriate approach to securing the future contribution would be through a Section 173 Agreement with the proponents that would apply to the respective sites and require any future developer to make a contribution.

65. It is important to note that if only a proportional contribution is made, the balance of the funding would need to be secured from other future developments in the area or from Council or State funding sources.

Further Detailed Traffic Analysis from GTA Consultants

66. Council officers have engaged GTA traffic consultants to undertake further detailed analysis of the traffic conditions to determine whether their conclusion about the need for a signalised intersection is to address existing conditions or future traffic impacts arising from the development associated with the Amendments C218 and C219.

67. The work will also identify the broad contribution that might be appropriate and address the impact of other mitigation measures.

68. This further analysis will inform Council officers prior to the Planning Panel hearing and be provided as evidence to the Panel for their consideration of the concerns raised in submissions about traffic impacts.

69. Officers will also utilise the GTA work to inform discussions with the proponents about potential contributions to any traffic signals if these are determined to be required.

Proposed Change to the Amendment

70. In order to address both the submissions received and the further commentary from VicRoads, changes have been made to the schedule to the DPO, as follows:

    (a) *"A car parking and traffic impact assessment that considers the provision of car parking, circulation and layout of car parking and the impact of any additional traffic on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, and how any necessary mitigation measures and/or financial contributions towards works to mitigate the impact of the development are to be delivered, to the satisfaction of the responsible authority and VicRoads; and*

    (b) *A Green Travel Plan that promotes sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities."*

71. The following Decision Guideline has also been added to ensure that VicRoads is included at the permit stage:

    (a) *"The impact of development on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, the suitability of any proposed mitigation measures and/or financial contributions towards works to mitigate the impact of the development and whether the views of VicRoads have been considered and addressed.".*

72. The changes introduce more specific language in terms of what a traffic report at the permit stage should be addressing in this instance and ensures that a future planning permit is referred to VicRoads for comment.

Building Heights and Setbacks

73. Submissions 4, 5, 6, 7, 8, 10, 11, 12 and 14 express concerns about the (maximum) building heights proposed by the Amendment.

74. In particular, submissions from Boroondara CC, the Collingwood Historical Society, CARA and the Yarra River Keepers, express the view that building heights should not be as high as those put forward by the DPO control, and should not contradict or change the requirements or intent of DDO1, which (at the time of the submission) was under review by the state government (DELWP).

75. There was also concern expressed about how visually prominent future built form would be seen from different viewpoints along the Yarra River corridor, including Dights Falls and Yarra Bend Park (within Boroondara). The submission from Boroondara also identified concerns about overshadowing of the Yarra River (and banks) and recommended controls to address this.

Officer Response

76. Amendment C219 seeks to provide a high level of certainty in terms of a future built form outcome, particularly in terms of the height of future development.

77. The amendment was drafted to be consistent with the version of DDO1 that existed at that time (September 2016) but also included a mandatory overall height. It was recognised at that time that changes may have been required to reflect any changes to DDO1 and therefore, it was not surprising when the authorisation from the Minister for Planning specifically stated that the final version of the amendment, when approved, must be consistent with the content of any revisions to DDO1.

78. As outlined above, the recently introduced DDO1 provides clear and mandatory maximum building heights and minimum building setback requirements across the whole of both of the amendment sites. It also includes a requirement that development not cast any additional overshadowing.

79. Whilst some submitters have sought heights lower than those in the new DDO1, officers consider that the DPO schedule should be consistent with the new DDO1. The authorisation for the two amendments specifically states:

    (a) "The Amendment must be consistent (with) the Yarra River controls currently being prepared by DELWP prior to submission for approval to the Minister for Planning under Section 35 of the P & E Act 1987."

    Proposed Changes to the Amendment

80. The heights and setbacks that are prescribed by the proposed amendment have been modified in a revised version of the schedule to the DPO, to be consistent with DDO1, the current planning control affecting properties situated along the Yarra River corridor.

81. The Building Heights Plan within the schedule to the DPO has now been removed as it simply repeats the requirements of DDO1 and causes confusion in terms of the expectations for the site. The heights now appear on the Indicative Framework Plan and conform to DDO1.

82. These changes would mean that the Amendment now responds to the condition specified in the authorisation, namely that the amendment be consistent with DDO1 prior to approval.

Protection of Heritage Buildings

83. Submissions 6, 8, 13 and 14 highlight concerns about the lack of detail in the Amendment in addressing the design response to heritage buildings.

    Officer Response

84. The former Cotton Mill building at 112-124 Trenerry Crescent is graded as *Individually Significant* and is part of a wider precinct Heritage Overlay (HO337 – Victoria Park Precinct). Current and future planning permit applications would be considered against the provisions of the HO and Clause 22.02 and this would not change with the currently proposed amendment.

85. GJM Heritage has provided advice to Council officers both before and after the exhibition process which occurred from November to December last year. The most recent heritage advice provided by GJM Heritage consultants is found as **Attachment 3 and 4**.

86. GJM Heritage has prepared a new citation for the site (**Attachment 5**). Although not formally part of the exhibited amendment, the citation for the property would need to be referenced at Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) in order to be included in the planning scheme. Legal advice supports this occurring through the current amendment process and recommends advising all parties.

87. The advice highlights the importance of this prominent heritage building and that all visible façades are important for the reading of the building, upper level additions should be setback and any buildings on its eastern side should be limited in their height to retain views to the building from the Yarra River.

88. GJM Heritage have identified a number of changes that should be made to the DPO Schedule to reinforce the significance of the heritage building and clarify the heritage requirements to be met when submitting a Development Plan for approval and at the planning permit stage. Specifically, they have identified that the Schedule to the DPO and future Development Plan should ensure that key views to the prominent heritage façades be retained, there should be separation from new buildings, upper level setbacks and protection of views of the eastern building façade by limiting the height of any new buildings to the east.

Proposed Changes to the Amendment

89. A number of changes have been made to the DPO Schedule to reflect the advice from GJM Heritage. This includes changes to the vision section to ensure development maintains views to the heritage building from Trenerry Crescent and amended requirements for the Development Plan to ensure that development responds to a future Conservation Management Plan or similar analysis. The Indicative Framework Plan within the Schedule to the DPO has also been modified to reinforce the heritage significance of the building and key view lines to the prominent façades, and the decisions guidelines have also been altered.

90. The proposed changes to Amendment C219 that address heritage concerns are contained within the submissions summary at **Attachment 1** as well as within the track changed version of the DPO schedule at **Attachment 6**.

91. The advice from GJM Heritage will form the basis for Council's submission to a planning panel and they will prepare expert evidence to assist the planning panel in considering the submissions on heritage issues.

Increased Population, Amenity and Infrastructure

92. Submissions 4, 5, 7, and 9 express concerns about the potential impacts of over-development and increased population on the character and amenity of the surrounding streets, the Capital City Trail and river corridor, as well as the need to improve local infrastructure (generally) to cope with a growing population within the area.

93. Submissions from residents expressed similar concerns about the future height of buildings and for some this was related to intensive development outcomes (higher density development) and the impacts that future increases in the local population could have on local infrastructure networks such as roads, cycle paths and car parking.

Officer Response

94. Accommodating a growing population in and around Activity Centres and close to public transport and local services is an accepted part of state and local planning policies. The Johnston Street Local Area Plan identifies opportunities that exist along Trenerry Crescent for future mixed-use development opportunities that respect the natural characteristics of the Yarra River corridor.

95. The area surrounding Trenerry Crescent enjoys good amenity with access to open space and the river corridor environs, including the Capital City Trail and nearby Abbotsford Convent. The existing population enjoys convenient access to these amenities and future population should also to be able to enjoy convenient access to shared community infrastructure.

96. The Capital City Trail and banks of the river corridor are not directly the responsibility of Council.

Visual Impacts on the Yarra River corridor

97. Submissions 6, 7, 8, 10, 11 and 14 expressed concerns about the potential visual impact of future built form on the Yarra River corridor.

98. As both sites have a rear interface with the Yarra River corridor, there are important matters about how effective the proposed planning controls are in managing the design and scale of future buildings.

99. There was also concern that the proposed controls either contradict or change the requirements of DDO1.

100. Boroondara Council officers express the view that the planning controls for both amendments are inadequate in providing the necessary design guidance with respect to the following:

    (a) Screening of built form;

    (b) Setbacks from the river (or bank);

    (c) Building height not compatible with DDO1;

    (d) Light spill and massing of built form; and

    (e) Visual disturbance of vistas and viewpoints from various locations along the Capital City Trail and Yarra Bend Park.

101. The potential for visual bulk and visual intrusion of built form into the river corridor was highlighted as a significant issue, particularly from Boroondara Council officers.

102. Boroondara Council officers have outlined in detail their concerns with the content of the DPO schedule.

Officer Response

103. The newly revised Yarra River corridor control (DDO1) highlights the significance of the river and the need for new development to provide respectful built form outcomes. The DDO (by itself) provides built form guidance at the interface with the river corridor through the height and setback requirements it provides. It also provides a number of design objectives intended to minimise the visual impact of built form along the Yarra River corridor.

Proposed Changes to the Amendment

104. The introduction of DDO1 addresses a number of the concerns raised regarding visual impacts from the Yarra River Corridor. However, to ensure that visual impacts are considered, a number of changes are proposed to ensure that the visual impacts are adequately addressed, including the requirement for a visual impact assessment at the planning permit stage to inform the statutory planning assessment.

105. The following wording has been included in the proposed Schedule to the DPO (Amendment C219) within the Vision section:

The Development will:

- *minimise the visual intrusion of development when viewed from the Yarra River and adjacent public open space, bicycle and shared paths and bridge crossings.*
- *ensure building elevations are presented at a variety of heights, avoid visual bulk and are stepped back from the frontage of the Yarra River and adjacent public open space.*
- *maintain key view-lines to the façades of the heritage building at 112-124 Trenerry Crescent, including views from the Yarra River corridor to the east of the site.*

The use of the IPO and DPO (exemption from notice and review under Section 52 of the Act)

106. Submissions 6, 8 and 14 express the view that the IPO and DPO should not be applied to the sites because they exempt the applicant from the need for “advertising” (under section 52 of the Act) by removing the right for third parties to object and to have the application reviewed at VCAT.

107. In particular, the Yarra River Keepers’ submission objects to the use of the IPO and DPO and asks that the controls be left out of the amendment at this time.

Officer Response

108. The rationale for using the proposed planning controls has been outlined previously in this report.

109. Officers are satisfied that the controls provide sufficient guidance to manage third party issues relating to amenity impacts and together with the Heritage Overlays and the DDO1 provide sufficient certainty for the community to be confident that planning policy would manage the impacts of development, particularly on the heritage buildings and the Yarra River.

110. Therefore, the proposed provisions are considered appropriate in achieving outcomes that are in addition to the requirements of DDO1.

Consistency with DDO1

111. A number of submissions highlight that the building height and setback requirements proposed by both Amendment C219 need to be consistent with DDO1.

Officer Response

112. The interim control was revised recently (gazetted on the 24th February) and the new DDO1 has been reviewed by officers and changes have been incorporated into the two amendments.

113. The issues raised in submissions relating to DDO1 and consistency with the proposed planning controls for both Amendments, have been discussed previously in relation to building heights and setbacks, as well as visual impact from new development, and are issues addressed through DDO1.

114. The authorisation for both amendments was conditional, stating that:

    (a) *"The Amendment must be consistent (with) the Yarra River controls currently being prepared by DELWP prior to submission for approval to the Minister for Planning under Section 35 of the P & E Act 1987."*

115. The proposed changes to the amendments will bring consistency with DDO1.

Proponent Submission

Urbis on behalf of the Australian Education Union (Amendment C219)

116. The proponent has put in a submission in support of the amendment, subject to changes that they (Urbis on behalf of their client) have outlined in their submission.

117. The AEU opposes the requirement to provide a shared pedestrian and cycling path through the middle of the two sites as this is considered to be an onerous and unnecessary requirement. They are also opposed to mandatory heights, preferring that discretionary height limits be applied.

118. More generally, the submissions states that some of the requirements for the Development Plan outlined in the DPO Schedule is more appropriately provided at the planning permit stage.

Officer Response

119. A shared pedestrian and cycling path connection was identified as an opportunity and is found in Appendix C of the Johnston Street Local Area Plan to provide a community benefit from future redevelopment of sites at the northern end of Trenerry Crescent.

120. The identified connection would formalise a route already used by pedestrians and cyclists as a logical "short-cut" through the properties. Its provision would help to provide favourable community benefit of the amendment proposal that otherwise is limited beyond provision of more housing.

121. The indicative alignment of the connection shown in the Indicative Framework Plan included in the DPO Schedule is on land that due to building separation requirements, access requirements and setbacks from the Yarra River is not able to be developed on with buildings but could in some locations be private space outdoor space. Whilst its provision could therefore introduce some constraints to the location and scale of private space within the development, officers do not consider this to be an onerous requirement. There is also flexibility at the Development Plan stage and permit stage to determine how formalised the connection is.

122. Therefore, the changes requested by the proponent to remove the requirement for the Development Plan to provide for shared pedestrian and cycle connection is not supported by officers.

123. The issue of mandatory verses discretionary heights has now been largely resolved due to the introduction of the new DDO1 (Yarra River corridor control). The authorisation for both amendments specified that heights must be consistent with DDO1 prior to approval.

124. Therefore, the changes requested by the proponent are not supported by officers.

External Consultation

125. External consultation has been described in detail previously within this report.

Internal Consultation (One Yarra)

126. Internal consultation has occurred through communication with Statutory Planning, seeking their input on the exhibited and revised versions of the Amendment.

Financial Implications

127. The costs of the Amendment are being covered by the proponent.

Economic Implications

128. The Amendment includes components that would facilitate employment generating outcomes and the AEU intends to continue its business operations at 126-142 Trenerry Crescent.

Sustainability Implications

129. The Amendment includes requirements to address ESD issues, but these are also covered at Clause 22.17 of the Yarra Planning Scheme.

Social Implications

130. The Amendment would have positive social implications through improved amenity, public realm contributions and increased population within the area.

Human Rights Implications

131. There are no known human rights implications.

Communications with CALD Communities Implications

132. The material used in notifying people about the Amendment includes information about Council's translation and other services.

Council Plan, Strategy and Policy Implications

133. The following Council Plan objectives are addressed through this amendment:

    (a) Objective 3: Making Yarra more liveable; and

    (b) Objective 4: Ensuring a sustainable Yarra.

Legal Implications

134. The consultation for the Amendment has been undertaken in accordance with the Planning and Environment Act 1987. Further steps in the Amendment process would also been undertaken in accordance with the relevant provision of the Act.

Conclusion

135. Amendment C219 is strategically supported by the recommendations outlined in the Johnston Street Local Area Plan, which was adopted by Council in 2015.

136. The Amendment has undergone community consultation in accordance with the Planning and Environment Act 1987 and has received sixteen submissions.

137. The submissions to the amendment cover a range of issues and whilst some changes have been made to the amendment, there are issues that are either beyond the scope of the amendment or cannot be fully resolved.

138. A number of changes are proposed to the amendment in response to the submissions and further advice received from the proponents and legal advisors.

139. At this stage in an amendment process, where a range of submissions have been received seeking changes to an amendment, it is standard process for a responsible authority (Council) to request the Minister for Planning to appoint a Planning Panel, in accordance with Section 23 of the Act, to consider the issues raised by submitters to an amendment and to make recommendations about the amendment back to Council.

140. The Planning Panel allows all submitters access to a fair and proper process to consider all concerns raised in submissions and to provide recommendations about the Amendment accordingly.

RECOMMENDATION

1. That Council:

   (a) notes the officers report in relation to Amendment C219 relating to 112-124 & 126-142 Trenerry Crescent, Abbotsford, including the responses to submissions received;

   (b) endorses the proposed changes to the amendment, including the IPO Schedule and Incorporated Plan as shown in Attachment 4;

   (c) requests that the Minister for Planning appoint a Planning Panel to consider Amendment C219 in accordance with Section 23 of the Act;

   (d) include the citation for the building known as Austral Silk & Cotton Mills, at 112 – 124 Trenerry Crescent, prepared by GJM as a reference document listed in clause 22.02-8 as a post-exhibition change to the amendment; and

   (e) notify the submitter parties of the post-exhibition changes to the amendment outlined in the report.

2. That Officers advise all submitters of Council's decision.

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TITLE: **Strategic Planner**
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Attachments

1 Amendment C219 Submissions Summary
2 Traffic Advice GTA - Amendment C218 C219 Trenerry Crescent
3 Amendment C218 C219 - GJM Heritage Advice - 12 May 2017 - part 1
4 Amendment C218 C219 - GJM Heritage Advice - 12 May 2017 - part 2
5 Revised DPO Schedule C219 - May 2017
6 Heritage Citation

Attachment 1 - Amendment C219 Submissions Summary

Amendment C219 Submissions

#	Name	TRIM	Issues / Concerns	Key Issue	Officer Comments	Recommended Change or Response
1.	Andy Hine	D16/172827	• Objects to the amendment based on the following points: • People turning illegally into Trenerry Crescent from Johnston Street • Traffic impacts along Trenerry Crescent – considered to be very busy already • Streets potentially overcrowded	• TRAFFIC IMPACTS	**TRAFFIC IMPACTS** Submissions 1 and 2 identify traffic and potential increased congestion as a key concern. Trenerry Crescent currently experiences high traffic volumes during the morning and afternoon peak periods and the submissions relating to traffic impacts reflect concerns about the current and future traffic conditions along Trenerry Crescent. The street was the subject of a traffic study by Council in 2011 and options were explored in terms of regulating traffic flow along Trenerry Crescent at different times of day. As a result of that study which was consulted upon with the community, a left hand turn ban was imposed during the afternoon peak 4-6.30pm and there is a "no left turn" sign for traffic heading east along Johnston Street during the afternoon peak. A set of traffic lights was also installed immediately east of the intersection of Trenerry Crescent and Johnston Street, as part of the development of the office building at 436-438 Johnston Street and facilitates traffic movement into and out of the car park, providing for breaks in traffic flow. Much of the traffic using Trenerry Crescent is through traffic ("rat-running") using Trenerry Crescent as a short cut to or from Johnston Street, through Clifton Hill to either Heidelberg Road or Hoddle Street. The proponents for both amendments have provided independent traffic reports that acknowledge the presence of heavy traffic volumes during the morning and afternoon peaks, but do not identify the need for a signalised intersection at the end of Trenerry Crescent. However, the comments provided by VicRoads indicate that there is a need to investigate the need for (or require) a set of traffic lights as a condition of a future planning permit application. Council officers are considering how to respond to those comments with regard to the amendment and whether further work, outside the scope of the amendment, is required. It should also be noted that Johnston Street is a VicRoads managed road.	**TRAFFIC** The exhibited amendment included a requirement to provide a traffic report as part of a future planning permit application and this has been reworded to provide more certainty as to what that should address, in response to submissions. A traffic impact and parking report would be required as part of a planning permit application under the requirements of the DPO schedule. Changes to the wording of the Schedule to the DPO and Incorporated Plan would, as much as possible through the amendment, address concerns about how new development would address traffic impacts. The following changes address the concerns outlined in the submission, to the extent that the amendment can have an influence over, or address, traffic conditions: *2.0 Conditions and Requirements for Permits* • *A car parking and traffic impact assessment that considers the provision of car parking, circulation and layout of car parking and the impact of any additional traffic on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, and how any necessary mitigation measures are to be addressed, to the satisfaction of the responsible authority and VicRoads.* *5.0 Development Plan Components* • *A Traffic Management Report identifying:* • *The likely traffic generation and its impact on the road network, including the intersection of Trenerry Crescent and Johnston Street;* *6.0 Decision Guidelines* • *The impact of additional traffic from new development on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, the suitability of any proposed mitigation measures and whether the views of VicRoads have been considered and addressed.* Under the decision guidelines, considerations relating to traffic impact on the local road network (not just Trenerry Crescent) and the views of VicRoads ensure that VicRoads are included at the permit stage (as they are not technically a referral authority). Submission 16 (VicRoads) in this table states that they support the amendment subject to a requirement that a condition to provide a signalised intersection be applied to a future permit application. Further to changing the amendment, officers are exploring options for requiring a contribution from future development based on future demand from users of the intersection, or from new development that will have a likely impact on traffic conditions within the area. It is considered that a proportional (percentage based) contribution may be more appropriate than paying the total cost for a new signalised intersection, and that this is a more equitable approach, given that there are numerous permit applications in process along the northern side of Johnston Street and a proposed rezoning through amendment C220 that would enable other mixed use development opportunities in the future.
2.	Alexander Marks	D16/174834	• Concerned about traffic and congestion, particularly during peak periods such as the morning when traffic is backed up along Trenerry Crescent (people use Trenerry to avoid Hoddle Street) • Trenerry Crescent is identified as a rat-run and the lack of lights at the end of Trenerry Crescent creates congestion during peak times • (There should be) lights installed at end of Trenerry into Johnston Street to facilitate pedestrian, cyclist and traffic movement • Believes that new development will add to the traffic problem on Trenerry	• TRAFFIC IMPACTS		

Attachment 1 - Amendment C219 Submissions Summary

						The proposed changes can be further explored through the Planning Panel process. It is recommended to refer submissions relating to traffic impacts to a Planning Panel as some of the issues raised cannot be resolved by changes to, or are not within the scope of the amendment.
3.	Andrew White	D17/2734	• Population increase would have impacts on parking in the local street network • Abbott Street is said to be at capacity 7 days a week and even more so when Victoria Park has sports events • Amendment should impose increased on-site parking requirements as well as increased visitor parking on-site • Bicycle parking and storage should also be implemented via the amendment	• TRAFFIC • PARKING • BICYCLE FACILITIES	**CAR PARKING** Submission 3 identified car parking as a key concern, suggesting there should be a stronger emphasis on the provision of bicycle facilities. There would likely be an increase in the demand for on-street parking as a result of new development and this should be assessed through a parking and traffic impact assessment/report, which includes parking impacts. Increasingly, larger developments are required to provide a sustainable transport plan (green travel plan) to address the impacts of new development (increased population) and car parking and traffic impacts and to promote sustainable transport use. Trenerry Crescent is in close proximity to Victoria Park Station and Johnston Street, where buses run into the city centre. The traffic report provided by the proponent suggests that the development could have a lower parking rate due to the location of the site in proximity to public transport options and this is in response to concerns about traffic generation and impacts on the local road network. It is agreed that more sustainable transport options are desirable and that there will be continued demand for on street parking. At the planning permit stage, applications are assessed against Clause 52.06 – Car Parking which is usually addressed within a planning report as part of a permit application. Such a report considers the local area in terms of access to public transport options, the Capital City Trail and the provision of bicycle lanes on local streets. Clause 52.34 also addresses requirements for bicycle facilities and this could be reinforced through the Incorporated Plan and Schedule.	**CAR PARKING (AND TRAFFIC IMPACTS)** As referred to above – the traffic and parking report is required by the DPO at the Development Plan Stage and further changes have been made to the schedule to reinforce the need to address mitigation measures at the time of a permit application. Further to this, a requirement has been added to address both traffic and parking concerns that is intended promote sustainable transport options that reduce reliance on motor vehicles: *2.0 Conditions and Requirements for Permits* ▪ *A Green Travel Plan that promotes sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities.*
4.	Alistair Riddell	D17/2733	• Concerned about overdevelopment within the area • Living conditions will be adversely affected by increases in population and traffic • Rezoning to allow residential is simply a money making exercise • Building height excessive (25m) • Poorly designed apartment buildings • Environmental impacts from new development and increased population • Traffic impacts along Trenerry and into Johnston St • Increased cyclist activity with some (perceived) negative impacts on the CCT • Suitable infrastructure for increased population • Calls for an incremental approach to the two amendments	• BUILDING HEIGHT • TRAFFIC (INCL. CYCLISTS) • APARTMENT DESIGN • INCREASED POPULATION & IMPACTS • CHARACTER & AMENITY	**BUILDING HEIGHT** Submissions 4, 5, 6, 7, 8, 10, 11 and 14 raise building height as a key concern in relation to the proposed planning control for the site. From the start of the amendment process, the building heights have been (necessarily) based on Schedule 1 to the Design Development Overlay (DDO1). The heights and setbacks proposed in the Incorporated Plan align with the requirements of the current planning control (DDO1). The authorisation for the Amendment has a condition which states: "The Amendment must be consistent (with) the Yarra River controls currently being prepared by DELWP prior to submission for approval to the Minister for Planning under Section 35 of the P & E Act 1987." DDO1 was recently revised (in March) by the state government. The exhibited DPO control specified a mandatory height of 25m which is consistent with the newly amended DDO1 and with the Johnston Street Local Area Plan, adopted in 2015. Previously there was a discretionary height limit of 18m. DDO1 now states a mandatory setback distance of 30m and specifies incremental setbacks beyond the mandatory minimum setback of 5m and 20m, allowing for increased height, stepping away from the river. As the authorisation for the amendment states that the amendment must conform to DDO1 prior to being approved by the Minister, the (mandatory) maximum heights and minimum setbacks that exist for the river corridor (DDO1) at the time the amendment is considered for approval will be reflected in the IPO plan.	**BUILDING HEIGHT** The maximum building heights for the subject site are determined by Schedule 1 to the Design Development Overlay (DDO1). In response to submissions that raise concerns about building height, setbacks and consistency with DDO1, the building heights plan has been removed from the Schedule to the DPO because it is seen to be redundant with the revised DDO1 already specifying mandatory heights and setbacks in relation to the Yarra River corridor, across the subject land. However, the heights and setbacks are now shown on the Indicative Framework Plan. These heights reflect the requirements of DDO1. The Indicative Framework Plan also highlights the north-west corner of the site as the appropriate location for taller built form, to reduce amenity impacts to the east (river corridor) and to the south (where a pedestrian and cycle link is to be considered in the layout/design of future development). Any future application must be in accordance with the requirements of DDO1, with regard to building height, setbacks, materials and a design response that respects the Yarra River corridor. **TRAFFIC IMPACTS** Traffic Impacts have been discussed previously in terms of changes to the amendment. **OTHER ISSUES** Other issues would need to be discussed at a Planning Panel as they are outside of the scope of the amendment, or at least cannot be resolved by the amendment.
5.	Judith Braniska	D17/2732	• There is already an excessive amount of development throughout the area • Increased traffic from new development is a concern • Proposed building heights are excessive and will result in a loss of character and amenity • Agrees that area could benefit from cafés and restaurants	• TRAFFIC • BUILDING HEIGHT		

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					TRAFFIC IMPACTS Traffic concerns are addressed for submissions 1 and 2 and it is acknowledged that new development could have an impact on the traffic conditions currently experienced along Trenerry Crescent and at the intersection with Johnston Street. Traffic impact mitigation measures are being addressed to some extent through this amendment process via the proposed planning controls which include the need to consider the views of VicRoads at the permit stage. **Internal Amenity and Apartment Design Standards** The recently introduced apartment guidelines address the design quality of apartments in new buildings ensuring higher standards of internal amenity and these have been implemented through planning schemes across Victoria at Clause 58. Future apartment building applications will be assessed against this Clause in the Yarra Planning Scheme. **Character, Amenity and Population Impacts** State planning policy encourages population growth through more intensive development in appropriate locations, close to public transport, shops and services. Trenerry Crescent is immediately north of Johnston Street, which is an activity centre that has good access to various public transport options, including Victoria Park Station to the west of Trenerry Crescent. The area surrounding Trenerry Crescent enjoys good amenity with access to open space and the river corridor environs, including the Capital City Trail and nearby Abbotsford Convent. The existing population enjoys convenient access to these amenities and future population should also to be able to enjoy convenient access to shared community infrastructure. A moderate increase in population is seen as having a positive effect in terms of street activation and passive surveillance from new built form – sound urban design principles. Proximity to the train station and open space also supports the location as suitable for higher density development, as well as proximity to the Johnston Street activity centre corridor (with access to buses).	
6.	Collingwood Historical Society	D17/1721	• The proposed removal of the right to comment on future developments on the site (the DPO) • The inadequate set back and excessive height proposed for new buildings in relation to the Yarra River • The lack of specific protection for the significant heritage buildings on the site and views of these buildings. • Very concerned about the Building Heights Plan as it fails to acknowledge the position of the heritage Austral Silk building and the need to retain view lines to it	• HERITAGE • BUILDING HEIGHT • RIVER CORRIDOR • THIRD PARTY RIGHTS	**BUILDING HEIGHT** (As discussed in the response to the previous two submissions) From the start of the amendment process, the building heights have been (necessarily) based on Schedule 1 to the Design Development Overlay (DDO1). The heights and setbacks proposed in the Incorporated Plan align with the requirements of the current planning control (DDO1). The authorisation for the Amendment has a condition which states: "The Amendment must be consistent (with) the Yarra River controls currently being prepared by DELWP prior to submission for approval to the Minister for Planning under Section 35 of the P & E Act 1987." DDO1 was recently revised (in March) by the state government. The exhibited DPO control specified a mandatory height of 25m which is consistent with the newly amended DDO1 and with the Johnston Street Local Area Plan, adopted in 2015. Previously there was a discretionary height limit of 18m. DDO1 now states a mandatory setback distance of 30m and specifies incremental setbacks beyond the mandatory minimum setback of 5m and 20m, allowing for increased height, stepping away from the river. As the authorisation for the amendment states that the amendment	**HERITAGE BUILDING(S)** The following changes have been made to the amendment in response to submissions and heritage advice. **Conditions and Requirements for Permits** ▪ *A Heritage Impact Statement prepared by a suitably qualified heritage consultant, which outlines how the proposed development has regard to heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent, as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place, along with relevant citations and studies.* **Vision** The Development will: ▪ *not dominate views to the heritage building from the river*

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					must conform to DDO1 prior to being approved by the Minister, the (mandatory) maximum heights and minimum setbacks that exist for the river corridor (DDO1) at the time the amendment is considered for approval will be reflected in the IPO plan.
					
					HERITAGE BUILDINGS
					
					A review of the site has been undertaken by GJM consultants heritage consultants that discusses the history and prominence of the heritage building at 112-124 Trenerry Crescent.
					
					The site is graded as Individually Significant and is located within HO337 – Victoria Park Precinct. Therefore, the site is currently affected by the provisions of the HO and Clause 22.02 of the Planning Scheme. The Statement of Significance for the site would be considered as part of any future planning permit application.
					
					The Schedule to the DPO identifies the heritage building and the key interfaces to be considered (all but one, being the southern interface which leaves little room for future development in any case).
					
					Third Party Notification and Review (Exemption from Section 52 of the Act)
					
					The DPO removes the opportunity for third party input into the planning permit application process, exempting the applicant from some of the requirements of Section 52 of the Planning and Environment Act).
					
					However, it also creates some certainty as to the expected outcomes for the site and that is why the proponent has proposed this control.
					
					The IPO states at Clause 43.03-2:
					
					An application under any provision of this scheme which is generally in accordance with the incorporated plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.
					
					Visual Impacts on the Yarra River corridor
					
					The newly revised DDO1 requires that development must be setback an even greater distance that the previous interim DDO1. The control includes design requirements that specify the need to minimise the visual impact of new development through the use of sympathetic materials and lower building heights at the direct interface with the banks of the river. The Schedule to the IPO and the Incorporated Plan include more site specific requirements such as a maximum street height along Trenerry Crescent and upper level setbacks from Trenerry and Turner Street.
						corridor.
						▪ *not obstruct views to the façades of the heritage building when viewed from Trenerry Crescent.*
						
						Development Plan Components
						
						▪ *The development of the site, including the adaptation, alteration and extension to the heritage building, and adjacent new development must not adversely affect the heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent and its relationship to the Yarra River Corridor as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place;*
						
						▪ *A conservation management plan or similar comprehensive heritage analysis prepared for the site by a suitably qualified heritage consultant, that:*
						  ▪ *Articulates the significance of the heritage place, its component parts, and its setting (including in relation to the Yarra River Corridor);*
						  ▪ *Describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and*
						  ▪ *Establishes principles for managing the significance of the heritage place and its relationship with its surroundings.*
						
						The following changes have been made to the Schedule to the DPO to reinforce the need to consider visual impacts of development and potential landscape schemes to enhance the bushland character and screen future development from the river corridor.
						
						VISUAL IMPACT
						▪ *A visual impact assessment to the specifications of the responsible authority, that includes the following:*
						  • *Site line analysis and 3D modelling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on heritage places; and*
						  • *Perspectives showing the visual prominence of the development from public vantage points along the Yarra River corridor and Yarra Bend Park.*
						
						▪ *A Landscape Master Plan that includes:*
						  • *The proposed landscape treatments with the Yarra River Corridor and how this enhances the bushland character of the river corridor and protects and integrates with existing vegetation and planting;*
						  • *The management of landscaped areas, including sustainable irrigation treatments such as water sensitive urban design opportunities.*

7.	Christine Parrott	D17/1681	• Excessive traffic and congestion • Building heights • Adequate setbacks from river • Greater development of indigenous flora along the banks to make the east side of the river bank more attractive and to prevent erosion • Opportunity for Yarra Council to be progressive with both environmental design - to blend with the surrounding area - but also with minimising environmental impact	• BUILDING HEIGHT • RIVER CORRIDOR • TRAFFIC • AMENITY	**BUILDING HEIGHT** Refer to previous response to building height concerns. DDO1 is the primary built form control affecting the site in relation to heights and setbacks from the Yarra River corridor. **TRAFFIC IMPACTS** As with previous responses related to traffic, the submission relates to both current and potential future traffic conditions. **Visual Impacts on the Yarra River corridor** The newly revised DDO1 requires that development must be setback an even greater distance that the previous interim DDO1. The control includes design requirements that specify the need to minimise the visual impact of new development through the use of sympathetic materials and lower building heights at the direct interface with the banks of the river. The Schedule to the IPO and the Incorporated Plan include more site specific requirements such as a maximum street height along Trenerry Crescent and upper level setbacks from	

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					Trenerry and Turner Street.	**Vision** • *minimise the visual impact of new buildings when viewed from the Yarra River and adjacent public open space, bicycle and shared paths and bridge crossings.* **OTHER ISSUES** It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.
8.	Virginia Dods (CARA)	D17/1470	• The proposed removal of the right to comment on future developments on the site (the DPO) • The inadequate set back and excessive height proposed for new buildings in relation to the Yarra River • The lack of specific protection for the significant heritage buildings on the site and views of these buildings.	• HERITAGE • BUILDING HEIGHT • RIVER CORRIDOR • THIRD PARTY RIGHTS	**RESPONSE** This submission is very similar in the concerns it raises to submission 6 from the Collingwood Historical Society – please refer to the response to that submission and also the recommended changes to the amendment. **HERITAGE BUILDINGS** A review of the site has been undertaken by GJM consultants that identifies the significant heritage components on the site, which has three distinct development stages – 1911, 1924 and 1984. The most recent addition is by award winning Architect, Daryl Jackson AO. The site is graded as Individually Significant and is located within HO337 – Victoria Park Precinct. Therefore, the site is currently affected by the provisions of the HO and Clause 22.02 of the Planning Scheme. The Statement of Significance for the site would be considered as part of any future planning permit application. **TRAFFIC IMPACTS** As with previous responses related to traffic, the submission relates to both current and potential future traffic conditions. **Visual Impacts on the Yarra River corridor** The newly revised DDO1 requires that development must be setback an even greater distance that the previous interim DDO1. The control includes design requirements that specify the need to minimise the visual impact of new development through the use of sympathetic materials and lower building heights at the direct interface with the banks of the river. The Schedule to the IPO and the Incorporated Plan include more site specific requirements such as a maximum street height along Trenerry Crescent and upper level setbacks from Trenerry and Turner Street.	
9.	Simon Hoeksma	D17/1677	• Increased traffic congestion in the area. (especially access to Johnston Street in peak hour traffic). • Increased number of residents in the area (overpopulation). • Overpopulation can lead to a decline of the liveability of the area (increase of crime rate, environmental pollution and noise pollution).	• TRAFFIC • AMENITY • POPULATION DENSITY	**TRAFFIC IMPACT** As with previous responses related to traffic, the submission relates to both current and potential future traffic conditions. **Character, Amenity and Population** State planning policy encourages population growth through more intensive development in appropriate locations, close to public transport, shops and services. Trenerry Crescent is immediately north of Johnston Street, which is an activity centre that has good access to various public transport options, including Victoria Park Station to the west of Trenerry Crescent. The area surrounding Trenerry Crescent enjoys good amenity with access to open space and the river corridor environs, including the Capital City Trail and nearby Abbotsford Convent. The existing population enjoys convenient access to these amenities and future population should also to be able to enjoy convenient access to shared community infrastructure. A moderate increase in population is seen as having a positive effect in terms of street activation and passive surveillance from new built form – sound urban design principles. Proximity to the train station and open space also supports the location as suitable for higher density development, as well as proximity to the Johnston Street activity centre corridor (with access to buses).	It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.

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10.	Con Gantonas Melbourne Water	D17/1676	• Maximum building heights should be incorporated into the planning controls • Building heights should be staggered away from the river corridor • Negative impacts from overshadowing or taller built form should be avoided adjacent to the corridor • An appropriate interface should be incorporated between any new development and the river corridor including appropriate public realm and open space; • New development should create places of interest, viewing platforms etc to enhance the experience of the corridor	• BUILDING HEIGHT • RIVER CORRIDOR	**GENERAL RESPONSE** Council officers met with Melbourne Water and discussed the amendments prior to exhibition and requested comments. It is considered that the comments within their submission, as well as earlier conversations about the amendment have been addressed within the proposed planning controls and by the revised DDO1. **BUILDING HEIGHT, VISUAL IMPACT & DDO1** As with responses to other submissions, the recently revised DDO1 addresses issues relating to building height, visual impact of development and built form along the edge of the Yarra River corridor.	Changes to the amendment in response to concerns about visual impacts on the river corridor are outlined previously in this table. It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.
11.	Boroondara CC	D17/1965	• Support the rezoning but have concerns about the composition of the proposed Development Plan Overlay stating that there is insufficient guidance for future built form outcomes on the site; there is conflicting information regarding building heights and setback; and an inability to ensure positive built form outcomes at the interface with the Yarra River corridor • Concerned that the requirements of DDO1 are not adequately reflected or supported by the proposed DPO schedule • The DPO should be strengthened to provide more clarity/certainty in terms of built form and public realm outcomes • Concerned about the way that maximum building heights are expressed across the site • Concerned about the eastern side of the Austral Silk and Cotton Mills building which is a vacant area currently used for car parking but with an interface with the river corridor at the eastern edge of the site, and the visual prominence of the building as viewed from Capital City trail • Submission states that the DPO shouldn't seek to vary the heights expressed in DDO1 – i.e. from a discretionary 18m to a mandatory 25m. • Supports the principle expressed in the Johnston Street LAP that taller built form should be located towards the north-western corner of the site and this should be expressed more clearly within the DPO schedule • Lack of overshadowing guidelines • Further information and requirements relating to landscaping that would reduce the impacts of built form	• RIVER CORRIDOR • BUILDING HEIGHT • PROPOSED CONTROL • DDO1	**BUILDING HEIGHT** DDO1 (Schedule 1 to the Design and development Overlay – Yarra River Corridor) is an interim control that sets out building heights and setback requirements for properties that have an interface with the Yarra River corridor, and was recently revised by the state government. The proposed IPO control specifies a mandatory height of 25m which is consistent with the newly amended DDO1 and with the Johnston Street Local Area Plan, adopted in 2015. The authorisation for the amendment states that the amendment must conform to DDO1 prior to being approved by the Minister. Therefore, the (mandatory) maximum heights and minimum setbacks that exist for the river corridor (DDO1) at the time the amendment is considered for approval will be reflected in the IPO plan. The heights and setbacks proposed in the Incorporated Plan align with the requirements of the current planning control (DDO1). DDO1 now states a mandatory setback distance of 30m and specifies incremental setbacks beyond the minimum setback of 5m and 20m, allowing for increased height, stepping away from the river. The authorisation for the Amendment has a condition which states: "The Amendment must be consistent (with) the Yarra River controls currently being prepared by DELWP prior to submission for approval to the Minister for Planning under Section 35 of the P & E Act 1987." Because of the timing of the release of the new river corridor control, the amendment can be modified to be consistent with DDO1 prior to being considered by both Council and a Planning Panel. **Visual Impacts on the Yarra River corridor** The newly revised DDO1 requires that development must be setback an even greater distance that the previous interim DDO1. The control includes design requirements that specify the need to minimise the visual impact of new development through the use of sympathetic materials and lower building heights at the direct interface with the banks of the river. The Schedule to the IPO and the Incorporated Plan include more site specific requirements such as a maximum street height along Trenerry Crescent and upper level setbacks from Trenerry and Turner Street. **HERITAGE BUILDINGS** Concerns about the heritage building at 112-124 Trenerry Crescent are noted and changes to the Indicative Framework Plan as well as wording within the schedule have been made to address the concern from Boroondara CC officers as well as submissions 6, 8 and 14. A review of the site has been undertaken by GJM consultants heritage consultants that discusses the history and prominence of the heritage building at 112-124 Trenerry Crescent.	**BUILDING HEIGHT (and DDO1)** (This response appears earlier in this table, but is repeated here to address the concerns of Boroondara Council officers) The maximum building heights for the subject site are determined by Schedule 1 to the Design Development Overlay (DDO1). In response to submissions that raise concerns about building height, setbacks and consistency with DDO1, the building heights plan has been removed from the Schedule to the DPO because it is seen to be redundant with the revised DDO1 already specifying mandatory heights and setback across the subject land. However, the heights are included on the Indicative Framework Plan as a reference and are in accordance with DDO1 (future application must be in accordance with the requirements of DDO1). The Indicative Framework Plan has been modified to: • Show view-lines to the important heritage façades of the building at 112-124 Trenerry Crescent; and • Highlight the north-west corner as a location where taller built form (up to 25m) is most appropriate. It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.

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					The site is graded as Individually Significant and is located within HO337 – Victoria Park Precinct. Therefore, the site is currently affected by the provisions of the HO and Clause 22.02 of the Planning Scheme. The Statement of Significance for the site would be considered as part of any future planning permit application. The Schedule to the DPO identifies the heritage building and the key interfaces to be considered (all but one, being the southern interface which leaves little room for future development in any case).	
12.	Urbis on behalf of the AEU	D17/1702	• Strongly support amendment subject to some changes to the schedule to the DPO • Request that the pedestrian link be removed from the DPO as it diminishes the development potential of the two sites and there are other opportunities to improve cycling and pedestrian movement paths around the site • Request that the building heights be expressed as discretionary heights rather than mandatory as the site would be subject to the provisions of DDO1	• SUPPORTING SUBMISSION	Urbis have submitted that they support the amendment subject to suggested changes that allow more flexibility with respect to the IPO schedule and plan, particularly in relation to building height. Officers have worked to ensure that the planning control achieves acceptable outcomes (including public realm outcomes that have a community benefit) on the site in terms of heights, setbacks and design guidelines that conform to the aspirations of the JLAP and that are also consistent with DDO1. In addition, the authorisation for the Amendment specifies a condition which states that: "The Amendment must be consistent (with) the Yarra River controls currently being prepared by DELWP prior to submission for approval to the Minister for Planning under Section 35 of the P & E Act 1987." DDO1 specifies mandatory height and setback requirements that this amendment does not seek to change. **Publicly Accessible Shared Link** Council officers maintain the view that providing a shared path/link through these sites has a clear community benefit in formalising a route that has been established by pedestrians and cyclists as a short-cut to connect with the CCT and river corridor from Trenerry Crescent. This is also expressed in Appendix C of the Johnston Street LAP, which provides the strategic basis for the amendment.	It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.
13.	Peter Virgona	D17/1679	Objects to the amendment based on the following points: • Historical value and iconic status of both buildings • Architecture and land mark significance. • (Need to provide for) increase in infrastructure that has not been addressed with increased usage (activity) of properties in this location. • Traffic management has not been addressed by authorities since major apartment developments have been completed. • (Solar access and visual intrusion of development) the enjoyment of the first rays of sunrise will not be seen if any alteration to existing structures. • The increase in human traffic to this area has already eroding its natural beauty and landscapes. • Business hour traffic and human traffic is acceptable at present...if Amended 24hour high traffic in both will be experienced. • Both locations were historically developed and purpose built, To Allow amendment will alter the charter of purpose	• HERITAGE • LOCAL INFRASTRUCTURE • TRAFFIC • SOLAR ACCESS	Refer to earlier comments in terms of traffic. The heritage building at 112-124 is addressed in the Schedule to DPO and is covered by a Heritage Overlay, being graded as Individually Significant. The DPO provides a 20m building separation to allow view lines to the river as well as some uninterrupted solar access. It is acceptable that new buildings may block some sunlight in the morning (when looking east). There are no current plans to develop either property. The adaptive re-use of the heritage building should be encouraged as it also allows the building to be refurbished internally and maintained.	Refer to changes outlined in response to submission 6.
14.	Yarra River Keeper	D17/2122	• The DPO is considered to be premature with respect to the Yarra River corridor controls that will be implemented soon • Believes that the rezoning should be undertaken separately to the application of the DPO	• BUILDING HEIGHT • RIVER CORRIDOR • HERITAGE	Please refer to comments made in response to submission 6 as they cover similar issues, in relation to building height, heritage and concerns about the removal of third party notification and review rights under the DPO. The DPO has been included in the amendment to provide more certainty than the existing planning controls. Initially, building height	The changes outlined for submission 6 also address submission 14. It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.

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			• The DPO removes the opportunity for third party (community) input into the planning permit process • Building heights excessive and will overwhelm river corridor	• PLANNING CONTROL AND REMOVAL OF THIRD PARTY RIGHTS AT PERMIT STAGE	was a key concern but this has been resolved through the revised DDO1 which currently applies to the site. There are a number of components to the DPO that specify a more certain outcome (which involves the creation and approval of a Development Plan for the site, to be approved by the responsible authority) than current planning controls would, such the proposed shared pedestrian and cycle link through the site and the landscaping of areas at the eastern edge of the site to integrate better with the river corridor.	
15.	Tamla Bain	D17/4847	• Concerned about increased traffic and congestion as well as parking	• TRAFFIC • PARKING • DEVELOPMENT	**TRAFFIC IMPACTS** Traffic Impacts and Parking concerns have been addressed previously in this table and the views of local residents have been responded to through changes to the amendment outlined in the next column.	A traffic impact report would be required as part of a planning permit application. Changes to the wording of the Schedule to the IPO and Incorporated Plan would, as much as possible through the amendment, address concerns about how new development would address traffic impacts. The proposed changes can be further explored through the Planning Panel process. It is recommended to refer this submission to a Planning Panel as some of the issues raised cannot be resolved or are not within the scope of the amendment.
16	VicRoads	D17/54674	• VicRoads have highlighted the existing traffic conditions as a significant issue at the intersection of Trenerry Crescent and Johnston Street and suggest that mitigation measures may be necessary to ensure that safe traffic, pedestrian and cyclist movements are facilitated/provided for. • They have expressed their support for the amendments pending a suggested condition to future permit applications, requiring the installation of traffic lights	• TRAFFIC IMPACTS	Council officers have had informal discussions about the amendment with VicRoads seeking advice on the two amendments. The submission from VicRoads highlights a number of known traffic issues in detail, drawing the conclusion that the traffic impact from one or both amendments will result in the need to mitigate the effects of increased traffic at the intersection of Trenerry Crescent and Johnston Street through a signalised intersection, Officers agree that a signalised intersection would improve the performance of the intersection but further work may be required to fully appreciate the cumulative impact of development in the wider area, as the sites on Trenerry Crescent would only partially contribute to traffic volumes in the local area.	Changes in response to submissions regarding traffic impacts are outlined earlier within this column. In response to submissions from local residents and the submission from VicRoads, the amendment has been modified to ensure that the views of VicRoads are considered during the planning permit process.

Attachment 2 - Traffic Advice GTA - Amendment C218 C219 Trenerry Crescent

GTAconsultants

Introduction

GTA has undertaken a peer review of the traffic and transport related documents prepared for the following development sites:

- 18-62 Trenerry Crescent, Abbotsford (subject to Planning Scheme Amendment C218) – Cardno Consultants Advice Notice – CAN004, dated 3 March 2017.
- 112-124 & 126-142 Trenerry Crescent, Abbotsford (subject to Planning Scheme Amendment C219) – One Mile Grid Transport Impact Assessment, dated 13 April 2017.

The findings of the review are summarised in the following section of this report. This is followed by discussion around the nexus between the two development sites and the delivery of traffic signals at the Johnston Street/Trenerry Crescent intersection.

One Mile Grid Report Review

- No accident review of Trenerry Crescent, Johnston Street or the Johnston Street/Trenerry Crescent intersection. It is important to have regard not only to the performance of the road network but also safety considerations.
- No information has been provided regarding cyclist movements along Trenerry Crescent and Johnston Street. This is a valid consideration given that both roads are Bicycle Priority Routes within the SmartRoads hierarchy and the vulnerable nature of cyclists in a very busy road environment.
- No details have been provided regarding the SmartRoads hierarchy of Trenerry Crescent and Johnston Street. SmartRoads hierarchy identifies the following:
  - Johnston Street is a Bus Priority Route, Traffic Route and Bicycle Priority Route.
  - Trenerry Crescent is a Bicycle Priority Route.
- Based on GTA's observations of the peak hour performance of the Johnston Street/Trenerry Crescent intersection, the SIDRA analysis results for the performance of the intersection are questioned. It is unclear how the SIDRA model has been calibrated to match (as best as possible) existing conditions.
- The report makes mention of "gaps" in the Johnston Street traffic streams, stating:
  - *"…there are gaps being created along Johnston Street in both the morning and afternoon peak. This is a result of the upstream and downstream traffic lights, the low speed environment of peak hour traffic and driver courtesy which creates gaps in the traffic stream allowing these vehicles to enter the stream without being queued."*
- There is no quantification of these gaps or the number of turning vehicle movements that could be accommodated through the gaps. Quantification of these movements would permit calibration of the SIDRA model.
- The traffic distribution presented in the report appears reasonable and is largely consistent with the distribution of existing traffic movements on the surrounding road network.
- The report assumes that 40% of the proposed development traffic will distribute via Lulie Street to the west, but with no consideration of the impact of this distribution on Lulie Street or at the Johnston Street/Lulie Street intersection – particularly the right turn

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movement from Lulie Street to Johnston Street which it is considered will be the critical movement.

- It is unclear why the existing office use was not surveyed to derive a traffic generation rate for the proposed office use. That being said, the traffic generation assumptions for the proposed office would be considered reasonable where no existing office use is present to survey.
- Whilst the report correctly presents an assessment of the post development performance of the Johnston Street/Trenerry Crescent intersection (albeit the performance findings are questioned) given that the traffic associated with the proposed development will increase existing traffic movements at the intersection by 10% or more, it fails to consider factors that could be implemented to mitigate the impact of the proposed development traffic. This work is a requirement of the VicRoads "Guidelines for Traffic Impact Assessment Reports" which contains the following performance objective:
  - *"For existing road infrastructure – any potential adverse effects from land use development proposals on road safety and operational efficiency are identified and, where necessary, developers provide mitigating road improvement works as part of the development costs to minimise these effects and retain, within practical limitations, the level of safety and operational efficiency that would have existed without the development."*
- Factors for consideration do not necessarily need to be physical factors such as improvement works at the Johnston Street/Trenerry Crescent intersection (i.e. installation of traffic signals), but could be more strategic factors to limit the level of new traffic that will be generated by the proposed development (i.e. adoption of low car parking provision for land uses, encouragement of alternative transport modes etc.).
- From the information presented in the report it appears that there is a significant level of through vehicle movements on Trenerry Crescent (i.e. "rat-running" traffic), however this is not specifically addressed in the report, with no quantification of the level of traffic using this route due to convenience.
- The traffic volumes presented in the report show a high left turn movement from Johnston Street to Trenerry Crescent in the weekday PM peak hour (291 vehicles per hour) which is an illegal manoeuvre (no left turn restriction 4:00pm to 6:30pm Monday to Friday). No discussion has been presented in the report as to why this left turn movement has been permitted to occur, nor has it been flagged as an issue.
- The report concludes that:
  - *"The level of traffic generated by the potential development of the site is likely to result in a limited impact on the operation of the surrounding intersections;"*
- This is not a reasonably arrived at conclusion. The report documents that the addition of the development traffic is expected to increase the average delay on traffic exiting Trenerry Crescent to Johnston Street by 104 seconds (139 seconds to 243 seconds), with the queue (assumed to be the 95th percentile queue) on Trenerry Crescent also increasing by 44m (49m to 93m). It is considered that a greater impact will result from a model calibrated to better reflect existing conditions.
- A reduced car parking provision for the potential office and residential land uses is considered satisfactory. The nominated office rate of 2.0 to 2.5 spaces per 100sqm is

considered reasonable. The resident rate of 1.0 space per dwelling, with no car parking for visitors, is considered reasonable if not on the high side given the road network constraints surrounding the subject site.

- No consideration has been given to bicycle parking outcomes for the proposed development. This is an important matter given the proximity of the Bicycle Priority Routes on Trenerry Crescent and Johnston Street. Bicycle parking and facilities for the proposed development should be maximised to encourage cycling in lieu of private car use.

Cardno Advice Notice – CAN004 Review

- No accident review of Trenerry Crescent, Johnston Street or the Johnston Street/Trenerry Crescent intersection. It is important to have regard not only to the performance of the road network but also safety considerations.
- No information has been provided regarding cyclist movements along Trenerry Crescent and Johnston Street. This is a valid consideration given that both roads are Bicycle Priority Routes within the SmartRoads hierarchy and the vulnerable nature of cyclists in a very busy road environment.
- No details have been provided regarding the SmartRoads hierarchy of Trenerry Crescent and Johnston Street. SmartRoads hierarchy identifies the following:
  - Johnston Street is a Bus Priority Route, Traffic Route and Bicycle Priority Route.
  - Trenerry Crescent is a Bicycle Priority Route.
- No detailed traffic impact analysis results are presented in the document. However, the following is stated for the existing traffic conditions:
  - *"The intersection of Johnston Street and Trenerry Crescent operates above capacity during both peak periods, particularly during morning peak;*
  - *During the morning peak, significant queuing occurs on the approach to the Johnston Street intersection that causes blockages through the Turner Street roundabout; and*
  - *During the afternoon peak there are significant delays to westbound traffic on Johnston Street."*
- The traffic impact analysis findings of the Cardno document are not wholly consistent with the findings of the One Mile Grid report, with the Cardno analysis presenting a less favourable (and based on GTA's observations a more realistic) outcome of the existing performance of the Johnston Street/Trenerry Crescent intersection.
- The document identifies that rat-running is an issue along Trenerry Crescent but does not quantify the level of rat-running.
- No detailed traffic analysis is presented of the proposed development traffic impact on the performance of the surrounding road network and particularly the Johnston Street/Trenerry Crescent intersection. Instead the report relies on engineering judgement around the likely impact of the proposed development traffic. This approach fails to appropriately address the likely impact of the proposed development.
- A reduced car parking provision for the potential office and residential land uses is considered satisfactory. However, the nominated office rate of 1.0 to 1.5 spaces per 100sqm is considered too low without further justification. The nominated resident rate

of 1.0 space per dwelling, with no car parking for visitors, is considered reasonable as a starting point. The nominated car parking provision of one staff space to the small food & drink premises is considered appropriate. There are limited daytime vacancies surrounding the subject site to accommodate short-term car parking demands of the proposed development, and an argument could be mounted for some short-term car parking to be provided within the development at the expense of office/resident car parking.

- The traffic generation of the proposed development is considered low as a result of the low car parking provision of the office use.

Johnston Street/Trenerry Crescent Intersection Traffic Signals

- It is understood that VicRoads has conditioned the delivery of developer funded traffic signals at the Johnston Street/Trenerry Crescent intersection in identifying its support of the two Planning Scheme Amendment. The VicRoads letter dated 7 April 2017 states the following:
  - *"In summary, VicRoads considers that the installation of full directional traffic signals will provide optimal performance and a safer operational outcome. It is considered that traffic signals is the single most effective mitigation measure in these particular circumstances to reasonably minimise disruption to the operation of the road and surrounding network and ensure safety of all road users (including buses, motorists, pedestrians and cyclists)."*
- Traffic signals at the Johnston Street/Trenerry Crescent intersection would be located approximately 200m from the existing signals at the Johnston Street/Nicholson Street intersection, and 100m from the existing signals at the Johnston Street/Paterson Street intersection.
- The Johnston Street Local Area Plan adopted by Council in December 2015 (the Plan) shows that the two development sites are contained in Precinct 7 of the Plan, with this precinct being identified for future commercial and residential land uses.
- The Plan does not contemplate traffic signals at the Johnston Street/Trenerry Crescent intersection. It does however contemplate a new signalised intersection on Johnston Street serving the Abbotsford Convent.
- The Plan does contain the following regarding traffic on Johnston Street:
  - *"Investigate options for reducing through traffic along Johnston Street to improve local accessibility, enhance public transport access as well as pedestrian and cyclist amenity (through discussions with VicRoads)."*
- From GTA's observations of the performance of the intersection during peak hour periods, and the work undertaken by One Mile Grid and Cardno, it is considered that the performance and safety of the Johnston Street/Trenerry Crescent intersection would benefit from the introduction of traffic signals.
- It is considered that the existing conditions warrant the installation of traffic signals. Whilst the development proposals subject to the two Planning Scheme Amendments are expected to add traffic to the critical right turn movements at the intersection, it will be difficult to make an argument that the full delivery of traffic signals should be borne by the two sites. This requirement is considered inequitable given that the proposed

development traffic will contribute only a small proportion of traffic on the surrounding road network.

- A proportional financial contribution would appear to be a more equitable outcome. However, given the lack of work that has been undertaken around the layout and performance of the potential signalised intersection, it is difficult to quantify what represents a reasonable contribution. It is also unclear what mechanism could be used to facilitate a contribution given this lack of detail.
- It is considered that detailed traffic impact analysis will be required to determine the appropriate layout of the signalised intersection.
- It is recommended that a legal opinion be sought on how best to implement a proportional contribution arrangement.
- There are other measures that could be employed with the two development sites to minimise the traffic impact attributable to them. Measures for consideration could include:
  - Adoption of low car parking rates for all land uses, likely resulting in reduced traffic generation from the proposed developments.
  - Installation of more aggressive traffic calming along Trenerry Crescent and further afield to lessen the attractiveness of the route for non-local traffic (i.e. rat-running traffic).
  - Promotion of "green travel" principles. Examples include:
    - Preparation of a Green Travel Plan for both development sites.
    - Delivery of bicycle facilities well in excess of the standard statutory requirements (e.g. the provision of one bicycle space for every dwelling, shower/change room facilities for staff).
    - Car share facilities, either internally or in the surrounding area but close to the two sites.

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Memorandum of Advice

Preliminary Heritage Advice: Heritage Implications of Yarra Planning Scheme Amendments C218 and C219

Prepared for: City of Yarra

Date: 12 May 2017 **File:** 2016-104

1. Introduction

Proponent-led planning scheme amendments to facilitate the redevelopment of two sites on Trenerry Crescent, Abbotsford – at 18-62 Trenerry Crescent and 112-142 Trenerry Crescent – are currently being considered by the City of Yarra (Council). GJM Heritage has been engaged to review the amendment documentation and to advise on the following matters:

Amendments C218 and C219

- *Whether the proposed controls within the exhibited* (amendments) *relating to the heritage buildings are sufficient to ensure that the future planning and future development of the sites appropriately consider and protect the heritage qualities of the respective heritage buildings and their relationship to the Yarra River.*
- *If required, advice on how the controls within the* (exhibited amendments) *could be revised to achieve this.*

In July 2016 GJM Heritage was commissioned by Council to prepare heritage citations and Statements of Significance for two industrial properties affected by Amendments C218 (20-60 Trenerry Crescent) and C219 (112-124 and 126-142 Trenerry Crescent). This memorandum draws on the heritage assessments undertaken at that time.

A site visit was made to Trenerry Crescent on 3 January 2017 and views of the subject sites were considered from the public realm including Trenerry Crescent, side streets to the west, the Yarra River Trail, Dights Mill and Falls (Victorian Heritage Register H1522) and the car park and reserve at the northern end of Trenerry Crescent. The documentation for Amendments C218 and C219 has been reviewed for its potential impact on the heritage values of HO337 – Victoria Park Precinct, Abbotsford and the buildings identified as 'Individually Significant' in *City of Yarra Review of Heritage Overlay Areas 2007 - Appendix 8*, an incorporated document pursuant to Clause 81.1 of the Yarra Planning Scheme (Appendix 8).

2. Subject Sites

The subject sites (18-62 Trenerry Crescent and 112-142 Trenerry Crescent) are located on the eastern side of Trenerry Crescent, Abbotsford, and are bounded to the east by the Yarra River. The majority of Trenerry Crescent is subject to HO337 - Victoria Park Precinct.

2.1 Trenerry Crescent

Trenerry Crescent extends generally in a north-south direction from the Eastern Freeway in the north to Johnston Street in the south. It follows the line of the Yarra River and demonstrates very different

characteristics on its eastern and western sides. The western side of Trenerry Cresecent is typified by single-storey Victorian and Edwardian-era dwellings with some later infill development rising to two-storeys in height. The northern half of the western side of Trenerry Crescent is dominated by Victoria Park Oval.

The eastern side of Trenerry Crescent is occupied by a number of late-nineteenth and early-twentieth century former factory buildings that were deliberately located on the banks of the Yarra River to provide access to water and allow the easy disposal of liquid waste. Industrial activity in this part of the Yarra dates back to the mid-nineteenth century and the construction of Dights Mill (from 1838) and the associated weir to power the mill, which is now a popular recreational reserve. The former factory and industrial buildings that line Trenerry Crescent have now been converted to office or multi-unit residential uses. New infill includes medium-rise commercial and residential buildings of up to six-storeys in height. The highest built form within HO337 is the stand-alone apartment tower within the former Byfas complex that rises up to 11-storeys in height.

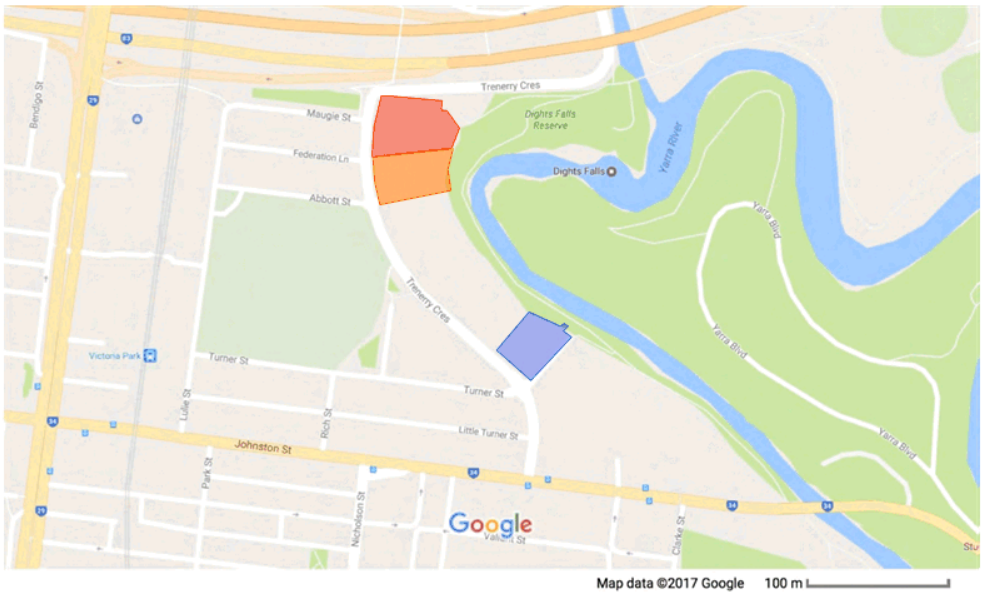


Figure 1: Approximate locations of 18-62 Trenerry Crescent (blue) 112-124 Trenerry Crescent (orange) 126-142 Trenerry Crescent (red) (Google Maps, accessed 19 January 2017)

2.2 18-62 Trenerry Crescent

The Former W. Saunders & Son Factory/Warehouse Complex was constructed between 1911 and the 1920s for the extraction of malt and cod liver oil. The industrial building located towards the Yarra River on Turner Street was constructed in the 1920s. In 1984 renowned architect Daryl Jackson AO designed contemporary additions as part of the adaptive reuse of the complex for the offices of fashion house Esprit de Corps. In 1985 the Jackson designed alterations and additions were recognised by a Royal Australian Institute of Architects President's Award Citation. It is considered that these alterations and additions contribute to the significance of the place.

The 1911 building and the 1984 additions are of high integrity and are in good condition. Having undergone later additions, the 1920s structures are of lower integrity. The 1984 conversion of the complex remains a respected example of early adaptive reuse of industrial buildings and demonstrates a sophisticated integration of contemporary additions - in this case as lightweight pavilions and linking elements.

The principal public realm views of the complex are afforded from Trenerry Crescent and Turner Street. Glimpses of the complex, and in particular the Jackson designed additions, are visible from the Yarra River Trail.

The Former W. Saunders & Son Factory/Warehouse Complex (later Esprit de Corps offices) is identified as 'Individually Significant' in Appendix 8.



Figure 2: 18-62 Trenerry Crescent, Abbotsford (23 Dec 2016, ©nearmap)
KEY: Boundary – dashed blue line
1911-1920s brick factory structures shaded in red
1984 Esprit de Corps structures shaded in yellow

2.3 112-142 Trenerry Crescent

2.3.1 112-124 Trenerry Crescent

The Former Austral Silk and Cotton Mills Factory/Warehouse Complex is a substantial four-storey brick factory building constructed in 1927. The same Stripped Classical architectural treatment has been utilised on all four façades of the building, reflecting the fact that it was designed to be seen in the round as the dominant element within a large factory complex. A single-storey sub-station building in the same style is located immediately to the north of the main building and a two-storey link structure connects it to the property to the south. The land to the north of the four-storey building was occupied by factory buildings with saw-tooth roofs until at least 1966 and now houses car parking and the Australian Education Union (AEU) building at 126-142 Trenerry Crescent.

The factory/warehouse building is of a moderate to high level of intactness with changes to the exterior form largely being limited to a lightweight roof-top addition, and the removal of a single-storey element on the Trenerry Crescent façade and its replacement with a rendered wall and portico entrance.

The north and west elevations of the building (including the single-storey sub-station building in the same architectural style immediately to the north) are the dominant features of the Trenerry Crescent streetscape north of Victoria Park (Abbot Street). The prominent ridge top location and scale of the building make it a

landmark feature when viewed from Trenerry Crescent adjacent to the Dights Falls Reserve, from the Yarra River Trail, and from the Dights Mill site itself.

The Former Austral Silk and Cotton Mills Factory/Warehouse Complex is identified as 'Individually Significant' in Appendix 8.



Figure 3: 112-124 & 126-142 Trenerry Crescent, Abbotsford (23 Dec 2016, ©nearmap)

KEY: Boundary – dashed blue line
Main Austral Silk and Cotton Mills Factory/Warehouse shaded in red
Two-storey link structure shaded in yellow
Substation shaded in orange

2.3.2 126-142 Trenerry Crescent

The AEU building and at-grade car park occupies what was once the northern part of the Austral Silk and Cotton Mills Factory/Warehouse Complex. This two to three-storey office building was constructed in the 1980s in a Post-modern style.

Only the southern part of 126-142 Trenerry Crescent falls within the extent of HO337. The building is not identified as being either 'Contributory' or 'Individually Significant' within the precinct.

3. Current Planning Controls

Both subject sites are currently within the Commercial 2 Zone (C2Z) of the Yarra Planning Scheme and are subject to the Design and Development Overlay - Schedule 1 (DDO1) and the Environmental Significance Overlay - Schedule 1 (ESO1). 18-62 Trenerry Crescent, 112-124 Trenerry Crescent and the southern part of

126-142 Trenerry Crescent are subject to the Heritage Overlay (HO337 - Victoria Park Precinct). Part of 18-62 Trenerry Crescent is also affected by to the Land Subject to Inundation Overlay (LSIO).

Both subject sites are identified as Areas of Aboriginal Cultural Heritage Sensitivity as described in the Aboriginal Heritage Regulations 2007.

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are Not exempt under Clause 43.01-3?	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO337	Victoria Park Precinct, Abbotsford	No	No	No	No	No	No	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No

Figure 4: Extract from the Schedule to the Heritage Overlay (Yarra Planning Scheme, accessed 11 Jan 2017)

The Schedule to the Heritage Overlay (Figure 4) does not apply External Paint Controls, Tree Controls or Internal Alteration Controls, but HO337 is subject to an Incorporated Plan containing planning permit exemptions (dated July 2014).

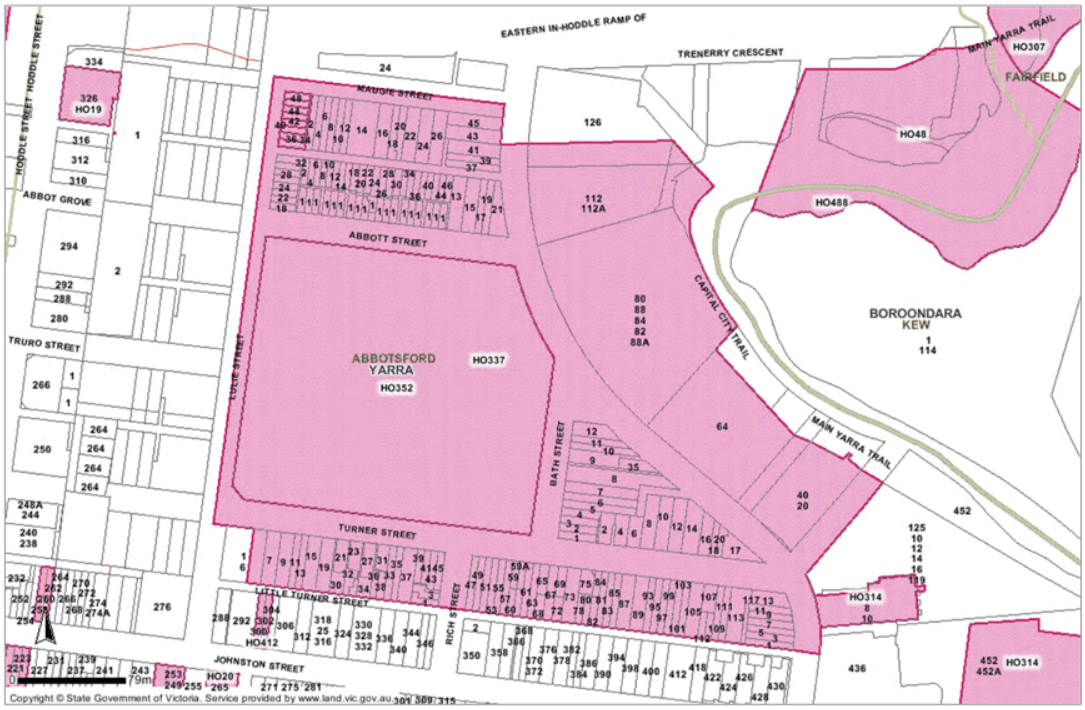


Figure 5: extent of HO337 – Victoria Park Precinct, Abbotsford (retrieved 12 May 2017)

4. Amendment C218 (18-62 Trenerry Crescent)

4.1 Proposed amendment

Amendment C218 proposes to introduce an Incorporated Plan into the Yarra Planning Scheme to facilitate the use and development of 18-62 Trenerry Crescent for a mixed-use development. The amendment proposes to rezone the lane from C2Z to Commercial 1 Zone (C1Z), introduce the Incorporated Plan Overlay – Schedule 2 (IPO2), apply the Environmental Audit Overlay (EAO) to the land and introduce a new Incorporated Document to the Schedule to Clause 81.01 entitled '18-62 Trenerry Crescent, Abbottsford, February 2016' (it is noted that the exhibited Incorporated Plan is dated November 2016).

In relation to heritage, IPO2 proposes the following 'requirements for permits':

- *A design response that describes how the building respects and addresses the interface with Trenerry Crescent, Turner Street and the former industrial interface to the Yarra River Corridor in accordance with the built form guidelines and principles of the Johnston Street Local Area Plan, 2015.*
- *A heritage conservation and management plan which outlines how the proposed development has regard to the heritage values of the site.*
- *A landscape scheme that considers the suitability of existing vegetation on the site and measures to protect and enhance vegetation along the banks of the Yarra River including a revegetation program and protection of the existing trees in Trenerry Crescent and Turner Streets.*

The proposed heritage-related decision guidelines include:

- *How the proposed development responds to the land use and built form guidelines and principles in Part 4 of the Johnston Street Local Area Plan, 2015.*
- *The impact of the height, bulk, design and appearance of the building or works on the character and amenity of the surrounding area.*
- *How the proposed development has regard to the heritage values of the site in accordance with a Conservation Management Plan.*
- *Whether new buildings provide an attractive and engaging edge to the street environment through landscaping and/or architectural design features.*

The Incorporated Plan entitled '18-62 Trenerry Crescent, Abbotsford, November 2016' sets out the following 'Objectives' grouped under 'Use principles', 'Development principles', 'Landscape principles' and 'Environmentally Sustainable Design principles'. Those that are relevant to heritage include:

Development principles

- *Facilitate development that responds to the robust former industrial buildings along the east side of Trenerry Crescent, and that also responds to the newly emerging built form character of this former industrial area having regard to the built form expectations outlined in the Johnston Street Local Area Plan 2015.*
- *Retain (subject to detailed heritage and structural advice) the heritage façades to Trenerry Crescent and Turner Street to provide a contextual link to the historical industrial uses along Trenerry Crescent.*
- *Encourage buildings to be built to the property frontage as a continuation of the street wall along Trenerry Crescent, responding to the scale of development within this street.*
- *Provide appropriate setbacks from Trenerry Crescent and Turner Street at upper levels beyond the street wall height to minimise visual dominance in the street, as well as the potential for overshadowing the property to the south.*

- *Provide for new buildings to be set back from the Yarra River interface to provide a transition in built form.*
- *Ensure that built form at the river corridor interface is well designed and articulated in order to break up the building mass.*
- *Locate taller built form towards the Trenerry Crescent interface (away from the river corridor) and set back upper levels from the street wall façade.*
- *Provide an appropriate design response to the heritage building on the site in accordance with a Conservation Management Plan (CMP).*
- *Ensure that the form of development reflects high quality architecture, urban design and landscaping.*
- *Ensure that the design and use of materials are respectful of the natural characteristics of the river corridor, responding to the former industrial character, avoiding reflective and/or contrasting materials along the banks of the river.*
- *Have regard to views to the river corridor from the public realm.*

The Incorporated Plan envisages built form of three-storeys (11m) at the boundary abutting the Yarra River Trail, rising to five-storeys (18m) and eight-storeys (25m) in the centre of the site. Along Trenerry Crescent and Turner Street the Incorporated Plan requires the retention of the early twentieth century facades (qualified with the statement "subject to detailed heritage and structural advice") with setbacks of a minimum of 3m above the retained facades and then a seven-storey (23m) height limit with a further 3m setback above this to the eight-storey maximum height in the centre of the site. No consideration appears to have been given to retaining the three-dimensional form of the existing early twentieth century buildings beyond an indication of the retention of some return walls on Turner Street, and the Incorporated Plan assumes the complete demolition of the 1984 additions.



Figure 6: Proposed Incorporated Plan

4.2 Heritage Advice

4.2.2 Application of the Incorporated Plan Overlay

We note that, if approved, a permit for any new development can only be granted if it is generally in accordance with the proposed Incorporated Plan. This contrasts with the Development Plan Overlay, which allows a more fine-grained and nuanced response to the site to be developed through a Development Plan prior to permit stage. In our view, it is therefore essential that the heritage fabric and interfaces are properly documented, understood and then translated into the Incorporated Plan at the outset. At present the Schedule to the IPO requires the preparation of a Conservation Management Plan at permit stage; however it is our view that a detailed heritage understanding is needed to guide appropriate new built form envelopes at Incorporated Plan stage.

4.2.2 Visibility of the subject site from the public realm and the proposed level of fabric retention

In our view the proposed amendment affecting the Former W. Saunders & Son Factory/Warehouse Complex (later Esprit de Corps offices) does not adequately take account of the cultural heritage significance of this 'individually significant' place. No fabric is proposed to be retained beyond the 1911 and c.1920s facades facing Trenerry Crescent and Turner Street respectively, which are to be retained only subject to detailed heritage and structural advice or "where practicable". Unlike the 1911 building facing Trenerry Crescent that has a parapetted form, those on Turner Street have visible pitched roofs, which means retention of the façade alone of the 1920s building will not achieve a reasonable outcome in heritage terms or allow the building to be understood as having a three-dimensional form. A 3m setback (as proposed), even if it included retention of the roof would not retain enough fabric to avoid façadism on a building of this scale.

It is our assessment that the 1984 alterations and additions by Daryl Jackson AO contribute to the significance of the place and should be considered in any redevelopment proposal. Setting the 1984 additions to one side, the proposed Incorporated Plan also does not adequately protect the heritage significance of the early twentieth century industrial buildings. A 3m setback from the façade rising to seven-storeys (23m high) immediately behind (excluding roof terraces, 'amenity areas', and other services) will, in our view, not allow the heritage buildings to be read as an industrial complex of three-dimensional forms and will result in facadism. We also note that the complete loss of the walls and roofs that are internal to the site but are currently clearly visible from Trenerry Crescent will diminish the heritage significance of this place as identified in the Statement of Significance, as well as the contribution it makes to the industrial character of Trenerry Crescent.

In comparison with the Austral Silk and Cotton Mills Factory/Warehouse Complex 18-62 Trenerry Crescent does not present as a dominant element when viewed from the Yarra River Trail. However, the 1920s building and the 1984 alterations to its northern end are clearly visible from the track leading from the Yarra River Trail to Turner Street and help signal to the public that they are entering a former industrial precinct.

4.2.3 Heights shown in metres in relation to numbers of floors

The heights in metres shown on the Incorporated Plan do not, in our view, equate to compliant (or in some cases even buildable) inter floor heights and the plan should be amended to reflect a realistic number of floors that can be accommodated within the agree maximum heights. Planning Scheme Amendment VC136 introduced new state-wide planning requirements for apartment developments in April this year. Clause 58.07-2 of the Victoria Planning Provisions establishes a minimum floor to ceiling height of 2.7m (except where

services are provided above the kitchen), and allowing for building structure, services and finishes this will create inter-floor heights of approximately 3.2m per floor[1]. The height of the existing heritage buildings and the need to allow for non-residential uses at ground floor means that the height of the lower floor or two floors will be approximately 4m per floor.[2] This means that the number of floors proposed within the 11m (3 storey) and 15m (4 storey) zones are achievable. However the proposed 18m (6 storey), 23m (7 storey) and 25m (8 storey) zones can not accommodate the number of storeys sought and meet the requirements of Clause 58 – Apartment Developments or even be built. The absence of any massing studies has contributed to these anomalies that render the Incorporated Plan impractical.

4.2.4 Documentation

We recommend that before considering the amendment further, the following material be requested from the proponent:

1. A conservation management plan or similar comprehensive heritage analysis prepared for the site by a suitably qualified heritage consultant, that:
   - articulates the significance of the heritage place, its component parts (including the 1984 additions undertaken for Esprit de Corp), and its setting;
   - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
   - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.
2. Structural engineering advice from an engineer experienced in the management of heritage places providing an assessment of the heritage buildings and their capacity to be retained in any redevelopment of the site. This will avoid uncertainty on the extent of heritage fabric retention later in the planning approvals process.
3. The following information presented in 3D massing studies and site line analysis:
   - Proposed building setbacks from street boundaries and the Yarra River frontage that ensure the new development does not overwhelm the scale of the existing buildings on the site or heritage places in the vicinity of the site;
   - Proposed building setbacks from the façades of buildings on Trenerry Crescent, Turner Street and the Yarra River frontage to ensure that the heritage buildings can be understood as having a three dimensional form and their industrial roof forms are retained where visible from the public realm;
   - Indicative inter-floor heights within the heritage buildings on the site to ensure they relate to the existing floor levels and/or fenestration patterns; and
   - Revision to the articulation of height in metres and floors within the Incorporated Plan to comply with the requirements of Clause 58 of the Yarra Planning Scheme, also taking account of the steeply sloping nature of the site.

[1] 2.7m floor to ceiling height plus 400mm for structure and 100mm for services and finishes.

[2] The guidance at figure 4C.1 of the NSW Department of Planning & Environment 'Apartment Design Guide' identifies a floor to ceiling height of between 3.3m and 4.0m for mixed use, retail and restaurant uses on lower floors.

4.2.5 Impact of proposed mass

To avoid overwhelming the scale of the retained elements on the site the visible form of the new development should not exceed 100% of the view occupied by the heritage building when viewed from across the street. A 1:1 ratio of new built form compared with heritage fabric is generous in terms of new development when compared with the proposed 1:2 ratio is of new built form to heritage fabric (i.e. 33% of the visible built form is new development and 66% is heritage street wall) in the Swan Street Structure Plan (David Lock and Associates, 2014) or the 1:3 ratio of new built form to heritage fabric on Sydney Road, Brunswick (i.e. 25% of the visible built form is new development and 75% is heritage street wall – refer Figure 7) introduced in DDO18 of the Moreland Planning Scheme through Amendment C134 in 2016. These ratios have been established for Swan Street and Sydney Road to ensure that the heritage buildings remain the visually dominant element within the streetscape.

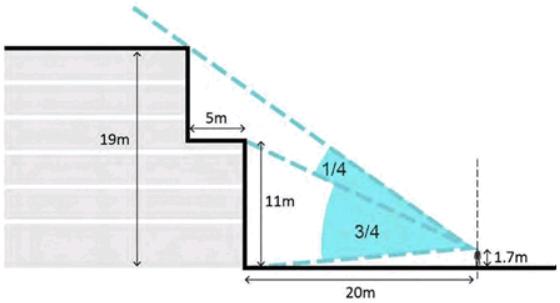


Figure 7: Sightline diagram for upper level setbacks along Sydney Road (Figure 1 from DDO18 of the Moreland Planning Scheme).

The maximum height of the walls of the 1920s building on Turner Street was estimated from Google Earth Pro to be approximately 9m. Construction of a new building seven-storeys (23m) high set 3m behind this façade would result in a 14m high secondary street wall that would visually overwhelm the existing building and remove all evidence of its roof form. When viewed from the south side of Turner Street (approximately 20m from the site boundary) the new building would exceed 100% of the visible heritage form. Due to the smaller scale of the 1911 building facing Trenerry Crescent, the proposed new built form would appear even more dominant when viewed from the opposite side of the street (approximately 18m from the site boundary), relegating the historic building to a secondary element.

In practical terms this means that, assuming a 6m setback behind the heritage façade, a new building approximately 11m high would occupy 50% of the view of the single storey building on Trenerry Crescent when viewed from eye height (1.6m) from the western side of the street. Likewise, an approximately 21m high building would occupy 50% of the view of the two storey elements when viewed from the south side of Turner Street. While a 25m tall built form may be able to be accommodated within centre of the site (for instance in the way it has in the freestanding apartment building on the former Byfas complex – Figures 10 and 11), this needs to be achieved in the context of the existing heritage fabric on the site and in a way that does not visually overwhelm the retained heritage fabric.



Figure 8: 1911 Trenerry Crescent elevation (28 July 2016)



Figure 9: Turner Street elevation (1911 building in foreground, 1920s building to the rear) (28 July 2016)



Figure 10: 1984 glazed walkway to 1911 buidling (3 Jan 2017)



Figure 11: 1984 glazed link structure between 1911 and 1920s buildings (3 Jan 2017)



Figure 12: 1984 component (3 Jan 2017)



Figure 13: Byfas Complex (10-12 Trenerry Crescent) (3 Jan 2017)



Figure 14: apartment building within Byfas Complex (3 Jan 2017)

4.2.6 Recommended heritage outcomes

Guided by our assessment of the site and the Statement of Significance for the Victoria Park Precinct, we believe that ideally the fabric identified in Figure 15 should be retained. This includes:

- the heritage frontage to Trenerry Crescent to the depth of a saw-tooth roof module (approximately 6.3m),
- the full extent of the three-storey 1911 warehouse (with its louvered lantern roof form)
- the 1984 linking elements which front Turner Street and extend east from the three-storey warehouse
- the depth of a gable roof form from the Turner Street frontage for the c1920s building (approximately 7.8m)
- one structural module of the 1984 building fronting the Yarra River (approximately 9m).

Having said that, and in recognition of both the location of the 1984 structures being towards the centre of the site and the broader strategic intent for the future development of this area, new development may be able to be accommodated behind a lesser amount of retained fabric that will retain the core values of the heritage place.

Figure 16 provides an analysis (from nearmap imagery) of the roof or structural module of the existing buildings on the site. The retention of the depth of a structural bay (or module) allows the retained façades to be understood as having three dimensional form that can be appreciated as separate from a likely new higher-rise contemporary building behind. This distance is approximately 6m, which we consider provides an appropriate balance between retaining the legibility of the historic form while allowing an appropriate yield and development envelope to be achieved on the site.



Figure 15: Recommended heritage fabric to be retained – roof form shaded in orange and facades shown in dashed red

Figure 17 identifies what we consider to be the minimum acceptable setbacks and extent of roof and façade retention necessary to retain key public realm views and the legibility of three-dimensional form of former factory. This includes:

- the Trenerry Street façade and an approximately 6 m return to the northwest (one structural bay) to enable this to be read as the three dimensional form
- the Turner Street facades including the 1984 glazed atrium link structure
- the Yarra River façade of the 1920s building including the 1984 projecting window elements
- the roof form of the 1911 two storey building including the latern element to a depth of 6 metres
- the glazed roof form of the 1984 link building to a depth of 6 metres from the site boundary
- the roof form of the 1920s building facing Turner Street and the Yarra River, also to a depth of 6 metres.

Although the building at the corner of Trenerry Crescent and Turner Street has a typical industrial saw-tooth roof form, it is hidden behind a parapet and is not visible from the public realm. The two storey buildings have visible pitched roofs, which although re-clad retain their historic form and allow the massing of the factory buildings to be understood. We consider it appropriate that the saw tooth roof be allowed to be demolished in its entirety but that the pitched roofs be retained to a depth of 6m.

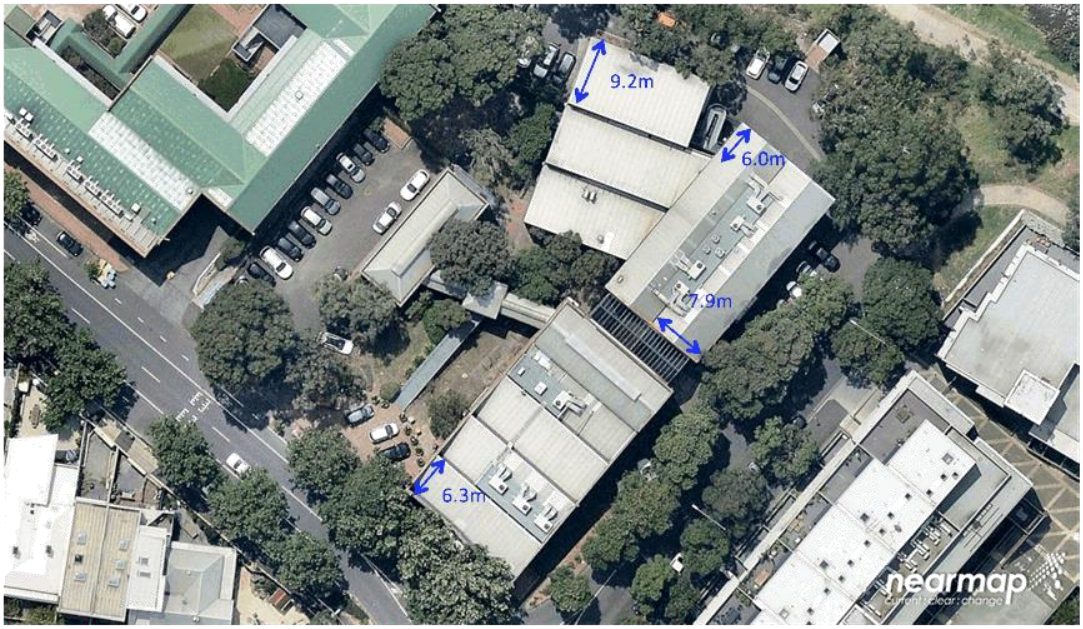


Figure 16: Key dimensions of roof elements measured from nearmaps (±0.1m)



Figure 17: Minimum acceptable setbacks, roof retention and façade retention (including the 1984 link structure and projecting elements on Yarra River elevation of the 1920s factory building)

KEY:

..... minimum set back (6m) roof to be retained – – - façade to be retained

The return wall to the northwest of the Trenerry Crescent elevation should not be built against and it is our view that an approximately 8-10m separation is required between the north-western elevation of the 1911 building on Trenerry Crescent and the new built form, particularly if the street wall height adjacent to the single-storey building is to be 15m (4-storeys) which we consider is appropriate in the context of the broader precinct.

4.3.7 Recommended changes to the exhibited amendment

In terms of the drafting of the controls, we recommend the following amendments (noting that these will need to be further refined once more detailed information is provided):

Schedule 2 to the Incorporated Plan Overlay

Under 'Requirements for Permits', replace the third dot point with:

- A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places, as identified in the conservation management plan or similar comprehensive heritage analysis prepared for the site, along with relevant heritage studies and citations.
- Site line analysis and 3D modeling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on heritage places.

Under 'Decision Guidelines', amend the sixth dot point to read:

- How the proposed development has regard to the *heritage significance of the place and the principles for managing the values, as set out in the conservation management plan or similar comprehensive analysis prepared for the site.*

Under 'Requirements for Incorporated Plan', replace the third dot point with:

- Heritage fabric to be retained, as informed by a conservation management plan or comprehensive heritage analysis prepared for the site by a suitably qualified heritage consultant, that:
  - articulates the significance of the heritage place, its component parts, and its setting;
  - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
  - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.

Incorporated Plan

The Incorporated Plan should be updated to reflect the further information provided. In addition:

- The 'Purpose' should be amended to include '*To encourage development that respects the heritage values of the site and its industrial character*'.
- The caveat that the heritage façades should only be retained "subject to detailed heritage and structural advice" should be deleted and resolved through the provision of the heritage analysis and structural engineering advice required to inform the Incorporated Plan.
- An objective is required which requires photographic or digital recording of any heritage fabric that is lost in the redevelopment of the place, along with interpretation of the history of the site in a publicly accessible location.

5. Amendment C219 (112-124 and 126-142 Trenerry Crescent)

5.1 Proposed Amendment

Amendment C219 seeks to facilitate the use and development of 112-124 and 126-142 Trenerry Crescent for commercial and residential uses. It rezones the subject land from C2Z to Mixed Use Zone (MUZ), applies an Environmental Audit Overlay (EAO) to the land and introduces a new Schedule 14 to the Development Plan Overlay (DPO14) into the Yarra Planning Scheme.

Schedule 14 to the DPO includes within its 'Conditions and Requirements for Permits':

- *A design response that describes how the development responds to the Vision for the site, the design guidelines in the approved development plan, the Johnston Street Local Area Plan (2015) and the Yarra River Corridor Strategy.*
- *For an application that relates to this building, a Heritage Conservation Management Plan which outlines how the proposed development has regard to heritage values of the former Austral Silk and Cotton Mills building at 112-124 Trenerry Crescent.*

In relation to heritage, the 'Requirements for development plan' identify within its 'Vision':

- *The development will utilise materials that are respectful of the natural characteristics of the river corridor and respond to the former industrial character of Trenerry Crescent.*
- *The development will sensitively adapt and reuse the former Austral Silk and Cotton Mills warehouse and factory complex and maintain its heritage value, robust industrial character and relationship to the Yarra River.*

The 'Indicative Framework Plan' provided at Figure 1 of DPO14 recognises the Former Austral Silk and Cotton Mills Factory/Warehouse building and the adjacent single-storey building and identifies the 'heritage interface' to the warehouse building that wraps around all four sides of the building. It requires a 'landscape treatment interface' along the Trenerry Crescent boundary, a 20m wide separation between the heritage building and the new built form to the north, and a shared path connecting to the Dights Falls Reserve. There is undefined space and a 'public open space opportunity' between the heritage building and the Yarra River Trail.

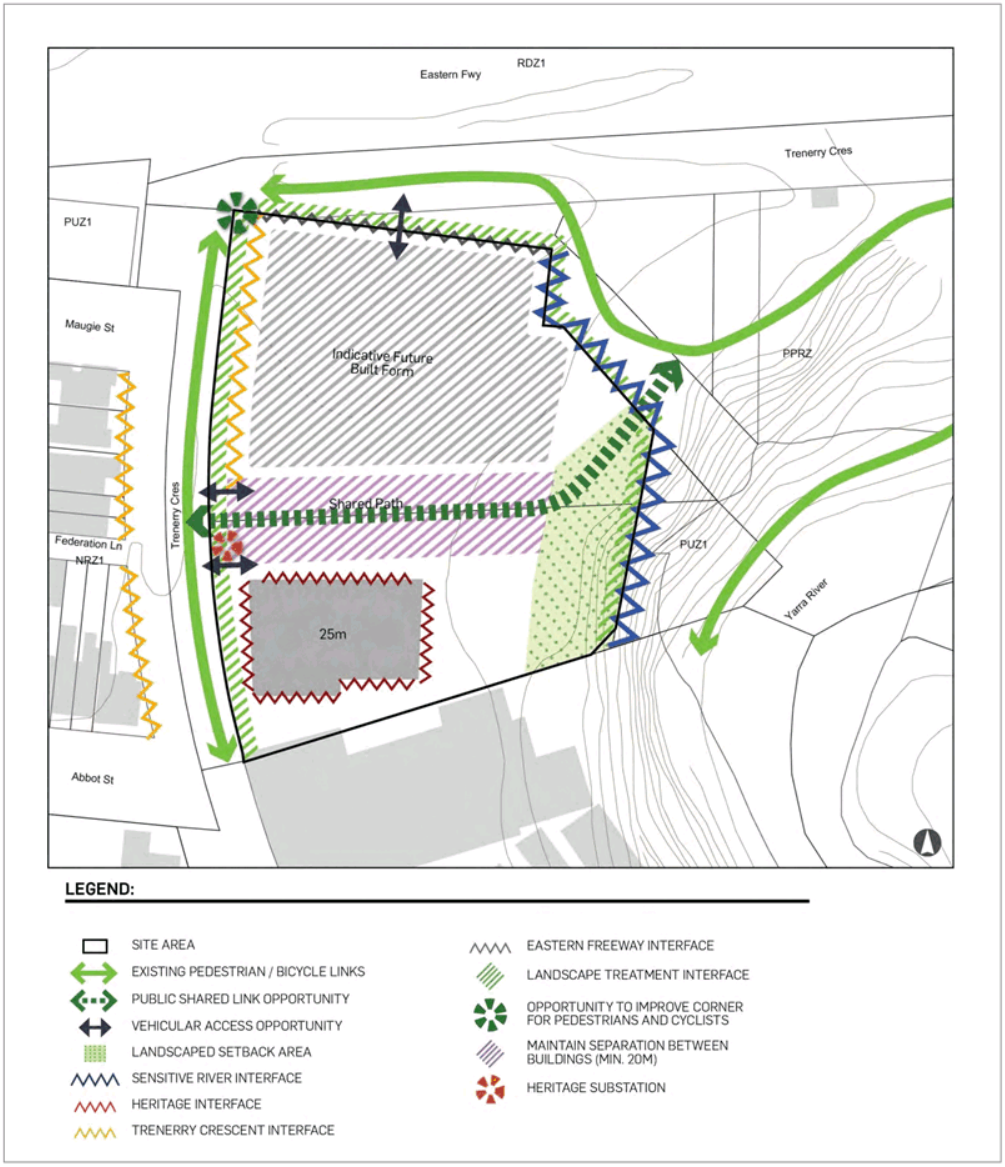


Figure 18: Indicative Framework Plan from proposed DPO14.

The heritage requirements of a Development Plan prepared for the site include:

- *A plan showing key view-lines to the site from the Yarra River (including Capital City Trail, Dights Falls and Yarra Bend Park) and the Eastern Frewway* [sic]*, and views through the site from Trenerry Crescent to the Yarra River Corridor.*
- *A site plan(s) which shows:*
  - *The existing heritage building with any extensions and alterations;*

- *The indicative siting and orientation of other proposed building(s) on the site;*
- *The relationship to buildings on adjoining land;*
- *The separation between buildings;*

  …

- *Design guidelines for the entire site, including but not limited to:*
  - *The treatments of key interface areas that reflect the nature of each interface and respond to key views*
  - *Building materials, treatments, including reflectivity details and architectural styles through the site. The design and use of materials must be respectful of the natural characteristics of the Yarra River Corridor, avoiding reflective and/or contrasting materials along interfaces with the Yarra River Corridor and its environs*

    …

  The guidelines should reflect the following requirements:

  - *The building heights and setbacks must be in accordance with the heights set out in the Building Heights Plan forming part of this Schedule;*
  - *The development of the site, including the adaptation, alteration and extension to the heritage building, must not adversely affect the heritage values of the former Austral Silk and Cotton Mills building at 112-124 Trenerry Crescent and its relationship to the Yarra River Corridor;*

    …
- *A heritage assessment by a suitably qualified professional identifying the recommended built form response to protect the heritage values of the former Austral Silk and Cotton Mills building at 112-124 Trenerry Crescent and its relationship to the Yarra River Corridor*

The 'Building Heights Plan' provided at Figure 2 shows heights ranging from 25m (a estimated maximum of seven-storeys) in the centre of the site stepping down to 18m (five-storeys) and 11m (three-storeys) towards the river. This diagram shows building heights over land that is not identified on Figure 1 as accommodating 'Indicative Future Built Form' which includes the area to the north, south and east of the Former Austral Silk and Cotton Mills Factory/Warehouse building. It is therefore inconsistent with the 20m separation zone to the north of the warehouse building identified in the 'Indicative Future Built Form' plan. The measurements taken from Google Earth Pro show that the height of the parapet of the heritage building is approximately 21m rising to approximately 24m at the buildings highest point – the 'Building Heights Plan' therefore allows the potential for a one to two-storey rooftop addition, subject to removal of the existing roof-top additions and plant.

The 'Decision Guidelines' within DPO14 relevant to heritage considerations include:

- *The protection of the heritage values of the former Austral Silk and Cotton Mills warehouse and factory complex and its relationship to the Yarra River Corridor.*
- *The visual dominance of any proposed buildings and works from publicly accessible vantage points such as major roads, paths, bridge crossings, public open space, the Capital City Trail and the Yarra River itself.*
- *Whether the scale, form, siting and detailed design of new development, including the guidelines for materials, colours and finishes, are sensitively integrated with the landscape setting of the Yarra River Corridor and reflective of the built form character of Trenerry Crescent.*

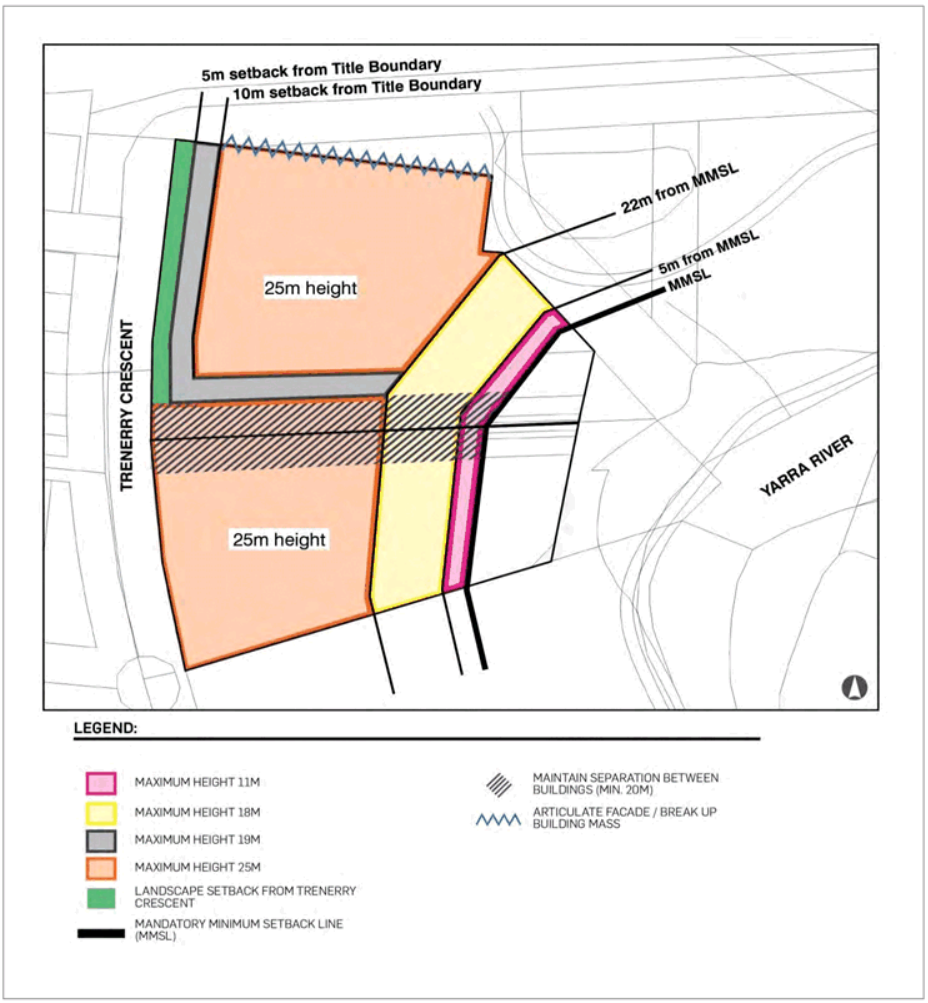


Figure 19: Building Heights Plan from proposed DPO14.

5.2 Heritage Advice

5.2.1 Application of the Development Plan Overlay

While it is noted that the DPO does not provide the same level of certainty in built form outcome as the IPO, it is considered that the proposed amendment affecting the Former Austral Silk and Cotton Mills Factory/Warehouse and the AEU building to the north provides for an appropriate and balanced heritage outcome, subject to some clarifications and modifications.

In terms of the clarifications required, there are inconsistencies between the 'Indicative Framework Plan' and the 'Building Heights Plan', with the latter showing height limits over areas of land that are proposed to be

'heritage interface' and 'building separation' or which are undefined on the 'Indicative Framework Plan'. A finer grained approach to the heights plan – particularly on the parcel of land at 112-124 Trenerry Crescent – is required to avoid potential confusion or conflict in the Development Plan.

5.2.2 Visibility of the subject site from the public realm and the proposed level of fabric retention

The 'Indicative Framework Plan' should also be amended to include the linking element to the south of the Former Austral Silk and Cotton Mills Factory/Warehouse that forms part of the heritage building.

From a heritage perspective, the 20m minimum building separation proposed between the warehouse building and the indicative future built form will protect the prominence of the Former Austral Silk and Cotton Mills Factory/Warehouse, particularly as it is viewed from the north along Trenerry Crescent, Maugie Street, Federation Lane and from the Dights Falls Reserve. The 10m setback of the upper 6m of new development on the AEU building envelope – with the maximum height capped at 25m – will ensure that the Former Austral Silk and Cotton Mills Factory/Warehouse remains the prominent heritage element within the streetscape.

As a building truly constructed "in the round", the views of the heritage building from the east at Dights Falls Reserve, Dights Mill and the Yarra River Trail are significant and should be retained. This will necessitate limiting the development on the currently undefined land to the north and east of the heritage building. Consideration should therefore be given to moving the public shared link to the south side of the substation building, alongside the northern elevation of the factory/warehouse. This will result in the 20m separation distance commencing at the northern elevation of the factory/warehouse, thereby enlarging the new built form envelope on the AEU site by pulling that development further south.

In our view, only pavilion-style development to the east of the factory/warehouse that allows visual permeability to the eastern facade is acceptable from a heritage perspective. This development should not exceed the height of the top of the second row of windows on the eastern façade, as indicated by the arrow in Figure 22. This will provide for a development envelope approximately 8m tall (measured off Google Earth Pro from the existing level of the at-grade car park to the rear of the building). Anything greater than this height will obscure the important public realm views of the building from the Yarra Trail and Dights Falls.

The 'Landscape Treatment Interface' proposed along the Trenerry Crescent boundary should encourage appropriate hard landscape treatments consistent with the industrial character of the building and the broader Trenerry Crescent context. A domestic-style landscape treatment in front of the Former Austral Silk and Cotton Mills Factory/Warehouse would reduce its legibility as an industrial building.

It is noted that the height of the existing factory/warehouse building (approximately 21-24m high) places it at the upper end of the height limit proposed on the 'Building Heights Plan'. Given the later additions and alterations evident on the roof of the building it could accommodate one or two levels of roof-top development if this was undertaken in a visually light-weight and recessive design. A minimum 5m setback for new additions from the western elevation of the factory/warehouse parapet should be specified in the 'Indicative Framework Plan', with other setbacks guided by the existing rooftop additions.



Figure 20: 126-142 and 112-124 Trenerry Crescent – from Eastern Freeway pedestrian bridge (3 Jan 2017)



Figure 21: 112-124 Trenerry Crescent (3 Jan 2017)



Figure 22: 112-124 Trenerry Crescent – from Dights Falls Reserve (3 Jan 2017) (Arrow indicates maximum height of new built form to the east).



Figure 23: 112-124 Trenerry Crescent – from Dights Falls (3 Jan 2017)



Figure 24: Substation building (28 July 2016)



Figure 25: 112-124 Trenerry Crescent – link building (3 Jan 2017)

5.2.3 Recommended changes to the exhibited amendment

In terms of the drafting of DPO14, the following changes are recommended:

- Clause 2.0 – Conditions and Requirements for Permits – amend the 5th dot point as follows:

  *'~~For an application that relates to this building~~, **A** Heritage **Impact Statement prepared by a suitably qualified heritage consultant,** ~~Conservation Management Plan~~ which outlines how the proposed development has regard to heritage values of the former Austral Silk and Cotton Mills building **and***

***substation** at 112-124 Trenerry Crescent**, as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place'*.

The heritage impact statement should consider both the factory/warehouse and substation buildings along with the setting of these heritage places and not simply be confined to works directly affecting the factory/warehouse building.

- Clause 3.0 – Requirements for Development Plan – under 'The development plan must include the following to the satisfaction of the responsible authority' and 'The guidelines should reflect the following requirements', amend dot point 2 to state (added text in bold):

  *'The development of the site, including the adaptation, alteration and ~~extension~~ **addition** to the heritage building**s, and adjacent new development** must not adversely affect the heritage values of the former Austral Silk and Cotton Mills building **and substation** at 112-124 Trenerry Crescent and its relationship to the Yarra River Corridor **as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place**'.*

- Clause 3.0 – Requirements for Development Plan – under 'The development plan must include the following to the satisfaction of the responsible authority', replace the dot point commencing with 'A heritage assessment…' with:

  A conservation management plan or similar comprehensive heritage analysis prepared for the site by a suitably qualified heritage consultant, that:
  - articulates the significance of the heritage place, its component parts, and its setting (including in relation to the Yarra River Corridor);
  - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
  - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.

It is further noted that DPO14 does not address a requirement to photographically or digitally record any heritage fabric that is lost in the redevelopment of the place and interpret the history of the site. It is therefore recommended that a requirement be added for photographic or digital recording of any heritage fabric that is lost in the redevelopment of the place, along with interpretation of the history of the site in a publicly accessible location.

6. Conclusion

6.1 Amendment C218 – 18-62 Trenerry Crescent

In our view, the adoption and approval of Amendment C218, as exhibited, would negatively impact on the heritage values of the Former W. Saunders & Son Factory/Warehouse Complex and the Victoria Park Precinct for the following reasons:

- Inadequate retention of heritage fabric, including the complete loss of the 1984 additions by Daryl Jackson AO
- Loss of legibility of the former industrial buildings as having three dimensional form resulting in facadism
- Loss of pitch roof forms visible from the public realm that are integral in the legibility of the heritage place
- Proposed setbacks of 3m that are less than half the structural/architectural module of the heritage buildings which will adversely impact on their legibility and provides inadequate visual separation between historic and new built form

- Proposed building mass and scale that will visually dominate the retained heritage fabric and adversely impact on the streetscape and cultural heritage significance of the precinct

In addition, we have the following concerns:

- The lack of massing studies or view analysis within the supporting documentation
- The uncertainty about the level of retention of heritage fabric due to qualification that façade retention will be subject to an engineering report
- The timing of the preparation of a Conservation Management Plan after the approval of the IPO, which significantly reduces its utility in informing the development.
- The absence of heritage analysis beyond the material submitted by SJB Planning (memo dated 20 August 2014) to refine the proposed Incorporated Plan prior to proceeding with the amendment.

The heights in metres and storeys identified in the Incorporated Plan are highly problematic and are impractical. In some instances the height limits included in the Plan will not allow for the number of floors stated to be constructed when the following matters are taken into account:

- The existing inter-foor and building height of the existing heritage structures
- The internal floor to ceiling height of 2.7m required by Clause 58.07 - Apartment Developments
- The allowance required to accommodate building and services between residential floors.

To achieve what we consider to be the minimum acceptable outcome, we recommend that:

- The façades of the buildings to the extent identified on Figure 17 (including the 1984 additions)
- The roof form is retained to the extent identified on Figure 17 (including the 1984 additions)
- New built form me set back 8-10m from the retained portion of the north-western elevation of the 1911 building facing Trenerry Crescent
- Minimum setbacks of 6m be established from the retained façades (including the 1984 link structure)
- The height of new development and upper level setbacks should be amended to ensure that the new built form does not visually overwhelm the historic form when viewed from the key public realm vantage points i.e. from the opposite side of Trenerry Crescent and Turner Street and approaching Turner Street from the Yarra River Trail.
- New built form should not exceed 50% of the visible heritage fabric when viewed from these vantage points, which equates to new building heights of approximately 11m high set 6m back from the Trenerry Crescent elevation and 21m high setback 6m from the Turner Street elevation.

6.1 Amendment C219 – 112-142 Trenerry Crescent

Amendment C219 provides a satisfactory 'Indicative Framework Plan' and a series of the decision guidelines which, subject to some amendment, should enable development that is compatible with the heritage significance of the Former Austral Silk and Cotton Mills Factory/Warehouse and the Victoria Park Precinct. Prior to the adoption or approval of this amendment we recommend that the 'Building Heights Plan' be amended to provide a finer grained analysis of where built form can be located and to what height, and the controls should be updated as outlined in this report.

Jim Gard'ner – Director | Registered Architect **Renae Jarman - Director**
GJM Heritage

References

Amendment documentation for Yarra Amendment C218

Amendment documentation for Yarra Amendment C219

City of Yarra Review of Heritage Overlay Areas 2007 - Appendix 8

Statement of Significance for HO337 - Victoria Park Heritage Overlay Area, Abbotsford (Industrial Sub-Area)

Heritage citation for the Former W. Saunders & Son Factory/Warehouse Complex (later Esprit de Corps offices), 20-60 Trenerry Crescent, Abbotsford (July 2016 – revised May 2017)

Heritage citation for the Former Austral Silk and Cotton Mills Factory/Warehouse, 112-124 Trenerry Crescent, Abbotsford (July 2016)

City of Moreland – Design and Development Overlay DDO18

VPP Clause 57 – Apartment Developments

NSW Department of Planning & Environment – 'Apartment Design Guide'

Memo prepared by SJB Planning on 14 August 2014 following a meeting with Mr Bryce Raworth, Architectural Historian and Heritage Consultant

Attachment 5 - Revised DPO Schedule C219 - May 2017

--/--/20--
C219

SCHEDULE 14 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO14**.

112-124 & 126-142 Trenerry Crescent, Abbotsford

Site Description

This schedule applies to land generally known as:

- 112-124 Trenerry Crescent, Abbotsford
- 126-142 Trenerry Crescent, Abbotsford

1.0 Requirement before a permit is granted

--/--/20--
C219

A permit may be granted before a development plan has been approved for the following:

- To use an existing building where the use does not prejudice the future development of the land.
- Minor buildings and works to existing buildings provided these do not prejudice the preparation and approval of the Development Plan and the long term vision for the overlay area.
- Subdivision of land, provided that the subdivision is the result of a consolidation of all or parts of the site or the re-subdivision of the land and the number of lots is not increased.
- Removal or creation of easements or restrictions.
- Buildings or works associated with the remediation of the land in accordance with or for the purpose of obtaining a Certificate or Statement of Environmental Audit under the Environment Protection Act 1970.

Before any planning permit is granted the responsible authority must be satisfied that the permit will not prejudice the future use and development of the land in an integrated manner and will contribute to the vision of the site.

2.0 Conditions and Requirements for Permits

--/--/20--
C219

Except for a permit issued as provided for under Clause 1.0, a permit must contain conditions or requirements which give effect to the provisions and requirements of the approved Development Plan.

3.0 Application Requirements

--/--/20--
C219

An application must be accompanied by the following information:

- The proposed uses of each building and estimated floor area for each use.
- The number of proposed dwellings, where relevant, including the mix of residential development densities and dwelling types.
- A design response that describes how the development responds to the Vision for the site and the design guidelines in the approved development plan.
- A visual impact assessment that provides the following:
  - A 3D model of the development and its surrounds in conformity with the Department of Environment, Land, Water and Planning Techincal Advisory Note – 3D Digital Modelling. Where substantial modifications are made to the proposed building envelope, a revised 3D digital model must be submitted to the Responsible Authority;
  - Site line analysis and 3D modelling of the proposed development from key view points (such as the river corridor and Dights Falls) in the public realm to enable an

assessment of the visual impact of the development on the heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent; and

- Perspectives showing the visual prominence of the development from public vantage points along the Yarra River corridor (including Yarra Bend Park, Capital CityTrail and Dights Falls) to the specifications of the responsible authority.

- A Heritage Impact Statement prepared by a suitably qualified heritage consultant, which outlines how the proposed development has regard to heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent, as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place, along with relevant citations and studies.
- A plan showing provision for a publicly accessible shared pedestrian and cycle link, connecting from Trenerry Crescent to the Capital City Trail through the site in the general location shown on the *Indicative Framework Plan*.
- A car parking and traffic impact assessment that considers the provision of car parking, circulation and layout of car parking and the impact of any additional traffic on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, and how any necessary mitigation measures and/or financial contributions to works to mitigate the impact of development are to be addressed, to the satisfaction of the responsible authority and VicRoads.
- A Green Travel Plan that promotes sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities.
- A Landscape Master Plan.
- An acoustic report (with a particular focus on the interface with the freeway) prepared by a suitably qualified acoustic engineer assessing, as appropriate, how the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1, the State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2, sleep disturbance criteria and relevant Australian Standards will be met and must prescribe the form of acoustic treatment taking into consideration the agent of change principle.

4.0 Requirements for development plan

--/--/20--
C219

The development plan must be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1 to the satisfaction of the responsible authority.

The development plan may be prepared in stages if the responsible authority is satisfied this will not prejudice the preparation of the development plan.

The development plan must be consistent with the following vision for the site:

Vision

The Development will:

- support employment generating land uses whilst permitting residential uses and encouraging mixed use activities reflective of the character of the area
- provide a high quality architectural design, built form and landscaping response which acknowledges the sites prominent location adjoining the Yarra River and the Eastern Freeway, and minimise the visual impact of new buildings when viewed from the Yarra River and adjacent public open space, bicycle and shared paths and bridge crossings
- ensure building elevations are presented at a variety of heights, avoid visual bulk and are stepped back from the frontage of the Yarra River and adjacent public open space
- locate taller built form towards the north-western corner of the site
- include separation between buildings at the ground and/or upper levels to avoid continous facades and break up the building mass, maintain the built form rhythm of

the Trenerry Crescent streetscape, and provide suitable amenity within the development, both internally and externally

- utilise materials that are respectful of the natural characteristics of the river corridor and respond to the former industrial character of Trenerry Crescent
- sensitively adapt and reuse the former Austral Silk and Cotton Mills warehouse and factory complex and substation at 114-124 Trenerry Crescent to maintain its heritage value, robust industrial character and relationship to the Yarra River
- not dominate views to the heritage building from the Yarra River corridor
- maintain key views to Yarra River corrider and to the façades of the heritage building when viewed from Trenerry Crescent
- facilitate a safe and attractive publicly accessible pedestrian and cycling link connecting Trenerry Crescent to the existing Capital City Trail at the eastern edge of the site, whilst also improving the safety of pedestrian and cyclist movement at the north western corner of the site, through improvements to the public realm and corner treatment.

Figure 1 - Indicative Framework Plan



Components

The development plan must include the following to the satisfaction of the responsible authority:

Existing Conditions Analysis

- A site context analysis that identifies the key attributes of the land, including:
  - topography
  - existing vegetation
  - location of existing buildings and significant trees and vegetation
  - existing or proposed uses and buildings on adjoining land.
  - the contextual relationship of the site and proposed built form to the Yarra River Corridor, the Eastern Freeway and surrounding road network walking and cycling connections, and public transport.
  - key view-lines to the site from the Yarra River corridor (including Capital City Trail, Dights Falls and Yarra Bend Park) and the Eastern Freeway;
  - views through the site from Trenerry Crescent to the Yarra River Corridor; and
  - key views to the former Austral Silk and Cotton Mills warehouse and factory complex and substation at 114-124 Trenerry Crescent from Trenerry Crescent
- Details of any known contamination (a certificate or statement of environmental audit for the land covered by the Environmental Audit Overlay will be required to be prepared by a suitably qualified environmental auditor before any construction associated with a sensitive use can commence).
- An arboricultural assessment of any significant vegetation on the land, including advice on the long term health and retention value of such vegetation.

Plans

- A site plan(s) which shows:
  - the existing heritage building with any extensions and alterations;
  - the indicative siting and orientation of other proposed building(s) on the site and the relationship to buildings on adjoining land;
  - the separation between buildings;
  - the location and alignment of a publically accessible pedestrian/cyclist link that connects Trenerry Crescent with the existing Capital City Trail throught the site in the general location shown in the *Indicative Framework Plan*;
  - the indicative location of car and bicycle parking areas;
  - the vehicle and pedestrian access locations;
  - the location of any areas of public open space and indicative location of communcal open space; and
  - the anticipated uses of each building.
- Plans showing:
  - Indicative building envelopes and massing diagrams for new buildings including street wall heights, maximum building heights, the separation distances between buildings, the setback from the street frontage, and how the development addresses the street;
  - The principles for the proposed built form interface to – the Yarra River Corridor (eastern interface), Trenerry Crescent (western interface), the Eastern Freeway (northern interface) and the interface with a pedestrian/cycle link.
  - Shadow diagrams of the proposed building envelopes shown in the proposed Development Plan between 11:00am and 2:00pm on 22 June.
- A Landscape Master Plan that includes:

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- the location of landscape areas on all interfaces as appropriate, including the Yarra River Corridor;
- guidelines for landscape and fencing treatments with the Yarra River Corridor and how this enhances the bushland character of the river corridor and protects and integrates with existing vegetation and planting;
- details on the management of landscaped areas, including sustainable irrigation treatments such as water sensitive urban design opportunities;

- Proposed staging plan (if relevant).
- A concept plan and cross section(s) for building separation and the publicly accessible shared pedestrian/cycle link, which illustrate:
  - the indicative alignment of the shared pedestrian/cycle link and how this encourages pedestrian and cycle movement;
  - the indicative ground floor interfaces and how they are integrated with publicly accessible areas;
  - the dimensions of the link, building separation and the resultant view corridor to the Yarra River Corridor from Trenerry Crescent;
  - the relationship to other vehicles and how conflicts are to be minimised.
- A conservation management plan or similar comprehensive heritage analysis prepared for the former Austral Silk and Cotton Mills building and substation at at 112-124 Trenerry Crescent by a suitably qualified heritage consultant, that:
  - articulates the significance of the heritage place, its component parts, and its setting (including in relation to the Yarra River Corridor);
  - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
  - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.
- A Traffic Management Plan identifying:
  - the likely traffic generation and its impact on the road network, including the intersection of Trenerry Crescent and Johnston Street and how any necessary mitigation measures and/or financial contributions to works to mitigate the impact of development are to be addressed, to the satisfaction of the responsible authority and VicRoads;
  - the safe entry and exit of vehicles and how these minimise conflicts with the pedestrian and cycle link;
  - the means proposed to promote reduced car use and promote sustainable travel including opportunities for the provision of a car share system and Green Travel Plan initiatives;
  - the recommended car parking and bicycle parking rates.

<u>Design Guidelines</u>

- Design guidelines for the entire site, including but not limited to:
  - The treatments of key interface areas that reflect the principles for each interface and respond to key views;
  - Building materials, treatments, including reflectivity details and architectural styles through the site. The design and use of materials must be respectful of the natural characteristics of the Yarra River Corridor, avoiding reflective and/or contrasting materials along interfaces with the Yarra River Corridor and its environs;
  - The location and scale of communal open space;
  - The location of waste storage and collection points;

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- The response of the development to the heritage former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place.

The guidelines should reflect the following requirements:

- The development of the site, including the adaptation, alteration and extension to the heritage building and adjoining new development should not adversely affect the heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent and its relationship to the Yarra River Corridor;
- The buildings should distribute access to outlook and sunlight between built forms, provide sunlight to communal open space areas, and manage overlooking between habitable room windows where relevant;
- The building services, including roof top services/elements, should be screened from the public realm;
- Car parking should be located within buildings or to the rear of buildings with the majority of car parking obscured from the public realm.

The Development Plan for any part of the development area or for any stage of development may be amended from time to time to the satisfaction of the responsible authority.

5.0 Decision Guidelines

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C219

Before deciding whether a development plan, or amendment to a development plan, is satisfactory, the responsible authority must consider as appropriate:

- The Vision outlined at Clause 4.0.
- The Yarra River Corridor Strategy, 2015 and Johnston Street Local Area Plan, 2015.
- The retention of view lines to the Yarra River Corridor environs from Trenerry Crescent (as provided for by the requirement for a 20m spacing between built form illustrated on the Indicative Framework Plan).
- The suitability of the provision for a publicly accessible pedestrian cycle link through the site and the measures to improve the movement of pedestrians and cyclists around the north-west corner of the site.
- The protection of the heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent identified in the conservation management plan or similar comprehensive heritage analysis prepared for the place, including the protection of key view lines from Trenerry Crescent and from the Yarra River corridor.
- The orderly development of land including management of traffic and car parking.
- The impact of additional traffic from development on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, the suitability of any proposed mitigation measures and/or financial contributions to works to mitigate the impact of development whether the views of VicRoads have been considered and addressed.
- The functionality and useability of any publicly accessible areas on the site.
- Whether the proposed scale, form, siting and guidance for new development, including the guidelines for materials, colours and finishes, suitably respond to the landscape setting of the Yarra River Corridor and respond to the built form character of Trenerry Crescent.
- The visual impact of any proposed buildings and works from publicly accessible vantage points such as major roads, paths, bridge crossings and public open space, including Yarra Bend Park, Dight Falls, the Capital City Trail and the Yarra River itself.

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Attachment 5 - Revised DPO Schedule C219 - May 2017

6.0 Reference Documents (Policy Reference)

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C219

Johnston Street Local Area Plan – December, 2015

City of Yarra, Yarra River Corridor Strategy, Planisphere, 2015

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Attachment 6 - Heritage Citation

GJM Heritage

Heritage Citation

Austral Silk and Cotton Mills Factory/Warehouse Complex (former)

Address: **112-124 Trenerry Crescent, Abbotsford**

Prepared by: GJM Heritage

Survey Date: 25 July 2016

Place type: Factory/warehouse	**Architect:** Not known
Grading: Individually Significant	**Builder:** Not known
Integrity: Moderate - High	**Construction Date:** 1927
Status: Included in the Heritage Overlay (HO337 - Victoria Park Precinct, Abbotsford) No external paint, internal alteration or tree controls apply to Precinct	**Extent of Overlay:** As existing, refer to plan



Figure 1. 112-124 Trenerry Crescent, Abbotsford: the main four-storey building and the remaining section of a contemporary building to the north (foreground) (2016).

Attachment 6 - Heritage Citation



Figure 2. 112-124 Trenerry Crescent, Abbotsford: the single-storey section attached to the south elevation of the main building, and brick chimney to the rear (2016)

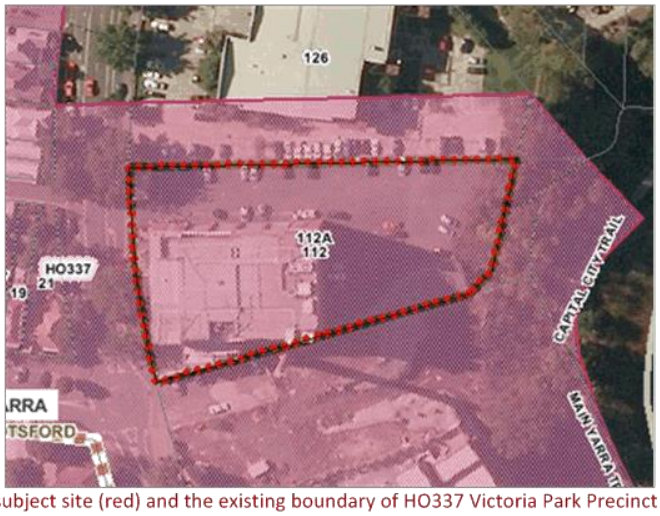


Figure 3. The subject site (red) and the existing boundary of HO337 Victoria Park Precinct (pink) (2016).

Attachment 6 - Heritage Citation

Historical Context

The following historical context is taken from the HO337 Victoria Park Precinct citation[1], unless otherwise cited.

The area surrounding Victoria Park to the Yarra River includes parts of Crown Portions 78, 79 and 88, which had been surveyed by Robert Hoddle and sold in 1839 to R Dacre, J D L Campbell (a pastoralist) and J Dight, respectively. John Dight built Yarra House (later the Shelmerdine residence) and a mill on his allotment, and Campbell built his house, Campbellfield House (later owned by architect and MLA William Pitt as Mikado) on his land overlooking the Yarra River.

In 1878, Edwin Trenerry, a shareholder in a deep lead mining company, subdivided Crown Portions 78, 79 and 88 for residential development, creating the existing street pattern. The design recalled the earlier Darling Gardens development at Clifton Hill, with Victoria Park intended as an ornamental garden square, surrounded by residential properties with 33' frontages to the park. By 1879 much of the land had been sold to David Abbott, with some lots sold to James and John Kelly in the next year. By 1885, all the lots had been sold, and development of many of them had begun.

Trenerry Crescent followed the line of the Yarra River and separated the larger riverside allotments from the smaller residential subdivisions to the west. By the turn of the century, the river frontage allotments along Trenerry Crescent were undergoing a transformation from gentlemen's farms to industrial uses. The Melbourne Flour Milling Company operated at the old Dight's Mill site on the Yarra from 1891, at the north end of Trenerry Crescent, with the Shelmerdine's Yarra Hat Works (Figure 4) and a quarry located further to the south, both since redeveloped.

Abbotsford emerged as a centre for the textile industry during the interwar period, with much of the vacant land between Johnson Street, Trenerry Crescent and the Yarra River developed with textile mills.[2] The massive Austral Silk and Cotton Mills complex was built at the north end of Trenerry Crescent in 1927 and the Yarra Falls Spinning Mills had also expanded in the area during the early 20th century. Their administrative complex was built in 1919 facing Johnston Street and the landmark 1930s Byfas building was built, facing Trenerry Crescent, to produce textiles during World War II. The combination of these extensive industrial complexes has a strong built character that is evident from within the Heritage Overlay Area and from distant views down the Yarra River and the Eastern Freeway.

In the last two decades of the 20th century, these large industrial and mill buildings have gradually been decommissioned and recycled for light industrial, commercial or residential uses. Some of these developments have been innovatory in the re-use of significant industrial structures, such as Daryl Jackson's award winning design for the Esprit company at 20-60 Trenerry Crescent in the 1980s.

Place History

The following place history is taken from the 1992 Gary Vines & Matthew Churchward 'Northern Suburbs Factory Study'[3], unless otherwise cited.

In 1882 Thomas Shelmerdine, a former manager and lessee of the Denton Hat Mills (48-60 Nicholson St, Abbotsford), purchased 4 acres of land from the Campellfield or Dights Falls Estate, which included the subject site. Shelmerdine occupied Yarra House (a large mansion with elaborate gardens, originally built by John Dight, of Dight's Falls and Mill)[4] and a hat factory (Figure 4), equipped with machinery imported specially from Europe and driven by one of the first gas engines in the colony. The factory thrived under Victoria's protective import duties and was soon employing 110 hands.

[1] Victorian Heritage Database (VHD), City of Yarra citation for 'Victoria Park Heritage Precinct', accessed July 2016.
[2] Gary Vines & Matthew Churchward (1992) 'Northern Suburbs Factory Study', Part One: 63.
[3] Vines & Churchward (1992), Part Two: 250-51.
[4] VHD citation for 'Victoria Park Heritage Precinct'.

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Following Shelmerdine's death in 1900, the factory, house and land passed on to his executors. In 1902 the property was split so that the factory (Hat Mills), was rated separately from the house (mills £300, house £100). In 1905, the hat mills were purchased by Abraham Kosminsky, manufacturer. At this date, the property had a NAV (Net Annual Value, approximately 10% of the total value) of £150.[5]

In 1907, Sir Alexander Peacock, Abraham Kozminsky and Samuel Warnock were listed as occupants, and in 1909 they were listed as director, manufacturer and director, respectively, of Austral Hat Mills. The company purchased 80' of vacant land to the south (lot 6 and part of lot 7) in 1909 and the adjacent 64' 8" of land in 1911. Between 1919 and 1926 John Fox of the Wool Exchange, Melbourne, was listed as owner of the property.

In 1926, Yarra Falls Spinning Mills Pty Ltd purchased the 144' 8" of land (including the subject site), and the factory known as United Felt Hats Ltd (built 1920)[6] numbered 98 and 110 Trenerry Crescent (to the south of the subject site). In 1927, Yarra Falls Spinning Mills Pty Ltd built cotton mills, Austral Silk and Cotton Mills, at 112-120 Trenerry Crescent (the subject site) as a subsidiary of Yarra Falls Pty Ltd; in 1927 the NAV of the mills totalled £2000[7].

A drawing of the factory dated March 1943 provided a birds-eye-view of the site (Figure 5). The façade of the multi-storey building was shown with a smaller section to the right (south), which remains in 2016. The façade of the multi-storey building had a projecting one-storey (two-storey at the south end) section (since removed). The parapet read 'Austral Silk & Cotton Mills'. To the left (north) were saw-tooth factory buildings which were demolished post-1966.

An aerial photo dating to 1966 (Figure 6) showed the multi-storey building and the saw-tooth factory buildings to the north which have since been demolished. In 1992 the property was owned by the Victorian Teachers Federation.

Modern additions have since been constructed on the rooftop to extend the fourth floor, while a modern entrance porch, with stairs and ramp, has been constructed at the entrance. In 2016 the building is occupied by the Australian Education Union.

This place is associated with the following themes from the *City of Yarra Heritage Review Thematic History* (July 1998):

4.0 Developing Local Economies
4.2 Secondary Industry

[5] Rate Books, as cited in Andrew C. Ward & Associates (May 1995), 'Collingwood Conservation Study Review', Part C: 618.
[6] Vines & Churchward 1992, Part One: 151.
[7] Rate Books as cited in Ward, 1995: 619.

Attachment 6 - Heritage Citation

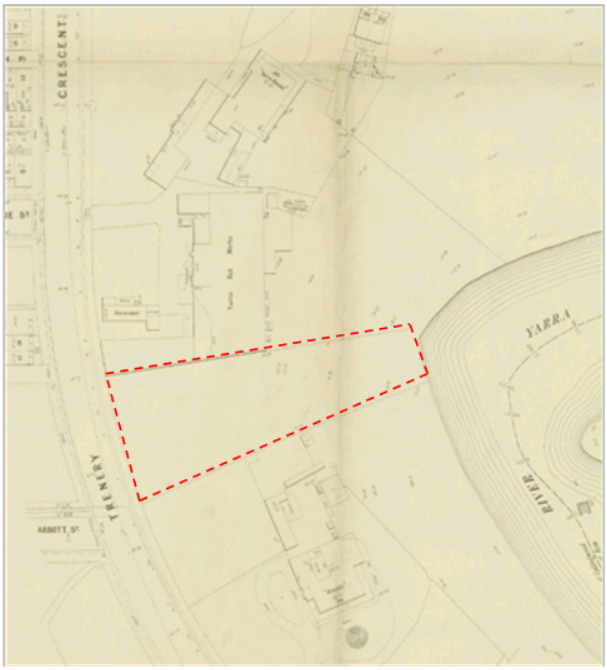


Figure 4. The 1905 MMBW Detail Plan showing the vacant subject site (shown in red), Yarra Hat Works and 'Yarra House' to the north and 'Mikado' to the south. West of Trenerry Crescent was the smaller residential development.

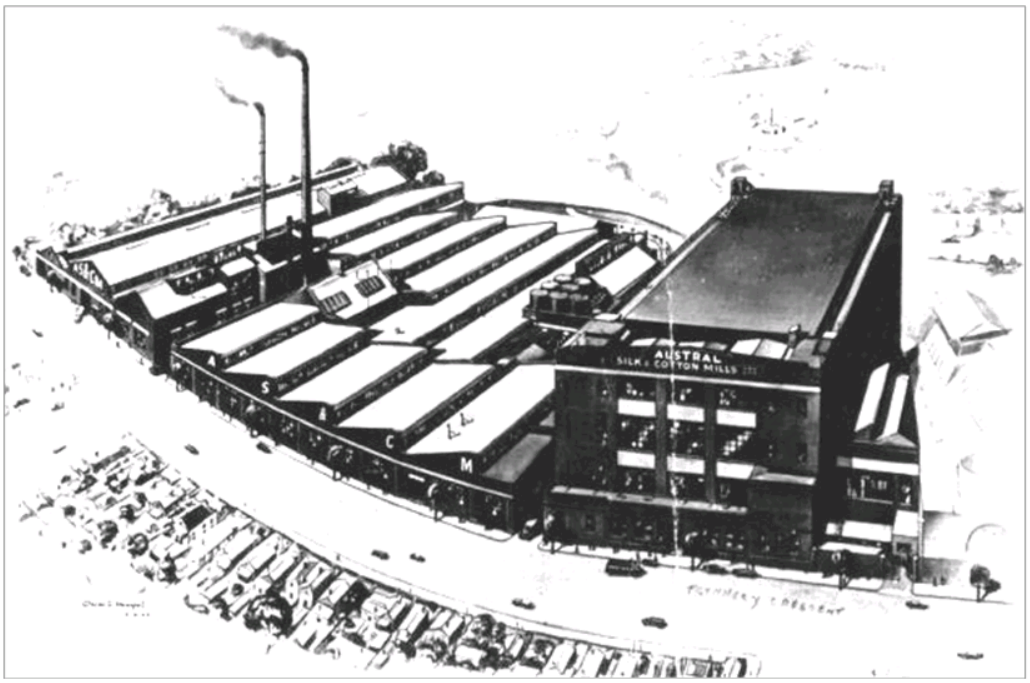


Figure 5. 'Sketch of Austral Silk and Cotton Mills' dated 3 March 1943, by artist Oscar S. Hempel (Source: COYL ID. CL PIC 179).

Attachment 6 - Heritage Citation

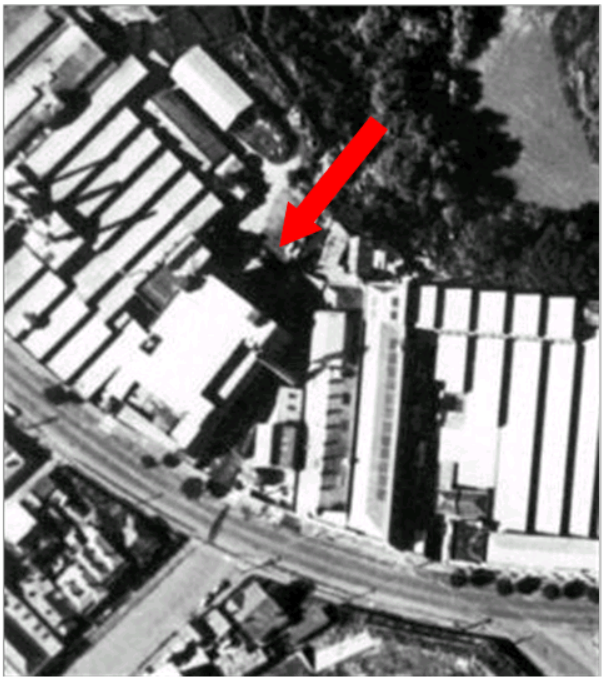


Figure 6. Detail of a 1966 aerial of Trenerry Crescent showing the existing multi-storey building (with arrow) and the other factory buildings (left) which have since been demolished (Source: COYL ID. CL PIC 105).

Description

The complex is occupied by a substantial four-storey factory building constructed in 1927, which has a small setback from the front (west) title boundary. The restrained architectural treatment reflects the industrial use, however, the Stripped Classical details strongly suggests that the building was designed by an architect. The building is a landmark in the streetscape and surrounding area due to its substantial size and assertive form. Other original or early structures on the site include a single-storey section attached to the south of the building, and the remnant front section of a now largely demolished single-storey factory building (visible in Figure 5) which stands on the front title boundary, north of the main building. At-grade car parking occupies the remainder of the site. A freestanding brick chimney is located on the neighbouring property at 88 Trenerry Crescent.

112-124 Trenerry Crescent is a four-storey building (the fourth storey towards the street façade is a contemporary addition) with a semi-basement level. Constructed in red-brick, the façade has three groups of windows surmounted by a brick parapet with a central rendered panel (overpainted), which is decorated at cornice level with toothed brickwork. Below the cornice is a band of render (overpainted). Concrete spandrels separate large windows between floors, while brick pilasters divide them vertically. To the corners of the building are horizontally and vertically proportioned rows of glazed windows and blind windows (with vents to the rear of the building). The windows have concrete sills (overpainted). At the north-east corner of the building is a projecting 'turret' element providing access to the roof with a cantilevered timber walkway and bull-nosed profile roof, which may have originally served to watch over the complex to the north. The small building attached to the south elevation is contemporaneous with the main building in design and has had a section removed from the façade (see Figure 5), as confirmed by bricked-in openings.

An original one and two-storey section was removed from the façade of the four-storey building (see Figure 5) at an unknown date; this was adjoined where the render is applied, while at the south end of the façade it is evident where a door was bricked-in to close access to the two-storey section.

The modern portico, stairs and access ramp are in a sympathetic post-modern design. The modern windows to the building occupy the original openings and are highly sympathetic in design, most likely reflecting the original steel-framed multi-paned windows.

North of the main building is the remaining section of a single-storey factory building (see Figure 6 for original extent). This red-brick building is of the same architectural style, with toothed brickwork to the cornice and rendered dressings which remains unpainted at the cornice. An entrance door fronts Trenerry Crescent flanked by engaged brick pilasters, with modern aluminum vents to the facade. The side elevations have been rendered.

Integrity & Condition

The 1927 buildings and contemporary structures are in very good condition and are reasonably intact with largely sympathetic later reglazing, entrance portico and other additions. The overall level of integrity as a result of alterations is considered moderate to high.

Comparative Analysis

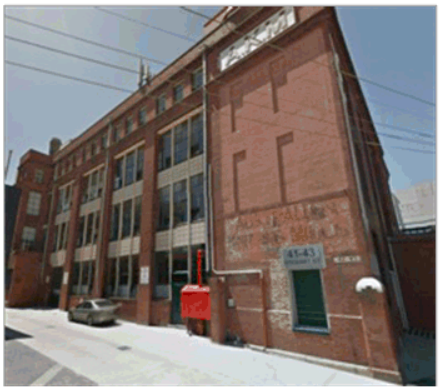
The comparative analysis has been informed by a search of the Hermes database and includes places that are individually significant within the City of Yarra. The following places are comparable in historic use, construction date or architectural style or form:

Australian Knitting Mills Ltd (former), 41-43 Stewart Street, Richmond (Individually Significant within Precinct HO332)
The multi-storeyed red-brick building was constructed in 1922-24 (with some sections that date to 1899 and possibly 1912). The building retains 'Kookaburra Underwear' and 'Golden Fleece' logos on the parapet. It is identified as being architecturally significant, and a key part of the significant sub-precinct of the original AKM complex. The factory retains a fair level of integrity.

The Austral Silk and Cotton Mills Factory/Warehouse Complex and Stewart Street factory are contemporaneous buildings that are highly comparable in form, scale, construction materials and in their overall architectural design. Both buildings have windows of various sizes including large sections of glazing separated by horizontal spandrels and vertical brick piers.

The main Austral Silk and Cotton Mills Factory/Warehouse Complex building is a more substantial building, while both buildings are broadly comparable in terms of integrity.





Figures 7 and 8: 41-43 Stewart Street, Richmond (© Google)

Attachment 6 - Heritage Citation

Whybrow's Boot Factory (former), 198-210 Hoddle Street, Abbotsford (Individual HO, HO18)
The former Whybrow's Boot Factory, built in 1919, is a large four-storey red-brick building with a façade broken into bays by brick pilasters. Repetitive fenestration comprises pairs of single timber-framed windows with rendered lintels and sills. Larger windows appear on the side elevations. The roof is hidden by a parapet that rises at the corners of the façade. The building retains a high level of integrity but has a modern entrance and fan-shaped cantilevered glass canopy over the main entrance. The former Whybrow's Shoe Factory is of local architectural and historical significance. The building is enhanced by its large scale and repetitive fenestration, and is an important heritage element in the streetscape. Historically, the building is the last major remnant of one of Melbourne's largest and most progressive boot manufacturing companies.

The Austral Silk and Cotton Mills Factory/Warehouse Complex and the Hoddle Street factory are comparable in size and scale and construction materials. The main Austral Silk and Cotton Mills Factory/Warehouse Complex building has a lower degree of integrity due to alterations to the windows and removal of some original fabric, while both have an altered entrance. Both are dominant heritage buildings within the streetscape.



Figure 9: 198-210 Hoddle Street, Abbotsford (© Google)

British United Shoe Machinery Co. Pty Ltd Factory (former), 200 Alexandra Parade, Fitzroy (Individually Significant within Precinct HO334)
Dating to the Interwar period (built 1932), this former factory is a substantial and intact four-storey red-brick building which a dominant presence along Alexandra Parade. Rows of steel-framed multi-paned windows alternate with horizontal (probably rendered) bands, with distinctive Moderne detailing to the entry.

The subject site is comparable in terms of scale and construction materials and in the repetitive use of large windows to all elevations. The Austral Silk and Cotton Mills Factory/Warehouse Complex has a lower degree of integrity due to alterations. However, architectural detail is confined to the entrance of the Alexandra Parade factory, while the subject site incorporates Interwar Stripped Classical architectural detail more widely, possibly reflecting a more considered design approach.

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Figure 10: 200 Alexandra Parade, Fitzroy (© Google)

Julius Kayser (Aust) Pty Ltd Factory (former), 28 Tanner Street, Richmond (Individually Significant within Precinct HO332)

Designed by architects Plottel & Bunnett and constructed in 1929-30, the former factory is a substantial multi-storey red-brick construction with bold horizontal spandrels and narrow vertical brick piers, defining large multi-paned glass windows. A rendered parapet is accentuated with an Art Deco motif within the larger central bay. The former factory has since been converted to apartments, which may have included the construction of rooftop apartments. The Interwar building has a modern entrance and door, but appears to retain a high level of integrity.

The Austral Silk and Cotton Mills Factory/Warehouse Complex is comparable in the application of architectural detail, both with subtle architectural elements (of differing styles) to the façade. They are comparable in their construction materials and form, as evident in the use of concrete spandrels and vertical brick piers to separate large multi-paned windows. The Austral Silk and Cotton Mills Factory/Warehouse Complex has a lower degree of integrity in comparison to the former factory at Tanner Street, but is comparable in its dominant form and scale and significant contribution to the streetscape.



Figure 11: 28 Tanner Street, Richmond (© Google)

Attachment 6 - Heritage Citation

Conclusion

The main Austral Silk and Cotton Mills Factory/Warehouse Complex building is a dominant building in the streetscape, which reflects its Interwar construction date in its materials, architectural style and Stripped Classical detailing. It is a substantial example of a factory for this period, with a dominant form and scale that makes a significant contribution to the local streetscape and heritage precinct. It is broadly comparable in design quality, visual prominence and intactness to other factory buildings of this period that are included in the Heritage Overlay.

Assessment Against Criteria

Following is an assessment of the place against the heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (July 2015).

Criterion A: *Importance to the course or pattern of our cultural or natural history (historical significance).*

The Austral Silk and Cotton Mills Factory/Warehouse Complex is one of the remaining notable examples of industrial development in Abbotsford, and particularly on Trenerry Crescent along the Yarra River, where industrial development began from the turn of the century. It is of historical value as an example of a factory building associated with the textile industry, which was prominent in the Abbotsford area during the Interwar period. It was one of the last of the Yarra Falls Company buildings to be erected, demonstrating the ultimate extent of land-holdings of this firm.

Criterion E: *Importance in exhibiting particular aesthetic characteristics (aesthetic significance).*

The multi-storey 1927 building (along with the neighbouring contemporary brick chimney) is a landmark in the streetscape and the wider area, dominating the surrounding low-scale residential development and visible from distant views down the Yarra River and the Eastern Freeway. The building has subtle Stripped Classical expression, and is one of the most substantial and distinctive buildings in Trenerry Crescent.

Statement of Significance

What is significant?

The Austral Silk and Cotton Mills Factory/Warehouse Complex at 112-124 Trenerry Crescent, Abbotsford.

The 1927 four-storey brick building, the single-storey section attached to the southern elevation of the three-storey building, and the single-storey free-standing building located to the north all contribute to the significance of the place.

Later additions and alterations to the buildings are not significant.

How is it significant?

The Austral Silk and Cotton Mills Factory/Warehouse Complex is of local historical and aesthetic significance to the City of Yarra.

Why is it significant?

The Austral Silk and Cotton Mills Factory/Warehouse Complex is one of the remaining notable examples of industrial development in Abbotsford, and particularly on Trenerry Crescent along the Yarra River, where industrial development began from the turn of the century. It is of historical value as an example of a factory building associated with the textile industry, which was prominent in the Abbotsford area during the Interwar period. It was one of the last of the Yarra Falls Company buildings to be erected, demonstrating the ultimate extent of land-holdings of this firm. (Criterion A)

The multi-storey 1927 building (along with the neighbouring contemporary brick chimney) is a landmark in the streetscape and the wider area, dominating the surrounding low-scale residential development and visible from distant views down the Yarra River and the Eastern Freeway. The building has subtle Stripped Classical expression, and is one of the most substantial and distinctive buildings in Trenerry Crescent. The

Attachment 6 - Heritage Citation

four-storey brick building reflects its Interwar construction date in its Stripped Classical architectural style, and was probably architect designed. The remaining contemporary buildings on site are also of aesthetic significance, as physical remnants of the once-larger former factory complex. (Criterion E)

Grading and Recommendations

It is recommended that the place continue to be included in the Heritage Overlay of the Yarra Planning Scheme as an individually significant place within the Victoria Park Precinct, Abbotsford (HO337).

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Yarra Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Incorporated Plan?	HO337 Precinct: Yes
Aboriginal Heritage Place?	Not assessed

Identified by:

Andrew C. Ward & Associates (May 1995), 'Collingwood Conservation Study Review'.

References:

Andrew C. Ward & Associates (May 1995), 'Collingwood Conservation Study Review'.
City of Yarra Library (COYL) Catalogue, <http://www.yarracity.vic.gov.au/Libraries/Search-the-catalogue/>, accessed July 2016.
Graeme Butler and Associates (2007), 'City of Yarra Review of Heritage Overlay Areas, Appendix 8'.
Melbourne Metropolitan Board of Works Detail Plans
Vines, Gary & Matthew Churchward (1992) 'Northern Suburbs Factory Study'.
Victorian Heritage Database (VHD), City of Yarra citation for 'Victoria Park Heritage Precinct', accessed July 2016.

11.4 Community Partnership Grants Recommendation Report

Executive Summary

Purpose

To seek Council endorsement of the recommended grants through the 2017-2021 Community Partnership Grants.

Key Issues

The Community Partnership Grants program is a four-year funded program. The Community Partnership Grants program is a targeted and non-contested program in which the Council invites selected projects to submit an application. The recommended grant recipients have all previously received the grant.

Financial Implications

The budget for the Community Partnerships Grants in the first year (2017/18) of the program is $435,842. The budget will be subject to a CPI increase of 1.5% per annum (pending budget approval) rising to $455,750.55 in the final year (2020-2021) and a total commitment of $1,782,987.50 over four years.

PROPOSAL

That the Council endorses the recommendation to provide grants to 12 Yarra-based community organisations to run the projects outlined in this report.

11.4 Community Partnership Grants Recommendation Report

Trim Record Number: D17/81876
Responsible Officer: Community Partnerships Unit Manager

Purpose

1. To seek Council endorsement of 12 grants recommended for funding through the 2017-2021 Community Partnership Grants.

Background

2. The Community Partnership Grants (CPG) program is a four-year funded program which provides support to projects based on important, unique and enduring partnerships between the Council and community organisations. The CPG is a targeted program which began in 2005, where Council invites selected projects to submit an application.
3. The purpose of the CPG program is to support Council to achieve the objectives of the Council Plan, to support community organisations through strategic partnerships, and to develop a positive approach to local social issues.
4. The grants support community engagement activities which utilise both Council and community organisation contributions. Ultimately the program's aim is to develop an empowered and self-determining community and provide a positive approach to the resolution of social issues, while fostering vibrant and diverse cultural activities throughout the City of Yarra.
5. This program acknowledges the recurrent nature of these partnership projects and provides greater security for the community organisations along with a high level of accountability for the Council. Funding is provided either as operational funding, and/or for specific programs.
6. In February 2017, Council endorsed the Initiation Report which invited 12 community organisations to apply for a CPG. In April 12 applications were received and these were assessed, approved and recommended for funding by Council Officers.
7. The following table lists the applicants, projects and recommended annual funding amount. Detailed project descriptions are included in **Attachment 1**.

Applicant	Project Title	Year 1
Launch Housing	Indigenous Recreation Program	$51,743
MAYSAR (White Lion)	MAYSAR Future Building Project	$50,000
Collingwood Toy Library	Nurturing children and community through play	$12,688
Richmond Toy Library	Richmond Toy Library - Inclusive Toy Box	$12,688
cohealth	Refugee and Asylum Seeker Support Program	$22,330
YDHF (cohealth)	Yarra Drug and Health Forum	$23,144
Collingwood Children's Farm	Young Farmer's Program	$64,000
Save the Children	Mobile Toy Library	$12,688
cohealth	Aboriginal Access and Engagement	$38,765
cohealth	Billabong BBQ and Foodshare	$51,099

Fitzroy Legal Service	Access to Justice: Free evening legal advice	$66,697
Princes Hill Community Centre	Fostering Community Involvement	$30,000
	Total:	**$435,842**

External Consultation

8. An independent external review of the CPG program was conducted by consultants GrantsPro in November 2015 which recommended the Council "maintain its commitment to the CPG program and retain Council's commitment to achieving social justice outcomes and a partnership approach as a basis for the CPG program's intent."

9. The 12 active recipients were directly consulted in a review of the CPG program. In the review each program was assessed against a number of criteria including impact, community engagement, short, medium and long-term outcomes. All of the funded programs were found to have positive benefits to the Yarra community. These benefits were strengthened and enabled by the security associated with multi-year funding. Organisations were able to develop long-term programs that would not have been possible through an annual funding arrangement.

Internal Consultation (One Yarra)

10. Each CPG project is assigned a contact officer within Council to provide advice and guidance to the grant recipient. These Council contacts were consulted as part of the review process to provide their initial assessment of the funded programs and making final recommendations for future funding.

Financial Implications

11. The budget for the CPG in the first year (2017/18) of the program is $435,842. The budget will be subject to a CPI increase of 1.5% per annum (pending budget approval). This will be $442,379.63 in 2018/19 (pending budget approval), $449,015.32 in 2019/20 (pending budget approval), and $455,750.55 in 2020/21 (pending budget approval), to the total value of $1,782,987.50 over four years (pending budget approval).

12. The complete list of yearly funding amounts to the projects is provided in **Attachment 1**.

Economic Implications

13. All of the recommended programs contain a component in the budget for wages, providing employment in the local not-for-profit sector and serving the needs of the Yarra community.

14. Each individual program has unique economic implications. Some programs work directly with participants to develop skills to increase their employment prospects, while others have long-term harm minimisation outcomes that provide a better environment for local businesses.

15. The funded programs also utilise goods and services from local businesses contributing to the local economy.

Sustainability Implications

16. There are few direct environmental sustainability implications for this program. The Collingwood Children's Farm project for young famers encourages young people to engage with nature, while the Toy Libraries encourage recycling and sharing of resources. The projects also provide engagement with marginalised groups, who are typically hard to reach regarding sustainability issues.

Social Implications

17. The CPG ensure a wide range of positive social implications across the community. Funding community organisations to deliver grassroots projects to meet local needs strengthens both

the organisations themselves and the community as a whole. The projects which target children are likely to have lifelong beneficial implications while the projects that directly engage with local Aboriginal groups will have a direct and positive impact on this hard-to-reach community.

Human Rights Implications

18. The CPG align with the Victorian Charter of Human Rights and Responsibilities Act 2006 and support people to participate in and contribute to their community. The human rights listed in the Charter are grouped into the themes of freedom, respect, equality and dignity; all themes that are represented in the CPG program.

Communications with CALD Communities Implications

19. With the exception of the programs directed toward Aboriginal communities, all of the programs endeavour to engage directly with local CALD communities who are central to their programming.

Council Plan, Strategy and Policy Implications

20. The Council Plan 2013-17 (and the Draft Council Plan 2017-21) closely guides the objectives of the CPG program and supports the delivery of the Plan in partnership with the community.

21. All five strategic objectives of the Council Plan 2013-17 relate to the CPG. In particular;

    (a) Celebrating Yarra's uniqueness: The program supports community groups to offer inclusive and diverse activities, services, information and cultural celebrations. It also recognises the value or Yarra's Aboriginal cultural heritage;

    (b) Supporting Yarra's community: The program provides a flexible and responsive source of funds to support projects and initiatives within the not-for-profit community sector. The program supports Council's commitment to social justice and social inclusion principles, and provides support to communities living in Yarra's public housing estates; and

    (c) Making Yarra more liveable: The community grants contribute immeasurably to Yarra's liveability. The extra support provided to local community groups to run their projects adds to the diversity of activities available to residents. Many of the grants address social issues by seeking to resolve problems of poverty, drug addiction and family violence.

22. The CPG program is also in line with the Draft Council Plan 2017-21, in particular the following proposed objectives:

    (a) City of Yarra, a place where…Community health, safety and wellbeing are a focus in everything we do;

    (b) City of Yarra, a place where…Inclusion, diversity and uniqueness are welcomed, respected and celebrated;

    (c) City of Yarra, a place where…Council leads on sustainability and protects and enhances its natural environment; and

    (d) City of Yarra, a place where…Local businesses prosper and creative and knowledge industries thrive.

Legal Implications

23. The CPG enables Council to achieve some of the basic tenants for the *Local Government Act 1989* in particular Section 3D, *fostering community cohesion and encouraging active participation in civic life* and Section 3E, *planning for and providing services and facilities for the local community.*

24. Council has not sought legal advice in relation to the grant program.

Other Issues

25. There are no other issues.

Options

26. There are no other options.

Conclusion

27. The CPG program provides funding to a unique group of programs which are based on an enduring partnership between Council and community organisations. The programs create substantial and ongoing social benefit for the Yarra community. The 12 programs invited to apply for these grants have had their applications assessed and are recommended to receive funding for the next four years.

RECOMMENDATION

1. That:

    (a) Council endorses the recommendation to support the 12 grant projects listed in this report over the next four years in the Community Partnership Grants program to the value of $435,842 in 2017/18, $442,379.63 in 2018/19 (pending budget approval), $449,015.32 in 2019/20 (pending budget approval), and $455,750.55 in 2020/21 (pending budget approval).

CONTACT OFFICER: **Michael Van Vliet**
TITLE: **Community Grants Team Leader**
TEL: **9205 5146**

Attachments

1 Community Partnership Grants 2017-2021 Recommendations

Attachment 1 - Community Partnership Grants 2017-2021 Recommendations

COMMUNITY PARTNERSHIP GRANTS 2017-2021

Grant Amount Recommendations

Applicant	Project Title	Recommend Year 1 2017/18	Recommend Year 2 2018/19	Recommend Year 3 2019/20	Recommend Year 4 2020/21	Total Recommended (across four years)
Launch Housing	Indigenous Recreation Program	$51,743.00	$52,519.15	$53,306.93	$54,106.54	$211,675.62
MAYSAR (White Lion)	MAYSAR Future Building Project	$50,000.00	$50,750.00	$51,511.25	$52,283.92	$204,545.17
Collingwood Toy Library	Nurturing children and community through play	$12,688.00	$12,878.32	$13,071.49	$13,267.57	$51,905.38
Richmond Toy Library	Richmond Toy Library - Inclusive Toy Box	$12,688.00	$12,878.32	$13,071.49	$13,267.57	$51,905.38
cohealth	Refugee and Asylum Seeker Support Program	$22,330.00	$22,664.95	$23,004.92	$23,350.00	$91,349.87
YDHF (cohealth)	Yarra Drug and Health Forum	$23,144.00	$23,491.16	$23,843.53	$24,201.18	$94,679.87
Collingwood Children's Farm	Young Farmer's Program	$64,000.00	$64,960.00	$65,934.40	$66,923.42	$261,817.82
Save the Children	Mobile Toy Library	$12,688.00	$12,878.32	$13,071.49	$13,267.57	$51,905.38
cohealth	Aboriginal Access and Engagement	$38,765.00	$39,346.48	$39,936.67	$40,535.72	$158,583.87
cohealth	Billabong BBQ and Foodshare	$51,099.00	$51,865.49	$52,643.47	$53,433.12	$209,041.08
Fitzroy Legal Service	Access to Justice: Free evening legal advice	$66,697.00	$67,697.46	$68,712.92	$69,743.61	$272,850.99
Princes Hill Community Centre	Fostering Community Involvement…	$30,000.00	$30,450.00	$30,906.75	$31,370.35	$122,727.10
	Total:	$435,842.00	$442,379.65	$449,015.31	$455,750.57	$1,782,987.50

Attachment 1 - Community Partnership Grants 2017-2021 Recommendations

Application details

Launch Housing

Indigenous Recreation Program

Project Description: The Indigenous Recreation Program provides an opportunity for Indigenous men with connections to the City of Yarra to participate in a variety of culturally appropriate and gender specific recreation activities aimed at increasing the wellbeing of participants and strengthening their community connections. Many of the participants are part of the Stolen Generation. The program provides a safe and trusting environment for the participants to experience positive interactions in a group setting aimed to enhance connection, cohesion, wellbeing and empowerment.

Assessment comments: *This program is vital to the wellbeing of the local Aboriginal community (the Parkies) and without such a program many of the participants would be socially isolated. It provides opportunities for the participants to engage their fellow Aboriginal community members in a meaningful way as it provides culturally appropriate alternatives.*

Amount Requested Year 1: **$51,743**

Amount Recommended Year 1: **$51,743**

Melbourne Aboriginal Youth Sport and Recreation (auspiced by Whitelion)

MAYSAR Future Building Project

Project Description: The Melbourne Aboriginal Youth Sport and Recreation (MAYSAR) Future Building Project builds on the successful outcomes achieved by Whitelion and MAYSAR, in partnership with City of Yarra since 2013/14. Since the partnership formed, MAYSAR has re-opened to the community, the Deadly Lions Partnership was developed to offer vital youth services to local Aboriginal youth, and Whitelion provides ongoing administrative assistance to MAYSAR to support the local Aboriginal Board of Directors and Members to focus on community work.

The Future Building Project will take deliberate steps to build the independence and sustainability of MAYSAR's governance and of the community centre itself by

- Continuing the role of MAYSAR Manager, a vital link between the local Aboriginal community and the centre. The MAYSAR Manager will be responsible for the outcomes of the project, including

1) Consolidation of community programs offered to City of Yarra Aboriginal community, including ongoing development of new services. The impact of these programs on the local community include greater connection for adults to local service providers for health, housing and substance abuse support; and in partnership with Whitelion, diversion from justice system, increased educational attainment and employment for youth.

2) Establishing culturally appropriate revenue streams for MAYSAR, including: Developing a business plan and facilities work to prepare MAYSAR for offering the top floor of the building as a fee-for-service Arts and Conference centre space

3) Continuing work with City of Yarra and local arts community to use the facility as a part of local arts festivals, projection festival, NAIDOC Week celebrations, Fitzroy Walking Tours, and more.

Whitelion and MAYSAR see this as a five year project, and will continue in partnership together to ensure its outcomes.

Assessment comments: *The project plan is well thought-out and realistic. The three aims are clear and provide a strong direction for MAYSAR in its intention to become independent and sustainable. The application lists some key pieces of work that need to be delivered in order to achieve their goals, which means they are critical and will need to be monitored. The partnership between Whitelion, MAYSAR and Council is well-expressed in this project and will ensure successful outcomes.*

Amount Requested Year 1: **$50,000**

Amount Recommended Year 1: **$50,000**

Attachment 1 - Community Partnership Grants 2017-2021 Recommendations

Collingwood Toy Library

Nurturing children and community through play

Project Description: Collingwood Toy Library helps its member families stimulate their children's intellectual, physical, social and emotional development by making over 3300 quality toys, puzzles and games available to borrow. We promote the positive adult/child interactions associated with unstructured play, its educational value and the important impact it has on 'school readiness'.

We are strongly committed to inclusion and by keeping our annual membership fee modest and offering heavily discounted rates or waiving fees where appropriate we ensure that all residents can access our service – regardless of age, gender, sexuality, income, education, skills, cultural background, language skills or disability.

Open every morning Tuesday to Saturday we serve as an informal community activity space within the redeveloped Victoria Park complex. This welcoming space and the community it represents helps to combat social isolation and make Yarra more liveable by fostering friendships between local parents and carers with young children. In addition to this we offer further opportunities to connect through our fun special events, such as the Messy Play Day and Family Music Day.

In tune with Yarra's culturally and linguistically diverse population and in response to feedback from our members we provide a range of games in eight languages and are constantly looking to enhance this collection in line with community needs.

By encouraging families to borrow toys instead of purchasing them, we also promote sustainable living practices that help to reduce Yarra's environmental footprint by minimising consumption and landfill volumes.

Assessment comments: *The Collingwood Toy Library has demonstrated a high level of community engagement and commitment to continue to meet the needs of all community members. This is a very worthwhile community program.*

Amount Requested Year 1: **$15,000**

Amount Recommended Year 1: **$12,688**

Richmond Toy Library

Richmond Toy Library - Inclusive Toy Box

Brief Project Description: The Richmond Toy Library (RTL) loans toys to families through two branches in South Richmond Maternal and Child Health Centre and at Finbar Neighbourhood House. RTL opens twice a week at each branch for 45 weeks of the year. Families pay a membership fee and are required to volunteer at two opening sessions per year. Our current membership does not reflect the diverse Richmond demographic despite our previous efforts in reaching out to families on low income or from a Culturally and Linguistically Diverse (CALD) backgrounds.

Philosophically, our aim is to strengthen community bonds through a shared purpose: child rearing. Part of this is enabling interaction between parents and children through play. This includes children with developmental challenges. We are aware that our facilities and our current collection of toys do not cater for children of all abilities. We would like to work closely with Speech Pathologists and Occupational Therapists in the Richmond area to extend our offering to children with developmental needs. For this reason, we are seeking extra funding to enable greater access to our services by those families who currently find this difficult.

Over the next 4 years, RTL would like to increase access to our services by families with children with developmental challenges. We hope to do this by:

- Consulting with Speech Pathologists and Occupational Therapists to determine barriers to access
- Targeting promotion of RTL to families with children with developmental needs
- Providing additional toy library sessions for families of children with special needs, giving them an opportunity to browse for toys in a quiet environment with guided assistance if desired.

Assessment comments: *The Richmond Toy Library provides a positive community program which promotes play and supports community connection.*

Amount Requested Year 1: **$13,000**

Amount Recommended Year 1: **$12,688**

Attachment 1 - Community Partnership Grants 2017-2021 Recommendations

Cohealth

Refugee and Asylum Seeker Support Program

Brief Project Description: The program provides funding to co-convene the Yarra Settlement Forum (YSF) with City of Yarra Multicultural Affairs Community Planners. The YSF is a network of local agencies supporting refugees, asylum seekers and recently arrived communities in the City of Yarra. The vision of YSF is that migrants, refugees and asylum seekers are supported in the City of Yarra so that they settle in a way that enables them to feel welcome and respected. The YSF strengthens agency partnerships across Yarra, increases the capacity of the sector to provide responsive services to refugees and asylum seekers and engages in advocacy work and community education activities to enhance community understanding of refugee and asylum seeker communities and experiences.

The convenors of YSF organize monthly meetings with guest speakers and discussion items, facilitate a large email network, drive working groups on relevant projects, and lead the organisation of professional development forums.

Assessment comments: *The application shows clearly how the network is able to fulfil its objectives in supporting the migrant and refugee communities and the services working with them. This partnership between Cohealth and City of Yarra has historically worked well and is an effective way of progressing the YSF.*

Amount Requested Year 1: **$23,440**

Amount Recommended Year 1: **$22,330**

Yarra Drug and Health Forum (auspiced by Cohealth)

Yarra Drug and Health Forum

Brief Project Description: The Yarra Drug and Health Forum is a community-based approach to addressing the impact of drugs and alcohol and related issues in the City of Yarra. Any person who lives, works or is connected to the City of Yarra can participate in the Yarra Drug and Health Forum and its activities.

The Forum's core values include open and equitable community access to Forum activities by providing a voice and neutral or safe space for discussion, deliberation and action. The Yarra Drug and Health Forum adopts harm-minimisation principles with an emphasis on collaboration and promotes evidence-informed policy and practice aimed at reducing the impact of drugs and alcohol to the whole Yarra community.

Yarra Drug and Health Forum takes a community-based approach to engage the community of Yarra in addressing drug and alcohol issues through a range of activities at different levels. YDHF engages the alcohol and drug sector as well as social, welfare, health, local and state government agencies. YDHF also draws in residents, businesses and other community organisations.

YDHF success is based on a number of approaches however the 'space' that the forum provides for agencies and other groups to raise issues that are impacting the community is seen as a critical role. YDHF does not 'represent ' a particular service or group and therefore provides opportunities for anyone who lives, works or is connected to the City of Yarra to come along and raise issues for discussion and does not have a vested interest in outcomes.

The YDHF runs advocacy, education and awareness-raising programs that seek to address drug and alcohol and other social and health issues in Yarra and the broader community. YDHF conducts a range of activities that engage the community, build effective working relationships and work with stakeholders to reduce drug related harms in the community.

Assessment comments: *Comprehensive application which highlights the importance of the Yarra Drug and Health Forum in advocating on drug and health issues in the City of Yarra.*

Amount Requested Year 1: **$23,144**

Amount Recommended Year 1: **$23,144**

Collingwood Children's Farm

Young Farmer's Program

Attachment 1 - Community Partnership Grants 2017-2021 Recommendations

Brief Project Description: The Young Farmers Program (8 -16yrs) operates on weekends at Collingwood Children's Farm. It is run outdoors. Management of the participants is shared by experienced Farm workers. Participants gain work experience in Land care, general Farm chores, tending animals, gardening and team work. Small teams of vertical age groups work with the Farmers, allowing all participants to develop work skills and habits and to assist with the building of personal confidence, especially by engaging with peers and developing experience in a 'working environment'. Initially the program gives new participants partnerships with more experienced Young Farmers as they are introduced to activities across the Farm.

Assessment comments: *The Young Farmers program is a wonderful community program for our young people living in Yarra. The Collingwood Children's Farm have demonstrated a highly engaging, socially inclusive program.*

Amount Requested Year 1: **$64,000**

Amount Recommended Year 1: **$64,000**

Save the Children Australia

Mobile Toy Library

Brief Project Description: We plan to operate the following activities as part of the Mobile Toy Library program:

1. Mobile Borrowing Service - lending out high quality educational toys and literacy aids for children aged 0-6 years old from families attending our Early Childhood Supported Playgroups in Collingwood and Richmond.

2. Parent Education - educating parents about the benefits of play based learning and how they can engage with educational toys in the home setting.

3. Outreach – offering three sessions per term where the Mobile Toy Library can visit other community programs in the City of Yarra. This outreach will be focused on communities that do not currently have access to a stand-alone Toy Library (such as Fitzroy).

4. Community Events - participating in Community Events throughout the City of Yarra to promote the Mobile Toy Library Service.

5. Volunteer Opportunities - running a volunteer work experience program for local community members to gain skills and experience to assist with future employment.

Assessment comments: *The Fitzroy Mobile Toy Library provides an excellent outreach model of engagement for children and families that may not typically use a toy library program. The proposal for the next few years demonstrates the commitment to work flexibly and collaboratively for the best outcomes of the community.*

Amount Requested Year 1: **$12,799**

Amount Recommended Year 1: **$12,688**

Cohealth

Aboriginal Access and Engagement

Brief Project Description: The Aboriginal Access and Engagement program aims to improve the health and well-being of the Aboriginal and Torres Strait islander community in the City of Yarra. This is a marginalized group in the community who face significant disadvantage and have a complex range of health and well-being issues. Aboriginal Access and Engagement workers will continue to be employed and will have a role in linking Aboriginal and Torres Strait islander people to relevant health, welfare and recreational services. The Aboriginal Access and Engagement worker role will include working with staff from other agencies and other cohealth staff to identify the needs of the client and to engage in Deadly care planning with clients to empower them to make informed decisions about their care.

Assessment comments: *This program is also vital to the health & wellbeing of the local Aboriginal community (PARKIES). cohealth do a great job in facilitating this program and engaging with a hard to reach community.*

Amount Requested Year 1: **$45,000**

Amount Recommended Year 1: **$38,765**

Attachment 1 - Community Partnership Grants 2017-2021 Recommendations

Attachment 1 - Community Partnership Grants 2017-2021 Recommendations

Cohealth

Billabong BBQ and Foodshare

Brief Project Description: The Billabong BBQ is a multidisciplinary assertive outreach program that works to improve service access and engagement for Aboriginal and Torres Strait Islander people living within the City of Yarra. It consists of a weekly BBQ that provides a nutritious meal. The BBQ is held at Harmsworth Hall, Collingwood Housing Estate Park across from the hall is a meeting place for Aboriginal and Torres Strait Islander people. The provision of stakeholder (include: justice, health, housing, legal, welfare etc.) services at the BBQ is underpinned by service commitment to the social determinants of health and to providing culturally safe practices, that ensures a more holistic and culturally responsive approach Health and Wellness for Aboriginal and Torres Strait Islander people. The Billabong Coordinator role ensures that weekly planning of the BBQ, planning and implementation of community events and health promotion. The Billabong Coordinator does this in collaboration with stakeholders to create supportive pathways to services engagement and access as well as addressing community health and wellness.

A Foodshare program has been trialled recently at Billabong, and has met with very positive community response

Assessment comments: *This program is of great benefit to the local Aboriginal community. Without this program many of the local Aboriginal community would be socially isolated, and would struggle to access services. cohealth will continue to engage with and encourage other services provided within Yarra to be involved with this program.*

Amount Requested Year 1: **$70,972**

Amount Recommended Year 1: **$51,099**

Fitzroy Legal Service

Access to Justice: Free evening legal advice service

Brief Project Description: The Fitzroy Legal Service offers free legal advice of an evening, every Monday to Friday. The service is a drop in clinic, providing advice to clients on a range of matters across civil, family and criminal law. Five appointment based clinics are also conducted as part of this service - Animal Law Clinic (every Wednesday evening), Family Law Clinics (weekly on Tuesday and Thursday evening), North Richmond Outreach (fortnightly on a Tuesday evening) and LGBTIQ Clinic (last Thursday of each month). These free legal advice services utilise significant volunteer support from the legal sector (solicitors, barristers, law students) who generously volunteer their time and services to make the law and legal support accessible to all members of the community, regardless of financial means. Approximately 250 volunteers assist in delivering these free legal advice services.

Assessment comments: *This program meets so many needs within the community in a very practical way. It is highly valued in the community and the application shows how the aims are rooted in community needs. The objectives and outcomes are well stated and capture the breadth and depth of this program. The governance of the program is strong and well considered. A very strong application.*

Amount Requested Year 1: **$70,000**

Amount Recommended Year 1: **$66,697**

Princes Hill Community Centre

Fostering Community Involvement through Music, Art, Seniors Games & Activities Groups, Sewing, Craft

Brief Project Description: The PHCC aims to maintain, expand and develop the existing programs from the previous CPG funding period - our sewing and craft groups, various collaborative Games and Activities Groups for Seniors, various collaborative music activities and programs and develop and promote existing and future sustainability programs.

The Centre also aims to offer local artists, tutors and workshop facilitators opportunities to deliver short-term, one-off or ongoing programs, as relevant opportunities arise.

The PHCC will also aim to hold an art exhibition to benefit local artists, youth, school students and participants in our art and drawing programs. Finally, we will investigate the possibility of further using the Centre’s studio as a performance venue for amateur and local musicians.

Attachment 1 - Community Partnership Grants 2017-2021 Recommendations

Assessment comments: *A well-structured application with detail on all the aspects of the project. Also good to see a range of evaluation techniques to be used for the project, seeking opportunities to collaborate with local organisations and using social media to promote activities more broadly.*

Amount Requested Year 1: **$30,000**

Amount Recommended Year 1: **$30,000**

11.5 Urban Agriculture Committee Membership

Trim Record Number: D17/81877
Responsible Officer: Assistant Director Planning and Place Making

Purpose

1. For Council to appoint community representatives to the Urban Agriculture Committee.

Background

2. In 2009, Council established an Urban Agriculture Advisory Committee comprised of six local residents with an interest in community gardening, Councillor Sam Gaylard and Council officers. The committee was called the Community Gardens Advisory Committee.

3. The committee's main role was to provide input into the development of urban agriculture guidelines. Upon completion of their role the committee was disbanded after Council formally adopted the guidelines in June 2011.

4. In August 2011 Council resolved to re-establish a community-led Urban Agriculture Advisory Committee. The newly formed committee was asked to monitor community gardening activities in Yarra and report back on the application and effectiveness of the guidelines.

5. The Urban Agriculture Advisory Committee serves in an advisory capacity in relationship to Council. While it is not a decision-making body on Council matters, its recommendations are considered by Councillors when addressing urban agriculture or related matters.

6. The objectives of the Yarra Urban Agriculture Advisory Committee are:
   (a) To advise and inform Council of opportunities for urban agriculture initiatives in the City of Yarra;
   (b) To improve the awareness of urban agriculture;
   (c) To share information and develop networks among residents interested in urban agriculture; and
   (d) To provide advice to Council on urban agriculture policies and strategic plans.

7. A public EOI process has been conducted to refresh the membership for the second term. In line with the Terms of Reference and the requirements of Council in advertising vacancies on community advisory committees, the EOI process was promoted in the following ways:
   (a) on Council's website and twitter feed;
   (b) placement in Council's e-bulletins;
   (c) emails out to a comprehensive range of Council networks, encompassing youth, seniors, people with a disability, CALD communities, grants applicants, Sustainability award nominees and many other networks, groups and individuals who are connected with Council in various ways; and
   (d) direct emails to members of the previous Yarra Urban Agriculture Advisory Committee.

8. Nominations were advertised from the 3 to 28 of April 2017.

9. There was a strong response to the call for nominations, with 13 nominations to fill the 10 open positions on YUAAC.

10. Applications were assessed by Lisa Coffa (Coordinator Waste Minimization and Urban Agriculture) and Kathi Clark-Orsanic (Urban Agriculture Facilitator).
11. Applications were assessed based on:

(a) diversity of experience, interest and understanding of urban agriculture and its development;

(b) why they are interested in joining the YUAAC committee;

(c) key outcomes they hope to achieve while in the Committee; and

(d) a mix of skills and attributes to complement other members of the committee.

12. To ensure continuity of the Committee's work two members from the previous committee have been elected to remain for the next cycle. They follow: Dr Chris Williams and Miranda Sharpe.

13. Officers have 10 shortlisted nominees based on the above attributes.

External Consultation

14. The promotion of the nomination process for YUAAC is detailed in paragraph 7 of this report.

Internal Consultation (One Yarra)

15. The Governance unit and Communications unit provided advice and support on the requirements of the public EOI process.

Financial Implications

16. There are no financial implications associated with this report.

Economic Implications

17. There are no economic implications associated with this report.

Sustainability Implications

18. The membership has been chosen to best advise Council on urban agriculture issues, support the delivery of the Yarra Urban Agriculture Strategy 2014 – 2018 and develop the direction for the new Urban Agriculture Strategy.

Social Implications

19. The membership has been chosen to reflect the social diversity of Yarra's community.

Human Rights Implications

20. Diversity of members on the committee was a consideration, including gender, age, and cultural and linguistic diversity.

Communications with CALD Communities Implications

21. The promotions for the EOI process targeted culturally and linguistically diverse groups and organisations within Yarra.

Council Plan, Strategy and Policy Implications

22. The membership proposed has been chosen to best assist Council in the development and implementation of the Urban Agriculture Strategy.

Legal Implications

23. There are no legal implications associated with this report.

Other Issues

24. There are no other issues.

Options

25. Thirteen applications were received. Officers have shortlisted and proposed 10 new members for the committee based on their skills, knowledge, experience and ability to represent and assist Council to engage with Yarra's diverse community.
26. Councillors may amend the membership of the proposed shortlist.

Conclusion

27. Council staff has undertaken a public EOI process in accordance with the Terms of Reference and Council's requirements relating to community advisory committees.

28. A strong diversity of interests and skills is apparent in the nominees shortlisted for YUAAC membership, and it is considered that the proposed shortlist represents the best diversity of membership, and provides capacity to ensure a strong and active committee to support the development of urban agriculture in Yarra for the next two year period.

RECOMMENDATION

1. That Council note the report of officers in relation to the Urban Agriculture Committee.
2. The Council, having considered the nominations received for community representative positions, appoint the following applicants to the Urban Agriculture Committee:
   (a) Nominee
   (b) Nominee
   (c) Nominee
   (d) Nominee
   (e) Nominee
   (f) Nominee
   (g) Nominee
   (h) Nominee
   (i) Nominee
   (j) Nominee
3. That the successful and non-successful nominees be advised in writing of the outcome of their nomination.

CONTACT OFFICER: **Lisa Coffa**
TITLE: **Waste Minimisation Coordinator**
TEL: **9205 5793**

Attachments
1 Final Terms of Reference

Attachment 1 - Final Terms of Reference

Terms of Reference

City of Yarra Urban Agriculture Advisory Committee

Terms of Reference

The Yarra City Council's Urban Agriculture Advisory Committee (YUAAC) offers the local community an opportunity to provide regular input to Council on urban agriculture opportunities, achievements and policy development in Yarra.

The YUAAC is to be chaired by a Yarra Councillor nominated each year and meets formally a minimum of four times a year with additional meetings intermittently as required to support project development.

Membership is open to any member of the Yarra community interested in enhancing urban agriculture in Yarra. Those interested in attending the YUAAC should contact Council's Waste Minimisation and Urban Agriculture Unit, at info@yarracity.vic.gov.au or on 9205 5782.

Objectives

- To utilyze the Yarra Urban Agriculture Strategy (2014 – 2018) to direct the work of the YUAAC committee and the development of urban agriculture in Yarra.
- To advise and inform Council of opportunities for urban agriculture initiatives in the City of Yarra.
- To improve the awareness of urban agriculture.
- To share information and develop networks among residents interested in urban agriculture.
- To provide advice to Council on how urban agriculture might influence Council policy and strategic plans.

Strategies

• Provide user perspective on current and proposed urban agriculture projects Yarra.
• Advise Council, through the Yarra Urban Agriculture Facilitator as Secretary to the Committee, of opportunities to engage with the community on urban agriculture initiatives.

Actions

• Review concepts for urban agriculture projects as they come to hand.
• Provide feedback on new initiatives/products as they become available.
• Share knowledge on trends and opportunities affecting urban agriculture in Yarra.

Tenure

The establishment of the Yarra Urban Agriculture Advisory Committee will be for a period of two years from the first meeting.

11.6 Road Management Plan 2017 Draft

Trim Record Number: D17/81878
Responsible Officer: Manager Engineering and Asset Management

Purpose

1. The purpose of this report is for Council to consider adopting the amended Road Management Plan (Attachment 1) in accordance with the requirements of the Road Management Act 2004 (the Act) and the outcomes of the public exhibition process.

Background

2. The Road Management Act 2004 (the Act) aims to deliver improved, more efficient road management practices, a safer road network and fairer and clearer rights for road users and road managers.

3. The Act and insurance law reforms introduced in 2004 created a comprehensive package of civil liability protection for councils and other road authorities.

   The key features of the Act are:

   (a) the requirement for a road authority to have a Road Management Plan (RMP) in place in order to receive a level of statutory protection against civil liability claims under the Act;

   (b) establishes through a Code of Practice, the allocation of responsibility between road authorities for managing different parts of the road reserve (e.g. roadway, footpath, service road);

   (c) requires a road authority to establish a Register of Public Roads listing each public road for which it is responsible;

   (d) clearly define powers and obligations in regard to traffic management (including clearways), access management, road works by utilities, and maintenance of public transport infrastructure within road reserves;

   (e) continues to provide municipalities with responsibility for parking on arterial roads;

   (f) provides for VicRoads to implement clearways on declared arterial roads, subject to consultation with Councils, affected landowners, traders and the community in accordance with a Code of Practice;

   (g) confirms responsibility for the declared arterial network to VicRoads. The Act allows for VicRoads and Councils to enter into arrangements to transfer or delegate to one another for any operational or coordinating functions; and

   (h) allows for a Code of Practice for utilities works on the road reserve. The Code requires utilities to obtain consent from road authorities for certain works; adequately reinstate roads after completion of works; and be responsible for the repair of road infrastructure damaged by failure of utility infrastructure (e.g. burst water mains).

4. The Code of Practice for Road Management Plans associated with the Road Management Act states that the contents of a road management plan should include;

   (a) a description of those assets on public roads for which a road authority is responsible;

   (b) the standard, or target condition, of those assets to be maintained by a road authority; and

   (c) a management system as established and implemented by a road authority to discharge its duty to inspect, maintain, and repair public roads for which it is responsible.

5. Council developed a RMP in accordance with its Asset Management Policy and Asset Management Strategy. Council adopted the current RMP at its meeting on 17 September 2013. Council must re-adopt its RMP every 4 years.

6. The assets covered by the RMP include roads, kerb and channel, lanes, pathways (within road reserves) and shared zones, bridges and drainage pipes and pits.

7. The amended RMP focus is on the operational activities in road management and is based on the Code of Practice for Road Management Plan prepared by the Victoria State Government.

8. The Road Management (General) Regulations 2016 (linked to the Act) require council's to ensure that the standards in relation to, and the priorities to be given to the inspection, maintenance and repair of the roads and the classes of road to which the Council's Road Management Plan applies are safe, efficient and appropriate for use by the community.

9. The proposed amended RMP (Attachment 1) is provided for consideration and adoption by Council. The proposed changes to the current RMP include;

   (a) Assets outside the road reserves such as park pathways and car parks are excluded as they are not considered as road assets under the Act;

   (b) Six-weekly drive-through inspections had now been removed as they are considered to be too resource intensive and not overly effective in identifying and recording road and footpath defects;

   (c) Annual inspections of roads with major on-road bike lanes instead of once every two years;

   (d) Three-yearly inspections of laneways instead of every two years (based on existing staff resources and budgets);

   (e) Only defect types considered to be potential hazards to road users are included. Road defects such as wheel ruts, delamination, crocodile cracks, etc. are considered to be condition issues affecting the performance and are excluded from the Plan;

   (f) Some of the intervention levels and response times had been rationalised. The rationalisation process was predicated on the following considerations:

      (i) the forecast financial and staff resources as per the LTFS;

      (ii) benchmarking against the service standards of neighbouring councils and VicRoads;

      (iii) recognition of Yarra's unique environment, particularly the heritage significance and the constraints due to street trees;

      (iv) reducing the number of variations in the intervention levels, where they are not of material impacts, to more uniform standards; and

      (v) feedback from Council's maintenance and engineering staff on the effectiveness and efficiency of past performance;

   (g) Changes to levels of service and intervention levels are relatively minor and within current funding allocated in the 10-year Long Term Financial Strategy. For example, footpath lips are now standardised to be no more than 30mm for both high and low pedestrian volume streets before maintenance is carried out. Maintenance standards for laneways are reviewed and amended where appropriate to reflect the low utilisation of laneways on the road hierarchy; and

   (h) The Register of Public Roads has been updated.

10. The proposed amendments do not alter the intent of the relevant Sections nor do they seek to absolve Council of its responsibilities under the Road Management Act. Further, the proposed Levels of Service have been compared against those stipulated in neighbouring council road management plans and the proposed levels of service are consistent with other councils.

Consultations

11. Notices were placed in the Government Gazette on 17 May 2017 and the Age on 12 May 2017 inviting submissions on the amended Road Management Plan. Invitations to make a submission were also included in the Yarra website. Copies of the amended Road Management Plan were available at the Richmond Town Hall. Copies were also sent directly to various organisations such as VicRoads, Yarra Tram, Bicycle Victoria, Yarra BUG, and the Disability Advisory Committee.

12. The public submission period closed on 15 June 2017. Four submissions were received. The submissions were summarised and the corresponding responses provided below.

Submitter 1 - Fitzroy	Road Register – aerial maps
Issue	Aerial map of laneways should be attached to the Register of Public Roads.
Response	Maps (70 sheets) will be made available on Council's public website for easy location of laneways.
Submitter 2 - Richmond	Suggested a number of changes:
Issue	The feedback and various recommendations received relate to the following: • Council should address its commitment to "Towards Zero Safe System Road Infrastructure Program", • Include detailed description of the risk management process in the RMP and upgrade Council's Municipal Asset Support System to have this capability.
Response	The RMP has been developed in accordance with the Code of Practice for Road Management Plans, a gazetted guideline document from the Victoria State government, and satisfies the requirements of listing public road infrastructure, determining standards and priorities for inspection, maintenance and repair, and detailing a management system for inspection, maintenance and repair. The RMP relates to existing public road infrastructure and does not take on the role of an overarching safer transportation design or asset management policy and strategy. • Yarra Safe Travel Strategy and LATM Policy embody the majority of the suggestions for safer roads and the RMP compliments the Strategy and Policy to mitigate the risk exposures related to the use of existing public road infrastructure such as roads, footpaths and laneways. • The maintenance categories and the defect intervention levels in the RMP provide the basis for the initial filter of potential hazards that are basically risk-based. Defects above intervention levels identified are subjected to further risk assessment in accordance to Council's Risk Management Framework to determine the priorities for risk treatment. Council is currently considering a new corporate asset management system and the risk management process would be an integral part of the new system.
Submitter 3 - Fitzroy	Register of Public Roads (received during the Council Meeting on 6 June 2017)
Issue	How were the assets which were held prior to amalgamation collated for the public roads register in 2004 when the Road Management Act came into effect and where can this data be viewed?
Response	Information on road assets originated from the former City of Richmond, the City of Fitzroy and the City of Collingwood prior to council amalgamations. There were also information provided from the City of Melbourne for North Carlton area and Northcote for Alphington area.

	Road records from these councils were in various formats: database, base plans, construction plans etc. A project was initiated to consolidate all road information from various sources into a consistent format before capturing them in Council's Municipal Assets Support System. The historical databases prior to amalgamations are now available after the consolidation of the databases.
Issue	Did Council at any stage use its power to declare and name a road pursuant to section 11(2)(d) of the Road Management Act, in particular, did it obtain written consent of any public authority or other person of free hold land?
	Roads established prior to 2004 came about from a variety of different sources, including the powers provided at section 204 of the Local Government Act (and its predecessors) and under common law. In 2004, these established roads were included on Council's Road Register for the first time in accordance with the Road Management Act, and were subject to a period of consultation and public exhibition. Only a small number of roads have been established since the publication of Council's first Road Register in 2004, mostly resulting from new subdivisions. In order to determine whether any of these newly established roads were declared under section 112 of the Road Management Act, specific details of the road location will be required.
Submitter 4 - Yarra Trams	Responsibility on specific assets: yellow line marking and 'cat eye"
Issues	Yellow line markings and 'cat eyes' in section 2.4.2 of the RMP should be the responsibility of Yarra City Council.
Response	The assets referred to are no removed from Section 2.4.2 and the issue is now addressed in the Code of Practice on Operational Responsibility gazetted recently. Yarra City Council will conform to the Code of Practice

13. Once Council has adopted the final version of the amended RMP, a notice must be placed in the Government Gazette and a local newspaper as required by the Act.

Financial Implications

14. The proposed Levels of Service (inspection and maintenance) have been based on what Council is currently able to reasonably achieve within existing budgetary constraints and priorities. As such, there are no anticipated new financial implications resulting from the proposed amendments to the Plan.

15. As presented in the Council Report of 2 May 2017 the service levels within the Road Management Plan have been based on funding provided in the 2017-18 draft budget as listed below:

    (a) Roads, Footpaths, Kerb and Channels, and Lanes (Capital Expenditure) $7,713,700;

    (b) Drainage (Capital Expenditure) $1,144,000;

    (c) Road Maintenance (Operational Expenditure) $4,355,000; and

    (d) Street, Lane and Drain Cleaning (Operational Expenditure) $3,491,000.

16. It is recommended that this is maintained for the four year life of the RMP adjusted annually in accordance with Council's Long Tern Financial Strategy, CPI and any increases in the asset base, and population and traffic growth.

17. The Code of Practise for Operational Responsibility for Public Roads was revised and gazetted on 30 May 2017. The Council as the responsible/co-ordinating road authority now has added maintenance duties and responsibilities to elements of infrastructure that interface with other agencies (i.e. Public Transport Organisations) that may impact on service levels and operating costs.

18. The Council and MAV provided representation and comment to inform the development of revised Code of Practice guidelines and in general Council will comply with the shared responsibilities as recommended by the Code.

Economic Implications

19. The responsible management of road related infrastructure is essential to ensure that all forms of transport can operate as effectively and efficiently as possible. The amended RMP will continue to optimise the use of available road funding, which will lead to economic benefits across the Municipality.

Sustainability Implications

20. The amended RMP recognises the importance of giving priority to pedestrians, cyclists and public transport users in line with Council's 'Strategic Transport Statement' and the 'Encouraging and Increasing Walking Strategy'. Initiatives in the plan to support these policy documents include;

    (a) consideration of the needs of cyclists during the planning of all capital works and road maintenance activities. In some instances this may result in resurfacing of the bike lane only on a particular road;

    (b) retention of increased inspection frequencies and shorter response time on high use pedestrian footpaths; and

    (c) increased number of roads with on-road bike lanes listed at higher maintenance standards and a high response priority for repair.

21. RMP recognises Council's Infrastructure – Road Materials Policy which seeks to comply with Heritage requirements and conserve and repair the traditional street fabric sympathetic to the character of the municipality by encouraging the retention of bluestone road and laneways.

Social Implications

22. The amended RMP should continue to provide for a sustainable, safe, convenient and efficient local road network and street environment that meets the needs of the community.

Human Rights Implications

23. There are no human rights implications to this report.

Communications with CALD Communities Implications

24. The amended RMP will be publicly advertised on the adoption of the amended RMP and explanation and guidance will be available regarding any CALD community implications.

Council Plan, Strategy and Policy Implications

25. The revised RMP has been developed in accordance with Council's Asset Management Policy, Infrastructure Roads Materials Policy and Asset Management Strategy.

Legal Implications

26. The Road Management Act 2004 clarifies the legal responsibilities for the different categories of road assets within the road reserve. The RMP is an integral component of the civil liability provisions contained within the Act, including the application of the 'policy defence' and the monetary claims threshold that will assist Council to manage litigation relating to the road network.

Other Issues

27. There are no other issues to this report.

Options

28. There are no options as the review of Council's Road Management Plan is a legislated requirement.

Conclusion

29. It is proposed that Council formally adopts the City of Yarra's amended Road Management Plan 2017 (Attachment 1) in accordance with the requirements of the Road Management Act 2004.

RECOMMENDATION

1. That Council:
   (a) adopts the amended Road Management Plan as presented in Attachment 1;
   (b) publishes a notice of the adoption of Yarra's amended Road Management Plan in the Government Gazette and a local daily newspaper as required by S.55 of the Road Management Act 2004;
   (c) notes the budget implications as detailed in the Report; and
   (d) publish a copy of the adopted Road Management Plan on Yarra's public website.

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Attachments
1 Road Management Plan Draft 2017
2 Register of Public Roads 15 March 2017

Attachment 1 - Road Management Plan Draft 2017

Road Management Plan 2017 - 2021

Version date: 2 May 2017

(Version for Council Endorsement/Public Comment)

Attachment 1 - Road Management Plan Draft 2017

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Appendix 2:	Bridges Owned by Others
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Appendix 5:	High Pedestrian Volume Streets

Register of Public Roads (separate document)

Attachment 1 - Road Management Plan Draft 2017

Revisions and Adoption Schedule

Document Control

Rev No	Date	Version / Changes
	Aug 2004	First Edition
	July 2009	Second Edition
3.00	25 Jun 2013	RMP Review as per s54(5) of Road Management Act 2004. *Amendments Summary*: • Focus on operational activities. Strategic planning activities removed from RMP • Asset maintenance hierarchies defined, with corresponding inspection regime (section 4.3) and response priority (section 4.4.3) • Footpath at vehicle crossing included (section 2.4.4) • Carparks and nature strips excluded (section 2.3) • Changes to road defects tolerance intervention levels (section 4.4.1) • Inclusion of 'Force Majeure' clause (section 1.10)
3.01	11 Jul 2013	Initial Draft issued for Public Comment
3.02	17 Sep 2013	RMP 2013 Adopted by Council
4.00	15 Mar 2017	RMP Review as per s54(5) of Road Management Act 2004. *Amendments Summary:* • *Changes to inspection program (Table 3)* • *Changes to defects type and intervention levels (Table 4)* • *Changes to response times (Table 4)* • *significant parks excluded*
4.01	2 May 2017	Initial Draft issued for Public Comment

Attachment 1 - Road Management Plan Draft 2017

1 INTRODUCTION

1.1 Legislation Applicable

The Road Management Act 2004 (the "Act") has established a statutory framework for the management of public roads in Victoria. The Act, and any associated legislation as defined in the Act, applies to road authorities including the City of Yarra.

1.2 Meaning of Terms

Terms used in this Plan have the same meaning as the specific definitions included in the Act.

For the purposes of this plan the following terms shall be defined as:

"the Act"	means the Road Management Act 2004.
"the Council"	means the Yarra City Council.
"Crossover"	means the vehicle crossing or access from back of kerb to property boundary including any section of footpath within the lateral limits of the crossing.
"Day"	in terms of response times a day is a business (working) day excluding weekends and declared public holidays.
"Defect"	is a localised failure in an asset, for example potholes in a road surface or a joint displacement in a concrete pathway.
"Hazard"	is an event, defect, condition or substance, which has the potential to cause harm to property or the health and safety of persons in their use of road infrastructure.
"Inspection Frequency"	is the period between scheduled inspections of the road to identify hazards. The nominated time is not precise and a reasonable margin is allowable.
"Intervention Level"	is the extent of a defect above which the defect may pose an unacceptable risk to users of that asset. The asset defect intervention levels are not definitive criteria with respect to accurate measurement due to the nature of on-site visual assessment, ground condition and light condition at the time of survey. Therefore, there may be variances within reasonable limit as to the extent of the reported severity of a defect when compared to detailed measurement of any particular defect
"Level of Service"	is the defined service quality for the road against which performance may be measured and relates to quality, quantity, reliability, responsiveness and cost.
"Maintenance Category"	the nominated maintenance category for each road or footpath determined by Council according to an assessment of risk, taking into account factors such as road classification, road type and volume and type of traffic.
"Programmed Maintenance"	works that are beyond the scope of reactive maintenance, but are not Capital Works projects. Generally they do not require a design to be completed and are seen as a method of rehabilitating infrastructure assets without the need for major capital works
"Remediate"	action to reduce a defect or hazard to below Council's intervention levels.
"Response Times"	is the time to make safe or repair defects, identified by inspections undertaken by Council officers, or defects notified by the public. Response Time is measured from the time the defect is identified by, or notified to, Council. The nominated response time is not precise and a reasonable margin allowable.
"Reactive Maintenance"	the work undertaken daily to keep assets operating at the required service levels. This includes pothole patching, minor repairs to footpath, kerb and

	channel, signs and street furniture.
"Service Agreement"	means the Service Agreement for Road Maintenance
"Shared Zone"	a road or network of roads where pedestrians, cyclists and vehicles share the roadway.

1.3 Role of Road Authority

Under Part 4, Division 5 (s49 to s55) of the Act, Council elected to make a Road Management Plan in accordance with the Code of Practice for Road Management Plans (16 September 2004).

The Act provides that Council as the road authority is to exercise its functions within an overall policy context and to consider the expectations of the community and the resources available, and the competing demands for those resources.

Council is responsible for the development of the Road Management Plan and must ensure it manages the inspection, maintenance and repair of the road network within available funding levels to ensure that a safe and efficient road network is provided for use by members of the public.

1.4 Purpose of the Road Management Plan

The Road Management Plan (the "RMP") is an *operational plan* within the City of Yarra.

The purpose of this RMP is to ensure Council has in place a plan that helps Council to achieve the following objectives –

1. Ensure that a safe and efficient network of municipal public roads is provided primarily for travel and transport.
2. Meet the statutory requirements of the Road Management Act, Road Management Regulations (the "Regulations") and relevant Ministerial Code of Practice (the "Codes"). Purposes defined in s50 of the Act are quoted below –

   "The purposes of a road management plan are having regard to the principal object of road management and the works and infrastructure management principles –

   (a) to establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources; and

   (b) to set the relevant standard in relation to the discharge of duties in the performance of those road management functions."
3. Provide a structure that advances Council's asset management practice in delivering a sustainable road transportation service.
4. Adhere to good practice of achieving an appropriate level of statutory protection against civil liability claims under the Act.

1.5 How to achieve the RMP objectives

To achieve the above stated objectives, this RMP provides details in the following key management areas that are central to Council's role as the road authority for municipal public roads –

- provide descriptions of the types of road and road-related infrastructure assets included in the RMP (section 2, Road Asset Description).
- set up a road and pathway hierarchy classification to facilitate the setting of performance standards (section 3, Maintenance Hierarchy).
- set relevant performance standards to help with the discharge of Council's duties (section 4, Performance Standards).
- set details of management system to be implemented to help with the discharge of Council's duties. (section 5, Management System).

1.6 Key stakeholders

Key stakeholders who will be affected by this RMP in the City of Yarra include –

- The community - ratepayers, residents, business, industry, education.
- Road users such as pedestrians (including those with disabilities and the elderly), bicyclists, motorcyclists, public transport passengers and vehicle drivers and passengers.
- Transport service providers - transport operators, bus operators and service providers supporting the delivery of transport service.
- Tourists and visitors to the area (for recreation, sport, leisure and business, or in transit).
- Emergency authorities (Police, Fire, Ambulance, SES).
- Utilities agencies that use the road reserve for their infrastructure such as water, sewerage, drainage, gas, electricity, telephone, telecommunications, cable TV, pipeline and other like services under the authority of an Act of Victoria or the Commonwealth.
- Land and property developers and their respective consultants and contractors.
- Other road authorities such as VicRoads, neighbouring Councils, Department of Environment, Land, Water and Planning, Parks Victoria, Melbourne Water Corporation, etc.
- Special interest groups such as RACV, ratepayer associations, Chambers of Commerce, industry-representing bodies and like community groups.
- Council as the responsible road authority.
- State & Federal Government agencies that periodically provide support funding to assist with management of the network.

1.7 Duty of road users

Whilst Council has certain duties and responsibilities, this RMP is predicated on the basis that the road users also have certain obligations and responsibilities to drive safely according to the prevailing road conditions, to have regard to the rights of other road users, the community and infrastructure managers, and to avoid damaging infrastructure.

s17A of the Road Safety Act 1986 and s106 of the Road Management Act 2004 set out the obligations of road users:

- road users are required to travel safely having regard to the road, weather and traffic conditions, and avoiding unreasonable risks to other road users;

Road users have additional duties and responsibilities under the Roads and Council Land Local Law (2012) of the City of Yarra.

In particular there are provisions relating to the protection of environment, public safety, management of traffic and roads, control of vehicles and animals on roads, and secondary activities on roads.

A copy of the Roads and Council Land Local Law is available from the municipal offices and on Council's web site at www.yarracity.vic.gov.au.

1.8 Relationship with Council Plan and Asset Management Policy

The Council Plan sets out Council's medium-term direction and the outcomes sought by Councillors for their four-year term of office. It details Council's strategic objectives, outlining some of the values, policy and research behind each objective.

The Asset Management Policy and its associated strategy framework have a direct link to the Council Plan through its budgetary and planning processes.

1.9 Relationship with Budget

Council's annual adopted Budget and Capital Works Program specifies the planning parameters by which the Road Management Plan is carried out. The annual Budget has been developed within an overall financial planning framework that guides Council in identifying community needs and expectations over the short, medium and long term. In preparing the annual Budget, funding requirements for each year are linked with the objectives contained in the Council Plan.

In relation to road and road-related infrastructure assets that provide road transport service, Council recognises the importance of balancing appropriate performance standards with what the community is able to afford and sustain. In balancing the funding level for the inspection, maintenance, repairs, upkeep, rehabilitation and renewal of road and road-related infrastructure assets, Council gives regards to the following key considerations –

- its role and obligations under the Road Management Act 2004;
- achievement of statutory protection against civil liability claims;
- preservation of existing assets in an appropriate and safe working condition;
- ability to acquire additional infrastructure assets to serve new growth;
- market constraints in labour, plant and equipment, building materials and contractors; and
- the competing demands for Council resources.

The performance standards set in Section 4 of this RMP reflect such balance.

1.10 Force Majeure

Council will make every endeavour to meet all aspects of its RMP. However in the event of natural disasters and events but not limited to, fires, and floods, as well as human factors, but not limited to lack of Council staff or suitably qualified contractors, because of s83 of the Victorian Wrongs Act, 1958, as amended, Council reserves the right to suspend compliance with its Plan.

In the event that the Chief Executive Officer of Council, has to, pursuant to s83 of the said Act, consider the limited financial resources of Council and its other conflicting priorities, meaning Council's RMP cannot be met, they will write to Council's Officer in charge of its RMP and inform them that some, or all of the timeframes and responses in Council's RMP, are to be suspended.

Once the events beyond the control of Council have abated, or if the events have partly abated, Council's Chief Executive Officer will write to Council's Officer responsible for Council's RMP and inform them which parts of Council's RMP are to be reactivated and when.

1.11 Availability of Plan and Associated Documents

This RMP and associated documents is available at the following locations and may be viewed, free of charge, by the public during the hours of 8.30am to 5.00pm each working day:

Yarra City Council

Richmond Town Hall

333 Bridge Road Vic 3121

Customer Service Centre Phone 9205 5555

The RMP may also be viewed in PDF format on the Council website
http://yarracity.vic.gov.au/News/amend-road-management-plan-2017-2021/

2 ROAD ASSET DESCRIPTION

This section provides the details of road infrastructure and road-related infrastructure assets that are being covered under this RMP. It also outlines assets not covered under this RMP.

2.1 Overview

Yarra's 19.5 square kilometres include the suburbs of Abbotsford, Burnley, Clifton Hill, Collingwood, Cremorne, Fitzroy, North Carlton, North Fitzroy, Princes Hill and Richmond. Parts of Alphington and Fairfield - south of Heidelberg Road - are also included in Yarra.

The City has a population forecast for 2017 of approximately 89,710.

The local road network comprises –

- 225 km of public roads (sealed and unsealed roads);
- 85 km of laneways;
- 410 km of kerb and channel;
- 456 km of pathways; and
- 7 foot-bridges (4 co-owned with neighbouring Councils).

2.2 Assets covered

The road and road-related infrastructure assets covered in this RMP are those that exist within the roads nominated in the Register of Public Roads, and they are –

- trafficable roads including features such as traffic lane, on-road bicycle lane, parking lane, service road and shared zones;
- public carparks directly abutting edge of constructed road pavement;
- constructed laneways (the maintenance of unmade laneways that are not reasonably required for public access is not covered by this RMP)
- road shoulder and verge;
- roundabouts, speed humps, traffic or splitter islands, central median, outer separator;
- pedestrian bridges and major culverts;
- kerb and channel;
- pathways – constructed footpath, bicycle path within the road reserve;
- pedestrian operated signals, pedestrian crossings and school crossings;
- traffic signals, regulatory signs, guide posts, raised reflective pavement marker (cat eyes), traffic safety barriers and guard rails;
- street lighting infrastructure for *decorative* schemes where Council is the asset owner; and
- roadside Water Sensitive Urban Design features.

2.3 Assets not covered

This RMP does not cover the following assets:–

- road and road-related infrastructure assets that are the responsibilities of other road authorities, utilities and/or other infrastructure managers (e.g. VicRoads, Department of Environment, Land, Water and Planning, Yarra Trams, Parks Victoria, Melbourne Water Corporation, private roads, and the like);
- road, road-related and non-road infrastructure assets (e.g. gas pipes, water pipes, sewerage pipes, storm-water pipes, pits, electricity poles, cables, tram wires, rail infrastructure, bus shelters, public telephones, mail boxes, roadside furniture and fences erected by utilities) owned, managed and/or operated by private organisations, on private land or which interface on public land or within road reserves (e.g. shopping centres, educational institutions, body corporate subdivisions and the like);
- single property stormwater drains that are constructed within the reserve from the property;

- sub-divisional roads under construction and prior to the date the road became a public road;
- vehicle crossovers and driveways between the kerb and the property boundary;
- roads and laneways that have not been constructed to Council's design standards or by a responsible road authority (e.g. an unconstructed track such as a vehicle or motorcycle trodden roadway);
- park pathways and shared pathways;
- nature strips and infill areas between the edge of the road or back of the kerb and the property boundary not occupied by the pathway. These should be maintained by the abutting property owner;
- off-street car parks (including carparks in reserves and council maintained facility sites);
- rail crossings and associated structures (bridges);
- street lighting (Standard) – timber and concrete power poles;
- temporary road signs used in road works;
- any other road, road-related or non-road infrastructure asset not listed in the Register of Public Roads.

Regardless of its maintenance obligations, Council has a duty of care and will as far as practicable notify the relevant utility or authority where a defect related to third party asset has been identified. Council may also serve a notice on a property owner to have defects repaired within a given period.

2.4 Demarcation and Agreements with other Authorities

The Code of Practice – 'Operational Responsibility for Public Roads' defines the limits of responsibility between road authorities for different parts or elements within the road reserve.

2.4.1 Freeways and Arterial Roads

Classification of a road as a freeway or an arterial road is declared by VicRoads in accordance with s14 of the Act. VicRoads is both the coordinating road authority and the responsible road authority for freeways and arterial roads.

Declared arterial road and freeways within the municipality are listed in Appendix 1.

In the case of arterial roads VicRoads is responsible for the road pavement, kerb and channel, traffic signals, medians, 'easy access stop' raised pavement, some underground drainage and bike paths belonging to VicRoads.

Yarra City Council is responsible for Council owned assets contained within the area from the back of kerb to the building line and line-marking associated with parking bays.

The following figure illustrates the demarcation of responsibilities within VicRoads controlled arterial roads and council controlled local roads.

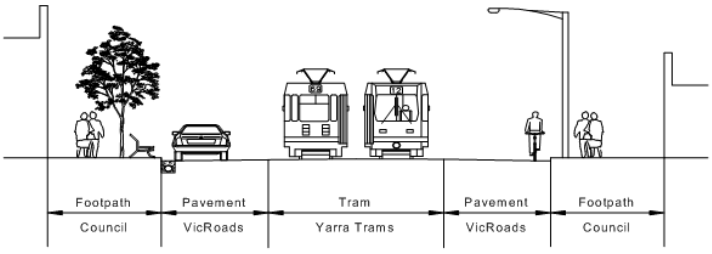


Figure 1 – Declared Arterial Road with Shared Responsibility

2.4.2 Local Roads with Tram Lines

Where tram tracks exist the Tram Operator is responsible for assets in the road reservation such as, tram tracks, yellow line marking, cat-eyes, overhead power lines and shelters. Tram operators are

also responsible for the tram track reserve area typically within 500mm each side of the outer track rails in road reserves including crib crossings installed to protect pedestrians crossing tram tracks.

Council is responsible for the road reserve outside these limits.

The demarcation of responsibilities between Council and Tram Operator is as shown in Figure 2.

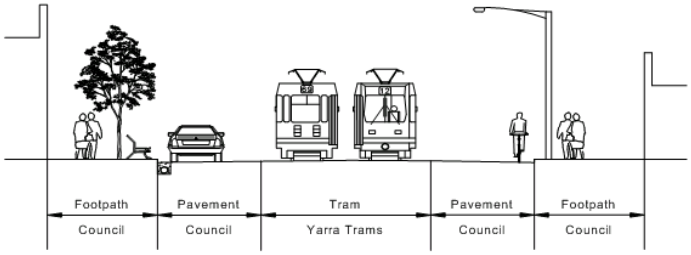


Figure 2 – Major Road with Shared Responsibility

2.4.3 Local Roads

Council is both the Coordinating and Responsible Road Authority for all local roads.

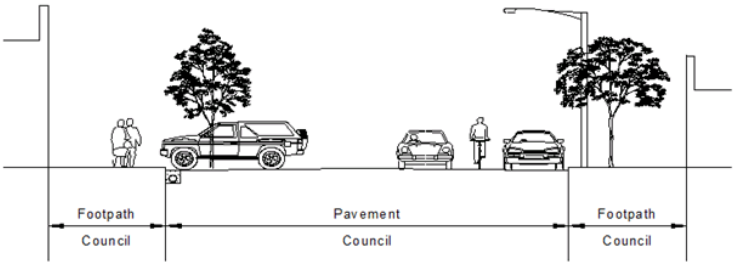


Figure 3 – Local Road with full Council Responsibility

2.4.4 Shared Roads

The City of Yarra shares boundaries with Melbourne, Moreland, Darebin, Banyule, Stonnington and Boroondara. Shared roads are those that may define boundaries with other municipalities. In most cases the adjoining municipalities are responsible for managing half of the road, depending on the boundary alignment.

The shared roads with adjoining municipalities are:

With Melbourne City Council

1. Bowen Crescent (Park Street to Garton Street), Princes Hill
2. Garton Street (Paterson Street to MacPherson Street), Princes Hill

With Moreland City Council

3. May Street (King Street to Ida Street), Fitzroy North
4. Park Street (Bowen Crescent to Wilson Street), Princes Hill

2.4.5 Bridges

There are a number of road bridges and railway line overhead bridges owned by others (Appendix 2).

VicRoads is responsible for the management and maintenance of the bridges and underpasses along Arterial Roads. All railway line bridges that cross above roads, underpasses, and level crossings are the responsibility of and maintained by the rail authority. The City of Yarra is however responsible the maintenance of the road pavement and/or footpath over the rail lines as listed in Appendix 2.

Some footbridges along shared boundaries crossing the creeks have a shared responsibility between neighbouring Councils.

The shared *pedestrian* bridges are:

With Boroondara City Council

1. Walmer Street bridge (over Yarra River), Clifton Hill

With Darebin City Council

2. Merri Path/Knott Reserve Bridge (over Merri Creek), Clifton Hill
3. Merri Path/Coulson Reserve Bridge at (over Merri Creek), Clifton Hill
4. Holden Street Bridge (over Merri Creek), Fitzroy North

Formalised agreements detailing the responsibilities for managing bridges that are shared between Yarra and the neighbouring councils for the above had been prepared.

2.4.6 Public (Off-street) Car Parks

Off-street car parks outside road reserves including open space and recreation reserves are not considered as road assets under the Act and are only inspected by customer request.

Constructed car parks directly abutting edge of constructed roads are considered as ancillary areas and are included in the Plan. The inspection frequency, intervention levels and response time obligations of these car parks will be the same as those for the abutting roads.

2.4.7 Repair of Damaged Council Assets

Where a party other than Council has damaged a Council asset or road, that party shall be responsible for repairing the damage to ensure that it is safe and operates at the level it previously operated at or higher.

In particular, where secondary damage has been caused to Councils assets, such as subsidence from water damage, at a location other than the specific site of the asset works or repairs, the damage must be repaired by the responsible party.

2.4.8 Legislation

This RMP has been prepared with reference to the following Acts, Regulations, and Codes of Practice:

- Road Management Act, 2004 (Vic)
- Local Government Act 1989 (Vic)
- Road Management (General) Regulations 2016 (Vic)
- Road Management (Works and Infrastructure) Regulations 2015 (Vic)
- Code of Practice for Operational Responsibility for Public Roads GG no s267, 17 December 2004
- Code of Practice for Road Management Plans GG nos201, 16 September 2004
- Code of Practice for Management of Infrastructure in Road Reserve GG no s117, 28 April 2016
- Code of Practice for Worksite Safety – Traffic Management GG nos276, 22 December 2004

2.5 Register of Public Roads

Council maintains a Register of Public Roads (the "Register") in accordance with s19 of the Act. The Register is a stand-alone document titled "Yarra City Council – Register of Public Roads".

Attachment 1 - Road Management Plan Draft 2017

The Register specifies all roads and road categories (including laneways) that Council will be responsible for maintaining and repairing.

The Register also defines the general demarcations between private assets and Council assets. Where the City of Yarra enters into an arrangement with another organisation to carry out works on other public roads, the responsibility of the City of Yarra is limited to the terms of that agreement.

The Register will be updated from time to time as required if new assets are constructed, identified /discovered, transferred or existing assets disposed of.

3 MAINTENANCE CATEGORY

3.1 Introduction

Pursuant to s36 of the Act, Council is the coordinating road authority for the roads as well as pathways and ancillary areas within the road reserves of those public roads, as specified in the "Register of Public Roads".

This section describes the road and pathway maintenance categories adopted in this RMP. The classifications assist in determining relevant performance standards (see section 4) for key maintenance areas such as inspection, maintenance, repairs and intervention levels. It also assists in other management activities such as allocating resources and specifying design and construction standards.

3.2 Road

All Council managed roads are classified as municipal roads in the Register of Public Roads.

Council has adopted, however, the following road maintenance categories for the purpose of setting the performance standards in terms of inspection, maintenance, intervention levels and repairs.

Traffic Type	Roads Included
Roads with major on-road bike lanes and shared zones	Refer to Appendix 3 and 4
Other local roads	Other Council roads in the Register of Public Roads
Laneways	All constructed laneways

Table 1 – Road Maintenance Categories

These categories are based on vehicle 'volume/service level' and reflect the perceived risk associated with vehicle usage.

Council has a number of laneways that are not constructed and is not obligated to do any particular work, and in particular, is not obligated to do any surface or drainage work on an unmade road or laneway.

3.3 Pathway

Council's pathway maintenance category is based on 'pedestrian volume /service level' and reflects the perceived risk associated with the pedestrian usage.

The following pathway maintenance category has been adopted to assist in setting performance standards in terms of inspection, maintenance, intervention levels and repairs.

Pedestrian Volume /Service Level	Pedestrian Environment
High	Major shopping strips, schools, aged care centres, senior citizen centres, hospitals, libraries, main community facilities, transport hubs.
Low	Residential areas, mainly at local streets.

Table 2 – Pathway Maintenance Categories

High pedestrian volume streets are listed in Appendix 5.

4 PERFORMANCE STANDARDS

4.1 Objectives

The objectives of setting performance standards –

(1) Ensure public safety

(2) Protect road infrastructure assets

(3) Ensure an appropriate level of protection against civil liability claims based on available Council resources.

4.2 Determining Level of Service

Council has determined the standard to which it will inspect, maintain and repair roadways, pathways, road infrastructure and road related infrastructure assets. When assessing appropriate levels of service required for the various activities, the following are also taken into consideration;

- Utilisation
- Level of risk
- Cost

Council sets the performance standards for the following operational functions in roads, pathways and ancillary areas –

- Inspection Program
- Maintenance levels of service (Defect Intervention level), and
- Response time.

4.3 Inspection Programs

4.3.1 Proactive Inspection Program

Various proactive road inspection programs are undertaken to identify defects and obtain condition data on the road infrastructure. The information obtained from these inspections is used to prioritise maintenance activities and develop future capital works programs.

Maintenance Category	Proactive Inspection Frequency
Road	
Roads with major on-road bike lanes	1 year
Other Local Roads	2 years
Laneways	3 years.
Pathway	
High Pedestrian Volume[1]	4 months
Low Pedestrian Volume	2 years
Bridges	
Pedestrian Bridge	12 months (Level 1 Inspection)
Road Delineation[2]	
All Categories	2 years

[1] includes inspection of roads and kerb and channel along high pedestrian volume
[2] typically include safety signs, guide posts, safety barriers, line-marking and pavement markers

Table 3 – Proactive Inspection Frequencies

These inspections identify obvious defects (Table 4) to roads, footpaths, kerb and channels, and regulatory signs that are outside the maintenance intervention levels and are considered to be

potential hazards and pose unnecessary risk to the road users. Other road defects such as wheel ruts, delamination, crocodile cracks, line markings etc are considered to be condition issues affecting the performance and are not included in Table 4. These latter defects will be considered in the development of capital works program.

Any defects associated with service utility pits, private street trees and vehicle crossings are reported to asset owner with a request to the asset owner to rectify the defect.

4.3.2 Reactive Inspection

This is unscheduled inspection undertaken in response to a customer request or complaint, usually within 3 days of notification. It also includes ad-hoc inspections undertaken by Council staff. An ad-hoc inspection may follow extreme weather conditions or intense development activities.

4.4 Maintenance Levels of Service

Levels of Service, including inspection frequencies, defect intervention levels and response times have been established for specific activities within each maintenance category.

In developing these levels of service, Council has considered community expectations, current service levels, the level of risk exposed and *available resources*. The current maintenance service levels being delivered are seen as being very close to reflecting the balance between customer expectations and financial affordability.

It is envisaged that the Levels of Service will be reviewed annually as more accurate data becomes available and customer expectations and resource allocations are reassessed.

4.4.1 Defects Intervention Levels and Response Times

Defects intervention levels and the corresponding response times included in the RP are shown in the following table.

Defect And Intervention Level	Intervention Action[1]	Maintenance Category /Response Time	
Pavement		Roads with major on-road bike lanes	Other Roads
Potholes Pothole Ø=>300mm & D=>50mm (within major bike lane) Pothole Ø=>200mm & D=>50mm (roads with shared zones) Pothole Ø=>300mm & D=>100mm (all other roads)	Patch potholes <1 m², in travelled way using bituminous and other appropriate materials to restore the riding surface to a smooth condition	10 working days	15 working days
Cracking Longitudinal Cracks > 20mm width(within bike lanes) All Cracks > 20mm (road with shared zone)	Seal and fill cracks and joints using liquid bituminous sealants	As per City Works crack sealing program	
Tree Root Damage – When pavement is raised >150mm (outside 2m square tree root base).	Ramping out displacement	15 working days	
Lips between Utilities Assets and Road Lip > 50mm	Level out to make safe and notify responsible service authority	Notify within 48 hours	
Missing or Damaged Pit or Cover (Utilities Assets)	Notify responsible service authority	Notify within 48 hours	
Damaged Stormwater Pit /Cover or Steps > 30mm	Level out to make safe, repair or replace	10 working days	15 working days
Regulatory signs and Supports Signs are damaged, incorrect, sign legend illegible at 150 m	Minor repair, straightening, re-erection, cleaning or replacement	2 working days	

Attachment 1 - Road Management Plan Draft 2017

Defect And Intervention Level	Intervention Action[1]	Maintenance Category /Response Time	
under low beam or in daylight, missing, or unstable support	of signs and sole purpose supports.		
Kerb and Channel			
Settlement Channel settlement >150mm (over 5m length)	Repair / replace / realign kerb pitcher	15 working days	
Displacement /rotation Lip > 50 mm (non-tree root related) Lip >100 mm (tree root related)	Repair / replace / realign kerb and channel	15 working days	
Laneway (as measured beyond 0.5m from property boundary line on both sides of laneway)		All Laneways	
Depression /Potholes (Asphalt or Concrete) Pothole Ø=>300mm & D=>100mm; or Mounding / depressions >100mm	Apply a regulating / levelling course of bituminous materials to depressed or heaved areas of pavement <5m²	20 working days (temporary repair) then Refer to Capital Works Program	
Depression (Bluestone) Adjoining stones level diff >100mm; or Mounding or depressions >150 mm Missing pitchers Area 0.25m²	Reset, ramping out vertical displacement or replace broken, sunk, heaving, loose or missing bluestone	20 working days (temporary repair) then Refer to Capital Works Program	
Footpaths (within road reserves)		High Pedestrian Volume	Low Pedestrian Volume
Trip Hazard Lip >30mm (High Pedestrian) Lip >30mm (Low Pedestrian)	Grind (concrete footpath), repair or replace to level vertical displacement - <=5 bays - > 5 bays	10 working days Programmed works	15 working days Programmed works
Potholes Pothole Ø=>200mm & D>50mm	Patch potholes <0.2m² using bituminous and other appropriate materials to restore the surface to a smooth condition	10 working days	15 working days
Cracking All Cracks >20mm width	Seal and fill cracks and joints using liquid bituminous sealants	As per City Works crack sealing program	
Tree Root Damage (outside 0.8m square tree root base) Surface raised >50mm	Ramping out the displacement around tree roots using an asphalt fillet, concrete slurry or similar suitable material.	10 working days	15 working days
Damaged Vehicle Crossing Noticeable defects as to be potential hazards	Notify owner and request repair damage	Notify owner within 30 days	
Overhanging Vegetation (Council trees) Min Clearance: - 2.7m (above footpath) - 5.0m (above pavement).	Notify Council's Streetscape for follow-up action. Trim trees obstructing footpath, obscuring signs or visibility	Notify within 48 hours As per tree pruning program	
Overhanging Vegetation (Private trees) Min clearance of 2.7 metres above the footpath and laneways.	Notify Council's Local Law for follow-up action.	Notify within 48 hours	
Lips between Utilities Assets and Footpath Level difference > 30mm	Level out to make safe and notify responsible service authority	Notify within 48 hours	
Missing or Damaged Pit or Cover (Third Party Assets)	Notify responsible service	Notify within 48 hours	

Defect And Intervention Level	Intervention Action[1]	Maintenance Category /Response Time
	authority	
Pedestrian Bridges		
Deck and Parapet Uneven deck, loose or missing screws /nails, planks or boards, spalled posts and parapets	Paint, realign, repair or replace damaged sections.	30 working days
Hazards and Emergency		
Obstructions Road /footpath obstructions such as fallen materials from vehicles, dead animals, fallen trees, wet clay and other slippery materials.	Appropriate protection action and rectification	Initial assessment within 4 hours. Remediate within 24 hours.
Emergency Response All works arising from emergency incidents including flooding, fires, storms, traffic accidents to ensure the safety of the public and protection of the asset	Appropriate traffic control /management actions and implement public safety measures	Respond within 20 minutes and implement public safety measures within 4 hours. Reemediate within agreed timeline dependent on defect

1. *Intervention action includes any action to remediate, conduct repairs, erect warning signs or reduce or remove a risk.*

Table 4 –Response Regime by Defects Type /Maintenance Category

4.5 Heritage Infrastructure

Heritage bluestone kerb and channel and laneways are recognised as being of local importance to the City of Yarra with historical, aesthetic and technical significance and they contribute to the significant heritage overlay precincts in the City of Yarra.

City of Yarra adopts a 'conservation' approach to all aspects of works with these heritage assets even though some of these heritage assets may not meet modern design, construction or maintenance standards and thus impacting on service delivery. Due to this constrained intervention action, e.g. asphalt patching on some of the defects may, at times, be only 'temporary' until permanent repair is carried out through programmed capital works.

Council's Infrastructure Materials Policy seeks to comply with Council's Heritage policy by encouraging the retention of original bluestone road or laneway materials. The objective is to conserve and repair the traditional street fabric of Yarra using historic materials, sympathetic to the character of the municipality while also meeting technical, access, safety and health requirements.

4.6 Street Trees

Trees are the most important and highly visible asset within Yarra's parks, gardens and streets. Many of the City's trees are culturally important and some have heritage significance. They not only improve the liveability of the City, but characterise the place and provide enjoyment for people.

Council has a policy to preserve street trees as far as possible and to manage their well-being so that they continue to contribute to the quality of the urban environment.

Maintenance of roads, footpaths, kerb and channels may at times, where practical and without major damage to the integrity of the tree, require tree root pruning. If this is considered necessary, the optimal timing of this work would generally occur during the winter months in order to preserve the health of the trees.

Where tree root pruning is not immediately possible thus affecting effective remedial works it is recognized that local defects may persist such as ponding around the tree root base, obstruction to the natural flow of water in the kerb, and uplifting of footpath or road pavement outside the intervention levels.

Where a risk to pedestrians has occurred due to displacement of a footpath by tree roots, the site will initially be made safe and immediately referred to the program for temporary footpath repairs. Temporary repairs must be undertaken in such a manner that the integrity of the root system is not compromised whilst ensuring the risk to pedestrians is reduced. This may involve restoring the

alignment and leveling out of the pathway surface with either replacement of pathway sections or ramping out the displacement using an asphalt fillet, concrete slurry or similar suitable material.

5 MANAGEMENT SYSTEM

5.1 Management System to Inspect, Repair and Maintain

The key feature of Council's 'management system' is to assist people through the use of technology and computer systems, in particular, helping officers to deliver service to the community within the statutory framework of the Act.

The management system by which the components referred to in the Road Management Plan will be undertaken are detailed in the following.

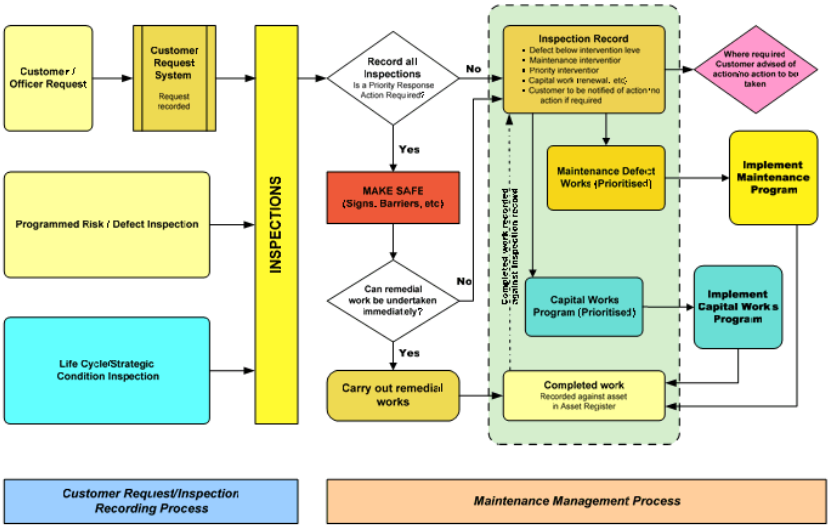


Figure 4 – Management System to Inspect, Repair and Maintain Roads

5.2 Road Reserve Inspection Program Audit System (RRIPA)

Council deploys an smartphone application with key functions to facilitate field data capture during the programmed inspections. The application enables field inspector to establish whether a defect manifestation is above the prescribed intervention level before defect data is logged. Defects information collected during field inspection are remotely transmitted to a server database which are then logged into Council's customer request management system to be further processed and programmed as either reactive or programmed maintenance depending on the risk assessment.

5.3 Customer Request Management System (CRM)

All requests and notifications received from both the public and requests generated during the programmed inspections are captured in Council's corporate customer request management system (CRM). Key functions of the CRM are record keeping and request tracking, including records of all maintenance work, inspections and other actions performed on public roads.

5.4 Asset Information Systems

The Municipal Asset Support System (MASS) is currently the primary asset database for all road assets and bridges. It provides the essential asset data to other computer systems such as Council's geographical information system. As an asset register with all engineering attributes pertaining to road assets, MASS also provides key functions in condition assessment and reporting, asset valuation and depreciation schedules for accounting purposes.

5.5 Maintenance Works Program

Works program are developed from both the reactive CRM requests and the proactive program works based on the required timelines to complete the works as specified in the relevant Service Level Agreement within City Works.

The works program provides a proactive approach to maintenance or other works required by assessing the existing condition to determine if it is below, meeting or above the required standard as specified. Works that are considered to be non-urgent and beyond the maintenance scope of works will be referred to Council's capital works program.

5.6 Risk Management and Maintenance Categories

With regard to risk management, the Council has developed a simple risk assessment framework that uses risk-based prioritised activities for identified defects, as reflected in the different inspection programmes, intervention levels and response times for defects rectification.

Generally, defects found within roads with on-road bike lanes and roads with high pedestrian volume traffic are considered to be of higher risks than defects found in other parts of the municipal road network. Defects in these 'high risk' areas are accorded more frequent inspections, stringent intervention levels and faster response times, as indicated in Table 3 and 4.

5.7 Emergency Responses and After Hour Service

Council has established a 24x7 hour response capability so that assistance can be quickly provided in the event of an emergency. After hours calls received are screened for public safety by a Council Officer.

Emergency means a situation which, due to the actual or imminent occurrence of an event, will –

- endanger or threaten the safety or health of any person,
- destroy or damage any property or infrastructure,
- endanger the environment.

Required stock of warning signs and barricades are maintained to make areas safe until the following working day. Backup resources are available to patrol staff if required. The details resulting from the afterhours calls are recorded in CRM and the Maintenance Management System for any follow up action.

5.8 Managing Works within Road Reserve

In general, Council is the Co-ordinating Road Authority for all the public roads in the municipality. VicRoads is the Co-ordinating Road Authority for freeways and arterial roads.

The Act requires that any person intending to perform works within a road reserve must obtain the consent of the Co-ordinating Road Authority unless they are exempted under the Road Management (Works and Infrastructure) Regulations 2015.

6 REVIEW OF ROAD MANAGEMENT PLAN

6.1 Performance Review

The performance of the RMP will be reviewed internally by City Works staff *annually* in relation to the specified duties and actions in the plan and in relation to contractor performance, maintenance schedule and resource availability. Where major discrepancies are found matters shall be referred to the appropriate officer in Council for rectification and actioning.

A report on the performance in regard to the RMP will be presented to the Audit Committee and the Council following the internal review.

Independent audits *may* be undertaken by Council's internal auditors or by external auditors such as Council's insurers as directed by Council's Audit Committee.

6.2 Review of Road Management Plan

If the adopted level of service, i.e. defect intervention level and/or rectification response time, is not achievable, the level of maintenance effort may need to be varied. The level of service, the anticipated quantity of works and Council's budget and resources would have to be reviewed and revision made to future version of the RMP.

A formal review, in accordance with sections s8(3) of the Road Management (General) Regulations 2016, will be conducted every four years generally in line with Council elections.

Any revision of the RMP would be subject to the consultation and approval processes as detailed in s54 of the Act.

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Appendix 1 - Freeway and Declared Arterial Roads within Municipality

Arterial Roads and Freeways	From – To
Eastern Freeway	Gold St. to Yarra River
Alexandra Pde	Nicholson St to Gold St.
Punt Rd	Yarra River to Bridge Road
Bridge Road	Hoddle St to the Yarra River
Hoddle St	Bridge Road to Queens Pde
Brunswick St	Alexandra Pde to St Georges Rd
Burnley St	Barkly Ave to Victoria St
Chandler Highway	Heidelberg Rd to Yarra River
George St	Alexandra Pde to Queens Pde
Heidelberg Rd	Queens Pde to Darebin Creek
Johnston St	Nicholson St to Yarra River
Nicholson St	Victoria Pde to the Municipal boundary
Princes St	Nicholson St to Lygon St
Queens Pde.	Heidelberg Rd to Merri Creek
St Georges Rd	Brunswick St to Merri Creek
Swan St	Punt Rd to Yarra River.
Victoria Pde	Nicholson St to Hoddle St.
Victoria St	Hoddle St to the Yarra River
Church St	Yarra River to Victoria Street
Yarra Boulevard	Bridge Road to Loyola Gv
Barkly Av	Burnley St to Gibdon St
Twickenham Cr	Gibdon St to Loyola Gv
Loyola Gv	Twickenham Cr to Madden Gv
Madden Gv	Loyola Gv to Swan St

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Appendix 2 – Bridges Owned by Others

The following bridge structures are not maintained by the City of Yarra.

- Church St Bridge over Yarra River
- Johnston St Bridge over Yarra River
- Johnston St Footbridge at Clarke St
- St Georges Road Bridge over Merri Creek
- Hoddle Street Footbridge at Vere St
- Rushall Cres Footbridge over Merri Creek
- Victoria St Bridge over Yarra River
- Heidelberg Road Bridge over Merri Creek
- Queens Pde Bridge over Merri Creek
- Heidelberg Road Bridge over rail line

City of Yarra is responsible for the maintenance of the road pavement and/or footpath for the following bridges over the rail line:

- Mary St Bridge over rail line
- Swan St Bridge over rail line
- Burnley St Bridge over rail line
- Coppin St Bridge over rail line
- Church St Bridge over rail line
- Freeman St Bridge over rail line

Appendix 3 – Roads with Major On-road Bike lanes

Abbotsford

Bath Street (Turner St to Trenerry Cr)
Church Street (Victoria St to Murray St)
Gipps Street (Yarra River to Wellington St)
Langridge Street (Smith St to Nicholson St)
Murray Street (Albert St to Church St)
Nicholson Street (Johnston St to Victoria St)
Rich Street (Johnston St to Turner St)
Trenerry Crescent (Gray St to Johnston St)
Turner Street (Rich St to Bath St)
Victoria Crescent (Gipps St to Albert St)

Clifton Hill

Dwyer Street (Wright St to Heidelberg Rd)
Fenwick Street (Walker St to Heidelberg Rd)
Gray Street (Roseneath St to Alexandra Pde)
Ramsden Street (Hoddle St to Capital City Trail)
Roseneath Street (Hoddle St to Capital City Trail)
Wright Street (Fenwick St to Dwyer St)
Yambla Street (Wright St to Ramsden St)

Fitzroy

Brunswick Street (Alexandra Pde to Victoria Pde)
Gertrude Street (Smith St to Nicholson St)
Moor Street (Nicholson St to Smith St)
Napier Street (Freeman St to Victoria Pde)
Smith Street (Alexandra Pde to Queens Pde)
Smith Street (Victoria Pde to Gertrude St)

North Carlton

Canning Street (Park St to Princes St)
Newry Street (Lygon St to Nicholson St)
Rathdowne Street (Park St to Princes St)
Richardson Street (Lygon St to Nicholson St)
Scotchmer Street (Nicholson St to St Georges Rd)

North Fitzroy

Falconer Street (Alfred Crescent to Rushall Cr)

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Michael Street (St Georges Rd to Queens Pde)
Rushall Crescent (St Georges Rd to Queens Pde)

Princes Hill

Park Street (Bowen Cr to Nicholson St)
Pigdon Street (Bowen Cr to Nicholson St)

Richmond

Coppin Street (Highett St to Swan St)
Elizabeth Street (Hoddle St to Church St)
Freeman Street (Muir St to Hoddle St)
Highett Street (Burnley St to Muir St)
Lennox Street (Victoria St to Swan St)
Muir Street (Freeman St to Highett St)

Yarra

Wellington Street (Queens Pde to Victoria Pde)

Appendix 4 – Shared Zones

Abbotsford

St Helier St

Collingwood

Robert Street

Cremorne

Walnut Street

Bryon Street

Fitzroy

Young Street (Between Duke Street and Victoria Parade)

Richmond

Lennox Street (Between Victoria Street and Butler Street)

Little Buckingham Street

Gibson Street (laneway to 511 Church Street)

Attachment 1 - Road Management Plan Draft 2017

Appendix 5 - High Pedestrian Volume Streets

Precinct	Street	From	To	Suburb/s
1	Richardson St	Garton St	Lygon St	Princes Hill
1	Arnold St	McPherson St	Pigdon St	Princes Hill
1	Wilson St	Solly Ave	Pigdon St	Princes Hill
1	Garton St	Paterson St	McPherson St	Princes Hill
2	Rathdowne St	Princes St	Richardson St	Carlton North
3	Nicholson St	Richardson St	Park St	Fitzroy North
3	St Georges Rd	Watkins St	Scotchmer St	Fitzroy North
4	Queens Pde	Wellington St	Hoddle St North	Fitzroy North
5	Nil			
6	Spensley St	O'Dwyer St	The Esplanade	Clifton Hill
7	Nil			
8	Yarraberg St	Lucerne Cres	Heidelberg Rd	Alphington
8	Lucerne Cres	Heidelberg Rd	Yarralea St	Alphington
9	Brunswick St	Alexandra Pde	Johnston	Fitzroy
10	Nil			
11	Victoria Pde	Nicholson	Brunswick	Fitzroy
11	Gertrude St	Nicholson	Smith St	Fitzroy
11	Smith St	Victoria Pde	Johnston St	Fitzroy
11	Brunswick St	Victoria Pde	Johnston St	Fitzroy
11	Fitzroy St	Victoria Pde	Gertrude St	Fitzroy
11	Nicholson St	Victoria Pde	Hanover St	Fitzroy
11	Alma St	Entire length		Fitzroy
11	Regent St	Entire length		Fitzroy
11	Princes St	Entire length		Fitzroy
12	Otter St	Smith St	Wellington St	Collingwood
12	Stanley St	Smith St	Wellington St	Collingwood
13	Stanton St	Hoddle St	Park St	Abbotsford
13	Clarke St	Entire length		Abbotsford
13	St Heliers St	Entire length		Abbotsford
14	Victoria St	Hoddle St	Church St	Richmond
14	Bridge Rd	Hoddle St	Church St	Richmond
14	Lennox St	Bridge Rd	Highett St	Richmond
15	Church St	Highett	Bridge Rd	Richmond
15	Gleadell St	Bridge Rd	Highett	Richmond
16	Victoria St	Burnley	Yarra River	Richmond
17	Church St	Bridge Rd	Swan St	Richmond
17	Swan St	Punt Rd	Church St	Richmond
18	Bridge Rd	Church St	Burnley	Richmond
18	Swan	Church St	Burnley	Richmond
19	Nil			
20	Church St	Swan	Yarra River	Cremorne
21	Nil			

REGISTER OF PUBLIC ROADS

(INCLUDING LANEWAYS)

VERSION DATE: 30 May 2017

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ABBOTSFORD ST	NICHOLSON ST	CLARKE ST	Abbotsford	Local Road		Yarra City Council
ALBERT ST	VICTORIA ST	VICTORIA CRES	Abbotsford	Local Road		Yarra City Council
BLOOMBURG ST	HODDLE ST	PARK ST	Abbotsford	Local Road		Yarra City Council
BOND ST	SOUTHAMPTON CRES	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
CHARLES ST	VERE ST	LANGRIDGE ST	Abbotsford	Local Road		Yarra City Council
CHARLES ST	LANGRIDGE ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
CHURCH ST	VICTORIA ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
CLARKE ST	YARRA ST	JOHNSTON ST	Abbotsford	Local Road		Yarra City Council
COOKE ST	VICTORIA ST	NELSON ST	Abbotsford	Local Road		Yarra City Council
DUKE ST	VICTORIA ST	SOUTHAMPTON CRES	Abbotsford	Local Road		Yarra City Council
EDDY CRT	STANTON ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
FAIRCHILD ST	VICTORIA ST	NELSON ST	Abbotsford	Local Road		Yarra City Council
FERGUSON ST	VICTORIA ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
FLOCKHART ST	VICTORIA ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
GIPPS ST	HODDLE ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
GREENWOOD ST	HODDLE ST	PARK ST	Abbotsford	Local Road		Yarra City Council
GROSVENOR ST	VICTORIA ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
HARPER ST	NICHOLSON ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
HENRY ST	GIPPS ST	LANGRIDGE ST	Abbotsford	Local Road		Yarra City Council
HODDLE ST	VICTORIA ST	JOHNSTON ST	Abbotsford	Arterial Road	Right	Vic Roads
HUNTER ST	MARINE PDE	VALIANT ST	Abbotsford	Local Road		Yarra City Council
HUNTER ST	JOHNSTON ST	VALIANT ST	Abbotsford	Local Road		Yarra City Council
JAMES ST	VICTORIA ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
JOHNSTON ST	HODDLE ST	YARRA PARK ST	Abbotsford	Arterial Road	Right	Vic Roads
LANGRIDGE ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
LITHGOW ST	MOLLISON ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
LITTLE CHARLES ST	GIPPS ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
LITTLE LITHGOW ST	VICTORIA ST	MOLLISON ST	Abbotsford	Local Road		Yarra City Council
LITTLE NICHOLSON ST	GIPPS ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
MARINE PDE	NICHOLSON ST	PATERSON ST	Abbotsford	Local Road		Yarra City Council
MAYFIELD ST	MURRAY ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
MOLLISON ST	VICTORIA CRES	PARK ST	Abbotsford	Local Road		Yarra City Council
MURRAY ST	ALBERT ST	CHURCH ST	Abbotsford	Local Road		Yarra City Council
NELSON ST	CHURCH ST	SOUTH AUDLEY ST	Abbotsford	Local Road		Yarra City Council
NICHOLSON ST	JOHNSTON ST	LANGRIDGE ST	Abbotsford	Local Road		Yarra City Council
PARK ST	JOHNSTON ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
PATERSON ST	MARINE PDE	JOHNSTON ST	Abbotsford	Local Road		Yarra City Council
PRINCES ST	ALBERT ST	CHURCH ST	Abbotsford	Local Road		Yarra City Council
RAPHAEL ST	GIPPS ST	BLOOMBURG ST	Abbotsford	Local Road		Yarra City Council
RUSSELL ST	GIPPS ST	BLOOMBURG ST	Abbotsford	Local Road		Yarra City Council
SHAMROCK ST	FLOCKHART ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
SOUTH AUDLEY ST	VICTORIA ST	SOUTHAMPTON CRES	Abbotsford	Local Road		Yarra City Council
SOUTHAMPTON CRES	SOUTH AUDLEY ST	GROSVENOR ST	Abbotsford	Local Road		Yarra City Council
ST HELIERS ST	CLARKE ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
ST PHILIPS ST	GIPPS ST	VERE ST	Abbotsford	Local Road		Yarra City Council
STAFFORD ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
STANTON ST	HODDLE ST	PARK ST	Abbotsford	Local Road		Yarra City Council
STUDLEY ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
THOMPSON ST	VICTORIA ST	NELSON ST	Abbotsford	Local Road		Yarra City Council
VALIANT ST	CLARKE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
VERE ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
VICTORIA CRES	GIPPS ST	ALBERT ST	Abbotsford	Local Road		Yarra City Council
VICTORIA ST	HODDLE ST	YARRA RIVER	Abbotsford	Arterial Road	Left	Vic Roads
WALMER ST	VICTORIA ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
WILLIAM ST	VICTORIA ST	MOLLISON ST	Abbotsford	Local Road		Yarra City Council
YARRA BANK CRT	GIPPS ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
YARRA ST	HODDLE ST	CLARKE ST	Abbotsford	Local Road		Yarra City Council
ZETLAND ST	VICTORIA CRES	END OF STREET	Abbotsford	Local Road		Yarra City Council
ADAMS ST	PHILLIPS ST	FOULKES ST	Alphington	Local Road		Yarra City Council
ALPHINGTON ST	END OF STREET	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
ARTHUR ST	PARK CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
AUSTIN ST	PARK CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
CHAMOUNI ST	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
CHANDLER HWY	HEIDELBERG RD	RIVER	Alphington	Arterial Road		Yarra City Council
COATE AVE	REX AVE	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
COMO ST	LUCERNE CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
CONSTANCE ST	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
FARM ROAD	LUCERNE CRES	END OF STREET	Alphington	Local Road		Yarra City Council
FOULKES ST	YARRALEA ST	ADAMS ST	Alphington	Local Road		Yarra City Council
GENEVA ROAD	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
GIBSON ST	YARRALEA ST	ADAMS ST	Alphington	Local Road		Yarra City Council
HEIDELBERG RD	MERRI CREEK	BOUNDRY	Alphington	Arterial Road	Right	Vic Roads
KILLOP ST	VIEW ST	YARRALEA ST	Alphington	Local Road		Yarra City Council
LATROBE AVE	LUGTON ST	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
LUCERNE CRES	VIEW ST	OLD HEIDELBERG ROAD	Alphington	Local Road		Yarra City Council
LUGTON ST	LATROBE AVE	PARKVIEW ROAD	Alphington	Local Road		Yarra City Council
MARGARET GROVE	PERRY ST	END OF STREET	Alphington	Local Road		Yarra City Council
OAKES ST	ADAMS ST	COMO ST	Alphington	Local Road		Yarra City Council
OLD HEIDELBERG ROAD	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
PANTHER PLACE	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
PARK AVE	RIVERVIEW GVE	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
PARK CRES	PANTHER PLACE	ALPHINGTON ST	Alphington	Local Road		Yarra City Council
PARKVIEW ROAD	HEIDELBERG RD	LUGTON ST	Alphington	Local Road		Yarra City Council
PERRY ST	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
PHILLIPS ST	YARRALEA ST	ADAMS ST	Alphington	Local Road		Yarra City Council
REX AVE	COATE AVE	CHANDLER HWY	Alphington	Local Road		Yarra City Council
RIVERBRAE CRT	END OF STREET	ROEMER CRES	Alphington	Local Road		Yarra City Council
RIVERVIEW GVE	PARKVIEW ROAD	VIEW ST	Alphington	Local Road		Yarra City Council
ROEMER CRES	LUCERNE CRES	LUCERNE CRES	Alphington	Local Road		Yarra City Council
ST BERNARDS ROAD	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
ST GOTHARDS ROAD	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
STATION ST	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
THE ESPLANADE	END OF STREET	ALPHINGTON ST	Alphington	Local Road		Yarra City Council
TOWER AVE	MARGARET GVE	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
VIEW ST	LUCERNE CRES	END OF STREET	Alphington	Local Road		Yarra City Council
YARRA BEND ROAD	HEIDELBERG RD	ENTIRE LENGTH	Alphington	Local Road		Yarra City Council
YARRAFORD AVE	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
YARRALEA ST	LUCERNE CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
ADAM ST	BARKLY AVE	MADDEN GR	Burnley	Local Road		Yarra City Council
ALBERT PL	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
BARKLY AVE	BURNLEY ST	GIBDON ST	Burnley	Arterial Road		Vicroads
BARKLY AVE	BURNLEY ST	GIBDON ST	Burnley	Arterial Road		Vicroads
BELGRAVIA ST	SWAN ST	END OF STREET	Burnley	Local Road		Yarra City Council
BELLEVUE ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
BENDIGO ST	SWAN ST	VESPER ST	Burnley	Local Road		Yarra City Council
BLISS ST	CUTTER ST	BURNLEY ST	Burnley	Local Road		Yarra City Council
BOLAND ST	BURNLEY ST	TYPE ST	Burnley	Local Road		Yarra City Council
BRIDGE RD	BURNLEY ST	HAWTHORN BRIDGE	Burnley	Arterial Road	Right	Vicroads
BROOKS ST	BENDIGO ST	PARK ST	Burnley	Local Road		Yarra City Council
BUNTING ST	MANTON ST	FARMER ST	Burnley	Local Road		Yarra City Council
BURNLEY ST	BRIDGE RD	SWAN ST	Burnley	Arterial Road	Left	Vicroads
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Left	Vicroads
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Right	Vicroads
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Left Service	Yarra City Council
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Right Service	Yarra City Council
CAMPBELL ST	WESTBANK TCE	END OF STREET	Burnley	Local Road		Yarra City Council
CHERRILL ST	ADAM ST	STAWELL ST	Burnley	Local Road		Yarra City Council
CRIMEA ST	STAWELL ST	GIBDON ST	Burnley	Local Road		Yarra City Council
CUTTER ST	SWAN ST	MANTON ST	Burnley	Local Road		Yarra City Council
DICKENS ST	TYPE ST	BURNLEY ST	Burnley	Local Road		Yarra City Council
FARMER ST	BURNLEY ST	END OF STREET	Burnley	Local Road		Yarra City Council
FR SMITH DRIVE	YARRA BLVD	END OF STREET	Burnley	Local Road		Yarra City Council
GIBDON ST	MADDEN GR	TWICKENHAM CRES	Burnley	Local Road		Yarra City Council
GLASSHOUSE ST	TYPE ST	END OF STREET	Burnley	Local Road		Yarra City Council
JACKSON ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
JAGO ST	WERTHEIM ST	BENDIGO ST	Burnley	Local Road		Yarra City Council
KHARTOUM ST	STAWELL ST	BENDIGO ST	Burnley	Local Road		Yarra City Council
KIMBER ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
LIGHTFOOT ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
LONGFIELD ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
LOYOLA GR	TWICKENHAM CRES	MADDEN GR	Burnley	Arterial Road		Vicroads
MADDEN GR	BURNLEY ST	STAWELL ST	Burnley	Local Road		Yarra City Council
MADDEN GR	STAWELL ST	GIBDON ST	Burnley	Local Road		Yarra City Council
MADDEN GR	GIBDON ST	LOYOLA GR	Burnley	Local Road		Yarra City Council
MADDEN GR	LOYOLA GR	SWAN ST	Burnley	Arterial Road		Vicroads
MANTON ST	BURNLEY ST	STAWELL ST	Burnley	Local Road		Yarra City Council
MITCHELL ST	CUTTER ST	END OF STREET	Burnley	Local Road		Yarra City Council
MOORE ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
O'CONNELL ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
PARK AVE	WESTBANK TCE	END OF STREET	Burnley	Local Road		Yarra City Council
PARK GVE	SWAN ST	BROOKS ST	Burnley	Local Road		Yarra City Council
PARK ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
PARKVILLE ST	STAWELL ST	GIBDON ST	Burnley	Local Road		Yarra City Council
PARKVILLE ST	GIBDON ST	MADDEN GR	Burnley	Local Road		Yarra City Council
QUEEN ST	SWAN ST	END OF STREET	Burnley	Local Road		Yarra City Council
STAWELL ST	SWAN ST	BRIDGE RD	Burnley	Local Road		Yarra City Council
STAWELL ST	BARKLY AVE	MADDEN GR	Burnley	Local Road		Yarra City Council
STAWELL ST	END OF STREET	SWAN ST	Burnley	Local Road		Yarra City Council
STILLMAN ST	BURNLEY ST	STAWELL ST	Burnley	Local Road		Yarra City Council
SURVEY ST	BENDIGO ST	PARK GVE	Burnley	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
SWAN ST	BURNLEY ST	BOUNDRY	Burnley	Arterial Road	Left	Vicroads
SWAN ST	BURNLEY ST	STAWELL ST	Burnley	Arterial Road	Right	Vicroads
SWAN ST	STAWELL ST	BENDIGO ST	Burnley	Arterial Road	Right	Vicroads
SWAN ST	BENDIGO ST	MADDEN GR	Burnley	Arterial Road	Right	Vicroads
SWAN ST	MADDEN GR	END OF LANE	Burnley	Arterial Road	Right	Vicroads
TUDOR ST	BRIDGE RD	VESPER ST	Burnley	Local Road		Yarra City Council
TWICKENHAM CRES	GIBDON ST	LOYOLA GR	Burnley	Arterial Road		Vicroads
TWICKENHAM CRES	GIBDON ST	LOYOLA GR	Burnley	Arterial Road		Vicroads
TYPE ST	BRIDGE RD	END OF STREET	Burnley	Local Road		Yarra City Council
UTOPIA PL	ADAM ST	STAWELL ST	Burnley	Local Road		Yarra City Council
VESPER ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
WERTHEIM ST	STAWELL ST	JAGO ST	Burnley	Local Road		Yarra City Council
WEST ST	ADAM ST	BURNLEY ST	Burnley	Local Road		Yarra City Council
WESTBANK TCE	BRIDGE RD	BENDIGO ST	Burnley	Local Road		Yarra City Council
YARRA BLVD	BRIDGE RD	TWICKENHAM CRES	Burnley	Arterial Road		Vicroads
AMESS ST	PARK ST	FENWICK ST	Carlton North	Local Road		Yarra City Council
BIRDSALL PLACE	RATHDOWNE ST	END OF STREET	Carlton North	Local Road		Yarra City Council
CANNING ST	PRINCES ST	PARK ST	Carlton North	Local Road		Yarra City Council
CURTAIN ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
DAVIS ST	CANNING ST	RATHDOWNE ST	Carlton North	Local Road		Yarra City Council
DRUMMOND ST	PRINCES ST	PARK ST	Carlton North	Local Road		Yarra City Council
EARL ST	SUTTON ST	END OF STREET	Carlton North	Local Road		Yarra City Council
FENWICK ST	NICHOLSON ST	LYGON ST	Carlton North	Local Road		Yarra City Council
HENRY ST	NEWRY ST	END OF STREET	Carlton North	Local Road		Yarra City Council
HERBERT ST	DRUMMOND ST	RATHDOWNE ST	Carlton North	Local Road		Yarra City Council
HUGHES ST	LYGON ST	DRUMMOND ST	Carlton North	Local Road		Yarra City Council
LEE ST	NICHOLSON ST	LYGON ST	Carlton North	Local Road		Yarra City Council
LYGON ST	PARK ST	PRINCES ST	Carlton North	Local Road	Left	Yarra City Council
MACPHERSON ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
MARY ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
NEWRY ST	NICHOLSON ST	LYGON ST	Carlton North	Local Road		Yarra City Council
NICHOLSON ST	PARK ST	ALEXANDRA PDE	Carlton North	Arterial Road	Right	Vicroads
O'GRADY ST	RATHDOWNE ST	CANNING ST	Carlton North	Local Road		Yarra City Council
PARK ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
PIGDON ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
PRINCES ST	LYGON ST	NICHOLSON ST	Carlton North	Arterial Road	Left	Vicroads
RATHDOWNE ST	PARK ST	PRINCES ST	Carlton North	Local Road		Yarra City Council
RESERVE ST	CURTAIN ST	END OF STREET	Carlton North	Local Road		Yarra City Council
RICHARDSON ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
SHAKESPEARE ST	LYGON ST	DRUMMOND ST	Carlton North	Local Road		Yarra City Council
STATION ST	PARK ST	PRINCES ST	Carlton North	Local Road		Yarra City Council
SUTTON ST	CURTAIN ST	FENWICK ST	Carlton North	Local Road		Yarra City Council
ABBOT GVE	HODDLE ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
ABBOTT GVE	FENWICK ST	SPENSLEY ST	Clifton Hill	Local Road		Yarra City Council
ABBOTT ST	LULIE ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
AITKEN ST	RAMSDEN ST	KIEWA ST	Clifton Hill	Local Road		Yarra City Council
ALEXANDER ST	NOONE ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
ALEXANDRA PDE	BRUNSWICK ST	HODDLE ST	Clifton Hill	Arterial Road		Vic Roads
ALEXANDRA PDE East	GROOM ST	END OF STREET	Clifton Hill	Arterial Road		Vic Roads
ANDERSON ST	NOONE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
BATH ST	TURNER ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
BERRY ST	JOHN ST	RAMSDEN ST	Clifton Hill	Local Road		Yarra City Council
BROCKENSHIRE ST	RAMSDEN ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
CAROLINE ST	BERRY ST	YAMBLA ST	Clifton Hill	Local Road		Yarra City Council
CLIFTON AVE	RAMSDEN ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
CLIFTON ST	SPENSLEY ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
COUNCIL ST	WELLINGTON ST	SMITH ST	Clifton Hill	Local Road		Yarra City Council
DALLY ST	CLIFTON AVE	KIEWA ST	Clifton Hill	Local Road		Yarra City Council
DWYER ST	WRIGHT ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
EASTERN FWY	HODDLE ST	RIVER	Clifton Hill	Freeway		Vic Roads
EDMUND ST	LITTLE EDMUND ST	WALKER ST	Clifton Hill	Local Road		Yarra City Council
FEDERATION LA	TRENERRY CRES	LULIE ST	Clifton Hill	Local Road		Yarra City Council
FENWICK ST	RAMSDEN ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
FIELD ST	RAMSDEN ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
FORD ST	HORNE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
GEORGE ST	QUEENS PDE	ALEXANDRA PDE	Clifton Hill	Arterial Road		Vic Roads
GEORGE ST	BERRY ST	FENWICK ST	Clifton Hill	Local Road		Yarra City Council
GOLD ST	ALEXANDRA PDE	QUEENS PDE	Clifton Hill	Local Road		Yarra City Council
GORDON ST	ROSENEATH ST	RAMSDEN ST	Clifton Hill	Local Road		Yarra City Council
GRANT ST	RAMSDEN ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
GRAY ST	ROSENEATH ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
GROOM ST	ROSENEATH ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
HALL ST	CAROLINE ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
HEIDELBERG RD	HODDLE ST	MERRI CREEK	Clifton Hill	Arterial Road		Vic Roads
HILTON ST	ALEXANDRA PDE	HODGKINSON ST	Clifton Hill	Local Road		Yarra City Council
HODDLE ST	EASTERN FWY	QUEENS PDE	Clifton Hill	Arterial Road		Vic Roads
HODGKINSON ST	SMITH ST	TURNBULL ST	Clifton Hill	Local Road		Yarra City Council
HORNE ST	RAMSDEN ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
JOHN ST	RAMSDEN ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
JOHNSTON ST	HODDLE ST	YARRA RIVER	Clifton Hill	Arterial Road	Left	Vic Roads
KENT ST	HILTON ST	WELLINGTON ST	Clifton Hill	Local Road		Yarra City Council
KIEWA ST	ROSENEATH ST	YAMBLA ST	Clifton Hill	Local Road		Yarra City Council
LANG ST	NOONE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
LILLY ST	RAMSDEN ST	SPENSLEY ST	Clifton Hill	Local Road		Yarra City Council
LITTLE EDMUND ST	EDMUND ST	CLIFTON ST	Clifton Hill	Local Road		Yarra City Council
LITTLE TURNER ST	LULIE ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
LOUISE STREET	FIELD ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
LULIE ST	JOHNSTON ST	MAUGIE ST	Clifton Hill	Local Road		Yarra City Council
MAUGIE ST	LULIE ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
MYRTLE ST	RAMSDEN ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
NAPIER ST	QUEENS PDE	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
NOONE ST	WELLINGTON ST	GRAY ST	Clifton Hill	Local Road		Yarra City Council
NORTH TCE	HODDLE ST	HODGKINSON ST	Clifton Hill	Local Road		Yarra City Council
O'GRADY ST	BERRY ST	THE ESPLANADE	Clifton Hill	Local Road		Yarra City Council
PAGE ST	GOLD ST	WELLINGTON ST	Clifton Hill	Local Road		Yarra City Council
PARK DVE	WALKER ST	WALKER ST	Clifton Hill	Local Road		Yarra City Council
PARSLOW ST	HODDLE ST	RUTLAND ST	Clifton Hill	Local Road		Yarra City Council
PECKVILLE ST	NOONE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
QUEENS PDE	ALEXANDRA PDE	BRENNAND ST	Clifton Hill	Arterial Road		Vic Roads
RAMSDEN ST	HODDLE ST	FIELD ST	Clifton Hill	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
REEVES ST	ALEXANDER ST	COUNCIL ST	Clifton Hill	Local Road		Yarra City Council
RICH ST	JOHNSTON ST	TURNER ST	Clifton Hill	Local Road		Yarra City Council
ROSE ST	FENWICK ST	BERRY ST	Clifton Hill	Local Road		Yarra City Council
ROSENEATH ST	HODDLE ST	FIELD ST	Clifton Hill	Local Road		Yarra City Council
RUTLAND ST	ROSENEATH ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
SMITH ST	QUEENS PDE	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
SOUTH TCE	GOLD ST	HODDLE ST	Clifton Hill	Local Road		Yarra City Council
SPENSLEY ST	JOHN ST	THE ESPLANADE	Clifton Hill	Local Road		Yarra City Council
THE ESPLANADE	HEIDELBERG RD	WALKER ST	Clifton Hill	Local Road		Yarra City Council
TRENERRY CRES	GRAY ST	JOHNSTON ST	Clifton Hill	Local Road		Yarra City Council
TRURO ST	HODDLE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
TURNBULL ST	HEIDELBERG RD	NORTH TCE	Clifton Hill	Local Road		Yarra City Council
TURNER ST	TRENERRY CRES	END OF STREET	Clifton Hill	Local Road		Yarra City Council
WALKER ST	THE ESPLANADE	FENWICK ST	Clifton Hill	Local Road		Yarra City Council
WELLINGTON ST	ALEXANDRA PDE	QUEENS PDE	Clifton Hill	Local Road		Yarra City Council
WILLIAM ST	FIELD ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
WRIGHT ST	FENWICK ST	DWYER ST	Clifton Hill	Local Road		Yarra City Council
YAMBLA ST	WRIGHT ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
ALEXANDER ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
ALEXANDRA PDE	SMITH ST	HODDLE ST	Collingwood	Arterial Road		Vic Roads
BALLARAT ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
BEDFORD ST	JOHNSTON ST	END OF STREET	Collingwood	Local Road		Yarra City Council
BENDIGO ST	HOTHAM ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
BLANCHE ST	HOTHAM ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
BROWN ST	LANGRIDGE ST	ENTIRE LENGTH	Collingwood	Local Road		Yarra City Council
BUDD ST	ALEXANDRA PDE	JOHNSTON ST	Collingwood	Local Road		Yarra City Council
CAMBRIDGE ST	STANLEY ST	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
CAMPBELL ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
CAMPBELL ST	PERRY ST	VERE ST	Collingwood	Private Road		
CAMPBELL ST	VERE ST	GIPPS ST	Collingwood	Local Road		Yarra City Council
CHARLOTTE ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
CHARLOTTE ST	HOTHAM ST	END OF STREET	Collingwood	Local Road		Yarra City Council
CROMWELL ST	McCUTCHEON WAY	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
DERBY ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
DIGHT ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
DIGHT ST	PERRY ST	VERE ST	Collingwood	Private Road		
DIGHT ST	VERE ST	SINGLETON ST	Collingwood	Local Road		Yarra City Council
DORSET ST	WELLINGTON ST	END OF STREET	Collingwood	Local Road		Yarra City Council
DOWN ST	VERE ST	SINGLETON ST	Collingwood	Local Road		Yarra City Council
EASEY ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
EMERALD ST	PERRY ST	END OF STREET	Collingwood	Private Road		
EMMA ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
EMMA ST	HOTHAM ST	END OF STREET	Collingwood	Local Road		Yarra City Council
FOREST ST	HOTHAM ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
FRANCIS ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
GIPPS ST	WELLINGTON ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
GLASGOW ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
GLASSHOUSE RD	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
GOLD ST	JOHNSTON ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
HARMSWORTH ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
HARMSWORTH ST	PERRY ST		Collingwood	Local Road		Yarra City Council
HARMSWORTH ST		VERE ST	Collingwood	Private Road		
HODDLE ST	VICTORIA ST	EASTERN FWY	Collingwood	Arterial Road		Vic Roads
HODDLE ST	HOTHAM ST	SACKVILLE ST	Collingwood	Local Road	Left Service Rd	Yarra City Council
HOOD ST	HODDLE ST	ISLINGTON ST	Collingwood	Local Road		Yarra City Council
HOTHAM ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
ISLINGTON ST	HOOD ST	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
JOHN ST	SINGLETON ST	VERE ST	Collingwood	Local Road		Yarra City Council
JOHNSTON ST	SMITH ST	HODDLE ST	Collingwood	Arterial Road		Vic Roads
KEELE ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
LANGRIDGE ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
LITTLE ABBOT ST	HODDLE ST	GOLD ST	Collingwood	Local Road		Yarra City Council
LITTLE ABBOT ST	GOLD ST	END OF STREET	Collingwood	Local Road		Yarra City Council
LITTLE OXFORD ST	STANLEY ST	DERBY ST	Collingwood	Local Road		Yarra City Council
LITTLE WELLINGTON ST	WELLINGTON ST	NAPOLEON ST	Collingwood	Local Road		Yarra City Council
MASON ST	SMITH ST	CAMBRIDGE ST	Collingwood	Local Road		Yarra City Council
MATER ST	SMITH ST	GOLD ST	Collingwood	Local Road		Yarra City Council
McCUTCHEON WAY	CROMWELL ST	CAMPBELL ST	Collingwood	Local Road		Yarra City Council
MONTAGUE ST	ROKEBY ST	RUPERT ST	Collingwood	Local Road		Yarra City Council
NAPOLEON ST	OTTER ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
NORTHUMBERLAND ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
OTTER ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
OXFORD ST	STANLEY ST	MASON ST	Collingwood	Local Road		Yarra City Council
PALMER ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
PALMER ST	PERRY ST	VERE ST	Collingwood	Private Road		
PEEL ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
PERRY ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
ROBERT ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
ROKEBY ST	GIPPS ST	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
RUPERT ST	McCUTCHEON WAY	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
SACKVILLE ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
SILVER ST	GLASGOW ST	LANGRIDGE ST	Collingwood	Local Road		Yarra City Council
SINGLETON ST	WELLINGTON ST	DIGHT ST	Collingwood	Local Road		Yarra City Council
SMITH ST	ALEXANDRA PDE	VICTORIA PDE	Collingwood	Local Road	Left	Yarra City Council
STANLEY ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
STURT ST	GIPPS ST	McCUTCHEON WAY	Collingwood	Local Road		Yarra City Council
SYDNEY ST	PERRY ST	JOHNSTON ST	Collingwood	Local Road		Yarra City Council
VERE ST	WELLINGTON ST	HARMSWORTH ST	Collingwood	Local Road		Yarra City Council
WATERLOO ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
WELLINGTON ST	VICTORIA PDE	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
YORK ST	DIGHT ST	ENTIRE LENGTH	Collingwood	Local Road		Yarra City Council
ADELAIDE ST	CHURCH ST	GREEN ST	Cremorne	Local Road		Yarra City Council
ADOLPH ST	CHURCH ST	END OF STREET	Cremorne	Local Road		Yarra City Council
BALMAIN ST	CREMORNE ST	CHURCH ST	Cremorne	Local Road		Yarra City Council
BENT ST	CUBITT ST	CREMORNE ST	Cremorne	Local Road		Yarra City Council
BLANCHE ST	PUNT RD	CREMORNE ST	Cremorne	Local Road		Yarra City Council
BYRON ST	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
CHAPEL ST	GREEN ST	WALNUT ST	Cremorne	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
CHAPEL ST	WALNUT ST	CHURCH ST	Cremorne	Local Road		Yarra City Council
CHESTNUT ST	ADOLPH ST	GORDON ST	Cremorne	Local Road		Yarra City Council
CHURCH ST	SE FWY	SWAN ST	Cremorne	Arterial Road	Left	Vicroads
CREMORNE ST	SWAN ST	HARD COURT PDE	Cremorne	Local Road		Yarra City Council
CUBITT ST	SE FWY	STEPHENSON ST	Cremorne	Local Road		Yarra City Council
DALE ST	HARGREAVES ST	CHURCH ST	Cremorne	Private Road		
DOVE ST	STEPHENSON ST	END OF STREET	Cremorne	Local Road		Yarra City Council
DOVER ST	SE FWY	STEPHENSON ST	Cremorne	Local Road		Yarra City Council
DUNN ST	STEPHENSON ST	GREEN ST	Cremorne	Local Road		Yarra City Council
ELECTRIC ST	END OF STREET	ODDY'S LANE	Cremorne	Local Road		Yarra City Council
FITZGIBBON ST	CUBITT ST	DOVER ST	Cremorne	Local Road		Yarra City Council
GORDON ST	CHURCH ST	CHESTNUT ST	Cremorne	Local Road		Yarra City Council
GOUGH PL	GOUGH ST	END OF STREET	Cremorne	Local Road		Yarra City Council
GOUGH ST	CREMORNE ST	PUNT RD	Cremorne	Local Road		Yarra City Council
GREEN ST	ELECTRIC ST	ADOLPH ST	Cremorne	Local Road		Yarra City Council
GREEN ST	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
GWYNNE ST	MUNRO ST	STEPHENSON ST	Cremorne	Local Road		Yarra City Council
HARD COURT PDE	PUNT RD	SE FWY	Cremorne	Freeway		Vicroads
HILL ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
HUCKERBY ST	ROUT ST	BLANCHE ST	Cremorne	Local Road		Yarra City Council
HUTCHINGS ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
JESSIE ST	CREMORNE ST	CREMORNE ST	Cremorne	Local Road		Yarra City Council
KELSO ST	STEPHENSON ST	PUNT RD	Cremorne	Local Road		Yarra City Council
KIPLING ST	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
LORETTO ST	WELLINGTON ST	JESSIE ST	Cremorne	Local Road		Yarra City Council
MELROSE ST	GOUGH ST	KELSO ST	Cremorne	Local Road		Yarra City Council
MUNRO ST	CUBITT ST	GWYNNE ST	Cremorne	Local Road		Yarra City Council
NEWTON ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
ODDY'S LANE	ELECTRIC ST	END OF STREET	Cremorne	Local Road		Yarra City Council
PALMER PDE	BALMAIN ST	END OF STREET	Cremorne	Private Road		
PARKINS LANE	CREMORNE ST	KELSO ST	Cremorne	Local Road		Yarra City Council
PEARSON ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
PUNT RD	SE FWY	SWAN ST	Cremorne	Arterial Road	Right	Vicroads
RAILWAY CRESCENT	ADOLPH ST	ENTIRE LENGTH	Cremorne	Local Road		Yarra City Council
RAILWAY PL	GREEN ST	ROYAL PL	Cremorne	Local Road		Yarra City Council
ROUT ST	PUNT RD	WELLINGTON ST	Cremorne	Local Road		Yarra City Council
ROYAL PL	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
SHAKESPEARE PL	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
STEPHENSON ST	BALMAIN ST	KELSO ST	Cremorne	Local Road		Yarra City Council
STEPHENSON ST	KELSO ST	CREMORNE ST	Cremorne	Local Road		Yarra City Council
SWAN ST	PUNT RD	CHURCH ST	Cremorne	Arterial Road	Right	Vicroads
VICTORIA AVE	DOVER ST	END OF STREET	Cremorne	Local Road		Yarra City Council
WALNUT ST	ADELAIDE ST	ADOLPH ST	Cremorne	Local Road		Yarra City Council
WALNUT ST	NEWTON ST	BALMAIN ST	Cremorne	Local Road		Yarra City Council
WELLINGTON ST	PARKINS LANE	SWAN ST	Cremorne	Local Road		Yarra City Council
WHITE ST	ADOLPH ST	DUNN ST	Cremorne	Local Road		Yarra City Council
WILLIAM ST	GREEN ST	CHURCH ST	Cremorne	Local Road		Yarra City Council
ALBERT PL	GORE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
ALEXANDRA PDE	NICHOLSON ST	SMITH ST	Fitzroy	Arterial Road		Vic Roads
ALMA ST	REGENT ST	END OF STREET	Fitzroy	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ARGYLE ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
BACH LA	MOOR ST	KING WILLIAM ST	Fitzroy	Local Road		Yarra City Council
BELL ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
BRUNSWICK PL	FITZROY ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
BRUNSWICK ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
CECIL ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
CHAPEL ST	YOUNG ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
CHARLES ST	NAPIER ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
CONDELL ST	YOUNG ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
COWELL ST	LITTLE HANOVER ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
CREMORNE PL	CREMORNE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
CREMORNE ST	BELL ST	CREMORNE PL	Fitzroy	Local Road		Yarra City Council
DUKE ST	YOUNG ST	END OF STREET	Fitzroy	Private Road		I
ELLIOTT ST	JOHNSTON ST	CHAPEL ST	Fitzroy	Local Road		Yarra City Council
EXHIBITION ST	YOUNG ST	NAPIER ST	Fitzroy	Local Road		Yarra City Council
FISHERS LA	MOOR ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
FITZROY ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
FLEET ST	PALMER ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
GARFIELD ST	CREMORNE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
GEORGE ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
GERTRUDE ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
GORE ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
GRAHAM ST	YOUNG ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
GREEVES ST	MAHONEY ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
HANOVER ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
HARGREAVES ST	ST DAVID ST	GREEVES ST	Fitzroy	Local Road		Yarra City Council
HENRY ST	NICHOLSON ST	SPRING ST	Fitzroy	Local Road		Yarra City Council
HERTFORD ST	CHAPEL ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
HIGHETT PL	GREEVES ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
HODGSON ST	GORE ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
HODGSON ST	GORE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
JAMES ST	FITZROY ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
JOHN ST	BELL ST	MOOR ST	Fitzroy	Local Road		Yarra City Council
JOHNSTON ST	NICHOLSON ST	SMITH ST	Fitzroy	Arterial Road		Vic Roads
KENT ST	MOOR ST	ST DAVID ST	Fitzroy	Local Road		Yarra City Council
KERR ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
KING WILLIAM ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
LEICESTER ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
LITTLE CHARLES ST	NAPIER ST	GEORGE ST	Fitzroy	Local Road		Yarra City Council
LITTLE FLEET ST	PALMER ST	LITTLE HANOVER ST	Fitzroy	Local Road		Yarra City Council
LITTLE GEORGE ST	WEBB ST	LITTLE VICTORIA ST	Fitzroy	Local Road		Yarra City Council
LITTLE GORE ST	WEBB ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
LITTLE GORE ST	LITTLE VICTORIA ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
LITTLE HANOVER ST	FITZROY ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
LITTLE NAPIER ST	LITTLE VICTORIA ST	GERTRUDE ST	Fitzroy	Local Road		Yarra City Council
LITTLE SMITH ST	LITTLE VICTORIA ST	WEBB ST	Fitzroy	Local Road		Yarra City Council
LITTLE VICTORIA ST	LITTLE NAPIER ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
MAHONEY ST	BELL ST	VICTORIA ST	Fitzroy	Local Road		Yarra City Council
MARION LA	ROYAL LANE	FITZROY ST	Fitzroy	Local Road		Yarra City Council
MARION ST	FITZROY ST	END OF STREET	Fitzroy	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
MOOR ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
NAPIER PLACE	MOOR ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
NAPIER ST	CECIL ST	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
NICHOLSON ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Arterial Road	Left	Vic Roads
PALMER ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
PRINCES ST	NICHOLSON ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
REGENT ST	PRINCES ST	ALMA ST	Fitzroy	Local Road		Yarra City Council
ROCHESTER ST	CHAPEL ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
ROSE ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
ROYAL LANE	GERTRUDE ST	PALMER ST	Fitzroy	Local Road		Yarra City Council
SANDEMANN PL	CHARLES ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
SMITH ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road	Right	Yarra City Council
SPRING ST	ROSE ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
ST DAVID ST	BRUNSWICK ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
VICTORIA PDE	NICHOLSON ST	HODDLE ST	Fitzroy	Arterial Road	Left	Vic Roads
VICTORIA ST	NICHOLSON ST	YOUNG ST	Fitzroy	Local Road		Yarra City Council
WEBB ST	NAPIER ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
WESTGARTH ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
WOOD ST	MOOR ST	CONDELL ST	Fitzroy	Local Road		Yarra City Council
YOUNG ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
ALEXANDRA PDE	NICHOLSON ST	BRUNSWICK ST	Fitzroy North	Arterial Road		Vic Roads
ALFRED CR	ST GEORGES RD	JAMIESON ST	Fitzroy North	Local Road		Yarra City Council
ALFRED ST	RAE ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
ANNAND ST	SALISBURY CRES	RAE ST	Fitzroy North	Local Road		Yarra City Council
APPERLY ST	SCOTCHMER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
APPERLY ST	SCOTCHMER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BARKLY ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
BARKLY ST	ST GEORGES RD	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BATMAN ST	ALFRED ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
BENNETT ST	HOLDEN ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
BEST ST	PARK ST	ALFRED CR	Fitzroy North	Local Road		Yarra City Council
BIRKENHEAD ST	PARK ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
BRENNAND ST	McKEAN ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
BROOKES CRES	NICHOLSON ST	WATKINS ST	Fitzroy North	Local Road		Yarra City Council
BRUNSWICK ST	HOLDEN ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
BRUNSWICK ST	ST GEORGES RD	ALEXANDRA PDE	Fitzroy North	Arterial Road		Vic Roads
BUNDARA ST	BARKLY ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BUNDARA ST	BARKLY ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BYRNE ST	HOLDEN ST	RAILWAY PL	Fitzroy North	Local Road		Yarra City Council
CHURCH ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy North	Local Road		Yarra City Council
CLAUSCEN ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
COLEMAN ST	NAPIER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
COLEMAN ST	NAPIER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
CURTAIN PL	YORK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
DEAN ST	HOLDEN ST	BARKLY ST	Fitzroy North	Local Road		Yarra City Council
DELBRIDGE ST	FALCONER ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
DUMMETT CRESCENT	QUEENS PDE	HEIDELBERG RD	Fitzroy North	Local Road		Yarra City Council
EASTHAM ST	TAIT ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
EGREMONT ST	SCOTCHMER ST	TRANMERE ST	Fitzroy North	Local Road		Yarra City Council
FALCONER ST	ALFRED CR	END OF STREET	Fitzroy North	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
FERGIE ST	ALFRED CR	PARK ST	Fitzroy North	Local Road		Yarra City Council
FREEMAN ST	NICHOLSON ST	NAPIER ST	Fitzroy North	Local Road		Yarra City Council
GRACE LANE	BRUNSWICK PL	END OF STREET	Fitzroy North	Local Road		Yarra City Council
GRANT ST	QUEENS PDE	ALFRED CR	Fitzroy North	Local Road		Yarra City Council
HEIDELBERG RD	QUEENS PDE	HODDLE ST	Fitzroy North	Arterial Road		Vic Roads
HODDLE ST	OVERPASS	QUEENS PDE	Fitzroy North	Arterial Road		Vic Roads
HOLDEN ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
HOLDEN ST	ST GEORGES RD	END OF STREET	Fitzroy North	Local Road		Yarra City Council
HOPE ST	RAE ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
HOWE ST	MICHAEL ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
IDA ST	MILLER ST	BOUNDARY	Fitzroy North	Local Road		Yarra City Council
IVAN ST	PARK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
JAMIESON ST	ALFRED CR	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
KING ST	MILLER ST	BOUNDRY	Fitzroy North	Local Road		Yarra City Council
KNEEN ST	FALCONER ST	RUSHALL CRES	Fitzroy North	Local Road		Yarra City Council
LAURA ST	LAURA PL	YORK ST	Fitzroy North	Local Road		Yarra City Council
LIVERPOOL ST	NICHOLSON ST	RAE ST	Fitzroy North	Local Road		Yarra City Council
MARK ST	TAIT ST	FALCONER ST	Fitzroy North	Local Road		Yarra City Council
MAY ST	KING ST	IDA ST	Fitzroy North	Local Road		Yarra City Council
McKEAN ST	JAMIESON ST	BRENNAND ST	Fitzroy North	Local Road		Yarra City Council
MELVILLE ST	BARKLY ST	CLAUSCEN ST	Fitzroy North	Local Road		Yarra City Council
MICHAEL ST	SCOTCHMER ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
MILLER ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
MOSS ST	PARK ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
NAPIER ST	FREEMAN ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
NEWRY ST	NICHOLSON ST	NAPIER ST	Fitzroy North	Local Road		Yarra City Council
NICHOLSON ST	BOUNDRY	ALEXANDRA PDE	Fitzroy North	Arterial Road		Vic Roads
PARK PDE	MICHAEL ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
PARK PL	DELBRIDGE ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
PARK ST	NICHOLSON ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
PERCY ST	ST GEORGES RD	RAE ST	Fitzroy North	Local Road		Yarra City Council
PILKINGTON ST	HOLDEN ST	BARKLY ST	Fitzroy North	Local Road		Yarra City Council
PORTER ST	RAILWAY ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
QUEEN ST	MILLER ST	BOUNDRY	Fitzroy North	Local Road		Yarra City Council
QUEENS PDE	ALEXANDRA PDE	BRENNAND ST	Fitzroy North	Arterial Road		Vic Roads
RAE ST	MILLER ST	ALEXANDRA PDE	Fitzroy North	Local Road		Yarra City Council
RAILWAY LA	PARK ST	LIVERPOOL ST	Fitzroy North	Local Road		Yarra City Council
RAILWAY PL	BYRNE ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
RAILWAY ST	BRUNSWICK ST	BYRNE ST	Fitzroy North	Local Road		Yarra City Council
REID ST	NICHOLSON ST	ALFRED ST	Fitzroy North	Local Road		Yarra City Council
ROWE ST	ALFRED ST	RUSHALL CRES	Fitzroy North	Local Road		Yarra City Council
RUSHALL CRES	FALCONER ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
SALISBURY CRES	NICHOLSON ST	ANNAND ST	Fitzroy North	Local Road		Yarra City Council
SCOTCHMER ST	NICHOLSON ST	FALCONER ST	Fitzroy North	Local Road		Yarra City Council
SEACOMBE ST	REID ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
ST GEORGES RD	BOUNDRY	BRUNSWICK ST	Fitzroy North	Arterial Road		Vic Roads
ST GEORGES RD	BRUNSWICK ST	NICHOLSON ST	Fitzroy North	Local Road		Yarra City Council
TAIT ST	MARK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
TAPLIN ST	ST GEORGES RD	PARK ST	Fitzroy North	Local Road		Yarra City Council
TAYLOR ST	BOUNDRY	CLAUSCEN ST	Fitzroy North	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
TEMPANY ST	NICHOLSON ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
TRANMERE ST	BRUNSWICK ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
WATKINS ST	BROOKES CRES	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
WHITE ST	MILLER ST	BOUNDRY	Fitzroy North	Local Road		Yarra City Council
WOODHEAD ST	FALCONER ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
WOODSIDE ST	MICHAEL ST	RUSHALL CRES	Fitzroy North	Local Road		Yarra City Council
YORK PL	YORK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
YORK ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy North	Local Road		Yarra City Council
ARNOLD ST	SOLLY AVE	MACPHERSON ST	Princes Hill	Local Road		Yarra City Council
BOWEN CR	GARTON ST	PARK ST	Princes Hill	Local Road		Yarra City Council
CASSAR PL	McILWRAITH ST	END OF STREET	Princes Hill	Local Road		Yarra City Council
GARTON ST	PARK ST	GALLAGHER RESERVE	Princes Hill	Local Road		Yarra City Council
GARTON ST	HOLTON ST WEST	MACPHERSON ST	Princes Hill	Local Road		Yarra City Council
HOLTON ST EAST	McILWRAITH ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
HOLTON ST WEST	BOWEN CR	ARNOLD ST	Princes Hill	Local Road		Yarra City Council
LANG ST	BOWEN CR	PARK ST	Princes Hill	Local Road		Yarra City Council
LYGON ST	PARK ST	MACPHERSON ST	Princes Hill	Local Road	Right	Yarra City Council
MACPHERSON ST	GARTON ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
McILWRAITH ST	PARK ST	MACPHERSON ST	Princes Hill	Local Road		Yarra City Council
PARK ST	BOWEN CR	LYGON ST	Princes Hill	Local Road		Yarra City Council
PATERSON ST	GARTON ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
PIGDON ST	BOWEN CR	LYGON ST	Princes Hill	Local Road	Left	Yarra City Council
RICHARDSON ST	GARTON ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
SOLLY AVE	ARNOLD ST	WILSON ST	Princes Hill	Local Road		Yarra City Council
WILSON ST	PARK ST	PIGDON ST	Princes Hill	Local Road		Yarra City Council
ABINGER ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
ALBERT ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
ALBYN ST	EUCALYPTUS ST	END OF STREET	Richmond	Local Road		Yarra City Council
ALFRED ST	ROWENA PDE	RICHMOND TCE	Richmond	Local Road		Yarra City Council
ALLOWAH TCE	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
AMSTERDAM ST	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council
ANDERSON COURT	LENNOX ST	WILLIAMS COURT	Richmond	Private Road		
APPLETON ST	BURNLEY ST	CLARKE ST	Richmond	Local Road		Yarra City Council
BAKER ST	JOHNSON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
BANK ST	HIGHETT ST	HULL ST	Richmond	Local Road		Yarra City Council
BARKLY AVE	BRIGHTON ST	ROONEY ST	Richmond	Local Road		Yarra City Council
BARNET WAY	DEAKIN LA	KHARTOUM ST	Richmond	Local Road		Yarra City Council (added 5/3/2015)
BEISSEL ST	LORD ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
BELGIUM AVE	HIGHETT ST	VERE ST	Richmond	Local Road		Yarra City Council
BELL ST	SWAN ST	BENSON ST	Richmond	Local Road		Yarra City Council
BENNETT ST	VICTORIA ST	BUCKINGHAM ST	Richmond	Local Road		Yarra City Council
BENSON ST	MARY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
BERRY ST	CHURCH ST	WALTHAM ST	Richmond	Local Road		Yarra City Council
BIRCH SQUARE	MURPHY ST	MURPHY ST	Richmond	Local Road		Yarra City Council
BLAZEY ST	BURNLEY ST	VAUGHAN ST	Richmond	Local Road		Yarra City Council
BLAZEY ST	VAUGHAN ST	RIVER ST	Richmond	Local Road		Yarra City Council
BOSISTO ST	BRIDGE RD	HIGHETT ST	Richmond	Local Road		Yarra City Council
BOTHERAMBO ST	SWAN ST	MONTGOMERY ST	Richmond	Local Road		Yarra City Council
BOWEN ST	LENNOX ST	END OF STREET	Richmond	Local Road		Yarra City Council
BOYD ST	BURNLEY ST	LORD ST	Richmond	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
BRADY ST	LORD ST	COPPIN ST	Richmond	Local Road		Yarra City Council
BRIDGE RD	PUNT RD	CHURCH ST	Richmond	Arterial Road		Vicroads
BRIDGE RD	CHURCH ST	BURNLEY ST	Richmond	Arterial Road		Vicroads
BRIDGE RD	BURNLEY ST	HAWTHORN BRIDGE	Richmond	Arterial Road	Left	Vicroads
BRIDGE RD	PUNT RD	CHURCH ST	Richmond	Arterial Road	Right	Vicroads
BRIDGE RD	CHURCH ST	BURNLEY ST	Richmond	Arterial Road	Right	Vicroads
BRIGHTON ST	SE FWY	LESNEY ST	Richmond	Local Road		Yarra City Council
BRIGHTON ST	LITTLE LESNEY ST	SWAN ST	Richmond	Local Road		Yarra City Council
BROMHAM PLACE	HIGHETT ST	RISLEY ST	Richmond	Local Road		Yarra City Council
BROUGHAM ST	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council
BUCKINGHAM ST	BURNLEY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
BURGESS ST	MARY ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
BURNLEY ST	BRIDGE RD	VICTORIA ST	Richmond	Arterial Road	Right	Vicroads
BURNLEY ST	VICTORIA ST	BRIDGE RD	Richmond	Arterial Road		Vicroads
BURNLEY ST	BRIDGE RD	SWAN ST	Richmond	Arterial Road	Right	Vicroads
BUTLER ST	JONAS ST	LENNOX ST	Richmond	Local Road		Yarra City Council
CAMERON ST	CHURCH ST	LENNOX ST	Richmond	Local Road		Yarra City Council
CANTERBURY ST	BEISSEL ST	END OF STREET	Richmond	Local Road		Yarra City Council
CARROLL ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
CHARLES ST	SWAN ST	GEORGE ST	Richmond	Local Road		Yarra City Council
CHARLOTTE ST	CHARLES ST	CHURCH ST	Richmond	Local Road		Yarra City Council
CHRISTINE CRESCENT	ELAINE CRT	END OF STREET	Richmond	Local Road		Yarra City Council
CHURCH ST	BRIDGE RD	VICTORIA ST	Richmond	Arterial Road		Vicroads
CHURCH ST	BRIDGE RD	VICTORIA ST	Richmond	Arterial Road	Right	Vicroads
CHURCH ST	SWAN ST	BRIDGE RD	Richmond	Arterial Road	Left	Vicroads
CHURCH ST	SWAN ST	BRIDGE RD	Richmond	Arterial Road	Right	Vicroads
CHURCH ST	SE FWY	SWAN ST	Richmond	Arterial Road	Right	Vicroads
CLARKE ST	NORTH ST	END OF STREET	Richmond	Local Road		Yarra City Council
CLIFTON ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
COLE ST	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
COOKE CRT	CHURCH ST	LEWIS CRT	Richmond	Local Road		Yarra City Council
COPPIN ST	HIGHETT ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
COPPIN ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
COPPIN ST	SWAN ST	BARKLY AVE	Richmond	Local Road		Yarra City Council
CORNS PL	LENNOX ST	LEIGH PL	Richmond	Local Road		Yarra City Council
CORSAIR ST	LORD ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
COTTER ST	MARY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
CROWN ST	BURNLEY ST	RIVER ST	Richmond	Local Road		Yarra City Council
DALE ST	HARGREAVES ST	CHURCH ST	Richmond	Private Road		
DANDO ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
DARLINGTON PDE	WALTHAM ST	CHURCH ST	Richmond	Local Road		Yarra City Council
DAVID ST	APPLETON ST	END OF STREET	Richmond	Local Road		Yarra City Council
DAVIS ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
DAVISON ST	VICTORIA ST	MURPHY ST	Richmond	Local Road		Yarra City Council
DERBY ST	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
DICKMANN ST	GIPPS ST	SWAN ST	Richmond	Local Road		Yarra City Council
DOCKER ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
DOONSIDE ST	BURNLEY ST	DAVID ST	Richmond	Local Road		Yarra City Council
DUKE ST	SWAN ST	END OF STREET	Richmond	Local Road		Yarra City Council
DURHAM ST	YORKSHIRE ST	END OF STREET	Richmond	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
EDINBURGH ST	SWAN ST	FRASER ST	Richmond	Local Road		Yarra City Council
EGAN PL	HIGHETT ST	EGAN ST	Richmond	Local Road		Yarra City Council
EGAN ST	LENNOX ST	HODDLE ST	Richmond	Local Road		Yarra City Council
ELAINE CRT	RIVER BLVD	CHRISTINE CRESCENT	Richmond	Local Road		Yarra City Council
ELIZABETH ST	CHURCH ST	HODDLE ST	Richmond	Local Road		Yarra City Council
ELLIS ST	HIGHETT ST	CAMERON ST	Richmond	Local Road		Yarra City Council
ELM GROVE	CHURCH ST	CHARLES ST	Richmond	Local Road		Yarra City Council
ERIN ST	LENNOX ST	HODDLE ST	Richmond	Local Road		Yarra City Council
EUCALYPTUS ST	BRIDGE RD	BERRY ST	Richmond	Local Road		Yarra City Council
EUREKA ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
FEAR ST	ALFRED ST	MILLER ST	Richmond	Local Road		Yarra City Council
FIREBELL LANE	WAVERLEY ST	END OF STREET	Richmond	Local Road		Yarra City Council
FORDHAM CRT	GOODWOOD ST	END OF STREET	Richmond	Local Road		Yarra City Council
FRANCIS ST	MARY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
FRASER ST	BRIDGE RD	EDINBURGH ST	Richmond	Local Road		Yarra City Council
FREEMAN ST	HODDLE ST	LENNOX ST	Richmond	Local Road		Yarra City Council
GARDNER ST	BRIDGE RD	BENNETT ST	Richmond	Local Road		Yarra City Council
GARFIELD ST	LENNOX ST	REGENT ST	Richmond	Local Road		Yarra City Council
GEORGE ST	CHARLES ST	END OF STREET	Richmond	Local Road		Yarra City Council
GIBBONS ST	CHURCH ST	ALBERT ST	Richmond	Local Road		Yarra City Council
GIPPS ST	CHURCH ST	LENNOX ST	Richmond	Local Road		Yarra City Council
GLASS ST	BEISSEL ST	BOYD ST	Richmond	Local Road		Yarra City Council
GLEADELL ST	BRIDGE RD	HIGHETT ST	Richmond	Local Road		Yarra City Council
GOODWIN ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
GOODWOOD ST	ROTHERWOOD ST	WALTHAM ST	Richmond	Local Road		Yarra City Council
GRATTAN PL	ROWENA PDE	RICHMOND TCE	Richmond	Local Road		Yarra City Council
GRIFFITHS ST	BRIDGE RD	SOMERSET ST	Richmond	Local Road		Yarra City Council
HARVEY ST	SWAN ST	LESNEY ST	Richmond	Local Road		Yarra City Council
HENTY ST	CAMERON ST	END OF STREET	Richmond	Local Road		Yarra City Council
HIGHETT ST	CHURCH ST	FREEMAN ST	Richmond	Local Road		Yarra City Council
HIGHETT ST	BURNLEY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
HODDLE PL	HODDLE ST	END OF STREET	Richmond	Local Road		Yarra City Council
HODDLE ST	VICTORIA ST	BRIDGE RD	Richmond	Arterial Road	Left	Vicroads
HODGSON TCE	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
HOLLICK ST	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
HOSIE ST	BRIDGE RD	ABINGER ST	Richmond	Local Road		Yarra City Council
HOWARD ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
HULL ST	BANK ST	THOMAS ST	Richmond	Local Road		Yarra City Council
HUNTER ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
JAMES ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
JIKA PL	HODDLE ST	RAILWAY STATION	Richmond	Local Road		Yarra City Council
JOHNSON ST	VICTORIA ST	BUCKINGHAM ST	Richmond	Local Road		Yarra City Council
JONAS ST	ELIZABETH ST	VICTORIA ST	Richmond	Local Road		Yarra City Council
JONES PL	BRIDGE RD	PALMER ST	Richmond	Local Road		Yarra City Council
JUBILEE PL	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
JUDD ST	BRIDGE RD	CAMERON ST	Richmond	Local Road		Yarra City Council
KENNEDY AV	WERTHEIM ST	END OF STREET	Richmond	Local Road		Yarra City Council (added 5/3/2015)
KENNEDY ST	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
KENNY ST	BANK ST	END OF STREET	Richmond	Local Road		Yarra City Council
KENT ST	BURNLEY ST	CHURCH ST	Richmond	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
KING ST	TANNER ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
KINGSTON PL	EGAN PL	STATION ST	Richmond	Local Road		Yarra City Council
KINGSTON ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
LAITY ST	JOHNSON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
LAMBERT ST	VICTORIA ST	KENT ST	Richmond	Local Road		Yarra City Council
LEEDS ST	LENNOX ST	EGAN PL	Richmond	Local Road		Yarra City Council
LEGO PL	BOSISTO ST	END OF STREET	Richmond	Local Road		Yarra City Council
LEIGH PL	BRIDGE RD	ERIN ST	Richmond	Local Road		Yarra City Council
LENNOX ST	VICTORIA ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
LENNOX ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
LESLIE ST	VICTORIA ST	BUCKINGHAM ST	Richmond	Local Road		Yarra City Council
LESNEY ST	MARY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
LEWIS CRT	ELIZABETH ST	COOKE CRT	Richmond	Private Road		
LINCOLN ST	CHURCH ST	JOHNSON ST	Richmond	Local Road		Yarra City Council
LITTLE ALFRED ST	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
LITTLE BUCKINGHAM ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
LITTLE KENT ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
LITTLE LESNEY ST	MARY ST	END OF STREET	Richmond	Local Road		Yarra City Council
LORD PLACE	WALL ST	ENTIRE LENGTH	Richmond	Local Road		Yarra City Council
LORD ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
LOUGHNAN ST	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
LYNDHURST ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
MADDEN GR	MARY ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
MALLESON ST	MARY ST	LYNDHURST ST	Richmond	Local Road		Yarra City Council
MARGARET ST	STEWART ST	TANNER ST	Richmond	Local Road		Yarra City Council
MARY ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
MARY ST	SWAN ST	END OF STREET	Richmond	Local Road		Yarra City Council
McGOUN ST	THOMAS ST	END OF STREET	Richmond	Local Road		Yarra City Council
McGRATH CRT	PARKER ST	END OF STREET	Richmond	Local Road		Yarra City Council
McKAY ST	VICTORIA ST	BAKER ST	Richmond	Local Road		Yarra City Council
McKENZIE ST	KENT ST	SOMERSET ST	Richmond	Local Road		Yarra City Council
McNAMARA ST	CHARLES ST	MARY ST	Richmond	Local Road		Yarra City Council
MILES ST	ROTHERWOOD ST	END OF STREET	Richmond	Local Road		Yarra City Council
MILLER ST	RICHMOND TCE	ROWENA PDE	Richmond	Local Road		Yarra City Council
MONTGOMERY ST	LENNOX ST	END OF STREET	Richmond	Local Road		Yarra City Council
MOORHOUSE ST	BRIDGE RD	ERIN ST	Richmond	Local Road		Yarra City Council
MUIR ST	ERIN ST	HIGHETT ST	Richmond	Local Road		Yarra City Council
MULBERRY ST	UNION ST	ROTHERWOOD ST	Richmond	Local Road		Yarra City Council
MURPHY ST	COPPIN ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
MURPHY ST	RIVER ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
MURRAY ST	COPPIN ST	LORD ST	Richmond	Local Road		Yarra City Council
NAPIER LANE	PUNT RD	SHERWOOD ST	Richmond	Local Road		Yarra City Council
NEPTUNE ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
NEW ST	EGAN ST	YORK ST	Richmond	Local Road		Yarra City Council
NEWLANDS ST	KENT ST	HIGHETT ST	Richmond	Local Road		Yarra City Council
NEWRY ST	BURNLEY ST	LORD ST	Richmond	Local Road		Yarra City Council
NORMANBY PL	ERIN ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
NORTH ST	BURNLEY ST	RIVER ST	Richmond	Local Road		Yarra City Council
NORTHCOTE ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
PALMER PDE	BALMAIN ST	END OF STREET	Richmond	Private Road		

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
PALMER ST	BURNLEY ST	GRIFFITHS ST	Richmond	Local Road		Yarra City Council
PALMER ST	RIVER ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
PARKER ST	CHARLES ST	McGRATH CRT	Richmond	Local Road		Yarra City Council
PEERS ST	LENNOX ST	NEW ST	Richmond	Local Road		Yarra City Council
PELUSO ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
PORTLAND ST	ROWENA PDE	FIREBELL LANE	Richmond	Local Road		Yarra City Council
PRINCE PATRICK ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
PRINCESS ST	BROUGHAM ST	END OF STREET	Richmond	Local Road		Yarra City Council
PRINCESS ST	ABINGER ST	END OF STREET	Richmond	Local Road		Yarra City Council
PUNT RD	SWAN ST	BRIDGE RD	Richmond	Arterial Road	Right	Vicroads
REGENT ST	VICTORIA ST	YORK ST	Richmond	Local Road		Yarra City Council
RICHMOND TCE	PUNT RD	DOCKER ST	Richmond	Local Road		Yarra City Council
RISLEY ST	CHURCH ST	BROMHAM PLACE	Richmond	Local Road		Yarra City Council
RIVER BLVD	VICTORIA ST	END OF STREET	Richmond	Local Road		Yarra City Council
RIVER ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
ROGERS ST	RICHMOND TCE	ROWENA PDE	Richmond	Local Road		Yarra City Council
ROONEY ST	BARKLY AVE	MADDEN GR	Richmond	Local Road		Yarra City Council
ROONYS LANE	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
ROSE ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
ROSE ST	ROONEY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
ROSE ST	ROONEY ST	END OF STREET	Richmond	Local Road		Yarra City Council
ROTHERWOOD ST	BRIDGE RD	ROWENA PDE	Richmond	Local Road		Yarra City Council
ROWENA PDE	PUNT RD	THE VAUCLUSE	Richmond	Local Road		Yarra City Council
RULE ST	BROUGHAM ST	CHURCH ST	Richmond	Local Road		Yarra City Council
SALISBURY ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
SANDERS PL	CHURCH ST	ALBERT ST	Richmond	Local Road		Yarra City Council
SHAMROCK ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
SHAW ST	BROUGHAM ST	LYNDHURST ST	Richmond	Local Road		Yarra City Council
SHEEDY ST	COPPIN ST	MARY ST	Richmond	Local Road		Yarra City Council
SHELLEY ST	VICTORIA ST	SMITH ST	Richmond	Local Road		Yarra City Council
SHERWOOD ST	PUNT RD	ROTHERWOOD ST	Richmond	Local Road		Yarra City Council
SMITH ST	SHELLEY ST	LENNOX ST	Richmond	Local Road		Yarra City Council
SOMERSET ST	CHURCH ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
STANLEY ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
STATION ST	EGAN ST	KINGSTON PL	Richmond	Local Road		Yarra City Council
STEWART PL	STEWART ST	TANNER ST	Richmond	Local Road		Yarra City Council
STEWART ST	PUNT RD	SWAN ST	Richmond	Local Road		Yarra City Council
STOKE PL	EGAN ST	YORK ST	Richmond	Local Road		Yarra City Council
STRAFFORD ST	END OF STREET	CORSAIR ST	Richmond	Local Road		Yarra City Council
STRAFFORD ST	CORSAIR ST	NORTH END	Richmond	Local Road		Yarra City Council
STRODE ST	SHERWOOD ST	END OF STREET	Richmond	Local Road		Yarra City Council
SUTTON GR	TYSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
SWAN ST	PUNT RD	CHURCH ST	Richmond	Arterial Road	Left	Vicroads
SWAN ST	CHURCH ST	BURNLEY ST	Richmond	Arterial Road	Left	Vicroads
SWAN ST	CHURCH ST	BURNLEY ST	Richmond	Arterial Road	Right	Vicroads
TANNER ST	PUNT RD	LENNOX ST	Richmond	Local Road		Yarra City Council
TENNYSON ST	STEWART ST	END OF STREET	Richmond	Local Road		Yarra City Council
THE CROFTS	HODDLE ST	ROTHERWOOD ST	Richmond	Local Road		Yarra City Council
THE VAUCLUSE	CHURCH ST	ROWENA PDE	Richmond	Local Road		Yarra City Council
THERESA ST	COPPIN ST	END OF STREET	Richmond	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
THOMAS ST	HIGHETT ST	HULL ST	Richmond	Local Road		Yarra City Council
TONKINS LANE	ROWENA PDE	END OF STREET	Richmond	Local Road		Yarra City Council
TULLO PL	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
TWEEDIE PL	CHURCH ST	BROUGHAM ST	Richmond	Local Road		Yarra City Council
TYSON ST	TANNER ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
UNION ST	GOODWOOD ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
VAUGHAN ST	MURPHY ST	NORTH ST	Richmond	Local Road		Yarra City Council
VERE ST	BELGIUM AVE	END OF STREET	Richmond	Local Road		Yarra City Council
VERITY ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
VICTORIA PLACE	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
VICTORIA ST	HODDLE ST	CHURCH ST	Richmond	Arterial Road		Vicroads
VICTORIA ST	CHURCH ST	BURNLEY ST	Richmond	Arterial Road	Right	Vicroads
VICTORIA ST	BURNLEY ST	YARRA RIVER	Richmond	Arterial Road	Right	Vicroads
WALL ST	MARY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
WALL ST	COPPIN ST	LORD ST	Richmond	Local Road		Yarra City Council
WALTHAM PL	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
WALTHAM ST	DARLINGTON PDE	BRIDGE RD	Richmond	Local Road		Yarra City Council
WANGARATTA ST	STEWART ST	MONTGOMERY ST	Richmond	Local Road		Yarra City Council
WATERLOO PL	BRIDGE RD	CHURCH ST	Richmond	Local Road		Yarra City Council
WAVERLEY ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
WELLS ST	BAKER ST	END OF STREET	Richmond	Local Road		Yarra City Council
WHITES PL	BRIDGE RD	PALMER ST	Richmond	Local Road		Yarra City Council
WILLIAMS COURT	ANDERSON COURT	LENNOX ST	Richmond	Private Road		
WILLIS ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
WILLOW LA	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council
WILTSHIRE ST	BRIGHTON ST	END OF STREET	Richmond	Local Road		Yarra City Council
WOODLAWN ST	RICHMOND TCE	TANNER ST	Richmond	Local Road		Yarra City Council
WRIGHT ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
WUSTGMANN ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
YARRA ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
YORK ST	LENNOX ST	HODDLE ST	Richmond	Local Road		Yarra City Council
YORKSHIRE ST	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council

Attachment 2 - Register of Public Roads 15 March 2017

Lane Number	Lane Name	Suburb	From	To	Comments
1.2		CLIFTON HILL	Lane 1.1	END OF LANE	
2.1		CLIFTON HILL	HODGKINSON ST	Lane 2.2	
2.2		CLIFTON HILL	Lane 2.1	END OF LANE	
3		CLIFTON HILL	HODGKINSON ST	END OF LANE	
4		CLIFTON HILL	HODGKINSON ST	END OF LANE	
5		CLIFTON HILL	HODGKINSON ST	END OF LANE	
6.1		CLIFTON HILL	HODGKINSON ST	Lane 6.2	
6.2		CLIFTON HILL	Lane 6.1	END OF LANE	
7		CLIFTON HILL	HODGKINSON ST	END OF LANE	
8		CLIFTON HILL	HODGKINSON ST	END OF LANE	
9		CLIFTON HILL	HODGKINSON ST	END OF LANE	
10		CLIFTON HILL	HODGKINSON ST	END OF LANE	
11		CLIFTON HILL	HODGKINSON ST	END OF LANE	
12		CLIFTON HILL	HODGKINSON ST	END OF LANE	
13		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
13.1		CLIFTON HILL	HODGKINSON ST	END OF LANE	
13.2		CLIFTON HILL	HODGKINSON ST	END OF LANE	
14		CLIFTON HILL	HODGKINSON ST	END OF LANE	
15.1		CLIFTON HILL	HODGKINSON ST	Lane 15.2	
15.2		CLIFTON HILL	Lane 15.1	END OF LANE	
16		CLIFTON HILL	GOLD ST	END OF LANE	
17.1		CLIFTON HILL	GOLD ST	Lane 17.2	
17.2		CLIFTON HILL	Lane 17.1	Lane 17.3	
17.3		CLIFTON HILL	Lane 17.2	END OF LANE	
17.4		CLIFTON HILL	GRAY ST	Lane 17.2	
18.1		CLIFTON HILL	GOLD ST	Lane 18.2	
18.2		CLIFTON HILL	Lane 18.1	END OF LANE	
19.1		CLIFTON HILL	GOLD ST	Lane 19.2	
19.2		CLIFTON HILL	Lane 19.1	END OF LANE	
20.1		CLIFTON HILL	GOLD ST	Lane 20.2	
20.2		CLIFTON HILL	Lane 20.1	END OF LANE	
21.1		CLIFTON HILL	GOLD ST	Lane 21.2	
21.2		CLIFTON HILL	Lane 21.1	END OF LANE	
22		CLIFTON HILL	GOLD ST	END OF LANE	
23.1		CLIFTON HILL	GOLD ST	END OF LANE	
24.1		CLIFTON HILL	LANG ST	Lane 24.2	
24.2		CLIFTON HILL	Lane 24.1	END OF LANE	
24.3		CLIFTON HILL	ANDERSON ST	END OF LANE	
25.1		CLIFTON HILL	LANG ST	Lane 25.2	
25.2		CLIFTON HILL	Lane 25.2	END OF LANE	
25.3		CLIFTON HILL	NOONE ST	Lane 25.2	
26.1		CLIFTON HILL	PECKVILLE ST	Lane 26.2	
26.2		CLIFTON HILL	Lane 26.1	Lane 26.3	
26.3		CLIFTON HILL	NOONE ST	Lane 26.2	
27		CLIFTON HILL	PECKVILLE ST	END OF LANE	
28.1		CLIFTON HILL	NOONE ST	Lane 28.2	
28.2		CLIFTON HILL	Lane 28.1	END OF LANE	
29.1		CLIFTON HILL	NOONE ST	Lane 29.2	
29.2		CLIFTON HILL	Lane 29.1	END OF LANE	
29.3		CLIFTON HILL	Lane 29.1	END OF LANE	
30		CLIFTON HILL	NOONE ST	ALEXANDRA PDE	
31		CLIFTON HILL	NOONE ST	END OF LANE	
32		CLIFTON HILL	PAGE ST	END OF LANE	
33		CLIFTON HILL	PAGE ST	END OF LANE	
34		CLIFTON HILL	HODGKINSON ST	Lane 1.2	
34.1		CLIFTON HILL	NORTH TCE	Lane 34.2	
34.2		CLIFTON HILL	Lane 34.1	Lane 34.3	
34.3		CLIFTON HILL	Lane 34.2	NOONE ST	
35.1		CLIFTON HILL	HILTON ST	Lane 35.2	
35.2		CLIFTON HILL	Lane 35.1	END OF LANE	
36.1		CLIFTON HILL	HILTON ST	Lane 36.2	
36.2		CLIFTON HILL	Lane 36.1	Lane 36.2	
36.3		CLIFTON HILL	Lane 36.2	Lane 36.4	

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
36.4		CLIFTON HILL	Lane 36.3	HILTON ST	
36.5		CLIFTON HILL	Lane 36.1	Lane 36.3	
37		CLIFTON HILL	HILTON ST	END OF LANE	
38.1		CLIFTON HILL	HILTON ST	Lane 38.2	
38.2		CLIFTON HILL	Lane 38.1	END OF LANE	
39.1		CLIFTON HILL	KENT ST	Lane 39.2	
39.2		CLIFTON HILL	Lane 39.1	END OF LANE	
40		CLIFTON HILL	KENT ST	END OF LANE	
41		CLIFTON HILL	KENT ST	END OF LANE	
42		CLIFTON HILL	HILTON ST	END OF LANE	
43		CLIFTON HILL	HILTON ST	END OF LANE	
44		CLIFTON HILL	HILTON ST	END OF LANE	
45		CLIFTON HILL	HILTON ST	END OF LANE	
46.1		CLIFTON HILL	COUNCIL ST	Lane 46.2	
46.2		CLIFTON HILL	Lane 46.1	END OF LANE	
47.1		CLIFTON HILL	COUNCIL ST	ALEXANDRA PDE	
47.2		CLIFTON HILL	Lane 47.1	REEVES ST	
47.3		CLIFTON HILL	Lane 47.1	REEVES ST	
48.1		CLIFTON HILL	COUNCIL ST	Lane 48.2	
48.2		CLIFTON HILL	Lane 48.1	END OF LANE	
48.3		CLIFTON HILL	Lane 48.1	END OF LANE	
49.1		CLIFTON HILL	COUNCIL ST	ALEXANDRA PDE	
49.2		CLIFTON HILL	Lane 49.1	REEVES ST	
49.3		CLIFTON HILL	Lane 49.1	REEVES ST	
49.4		CLIFTON HILL	Lane 49.1	Lane 49.5	
49.5		CLIFTON HILL	Lane 49.4	END OF LANE	
50.1		CLIFTON HILL	COUNCIL ST	Lane 50.3	
50.2		CLIFTON HILL	Lane 50.1	END OF LANE	
50.3		CLIFTON HILL	Lane 50.1	END OF LANE	
51		CLIFTON HILL	COUNCIL ST	END OF LANE	
52		CLIFTON HILL	COUNCIL ST	ALEXANDRA PDE	
53.1		CLIFTON HILL	ALEXANDRA PDE	Lane 53.2	
53.2		CLIFTON HILL	Lane 53.1	END OF LANE	
54		CLIFTON HILL	ALEXANDRA PDE	END OF LANE	
55.1		CLIFTON HILL	O'GRADY ST	Lane 55.2	
55.2		CLIFTON HILL	Lane 55.1	DWYER ST	
55.3		CLIFTON HILL	Lane 55.1	Lane 55.4	
55.4		CLIFTON HILL	Lane 55.3	Lane 55.5	
55.5		CLIFTON HILL	Lane 55.4	THE ESPLANADE	
55.6		CLIFTON HILL	Lane 55.5	SPENSLEY ST	
56.1		CLIFTON HILL	O'GRADY ST	Lane 56.2	
56.2		CLIFTON HILL	Lane 56.1	DWYER ST	
57.1		CLIFTON HILL	DWYER ST	Lane 57.2	
57.2		CLIFTON HILL	Lane 57.1	Lane 57.3	
57.3		CLIFTON HILL	Lane 57.2	END OF LANE	
58		CLIFTON HILL	SPENSLEY ST	O'GRADY ST	
59		CLIFTON HILL	O'GRADY ST	END OF LANE	
60.1		CLIFTON HILL	O'GRADY ST	Lane 60.2	
60.2		CLIFTON HILL	Lane 60.1	Lane 60.3	
60.3		CLIFTON HILL	Lane 60.2	END OF LANE	
61.1		CLIFTON HILL	O'GRADY ST	Lane 61.2	
61.2		CLIFTON HILL	Lane 61.1	END OF LANE	
62		CLIFTON HILL	O'GRADY ST	END OF LANE	
63		CLIFTON HILL	O'GRADY ST	END OF LANE	
64		CLIFTON HILL	SPENSLEY ST	O'GRADY ST	
65		CLIFTON HILL	O'GRADY ST	GEORGE ST	
66.1		CLIFTON HILL	CLIFTON ST	Lane 66.2	
66.2		CLIFTON HILL	Lane 66.1	EDMUND ST	
67.1		CLIFTON HILL	CLIFTON ST	Lane 67.2	
67.2		CLIFTON HILL	Lane 67.1	Lane 67.3	
67.3		CLIFTON HILL	Lane 67.2	END OF LANE	
68		CLIFTON HILL	EDMUND ST	CLIFTON ST	
69.1		CLIFTON HILL	CLIFTON ST	THE ESPLANADE	
69.2		CLIFTON HILL	Lane 69.1	Lane 69.3	

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
69.3		CLIFTON HILL	Lane 69.2	CLIFTON ST	
70.1		CLIFTON HILL	EDMUND ST	Lane 70.2	
70.2		CLIFTON HILL	WALKER ST	Lane 70.4	
70.3		CLIFTON HILL	EDMUND ST	Lane 70.2	
70.4		CLIFTON HILL	Lane 70.2	Lane 70.5	
70.5		CLIFTON HILL	Lane 70.4	DWYER ST	
71		CLIFTON HILL	DWYER ST	EDMUND ST	
72.1		CLIFTON HILL	DWYER ST	Lane 72.2	
72.2		CLIFTON HILL	Lane 72.1	Lane 72.4	
72.3	Little Walker Lane	CLIFTON HILL	Lane 72.4	WALKER ST	
72.4	Little Walker Lane	CLIFTON HILL	Lane 72.3	Lane 72.5	
72.5	Little Walker lane	CLIFTON HILL	Lane 72.4	WALKER ST	
72.6		CLIFTON HILL	Lane 72.5	WALKER ST	
73.1		CLIFTON HILL	DWYER ST	FENWICK ST	
73.2		CLIFTON HILL	Lane 73.1	WRIGHT ST	
73.3		CLIFTON HILL	Lane 73.1	WRIGHT ST	
74.1		CLIFTON HILL	YAMBLA ST	WRIGHT ST	
74.2		CLIFTON HILL	Lane 74.1	CAROLINE ST	
74.3		CLIFTON HILL	Lane 74.2	HALL ST	
74.4		CLIFTON HILL	WRIGHT ST	Lane 74.1	
75		CLIFTON HILL	YAMBLA ST	END OF LANE	
76.1		CLIFTON HILL	YAMBLA ST	FENWICK ST	
76.2		CLIFTON HILL	Lane 76.1	CAROLINE ST	
77.1		CLIFTON HILL	CAROLINE ST	Lane 77.2	
77.2		CLIFTON HILL	Lane 77.1	Lane 77.3	
77.3		CLIFTON HILL	Lane 77.2	CAROLINE ST	
78		CLIFTON HILL	CAROLINE ST	ABBOTT GVE	
79.1		CLIFTON HILL	ABBOTT GVE	Lane 79.2	
79.2		CLIFTON HILL	Lane 79.1	CAROLINE ST	
79.3		CLIFTON HILL	Lane 79.1	Lane 79.4	
79.4		CLIFTON HILL	Lane 79.3	BERRY ST	
80		CLIFTON HILL	ABBOTT GVE	END OF LANE	
81.1		CLIFTON HILL	ABBOTT GVE	Lane 81.2	
81.2		CLIFTON HILL	Lane 81.1	Lane 81.3	
81.3		CLIFTON HILL	Lane 81.2	Lane 81.5	
81.4	Marshall Pl	CLIFTON HILL	Lane 81.5	ABBOTT GVE	
81.5	Marshall Pl	CLIFTON HILL	Lane 81.3	END OF LANE	
81.6	Marshall Pl	CLIFTON HILL	SPENSLEY ST	END OF LANE	
82.1		CLIFTON HILL	FENWICK ST	Lane 82.2	
82.2		CLIFTON HILL	Lane 82.1	END OF LANE	
83		CLIFTON HILL	BERRY ST	LILLY ST	
84		CLIFTON HILL	LILLY ST	GRANT ST	
85		CLIFTON HILL	LILLY ST	BERRY ST	
86		CLIFTON HILL	LILLY ST	GRANT ST	
87		CLIFTON HILL	GRANT ST	JOHN ST	
88		CLIFTON HILL	GRANT ST	JOHN ST	
89		CLIFTON HILL	JOHN ST	END OF LANE	
90		CLIFTON HILL	GRANT ST	END OF LANE	
91.1		CLIFTON HILL	BERRY ST	GRANT ST	
91.2		CLIFTON HILL	Lane 91.1	END OF LANE	
92.1		CLIFTON HILL	GRANT ST	END OF LANE	
92.2		CLIFTON HILL	Lane 92.1	SPENSLEY ST	
93.1		CLIFTON HILL	GRANT ST	JOHN ST	
93.2		CLIFTON HILL	Lane 93.1	END OF LANE	
94		CLIFTON HILL	JOHN ST	END OF LANE	
95.1		CLIFTON HILL	GORDON ST	Lane 95.2	
95.2		CLIFTON HILL	Lane 95.1	Lane 95.4	
95.3		CLIFTON HILL	GORDON ST	Lane 95.2	
95.4		CLIFTON HILL	Lane 95.2	ROSENEATH ST	
96.1		CLIFTON HILL	MYRTLE ST	GORDON ST	
96.2		CLIFTON HILL	Lane 96.1	Lane 96.3	
96.3		CLIFTON HILL	MYRTLE ST	GORDON ST	
97		CLIFTON HILL	MYRTLE ST	CLIFTON AVE	
98		CLIFTON HILL	CLIFTON AVE	END OF LANE	

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
99.1		CLIFTON HILL	DALLY ST	Lane 99.2	
99.2		CLIFTON HILL	Lane 99.1	END OF LANE	
100.1		CLIFTON HILL	DALLY ST	HORNE ST	
100.2		CLIFTON HILL	Lane 100.1	AITKEN ST	
100.3		CLIFTON HILL	Lane 100.2	Lane 100.4	
100.4		CLIFTON HILL	Lane 100.3	HORNE ST	
101.1		CLIFTON HILL	FORD ST	Lane 101.2	
101.2		CLIFTON HILL	Lane 101.1	END OF LANE	
102.1		CLIFTON HILL	KIEWA ST	Lane 102.2	
102.2		CLIFTON HILL	Lane 102.1	Lane 102.3	
102.3		CLIFTON HILL	CLIFTON AVE	Lane 102.2	
102.4		CLIFTON HILL	Lane 102.2	ROSENEATH ST	
102.5		CLIFTON HILL	Lane 102.1	DALLY ST	
102.6		CLIFTON HILL	Lane 102.1	ROSENEATH ST	
103		CLIFTON HILL	CLIFTON AVE	MYRTLE ST	
104		CLIFTON HILL	ABBOTT GVE	END OF LANE	
105.1		CLIFTON HILL	YAMBLA ST	Lane 105.2	
105.2		CLIFTON HILL	Lane 105.1	Lane 105.3	
105.3		CLIFTON HILL	Lane 105.2	END OF LANE	
105.4		CLIFTON HILL	KIEWA ST	Lane 105.1	
105.5		CLIFTON HILL	Lane 105.4	END OF LANE	
106.1		CLIFTON HILL	KIEWA ST	Lane 106.2	
106.2		CLIFTON HILL	Lane 106.3	KIEWA ST	
106.3		CLIFTON HILL	YAMBLA ST	Lane 106.2	
107.1		CLIFTON HILL	YAMBLA ST	Lane 107.2	
107.2		CLIFTON HILL	Lane 107.1	Lane 107.3	
107.3	Clifford Place	CLIFTON HILL	Lane 107.2	Lane 107.4	
107.4		CLIFTON HILL	Lane 107.3	YAMBLA ST	
107.5	Clifford place	CLIFTON HILL	Lane 107.4	RAMSDEN ST	
108		CLIFTON HILL	DALLY ST	END OF LANE	
109		CLIFTON HILL	DALLY ST	FORD ST	
110.1		CLIFTON HILL	ROSENEATH ST	NOONE ST	
110.2		CLIFTON HILL	Lane 110.1	Lane 110.3	
110.3		CLIFTON HILL	Lane 110.2	END OF LANE	
110.4		CLIFTON HILL	Lane 110.2	PARSLOW ST	
111		CLIFTON HILL	PARSLOW ST	END OF LANE	
112.1		CLIFTON HILL	RUTLAND ST	Lane 112.2	
112.2		CLIFTON HILL	Lane 112.1	NOONE ST	
112.3		CLIFTON HILL	Lane 112.2	END OF LANE	
112.4	Yarrabing Lane	CLIFTON HILL	Lane 112.2	GROOM ST	
113.1		CLIFTON HILL	NOONE ST	PARSLOW ST	
113.2		CLIFTON HILL	Lane 113.1	END OF LANE	
114.1		CLIFTON HILL	NOONE ST	Lane 114.2	
114.2		CLIFTON HILL	Lane 114.1	END OF LANE	
115.1		CLIFTON HILL	NOONE ST	Lane 155.2	
115.3		CLIFTON HILL	Lane 115.1	END OF LANE	
116.1		CLIFTON HILL	NOONE ST	Lane 116.2	
116.2		CLIFTON HILL	Lane 116.1	END OF LANE	
117		CLIFTON HILL	NOONE ST	END OF LANE	
118		CLIFTON HILL	NOONE ST	END OF LANE	
119		CLIFTON HILL	NOONE ST	END OF LANE	
120		CLIFTON HILL	NOONE ST	END OF LANE	
120.3		CLIFTON HILL	Lane 120	ALEXANDRA PDE	
121.1		CLIFTON HILL	GRAY ST	Lane 121.2	
121.2		CLIFTON HILL	Lane 121.1	Lane 121.3	
121.3		CLIFTON HILL	Lane 121.2	END OF LANE	
122.1		COLLINGWOOD	EMMA ST	Lane 122.2	
122.2		COLLINGWOOD	Lane 122.1	Lane 122.3	
122.3		COLLINGWOOD	Lane 122.2	END OF LANE	
122.4		COLLINGWOOD	Lane 122.3	END OF LANE	
122.5		COLLINGWOOD	Lane 122.3	END OF LANE	
122.6		COLLINGWOOD	Lane 122.2	Lane 122.7	
122.7		COLLINGWOOD	Lane 122.6	Lane 122.8	
122.8		COLLINGWOOD	Lane 122.7	EMMA ST	

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
123.1		COLLINGWOOD	EMMA ST	BLANCHE ST	
123.2		COLLINGWOOD	Lane 123.1	Lane 123.3	
123.3		COLLINGWOOD	EMMA ST	BLANCHE ST	
124.1		COLLINGWOOD	BLANCHE ST	BUDD ST	
124.2		COLLINGWOOD	Lane 124.1	Lane 124.3	
124.3		COLLINGWOOD	BLANCHE ST	BUDD ST	
124.4		COLLINGWOOD	Lane 124.3	END OF LANE	
125.1		COLLINGWOOD	BUDD ST	WELLINGTON ST	
125.2		COLLINGWOOD	Lane 125.1	MATER ST	
125.3		COLLINGWOOD	BUDD ST	Lane 125.2	
126.1		COLLINGWOOD	CHARLOTTE ST	WELLINGTON ST	
126.2		COLLINGWOOD	Lane 126.1	MATER ST	
126.3		COLLINGWOOD	Lane 126.1	ALEXANDRA PDE	
126.4		COLLINGWOOD	CHARLOTTE ST	Lane 126.2	
127		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
128		COLLINGWOOD	GOLD ST	END OF LANE	
129		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
130		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
131.1		COLLINGWOOD	HOTHAM ST	Lane 131.1	
131.2		COLLINGWOOD	Lane 131.1	END OF LANE	
132.1		COLLINGWOOD	HOTHAM ST	END OF LANE	
132.2		COLLINGWOOD	CHARLOTTE ST	Lane 132.3	
132.3		COLLINGWOOD	Lane 132.2	Lane 132.4	
132.4		COLLINGWOOD	CHARLOTTE ST	Lane 132.3	
132.5		COLLINGWOOD	Lane 132.4	MATER ST	
133.1		COLLINGWOOD	MATER ST	Lane 133.2	
133.2		COLLINGWOOD	Lane 133.1	END OF LANE	
134.1		COLLINGWOOD	BUDD ST	Lane 134.2	
134.2		COLLINGWOOD	Lane 134.1	Lane 134.3	
134.3		COLLINGWOOD	Lane 134.2	END OF LANE	
135		COLLINGWOOD	BUDD ST	BLANCHE ST	
136		COLLINGWOOD	BUDD ST	BLANCHE ST	
137		COLLINGWOOD	BLANCHE ST	EMMA ST	
138		COLLINGWOOD	BLANCHE ST	EMMA ST	
139.1		COLLINGWOOD	EMMA ST	Lane 139.2	
139.2		COLLINGWOOD	Lane 139.1	END OF LANE	
140		COLLINGWOOD	HOTHAM ST	END OF LANE	
141		COLLINGWOOD	HOTHAM ST	END OF LANE	
142.1		COLLINGWOOD	HOTHAM ST	Lane 142.2	
142.2		COLLINGWOOD	Lane 142.1	END OF LANE	
143		COLLINGWOOD	HOTHAM ST	END OF LANE	
144.1		COLLINGWOOD	HOTHAM ST	END OF LANE	
144.2		COLLINGWOOD	Lane 144.1	END OF LANE	
145		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
146.1		COLLINGWOOD	GOLD ST	Lane 146.2	
146.2		COLLINGWOOD	Lane 146.1	END OF LANE	
147		COLLINGWOOD	ALEXANDER ST	END OF LANE	
149.1		COLLINGWOOD	FOREST ST	Lane 149.2	
149.2		COLLINGWOOD	Lane 149.1	END OF LANE	
150		COLLINGWOOD	FOREST ST	END OF LANE	
151.2		ABBOTSFORD	Lane 151	END OF LANE	
152.1		COLLINGWOOD	HODDLE ST	Lane 152.2	
152.2		COLLINGWOOD	Lane 152.1	END OF LANE	
152.3		COLLINGWOOD	Lane 152.1	KEELE ST	
153.1		COLLINGWOOD	HOTHAM ST	Lane 153.2	
153.2		COLLINGWOOD	Lane 153.1	END OF LANE	
154		COLLINGWOOD	HOTHAM ST	END OF LANE	
155.1		COLLINGWOOD	HOTHAM ST	Lane 155.2	
155.2		COLLINGWOOD	Lane 155.1	Lane 155.3	
155.3		COLLINGWOOD	Lane 155.2	END OF LANE	
155.4		COLLINGWOOD	Lane 155.2	END OF LANE	
156.1		COLLINGWOOD	KEELE ST	Lane 156.2	
156.2		COLLINGWOOD	Lane 156.1	END OF LANE	
157		COLLINGWOOD	KEELE ST	END OF LANE	

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Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
158.1		COLLINGWOOD	EMMA ST	Lane 158.2	
158.2		COLLINGWOOD	Lane 158.1	END OF LANE	
159		COLLINGWOOD	KEELE ST	END OF LANE	
160		COLLINGWOOD	KEELE ST	END OF LANE	
161		COLLINGWOOD	KEELE ST	END OF LANE	
162.1		COLLINGWOOD	KEELE ST	Lane 162.2	
162.2		COLLINGWOOD	Lane 162.1	BUDD ST	
163		COLLINGWOOD	BUDD ST	END OF LANE	
164.3		COLLINGWOOD	LITTLE ABBOT ST	END OF LANE	
165.1	ABBOT LT	COLLINGWOOD	HODDLE ST	GOLD ST	
165.2		COLLINGWOOD	LITTLE ABBOT ST	EASEY ST	
166		COLLINGWOOD	EASEY ST	END OF LANE	
167.1		COLLINGWOOD	EASEY ST	SACKVILLE ST	
167.2		COLLINGWOOD	Lane 167.1	END OF LANE	
168		COLLINGWOOD	EASEY ST	SACKVILLE ST	
169.1		COLLINGWOOD	EASEY ST	Lane 169.2	
169.2		COLLINGWOOD	Lane 169.1	END OF LANE	
170.1		COLLINGWOOD	EASEY ST	Lane 170.2	
170.2		COLLINGWOOD	Lane 170.1	END OF LANE	
171.1		COLLINGWOOD	SMITH ST	Lane 171.2	
171.2		COLLINGWOOD	Lane 171.1	Lane 171.3	
171.3		COLLINGWOOD	Lane 171.2	END OF LANE	
172.1		COLLINGWOOD	SACKVILLE ST	Lane 172.2	
172.2		COLLINGWOOD	Lane 172.1	Lane 172.3	
172.3		COLLINGWOOD	Lane 172.2	END OF LANE	
173		COLLINGWOOD	SACKVILLE ST	END OF LANE	
174.1		COLLINGWOOD	SACKVILLE ST	END OF LANE	
174.2		COLLINGWOOD	Lane 174.1	END OF LANE	
175		COLLINGWOOD	SACKVILLE ST	END OF LANE	
176		COLLINGWOOD	SACKVILLE ST	JOHNSTON ST	
177		COLLINGWOOD	BUDD ST	END OF LANE	
178		COLLINGWOOD	BUDD ST	END OF LANE	
179		COLLINGWOOD	BUDD ST	END OF LANE	
180		COLLINGWOOD	WELLINGTON ST	END OF LANE	
181.1		COLLINGWOOD	WELLINGTON ST	END OF LANE	
181.2		COLLINGWOOD	Lane 181.1	JOHNSTON ST	
182		COLLINGWOOD	SACKVILLE ST	Lane 182.2	
182.2		COLLINGWOOD	Lane 182.1	END OF LANE	
183.1		COLLINGWOOD	SACKVILLE ST	Lane 183.2	
183.2		COLLINGWOOD	Lane 183.1	END OF LANE	
184.1		COLLINGWOOD	SACKVILLE ST	Lane 184.2	
184.2		COLLINGWOOD	Lane 184.1	END OF LANE	
185.1		COLLINGWOOD	GOLD ST	Lane 185.2	
185.2		COLLINGWOOD	Lane 185.1	END OF LANE	
186.1		COLLINGWOOD	GOLD ST	Lane 186.2	
186.2		COLLINGWOOD	Lane 186.1	Lane 186.3	
186.3		COLLINGWOOD	Lane 186.2	SACKVILLE ST	
187.1		COLLINGWOOD	SACKVILLE ST	Lane 187.2	
187.2		COLLINGWOOD	Lane 187.1	END OF LANE	
188		COLLINGWOOD	SACKVILLE ST	END OF LANE	
189.1		COLLINGWOOD	SACKVILLE ST	Lane 189.2	
189.2		COLLINGWOOD	Lane 189.1	Lane 189.3	
189.3		COLLINGWOOD	Lane 189.2	END OF LANE	
190		COLLINGWOOD	SACKVILLE ST	END OF LANE	
191		COLLINGWOOD	SACKVILLE ST	END OF LANE	
192		COLLINGWOOD	JOHNSTON ST	END OF LANE	
193		COLLINGWOOD	JOHNSTON ST	END OF LANE	
194		COLLINGWOOD	JOHNSTON ST	END OF LANE	
195.1		COLLINGWOOD	BEDFORD ST	Lane 195.2	
195.2		COLLINGWOOD	Lane 195.1	PERRY ST	
196		COLLINGWOOD	JOHNSTON ST	END OF LANE	
197		COLLINGWOOD	JOHNSTON ST	YORK ST	
198.1	Palmer Lane	COLLINGWOOD	JOHNSTON ST	PERRY ST	
198.2		COLLINGWOOD	Lane 198.1	END OF LANE	

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Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
199.1	Harmsworth Lane	COLLINGWOOD	JOHNSTON ST	PERRY ST	
199.2		COLLINGWOOD	Lane 199.1	END OF LANE	
200		COLLINGWOOD	PERRY ST	END OF LANE	
201.1		COLLINGWOOD	BEDFORD ST	Lane 201.2	
201.2		COLLINGWOOD	Lane 201.1	END OF LANE	
202		COLLINGWOOD	OTTER ST	END OF LANE	
203	BEDFORD LT	COLLINGWOOD	OTTER ST	END OF LANE	
204		COLLINGWOOD	NAPOLEON ST	END OF LANE	
205		COLLINGWOOD	STANLEY ST	END OF LANE	
206		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
207		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	Development site
208.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 208.2	Development site
208.2		COLLINGWOOD	Lane 208.1	END OF LANE	Development site
209		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	Development site
210		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
211.1		COLLINGWOOD	CAMBRIDGE ST	Lane 211.2	
211.2		COLLINGWOOD	Lane 211.1	END OF LANE	
212.1		COLLINGWOOD	PEEL ST	END OF LANE	
212.2		COLLINGWOOD	Lane 212.1	END OF LANE	
213	PEEL LANE	COLLINGWOOD	LITTLE OXFORD ST	OXFORD ST	
214.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 214.2	
214.2		COLLINGWOOD	Lane 214.1	Lane 214.3	
214.3		COLLINGWOOD	Lane 214.2	END OF LANE	
215.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 215.2	
215.2		COLLINGWOOD	Lane 215.1	END OF LANE	
216		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
217.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 217.2	
217.2		COLLINGWOOD	Lane 217.1	END OF LANE	
218		COLLINGWOOD	DERBY ST	LANGRIDGE ST	
219		COLLINGWOOD	DERBY ST	END OF LANE	
220.1		COLLINGWOOD	OXFORD ST	Lane 220.2	
220.2		COLLINGWOOD	Lane 220.1	END OF LANE	
221		COLLINGWOOD	OXFORD ST	END OF LANE	
222.1		COLLINGWOOD	PEEL ST	Lane 222.2	
222.2		COLLINGWOOD	Lane 222.1	END OF LANE	
223.1		COLLINGWOOD	CAMBRIDGE ST	Lane 223.2	
223.2		COLLINGWOOD	Lane 223.1	END OF LANE	
224.1		COLLINGWOOD	LANGRIDGE ST	Lane 224.1	
224.2		COLLINGWOOD	Lane 224.1	END OF LANE	
225		COLLINGWOOD	DERBY ST	END OF LANE	
226.1		COLLINGWOOD	DERBY ST	END OF LANE	
226.2		COLLINGWOOD	Lane 226.1	END OF LANE	
227.1		COLLINGWOOD	OXFORD ST	Lane 227.2	
227.2		COLLINGWOOD	Lane 227.1	Lane 227.3	
227.3		COLLINGWOOD	Lane 227.2	Lane 228	
228		COLLINGWOOD	MASON ST	Lane 227.3	
229.1		COLLINGWOOD	MASON ST	Lane 229.2	
229.2		COLLINGWOOD	Lane 229.1	END OF LANE	
229.3		COLLINGWOOD	Lane 229.1	END OF LANE	
230.1		COLLINGWOOD	MASON ST	Lane 230.2	
230.2		COLLINGWOOD	Lane 230.1	END OF LANE	
230.3		COLLINGWOOD	MASON ST	END OF LANE	
231.1		COLLINGWOOD	MASON ST	Lane 231.2	
231.2		COLLINGWOOD	Lane 231.1	END OF LANE	
231.3		COLLINGWOOD	Lane 231.1	VICTORIA PDE	
232		COLLINGWOOD	VICTORIA PDE	END OF LANE	
233.1		COLLINGWOOD	VICTORIA PDE	DERBY ST	
233.2		COLLINGWOOD	Lane 233.3	END OF LANE	
233.3		COLLINGWOOD	Lane 233.1	Lane 233.2	
234	CAMBRIDGE PL	COLLINGWOOD	OXFORD ST	CAMBRIDGE ST	
235.1		COLLINGWOOD	STANLEY ST	Lane 235.2	
235.2		COLLINGWOOD	Lane 235.1	BEDFORD ST	
235.3		COLLINGWOOD	BEDFORD ST	END OF LANE	
236		COLLINGWOOD	WELLINGTON ST	END OF LANE	

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List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
237		COLLINGWOOD	PERRY ST	END OF LANE	
238.1		COLLINGWOOD	PERRY ST	Lane 238.2	
238.2	York st	COLLINGWOOD	Lane 238.1	END OF LANE	
239		COLLINGWOOD	PERRY ST	END OF LANE	
240	CAMPBELL Lane	COLLINGWOOD	JOHNSTON ST	PERRY ST	
241	Little FRANCIS	COLLINGWOOD	HODDLE ST	PERRY ST	
242	SYDNEY Lane	COLLINGWOOD	HODDLE ST	PERRY ST	
243.2		COLLINGWOOD	JOHN ST	END OF LANE	
244.1		COLLINGWOOD	SINGLETON ST	Lane 244.2	
244.2		COLLINGWOOD	Lane 244.1	DIGHT ST	
245.1	ROCKBY ST	COLLINGWOOD	VERE ST	GIPPS ST	
245.2		COLLINGWOOD	Lane 245.1	END OF LANE	
245.3		COLLINGWOOD	Lane 245.1	END OF LANE	
246		COLLINGWOOD	RUPERT ST	STURT ST	
247		COLLINGWOOD	RUPERT ST	END OF LANE	
248.1		COLLINGWOOD	STURT ST	END OF LANE	
248.2		COLLINGWOOD	Lane 248.1	END OF LANE	
249		COLLINGWOOD	VERE ST	END OF LANE	
250.2		COLLINGWOOD	WATERLOO ST	LANGRIDGE ST	
250.3		COLLINGWOOD	Lane 250.2	END OF LANE	
250.4		COLLINGWOOD	LANGRIDGE ST	END OF LANE	
251		COLLINGWOOD	CROMWELL ST	END OF LANE	
252		COLLINGWOOD	RUPERT ST	END OF LANE	
253		COLLINGWOOD	RUPERT ST	END OF LANE	
254		COLLINGWOOD	RUPERT ST	END OF LANE	
255		COLLINGWOOD	RUPERT ST	END OF LANE	
256		COLLINGWOOD	CROMWELL ST	END OF LANE	
257		COLLINGWOOD	CROMWELL ST	END OF LANE	
258		COLLINGWOOD	ISLINGTON ST	END OF LANE	
259		COLLINGWOOD	ISLINGTON ST	END OF LANE	
260		COLLINGWOOD	HODDLE ST	END OF LANE	
261		COLLINGWOOD	GLASGOW ST	END OF LANE	
262		COLLINGWOOD	NORTHUMBERLAND ST	END OF LANE	
263	BYRON ST	COLLINGWOOD	NORTHUMBERLAND ST	END OF LANE	
264		COLLINGWOOD	WELLINGTON ST	END OF LANE	
265		COLLINGWOOD	WELLINGTON ST	END OF LANE	
266.1		COLLINGWOOD	WELLINGTON ST	Lane 266.2	
266.2		COLLINGWOOD	Lane 266.1	END OF LANE	
267.1		COLLINGWOOD	ROKEBY ST	Lane 267.2	
267.2		COLLINGWOOD	Lane 267.1	Lane 267.3	
267.3		COLLINGWOOD	Lane 267.2	END OF LANE	
268.1		COLLINGWOOD	ROKEBY ST	Lane 268.2	
268.2		COLLINGWOOD	Lane 268.3	Lane 268.1	
268.3		COLLINGWOOD	Lane 268.2	Lane 268.4	
268.4		COLLINGWOOD	Lane 268.3	Lane 268.5	
268.5		COLLINGWOOD	Lane 268.4	Lane 268.6	
268.6		COLLINGWOOD	Lane 268.5	END OF LANE	
269.1		COLLINGWOOD	MONTAGUE ST	Lane 269.2	
269.2		COLLINGWOOD	Lane 269.1	END OF LANE	
270.1		COLLINGWOOD	RUPERT ST	Lane 270.2	
270.2		COLLINGWOOD	Lane 270.1	END OF LANE	
271		COLLINGWOOD	RUPERT ST	BROWN ST	
272		COLLINGWOOD	CROMWELL ST	BROWN ST	
273		COLLINGWOOD	RUPERT ST	END OF LANE	
274		COLLINGWOOD	RUPERT ST	END OF LANE	
275.1		COLLINGWOOD	RUPERT ST	Lane 275.2	
275.2		COLLINGWOOD	Lane 275.1	END OF LANE	
276		COLLINGWOOD	RUPERT ST	END OF LANE	
277.1		COLLINGWOOD	VICTORIA PDE	Lane 277.2	
277.2		COLLINGWOOD	Lane 277.1	END OF LANE	
278.1		COLLINGWOOD	CROMWELL ST	Lane 278.2	
278.2		COLLINGWOOD	Lane 278.1	END OF LANE	
278.3		COLLINGWOOD	Lane 278.1	END OF LANE	
279.1		COLLINGWOOD	CROMWELL ST	Lane 279.2	

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List of Rights of Way **Register of Public Roads**

Lane Number	Lane Name	Suburb	From	To	Comments
279.2		COLLINGWOOD	Lane 279.1	END OF LANE	
280		COLLINGWOOD	CROMWELL ST	END OF LANE	
281.1		COLLINGWOOD	ISLINGTON ST	Lane 281.2	
281.2		COLLINGWOOD	Lane 281.1	END OF LANE	
282.1		COLLINGWOOD	ISLINGTON ST	Lane 282.2	
282.2		COLLINGWOOD	Lane 282.1	END OF LANE	
283		COLLINGWOOD	VICTORIA PDE	END OF LANE	
284	BROWN ST	COLLINGWOOD	BROWN ST	END OF LANE	
285		ABBOTSFORD	MAUGIE ST	FEDERATION LA	
286		ABBOTSFORD	FEDERATION LA	ABBOTT ST	
287		ABBOTSFORD	TURNER ST	END OF LANE	
288		ABBOTSFORD	TURNER ST	END OF LANE	
289.1		ABBOTSFORD	TRENERRY CRES	Lane 289.2	
289.2		ABBOTSFORD	Lane 289.1	END OF LANE	
290.1		ABBOTSFORD	TRENERRY CRES	Lane 290.3	
290.3		ABBOTSFORD	Lane 290.1	END OF LANE	
291.1		ABBOTSFORD	TRENERRY CRES	END OF LANE	
291.2		ABBOTSFORD	LITTLE TURNER ST	END OF LANE	
291.3		ABBOTSFORD	LITTLE TURNER ST	END OF LANE	
293.1		ABBOTSFORD	BATH ST	Lane 293.2	
293.2		ABBOTSFORD	Lane 293.1	END OF LANE	
294	MAUGIE ST	ABBOTSFORD	HODDLE ST	END OF LANE	
295.1		ABBOTSFORD	HODDLE ST	Lane 295.2	
295.2		ABBOTSFORD	Lane 295.1	END OF LANE	
295.3		ABBOTSFORD	Lane 295.2	END OF LANE	
295.4		ABBOTSFORD	Lane 295.2	END OF LANE	
296.1		ABBOTSFORD	HODDLE ST	END OF LANE	
296.2		ABBOTSFORD	Lane 296.1	END OF LANE	
296.3		ABBOTSFORD	Lane 296.1	END OF LANE	
297.1		ABBOTSFORD	HODDLE ST	END OF LANE	
297.2		ABBOTSFORD	Lane 297.1	END OF LANE	
298	Little TURNER	ABBOTSFORD	HODDLE ST	END OF LANE	
299		ABBOTSFORD	HODDLE ST	END OF LANE	
300.1		ABBOTSFORD	JOHNSTON ST	Lane 300.2	
300.2		ABBOTSFORD	Lane 300.1	Lane 300.3	
300.3		ABBOTSFORD	Lane 300.2	STAFFORD ST	
301		ABBOTSFORD	HODDLE ST	END OF LANE	
302.1		ABBOTSFORD	STAFFORD ST	Lane 302.2	
302.2		ABBOTSFORD	Lane 302.1	END OF LANE	
303		ABBOTSFORD	STAFFORD ST	END OF LANE	
304.1		ABBOTSFORD	STAFFORD ST	Lane 304.2	
304.2		ABBOTSFORD	Lane 304.1	Lane 304.3	
304.3		ABBOTSFORD	Lane 304.2	END OF LANE	
305		ABBOTSFORD	PARK ST	NICHOLSON ST	
306.1		ABBOTSFORD	STAFFORD ST	Lane 306.2	
306.2		ABBOTSFORD	Lane 306.1	PARK ST	
307		ABBOTSFORD	PARK ST	NICHOLSON ST	
308.1		ABBOTSFORD	HODDLE ST	Lane 308.2	
308.2		ABBOTSFORD	Lane 308.1	Lane 308.3	
308.3		ABBOTSFORD	Lane 308.2	STUDLEY ST	
309.1	PETERS LA	ABBOTSFORD	HODDLE ST	Lane 309.2	
309.2		ABBOTSFORD	Lane 309.1	Lane 309.3	
309.3	PETERS LA	ABBOTSFORD	Lane 309.2	YARRA ST	
310.1		ABBOTSFORD	PARK ST	Lane 310.2	
310.2		ABBOTSFORD	Lane 310.1	STUDLEY ST	
310.3		ABBOTSFORD	Lane 310.1	END OF LANE	
311.1		ABBOTSFORD	PARK ST	NICHOLSON ST	
311.2		ABBOTSFORD	Lane 311.1	END OF LANE	
312		ABBOTSFORD	YARRA ST	END OF LANE	
313.1		ABBOTSFORD	PARK ST	Lane 313.2	
313.2		ABBOTSFORD	Lane 313.1	END OF LANE	
314		ABBOTSFORD	PARK ST	END OF LANE	
315		ABBOTSFORD	PARK ST	END OF LANE	
316		ABBOTSFORD	YARRA ST	VERE ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
317		ABBOTSFORD	CLARKE ST	END OF LANE	
318		ABBOTSFORD	CLARKE ST	END OF LANE	
319		ABBOTSFORD	YARRA ST	END OF LANE	
320.1		ABBOTSFORD	JOHNSTON ST	Lane 320.2	
320.2		ABBOTSFORD	Lane 320.1	Lane 320.3	
320.3		ABBOTSFORD	Lane 320.2	Lane 320.4	
320.4		ABBOTSFORD	Lane 320.3	PATERSON ST	
320.5		ABBOTSFORD	Lane 320.2	VALIANT ST	
321	Masons Lane	ABBOTSFORD	JOHNSTON ST	VALIANT ST	
322		ABBOTSFORD	JOHNSTON ST	VALIANT ST	
322.1		ABBOTSFORD	Lane 322	END OF LANE	
323		ABBOTSFORD	VALIANT ST	END OF LANE	
324		ABBOTSFORD	HUNTER ST	END OF LANE	
325		ABBOTSFORD	VALIANT ST	ABBOTSFORD ST	
326		ABBOTSFORD	VALIANT ST	END OF LANE	
327		ABBOTSFORD	VALIANT ST	ABBOTSFORD ST	
328		ABBOTSFORD	ABBOTSFORD ST	YARRA ST	
329		ABBOTSFORD	YARRA ST	END OF LANE	
330.1		ABBOTSFORD	YARRA ST	Lane 330.2	
330.2		ABBOTSFORD	Lane 330.1	END OF LANE	
331		ABBOTSFORD	ABBOTSFORD ST	YARRA ST	
332.2		ABBOTSFORD	Lane 332.1	END OF LANE	
333		ABBOTSFORD	HUNTER ST	END OF LANE	
334		ABBOTSFORD	HUNTER ST	Lane 335.1	
335.1		ABBOTSFORD	YARRA ST	MARINE PDE	
335.2		ABBOTSFORD	Lane 335.1	END OF LANE	
336.1		ABBOTSFORD	MARINE PDE	YARRA ST	
336.2		ABBOTSFORD	Lane 336.1	END OF LANE	
336.3		ABBOTSFORD	Lane 336.1	PATERSON ST	
337.1		ABBOTSFORD	MARINE PDE	Lane 337.2	
337.2		ABBOTSFORD	Lane 337.1	END OF LANE	
338		ABBOTSFORD	HARPER ST	GIPPS ST	
339		ABBOTSFORD	VERE ST	END OF LANE	
340		ABBOTSFORD	VERE ST	END OF LANE	
341		ABBOTSFORD	PARK ST	END OF LANE	
342.1		ABBOTSFORD	CHARLES ST	Lane 342.2	
342.2		ABBOTSFORD	Lane 342.1	Lane 342.3	
342.3		ABBOTSFORD	Lane 342.2	CHARLES ST	
342.4		ABBOTSFORD	Lane 342.2	CHARLES ST	
343.1		ABBOTSFORD	CHARLES ST	ST PHILIPS ST	
343.2		ABBOTSFORD	Lane 343.1	Lane 343.3	
343.3		ABBOTSFORD	CHARLES ST	ST PHILIPS ST	
343.4		ABBOTSFORD	CHARLES ST	Lane 343.2	
343.5		ABBOTSFORD	Lane 343.2	ST PHILIPS ST	
344.1		ABBOTSFORD	ST PHILIPS ST	NICHOLSON ST	
344.2		ABBOTSFORD	Lane 344.1	Lane 344.3	
344.3		ABBOTSFORD	Lane 344.2	ST PHILIPS ST	
344.4		ABBOTSFORD	ST PHILIPS ST	Lane 344.2	
344.5		ABBOTSFORD	Lane 344.2	NICHOLSON ST	
345.1		ABBOTSFORD	STANTON ST	GIPPS ST	
345.2		ABBOTSFORD	Lane 345.1	END OF LANE	
346.1		ABBOTSFORD	HODDLE ST	Lane 346.2	
346.2		ABBOTSFORD	Lane 346.1	END OF LANE	
347.1		ABBOTSFORD	HENRY ST	Lane 347.2	
347.2		ABBOTSFORD	Lane 347.1	END OF LANE	
348.1		ABBOTSFORD	HENRY ST	Lane 348.2	
348.2		ABBOTSFORD	Lane 348.1	END OF LANE	
349		ABBOTSFORD	RUSSELL ST	END OF LANE	
350		ABBOTSFORD	PARK ST	END OF LANE	
351.1		ABBOTSFORD	PARK ST	Lane 351.2	
351.2		ABBOTSFORD	Lane 351.1	END OF LANE	
352		ABBOTSFORD	PARK ST	CHARLES ST	
353.2		ABBOTSFORD	CHARLES ST	LITTLE CHARLES ST	
353.3		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
354.2		ABBOTSFORD	LITTLE NICHOLSON ST	Lane 354.3	
354.3		ABBOTSFORD	Lane 354.2	END OF LANE	
354.4		ABBOTSFORD	MOLLISON ST	END OF LANE	
355		ABBOTSFORD	VICTORIA CRES	END OF LANE	
357		ABBOTSFORD	BLOOMBURG ST	LANGRIDGE ST	
358		ABBOTSFORD	BLOOMBURG ST	END OF LANE	
359.1		ABBOTSFORD	BLOOMBURG ST	Lane 359.2	
359.2		ABBOTSFORD	Lane 359.1	Lane 359.3	
359.3		ABBOTSFORD	Lane 359.2	GREENWOOD ST	
360		ABBOTSFORD	GREENWOOD ST	END OF LANE	
361		ABBOTSFORD	HODDLE ST	FERGUSON ST	
362.1		ABBOTSFORD	FERGUSON ST	Lane 362.2	
362.2		ABBOTSFORD	Lane 362.1	VICTORIA ST	
363		ABBOTSFORD	PARK ST	JAMES ST	
364		ABBOTSFORD	PARK ST	CHARLES ST	
365		ABBOTSFORD	PARK ST	END OF LANE	
366.1	LITTLE CHARLES ST	ABBOTSFORD	LT. CHARLES CL	VICTORIA ST	
366.11		ABBOTSFORD	Lane 366.2	END OF LANE	
366.12		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.13	
366.13		ABBOTSFORD	Lane 366.12	END OF LANE	
366.14		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.11	
366.2		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.3	
366.3		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
366.4		ABBOTSFORD	Lane 366.2	END OF LANE	
366.5		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
366.6		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
366.7		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.8	
366.8		ABBOTSFORD	Lane 366.7	Lane 366.11	
366.9	LITTLE CHARLES ST	ABBOTSFORD	LANGRIDGE ST	LT. CHARLES CL	
367		ABBOTSFORD	NICHOLSON ST	LITTLE NICHOLSON ST	
369		ABBOTSFORD	LITTLE NICHOLSON ST	WILLIAM ST	
370		ABBOTSFORD	MOLLISON ST	END OF LANE	
371.2		ABBOTSFORD	LITTLE LITHGOW ST	END OF LANE	
371.3		ABBOTSFORD	Lane 371.2	END OF LANE	
371.4		ABBOTSFORD	LITTLE LITHGOW ST	Lane 371.5	
371.5		ABBOTSFORD	Lane 371.4	LITHGOW ST	
371.6		ABBOTSFORD	Lane 371.5	END OF LANE	
371.7		ABBOTSFORD	LITTLE LITHGOW ST	END OF LANE	
371.9		ABBOTSFORD	LITTLE LITHGOW ST	END OF LANE	
372		ABBOTSFORD	LITHGOW ST	END OF LANE	
373		ABBOTSFORD	LITHGOW ST	END OF LANE	
374.1		ABBOTSFORD	ALBERT ST	Lane 374.2	
374.2		ABBOTSFORD	Lane 374.1	END OF LANE	
375.1		ABBOTSFORD	ALBERT ST	Lane 375.2	
375.2		ABBOTSFORD	Lane 375.1	CHURCH ST	
375.3		ABBOTSFORD	Lane 375.1	PRINCES ST	
375.4		ABBOTSFORD	Lane 375.2	PRINCES ST	
376.1		ABBOTSFORD	PRINCES ST	MURRAY ST	
376.2		ABBOTSFORD	Lane 376.1	END OF LANE	
376.3		ABBOTSFORD	Lane 376.1	Lane 376.4	
376.4		ABBOTSFORD	PRINCES ST	MURRAY ST	
377.1		ABBOTSFORD	MAYFIELD ST	Lane 377.2	
377.2		ABBOTSFORD	Lane 377.1	Lane 377.3	
377.3		ABBOTSFORD	Lane 377.2	Lane 377.4	
377.4		ABBOTSFORD	Lane 377.3	END OF LANE	
378.1		ABBOTSFORD	MAYFIELD ST	Lane 378.2	
378.2		ABBOTSFORD	Lane 378.1	Lane 378.3	
378.3		ABBOTSFORD	Lane 378.2	END OF LANE	
379.1		ABBOTSFORD	FAIRCHILD ST	Lane 379.2	
379.2		ABBOTSFORD	Lane 379.1	Lane 379.3	
379.3		ABBOTSFORD	FAIRCHILD ST	Lane 379.4	
379.4		ABBOTSFORD	Lane 379.3	END OF LANE	
380.1		ABBOTSFORD	FAIRCHILD ST	COOKE ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
380.2		ABBOTSFORD	Lane 380.1	Lane 380.3	
380.3		ABBOTSFORD	FAIRCHILD ST	COOKE ST	
381		ABBOTSFORD	COOKE ST	Lane 382.3	
382.1		ABBOTSFORD	COOKE ST	Lane 382.2	
382.2		ABBOTSFORD	Lane 382.1	Lane 382.3	
382.3		ABBOTSFORD	Lane 382.2	Lane 382.4	
382.4		ABBOTSFORD	Lane 382.3	THOMPSON ST	
383.1		ABBOTSFORD	THOMPSON ST	Lane 383.2	
383.2		ABBOTSFORD	Lane 383.1	Lane 383.3	
383.3		ABBOTSFORD	THOMPSON ST	Lane 383.2	
383.4		ABBOTSFORD	Lane 383.2	SOUTH AUDLEY ST	
384		ABBOTSFORD	BOND ST	DUKE ST	
385.1		ABBOTSFORD	DUKE ST	GROSVENOR ST	
385.2		ABBOTSFORD	Lane 385.1	END OF LANE	
386.1		ABBOTSFORD	GROSVENOR ST	Lane 386.1	
386.2		ABBOTSFORD	Lane 386.1	END OF LANE	
387.1		ABBOTSFORD	VICTORIA ST	Lane 387.2	
387.2		ABBOTSFORD	Lane 387.1	END OF LANE	
388		CLIFTON HILL	HODDLE ST	END OF LANE	
389	Copper La	CLIFTON HILL	NOONE ST	ALEXANDRA PDE	
390		COLLINGWOOD	SMITH ST	END OF LANE	
501		RICHMOND	ELIZABETH ST	END OF LANE	
502		RICHMOND	SHELLEY ST	END OF LANE	
503		RICHMOND	SHELLEY ST	END OF LANE	
504		RICHMOND	SHELLEY ST	LENNOX ST	
505		RICHMOND	BUTLER ST	END OF LANE	
506		RICHMOND	ELIZABETH ST	END OF LANE	
507		RICHMOND	BUTLER ST	Lane 508	
508		RICHMOND	Lane 507	END OF STREET	
509		RICHMOND	ELIZABETH ST	END OF LANE	
510		RICHMOND	VICTORIA ST	Lane 512	
511		RICHMOND	Lane 510	END OF LANE	
512		RICHMOND	Lane 510	END OF LANE	
513		RICHMOND	CHURCH ST	END OF LANE	
514		RICHMOND	COOKE CRT	END OF LANE	
515		RICHMOND	EUREKA ST	BAKER ST	
516		RICHMOND	Lane 515	Lane 517	
517		RICHMOND	Lane 516	END OF LANE	
518		RICHMOND	BAKER ST	Lane 520	
519		RICHMOND	Lane 518	END OF LANE	
520		RICHMOND	Lane 521	END OF LANE	
521		RICHMOND	Lane 522	Lane 520	
522		RICHMOND	LAMBERT ST	Lane 521	
523		RICHMOND	LAMBERT ST	END OF LANE	
524		RICHMOND	Lane 523	END OF LANE	
525		RICHMOND	WELLS ST	END OF LANE	
526		RICHMOND	WELLS ST	END OF LANE	
527		RICHMOND	WELLS ST	McKAY ST	
528		RICHMOND	McKAY ST	END OF LANE	
529		RICHMOND	McKAY ST	END OF LANE	
530		RICHMOND	JOHNSON ST	END OF LANE	
531		RICHMOND	JOHNSON ST	END OF LANE	
532		RICHMOND	JOHNSON ST	Lane 534	
533		RICHMOND	JOHNSON ST	END OF LANE	
534		RICHMOND	Lane 532	BENNETT ST	
535	COLES TCE	RICHMOND	BENNETT ST	LESLIE ST	
536		RICHMOND	Lane 535	END OF LANE	
537	COLES TCE	RICHMOND	LESLIE ST	DAVISON ST	
538		RICHMOND	Lane 537	Lane 539	
539		RICHMOND	Lane 538	Lane 577	
540	COLES TCE	RICHMOND	DAVISON ST	BURNLEY ST	
541		RICHMOND	Lane 540	Lane 580	
542		RICHMOND	GARFIELD ST	Lane 543	
543		RICHMOND	Lane 542	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
544		RICHMOND	GARFIELD ST	Lane 546	
545		RICHMOND	Lane 544	END OF LANE	
546		RICHMOND	SHELLEY ST	Lane 544	
547		RICHMOND	SHELLEY ST	LENNOX ST	
548		RICHMOND	SHELLEY ST	LENNOX ST	
549		RICHMOND	SMITH ST	Lane 550	
550		RICHMOND	Lane 549	END OF LANE	
551		RICHMOND	YORK ST	END OF LANE	
552		RICHMOND	RISLEY ST	Lane 553	
553		RICHMOND	Lane 552	END OF LANE	
554		RICHMOND	CHURCH ST	END OF LANE	
555		RICHMOND	Lane 554	END OF STREET	
556		RICHMOND	CHURCH ST	Lane 557	
557		RICHMOND	Lane 556	END OF LANE	
558		RICHMOND	BAKER ST	END OF LANE	
559		RICHMOND	LINCOLN ST	END OF LANE	
560		RICHMOND	LINCOLN ST	END OF LANE	
561		RICHMOND	LAITY ST	END OF LANE	
562		RICHMOND	KENT ST	END OF LANE	
563		RICHMOND	KENT ST	END OF LANE	
564		RICHMOND	LAMBERT ST	END OF LANE	
565		RICHMOND	LAMBERT ST	END OF LANE	
566		RICHMOND	Lane 567	END OF LANE	
567		RICHMOND	JUBILEE PL	Lane 566	
568		RICHMOND	JUBILEE PL	Lane 569	
569		RICHMOND	JOHNSTON ST	Lane 568	
570		RICHMOND	BUCKINGHAM ST	END OF LANE	
571		RICHMOND	LAITY ST	Lane 572	
572		RICHMOND	Lane 571	END OF LANE	
573		RICHMOND	JOHNSTON ST	END OF LANE	
574		RICHMOND	JOHNSTON ST	END OF LANE	
575		RICHMOND	GARDNER ST	LESLIE ST	
576		RICHMOND	GARDNER ST	END OF LANE	
577		RICHMOND	LESLIE ST	Lane 578	
578		RICHMOND	Lane 577	END OF LANE	
579		RICHMOND	Lane 577	DAVISON ST	
580		RICHMOND	DAVISON ST	BURNLEY ST	
581	Wrede Pl	RICHMOND	YORK ST	Lane 582	
582	Wrede Pl	RICHMOND	Lane 581	END OF LANE	
583		RICHMOND	HODDLE ST	END OF LANE	
584		RICHMOND	EGAN ST	END OF LANE	
585	Otto Place	RICHMOND	EGAN ST	Lane 587	
587	Otto Place	RICHMOND	Lane 585	Lane 586	
588		RICHMOND	Lane 587	END OF LANE	
589		RICHMOND	HIGHETT ST	KINGSTON PL	
590		RICHMOND	KINGSTON ST	KINGSTON PL	
591		RICHMOND	PEERS ST	Lane 592	
592		RICHMOND	Lane 591	END OF LANE	
593		RICHMOND	EGAN ST	END OF LANE	
594		RICHMOND	EGAN PL	END OF LANE	
595		RICHMOND	PEERS ST	END OF LANE	
596		RICHMOND	LEEDS ST	END OF LANE	
597		RICHMOND	LEEDS ST	END OF LANE	
598		RICHMOND	BELGIUM AVE	END OF LANE	
599		RICHMOND	BELGIUM AVE	BROUGHAM ST	
600		RICHMOND	RULE ST	END OF LANE	
601		RICHMOND	RULE ST	HIGHETT ST	
602		RICHMOND	RULE ST	Lane 603	
603		RICHMOND	Lane 602	END OF LANE	
604		RICHMOND	LITTLE KENT ST	END OF LANE	
605		RICHMOND	CHURCH ST	Lane 606	
606		RICHMOND	Lane 605	END OF LANE	
607		RICHMOND	SOMERSET ST	Lane 608	
608		RICHMOND	Lane 607	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
609		RICHMOND	SOMERSET ST	END OF LANE	
610		RICHMOND	BUCKINGHAM ST	END OF LANE	
611		RICHMOND	LITTLE BUCKINGHAM ST	END OF LANE	
612		RICHMOND	DAVISON ST	END OF LANE	
613		RICHMOND	FREEMAN ST	END OF LANE	
614		RICHMOND	FREEMAN ST	Lane 615	
615		RICHMOND	MUIR ST	Lane 614	
616		RICHMOND	MOORHOUSE ST	Lane 617	
617		RICHMOND	Lane 616	Lane 618	
618		RICHMOND	MOORHOUSE ST	Lane 617	
619		RICHMOND	MOORHOUSE ST	END OF LANE	
620		RICHMOND	Lane 619	Lane 621	
621		RICHMOND	MOORHOUSE ST	END OF LANE	
622		RICHMOND	MUIR ST	END OF LANE	
623		RICHMOND	FREEMAN ST	END OF LANE	
624		RICHMOND	MUIR ST	END OF LANE	
625		RICHMOND	NORMANBY PL	END OF LANE	
626		RICHMOND	HIGHETT ST	FREEMAN ST	
627		RICHMOND	FREEMAN ST	BOWEN ST	
628		RICHMOND	FREEMAN ST	END OF LANE	
629		RICHMOND	HIGHETT ST	END OF LANE	
630		RICHMOND	FREEMAN ST	END OF LANE	
631		RICHMOND	FREEMAN ST	END OF LANE	
632		RICHMOND	BOWEN ST	Lane 633	
633		RICHMOND	Lane 632	END OF LANE	
634		RICHMOND	BOWEN ST	END OF LANE	
635		RICHMOND	BOWEN ST	END OF LANE	
636		RICHMOND	Lane 637	END OF LANE	
637		RICHMOND	BOWEN ST	Lane 636	
638		RICHMOND	BOWEN ST	END OF LANE	
639		RICHMOND	BOWEN ST	END OF LANE	
640		RICHMOND	Lane 639	END OF LANE	
641		RICHMOND	Lane 643	END OF LANE	
642		RICHMOND	Lane 641	BRIDGE RD	
643		RICHMOND	LEIGH PL	Lane 641	
644		RICHMOND	HIGHETT ST	END OF LANE	
645		RICHMOND	ELLIS ST	END OF LANE	
646		RICHMOND	ELLIS ST	END OF LANE	
647	Yilam Lane	RICHMOND	CAMERON ST	END OF LANE	
648		RICHMOND	THOMAS ST	END OF LANE	
649		RICHMOND	THOMAS ST	END OF LANE	
650		RICHMOND	THOMAS ST	Lane 651	
651		RICHMOND	Lane 650	END OF LANE	
652		RICHMOND	JUDD ST	END OF LANE	
653		RICHMOND	BOSISTO ST	END OF LANE	
654		RICHMOND	THOMAS ST	END OF LANE	
655		RICHMOND	CAMERON ST	END OF LANE	
656		RICHMOND	THOMAS ST	END OF LANE	
657		RICHMOND	BOSISTO ST	END OF LANE	
658		RICHMOND	CAMERON ST	END OF LANE	
659		RICHMOND	CAMERON ST	Lane 660	
660		RICHMOND	Lane 659	END OF LANE	
661		RICHMOND	HULL ST	Lane 666	
662		RICHMOND	Lane 661	END OF LANE	
663		RICHMOND	Lane 661	Lane 664	
664		RICHMOND	Lane 663	END OF LANE	
665		RICHMOND	BOSISTO ST	Lane 661	
666		RICHMOND	Lane 661	END OF LANE	
667		RICHMOND	HIGHETT ST	END OF LANE	
668		RICHMOND	CHURCH ST	Lane 669	
669		RICHMOND	CAMERON ST	Lane 668	
670		RICHMOND	CAMERON ST	Lane 671	
671		RICHMOND	HULL ST	Lane 672	
672		RICHMOND	Lane 671	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
673		RICHMOND	Lane 672	END OF LANE	
674		RICHMOND	Lane 675	END OF LANE	
675		RICHMOND	BRIDGE RD	Lane 674	
676		RICHMOND	CAMERON ST	END OF LANE	
677		RICHMOND	CHURCH ST	END OF LANE	Discont'd 12/9/2014
678		RICHMOND	BRIDGE RD	END OF LANE	
679		RICHMOND	CHURCH ST	Lane 680	
680		RICHMOND	Lane 679	Lane 681	
681		RICHMOND	CHURCH ST	Lane 680	
682		RICHMOND	GLEADELL ST	GRIFFITHS ST	
683		RICHMOND	PALMER ST	Lane 684	
684		RICHMOND	GRIFFITHS ST	COPPIN ST	
685		RICHMOND	HIGHETT ST	MURPHY ST	
686		RICHMOND	Lane 687	END OF LANE	
687		RICHMOND	GARDNER ST	END OF LANE	
687.1	Allans Place	RICHMOND	MURPHY ST	HIGHETT ST	
688		RICHMOND	MURPHY ST	Lane 687	
689		RICHMOND	MURPHY ST	Lane 690	
690		RICHMOND	Lane 689	Lane 691	
691		RICHMOND	PALMER ST	Lane 690	
692		RICHMOND	PALMER ST	Lane 693	
693		RICHMOND	COPPIN ST	PALMER ST	
694		RICHMOND	Lane 695	END OF LANE	
695		RICHMOND	GARDNER ST	DAVISON ST	
696		RICHMOND	Lane 695	END OF LANE	
697	BUCKHURST La	RICHMOND	MURPHY ST	PALMER ST	
698		RICHMOND	HIGHETT ST	MURPHY ST	
699		RICHMOND	DAVISON ST	Lane 698	
700	KOORANG LANE	RICHMOND	MURPHY ST	Lane 701	
701		RICHMOND	Lane 700	END OF LANE	
702	KOORANG LANE	RICHMOND	Lane 700	END OF LANE	
703		RICHMOND	Lane 704	END OF LANE	
704		RICHMOND	PALMER ST	Lane 703	
705		RICHMOND	DOONSIDE ST	END OF LANE	
706		RICHMOND	APPLETON ST	END OF LANE	
707		RICHMOND	DAVID ST	END OF LANE	
708		RICHMOND	APPLETON ST	Lane 709	
709		RICHMOND	Lane 708	END OF LANE	
710		RICHMOND	NORTH ST	END OF LANE	
711		RICHMOND	Lane 712	END OF LANE	
712		RICHMOND	NORTH ST	Lane 711	
713	Roberts Way	RICHMOND	NORTH ST	Lane 714	
714	Roberts Way	RICHMOND	Lane 713	CROWN ST	
715		RICHMOND	CROWN ST	END OF LANE	
716		RICHMOND	BLAZEY ST	END OF LANE	
717		RICHMOND	PALMER ST	Lane 718	
718		RICHMOND	Lane 717	END OF LANE	
719		RICHMOND	CLARKE ST	END OF LANE	
720		RICHMOND	Lane 721	END OF LANE	
721		RICHMOND	RIVER ST	Lane 720	
722		RICHMOND	SHERWOOD ST	Lane 723	
723		RICHMOND	Lane 722	END OF LANE	
724		RICHMOND	ROTHERWOOD ST	END OF LANE	
725	McCRAE MEWS	RICHMOND	SHERWOOD ST	Lane 727	
726		RICHMOND	STRODE ST	Lane 725	
727		RICHMOND	PUNT RD	STRODE ST	
728		RICHMOND	THE CROFTS	Lane 727	
729		RICHMOND	THE CROFTS	STRODE ST	
730	Strode Place	RICHMOND	ROTHERWOOD ST	STRODE ST	
731		RICHMOND	ROTHERWOOD ST	END OF LANE	
732		RICHMOND	THE CROFTS	END OF LANE	
733		RICHMOND	THE CROFTS	END OF LANE	
734		RICHMOND	THE CROFTS	TONKINS LANE	
735		RICHMOND	THE CROFTS	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
736		RICHMOND	LOUGHNAN ST	END OF LANE	
737		RICHMOND	GRATTAN PL	Lane 738	
738		RICHMOND	Lane 737	END OF LANE	
739		RICHMOND	RICHMOND TCE	END OF LANE	
740		RICHMOND	RICHMOND TCE	KING ST	
741		RICHMOND	KING ST	END OF LANE	
742		RICHMOND	TYSON ST	END OF LANE	
743		RICHMOND	KING ST	TYSON ST	
744		RICHMOND	Lane 743	END OF LANE	
745		RICHMOND	RICHMOND TCE	END OF LANE	
746		RICHMOND	TANNER ST	Lane 747	
747		RICHMOND	WOODLAWN ST	Lane 746	
748		RICHMOND	TANNER ST	END OF LANE	
749		RICHMOND	STEWART ST	END OF LANE	
750		RICHMOND	ROTHERWOOD ST	END OF LANE	
751		RICHMOND	ROTHERWOOD ST	END OF LANE	
752		RICHMOND	VERITY ST	END OF LANE	
753		RICHMOND	VERITY ST	END OF LANE	
754		RICHMOND	VERITY ST	END OF LANE	
755		RICHMOND	UNION ST	END OF LANE	
756		RICHMOND	UNION ST	Lane 757	
757		RICHMOND	Lane 756	END OF LANE	
758		RICHMOND	LENNOX ST	Lane 757	
759		RICHMOND	GOODWOOD ST	END OF LANE	
760		RICHMOND	GOODWOOD ST	END OF LANE	
761		RICHMOND	MILES ST	END OF LANE	
762		RICHMOND	MILES ST	Lane 763	
763		RICHMOND	ROTHERWOOD ST	END OF LANE	
764		RICHMOND	ROWENA PDE	END OF LANE	
765		RICHMOND	ROWENA PDE	Lane 766	
766		RICHMOND	Lane 765	END OF LANE	
767		RICHMOND	ROWENA PDE	Lane 768	
768		RICHMOND	Lane 767	END OF LANE	
769		RICHMOND	ROGERS ST	END OF LANE	
770		RICHMOND	ROGERS ST	Lane 771	
771		RICHMOND	ROWENA PDE	Lane 773	
772		RICHMOND	Lane 771	END OF LANE	
773		RICHMOND	Lane 771	Lane 774	
774		RICHMOND	Lane 773	END OF LANE	
775		RICHMOND	ROWENA PDE	END OF LANE	
776		RICHMOND	LENNOX ST	END OF LANE	
777		RICHMOND	FIREBELL LANE	END OF LANE	
778		RICHMOND	RICHMOND TCE	END OF LANE	
779		RICHMOND	RICHMOND TCE	MONTGOMERY ST	
780		RICHMOND	MONTGOMERY ST	END OF LANE	
781		RICHMOND	SUTTON GR	Lane 782	
782		RICHMOND	WOODLAWN ST	END OF LANE	
783		RICHMOND	TENNYSON ST	END OF LANE	
784		RICHMOND	TENNYSON ST	END OF LANE	
785		RICHMOND	WANGARATTA ST	Lane 786	
786		RICHMOND	Lane 785	END OF LANE	
787		RICHMOND	BOTHERAMBO ST	END OF LANE	
788		RICHMOND	LENNOX ST	END OF LANE	
789		RICHMOND	LENNOX ST	END OF LANE	
790		RICHMOND	WUSTGMANN ST	END OF LANE	
791		RICHMOND	ALLOWAH TCE	END OF LANE	
792		RICHMOND	Lane 791	Lane 793	
793		RICHMOND	Lane 792	END OF LANE	
794		RICHMOND	ALLOWAH TCE	PELUSO ST	
795		RICHMOND	PELUSO ST	END OF LANE	
796		RICHMOND	WALTHAM ST	END OF LANE	
797		RICHMOND	WALTHAM ST	END OF LANE	
798		RICHMOND	GOODWOOD ST	END OF LANE	
799		RICHMOND	LENNOX ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
800		RICHMOND	ROWENA PDE	FIREBELL LANE	
801		RICHMOND	PORTLAND ST	END OF LANE	
802		RICHMOND	Lane 803	Lane 804	
803		RICHMOND	BERRY ST	Lane 802	
804		RICHMOND	BERRY ST	Lane 802	
805		RICHMOND	BERRY ST	END OF LANE	
806		RICHMOND	BERRY ST	HODGSON TCE	
807		RICHMOND	Lane 806	Lane 808	
808		RICHMOND	BERRY ST	HODGSON TCE	
809		RICHMOND	WALTHAM ST	HODGSON TCE	
810		RICHMOND	HODGSON TCE	END OF LANE	
811		RICHMOND	HODGSON TCE	END OF LANE	
812		RICHMOND	HODGSON TCE	END OF LANE	
813		RICHMOND	HODGSON TCE	END OF LANE	
814		RICHMOND	HODGSON TCE	END OF LANE	
815		RICHMOND	WALTHAM ST	Lane 816	
816		RICHMOND	Lane 815	END OF LANE	
817		RICHMOND	WALTHAM ST	Lane 818	
818		RICHMOND	Lane 817	END OF LANE	
819		RICHMOND	WALTHAM ST	Lane 820	
820		RICHMOND	Lane 819	END OF LANE	
821		RICHMOND	DARLINGTON PDE	END OF LANE	
822		RICHMOND	FIREBELL LANE	RICHMOND TCE	
823		RICHMOND	RICHMOND TCE	END OF LANE	
824		RICHMOND	CARROLL ST	END OF LANE	
825		RICHMOND	RICHMOND TCE	END OF LANE	
826		RICHMOND	CLIFTON ST	END OF LANE	
827		RICHMOND	WAVERLEY ST	END OF LANE	
828		RICHMOND	GIPPS ST	END OF LANE	
829		RICHMOND	GIPPS ST	END OF LANE	
830		RICHMOND	CLIFTON ST	END OF LANE	
831		RICHMOND	STANLEY ST	END OF LANE	
832		RICHMOND	WAVERLEY ST	END OF LANE	
833		RICHMOND	DICKMANN ST	Lane 834	
834		RICHMOND	Lane 833	END OF LANE	
835		RICHMOND	LENNOX ST	END OF LANE	
836		RICHMOND	CARROLL ST	END OF LANE	
837		RICHMOND	CARROLL ST	END OF LANE	
838		RICHMOND	STANLEY ST	END OF LANE	
839		RICHMOND	STANLEY ST	END OF LANE	
840		RICHMOND	DANDO ST	Lane 841	
841		RICHMOND	Lane 840	END OF LANE	
842		RICHMOND	DANDO ST	END OF LANE	
843		RICHMOND	DANDO ST	END OF LANE	
844		RICHMOND	CLIFTON ST	END OF LANE	
845		RICHMOND	WAVERLEY ST	Lane 846	
846		RICHMOND	Lane 845	END OF LANE	
847		RICHMOND	BOWEN ST	END OF LANE	
848		RICHMOND	DICKMANN ST	END OF LANE	
849		RICHMOND	TULLO PL	END OF LANE	
850		RICHMOND	WATERLOO PL	END OF LANE	
851		RICHMOND	WATERLOO PL	LYNDHURST ST	
852		RICHMOND	HOSIE ST	END OF LANE	
853		RICHMOND	HOSIE ST	END OF LANE	
854		RICHMOND	MARY ST	END OF LANE	
855		RICHMOND	MARY ST	COPPIN ST	
856		RICHMOND	FRANCIS ST	Lane 855	
857		RICHMOND	FRANCIS ST	Lane 855	
858		RICHMOND	FRANCIS ST	SHEEDY ST	
859		RICHMOND	ABINGER ST	END OF LANE	
860		RICHMOND	ABINGER ST	END OF LANE	
861		RICHMOND	Lane 0	END OF LANE	
862		RICHMOND	LYNDHURST ST	END OF LANE	
863		RICHMOND	ABINGER ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
864		RICHMOND	ABINGER PL	END OF LANE	
865		RICHMOND	ABINGER PL	Lane 866	
866		RICHMOND	COPPIN ST	Lane 865	
867		RICHMOND	MARY ST	THERESA ST	
868		RICHMOND	Lane 867	END OF LANE	
869		RICHMOND	THERESA ST	Lane 868	
870		RICHMOND	MARY ST	END OF LANE	
871		RICHMOND	WALL ST	THERESA ST	
872		RICHMOND	Lane 871	END OF LANE	
873		RICHMOND	COPPIN ST	END OF LANE	
874		RICHMOND	Lane 873	Lane 876	
875		RICHMOND	LORD ST	END OF LANE	
876		RICHMOND	Lane 874	Lane 877	
877		RICHMOND	Lane 876	Lane 879	
878		RICHMOND	ABINGER ST	Lane 879	
879		RICHMOND	Lane 878	Lane 880	
880		RICHMOND	ABINGER ST	Lane 879	
881	REEVES LA	RICHMOND	ABINGER ST	Lane 882	
882	REEVES LA	RICHMOND	Lane 881	Lane 883	
883	REEVES LA	RICHMOND	ABINGER ST	Lane 882	
884		RICHMOND	LORD ST	Lane 885	
885		RICHMOND	Lane 884	END OF LANE	
886		RICHMOND	MURRAY ST	END OF LANE	
887		RICHMOND	MURRAY ST	END OF LANE	
888		RICHMOND	BRADY ST	Lane 889	
889		RICHMOND	Lane 888	Lane 890	
890		RICHMOND	Lane 889	Lane 891	
891		RICHMOND	LORD ST	Lane 890	
892		RICHMOND	Lane 893	END OF LANE	
893		RICHMOND	LORD ST	END OF LANE	
894		RICHMOND	HUNTER ST	Lane 895	
895		RICHMOND	Lane 894	END OF LANE	
896		RICHMOND	FRASER ST	END OF LANE	
897		RICHMOND	FRASER ST	END OF LANE	
898		RICHMOND	NEPTUNE ST	END OF LANE	
899		RICHMOND	FRASER ST	Lane 900	
900		RICHMOND	Lane 899	END OF LANE	
901		RICHMOND	NEPTUNE ST	Lane 900	
902		RICHMOND	Lane 901	Lane 903	
903		RICHMOND	NEPTUNE ST	Lane 902	
904		RICHMOND	NEPTUNE ST	Lane 905	
905		RICHMOND	Lane 904	Lane 906	
906		RICHMOND	CORSAIR ST	Lane 905	
907		RICHMOND	BURNLEY ST	NEPTUNE ST	
908		RICHMOND	NEPTUNE ST	Lane 909	
909		RICHMOND	Lane 908	END OF LANE	
910		RICHMOND	MARY ST	GEORGE ST	
911		RICHMOND	MARY ST	END OF LANE	
912		RICHMOND	GEORGE ST	PARKER ST	
913		RICHMOND	Lane 912	END OF LANE	
914		RICHMOND	CHURCH ST	McGRATH CRT	
915		RICHMOND	PARKER ST	Lane 917	
916		RICHMOND	Lane 917	END OF LANE	
917		RICHMOND	CHARLES ST	Lane 916	
918		RICHMOND	CHARLES ST	END OF LANE	
919		RICHMOND	Lane 0	CHARLOTTE ST	
920		RICHMOND	CHARLOTTE ST	Lane 921	
921		RICHMOND	Lane 920	END OF LANE	
922		RICHMOND	MARY ST	END OF LANE	
923		RICHMOND	Lane 0	Lane 924	
924		RICHMOND	Lane 923	END OF LANE	
925		RICHMOND	CHARLOTTE ST	END OF LANE	
926		RICHMOND	Lane 0	Lane 927	
927		RICHMOND	Lane 926	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
928	Yan Lane	RICHMOND	SWAN ST	Lane 929	
929	Yan Lane	RICHMOND	Lane 928	END OF LANE	
930		RICHMOND	CHARLES ST	END OF LANE	
931		RICHMOND	CHARLES ST	END OF LANE	
932	Wall Place	RICHMOND	WALL ST	Lane 933	
933	Wall Place	RICHMOND	Lane 932	END OF LANE	
934		RICHMOND	COPPIN ST	END OF LANE	
935		RICHMOND	COPPIN ST	END OF LANE	
936		RICHMOND	BENSON ST	END OF LANE	
937		RICHMOND	BENSON ST	END OF LANE	
938		RICHMOND	BENSON ST	Lane 939	
939		RICHMOND	MARY ST	BELL ST	
940		RICHMOND	COPPIN ST	BELL ST	
941		RICHMOND	Lane 0	END OF LANE	
942		RICHMOND	COPPIN ST	BELL ST	
943		RICHMOND	DUKE ST	END OF LANE	
944		RICHMOND	DUKE ST	LORD ST	
945		RICHMOND	LORD ST	END OF LANE	
946		RICHMOND	DUKE ST	Lane 947	
947		RICHMOND	Lane 946	Lane 948	
948		RICHMOND	DUKE ST	Lane 947	
949		RICHMOND	BOYD ST	Lane 950	
950		RICHMOND	GLASS ST	Lane 949	
951		RICHMOND	GLASS ST	END OF LANE	
952		RICHMOND	GLASS ST	Lane 954	
953		RICHMOND	LORD ST	Lane 954	
954		RICHMOND	Lane 952	END OF LANE	
955		RICHMOND	LORD ST	END OF LANE	
956		RICHMOND	CANTERBURY ST	Lane 957	
957		RICHMOND	Lane 956	END OF LANE	
958		RICHMOND	CANTERBURY ST	Lane 959	
959		RICHMOND	Lane 958	END OF LANE	
960		RICHMOND	CANTERBURY ST	Lane 961	
961		RICHMOND	NEWRY ST	Lane 960	
962		RICHMOND	CANTERBURY ST	END OF LANE	
963		RICHMOND	NEWRY ST	END OF LANE	
964		RICHMOND	GLASS ST	Lane 965	
965		RICHMOND	Lane 964	END OF LANE	
966		RICHMOND	GLASS ST	EDINBURGH ST	
967		RICHMOND	Lane 966	END OF LANE	
968		RICHMOND	BEISSEL ST	END OF LANE	
969		RICHMOND	CANTERBURY ST	Lane 970	
970		RICHMOND	Lane 969	END OF LANE	
971		RICHMOND	BEISSEL ST	END OF LANE	
972		RICHMOND	NEWRY ST	END OF LANE	
973		RICHMOND	CANTERBURY ST	END OF LANE	
974		RICHMOND	CANTERBURY ST	Lane 975	
975		RICHMOND	BEISSEL ST	END OF LANE	
976		RICHMOND	BEISSEL ST	Lane 977	
977		RICHMOND	Lane 976	END OF LANE	
978		RICHMOND	BURNLEY ST	TYPE ST	
979		RICHMOND	DICKENS ST	Lane 978	
980		RICHMOND	DICKENS ST	Lane 978	
981		RICHMOND	DICKENS ST	END OF LANE	
982		RICHMOND	TYPE ST	Lane 983	
983		RICHMOND	Lane 982	Lane 984	
984		RICHMOND	Lane 983	END OF LANE	
985		RICHMOND	STILLMAN ST	END OF LANE	
986		RICHMOND	STILLMAN ST	END OF LANE	
987		RICHMOND	STILLMAN ST	END OF LANE	
988		RICHMOND	BOLAND ST	END OF LANE	
989		RICHMOND	BOLAND ST	Lane 990	
990		RICHMOND	Lane 989	END OF LANE	
991		RICHMOND	BOLAND ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
992		RICHMOND	TYPE ST	END OF LANE	
993		RICHMOND	GLASSHOUSE ST	END OF LANE	
994	DOVE PL	RICHMOND	TYPE ST	END OF LANE	
995		RICHMOND	MITCHELL ST	END OF LANE	
996		RICHMOND	STAWELL ST	Lane 997	
997		RICHMOND	Lane 996	END OF LANE	
998		RICHMOND	BLISS ST	END OF LANE	
999		RICHMOND	Lane R407	END OF LANE	
1000		RICHMOND	BUNTING ST	Lane 1001	
1001		RICHMOND	Lane 1000	END OF LANE	
1002		RICHMOND	CUTTER ST	Lane 1004	
1003		RICHMOND	Lane 1002	END OF LANE	
1004		RICHMOND	Lane 1002	END OF LANE	
1005		RICHMOND	BUNTING ST	END OF LANE	
1006		RICHMOND	BURNLEY ST	CUTTER ST	
1007		RICHMOND	CUTTER ST	STAWELL ST	
1008		RICHMOND	STAWELL ST	BELGRAVIA ST	
1009		RICHMOND	FARMER ST	END OF LANE	
1010		RICHMOND	BELGRAVIA ST	Lane 1012	
1011		RICHMOND	Lane 1012	END OF LANE	
1012		RICHMOND	QUEEN ST	Lane 1010	
1013		RICHMOND	QUEEN ST	BENDIGO ST	
1014		RICHMOND	MOORE ST	END OF LANE	
1015		RICHMOND	MOORE ST	KHARTOUM ST	
1016		RICHMOND	WESTBANK TCE	PARK AVE	
1017		RICHMOND	PARK AVE	END OF LANE	
1018		RICHMOND	Lane 1019	END OF LANE	
1019		RICHMOND	CAMPBELL ST	Lane 1018	
1020		RICHMOND	Lane 1021	END OF LANE	
1021		RICHMOND	PARK ST	Lane 1020	
1022		RICHMOND	PARK ST	Lane 1023	
1023		RICHMOND	Lane 1022	END OF LANE	
1024		RICHMOND	BELLEVUE ST	Lane 1025	
1025		RICHMOND	Lane 1024	END OF LANE	
1026		RICHMOND	BROOKS ST	END OF LANE	
1027		RICHMOND	BROOKS ST	END OF LANE	
1028		RICHMOND	BROOKS ST	END OF LANE	
1029		RICHMOND	BROOKS ST	END OF LANE	
1030		RICHMOND	Lane 1032	END OF LANE	
1031		RICHMOND	SURVEY ST	Lane 1032	
1032		RICHMOND	Lane 1031	Lane 1033	
1033		RICHMOND	SURVEY ST	Lane 1032	
1034		RICHMOND	SURVEY ST	KIMBER ST	
1035		RICHMOND	Lane 1034	END OF LANE	
1036		RICHMOND	KIMBER ST	END OF LANE	
1037		RICHMOND	KIMBER ST	Lane 1038	
1038		RICHMOND	BENDIGO ST	PARK GVE	
1039		RICHMOND	WELLINGTON ST	HUCKERBY ST	
1040		CREMORNE	WELLINGTON ST	END OF LANE	
1041		CREMORNE	Lane 1040	END OF LANE	
1042		CREMORNE	JESSIE ST	END OF LANE	
1043		CREMORNE	LORETTO ST	END OF LANE	
1044		CREMORNE	JESSIE ST	Lane 1045	
1045		CREMORNE	JESSIE ST	Lane 1044	
1046		CREMORNE	Lane 1047	END OF LANE	
1047		RICHMOND	JESSIE ST	CREMORNE ST	
1048		CREMORNE	WELLINGTON ST	Lane 1049	
1049		CREMORNE	Lane 1048	END OF LANE	
1050		CREMORNE	KELSO ST	END OF LANE	
1051		CREMORNE	PARKINS LANE	END OF LANE	
1052		RICHMOND	CREMORNE ST	Lane 1053	
1053		RICHMOND	Lane 1052	END OF LANE	
1054		RICHMOND	PARKINS LANE	END OF LANE	
1055		CREMORNE	KELSO ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1056		RICHMOND	GOUGH PL	END OF LANE	
1057		CREMORNE	GOUGH PL	MELROSE ST	
1058		CREMORNE	GOUGH ST	Lane 1057	
1059		CREMORNE	MELROSE ST	Lane 1060	
1060		CREMORNE	GOUGH ST	Lane 1059	
1061		CREMORNE	KELSO ST	END OF LANE	
1062		CREMORNE	DOVER ST	Lane 1063	
1063		CREMORNE	Lane 1062	END OF LANE	
1064		CREMORNE	FITZGIBBON ST	END OF LANE	
1065		CREMORNE	DOVER ST	Lane 1066	
1066		CREMORNE	Lane 1065	END OF LANE	
1067		CREMORNE	CUBITT ST	END OF LANE	
1068		CREMORNE	GWYNNE ST	END OF LANE	
1069		RICHMOND	CUBITT ST	Lane 1070	
1070		RICHMOND	Lane 1069	END OF LANE	
1071		CREMORNE	GWYNNE ST	END OF LANE	
1072		CREMORNE	CUBITT ST	Lane 1073	
1073		CREMORNE	Lane 1072	END OF LANE	
1074		CREMORNE	KELSO ST	END OF LANE	
1075		RICHMOND	KELSO ST	END OF LANE	
1076		CREMORNE	VICTORIA AVE	Lane 1077	
1077		RICHMOND	Lane 1076	END OF LANE	
1078		CREMORNE	Lane 1079	END OF LANE	
1079		CREMORNE	BALMAIN ST	Lane 1078	
1080		RICHMOND	BENT ST	JACKSON ST	
1081		CREMORNE	KELSO ST	Lane 1083	
1082		RICHMOND	KELSO ST	END OF LANE	
1083		CREMORNE	DOVER ST	Lane 1081	
1084		CREMORNE	DOVER ST	Lane 1085	
1085		CREMORNE	Lane 1084	END OF LANE	
1086		CREMORNE	DOVER ST	END OF LANE	
1087		CREMORNE	BALMAIN ST	END OF LANE	
1088		CREMORNE	DOVER ST	CUBITT ST	
1089		CREMORNE	BENT ST	Lane 1088	
1090		CREMORNE	DICKMANN ST	CUBITT ST	
1091		CREMORNE	CUBITT ST	GWYNNE ST	
1092		CREMORNE	CUBITT ST	GWYNNE ST	
1093		RICHMOND	KIPLING ST	END OF LANE	
1094		CREMORNE	RAILWAY PL	END OF LANE	
1095		CREMORNE	SWAN ST	END OF LANE	
1096		RICHMOND	SHAKESPEARE PL	Lane 1097	
1097		RICHMOND	SHAKESPEARE PL	END OF LANE	
1098		CREMORNE	ADOLPH ST	END OF LANE	
1099		CREMORNE	Lane 1098	Lane 1100	
1100		CREMORNE	Lane 1099	END OF LANE	
1101		CREMORNE	DUNN ST	END OF LANE	
1102		CREMORNE	DUNN ST	END OF LANE	
1103		CREMORNE	STEPHENSON ST	Lane 1104	
1104		CREMORNE	Lane 1103	END OF LANE	
1105		RICHMOND	STEPHENSON ST	Lane 1106	
1106		RICHMOND	Lane 1105	END OF LANE	
1107		RICHMOND	STEPHENSON ST	Lane 1108	
1108		RICHMOND	Lane 1107	END OF LANE	
1109		CREMORNE	RAILWAY PL	CHAPEL ST	
1110		CREMORNE	CHAPEL ST	ADELAIDE ST	
1111		CREMORNE	ADELAIDE ST	BALMAIN ST	
1112		CREMORNE	Lane 1111	END OF LANE	
1113		CREMORNE	BALMAIN ST	ELECTRIC ST	
1114		RICHMOND	WALNUT ST	END OF LANE	
1115		CREMORNE	WALNUT ST	Lane 1116	
1116		CREMORNE	BALMAIN ST	Lane 1115	
1117		CREMORNE	WALNUT ST	END OF LANE	
1118		RICHMOND	Lane 1119	END OF LANE	
1119		RICHMOND	SWAN ST	LITTLE LESNEY ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
1120		RICHMOND	CHURCH ST	LITTLE LESNEY ST	
1121		RICHMOND	BRIGHTON ST	END OF LANE	
1122		RICHMOND	LITTLE LESNEY ST	Lane 1123	
1123		RICHMOND	HARVEY ST	Lane 1122	
1124		RICHMOND	HARVEY ST	MARY ST	
1125		RICHMOND	LESNEY ST	END OF LANE	
1126		RICHMOND	LESNEY ST	Lane 1127	
1127		RICHMOND	MARY ST	BRIGHTON ST	
1128		RICHMOND	JAMES ST	END OF LANE	
1129		RICHMOND	JAMES ST	END OF LANE	
1130		RICHMOND	WRIGHT ST	END OF LANE	
1131		RICHMOND	JAMES ST	Lane 1132	
1132		RICHMOND	MARY ST	BRIGHTON ST	
1133		RICHMOND	ROSE ST	Lane 1132	
1134		RICHMOND	SANDERS PL	END OF LANE	
1135		RICHMOND	SANDERS PL	ALBERT ST	
1136		RICHMOND	SANDERS PL	ALBERT ST	
1137		RICHMOND	ROSE ST	DAVIS ST	
1138		RICHMOND	ALBERT ST	GIBBONS ST	
1139		RICHMOND	ALBERT ST	GIBBONS ST	
1140		RICHMOND	KINGSTON ST	END OF LANE	
1141		RICHMOND	COTTER ST	END OF LANE	
1142		RICHMOND	COTTER ST	END OF LANE	
1143		RICHMOND	BURGESS ST	Lane 1144	
1144		RICHMOND	MARY ST	BRIGHTON ST	
1145		RICHMOND	COTTER ST	Lane 1144	
1146		RICHMOND	COTTER ST	Lane 1147	
1147		RICHMOND	CHURCH ST	BRIGHTON ST	
1148		RICHMOND	COTTER ST	Lane 1147	
1149		RICHMOND	AMSTERDAM ST	Lane 1147	
1150		RICHMOND	AMSTERDAM ST	Lane 1147	
1151		RICHMOND	COTTER ST	Lane 1152	
1152		RICHMOND	MARY ST	BRIGHTON ST	
1153		RICHMOND	AMSTERDAM ST	Lane 1152	
1154		RICHMOND	AMSTERDAM ST	WILLOW LA	
1155		RICHMOND	AMSTERDAM ST	END OF LANE	
1156		RICHMOND	AMSTERDAM ST	WILLOW LA	
1157		RICHMOND	WILLOW LA	YORKSHIRE ST	
1158		RICHMOND	WILLOW LA	YORKSHIRE ST	
1159		RICHMOND	HOWARD ST	Lane 1160	
1160		RICHMOND	Lane 1159	Lane 1161	
1161		RICHMOND	HOWARD ST	Lane 1160	
1162		RICHMOND	HOWARD ST	END OF LANE	
1163		RICHMOND	YORKSHIRE ST	Lane 1164	
1164		RICHMOND	BRIGHTON ST	Lane 1163	
1165		RICHMOND	YORKSHIRE ST	Lane 1166	
1166		RICHMOND	DURHAM ST	Lane 1165	
1167		RICHMOND	MARY ST	Lane 1168	
1168		RICHMOND	Lane 1167	END OF LANE	
1169		RICHMOND	SWAN ST	END OF LANE	
1170		RICHMOND	SWAN ST	END OF LANE	
1171		RICHMOND	MADDEN GR	ROSE ST	
1172		RICHMOND	ROONEY ST	Lane 1171	
1173		RICHMOND	ROSE ST	BARKLY AVE	
1174		RICHMOND	SWAN ST	END OF LANE	
1175		RICHMOND	SWAN ST	END OF LANE	
1176		RICHMOND	MADDEN GR	END OF LANE	
1177		BURNLEY	STAWELL ST	Lane 1178	
1178		BURNLEY	Lane 1177	END OF LANE	
1179		BURNLEY	ADAM ST	END OF LANE	
1180	Gumbri Lane	BURNLEY	Lane 1181	END OF LANE	
1181	Gumbri Lane	BURNLEY	WEST ST	Lane 1180	
1182		BURNLEY	UTOPIA PL	END OF LANE	
1183		BURNLEY	CHERRILL ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1184		BURNLEY	CHERRILL ST	END OF LANE	
1185	ST.LOUIS Pl	BURNLEY	CHERRILL ST	END OF LANE	
1186		BURNLEY	STAWELL ST	GIBDON ST	
1187		BURNLEY	STAWELL ST	END OF LANE	
1188		BURNLEY	GIBDON ST	Lane 1189	
1189		BURNLEY	Lane 1190	END OF LANE	
1190		BURNLEY	GIBDON ST	Lane 1189	
1191		BURNLEY	PARKVILLE ST	Lane 1192	
1192		BURNLEY	Lane 1191	END OF LANE	
1193		BURNLEY	Lane 1191	END OF LANE	
1194	Barrow Place	BURNLEY	GIBDON ST	Lane 1195	
1195	Barrow Place	BURNLEY	Lane 1194	END OF LANE	
1300		PRINCES HILL	PARK ST	LANG ST	
1300.1		PRINCES HILL	Lane 1300.1	END OF LANE	
1301		PRINCES HILL	PARK ST	LANG ST	
1302		NORTH CARLTON	LANG ST	END OF LANE	
1303		NORTH CARLTON	PARK ST	LANG ST	
1304		PRINCES HILL	BOWEN CR	Lane 1304.1	
1304.1		PRINCES HILL	LANG ST	Lane 1304	
1304.2		PRINCES HILL	LANG ST	Lane 1304	
1305		PRINCES HILL	HOLTON ST EAST	PIGDON ST	
1306		PRINCES HILL	GARTON ST	Lane 1305	
1307		PRINCES HILL	GARTON ST	END OF LANE	
1308		PRINCES HILL	Lane 1305	Lane 1308.1	
1308.1		PRINCES HILL	Lane 1305	END OF LANE	
1309		PRINCES HILL	GARTON ST	Lane 1309.1	
1309.1		PRINCES HILL	HOLTON ST EAST	PIGDON ST	
1310		PRINCES HILL	PIGDON ST	GARTON ST	
1310.1		PRINCES HILL	Lane 1310	Lane 1310.2	
1310.2		PRINCES HILL	Lane 1310.1	END OF LANE	
1311		PRINCES HILL	PIGDON ST	PATERSON ST	
1312		PRINCES HILL	PATERSON ST	END OF LANE	
1313		PRINCES HILL	PATERSON ST	END OF LANE	
1314		PRINCES HILL	PATERSON ST	RICHARDSON ST	
1315		PRINCES HILL	RICHARDSON ST	END OF LANE	
1316		PRINCES HILL	RICHARDSON ST	END OF LANE	
1317		PRINCES HILL	RICHARDSON ST	END OF LANE	
1318		PRINCES HILL	RICHARDSON ST	Lane 1319	
1318.1		PRINCES HILL	Lane 1319	MACPHERSON ST	
1319		PRINCES HILL	GARTON ST	ARNOLD ST	
1320		PRINCES HILL	PIGDON ST	PATERSON ST	
1320.1		PRINCES HILL	Lane 1320	END OF LANE	
1320.2		PRINCES HILL	Lane 1329	END OF LANE	
1321		PRINCES HILL	PATERSON ST	RICHARDSON ST	
1321.1		PRINCES HILL	Lane 1321	Lane 1321.2	
1321.2		PRINCES HILL	Lane 1321.1	END OF LANE	
1322		PRINCES HILL	PATERSON ST	END OF LANE	
1323		PRINCES HILL	Lane 1323	END OF LANE	
1323.1		PRINCES HILL	RICHARDSON ST	Lane 1323.1	
1324		PRINCES HILL	RICHARDSON ST	Lane 1325	
1324.1		PRINCES HILL	Lane 1324	Lane 1324.2	
1324.2		PRINCES HILL	RICHARDSON ST	Lane 1324.1	
1324.3		PRINCES HILL	MACPHERSON ST	Lane 1325	
1325		PRINCES HILL	ARNOLD ST	WILSON ST	
1326		PRINCES HILL	Lane 1326	END OF LANE	
1326.1		PRINCES HILL	Lane 1324.3	Lane 1326.1	
1327		PRINCES HILL	Lane 1324.3	Lane 1327.1	
1327.1		PRINCES HILL	Lane 1327	END OF LANE	
1328	MUNNERING LANE	PRINCES HILL	PIGDON ST	PATERSON ST	
1329		PRINCES HILL	Lane 1328	END OF LANE	
1330		PRINCES HILL	McILWRAITH ST	Lane 1328	
1330.1		PRINCES HILL	Lane 1330	END OF LANE	
1331		PRINCES HILL	Lane 1330	END OF LANE	
1332	Keeley Place	PRINCES HILL	PARK ST	HOLTON ST EAST	

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Lane Number	Lane Name	Suburb	From	To	Comments
1333	Bouganville Place	PRINCES HILL	LYGON ST	Lane 1332	
1334	Bouganville Place	PRINCES HILL	McILWRAITH ST	Lane 1332	
1335	Keely Place	PRINCES HILL	HOLTON ST EAST	PIGDON ST	
1336		PRINCES HILL	Lane 1335	END OF LANE	
1337		PRINCES HILL	Lane 1335	END OF LANE	
1338	Keeley Ln	PRINCES HILL	PIGDON ST	PATERSON ST	
1339		PRINCES HILL	Lane 2028	END OF LANE	
1340		PRINCES HILL	Lane 1338	Lane 1340.1	
1340.1		PRINCES HILL	PATERSON ST	Lane 1340	
1341		PRINCES HILL	Lane 1340	END OF LANE	
1342		PRINCES HILL	Lane 1342.1	END OF LANE	
1342.1		PRINCES HILL	PATERSON ST	Lane 1342	
1343		PRINCES HILL	PATERSON ST	END OF LANE	
1344		PRINCES HILL	PATERSON ST	END OF LANE	
1345	MUNNERING LANE	PRINCES HILL	PATERSON ST	RICHARDSON ST	
1346		PRINCES HILL	Lane 1345	Lane 1346.1	
1346.1		PRINCES HILL	Lane 1346	END OF LANE	
1347	MUNNERING LANE	PRINCES HILL	RICHARDSON ST	Lane 1349	
1348	MUNNERING LANE	PRINCES HILL	MACPHERSON ST	Lane 1349	
1349		PRINCES HILL	McILWRAITH ST	WILSON ST	
1350		PRINCES HILL	Lane 1348	Lane 1350.1	
1350.1		PRINCES HILL	Lane 1350	END OF LANE	
1351		PRINCES HILL	Lane 1351.1	END OF LANE	
1351.1		PRINCES HILL	Lane 1347	Lane 1351	
1351.2		PRINCES HILL	McILWRAITH ST	END OF LANE	
1352		PRINCES HILL	Lane 1348	Lane 1352.1	
1352.1		PRINCES HILL	Lane 1352	END OF LANE	
1353		PRINCES HILL	Lane 1348	Lane 1353.1	
1353.1		PRINCES HILL	Lane 1353	END OF LANE	
1354		PRINCES HILL	PATERSON ST	RICHARDSON ST	
1355		PRINCES HILL	RICHARDSON ST	Lane 1355.1	
1355.1		PRINCES HILL	Lane 1355	END OF LANE	
1356		PRINCES HILL	Lane 1354	END OF LANE	
1357		PRINCES HILL	RICHARDSON ST	END OF LANE	
1358		PRINCES HILL	RICHARDSON ST	MACPHERSON ST	
1359		PRINCES HILL	McILWRAITH ST	Lane 1358	
1360		PRINCES HILL	McILWRAITH ST	Lane 1358	
1361		PRINCES HILL	LYGON ST	Lane 1358	
1362		PRINCES HILL	Lane 1361	END OF LANE	
1363		PRINCES HILL	Lane 1358	Lane 1361.1	
1363.1		PRINCES HILL	Lane 1361	END OF LANE	
1364		NORTH CARLTON	PARK ST	PIGDON ST	
1365		NORTH CARLTON	PARK ST	PIGDON ST	
1366		NORTH CARLTON	PIGDON ST	END OF LANE	
1367		NORTH CARLTON	PARK ST	PIGDON ST	
1368		NORTH CARLTON	PARK ST	PIGDON ST	
1369		NORTH CARLTON	AMESS ST	Lane 1368	
1370		NORTH CARLTON	PIGDON ST	END OF LANE	
1371		NORTH CARLTON	PARK ST	PIGDON ST	
1372		NORTH CARLTON	CANNING ST	Lane 1371	
1373		NORTH CARLTON	STATION ST	Lane 1371	
1374		NORTH CARLTON	PARK ST	PIGDON ST	
1375		NORTH CARLTON	Lane 1374	Lane 1375.1	
1375.1		NORTH CARLTON	Lane 1375	END OF LANE	
1376		NORTH CARLTON	MARY ST	END OF LANE	
1377		NORTH CARLTON	MARY ST	END OF LANE	
1378		NORTH CARLTON	PIGDON ST	END OF LANE	
1379		NORTH CARLTON	PIGDON ST	HUGHES ST	
1380		NORTH CARLTON	Lane 1379	Lane 1381	
1381		NORTH CARLTON	PIGDON ST	HUGHES ST	
1382		NORTH CARLTON	HUGHES ST	END OF LANE	
1383		NORTH CARLTON	PIGDON ST	END OF LANE	
1384		NORTH CARLTON	PIGDON ST	END OF LANE	
1385		NORTH CARLTON	Lane 1384	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1386		NORTH CARLTON	PIGDON ST	Lane 1387	
1387		NORTH CARLTON	Lane 1386	Lane 1387.1	
1387.1		NORTH CARLTON	RICHARDSON ST	Lane 1387	
1388		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1389		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1390		NORTH CARLTON	AMESS ST	Lane 1389	
1391		NORTH CARLTON	RATHDOWNE ST	Lane 1389	
1392		NORTH CARLTON	AMESS ST	END OF LANE	
1393		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1393.1		NORTH CARLTON	Lane 1393	Lane 1393.2	
1393.2		NORTH CARLTON	PIGDON ST	Lane 1393.1	
1394		NORTH CARLTON	CANNING ST	Lane 1393	
1395		NORTH CARLTON	AMESS ST	Lane 1393	
1396		NORTH CARLTON	CANNING ST	Lane 1397	
1397		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1398		NORTH CARLTON	STATION ST	Lane 1397	
1399		NORTH CARLTON	CANNING ST	Lane 1397	
1400		NORTH CARLTON	STATION ST	Lane 1401	
1401		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1402		NORTH CARLTON	PIGDON ST	END OF LANE	
1403		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1404		NORTH CARLTON	RICHARDSON ST	MACPHERSON ST	
1405	TAPLIN PL	NORTH CARLTON	RICHARDSON ST	MACPHERSON ST	
1406		NORTH CARLTON	STATION ST	Lane 1405	
1407		NORTH CARLTON	STATION ST	Lane 1405	
1408		NORTH CARLTON	STATION ST	END OF LANE	
1409		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1410		NORTH CARLTON	Lane 1409	Lane 1410	
1411		NORTH CARLTON	Lane 1410	END OF LANE	
1412		NORTH CARLTON	AMESS ST	END OF LANE	
1413		NORTH CARLTON	AMESS ST	Lane 1414	
1414		NORTH CARLTON	RICHARDSON ST	Lane 1413	
1415		NORTH CARLTON	RICHARDSON ST	Lane 1416	
1416		NORTH CARLTON	Lane 1415	END OF LANE	
1417		NORTH CARLTON	Lane 1418	END OF LANE	
1418		NORTH CARLTON	MACPHERSON ST	Lane 1417	
1419	Fletcher Lane	NORTH CARLTON	RATHDOWNE ST	Lane 1420	
1420	Fletcher Lane	NORTH CARLTON	Lane 1419	END OF LANE	
1421		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1422		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1423		NORTH CARLTON	Lane 1424	Lane 1425	
1424		NORTH CARLTON	MACPHERSON ST	Lane 1423	
1425		NORTH CARLTON	MACPHERSON ST	Lane 1423	
1426		NORTH CARLTON	RICHARDSON ST	MACPHERSON ST	
1427		NORTH CARLTON	Lane 1428	END OF LANE	
1428		NORTH CARLTON	MACPHERSON ST	Lane 1427	
1429		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1430		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1431		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1432		NORTH CARLTON	Lane 1433	END OF LANE	
1433		NORTH CARLTON	RICHARDSON ST	Lane 1432	
1434		NORTH CARLTON	Lane 1435	Lane 1437	
1435		NORTH CARLTON	Lane 1435.1	Lane 1434	
1435.1		NORTH CARLTON	FENWICK ST	Lane 1435	
1436		NORTH CARLTON	FENWICK ST	Lane 1436.1	
1436.1		NORTH CARLTON	Lane 1434	Lane 1436	
1437		NORTH CARLTON	Lane 1439	Lane 1434	
1438		NORTH CARLTON	Lane 1438.1	END OF LANE	
1438.1		NORTH CARLTON	Lane 1440	Lane 1434	
1439		NORTH CARLTON	RICHARDSON ST	Lane 1438	
1440		NORTH CARLTON	MACPHERSON ST	Lane 1438	
1441		NORTH CARLTON	HERBERT ST	END OF LANE	
1442		NORTH CARLTON	HERBERT ST	END OF LANE	
1443		NORTH CARLTON	MACPHERSON ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1444		NORTH CARLTON	MACPHERSON ST	Lane 1445	
1445		NORTH CARLTON	Lane 1444	END OF LANE	
1446		NORTH CARLTON	HERBERT ST	END OF LANE	
1447		NORTH CARLTON	HERBERT ST	END OF LANE	
1448		NORTH CARLTON	FENWICK ST	Lane 1451	
1449		NORTH CARLTON	FENWICK ST	Lane 1450	
1450		NORTH CARLTON	Lane 1449	Lane 1452	
1451		NORTH CARLTON	FENWICK ST	Lane 1448	
1452		NORTH CARLTON	Lane 1450	END OF LANE	
1453		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1454		NORTH CARLTON	AMESS ST	END OF LANE	
1455		NORTH CARLTON	AMESS ST	END OF LANE	
1456		NORTH CARLTON	Lane 1457	Lane 1458	
1457		NORTH CARLTON	FENWICK ST	Lane 1456	
1458		NORTH CARLTON	FENWICK ST	Lane 1456	
1459		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1460		NORTH CARLTON	Lane 1464	END OF LANE	
1461		NORTH CARLTON	AMESS ST	Lane 1460	
1462		NORTH CARLTON	FENWICK ST	END OF LANE	
1463		NORTH CARLTON	AMESS ST	Lane 1464	
1464		NORTH CARLTON	Lane 1463	Lane 1460	
1465		NORTH CARLTON	MACPHERSON ST	Lane 1467	
1466		NORTH CARLTON	STATION ST	Lane 1465	
1467		NORTH CARLTON	STATION ST	END OF LANE	
1468		NORTH CARLTON	STATION ST	END OF LANE	
1469	TAPLIN PL	NORTH CARLTON	MACPHERSON ST	FENWICK ST	
1470		NORTH CARLTON	STATION ST	Lane 1469	
1471		NORTH CARLTON	FENWICK ST	CURTAIN ST	
1472		NORTH CARLTON	Lane 1476	Lane 1475	
1473		NORTH CARLTON	FENWICK ST	Lane 1476	
1474		NORTH CARLTON	FENWICK ST	Lane 1476	
1475		NORTH CARLTON	NICHOLSON ST	Lane 1472	
1476		NORTH CARLTON	Lane 1474	Lane 1473	
1477		NORTH CARLTON	CURTAIN ST	END OF LANE	
1478		NORTH CARLTON	CURTAIN ST	END OF LANE	
1479		NORTH CARLTON	SUTTON ST	Lane 1480	
1480		NORTH CARLTON	FENWICK ST	Lane 1479	
1481		NORTH CARLTON	EARL ST	Lane 1479	
1482		NORTH CARLTON	Lane 1483	END OF LANE	
1483		NORTH CARLTON	Lane 1482	END OF LANE	
1484		NORTH CARLTON	CURTAIN ST	END OF LANE	
1485		NORTH CARLTON	Lane 1482	Lane 1486	
1486		NORTH CARLTON	SUTTON ST	END OF LANE	
1487		NORTH CARLTON	SUTTON ST	Lane 1488	
1488		NORTH CARLTON	FENWICK ST	CURTAIN ST	
1489		NORTH CARLTON	SUTTON ST	Lane 1488	
1490	Davids Lane	NORTH CARLTON	Lane 1490.1	Lane 1490.2	
1490.1		NORTH CARLTON	Lane 1490	END OF LANE	
1490.2		NORTH CARLTON	Lane 1490	END OF LANE	
1490.3		NORTH CARLTON	Lane 1490	END OF LANE	
1490.4		NORTH CARLTON	Lane 1490	END OF LANE	
1491	Drummond Lane	NORTH CARLTON	RATHDOWNE ST	Lane 1491.1	
1491.1		NORTH CARLTON	CURTAIN ST	END OF LANE	
1491.2		NORTH CARLTON	Lane 1491	END OF LANE	
1491.3		NORTH CARLTON	CURTAIN ST	Lane 1491	
1491.4		NORTH CARLTON	Lane 1491	END OF LANE	
1492.1		NORTH CARLTON	SHAKESPEARE ST	END OF LANE	
1492.2		NORTH CARLTON	SHAKESPEARE ST	END OF LANE	
1492.3		NORTH CARLTON	Lane 1492.2	END OF LANE	
1492.4		NORTH CARLTON	Lane 1491.2	Lane 1492.1	
1493		NORTH CARLTON	Lane 1493.1	Lane 1493.4	
1493.1		NORTH CARLTON	CURTAIN ST	Lane 1493	
1493.2		NORTH CARLTON	CURTAIN ST	Lane 1493	
1493.3		NORTH CARLTON	Lane 1493.1	Lane 1493.2	

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Lane Number	Lane Name	Suburb	From	To	Comments
1493.4		NORTH CARLTON	Lane 1493.3	Lane 1493.5	
1493.5		NORTH CARLTON	SHAKESPEARE ST	Lane 1493.4	
1493.6		NORTH CARLTON	Lane 1493	Lane 1493.3	
1494		NORTH CARLTON	CURTAIN ST	END OF LANE	
1495		NORTH CARLTON	RESERVE ST	Lane 1494	
1496		NORTH CARLTON	DRUMMOND ST	Lane 1498	
1497		NORTH CARLTON	RESERVE ST	Lane 1498	
1498		NORTH CARLTON	CURTAIN ST	END OF LANE	
1499		NORTH CARLTON	CURTAIN ST	END OF LANE	
1500		NORTH CARLTON	CURTAIN ST	Lane 1500.1	
1500.1		NORTH CARLTON	Lane 1500	Lane 1500.2	
1500.2		NORTH CARLTON	Lane 1500.1	END OF LANE	
1501		NORTH CARLTON	NEWRY ST	Lane 1502	
1502		NORTH CARLTON	Lane 1501	END OF LANE	
1503		NORTH CARLTON	NEWRY ST	Lane 1504	
1504		NORTH CARLTON	Lane 1504	END OF LANE	
1504.1		NORTH CARLTON	Lane 1503	END OF LANE	
1505		NORTH CARLTON	CURTAIN ST	Lane 1506	
1506		NORTH CARLTON	NICHOLSON ST	Lane 1505	
1507		NORTH CARLTON	NICHOLSON ST	Lane 1505	
1508		NORTH CARLTON	NEWRY ST	Lane 1507	
1509		NORTH CARLTON	Lane 1510	END OF LANE	
1510		NORTH CARLTON	Lane 1509	END OF LANE	
1511		NORTH CARLTON	NEWRY ST	Lane 1512	
1512		NORTH CARLTON	Lane 1511	END OF LANE	
1513		NORTH CARLTON	Lane 1514	Lane 1515	
1514		NORTH CARLTON	LEE ST	Lane 1513	
1515		NORTH CARLTON	LEE ST	Lane 1513	
1516		NORTH CARLTON	LEE ST	O'GRADY ST	
1517		NORTH CARLTON	O'GRADY ST	END OF LANE	
1518		NORTH CARLTON	Lane 1518.1	END OF LANE	
1518.1		NORTH CARLTON	Lane 1516	Lane 1518	
1519		NORTH CARLTON	Lane 1520	Lane 1521	
1520		NORTH CARLTON	NEWRY ST	O'GRADY ST	
1521		NORTH CARLTON	NEWRY ST	O'GRADY ST	
1522		NORTH CARLTON	Lane 1521	END OF LANE	
1523		NORTH CARLTON	STATION ST	Lane 1524	
1524		NORTH CARLTON	NEWRY ST	Lane 1523	
1525		NORTH CARLTON	LEE ST	END OF LANE	
1526		NORTH CARLTON	NEWRY ST	Lane 1527	
1527		NORTH CARLTON	STATION ST	Lane 1526	
1528		NORTH CARLTON	Lane 1533	END OF LANE	
1529		NORTH CARLTON	STATION ST	Lane 1530	
1530		NORTH CARLTON	Lane 1529	END OF LANE	
1531		NORTH CARLTON	STATION ST	Lane 1531	
1532		NORTH CARLTON	Lane 1530	END OF LANE	
1533		NORTH CARLTON	STATION ST	Lane 1528	
1534		NORTH CARLTON	Lane 1536	END OF LANE	
1535		NORTH CARLTON	STATION ST	Lane 1534	
1536		NORTH CARLTON	STATION ST	Lane 1534	
1537		NORTH CARLTON	LEE ST	END OF LANE	
1538		NORTH CARLTON	Lane 1539	END OF LANE	
1539		NORTH CARLTON	NICHOLSON ST	Lane 1540	
1540		NORTH CARLTON	PRINCES ST	Lane 1539	
1541		NORTH CARLTON	STATION ST	Lane 1540	
1542		NORTH CARLTON	STATION ST	END OF LANE	
1543		NORTH CARLTON	Lane 1542	Lane 1544	
1544		NORTH CARLTON	STATION ST	Lane 1543	
1545		NORTH CARLTON	STATION ST	CANNING ST	
1546		NORTH CARLTON	Lane 1545	END OF LANE	
1547		NORTH CARLTON	Lane 1548	END OF LANE	
1547.1		NORTH CARLTON	CANNING ST	Lane 1548	
1548		NORTH CARLTON	Lane 1547	END OF LANE	
1549		NORTH CARLTON	DAVIS ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1550		NORTH CARLTON	LEE ST	DAVIS ST	
1560		NORTH CARLTON	Lane 1550	Lane 1561	
1561		NORTH CARLTON	LEE ST	DAVIS ST	
1562		NORTH CARLTON	DAVIS ST	END OF LANE	
1563		NORTH CARLTON	Lane 1564	END OF LANE	
1564		NORTH CARLTON	Lane 1563	DAVIS ST	
1565		NORTH CARLTON	DAVIS ST	Lane 1565	
1566		NORTH CARLTON	RATHDOWNE ST	Lane 1565	
1567		NORTH CARLTON	RATHDOWNE ST	Lane 1568	
1568		NORTH CARLTON	Lane 1567	END OF LANE	
1569		NORTH CARLTON	LEE ST	END OF LANE	
1570		NORTH CARLTON	LEE ST	END OF LANE	
1571		NORTH CARLTON	Lane 1567	END OF LANE	
1572		NORTH CARLTON	PRINCES ST	END OF LANE	
1573		NORTH CARLTON	Lane 1574	END OF LANE	
1574		NORTH CARLTON	PRINCES ST	Lane 1573	
1575		NORTH CARLTON	LEE ST	Lane 1575.1	
1575.1		NORTH CARLTON	Lane 1575	Lane 1575.2	
1575.2		NORTH CARLTON	Lane 1575.1	Lane 1578	
1576		NORTH CARLTON	DRUMMOND ST	Lane 1575	
1577		NORTH CARLTON	Lane 1575	END OF LANE	
1578		NORTH CARLTON	DRUMMOND ST	Lane 1575.2	
1579		NORTH CARLTON	Lane 1579.1	END OF LANE	
1579.1		NORTH CARLTON	PRINCES ST	END OF LANE	
1579.2		NORTH CARLTON	Lane 1579	END OF LANE	
1580		NORTH CARLTON	LEE ST	Lane 1581	
1581		NORTH CARLTON	Lane 1580	END OF LANE	
1600		FITZROY	BRUNSWICK ST	END OF LANE	
1601		FITZROY	BRUNSWICK ST	END OF LANE	
1602		FITZROY	FITZROY ST	END OF LANE	
1603		FITZROY	REGENT ST	Lane 1604	
1604		FITZROY	Lane 1603	REGENT ST	
1605		FITZROY	FITZROY ST	END OF LANE	
1606		FITZROY	Lane 1605	Lane 1607	
1607		FITZROY	FITZROY ST	Lane 1608	
1608		FITZROY	Lane 1607	GERTRUDE ST	
1609		FITZROY	FITZROY ST	END OF LANE	
1610		FITZROY	Lane END	Lane 1609	
1611		FITZROY	FITZROY ST	Lane 1612	
1612		FITZROY	Lane 1611	END OF LANE	
1613		FITZROY	GERTRUDE ST	END OF LANE	
1614		FITZROY	GRAHAM ST	END OF LANE	
1615		FITZROY	YOUNG ST	END OF LANE	
1616		FITZROY	YOUNG ST	END OF LANE	
1617		FITZROY	YOUNG ST	END OF LANE	
1618		FITZROY	YOUNG ST	Lane 1619	
1619		FITZROY	Lane 1618	END OF LANE	
1620		FITZROY	NAPIER ST	LITTLE NAPIER ST	
1621		FITZROY	LITTLE NAPIER ST	Lane 1622	
1622		FITZROY	Lane 1621	END OF LANE	
1623		FITZROY	NAPIER ST	Lane 1624	
1624		FITZROY	Lane 1623	END OF LANE	
1625		FITZROY	LITTLE VICTORIA ST	END OF LANE	
1627		FITZROY	LITTLE GEORGE ST	END OF LANE	
1628		FITZROY	LITTLE GEORGE ST	Lane 1629	
1629		FITZROY	Lane 1628	END OF LANE	
1630		FITZROY	GEORGE ST	END OF LANE	
1631		FITZROY	LITTLE GORE ST	END OF LANE	
1632		FITZROY	SMITH ST	LITTLE SMITH ST	
1633		FITZROY	LITTLE SMITH ST	END OF LANE	
1633.1		FITZROY	LITTLE SMITH ST	END OF LANE	
1634		FITZROY	LITTLE SMITH ST	Lane 1635	
1635		FITZROY	Lane 1634	END OF LANE	
1636		FITZROY	LITTLE SMITH ST	Lane 1637	

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Lane Number	Lane Name	Suburb	From	To	Comments
1637		FITZROY	Lane 1636	END OF LANE	
1638		FITZROY	LITTLE SMITH ST	END OF LANE	
1639		FITZROY	GORE ST	END OF LANE	
1640		FITZROY	Lane 1639	END OF LANE	
1641		FITZROY	GEORGE ST	END OF LANE	
1642		FITZROY	Lane 1641	END OF LANE	
1643		FITZROY	GEORGE ST	END OF LANE	
1644		FITZROY	LITTLE GEORGE ST	END OF LANE	
1645		FITZROY	LITTLE GEORGE ST	Lane 1646	
1646		FITZROY	Lane 1645	END OF LANE	
1647		FITZROY	NAPIER ST	LITTLE GEORGE ST	
1648		FITZROY	Lane 1647	END OF LANE	
1649		FITZROY	LITTLE GEORGE ST	Lane 1650	
1650		FITZROY	Lane 1649	END OF LANE	
1651		FITZROY	LITTLE GORE ST	Lane 1652	
1652		FITZROY	Lane 1651	END OF LANE	
1653		FITZROY	Lane 1654	END OF LANE	
1654		FITZROY	FITZROY ST	Lane 1653	
1655		FITZROY	PALMER ST	END OF LANE	
1656		FITZROY	FITZROY ST	END OF LANE	
1657		FITZROY	Lane 1656	END OF LANE	
1658		FITZROY	MARION ST	END OF LANE	
1659		FITZROY	MARION ST	END OF LANE	
1660		FITZROY	MARION ST	Lane 1661	
1661		FITZROY	Lane 1660	END OF LANE	
1662		FITZROY	ROYAL LANE	END OF LANE	
1663		FITZROY	PALMER ST	END OF LANE	
1664		FITZROY	FITZROY ST	COWELL ST	
1665		FITZROY	JAMES ST	END OF LANE	
1666		FITZROY	Lane 1667	END OF LANE	
1667		FITZROY	JAMES ST	Lane 1666	
1668		FITZROY	JAMES ST	END OF LANE	
1669		FITZROY	JAMES ST	Lane 1670	
1670		FITZROY	Lane 1669	Lane 1671	
1671		FITZROY	Lane 1670	FITZROY ST	
1672		FITZROY	FITZROY ST	END OF LANE	
1673		FITZROY	HANOVER ST	END OF LANE	
1674		FITZROY	HANOVER ST	END OF LANE	
1675		FITZROY	HANOVER ST	LITTLE HANOVER ST	
1676		FITZROY	HANOVER ST	KING WILLIAM ST	
1677		FITZROY	HANOVER ST	END OF LANE	
1678		FITZROY	Lane 1679	END OF LANE	
1679		FITZROY	KING WILLIAM ST	Lane 1678	
1680		FITZROY	KING WILLIAM ST	END OF LANE	
1681		FITZROY	MOOR ST	END OF LANE	
1682		FITZROY	FITZROY ST	END OF LANE	
1683		FITZROY	FITZROY ST	END OF LANE	
1684		FITZROY	KING WILLIAM ST	MOOR ST	
1685		FITZROY	Lane 1684	BACH LA	
1686		FITZROY	MOOR ST	END OF LANE	
1687		FITZROY	MOOR ST	END OF LANE	
1688		FITZROY	KING WILLIAM ST	END OF LANE	
1689		FITZROY	CHARLES ST	END OF LANE	
1690		FITZROY	CHARLES ST	WEBB ST	
1691		FITZROY	CHARLES ST	END OF LANE	
1692		FITZROY	GORE ST	END OF LANE	
1693		FITZROY	WEBB ST	END OF LANE	
1694		FITZROY	CHARLES ST	END OF LANE	
1695	Charles Place	FITZROY	CHARLES ST	END OF LANE	
1696		FITZROY	Lane 1695	END OF LANE	
1697		FITZROY	CHARLES ST	END OF LANE	
1698		FITZROY	Lane 1699	END OF LANE	
1699		FITZROY	CHARLES ST	CONDELL ST	
1700		FITZROY	CHARLES ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1701		FITZROY	CHARLES ST	END OF LANE	
1702		FITZROY	CONDELL ST	END OF LANE	
1703	Freeland lane	FITZROY	CONDELL ST	Lane 1704	
1704	Freeland Lane	FITZROY	Lane 1703	Lane 1705	
1705	Freeland Lane	FITZROY	CONDELL ST	Lane 1704	
1706		FITZROY	WOOD ST	Lane 1707	
1707		FITZROY	MOOR ST	Lane 1706	
1708		FITZROY	MOOR ST	END OF LANE	
1709		FITZROY	GORE ST	END OF LANE	
1710		FITZROY	Lane 1712	END OF LANE	
1711		FITZROY	GEORGE ST	END OF LANE	
1712	Napier Lane	FITZROY	NAPIER PLACE	END OF LANE	
1713		FITZROY	Lane 1712	Lane 1714	
1714		FITZROY	Lane 1713	END OF LANE	
1715		FITZROY	GORE ST	END OF LANE	
1716		FITZROY	ST DAVID ST	END OF LANE	
1716.1		FITZROY	ST DAVID ST	END OF LANE	
1717		FITZROY	Lane 1718	END OF LANE	
1718		FITZROY	Lane 1719	Lane 1717	
1719		FITZROY	MOOR ST	Lane 1718	
1720		FITZROY	BELL ST	END OF LANE	
1721		FITZROY	FITZROY ST	Lane 1720	
1722		FITZROY	Lane 1721	Lane 1723	
1723		FITZROY	Lane 1723	MOOR ST	
1724		FITZROY	JOHN ST	FITZROY ST	
1725		FITZROY	Lane 1724	END OF LANE	
1726		FITZROY	JOHN ST	FITZROY ST	
1727	Cremorne Place	FITZROY	MOOR ST	BELL ST	
1728		FITZROY	Lane 1727	END OF LANE	
1729		FITZROY	Lane 1727	END OF LANE	
1730		FITZROY	VICTORIA ST	END OF LANE	
1731		FITZROY	Lane 1732	Lane 1733	
1732		FITZROY	Lane 1731	MAHONEY ST	
1733		FITZROY	Lane 1731	MAHONEY ST	
1734		FITZROY	MAHONEY ST	FITZROY ST	
1735		FITZROY	MAHONEY ST	FITZROY ST	
1736		FITZROY	MAHONEY ST	FITZROY ST	
1737		FITZROY	FITZROY ST	Lane 1739	
1738		FITZROY	FITZROY ST	Lane 1740	
1739		FITZROY	BELL ST	GREEVES ST	
1740		FITZROY	GREEVES ST	END OF LANE	
1741		FITZROY	VICTORIA ST	END OF LANE	
1742		FITZROY	YOUNG ST	Lane 1743	
1743		FITZROY	GREEVES ST	Lane 1742	
1744		FITZROY	YOUNG ST	END OF LANE	
1745		FITZROY	GREEVES ST	EXHIBITION ST	
1746		FITZROY	GREEVES ST	EXHIBITION ST	
1747		FITZROY	GREEVES ST	EXHIBITION ST	
1748		FITZROY	GREEVES ST	ST DAVID ST	
1749		FITZROY	GREEVES ST	ST DAVID ST	
1750		FITZROY	Lane 1749	Lane 1751	
1751		FITZROY	ST DAVID ST	END OF LANE	
1752		FITZROY	GREEVES ST	ST DAVID ST	
1753		FITZROY	VICTORIA ST	GREEVES ST	
1754		FITZROY	Lane 1753	YOUNG ST	
1755		FITZROY	NAPIER ST	END OF LANE	
1756		FITZROY	CHAPEL ST	END OF LANE	
1757		FITZROY	CHAPEL ST	END OF LANE	
1758		FITZROY	NAPIER ST	Lane 1759	
1759		FITZROY	Lane 1758	END OF LANE	
1760		FITZROY	GREEVES ST	END OF LANE	
1761		FITZROY	GREEVES ST	END OF LANE	
1762		FITZROY	GREEVES ST	END OF LANE	
1763		FITZROY	GREEVES ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1764		FITZROY	HIGHETT PL	END OF LANE	
1765		FITZROY	HIGHETT PL	Lane 1766	
1766		FITZROY	Lane 1765	END OF LANE	
1767		FITZROY	CHAPEL ST	END OF LANE	
1768		FITZROY	Lane 1769	END OF LANE	
1769		FITZROY	GORE ST	Lane 1768	
1770		FITZROY	GORE ST	END OF LANE	
1771		FITZROY	GORE ST	END OF LANE	
1772		FITZROY	Lane 1771	END OF LANE	
1773		FITZROY	Lane 1774	END OF LANE	
1774		FITZROY	Lane 1773	GORE ST	
1775		FITZROY	Lane 1774	Lane 1776	
1776		FITZROY	Lane 1775	END OF LANE	
1777		FITZROY	JOHNSTON ST	END OF LANE	
1778		FITZROY	ELLIOTT ST	END OF LANE	
1779		FITZROY	ROCHESTER ST	END OF LANE	
1780		FITZROY	HERTFORD ST	END OF LANE	
1781		FITZROY	HERTFORD ST	Lane 1782	
1783		FITZROY	YOUNG ST	Lane 1784	
1784		FITZROY	JOHNSTON ST	VICTORIA ST	
1785		FITZROY	JOHNSTON ST	VICTORIA ST	
1786		FITZROY	FITZROY ST	END OF LANE	
1787		FITZROY	Lane 1788	FITZROY ST	
1788		FITZROY	JOHNSTON ST	VICTORIA ST	
1789		FITZROY	JOHNSTON ST	END OF LANE	
1790		FITZROY	SPRING ST	Lane 1791	
1791		FITZROY	Lane 1790	END OF LANE	
1792	Harrison Place	FITZROY	SPRING ST	END OF LANE	
1793		FITZROY	Lane 1792	END OF LANE	
1796		FITZROY	ARGYLE ST	Lane 1797	
1797		FITZROY	Lane 1796	END OF LANE	
1798		FITZROY	FITZROY ST	END OF LANE	
1799		FITZROY	Lane 1798	END OF LANE	
1800		FITZROY	Lane 1801	END OF LANE	
1801		FITZROY	ARGYLE ST	Lane 1800	
1802		FITZROY	ARGYLE ST	END OF LANE	
1803		FITZROY	JOHNSTON ST	END OF LANE	
1804		FITZROY	ARGYLE ST	END OF LANE	
1805		FITZROY	ARGYLE ST	END OF LANE	
1806		FITZROY	ARGYLE ST	END OF LANE	
1807		FITZROY	GEORGE ST	END OF LANE	
1808		FITZROY	ARGYLE ST	END OF LANE	
1809		FITZROY	ARGYLE ST	END OF LANE	
1810		FITZROY	ARGYLE ST	JOHNSTON ST	
1811		FITZROY	GORE ST	Lane 1812	
1812		FITZROY	Lane 1811	END OF LANE	
1813		FITZROY	ARGYLE ST	END OF LANE	
1814		FITZROY	KERR ST	END OF LANE	
1815		FITZROY	Lane 1816	END OF LANE	
1816		FITZROY	KERR ST	ARGYLE ST	
1817		FITZROY	ARGYLE ST	END OF LANE	
1818		FITZROY	ARGYLE ST	KERR ST	
1819		FITZROY	ARGYLE ST	Lane 1820	
1820		FITZROY	Lane 1819	END OF LANE	
1821		FITZROY	SPRING ST	END OF LANE	
1822		FITZROY	Lane 1821	END OF LANE	
1823		FITZROY	SPRING ST	END OF LANE	
1824		FITZROY	KERR ST	Lane 1825	
1825		FITZROY	Lane 1824	END OF LANE	
1826		FITZROY	SPRING ST	END OF LANE	
1827		FITZROY	KERR ST	Lane 1828	
1828		FITZROY	Lane 1827	END OF LANE	
1829		FITZROY	FITZROY ST	END OF LANE	
1830		FITZROY	FITZROY ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1831		FITZROY	KERR ST	Lane 1832	
1832		FITZROY	Lane 1831	END OF LANE	
1833		FITZROY	KERR ST	END OF LANE	
1834		FITZROY	ROSE ST	END OF LANE	
1835		FITZROY	Lane 1836	END OF LANE	
1836		FITZROY	ROSE ST	END OF LANE	
1837		FITZROY	YOUNG ST	END OF LANE	
1838		FITZROY	Lane 1837	Lane 1839	
1839		FITZROY	YOUNG ST	END OF LANE	
1840		FITZROY	Lane 1842	Lane 1841	
1841		FITZROY	Lane 1840	ROSE ST	
1842		FITZROY	ROSE ST	Lane 1840	
1843		FITZROY	ROSE ST	END OF LANE	
1844		FITZROY	Lane 1845	END OF LANE	
1845		FITZROY	KERR ST	Lane 1844	
1846		FITZROY	Lane 1847	END OF LANE	
1847		FITZROY	GEORGE ST	END OF LANE	
1848		FITZROY	ROSE ST	LEICESTER ST	
1849		FITZROY	Lane 1848	Lane 1850	
1850		FITZROY	ROSE ST	LEICESTER ST	
1851		FITZROY	ROSE ST	LEICESTER ST	
1852		FITZROY	Lane 1853	Lane 1851	
1853		FITZROY	ROSE ST	LEICESTER ST	
1854		FITZROY	ROSE ST	LEICESTER ST	
1855		FITZROY	Lane 1854	Lane 1856	
1856		FITZROY	Lane 1856	END OF LANE	
1857		FITZROY	ROSE ST	LEICESTER ST	
1858		FITZROY	Lane 1857	END OF LANE	
1859		FITZROY	ROSE ST	END OF LANE	
1860		FITZROY	ROSE ST	LEICESTER ST	
1861		FITZROY	Lane 1860	Lane 1862	
1862		FITZROY	Lane 1861	END OF LANE	
1863		FITZROY	FITZROY ST	Lane 1865	
1864		FITZROY	ROSE ST	LEICESTER ST	
1865		FITZROY	Lane 1864	END OF LANE	
1866		FITZROY	LEICESTER ST	WESTGARTH ST	
1867		FITZROY	Lane 1869	END OF LANE	
1868		FITZROY	Lane 1869	END OF LANE	
1869		FITZROY	LEICESTER ST	WESTGARTH ST	
1870		FITZROY	LEICESTER ST	WESTGARTH ST	
1871		FITZROY	LEICESTER ST	WESTGARTH ST	
1872		FITZROY	Lane 1871	YOUNG ST	
1873		FITZROY	LEICESTER ST	WESTGARTH ST	
1874		FITZROY	LEICESTER ST	Lane 1875	
1875		FITZROY	Lane 1874	Lane 1873	
1876		FITZROY	LEICESTER ST	WESTGARTH ST	
1877		FITZROY	Lane 1876	Lane 1878	
1878		FITZROY	LEICESTER ST	WESTGARTH ST	
1879		FITZROY	LEICESTER ST	WESTGARTH ST	
1880		FITZROY	Lane 1879	Lane 1881	
1881		FITZROY	LEICESTER ST	WESTGARTH ST	
1882		FITZROY	LEICESTER ST	WESTGARTH ST	
1883		FITZROY	CECIL ST	WESTGARTH ST	
1884		FITZROY	Lane 1885	Lane 1883	
1885		FITZROY	CECIL ST	WESTGARTH ST	
1886		FITZROY	CECIL ST	WESTGARTH ST	
1887		FITZROY	Lane 1888	Lane 1886	
1888		FITZROY	CECIL ST	WESTGARTH ST	
1889		FITZROY	CECIL ST	WESTGARTH ST	
1890		FITZROY	Lane 1889	YOUNG ST	
1891		FITZROY	YOUNG ST	CECIL ST	
1892		FITZROY	YOUNG ST	CECIL ST	
1893		FITZROY	FITZROY ST	END OF LANE	
1894		FITZROY	YOUNG ST	CECIL ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
1895		FITZROY	CECIL ST	ALEXANDRA PDE	
1896		FITZROY	Lane 1895	FITZROY ST	
1897		FITZROY	FITZROY ST	END OF LANE	
1898		FITZROY	ALEXANDRA PDE	CECIL ST	
1899		FITZROY	Lane 1898	END OF LANE	
1900		FITZROY	BRUNSWICK ST	END OF LANE	
1901		FITZROY	ALEXANDRA PDE	CECIL ST	
1902		FITZROY	Lane 1901	YOUNG ST	
1903		FITZROY	ALEXANDRA PDE	Lane 1904	
1904		FITZROY	Lane 1903	GEORGE ST	
1905		FITZROY	Lane 1904	END OF LANE	
1906		FITZROY	BRUNSWICK ST	Lane 1907	
1907		FITZROY NORTH	Lane 1906	END OF LANE	
1908		FITZROY NORTH	Lane 1906	END OF LANE	
1909		FITZROY NORTH	YORK ST	END OF LANE	
1910		FITZROY NORTH	ALEXANDRA PDE	YORK ST	
1911		FITZROY NORTH	Lane 1910	END OF LANE	
1912		FITZROY NORTH	Lane 1911	CURTAIN PL	
1913		FITZROY NORTH	CURTAIN PL	YORK PL	
1914	York Place	FITZROY NORTH	ALEXANDRA PDE	YORK PL	
1915	Laura Place	FITZROY NORTH	ST GEORGES RD	END OF LANE	
1916		FITZROY NORTH	Lane 1915	END OF LANE	
1917		FITZROY NORTH	YORK ST	END OF LANE	
1918		FITZROY NORTH	Lane 1920	Lane 1919	
1919		FITZROY NORTH	Lane 1918	PERCY ST	
1920		FITZROY NORTH	Lane 1918	PERCY ST	
1921		FITZROY NORTH	NEWRY ST	END OF LANE	
1922		FITZROY NORTH	Lane END	Lane 1923	
1923		FITZROY NORTH	ST GEORGES RD	Lane 1922	
1924		FITZROY NORTH	NEWRY ST	PERCY ST	
1925		FITZROY NORTH	YORK ST	Lane 1926	
1926		FITZROY NORTH	RAE ST	Lane 1925	
1927		FITZROY NORTH	RAE ST	Lane 1928	
1928		FITZROY NORTH	Lane 1927	END OF LANE	
1929		FITZROY NORTH	Lane 1930	END OF LANE	
1930		FITZROY NORTH	RAE ST	Lane 1929	
1931		FITZROY NORTH	NEWRY ST	END OF LANE	
1932	Bainbridge Place	FITZROY NORTH	Lane 1933	END OF LANE	
1933	Bainbridge Pl	FITZROY NORTH	NEWRY ST	Lane 1932	
1934		FITZROY NORTH	Lane 1935	END OF LANE	
1935		FITZROY NORTH	COLEMAN ST	Lane 1934	
1936		FITZROY NORTH	COLEMAN ST	Lane 1937	
1937		FITZROY NORTH	Lane 1936	END OF LANE	
1938	GROOM LA	FITZROY	JAMIESON ST	END OF LANE	
1939		FITZROY	Lane 1938	END OF LANE	
1940		FITZROY NORTH	Lane 1941	END OF LANE	
1941	Browns Lane	FITZROY NORTH	JAMIESON ST	END OF LANE	
1942		FITZROY NORTH	McKEAN ST	END OF LANE	
1943		FITZROY NORTH	McKEAN ST	END OF LANE	
1944		FITZROY NORTH	Lane 1943	Lane 1945	
1945		FITZROY NORTH	Lane 1944	Lane 1946	
1946		FITZROY NORTH	Lane 1945	GRANT ST	
1947		FITZROY	McKEAN ST	Lane 1948	
1948		FITZROY	Lane 1947	END OF LANE	
1949		FITZROY NORTH	GRANT ST	END OF LANE	
1950		FITZROY NORTH	GRANT ST	END OF LANE	
1951		FITZROY NORTH	McKEAN ST	END OF LANE	
1952		FITZROY NORTH	Lane 1951	END OF LANE	
1953		FITZROY NORTH	McKEAN ST	Lane 1954	
1954		FITZROY NORTH	Lane 1953	END OF LANE	
1955		FITZROY NORTH	McKEAN ST	END OF LANE	
1956		FITZROY NORTH	McKEAN ST	END OF LANE	
1957		FITZROY NORTH	McKEAN ST	Lane 1958	
1958		FITZROY NORTH	Lane 1957	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1959		FITZROY NORTH	McKEAN ST	Lane 1960	
1960		FITZROY NORTH	Lane 1959	END OF LANE	
1961		FITZROY NORTH	DELBRIDGE ST	Lane 1962	
1962		FITZROY NORTH	Lane 1961	Lane 1963	
1963		FITZROY NORTH	Lane 1962	Lane 1964	
1964		FITZROY NORTH	Lane 1963	END OF LANE	
1965		FITZROY NORTH	DELBRIDGE ST	END OF LANE	
1966		FITZROY NORTH	McKEAN ST	END OF LANE	
1967		FITZROY NORTH	Lane 1966	Lane 1969	
1968		FITZROY NORTH	MICHAEL ST	END OF LANE	
1969		FITZROY NORTH	Lane 1968	Lane 1970	
1970		FITZROY NORTH	Lane 1969	END OF LANE	
1971		FITZROY NORTH	DELBRIDGE ST	Lane 1972	
1972		FITZROY NORTH	Lane 1971	END OF LANE	
1973		FITZROY NORTH	Lane 1975	Lane 1974	
1974		FITZROY NORTH	PARK PDE	Lane 1973	
1975		FITZROY NORTH	PARK PDE	Lane 1973	
1976		FITZROY NORTH	MICHAEL ST	Lane 1977	
1977		FITZROY NORTH	Lane 1976	END OF LANE	
1978		FITZROY NORTH	Lane 1979	END OF LANE	
1979		FITZROY NORTH	ROWE ST	Lane 1978	
1980		FITZROY NORTH	Lane 1981	END OF LANE	
1981		FITZROY NORTH	ROWE ST	Lane 1983	
1982		FITZROY NORTH	DELBRIDGE ST	Lane 1981	
1983		FITZROY NORTH	DELBRIDGE ST	Lane 1981	
1984		FITZROY NORTH	FALCONER ST	Lane 1985	
1985		FITZROY NORTH	Lane 1984	Lane 1986	
1986		FITZROY NORTH	Lane 1987	FALCONER ST	
1987		FITZROY NORTH	DELBRIDGE ST	Lane 1986	
1988		FITZROY NORTH	Lane 1989	END OF LANE	
1989		FITZROY	ROWE ST	Lane 1988	
1990		FITZROY NORTH	SALISBURY CRES	END OF LANE	
1991		FITZROY NORTH	McKEAN ST	END OF LANE	
1992	Tucker Pl	FITZROY NORTH	McKEAN ST	Lane 1993	
1993	Tucker Pl	FITZROY NORTH	Lane 1992	END OF LANE	
1994		FITZROY NORTH	Lane 1995	END OF LANE	
1995		FITZROY NORTH	McKEAN ST	Lane 1994	
1996		FITZROY NORTH	Lane 1997	END OF LANE	
1997		FITZROY NORTH	ALFRED CR	Lane 1996	
1998		FITZROY	Lane 1999	END OF LANE	
1999		FITZROY NORTH	ALFRED CR	Lane 1998	
2000		FITZROY	NAPIER ST	Lane 2002	
2001		FITZROY NORTH	Lane 2002	END OF LANE	
2002		FITZROY NORTH	FREEMAN ST	NEWRY ST	
2003		FITZROY NORTH	FREEMAN ST	END OF LANE	
2004		FITZROY NORTH	RAE ST	Lane 2005	
2005		FITZROY NORTH	Lane 2005	END OF LANE	
2006		FITZROY NORTH	FREEMAN ST	END OF LANE	
2007		FITZROY NORTH	FREEMAN ST	END OF LANE	
2008		FITZROY NORTH	NEWRY ST	END OF LANE	
2009		FITZROY NORTH	FREEMAN ST	Lane 2010	
2010		FITZROY NORTH	Lane 2009	Lane 2011	
2011		FITZROY NORTH	Lane 2010	END OF LANE	
2012		FITZROY NORTH	Lane 2010	Lane 2013	
2013		FITZROY NORTH	Lane 2012	Lane 2014	
2014		FITZROY NORTH	Lane 2013	Lane 2015	
2015		FITZROY NORTH	Lane 2014	ST GEORGES RD	
2016		FITZROY NORTH	ST GEORGES RD	Lane 2017	
2017		FITZROY NORTH	Lane 2016	END OF LANE	
2018		FITZROY NORTH	Lane 2016	Lane 2020	
2019		FITZROY NORTH	Lane 2018	END OF LANE	
2020		FITZROY NORTH	Lane 2018	NEWRY ST	
2021		FITZROY NORTH	FREEMAN ST	END OF LANE	
2022		FITZROY NORTH	FREEMAN ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
2023		FITZROY NORTH	FREEMAN ST	Lane 2025	
2024		FITZROY NORTH	Lane 2023	END OF LANE	
2025		FITZROY NORTH	Lane 2023	Lane 2026	
2026		FITZROY NORTH	Lane 2025	FREEMAN ST	
2027		FITZROY NORTH	ST GEORGES RD	Lane 2028	
2028		FITZROY NORTH	Lane 2027	Lane 2029	
2029		FITZROY NORTH	ST GEORGES RD	END OF LANE	
2030		FITZROY NORTH	FREEMAN ST	END OF LANE	
2031		FITZROY NORTH	RAE ST	END OF LANE	
2032		FITZROY NORTH	CHURCH ST	END OF LANE	
2033		FITZROY NORTH	CHURCH ST	END OF LANE	
2034		FITZROY NORTH	CHURCH ST	END OF LANE	
2035		FITZROY NORTH	TEMPANY ST	END OF LANE	
2036		FITZROY NORTH	BROOKS CRES	END OF LANE	
2037		FITZROY NORTH	ST GEORGES RD	Lane 2038	
2038		FITZROY NORTH	Lane 2037	END OF LANE	
2039		FITZROY NORTH	ST GEORGES RD	Lane 2040	
2040		FITZROY NORTH	Lane 2039	WATKINS ST	
2041		FITZROY NORTH	WATKINS ST	END OF LANE	
2042		FITZROY NORTH	BROOKS CRES	END OF LANE	
2043		FITZROY NORTH	Lane 2042	RAE ST	
2044		FITZROY NORTH	Lane 2043	WATKINS ST	
2045		FITZROY NORTH	Lane 2043	ANNAND ST	
2046		FITZROY NORTH	RAE ST	Lane 2047	
2047		FITZROY NORTH	Lane 2046	Lane 2049	
2048		FITZROY	Lane 2049	END OF LANE	
2049		FITZROY NORTH	Lane 2047	Lane 2052	
2050		FITZROY	Lane 2051	END OF LANE	
2051		FITZROY NORTH	BRUNSWICK ST	Lane 2052	
2052	Hopetoun Place	FITZROY NORTH	REID ST	Lane 2049	
2053		FITZROY NORTH	REID ST	Lane 2054	
2054		FITZROY NORTH	Lane 2053	Lane 2055	
2055		FITZROY NORTH	Lane 2054	Lane 0	
2056		FITZROY NORTH	Lane 2057	END OF LANE	
2057		FITZROY NORTH	NICHOLSON ST	Lane 2056	
2058		FITZROY NORTH	REID ST	END OF LANE	
2059		FITZROY NORTH	Lane 2060	END OF LANE	
2060		FITZROY NORTH	NICHOLSON ST	END OF LANE	
2061		FITZROY NORTH	SCOTCHMER ST	Lane 2063	
2062		FITZROY	Lane 2063	END OF LANE	
2063		FITZROY NORTH	Lane 2061	BATMAN ST	
2064		FITZROY NORTH	Lane 2063	ALFRED ST	
2065		FITZROY NORTH	ALFRED ST	Lane 2066	
2066		FITZROY NORTH	Lane 2065	END OF LANE	
2067		FITZROY	REID ST	END OF LANE	
2068		FITZROY NORTH	Lane 2069	END OF LANE	
2069		FITZROY NORTH	ALFRED ST	Lane 2068	
2070		FITZROY NORTH	BATMAN ST	Lane 2071	
2071		FITZROY NORTH	Lane 2070	ALFRED ST	
2072		FITZROY	Lane 2071	RAE ST	
2073		FITZROY NORTH	Lane 2074	END OF LANE	
2074		FITZROY NORTH	RAE ST	SEACOMBE ST	
2075		FITZROY NORTH	Lane 2074	Lane 2076	
2076		FITZROY	REID ST	SEACOMBE ST	
2077		FITZROY NORTH	Lane 2076	Lane 2078	
2078		FITZROY NORTH	RAE ST	SEACOMBE ST	
2079		FITZROY NORTH	SEACOMBE ST	BRUNSWICK ST	
2080		FITZROY	Lane 2081	END OF LANE	
2081		FITZROY NORTH	Lane 2080	Lane 2082	
2082		FITZROY NORTH	SCOTCHMER ST	TRANMERE ST	
2083		FITZROY NORTH	Lane 2082	EGREMONT ST	
2084		FITZROY NORTH	Lane 2085	END OF LANE	
2085		FITZROY NORTH	TRANMERE ST	Lane 2086	
2086		FITZROY NORTH	EGREMONT ST	Lane 2087	

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Lane Number	Lane Name	Suburb	From	To	Comments
2087		FITZROY NORTH	Lane 2086	SCOTCHMER ST	
2088		FITZROY NORTH	Lane 2087	END OF LANE	
2088.1		FITZROY NORTH	TRANMERE ST	Lane 2088.3	
2088.2		FITZROY NORTH	TRANMERE ST	Lane 2088.3	
2088.3		FITZROY NORTH	Lane 2088.1	Lane 2088.2	
2088.4		FITZROY NORTH	Lane 2088.3	REID ST	
2088.5		FITZROY NORTH	ST GEORGES RD	BEST ST	
2089	AUSTIN WAY	FITZROY	BEST ST	Lane 2090	
2090	AUSTIN WAY	FITZROY NORTH	Lane 2089	Lane 2091	
2091	AUSTIN WAY	FITZROY NORTH	Lane 2090	FERGIE ST	
2092		FITZROY NORTH	FERGIE ST	END OF LANE	
2093		FITZROY NORTH	FERGIE ST	END OF LANE	
2094		FITZROY NORTH	Lane 2093	ALFRED CR	
2095		FITZROY NORTH	Lane 2096	FALCONER ST	
2095.1		FITZROY NORTH	MARK ST	END OF LANE	
2096		FITZROY NORTH	MARK ST	WOODHEAD ST	
2097		FITZROY NORTH	WOODHEAD ST	END OF LANE	
2098		FITZROY NORTH	Lane 2099	END OF LANE	
2099		FITZROY NORTH	FALCONER ST	Lane 2100	
2100		FITZROY NORTH	WOODHEAD ST	Lane 2099	
2101		FITZROY NORTH	SCOTCHMER ST	Lane 2102	
2102		FITZROY NORTH	Lane 2101	END OF LANE	
2103		FITZROY NORTH	SCOTCHMER ST	Lane 2104	
2104		FITZROY NORTH	Lane 2103	Lane 2105	
2105		FITZROY NORTH	Lane 2104	END OF LANE	
2106		FITZROY NORTH	Lane 2107	Lane 2108	
2107		FITZROY NORTH	LIVERPOOL ST	Lane 2106	
2108		FITZROY NORTH	LIVERPOOL ST	Lane 2108	
2109		FITZROY NORTH	LIVERPOOL ST	Lane 2110	
2110		FITZROY NORTH	RAE ST	END OF LANE	
2111		FITZROY NORTH	RAE ST	MOSS ST	
2112		FITZROY NORTH	MOSS ST	END OF LANE	
2113		FITZROY NORTH	BRUNSWICK ST	END OF LANE	
2114		FITZROY NORTH	MOSS ST	END OF LANE	
2115		FITZROY NORTH	MOSS ST	END OF LANE	
2116		FITZROY NORTH	BRUNSWICK ST	BIRKENHEAD ST	
2117		FITZROY NORTH	Lane 2116	Lane 2118	
2118		FITZROY NORTH	BIRKENHEAD ST	END OF LANE	
2119		FITZROY NORTH	BIRKENHEAD ST	BEST ST	
2120		FITZROY NORTH	Lane 2119	Lane 2122	
2121		FITZROY NORTH	Lane 2122	Lane 2120	
2122		FITZROY NORTH	BIRKENHEAD ST	END OF LANE	
2123		FITZROY	BEST ST	END OF LANE	
2124		FITZROY NORTH	Lane 2124.1	Lane 2141	
2124.1		FITZROY NORTH	APPERLY ST	IVAN ST	
2125		FITZROY NORTH	FERGIE ST	END OF LANE	
2126		FITZROY NORTH	TAIT ST	Lane 2127	
2127		FITZROY NORTH	Lane 2126	END OF LANE	
2128		FITZROY NORTH	Lane 2127	Lane 2129	
2129		FITZROY NORTH	Lane 2128	ST GEORGES RD	
2130	CIRCLE PLACE	FITZROY NORTH	ST GEORGES RD	Lane 2134	
2131		FITZROY NORTH	Lane 2131	END OF LANE	
2132		FITZROY NORTH	Lane 2131	Lane 2133	
2133		FITZROY NORTH	Lane 2134	PARK ST	
2134		FITZROY NORTH	Lane 2135	Lane 2123	
2135		FITZROY NORTH	Lane 2134	Lane 2136	
2136		FITZROY NORTH	Lane 2135	END OF LANE	
2137		FITZROY	PARK ST	IVAN ST	
2138		FITZROY	Lane 2137	Lane 2141	
2139		FITZROY	Lane 2138	Lane 2140	
2140		FITZROY	Lane 2139	END OF LANE	
2141		FITZROY NORTH	IVAN ST	EASTHAM ST	
2142		FITZROY NORTH	Lane 2143	Lane 2141	
2143		FITZROY NORTH	IVAN ST	END OF LANE	

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2144		FITZROY	TAIT ST	END OF LANE	
2145		FITZROY	Lane 2146	END OF LANE	
2146		FITZROY	SCOTCHMER ST	Lane 2145	
2147		FITZROY NORTH	PARK ST	SCOTCHMER ST	
2148		FITZROY NORTH	KNEEN ST	Lane 2147	
2149		FITZROY NORTH	Lane 2150	Lane 2147	
2150		FITZROY NORTH	Lane 2149	END OF LANE	
2151		FITZROY	Lane 2147	END OF LANE	
2152		FITZROY NORTH	Lane 2153	END OF LANE	
2153		FITZROY NORTH	Lane 2152	Lane 2147	
2154		FITZROY NORTH	Lane 2147	END OF LANE	
2155		FITZROY NORTH	Lane 2147	END OF LANE	
2156		FITZROY NORTH	KNEEN ST	END OF LANE	
2157		FITZROY NORTH	RUSHALL CRES	Lane 2160	
2158		FITZROY NORTH	Lane 2160	END OF LANE	
2159		FITZROY NORTH	Lane 2160	END OF LANE	
2160		FITZROY NORTH	Lane 2157	FALCONER ST	
2161		FITZROY NORTH	FALCONER ST	WOODSIDE ST	
2162		FITZROY NORTH	Lane 2161	Lane 2163.1	
2163		FITZROY NORTH	Lane 2163.1	FALCONER ST	
2163.1		FITZROY NORTH	Lane 2163	Lane 2168.1	
2164		FITZROY NORTH	FALCONER ST	END OF LANE	
2165		FITZROY NORTH	Lane 2167	ROWE ST	
2166		FITZROY NORTH	Lane 2167	WOODSIDE ST	
2167		FITZROY NORTH	MICHAEL ST	Lane 2168	
2168		FITZROY NORTH	WOODSIDE ST	Lane 2167	
2168.1		FITZROY NORTH	FALCONER ST	WOODSIDE ST	
2169		FITZROY NORTH	ROWE ST	Lane 2170	
2170		FITZROY NORTH	Lane 2169	McKEAN ST	
2171		FITZROY NORTH	Lane 2170	END OF LANE	
2172		FITZROY NORTH	Lane 2169	Lane 2173	
2173		FITZROY NORTH	Lane 2172	Lane 2174	
2174		FITZROY NORTH	Lane 2173	END OF LANE	
2175		FITZROY NORTH	Lane 2174	McKEAN ST	
2176		FITZROY NORTH	RUSHALL CRES	END OF LANE	
2177		FITZROY NORTH	Lane 2176	Lane 2179	
2178		FITZROY NORTH	Lane 2177	END OF LANE	
2179		FITZROY NORTH	Lane 2177	END OF LANE	
2180		FITZROY NORTH	MICHAEL ST	END OF LANE	
2181		FITZROY	HOWE ST	Lane 2182	
2182		FITZROY NORTH	Lane 2181	END OF LANE	
2183		FITZROY NORTH	HOWE ST	END OF LANE	
2184		FITZROY NORTH	Lane 2183	END OF LANE	
2184.1		FITZROY	Lane 2184	END OF LANE	
2185		FITZROY NORTH	Lane 2183	Lane 2186	
2186		FITZROY NORTH	Lane 2185	Lane 2187	
2187		FITZROY NORTH	Lane 2186	QUEENS PDE	
2188		FITZROY NORTH	McKEAN ST	END OF LANE	
2189		FITZROY NORTH	RUSHALL CRES	END OF LANE	
2190		FITZROY NORTH	RUSHALL CRES	Lane 2191	
2191		FITZROY NORTH	Lane 2190	McKEAN ST	
2192		FITZROY NORTH	McKEAN ST	END OF LANE	
2193		FITZROY NORTH	Lane 2194	END OF LANE	
2194		FITZROY NORTH	Lane 2193	BRENNAND ST	
2195		FITZROY NORTH	NICHOLSON ST	RAE ST	
2196		FITZROY NORTH	BRUNSWICK ST	END OF LANE	
2197		FITZROY NORTH	HOLDEN ST	RAILWAY PL	
2198		FITZROY NORTH	Lane 2197	ST GEORGES RD	
2199	McKILLOP LANE	FITZROY NORTH	BENNETT ST	END OF LANE	
2200		FITZROY NORTH	HOLDEN ST	Lane 2199	
2201		FITZROY NORTH	HOLDEN ST	END OF LANE	
2202		FITZROY NORTH	HOLDEN ST	END OF LANE	
2203		FITZROY NORTH	Lane 2204	END OF LANE	
2204		FITZROY NORTH	BARKLY ST	Lane 2203	

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
2205		FITZROY NORTH	BARKLY ST	Lane 2206	
2206		FITZROY NORTH	Lane 2205	END OF LANE	
2207		FITZROY	Lane 2208	Lane 3025	
2208		FITZROY NORTH	BARKLY ST	Lane 2207	
2209		FITZROY NORTH	HOLDEN ST	Lane 2210	
2210		FITZROY NORTH	Lane 2209	Lane 2211	
2211		FITZROY NORTH	Lane 2210	ST GEORGES RD	
2212		FITZROY NORTH	BARKLY ST	HOLDEN ST	
2213		FITZROY NORTH	PILKINGTON ST	END OF LANE	
2214		FITZROY NORTH	RAE ST	DEAN ST	
2215		FITZROY NORTH	BARKLY ST	Lane 2214	
2216		FITZROY NORTH	BARKLY ST	HOLDEN ST	
2217		FITZROY NORTH	Lane 2218	Lane 2216	
2218		FITZROY NORTH	BARKLY ST	HOLDEN ST	
2219		FITZROY NORTH	BARKLY ST	Lane 2220	
2220		FITZROY NORTH	Lane 2219	Lane 2221	
2221		FITZROY NORTH	BARKLY ST	CLAUSCEN ST	
2222		FITZROY NORTH	RAE ST	MELVILLE ST	
2223		FITZROY NORTH	CLAUSCEN ST	Lane 2222	
2224		FITZROY NORTH	CLAUSCEN ST	Lane 2222	
2225		FITZROY NORTH	BARKLY ST	Lane 2222	
2226		FITZROY NORTH	BARKLY ST	Lane 2222	
2227		FITZROY NORTH	CLAUSCEN ST	Lane 2222	
2228		FITZROY NORTH	BARKLY ST	Lane 2230	
2229		FITZROY NORTH	CLAUSCEN ST	Lane 2230	
2230		FITZROY NORTH	MELVILLE ST	Lane 2231	
2231		FITZROY NORTH	BARKLY ST	Lane 2232	
2232		FITZROY NORTH	Lane 2231	Lane 2233	
2233		FITZROY NORTH	Lane 2232	CLAUSCEN ST	
2234		FITZROY NORTH	BARKLY ST	Lane 2235	
2235		FITZROY NORTH	Lane 2234	BUNDARA ST	
2236		FITZROY NORTH	CLAUSCEN ST	MILLER ST	
2237		FITZROY NORTH	Lane 2236	END OF LANE	
2238		FITZROY NORTH	CLAUSCEN ST	Lane 2237	
2239		FITZROY NORTH	CLAUSCEN ST	Lane 2237	
2240		FITZROY NORTH	MILLER ST	Lane 2237	
2241		FITZROY NORTH	MILLER ST	Lane 2242	
2242		FITZROY NORTH	Lane 2241	Lane 2245	
2243		FITZROY	CLAUSCEN ST	Lane 2242	
2244		FITZROY NORTH	MILLER ST	Lane 2242	
2245		FITZROY NORTH	CLAUSCEN ST	Lane 2242	
2246		FITZROY NORTH	CLAUSCEN ST	Lane 2247	
2247		FITZROY NORTH	Lane 2246	TAYLOR ST	
2248		FITZROY NORTH	TAYLOR ST	END OF LANE	
2249		FITZROY NORTH	WHITE ST	END OF LANE	
2250		FITZROY NORTH	MILLER ST	END OF LANE	
2251		FITZROY NORTH	KING ST	END OF LANE	
2252		FITZROY NORTH	MILLER ST	Lane 2255	
2253		FITZROY NORTH	Lane 2255	MAY ST	
2254		FITZROY NORTH	MAY ST	Lane 2255	
2255		FITZROY NORTH	IDA ST	END OF LANE	
2300		ALPHINGTON	ARTHUR ST	END OF LANE	
2301		ALPHINGTON	AUSTIN ST	END OF LANE	
2302		ALPHINGTON	LUGTON ST	END OF LANE	
2303		ALPHINGTON	PARK AVE	END OF LANE	
2304		ALPHINGTON	PARK AVE	END OF LANE	
2305		ALPHINGTON	PARK AVE	END OF LANE	
2307		ALPHINGTON	YARRALEA ST	VIEW ST	
2308		ALPHINGTON	LUCERNE CRES	PHILLIPS ST	
2309		ALPHINGTON	LUCERNE CRES	END OF LANE	
2310		ALPHINGTON	ST BERNARDS ROAD	Lane 2311	
2311		ALPHINGTON	Lane 2310	END OF LANE	
2312		ALPHINGTON	ST GOTHARDS ROAD	END OF LANE	
2350		RICHMOND	HOLLICK ST	END OF LANE	

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
2351		RICHMOND	HOLLICK ST	COLE ST	
2352		RICHMOND	COLE ST	KENNEDY ST	
2353		RICHMOND	Lane 2352	END OF LANE	
2354		RICHMOND	LEIGH PL	END OF LANE	
2355		RICHMOND	NAPIER LANE	SHERWOOD ST	
2356		RICHMOND	SHERWOOD ST	END OF LANE	
2357		RICHMOND	Lane 2356	END OF LANE	
2358		RICHMOND	Lane 2376	END OF LANE	
2359		RICHMOND	Lane 789	END OF LANE	
2360		RICHMOND	WAVERLEY ST	Lane 847	
2361		RICHMOND	Lane 910	Lane 911	
2362		RICHMOND	CORSAIR ST	END OF LANE	
2363		RICHMOND	BOYD ST	END OF LANE	
2364		RICHMOND	CORSAIR ST	END OF LANE	
2365		RICHMOND	Lane 994	END OF LANE	
2366		RICHMOND	GLASSHOUSE ST	END OF LANE	
2367		RICHMOND	GLASSHOUSE ST	END OF LANE	
2368		RICHMOND	MANTON ST	END OF LANE	
2369	HOFERT LANE	RICHMOND	TYPE ST	END OF LANE	
2371		RICHMOND	BENDIGO ST	Lane 2372	
2372		RICHMOND	Lane 2371	END OF LANE	
2373		RICHMOND	JAGO ST	END OF LANE	
2374		RICHMOND	MANTON ST	Lane 2375	
2376		RICHMOND	ROTHERWOOD ST	VERITY ST	
2377		RICHMOND	EGAN ST	Lane 587	
2378		RICHMOND	Lane 587	JIKA PL	
2379		RICHMOND	JIKA PL	FREEMAN ST	
2380	SELBY ROW	RICHMOND	BRIGHTON ST	END OF LANE	
2502	ARGYLE PL	FITZROY	ARGYLE ST	YOUNG ST	
3000	RAILWAY LA	FITZROY NORTH	PARK ST	LIVERPOOL ST	
3001	Boston Place	FITZROY NORTH	CHURCH ST	CHURCH ST	
3002		COLLINGWOOD	PEEL ST	END OF LANE	
3005		RICHMOND	NEWRY ST	Lane 3006	
3006		RICHMOND	Lane 3005	CANTERBURY ST	
3007		RICHMOND	CANTERBURY ST	END OF STREET	
3008		RICHMOND	Lane 3007	END OF STREET	
3009		RICHMOND	Lane 3007	END OF STREET	
3012	SKENE PL	FITZROY NORTH	RAE ST	END OF LANE	
3013	Kipling Mews	CREMORNE	KIPLING ST	END OF LANE	
3014	SPENCER PLACE	RICHMOND	ABINGER ST	Lane 852	
3015		ABBOTSFORD	GIPPS ST	END OF STREET	
3016		FITZROY	ST DAVID ST	END OF STREET	
3017		BURNLEY	Lane 1187	END OF STREET	
3018		FITZROY	LITTLE VICTORIA ST	Lane 3019	
3019		FITZROY	Lane 3018	END OF STREET	
3020	Johnstone Place	FITZROY	JOHNSTON ST	END OF STREET	Added Jul 2011
3021		RICHMOND	ROWENA PDE	Lane 3022	Added Jul 2011
3022		RICHMOND	Lane 3021	END OF STREET	Added Jul 2011
3023		RICHMOND	Lane 3021	END OF STREET	Added Jul 2011
3024		COLLINGWOOD	LANGRIDGE ST	END OF STREET	Added Jul 2011
3025		FITZROY NORTH	Lane 2207	END OF LANE	Added Jun 2012
3026		RICHMOND	Lane 3022	END OF STREET	Added Jun 2012
3027		RICHMOND	BOYD ST	END OF STREET	Added Jun 2012
3028		CLIFTON HILL	YAMBLA ST	Lane 107.5	Added Sep 2012
3029		CLIFTON HILL	Lane 3030	END OF LANE	Added Sep 2012
3030		CLIFTON HILL	RAMSDEN ST	END OF LANE	Added Sep 2012
3031		CLIFTON HILL	Lane 3032	END OF LANE	Added Sep 2012
3032		CLIFTON HILL	ROSENEATH ST	END OF LANE	Added Sep 2012
3033		RICHMOND	SHERWOOD ST	END OF LANE	Added Feb 2013
3034		RICHMOND	Lane 3033	END OF LANE	Added Feb 2013
3035		RICHMOND	BUTLER ST	END OF LANE	Added Feb 2013
3036	Milton Place	CREMORNE	SHAKESPEARE PL	END OF LANE	Added Feb 2013
3037	Milton Place	CREMORNE	Lane 3036	END OF LANE	Added Feb 2013
3038	Milton Place	RICHMOND	Lane 3037	END OF LANE	Added Feb 2013

Attachment 2 - Register of Public Roads 15 March 2017

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
3039		CREMORNE	WELLINGTON ST	END OF LANE	Added Feb 2013
3040	Bakehouse Pl	RICHMOND	YORK ST	END OF LANE	Added Feb 2013
3041		FITZROY	Lane 1870	END OF LANE	Added Mar 2013
3042		RICHMOND	COPPIN ST	Lane 1173	Added Jul 2013
3043		FITZROY NORTH	PARK ST	ST GEORGES RD	Added Jul 2013
3044		CREMORNE	FITZGIBBON ST	END OF LANE	Added Jul 2013
3045		FITZROY	YOUNG ST	END OF LANE	Added Oct 2013
3046		FITZROY	YOUNG ST	KENT ST	Added Oct 2013
3047		FITZROY NORTH	FREEMAN ST	END OF LANE	Added Nov 2013
3048		FITZROY	KERR ST	Lane 2502	Added Nov 2013
3049		FITZROY	GORE ST	END OF LANE	Added Nov 2013
3050		FITZROY NORTH	EGREMONT ST	Lane 2085	Added Dec 2013
3051		FITZROY NORTH	CHURCH ST	Lane 3054	Added Dec 2013
3052		FITZROY NORTH	CHURCH ST	Lane 3054	Added Dec 2013
3053		FITZROY NORTH	CHURCH ST	Lane 3054	Added Dec 2013
3054		FITZROY NORTH	Lane 3001	END OF LANE	Added Dec 2013
3055		FITZROY	NAPIER ST	Lane 1747	Added Dec 2013
3056		FITZROY NORTH	EASTHAM ST	APPERLY ST	Added Feb 2014
3057		FITZROY NORTH	TAIT ST	Lane 2141	Added Feb 2014
3058		RICHMOND	CHURCH ST	END OF LANE	Added May 2014
3059		FITZROY	FISHERS LANE	END OF LANE	Added May 2014
3060		COLLINGWOOD	KEELE ST	LITTLE ABBOT ST	Added May 2014
3061		RICHMOND	CROWN ST	Lane 714	Added May 2014
3062		NORTH CARLTON	EARL ST	Lane 1486	Added May 2014
3063		NORTH CARLTON	Lane 1437	END OF LANE	Added May 2014
3064		RICHMOND	BURNLEY ST	END OF LANE	Added Jul 2014
3065	Deakin Way	RICHMOND	BARNET WAY	BENDIGO ST	Added 5/3/2015
3066		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	Added 12/3/2015
3067		FITZROY NORTH	REID ST	END OF LANE	Added 1/6/2015
3068		FITZROY NORTH	Lane 2216	END OF LANE	Added 1/6/2015
3069		FITZROY NORTH	RAE ST	SEACOMBE ST	Added 1/6/2015
3070		CLIFTON HILL	ROSENEATH ST	Lane 3031	Added 1/6/2015
3071		ABBOTSFORD	FEDERATION LA	END OF LANE	Added 1/6/2015
3072		FITZROY NORTH	Lane 2176	END OF LANE	Added 1/6/2015
3073		FITZROY NORTH	ROWE ST	Lane 3074	Added 1/6/2015
3074		FITZROY NORTH	Lane 3073	PARK PL	Added 1/6/2015
3075		FITZROY	LITTLE NAPIER ST	END OF LANE	Added 10/8/2015
3076		NORTH CARLTON	Lane 1423	END OF LANE	Added 2/12/2016

11.7 Yarra Libraries Draft Strategic Plan 2017 - 2020

Executive Summary

Purpose

To seek Council's approval to release the attached Yarra Libraries' Draft Strategy for 2017–2020, for a four-week community consultation period, which will provide an opportunity for members of the community to comment and provide feedback.

Key Issues

- This Strategy will guide Yarra's library services direction through the next three years.
- Yarra Libraries' vision for this period is: Connect, Discover, Inspire.
- The Strategy has been written in plain language with the intent that anyone who picks it up will be able to read and understand it, making it as accessible as possible to staff, stakeholders and community alike.
- Through an extensive consultation with the community, library users, internal and external stakeholders, and potential partners, Yarra Libraries identified six strategic priorities.
- Every year for the life of The Strategy, Yarra Libraries will develop action plans based on these six themes, with the proposed first year action plan shown as Appendix A in The Draft Strategy, which can be found at Attachment 1.

The six priorities are:

1. **Creating opportunities for learning and literacy**
   Yarra Libraries provides opportunities and resources for learning, literacy and creativity. Our libraries are for everyone, and are dedicated to learning needs at all stages of life. From creative play to scheduled learning activities, and basic to advanced skill levels, everyone can find an opportunity to learn and grow at Yarra Libraries.

2. **Putting people first**
   Yarra Libraries is committed to providing excellent customer service by creating positive experiences for everyone. We recognise that people use the library in many different ways, and we want to ensure that each person's library experience suits them. Our focus is on people, and we develop programs and services to respond to the community's needs.

3. **Connecting with our community**
   Libraries are vital hubs for connection and collaboration and Yarra Libraries is committed to keeping community connection a central focus. We will continue to work with other groups, organisations and areas of Council to find ways to deliver services beyond the library walls, create connections with the community, and seek out those who cannot come to us.

4. **Discovering through technology**
   Technology is changing the ways in which we learn, connect and collaborate and it is vital that everyone has access to the kind of technology that suits them, and a chance to develop their digital skills. Yarra Libraries is committed to bridging the digital divide and will continue exploring technologies that support social connectedness. We are keen to facilitate access to both basic and advanced technologies.

5. **Curating inspired collections**
   Yarra Libraries' collections underpin everything we do, and they will continue to grow and develop according to diverse community needs. Heritage items, local history archives and

environmental technologies are just some of our existing collection types, and where possible we will look to expand this to include other kinds of items in the future. Our focus will always be on supporting people to learn, connect, make, imagine and discover.

6. **Providing places for all people**
   While library spaces and the ways we use them are rapidly changing, Yarra's libraries remain free and accessible places, where everyone is welcome. Our libraries are a unique community asset, and we intend to continue to improve our physical and virtual spaces, and our presence out in the community, and find new ways to make places for all people.

Financial Implications

- All actions in the first year Action Plan have been costed within the existing resources of Yarra Libraries' operational budget.
- All proposed commitments and actions for future years will be subject to Council's consideration and approval during annual budget planning cycles. These will continue to be developed and monitored during the life of the plan and presented to Council as part of Library Services' annual reporting process.

PROPOSAL

That Council approves the release of the Yarra Libraries Draft Strategic Plan 2017–2020 for public exhibition, for a period of four weeks commencing 6 July 2017, prior to consideration of submissions and adoption by Council.

11.7 Yarra Libraries Draft Strategic Plan 2017 - 2020

Trim Record Number: D17/79332
Responsible Officer: Director Community Wellbeing

Purpose

1. To seek Council's approval to release the attached Yarra Libraries' Draft Strategy for 2017–2020, for a four-week community consultation period commencing 6 July 2017, which will provide an opportunity for members of the community to comment and provide feedback.

Background

2. The new Yarra Libraries Strategic Plan 2017–2020 is in development to build on the achievements of the Yarra Libraries Strategic Plan 2013–2016.

3. This strategic plan provides a comprehensive framework for the development and implementation of public library services in Yarra for the next three years.

External Consultation

4. This draft Strategy was developed through an in-depth consultation process run in the second half of 2016 and the beginning of 2017. It encompassed a series of workshops, targeted outreach consultations with hard-to-reach groups, an informal online survey (used as a conversation tool by library staff), and conversations with library users, community members, and service providers.

5. During the two years leading up to these consultation activities, Yarra Libraries also conducted surveys on all aspects of the service. These were distributed electronically and made available at all library branches in multiple community languages, with response numbers totalling up to 2,075, the highest rate of response for any Council survey at the time. The resulting data was used as the basis of the consultation for this strategy.

6. For the 2016–17 consultation period, we specifically sought out and engaged with particular groups of people who can be difficult to reach. Rather than simply surveying our library users, we had conversations with people in library venues and at events, and we went out into the community to speak with people who both do and do not use our libraries to find out what they want, and what they need.

7. The strongest theme that we identified through these conversations was the consistent desire for social connectedness, be it through activities, technology, or use of flexible communal space. Many people were also keen to find ways to share skills, knowledge and resources through the library.

8. Most of the feedback received during the consultation was very positive and affirmed the path that Yarra Libraries is on. Feedback across different people and groups was consistent, with similar ideas and themes.

9. The biggest gap we identified, was in people's understanding of what Yarra Libraries offers. Communicating the breadth and scope of public libraries is an ongoing challenge for the entire sector. While Yarra Libraries' profile has been raised considerably since the previous strategy, there is clearly some more work to do in this area, both for Yarra and the public library sector as a whole.

10. Overall, we are confident that Yarra Libraries will be able to continue strengthening the relationship with the community, and spreading the word that the libraries are a welcoming and inclusive place for all.

11. Yarra Libraries approaches consultation with our community as an ongoing endeavour, encouraging input from our library users on a daily basis through our interactions with them.

We accept and encourage verbal feedback, have hard copy feedback forms prominently available, and we make good use of social media.

12. Full details of the consultation process are captured in Appendix B in The Draft Strategy (Attachment 1).

Internal Consultation (One Yarra)

13. Yarra Libraries is always on the lookout for opportunities to work with our colleagues across the organisation, and this is reflected in the action plan for the first year, which includes collaborations with areas such as Family, Youth & Children's Services, Aged & Disability Services, Arts, Culture & Venues, and Community Partnerships.

14. The steering committee for this project included management-level representatives from Corporate Planning & Performance, Family, Youth & Children's Services and Community Partnerships.

15. As part of the consultation for this strategy, we ran a facilitated workshop to which all of our Yarra colleagues were invited. We were pleased to have an excellent turnout from many areas of Council, demonstrating the goodwill that Library Services has generated through our openness to collaboration and input. A number of people who could not attend contacted the Library Development Officer later with their input, which was welcome.

16. Many of the ideas that were generated at that workshop, and in conversations that followed, were incorporated into the strategy and the first year action plan. Actions to which the Library Service has already committed in other Yarra strategies were also cross-referenced and included in this strategy.

17. Yarra Libraries is pleased to be able to strengthen our offering to the community by working inclusively as One Yarra.

Financial Implications

18. All actions in the first year Action Plan have been costed within the existing resources of Yarra Libraries' operational budget.

19. All proposed commitments and actions for future years will be subject to Council's consideration and approval during annual budget planning cycle. These will continue to be developed and monitored during the life of the plan and presented to Council as part of Library Services' annual reporting process.

Economic Implications

20. The return to our community on Council's investment in public libraries is overwhelmingly positive, as demonstrated in the *Dollars, Sense and Public Libraries* report (State Library of Victoria, 2011).

21. This important study into the socio-economic value of public libraries by the State Library of Victoria and Public Libraries Victoria Network, found the following key economic benefits of government investment in public libraries:

    (a) the majority of Victorians are public library patrons;

    (b) 63% of Victorian householders used a public library in the past 12 months;

    (c) for every dollar invested in Victoria's public libraries, $3.56 is the average rate of return in community benefits;

    (d) public libraries supported 4,430 jobs, contributed $722 million to income and added $120 million to the Victorian Gross State Product; and

    (e) library patrons receive services valued at $419 per year, per person.

Sustainability Implications

22. Yarra Libraries offers community initiatives through programs, services and collections that support Council's sustainability objective.

23. In collaboration with Council's Sustainability Unit, Yarra Libraries plays an active role in the development and delivery of sustainability awareness and education initiatives and will continue to raise awareness and inclusion on what we all know is a major social, cultural and environmental issue.

24. The sharing of resources that Yarra Libraries facilitates for the community is an inherently sustainable endeavour that is being continuously assessed and improved.

Social Implications

25. Library spaces are becoming increasingly important to the community, as places where people can gather and take part in a range of programs and activities that provide meaningful opportunities for social interaction, imaginative play and life-long learning. Additionally, people use the library to seek high levels of assistance – with technology and language skills, and to navigate the complexities of government bureaucracy, which increasingly is being digitised.

26. One of the most predominant themes of what people are seeking from Yarra Libraries is social connection, be it through activities, technology, or simply having a free and accessible space where they can relax, learn, explore, play and engage with other people.

27. Yarra Libraries provide this 'third place' – after home and school, study or work, libraries are a neutral place that is separate from home and work (or school), where everybody is welcome. Yarra Libraries is free and inclusive, fostering community connection and breaking down the barriers of social isolation and exclusion.

Human Rights Implications

28. Yarra Libraries Strategic Plan 2017–2020 actively supports and complies with the Charter of Human Rights 2006, which lists 20 substantive rights. This strong commitment to social justice underpins everything that the library service does.

29. The rights listed in the charter that are of notable relevance to public libraries, and specifically to this strategy document, are:

    (a) freedom of thought, conscience, religion and belief;

    (b) freedom of expression;

    (c) taking part in public life; and

    (d) cultural life.

Communications with CALD Communities Implications

30. The consultation process for this strategy was inclusive of Yarra's CALD communities, through direct outreach activities, conversations in community languages with library users, and by the Community Partnerships Unit's promotion of the consultation through their networks.

31. The draft Strategy actively supports delivery of actions that correspond with the Multicultural Partnerships Plan, such as promoting the 'Racism, it stops with me' campaign.

32. During the initial surveys that formed the basis of the draft Strategy, Library Services broke new ground by being the first Council unit to have translated versions of the survey materials available online in all of Yarra's predominant community languages. Additionally, our CALD outreach staff have personally connected and spoken with the Chinese, Vietnamese, Arabic and Greek communities in their primary language to seek their input.

33. Yarra Libraries employs staff who can speak Vietnamese, Mandarin, Cantonese, Arabic, Greek and Italian with our library users, and we offer activities and services in a variety of community languages.

Council Plan, Strategy and Policy Implications

34. The Proposed Council Plan 2017–21 informs the development and delivery of Yarra Libraries services and programs. The applicable objectives are as follows:

(a) Objective 1: City of Yarra, a place where …Community health, safety and wellbeing are a focus in everything we do;

(b) Objective 2: City of Yarra, a place where …Inclusion, diversity and uniqueness are welcomed, respected and celebrated;

(c) Objective 3: City of Yarra, a place where …Council leads on sustainability and protects and enhances its natural environment; and

(d) Objective 5: City of Yarra, a place where …Local businesses prosper and creative and knowledge industries thrive.

Legal Implications

35. There are no legal implications inherent in this draft Strategic Plan.

Other Issues

36. During the last four years Yarra Libraries has successfully reinvented our spaces, collections, programs, activities and ourselves, to meet the evolving needs of our community. A success story in every way, our statistics across all areas have been trending upward since that time. In our last reporting period, Yarra Libraries':

    (a) memberships increased by 2.8%;

    (b) library visits increased by 11.8%; and

    (c) Wi-Fi usage increased by 52%.

37. In the current reporting period all of these figures have increased again with the opening of Bargoonga Nganjin, where loans have doubled, library visits have quadrupled, and demand for loans and use of our Wi-Fi is unprecedented. This draft Strategy and the proposed annual actions will enable the library service to continue to improve, respond, and grow with these changing community needs.

38. The draft Yarra Libraries Strategy 2017-2020 builds on the previous Yarra Libraries Strategy and will provide direction for Yarra's Library Services through the next three years to continue this strong engagement with our community.

39. Yarra Libraries' vision for this period is: Connect, Discover, Inspire.

40. The draft Strategy has been written in plain language with the intent that anyone who picks it up will be able to read and understand it, making it as accessible as possible to staff, stakeholders and community alike.

41. Through an extensive consultation with the community, library users, internal and external stakeholders, and potential partners, Yarra Libraries identified six strategic priorities.

42. Every year for the life of the Strategy, Yarra Libraries will develop action plans based on these six themes, with the proposed first year action plan shown as Appendix A in The Draft Strategy, which can be found at Attachment 1.

43. The six priorities are:

    (a) **Priority 1: Creating opportunities for learning and literacy**
    Yarra Libraries provides opportunities and resources for learning, literacy and creativity. Our libraries are for everyone, and are dedicated to learning needs at all stages of life. From creative play to scheduled learning activities, and basic to advanced skill levels, everyone can find an opportunity to learn and grow at Yarra Libraries;

    (b) **Priority 2: Putting people first**
    Yarra Libraries is committed to providing excellent customer service by creating positive experiences for everyone. We recognise that people use the library in many different ways, and we want to ensure that each person's library experience suits them. Our focus is on people, and we develop programs and services to respond to the community's needs;

(c) **Priority 3: Connecting with our community**
Libraries are vital hubs for connection and collaboration and Yarra Libraries is committed to keeping community connection a central focus. We will continue to work with other groups, organisations and areas of Council to find ways to deliver services beyond the library walls, create connections with the community, and seek out those who cannot come to us;

(d) **Priority 4: Discovering through technology**
Technology is changing the ways in which we learn, connect and collaborate and it is vital that everyone has access to the kind of technology that suits them, and a chance to develop their digital skills. Yarra Libraries is committed to bridging the digital divide and will continue exploring technologies that support social connectedness. We are keen to facilitate access to both basic and advanced technologies;

(e) **Priority 5: Curating inspired collections**
Yarra Libraries' collections underpin everything we do, and they will continue to grow and develop according to diverse community needs. Heritage items, local history archives and environmental technologies are just some of our existing collection types, and where possible we will look to expand this to include other kinds of items in the future. Our focus will always be on supporting people to learn, connect, make, imagine and discover; and

(f) **Priority 6: Providing places for all people**
While library spaces and the ways we use them are rapidly changing, Yarra's libraries remain free and accessible places, where everyone is welcome. Our libraries are a unique community asset, and we intend to continue to improve our physical and virtual spaces, and our presence out in the community, and find new ways to make places for all people.

Options

44. No alternative options are presented for consideration. The development of a new Yarra Libraries Strategic Plan 2017-2020 is essential for the effective management and delivery of Yarra's public library service.

Conclusion

45. Yarra Libraries makes a significant and much valued contribution to the community, something that has been reinforced by the feedback received from the community and internal and external stakeholders throughout the consultation process.

46. This draft Strategy is the blueprint that will guide Yarra's Library Services through the next three years, continuing the journey that Yarra Libraries began with our last strategy, Building Community Discovery 2013–16.

47. Yarra Libraries seeks out new ideas, innovative work methods and opportunities which has made us a leader in the Victorian public library sector. This draft Yarra Libraries Strategy 2017-2020 will enable us to continue leading the way, and provide the best possible service for Yarra's diverse community.

RECOMMENDATION

1. That:

(a) Council approves the release of the Yarra Libraries Draft Strategic Plan 2017–2020 for public exhibition, for a period of four weeks commencing 6 July 2017, prior to

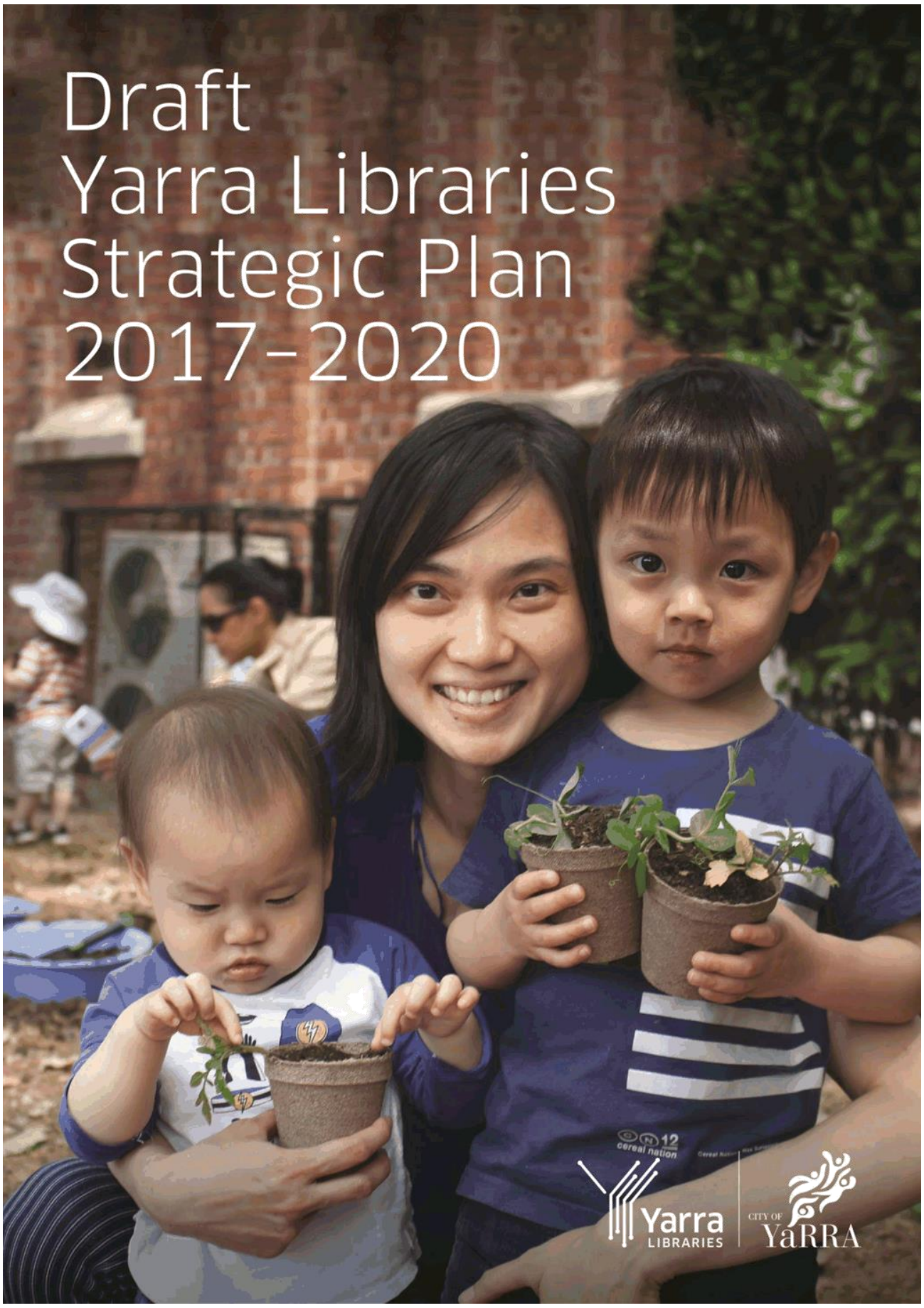
consideration of submissions and adoption by Council.

CONTACT OFFICER: **Felicity Macchion**
TITLE: **Acting Manager Library Services**
TEL: **9205 5389**

Attachments

1 Yarra Libraries Draft Strategy 2017-2020

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020



Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

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Draft

Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of the land, pays tribute to all Aboriginal and Torres Strait Islander peoples, and gives respect to Elders past and present.

Mayor's Message

MESSAGE TO BE INCLUDED AFTER DRAFT ENDORSED

Draft

Introduction

This strategy is the blueprint that will guide Yarra's library services through the next three years.

Yarra Libraries, like all public library services, has recently undergone a complete transformation. Leaving no stone unturned, we have reinvented our spaces, collections, programs and activities – and ourselves – to meet the evolving needs of our community. And the transition will continue.

Libraries have become active, multi-use spaces that reflect the many different ways in which people want to use them. These spaces are not limited to our library buildings either. We are increasingly extending services into the community through outreach into people's homes and community meeting places, into parks and onto the street. Increasingly mobile technology enables a growing part of the library to be wherever people need it, 24-hours a day. Being agile and responsive to community need is a key priority for Yarra Libraries and informs everything we do.

Yarra's rapidly increasing population is living in closer quarters than ever before. With space at a premium, and more people living alone, having a place where we can go to pursue our interests and connect with other people is becoming increasingly essential.

A rich spectrum of people call Yarra home. For some residents, the library is a type of luxury, or extra, while for others, the library is a vital part of everyday life, providing access to resources and services that may not be freely available elsewhere. Importantly, the library is a place where all people are welcome, and everyone belongs, regardless of who they are and what has brought them the space. The library is an equal access space, partly because, in a world of user-pay systems, the library is free.

Public libraries first emerged from Mechanics' Institutes, which were established to empower working class people by providing more equitable access to information and education. There was a belief at the time that by making information freely accessible, people who were previously uneducated could rise up through the class structure to lead a better life. Today's public libraries continue this fundamental commitment to social justice – they remain freely accessible to all and provide a collective repository for local knowledge. Our staff support this by promoting access to information, resources and the many ways of learning. Recent research has demonstrated that, for every government dollar invested in libraries, the value returned to the community is at least 3.56 times more,[1] an impressive figure, even without considering the additional value provided through jobs and contribution to the state economy.

The community of library users has broadened since the Mechanics' Institute days, but the libraries' core business, the focus on empowering people through access to information and learning, has remained. Ongoing change is an essential part of this responsive relationship with the community and helps to ensure that Yarra Libraries will continue to be a welcoming, accessible and inspiring place – where people always come first.

[1] SGS Economics and Planning (2011), *Dollars, Sense and Public Libraries*, p. 5.

Vision

Connect Discover Inspire

Purpose

Our libraries provide a place for all people to connect with others, discover new things and find inspiration, both within the library walls and beyond.

Developing priorities for Yarra Libraries

Through an in-depth consultation process we identified six priority areas for this strategy (see Appendix B for consultation details). We asked library users, community service providers, Council staff, and the broader Yarra community what they would like Yarra Libraries to do, and developed the priorities from their answers.

Each priority is a strategic direction for Yarra Libraries to follow during the next three years. The priorities will guide development of an annual action plan, which will respond to our community's evolving needs. The action plan for the coming year is attached in Appendix A, and should be read alongside the priorities so that the reason for each action will be clear.

Creating an action plan every year will ensure we have a mechanism to respond effectively to growth and change. Yarra Libraries approaches consultation with our community as an ongoing endeavour, seeking out the community's opinion on specific issues, such as services and collections, and encouraging general input from library users on a daily basis.

During the life of this strategy we will continue to:

- Encourage verbal feedback.
- Conduct surveys.
- Ensure inclusive engagement processes.
- Seek feedback following events and activities.
- Encourage people to contact us online, through the website and social media.
- Have hard copy feedback forms prominently available wherever we work.
- Target groups that are harder to reach with engagement methods that suit them.
- Consult with our Library Advisory Committee and other Council advisory groups as appropriate.

Through these measures we will keep up an ongoing conversation with the community, while building relationships and evaluating our work. As we capture and respond to feedback, we will use it to fuel a process of ongoing improvement.

Draft

Our priorities for 2017–2020

Priority 1: Creating opportunities for learning and literacy

First and foremost, Yarra Libraries provides opportunities and resources for learning, literacy and creativity.

The libraries are here for everyone and dedicated to learning needs at all stages of life. From creative play to scheduled learning activities, and basic to advanced skill levels, everyone can find an opportunity to learn and grow at Yarra Libraries. For some, this will be basic literacy, for others it may be learning to use, or having the opportunity to play with, technology.

Yarra Libraries is already providing one-on-one support for individuals with low literacy, digital literacy skills or limited access to technology, to navigate eGovernment platforms, fill out forms and apply for jobs online. These are partnerships we will continue to build.

Some people may want to create or join a special interest group, to connect with like-minded people in the community. Others will be looking for a resource-rich environment that feeds their creative impulses. Our ever-growing collections and resources support learning experiences at all levels, and our staff are here to facilitate connections.

And we're not just confining these opportunities to spaces within the library walls. We understand that not everyone is able to come to us, so we will continue to extend our services to wherever they are needed. As always, Yarra Libraries staff will be the key to finding out how our libraries, and their diverse programs, events, and collections, can best serve the Yarra community to learn throughout their lives.

Draft

'The library has extended my ability to spell correctly and my knowledge, enabling me to speak with authority when socialising.'

– Home Library user

Priority 2: Putting people first

We recognise that people use the library in many different ways, and we want to ensure that your library experience suits you.

Yarra Libraries is committed to providing excellent customer service by creating positive experiences for everyone. Our staff can connect you with programs, ideas, resources, collections and events, and help you with research or unfamiliar technologies. Or if you prefer to be left alone, you can use our facilities and online services independently, without any direct interaction.

We focus on people, and develop new programs and services that respond to the community's needs. Effective use of technology means that people can use the library independently, and when our staff are needed, they now have more time to spend with library users, helping with enquiries, delivering activities, and building programs. The ongoing conversations we have with everyone help us to better what is needed, and enable us to provide better service for all library users, especially those who can be hard to reach.

At Yarra Libraries we welcome and include everyone, irrespective of their background, persuasion, religion, abilities, age or interests. We will always ensure that our libraries have a personal touch, and look forward to finding new ways to extend our reach and create library experiences designed around people.

'I'm a long-time local to this neighbourhood, and I walked past the doors of the library for many years. My needs finally drew me in and it was the best thing I ever did.'

– Annette, Richmond

Draft

Priority 3: Connecting with our community

Libraries are vital hubs for connection and collaboration.

People love coming to the library to connect with other people, and we love being part of this. Whether through books, activities, study, internet access or relaxation, human connection is a big priority for everyone. For some, this might be the alone-together intimacy of reading in the company of others, while other people want to meet like-minded folks to share skills, knowledge and conversation.

During the community consultation for this strategy, people repeatedly told us that they come to libraries to connect with other people. This connection is one of the things that Yarra staff most love about working in the libraries, and it is a purpose that resonates with community service providers and officers from other areas of Council. That's why we are committed to keeping community connection a central focus in our day-to-day operations, and throughout our programs and activities.

The programs we run to create these connections are as diverse as the people who attend them. Some of the activities and events include food, cooking, craft, electronics, entertainment, genealogy, Indigenous storytelling, language clubs, homework and research. And we're discovering more areas of interest to explore all the time.

We will continue to reach out across the community to partner and work with other groups and organisations, to find ways to deliver our services beyond the library walls. We will also search for new ways of reaching the community by partnering with other services within Council itself. We will seek to increase collaborations in what we do to bring the best to our community.

Draft

'I support community libraries, particularly for young children and older people. It gives people who are isolated, for example, a connection to a community.'

– Ros, Fitzroy

Priority 4: Discovering through technology

Technology is changing the ways in which we learn, connect and collaborate.

As this change continues, it's vital that everyone has access to the kind of technology that suits them, and a chance to develop their digital skills.

Many people want library services to be available 24/7, and effective use of technology is the first step in making this happen. Through our website, we are working hard to develop our online presence, and we are expanding our digital services and resources. We will continue to explore technologies to support social connectedness, and we are keen to facilitate access to both basic and advanced technologies that people might not have at home.

Increasingly, digital technologies are an everyday part of life. People are required to interact with each other, with services and with government online, but not everyone in Yarra has a computer. Others have access to technology, but don't know how to use it, while some people have a basic understanding, but are seeking to improve their skills and discover new technologies.

Yarra Libraries is dedicated to bridging the digital divide to ensure that no one is left behind. For some, this will mean learning to set up an email account and accessing online services. For others, it will mean learning about social media and digital safety. And some people will want to learn how to code, build robotics or tinker with electronics projects.

It's not all about entry level support, we can also facilitate use of high-end technology for those who are looking to develop their existing expertise. Whether you're a tech-savvy expert looking to expand your skills, or an absolute beginner, Yarra Libraries' staff can link you with activities and programs, or help you take that first tentative step. The tech-world is marching ahead with ever-increasing pace and we want everyone to benefit from this.

Draft

How do you imagine Yarra Libraries in the future?

'Lots more interactive, more ways to link with technology, easier to find things, definitely don't think about hundreds of books!'

– Fitzroy local, Atherton Gardens Family Fun Day

Priority 5: Curating inspired collections

Our collections underpin everything we do at Yarra Libraries.

Many people have asked us whether there will be books in the library of the future. We're happy to say that yes, our much-loved book collections will still be there for browsing, discovering, reading and learning. Our collections will also continue to evolve so we can open doors to new and exciting ways to learn and share.

Heritage items, local history archives and environmental technologies are just some of our existing collection types, and where possible we will look to expand this to include other kinds of items in the future. The steady incorporation of ebooks and digital resources will complement the possibility of borrowing things like tools, gadgets and technology. We are also working towards the digitisation of collection items such as local history collections. Our focus will always be on increasing and supporting ways for people to learn, connect, make, imagine and discover.

Curating inspired collections relies on us understanding what inspires our community. We encourage everyone to keep us abreast of what they want to see and use in our libraries. We take requests to purchase items, encourage feedback and can help support individual research.

Our collections will continue to grow and develop according to diverse community needs. In some cases we may ask people to help build our collections too. This might include assisting people to curate, capture and share their own stories and local histories, or choosing what they want to see and use in our specialised language collections.

'Access to all requested books. Delightful book deliveries, cheerful and knowledgeable. The personal contact is very important, it makes you feel that the books are alive.'

– Home Library user

Draft

Priority 6: Providing places for all people

While the library spaces and the ways we use them are rapidly changing, our libraries remain free and accessible, and everyone is welcome.

Libraries are more than just places to search for and find books. They are community hubs for learning, creating, studying, relaxing, accessing technology, connecting with others or finding some personal space. Our library spaces are evolving to reflect the different ways that people want to use them.

More than this though, our libraries are no longer limited to the physical library space. We reach into homes through delivery services. We are on the street, in shopping centres and in local parks through various programs and pop-up events. We're in local neighbourhood houses and on housing estates through partnership activities. And increasingly, our libraries are online and virtual – and therefore 24/7. During our consultation for this strategy, we heard that everyone wants the library in all these places and more – and that's where we intend to go.

People also want to see more interconnectedness between other libraries, not just locally but around the world, and this is something we are striving to deliver. Yarra Libraries is a unique community asset, and we intend to continue to improve our buildings, our virtual spaces, our presence out in the community, and find new ways to make places for all people.

Draft

'I would like to say how very much I love Richmond Library. It's one of my happy spaces!'

– Meg, Richmond

What now?

Our priorities for the next three years continue the journey that Yarra Libraries began with our last strategy, *Building Community Discovery 2013–16*. The community's input for that strategy, along with the appetite for transformation that has swept through the public library sector, established a mandate for change in every area of our library service.

From spaces to collections, from staffing structures, to events and programs, we left no stone unturned as we reinvented Yarra Libraries. A success story in every way, our stats across all areas have been trending upward since that time, reflecting the hard work that led us to where we are now. We're thrilled with this result. During the last reporting period before this strategy, Yarra Libraries' memberships increased by 2.8%, library visits increased by 11.8%, and our wifi usage increased by a whopping 52%. In the current reporting period all of these figures have increased again with the opening of Bargoonga Nganjin, where loans have doubled, library visits have quadrupled, and demand for loans and use of our wifi is unprecedented.

Our staff continue to rise to each challenge, and remain the cornerstone in a solid foundation on which we will keep building.

Consultation for our current strategy has confirmed that community members, library staff, service providers, and our colleagues at Council and in other library services, are all on the same page as to where Yarra Libraries should head to next. We look forward to making the most of this collective energy to continue collaborating and evolving in response to our community's changing needs.

With an eye on industry trends, and a commitment to ongoing consultation, Yarra Libraries will keep seeking out new ideas, innovative work methods and opportunities to provide the best possible service for Yarra's diverse community.

Draft

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

Appendices

Appendix A: Annual Action Plan – Year One

Budget note: All actions in this plan have been costed within the existing resources of Yarra Libraries' operational budget.

1. Creating opportunities for learning and literacy

Action	Responsibility	Timeline	Measures	Budget
1.1 Ensure that lifelong learning programs reflect Yarra's cultural diversity and encourage different ways of learning and obtaining information.[2]	• Library Community Programs & Outreach team • Library Digital team • Aged & Disability Services	June 2018/ ongoing	• Utilise a range of communication and learning methodologies to engage people with limited literacy in learning opportunities within libraries: – accessible, free classes – community languages – large font materials – simple English	• Within existing operational resources
1.2 Organise information and training sessions aimed at CALD communities and Libraries staff, which provide capacity building opportunities such as computer skills and use of MyGov.[3]	• Library Digital Team • Community Partnerships • DHHS • Family, Youth & Children's Services	June 2018	• At least four training sessions delivered to CALD communities. • At least one information session run in collaboration with DHHS – in multiple community languages. • At least one staff training session to enable them to assist CALD and other community groups to access E-Gov and E-business websites and tools. • Work with Family, Youth & Children's Services to extend this assistance to young people.	• Within existing operational resources

[2] This action also appears in Yarra's *Positive Ageing Strategy 2014–2017*
[3] This action also appears in Yarra's *Multicultural Partnerships Plan 2015–2018*

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

Action	Responsibility	Timeline	Measures	Budget
1.3 Run targeted events and programs promoting health, life-skills and life-issues.	• Library Community Programs & Outreach Team • Library Children's & Youth Services Team • Family, Youth & Children's Services	June 2018	• Engage guest speakers and subject matter experts. • Seek guidance from other areas of Council's Community Wellbeing division. • Encourage online discussions. • Work with Family, Youth & Children's Services to design a program around health and lifestyle for young people.	• Within existing operational resources
1.4 Purchase and display Aboriginal Languages of Victoria Map at all of our branches from Victorian Aboriginal Corporations of Languages (VCAL).[4]	• Library Leadership Team	May 2018	• Contact VACL to purchase. • Assess cost, raise PO. • Laminate and display in prominent area across five library branches.	• Within existing operational resources

Draft

[4] This action also appears in Yarra's *Aboriginal Partnerships Plan 2015–2018*

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

2. Putting people first

Action	Responsibility	Timeline	Measures	Budget
2.1 Work constantly to remove barriers to participation at Yarra Libraries.	• Library Leadership Team • Library Development & Project Officer • Yarra Libraries Access Ambassadors • Aged & Disability Services • Family, Youth & Children's Services	August 2017 August 2017 September 2017 December 2017 March 2018 June 2018 September 2017	• Establish Yarra Libraries Access Ambassadors to promote accessibility at each library branch. • Train Access Ambassadors in assistive technologies and other resources to enhance accessibility of library spaces and services. • Promote Access Ambassadors accessibility program. • Complete at least four accessibility facilities audits, using DHHS standards, and keep an issues log about library accessibility. • Include accessible activities and events in programming. • Children's & Youth Services Team Leader to work with Council's Family, Youth & Children's Services team to remove barriers to membership for young people under 18.	• Within existing operational resources
2.2 Promote Libraries far and wide.	• Library Marketing Team Leader • Library Leadership Team • All other Yarra Libraries staff	June 2018/ ongoing	• Promote libraries services to increase profile and reach. • Build e-news membership and increase social media followers. • Promote extended opening hours through social media, on signage and print media. • Consult staff about extended opening hours and address any emerging issues.	• Within existing operational resources
2.3 Maintain connection with Council's Aboriginal community activities through membership of the Reconciliation Action Plan (RAP) working group.	• Library Coordinator Community Learning & Partnerships • Library Children's & Youth Services Team Leader • Community Partnerships	July 2017– June 2018	• Maintain RAP group membership of two library services representatives. • Attend monthly meetings to report on Yarra Libraries and Aboriginal Community projects. • Seek opportunities to build connections between libraries and other parts of Council.	• Within existing operational resources

Draft

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

Action	Responsibility	Timeline	Measures	Budget
2.4 Find ways to facilitate skills and knowledge sharing amongst people in the community.	• Library Community Programs & Outreach Team • Library Coordinator Community Learning & Partnerships • Library Children's & Youth Services Team Leader • Family, Youth & Children's Services	June 2018	• Identify and engage library users with specialised knowledge, skills or teaching experience who want to share their knowledge with other library users (eg. special interest groups, panel discussions etc). • Work with internal partners to identify opportunities to share creative work.	• Within existing operational resources
2.5 Review structure and Terms of Reference for the Library Advisory Committee (LAC) to explore additional opportunities for input and involvement in library projects.	• Library Management Team	December 2017	• Hold workshop with LAC members to identify opportunities for more active involvement. • Review and (if appropriate) revise LAC Terms of Reference. • Consider expansion of membership to include a greater diversity of ages and cultural backgrounds. • Work with other areas of Council, such as Family, Youth & Children's Services, to identify candidates to apply for any new committee positions. • Engage with other Council advisory groups for input.	• Within existing operational resources

Draft

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

Action	Responsibility	Timeline	Measures	Budget
2.6 Support opportunities which empower CALD communities, promote intercultural relations, combat racism, celebrate diversity and acknowledge the multicultural heritage of Yarra.[5]	• Library Community Programs & Outreach Team • Community Partnerships	June 2018	• Promote campaign 'Racism. It stops with me' campaign to community and Council staff in English and key community languages. • Promote council events within the libraries including Cultural Diversity Week/Harmony Day (March) and Refugee Week (June). • Work with Neighbourhood Houses on any activities and promotion.	• Within existing operational resources

Draft

[5] A variation of this action appears in Yarra's *Multicultural Partnerships Plan 2015–2018*

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

3. Connecting with our community

Action	Responsibility	Timeline	Measures	Budget
3.1 Celebrate National Reconciliation Week and deliver an internal event for Yarra staff.[6]	• Library Ewing Trust Officer • Arts, Culture & Venues • Community Partnerships • Communications & Engagement	June 2018	• Members of the Reconciliation Action Plan group will be asked to attend and invite staff. • Efforts made to encourage people to attend from across the organisation. • High levels of staff participation from across Council.	• Within existing operational resources
3.2 Yarra Libraries will continue to show a strong commitment to the Wurundjeri people by incorporating key events celebrating our first peoples.[7]	• Library Community Programs & Outreach Team • Community Partnerships	June 2018	• Consult Aboriginal Partnerships Officer on programming opportunities. • Contact Wurundjeri Council to assess opportunities and associated costs. • Include at least four events in the Yarra Libraries program that celebrate and promote Aboriginal Culture.	• Within existing operational resources
3.3 Participate in Indigenous Literacy Day 2017 by donating proceeds from a book sale to the Indigenous Literacy Foundation, and organising a campfire storytelling event with Wurundjeri Elders.[8]	• Library Children's & Youth Team Leader • Library Community Programs & Outreach Team • Community Partnerships	September 2017	• Work closely with the Aboriginal Partnerships Officer to organise storytelling around the campfire as part of one of Yarra Libraries' Family Fun Days at Atherton or Edinburgh Gardens. • Coordinate book sale on or close to Indigenous Literacy Day. • Register book sale with Indigenous Literacy Foundation. • Deposit book sale proceeds with Indigenous Literacy Foundation.	• Within existing operational resources

[6] This action also appears in Yarra's *Aboriginal Partnerships Plan 2015–2018*
[7] A version of this action also appears in Yarra's *Aboriginal Partnerships Plan 2015–2018*
[8] A version of this action also appears in Yarra's *Aboriginal Partnerships Plan 2015–2018*

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

Action	Responsibility	Timeline	Measures	Budget
3.4 Create and cultivate opportunities for cultural exchange between community groups, providing opportunities for sharing of traditions and cultural practices.[9]	• Library Community Programs & Outreach Team • Library Children's & Youth Services Team • Community Partnerships • Children's Youth & Family Services • Aged & Disability Services	June 2018	• Connect CALD groups and individuals with Council departments, to link in to initiatives and projects, enhancing relationship and capacity building. • Work with Family, Youth & Children's Services and Aged & Disability Services to identify opportunities for intergenerational CALD and cultural exchange activities.	• Within existing operational resources
3.5 Provide opportunities for Council to build strong relationships with multicultural groups, and enable these groups to contribute to Council processes as active, informed citizens who are involved in the life of their communities.[10]	• Library Community Programs & Outreach Team • Library Development & Projects Officer • Community Partnerships	June 2018	• Establish and run at least six community-led programming and outreach activities to establish and strengthen links with ethno-specific multicultural groups and leaders in Yarra. • Facilitate at least two networking and collaboration events per year, between groups, service providers and Yarra Libraries.	• Within existing operational resources
3.6 Take the library to hard-to-reach groups, including those who are culturally, linguistically and/or socially isolated.	• Library Community Programs & Outreach Team • Library Children's & Youth Services Team • Library Digital & Community Learning Team • Library Development & Projects Officer • Family, Youth & Children's Services • Community Partnerships	June 2018/Ongoing	• Work with Family, Youth & Children's Services to identify ways to take the library to young people from a variety of cultural and socio-economic backgrounds. • Work with Community Partnerships to identify outreach opportunities. • Run a pop-up library event at Balit Narrum, Northern Division Aboriginal Disability Network. • Run a pop-up library at Billabong BBQ. • Facilitate wifi and digital technology for Billabong BBQ.	• Within existing operational resources

[9] This action also appears in *Multicultural Partnerships Plan 2015–2018*

[10] A version of this action also appears in the *Multicultural Partnerships Plan 2015–2018*.

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

Action	Responsibility	Timeline	Measures	Budget
3.7 Continue to develop welcoming and safe opportunities for young and middle years children, and young people, to exercise their sense of curiosity, develop new skills and enjoy learning with family and friends, such as through programs and activities at Yarra Libraries, playgroups and other options.[11]	• Library Children's & Youth Services Team • Family, Youth & Children's Services	December 2017	• Evidence of cross collaboration and communication. • Number of early years' services and activities provided in Council facilities. • Evidence of communication of programs to culturally and linguistically diverse and vulnerable residents and ancillary services. • Work with Family, Youth & Children's Services to find ways to better integrate our respective school holiday programs.	• Within existing operational resources
3.8 Maintain a strong connection with Yarra's Neighbourhood Houses.[12]	• Library Coordinator Community Learning & Partnerships • Library Leadership Team	June 2018	• Coordinator to attend regular meetings of the Yarra Neighbourhood Houses Network. • Collaborate with Neighbourhood Houses to deliver programs and activities (e.g. movies in the park).	• Within existing operational resources
3.9 Strengthen connections with public housing estates.	• Library Coordinator Community Learning & Partnerships • Family, Youth & Children's Services	December 2017	• Ensure regular representation at Atherton Gardens Residents Association meetings. • Evaluate success of pop-up library services and outdoor cinema at Richmond Estate and plan future programs. • Initiate contact with Collingwood Estate and Belgium Avenue Neighbourhood House and seek opportunities to collaborate and build links. • Collaborate with Family, Youth & Children's Services to build links with the Youth Centre in order to deliver events and activities together.	• Within existing operational resources

[11] A version of this action also appears in the *Early Years Strategy 2015–2018*.
[12] A version of this action also appears in the *Neighbourhood Houses Strategy and Action Plan*.

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

4. Discovering through technology

Action	Responsibility	Timeline	Measures	Budget
4.1 Provide opportunities for middle years children and young people to access information, connect and network via new web and mobile technologies and age-appropriate social networking tools.[13]	• Library Digital Services • Library Children's & Youth Services • Family, Youth & Children's Services	June 2018/ongoing	• Seek feedback on digital services and programs for young people through youth and middle years networks eg. Youth Advisory Committee and Youth Ambassadors. • Targeted promotion of programs through social media – using the platforms that target demographic use. • Engage young people with creative technologies. • Teach eSmart cyber-safety tools and resources for young people to stay safe online.	• Within existing operational resources
4.2 Support opportunities for young people, and parents, carers and guardians to improve digital and information literacy skills.[14]	• Library Digital Team • Library Children's & Youth Services Team • Family, Youth & Children's Services	June 2018/ongoing	• Seek funding to continue and extend Digital Bootcamp for young people and housing estate residents. • Undertake ongoing evaluation of digital literacy programming to build successful, responsive programs and replace outdated programs. • Engage young people in using creative technologies. • Teach eSmart cyber-safety tools and resources for young people to stay safe online.	• Within existing operational resources
4.3 Support and facilitate community access to technology.	• Library Team Leader Digital & Community Learning • Library Digital Team • Library Coordinator Community Learning & Partnerships	June 2018/ongoing	• Continue digital coaching or similar program to provide one-on-one digital support to people who need it. • Provide comfortable learning environments for people at all stages of learning. • Investigate models for loaning technology and/or connectivity devices (e.g. dongle with data allowance) to library members. • Increase engagement through play and informal learning. • Support programming for people with more	• Within existing operational resources

13 A version of this action appears in the *Middle Years Strategy Action Plan 2014–2017*.
14 A version of this action appears in the *Yarra Youth Policy 2013–2016*.

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Action	Responsibility	Timeline	Measures	Budget
			advanced technological skills. • Promote use of eSmart cyber-safety tools and resources.	
4.4 Run podcast and live stream events.	• Library Team Leader Marketing • Library Coordinator Community Learning & Partnerships	June 2018/ ongoing	• Trial Facebook Live as a platform for live streaming at least four events in a two month period. • Record stats across multiple events to evaluate increased remote access library participation.	• Within existing operational resources
4.5 Complete first draft of Libraries IT Roadmap.	• Library Coordinator Resource & Technology • Library Manager • ICT Services Team	June 2018	• Research and write complete first draft of Libraries IT Roadmap.	• Within existing operational resources
4.6 Promote eSmart cyber-safety tools and resources throughout Yarra Libraries' digital services and programs.	• Library Digital Team • All Library staff	Ongoing	• Ensure principles of eSmart Libraries are embedded in our digital literacy services and programs. • Promote the use of eSmart tools and resources to everyone who engages with Yarra Libraries digital facilities and services.	• Within existing operational resources

Draft

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

5. Curating inspired collections

Action	Responsibility	Timeline	Measures	Budget
5.1 Strengthen the existing Aboriginal book, DVD and music CD collections at Yarra Libraries, particularly at the Fitzroy Library Branch.[15]	• Library Team Leader Collections • Community Partnerships • Library Development & Project Officer	November 2017	• Expansion of Yarra Libraries Aboriginal book, DVD and music CD collections at Yarra Libraries, particularly at the Fitzroy Library Branch.	• Within existing operational resources
5.2 Strengthen the diversity of collection content and material for youth to better reflect diversity of Yarra's readers.	• Library Team Leader Collections • Library Team Leader Children's & Youth Services • Family, Youth & Children's Services	June 2018	• Work with Family, Youth & Children's Services to engage the Yarra Youth Advisory Committee (YYAC) and other youth groups to consult on the Young Adult Collection.	• Within existing operational resources
5.3 Undertake stage one of oral history project to build a repository of local knowledge as part of the Yarra Libraries history collection.[16]	• Library Team Leader Collections • Library Team Leader Digital & Community Learning	June 2018	• Work with communities and local history societies to develop a framework for an oral history project focused on capturing the voices of under underrepresented heritage (including older residents, migrants and Aboriginal people).	• Within existing operational resources
5.4 Capture the diversity of Yarra as seen through the lives of residents from many cultures.[17]	• Library Team Leader Community Programs & Outreach • Local History Librarians	June 2018	• Work with communities and local history societies to capture a series of 'Inspiring Stories' in nine community languages.	• Within existing operational resources

[15] This action also appears in Yarra's *Aboriginal Partnerships Plan 2015–2018*
[16] This action also appears in *Yarra Heritage Strategy 2015–2018*
[17] This action also appears in *Positive Aging Strategy 2014–2017*

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Action	Responsibility	Timeline	Measures	Budget
	• Aged & Disability Services			
5.5 Expand e-collections.	• Library Team Leader Collections • Library Team Leader Marketing • Library Team Leader Children's & Youth Services • Library Coordinator Resources & Technology	June 2018	• Increase promotion of ebooks and digital resources to the community. • Develop the e-collection content.	• Within existing operational resources
5.6 Facilitate access to the collection by artists, experts and researchers.	• Library Team Leader Collections • Library Coordinator Community Learning & Partnerships • Local History Societies • Community Partnerships	June 2018	• More specialist practitioners access the collection for specific projects. • Investigate possible connections to Council's Community Grants program.	• Within existing operational resources
5.7 Facilitate better access to Yarra collections through digitisation.	• Library Team Leader Digital & Community Learning	June 2018	• Continue to digitise Yarra Libraries' Local History Collection. • Digitise at least one more category of the collection (e.g. rates records, photographs, maps). • Investigate the possibility of working with Arts & Culture to digitise the Art & Heritage collection.	• Within existing operational resources

draft

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

6. Providing places for all people

Action	Responsibility	Timeline	Measures	Budget
6.1 Make library spaces vibrant and inviting in collaboration with Arts and Cultural Services.[18]	• Library Leadership Team • Arts and Cultural Services • Family, Youth & Children's Services	June 2018	• Work closely with Arts & Culture to facilitate exhibition of locally-relevant culturally and artistically diverse works through library spaces. • Consult with Family, Youth & Children's Services to identify opportunities to include work by young people in library displays.	• Within existing operational resources
6.2 Actively encourage vulnerable people to utilise libraries spaces and services, and support staff to engage with vulnerable library users.	• Library Leadership Team • All Yarra Libraries Staff	ongoing	• Connect with at least four community service providers who are working with vulnerable communities eg. homelessness, domestic violence, LGBTQI and older people. • Run at least one training session with libraries staff on working with vulnerable communities (eg. responding to ice-affected people).	• Within existing operational resources
6.3 Explore opportunities for ongoing renewal of facilities to ensure we meet emerging community needs and expectations.[19]	• Library Management Team • Library Leadership Team	June 2018	• Explore available funding sources within and external to Council to support building and infrastructure improvements in 2018–19.	• Within existing operational resources
6.4 Investigate opportunities to create connected outdoor/ indoor spaces in all of Yarra's libraries.	• Library Management Team	June 2018	• Consult Open Space, Sustainability and Building Services branches to identify opportunities for 'greening' library spaces and improving the interface between indoors and outdoors, with a view to implement in years two and onwards.	• Within existing operational resources

[18] A version of this action also appears in the *Arts and Cultural Strategy 2016–2020*
[19] A version of this action also appears in the *Richmond South Community Infrastructure Neighbourhood Plan*.

Attachment 1 - Yarra Libraries Draft Strategy 2017-2020

Action	Responsibility	Timeline	Measures	Budget
6.5 Work with Venues & Events team to improve access to bookable spaces.	• Library Manager • Coordinator Venues	June 2018	• Wider promotion of bookable spaces.	• Within existing operational resources
6.6 Create versatile spaces that don't sacrifice comfort or functionality.	• Library Management Team • Library Leadership Team	June 2018/ ongoing	• Evaluate current library spaces to assess accessibility, including future-proof furniture, power points and public rest rooms.	• Within existing operational resources

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Appendix B: Consultation

Laying the groundwork

This strategy was developed through an in-depth consultation process run in the second half of 2016 and the beginning of 2017. It encompassed a series of workshops, targeted outreach consultations with hard-to-reach groups, an informal online survey (used as a conversation tool by library staff), and conversations with library users, community members, service providers and Council staff.

During the two years leading up to these consultation activities, we also conducted surveys on all aspects of the service. This provided a firm foundation for a deeper, qualitative approach. The data gathered was used to inform the development of the Yarra Libraries Learning Framework in 2015, and also as the basis of the consultation for this strategy. The findings, along with industry-based research, were drawn together in a discussion paper and project plan, which laid out the consultation path. There is a video available here that shows what our community said in their own words during the initial consultation (or if you are reading this in hard copy, the link is https://youtu.be/gYu3bNEo5fQ).

The two library user surveys gathered feedback firstly on library service delivery, performance, and programs, and secondly on the library collections, gauging community interests, and current and future collection needs. Additionally, following a benchmarking process, we polled library users as to their preferred library opening times, from two different options.

The surveys were distributed electronically and made available at all library branches in multiple community languages. Our circulation of the surveys and the opening hours poll reached 32,247 people and had about a 10% response rate. The new opening hours have since been implemented, as has the Learning Framework, which is ongoing.

Thanks to this groundwork, when the 2016–17 consultation period was planned for this strategy, we were keenly aware that we were starting in a strong position to deepen the conversation with our community, instead of covering the same ground (and give our community consultation exhaustion!).

Consultation activities

We specifically sought out and engaged with particular groups who can be difficult to reach. Rather than formally surveying our library users, we had conversations with people in our venues and at our events, and we went out into the community to speak with people who both do and do not use our libraries to find out what they want, and what they need.

Consultation activities included:

- Four focus-group workshops
- Early childhood drawing activities

and

- Conversations with:
  - People attending craft activities
  - CALD community library users (including Vietnamese, Chinese, Greek and French language speakers)
  - The local Aboriginal community at Billabong BBQ

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  - People attending Family Fun Days and the Youth Services Block Party on the Atherton Gardens Estate
  - The Yarra Aboriginal Services Network
  - People from the LGBTIQ community at Midsumma Carnival
  - Those who use our Home Library Service
  - Local seniors groups
  - Yarra Libraries' Advisory Committee
  - Yarra's Disability Advisory Committee
  - Community service providers
  - Council officers
  - Local schools
  - Parents
  - Children
  - Young people

The consultation was publicised through various networks across Yarra through these channels:

- Yarra Libraries eNewsletter
- Facebook
- Twitter
- Posters
- Fliers
- Phone calls to existing and potential community partners
- And emails to:
  - Yarra Council's Community Grants List
  - Multicultural Partnerships network
  - Service providers who work with the Community Partnerships team
  - Yarra Libraries' Advisory Committee
  - Existing and potential community partners

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Service providers and existing and potential community partners were all telephoned and encouraged to provide feedback, either on the spot or through further contact or a workshop. Throughout the consultation, word of mouth spread, and individual people who had heard about the consultation phoned, emailed or visited the Library Development & Projects Officer to feed ideas into the strategy.

Yarra Libraries' staff would like to extend a big thank you to everyone who took part in shaping this important future blueprint.

Our ongoing conversation

Yarra Libraries approaches consultation with our community as an ongoing endeavour. While we do regularly seek the community's opinion on specific issues, such as services and collections, we are open to, and encourage input from, our library users on a daily basis through our interactions with them. We accept and encourage verbal feedback, have hard copy feedback forms prominently available, and we make good use of social media.

As providers of a frontline Council service, library staff have regular, personal contact with everyone who comes into our libraries, and increasingly with other groups in the community through our outreach programs. This has ensured that we are involved in a continuous conversation with all of our library users. Our staff are familiar with them, and more broadly with the Yarra Community.

Through this dedicated approach to building relationships with the groups and individuals who use our spaces and services, we have come to know the community very well.

Results

The strongest theme that we identified through these conversations was the consistent desire for social connectedness, be it through activities, technology, or use of flexible communal space. Many people were also keen to find ways to share skills, knowledge and resources through the library.

On the whole, much of the feedback we received during this process was very positive and affirmed the path that Yarra Libraries is on. Where we found the biggest gap was in people's understanding of what Yarra Libraries offers. Communicating the breadth and scope of public libraries is an issue that largely results from the recent transformation of the sector to expand beyond books and collections, to focus on activities, technology, learning and outreach. While Yarra Libraries' profile has been raised considerably since the previous strategy was established, there is clearly some more work to do in this area, both for Yarra and the public library sector as a whole.

Overall, we are confident that Yarra Libraries will be able to continue strengthening our relationship with the community, and spreading the word that the libraries are a welcoming and inclusive place for all.

Research

Further to our consultation with the Yarra community, this strategy is informed by a wealth of knowledge held across many branches and units of Yarra City Council, as well as by industry research.

Relevant Council Documents

The various Council plans and strategies that intersect with Yarra Libraries' vision are:

- Aboriginal Partnerships Plan 2015–18
- Access and Inclusion Plan 2014–17
- Arts and Cultural Strategy 2016–20
- Council Plan 2017–2021
- Early Years Strategy 2014–17
- Economic Development Strategy 2015–20
- Middle Years Strategy 2014–17
- Multicultural Partnerships Plan 2015–18
- Positive Ageing Strategy 2014–17
- Strategic Community Infrastructure Framework
- Yarra Heritage Strategy 2015–2018
- Yarra Libraries Collection Plans 2016–17
- Yarra Libraries Learning Framework 2015
- Yarra Libraries Strategy 2017–20 Discussion Paper
- Yarra Youth Policy and Action Plan 2013–16

Relevant Industry Reports

1. ALIA (2015), *Australian Public Library Alliance National Strategy and Action Plan 2015–18.*

2. Library Board of Victoria and Public Libraries Victoria Network (Revised 2014), *Framework for Collaboration*.

3. State Library of Victoria (2011), *Dollars, Sense and Public Libraries*.

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4. State Library of Victoria (2015), *Reading and Literacy for all: A Strategic Framework for Victorian Public Libraries 2015–2018*.

5. State Library of Victoria and Public Libraries Victoria Network (2014), *Creative Communities: The cultural benefits of Victorian public libraries*.

6. State Library of Victoria and Public Libraries Victoria Network (2014), *Victorian Public Libraries: Our Future, Our Skills Research Report*.

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11.8 Outcomes from 'Reimagining Victoria Street' Community Engagement Process and Next Steps

Trim Record Number: D17/84966
Responsible Officer: Group Manager - People, Culture and Community

Purpose

1. To update Councillors on the outcomes from the 'Reimagining Victoria Street' community engagement process, and to seek endorsement on the next steps.

Background

2. In July 2016 Cr Amanda Stone put forward a motion, which was endorsed by Council, asking Officers to report back on a process which would result in a greater understanding and appreciation for the diverse experiences and views of residents, traders and other key stakeholders, in order to develop a shared vision for the future of the Victoria St precinct.
3. The overall objectives included:
   (a) improved public safety and amenity of the Victoria Street precinct for residents and businesses;
   (b) enhanced experience of visitors to the precinct; and
   (c) minimised harm to people who inject drugs and the wider community.
4. On 23 August 2016, Council endorsed the Reimagining Victoria Street community engagement project.

Issues

5. Since the project was endorsed by Council, numerous external influences have come into play that have impacted on the delivery of the project. These include:
   (a) the State Government's announcement that it is installing CCTV on Victoria & Lennox Streets;
   (b) a coronial inquest (and subsequent recommendation calling for a supervised injecting facility) into a fatal drug overdose on Hoddle Street;
   (c) increased political support and media interest around the implementation of a Supervised Injecting Facility (SIF) in the Victoria Street precinct;
   (d) the advent of Victoria Street Drug Solutions, a resident's group advocating for the implementation of a SIF;
   (e) an external stakeholder group – Victoria Street Working Group – running a parallel process that also involves community engagement and the development of an action plan; and
   (f) consensus amongst stakeholders that there is a sense of 'consultation fatigue' and Council needs to start doing, rather than keep talking.
6. This resulted in Council recognising the need to be responsive and adaptable depending on external influences.
7. Officers brought forward the community engagement component of the project, with the remainder of the project left open.

Comments/Discussion

8. Following extensive consultation across a range of activities, over 400 people contributed over 2300 ideas (see Attachment 1: Reimagining Victoria Street community Engagement Report).
9. Table 1 highlights how Council engaged with the community, and who Officers engaged with.

		How we engaged	*Who we engaged*
Online	**Your Say Yarra Online portal**	• http://www.yoursayyarra.com.au/victoriastreet • Share your feedback • Map your experiences 4 February – 5 March 2017	• 89 registered participants • *489 ideas were contributed* • 1190 page visits
	Social Media	Used to promote listening post location and times and direct people to the Your Say Yarra project page. Relevant comments in response to Twitter and Facebook posts were recorded	• Facebook x 72 relevant comments
	Written Submissions	Open at any time during the public engagement period	• *27 written submissions via email*
	Listening Posts	Five posts held in key locations in North Richmond & Abbotsford • Corner Victoria & Nicholson Sts Abbotsford (x2) • Richmond West Primary School • Abbotsford Primary School • Richmond Housing Estate 18 February – 3 March 2017	• *217+ conversations* • *1280+ ideas*
In Person	**Targeted engagement sessions**	• NRCH Needle & Syringe Program clients • Young people (Richmond Soccer Program) 27 – 28 February 2017	• 34 participants • 65+ ideas
	Trader surveys	Surveys distributed to traders along Victoria Street 13 – 14 March 2017	• 8 participants • 60+ ideas
	Key Internal Stakeholders	One on one meetings were held with key internal stakeholders March 2017	• 9 participants • 50+ ideas

Table 1: Methods of engagement

10. Engagement activities sought responses to two key questions:
    (a) What do you see as the key issues facing Victoria Street?
    (b) What do you think needs to happen to make Victoria Street safer and a more attractive and welcoming place?
11. The engagement process attracted feedback from a cross-section of Yarra's community including residents and traders. It should be noted that this was not a research project, and participation in the engagement activities is not necessarily representative of the entire Yarra community.
12. The following data focuses on overall responses and the top 10 themes that were identified in the community engagement.
13. The community was largely concerned with drug use, community safety, crime prevention, and implementing harm reduction measures to reduce the harm arising from illicit drug use.

14. Other themes that attracted a large number of responses were economic development, open space, parking and traffic, street cleaning, sustainable transport and urban design.

15. The themes of drug use, community safety and crime prevention are also reflected in data collected from traders and residents of the Richmond Housing Estate.

16. This correlates with data collected through engagement for the Council Plan 2017 - 2021 where health and wellbeing issues such as alcohol and other drugs and community safety dominated the community feedback.

17. As demonstrated in Table 2, within each key theme, there were a range of issues identified by the community:

Themes **(# comments)**	**Key Issues**
Drug use (610)	• Dealing • Discarded syringes and other drug litter • Issues arising from public injecting such as overdose
Community safety (329)	• Antisocial behaviour such as fighting • Drug affected people • Loitering
Harm reduction (271)	• Implementation of supervised injecting facilities • The need for a holistic approach to drug use
Crime prevention (206)	• Increased policing • Implementation of CCTV
Parking & traffic (92)	• Traffic management & flow • Amount & cost of parking
Economic development (87)	• Improve shop fronts including removal of shutters • Decrease footpath trading
Open Space (77)	• Increased street trees • Increased facilities including public toilets & drinking fountains • Improved management of spaces including public toilets and parks
Urban design (73)	• Tram stops • Removal of seating and benches
Street cleaning (69)	• Increased service levels including laneways • More litter bins
Sustainable transport (68)	• Maintenance of bike lanes • Access to public transport • Wider footpaths • Safer pedestrian crossings

18. Once overall responses are broken down into key issues and suggestions for improvement, it can clearly be seen that drug use and community safety are the two biggest concerns for the community.

19. In keeping with this, implementation of harm reduction initiatives (primarily a supervised injecting facility) and crime prevention are the top two suggestions for improving issues arising from illicit drug use and perceptions of safety within the precinct.

20. These issues fall outside Council's remit however Council can advocate for these as a priority; dealing with issues arising around the Victoria Street precinct is of high priority to both Council and external stakeholders.

21. Many of the themes do fall within Council's jurisdiction, such as economic development, open space, urban design and street cleaning.

22. Indeed, there are a number of current and proposed activities that address the themes and key issues that were identified during the community engagement process.

Internal activities

Victoria Street Streetscape Masterplan

23. The Masterplan aims to define and retain the Victoria Street precinct's community identity and economic vitality and to make it a vibrant, safe and attractive area. It has the following six primary objectives designed to benefit residents, businesses and the wider community:

    (a) enhance the cultural identity and unique qualities of Victoria Street;

    (b) improve the quality of the public realm;

    (c) investigate opportunities for new or improved public space;

    (d) create more areas of shade and greenery in the street;

    (e) implement a consistent street furniture program; and

    (f) encourage crime prevention through environmental design.

24. The Masterplan identifies seven key projects that will create new and attractive spaces and foster a greater sense of community, promote a safer night-time environment and give the area a fresh, vibrant look.

25. The key projects are:

    (a) Gateway Triangle – create a pocket park in North Richmond;

    (b) North Richmond Public Plaza – create a public plaza and enhanced transport interchange at the intersection of Victoria Street and Jonas Street;

    (c) Lennox Street/Nicholson Street intersection upgrade – provide a safer crossing for pedestrians and bicycles and enhance tram connections:

        (i) Council received a $200K grant from the Department of Justice and Regulation as part of the Public safety Infrastructure Fund grant stream. Council is making a co-contribution of approximately $240K. The grant is conditional on the shopfront improvement program (see other report on Lennox Street in this agenda);

    (d) Continuation of gateway theme throughout the retail precinct with the installation of smaller scale 'Non La' hats at major intersections:

        (i) Council has tested options for the continuance of the 'Non La' hats but they are not feasible. $ 30K funding has been requested under 2017-18 budget under the activity centre design funding for the design of intersection upgrades, which will have thematic components linking the intersections to the gateway;

    (e) Shop Improvement Program – improve the appearance of shop fronts and their and relationship to the street:

        (i) $40K has been requested under 2017-18 budget for a shopfront improvement pilot scheme whereby traders can apply for grants on a dollar by dollar basis for removal of the shutters and associated improvements;

(f) Williams Reserve upgrade - upgrade the existing reserve with new planting and play equipment; and

(g) Walmer Street Plaza – create a new public meeting space and thoroughfare.

Graffiti Prevention Grant

26. Arts & Culture have applied for a Graffiti Prevention Grant to paint murals on the roller shutters along key areas in Victoria Street.

27. They have been progressively working on improving the area with murals, which have so far been limited to sites off Lennox St, Post Office Lane and a car park wall.

28. There has been another request for Council to do a larger project in Little William Street – this was initiated by a resident in response to Reimagining Victoria Street.

External activities

Victoria Street Working Group (VSWG)

29. The VSWG is a collection of stakeholder groups comprising Council, Neighbourhood Justice Centre, Yarra Drug & health Forum, Department of Health & Human Services, Vic Pol, Salvation Army, North Richmond Community Health, residents and traders, amongst others.

30. The VSWG is working towards a safer, more peaceful and prosperous Victoria Street that is inclusive of everyone, including people who inject drugs.

31. In early 2017, the VSWG developed an action plan which includes the following actions:

(a) shopfront improvements including removal of roller shutters;

(b) activate Lennox & Butler street corner;

(c) identify opportunities for active footpath & community activities;

(d) provide a safe space for people who use drugs that includes recreation and other activities;

(e) increased engagement with Richmond Public Housing Tenants;

(f) provide ongoing opportunities for the community to discuss & learn about what is being done in Victoria Street;

(g) work with local traders to clean up back of shops and manage waste;

(h) create a 'social behavioural campaign' to connect with dealers and people who use drugs;

(i) conduct a community education campaign addressing safety concerns; and

(j) identify groups for training in how to administer naloxone.

32. It should be noted that convenors of the VSWG made a conscious decision not to advocate for a Supervised Injecting Facility or any additional harm reduction strategies as they felt they could not progress these actions.

Implementation of CCTV

33. The State Government proposed installing some CCTV cameras along Victoria & Lennox Streets, in July 2017.

34. It may have an impact on the drug trade in terms of displacement, and may also have a positive benefit in terms of increasing perceptions of safety amongst traders (as per the impact of CCTV in Maribyrnong).

Advocacy re Supervised Injecting Facilities

35. Council and a number of key stakeholders including political parties, residents' groups and local organisations are strong advocates for the implementation of a SIF in the Victoria Street precinct.

Next steps

36. An internal working group will be set up, which will report back to the Executive. In the tradition of One Yarra, this group will comprise representatives from across Council.

37. Key priorities of the working group will include:

    (a) mapping out which stakeholders play a part in addressing the issues raised, including Council's role and how this differs from the State and Federal Government's responsibilities;

    (b) developing an action plan;

    (c) engaging with key external stakeholders around how to best manage issues that are beyond Council's jurisdiction; and

    (d) strengthening advocacy around the implementation of a Supervised Injecting Facility and other harm reduction strategies.

38. Councillors can play a key role by investing in the Victoria Street precinct by utilising both the outcomes from the community engagement process and the action plan to inform current and future advocacy opportunities with the State Government and the wider community.

External Consultation

39. These are explained in the report.

Internal Consultation (One Yarra)

40. These are explained in the report.

Financial Implications

41. Referenced in paragraph 25 of report.

Economic Implications

42. Improvement in image of Victoria Street will be expected to contribute to an economic boost to the locality.

Sustainability Implications

43. Not applicable to this report.

Social Implications

44. Improvement in image of Victoria Street will be expected to contribute to a positive impact to the social environment.

Human Rights Implications

45. There are no human rights implication in relation to the report itself.

Communications with CALD Communities Implications

46. The communications process was widely representative of the community make-up.

Council Plan, Strategy and Policy Implications

47. To undertake extensive community consultation and develop plans and strategies emanating therefrom.

Legal Implications

48. There are no legal implications with the report and will rely on Government assistance.

Other Issues

49. Not applicable.

Options

50. Not applicable.

Conclusion

51. As per recommendation.

RECOMMENDATION

1. That Council:
   (a) note the outcomes from the Reimagining Victoria Street community engagement process;
   (b) note that the an internal working group will be set up, which will report back to the Executive; and
   (c) note the working groups' key priorities, including mapping out which stakeholders play a part in addressing the issues raised, developing an action plan, engaging with key external stakeholders around how to best manage issues that are beyond Council's jurisdiction, and strengthening advocacy around the implementation of a Supervised Injecting Facility and other harm reduction strategies.

CONTACT OFFICER: **Sarah Jaggard**
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Attachments

1 Reimagining Victoria Street Community Engagement Report

Attachment 1 - Reimagining Victoria Street Community Engagement Report



City of Yarra

COMMUNITY **ENGAGEMENT** SUMMARY REPORT

Reimagining Victoria Street

Attachment 1 - Reimagining Victoria Street Community Engagement Report

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INTRODUCTION

The overall aim of Reimagining Victoria Street (the project) is to engage with key stakeholders, including residents and traders, to better understand and appreciate the range of views and experiences, in order to develop a shared vision for the future of Victoria Street.

Following extensive consultation across a range of activities, over 400 people contributed over 2300 ideas. These ideas highlight the communities concerns and suggestions for improvement within the precinct, and will assist in the development of strategic recommendations and a shared vision for the future of Victoria Street.

BACKGROUND

In July 2016 Cr Amanda Stone put forward a motion, which was endorsed by Council, asking Officers to report back on a process which would result in a greater understanding and appreciation for the diverse experiences and views of residents, traders and other key stakeholders, in order to develop a shared vision for the future of the Victoria St precinct.

The overall objectives included:

- improved public safety and amenity of the Victoria Street precinct for residents and businesses
- enhanced experience of visitors to the precinct
- minimised harm to people who inject drugs and the wider community.

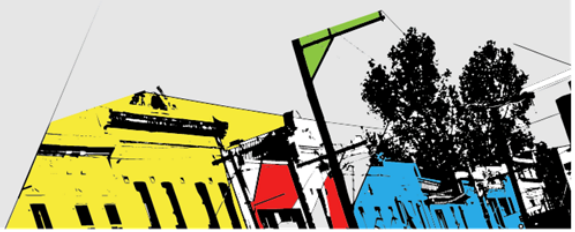
On 23 August 2016, Council endorsed Reimagining Victoria Street.

Since the project was endorsed by Council, numerous external influences have come into play including:

- the State Government's announcement that it is installing CCTV on Victoria & Lennox Streets
- a coronial inquest into a fatal drug overdose on Hoddle Street with the recommendations announced in February
- increased political support and media interest around the implementation of a Supervised Injecting Facility (SIF) in the Victoria Street precinct
- the advent of Victoria Street Drug Solutions, a resident's group advocating for the implementation of a SIF
- an external stakeholder group – Victoria Street Working Group (VSWG) – running a parallel process that also involves community engagement and the development of an action plan.

This resulted in Council recognising the need to be responsive and adaptable depending on external influences, and bringing forward the community engagement component of the project.

Attachment 1 - Reimagining Victoria Street Community Engagement Report



ENGAGEMENT OBJECTIVES

The project's engagement objectives included:

- understanding the issues facing Victoria Street
- providing an opportunity for community (including residents, traders, and visitors) to share their lived experience

COMMUNICATIONS AND ENGAGEMENT APPROACH

A range of communication and engagement activities were undertaken to inform, consult and involve participants across the community.

Broad promotion of the public engagement opportunity was through a range of corporate communication channels and community networks including:

- distribution of postcards directing people to Your Say Yarra online
- corporate communications including Council's website
- advertising of process on Richmond Housing Estate and distribution of 1800 surveys to estate residents
- distribution of 250+ surveys to traders along Victoria Street
- social media promotion via Twitter and Facebook
- Yarra News article, distributed to over 45,000 Yarra households
- formal and informal email networks and e-newsletters.

Roughly 400 community members were engaged across a range of methods listed in Table 1 overleaf.

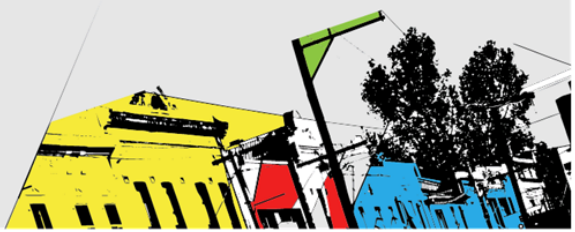
Engagement activities sought responses to two key questions:

- What do you see as the key issues facing Victoria Street?
- What do you think needs to happen to make Victoria Street safer and a more attractive and welcoming place?

> "...I'VE HAD TO CALL AN AMBULANCE WHEN I WALKED PAST A LADY OVERDOSING IN AN ALLEYWAY. MOST ONLOOKERS SIMPLY WALKED PAST. THIS SORT OF THING HAS BECOME NORMAL IN LENNOX ST."
>
> – RICHMOND RESIDENT

		HOW WE ENGAGED	WHO WE ENGAGED
ONLINE	Your Say Yarra Online portal	• http://www.yoursayyarra.com.au/victoriastreet • Share your feedback • Map your experiences 4 February – 5 March 2017	• 89 registered participants • 489 ideas were contributed • 1190 page visits
ONLINE	Social Media	Used to promote listening post location and times and direct people to the Your Say Yarra project page. Relevant comments in response to Twitter and Facebook posts were recorded	• Facebook x 72 relevant comments
ONLINE	Written Submissions	Open at any time during the public engagement period	• 27 written submissions via email
IN PERSON	Listening Posts	Five posts held in key locations in North Richmond & Abbotsford • Corner Victoria & Nicholson Sts Abbotsford (x2) • Richmond West Primary School • Abbotsford Primary School • Richmond Housing Estate 18 February – 3 March 2017	• 217+ conversations • 1280+ ideas
IN PERSON	Targeted engagement sessions	• NRCH Needle & Syringe Program clients • Young people (Richmond Soccer Program) 27 – 28 February 2017	• 34 participants • 65+ ideas
IN PERSON	Trader surveys	Surveys distributed to traders along Victoria Street 13 – 14 March 2017	• 8 participants • 60+ ideas
IN PERSON	Key Internal Stakeholders	One on one meetings were held with key internal stakeholders March 2017	• 9 participants • 50+ ideas

Attachment 1 - Reimagining Victoria Street Community Engagement Report



ENGAGEMENT OUTCOMES

The engagement process attracted feedback from a cross-section of Yarra's community including residents and traders. It should be noted that this was not a research project, and participation in the engagement activities is not necessarily representative of the entire Yarra community.

The following data focuses on overall responses and the top 10 themes that were identified in the community engagement.

The community was largely concerned with drug use, community safety, crime prevention, and implementing harm reduction measures to reduce the harm arising from illicit drug use.

Other themes that attracted a large number of responses were economic development, open space, parking and traffic, street cleaning, sustainable transport and urban design.

The themes of drug use, community safety and crime prevention are also reflected in data collected from traders and residents of the Richmond Housing Estate.

This correlates with data collected through engagement for the Council Plan 2017 - 2021 where health and wellbeing issues such as alcohol and other drugs and community safety dominated the community feedback.

TOP 10 KEY THEMES – REIMAGING VICTORIA STREET

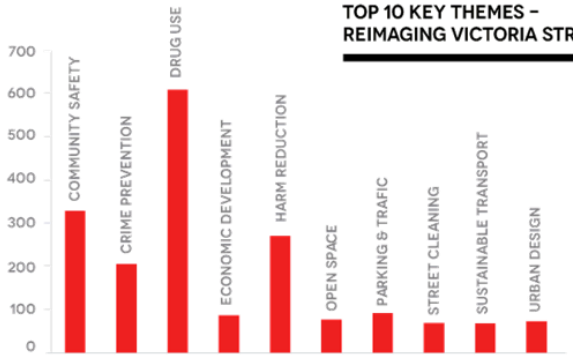


Figure 1 Overall Community Themes

Within each theme there were a range of issues identified by the community:

THEMES (# COMMENTS)	KEY ISSUES
Drug use (610)	• Dealing • Discarded syringes and other drug litter • Issues arising from public injecting such as overdose
Community safety (329)	• Antisocial behaviour such as fighting • Drug affected people • Loitering
Harm reduction (271)	• Implementation of supervised injecting facilities • The need for a holistic approach to drug use
Crime prevention (206)	• Increased policing • Implementation of CCTV
Parking & traffic (92)	• Traffic management & flow • Amount & cost of parking
Economic development (87)	• Improve shop fronts including removal of shutters • Decrease footpath trading
Open Space (77)	• Increased street trees • Increased facilities including public toilets & drinking fountains • Improved management of spaces including public toilets and parks
Urban design (73)	• Tram stops • Removal of seating and benches
Street cleaning (69)	• Increased service levels including laneways • More litter bins
Sustainable transport (68)	• Maintenance of bike lanes • Access to public transport • Wider footpaths • Safer pedestrian crossings

Attachment 1 - Reimagining Victoria Street Community Engagement Report



Once overall responses are broken down into key issues and suggestions for improvement, it can clearly be seen that drug use and community safety are the two biggest concerns for the community (Table 2).

In keeping with this, implementation of harm reduction initiatives (primarily a SIF) and crime prevention are the top two suggestions for improving issues arising from illicit drug use and perceptions of safety within the precinct (Table 3).

" I CURRENTLY LIVE IN THE COOKE COURT HOUSING ESTATE AND THE AMOUNT OF CRIME AND DRUGS IS GETTING UNBEARABLE."

– RICHMOND PUBLIC HOUSING TENANT

TOP 10 SUGGESTIONS – REIMAGING VICTORIA STREET

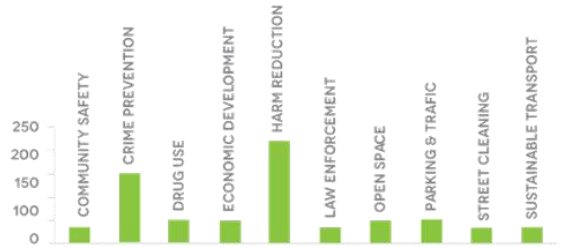


Table 3: Suggestions for Improvement

Leading themes for traders (Table 4) included community safety, crime prevention, drug use and parking & traffic.

TOP 10 KEY ISSUES – REIMAGING VICTORIA STREET

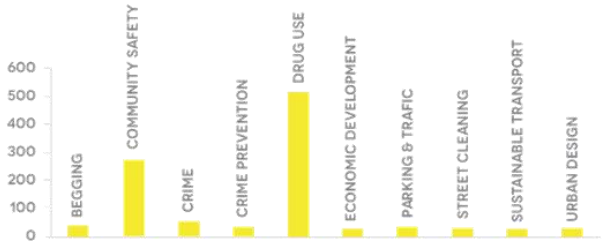


Table 2: Key Issues

TOP 10 KEY THEMES – TRADERS

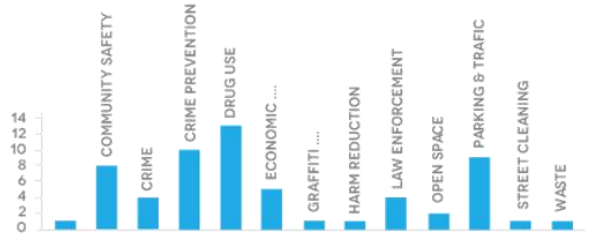
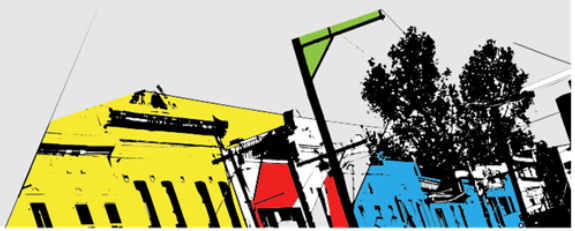


Table 4: Trader Surveys

Attachment 1 - Reimagining Victoria Street Community Engagement Report



Key themes for Richmond Housing Estate residents (Table 5) included community safety, crime prevention and drug use.

TOP 10 THEMES – RICHMOND HOUSING ESTATE

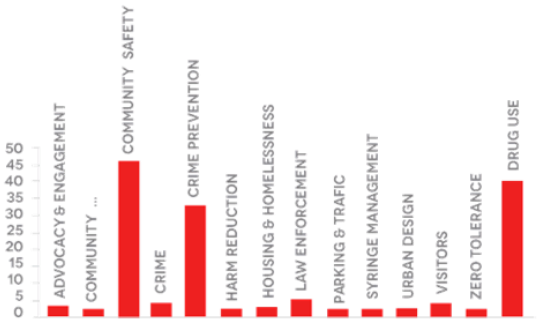


Table 5: Richmond Housing Estate

Implementation of harm reduction strategies were a low priority for both groups, although again it should be noted, contributions are not necessarily representative of the community.

" A WALK DOWN VICTORIA ST NOW INVOLVES RUNNING THE GAUNTLET THROUGH DRUG AFFECTED PEOPLE WHOSE BEHAVIOUR HAS BECOME INCREASINGLY THREATENING AND DISTRESSING OVER THE YEARS."

– RICHMOND RESIDENT

APPENDIX 1

Qualitative feedback from the local community collected during the Reimagining Victoria Street community engagement project:

"We fear for our safety on a regular basis, mainly as we see open drug dealing occur and vacant houses being used as injecting sites and then the on effects of the drugs with roaming shells of humans threatening violence or public disorder. We have called the police many times in the interest of public safety."
– Abbotsford resident

"I've had to call the police when junkies decide that the front of our apartment building is a great place to deal drugs and shoot up. The police seem like they couldn't care less, and reluctantly drive past the front of my house while there are people still there, dealing drugs with needles hanging out of their arms. I've had to call an ambulance when I walked past a lady overdosing in an alleyway. Most onlookers simply walked past. This sort of thing has become normal in Lennox St."
– Richmond resident

"I currently live in the Cooke Court housing estate and the amount of crime and drugs is getting unbearable."
– Richmond public housing tenant

"Drug addicts freely use and deal heroin. Despite police patrols, there has been no noticeable improvement. This is the main reason leading to blatant robbery incidents. This area is no longer safe."
- Victoria Street trader

"My day to day reality is feeling intimidated by the drug activity around me. I cannot sit in the new park near Victoria and Lennox because it's likely someone is openly injecting or dealing. I have to walk around dealers in Victoria St because they are doing their business and will not move. Just two weeks ago I was having coffee with a friend when a physical altercation between a user and a dealer spilled from the footpath into the coffee shop." – Richmond resident and business owner

"Just before Christmas a close friend of mine was robbed at knife point, they took his clothes, left him in his underwear to walk home."
– Richmond worker

"A walk down Victoria St now involves running the gauntlet through drug affected people whose behaviour has become increasingly threatening and distressing over the years. We often see outbreaks of violence with passers-by fleeing for safety… We are strongly supportive of a safe injecting facility within the precinct. Such a facility should have associated support services capable of improving the circumstances of drug users, keeping them safer and making them less likely to use on the streets."
– Richmond resident

"At present (the drug problem) is possibly at its worst. Police presence is not visible and witnessing drug affected people, drug practices (ie taking, selling etc) and people begging for money etc has increased and is almost a daily occurrence. The car park in the 12 Shelley Street building is commonplace for injecting and more recently what appeared to be preparing and bagging drugs for distribution."
– Richmond resident

Attachment 1 - Reimagining Victoria Street Community Engagement Report

" MY DAY TO DAY REALITY IS FEELING INTIMIDATED BY THE DRUG ACTIVITY AROUND ME..."

– VICTORIA STREET TRADER

APPENDIX 2

PROMOTIONAL POSTCARD



Yarra Council wants to hear your experiences of living, working and visiting Victoria Street in Richmond.

Victoria Street is a vibrant dining, shopping and cultural destination. The area also faces challenges in relation to public safety, liveability and prosperity, often due to drug-related activity. Addressing these complex issues will take a collaborative effort.

We're asking you to share your experiences and ideas for making the area a safer, more attractive and welcoming place for all.

There is a number of ways you can get involved.

HAVE YOUR **SAY**

In person

Speak to Council staff in person at the corner of Victoria and Nicholson streets (outside Quint Café) at the following times:

- **Saturday 18 February** from **10am to 12pm**
- **Wednesday 22 February** from **5.30pm to 7.30pm**

Vietnamese and Chinese interpreters will be available.

Online

www.yoursayyarra.com.au/victoriastreet

Email victoriastreet@yarracity.vic.gov.au

Phone 9205 5555

Feedback is due by **Friday 3 March 2017.**

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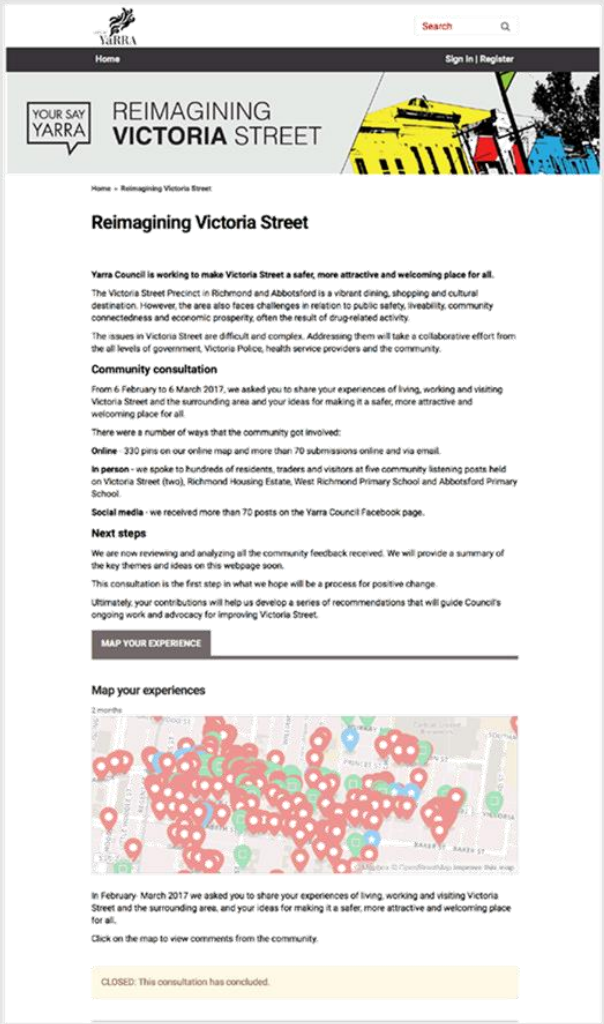
TRADER SURVEY





Attachment 1 - Reimagining Victoria Street Community Engagement Report

ONLINE PROJECT PAGE (FRONT PAGE)





11.9 Lennox Street / Nicholson Street Intersection Upgrade

Trim Record Number: D17/75710
Responsible Officer: Coordinator Urban Design

Purpose

1. The purpose of this report is to:

   (a) provide Council with an update on implementation of the Victoria Street Streetscape Masterplan project at Lennox/Nicholson Street intersection along Victoria Street;

   (b) seek Council's feedback on the preferred design concept option; and

   (c) seek Council's authorisation for community consultation of the design concept plan.

   NB. This report needs to be read in conjunction with the report on this Agenda titled "Outcomes from 'Reimagining Victoria Street' Community Engagement process and next steps".

Background

2. On 15 September 2015, Victoria Street Streetscape Masterplan was adopted by Council.
3. Council also resolved to authorise officers to proceed with design development and consultation of individual projects and the implementation of the Victoria Street Streetscape Masterplan.
4. The Masterplan identifies the Lennox/Nicholson Street intersection along Victoria Street as one key project.
5. Victoria Street and the surrounding area are well-known as significant drug hotspots in Victoria and crime rates in several categories exceed state rates.
6. Drug and crime related issues are having a significant impact on perceptions of safety in the area.
7. The Yarra community has consistently identified drug and alcohol related safety concerns in Council's Annual Customer Satisfaction Survey, a key component of which is assessing "Community perception of safety in public areas of Yarra". Council has recently concluded a process of seeking community input on these issues (see "Reimagining Victoria Street") on this Agenda.
8. As part of the implementation of the streetscape masterplan, in 2016, Council applied for Department of Justice Public Safety Infrastructure Fund (PSIF) to address the pressing issue of public safety and perceptions of safety near the Lennox/Nicholson Streets intersection.
9. In December 2016, Council was successful in securing PSIF grant to the value of $200K on the basis that Council would be making a co-contribution of approximately $240K.
10. The PSIF grant has been awarded to:

    (a) encourage crime prevention through environmental design (CPTED);

    (b) improve the quality of the public realm;

    (c) improve perceptions of safety;

    (d) minimise the impact of illicit drugs on the community;

    (e) enhance the cultural identity and unique qualities of Victoria Street; and

    (f) commence a program of shopfront improvement in the vicinity of the project.

11. The State Government has outlined the possibility of installing some CCTV cameras near the intersection of Victoria & Lennox Streets.

12. Should that occur, that may also have a positive benefit in terms of increasing perceptions of safety amongst the community.

Design Concept for Lennox Street/Nicholson Street Intersection

13. The site area for the Lennox Street/Nicholson Street Intersection Upgrade project is defined as the section of Lennox Street between Victoria Street and Little Butler Street, the section of Nicholson Street between Victoria Street and the Nicholson Street entrance to The Hive, and the intersection of Victoria Street, Lennox Street and Nicholson Street. It may however also disperse the anti-social behaviour to other areas.



14. <u>Analysis of the site area identified the following issues:</u>

    (a) Drug dealing frequently occurs in the space and the area attracts anti-social behaviour. (That is, there is a need to activate and revitalise the space in a way that attracts a diverse range of people from the Yarra community and discourages anti-social behaviour);

    (b) Accumulation of used syringes presents risks to public safety and OH&S risks to Council maintenance and cleansing operations;

    (c) Graffiti and vandalism of existing street furniture;

    (d) Uneven and poorly performing surface treatments present trip hazards to pedestrians and contribute to the poor image of the public space;

    (e) A lack of visual contrast and clarity in the shared zone leads to conflicts between vehicles, cyclists and pedestrians;

    (f) Lennox Street is a major north-south cycling route through the City of Yarra. (That is, cyclists travelling north across Victoria Street must contend with vehicles turning right from Nicholson Street onto Victoria Street);

(g) The Plane tree at the corner of Lennox and Victoria Streets presents a number of issues as follows:

(i) The root ball is higher than the pavement level. The permeable paving treatment has eroded and creates uneven surface.



(ii) Roots lift paving stones causing trip hazards.



(iii) Tree canopy extends from building to building reducing daylight in summer months;



(iv) Location and breadth of the trunk and the above ground roots impede movement in the space and, to a degree, reduces sight lines into the seating area;

(v) Poor lighting of the Lennox Street public space contributes to the poor perception of safety in the space;

(h) Note: Planning permits have been granted to the adjoining properties to the east and west of Lennox Street that would lead to an increase in building height but also presents opportunities to improve the street level appearance and interaction with the space; and

(i) Pavement and street furniture on the Nicholson Street kerb extension does not enhance the cultural identity and unique qualities of Victoria Street.

The Design Concept

15. Two design options have been prepared for consideration by Council prior to public consultation. Council is requested to determine whether either options or one option (and which one) should be placed on public exhibition (see comments below).

Option 1

16. Option 1 involves the removal of the plane tree at the corner of Lennox and Victoria Streets.

17. It is anticipated that the removal of the plane tree would improve sight lines into and within the Lennox Street shared zone and could increase passive surveillance to this space.

18. The loss of one plane tree would be offset by the planting of 7 new crepe myrtle trees (5 in Lennox Street and 2 in Nicholson Street).

19. Improved solar access to the space in summer months would off-set the potential overshadowing by future development of the adjoining buildings, and offer improved amenity in the space all year round with localised shading provided by new smaller street trees.

20. The design would provide additional footpath space for pedestrians and potential activation by businesses.

21. Pros and Cons of Option 1:

Option 1 (Tree removed)	
Pros	Cons
Removing the plane tree would free up space at the widest part of the footpath for circulation and activation programs.	The plane tree is a significant and healthy specimen and forms part of a historic streetscape extending along Victoria Street and Nicholson Street.
New planting would be able to be contained within root barriers to prevent further deterioration of the paving.	The tree shades the space from summer sun, and plays a part in reducing the urban heat island effect.
The bike lane width would be consistent along its length, enhancing safety for pedestrians and cyclists.	
Daylight penetration into the space would be improved, particularly if the two adjacent buildings are increased in height. Localised shade would be provided by the smaller tree canopies of the new crepe myrtles.	
Replacement of the plane tree with narrower crepe myrtles would improve sight lines into the space from Victoria Street, and the increased daylight would improve perceptions of risk.	
The flowering crepe myrtles would introduce a vibrant seasonal colour into the space.	

Option 2

22. Option 2 retains the plane tree, with significant canopy reduction and root management to reduce the intrusion into pedestrian areas and the cycling lane.

23. Feature up-lighting would be provided at the base of the tree.

24. Five new crepe myrtle trees would be planted (3 in Lennox Street and 2 in Nicholson Street).

25. Pros and Cons of Option 2:

Option 2 (Tree retained)	
Pros	Cons
The plane tree is a significant and healthy specimen and forms part of a historic streetscape extending along Victoria Street and Nicholson Street.	Roots lift paving stones causing trip hazards (see photos).
The tree shades the space from summer sun, and plays a part in reducing the urban heat island effect.	Tree canopy extends from building to building blocking out daylight to the space in summer, creating a dark and uninviting feel. Pruning of the tree would help in day light penetration, however, to a much lesser degree when compared to new crepe myrtles.
Feature up-lighting of the tree would add vibrancy and animate the space at night time.	Location and breadth of the trunk and the above ground roots impede movement in the space and block sight lines into the seating area.
Cost of removing the tree are saved.	Root ball is higher than pavement level. Permeable paving treatment has eroded and creates uneven surface, limiting the space available for activation of the space and safe movement.
	Significant modification of the paving treatment and the root ball would need to be made to improve public safety
	Tree roots would cause ongoing maintenance problem due to up lifting of the paving.

Common elements for both options

26. The following design elements are common to both the options:

(a) The vehicle carriageway is realigned by 1m at the southern end of the shared zone to give more footpath space on the east side of the public space for pedestrian movement and activation of the space;

(b) The carriageway is resurfaced in an exposed aggregate concrete finish rectifying the current uneven road surface and providing greater visual contrast between pedestrian only and vehicular movements;

(c) The contra flow bike lane is demarcated in green with direction arrows;

(d) A bike “head start” box is to be introduced on Lennox Street at the Victoria Street intersection to allow bikes to get through the intersection before vehicles turning right from Nicholson Street block the intersection;

(e) Improved lighting is provided to increase perceptions of safety at night and encourage more passive use of the space;

(f) New street tree planting would provide for appropriate shade and greening of the space;

(g) Existing bench seating would be removed and replaced with dispersed groups of single and double seats and tables to promote use of the space by a diverse range of people and inhibit the ability of large groups to dominate the space;

(h) A ribbon element comprising pavement treatment and street furniture would enliven the space recalling traditional south east Asian dance performance. This element would be carried over to the Nicholson Street side of the intersection and could also be repeated at further intersections along Victoria Street as a cultural theming element; and

(i) The existing kerb extension on Nicholson Street would be enhanced with new feature paving, additional street furniture and street trees to provide more opportunity for passive surveillance of the intersection.

Changes to the concept plan included in the grant application

27. The following changes have been made to the design since the concept plan put forward with the grant application in 2016:

    (a) garden beds have been omitted due to concerns about their on-going maintenance and potential accumulation of syringes;

    (b) the Non-La hat option has been replaced by the ribbon paving and seating element as a cultural theming element in the design. Council has tested options for the continuance of the 'Non La' hats but they are not feasible due to the limited space, and the high cost of fabrication, installation and maintenance;

    (c) the vehicle carriageway has been re-aligned; and

    (d) the existing footpath trading area on Nicholson Street which helps to activate the space has been retained in the design necessitating a reduction in the size of the public seating and table element and the removal of the garden beds.

External Consultation

28. The following external agencies have written in support of the project at the time the grant application was made to the Department of Justice:

    (a) Victoria Police; and

    (b) Victoria Street Business Association.

29. Further and ongoing consultation with Victoria Police is underway. Victoria Police is carrying out a new CPTED safety audit of the precinct.

30. As the proposed works do not involve significant changes to road use or major structural or construction changes, consultation with the following authorities will proceed during the public consultation process:

    (a) Victoria Police;

    (b) Department of Justice and Regulation;

    (c) VicRoads;

    (d) Yarra Trams;

    (e) Citipower;

    (f) City West Water;

    (g) Melbourne Water;

    (h) APA;

    (i) Telstra; and

    (j) Optus.

Internal Consultation (One Yarra)

31. Internal consultation was undertaken with the following Council Branches and is ongoing:

    (a) Urban Design;

    (b) Community Engagement;

    (c) Community Advocacy;

    (d) Economic Development;

    (e) Social Policy and Research;

    (f) Engineering Services;

    (g) City Works;

    (h) Open Space;

(i) Sustainability and Strategic Transport;

(j) Traffic and Special Projects; and

(k) Aged and Disability Services.

Financial Implications

32. The funding agreement between Council and the Department of Justice for the project is for an overall project cost of $440,000 comprising a $200,000 PSIF grant and a $240,000 contribution from Council.

33. The cost of ongoing maintenance of the improved public space is yet to be determined but is not expected to be significantly different to existing maintenance requirements.

Economic Implications

34. It is anticipated that the redevelopment of public spaces at Lennox/Nicholson streets intersection would contribute to making Victoria Street more attractive to visitors and encourage greater use of the space, in turn potentially benefiting local businesses and the broader community.

Sustainability Implications

35. The public space improvements offer the opportunity to address the following sustainability issues:

(a) appropriate tree planting to provide shade;

(b) increased bicycle parking to encourage the use of sustainable transport; and

(c) other sustainability initiatives (which would be resolved during the design process) that may include the use of sustainable/recycled materials, the incorporation of WSUD initiatives to treat storm water and irrigate the street trees, and the use of low-energy LED lighting.

Social Implications

36. The project would result in the following key social benefits:

(a) a new and improved public space where people can meet and relax;

(b) improved street furniture offering more opportunity for a diversity of users;

(c) increased lighting;

(d) improved perceptions of safety; and

(e) pride and ownership through recognition of Vietnamese culture in the design.

Human Rights Implications

37. There are no known human rights implications from the report.

Communications with CALD Communities Implications

38. During the public consultation phase, Council's website and all information distributed within the community would be provided with contact numbers for interpreter services for the CALD community seeking information/clarification. Discussions would also be carried out with the Victoria Street Business Association.

Council Plan, Strategy and Policy Implications

39. One of the key strategies outlined in the Council Plan 2013-2017 is to "*Increase pedestrian activity and safety through improved access and infrastructure*".

40. The proposal is considered consistent with the Yarra Urban Design Strategy (adopted 2011) which advocates for a quality public domain in Yarra, universal access, social interaction and walkability.

41. The proposal is one of seven key projects identified for implementation in the Victoria Street Streetscape Masterplan (adopted by Council in September 2015).

Legal Implications

42. The site of the proposed works is wholly within the road reserve.

Other Issues

43. In entering the funding agreement with the Department of Justice, Council has committed to the following milestones:

    (a) commencement on site by 31 December 2017 (NB. This is subject to negotiation with the Department of Justice due to the Festival at the end of January 2018, with works to commence immediately after that date);

    (b) completion of the works by 30 April 2018;

    (c) submission of evidence of commitment to commence implementation of a shop improvement program in the vicinity of the project during the period of project; and

    (d) pre and post project evaluation of the effectiveness of the project, in relation to the stated aims and objectives, to be completed not less than 12 months after the completion of works, using quantitative and qualitative measures including crime statistics, evidence of drug activity and perceptions of safety.

Conclusion

44. The Lennox/Nicholson Street Intersection Upgrade project is outlined in the adopted Victoria Streetscape Masterplan. It aims to revitalise the intersection at Lennox, Victoria and Nicholson Streets to improve safety, enhance the cultural identity and unique character of Victoria Street and to improve community access to and enjoyment of the space.

45. Two design options are presented for Council consideration regarding the exhibition period.

46. Option 1 involves the removal of the plane tree at the corner of Lennox and Victoria Streets to improve sight lines and provide improved space for pedestrians.

47. Option 2 retains the plane tree yet provides improved public space.

48. Officers consider that Option 1 achieves a better overall design outcome having specific regard of the issues that exist in this particular location.

49. A community consultation program is being prepared for the project (if Council consent) running for 3 weeks in July - August 2017 and would include:

    (a) *Your Say* Yarra project page (linked from Council's website);

    (b) information flyer advising of the key aspects of the draft designs, the consultation and how people could make submissions (including full Vietnamese translation and translations panel for other languages);

    (c) one on-site information session (with interpreters);

    (d) hard copy information flyer and design concepts available at Richmond Town Hall, Collingwood Town Hall, Richmond Library and Collingwood Library;

    (e) individual, face-to-face discussions with business operators in the immediate vicinity of the project;

    (f) Councillor E Bulletin update; and

    (g) meetings and discussions with external stakeholders.

50. A report informing the Council about the resolution of the design, post community consultation and feedback is scheduled to be presented to Council in September/October 2017.

RECOMMENDATION

1. That Council:

   (a) note the report of officers regarding the proposed urban design improvements to the area abutting the Victoria Street/Lennox Street intersection;

   (b) note the two options presented for these urban design improvements;

   (c) note the funding arrangements comprising a State Government grant and Council funding and the funding criteria; and

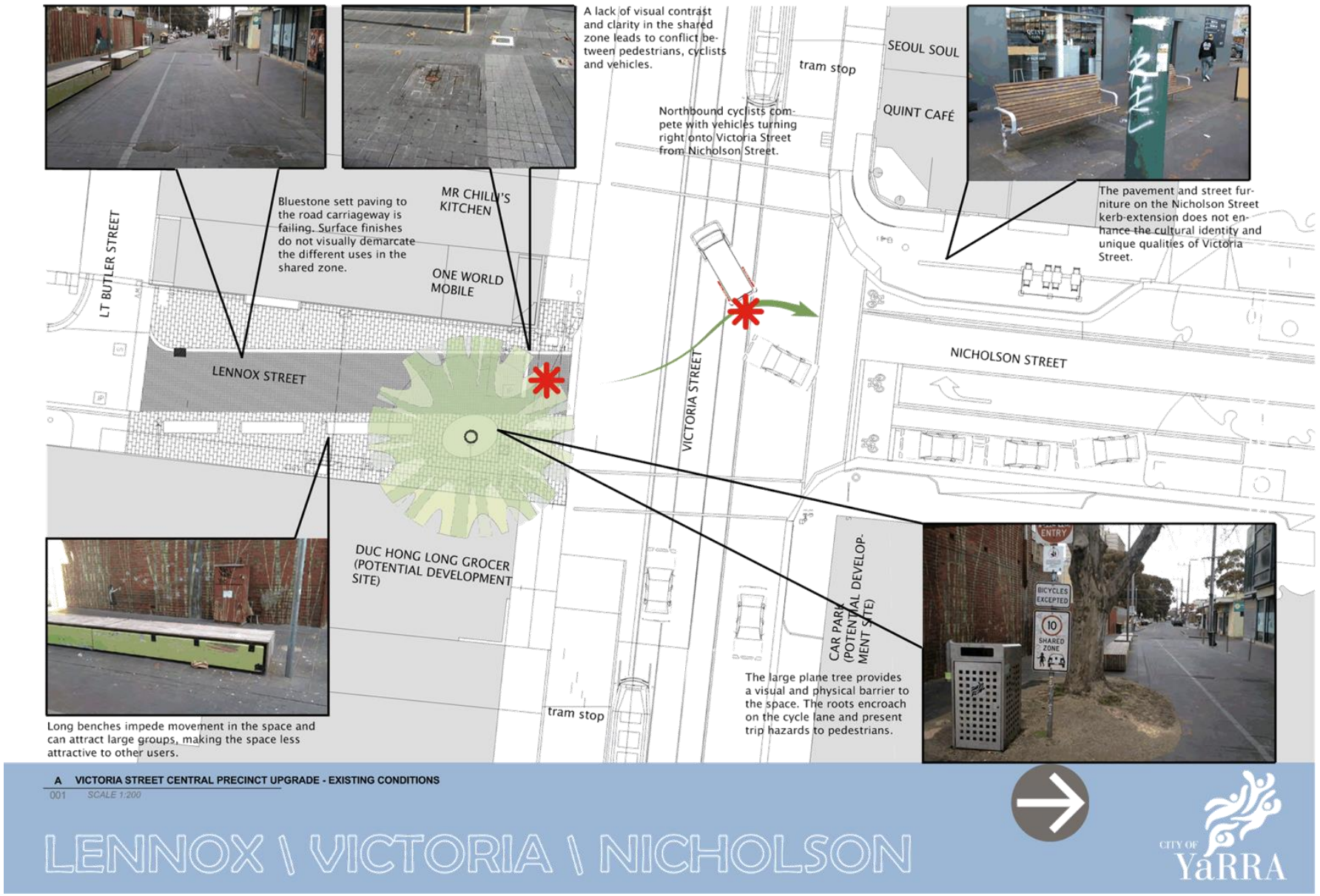
   (d) determine which option is to be placed on public exhibition to seek community feedback.

CONTACT OFFICER: **Andrew Shaw**
TITLE: **Public Space Designer**
TEL: **9205 5182**

Attachments

1 Lennox and Nicholson Street Intersection Upgrade - Part 1
2 Lennox and Nicholson Street Intersection Upgrade - Part 2
3 Lennox and Nicholson Street Intersection Upgrade - Part 3
4 Lennox and Nicholson Street Intersection Upgrade - Part 4
5 Lennox and Nicholson Street Intersection Upgrade - Part 5
6 Lennox and Nicholson Street Intersection Upgrade - Part 6

Attachment 1 - Lennox and Nicholson Street Intersection Upgrade - Part 1



Attachment 2 - Lennox and Nicholson Street Intersection Upgrade - Part 2





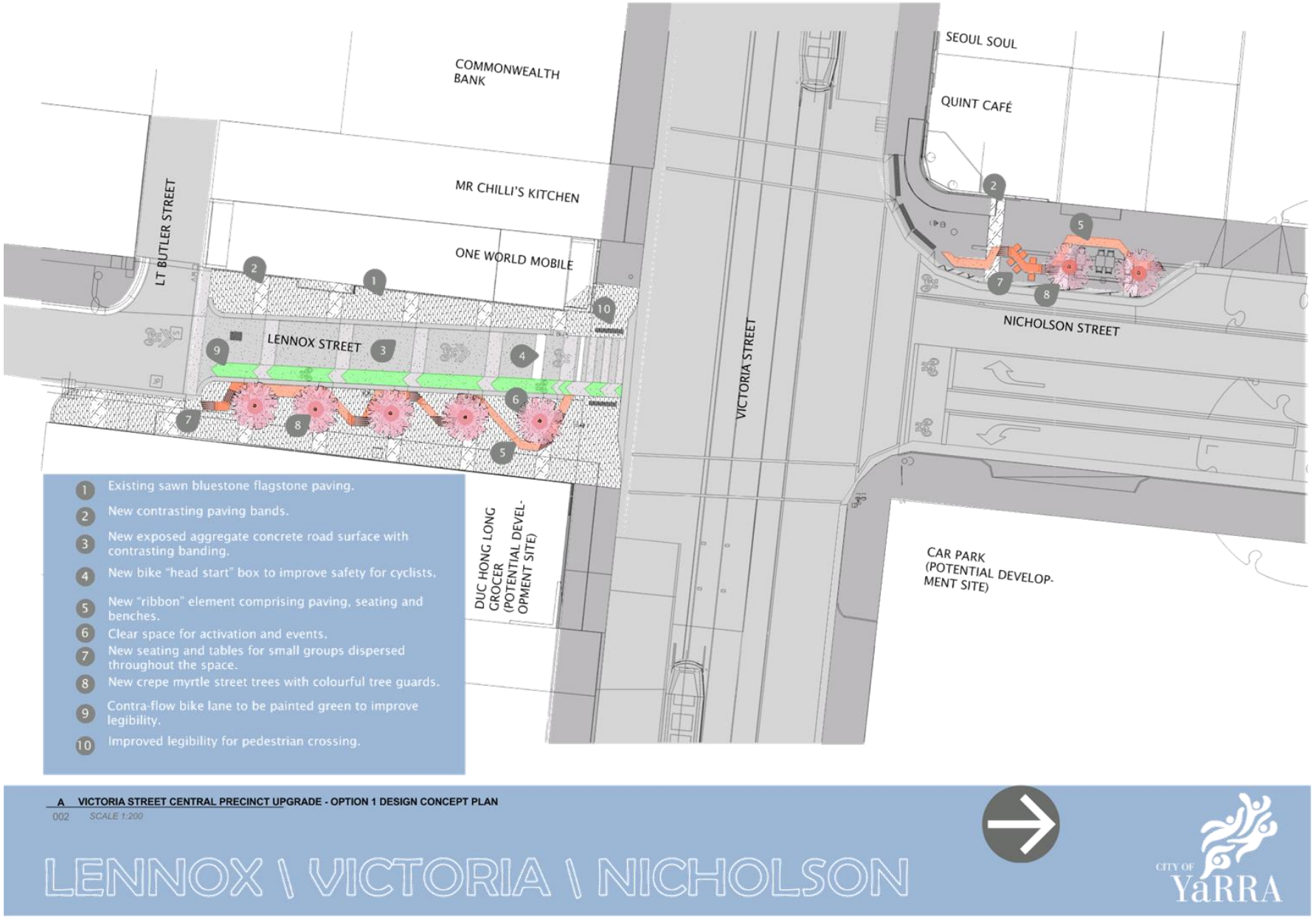
OPTION 1
THE DESIGN AIMS TO:

- INTRODUCE SUNLIGHT, COLOUR AND VIBRANCY INTO THE SPACE
- PROVIDE SPACE FOR EVENTS AND OTHER ACTIVITIES
- PROVIDE A VARIETY OF SEATING OPTIONS TO ENCOURAGE A DIVERSITY OF ACTIVITIES WITHIN THE SPACE
- IMPROVE SAFETY OF PEDESTRIANS AND CYCLISTS MOVING THROUGH THE SHARED ZONE.

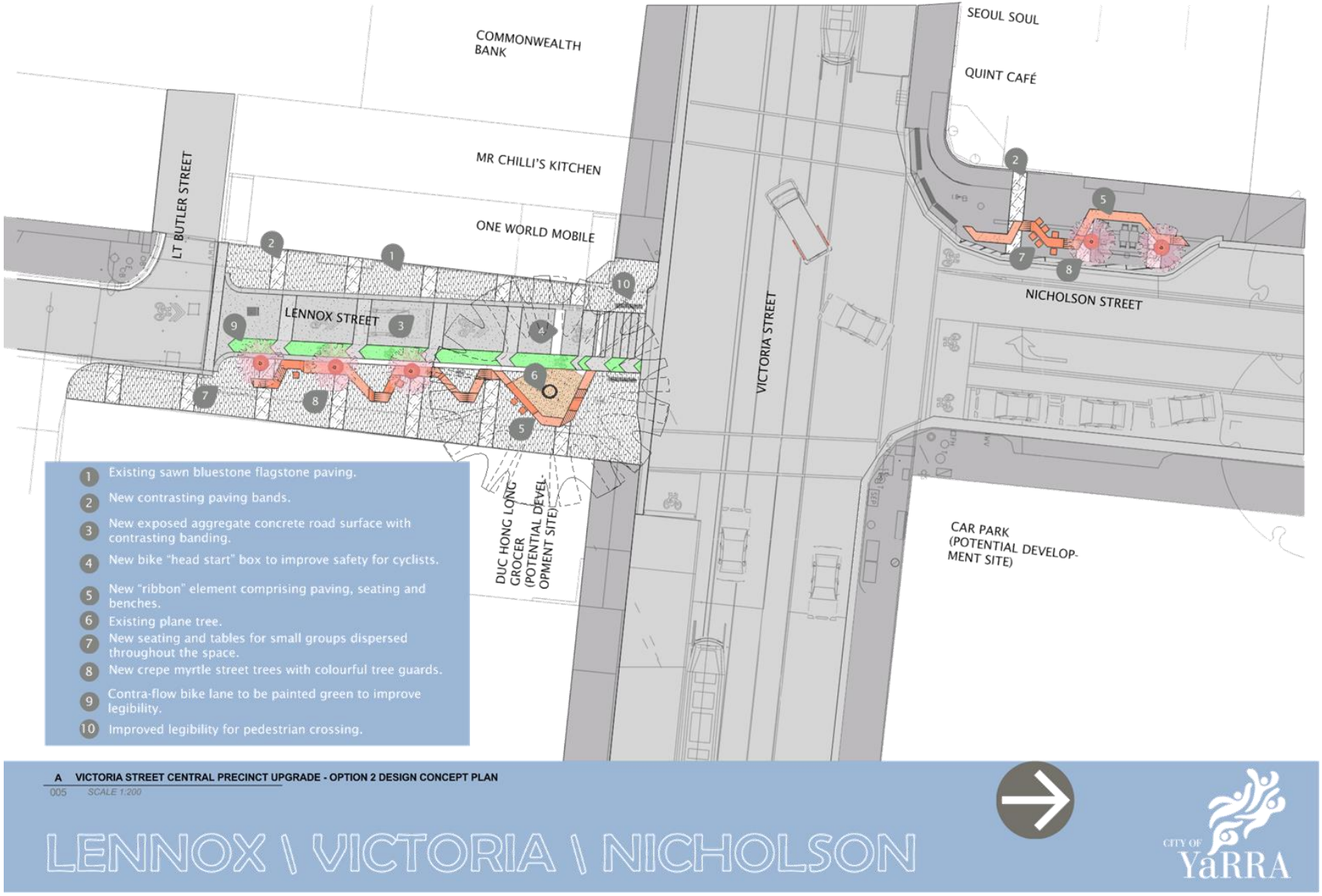
LENNOX \ VICTORIA \ NICHOLSON

CITY OF YaRRA

Attachment 3 - Lennox and Nicholson Street Intersection Upgrade - Part 3



Attachment 4 - Lennox and Nicholson Street Intersection Upgrade - Part 4



Attachment 5 - Lennox and Nicholson Street Intersection Upgrade - Part 5





OPTION 2
THE DESIGN AIMS TO:

- INTRODUCE COLOUR AND VIBRANCY INTO THE SPACE
- PROVIDE A VARIETY OF SEATING OPTIONS TO ENCOURAGE A DIVERSITY OF ACTIVITIES WITHIN THE SPACE
- IMPROVE SAFETY OF PEDESTRIANS AND CYCLISTS MOVING THROUGH THE SHARED ZONE.

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Attachment 6 - Lennox and Nicholson Street Intersection Upgrade - Part 6



New street trees and street furniture "ribbon" to the Nicholson Street kerb-extension



8 Crepe Myrtle adds colour & shade





1. Existing sawn bluestone flagstone paving.
2. New contrasting paving bands.
3. New exposed aggregate concrete road surface with contrasting banding.
4. New bike "head start" box to improve safety for cyclists.
5. New "ribbon" element comprising paving, seating and benches.
6. Clear space for activation and events.
7. New seating and tables for small groups dispersed throughout the space.
8. New crepe myrtle street trees with colourful tree guards.
9. Contra-flow bike lane to be painted green to improve legibility.
10. Improved legibility for pedestrian crossing.
11. New street lighting.

A VICTORIA STREET CENTRAL PRECINCT UPGRADE - MATERIALS AND FINISHES

007

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11.10 Draft Bridge Road Streetscape Master Plan

Executive Summary

Purpose

To seek Council's authorisation for the draft Bridge Road Streetscape Masterplan (the Masterplan), and be placed on public exhibition for community consultation.

Key Issues

The changes in retail patterns and shop vacancies in the Richmond Hill Precinct have caused concerns to the local businesses over a number of years.

The business community has been campaigning that Council lead the process of preparation of a comprehensive streetscape masterplan in partnership with the main street association and State Transport agencies.

The proposed construction of the Richmond High School requires an urgent upgrade of the tram stop in front of the Town Hall to make it safer for school students and other users.

The draft Masterplan sets out a framework for short, medium and long term improvements to the streetscape along Bridge Road.

The draft Masterplan requires exhibition to enable community feedback from the community and also external stakeholders such as Transport for Victoria, Vic Roads, Yarra Trams and Department of Education, Bridge Road Main Street Association etc.

Financial Implications

There are no financial implications with the proposal to exhibit the draft Masterplan; however, commitment from Council would be required for capital works funding over several years for design and construction of public domain improvement projects identified in this draft Masterplan.

PROPOSAL

It is recommended that Council authorise the exhibition of the draft Bridge Road Streetscape Masterplan for the purpose of undertaking a community consultation process in July-August 2017. The consultation would include exhibition of the draft Masterplan, meetings with key stakeholders and information sessions.

11.10 Draft Bridge Road Streetscape Master Plan

Trim Record Number: D17/78516
Responsible Officer: Manager City Strategy

Purpose

1. To brief Council on the draft Bridge Road Streetscape Masterplan (Attachment 1-5) for the purpose of progressing to public exhibition for community consultation.

Background

2. Bridge Road shopping strip is identified as a major activity centre in Plan Melbourne (2017-2050). It is also an important transport link between the CBD and the eastern suburbs of Melbourne.

3. For decades, Bridge Road (the Hill) has been a popular destination for brand outlets and fashion clothing; drawing visitors from various parts of Melbourne and beyond. In the last decade or so there have been a number of changes in terms of retail patterns and development activities. A number of fashion outlets have closed and there is an increase in new cafés and restaurants and also residential developments.

4. The changes in retail patterns and shop vacancies in the Richmond Hill Precinct have caused concerns to the local businesses. Vacancies are due to a number of factors. Through redevelopment of properties, in the longer term, new occupancies will occur. The north side of the Richmond Hill precinct (north side of Bridge Road) is also experiencing significant housing development.

5. The business community has been campaigning for Council to undertake streetscape improvements, street activation and place-making initiatives to attract more visitors to the street.

6. In 2015, the Bridge Road Main Street Association had also organised a streetscape improvement study with the help of Tract consultants. The study suggested that the Council lead the process of preparation of a comprehensive streetscape masterplan in partnership with the main street association, VicRoads and PTV.

7. In July 2016, the intent to prepare a Bridge Road Streetscape Masterplan was presented to the Councillors.

8. Hansen Partnership, a leading urban design consultancy was engaged by Council to prepare the streetscape masterplan.

9. In September 2016 key issues and opportunities were presented to the Councillors.

External Consultation

10. Development of the draft Bridge Road Streetscape Masterplan (the Masterplan) has been a consultative process between the Council and a number of important stakeholders including State agencies, Epworth Hospital, and the Bridge Road Mainstreet Association.

11. At the start of the project resident, business and visitor surveys were conducted to understand their issues and aspirations for Bridge Road.

12. An ideas workshop was organised involving professionals from different fields such as landscape architecture, planning, heritage, architecture and economic development, which have helped to inform the development of the masterplan.

13. A Project Steering Group with representatives from Bridge Road Main Street Association, Transport for Victoria, PTV, Vic Roads, Yarra Trams, Department of Education, Bicycle Victoria, Victorian Planning Authority and Epworth Hospital has guided the development of this draft masterplan.

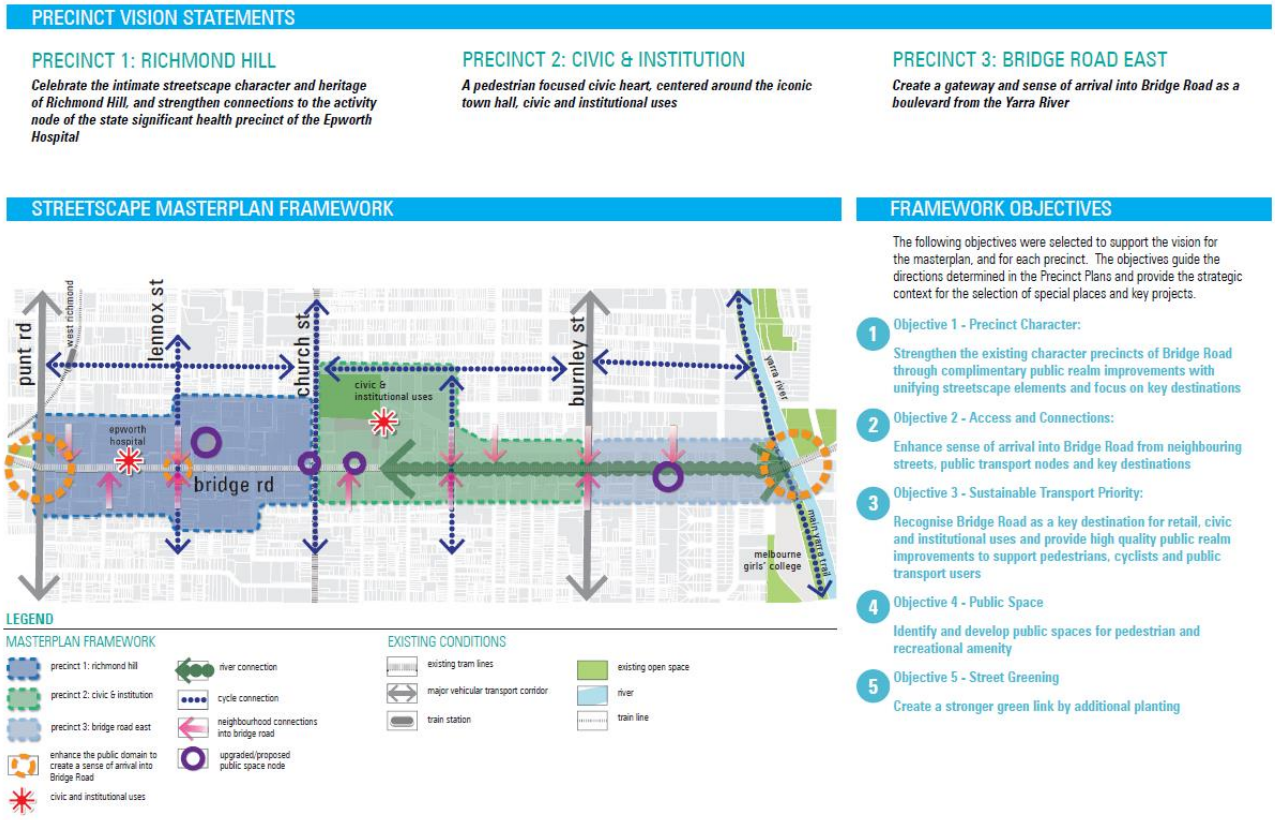
Internal Consultation (One Yarra)

14. A number of Council departments and units including Economic Development, Social Policy and Research, Strategic Transport, Traffic, Engineering Services, Maintenance, Statutory Planning, Strategic Planning, Arts Venues & Cultural Services, Aged & Disability Services, and Family & Children's Services have contributed to the development of the Masterplan.

Summary of the Draft Streetscape Masterplan

15. The Masterplan area encompasses the whole of Bridge Road between Hoddle Street and the Yarra River, a distance of approximately 2.2 kilometres.

16. Recognising and responding to the character and identity of different sections of Bridge Road, the Masterplan suggests three distinct precincts and a vision for each as stated in the diagram below:



17. The Masterplan includes 5 key objectives that would help achieve the vision. These are:

(a) Objective 1 Precinct Character:

Strengthen the existing character precincts of Bridge Road through complementary public realm improvements with unifying streetscape elements and a focus on key destination;

(b) Objective 2 Access and Connection:

Enhance the sense of arrival onto Bridge Road from neighbouring streets, public transport nodes and key destinations;

(c) Objective 3 Sustainable Transport Priority:

Recognise Bridge Road as a key destination for retail, civic and institutional uses and provide high quality public realm improvements to support pedestrians, cyclists and public transport users;

(d) Objective 4 Public Space:

Identify and develop public spaces for pedestrian and recreational amenity; and

(e) Objective 5 – Street Greening:

Create a stronger green link by additional planting.

18. The Epworth Hospital Precinct and Richmond Town Hall & Gleadell Street area have been included as two special places where significant activity is expected in future and thus the Masterplan recommends a number of public realm improvement initiatives at these two places.

19. The Masterplan also includes following five key projects:

(a) Pause points;

(b) Street furniture upgrade;

(c) Street greening;

(d) Signage and way finding; and

(e) Lennox Street intersection upgrade.

20. Opportunity for three potential public space projects has been identified, the feasibility of which requires further investigation and discussions with relevant stakeholders.

21. A palette of standard street furniture has been suggested for future upgrades and maintenance works.

22. The implementation strategy is focussed around short to medium term (0-10 years) projects and recommends that delivery of 2 special places and 5 key projects would be important for establishing a vibrant, safe, active and inviting Bridge Road for its existing and future residents, businesses, workers and visitors.

Financial Implications

23. There are no financial implications with the proposal to exhibit the draft Masterplan to seek community feedback.

24. The draft 2017/2018 Council budget provides funding for design development of the Richmond Town Hall and Gleadell Street project.

25. Significant further funding would be required over several years in the forward capital works budget to implement design and documentation of other projects identified in the Masterplan.

26. Council's forward capital works program currently includes $1.5 Million for Bridge Road under the activity centres program for implementation of renewals and upgrades along Bridge Road in future years; however as stated above, additional funding would be required to implement the Masterplan initiatives and projects. Advocacy for external sources of funding is also a possibility.

27. Adoption of the streetscape masterplan and design and documentation of projects would also help in seeking development contributions from developers.

28. Council officers are also in discussions with Transport for Victoria, Department of Education and other agencies such as VicRoads to develop project implementation partnerships. This is particularly directed towards achieving public realm improvements to the Town Hall civic precinct to support the increased activity from the new high school.

Economic Implications

29. If adopted, the streetscape improvements, public space and amenity upgrades identified in the Masterplan would likely attract more visitors and encourage greater use of the space, in turn benefiting the local economy.

Sustainability Implications

30. The draft Masterplan offers the opportunity to address the following sustainability issues:

(a) increased use of public transport by upgrading the tram stops for improved access, safety and amenity;

(b) energy efficient lighting, including the use of solar technologies;

(c) additional tree planting to assist in the provision of shade and assist in reducing the heat island effect;

(d) improved bicycle facilities to encourage the use of sustainable transport; and

(e) street tree surrounds that allow water to infiltrate through to the ground.

Social Implications

31. The project would result in the following key social benefits:

(a) new or improved public spaces where people may meet;

(b) improved pedestrian amenity and safety near the tram stops;

(c) improved connections to the Yarra River and Capital City Trail; and

(d) increased lighting levels along the footpaths.

Human Rights Implications

32. There are no identified human rights implications from the report.

Communications with CALD Communities Implications

33. During the exhibition stage of the draft Masterplan, Council's website and all information distributed within the community would provide contact numbers for interpreter services for the CALD community seeking information/clarification.

Council Plan, Strategy and Policy Implications

34. The draft Masterplan is considered consistent with the broad objectives outlined in the Council Plan (2013 – 2017), with a focus on the need to:

(a) *"Increase in pedestrian activity and safety through improved access and infrastructure";*

(b) *"convert road spaces and laneways for parks or improved pedestrian spaces"; and*

(c) *"foster and promote Yarra's arts, culture, history, diversity and vitality";*

35. The draft Masterplan is considered consistent with the Yarra Urban Design Strategy (adopted 2011) which advocates for a quality public domain in Yarra, universal access, social interaction and walkability.

36. The framework for the Masterplan is consistent with the state transport objectives and suggests a number of initiatives relating to sustainable transport and improved access.

Legal Implications

37. There are no known legal implications with the public exhibition of the draft Masterplan.

Consultation

38. Public consultation is proposed for July-August 2017 including:

(a) *Your Say* Yarra project page online (linked from Council website);

(b) Promotional flyer delivered to the businesses and residents;

(c) Face to face information sessions;

(d) Promotion of the consultation via Council's social media channels;

(e) Draft streetscape masterplan available to view at the Richmond Town Hall reception as well as at the Richmond Library; and

(f) Feedback sought from service authorities, state agencies as well as Bridge Road Main Street Association.

Other Issues

39. Local businesses and the Bridge Road Main Street Association are keen to see the progress of the Bridge Road Streetscape Masterplan.

40. The development of the Richmond High School requires greater focus on developing safer, pedestrian, cyclists and public transport connections to the civic and institutional precinct along Bridge Road.

41. At a previous Council meeting of November 2014 Council had considered that there is merit in providing plaques recognising the association of historical figures like Nellie Melba, Ned Kelly, Joseph Docker etc. with the City of Yarra.

42. In this meeting Council had desired that priority be given to the two initial plaques for Bridge Road, Richmond; and officers provide a further report on the required budgetary and other resource implications.

43. This was considered during the development of the Masterplan. The masterplan includes a key project on Signage and Wayfinding and suggests installation of historical plaques along Bridge Road as a part of this project. This will build on the existing heritage plaques that are located on premises within the Richmond Hill Precinct.

44. The Masterplan requires community feedback and support from external agencies such as Yarra Trams, VicTrack, and VicRoads etc. It is proposed that consultation with the community and key stakeholders occurs in July-August this year.

45. The consultation would include exhibition of the Masterplan, meetings with key stakeholders and information sessions.

Conclusion

46. This draft Masterplan identifies a number of initiatives, which would be important for establishing a vibrant, active, safe and inviting public domain along Bridge Road for existing and future residents, traders, workers and visitors.

47. The implementation of the historical plaques as discussed under paragraph 41 - 43 would be part of the implementation of the signage and way finding project included in the Masterplan.

48. Undertaking community consultation would provide Council with feedback from the community which can then be considered for finalising the Masterplan for Council's adoption.

RECOMMENDATION

1. That Council note the draft Bridge Road Streetscape Masterplan for the purpose of undertaking community consultation and authorise its exhibition in July- August 2017.

2. That Officers provide a further report to Council on the outcome of the public exhibition and consultation in October 2017.

CONTACT OFFICER: **Richa Swarup**
TITLE: **Coordinator Urban Design**
TEL: **9205 5149**

Attachments

1 Part 1 - Bridge Road Streetscape Masterplan Final Draft
2 Part 2 - Bridge Road Streetscape Masterplan Final Draft
3 Part 3 - Bridge Road Streetscape Masterplan Final Draft
4 Part 4 - Bridge Road Streetscape Masterplan Final Draft
5 Part 5 - Bridge Road Streetscape Masterplan Final Draft

Attachment 1 - Part 1 - Bridge Road Streetscape Masterplan Final Draft



Attachment 1 - Part 1 - Bridge Road Streetscape Masterplan Final Draft

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Attachment 1 - Part 1 - Bridge Road Streetscape Masterplan Final Draft

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Attachment 1 - Part 1 - Bridge Road Streetscape Masterplan Final Draft

INTRODUCTION

1

1 INTRODUCTION

1.1 How to Read This Document

This document has been prepared in three sections. Section 1 provides an overview of why Council has prepared this Streetscape Masterplan and summarises the background work undertaken, including community and stakeholder consultation. Section 2 describes the objectives and directions for the Streetscape Masterplan, and identifies the strategies and potential projects to realise them, along with outlining materials palettes. Section 3 outlines the proposed implementation strategy including short, medium and long term timeframes, and City of Yarra's project lead unit.

1.2 The Purpose

A Streetscape Masterplan is a high-level long-term document which outlines a vision for a street, it's public domain and public spaces, and sets out objectives and directions to achieve that vision. A Streetscape Masterplan should identify and describe the values of the street, as expressed by the community, and should set out clear ideas and recommendations to improve and enhance the street, public domain, and public spaces in a manner which will increase the streets value to the existing community, and to future communities.

The Bridge Road Streetscape Masterplan aims to:

- Outline and respond to the aspirations of the community, stakeholders and visitors;
- Define a framework to determine strategic directions for Bridge Road;
- Determine a vision for each precinct within Bridge Road;
- Determine directions for developing safe, attractive, coherent and high quality streetscapes and public spaces;
- Define projects for capital investment and provide a strategy for implementation, in both the short term (0-5 years), medium term (5-10 years) and the long term (10+ years) as part of City of Yarra's Ten Years Forward Capital Works Programme; and
- Determine a cohesive material palette to be implemented throughout Bridge Road.

Attachment 1 - Part 1 - Bridge Road Streetscape Masterplan Final Draft

1.3 The Process

This streetscape masterplan has been a collaborative effort of a number of key stakeholders. A Project Steering Group comprising Council officers, representatives from Transport for Victoria, Public Transport Victoria, Vic Roads, Yarra Trams, Bicycle Victoria, Victorian Planning Authority, Epworth Hospital and Bridge Road Mainstreet Association has guided the development of the different stages of this masterplan.

The Streetscape Masterplan process illustrated in the following diagram, includes the background work undertaken to inform this report.

The background work to inform this Streetscape Masterplan report covered site analysis and mapping of existing conditions, review of the planning context, consultation with internal and external stakeholders, design workshops and development of opportunities and constraints. The background analysis is summarised in Section 1.7.

Following the development of opportunities and constraints mapping a Draft Streetscape Masterplan was developed. This was review by the City of Yarra and external stakeholders.

We are now at the stage of the Final Draft Streetscape Masterplan which has been published for public consultation. Further to consultation the Streetscape Masterplan will be finalised and adopted by City of Yarra.



Attachment 1 - Part 1 - Bridge Road Streetscape Masterplan Final Draft

1.4 The Broader Context

Bridge Road is designated as a Major Activity Centre (Plan Melbourne 2017-50) and is located within Richmond, an inner city suburb on the east edge of Melbourne CBD. It extends from Punt Road to the Yarra River along 2.2km length and is a key route between the CBD and eastern suburbs.

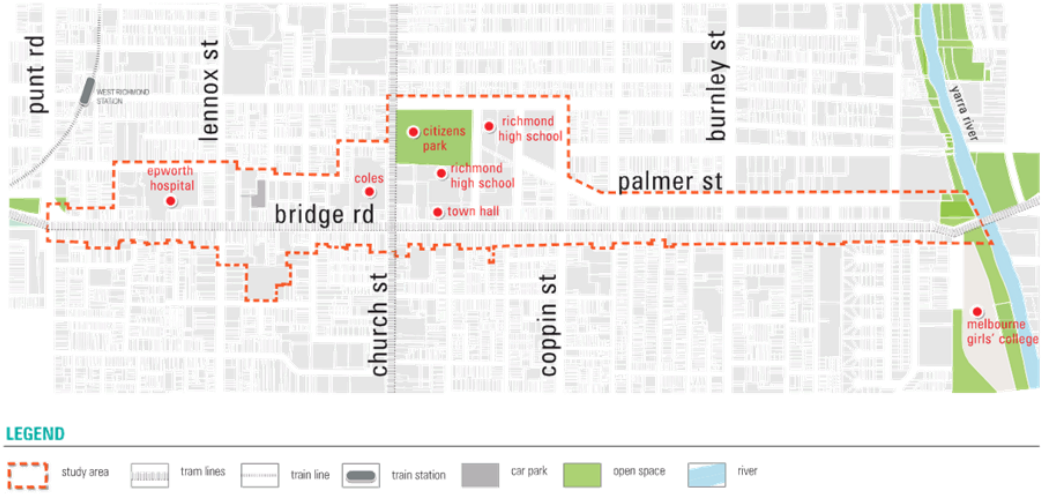
Bridge Road sits between two other Major Activity Centres within the City of Yarra, being Victoria Street to the north and Swan Street to the south. These three streets are arterial roads and provide key connections for movement of vehicles, trams, cyclists and pedestrians between the CBD and eastern suburbs. These three streets are all connected north to south by Church Street and Punt Road which both provide public transport routes via bus and trams. Bridge Road is also serviced by a number of train stations within 1.0km walking distance, including West Richmond Station, Richmond Station, East Richmond Station and Burnley Station. The Yarra River to the east end of Bridge Road provides an off road connection for pedestrians and cyclists.

Bridge Road is a major part of the identity of Richmond and is continually evolving in the type of activities and uses it supports. This Streetscape Masterplan has been undertaken during a time when the different precincts of Bridge Road support a variety of changing uses from retail, to hospitality, health, education and civic uses, and the suburb of Richmond is experiencing population growth.



1.5 The Study Area

The study area for the Streetscape Masterplan project focuses on Bridge Road but also extends to adjacent streets and junctions. Major connecting streets into Bridge Road include Church Street, Coppin Street and Burnley Street. Streets parallel to Bridge Road are also included, such as Palmer Street, as well as connections to areas with key public facilities such as Richmond Town Hall and new Gleadall Street high school, Citizens Park, the Epworth Hospital and the Yarra River.



Attachment 1 - Part 1 - Bridge Road Streetscape Masterplan Final Draft

1.6 Project Overview

1.6.1 Emerging Development

Bridge Road is experienced as a number of different precincts by the local community, that have varying characters and uses. Bridge Road has seen a significant change over the last decade in the types of use due to changing retail patterns and development types, in particular the western end of Bridge Road between Punt Road and Church Street (commonly referred to as the Richmond Hill precinct). This includes the current shift of Bridge Road from accommodating regional retail destinations (outlet retail stores with a focus on fashion) to functioning as a retail and service destination to cater for a more localised catchment. The number of restaurants and cafes as well as medium to high density residential developments have grown whereas retail (particularly fashion) has declined. New high density residential developments will bring about increase in the local residential population around Bridge Road. The Epworth Hospital is a key destination between Punt Road and Lennox Street, identified by Plan Melbourne 2017-2050 as a place of state significance that will a focus for investment and growth. Another key destination within Bridge Road is the Richmond Town Hall and associated civic facilities between Church Street and Coppin Street. Also within this area, the state government initiative of a new high school on Gleadall Street is anticipated to commence construction in 2017.

The City of Yarra's annual audit for Bridge Road identifies the changing role of Bridge Road from 2014 to 2017. Since 2014 the number of fashion retail businesses has halved within the Richmond Hill precinct of Bridge Road, and growth in optical and medical businesses has tripled since 2014. West of Church Street the audit identifies restaurant and cafe business as the largest user group.

1.6.2 Bridge Road as a Transport Corridor

Bridge Road is a major arterial road which has changes to traffic priorities during different times of the day. This includes a clear way operating during peak hours to provide vehicle priority. Bridge Road is also identified on VicRoads Smart Roads Network Operating Plan as a route for tram priority, traffic priority, pedestrian priority and bicycle priority. This illustrates that there are a number of competing interests along the street.

1.6.3 Bridge Road as a Local Place

Public spaces and amenities are relatively limited along Bridge Road, with the exception of Citizen's Park to the north of Richmond Town Hall, the Yarra River, and O'Connell Reserve at the eastern extent. With the changing uses of Bridge Road and increase in new residents in Richmond there is need for additional and improved public spaces and amenities.

1.6.4 The Context of Previous Studies

In 2003 Council prepared a masterplan for Bridge Road from Punt Road to Church Street, which identified streetscape improvements with focus on pedestrian priority and amenity. Projects were implemented between Punt Road and Church Street from 2009 to 2011.



Example of implemented streetscape improvements at Waltham Street from the 2003 masterplan (source: City of Yarra)

In 2015 an independent streetscape study of the Richmond Hill precinct of Bridge Road was prepared by Tract Consultants on behalf of Bridge Road Main Street Inc. This study documented a list of opportunities for Richmond Hill through a participatory process to identify public realm upgrades. These opportunities were considered and tested during the preparation of the Streetscape Masterplan, and where proposed projects were identified as viable these have been considered as part of the Streetscape Masterplan. However there are practical constraints from the perspective of authorities and agencies which identified some proposals as unviable in the timeframe of this Streetscape Masterplan.

In 2016 Council determined a streetscape masterplan was required for the length of Bridge Road from Punt Road to the Yarra River. This was to ensure that the process of improving the quality of the whole length of Bridge Road and the experiences of its users could be facilitated in a measured and coordinated manner, with focus on capital works which could be implemented by the City of Yarra within short, medium and long term time frames. As such this document, The Bridge Road Streetscape Masterplan, has been prepared.

1.6.5 Authorities and Agencies

The preparation of The Bridge Road Streetscape Masterplan has included participation the following authorities and agencies:

- **Vic Roads**

  Role: Responsible for developing and managing the state arterial road network.

- **Transport for Victoria**

  Role: Agency that coordinates Victoria's growing transport network.

- **Public Transport Victoria**

  Role: Statutory authority that manages Victoria's train, tram and bus services.

- **Yarra Trams**

  Role: Management agency for Melbourne's tram network.

- **Department of Education**

  Role: The Department leads the delivery of education and development services.

- **Victorian Planning Authority**

  Role: Statutory planning authority that reports to the Minister for Planning. The VPA plans for growth in new suburbs and for renewal sites in parts of metropolitan Melbourne and regional Victoria.

- **Bicycle Victoria**

  Role: Promotion and advocacy for cyclist safety and access improvements.

  Participation was also provided from the Bridge Road Mainstreet Association.

Attachment 1 - Part 1 - Bridge Road Streetscape Masterplan Final Draft

1.7 Project Background

The project background analysis and investigation is summarised in the following section. Full details can be found in the *Bridge Road Streetscape Masterplan Background Report.*

The background report commenced with reviewing the context and history of Bridge Road, supported by analytical mapping of access and movement, land use, built form development, landscape and topography, pedestrian experience, existing character and site conditions.

Consultation was then undertaken through liaison with Council's Project Working Group and Project Steering Group, a survey Questionnaire, ideas thinktank workshop, external stakeholder consultation, Epworth Hospital consultation and Business Association consultation through July 2016.

The outcomes of the consultation are summarised on the following two pages.

From the preceding background work and consultation, issues, constraints and opportunities were identified and mapped as a basis for the Streetscape Masterplan Framework.





Aspirational project examples were identified in the Ideas Thinktank workshop with Council Officers, Architects and Designers. Two examples included North Terrace in Adelaide (source: City of Yarra) as an example of a civic square and Centre Place (off Flinders Lane) (source: City of Yarra) in Melbourne as an example of an active laneway with distinctive character.

Snapshot of External Stakeholder, Business Association and Epworth Hospital Consultation

Business Association

- Bridge Road has transitioned from more of a regional destination to more of a local destination
- Promote street activation

Department of Education

- New schools on Gleadall Street
- Safety and accessibility for all ages

Vic Roads

- Existing Bridge Road clearway during peak periods

Epworth Hospital

- Establish a 'health' precinct around the hospital
- Establish Erin Street as a pedestrian priority street

Public Transport Victoria

- Improvements to public transport accessibility by 2030
- Efficient transport movement

Metropolitan Planning Authority

- Consolidate locally based employment

Yarra Trams

- Current tram routes on Bridge Road are overloaded

Attachment 1 - Part 1 - Bridge Road Streetscape Masterplan Final Draft

Snapshot of Questionnaire and Ideas Thinktank Consultation

"Connect Bridge Road to the Yarra River"

"Improve the pedestrian experience with footpath widening and tree planting"

"Limit vehicular traffic along Bridge Road by reducing the roadway to two lanes"

"Individual precincts should be developed according to their unique characteristics"

"Increase green spaces and provide tree canopies"

"Public spaces should be improved at Richmond Plaza, Mary Rodgers Square and the Urban Arts block"

Snapshot of Resident and Visitor Consultation

Bridge Road is...

- Disjointed with poor legibility, especially for pedestrians
- Predominantly a movement route that prioritises vehicles
- Diverse in character and form
- Busy, full with people, cars and trams
- A street with much potential for lively activation with a wealth of heritage buildings

I wish Bridge Road was...

- More green
- More pedestrian friendly. There should be places where people can pause and relax
- An exciting food and retail precinct
- Cohesive as a whole
- Inviting to people of a mix of backgrounds and also offering a mix of uses for a variety of needs

Bridge Road is not...

- What it used to be; a lively retail strip
- Pedestrian friendly
- Connected to the residential area
- A boulevard; landscaping is lacking
- A destination
- Cohesive along its length or easy to navigate as one travels through it
- Inviting; there are few places to linger

If I could change one thing about Bridge Road it would be...

- Activated at night
- To have more of a distinct character in the different precincts
- To widen the footpaths between Punt Road and Church Street
- To have more publicly accessible open space
- To link to the river better

What are the main things respondents & residents would change?

1. range + quality of shops
2. parking
3. more landscaping

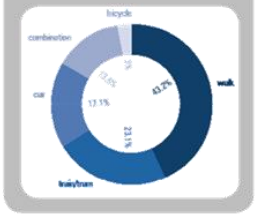
What are the main reasons for visiting?

1. restaurants, cafes and bars; grocery shopping
2. working; retail / services

Transport

Walking and public transport were the main methods of travel to Bridge Road

Only one-sixth travel by car



Attachment 2 - Part 2 - Bridge Road Streetscape Masterplan Final Draft

STREETSCAPE MASTERPLAN

2

2 THE STREETSCAPE MASTERPLAN

2.1 The Streetscape Masterplan Structure

The following diagram illustrates the structure of the Streetscape Masterplan, beginning with the Streetscape Masterplan Framework.

The Streetscape Masterplan Framework (Section 2.2) sets out the strategic objectives for Bridge Road. Precinct Plans (Section 2.3) determine a vision and directions for each precinct in response to the framework objectives. Further to this, a series of special places and key projects are defined (Section 2.4) as being suitable for capital investment and future implementation.



2.2 The Streetscape Masterplan Framework

The Streetscape Masterplan Framework provides a vision and sets out the strategic objectives for the Bridge Road study area.

Oppotunities and constraints were identified through the background report and the Streetscape Masterplan Framework sets out appropriate responses with consideration to the opportunities and constraints.

Through the project site analysis and consultation process, three key precincts were identified within the study area. These precincts have distinct identities and have been identified as Precinct 1 Richmond Hill, Precinct 2 Civic and Institution, and Precinct 3 Bridge Road East. The Streetscape Masterplan Framework recognises and responds to these precinct identities, and a vision was determined for each precinct. The objectives set out in the Streetscape Masterplan Framework seek to achieve the vision for each precinct.

Precinct 1 Richmond Hill has a strong character which comes from the heritage architecture and narrower street cross section than the rest of Bridge Road. The Streetscape Masterplan Framework seeks to support the state significant health precinct of the Epworth Hospital, provide more equitable distribution of public space, enhance the identity of the precinct and improve pedsrian connections rom public transport and across Bridge Road.

Precinct 2 Civic & Institution has the key destination of Richmond Town Hall and surrounding civic uses. The Streetscape Masterplan Framework seeks to support the the Town Hall and surrounds as an emerging node for concentration of civic uses, education and community infrastructure.

Precinct 3 Bridge Road East is linked to the character of the Yarra River and is distinct from the rest of Bridge Road. The Streetscape Masterplan Framework seeks to strengthen the connection to the Yarra River, provide more equitable distribution of public space and support the improvement of sustainable transport routes.

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PRECINCT VISION STATEMENTS

PRECINCT 1: RICHMOND HILL

Celebrate the intimate streetscape character and heritage of Richmond Hill, and strengthen connections to the activity node of the state significant health precinct of the Epworth Hospital

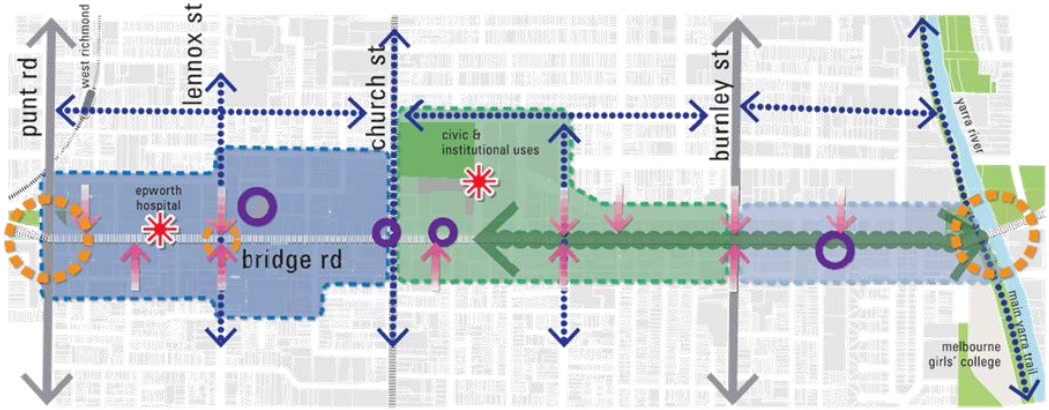
PRECINCT 2: CIVIC & INSTITUTION

A pedestrian focused civic heart, centered around the iconic town hall, civic and institutional uses

PRECINCT 3: BRIDGE ROAD EAST

Create a gateway and sense of arrival into Bridge Road as a boulevard from the Yarra River

STREETSCAPE MASTERPLAN FRAMEWORK



LEGEND

MASTERPLAN FRAMEWORK

- precinct 1: richmond hill
- precinct 2: civic & institution
- precinct 3: bridge road east
- enhance the public domain to create a sense of arrival into Bridge Road
- civic and institutional uses
- river connection
- cycle connection
- neighbourhood connections into bridge road
- upgraded/proposed public space node

EXISTING CONDITIONS

- existing tram lines
- major vehicular transport corridor
- train station
- existing open space
- river
- train line

FRAMEWORK OBJECTIVES

The following objectives were selected to support the vision for the masterplan, and for each precinct. The objectives guide the directions determined in the Precinct Plans and provide the strategic context for the selection of special places and key projects.

1. **Objective 1 - Precinct Character:**
   Strengthen the existing character precincts of Bridge Road through complimentary public realm improvements with unifying streetscape elements and focus on key destinations
2. **Objective 2 - Access and Connections:**
   Enhance sense of arrival into Bridge Road from neighbouring streets, public transport nodes and key destinations
3. **Objective 3 - Sustainable Transport Priority:**
   Recognise Bridge Road as a key destination for retail, civic and institutional uses and provide high quality public realm improvements to support pedestrians, cyclists and public transport users
4. **Objective 4 - Public Space**
   Identify and develop public spaces for pedestrian and recreational amenity
5. **Objective 5 - Street Greening**
   Create a stronger green link by additional planting

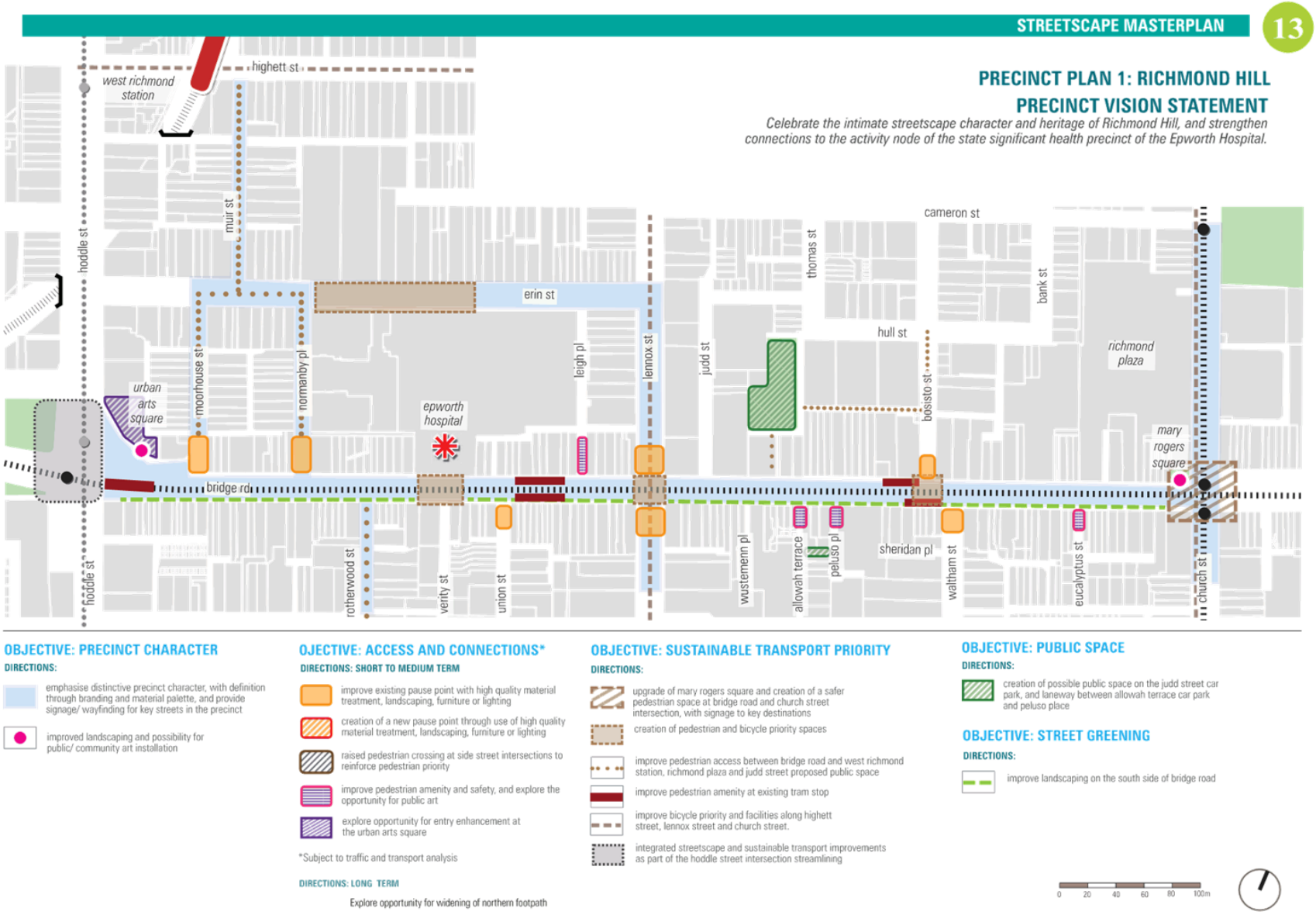
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2.3 Precinct Plans

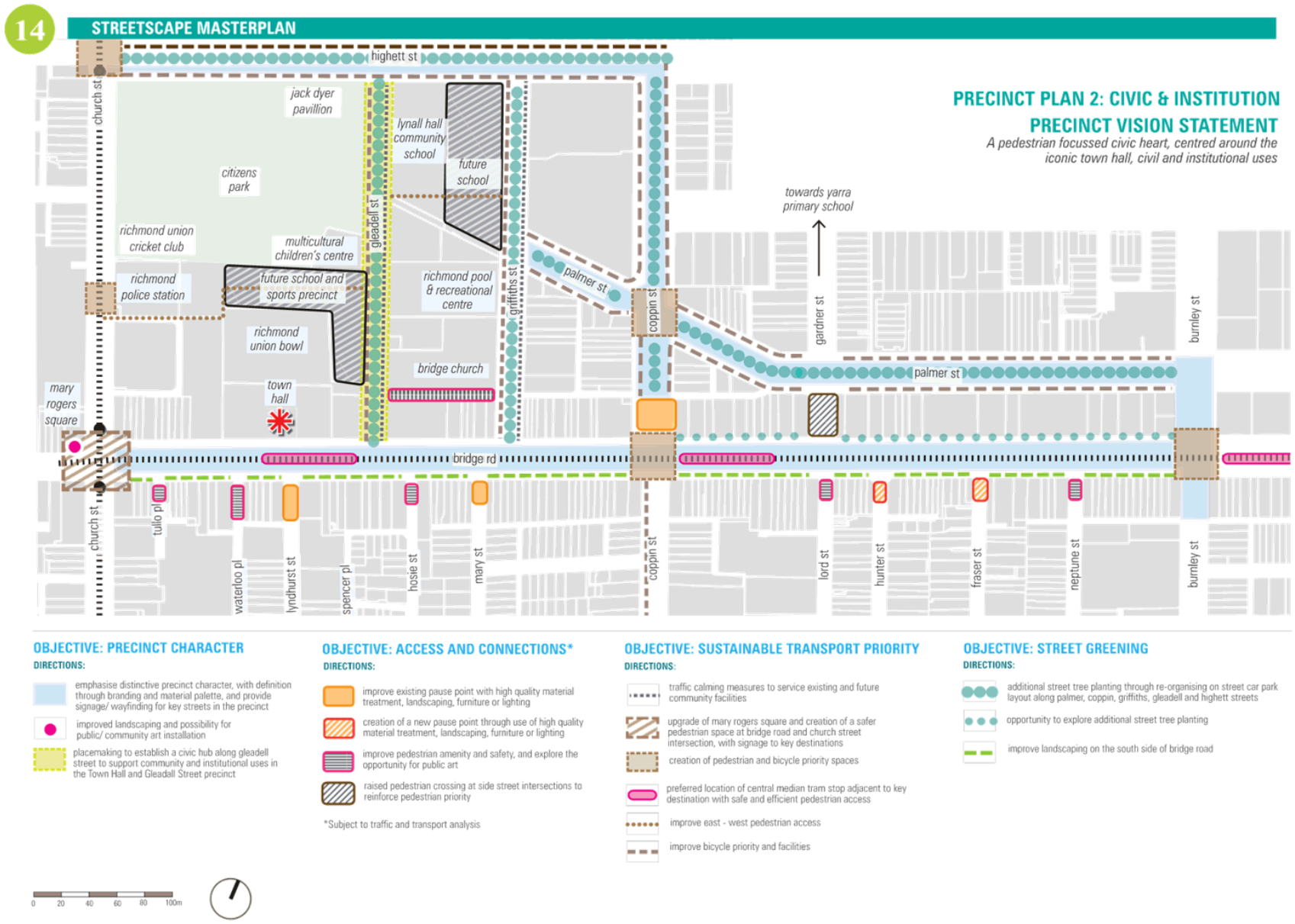
Following the development the Streetscape Masterplan Framework (Section 2.2), which sets out the strategic objectives for Bridge Road, Precinct Plans were developed to articulate appropriate directions to realise the vision for each precinct in response to the streetscape masterplan framework objectives and opportunities and constraints identified.

The directions determined in the precinct plans set the context for the selection of special places and key projects (Section 2.4).

Attachment 2 - Part 2 - Bridge Road Streetscape Masterplan Final Draft



Attachment 2 - Part 2 - Bridge Road Streetscape Masterplan Final Draft

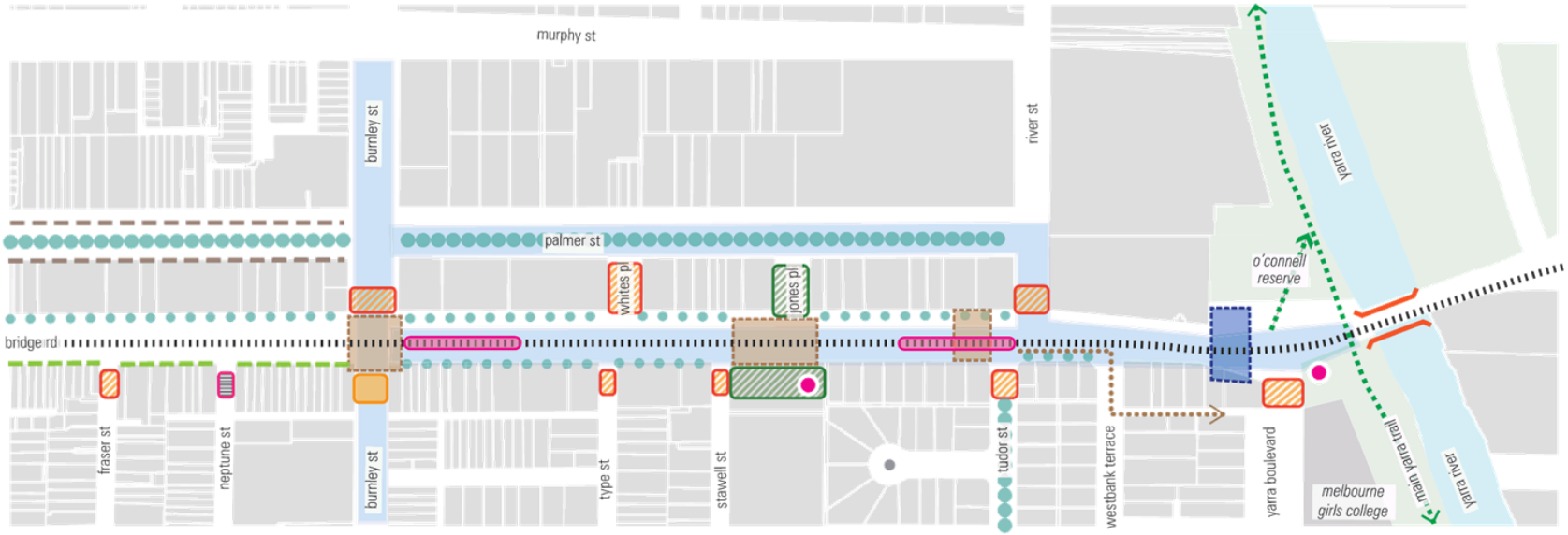


Attachment 2 - Part 2 - Bridge Road Streetscape Masterplan Final Draft

PRECINCT PLAN 3: BRIDGE ROAD EAST

PRECINCT VISION STATEMENT

Create a gateway and sense of arrival into Bridge Road as a boulevard from the Yarra River



OBJECTIVE: PRECINCT CHARACTER

DIRECTIONS:

- emphasise distinctive precinct character, with definition through branding and material palette, and provide signage/ wayfinding for key streets in the precinct
- opportunity for public/ community art installation

OBJECTIVE: PUBLIC SPACE*

DIRECTIONS:

- explore the creation of public space on jones place, and fronting bridge road as part of the development of the office works site

*Subject to further investigation and negotiation

OBJECTIVE: ACCESS AND CONNECTIONS

DIRECTIONS:

- improve existing pause point with high quality material treatment, landscaping, furniture or lighting
- creation of a new pause point through use of high quality material treatment, landscaping, furniture or lighting
- improve pedestrian amenity and safety, and explore the opportunity for public art
- improve safety of turning vehicles

OBJECTIVE: SUSTAINABLE TRANSPORT PRIORITY

DIRECTIONS:

- creation of pedestrian and bicycle priority spaces
- relocation of tram stop adjacent to key destination with safe and efficient pedestrian access
- improved bicycle priority and facilities
- clarify the pedestrian and cycle through existing public space to the river and main yarra trail
- improve pedestrian access between preferred new tram stop and girls college

OBJECTIVE: STREET GREENING

DIRECTIONS:

- additional street tree planting through re-organising on street car park layout
- explore opportunity to establish additional street tree planting
- improve landscaping on the south side of bridge road

0 20 40 60 80 100m

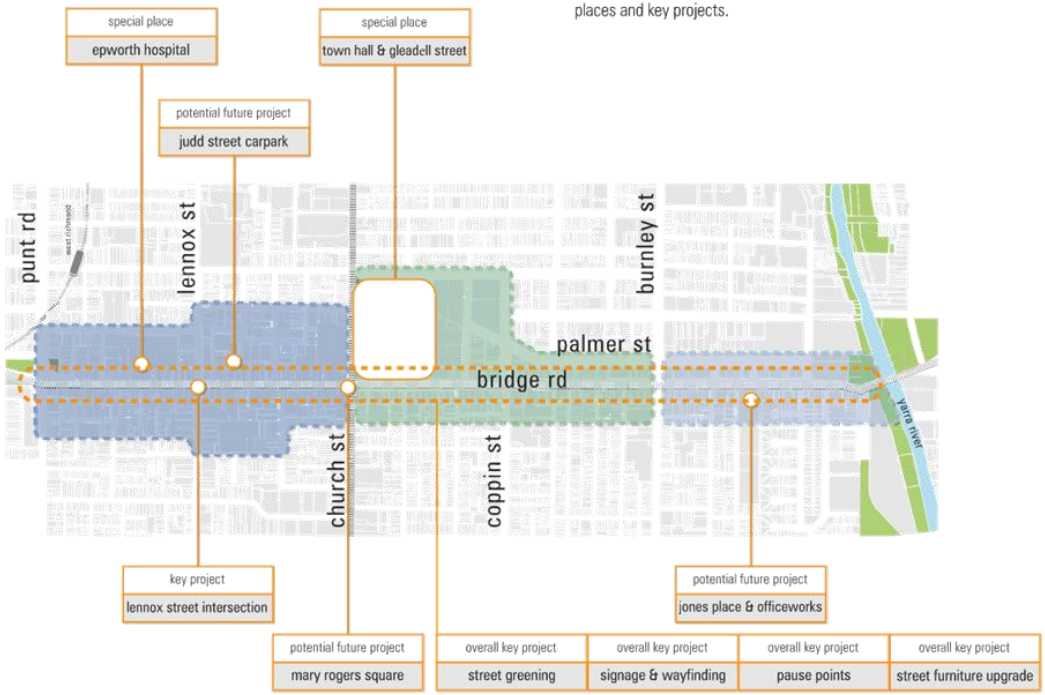
Attachment 3 - Part 3 - Bridge Road Streetscape Masterplan Final Draft

2.4 Special Places and Key Projects

The Streetscape Masterplan objectives could potentially be realised through delivery of the following key projects. These projects include the establishment of a common thread to connect the different precincts along Bridge Road, identification of potential new open space, developing consitency in public realm upgrade, improving accessibility to public transport and establishment of pedestrian focused environment. Key activity nodes around the Epworth Hospital and the Town Hall/ Gleadell Street have been idenitfed as special places requiring singificant public realm upgrades.

These projects are envisaged as positive contribution to the establishment of vibrant, active, safe and inviting Bridge Road for existing/ future residents, traders, workers and visitors alike. A total of **7 projects (2 special places and 5 key projects)** are identified within the Streetscape Masterplan for future implementation within a 10 year timeframe as follows. A total of 3 potential future projects are also identified, for which the feasibility needs to be established first. The masterplan lists widening of northern footpath as an opportunity which would require further explorations and discussions with the transport authorities in future.

Section 3.0 sets out the implementation strategy for the special places and key projects.



Special Places

Two 'Special Places' are identified by the Streetscape Masterplan. Existing conditions are shown in the following images.

Special Place: Epworth Hospital Precinct



Existing condition: Epworth Hospital vehicle entrance on Bridge Road (source: Hansen Partnership)

Special Place: Richmond Town Hall & Gleadell Street



Existing condition: Richmond Town Hall (source: Hansen Partnership)

Attachment 3 - Part 3 - Bridge Road Streetscape Masterplan Final Draft

Key Projects

Five 'Key Projects' are identified by the Streetscape Masterplan in relation to place specific initiatives, or overall streetscape interventions along Bridge Road. Existing conditions are shown in the following images.

Overall Key Project: Pause Points



Existing condition: Union Street (source: Hansen Partnership)

Overall Key Project: Street Furniture Upgrade



Existing condition: Tram stop with seating (source: Hansen Partnership)

Overall Key Project: Street Greening



Existing condition: Gleadell Street (source: Hansen Partnership)

Overall Key Project: Signage and Wayfinding



Existing condition: Bridge Road branding (source: Hansen Partnership)

Key Project: Lennox Street Intersection



Existing condition: Lennox Street intersection with Bridge Road (source: Hansen Partnership)

Potential Future Projects

Three potential future projects a are identified by the Streetscape Masterplan in relation to place specific initiatives, for which the feasibility requires to be established first. Existing conditions are shown in the following images.

Potential Future Project: Mary Rogers Square



Existing condition: Mary Rogers Square (source: Hansen Partnership)

Potential Future Project: Judd Street Car Park



Existing condition: Judd Street Car Park (source: Hansen Partnership)

Potential Future Project: Jones Place & Officeworks (566 Bridge Road)



Existing condition: Officeworks frontage (source: Hansen Partnership)

Attachment 3 - Part 3 - Bridge Road Streetscape Masterplan Final Draft

2.4.1 Special Place: Epworth Hospital

The Epworth Hospital and health related uses within its immediate surrounds are considered to be a key activity node of state significance and an asset which will benefit from high quality public realm upgrades and improved pedestrian access.

Within the Bridge Road spine there is opportunity to improve pedestrian priority at a key crossing point to the hospital, and to establish pedestrian space as pause points at the intersections of side streets or laneways with Bridge Road. New landscaping, street arts, or installation of public furniture/ signage are encouraged.

Improved public realm and pedestrian connectivity are considered beneficial in reducing unnecessary vehicular movement within the precinct and to encourage high quality walking environment. There is opportunity to improve pedestrian conntections from the hospital to the rest of the health precinct and public transport nodes including West Richmond Station. Importantly, public realm upgrades sought within this precinct will respond to the following Streetscape Masterplan Framework objectives:

Objective 2 - Access and Connections:

Enhance sense of arrival into Bridge Road from neighbouring streets, public transport nodes and key destinations

Objective 3 - Sustainable Transport Priority:

Recognise Bridge Road as a key destination for retail, civic and institutional uses and provide high quality public realm improvements to support pedestrians, cyclists and public transport users

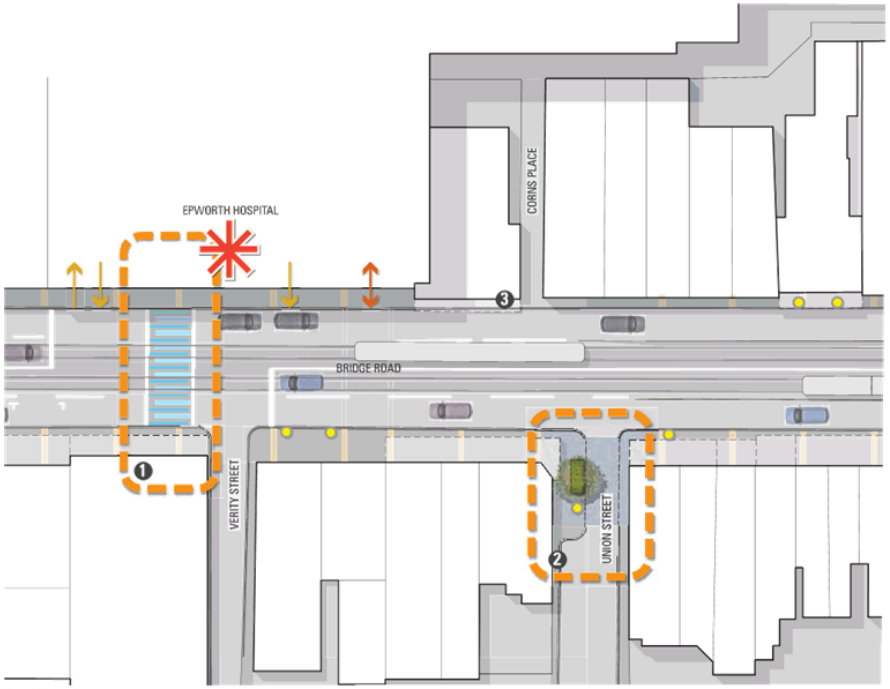
Key project opportunities identified within this precinct include:

1 Improving pedestrian connection across Bridge Road

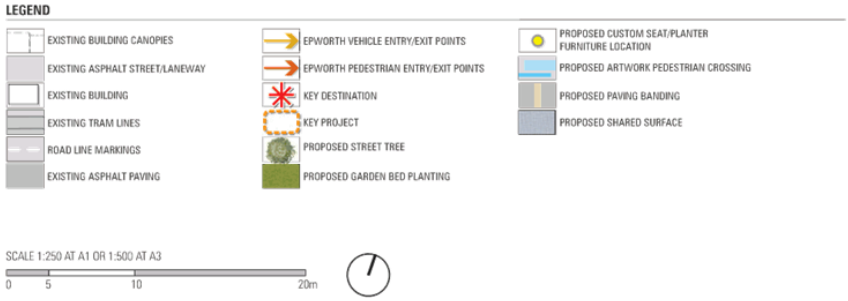
Direction: Creation of pedestrian priority spaces

How:

- Widening of existing pedestrian crossing at the front of the Epworth Hospital.
- Relocation, or re-arrangement of on street car parking to facilitate widening of pedestrian crossing.
- Consider alternative, or distinctive material treatment to distinguish pedestrian crossing and vehicular crossovers (to the Hospital car park entries and porte cochere) to clearly announce pedestrian priority space.



Indicative concept



Attachment 3 - Part 3 - Bridge Road Streetscape Masterplan Final Draft

2 Upgrade the pedestrian pause point at Union Street

Direction: Improve existing pause point with high quality material treatment, landscaping, furniture or lighting

How:

- Kerb extension on the west side of Union Street.
- Installation of lighting, street furniture and additional landscaping.
- Establish shared surface arrangement to clearly define pedestrian 'pause point' to encourage slowing down of traffic movement.



Example of Waltham Street pause point (source: City of Yarra)

3 Explore creation of a public space at Leigh Place

Direction: Creation of pedestrian priority spaces

How:

- Consider opportunity closure of Leigh Place between Bridge Road and Corns Place to create a public space node.
- Explore opportunities for installation of lighting, street furniture and landscaping.



Existing condition at Leigh Place (source: Hansen Partnership)

Attachment 3 - Part 3 - Bridge Road Streetscape Masterplan Final Draft

2.4.2 Special Place: Richmond Town Hall & Gleadell Street

Richmond Town Hall and nearby civic / educational uses are considered to be a key activity node within Bridge Road. This node will have further future importance as the new school and the indoor sports building is developed on Gleadell Street. The masterplan recognises this as a special place with a focus on establishing a new heart' to Bridge Road. Opportunities exist to provide a high quality public realm to support civic and educational uses, create inviting pedestrian and cyclist priority spaces, promote sustainable transport connections and strengthen the role of the precinct by facilitatating connections to services and facilities within adjacent streets

Improved sustainable transport connections seek to facilitate active transport and reduced use of personal vehicles, allowing greater accessibility to important civic facilities.

Importantly, public realm upgrades sought within this special place will respond to the following Streetscape Masterplan Framework objectives:

Objective 1 - Precinct Character:

Strengthen the existing character precincts of Bridge Road through complimentary public realm improvements with unifying streetscape elements and focus on key destinations

Objective 3 - Sustainable Transport Priority:

Recognise Bridge Road as a key destination for retail, civic and institutional uses and provide high quality public realm improvements to support pedestrians, cyclists and public transport users

Objective 5 - Street Greening

Create a stronger green link by additional planting

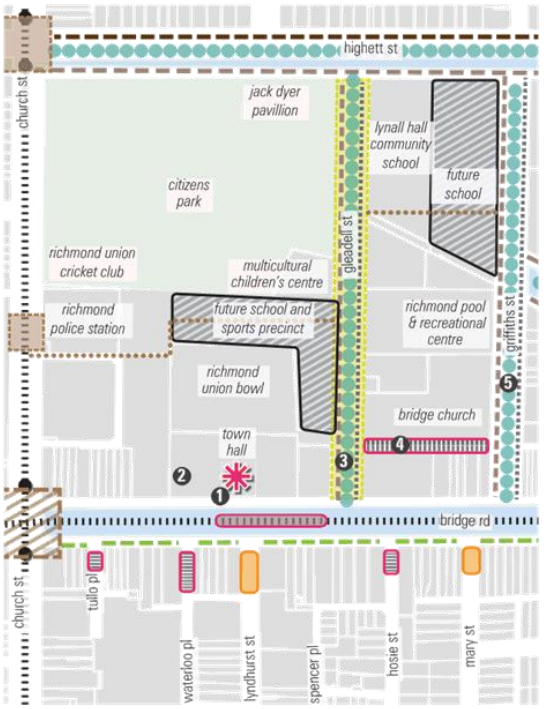
Key project opportunities identified within this precinct include:

1 Tram stop upgrade

Direction: Preferred location of central median tram stop adjacent to key destination with safe and efficient pedestrian access

How:

- Relocation of tram stop from the corner of Bridge Road and Church Street to the front of Richmond Town Hall, with a central median design and raised platform to provide safe access. This may be achieved by consolidating the existing tram stop near Gleadell Street.



Extract of Richmond Town Hall and Gleadell Street from the precinct plan



Example of a central median tram stop (source: Hansen Partnership)

2 Streetscape setting for the Richmond Town Hall and former Police building

Direction: Key destination of the Richmond Town Hall

How:

- Improved streetscape interface to the Richmond Town Hall and former police building, and improved setting for built form.
- Creation of a public plaza and rest node in front of the former police building, with seating and planting to create a comfortable pedestrian scale space.
- High quality paving materials and street furniture to support the significance of Richmond Town Hall's civic function.



Artist illustration

3 Streetscape improvements along Gleadell Street

Direction: Placemaking to establish a civic hub along Gleadell Street to support community and institutional uses

How:

- Additional street tree planting and soft landscaping hrough reorganising on street parking.
- Traffic calming measures / shared zone to focus on pedestrian priority and walking connection from relocated tram stop to civic and institutional uses.
- Improved bicycle priority and access.
- High quality streetscape materials and furniture palette, including new seating and lighting
- Improved east-west pedestrian connections through future schools and links to Citizens Park.



Example of shared pedestrian and vehicle surface (source: Hansen Partnership)

Attachment 3 - Part 3 - Bridge Road Streetscape Masterplan Final Draft

4 Upgrade Gleadell and Griffiths Street ROWY

Direction: Creation of an artwork laneway

How:

- Laneway resurfacing and installation of lighting.
- Opportunities for utilising side walls for graphic art installation, or air right (above laneway) for potential art installation.



Example of laneway mural (source: Hansen Partnership)

5 Streetscape improvements along Griffiths Street

Direction: Improve bicycle priority and facilities, and provide traffic calming measures

How:

- Wider footpaths and new bicycle lanes.
- Improved landscaping, planting and street furniture.



Example of St Kilda Road cycle lane and mature street tree planting (source: Hansen Partnership)



Artist Illustration : Indicative Only

Attachment 4 - Part 4 - Bridge Road Streetscape Masterplan Final Draft

2.4.3 Key Project: Pause Points

A pause point is a space which allows space for pedestrians to rest or pause on the street, and provides comfortable street furniture and amenity for users. A pause point also acts as a traffic calming measure.

The existing pause points which can be improved, and the proposed pause points identified in the Precinct Plans are summarised on the adjacent diagram. Further investigation will be required to determine how the pause points can be implemented subject to traffic assessment, services and drainage investigation. Consideration will be given to existing street character, building interfaces, development proposals, trading permits, authorities works and maintenance requirements. Consultation will be required with adjacent property owners.

Importantly, public realm upgrades sought for this key project will respond to the following Streetscape Masterplan Framework objectives:

Objective 2 - Access and Connections:

Enhance sense of arrival into Bridge Road from neighbouring streets, public transport nodes and key destinations.

Opportunities identified:

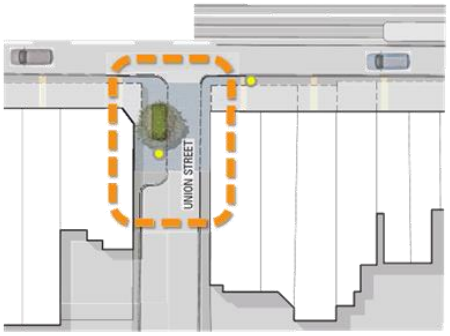
1 Pause Point

Direction: Improve existing pause point with high quality material treatment, landscaping, furniture or lighting

Direction: Create a new pause point through use of high quality material treatment, landscaping, furniture or lighting

How:

- High quality natural stone paving and kerb materials
- Widened footpaths
- Kerb extensions
- Narrowed roadway
- Shared surface
- Raised crossing
- Garden bed and tree planting
- Street furniture including seating, bins and bike racks



Example pause point on Union Place within the Epworth Hospital special place, including shared surface, widened footpath, garden beds and tree planting



Existing pause point at Waltham Street (source: City of Yarra)



Locations of proposed pause points and raised crossings

Attachment 4 - Part 4 - Bridge Road Streetscape Masterplan Final Draft

2.4.4 Key Project: Lennox Street Intersection

The Lennox Street intersection is the main central road junction within the Richmond Hill precinct, and as such is an important north-south connection. Opportunities exist to provide a high quality public realm which creates more public space within the Richmond Hill precinct. This can be achieved through a series of pause points on the north and south side of Bridge Road, and establishment of a pedestrian node and comfortable rest point.

Establishing pause points at this intersection will provide a point of reference and orientation, assist with enhancing the character of the precinct, improve street activation, improve pedestrian priority and provide cycle facilities.

Importantly, public realm upgrades sought for this key project will respond to the following Streetscape Masterplan Framework objectives:

Objective 1 - Precinct Character:

Strengthen the existing character precincts of Bridge Road through complimentary public realm improvements with unifying streetscape elements and focus on key destinations

Objective 3 - Sustainable Transport Priority:

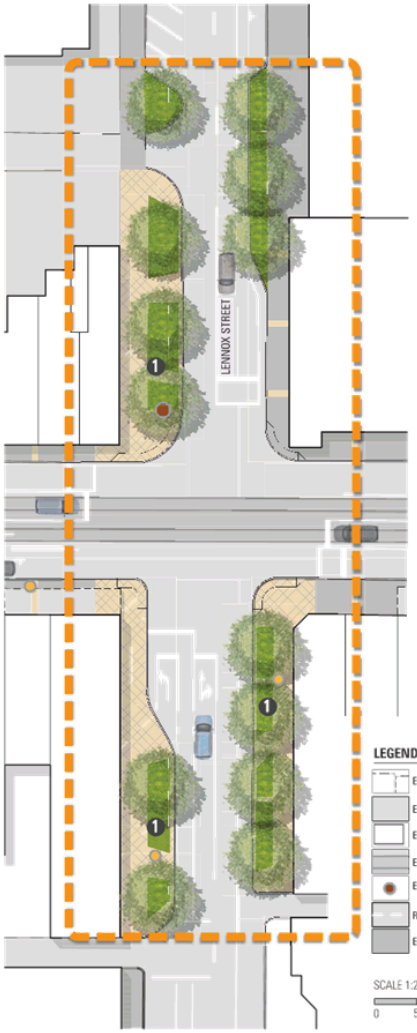
Recognise Bridge Road as a key destination for retail, civic and institutional uses and provide high quality public realm improvements to support pedestrians, cyclists and public transport users

Objective 4 - Public Space

Identify and develop public spaces for pedestrian and recreational amenity

Objective 5 - Street Greening

Create a stronger green link by additional planting



Indicative concept

Key project identified:

1 Establish pause points at Lennox Street intersection

Direction: Improve existing pause point with high quality material treatment, landscaping, furniture or lighting

How:

- Extension of kerb aligments through reduction of car parking spaces, to provide increased space for pedestrian circulation.
- Installation of new street tree planting, garden beds, high quality paving materials, lighting, bicycle facilities and street furniture.



Example of pause point with seating and tree planting (source: Hansen Partnership)



Example of pause point with seating and tree planting (source: Hansen Partnership)

Attachment 4 - Part 4 - Bridge Road Streetscape Masterplan Final Draft

2.4.5 Key Project: Street Greening

Bridge Road its self currently has a number of different tree species planted along its length, and existing trees are generally located within the Bridge Road East precinct or at existing pause points. This is due to constraints of road / pavement width within the Richmond Hill precinct, and service infrastructure / canopies within the Civc & Institution Precinct.

Street greening has been identified as a key project to improve the character of Bridge Road. A number of opportunites and strategies have been suggested to improve greening along the street.

It is envisaged that street greening will seek to enhance continuity of character within the overall Bridge Road precinct, as well responding to the local character of individual streets.

Importantly, public realm upgrades sought for this key project will respond to the following Streetscape Masterplan Framework objectives:

Objective 5 - Street Greening

Create a stronger green link by additional planting

Opportunities identified:

1 Street Tree Planting

Direction: Additional street tree planting through reorganising on street car parking layout

Direction: Establish boulevard effect through regular tree planting

How:

- Additional street tree planting on Bridge Road with a consistent tree species and staged replacement of existing trees, to strengthen the character of Bridge Road and provide consistency.
- Additional street tree planting on side streets with species consistent along the street. Care is also required to create consitency in the treatment of Bridge Road corners. Species to be selected with consideration to existing street tree species within the Bridge Road precinct, as identified in the adjacent diagram.
- Reorganisation of existing parking to create more space for street tree planting.



Existing street tree species within the Bridge Road precinct and examples of locations (source: City of Yarra)

Attachment 4 - Part 4 - Bridge Road Streetscape Masterplan Final Draft

2 Planting in public spaces and kerb outstands

Direction: Opportunity to explore additional street tree planting

How:

- Improve street tree planting in kerb outstands, and public spaces.



Example of semi-mature street tree planting in a kerb outstand (source: Hansen Partnership)

3 Footpath Trading Policy

Direction: Improve landscaping on the south side of Bridge Road

How:

- Encourage traders to provide planter boxes associated with building uses such as cafes, restaurants and retail.
- Implemented through the footpath trading policy with guidelines on sizes and materials.



Examples of planter boxes associated with commercial building uses on Bridge Road (source: Hansen Partnership)

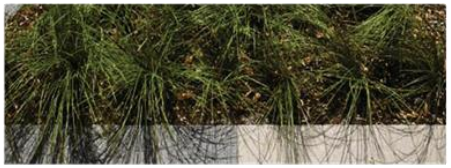
4 Planting in pause points

Direction: Improve existing pause point with landscaping

Direction: Create a new pause point with landscaping

How:

- Street tree and garden bed planting within widened pavement areas and shared zones.
- Raised planter boxes.
- Species selection to compliment the existing character of the street and buildings and create consirtency at the Bridge Road intersection with other streets.
- Drought tolerant species.
- Low garden bed planting to avoid conflict with vehicle sight lines.



Robust strappy leaved species such as Lomandra varieties (source: Hansen Partnership)



Low, mounding species such as Westringia or Rosmarinus varieties (source: Hansen Partnership)

Suggested understorey species

Preferred features:

- Seasonal interest through colour, flowers and leaves.
- Structural planting with interesting form.
- Spreading groundcovers.
- Robust species to withstand harsh conditions in a streetscape.



Species with colourful flowers such as Brachyscome varieties (source: City of Yarra)



Spreading groundcovers with structural interest such as Banksia varieties (source: City of Yarra)



Structural shrubs such as Callistemon varieties (source: City of Yarra)

Attachment 4 - Part 4 - Bridge Road Streetscape Masterplan Final Draft

2.4.6 Key Project: Signage & Wayfinding

There is opportunity to use signage and wayfinding to emphasize the distinctive characters of each precinct in Bridge Road, and provide consistency within the overall Bridge Road precinct.

Importantly, public realm upgrades sought for this key project will respond to the following Streetscape Masterplan Framework objectives:

Objective 1 - Precinct Character:

Strengthen the existing character precincts of Bridge Road through complimentary public realm improvements with unifying streetscape elements and focus on key destinations.

Opportunities identified:

1 Signage Audit

Direction: Provide cohesive signage / wayfinding to key streets in the precinct

How:

- Conduct an audit with the aim of decluttering signage along Bridge Road and identify signage which can be removed / replaced / improved,

2 Signage upgrade programme and new signage

Direction: Provide signage / wayfinding to key streets in the precinct

How:

- Remove / replace existing signage based on the signage audit and in accordance with the City of Yarra Signage Policy and Melbourne Wayfinding Signing Master Style Guide.
- Upgrade existing maps and directional signage to key locations in the Bridge Road precincts.
- Provide new signage in accordance with the City of Yarra Signage Policy and Melbourne Wayfinding Signing Master Style Guide. Liaise with PTV and Yarra Tram for incorporating wayfinding signs along with the new (easy access) tram stops.
- Provide new signage to key locations and destinations in the Bridge Road precincts.



Example of wayfinding signage (source: Hansen Partnership)

3 Maintenance Framework

Direction: Emphasise distinctive precinct character, with definition through branding

How:

- In discussion with the Bridge Road Main Street Association and the businesses prepare street branding strategies for different preicnts of Bridge Road.

4

Install new historic markers

Direction: Emphasise distinctive precinct character and build on historical interpretation with new signage and markers

How:

- Undertake a program to provide additional markers relating to the history of Bridge Road and the association of places and buildings with historic figures or businesses.



Example of existing interpretive signage (source: Hansen Partnership)

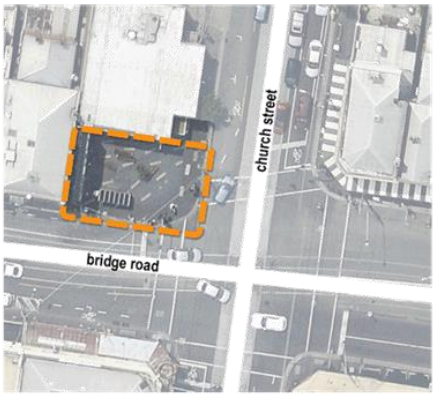
Attachment 5 - Part 5 - Bridge Road Streetscape Masterplan Final Draft

2.4.7 Future Potential Project: Mary Rogers Square

Mary Rogers Square is a public space and public transport node at the junction of Bridge Road and Church Street, which marks the start of the Richmond Hill Precinct.

It is envisaged that the upgrade of the square will support wayfinding for visitors, enhance the character of this junction with a focus on pedestrian safety and improved amenity.

Opportunity needs to be explored to provide an active and attractive built edge and an identity to the square, in future, seeking integration with the development of adjoining sites.

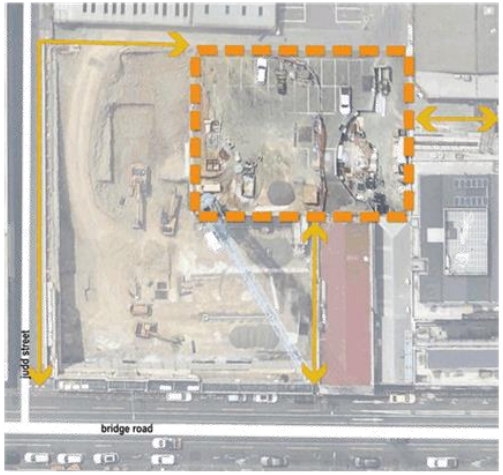


Aerial photo of existing Mary Rogers Square and Bridge Road - Church Street intersection (not to scale)

2.4.8 Future Potential Project: Judd Street Car Park

Judd Street Car Park is an existing car park on the north side of Bridge Road which has been identified as a potential future project to improve precinct character and provide new public open space within the Richmond Hill precinct. New developments in the area (under construction) are changing the type of land use around the car park, and this key project has the potential to provide open space and amenity for future residents as well as visitors to Bridge Road.

Council has recently saught a wide pedestrian link through an adjoining development which would provide a legible connection to Judd Street carpark from Bridge Road. The pedestrian links off Judd Street and Bosisto Street (via Leggo Place and Hull Street) and the new direct link from Bridge Road will connect this project into it's surrounds. Establishing a public space in this location will provide a destination point within the Richmond Hill precinct which is open to all users, and provides space for activities and gatherings.



Aerial photo of existing car park and adjacent apartment construction site (not to scale)

2.4.9 Future Potential Project: Jones Place and Officeworks Site

Jones Place is an existing two way street between Palmer Street and Bridge Road. Officeworks lies opposite to Jones Place on the south side of Bridge road, with the frontage currently occupied by an at grade car park associated with Officeworks. These spaces have been identified as a potential opportunity to improve the character of the precinct, provide spaces for the vistors of the precinct to sit and relax and create nodes to encourage walking and sustainable transport to local facilities and improved street greening.

Establishing a public space at Jones Place and a new public space within the front setback of the Officeworks site (if the opportunity arises with future development of the site), would create a new destination point within the precinct which would facilitate the residents, workers and visitors of the area.



Aerial photo of existing Jones Place and Officeworks car park (not to scale)

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2.5 Design and Material Palette

A design and material palette has been prepared to define surface materials and street furniture for use within the three precincts of Bridge Road with a view to creat consiency along the street and for the ease of standard maintenacne requirements.

Surface Materials

Higher order paving materials of natural stone and exposed aggregate concrete will be used in special places, key projects and pause points.

New public spaces, parks and reserves such as Judd Street Park, and Jones Place would be suitable for a softer materials palette including warmer colours and permeable materials.

Special Places and Pause Points



Natural granite or bluestone in grey to warm tones (source: Hansen Partnership)



Exposed aggregate concrete (source: Hansen Partnership)



Natural granite or bluestone cobbles (source: Hansen Partnership)



Natural granite or bluestone paving bands (source: Hansen Partnership)

Parks and Reserves



Exposed aggregate concrete, granitic gravel and feature areas of natural stone for public open space and parks (source: Hansen Partnership)



Natural timbers for furniture and decking areas (source: hoskingindustries.com.au)

Attachment 5 - Part 5 - Bridge Road Streetscape Masterplan Final Draft

Street Furniture

Standard Furniture Palette

A standard suite of furniture shall be used throughout Bridge Road in accordance with the City of Yarra Public Domain Manual. Locations of new street furniture will require consultation.



Standard stainless steel seats will be used in accordance with the City of Yarra Public Domain Manual. Seats should be located close to public transport nodes including tram stops and bus stops. A clearance of 1.8m should be allowed from building lines and a minimum of 1.5m should be allowed between seats. (source: City of Yarra)



Standard stainless steel rubbish bins will be used in accordance with the City of Yarra Public Domain Manual. Bins should be located close to public transport nodes including tram stops and bus stops, and in proximity to on street seating. (source: City of Yarra)



Standard steel inground and post bike hoops will be used in accordance with the City of Yarra Public Domain Manual. Post bike hoops assist with minimising street clutter. Bike facilities such as bike pumps shall be provided along key bike routes. (source: City of Yarra)



Drinking water fountains with bottle refills will be provided close to public toilets and in the identified special places of the Epworth Hospital and Richmond Town Hall & Gleadall Street. (source: City of Yarra)

Custom Furniture for New Public Spaces

Custom furniture may be suitable for designed for new public spaces, reserves and parks such as Judd Street Park and Jones Place. This furniture should respond to the character of each precinct and compliment the identity of that precinct



Example of sculptural seating at Peel Street Park in City of Yarra (source: City of Yarra)



Example of custom seating and lighting at Richmond Terrace in City of Yarra. (source: Hansen Partnership)



Example of custom furniture at Oxford Street Park in City of Yarra. (source: Hansen Partnership)

Attachment 5 - Part 5 - Bridge Road Streetscape Masterplan Final Draft

IMPLEMENTATION

3

3 IMPLEMENTATION STRATEGY

3.1 The Strategy

This section sets out the proposed timeframe to implement the Special Places and Key Projects identified in the Streetscape Masterplan. The timeframes are identified as short term (0-5 years), medium term (5-10 years) and long term (10+ years). The appropriate City of Yarra Lead Unit has also been identified along with the required implementation process by City of Yarra in the attached table in subsequent pages.

The Mastertplan also recognises that there are opportunities such as widening of the northen footpath and additional street treee planting on the southern side of the street in some sections between Burnley Steet and Yarra River that would require further exploration and discussions between a number of agencies and stakeholders. Realising these would be a long process and would depend on exploring different traffic and transport options. Implementing these would also require significant resources. Since such initiatives would be important for placemaking in future, this strategy suggests that Council continues the dialouge with other agencies at an appropriate time.

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	Key Projects	Description	Associated Interventions	Responsibility	**Timeframes** Short (0-5 years) Medium (5-10 years) Long (10+ years)
1	Richmond Town Hall and Gleadell Street	Transformation of the public realm around the Town Hall and along Gleadell and Griffiths Streets into a highly inviting pedestrian and cyclist priority space which seeks to strengthen the role of this precinct as a civic and community node.	Tram Stop Upgrade to provide a central median DDA compliant platform, including provision of easy and safer access to tram stop.	**External** Project Lead: State Government **Yarra City Council** Lead: Strategic Transport Unit	Short Tern
			Upgrade the streetscape setting around the town hall by revitalising the existing garden beds with newplanting, exploring opportunities for street tree planting and provding high quality pavement material, street furniture and entry treatment to support the significance and civic function of the Richmon Town Hall.	**Yarra City Council** Project Lead: Urban Design Unit	Short Tern
			Gleadell Street streetscape improvement to create a pedestrian friendly and walkable environment for all users including the new Richmond High School students. The upgrade will include provision of potential shared space in front of the school entrance and recreation centre, new landscaping and lighting. Consideration should be given to the extent of market area.	**External** Project Lead: Department of Education **Yarra City Council** Lead: Urban Design, Traffic and Streetscape and Natural values units	Short Tern
			Upgrade the Gleadell Griffiths ROWY to promote a safe and permeable environment for pedestrians and bikes. This will include laneway re-surfacing, installation of public lighting and commissioning of artwork along the sides of buildings.	**Yarra City Council** Project Lead: Urban Design Unit	Short Tern
			Griffiths Street streetscape improvement to create a pedestrian and bicycle friendly environment for the new Richmond High School students. The upgrade will include wider footpath, more landscaping and street furniture and new bicycle lanes	**External** Project Lead: Department of Education **Yarra City Council** Lead: Lead: Urban Design, Traffic and Streetscape and Natural values units	Short Tern
2	Epworth Hospital Precinct	The project seeks to encourage safer and more attractive pedestrian environment around the important Epworth Hospital as a key activity and employment node. It also seeks opportunities for developing' public space nodes' within the Richmond Hill Precinct.	Widening of existing pedestrian crossing and using distinctive colour paint to reinforce pedestrian priority for the increasing north-south pedestrian movement.	**Yarra City Council** Project Lead: Urban Design Unit **External** VicRoads, Transport for Victoria, Pubic Transport Victoria (PTV) and Epworth Hospital	Short Term
			Closure of part of Leigh Place between Bridge Road and Corns Place to facilitate a public space node. This space should provide high quality material treatment, street furniture, landscaping, lighting and public art opportunities. Encourage future developments to improve the street frontage presentation by providing an active frontage to the street.	**Yarra City Council** Project Lead: Urban Design Unit **External** Epworth Hospital	Short Term
			Investigate with Epworth Hospital to improve public realm amenity of the hospital building to Bridge Road frontage.	**External** Project Lead:Epworth Hospital **Yarra City Council** Lead: Urban Design Unit	Short Term

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32 IMPLEMENTATION STRATEGY

	Key Projects	Description	Associated Interventions	Responsibility	Timeframes Short (0-5 years) Medium (6-10 years) Long (10+ years)
3	New Pause Points and Raised Crossing	Provision of pause points will facilitate public space nodes and improve pedestrian amenity, safety and quality of the streetscape. Provision of raised crossing will give pedestrians priority at road crossings.	Create seven new pause points. VicRoads to provide new raised crossing and Council to enhance the pause points with high quality material treatment, landscaping, furniture and lighting at eight side streets in collaboration with VicRoads. For cost efficiency works need to be co-ordinated. Consideration should be given to traffic assessmnet including investigating making some of these streets one-way, services and drainage investigation: -Type Street -Stawell Street -Fraser Street -Neptune Street -River Street -Westbank Terrace -Yarra Boulevard	**External** Project Lead: VicRoads **Yarra City Council** Lead: Urban Design Team and Traffic Team	Short Tern
			VicRoads to provide new raised crossings at eight side streets. Consideration should be given to traffic assessment, services and drainage investigation: -Gleadell Street -Griffiths Street -Waterloo Place -Lyndhurst Street -Gardner Street -Lord Street -Hunter Street -Tudor Street	**External** Project Lead: VicRoads **Yarra City Council** Lead: Urban Design Team and Traffic Team	Short Tern
4	Street Furniture Upgrade	Provision of high quality and consistent furniture to unify the streetscape elements and improve the visual appearance of Bridge Road.	Undertake a street furniture upgrade programme to provide a consistent pallette of furniture for the whole of Bridge Road and the existing pause points to include seats, bins, water fountain and bike hoops. Consideration to be given to minimal life cycle costs and maintenance requirements.	**Yarra City Council** Project Lead: Urban Design Unit	Short Term
5	Lennox Street Intersection	The project seeks to create a sense of arrival into Bridge Road through establishment of a pedestrian node as Lennox Street is an important pedestrian and cyclist north-south connection.	Redesign of kerb to increase kerb extension which will assist in traffic calming and provide an opportunity for public space and planting. Provision of high quality material treatment, landscaping, street furniture and lighting.	**Yarra City Council** Project Lead: Urban Design Unit	Medium Term
6	Street Greening	Provide additional landscaping along Bridge Road	Additional street tree planting along Bridge Road, side streets and public spaces.	**Yarra City Council** Project Lead: Compliance Services	Ongoing
			Improve landscaping in existing pause points and create new pause points with landscaping.	**Yarra City Council** Project Lead: Recreation and Open Space	Medium Term
			Encourage footpath traders to provide planter boxes along Bridge Road. Yarra City Council Project Lead: Urban Design Unit	**Yarra City Council** Project Lead: Urban Design Unit	Medium Term

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	Key Projects	Description	Associated Interventions	Responsibility	Timeframes Short (0-5 years) Medium (6-10 years) Long (10+ years)
7	Signage and Wayfinding	Improve streetscape presentation through consolidating public signage and minimising on street visual clutter	Undertake a signage upgrade program in accordance with City of Yarra Signage Policy and Melbourne Wayfinding Signing Master Style Guide to improve pedestrian navigation along the street, including building upon existing heritage markers and providing new directional signage to key locations and train stations. Prepare a program and install historical signs/plaques.	**Yarra City Council** Project Lead: Urban Design Unit	Medium Tern
8	Existing Pause Points	Upgrade existing pause points on west of Church Street to improve pesetrian amenity and quality of streetscape.	Improve existing pause points with high quaity material treatment, landscaping, furniture and lighting.	**Yarra City Council** Project Lead: Urban Design Unit	Long Term
9	Mary Rogers Square	Conduct a feasilbility study to explore opportunity to upgrade of the Mary Rogers Square into a safe, functional and attractive public space.	Provision of more landscaping and relocation of street furniture. In future if the tram stop is removed from Mary Rogers Square consider exploring a redesign of the site.	**Yarra City Council** Project Lead: Urban Design Unit **External** VicRoads	Long Term
10	Judd Street Car Park	Conduct a feasilbility study to explore opportunity to convert existing car park into a new, inviting meeting place for existing and future residents living within the Richmond Hill precinct and beyond.	Explore opportunity to convert the car park into a public place. Consideration should be given to providing pedestrian linkages off Judd Street and Bosisto Sreet connecting the surrounding area to the car park.	**Yarra City Council** Project Lead: Urban Design Unit	Long Term
11	Jones or Whites Place Public Space	Conduct a feasibility study to explore opportunity for road closure to convert either of the streets into a pocket park to serve the future residents.	Consider funding contribution from future developments.	**Yarra City Council** Project Lead: Urban Design Unit	Long Term

11.11 Amendment C214 - Proposed Doonside Heritage Amendment

Trim Record Number: D17/76252
Responsible Officer: Director Planning and Place Making

Purpose

1. The purpose of this report is to brief Council on the Panel Report for Amendment C214. Council must decide whether to:

   (a) abandon the amendment as recommended in this report following an adverse Panel finding and advise the Minister for Planning that Council has abandoned it in accordance with Section 28 of the *Planning and Environment Act 1987*; or

   (b) adopt the Amendment as exhibited and submit it to the Minister.

Background

What is proposed by the amendment?

2. The amendment proposed to introduce a new heritage precinct comprised of three properties into the Yarra Planning Scheme known as the Doonside Industrial Precinct.

3. It proposed to add a Heritage Overlay (HO516) over properties at:

   (a) 77-79 Burnley Street, Richmond; and

   (b) 1-9 Doonside Street, Richmond.



4. Heritage Overlay (HO375) currently affects 81-95 Burnley Street, Richmond. This property is graded as individually significant. The amendment also proposed to remove HO375 from this property and include the property in the proposed HO516.

Relationship to Amendment C173(2)

5. The Doonside Heritage Precinct was first identified as being of heritage significance in the Heritage Gap Study: Review of 17 Heritage Precincts prepared by Context Pty Ltd. The findings of this Study were implemented via Amendment C173.

6. One of the heritage precincts proposed by Amendment C173(2) was a Doonside Industrial Precinct which (then) comprised seven properties:

   (a) 61-63 Burnley Street;

   (b) 65 Burnley Street;

   (c) 67 Burnley Street;

   (d) 77-79 Burnley Street;

   (e) 81-95 Burnley Street;

   (f) 1-9 Doonside Street; and

   (g) 26 Doonside Street.

7. There were a series of legal challenges through VCAT, to the inclusion of this precinct in Amendment C173(2) which began when the property certificates relating to some of the properties (by DELWP) did not include reference to the amendment.

8. In response to the first legal challenge, a peer review of the Doonside Heritage Precinct was sought by GJM Heritage. They reviewed the seven properties for inclusion in the precinct recommended by Context and came to the view that they could only support the inclusion of three properties: 77-79 Burnley Street, Richmond; 81-95 Burnley Street and 1-9 Doonside Street, Richmond.

9. On 10 November 2015, Council considered a further report in relation to Amendment C173(2).

10. On 8 March 2016, Council considered a report which outlined the delays with Amendment C173(2). It noted that the amendment had commenced in mid-2014 and with the VCAT proceedings underway, it could have been late 2016 before the matter was resolved. Amendment C173(2) affected a total of 830 properties whereas the size of the Doonside Industrial Precinct (following Council's 10 November 2015 resolution) was only three properties.

Amendment C214

11. In order to overcome the delay, Council resolved at its 8 March 2016 meeting, not to adopt any part of Amendment C173(2) insofar as it related to properties in the Doonside Industrial Precinct. In addition, it resolved to seek 'authorisation' from the Minister for Planning for a new Doonside Heritage Precinct – this amendment, C214 comprised of 77-79 Burnley Street, 81-95 Burnley Street and 1-9 Doonside Street, Richmond.

12. The resolution also supported interim heritage controls for 1-9 Doonside Street, Richmond. Officers sought interim controls for 1-9 Doonside Street in December 2016 as required by the Council resolution of 8 March 2016. Council is, still awaiting the Minister's decision on these controls. There is a protocol set out by the Minister that states a planning authority can only apply for interim controls where there is an application for either a planning permit or a building permit to demolish a property. In this case, there was neither and as such it is unlikely that the Minister will approve the interim controls.

13. The Minister for Planning 'authorised' the amendment on 25 October 2016 without conditions and exhibition of the amendment commenced on 17 November 2016 until 19 December 2016. No submissions were received when exhibition closed, but two late submissions were received. One was from lawyers representing Salta as owners of land at 77-79 Burnley Street and 1-9 Doonside Street. The submission contended that: the sites do not reach a level of heritage significance that warrants the imposition of a heritage overlay; and that the social and economic costs of the amendment outweigh the benefits. The second submission was from the National Trust, supporting the amendment.

14. Council considered the submissions at its meeting of 7 February 2017. At that meeting Council resolved to send the submissions to an independent Planning Panel. The full resolution is reproduced below:

    1. That Council:

        (a) notes the Officer Report regarding exhibition of Amendment C214 relating to the Doonside precinct, North Richmond.

    2. That Council resolves, based on the submissions received in respect to the exhibition period of Amendment C214:

        (a) to consider both submissions to Amendment C214, in accordance with section 22 of the Planning and Environment Act 1987 as detailed in Attachment 1 to this report;

        (b) in accordance with Section 23 of the Planning and Environment Act 1987, refer the submissions to an independent panel appointed by the Minister for Planning;

        (c) requests the Minister for Planning to appoint an independent panel under Part 8 of the Planning and Environment Act 1987 to consider Amendment C214 and all submissions received; and

        (d) notifies submitters of the Council resolution.

15. The Panel sat for two days on 4 and 5 May 2017. Council and Salta made submissions. The National Trust did not attend the hearing.

16. The Panel considered the Amendment and the submissions and concluded *that the heritage significance of the precinct does not justify its inclusion in Heritage Overlay.* It states: -

    (a) 77-79 Burnley Street does not warrant a grading as a contributory building. Alterations to the building mean that property no longer contributes to an understanding of the former industrial use and little of the fabric to clearly demonstrate the inter-war Moderne architectural language remains;

    (b) the two remaining properties cannot be justified as a legible precinct; and

    (c) while 1-9 Doonside Street could be considered contributory if a precinct existed, its inclusion in the Heritage Overlay as an individually significant building or in a group listing of significant Moderne industrial buildings has not been justified.

    This means it is not necessary to address issues relating to social and economic effects of applying the Heritage Overlay.

17. The Panel recommended that **Amendment C214 be abandoned**.

    Officer response

18. In coming to its decision, the panel considered:

    (a) State and Local policy support for the protection of places of heritage significance;

(b) whether the alterations to 77-79 Burnley Street had debased the building to an extent that is beyond recovery and that effectively removed any understanding of its original form and function;

(c) whether there was a precinct if 77-79 Burnley Street is excluded; and

(d) whether 1-9 Doonside Street has heritage values sufficient to warrant recognition and protection in the absence of a precinct.

19. 81-95 Burnley Street will remain in the existing heritage overlay (HO375) and retain its individually significant grading.

20. The interim heritage controls on 77-79 Burnley Street are due to expire on 30 November 2017. If Council is of a mind to support the panel recommendation and abandon the amendment, officers will write to the Minister when the amendment is submitted and recommend that the interim controls be removed. Given the panel's recommendation to abandon the amendment, it is extremely unlikely that the Minister would now approve interim controls on 1-9 Doonside Street (Amendment C228).

21. There is a long history in Yarra and in the Cities of Fitzroy, Richmond and Collingwood before it of undertaking heritage reviews and planning scheme amendments to include properties in the heritage overlay.

22. Despite Council's best efforts, the panel concluded that the amendment should be abandoned.

External Consultation

23. Amendment C214 was on public exhibition between October and December 2016.

24. The exhibition of the amendment was in accordance with section 19 of the Act and included the following forms of notification:

(a) letters to all owners and occupiers of properties affected by the amendment;

(b) notices of the Amendment in the Government Gazette and The Age;

(c) information and notices available at Richmond Town Hall; and

(d) information and notices placed on the City of Yarra web site.

Internal Consultation (One Yarra)

25. The amendment was discussed with the Statutory Planning branch.

Financial Implications

26. The financial costs to Council have been considerable in panel fees and expert technical consultants. These costs have been absorbed into the strategic planning budget.

Economic Implications

27. There was considerable time devoted to economic considerations at the planning panel as Salta argued that the site was in an area identified for growth and the imposition of a heritage overlay would restrict the development opportunities. Council replied that a heritage overlay does not prohibit development on the site, however, a proposal would need to consider the heritage values of the precinct.

Sustainability Implications

28. The absence of a heritage overlay will likely (over time) see the buildings on the site demolished and replaced with higher density residential buildings with mixed uses at ground level. Any new buildings would be able to incorporate sustainable features.

Social Implications

29. There are no anticipated social implications.

Human Rights Implications

30. There are no known human rights implications.

Communications with CALD Communities Implications

31. Notification of the amendment included advice about the use of the interpreter service used by Council. This was available to help affected parties understand the proposal and associated processes. The amendment process also involved steps outlined in the Council engagement strategy to assist CALD members.

Council Plan, Strategy and Policy Implications

32. The value of heritage to Yarra and the community is identified in many parts of the Council Plan.

Legal Implications

33. There are no anticipated legal implications.

Options

34. The *Planning and Environment Act 1987* enables Council to either abandon the amendment (as recommended by the Panel) or adopt the amendment as exhibited.

35. The role of the Planning Panel is to give independent advice to the planning authority and the Minister about an amendment and the submissions referred to it. When considering an amendment a panel will address:

    (a) the merits of the amendment;

    (b) the issues raised in submissions;

    (c) the strategic context and implications of the amendment;

    (d) the matters identified in Planning Practice Note 46 – Strategic Assessment Guidelines for Planning Scheme Amendments; and

    (e) any other relevant matters.

36. Within this context, Council must seriously consider all of the Panel's recommendations. While Council is not obliged to accept the recommendations, under the regulation 9(e) of *Planning and Environment Regulations 2015* Council must give clear reasons why any recommendation has not been accepted. The reasons must have a clear rationale to justify Council's position

37. In this case, the Panel report considerations and conclusions, briefly summarised in points 17 and 19, provides a rationale for the recommendation to abandon the amendment.

38. It is the officer's recommendation to accept the Panel's recommendation and abandon this amendment.

39. Amendment C228 sought interim heritage controls on 1-9 Doonside Street, Richmond. As there is no application to demolish the building, the Minister is unlikely to approve these controls and is less likely to do so given the recommendation of the Panel report for Amendment C214. It is further recommended to abandon Amendment C228.

40. There are existing interim controls on 77-79 Burnley Street, Richmond which will expire on 30 November 2017. Like Amendment C228 above, there is no value in interim controls on this property given the adverse panel report on an amendment which sought to impose permanent heritage controls. It is recommended that Council advise the Minister to remove these controls.

Conclusion

41. Amendment C214 proposed to apply the heritage overlay to two properties – 77-79 Burnley Street and 1-9 Doonside Street, Richmond and include the property at 81-95 Burnley Street (which is already covered by an individual heritage overlay) in a precinct called the Doonside Heritage Precinct.

42. Salta owns two of the sites and objected to the inclusion of the properties in the heritage overlay. The matter was considered by an independent planning panel which found that the buildings were not worthy of inclusion in the heritage overlay. The panel recommended that Council abandon the amendment.

43. There are interim heritage controls on 77-79 Burnley Street and Council has sought interim heritage controls on 1-9 Doonside Street. With a panel report that doesn't support permanent controls, there is no planning basis for the interim controls.

RECOMMENDATION

1. That Council note the report of officers and the findings and recommendations of the Panel regarding Amendment C214.

2. That Council, having considered the Panel report and the officer recommendations, Council resolves to abandon Amendment C214.

3. That Council:

   (a) writes to the Minister for Planning to advise that the amendment has been abandoned, in accordance with Section 28 of the Act;

   (b) advises the Minister for Planning to remove the interim heritage controls (HO500) from 77-79 Burnley Street, Richmond; and

   (c) advises the Minister for Planning that it will not pursue interim heritage controls on 1-9 Doonside Street, Richmond and also abandons Amendment C228 which sought these controls, in accordance with Section 28 of the Act.

4. That Officers advise all submitters to Amendment C214 of the Council's decision.

CONTACT OFFICER: **Amanda Haycox**
TITLE: **Strategic Planner**
TEL: **9205 5322**

Attachments
1 Yarra C214 Panel Report

Attachment 1 - Yarra C214 Panel Report

Planning and Environment Act 1987

Panel Report

Yarra Planning Scheme Amendment C214
Heritage Overlay: Doonside Precinct

1 June 2017

VICTORIA State Government | Planning Panels Victoria

Attachment 1 - Yarra C214 Panel Report

Planning and Environment Act 1987

Panel Report pursuant to section 25 of the Act

Yarra Planning Scheme Amendment C214

Heritage Overlay: Doonside Precinct

1 June 2017

Cathie McRobert, Chair

Attachment 1 - Yarra C214 Panel Report

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Attachment 1 - Yarra C214 Panel Report

List of Abbreviations

HO	Heritage Overlay
PPN01	*Planning Practice Note Applying the Heritage Overlay* (revised July 2015)
Salta	Salta Properties Pty Ltd
the Act	*Planning and Environment Act 1987*
the proposed Precinct	77-79 and 81-95 Burnley Street and 1-9 Doonside Street, Richmond
Zig Inge Station Street case	*Zig Inge Station Street Pty Ltd v Boroondara CC* [2016] VCAT 2062

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Attachment 1 - Yarra C214 Panel Report

Overview

Amendment Summary	
The Amendment	Yarra Planning Scheme Amendment C214
Common name	Heritage Overlay: Doonside Precinct
Brief description	The Amendment proposes to apply the Heritage Overlay (HO516) to the former industrial buildings the proposed Doonside Industrial Precinct (the proposed Precinct) in Richmond.
Proposed Precinct	77-79 and 81-95 Burnley Street and 1-9 Doonside Street, Richmond
The Proponent	City of Yarra
Planning Authority	City of Yarra
Authorisation	20 June 2016 (no conditions)
Exhibition	17 November - 19 December 2016
Submissions	Number of Submissions: 2 (late) Opposed: 1 The National Trust supported the Amendment. Planning and Property Partners Pty Ltd on behalf of Salta Properties Pty Ltd (Salta), objected to the inclusion of the sites in proposed HO516 on the following grounds: - the precinct does not reach a level of heritage significance that warrants the application of HO - the social and economic impacts of applying proposed HO516 outweigh the benefits.

Panel Process	
The Panel	Cathie McRobert, Chair
Directions Hearing	14 March 2017, Planning Panels Victoria
Panel Hearing	4 and 5 May 2017, Planning Panels Victoria
Site Inspection	Unaccompanied, 20 February 2017
Appearances	Yarra City Council represented by Adeline Lane of Maddocks Lawyers who called expert evidence from: - Jim Gard'ner of GJM Heritage in heritage Salta represented by Nick Tweedie SC who called expert evidence from: - Peter Lovell of Lovell Chen Architects & Heritage Consultants in heritage - Bryce Raworth of Bryce Raworth Pty Ltd in heritage - Stuart McGurn of Urbis Pty Ltd in town planning
Date of this Report	1 June 2017

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Attachment 1 - Yarra C214 Panel Report

Executive summary

(i) Summary

The Amendment proposes to apply HO516 'Doonside Industrial Precinct' to three former industrial buildings in Richmond.

The National Trust supported the Amendment and Salta, which owns the properties affected by the Amendment, objected on the following grounds:

1. The sites do not reach a level of heritage significance to warrant the application of Heritage Overlay.
2. The social and economic impacts of applying HO516 outweigh the benefits.

The Panel has considered all submissions and evidence presented to it and concludes that the heritage significance of the precinct does not justify its inclusion in Heritage Overlay:

- 77-79 Burnley Street does not warrant a grading as a contributory building. Alterations to the building mean that property no longer contributes to an understanding of the former industrial use and little of the fabric to clearly demonstrate the inter-war Moderne architectural language remains.
- The two remaining properties cannot be justified as a legible precinct.
- While 1-9 Doonside Street could be considered contributory if a precinct existed, its inclusion in the Heritage Overlay as an individually significant building or in a group listing of significant Moderne industrial buildings has not been justified.

This means it is not necessary to address issues relating to social and economic effects of applying the Heritage Overlay.

(ii) Recommendations

Based on the reasons set out in this Report, the Panel recommends that Yarra Planning Scheme Amendment C214 be abandoned.

1 Introduction

1.1 The Amendment

The Amendment proposes to:

- include the former industrial buildings at 77-79 and 81–95 Burnley Street and 1–9 Doonside Street, Richmond in the proposed Doonside Industrial Precinct HO516 (see Figure 1).
- make associated changes to the *City of Yarra Review of Heritage Areas 2007*, Appendix 8 at Clause 22.02 and the Schedule to Clause 81.01.



Figure 1 Proposed HO516

1.2 The proposed Precinct and surrounds

The proposed Precinct is located on the east side of Burnley Street, to the south the Victoria Gardens Shopping Centre. It comprises the following properties:

- 77-79 Burnley Street is a single storey brick building fronting both Burnley and Doonside Streets, which is occupied by a furniture and homewares shop. This site is affected by interim HO500 (which expires on 30 November 2017). The Panel was advised there is a planning permit application for a ten storey mixed use proposal on the site.
- 81-95 Burnley Street is a part single, part double storey brick warehouse building which fronts Burnley Street and extends along Doonside Street. HO375 applies to the front portion of the site and it is proposed to include the same portion of the property in the proposed HO516 precinct.
- 1-9 Doonside Street is a two storey brick warehouse building.

Development in the immediate areas comprises:

- To the north in Burnley Street - single storey brick former industrial buildings used as furniture showrooms/retail premises.
- To the north east is the rear portion of the Victoria Gardens Shopping Centre.
- To the east of 1-9 Doonside Street - land currently used as an at grade car park.
- On the south side of Appleton Street - 'traditional' residential properties.
- To the west, on the opposite side of Burnley Street - a mix of single and multi-storey residential buildings.

1.3 Background

Council's Part A submission summarised the extensive history of heritage assessment in Yarra, which included:

- ***City of Yarra Heritage Review 1998*** (Allom Lovell and Associates) reviewed of the heritage studies, controls and boundaries inherited from former municipalities, including the Richmond Conservation Study, 1985 (John & Thurley O'Connor, Ros Coleman & Heather Wright).
- ***City of Yarra Review of Heritage Overlay Areas 2001*** (Ian Wight and other heritage consultants) with the primary objective to examine contributory elements within existing HO area and the Statement of Significance for each of the existing precincts. The amendment introduction a new local heritage policy with different guidelines for different precincts. The Panel recommended that the amendment be abandoned.
- ***City of Yarra Heritage Gaps: An Overview 2004*** (Graeme Butler and Susan Hunt) had an emphasis on areas outside of an HO. It identified approximately 182 places worthy of further research, mainly in Alphington and Richmond.
- ***City of Yarra Heritage Review 2007*** (Graeme Butler and Associates) graded each building within a HO, made recommendations for existing heritage precincts and developed new statements of significance for each precinct and individually significant places in precincts. Amendment C85 (gazetted in September 2010) implemented the recommendations in the City of Yarra Heritage Review 2007.
- ***City of Yarra Heritage Gap Study: Stage 1 2008*** (Graeme Butler and Associates) identified areas requiring further investigation in stage 2 of the 'gaps project'.
- ***City of Yarra Heritage Gap Study: Stage 2 2009*** (Graeme Butler & Associates) specifically focussed on the northern and southern areas of Richmond (including Cremorne and Burnley) and Alphington. These areas have been identified as being most underrepresented in terms of existing heritage protection within the municipality and were therefore noted as a priority. The 2009 Gaps Study proposed 20 new precincts, revisions to 8 existing precincts and 11 new individually significant places (outside of precincts) in Richmond, Cremorne, Burnley, Fairfield and Alphington.
- ***City of Yarra Heritage Gaps Review 2012*** (Graeme Butler & Associates), which reviewed the findings in the 2009 study contained statements of significance for the new precincts, all proposed individually significant places and the revised precincts.
- The Doonside Industrial Precinct was first identified as being of heritage significance in the ***Heritage Gap Study: Review of 17 Heritage Precincts 2013*** (the Gap Study) prepared by Context Pty Ltd.

Amendment C149

Amendment C149 proposed changes to the HO, include three new precincts (Alphington East, Coles Paddock Richmond and Wellington Street, Cremorne), revising existing precincts and adding 109 individual places on 52 sites. In relation to 81-95 Burnley Street the Panel agreed *'that the historic significance of the Repco operation (with its Brabham association) and the quality of the Moderne buildings is sufficient to warrant inclusion in the overlay. …* (however) *the justification for the inclusion of the whole site is not sustained.'* The Panel recommended:

Alter Heritage Overlay HO385 to reduce the area of overlay to apply only to the building fronting 81-95 Burnley Street to a depth of 34 metres and maintain the citation as exhibited.

Amendment C173

Amendment C173 proposed to apply the HO to places identified in the 2013 Gap Study in the northern parts of Richmond, Cremorne, Smith Street in Fitzroy and Collingwood. It was split as follows:

- Amendment C173 Part 1 related to places in Smith Street, Fitzroy and one place in Collingwood where issues in submissions were resolved (gazetted October 2015).
- Amendment C173 Part 2 relates to places in Richmond and Cremorne[1], including a Doonside Industrial Precinct which (as then proposed) comprised seven properties: 1–9 and 26 Doonside Street and 61-63, 65, 67, 77-79 and 81-95 Burnley Street (for the first 34 metres of its frontage to Burnley Street, in accordance with the recommendation from the Panel for Amendment C149). It was proposed that the Doonside Precinct would maintain 81-95 Burnley Street and 26 Doonside Street as individually-significant with the other properties in the precinct being graded as contributory (see Figure 2).



Figure 2 Amendment C173 Part 2 Doonside Precinct

After the completion of the Amendment C173 Part 2 Panel hearing in May 2015, requests were made to the Panel and to the Minister for the hearing to be reconvened. Salta lodged two applications under Section 39 of the *Planning and Environment Act 1987* (the Act):

[1] Amendment C173 Part 2 proposed to apply the HO to eight new precincts, three serial listings and 50 individual places.

1. To prevent Council from adopting any part of the amendment that related to that property until the Panel reconvened to hear submissions from Salta and Council had considered the Panel report.
2. Alleging there had been defects in the way that Council and the Panel had processed the amendment and calling for a new Panel to hear the submissions in relation to properties in the proposed Doonside Industrial Precinct. Adjournment of the Panel hearing until the VCAT matter had been determined was sought.

The Minister directed the Panel to reconvene to hear further submissions with respect to 67 Lincoln Street, 61-63 and 77-79 Burnley Street, and 1-9 Doonside Street, Richmond.

In response to the further Amendment C173 Part 2 submissions and based on advice, Council supported removal of 61-63, 65 and 67 Burnley Street from the proposed Doonside Industrial Precinct. In March 2016, Council resolved:

- not to adopt any part of Amendment C173 Part 2 insofar as it related to properties in the Doonside Industrial Precinct
- to seek authorisation from the Minister for Planning for a fresh amendment to create a new Doonside Industrial Precinct – the Amendment now before the Panel
- to seek interim heritage controls for 1-9 Doonside Street, Richmond.

This position effectively resolved the VCAT proceedings relating to Amendment C173 Part 2.

(i) Planning policy context

The Amendment explanatory report and Council's submission to the Panel indicate that the Amendment responds to the relevant provisions of the Act and planning policy support for the protection of places of cultural heritage significance. In particular:

- The objectives for planning in Victoria in the Act include *"to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value."*[2]
- Clause 9 requires planning authorities to consider and apply the strategy of Plan Melbourne 2017-2050: Metropolitan Planning Strategy (Plan Melbourne). This includes:
  - Direction 4.4 to *"respect Melbourne's heritage as we build for the future"*.

    Heritage will continue to be one of Melbourne's competitive strengths, contributing to its distinctiveness and liveability and attracting visitors, new residents and investors. Heritage is an important component of Victoria's tourism industry and benefits the economy.
  - Policy 4.4.1 is to *"Recognise the value of heritage when managing growth and change"* with supporting commentary:

    With all three levels of government sharing responsibility for protecting Melbourne's post-settlement cultural heritage, decision-making must be consistent and credible and be based on clear and widely accepted heritage conservation principles and practices.

[2] Section 4(d) of the Act and Clause 10.02.

Realising the community benefit of heritage will require careful management of the ongoing processes of change to the urban environment. Decisions must be based on an appreciation of Melbourne's past as well as an understanding of its future needs.

There will need to be continuous identification and review of currently unprotected heritage sites and targeted assessments of heritage sites in areas identified as likely to be subject to substantial change.

- The Five Year Implementation Plan for Plan Melbourne Action 69 addresses heritage planning initiatives include:
  - *Ensure that Melbourne's heritage assets and distinctive historic precincts are protected, enhanced and celebrated by:*
    - *working with local governments to enhance and improve local heritage planning policies, controls and assessment processes*
    - *…*
    - *ensuring heritage conservation values are considered in urban renewal precincts and other places across the city*

- Clause 11.06-4 (Place and identity), includes the strategy:

  Recognise the value of heritage by carefully managing the ongoing processes of growth and change in the urban environment.

- Clause 15.03-1 (Heritage conservation) which aims *"To ensure the conservation of places of heritage significance"* through strategies that include:

  Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

  …

  Provide for the conservation and enhancement of those places which are of, aesthetic, archaeological, architectural, cultural, scientific, or social significance, or otherwise of special cultural value.

  Encourage appropriate development that respects places with identified heritage values and creates a worthy legacy for future generations.

  Retain those elements that contribute to the importance of the heritage place.

  Encourage the conservation and restoration of contributory elements.

  Ensure an appropriate setting and context for heritage places is maintained or enhanced.

  Support adaptive reuse of heritage buildings whose use has become redundant.

- Clause 21.05 – Built Form and in particular, Clause 21.05-1 Heritage, identifies that heritage features including buildings and streetscapes underpin Yarra's valued character. Objective 14 aims to protect and enhance Yarra's heritage places and is supported by nine strategies which include:

  Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.

Strategy 14.2 Support the restoration of heritage places.

Strategy 14.3 Protect the heritage skyline of heritage precincts.

Strategy 14.4 Protect the subdivision pattern within heritage places.

Strategy 14.5 Protect the significant landscape and heritage within streets, parks, gardens, waterways or other open spaces.

Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

Strategy 14.8 Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02 Strategy.

- Local Policy at Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) has an objective to conserve Yarra's natural and cultural heritage and to conserve the historic fabric and maintain the integrity of places of cultural heritage significance.

Council submitted that the Amendment implements State and local planning policy, in particular Clause 15.03 (Heritage), Clause 21.05-1 (Heritage), by including a place which have been assessed as having local cultural heritage significance in the HO.

In addition, Salta submissions and evidence from Mr McGurn highlighted that State and local planning policy identify this location for more intensive development, with recent adoption of Plan Melbourne 2017-2050 and updating of the State Planning Policy Framework reaffirming this policy intent. Current State policy and strategies[3] encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres and places, such as the subject area, that offer good access to jobs, services and public transport. It is also policy to plan for the redevelopment of "*Major Urban-Renewal Precincts*" in and around the Central City to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses[4].

At a local policy level, the Yarra MSS identifies the Precinct as being within a Victoria Street Major Activity Centre and within a large strategic redevelopment site shown on the Residential Development Opportunities Map.[5] Clause 21.05-2 'Urban Design' provides the following guidance regarding strategic redevelopment sites:

- *'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:*
  - *Significant upper level setbacks;*
  - *Architectural design excellence;*
  - *Best practice environmental sustainability objectives in design and construction;*

[3] For example Clauses 11.03-2 (Activity centre planning) and 11.06-2 (Housing).
[4] Clause 11.06-1 (Jobs and investment).
[5] Clause 21.03 (Vision).

- *High quality restoration and adaptive re-use of heritage buildings;*
- *Positive contribution to the enhancement of the public domain;*
- *Provision of affordable housing.*
- *'Support new development that contributes to the consolidation and viability of existing activity centres'.*

(ii) Zones and overlays

The zones and overlays that apply to the sites in the precinct are summarised in Table 1.

Property	Zone	Overlays
81 – 95 Burnley Street	Commercial 2 Zone	HO375 - along Burnley Street frontage DDO2 'Main Roads and Boulevards'
77 Burnley Street	Mixed Use Zone	HO500 (interim control expires 30/11/2017) DDO2 'Main Roads and Boulevards' DDO9 'Doonside Precinct' buildings not to exceed: – 11 metres along street frontages – 15.5 metres upper levels setback – Development greater than 15.5 metres should demonstrate a high standard of architectural design and not overshadow streets and public spaces at specified times. EAO
1-9 Doonside Street	Mixed Use Zone	DDO9 'Doonside Precinct' EAO

Table 1 Proposed Precinct existing zones and overlays

(iii) Ministerial Directions and planning practice notes

Ministerial Directions and planning practice notes of particular relevance are:

- Ministerial Direction No 11 - Strategic Assessment of Amendments and Planning Practice Note 46 (Strategic Assessment Guidelines).
- Ministerial Direction on The Form and Content of Planning Schemes.
- Planning Practice Note 1 Applying the Heritage Overlay (revised July 2015) (PPN01).

The guidance in PPN01 includes criteria to be used in preparing a heritage study and to establish the significance of a place to justify its inclusion in the HO. It indicates that documentation for each place must include a statement of significance that clearly establishes the importance of the place and addresses specific heritage criteria. The thresholds to be applied should be either of *'State significance'* or *'Local significance'*. *'Local significance'* includes those places that are important to a particular community or locality. Some comparative analysis is required to substantiate the significance of each place. The comparative analysis should draw on other similar places within the study area, including those that have been included in a heritage register or the HO.

(iv) Discussion

There is clear state and local policy support for the protection of places of heritage significance. The local planning policy framework and the PPN01 indicate the threshold for inclusion in the HO is *'local significance'*.

In considering the Amendment, the first issue to address is whether the proposed Precinct reaches the threshold of local heritage significance to justify its inclusion in the HO. If the proposed Precinct reaches that threshold, consideration of the effects of the Amendment for the range of planning objectives becomes necessary, including, as required by section 12(2)(c) the Act, the social and economic implications for the community. It is at this point that the implications for objectives for the activity centre/strategic redevelopment site would need to be balanced with objectives to protect heritage values.

1.4 Summary of issues raised in submissions

The submission on behalf of Salta objected to the Amendment on the following grounds:

- *These properties, whether considered as individual properties, or as part of the proposed HO516 area ("Further Revised Doonside Precinct"), are not of sufficient cultural heritage significance to warrant the application of a heritage overlay; and*
- *To the extent that there is any cultural heritage significance in either of the properties, or the proposed HO516 area, the Council has not demonstrated that the benefits which would flow to the community from the application of HO516 would outweigh negative social and economic impacts that would flow from the application of HO516.*

1.5 Issues dealt with in this report

The Panel considered all written submissions made in response to the exhibition of the Amendment; as well as further submissions, evidence and other material presented to it during the Hearing, and observations from its site visit.

The Panel has considered all submissions and materials provided to it in reaching its conclusions, regardless of whether they are specifically mentioned in the report.

This report addresses the threshold issue of whether the heritage significance of the proposed Doonside Precinct justifies the application of HO516.

2 The Issue

2.1 What is the issue?

The objecting submission raised issues relating to the heritage significance of the precinct and the failure to adequately consider the social and economic effects of applying HO516.

As already noted, if the proposed HO is not justified in terms of heritage significance, then the second issue of social and economic effects falls away.

2.2 The proposed citation

The citation for the proposed Precinct, which was exhibited with the Amendment, identified the significance of the place as follows:

> ***What is significant?***
>
> *Doonside Industrial Precinct, comprising 77-79 Burnley Street, 81-95 Burnley Street and 1-9 Doonside Street, Richmond. It is a grouping of factory buildings constructed during the 1930s and early 1940s. They include the places where iconic Australian brands, such as Jex Steel Wool and Repco auto parts, were manufactured.*
>
> *The contributory and significant elements are large interwar factory complexes having typically:*
>
> *• Pitched roofs set behind parapets,*
>
> *• One to two levels in wall height,*
>
> *• Moderne architectural styling and detailing;*
>
> *• No side setbacks or front setbacks;*
>
> *• Render and face brick walls;*
>
> *• Strong horizontal emphasis on the façades punctuated with vertical 'tower' elements at corners and entrances*
>
> *• Less than 40% of the street wall face comprised of openings such as windows and doors.*
>
> *Nos. 81-95 Burnley Street and 1-9 Doonside Street are individually significant within the precinct. 77-79 Burnley Street is contributory to the precinct.*
>
> ***How it is significant?***
>
> *The Doonside Industrial Precinct is of local aesthetic and historic significance to the City of Yarra.*
>
> ***Why it is significant?***
>
> *Aesthetically, as a concentration of interwar factories around the intersection of Burnley and Doonside streets, which are stylistically consistent as variations of the Moderne style. 77-79 Burnley Street and the southern portion of 81-95 Burnley Street exhibit decorative traits of the Moderne style, including*

simplified classical pilasters, cast geometric bas reliefs, and a stepped ziggurat motif. The later buildings at 81-95 Burnley Street and 1-9 Doonside Street have striking vertical entrance 'towers', with the Burnley Street building also having incised 'speed' lines, both being characteristics of the Moderne style. (Criterion E)

Historically, as a tangible illustration of industrial development that was so important in Richmond from its earliest years. In the Yarraberg area, David Mitchell – owner of Doonside mansion and the cement works beside it – was the pioneer of this development. In the 1930s, Richmond City Council zoned Yarraberg as one of three areas set aside for manufacturing, leading to its rapid redevelopment during this decade. The buildings constructed during this period demonstrate the modern preference for single-level factory floors, sometimes with offices above (Criterion A).

2.3 Submissions

Council submitted that the proposed Precinct is significant:

> *63.1 Aesthetically, as the buildings within the proposed precinct clearly exhibit the decorative traits of the Moderne style as well as exhibiting a stylistic consistency in terms of height, setbacks, form and materials; and*
>
> *63.2 Historically, as the buildings relate to the rapid industrial development of this part of Richmond in the inter-war period following the demolition of the 'Doonside' mansion and the rezoning of the area, and include places where well-known brands were manufactured.*
>
> *...*
>
> *the sum of these elements is obvious in situ: that is, these buildings appear as historical industrial buildings from the same period in a cluster which communicates the subdivision of the land in the interwar years and its subsequent development so creating a locally important factory precinct. Together with the protected elements of 81-95 Burnley Street, the buildings at 77-79 Burnley Street and 1-9 Doonside Street are visibly related and together form a legible heritage precinct.*
>
> *69. As a group of buildings, the three buildings within the proposed Doonside Industrial Precinct reflect each individual building's form and historical use, and so assists in the respective legibility of each individual building as part of the proposed precinct.*

Council relied on the evidence of Mr Gard'ner regarding the significance of the precinct and the three properties in it.

Salta submitted the approach adopted by VCAT in *Zig Inge Station Street Pty Ltd v Boroondara CC*[6] (Zig Inge Station Street Case) that the *"perspective of the common person"*, rather than as a purely academic exercise is apposite to considering whether the significance

[6] *Zig Inge Station Street Pty Ltd v Boroondara CC* [2016] VCAT 2062.

of the proposed Precinct warrants the protection afforded by the HO. It was submitted that a heritage precinct needs to be capable of being understood and appreciated as a precinct from the perspective of an ordinary person. In contrast, the assessments of the significance of the proposed Precinct have focussed on nuanced styles and concealed detail of interest only to heritage experts, and the experts do not agree on whether HO516 is justified.

Salta argued that the credibility of the precinct proposed now is undermined by the shifting Council position and the positions in heritage assessments regarding the precinct and the significance of properties for inclusion in it. Salta highlighted that three versions of statement of significance for the Doonside Precinct have progressively narrowed the number of properties in the precinct and the basis for designations as significant. Salta submitted:

> *… the "Doonside Precinct", either as originally proposed under Amendment C173 or as now proposed under Amendment C214, is an artificial construct. Its boundaries have no historical or factual basis. It is merely a small part of what was once a much larger precinct that supported substantially larger scale industrial buildings which have long since disappeared. The current concept of a "Doonside Precinct" has been constructed, first by Context and now by GJM, as a device to give effect to their somewhat divergent assessments that it represents a collection of buildings that collectively should be subject to a heritage overlay.*

Salta highlighted that the Statement of Significance prepared by Context in 2013, which formed the basis of the expanded Doonside Precinct proposed by Amendment C173 Part 2:

- Included 61-91 Burnley Street and 1-9 and 26 Doonside Street in a larger precinct (see Figure 2). However, Council ultimately rejected Context's assessment and reduced in size of the Precinct on the basis of expert advice from Ms Jarman of GJM Heritage. It is now common ground that Context's original assessment was flawed and that the Burnley Street properties that were previously in the larger precinct do not possess a level of heritage significance that warrants protection.
- Identified 1-9 Doonside Street as contributory, whereas in the current matter, Mr Gard'ner elevated the significance to individually significant (within the Precinct).

Salta challenged the veracity of Mr Gard'ner's assessment, highlighting that the citation proposed relies heavily on the Context assessment of 2013, yet overstates the aesthetic significance of 1-9 Doonside Street:

> 30. *Somewhat curiously, in a departure from the previous citation, the building at 1-9 Doonside Street has been identified under the GJM Citation as being individually significant (in addition to the building at 81-97 Burnley Street), whereas it had previously been assessed as being of contributory significance. It is not clear upon what basis the heritage significance of that building has been elevated under the proposed GJM Citation (particularly given the previous assessment of significance* (as contributory) *undertaken by Ms Jarman).*

In relation to 77-79 Burnley Street, Salta submitted:

46. *It would appear that the proposed retention of 77-79 Burnley Street within what remains of the "precinct" is motivated more by a desire to establish some form of link, however tenuous, between the 1-9 Doonside building and the Repco building.*

Salta contended that the Panel should prefer the consistent evidence of Messrs Lovell and Raworth that 1-9 Doonside Street and 77-79 Burnley Street are not of sufficient significance, either as individual properties or as part of the proposed HO516 precinct, to warrant inclusion in the HO.

2.4 Evidence

Expert evidence relating to the heritage significance of the precinct was called from:

- Jim Gard'ner of GJM Heritage (called by Council)
- Peter Lovell of Lovell Chen Architects & Heritage Consultants (called by Salta)
- Bryce Raworth of Bryce Raworth Pty Ltd (called by Salta).

Reference was made to the assessments by the following heritage experts in previous processes relating to this precinct:

- Natica Schmeder of Context
- Renae Jarman of GJM Heritage.

The Panel directed that the heritage experts meet before the Hearing to identify points of agreement and to narrow any points of difference. At the start of the Hearing a summary of the outcome of that conclave was tabled and is reproduced in Appendix B.

Mr Gard'ner considered the three buildings form a cohesive heritage place that warrants protection under the Yarra Planning Scheme:

> *Together the three buildings are stylistically coherent as expressions of the Moderne style. The splayed entrances of 77-79 and 81-95 Burnley Street provide a stylistically cohesive and strong visual entrance to the Doonside Estate and towards the third building in the Precinct (1-9 Doonside Street).*

Mr Lovell and Mr Raworth did not agree that inclusion of the proposed Precinct in the HO is justified:

- Mr Raworth did not consider precinct is not of an extent or degree of interest to warrant a precinct control as it includes a group of buildings of a similar typology but the group is does not constitute a HO precinct in the typical understanding of this.
- Mr Lovell concluded the proposed Precinct:

> *… survives as a fragment of the industrial landscape that existed between Bridge Road and Victoria Street; and Burnley Street and the Yarra River. The character and significance of the area has been lost through demolition and adaptation for new uses. The Victoria Gardens retail development occupies much of the area to the north of the subject site and areas to the west are being transformed through the construction of residential apartments. The fragments of built form and early character that would form the basis of the proposed Heritage Overlay area are not representative of the original area nor*

are they important as examples of architectural expression adopted for factory buildings constructed during the interwar period.

On this basis, a heritage control is not warranted. As noted in the comparative analysis above, Council's existing citation for No 26 Doonside Street to the east of the precinct notes that the building is located in 'an otherwise architecturally undistinguished industrial streetscape'. The documentation supporting Amendment C214 has not established that this is not the case.

In my assessment the existing heritage controls which protect the individually significant interwar factory buildings formerly associated with Repco auto parts at 26 Doonside Street and 81-95 Burnley Street represent an appropriate response to recognising the significance of individual buildings of note in the area.

The experts agreed that the former Repco Building at 81-95 Burnley Street (occupied by Harry the Hirer) is individually significant and this is recognised by HO375 which already protects the relevant part of that property.

The overall expert conclusions relating to the two other properties that form the proposed Precinct is summarised in Table 2.

	Heritage Expert Assessment	
Property	**Gard'ner**	**Raworth and Lovell**
77-79 Burnley Street	**A contributory building in the Precinct** Has undergone modification but retains several significant features – including splayed presentation corner to Burnley St (which mirrors the form opposite at 81-95 Burnley St), simplified Moderne detailing and stepped parapet. Retains sufficient fabric to clearly demonstrate the inter-war Moderne architectural language in the context of the proposed Precinct.	**Non-contributory** A heavily altered and of relatively low interest. Does not warrant inclusion the HO, particularly in a precinct of such limited overall interest.
1-9 Doonside Street	**A significant building in the Precinct** A highly intact industrial building that exhibits decorative traits of the Moderne style and is stylistically consistent with 77-79 and 81-95 Burnley Street. Also relates historically to the industrial development of this part of Richmond.	**Potentially contributory but no recognisable precinct exists** More intact than 77-79 Burnley Street. The horizontal banding of brickwork (now painted) and rendering, and vertical elements associated with the central entry bay are evocative of the Moderne style but it is not a notable or a particularly representative example. The building is inferior to other industrial places in Yarra that have been graded individually significant.

Table 2 Summary of expert assessment of 77-79 Burnley Street and 1-9 Doonside Street, Richmond

2.5 The approach to assessing significance

The Zig Inge Station Street case addressed whether heritage significance should be *"viewed through the eyes of the person on the Prospect Hill Road bus or is it to be deferred to experts in the field of architectural history and architectural conservation?"* The Tribunal stated in relation to debate about facadism and effects of the proposal being considered on the architectural integrity of the building:

> *32. The Tribunal considers that while this may be a legitimate debate in the heady atmosphere of discourse amongst architectural conservationists it is likely that the vast majority of persons would not notice the difference, or if they did no one would regard it has seriously impacting upon the significance of the building. Subject to this the Tribunal accepts Mr Raworth's recommendation that the two windows at each level in the second section of the western façade should be replaced by a single window (see attachment 2 to Mr Raworth's witness statement).*
>
> *33. The objectives of planning and the planning framework established by the Planning and Environment Act 1987 to achieve those objectives can be summarised as seeking compatibility of adjacent and nearby land uses and development, and providing for the fair and sustainable use and development of land and the interests of all Victorians. It follows from this, and from the general tenor of the Act, that questions of heritage significance are to be assessed from the perspective of the common person rather than through the prism of any particular interest group or profession.*
>
> *34. The position may be contrasted with the situation under the Heritage Act 1995 which relates to buildings or areas of such heritage significance as to justify inclusion in the State Heritage Register. The composition of the heritage council which includes architectural and historical experts, suggest that the focus of deliberations under that legislation is centered upon matters of architectural and historic detail and guidelines such as the Burra Charter rather than the views of uninitiated passers by.*

The Panel questions the view in the Zig Inge Station Street case that:

1. The test for heritage significance under the Planning and Environment Act is from the perspective of the "common person" or uninitiated passers-by.
2. The Act (and planning schemes)[7] and the Heritage Act[8] have very different purposes.

Decisions under both legislative frameworks relate to the protection and conservation of heritage significance, although the purview of the Act (and planning schemes) and the Heritage Act differ. Firstly, planning decisions are not confined to heritage matters and are

[7] The Act section 4(1)(d), Clause 15.01 of all Victorian planning schemes.
[8] *Heritage Act* section (1) (a).

required to integrate of a range of (sometimes competing) objectives. Secondly, heritage significance is relevant under both acts, however, there are distinctions in the relevant level of significance of places, with the Heritage Act being directed at the protection of places of State significance. Thirdly, under both frameworks, assessments should adhere to established guidelines and criteria, such as the Burra Charter[9], which have been broadly adopted by heritage jurisdictions across Australia and should be used for all new heritage assessment work[10].

The Panel is not convinced that the *"Clapham omnibus"* test - which has applied in civil actions where defendant's conduct was compared to that of a reasonably educated and intelligent but ordinary person - is appropriate for the assessment of whether heritage values should be protected.

The protection of cultural heritage is for the benefit of the community, may be informed by the community and should contribute to the current and future communities' understanding of our past. In the case of a heritage precinct, the importance of legibility from the perspective of a lay person may be greater than where a place is individually significant as a result of architectural or scientific importance. However, applying the following PPN01 criteria for heritage assessments to justify the HO draws on specific knowledge and a capacity to evaluate the relative significance of a building, place or object that is likely to be beyond the capability of the 'ordinary' person:

- *Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).*
- *Criterion B: Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).*
- *Criterion C: Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).*
- *Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*
- *Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).*

The Stonnington C222 considered assertions that planning to protect heritage values has been 'professionalised' and this is resulting in excessive levels of controls that do not align with community expectations or integrate the range of social and economic objectives. This Panel shares the view expressed by other Panels[11]:

> *The Panel recognises that assessment of heritage significance is not a precise science. It relies on the objective professional judgment that draws on specialist knowledge and a capacity for comparisons based on experience. While it is entirely appropriate for these assessments and refinement of citations to draw on the wealth of information in the community and specific information about properties, expert assessment is*

[9] *The Burra Charter, The Australia ICOMOS Charter for Places of Cultural Heritage Significance* (2013).
[10] PPN01 Applying the Heritage Overlay.
[11] Such as Stonnington C222 and Boroondara C177 Panels.

very different from a subjective lay view, which, in some cases, may be influenced by a pecuniary interest.

2.6 Assessment of heritage significance

Does 77-79 Burnley Street (Jex Steel Wool building) reach the threshold of a contributory building?



Figure 3 77-79 Burnley Street, Richmond, Architect's impression, 1938 (top) and now.

The assessment of the significance of 77-79 Burnley Street is critical, as there was consensus amongst the three heritage experts who appeared at the Hearing that this property is critical to determining whether there is a recognisable, contiguous heritage precinct.

The citation identifies elements that contribute to the significance of large interwar factory complexes are:

- *Pitched roofs set behind parapets*
- *One to two levels in wall height*
- *Moderne architectural styling and detailing*
- *No side setbacks or front setbacks*
- *Render and face brick walls*
- *Strong horizontal emphasis on the façades punctuated with vertical 'tower' elements at corners and entrances*
- *Less than 40% of the street wall face comprised of openings such as windows and doors.*

The scale of the building, absence of street setbacks and the (altered) corner treatment are the interwar factory elements referred to in the citation that remain at 77-79 Burnley Street. However, these are the more generic features identified in the citation and do not establish sufficient significance to warrant recognition of heritage significance.

Mr Lovell expressed the view that the transformation of this building is debased to an extent that is beyond recovery and that effectively removed any understanding of its original form and function. As Mr Raworth (and Mr Lovell) highlighted, the following alterations have substantially diminished the building's more decorative and distinctive original appearance:

- Rendering of the original decorative face red brick treatment to the street elevations.
- Enlargement of all the original window openings to the elevations facing Burnley and Doonside Streets by lowering the window sills to ground level.
- Replacement of all original metal window frames with single large panes of glass set in simple aluminium frames.
- Replacement of original door fittings to corner return with modern ones.
- Conversion of a window at the southern end of the Burnley Street frontage into a vehicle entrance.
- Removal of original signage lettering 'JEX STEEL WOOL' along the parapets of both street frontages.
- Removal of the clock and flagpole from the parapet of the corner return.

The Panel agrees with Mr Raworth and Mr Lovell that alterations to 77-79 Burnley Street mean that property now reads as a showroom, rather than as a factory. In particular, raised window sills contributed to functional factory space and the enlargement of windows means a key feature that would contribute to an understanding of the former industrial use has been lost. Further, little of the fabric to clearly demonstrate the inter-war Moderne architectural language remains. The Panel acknowledges that a form of render and face brick wall facade treatment could be reinstated, as suggest by Mr Gard'ner, albeit at some cost. Even if this occurred, the altered form may mean the enlarged windows and a showroom presentation may simply be reinforced.

The Panel does not consider the grading of 77-79 Burnley Street as a contributory building is justified.

Is there a precinct if 77-79 Burnley Street is excluded?

The experts agreed that if 77-79 Burnley Street does not meet the threshold as a contributory building then the two remaining properties could not be justified as a legible precinct.

It was Mr Gard'ner's view that under such a scenario a non-contiguous group listing of individually significant buildings could be considered. He suggested that 1-9 Doonside Street could be included in such a listing, along with 81-95 Burnley Street and the other individually significant Moderne industrial buildings in the immediate area. Mr Lovell acknowledged that there could be some logic in treating individually significant places in the Doonside estate subdivision as a serial listing (HO375, HO250 and HO252). However, as discussed below, he did not consider 1-9 Doonside Street reaches the necessary threshold for inclusion in the HO.

The option of a serial listing turns on whether the heritage values of 1-9 Doonside Street warrant protection.

Should the HO apply to 1-9 Doonside Street (former Leggett's building)?



Figure 4 1-9 Doonside Street (former Leggett's building)

The proposed citation describes 1-9 Doonside Street as follows:

> *... a two-storey brick building with a rendered upper floor. It is a large building which occupies the entire allotment and has a series of five parallel roofs running east-west, all concealed behind the front and side parapets. Unpainted red brick side walls suggest the likely brick colour of the overpainted front facade. The largely unadorned front facade has long horizontal bands of windows which balance a vertical entrance 'tower' at the centre. Brick pillars flank the entrance and step up to a central section which bears the raised letters 'Leggetts' set on a diamond base. A series of tall vertical windows, divided by narrow brick piers, are located below the sign and a shallow concrete hood protects two central doorways. Windows are multi-paned steel framed between brick piers.*

Whereas Mr Raworth acknowledged that the building is loosely evocative of the streamlined Moderne style (albeit not a notable or particularly representative example), Mr Lovell questioned the description as the building facade incorporates neither the horizontal emphasis of the *'Streamlined Moderne'* mode or the abstract detailing of the *'Jazz Moderne'* idiom. He suggested the principle facade composition presents more strongly as functionalist.

In dispute was whether the building has heritage values sufficient to warrant recognition and protection in the absence of a precinct.

Mr Gard'ner assessed 1-9 Doonside Street as significant. He indicated the property relates historically to the industrial development of this part of Richmond (although references to the 'Doonside' mansion should be qualified), highlighting that it is stylistically consistent with

77-79 and 81-95 Burnley Street. He emphasised that, with the exception of the overpainted brickwork, it is a highly intact two storey industrial building that exhibits decorative traits of the Moderne style.

Mr Lovell and Mr Raworth agreed that 1-9 Doonside Street presents a substantial, largely intact facade to Doonside Street. They considered there would be some basis for a 'contributory' grading, as previously proposed, if the building was within a recognised precinct of heritage buildings - but no such precinct exists. Mr Lovell and Mr Raworth shared the view that:

- It is a straightforward, very plain building, lacking in any distinctive or unusual architectural finishes, decoration or massing. The entry/central element is the only '*flourish*'.
- In terms of the evolution of factory design, it is neither innovative in terms of its architectural expression or design, nor in terms of its functional layout. Rather than illustrating the shift from multi-storey mills, to those based around a large factory floor on one level with offices above (Criterion A), the design perpetuates a centuries-old factory model with different parts of the manufacturing process on different levels.
- The building is inferior to other industrial places in Yarra that have been graded individually significant, including significant Moderne industrial buildings in the immediate area, such as 81-95 Burnley Street (HO375) and 26 Doonside Street (HO252).
- The building does not derive any additional significance as a consequence of its association with the Leggett Company, which was not an iconic brand.
- The building is at most contributory and links to the Repco building.

The Panel notes that the following assessments prior to the Amendment either did not grade/identify 1-9 Doonside Street or graded it as contributory:

- **not identified or graded**: Richmond Conservation Study (1985), the City of Yarra Heritage Review (1998), the City of Yarra Review of Heritage Precincts by Ian Wight (August 2002) or the City of Yarra Review of Heritage Overlay Areas (Revised March 2011)
- **graded 'contributory' significance to the Doonside Industrial Precinct:** the 2013 Heritage Gaps Study and expert evidence from Renae Jarman (of GJM Heritage) to the Amendment C173 Panel.

Gap studies have a legitimate role to re-evaluate heritage significance and may identify properties that have been overlooked for some reason or take into account changes in the appreciation of the heritage values of types of places. This has occurred in Melbourne in relation to post-war or industrial buildings, for example, since early heritage studies were undertaken. In this case, however, Yarra has a record of recognising the heritage value of industrial buildings since the 1980s and multiple heritage experts have looked at this particular area in detail very recently, without identifying 1-9 Doonside Street as individually significant, either in its own right or as part of earlier versions of a Doonside Precinct.

As Mr Lovell commented at the Hearing, over the years the threshold for protection of heritage values has progressively dropped and this debases the integrity of controls. The Panel agrees with his view that 'lowering the bar' undermines the recognition of places with important heritage value that should be retained in three dimensions and leads to debate

about how development should be accommodated, which can result in retention of facades and not much else.

The Panel is not convinced that inclusion of 1-9 Doonside Street in an individual or a group listing of significant Moderne industrial buildings has been justified.

2.7 Conclusion and recommendation

Panel Conclusion

The Panel concludes that:

- 77-79 Burnley Street does not warrant grading as a contributory building. Alterations to the building mean that property no longer contributes to an understanding of the former industrial use and little of the fabric to clearly demonstrate the inter-war Moderne architectural language remains.
- The two remaining properties cannot be justified as a legible precinct.
- The inclusion of 1-9 Doonside Street in an individual HO or a group listing of significant Moderne industrial buildings has not been justified.

Panel recommendation

Based on the reasons set out in this Report, the Panel recommends that Yarra Planning Scheme Amendment C214 be abandoned.

Attachment 1 - Yarra C214 Panel Report

Appendix A Document List

No.	Date	Description	Presented by
1	2/05/17	Expert Witness Conclave Statement	Council
2	2/05/17	Folder with supporting documents including Practice Notes, planning scheme provisions, Panel and VCAT decisions, Yarra Gaps work	Council
3	2/05/17	Council Part B submission	Council
4	2/05/17	Comparison of current and "Context" citation	Salta
5	2/05/17	Comparison Jarman (November 2015) and Gard'ner (April 2017) evidence statements	Salta
6	2/05/17	Tracked changes citation	Council
7	2/05/17	DDOs relevant to the locality (DDO9 and expired DDO4)	Council
8	2/05/17	HO map illustrating small precincts	Council
9	2/05/17	Lovell PowerPoint	Salta
10	2/05/17	2015 Lovell evidence statement	Council
11	2/05/17	Salta submission	Salta
12	2/05/17	VCAT Zig Inge Station Street case decision	Salta
13	2/05/17	SGS report	Council
14	2/05/17	Clause 21.11	Council
15	2/05/17	DDO9	Salta
16	2/05/17	Amcor site redevelopment document	Salta

Appendix B Heritage expert conclave statement

Attachment 1 - Yarra C214 Panel Report

1-9 DOONSIDE AND 77-79 BURNLEY STREET, RICHMOND

AMENDMENT C214 - PROPOSED HERITAGE OVERLAY PRECINCT

EXPERT WITNESS CONCLAVE – HERITAGE

AGREED STATEMENT

This Joint Statement refers to the Heritage Experts Conclave prepared by Peter Lovell (Lovell Chen) and Bryce Raworth (Bryce Raworth Pty Ltd), experts for Salta Properties Pty Ltd and Jim Gard'ner (GJM Heritage), expert for the City of Yarra.

The conclave was held on 2 May 2017 and commenced at 9am and concluded at 10.45am.

The conclave broadly addressed issues as follows:

a) The history of the individual sites and precinct
b) The intactness/physical integrity of the individual buildings within the precinct
c) Comparisons with like and related places
d) Attributes of the precinct
e) The assessed significance of the precinct and individual buildings

Table 3~~1~~ Summary of issues discussed at the expert witness conclave for historical heritage

No	Issue category	Description of issue	Agreed or not agreed	Owner's experts view	Yarra's expert view
1	**History**				
	The Precinct	Precinct	Agreed		
		General history of the area and precinct			
	77-79 Burnley Street		Agreed		

Attachment 1 - Yarra C214 Panel Report

No	Issue category	Description of issue	Agreed or not agreed	Owner's experts view	Yarra's expert view
	1-9 Doonside Street 81-95 Burnley Street	Place history Sequence of construction. Raworth documentation confirms single storey construction originally to the west with later second storey added progressively Not re-examined	Agreed/accepted		
2	**Intactness/integrity** The Precinct 77-79 Burnley Street	Nature of the value of a fragment of a larger industrial estate Nature of external alteration	Disagree Generally agreed regarding extent of change	Fragment not sufficiently coherent to be worthy of recognition. Extent too limited to adequately reflect the impact of contemporary industrial development in the area. View expressed that other than the corner the flanking walls were so altered as to not warrant retention making the contribution of the building	Important as a group in evidencing and communicating the subdivision and development as an important factory precinct. Sufficient of the original form is in place to warrant recognition in the overlay.

Attachment 1 - Yarra C214 Panel Report

No	Issue category	Description of issue	Agreed or not agreed	Owner's experts view	Yarra's expert view
			Not agreed with regard to impact on legibility	questionable.	
	1-9 Doonside Street	Nature of sequential construction	Agreed that level of alteration is relatively low.		
	81-95 Burnley Street	No issues	Agreed		
3	**Comparative analysis** The Precinct	Where does this precinct rate as compared to the Rosella Preserving Factory precinct (HO349), the Victoria Park Precinct (HO337), the Richmond Hill Precinct (HO332)	Agreed that the comparative examples reflect the individuality of the history and development of the class of places. Disagree that this grouping is of a scale and coherence	In a comparative sense this grouping is weak and lacks consistency such that it compares poorly to other related factory groupings	The proposed precinct has a coherence and visual unity notwithstanding the small number of buildings and degree of alteration.

Attachment 1 - Yarra C214 Panel Report

No	Issue category	Description of issue	Agreed or not agreed	Owner's experts view	Yarra's expert view
			to warrant identification as a precinct as compared to others		
4	**Attributes** The Precinct	Moderne styling Built form consistency Industrial growth in the inter-war period Association with well-known brands	Agreed Agreed Agreed Agreed	While it is agreed that these factors are evident in the precinct it is not agreed that these are at a level which is considered to support the determination that the precinct meets the threshold required to achieve individual HO listing.	These factors together are of sufficient value to warrant the application of the HO.
5	**Assessment of significance** The Precinct	Assessment against criteria Criterion A (History) Criterion D (Representativeness) Criterion E (Aesthetics)	Not agreed Not agreed Not agreed	While these three buildings to a greater or lesser degree reflect these values it is not at a level to warrant formation of a precinct. Effectively the threshold has not been met in relation to any of the criteria.	Criteria A, D and E are considered to be met at the level required to warrant the application of the overlay.

Attachment 1 - Yarra C214 Panel Report

No	Issue category	Description of issue	Agreed or not agreed	Owner's experts view	Yarra's expert view
		Criterion H (Association)	Agreed	The association with Melba and Mitchell is of interest but does not meet the threshold which would warrant inclusion in the overlay.	Agreed with owner's expert assessment.
	77-79 Burnley Street	Gradings	Gradings not agreed	77-79 Burnley Street should be graded non-contributory	77-79 Burnley Street warrants identification as a contributory building.
	1-9 Doonside Street	Impact of sequential construction		1-9 Doonside Street would be contributory if in a precinct particularly as influenced by the sequential construction	1-9 Doonside Street Assessment remains that individual significance is warranted.
	81-95 Burnley Street	81-95 Burnley Street has not been reviewed			

Attachment 1 - Yarra C214 Panel Report

DECLARATION

We agree to all of the above statements.

.....	.....	.....
Peter Lovell	Bryce Raworth	Jim Gard'ner
Date: 3 May 2017	Date: 3 May 2017	Date: 3 May 2017

11.12 Update on Council's Syringe Management Services

Trim Record Number: D17/81875
Responsible Officer: Group Manager - People, Culture and Community

Purpose

1. To brief Councillors on options around addressing community concerns regarding discarded injecting drug litter.

Background

2. On 11 April 2017, Council resolved that having regard to the ongoing community concerns relating to health and safety issues arising from drug activity in the municipality, Council request an Officer's report on:

   (a) the services/processes Yarra City currently manages/uses for the disposal and cleaning of discarded drug paraphernalia; and

   (b) suggestions and recommendations on potential avenues for Council to increase management and service levels in addressing the matter which could include such as increased street and laneway sweeping, installation of additional sharps disposal bins or other relevant programs.

3. The impact of illicit drug use and public injecting are a major concern for the community in the City of Yarra. In particular, discarded syringes and other injecting litter contribute to decreased perceptions of safety and amenity.

4. Councils are responsible for maintaining a clean and safe environment as stated under the Health Act 1958 and Local Government Act 1983. Council commits to minimising the impact of illicit drugs in the community in its Health Plan 2013-2017.

Current service levels

5. In response to syringes and related litter, Council contracts Innerspace (cohealth) to provide syringe management services for the City of Yarra. Innerspace has held the contract since August 2002.

6. Syringe management services include removal of discarded syringes and related litter from public and private spaces in the City of Yarra via sweeps, and also by requests through the Yarra Syringe Disposal Hotline (Hotline).

7. Forty designated streets across the City of Yarra are swept either weekly or five days a week (once per day) to minimise the number of discarded syringes (see Attachment -Table 1 for list of sweep locations and frequency). The majority of these streets are in North Richmond & Abbotsford. Locations and frequency of sweeping vary depending on drug use activity.

8. Innerspace respond to requests received from the community and Council to collect discarded syringes via the Yarra Syringe Disposal Hotline. Requests can be lodged via voice mail or email and are resolved within 24 hours.

9. Innerspace also regularly clear and monitor 83 syringe disposal units (see Attachment 1-Table 2 for list of unit locations and frequency of checking), and collect any discarded syringes and related litter in the immediate area surrounding the units. Frequency of clearing of units (and location) is changed depending on usage.

10. Innerspace also provides support and assistance to Council, people who inject drugs (PWID), and the wider community regarding managing discarded syringes to increase perceptions of safety and overall community health and wellbeing.

11. Additionally, Council's City Works and Open Space branches collect discarded syringes during the course of their work.

12. City Work's street cleaning crew generally report discarded syringes to the Hotline, however their Precinct Litter Response Teams will respond to requests to pick up discarded syringes if it is deemed 'high risk'.

13. Open Space's horticulture teams will collect discarded syringes from garden beds, and also UMS, who are contracted by Open Space to clean Council's public toilets.

14. However, it is preferable that Council staff refer any discarded equipment onto the Hotline.

Issues

15. In 2016, Council received 484 community requests for collection – 348 through the Yarra Syringe Disposal Hotline. Innerspace collected over 9,000 syringes from 40 regular sweeps of parks and streets and over 65 000 syringes from 83 syringe disposal units.

16. The amount of syringes collected across 2016 via street sweeps remained consistent with previous years, however there was noticeable decrease throughout the course of the year – 875 syringes were collected in January 2016 compared to 227 syringes collected in December 2016.

17. Data for January – March 2017 shows that there has been an increase in the number of syringes collected via street sweeps (3307) compared with January – March 2016 (1957).

18. In keeping with previous years, there has been an almost 30% increase in the number of syringes collected in syringe disposal units in 2016. However, figures for the first quarter of 2017 are comparable with those of the first quarter of 2016.

19. Overall, there has been an increase in calls to the Hotline, but a decrease in the number of syringes collected this year, compared to this time last year.

20. The general consensus is that there is a heightened awareness around discarded injecting equipment in the municipality which is not supported by Council's data.

21. A number of factors have contributed to this:

    (a) the coronial inquest into a fatal drug overdose on Hoddle Street and subsequent recommendation for a Supervised Injecting Facility (SIF);

    (b) increased political support and media interest around the implementation of a SIF in the Victoria Street precinct;

    (c) the advent of a resident's advocacy group – Victoria Street Drug Solutions;

    (d) Council's community engagement around 'Reimagining Victoria Street' – discarded syringes and other drug litter was a key issue raised by the community; and

    (e) Innerspace experiencing a network issue which resulted in community members not being able to leave a message on the Hotline message bank for a period of time.

22. In addition to this, the State Government has committed to installing CCTV down both Victoria and Lennox Streets, in July 2017. It is likely that there will be significant displacement of drug activity. Anecdotally, local services have concerns that activity may be pushed onto the Richmond Housing Estate – in particular, the multi-deck car park, and as far south as Bridge Road.

23. This displacement will certainly impact on Council's syringe management services.

24. North Richmond Community Health (NRCH) have noticed an increase in discarded injecting equipment and public injecting around the premises since the installation of a syringe vending machine outside the premises.

Comments/Discussion

25. The current cost of the Council's syringe management services contract is $102 000.

26. The majority of this cost covers a syringe management worker to monitor and respond to Hotline requests, sweep designated parks and streets, monitor and clear syringe disposal units, and monitor newly identified areas for a reasonable period to determine if it is a drug hotspot requiring further attention.

27. It also covers contractor officer time to conduct quarterly bin condition audits, provide specialist advice, attend meetings and produce materials, training and reports.

Options to address community concerns

28. The syringe management services contract manager met with cohealth staff including the Executive Director Mental Health, Alcohol and Other Drugs and Homelessness, the Senior Manager Alcohol and Other Drugs, and the Program Manager Alcohol and Other Drug Response North to discuss the efficacy of the syringe management services contract.

29. There are a number of options which could be combined to address ongoing community concerns. All require resourcing to different degrees, and a contract variation. Table 1 on page 4 outlines the pros and cons of each option.

Option 1: Weekend Monitoring of Yarra Syringe Disposal Hotline

30. Currently, Innerspace provides in-kind support to the syringe management service by using needle & syringe program outreach workers to respond to Hotline requests out of hours and over the weekend, 365 days per year.

31. Dedicated staff for after hours or weekend work would involve substantial resourcing.

32. For Innerspace to employ two syringe management workers for a minimum of four hours over the weekend (Saturday and Sunday) would cost Council (at a minimum) an additional $71 000 (+CPI) per year*

Option 2: Increased Number of Syringe Disposal Units

33. Innerspace is contracted to monitor 83 syringe disposal units. Rather than continually increasing (and monitoring) the number of disposal units, workers monitor drug use hotspots and move units according to activity. This method works well.

34. Costs for syringe disposal units are as follows:

Product	Price	Price for 5	Price for 25
2L wall unit		$172 +GST	$145 +GST
5L wall unit		$215 +GST	$172 +GST
Installation	$50 +GST		
Locks	$10 +GST		

35. Additional resourcing would be needed to manage an increase in the number of disposal units. For Innerspace to manage an extra 10 disposal units would be approximately an extra 0.1 EFT – approximately $10 348*.

Option 3: Increased Sweeps

36. Innerspace currently sweeps 40 designated streets between one and five times per week, once per day. The majority of designated streets in Richmond and Abbotsford are swept five days per week.

37. Sweeps could be increased so that hot spots in Richmond and Abbotsford (i.e. those that are swept daily, Monday – Friday) are swept twice per day in the morning and afternoon.

38. For Innerspace to conduct additional sweeps in drug hotspots, an additional 0.6EFT would be required – approximately $62 088*.

Option 4: Community Education

39. The syringe management services contract manager has been having discussions with stakeholders involved in syringe management across the municipality, including Innerspace, NRCH, Victoria Police, Richmond West Primary School and internal stakeholders from City Works & Open Space, about how the issue might be more effectively managed.

40. NRCH is in the process of recruiting peer educators who will be working in the Victoria St precinct. They will be responsible for distributing and retrieving injecting equipment, and encouraging PWID to safely dispose of injecting equipment.

41. They are also installing a considerable number of syringe disposal units in direct proximity to the health centre.

42. Local services agree that the wider community needs to play a part in syringe management and disposal. A number of the community's concerns may be resolved through empowering the community to respond to syringe management issues.

43. This would involve educating the community about local services and how to safely remove syringes, provision of plastic disposal containers to community, and further education with PWID around safely disposing of their used injecting equipment.

44. The cost of 2000 (roughly the number of houses along Council's sweep routes) plastic one litre disposal containers for residents would cost around $7 500 (+GST & freight).

45. An extra 0.2EFT would be needed for Innerspace to conduct additional community education – approximately $20 696* (*these figures are an approximation and represent salary costs only.)'

Table 1: Pros & Cons of Options

Option	Pros	Cons
1: Hotline	Improved response time over weekends Less discarded injecting equipment May allay community concerns	Requires additional resourcing Regardless of Council's response, there will still be discarded injecting equipment
2: Disposal units	More options for PWID to dispose of injecting equipment safety Less discarded injecting equipment	Requires additional resourcing More disposal units don't necessarily mean more use May increase community's concerns Regardless of Council's response, there will still be discarded injecting equipment
3: Sweeps	Less discarded injecting equipment May allay community concerns	Requires additional resourcing Regardless of Council's response, there will still be discarded injecting equipment
4: Community Education	Less discarded injecting equipment Proactive response from Council Opportunity to strengthen relationships with key stakeholders and the wider community Community is less reliant on Council services Community is empowered to respond to issue May allay community concerns	Community may view this option as Council 'passing the buck' Requires additional resourcing Regardless of Council's response, there will still be discarded injecting equipment

Conclusion

46. Council contracts Innerspace to remove discarded syringes and related litter from public and private spaces in the City of Yarra via sweeps, requests through the Hotline, and also through installation and monitoring of syringe disposal units.

47. Over recent months, due to a number of factors, there has been a heightened awareness around discarded injecting equipment in the municipality that isn't supported by Council's data.

48. NRCH has noticed an increase in discarded equipment and public injecting on the Richmond Housing Estate and is currently recruiting peer educators who will work with PWID, and installing syringe disposal units around the health centre to better manage discarded equipment.

49. Additionally, the installation of CCTV down both Victoria and Lennox Streets will likely result in significant displacement of drug activity. This displacement will certainly impact on where Council places its efforts in terms of syringe management.

50. Given the current activity in this space and that Council's data does not reflect an increase in the amount of discarded injecting equipment; it is inadvisable that Council make any changes to its syringe management services contract at this time.

RECOMMENDATION

1. That Councillors:

   (a) note that overall, Council's data does not reflect an increase in the amount of discarded injecting equipment;

   (b) note the current activity in this space, including the installation of CCTV along Victoria and Lennox Streets, is likely to impact on Council's syringe management services;

   (c) note that, as a result, it is inadvisable to make any changes to Council's syringe management services contract at this point in time; and

   (d) note that the syringe management services contract manager will monitor the situation and if necessary include a new initiative bid in the 2017/18 budget for an increased service response.

CONTACT OFFICER: **Sarah Jaggard**
TITLE: **Community Advocacy Team Leader**
TEL: **9205 5160**

Attachments

1 Sweep & Unit Locations & Frequency

Attachment 1 - Sweep & Unit Locations & Frequency

Table 1: Sweep Locations & Frequency

Location	Suburb	Frequency
Charles St	Abbotsford	5
William St	Abbotsford	5
Nicholson St	Abbotsford	5
Lit. Lithgow St	Abbotsford	5
Lit. Nicholson St	Abbotsford	5
Lit. Charles St	Abbotsford	5
Lithgow St	Abbotsford	5
Darling Gardens	Clifton Hill	1
Victoria Park Railway	Collingwood	5
Collingwood Railway	Collingwood	1
Harmsworth St	Collingwood	1
Palmer St	Collingwood	1
Little Abbott St	Collingwood	1
Collingwood Walkups – Dight St	Collingwood	1
Campbell St	Collingwood	1
James St	Fitzroy	2
Palmer St	Fitzroy	1
Napier St Walkups	Fitzroy	1
Gertrude St	Fitzroy	1
Fitzroy St	Fitzroy	1
Brunswick St	Fitzroy	1
Garfield St	Richmond	5
North Richmond Railway	Richmond	5
Post Office Lane	Richmond	5
Cooke Ct	Richmond	1
Smith St	Richmond	5
Lewis Ct	Richmond	1
Citizens Park	Richmond	5
Baker St	Richmond	1
Jubilee Place	Richmond	1
Williams Ct	Richmond	1
Lane off Baker St	Richmond	5
Yarra Housing	Yarra	as requested
Victoria St (between Charles & Lithgow Sts)	Richmond	5
Little Butler St	Richmond	5
York St	Richmond	5
Peers St	Richmond	5
Egan St	Richmond	5
Elizabeth Street	Richmond	1
West Richmond Station	Richmond	5

Attachment 1 - Sweep & Unit Locations & Frequency

Table 2: Disposal Unit Locations & Frequency

Location	Suburb	Frequency
Collingwood Childrens Farm – Inside Female Disabled Toilet	Abbotsford	1
Collingwood Childrens Farm – Inside Male Disabled Toilet	Abbotsford	1
Flockhart Reserve, Flockhart St, on pole near rubbish bin	Abbotsford	1
In laneway between Thompson and Cooke Sts	Abbotsford	1
In laneway next to 9 Greenwood St, next to railway	Abbotsford	1
In laneway off Fairchild St	Abbotsford	1
In laneway off Lt Charles St	Abbotsford	20
Little Lithgow St, Victoria St end	Abbotsford	20
Little Nicholson St, near Victoria St	Abbotsford	20
Victoria Park, Lulie St - in Disabled toilet	Abbotsford	2
Victoria Park, Lulie St - in Female toilet	Abbotsford	2
Victoria Park, Lulie St - in Male toilet	Abbotsford	2
Collingwood Childrens Farm – Inside Female Toilets	Abbotsford	1
Collingwood Childrens Farm – Inside Male Toilets;	Abbotsford	1
Dight Falls Toilets, Trennery Cres, in park (adj to car park) opp Eastern Freeway; Inside Female cubicle	Abbotsford	1
Dight Falls Toilets, Trennery Cres, in park (adj to carpark) opp Eastern Freeway; Inside Male cubicle	Abbotsford	1
NYCH 622 Lygon St front entrance;	Carlton North	1
NYCH 622 Lygon St rear carpark entrance	Carlton North	1
Curtain Square Toilets, disabled cubicle	Carlton North	2
Curtain Square Toilets, female cubicle	Carlton North	2
Curtain Square Toilets, male cubicle	Carlton North	2
Darling Garden Toilets (South Terrace), disabled	Clifton Hill	1
Ramsden St Reserve toilet, cnr Field St, female cubilcle	Clifton Hill	1
Ramsden St Reserve toilet, cnr Field St, male cubilcle;	Clifton Hill	1
Yambla St Reserve toilet, off Ramsden St, female cubicle;	Clifton Hill	1
Yambla St Reserve toilet, off Ramsden St, male cubicle	Clifton Hill	1
Darling Garden Toilets (South Terrace), female;	Clifton Hill	1
Darling Garden Toilets (South Terrace), Disabled	Clifton Hill	1
Darling Garden Toilets (South Terrace), male	Clifton Hill	1
Little Abbott St (half way up street on light pole);	Collingwood	1
Rear 15-17 Bedford St;	Collingwood	1
276 Smith St (ROW at rear – access via Otter Street)	Collingwood	1
Laneway beside 21 Dight St;	Collingwood	1
Cambridge Park, Cambridge St near Peel St	Collingwood	1
Alphington Park Toilets, View St, female cubicle;	Fairfield	1
Alphington Park Toilets, View St, male cubicle;	Fairfield	1
Fairfield Park Toilets, Fairfield Park Drive, female toilet;	Fairfield	1

Attachment 1 - Sweep & Unit Locations & Frequency

Location	Suburb	Frequency
Fairfield Park Toilets, Fairfield Park Drive, male toilet;	Fairfield	1
George Knott Reserve (on tree near bus shelter);	Fairfield	1
Smiths Reserve, adj to Fitzroy Swimming Pool, Alexandra Pde;	Fitzroy	1
In laneway behind 110 Greeves St;	Fitzroy	1
In laneway next to 59 Young St;	Fitzroy	1
ROW beside 78 Gertrude St, on light pole;	Fitzroy	1
128 Napier St, on light pole outside church;	Fitzroy	1
Condell St. Public Toilets. West of Napier St, disabled cubicle;	Fitzroy	1
Condell St. Public Toilets. West of Napier St, male/fem cubicle;	Fitzroy	1
King William St Reserve, on pole beneath cyclone fence;	Fitzroy	1
Laneway off Fitzroy St (behind Turning Point);	Fitzroy	1
Napier St, between Gertrude & Webb St on light pole;	Fitzroy	1
Edinburgh Gardens East – Inside Female Toilets;	North Fitzroy	1
Edinburgh Gardens East– Inside Male Toilets;	North Fitzroy	1
Edinburgh Gardens – External Toilet Wall;	North Fitzroy	1
In laneway next to 10 Salisbury Cres, North Fitzroy;	North Fitzroy	1
Citizens Park Toilets; outside toilet on west side	Richmond	20
Citizens Park Toilets (Highett St), disabled cubicle	Richmond	20
Citizens Park Toilets (Highett St), female cubicle;	Richmond	20
Citizens Park Toilets (Highett St), female cubicle;	Richmond	20
Citizens Park Toilets (Highett St), female cubicle;	Richmond	20
Citizens Park Toilets (Highett St), female cubicle;	Richmond	20
Citizens Park Toilets (Highett St), male cubicle	Richmond	20
Citizens Park Toilets (Highett St), male cubicle	Richmond	20
Docker Street Public toilets, baby change cubicle;	Richmond	2
Docker Street Public toilets, disabled cubicle;	Richmond	2
Docker Street Public toilets, female cubicle	Richmond	2
Docker Street Public toilets, male cubicle	Richmond	2
Jonas St (on No Standing sign closest to Victoria St)	Richmond	1
Barkly Gardens toilets, Barkly Ave, female cubicle	Richmond	1
Barkly Gardens toilets, Barkly Ave, on outside wall;	Richmond	1
In laneway off Baker St, close to Church St	Richmond	20
In laneway off Lennox St between Victoria & Butler St	Richmond	20
In laneway off Risley St	Richmond	1
In laneway off Shelley St between Elizabeth and Garfield St	Richmond	1
In laneway off Shelley St between Garfield and Smith St	Richmond	1
Kevin Bartlett Reserve, toilet	Richmond	1
On pole in laneway by West Richmond station (Hoddle St side)	Richmond	1

Attachment 1 - Sweep & Unit Locations & Frequency

Location	Suburb	Frequency
Toilet block next to Richmond Town Hall, female cubicle	Richmond	1
Toilet block next to Richmond Town Hall, male cubicle	Richmond	1
Wrede Place off York St	Richmond	1
Egan St (on street sign under railway bridge)	Richmond	20
River St Reserve, near car park	Richmond	1
Rear 211 Victoria Pde	Collingwood	1
Lulie St corner Maugie St on Freeway wall	Abbotsford	1
In park corner Lennox St & Butler St	Richmond	1

12.1 Notice of Motion No 15 of 2017 - Submission to West Gate Tunnel Environmental Effects Statement

Trim Record Number: D17/81879
Responsible Officer: Chief Executive Officer

I, Councillor Amanda Stone, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 4 July 2017:

"That Yarra City Council make a submission to the West gate Tunnel project Environmental Effects Statement, containing the following points:

(a) that whilst the West Gate Tunnel project is proposed for the west of Melbourne connecting transport routes between the port, Citylink and the city connections, the impacts will be experienced more broadly, especially in relation to traffic flows in the inner north in the City of Yarra;

(b) the West Gate Tunnel will generate tens of thousands more car commutes into inner Melbourne every day, some of which traffic will be pushed through North Melbourne and Parkville into the City of Yarra and will worsen local traffic conditions in the City of Yarra, particularly along arterials such as Victoria Parade and Alexandra Parade.

(Data in Chapter 25, Figure 25.6 shows an expected additional 2000 vehicle per day along the eastern end of Victoria Parade, an additional 1000 along Queensbury Street and an additional 900 along Grattan Street. All 3 streets have traffic originating in or through Yarra, either from key transport routes to/from the north and east or via the Eastern Freeway.);

(c) whilst described in the EES as "minimal", these amounts of traffic add to increasing traffic burdens and act to undermine recent measures taken in Victoria Parade to provide dedicated bus and bicycle routes to prioritise and encourage these modes of travel;

(d) extensive experience in Melbourne, interstate and internationally has shown that toll roads do not improve traffic conditions, rather they induce traffic such that travel times return to baseline soon after the toll road is opened. This is a concern, held by Yarra City Council, that the "modest" increases in induced traffic along these three routes will not contribute to improved transport across inner Melbourne, and on the contrary continue to provide further pressure to construct more major road projects, such as the rejected East West Link, which are unsustainable and would have a detrimental impact on the residents of Yarra; and

(e) the only way to provide sustainable transport options and improve quality of life in the western suburbs of Melbourne is to shift freight from trucks to rail and invest in public transport, particularly rail services and feeder buses."

Background

The West Gate Tunnel project is proposed for the west of Melbourne connecting transport routes between the port, Citylink and the city connections. It was initiated by Transurban, who constructed and currently run Citylink and the project is being managed by the West Gate Tunnel Authority.

The State Government has required that an Environmental Effects Statement (EES) be provided. Public submissions are now sought on the EES with submissions due by Jul 10th.

The West Gate Tunnel project has the potential to impact on the City of Yarra through induced traffic in the inner north of Melbourne and also due to its failure to consider the interconnected relationship between all modes of transport in Melbourne and to plan for a necessary mode shift in the future.

It is therefore proposed that Yarra City Council make a submission to the West Gate Tunnel Environmental Effects Statement.

RECOMMENDATION

1. That Yarra City Council make a submission to the West gate Tunnel project Environmental Effects Statement ,containing the following points:

   (a) that whilst the West Gate Tunnel project is proposed for the west of Melbourne connecting transport routes between the port, Citylink and the city connections, the impacts will be experienced more broadly, especially in relation to traffic flows in the inner north in the City of Yarra;

   (b) the West Gate Tunnel will generate tens of thousands more car commutes into inner Melbourne every day, some of which traffic will be pushed through North Melbourne and Parkville into the City of Yarra and will worsen local traffic conditions in the City of Yarra, particularly along arterials such as Victoria Parade and Alexandra Parade.

   (Data in Chapter 25, Figure 25.6 shows an expected additional 2000 vehicle per day along the eastern end of Victoria Parade, an additional 1000 along Queensbury Street and an additional 900 along Grattan Street. All 3 streets have traffic originating in or through Yarra, either from key transport routes to/from the north and east or via the Eastern Freeway.);

   (c) whilst described in the EES as “minimal”, these amounts of traffic add to increasing traffic burdens and act to undermine recent measures taken in Victoria Parade to provide dedicated bus and bicycle routes to prioritise and encourage these modes of travel;

   (d) extensive experience in Melbourne, interstate and internationally has shown that toll roads do not improve traffic conditions, rather they induce traffic such that travel times return to baseline soon after the toll road is opened. This is a concern, held by Yarra City Council, that the “modest” increases in induced traffic along these three routes will not contribute to improved transport across inner Melbourne, and on the contrary continue to provide further pressure to construct more major road projects, such as the rejected East West Link, which are unsustainable and would have a detrimental impact on the residents of Yarra; and

   (e) the only way to provide sustainable transport options and improve quality of life in the western suburbs of Melbourne is to shift freight from trucks to rail and invest in public transport, particularly rail services and feeder buses.